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Traffic and Circulation

The Traffic and Circulation Element is intended to provide guidance and specific actions to ensure the continued safe and efficient operation of San Ramon's circulation system. The Element is based on a fundamental philosophy that traffic conditions in the City can be managed through a comprehensive program of transportation planning, land use planning, and growth management strategies.

State Law recognizes that circulation and land use are closely related and requires that policies in this Element and the Land Use Element be tied together. Careful integration of the City's traffic and circulation policies with its land use policies will ensure that there is sufficient roadway capacity to accommodate existing traffic and traffic anticipated by future development. The City is committed to designing a system of regional routes, local roads, public transit, and bicycle and pedestrian pathways that will enhance the community and minimize impacts to the environment.

On September 30, 2008, Governor Arnold Schwarzenegger signed Assembly Bill 1358 (AB 1358), the California Complete Streets Act. The Act states: "In order to fulfill the commitment to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity, transportation planners must find innovative ways to reduce vehicle-miles-traveled and to shift from short trips in the automobile to biking, walking and use of public transit".

In response to AB 1358, the General Plan Traffic and Circulation Element must contain provisions and plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable and based on local conditions.

"Complete Streets" design concepts are not new to the City of San Ramon, as the City has been designing and constructing its transportation network with all users in mind. To be in compliance with AB 1358, the City has incorporated Complete Streets concepts into every component of the Traffic and Circulation Element.

San Ramon's Transportation Systems Management Program incorporates five core strategies:

1. Transportation programs are based on traffic circulation system needs and land use planning.
2. The City's traffic circulation planning efforts are integrated with those of adjoining cities and counties in a cooperative, regional planning effort.
3. State of the art traffic engineering techniques and principles are used to bring planned improvements to reality.

4. Transportation demand management (TDM) strategies are employed to reduce dependence on single-occupant vehicles for commute travel.
5. All transportation modes are considered in all phases of design and construction within the City to create a circulation network that is safe, efficient, and convenient for all user groups.

Through the development and implementation of all these strategies the City's commitment to a balanced, efficient circulation system can be achieved.

5.1 CIRCULATION AND LAND USE

The circulation network provides the linkage between different land uses and facilitates access to home, shopping, jobs, schools and recreation. With an efficient transportation system, people in San Ramon can enjoy the advantages of living in a smaller community and have access to neighboring metropolitan areas. Figure 5-1 shows the circulation network.

While this network is planned to provide sufficient capacity to accommodate the growth envisioned in the General Plan, the City must plan not only for roadway capacity improvements, but also for all available transportation demand management (TDM) methods to manage traffic flow in the City. New roadway construction and street widening projects are expensive, can have impacts to the environment, and tend to promote single-occupant auto travel. Alternatives to widening major roadways are discussed throughout this Element. They include Transportation Demand Management (TDM) strategies, more efficient operation of existing roads, Complete Streets, and improvements to the bus, bicycle, and pedestrian circulation systems. More importantly, this Element, as well as the Land Use and Growth Management Elements, contain policies to reduce vehicle-miles-traveled (VMT) and allows development to occur only if it meets the City's infrastructure requirements and acceptable traffic Level-of-Service (LOS) standards.

Traffic LOS is an objective measure of operating conditions at roadway intersections. The term "LOS" refers to the traffic conditions that confront drivers when they are using the roadway system. San Ramon has adopted policies to ensure that acceptable LOS are maintained on City streets as development occurs. In an urban setting, roadway capacity is dictated by intersection operations. Peak-period traffic (or commute hour traffic) is evaluated by comparing projected traffic volumes to intersection capacities. The ratio of traffic volume to traffic capacity ("volume/capacity" ratios) can be used to describe the quality of traffic flow through an intersection. Traffic operations are classified by LOS A through F with corresponding volume/capacity ratios, as shown in Table 5-1.

SAN RAMON GENERAL PLAN 2035

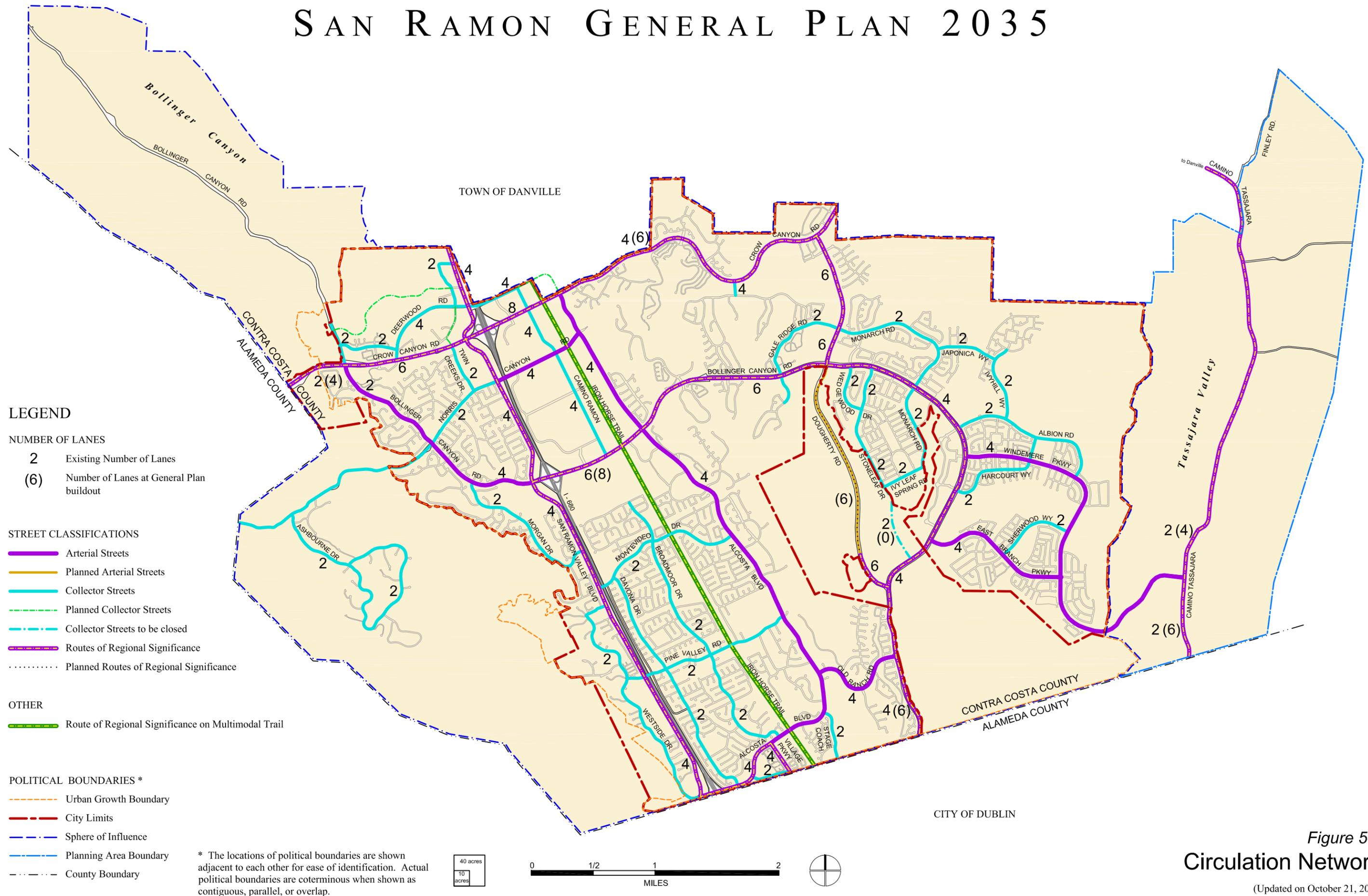


Figure 5-1
Circulation Network

(Updated on October 21, 2019)

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Table 5-1: Level of Service Standards

<i>Level of Service (LOS)</i>	<i>Volume/Capacity</i>	
	<i>Ratios (V/C)</i>	<i>Description</i>
A	< 0.60	Traffic is typically free flowing; very little delay.
B	0.61-0.70	Only slight delays; the majority of vehicles do not stop.
C	0.71-0.80	Acceptable delays; if an intersection is signalized, a few drivers may have to wait through one signal cycle.
D	0.81-0.90	Delays are substantial during short periods, but excessive backups do not occur.
E	0.91-1.0	Delays can exceed one or more signal cycles.
F	> 1.0	Excessive delays; backups from other locations restrict or prevent movement.

Note:

As part of the development review process, developers are required to prepare traffic studies. If traffic from a proposed project results in unacceptable impacts to the City's circulation system, the developer is required to include mitigation measures which will maintain acceptable levels of service.

Source: CCTA Technical Procedures Manual.

SENATE BILL 743¹

Senate Bill 743 (Steinberg, 2013) made several changes to the California Environmental Quality Act (CEQA) for projects located in areas served by transit (i.e., transit-oriented development or TOD). Those changes direct the Governor's Office of Planning and Research to develop a new approach for analyzing the transportation impacts under CEQA. SB 743 also creates a new exemption for certain projects that are consistent with a Specific Plan and eliminates the need to evaluate aesthetic and parking impacts of a project, in some circumstances. The exemption applies if a project meets all of the following criteria:

- It is a residential, employment center, or mixed use project;
- It is located within a transit priority area;
- The project is consistent with a specific plan for which an environmental impact report was certified; and
- It is consistent with an adopted sustainable communities strategy or alternative planning strategy.

¹ (Source: California Office of Planning and Research website)

The exemption cannot be applied if the project would cause new or worse significant impacts compared to what was analyzed in the environmental impact report for the specific plan. In addition to the new exemption for projects that are consistent with specific plans, SB 743 also changes the way that transportation impacts are analyzed under CEQA. Once the CEQA Guidelines are amended to address the new transportation methodologies, auto delay and LOS will no longer trigger an impact finding under CEQA. While LOS and delay based standards are being revised for CEQA analysis, local jurisdictions still have the ability to utilize LOS standards to assess local goals and objectives for roadway operations and quality of life measures. Until the new transportation methodologies are adopted by the State, the impact to locally adopted LOS standards based on Congestion Management Plans will be unclear. Additionally, depending on the nature of these future methodologies and standards, local transportation policy revisions may also be required in the future.

GUIDING POLICY

- 5.1-G-1 Maintain acceptable LOS and ensure that future development and the circulation system are in balance.

IMPLEMENTING POLICIES

- 5.1-I-1 Strive to maintain traffic LOS C or better as the standard at all intersections with a maximum LOS D during a.m. and p.m. peak periods.

The a.m. peak period is typically defined as the commute time from 7 a.m. to 9 a.m. and the p.m. peak period is typically the commute time from 4 p.m. to 6 p.m. The Growth Management Element further discusses the specific conditions under which LOS D will be accepted.

- 5.1-I-2 Require traffic impact studies for all proposed new development projected to generate 50 or more net new peak hour vehicle trips or as requested by the City Traffic Engineer.
- 5.1-I-3 Identify and implement circulation improvements based on required traffic studies.
- 5.1-I-4 Implement uniform design standards for City arterials, collectors, and local streets.
- 5.1-I-5 Monitor key intersection LOS on an annual basis and document the results.
- 5.1-I-6 Implement the following transportation programs: Transportation Demand Management Program (TDM) Program, Street Smarts Traffic Safety Program, Residential Traffic Calming Program, Safe Routes to School Program, TRAFFIX Program, and the Engineering Services Department's Traffic Engineering component.

The potential effects of traffic calming measures on emergency response are an important consideration in the development of any traffic-calming program. Traffic calming should not significantly hinder emergency response or adversely affect the ability of emergency service providers to achieve their respective performance standards.

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- 5.1-I-7 Implement a School Traffic Calming Program to address access and safety issues on streets adjacent to schools in San Ramon.

5.2 REGIONAL TRANSPORTATION PLANNING

Regional transportation planning coordination is a major focus of the City's transportation management philosophy. In 1988, Contra Costa County voters approved Measure C, the Contra Costa County Transportation Improvement and Growth Management Initiative. Measure C established countywide standards for traffic levels of service and circulation improvements, as well as a comprehensive growth management program that includes a requirement for cooperative multi-jurisdictional transportation planning. In 2004, Contra Costa County voters approved Measure J, a 25-year extension of the half-cent local transportation sales tax program. The projects and programs contained in the Measure J Transportation Sales Tax Expenditure Plan are for the continued maintenance, improvement and operation of local streets, roads, and highways and the construction, improvement and operation of public transit systems. Consistent with past practices, the Measure J Expenditure Plan includes a Growth Management Program (GMP) component. The goal of the GMP is to preserve and enhance the quality of life and promote a healthy, strong economy to benefit the people and areas of Contra Costa through a cooperative, multi-jurisdictional process for managing growth, while maintaining local authority over land use decisions. The following is a summary of key local Measure J programs and projects.

MEASURE J TRAFFIC CONGESTION RELIEF AGENCY—TRAFFIX

One category of Measure J provides funding for a program entitled, "Safe Transportation for Children" and includes the inauguration of a San Ramon Valley School Traffic Congestion Relief Program or other projects in the San Ramon Valley that reduce school-related congestion. The TRAFFIX program will target the areas in the San Ramon Valley with the highest level of congestion. The TRAFFIX program is intended to reduce traffic congestion caused by parents driving their children to and from school through some of the San Ramon Valley's most congested intersections. To accomplish this, transit service is available to transport students, who live near or must travel through these most congested intersections in the San Ramon Valley, thus providing an alternative to individual car travel and improving traffic flow on local roadways.

MEASURE J CARPOOL LANE GAP CLOSURE/I-680 TRANSIT ENHANCEMENTS

The project will extend bus/carpool lanes on southbound I-680 from North Main Street to Livorna Road and northbound from North Main Street to north of SR 242.

I-680 REGIONAL TRANSPORTATION IMPROVEMENTS

The Measure J Expenditure Plan included a project titled I-680 Carpool Lane Gap Closure/Transit Corridor Improvements. One component of the Project included the construction of HOV Direct Access Ramps (DAR) at Norris Canyon Road in San Ramon. The City of San Ramon withdrew support for the DAR Project. On March 22, 2016, the San Ramon City Council adopted Resolution No. 2016-027 requesting the Contra Costa Transportation Authority (CCTA) shift priority emphasis to the Bollinger Canyon Road/I-680 Interchange Improvements and discontinue efforts related to the DAR Project in San Ramon. Consequently, the City has initiated operational improvements that could be implemented sooner than

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improvements proposed as part of the DAR Project, thereby providing traffic congestion relief along the I-680 corridor, particularly at the Bollinger Canyon Road/I-680 Interchange.

In addition, the City of San Ramon supports CCTA efforts underway that will provide congestion relief along the I-680 corridor, including:

1. Initiate operational improvements at the Bollinger Canyon Road/I-680 Interchange that will provide new and/or reconfigured infrastructure to accommodate planned improvements along the corridor, such as new and enhanced local and express bus services, increase in HOV usage, and ramp metering.
2. Determine whether or not additional Park & Ride lot(s), new and/or expanded, are needed to accommodate proposed increased express/fixed route bus service in the corridor, particular at the Bollinger Canyon Road Interchange.
3. Study in greater detail the bus on shoulder improvements specifically at the Bollinger Canyon Road Interchange as identified in the I-680 Transit Investment/Congestion Relief Options Study.
4. Improve Freeway Operations, particularly at the Bollinger Canyon Road Interchange to enhance Connected and Autonomous Vehicle Support and Active Traffic Management infrastructure.

GUIDING POLICY

5.2-G-1 Actively participate in local and regional transportation planning.

IMPLEMENTING POLICIES

- 5.2-I-1 Continue to develop and implement Action Plans for Routes of Regional Significance, in cooperation with the Southwest Area Transportation Committee (SWAT), the Contra Costa Transportation Authority (CCTA), and the Tri-Valley Transportation Council (TVTC).
- 5.2-I-2 Continue to implement the Tri-Valley Transportation Action Plan through participation in the Tri-Valley Transportation Council (TVTC).
- 5.2-I-3 Participate in programs to mitigate regional traffic congestion including the following project when necessary based on monitoring and program goals:
 - Alcosta Boulevard/I-680 Northbound Off-Ramp: Widen the off-ramp to provide one left turn lane, one shared left/through/right turn lane, and one right turn lane.
- 5.2-I-4 Support goals and policies of the Contra Costa Congestion Management Plan (CMP).
- 5.2-I-5 Emphasize regional transportation demand management and trip reduction strategies as alternatives to improvements to existing facilities and the construction of new facilities.
- 5.2-I-6 Identify the impacts of land use decisions on regional as well as local transportation facilities.

- 5.2-I-7 Support regional air quality and greenhouse gas reduction objectives through effective management of the City's transportation system.

5.3 COMPLETE STREETS

“Complete Streets” are defined as streets that serve everyone—pedestrians, bicyclists, transit riders, and drivers—and they take into account the needs of people with disabilities, older people, and children. “Complete Streets” design concepts can improve safety through the consideration of all user groups, improve people's health by promoting an active lifestyle and encouraging travelers to walk or ride bicycles instead of driving, and allow for all modes of travel to be used to reach key destinations in a community and region safely and efficiently. By using “Complete Streets” design concepts, the City can construct and continue to improve a network of streets that are accessible to all local transportation modes and all user groups while maintaining roadway capacity and level of service required by the General Plan.

Implementation of Complete Streets concepts can result in improved mobility for people who cannot or do not drive and can result in less reliance on automobiles. A reduction in automobile use would result in a reduction in local VMT along with a corresponding reduction in transportation-related greenhouse gas emissions created by the burning of fossil fuels.

GUIDING POLICY

- 5.3-G-1 Encourage transportation facilities that consider the users' safety and allow for all modes of travel based on local conditions and needs of the community.

IMPLEMENTING POLICIES

- 5.3-I-1 Maintain and periodically update Complete Streets Guidelines that establish local review and assessment criteria and encourage development of a multimodal transportation network to meet community needs.

The Complete Streets Guidelines include a range of design tools and considerations intended to assist in the design of new transportation improvements and the re-design of the existing transportation network. The Complete Street Guidelines are not intended to be “one size fits all” standards, but rather provide a framework for assessing the multimodal needs of the community in the context of a specific transportation or roadway project. The Complete Streets Guidelines may be a stand-alone guidance document or incorporated into existing streetscape guidelines or roadway development standards.

- 5.3-I-2 Implement Complete Streets principles, as appropriate, for new roadway design and significant roadway rehabilitation.

Complete Streets principles are identified in the Complete Streets Guidelines. Specific application of the Complete Streets principles is to be based on the specific needs and context of the project being considered.

- 5.3-I-3 Coordinate the implementation of Complete Streets concepts, as appropriate, with ongoing transportation and congestion relief programs such as the TDM Program,

Street Smarts Traffic Safety Program, Residential Traffic Calming Program, Safe Routes to School Program and TRAFFIX Program.

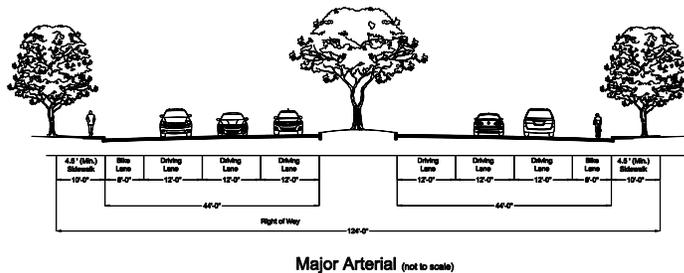
- 5.3-1-4 Encourage Complete Streets concepts as a vehicle-miles-traveled and greenhouse gas reduction strategy.

5.4 ARTERIAL ROADWAYS

The City’s circulation system is based on a functional classification of arterial, collector, and local streets. The system of classifying roadways is intended to provide adequate through-travel capacity on major routes while limiting through-traffic in residential neighborhoods. The function of arterial roadways is to accommodate higher traffic volumes and intercity circulation, while balancing the needs of all users through Complete Streets concepts. Arterial roadways are generally characterized as having two to four lanes of traffic in each direction separated by a center median (see Figure 5-2). These streets are used to travel to activity centers, freeways, and other arterials. These streets also serve adjacent residential and commercial land uses via arterial and collector connections.

General Plan 2035, Implementing Policy 5.4-1-3 requires the City to construct capacity and roadway improvements necessary to serve growth generated by potential General Plan buildout. The City continues to implement the City’s Five-Year Capital Improvement Program, which includes the status and details for necessary capacity improvements to arterial roadways.

Figure 5-2: Typical Major Arterial



* This cross section represents a typical layout of a major arterial, but the exact dimensions may be modified at the discretion of the City Engineer.

GUIDING POLICY

- 5.4-G-1 Design arterial roadways to efficiently move inter-city traffic, thereby minimizing through-traffic in residential areas of the City.

IMPLEMENTING POLICIES

- 5.4-1-1 Ensure that adequate north-south and east-west arterial capacity is provided to accommodate future travel demand and, where appropriate, implement Complete Streets concepts pursuant to Policy 5.3-G-1.
- 5.4-1-2 Implement the City’s five-year Capital Improvement Plan.

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- 5.4-I-3 Construct capacity and roadway improvements necessary to serve growth generated by development under the General Plan.
- Crow Canyon Road: Widen to six lanes from Alcosta Boulevard to Danville Town limits. Preserve right-of-way for widening to four lanes from Bollinger Canyon Road to Alameda County line.
 - Dougherty Road: Support construction to six lanes from Crow Canyon Road to Alameda County line. *(Completed 2018)*
 - Bollinger Canyon Road: Widen to eight lanes from I-680 to Alcosta Boulevard. *(Completed in 2018)*
 - Camino Tassajara: Support widening to four lanes from Danville Town limits to Windemere Parkway. Support widening to six lanes from Windemere Parkway to Alameda County line.
 - While outside the City's Jurisdiction, future Camino Tassajara improvements are specified in the Dougherty Valley Settlement Agreement (May 11, 1994) and Tri-Valley Transportation Plan and Action Plan.
 - Alcosta Boulevard: Install signals and associated lane improvements at the Old Ranch Road and Vera Cruz Drive intersections.
- 5.4-I-4 Maximize the carrying capacity of arterial roadways by controlling the number of intersections and minimize residential and commercial driveway access, on-street parking and requiring sufficient off-street parking to meet the needs of each proposed project.
- The intent of this policy is to minimize conflicts from intersections, driveways, and parking along arterial roadways.*
- 5.4-I-5 Require traffic impact mitigation fees on new residential and commercial development to ensure that transportation improvements are constructed before the increased traffic causes conditions to deteriorate.
- 5.4-I-6 Make optimal use of federal, state, and other funding sources to complete circulation system improvements.
- 5.4-I-7 Minimize congestion on arterials by fully implementing the policies in the Complete Streets, Transportation Demand Management and Public Transit sections of the Circulation Element.
- 5.4-I-8 Encourage regional freight movement on freeways and other appropriate routes; evaluate and implement vehicle weight limits as appropriate on arterial, collector and local roadways to mitigate truck traffic impacts in the community.
- 5.4-I-9 Specify routes for transporting hazardous materials that minimize the risk to people and property.

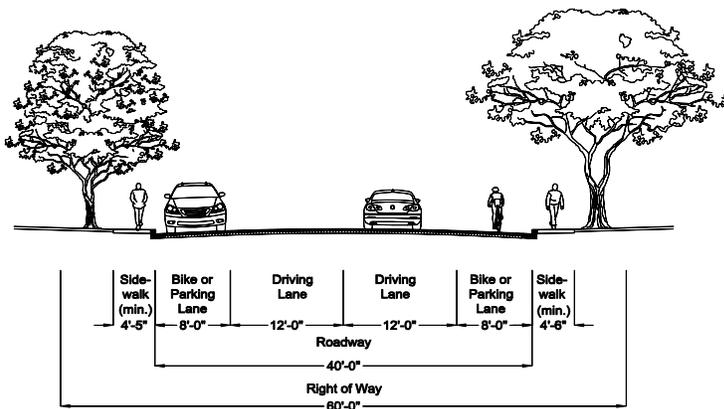
These routes should not pass through residential areas or other sensitive areas. Specific time periods for transport should be established to reduce the impact and accident risk during peak travel periods.

5.5 COLLECTOR AND LOCAL ROADWAYS

Collector roadways are used to travel within and between neighborhoods. Collector roadways are characterized as having 1-2 lanes of traffic in each direction and typically do not have a center median (See Figure 5-3). These roadways collect traffic from local streets and route it to arterials. Local roadways are used to travel within neighborhoods and are designed to discourage through-traffic in residential areas. The City sets traffic volume goals to limit traffic volumes to acceptable levels on these roadways, as they often have the capacity to carry far more traffic than is tolerable to people living along them.

General Plan 2035, Implementing Policy 5.5-I-4 requires the City to construct the capacity improvements necessary to serve growth generated by potential General Plan buildout. The City continues to implement the City’s Five-Year Capital Improvement Program, which includes the status and details for necessary capacity improvements to collector and local roadways.

Figure 5-3: Typical Collector Roadway



Local Collector (not to scale)

** This cross section represents a typical layout of a local collector roadway, but the exact dimensions may be modified at the discretion of the City Engineer.

GUIDING POLICY

5.5-G-1 Design collector and local roadways to improve circulation and to connect residential and commercial areas of the City while incorporating Complete Streets concepts pursuant to Policy 5.3-I-2 where appropriate.

IMPLEMENTING POLICIES

5.5-I-1 Implement residential traffic calming measures, as warranted, and police enforcement to mitigate speeding and other traffic impacts in residential areas of the City.

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Proposed residential traffic calming measures are reviewed by the Transportation Advisory Committee (TAC) for specific recommendations. The TAC acts as a clearinghouse for transportation issues affecting the City of San Ramon and refers (with recommendations) those items requiring action before the City Council.

- 5.5-I-2 Continue to implement traffic-control measures and design features that support attainment of the City's goal of less than 3,000 vehicles per day on collector roadways.

The City's goal is to limit traffic volumes on collector roadways to less than 3,000 vehicles per day. Because of the dual function that collectors serve, both property access and mobility, the goal may not be achievable in some cases. The City seeks to balance the needs for preservation of residential character and for adequate mobility, for each collector roadway.

- 5.5-I-3 Continue to implement traffic-control measures, residential traffic calming, and design features that support attainment of the City's goal of less than 500 vehicles per day on local roadways.

The City's goal is to limit traffic volumes on local roadways to less than 500 vehicles per day. Because many local streets connect to several other streets serving a variety of uses, the goal may not be achievable in some cases. The City seeks to minimize the impact of higher volumes on local streets, and minimize inappropriate travel on these streets, through implementation of the Residential Traffic Calming program and appropriate roadway design features in new development areas.

- 5.5-I-4 Construct improvements to collector roadways as follows:

- Twin Creeks Drive: Extend and construct as a four-lane street from Crow Canyon Road to Old Crow Canyon Road.
- Fostoria Way: Widen Fostoria Way from Camino Ramon easterly to the City Limits past the Iron Horse Trail to include curb, gutter, sidewalk, and streetlights.
- Camino Ramon: Reconfigure the westbound and eastbound approaches at the Bishop Drive intersection and alter signal phasing.
- Hooper Drive: Widen Hooper Drive from SRVB to 320 feet west to include curb, gutter, sidewalk, and streetlights.

The City's Five-Year Capital Improvement Program includes the status and details for necessary capacity improvements to collector and local roadways.

- 5.5-I-5 Mitigate appropriately traffic that impacts collector streets as a result of new residential and commercial development.

- 5.5-I-6 Maintain controlled or permit-only parking restrictions in residential areas adjacent to California High School. Permit-only parking restrictions shall not apply to other residential areas or areas adjacent to public parks within the City of San Ramon except as specifically approved by the City Council based on unique circumstances and the Municipal Code criteria.

5.6 TRANSPORTATION DEMAND MANAGEMENT AND PUBLIC TRANSIT

The term “Transportation Demand Management” (TDM) refers to measures designed to reduce automobile traffic in order to improve air quality and reduce traffic congestion. These measures include public transit, telecommuting, compressed work weeks, carpooling, vanpooling, walking, bicycling, and incentives to increase the use of these alternatives. TDM has become increasingly important in maintaining acceptable traffic levels of service in the Tri-Valley and elsewhere in the Bay Area.

San Ramon has long recognized the need to reduce the use of single-occupant vehicles to achieve improved traffic levels of service and regional air quality. Since 1989, the City’s TDM program has demonstrated the ability to maintain one of the lowest drive-alone rates of all Contra Costa County jurisdictions and has a high number of vanpools with a San Ramon destination. The City’s TDM Program receives guidance from the Transportation Demand Management Advisory Committee consisting of local business representatives and provides a unique opportunity for the public and private sectors to work together toward the common goal of reducing traffic congestion and improving air quality.

TDM program participation has been further promoted through the adoption of Senate Bill 1339 (Yee), signed by the Governor in fall 2012. SB 1339 authorizes the Bay Area Air Quality Management District (Air District) and the Metropolitan Transportation Commission (MTC) to jointly adopt a regional commute benefit program. The Bay Area Commuter Benefits Program (Program) took effect on March 26, 2014. The Program is based on Regulation 14, Rule 1, which was adopted by the Bay Area Air Quality Management District (Air District) and the Metropolitan Transportation Commission (MTC) in response to Senate Bill 1339 (codified in California Government Code section 65081).

The Program requires Bay Area employers (public, private, or nonprofit) in the San Francisco Bay Area with 50 or more full-time employees (i.e., employees who work 30 or more hours per week) at all Bay Area Worksites combined to provide commuter benefits to their employees by September 30, 2014. Employers subject to the Program are required to choose one of four commuter benefit options and make the chosen commuter benefit available to their employees.

PUBLIC TRANSIT

San Ramon’s Transit Plan, adopted in 2005, articulates a vision for a comprehensive public transit system with frequent, efficient, cost effective and convenient transit service for residents, seniors, youth, and employees who live and work in San Ramon. Bus service in San Ramon is currently provided by the Central Contra Costa Transit Authority (CCCTA). The City has a transit facility located adjacent to the Bishop Ranch Business Park and future plans call for the construction of an additional transit facility as part of the City Center Mixed Use Project. The North Camino Ramon Specific Plan contemplates a new or relocated transit center to geographically balance transit facility needs within the core of the City. These transit facilities

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provide regional connectivity to major transit facilities including BART as well as adjoining cities in the Tri-Valley area.

In addition, public transit service to the San Ramon Dougherty Valley was launched on December 18, 2006. County Connection, Contra Costa County and the Dougherty Valley developers entered into an agreement that will provide Dougherty Valley with transit service for five years. Funding for the five-year service plan is through a fee imposed on the Dougherty Valley developers. Due to the 2008 recession, the construction of housing was delayed. As a result, the collection of transit fees stalled. However, in 2011, the agreement between County Connection and Contra Costa County was amended to extend beyond the five-year period. At that time, County Connection agreed to continue funding the Dougherty Valley service Route 35. In return, Contra Costa County will refund County Connection the transit fees upon collection and build-out of Dougherty Valley.

Route 35 has been incorporated into the County Connection fixed route service. Route 35 operates on half hour frequencies during the peak house (from 6:00 a.m. to 9:00 am and then from 3:00 p.m. to 7:00 p.m.). During off peak hours, the service frequency is hourly. Today, the route meets the County Connection performance standards for passenger per revenue hour and will continue to operate so long as it meets performance standards, and after the collection of the Dougherty Valley Transit Fee.

To respond to a petition submitted by residents of the Windemere Parkway corridor, County Connection added a “loop” along Windemere Parkway to provide service along Windemere corridor to East Branch Parkway. The service was added in 2009 and is in place today.

The City has worked closely with the CCCTA to fill the regional and local need for public transit and will continue to advocate the need to maintain basic level of service for the City. Future projections indicate the potential for serious traffic congestion in the I-680 corridor in the future. These projections are based on anticipated growth in the communities along the I-680 corridor and in neighboring regions such as the Silicon and Central Valleys. Smart Growth strategies, including those incorporated into Plan Bay Area and the Contra Costa Countywide Comprehensive Transportation Plan (CTP), are anticipated to promote a more compact growth pattern and reduce VMT. However, regional public transit serving the I-680 corridor will be necessary to maintain service levels and would preclude the need for further freeway widening.

The Measure J Transportation Sales Tax Expenditure Plan includes a Capital Improvement Project that will facilitate the usage of public transit, carpools and vanpools along the I-680 corridor. The project “Interstate 680 carpool Lane Gap Closure/Transit Corridor Improvements” will extend the existing bus/carpool lanes on southbound I-680 from North Main Street to Livorna Road and northbound from North Main Street to north of SR 242. It will also implement transit corridor improvements that address congestion and/or increase population along the I-680 corridor.

GUIDING POLICY

- 5.6-G-1 Utilize Transportation Demand Management (TDM) strategies as an integral component of the City's transportation program to reduce total vehicle trips on San Ramon roadways and reduce the corresponding vehicle emissions that promote regional air quality improvements.

IMPLEMENTING POLICIES

- 5.6-I-1 Cooperate with public agencies and other jurisdictions to promote local and regional public transit service in San Ramon as part of a multimodal and Complete Streets strategy.

- 5.6-I-2 Encourage and assist major employers and commercial complexes to reduce the number of single-occupant vehicles by participating in the City's TDM programs.

The City's TDM Program receives guidance from the Transportation Demand Management Advisory Committee consisting of local business representatives. TDM Advisory Committee makes recommendations to City staff, and the City Council on the delivery of TDM Policies, programs, activities and services. The Committee serves as liaison between the City and business community to develop and implement commute alternative programs for all employers and business complexes in the City.

- 5.6-I-3 Encourage additional local bus or other public transportation service providers to and from regional transit lines. Bus service or other public transportation services should be included under the Initial Level of Development as part of the Dougherty Valley area. The City shall consistently strive to improve the transit service to and from San Ramon including the annexed areas of Dougherty Valley.

- 5.6-I-4 Preserve options for future public transit and alternative transportation uses when designing improvements for roadways such as Bollinger Canyon Road Corridor within Dougherty Valley.

Future right of way improvements shall be evaluated and include Complete Streets concepts pursuant to Policy 5.3-I-2.

- 5.6-I-5 Support future transit uses within the I-680 corridor right-of-way.

- 5.6-I-6 Work with other jurisdictions and agencies to coordinate the City's TDM programs with regional plans that are aimed at reducing traffic congestion and improving air quality.

- 5.6-I-7 Encourage new development to include a mix of uses and Complete Streets concepts that will allow people to walk and bike between destinations and reduce the amount of automobile vehicle-miles-traveled.

- 5.6-I-8 Support alternative public transportation programs and obtain funding for new TDM projects or programs.

- 5.6-I-9 Encourage employers and commercial complexes to emphasize public transit services or private alternatives to the single-occupant vehicle.

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- 5.6-I-10 Work with transit providers to situate transit stops at convenient and safe locations.
- 5.6-I-11 Promote increased transit ridership through the use of Transportation Management Associations and other employer-based transit programs, equip buses with bike racks, and make transit information readily accessible.
- 5.6-I-12 Coordinate with Caltrans and transit providers to identify and implement park and ride lots with convenient access to public transit.
- 5.6-I-13 Work with the San Ramon Valley Unified School District and other appropriate agencies and organizations to reduce vehicle trips through the provision of transit programs and promoting carpooling, bicycling, and walking.
- 5.6-I-14 Consider strategies such as shared parking, parking management plans (including valet parking), and/or the construction of public parking facilities in the City Center, North Camino Ramon Specific Plan, or other commercial areas to serve projected parking demand, while carefully balancing the need for adequate parking against the desire to minimize traffic growth and create a pedestrian/bicycle friendly environment using Complete Streets design concepts.

See also the Land Use Element for a discussion of shared parking in residential and mixed use developments.
- 5.6-I-15 Work with local transit providers to increase and expand weekend transit service.
- 5.6-I-16 Explore opportunities for the location or relocation of a transit center to North Camino Ramon Specific Plan Area to better geographically balance the public transit needs for the City.

GUIDING POLICY

- 5.6-G-2 Encourage trip reduction measures in an effort to reduce vehicle-miles-traveled, improve air quality, and reduce greenhouse gas emissions.

IMPLEMENTING POLICIES

- 5.6-I-17 Encourage “Park Once” concepts as a vehicle-miles-traveled reduction strategy for mixed-use, commercial, and public facilities through the integration of common design features and shared parking concepts including but not limited to Parking Benefit Districts.

“Park Once” concepts relate primarily to mixed-use developments and encourage centralized parking that allows users to park their cars in close proximity to several destinations. Vehicle-miles-traveled, trips on the roadway system, and air pollution are reduced by eliminating the need for several short trips between otherwise local destinations.
- 5.6-I-18 Encourage shared parking facilities and parking reductions for compatible land uses to minimize excessive parking to reduce inefficient use of land, unnecessary

pavement and stormwater runoff, and encourage alternative transportation and reductions in vehicle-miles-traveled.

Proposals for shared parking should be based on a parking study demonstrating the compatibility of land uses, including peak use analysis and recommended remedies to address future parking concerns should they arise.

5.6-I-19 Encourage infill and Transit-Oriented Development (TOD) concepts as a vehicle-miles-traveled reduction strategy for existing and proposed development.

5.7 BICYCLE AND PEDESTRIAN ROUTES

Bicycling and walking are key elements of San Ramon's circulation system and important components of the "Complete Streets" concept. The City has an extensive network of bikeways, sidewalks, and trails that enhance neighborhood accessibility and help to reduce reliance on the automobiles, which meets key goals of the Complete Streets policies. The existing network has been developed over time based on standard practices in bicycle planning and engineering. The City's local bicycle and pedestrian network is a key component of the Countywide Bicycle and Pedestrian Plan. Additionally, in 2017, the City undertook a year-long process to develop its first Bicycle Master Plan with the objective of creating connected, accessible routes that are comfortable for people of all ages and abilities. Adopted in 2018, the Plan a vision for bikeway facilities and a suite of supportive programs and infrastructure. Figure 5-4 identifies the location of the City's existing and planned bicycle routes. Bicycle routes are grouped into three different categories, all of which have standards for width, signage, and pavement marking and are consistent with the City's Bicycle Master Plan:

- Class I bikeway, also referred to as a bike path, is a paved, separate right-of-way that is physically separated from any street.
- Class II bikeway, or bike lane, is a one-way, striped, and signed lane on a street.
- Class III bike routes share the road with vehicle traffic or pedestrians and are marked only by signs.

With the exception of the Iron Horse Trail, bike paths from Bent Creek to Old Ranch Park, the "Cross-Valley" trail in the PG&E right-of-way, and portions of Dougherty Valley multi-use system (Class I bike paths), all bikeways in San Ramon are Class II or III located on City rights-of-way. The City, as part of its ongoing efforts to annex Dougherty Valley, has accepted over 9 miles of new roadways throughout the Dougherty Valley, most of which include Class II bikeways. It is the City's goal to provide and maintain a comprehensive bicycle and pedestrian system that connects all parts of the City.

In 2007, the City of San Ramon, in coordination with Contra Costa County, CCTA, Town of Danville and East Bay Regional Park District, developed the San Ramon Valley Iron Horse Trail Bicycle Pedestrian Corridor Concept Plan. The Plan studied the feasibility of constructing bicycle/pedestrian overcrossing(s) along the Iron Horse Trail as an alternative to the at-grade crossings at Sycamore Valley, Crow Canyon and Bollinger Canyon Roads. The primary goals in the implementation of these overcrossings would be to:

- Improve pedestrian and bicyclist safety

Traffic and Circulation

- Improve pedestrian and bicyclist access and circulation
- Facilitate alternative means of transportation
- Increase recreational opportunities
- Facilitate healthier lifestyles
- Cultivate appreciation of the natural world

The Corridor Concept Plan established the basic scope and feasibility and is the first step in the process of evaluating and implementing pedestrian overcrossings at the proposed San Ramon locations. To move these projects forward it will be necessary to secure additional funding for development of improvement plans and ultimately construction of the projects.

GUIDING POLICY

5.7-G-1 Encourage bicycling and walking as alternatives to driving, consistent with Complete Streets concepts.

IMPLEMENTING POLICIES

5.7-I-1 Establish a network of on- and off-street bicycle routes to encourage their use for commute, recreational, and other trips. Improve and expand bicycle routes for commuters in San Ramon.

5.7-I-2 Develop bicycle routes that provide access to regional employment centers, shopping centers, public facilities, transit centers, schools, and parks.

5.7-I-3 Continue to emphasize the Iron Horse Trail as a major north-south route for non-motorized modes of transportation including walking, biking, rollerblading and scooters by improving connectivity and enhancing amenities for these modes.

The Iron Horse Trail provides access to Central Park, the Bishop Ranch Business Park, Montevideo Elementary School, Walt Disney Elementary School California High School, and residential neighborhoods. The trail will be linked to the City Center project and is anticipated to serve as an important corridor within the North Camino Ramon Specific Plan. The Iron Horse Trail Bicycle and Pedestrian Corridor Concept Plan includes overcrossing proposals to improve movement along the Iron Horse Trail and minimize delays and improve safety at major arterials.

In 2014, the Iron Horse Trail was designated a Route of Regional Significance by Tri-Valley Transportation Council (TVTC). While not typical that a multimodal trail would be designated as a RRS, the IHT meets the criteria as a transportation facility that is considered to be important from a regional perspective, providing regional mobility and connecting multiple jurisdictions. Additionally, the status as a RRS allows for additional grant opportunities for corridor improvements and emphasizes local multimodal resources and objectives in the text of TVTC Action Plan.

SAN RAMON GENERAL PLAN 2035

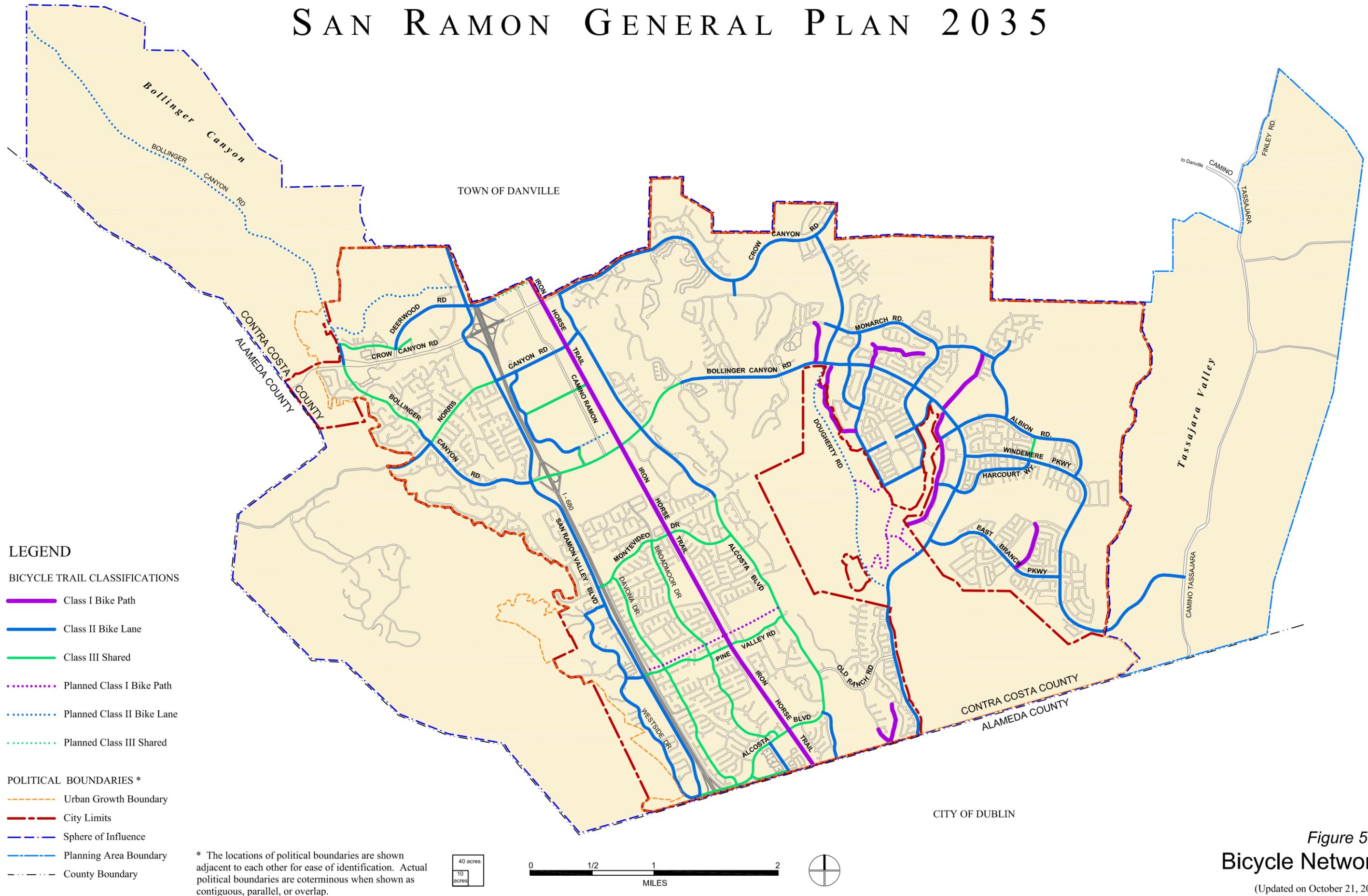


Figure 5-4
Bicycle Network

(Updated on October 21, 2019)

* The locations of political boundaries are shown adjacent to each other for ease of identification. Actual political boundaries are coterminous when shown as contiguous, parallel, or overlap.

San Ramon General Plan 2035

- 5.7-I-4 Encourage future development along the trail corridor to provide connection points and amenities as appropriate.

Amenities may include, but are not limited to, benches, landscaping, and signage.

- 5.7-I-5 Require bicycle parking, storage and other support facilities as part of any new office and retail developments and public facilities.

Facilities may include, but are not limited to, racks, lockers, and changing facilities.

- 5.7-I-6 Continue to promote and implement through the development review process, continuous circulation facilities within Bishop Ranch Business Park, commercial districts, and residential neighborhoods to enhance connectivity and promote pedestrian and bicycle modes of transportation consistent with Complete Streets concepts.

- 5.7-I-7 Continue to implement accessibility standards for physically disabled persons within the public rights-of-way.

5.7-I-8 Pursue grant funding for implementation of projects identified in the adopted Bicycle Master Plan, including funding from State and regional sources.

- 5.7-I-9 Implement the San Ramon Valley Iron Horse Trail Corridor Concept Plan by refining the design alternatives and pursue funding through grants, public/private partnerships and other funding sources as appropriate.

The Concept Plan contemplates improvements such as grade separations at Bollinger Canyon Road and Crow Canyon Road.

- 5.7-I-10 Require roadway improvement projects to minimize both temporary and permanent reductions in bicycle and pedestrian mobility and/or accessibility.

- 5.7-I-11 Work with neighboring jurisdictions to ensure that continuity in bicycle and pedestrian networks is provided at jurisdictional boundaries.

This policy is intended to prevent the creation of gaps in bicycle and pedestrian networks that would be inconsistent with the Complete Streets concept.

- 5.7-I-12 Work with Caltrans and other appropriate agencies to improve bicycle and pedestrian mobility at freeway crossings.

- 5.7-I-13 Promote educational efforts about traffic laws and safe practices for all modes of transportation.

This policy is intended to increase awareness of the California Vehicle Code requirements (e.g., yielding to pedestrians at crosswalks), potentially preventing conflicts between motorists, bicyclists, and pedestrians.

- 5.7-I-14 Prioritize bicycle network improvements in the core area of San Ramon, including construction of new facilities and actions to remove barriers to cycling as identified in the

Traffic and Circulation

San Ramon Bicycle Master Plan (2018), in order to support development in the City's Priority Development Areas (PDAs).

The City of San Ramon Bicycle Master Plan identifies a range of funding mechanisms and partnerships to facilitate implementation of improvements envisioned and to encourage increased cycling in the core area.

