

Chapter 8
CIRCULATION AND TRANSPORTATION

This Chapter provides an overview of the multimodal transportation systems serving the Plan Area based on the Conceptual Plan and development profile. The Specific Plan expands the City’s network of streets, sidewalks and trails to fully integrate the area with existing and surrounding roadway facilities, provide “Complete Streets” and improve multimodal (pedestrian, bicycle, transit, automobile) connectivity. The proposed framework of streets establishes a pattern of pedestrian-scaled blocks which will encourage increased walking and bicycle travel. The long range nature of the Specific Plan requires flexibility in the street framework to adapt to the uncertainties of development implementation and phasing.

VEHICULAR CIRCULATION

The Plan Area’s roadway network is organized around the street classification system established in the City’s General Plan. The vehicular circulation system is comprised of Routes of Regional Significance, arterials, collectors, and local streets. The Specific Plan relies on the existing system of streets for primary access and then overlays a new system of collector and local streets for internal multimodal (automobile, pedestrian, bicycle, transit, etc) circulation.

The Plan Area is highly accessible by vehicle because it is situated within a grid of Routes of Regional Significance, arterials and collector streets. The two freeway interchanges at Bollinger Canyon Road and Crow Canyon Road, support regional mobility and provide access to the Plan Area from I-680 and the programmed High Occupancy Vehicle on and off ramps at Norris Canyon Road will provide additional access to carpools, vanpools and public transit. In addition to providing the Plan Area access, the freeway and major arterials provide visibility for the Plan Area to support Destination Retail uses fronting on the freeway and roadways.

Local access to the Plan Area is provided by the major arterial streets described above as well as Alcosta Boulevard, Fostoria Way, Camino Ramon and Norris Canyon Road. Existing local streets, Executive Parkway, Bishop Drive, and Crow Canyon Place combined with the proposed streets will form the principal vehicular circulation system within the Specific Plan Area.

Specific Plan Vehicular Circulation System

As discussed above, the existing roadway network within the Specific Plan Area consists of high-capacity arterial and collector roadways in a conventional widely-spaced suburban grid. The Conceptual Plan proposes a grid of smaller pedestrian-scaled blocks comprised of walkable local streets integrated with active commercial

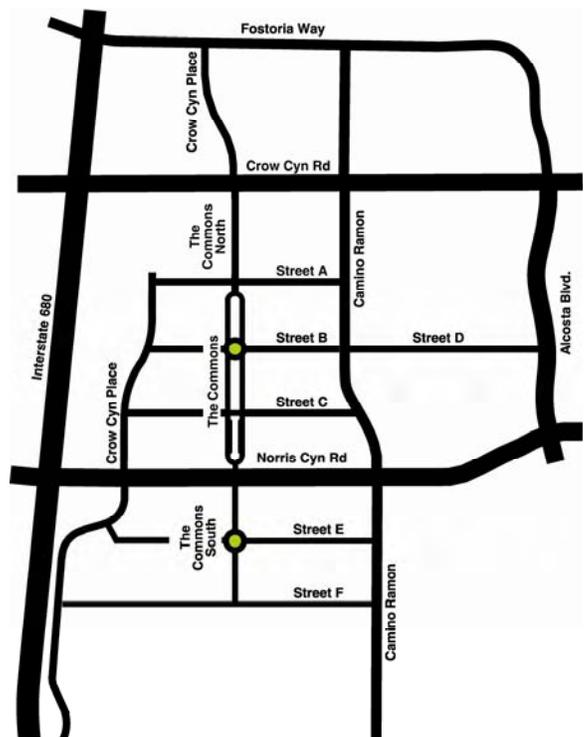


Figure 8.1: Specific Plan Street Network.

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frontages, landscaping, streetscape features, public spaces and other amenities. The smaller pedestrian-scaled block system is intended to encourage walking, bicycling and exploration of the Mixed Use Core and encourages a park-once, walk and shop environment. The street grid forms a framework for development of compact commercial and residential mixed-use buildings as well as flexibility for larger retailers, office complexes, and multifamily residential blocks. The vehicular circulation system also serves to provide emergency access to all parts of the Plan Area. As the emergency access framework, all of the streets (and service corridors) are dimensioned to accommodate the Fire District's travel way clearances. Figure 8.2 illustrates the Specific Plan street network. The Plan vision is for the key streets and their role in the vehicular circulation system are described below.

The Commons North is envisioned as a realignment of Crow Canyon Place from Crown Canyon Road, through the Crow Canyon Commons Shopping Center (when redeveloped) to provide access into the north side of The Commons. As a primary entry point, with nearby freeway access, Crow Canyon Place needs to be effective as a high volume roadway and aesthetically pleasing as a gateway to the Specific Plan Area. This street will be the primary access to the retail and mixed-use Central Core (Development Block D) area. The divided multi-lane street balances its emphasis on traffic movement and capacity with a broad landscape median and tree-lined sidewalks fronting on shops. Intersections on The Commons North will have traffic signals to control vehicle turning movements and provide controlled crossings for pedestrians.

The Commons represents a prominent identifying feature of the Specific Plan Area. The Commons is a broad pair of one-way streets on either side of a landscaped public space (Commons), and lined with mixed-use buildings and an active streetscape.

The Commons is the Plan Area's central multi-modal access corridor accommodating vehicle traffic, providing on-street parking, bike lanes, a substantial pedestrian realm while connecting The Commons North to Norris Canyon Road. The Commons emphasizes slower vehicular travel and frequent pedestrian crossings at stop-controlled intersections. Vehicular access to adjacent properties and parking will primarily be from the east-west secondary streets in order to maintain The Commons free of conflicts between vehicles and pedestrians at driveways.

Crow Canyon Place is proposed as a new four-lane street, parallel to The Commons, providing access to the more auto-oriented uses adjacent to I-680. It connects The Commons North to Norris Canyon Road, and may experience some level of through traffic. This street emphasizes traffic movement and capacity, but also provides a wide and attractive pedestrian realm serving an active commercial frontage. As a higher volume street, Crow Canyon Place will control intersections and pedestrian crossings with traffic signals.

The Commons South provides access to the Destination Retail and Bishop Ranch Mixed Use Districts (Development Block G) south of Norris Canyon Road. This two-lane street is the continuation of The Commons and is part of the primary multi-modal corridor with on-street parking, bike lanes and a substantial pedestrian realm in the southern portion of the Plan Area. The transit center is expected to be relocated adjacent to The Commons South, immediately south of Norris Canyon Road. The Commons South does not connect to Executive Parkway, but terminates at a new east-west street.

Norris Canyon Road is an existing collector street that connects the Westside of San Ramon to the Plan Area and terminates at Alcosta Boulevard. It crosses I-680, but does not currently

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provide an interchange with the freeway. As described earlier, High Occupancy Vehicle-only ramps to/from Norris Canyon Road are currently programmed for construction. Presently a five-lane street (including a center turn lane), Norris Canyon Road is envisioned as a four lane boulevard with a raised landscaped median and tree-lined setbacks buffering pedestrians and land uses from passing traffic.

Camino Ramon is currently the primary north-south collector street and is an important link between Crow Canyon Road and Bollinger Canyon Road. The Specific Plan does not propose changes to the street's cross section, however, envisions as many as four new intersections with the Plan's new east-west streets providing access to the area. Given the volume of traffic on Camino Ramon, some of the new intersections may require traffic signals to control traffic and provide safe pedestrian crossings while others may have limited turning motions to avoid potential conflicts.

New East-West Streets (Streets A, B, C, E, F) are relatively narrow local streets connect the internal north-south streets and continue east to intersect Camino Ramon, and in the case of Street D, continue east to intersect Alcosta Boulevard. Street B West provides bike lanes to connect the bike lanes on Crow Canyon Place and Bishop Drive to the Iron Horse Trail. Street B West also provides a direct vehicular and pedestrian connection between the proposed shared parking structure and Crow Canyon Place. Street D West connects Camino Ramon to Alcosta Boulevard and provides access points to the large parcel along its southern edge. Street D West also connects the Iron Horse Trail and The Commons with a multi-use path.

Some of the new east-west streets provide direct access to property and parking which will be located behind buildings. The Specific Plan's Development Standards propose service corridors at the rear of buildings fronting the North and South Commons. The service corridors provide access for deliveries and trash removal as well as fire access associated with the residential and commercial uses (Section 6-18 in Chapter 6).

GOAL CIR-1: Maintain the core elements of the existing circulation system and expand the street system to improve connectivity throughout the Plan Area.

Policy CIR-1.1: Establish north/south connectors within the Mixed Use Core area by extending Crow Canyon Place and constructing The Commons to link Crow Canyon Road to Norris Canyon Road.

Encourage vehicular access to the Mixed Use Core and Destination Retail parcels adjacent to I-680 and Provide direct access between Crow Canyon Road and The Commons when Block D1 is redeveloped.

Policy CIR-1.2: Establish a plan line that identifies the required dedication of right-of-way for new streets consistent with the Specific Plan circulation diagram. Allow flexibility in the alignment of new east-west streets (Streets A, B, C, D, E and F) to accommodate larger parcels and phasing if necessary.

- Require development in the Mixed Use Core (Block D) to dedicate the right-of-way to implement The Commons and east-west local streets in a pedestrian-scaled block pattern with block length limited to a maximum of 400 feet when possible.

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- Work with property owners to publicly acquire the land identified for a public parking structure and an easement for vehicular access from Camino Ramon.
- Work with property owners and consider the feasibility of establishing a Community Facilities District to finance the new streets, traffic signals, and other improvements within the public right-of-way within the Plan Area.
- Encourage development to utilize the density pool benefit to fund construction of the core transportation infrastructure.
- Ensure that the initial development is served by at least two points of access for emergency response.

Core transportation elements are those parts of the circulation system that must be in place for safety and basic functions such as access to properties internal to the plan area, emergency access, and fundamental pedestrian and bicycle elements to allow safe travel by non-motorized modes. Core elements are either implemented by the City in advance of development or implemented by the first developments. A potential City TIF fee credit may be available for implementing core transportation infrastructure within the Specific Plan Area.

Goal CIR-2: Maintain the City's General Plan level of service (LOS) objectives at build-out of the Specific Plan area.

Policy CIR-2.1: Assess peak hour traffic generation and LOS from new development and implement road way improvement projects as necessary to maintain acceptable LOS levels.

To provide this flexibility while accommodating traffic generated by development of the Specific Plan, a vehicular Trip Budget has been established to monitor development over the broader Plan Area. A Total of 49,250 daily, 1,855 AM and 4,156 PM Peak Hour trips have been established for build out of the Plan Area. The trip budgets will be used in evaluating individual development proposals for consistency.

The City of San Ramon General Plan also includes programmed roadway improvements to respond to LOS needs citywide including improvement related to the Specific Plan Area.

Policy CIR-2.2: Continue to participate and evaluate efforts by the Contra Costa Transportation Authority and Caltrans to implement the High Occupancy Vehicle (HOV) interchange at I-680/Norris Canyon Road.

The General Plan and the Tri-Valley Transportation Plan/Action Plan includes the construction of a High Occupancy Vehicle (HOV) on and off ramp at Norris Canyon Road where it crosses I-680. This programmed improvement is intended to facilitate regional commuting by transit and car /vanpooling and could support the relocation of the existing Transit Center at Executive Parkway to the Norris Canyon Road within the Plan Area.

TRANSPORTATION

Public transportation plays an important role in the Plan Area. The envisioned mix of uses, higher density housing, major employment sites, attractive walkable streets, and relocated Transit Center create an environment conducive to public transportation. A primary objective of the Specific Plan is to create development that reduces the need for, and use of, automobiles. The development program in the Chapter 4 Land Use establishes a cap on vehicular trips associated with new development. This limitation on new vehicular trips, not only minimizes off-site traffic impacts, but incentivizes development to institute programs that encourage the use of transit and other trip reduction measures.

Current Transit Service

The Plan Area is served by multiple bus routes. The Central Contra Costa Transit Authority (CCCTA/County Connection) provides regional bus service to the current Transit Center located at Executive Parkway and Camino Ramon as well as Bishop Ranch and other employment centers in the area. This regional bus service connects San Ramon to the Walnut Creek and Dublin/Pleasanton BART stations, the Altamont Commuter Express (ACE) station and various Park and Ride lots in the I-680 corridor and also provides local bus service as some of these routes circulate through central San Ramon. Employees working within the Bishop Ranch can ride transit free with a pass as part of Bishop Ranch's Transportation Demand Management program.

Relocated San Ramon Transit Center

The existing San Ramon Transit Center is located along the Iron Horse Trail adjacent to the intersection of Executive Parkway and Camino Ramon. The Transit Center contains a 54-space Park and Ride lot for commuters who utilize carpools, vanpools, or transit. Bike racks and covered bike lockers are also available at the Transit Center.

Most of the transit routes serving the Plan Area use the current Transit Center. As the Plan Area develops and transit demand in the area increases, the existing Transit Center is proposed to be relocated along the Norris Canyon Road corridor within the Plan Area. This new location will create a centralized public transportation hub within the Plan Area (a 5- to 10-minute walk for the entire Plan Area), and potentially expedite transit travel with implementation of the contemplated HOV on and off ramps at Norris Canyon Road and I-680. The planned Carpool Lane Gap Closure/I-680 Transit Enhancements, which will extend the existing high occupancy vehicle lanes on I-680 to the north of San Ramon, are also anticipated to benefit the Plan Area and region as a whole.

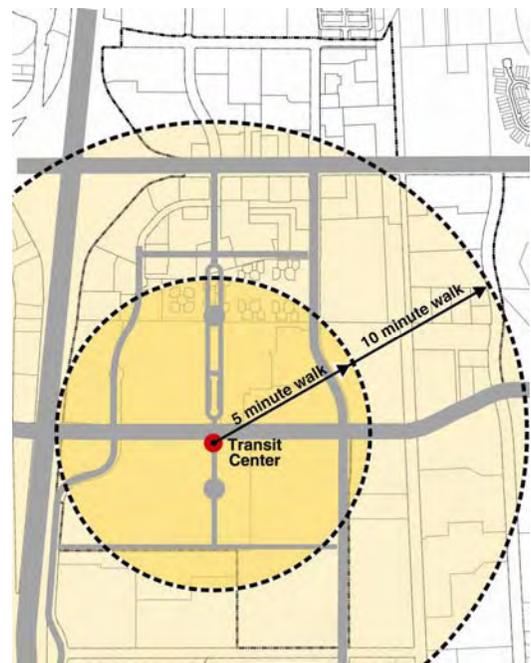


Figure 8.2: Transit Center Walking Radius.

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The HOV lanes and on-off ramps will allow transit, carpool and vanpool users to bypass congestion on I-680 and at the interchanges (Crow Canyon and Bollinger Canyon Roads) and gain immediate access to the relocated Transit Center located about ¼-mile from the HOV ramps. Furthermore, the new Transit Center location along Norris Canyon Road benefits transit by placing a central transfer point among what will be one of the City's more dense mixed-use and walkable districts and encourages commuting by means other than the single occupant vehicle.

The conceptual design of The Commons South includes bus turnouts near the Transit Center to provide operational flexibility such as staging and/or layover, route interlining, or capacity for additional routes. Relocation of the Transit Center and route revisions will be based on development levels and completion of infrastructure reaching an appropriate threshold to trigger the changes. The specific design of the Transit Center will be developed in cooperation with the CCCTA to ensure that the relocated facility continues to meet the existing and future operational needs of the service provider and community.

GOAL TRAN-1: Increase transit ridership and improve access to transit throughout the Specific Plan Area.

Policy TRAN -1.1: Develop a bus stop prioritization system that defines an increasing level of amenity based on location and transit ridership levels.

The bus stop prioritization system contemplates an urban design theme for bus stops and amenities based on prioritization level. The inventory and prioritization of existing and future bus stop locations will require new development to construct the stops with associated level of amenities necessary to serve the proposed development.

Policy TRAN -1.2: Work with the Contra Costa County Transit Authority (CCCTA) to:

- Relocate the San Ramon Transit Center to the Specific Plan Area when warranted by Plan Area need.
- Coordinate the design of the relocated Transit Center to meet current and future needs for the Plan Area.
- Revise bus routes and stops to serve the needs of the Specific Plan Area both before and after relocation of the transit center.
- Identify funding sources for the transit center relocation and transit stop amenities including requiring new development to fund/construct transit facilities and related improvements.

GOAL TRAN-2: Provide for the transportation needs of transit riders and the transit-dependent, while reducing the impacts from traffic, parking, vehicle emissions and noise.

Policy TRAN-2.1: Increase the range of transit services to accommodate riders with unique needs.

Transit services should consider the need for commuter and express routes, seniors and disable persons programs as well as school access programs.

Policy TRAN -2.2: Encourage major employers to provide shuttle services to and from regional transit facilities and transit rider amenities.

Policy TRAN -2.3: Encourage CCCTA, major employers, residential complexes, and major activity centers to partner and share in the cost of customized fixed-route and demand responsive transit services between the Plan Area, major destinations and transit nodes.

Policy TRAN -2.4: Provide parking spaces at public parking facilities and the relocated Transit Center for shuttle vehicles.

Policy TRAN -2.5: Improve and expand transit service to accommodate an increase in residents commuting out of the Specific Plan Area and an increase in off-peak demand for transit service to shopping, education, recreation and cultural destinations.

TRANSPORTATION DEMAND MANAGEMENT

The General Plan 2030 includes policy direction calling for Transportation Demand Management (TDM) strategies to reduce total vehicle trips on the roads. The City of San Ramon TDM Program targets businesses, residences, and schools as a means to reduce traffic congestion and the associated air quality pollution and GHG emissions.

The goal of a TDM program is to change travel behavior and reduce the amount of vehicle traffic and improve the efficiency of the transportation system in one of three ways:

- Encouraging travel by other than single occupant vehicles.
- Encouraging travel during non-peak periods.
- Eliminating the need to travel altogether.

TDM Strategies and measures are most effective when provided in managed programs comprised of multiple options that appeal to the diversity of traveler's needs. TDM can result in significant benefits, including reduced traffic congestion, driving and parking cost savings, reduced crash rates, reduced Greenhouse Gas and pollution emissions, improved health, increased worker productivity, and cost savings by reducing roadway maintenance costs and deferring the need for roadway capacity expansion projects.

The City actively promotes the Countywide 511 Contra Costa TDM programs for residents and businesses which includes rideshare matching, trip planning, alternative transportation resources and incentives for participation. The Bishop Ranch office complex is an example of a localized and focused TDM program that dramatically reduces single occupant vehicle trips associated with the Bishop Ranch employment base. In addition to the benefits from the City and 511 Contra Costa TDM programs, the Bishop Ranch TDM program includes free transit passes, subsidized car and vanpools, express transit service to the ACE Train Station in Pleasanton and BART stations as well as other local services and programs unique to Bishop Ranch.

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There are many combinations of TDM strategies with a variety of results and effectiveness. TDM Programs should offer a range of services from improving commuter transportation options to providing financial incentives to change trip schedules or modes of transportation. Although individual TDM strategies may affect a small portion of total travel, the cumulative effects of a comprehensive TDM program can be considerable.

One of the most effective TDM strategies is to reduce the need for vehicular travel through efficient land use and transportation planning. The type of development encouraged in the Specific Plan-compact, mixed-use residential and commercial, high-density residential oriented towards transit - is proven to be effective in reducing automobile travel.

TDM for the Specific Plan Area

As discussed above, this Specific Plan establishes a limit on the number of vehicular trips that can be generated by development within the Plan Area. Once the buildings are built and land uses are established, there is little that will affect vehicular travel demand other than a TDM program. A Transportation Demand Management program is a constantly evolving enterprise that once developed, needs to be monitored and continuously refined in order to meet and maintain the trip generation goals established under the program.

In addition to the existing City and county (511) Contra Costa programs, implementing and managing a TDM program specifically for the Plan Area would be a collaborative effort between the Plan Area property owners, Homeowners Associations, tenants, employers, a Transportation Management Association (formed for the Plan Area), and the City of San Ramon.

Transportation Management Association

Monitoring and managing the Specific Plan area's trip generation would be best accomplished through a Transportation Management Association (TMA). A TMA would be formed by Specific Plan Area stakeholders who are subject to vehicle trip limitations. The TMA would be operated by an executive director and a staff of transportation coordinators. Adoption of programs and decisions would be made by a board of directors comprised of Plan Area stakeholders such as property owners, Homeowner's Associations, major tenants and employers. The TMA's executive director and board determine the initial services and programs to offer to members. In coordination with the City of San Ramon, they will establish an annual monitoring program, and a procedure to assess the Area's progress toward meeting the trip generation goals and a process for refining and improving the TDM program if goals are not being achieved.

GOAL TDM-1: Reduce Vehicle Miles Traveled and peak hour traffic demand to reduce GHG emissions and the need for capital projects to increase roadway capacity.

Policy TDM-1.1: Encourage the inclusion of Transportation Demand Management (TDM) programs in the early planning stages of development and as part of the individual project approval process.

Encourage state-of-the-art and innovative TDM strategies (i.e. Bus Rapid Transit, shuttle service, mobile applications, real-time ride matches, smart grid technology, etc) and assess their effectiveness in achieving trip generation reduction goals.

Encourage car-sharing programs for employees and residents of the Plan Area including incentives such as parking reduction, reserved parking spaces in public parking structures, private parking areas, and strategic on-street locations.

Policy TDM-1.2: Establish procedural guidance and technical support for the private formation, funding and operation of a Transportation Management Association (TMA) serving the plan area.

Ensure that City staff has advisory representation on the TMA related to TDM program decisions, and performance monitoring.

PEDESTRIAN AND BICYCLE CIRCULATION

Pedestrian Circulation

The present pedestrian system within the Plan Area is comprised of sidewalks on public streets and the Iron Horse Trail. Although widely spaced, the present sidewalk system is continuous without gaps such that the entire Plan Area is accessible to pedestrians via sidewalks, signalized crossings and/or the Iron Horse Trail.

The quality of the pedestrian circulation system and how that system connects to the City's trail system is of fundamental importance to the success of the mixed-use environment and the park-once and walk goal of the Specific Plan. Pedestrian facilities within the Plan Area consist of sidewalks, walkways within public spaces or parks, crosswalks at intersections, street lighting, bus stops/shelters, urban design elements within the street right-of-way, and multi-use trails. Facilities for the disabled including curb ramps, audible pedestrian signals, and detectable surfaces are included as pedestrian facilities.



Pedestrian amenities support a park once and walk concept.

Signalized pedestrian crossings are typically located at intersections and consist of striped crosswalks, curb ramps, and pedestrian signal heads with countdown timers, and pedestrian pushbuttons. Mid-block pedestrian crossings are rarely implemented in San Ramon; however, the Plan Area has existing mid-block crossings located on Crow Canyon Place, north of Crow Canyon Road, between an office complex and a shopping center and along Camino Ramon adjacent to the PG&E conference facility. Mid-block crossings should not be needed because the proposed pedestrian-scaled block system should result in reasonably spaced intersection crossings.

Proposed Pedestrian Circulation System

Whereas many suburban communities are designed such that all travel, even for short distances, requires an automobile. The compact land use pattern combined with the comprehensive pedestrian circulation system defined in the Specific Plan ensures safe and

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attractive walkable connections to employment, transit, parking, residences, and recreation destinations. The Specific Plan development standards enhance pedestrian circulation through the following design elements:

- Sidewalks and landscape buffers ranging in width from 10 feet to 25+ feet in areas that are part of the public space network.
- On-street parking on most streets that will buffer pedestrians from moving traffic.
- A broad landscaped path and integrated public space linking The Commons, Village Green, and the Transit Center to The Iron Horse Trail.
- In mixed-use districts, development is encouraged to provide active ground floor commercial with outdoor uses such as dining and gathering spaces.
- “Flex Zones” on private property adjacent to sidewalks create areas between building faces and sidewalks where building elements may project into the zone for visual interest, and for the provision of amenities such as outdoor dining, landscaping, potted plants and trees, special paving, benches and other pedestrian-friendly street furniture.

Bicycle Circulation

The City of San Ramon has an extensive bicycle network comprised of three types of facilities:

- Class I multi-use path.
- Class II bike lanes on public streets.
- Class III signed bike routes with shared travel lanes.

The only Class I bicycle facility in the vicinity of the Plan Area is the Iron Horse Trail. This approximately 30 mile trail provides regional bicycle accessibility to the Plan Area.

Within the Plan Area there are Class II bike lanes on Fostoria Way between San Ramon Valley Boulevard and Crow Canyon Place, Norris Canyon Road, Bishop Drive, and Alcosta Boulevard. Nearby, there are Class II bike lanes on San Ramon Valley Boulevard and Crow Canyon Road, east of Alcosta Boulevard. There are no existing Class III bike routes within the Plan Area; however, nearby, there are designated Class III bike lanes on Norris Canyon Road between San Ramon Valley Boulevard and Bollinger Canyon Road, and on Bollinger Canyon Road between San Ramon Valley Boulevard and Canyon Lakes Drive.

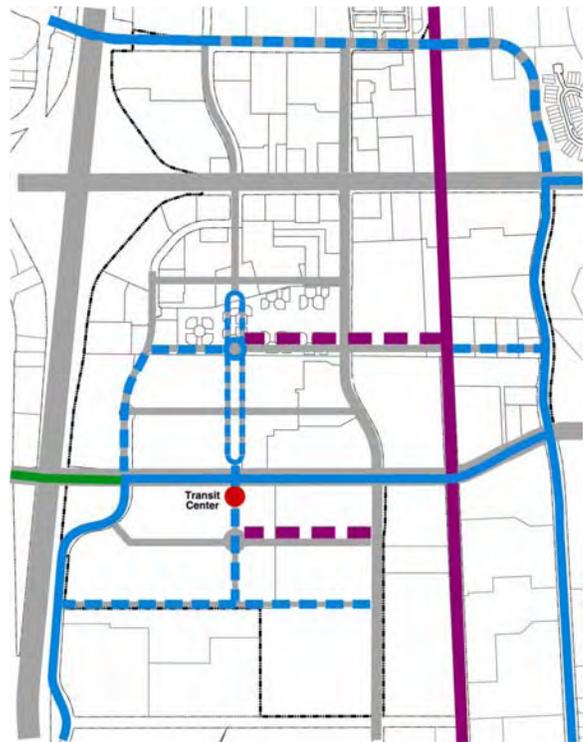


Figure 8.5: Existing and Proposed Bicycle facilities:

Purple Lines= Class I multi use paths
Blue Lines= Class II Bicycle lanes
Solid Lines=Existing
Dashed Lines= Proposed

Proposed Bicycle Circulation System

The Specific Plan's street standards ensure that bicycling remains a viable form of transportation for commuting, recreation and exercise, and everyday errands by providing a network of bicycle lanes and paths including new off-street connection from The Commons to the Iron Horse Trail. Specific bicycle facilities (paths) in the development standards include:

- A Class I multi-use urban path connecting The Commons area with the Iron Horse Trail along the new east-west "D" and "B" Streets.
- A Class I multi-use urban path along "E" Street connecting Camino Ramon to Park Commons South.

The Plan's street design standards include Class II bike lanes on Fostoria Lane, Street B, Street D, Crow Canyon Place, The Commons, and Street F.

The new bicycle facilities listed above will be integrated with existing bicycle facilities resulting in a comprehensive bicycle system connecting employment centers, residential neighborhoods, transit, shopping, local and regional parks, and other recreational facilities. Figure 8.5 illustrates existing and proposed bicycle facilities.

The bicycle circulation plan includes connections/transitions between two different types of facilities such as Class II bike lanes and Class I off-street paths where the bicyclist needs to shift from riding on the right side of the street to riding on an off-street path. This shift from one type of bike facility to another occurs on Street B at The Commons and Street E between Camino Ramon and The Commons South. The following implementation guidelines have been developed to ensure a safe and seamless shift between the Plan's bicycle circulation facilities:

- The shift between Class II bike lanes and Class I off-street paths need to occur at intersections where the travel of the bicyclists is naturally interrupted by negotiating the intersection.
- Transitions require that advance warning signs provide notice to bicyclists and motorists to expect a change. The transition from Class II bike lanes to off-street path typically uses "End Bike Lane" signs at the terminus of the bike lane prior to entering the intersection.
- Where the bike lane ends, the bicyclist transitions to a shared lane mode to ride through the intersection or becomes a pedestrian and walks his/her bike through the crosswalk.
- Where off-street paths intersect streets, transitions are comprised of standard trail end points with appropriate signing and markings and bollards or fencing to keep bicyclists from drifting into the street.
- Within the specific plan area, trail end point bollards or fencing should be enhanced to match the urban design theme of the street.



Clear Delineation of bike routes.

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- Way-finding signs will inform bicyclists and pedestrians where to transition bike lanes to off-street path and vice versa, as well as to identify key destinations in San Ramon.

The Iron Horse Trail

As described above, the Iron Horse Trail (IHT) is another important pedestrian/bicycle facility within the specific plan area. The IHT is a north-south multi-use trail, located within the abandoned Southern Pacific Railroad right-of-way, that runs from north Concord to Alameda County. The trail has several street crossings within or adjacent to the Plan Area. Trail crossings at Crow Canyon Road, Norris Canyon Road and Bollinger Canyon Road provide pedestrian activated traffic signals. The trail also crosses Executive Parkway as an un-signalized pedestrian crossing. Crow Canyon Road and Bollinger Canyon Road are both under consideration and assessment for pedestrian/bicycle overcrossings. The addition of overcrossings at these major arterials improves safety by providing a grade separation between pedestrian/bicycles and automobiles. Additionally the grade separation improves traffic flow along the arterials by eliminating traffic stoppages associated with signalized pedestrian and bicycle crossings at IHT intersections.



Pedestrian/bicycle overcrossing.

The addition of overcrossings at these major arterials improves safety by providing a grade separation between pedestrian/bicycles and automobiles. Additionally the grade separation improves traffic flow along the arterials by eliminating traffic stoppages associated with signalized pedestrian and bicycle crossings at IHT intersections.

GOAL PBC-1: Increase the number of trips made by walking and bicycling and improve pedestrian and bicycle safety, connectivity and convenience within the Specific Plan and surrounding area.

Policy PBC-1.1: Implement planned signalized pedestrian and bicycle crossings concurrent with redevelopment in the Norris Canyon Road corridor and other major Plan Area access points.

Policy PBC-1.2: Implement pedestrian and bicycle crossings on Crow Canyon Place and the Commons at all intersections with east-west streets.

When pedestrian crossings are provided at stop-controlled intersections on multi-lane arterial streets, a refuge island in the median, high visibility ladder style crosswalk markings, crosswalk illuminations and advance warning signs are recommended.

Policy PBC-1.3: Improve pedestrian and bicycle safety and comfort through a combination of appropriate engineering practices, architectural and urban design features, landscaping, and physical and visual cues to create a self-enforcing slow (25 mph) driving environment on local streets.

Policy PBC-1.4: Connect to, and expand the City's existing pedestrian and bicycle facilities and trail network so that all of the Specific Plan Area is accessible.

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Policy PBC-1.5: Improve bicycle and pedestrian access to and from the Iron Horse Trail by providing access to schools, parks and public spaces both inside and outside the Plan Area and a direct paved connection from the center of the Plan Area.

Implement a multi-use trail connecting the Central Commons to the Iron Horse Trail to provide a non-street linkage to the regional trail system. Additional opportunities should be explored to improve east-west bicycle connectivity between the Plan Area and other parts of the City.

Policy PBC-1.6: Pursue funding opportunities to implement the proposed trail overcrossings of Crow Canyon and Bollinger Canyon Roads.

Policy PBC-1.7: Work with EBRPD, Contra Costa County and adjacent property owners to pursue pedestrian improvements, access point improvements and site amenities along the Iron Horse Trail corridor.

Policy PBC -1.8: Integrate pedestrian and bicycle furnishings/facilities (e.g. public seating, bicycle racks, drinking fountains, etc), and other site amenities into all sidewalk, park, public spaces and development projects.

Where feasible, require new development to construct planned pedestrian and bicycle facilities (including bicycle parking) and amenities along the route to the nearest transit stop.

Policy PBC-1.9: Encourage travel to the Specific Plan Area by cyclists by strengthening the bicycle parking requirements to include secure parking in the form of lockers, racks and/or cages within structures, attended bike parking, indoor bike parking and bike share programs where feasible.

Explore the use of incentives for development to provide locker rooms with showers and additional secure bicycle parking facilities. Incentives may include credits on traffic mitigation fees or an increase in the development's individual trip generation budget allowing for a higher density or intensity project.

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