



Prepared by

FEHR & PEERS

100 Pringle Avenue
Suite 600
Walnut Creek, CA 94596

November 2018

Foothill Road Bicycle Corridor Plan

Prepared for:
City of Pleasanton



Introduction

The City of Pleasanton contracted with Fehr & Peers to produce the Foothill Road Bicycle Corridor Plan (BCP), which provides an in-depth look at one of the city's most heavily traveled bicycle corridors. As the first step in assessing how the Foothill Road corridor should address safety and usability concerns in the near future, Fehr & Peers met with City staff to discuss the overall goals and vision for the corridor. We also worked with the City's Bicycle, Pedestrian and Trails Committee to explore issues and opportunities.

In the next phase of the project, potential improvements were created. While the BCP primarily focuses on bicycle access, information regarding other modes – such as pedestrian facilities, automobile operations, and transit usage – were also addressed to ensure Foothill Road accommodates all potential users. The Foothill Road BCP identified three distinct land-use character areas along the corridor to be analyzed separately: Employment & Retail Focus Area (BART Accessibility), Neighborhood Residential Focus Area, and the Low Density Residential & Recreational Focus Area as shown in **Figure 1** and described in detail below. This plan will be integrated with the City's General Plan and its Bicycle and Pedestrian Master Plan.

Corridor Overview

The Foothill Road corridor study area is located on the western side of the City of Pleasanton and is the primary north/south arterial route for the section of the City west of Interstate 680 (I-680). This five-mile corridor extends from I-580 in the north to Castlewood Drive in the south and provides a connection between City of Dublin, City of Pleasanton, and areas of unincorporated Alameda County. With its location directly west of I-680, Foothill Road is used by drivers attempting to bypass congestion on the freeway between the Sunol grade and the I-580/I-680 interchange. For this reason, the corridor experiences heavy vehicle volumes moving at high speeds during peak commute times.

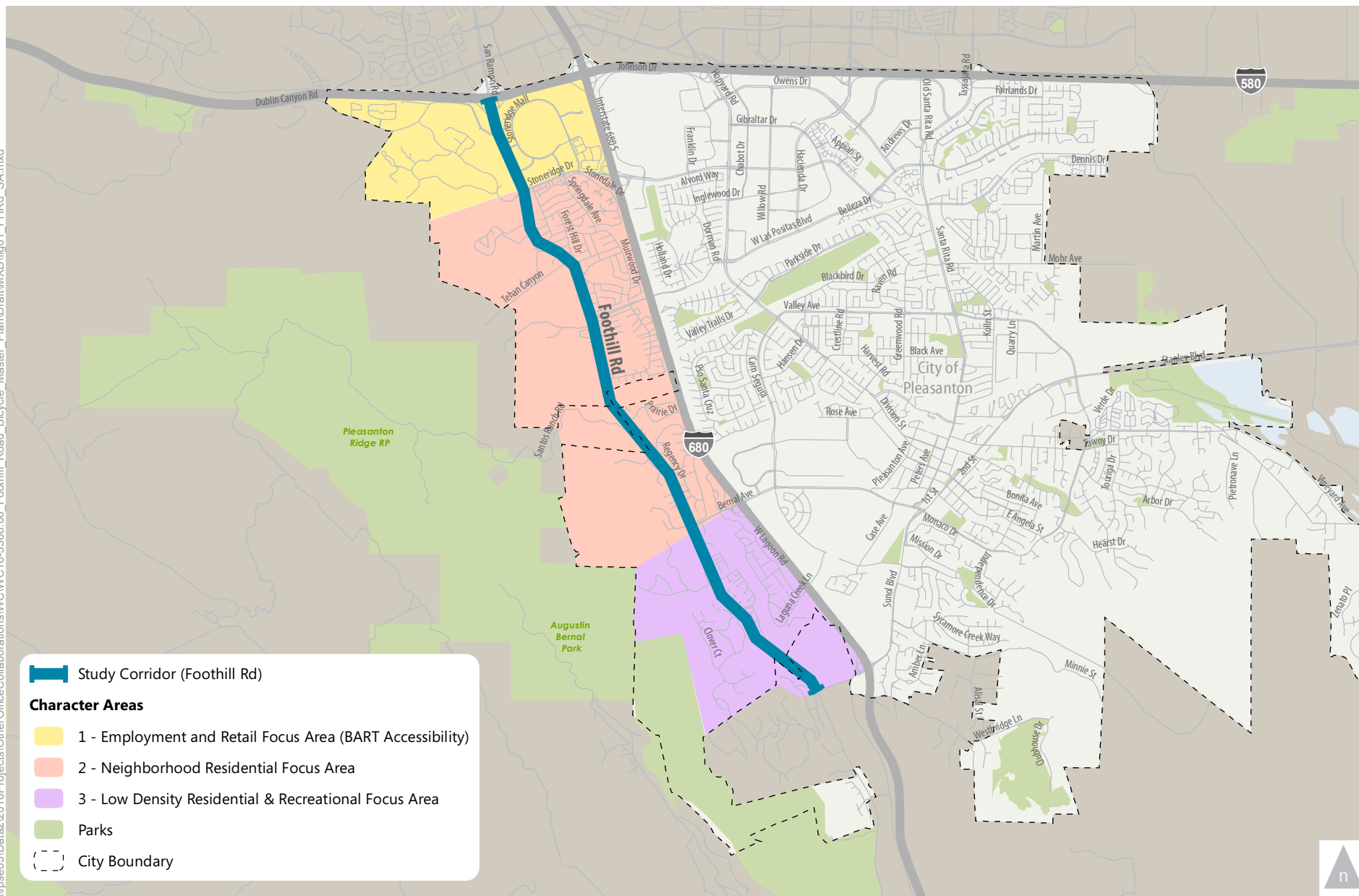


Figure 1
Corridor Overview and Character Areas



In addition to being an important citywide connection, the Foothill Road corridor serves varying land uses. This results in significant changes in the roadway environment throughout the corridor in terms of mode choice, user groups, right-of-way constraints, cross-section design, daily traffic volumes and the presence of bicycle or pedestrian facilities. Therefore, the Foothill Road BCP identified three distinct land-use character areas along the corridor to be analyzed separately:

- **Character Area One – Employment & Retail Focus Area (BART Accessibility):** This character area runs from the I-580 East ramps to Stoneridge Drive. This area primarily serves the retail and office hub surrounding Stoneridge Mall and Stoneridge Corporate Commons near the West Dublin/Pleasanton BART station.
- **Character Area Two – Neighborhood Residential Focus Area:** This character area runs from Stoneridge Drive to Bernal Avenue. This area is lower volume, primarily serving the residential communities which largely fall on the east side of the corridor. The west side of the corridor in this character area consists of low density residential and open space. This character area also serves Foothill High School, Alviso Adobe Community Park, and provides connections to Pleasanton Ridge Regional Park.
- **Character Area Three – Low Density Residential & Recreational Focus Area:** This character area runs from Bernal Avenue to Castlewood Drive. This area has the lowest vehicle volumes and narrowest cross section, serving low density residential neighborhoods and recreational spaces on both sides of the corridor. Castlewood Country Club and its adjacent golf course, as well as Pleasanton Ridge Regional Park, are also served by this character area.

Figure 1 shows the corridor overview and all three character areas in relation to the City of Pleasanton as whole.

Relationship to Other Plans

The Foothill Road BCP is the culmination of several other planning efforts within the City of Pleasanton which recommended a more in-depth analysis be conducted regarding bicycle access and safety for the corridor. The following plans and tools provide direct guidance for how the Foothill Road BCP can support previously identified citywide goals, incorporate existing policies, and implement other identified projects as part of this effort.



City of Pleasanton General Plan

The City of Pleasanton General Plan specifically highlights future improvements necessitated along Foothill Road that apply only to automobiles. The Circulation Element within the General Plan designates Foothill Road as an arterial roadway from I-580 to the southern City Limit. The three proposed intersection improvements identified in the General Plan for Foothill Road include:

- Foothill Road at Stoneridge Drive: Un-split east/west signal operations and convert the #1 southbound through lane into a third southbound left-turn lane.
- Foothill High School at Foothill Road: Widen the southbound approach to provide a second left-turn lane and the northbound approach to provide a separate right-turn lane.
- Foothill Road at Canyon Way: Convert the #1 southbound through lane into a third left-turn lane, re-stripe the eastbound approach to create three left-turn lanes, widen eastbound Canyon Way to receive traffic from three left-turn lanes.

The City of Pleasanton General Plan also lists vehicle level of service (LOS) standards the City must maintain at all intersections. The standard for most intersections within the City is LOS D or better. However, the Foothill Road intersections with the I-580 ramps are designated as gateway intersections which may be exempt from the City's LOS standards at the City's discretion.

Pedestrian & Bicycle Master Plan

In late 2015, the City of Pleasanton began an update to their Pedestrian and Bicycle Master Plan (PBMP). The Foothill Road corridor was specifically identified during public outreach as a top priority area to add continuous bicycle facilities and increase the level of street sweeping along the corridor, among other routes. As a result, the Public Review Draft of the PMBP released at the beginning of 2017 recommended a complete streets study be conducted for all travel modes along Foothill Road. The PBMP also identified the Foothill Road corridor as a key regional connection based on bicycle count data and Strava¹ data. The Foothill Road BCP acts as the implementation of that recommended complete streets strategy.

¹ Strava is a mobile application that tracks running or cycling routes primarily for recreational users. This data can be self-selecting by users and is not generally deemed to be representative of an entire population. However, Strava provides access to aggregated user data of where the most popular running or cyclist routes are located.

Collision data was also analyzed as part of the PBMP from 2010 to 2015. Two intersections were identified with either pedestrian or bicycle collisions while one intersection experienced a bicycle fatality. The Foothill Road/Oak Creek Drive intersection, located near Foothill High School, had two pedestrian-involved collisions. The Foothill Road/Muirwood Drive intersection had two bicycle-involved collisions. The bicycle fatality occurred at the Foothill Road/Golden Eagle Way in the southern part of the corridor. Other routes which connect to the Foothill Road corridor and support access to the West Dublin/Pleasanton Bay Area Rapid Transit (BART) station such as Stoneridge Mall Road and Stoneridge Drive were also identified as experiencing varying levels of collisions in the PBMP.

In addition to an overall Bikeway Feasibility Study for Foothill Road, the PBMP identified the specific projects listed in **Table 1** below. The PBMP also highlighted Muirwood Drive as a bicycle boulevard alternative to Foothill Road and identified repair/repaving needs of the side path in the northern character area of the Foothill Road corridor which helps to provide access to BART.

TABLE 1: Foothill Road Complete Streets

Location	Cross Street 1	Cross Street 2	Project Type	Near-Term Proposal	Long-Term Proposal	Cost
Foothill Road	I-580	Castlewood Drive		Prepare bikeway feasibility/complete streets study focused on providing continuous, protected bikeways and separated bikeway intersection improvements. Coordinate with County to address portions outside of Pleasanton.	Install continuous separated bikeways and separated bikeway intersection improvements	\$\$\$
Foothill Road	Intersection with Highland Oaks Drive			Enhance existing crosswalk with ladder striping and pedestrian hybrid beacon	-	\$\$\$

TABLE 1: FOOTHILL ROAD COMPLETE STREETS

Location	Cross Street 1	Cross Street 2	Project Type	Near-Term Proposal	Long-Term Proposal	Cost
Foothill Road	Lydiksen Elementary School Safe Routes to School Projects			Provide crossing, bicycle rack, and access improvements on Highland Oaks Drive and Driftwood Way. Coordinate with Muirwood Drive and West Las Positas Boulevard Improvements	-	\$\$\$
Foothill Road	Intersection with Oak Creek Drive			Enhance existing crosswalk with ladder striping and pedestrian hybrid beacon	-	\$\$\$

Note: These recommendations are subject to change upon final adoption of the PBMP expected later in 2017.

Trails Master Plan

The City of Pleasanton is currently updating the Community Trails Master Plan (dated 1993). The Trails Master Plan is expected to be complete near the end of 2018. The plan will prioritize trail projects, identify gaps within the trail system, and identify costs associated with the proposed trails.

Draft maps released in April 2018 show the Foothill Road corridor as an existing Class I Trail between Oak Creek Drive and Bernal Avenue, and a future Class 1 Trail connection between Oak Creek Drive and West Las Positas Boulevard. This would serve as a connection between two existing nature trails off of West Las Positas Boulevard and Alviso Adobe Community Park.

Neighborhood Traffic Calming Program

The City of Pleasanton revised the Neighborhood Traffic Calming Program in 2012 to provide the City with consistent policies for addressing neighborhood traffic and speeding concerns. The Neighborhood Traffic Calming Program provides a methodology for residents to request assistance from and collaborate with City staff to create safer streets. Many of these tools can also be used to create low-stress bicycle boulevards in neighborhood settings. Given the speeds and levels of traffic

volumes on Foothill Road, this program can be implemented on adjacent routes for neighborhood streets that may act as lower-stress alternatives to Foothill Road.

Data Collection & Field Visits

Fehr & Peers conducted a biking field audit to directly assess issues and constraints along the corridor. Fehr & Peers rode each direction of the entire corridor (northbound and southbound) and made frequent stops at intersections and other key locations as necessary. Photos, notes, and measurements were taken of existing facilities, gaps in bicycle and pedestrian facilities, and other areas that were identified as a safety, comfort, or connectivity opportunity. **Figure 2** presents photos of the varying cross-sections and changes in the corridor from the field audit.

Additionally, Fehr & Peers invited members of the City of Pleasanton's Bicycle, Pedestrian, and Trails Committee (BPTC) and City staff on a driving tour of the corridor which made stops at key locations identified during the initial field audit. Fehr & Peers discussed many of the issues and constraints with three members of the BPTC who also were able to provide insight on how the corridor is used by diverse types of cyclists. Preliminary alternative design options were discussed with BPTC members at each stop to get initial feedback on potential solutions for the corridor.

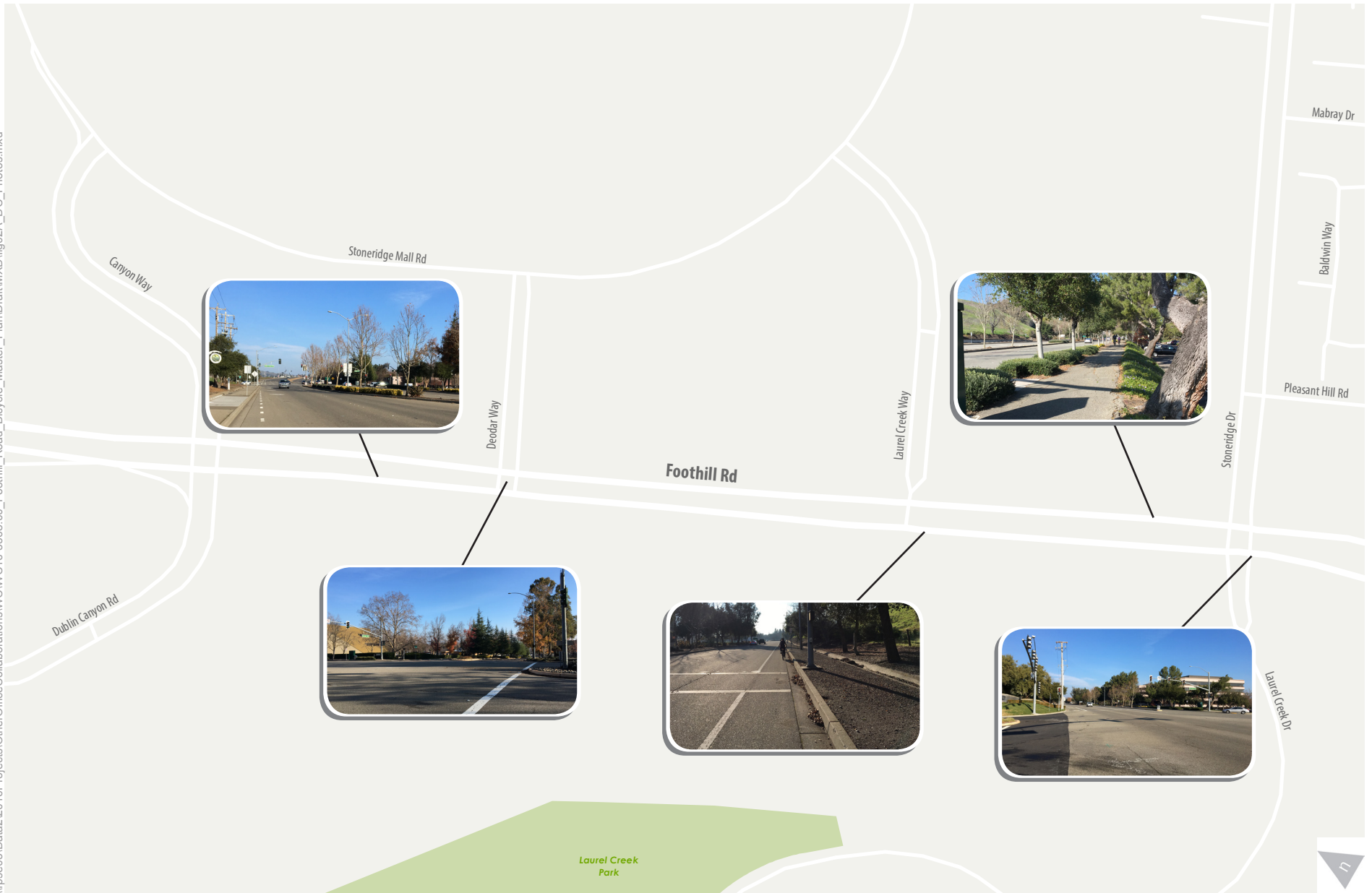


Figure 2A
Character Area 1 Data Collection Photos

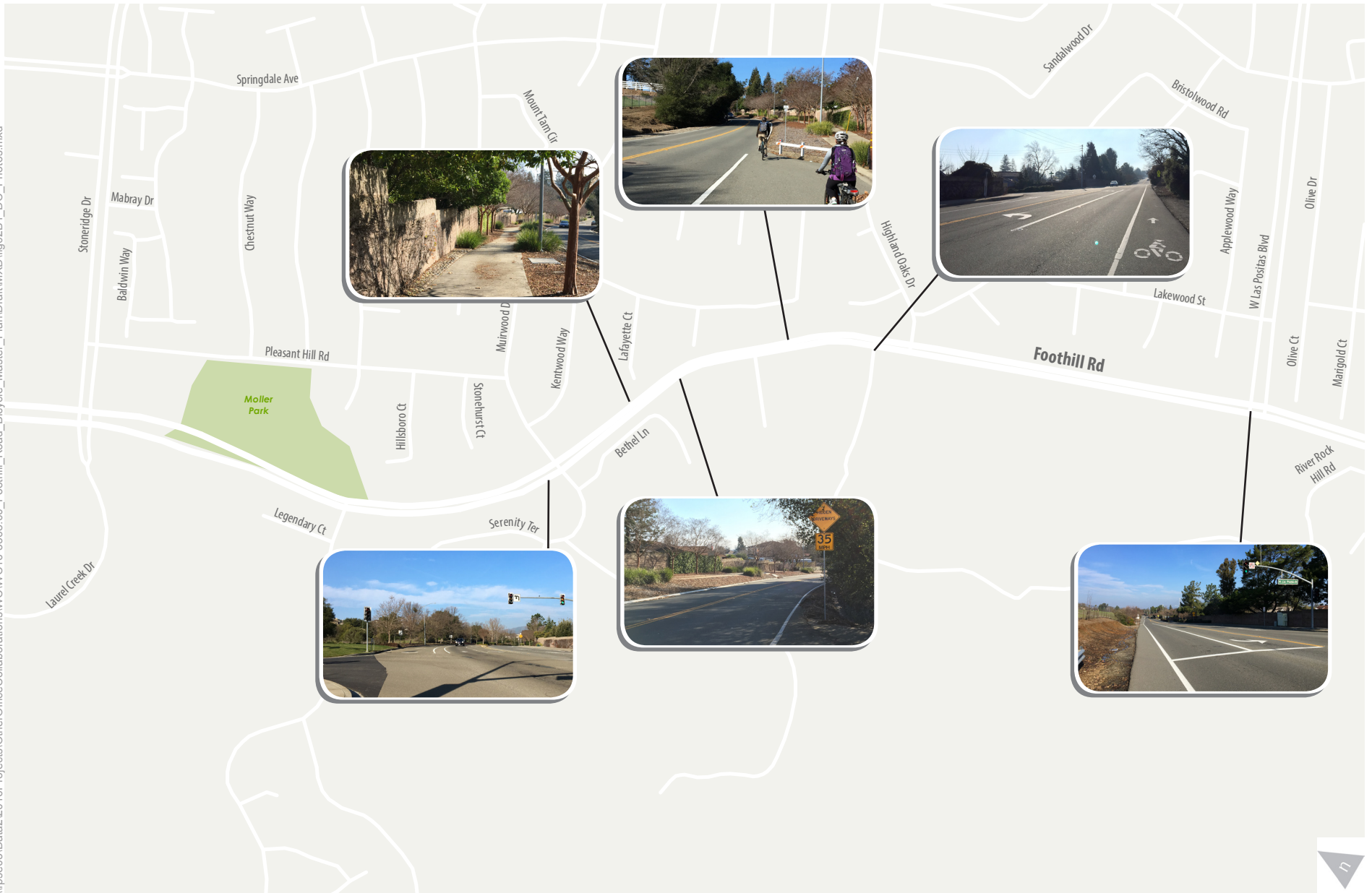


Figure 2B-1
Character Area 2 (North) Data Collection Photos



Figure 2B-2
Character Area 2 (South) Data Collection Photos



Figure 2C
Character Area 3 Data Collection Photos



Character Area Evaluations & Proposed Improvements

The Foothill Road corridor was evaluated by assessing the existing conditions in each distinct character area using the Level of Traffic Stress (LTS) experienced by cyclists and pedestrians. The LTS results are presented along with field observations of issues and constraints in combination with example cross-sections from each character area.

Evaluation Methodology

The Fehr & Peers Streetscore+ tool was used to analyze the LTS for cyclists and pedestrians. The Streetscore+ tool uses a multitude of inputs to calculate LTS separately for intersection approaches and corridor segments within the BCP area. LTS primarily refers to the comfort associated with roadways, or the mental ease people experience riding on them. Metrics for bicycling LTS were developed at the Mineta Transportation Institute (MTI) and published in the report *"Low-Stress Bicycling and Network Connectivity."*² The criteria establishes a "weakest link" approach to default to most stressful factors included in the analysis. Factors influencing LTS include:

- Number of travel lanes
- Speed of traffic
- Number of vehicles
- Presence of bicycle lanes
- Width of bicycle lanes
- Presence of physical barrier

Bicycle riders vary in experience, skill, ability, and confidence. As such, they rely on the bikeway system to cater to their specific needs and abilities. Some cyclists are more comfortable riding in traffic and value bikeways and routes that are direct and limit unnecessary delay. These types of cyclists, often recreational "strong & fearless" riders, feel more comfortable utilizing facilities that share the roadway with automobiles or have limited bicycle infrastructure. People with limited

² Mekuria, Maaza C., Peter G. Furth, and Hilary Nixon, (2012). *Low-Stress Bicycling and Network Connectivity*. San Jose, California: Mineta Transportation Institute.



bicycling confidence and lower or developing skill levels such as children and older adult riders may desire more separation from traffic to feel comfortable enough to ride. Different bicycle types also require more space in bicycle facilities, such as trailers for children or cargo or adult tricycles. For these reasons, facilities should be designed to accommodate the lowest skill levels or the “interested but concerned” riders, especially in heavily traveled areas.

Recent research has correlated these different bicycle riders with the LTS they are willing to experience while cycling. Bicycle LTS criteria span from 1 to 4, with 1 being the least stressful and 4 being the most stressful:

- **LTS 1 (Highly Comfortable):** Most children and elderly riders can tolerate this level of stress and feel safe and comfortable. LTS 1 roadways typically have more separation from traffic or can be off-street pathways.
- **LTS 2 (Generally Comfortable):** This is the highest level of stress that the mainstream adult population will tolerate while still feeling safe.
- **LTS 3 (Uncomfortable):** Cyclists who are considered “enthused and confident” but still prefer having their own dedicated space for riding will tolerate this level of stress and feel safe while bicycling.
- **LTS 4 (Very Uncomfortable):** For cyclists, this is tolerated only by those characterized as “strong and fearless,” which comprises a small percentage of the population. These roadways have high speed limits, multiple travel lanes, limited or non-existent bicycle lanes and signage, and large distances to cross at intersections.

The PBMP indicates the Foothill Road corridor should be designed to create a comfortable experience for all users. The overall goal of the Foothill Road BCP will be to identify where improvements can be made to create a continuous LTS 1 & 2 experience for the entire corridor.

Character Area One

Character Area One is about 0.75 miles long and experiences the highest vehicular volumes of the corridor due to direct access to I-580. The area surrounding Stoneridge Mall is an important regional retail and employment center. Key destinations include Stoneridge Mall, Stoneridge Commons, and large employers such as Workday, Kaiser Permanente, and Albertsons/Safeway. The West Dublin/Pleasanton BART station is accessed in the northern part of the character area and is

a key regional hub for travel from the tri-valley area to the greater East Bay, San Francisco, and the Peninsula regions. Pleasanton residents wishing to ride their bicycles to BART often travel on Foothill Road to reach the station. The major bicycle users within this character area include recreational riders and commuters.

Issues & Constraints

Extending from I-580 to Stoneridge Drive, this area is inherently less appealing for cyclists and pedestrians than the lower volume segments of the corridor further to the south. There is no clear northbound bicycle facility on Foothill Road throughout this area. While there is a side path on the eastern side of Foothill Road, it is in poor condition due to root upheaval of the pavement and is not readily usable by most cyclists or pedestrians. This creates a gap in northbound bicycle facilities throughout the character area. However, the side path could be rehabilitated and made into a prominent low-stress, shared-use facility for cyclists and pedestrians within the office/retail area.

Southbound cyclists can use a Class II bicycle lane which extends throughout most of the character area with the exception of two gaps. The first gap in the bicycle lane is just south of the Dublin Canyon Road/Canyon Way intersection with Foothill Road to accommodate an acceleration/merge lane. However, this gap will be closed with intersection improvements associated with office development to the east. The second bicycle lane gap is just north of the Stoneridge Drive Intersection to accommodate a dedicated right-turn lane.

Access to and from the Foothill Road Corridor in this character area is generally limited to Class II bicycle lanes on Dublin Canyon Road and Stoneridge Drive. While Canyon Way, Deodar Way, and Laurel Creek Way do not have any dedicated bicycle facilities, Canyon Way often sees much higher automobile volumes and is not generally recommended for comfortable mixed-flow use.

Figure 3 summarizes the issues and constraints identified in Character Area One.



Figure 3A
Character Area 1 Issues & Constraints

Cross-section Variations

Character Area One has three northbound and two southbound vehicle travel lanes separated by a wide landscaped median. At intersections the landscaped median narrows to allow for two southbound left-turn lanes at all intersections and one northbound left-turn lane to access Dublin Canyon Road. However, the Foothill Road intersection with Dublin Canyon Road/Canyon Way will be modified in the near-term to include three southbound left-turn lanes with an additional receiving lane and a northbound bicycle lane with skip striping between Deodar Way and Canyon Way.

The roadway cross-section is mostly consistent throughout the character area with the inclusion of the southbound Class II bicycle lane and the northbound side path. **Figure 4** depicts the representative existing cross-sections for this character area.

Proposed Improvements

The proposed improvements to Foothill Road address existing issues in connectivity, consistency and comfort throughout the corridor. This has been achieved by proposing wider sidewalks to accommodate both bicycles and pedestrians in key areas, buffered bike lanes throughout the corridor, new intersection treatments, and on-going maintenance of facilities.

All three character areas propose a number of intersection crossing treatments. The typical crossing treatments are presented in **Figure 5**.

Within Character Area 1, the off-street path between Canyon Way and Laurel Creek Way was identified as a key connection with poor existing conditions and addressed with proposed improvements. Side street facilities and turns onto Deodar Way, Laurel Creek Way and Stoneridge Drive were also addressed. Error! Reference source not found. presents a full matrix of preliminary improvements. Conceptual designs of all improvements are presented in **Attachment A**.

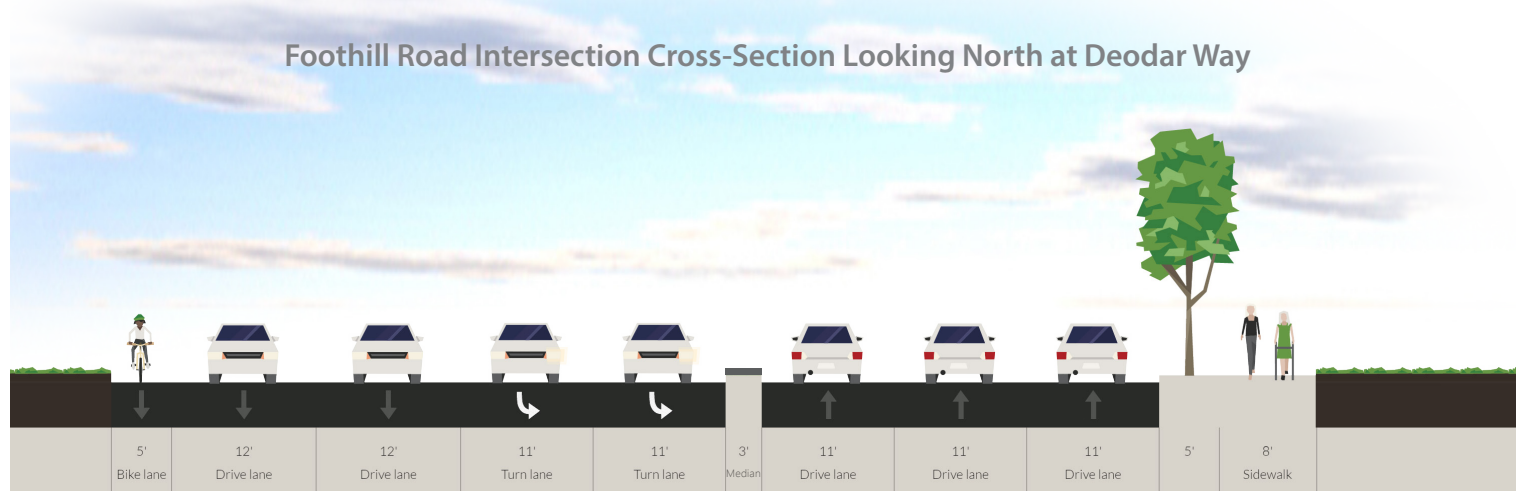
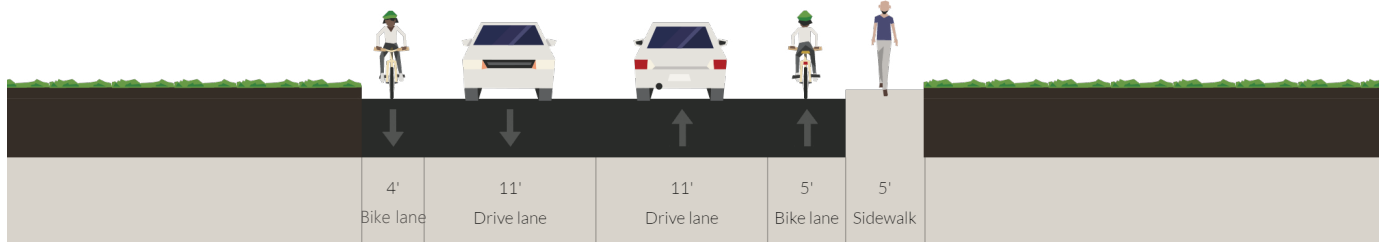


Figure 4A
Existing Example Cross-Sections

Foothill Road Segment Between Foothill Place and Ensenada Drive



Foothill Road Segment Between Oak Manor Court and Castlewood Drive

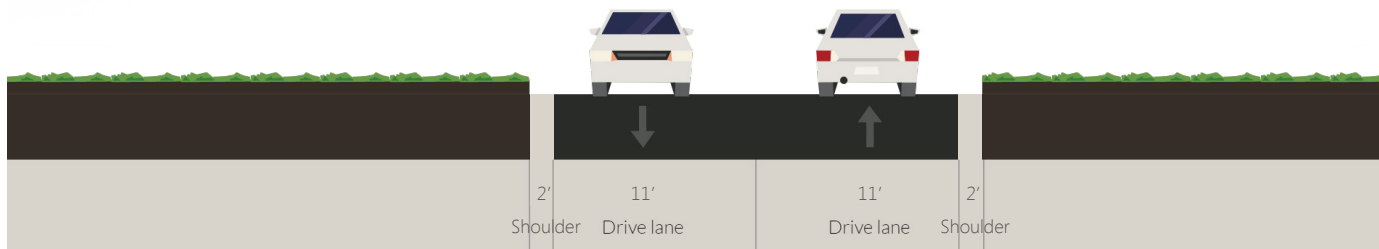


Figure 4B
Existing Example Cross-Sections



Chevrons are used when transitioning from on-street to off-street facilities, and vice versa. At times, the transition is not mandatory for cyclists, but the chevrons provide directional encouragement to cyclists.



Trail Crossings are used when crossing an intersection for an off-street facility when both cyclists and pedestrians are expected to use the crossing.



Cross Bikes are used for a bike-only crossing, typically where there is bike detection and a designated signal phase at the intersection and often parallel to a crosswalk.



Green Skip-Striping indicates a conflict zone for bikes and vehicles.



Solid Green indicates space designated for bicycles only (bike lane).

Figure 5

Typical Intersection Treatments for Foothill Road



TABLE 2: CHARACTER AREA ONE PRELIMINARY IMPROVEMENT MATRIX

Location	Issue/Opportunity	Quick-Build Improvement	Near-Term Improvement	Long-Term Improvement
I-580 East ramps to Stoneridge Drive	The off-street path between Canyon Way and Laurel Creek Way is narrow, the pavement quality is extremely poor, and there is a lack adequate lighting and wayfinding.		Repave off-street path and install wayfinding signage (See Master Plan report for details).	Widen and repave off-street path to 10', install pedestrian lighting, and install wayfinding signage between Interstate 580 ramp and Laurel Creek Way.
	No bicycle signage or striping exists to indicate the presence of bicyclists on Foothill Road.	Install 6-foot bike lane on northbound Foothill Road between Canyon Way and Deodar Way		
	Bicycle/Vehicle conflict zones exist with right turn lanes.	Install green skip striping at the intersection of Foothill Road and Canyon Way.		
	Laurel Creek Way and Deodar Way do not currently have any signing or striping to indicate the presence of cyclists.	Install sharrows on Deodar Way and Laurel Creek Way.		
	Cyclists must merge across multiple lanes to access the left-turn lane to access Deodar Way and Laurel Creek Way from the southbound bike lane.			Provide queuing area for bikes turning left on Deodar Way and Laurel Creek Way by installing a turning jug handle with passive bike detection.
	There is no pedestrian connection between Foothill Road & Stoneridge Mall Road on Deodar Way.			Install a sidewalk connection along Deodar Way.
	The existing path between Canyon Way and Laurel Creek Way has poor pavement quality and is not obvious and visible from on-street facilities.		Repave off-street path and install wayfinding signage between Interstate 580 ramp and Laurel Creek Way.	Widen and repave off-street path to 10', install pedestrian lighting, and install wayfinding signage between Interstate 580 ramp and Laurel Creek Way.

TABLE 2: CHARACTER AREA ONE PRELIMINARY IMPROVEMENT MATRIX

Location	Issue/Opportunity	Quick-Build Improvement	Near-Term Improvement	Long-Term Improvement
I-580 East ramps to Stoneridge Drive	Bicyclists traveling southbound must cross multiple lanes of traffic and share a double left-turn lane with vehicles to turn left onto Stoneridge Drive. There is no pedestrian connection between Foothill Road & Stoneridge Mall Road on Deodar Way.		Install a two-stage turn box; prohibit right turn on red at Stoneridge Drive.	Install a sidewalk connection along Deodar Way.



Level of Traffic Stress Assessment

The Streetscore+ results indicate that most of the Foothill Road corridor within this character area is very uncomfortable (LTS 4) for cyclists at both intersection approaches and in corridor segments. This is primarily due to heavy traffic volumes, higher speeds, and a lack of separation between cyclists and vehicles. Only avid recreational riders or other “strong & fearless” cyclists would likely attempt to traverse this section of the Foothill Road corridor. Side paths would normally result in very comfortable facilities but due to the difficulty in using the existing side path, riders must travel on-street in the northbound direction with no dedicated facilities. Input from the BPTC was that cyclists typically will begin to merge into the left-most northbound vehicle lane just north of Deodar Way to turn left at Dublin Canyon Road and that a lower stress option to make this northbound left-turn is needed.

Improvements are proposed for the bicycle facilities but the number of travel lanes and speed would not change under the proposed improvements. Without a change in the number of lanes and travel speed, the best improvement in score for Foothill Road is from LTS 4 to LTS 3. Additional treatments that provide vertical separation such as posts or a raised buffer would improve separation of bicycles and cars but would not improve the LTS score for the roadway segments.

Improvements at intersections have a larger impact on the comfort of cyclists, and the proposed improvement would raise the intersection LTS from LTS 4 to LTS 3 and LTS 2 at most approaches. **Figure 7** shows the Streetscore+ bicycle LTS results for this section of the corridor with the proposed improvements.

Adjacent streets and intersection approaches such as Laurel Creek Way and Deodar Way results in uncomfortable roadways for bicycling (LTS 3), although slightly better than Foothill Road. This better LTS score is generally the result of reduced vehicle volumes and speeds. This character area is shown to be uninviting to most cyclists with a lack of signage to indicate how bicycles should use the corridor. **Figure 6** shows the existing Streetscore+ bicycle LTS results for this section of the corridor.



Figure 6A
Character Area 1 Streetscore+ Results



Figure 7A
Character Area 1 Streetscore+ Results with Proposed Improvements



Character Area Two

Character Area Two is about 2.75 miles long and provides access to mostly neighborhood residential uses. The majority of residential uses do not directly front Foothill Road but are accessed using a mix of signalized and unsignalized side streets. Most development has occurred to the east of Foothill Road. A few existing and proposed smaller residential developments are located to the west of Foothill Road. Key destinations in this character area include Lydiksen Elementary School, Foothill High School, Alviso Adobe Community Park, and East Bay Regional Park District trail heads. The major bicycle users within this character area include recreational riders, commuters, families, and students.

Issues & Constraints

Extending from Stoneridge Drive to Bernal Avenue, this area is highly used by recreational riders and experiences lower vehicle volumes than Character Area One. Character Area Two features a winding roadway with two vehicle lanes. There are Class II bicycle lanes with varying widths throughout much of the corridor in this area. Gaps in the bicycle lanes occur at pinch points in the roadway surface and in places where the bicycle lanes are dropped to accommodate dedicated right-turn lanes.

Near Stoneridge Drive, the northbound bicycle lane abruptly ends requiring cyclists to merge with vehicles. While a side path just to the east of Foothill Road through Moller Park is available, there is not convenient and intuitive access. At the Muirwood Drive intersection the southbound bicycle lane approach is narrow and does not have bicycle-vehicle conflict zones highlighted. There is a northbound and southbound gap in on-street facilities between Muirwood Drive (S) and Tehan Canyon Court, where the lack of on-street bicycle lanes through a sharp curve requires cyclists to merge into the travel lanes. Vehicles traveling at high speeds often cannot see cyclists ahead of them through this curve and grade change. While there is an adjacent side path to the east of Foothill Road there is no signage directing cyclists to it or ramps to facilitate using the path in either the northbound or southbound directions.



At the Foothill Road intersection with West Las Positas Boulevard, southbound cyclists attempting to access the bicycle lanes on West Las Positas Boulevard must either merge with traffic to use the southbound left-turn lane or cross as a pedestrian using the pedestrian push-button. However, the pedestrian push-button is located in a position where cyclists would need to dismount in order to reach it. Many segments of the bicycle lanes throughout this character area were blocked by vegetation or debris.

A pedestrian activated beacon at Oak Creek Drive provides an enhanced pedestrian crossing across Foothill Road; however, the western pedestrian push button can only be reached from the adjacent dirt area and does not provide ADA access. In front of Foothill High School, the northbound bicycle lane can be blocked by vehicles for short periods of time during school drop-off and pick-up periods. This generally does not present an issue for recreational cyclists but limits connectivity for students attempting to access the high school from Muirwood Drive (south). BPTC members noted that students are often seen riding on the eastern sidewalk with pedestrians to access the school. Sidewalk widening is proposed to address this conflict.

Between Muirwood Drive (south) and Foothill Knolls Drive the right-of-way narrows due to an embankment and retaining wall on an adjacent private property. This creates a gap in both the northbound and southbound bicycle lanes. There are generally continuous bicycle lanes south to Bernal Avenue with small gaps to accommodate dedicated right-turn lanes. Alviso Adobe Community Park does not have any connectivity with the eastern side path that extends through much of this character area. However, with the planned residential development directly adjacent to Alviso Adobe Community Park there are plans to add a pedestrian crossing with future intersection improvements.

At the Foothill Road intersection with Bernal Avenue, southbound cyclists attempting access Bernal Avenue must either merge with vehicular traffic to use the southbound left-turn lane or cross as a pedestrian using the marked crossing and pedestrian push-button across the south leg of the intersection.

Figure 3B and Figure 3C provide a detailed look at the identified issues and constraints in Character Area Two.



Figure 3B
Character Area 2 (North) Issues & Constraints



Figure 3C
Character Area 2 (South) Issues & Constraints



Cross-Section Variation

Character Area Two has two main cross-sections, each of which have one northbound and one southbound vehicular travel lane with narrow bicycle lanes. The primary difference between the two is the presence of a large landscaped median to separate traffic in parts of the corridor. In areas where a raised median is present, the median will narrow to allow for one northbound and/or southbound left-turn pocket at intersections when needed. There is a wide sidewalk on the eastern side of Foothill Road which may be wide enough to qualify as a Class I Multi-Use Path in some areas (depends largely on available shoulder areas). No sidewalk is present on the western side due to limited residential uses throughout the character area.

There are two highly constrained cross-sections which act as “pinch points” in this character area:

- Foothill Road between Muirwood Drive (North) and Highland Oaks Drive: The roadway curves around a hill and abruptly drops the bicycle lanes and shoulders. There is a wide sidewalk elevated above the roadway on the eastern side of the corridor with a landscaped buffer.
- Foothill Road between Muirwood Drive (South) and Foothill Knolls Drive: The bicycle lanes and sidewalk narrow significantly and there is only a narrow shoulder on the western side of Foothill Road.

Private residential properties restrict some of the right-of-way at both of the two pinch points. Figure 4 depicts the representative existing cross-sections for this character area and cross-sections for each of the two pinch point segments.

Proposed Improvements

The proposed improvements to Foothill Road address existing issues in connectivity, consistency and comfort throughout the corridor. This has been achieved by proposing wider sidewalks to accommodate both bicycles and pedestrians in key areas, buffered bike lanes throughout the corridor, new intersection treatments, and on-going maintenance of facilities.

All three character areas propose a number of intersection crossing treatments. The typical crossing treatments are presented in Figure 5.

Within Character Area 2 between Stoneridge Drive and W. Las Positas Blvd, the intersections at Muirwood Drive and Highland Oaks Drive, and the narrow roadway with no northbound bike facility between Muirwood Drive and Highland Oaks Drive were identified as key areas for improvement.

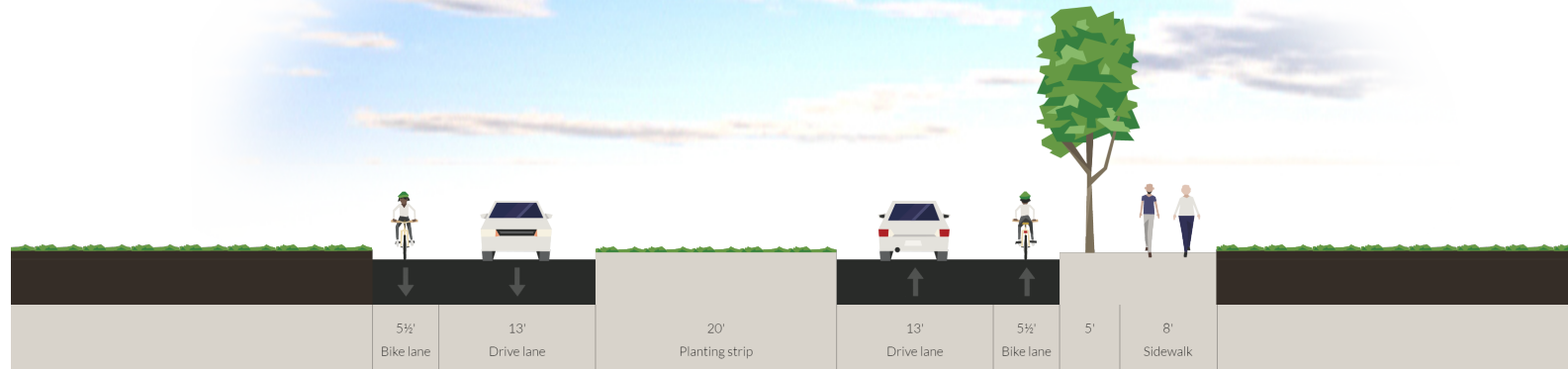


This was addressed with new trail crossings and curb bulb outs proposed at Muirwood Drive and Highland Oaks Drive, widening the off-street path between Highland Oaks Drive and Muirwood Drive and making the path accessible to bikes, and a proposed pedestrian hybrid beacon at Highland Oaks Drive. Error! Reference source not found. presents a full matrix of preliminary improvements. Conceptual designs of all improvements are presented in Attachment A.

Within Character Area 2 between W. Las Positas Blvd and Muirwood Drive, connections to and accessibility along Foothill High School were considered key issues. Improvements include new intersection treatment at W. Las Positas Blvd, striping bike lane gaps along Foothill High School, and widening the sidewalk along the frontage of Foothill High School to allow pedestrians and bicycles to utilize this space during drop-off and pick-up hours. path accessible to bikes, and a proposed pedestrian hybrid beacon at Highland Oaks Drive. Error! Reference source not found. presents a full matrix of preliminary improvements. Conceptual designs of all improvements are presented in Attachment A.

Within Character Area 2 between Muirwood Drive(s) and Bernal Ave, frequent minor side-street intersections, an extremely narrow section of Foothill Road just south of Muirwood Drive, and the intersections of Old Foothill Road and Bernal Ave were considered key areas for improvement. Improvements include removing right turn lanes and replacing with a green skip-striped conflict zone, widening Foothill Road, installing a pedestrian hybrid beacon and trail crossing at Old Foothill Road and installing a protected intersection at Bernal Ave. path accessible to bikes, and a proposed pedestrian hybrid beacon at Highland Oaks Drive. Error! Reference source not found. presents a full matrix of preliminary improvements. Conceptual designs of all improvements are presented in Attachment A.

Foothill Road Segment between Moller Ranch Drive and Muirwood Drive



Foothill Road Segment between Highland Oaks Drive and West Las Positas Boulevard

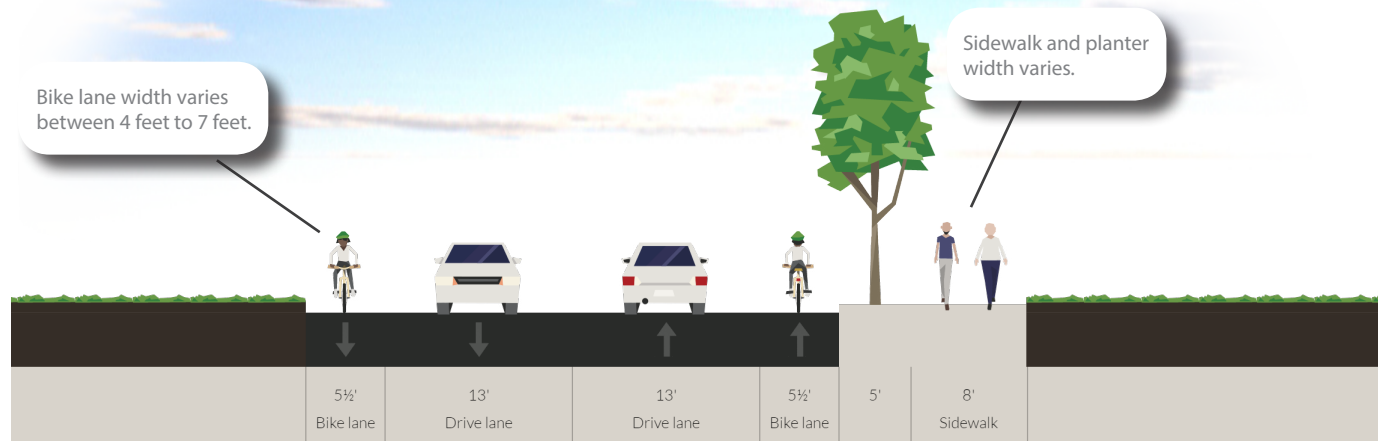


Figure 4C
Existing Example Cross-Sections

Foothill Road Pinch Point between Muirwood Drive (North) and Highland Oaks Drive



Foothill Road Pinch Point between Muirwood Drive (South) and Foothill Knolls Drive

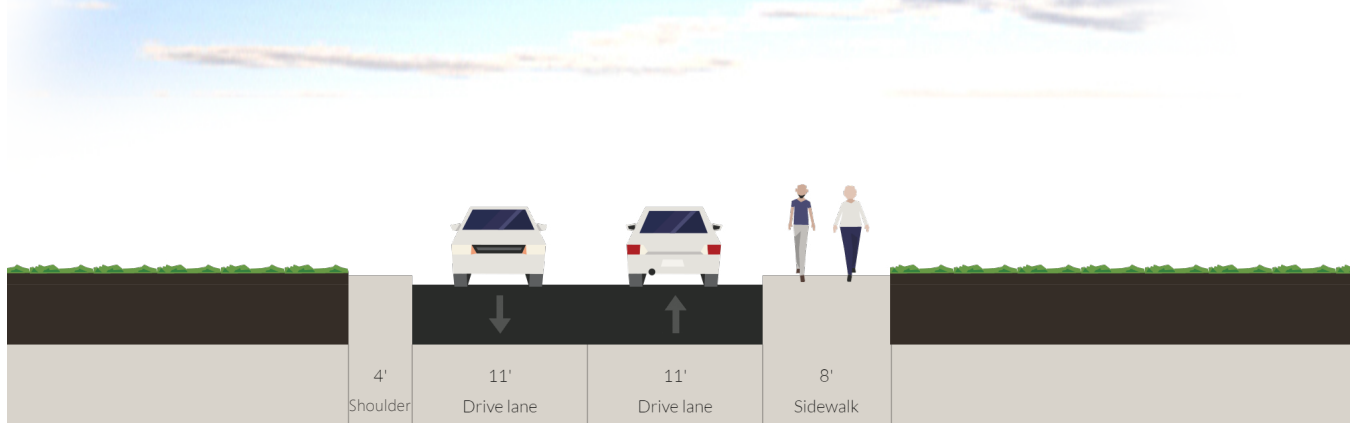


Figure 4D
Existing Example Cross-Sections



TABLE 3: CHARACTER AREA TWO PRELIMINARY IMPROVEMENT MATRIX

Location	Issue/Opportunity	Quick-Build Improvement	Near-Term Preliminary Improvement	Long-Term Preliminary Improvement
Stoneridge Drive to W Las Positas Blvd	Bike lane drops on Foothill Road approaching the intersection to accommodate a right turn pocket. This leaves a cyclist without designated space.		Remove the right-turn pocket to stripe a bike lane with dashed lines and green skip striping to identify the conflict zone for right turning vehicles on Foothill Road at the following intersections: •Stoneridge Drive (SB) •Moller Ranch (SB)	
	Near where the existing northbound bicycle lane ends, cyclists must merge with vehicular traffic and are not provided an alternative connection to the adjacent path.		Remove the northbound vehicle through lane on Foothill Road and stripe continuous bike lane to the intersection with Stoneridge Drive.	
	No high visibility skip striping is present to alert vehicles to potential conflicts with cyclists through the right-turn pocket.		Install green skip striping through the conflict zone at: •Serenity Terrace (SB) •Highland Oaks (NB)	
	Consistent bicycle signage or striping is not present to indicate the presence of bicyclists on Foothill Road and provide a low-stress facility	Install 50' of solid green striping on Foothill Road at: •W Las Positas Blvd (NB)	Install 50' of solid green striping on Foothill Road at •Stoneridge Rd (SB) •Moller Ranch (SB) •Muirwood Dr (NB & SB) •Highland Oaks (NB& SB)	Install 6-foot bike lane with 2-foot striped buffer where feasible.
	Existing corners do not adequately accommodate pedestrians, cyclists, and persons with disabilities who want to access the sidewalks/path.			Install curb bulb-outs with ADA accessible ramps and trail crossing on Foothill Rd at •Serenity Terrace



TABLE 3: CHARACTER AREA TWO PRELIMINARY IMPROVEMENT MATRIX

Location	Issue/Opportunity	Quick-Build Improvement	Near-Term Preliminary Improvement	Long-Term Preliminary Improvement
Stoneridge Drive to W Las Positas Blvd	No bicycle signage or wayfinding to direct bicyclists to use the trail and/or trail crossing, and no continuous bike facility in the southbound direction between Muirwood Drive and West Las Positas Boulevard. The existing off-street path is too narrow for cyclists and pedestrians north of Highland Oaks	Install wide bicycle ramp and bicycle wayfinding from roadway to path signage to direct southbound cyclists to the existing off-street path on the north side of Foothill Road.		Widen the off-street path on the east side of Foothill Road to provide a more comfortable two-way environment between Muirwood Drive and West Las Positas Boulevard.
	Existing retaining wall north of Highland Oaks constrains the ability to add a bike lane with adequate buffer.			Rebuild curve with retaining wall, widen roadway to install 6' southbound bike lane with 2' striped buffer.
	The pedestrian facilities on Foothill Road at Highland Oaks provide only the minimum facility design.		Future sidewalk	Install pedestrian beacon
	Southbound cyclists on Foothill Rd have to compete with oncoming traffic to make a left turn onto Highland Oaks to access the northern off-street path.	Install trail crossing	Install escape ramp for bikes	
	Highland Oaks Drive provides access to the nearby Elementary school. Limited bicycle connections force students to use the sidewalk along Foothill Road because there is no low-stress bicycle facility connection.			Construct a pedestrian path connection between Muirwood Drive and West Las Positas Boulevard as a Safe Routes to School Project.
	The width of the southbound bicycle lane narrows between Highland Oaks and W. Las Positas Boulevard in segments creating an uncomfortable environment for cyclists directly next to faster moving vehicles.		Add 2 to 3 feet of asphalt pavement in existing gravel areas at narrow points to provide a consistent width for bicycle facilities on Foothill Road between Highland Oaks and W. Las Positas Blvd.	



TABLE 3: CHARACTER AREA TWO PRELIMINARY IMPROVEMENT MATRIX

Location	Issue/Opportunity	Quick-Build Improvement	Near-Term Preliminary Improvement	Long-Term Preliminary Improvement
Stoneridge Drive to W Las Positas Blvd	Debris and vegetation were observed in the southbound shoulder making it uncomfortable for cyclists to use.		Implement the recommended maintenance programs per the City of Pleasanton Pedestrian and Bicycle Master Plan	Develop long-term plan to maintain the bicycle lanes.



TABLE 4: CHARACTER AREA TWO PRELIMINARY IMPROVEMENT MATRIX

Location	Issue/Opportunity	Quick-Build Improvement	Near-Term Preliminary Improvement	Long-Term Preliminary Improvement
W Las Positas Blvd to Muirwood Drive (S)	Bike lane drops on Foothill Road approaching the intersection to accommodate a right turn pocket. This leaves a cyclist without designated space.		Remove the right-turn pocket to stripe a bike lane with dashed lines and green skip striping to identify the conflict zone for right turning vehicles on Foothill Road at the following intersections: •Muirwood Dr (SB)	
	No supplemental striping to provide additional alert vehicles to potential conflicts with cyclists through the right-turn pocket.		Install green skip striping through the conflict zone at •W. Las Positas Blvd (NB) •Oak Creek (SB) •Muirwood Dr (NB)	
	Lack of consistent bicycle signage and striping to indicate the presence of bicyclists on Foothill Road.		Install 50' of solid green striping on Foothill Road at: •Oak Creek (SB) •Muirwood Dr (NB)	Install 6-foot bike lane with 2-foot striped buffer.
	Existing curbs do not adequately accommodate cyclists, and persons with disabilities who want to access the curb.			Install curb bulb-outs with ADA accessible ramps and trail crossing on Foothill Rd at •W. Las Positas Blvd •Oak Creek Dr
	There is no comfortable connection for southbound cyclists to access the eastbound bike lanes on W. Las Positas Boulevard. There is no bicycle detection and cyclists must use the pedestrian crossing if they do not use the southbound vehicle left-turn lane.			Provide a queuing area for southbound bikes to turn left on West Las Positas Boulevard by installing a turning jug handle with passive bicycle detection.
	Southbound sidewalk is missing between Foothill and Oak Creek Dr, creating a gap in pedestrian network.			Future sidewalk
	The pedestrian activated beacon push-button on the south west corner of Oak Creek Drive is located in an area with		Install curb extension with ADA accessible ramps and relocate push button.	



TABLE 4: CHARACTER AREA TWO PRELIMINARY IMPROVEMENT MATRIX

Location	Issue/Opportunity	Quick-Build Improvement	Near-Term Preliminary Improvement	Long-Term Preliminary Improvement
W Las Positas Blvd to Muirwood Drive	limited pedestrian connectivity and an overgrowth of vegetation making it difficult to access.			
	Southbound bicycle lane is not continuously striped under the tree canopy segment adjacent to Foothill High School.	Continue bicycle lane striping through the existing gap under tree canopy by utilizing the existing striped area just north of the intersection.		
	During school drop-off and pick-up periods vehicles are often parked in the shared bicycle/parking lane.			Widen eastern sidewalk to create a path connection and install wayfinding signage to direct students on to the path. This will connect with the future Muirwood Bicycle Boulevard.
	Debris and vegetation were observed in the southbound shoulder making it uncomfortable for cyclists to use.		Implement the recommended maintenance programs per the City of Pleasanton Pedestrian and Bicycle Master Plan	Develop long-term plan to maintain the bicycle lanes.



TABLE 5: CHARACTER AREA TWO PRELIMINARY IMPROVEMENT MATRIX

Location	Issue/Opportunity	Quick-Build Improvement	Near-Term Preliminary Improvement	Long-Term Preliminary Improvement
Muirwood Drive to Bernal Ave	There is no consistent bicycle signage or striping to indicate the presence of bicyclists on Foothill Road and provide a low-stress facility		Install 50' of solid green striping on Foothill Road at: •Jorgensen Ln (NB& SB) •Foothill PI (NB)	Install 6-foot bike lane with 2-foot striped buffer where feasible.
	The width of Foothill Road just south of Muirwood Drive is too narrow to accommodate new bike lanes and buffers.			Widen Foothill Road to provide continuous bike lanes; this may include building new retaining walls, moving drainage, and acquiring right-of-way.
	Pedestrian facilities on Foothill Road at Old Foothill Road are insufficient and unsafe for pedestrians and cyclists do not have safe crossing to access the off-street trail.	Install new sidewalk. Install new curb ramps and trail crossing		
	No connection is provided from the eastern path to Old Foothill Road and the Alviso Adobe Community Park. Future development will include a marked crossing but additional treatments may be desired to alert vehicles to cyclists or pedestrians.	Install pedestrian Hybrid Beacon (PHB) and pedestrian/bicycle crosswalk marking.		



Location	Issue/Opportunity	Quick-Build Improvement	Near-Term Preliminary Improvement	Long-Term Preliminary Improvement
Muirwood Drive to Bernal Ave	Existing road on Foothill Rd and Jorgensen Ln is too narrow to add bike lane.	Remove right-turn pocket and acceleration lane to stripe bike lane connection with dashed lines and green skip striping to identify the conflict zone for right turning vehicles.		
	No high visibility skip striping is present to northbound alert vehicles to potential conflicts with cyclists through the right-turn pocket.	Stripe 5' bike lane connection with green skip stripe through the conflict zone		
	The volume of cyclists and vehicles without of the presence of designated space for cyclists to turn left at the intersection of Foothill Rd and Bernal Ave creates a conflict zone for all users.	Install solid green striping and green skip striping through conflict zone on existing bike lane approaches	Provide queuing area for bikes turning left on Bernal Ave by installing a turning jug handle with passive bike detection.	Construct protected intersection at Foothill Rd and Bernal Ave
	Debris and vegetation were observed in the southbound shoulder making it uncomfortable for cyclists to use.		Implement the recommended maintenance programs per the City of Pleasanton Pedestrian and Bicycle Master Plan	Develop long-term plan to maintain the bicycle lanes.

Level of Traffic Stress Assessment

The Streetscore+ results indicate that most of the Foothill Road corridor within this character area is very uncomfortable (LTS 4) for cyclists. This is primarily due to heavy traffic volumes, high speeds, and a lack of separation between cyclists and vehicles. Only avid recreational riders or other “strong & fearless” cyclists would likely attempt to traverse the Foothill Road corridor. Intersection approaches can range from highly comfortable (LTS 1) to very uncomfortable (LTS 4) due to inconsistent bikeway treatments and varying right-of-way constraints.

Adjacent streets and intersection approaches are primarily uncomfortable (LTS 3) or very uncomfortable (LTS 4). This is generally the result of similar issues to Foothill Road including heavy vehicle volumes, high speeds, gaps in bicycle facilities at intersections, and lack of separation from traffic. Largely though, this character area is shown to be uninviting to most types of cyclists. Figure 6B and Figure 6C show the existing Streetscore+ bicycle LTS results for this section of the corridor.

Similar to character area one, the segment LTS remains uncomfortable although it improves to LTS 3 for most of this character area. High speeds and traffic volumes in the area control the level of comfort even with substantial improvements. However, when cyclists are directed off-street to the widened path on the north side of Foothill Road, the segment becomes more comfortable to casual riders and scores at LTS 2. The intersection improvements in this character area create a more comfortable environment at most approaches. There are no approaches scored very uncomfortable (LTS 4) in this character area with the proposed improvements. Figure 7B and Figure 7C show the Streetscore+ bicycle LTS results for this section of the corridor with the proposed improvements.

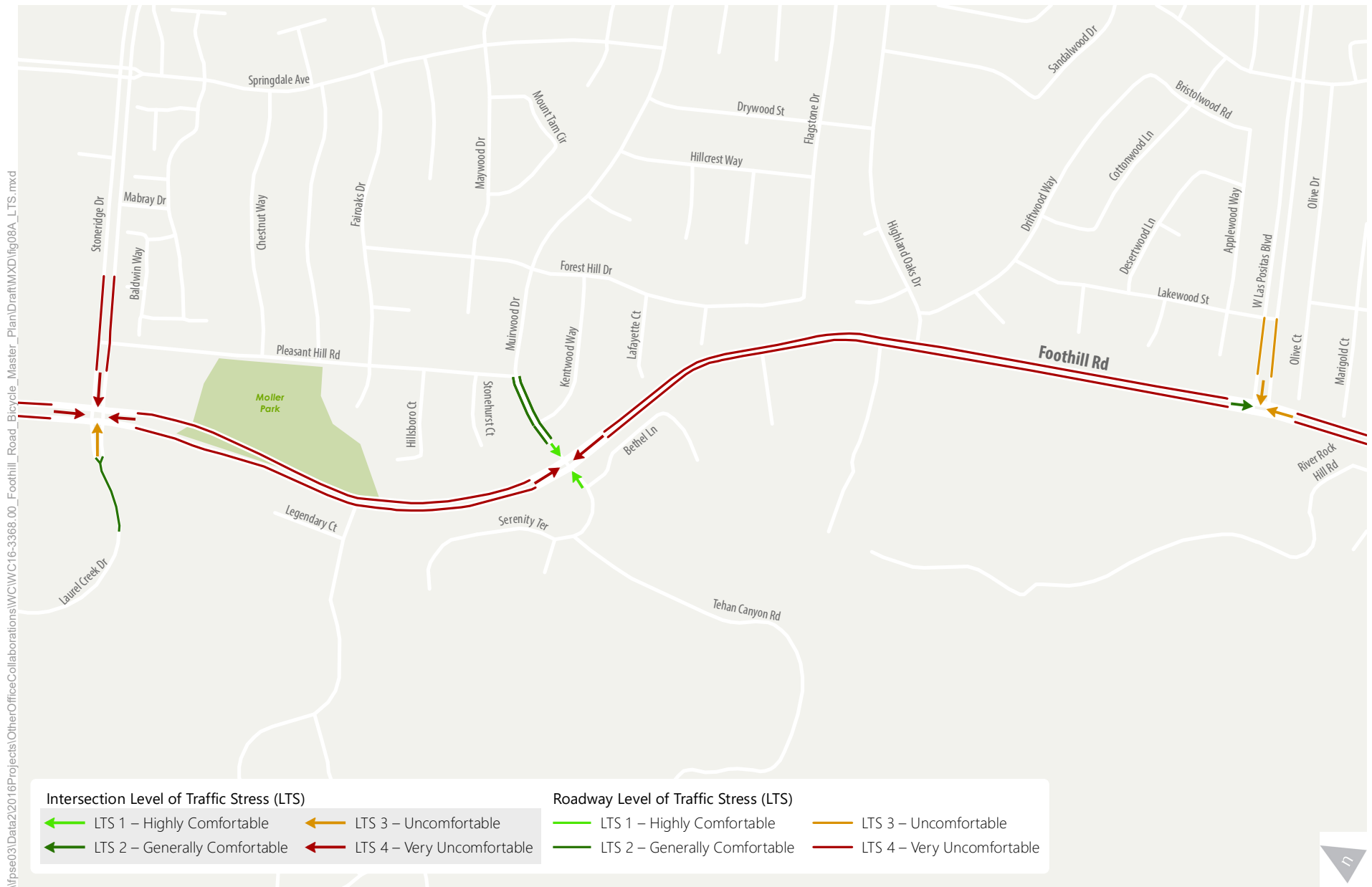


Figure 6B
Character Area 2 (North) Streetscore+ Results

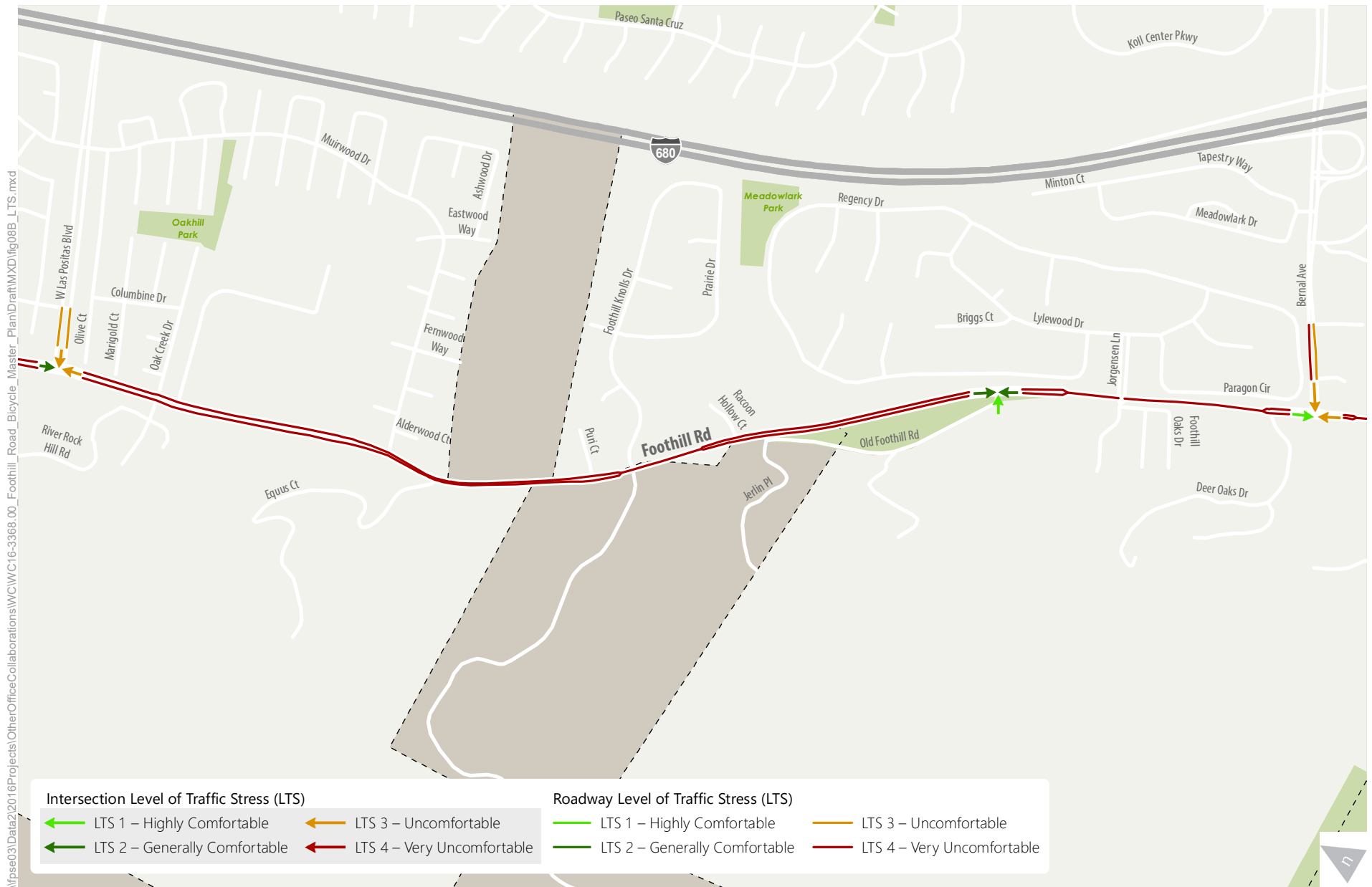


Figure 6C
Character Area 2 (South) Streetscore+ Results

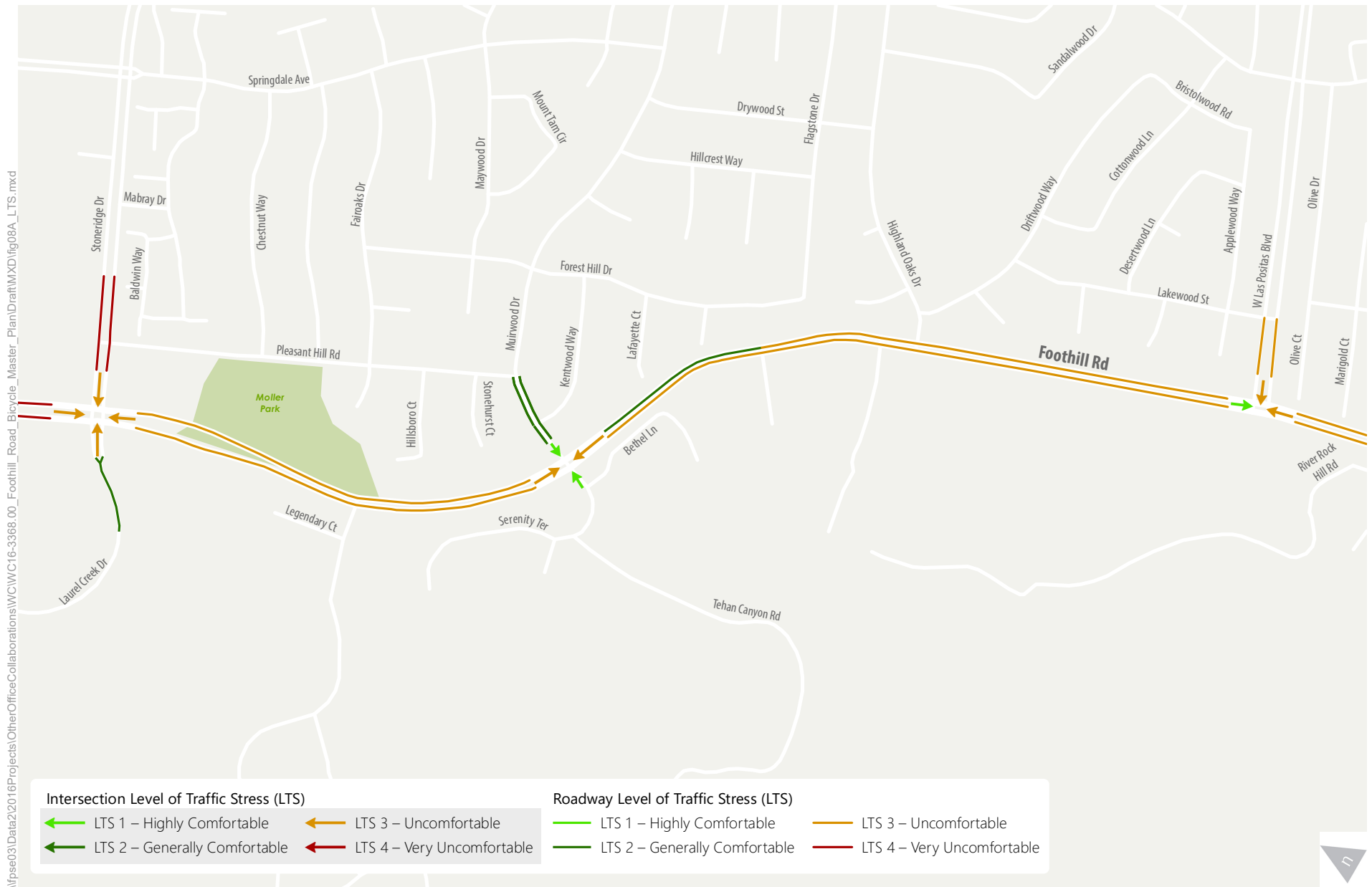


Figure 7B
Character Area 2 (North) Streetscore+ Results with Proposed Improvements



Figure 7C
Character Area 2 (South) Streetscore+ Results with Proposed Improvements



Character Area Three

Character Area Three is approximately 1.5 miles long at the southernmost end of the corridor and services primarily lower-density residential uses to the west of Foothill Road and smaller subdivisions to the east. Recreational cyclists are the primary bicycle users of this segment due to minimal adjacent land uses to attract other types of cyclists. Major nearby destinations include Castlewood Country Club, Pleasanton Ridge, and Augustin Bernal Park. Recreational users often use this corridor to continue south to Sunol. Extending from Bernal Avenue to Castlewood Drive, this segment generally has narrow or missing bike facilities which require cyclists to ride in the vehicle travel lane. There are also frequent right-of-way constraints in this character area where shoulders disappear altogether to accommodate trees, private property, drainage canals, and/or hillside embankments.

Issues & Constraints

Just south of Bernal Avenue, northbound and southbound Class II bicycle lanes are directly adjacent to higher speed vehicles with no separation present. Reductions in the amount of side street access, as compared to other areas along the corridor, and longer stretches of roadway with limited interruptions encourage these higher vehicle speeds. The bicycle lanes narrow south of the intersection with Foothill Place/Dorothea Court and are often partially covered in debris forcing cyclists to merge into the travel lane at times.

The narrow bicycle lanes and constrained right-of-way extend through most of this corridor area. The bicycle lanes are dropped at the Longview Drive and Golden Eagle Way intersection approaches to accommodate dedicated right-turn lanes. In the Alameda County pocket, the bicycle lanes disappear almost entirely with either narrow shoulders or no shoulders altogether. Winding roads and heavy tree growth can also reduce the ability of cyclists to be seen by motorists.

Figure 3D provides a detailed look at the identified issues and constraints in Character Area Three.

Cross-section Variations

This character area typically has one travel lane in each direction without a raised, landscaped median. Two-way left-turn lanes are provided in limited locations and some intersections feature dedicated right-turn or left-turn lanes. Class II bicycle lanes are present on both sides of Foothill Road from Bernal Ave to about a quarter-mile south of Golden Eagle Way where these facilities

narrow or disappear completely. There is no sidewalk on the western side of Foothill Road through the character area. The eastern side of Foothill Road has occasional sidewalks that meander near the roadway but have gaps in connectivity.

Figure 4D depicts the representative existing cross-sections for this character area.

Proposed Improvements

The proposed improvements to Foothill Road address existing issues in connectivity, consistency and comfort throughout the corridor. This has been achieved by proposing wider sidewalks to accommodate both bicycles and pedestrians in key areas, buffered bike lanes throughout the corridor, new intersection treatments, and on-going maintenance of facilities.

All three character areas propose a number of intersection crossing treatments. The typical crossing treatments are presented in Figure 5.

Within Character Area 3, the lack of consistent bicycle facilities, lack of visibility between cyclist and vehicles turning right at minor side-street intersections, and maintenance concerns were considered the key issues. These were addressed by proposed widening of Foothill Road and installation of buffered bike lanes, removing right turn lanes and replacing it with a green skip-striped conflict zone, and proposing a maintenance plan.

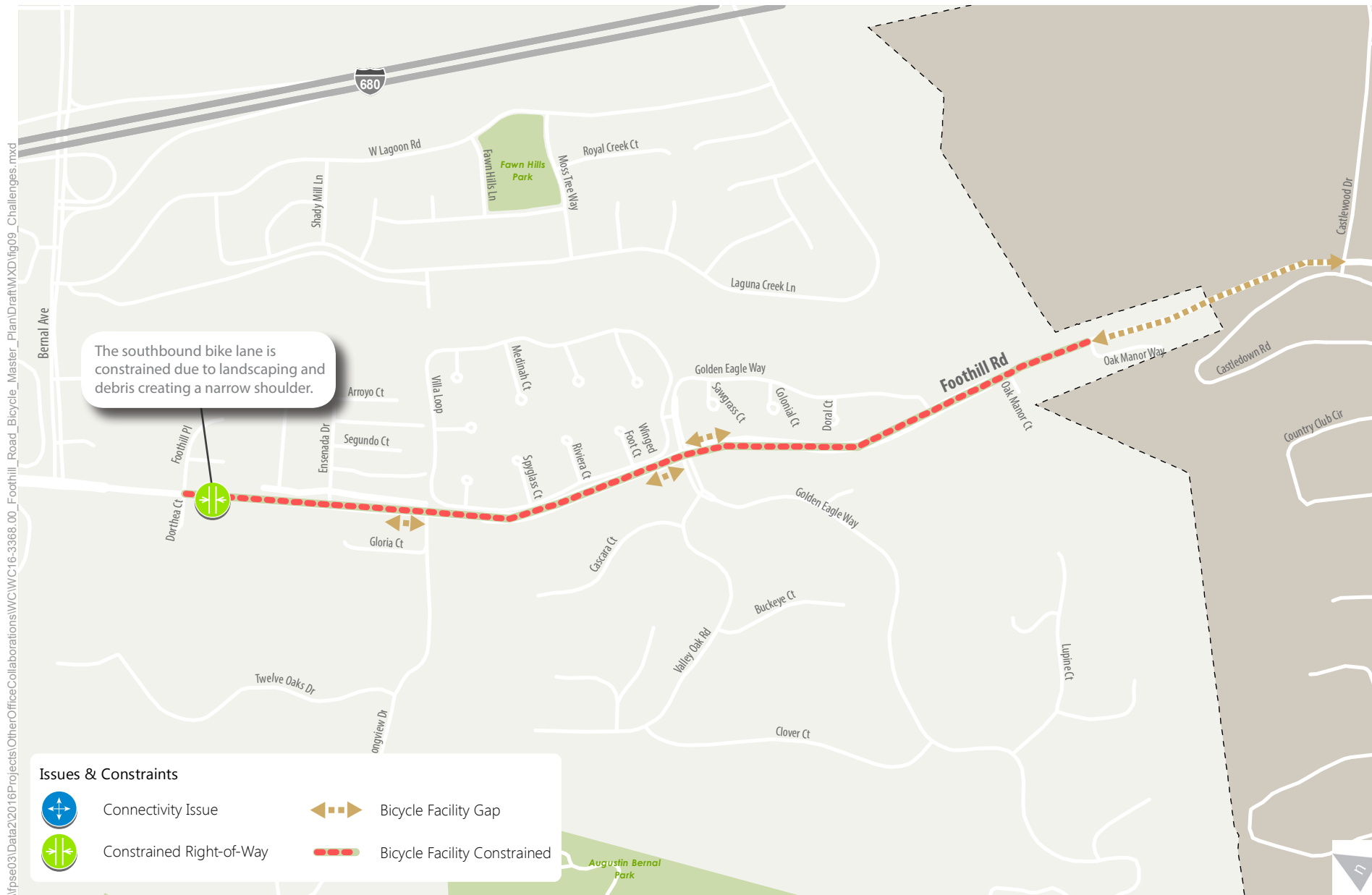


Figure 3D
Character Area 3 Issues & Constraints

TABLE 6: CHARACTER AREA THREE PRELIMINARY IMPROVEMENT MATRIX

Location	Issue/Opportunity	Quick-Build Improvement	Near-Term Preliminary Improvement	Long-Term Preliminary Improvement
Bernal Avenue to Castlewood Drive	There is no bicycle signage or striping to indicate the presence of bicyclists on Foothill Road.	Install 50' of solid green striping on Foothill Road at •Foothill Place (NB& SB) •Ensenada Dr (NB) •Longview Dr (SB) •Golden Eagle Way (NB & SB)		Install 50' of solid green striping on Foothill Road at •Oak Manor Ct (SB), •Oak Manor Way (SB)
	No high visibility skip striping is present to alert vehicles to potential conflicts with cyclists through the right-turn pocket.	Install green skip striping through the conflict zone on Foothill Road at: •Foothill Place (NB&SB) •Ensenada Dr (NB) •Golden Eagle Way (NB)		Install green skip striping through the conflict zone on Foothill Road at: •Oak Manor Ct (SB), •Oak Manor Way (SB)
	Bike lane drops on Foothill Road approaching the intersection to accommodate a right turn pocket. This leaves a cyclist without designated space.	Remove right-turn pocket and acceleration lane to stripe bike lane connection with dashed lines and green skip striping to identify the conflict zone for right turning vehicles at •Longview Dr (SB), •Golden Eagle Way (SB)		
	There is a lack of consistency in the width and presence of bike lanes. At some points the bike lane is extremely narrow and serves only as a shoulder.			Widen Foothill Road and install 6-foot bike lane with 2-foot striped buffer where feasible.
	The southbound bicycle lane is constrained due to landscaping and debris creating a narrow shoulder.		Implement the recommended maintenance programs per the City of Pleasanton Pedestrian and Bicycle Master Plan	

Level of Traffic Stress Assessment

The Streetscore+ results for this character area indicate most segments are very uncomfortable for cyclists. This is primarily due to higher vehicle speeds and a lack of separation between cyclists and vehicles. Only avid recreational riders or other “strong & fearless” cyclists would likely attempt to traverse this section of the Foothill Road corridor. Intersection approaches can range from highly comfortable (LTS 1) to very uncomfortable (LTS 4) due to inconsistent bikeway treatments and varying right-of-way constraints. The wider intersection of Golden Eagle Way with Foothill Road is generally comfortable for cyclists due to the all-way stop and separated turning movements at the intersection. Figure 6D shows the existing Streetscore+ results for this character area.

Similar to character areas one and two, the installation of buffered bike lanes improves the level of traffic stress but remains uncomfortable for most riders through this entire character area. High speeds and traffic volumes in the area control the level of comfort. Intersection approach LTS is improved, particularly at Castlewood Drive with the installation of bike lanes. Figure 7D shows the Streetscore+ results for this character area with the proposed improvements.

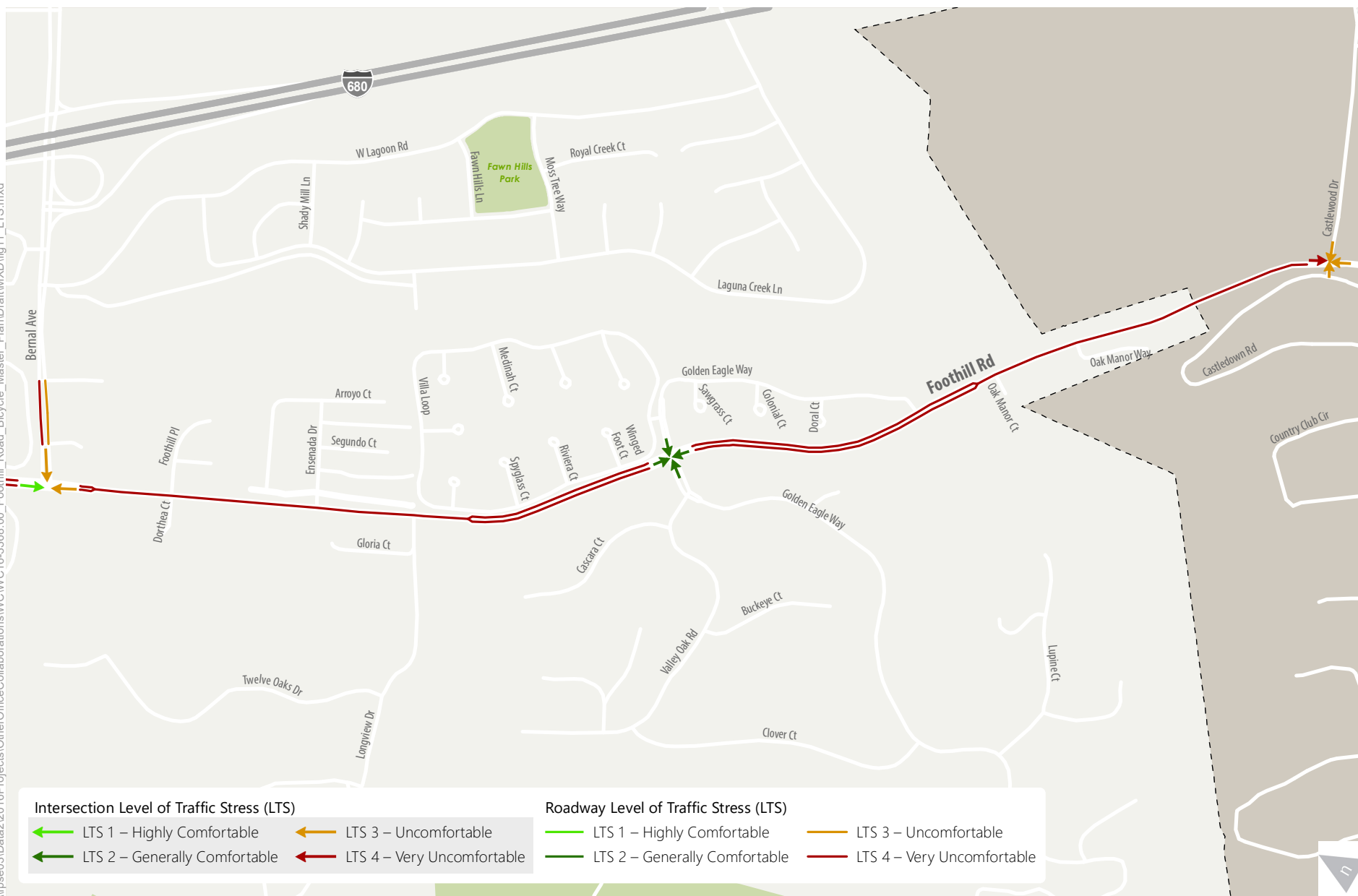


Figure 6D
Character Area 3 Streetscore+ Results

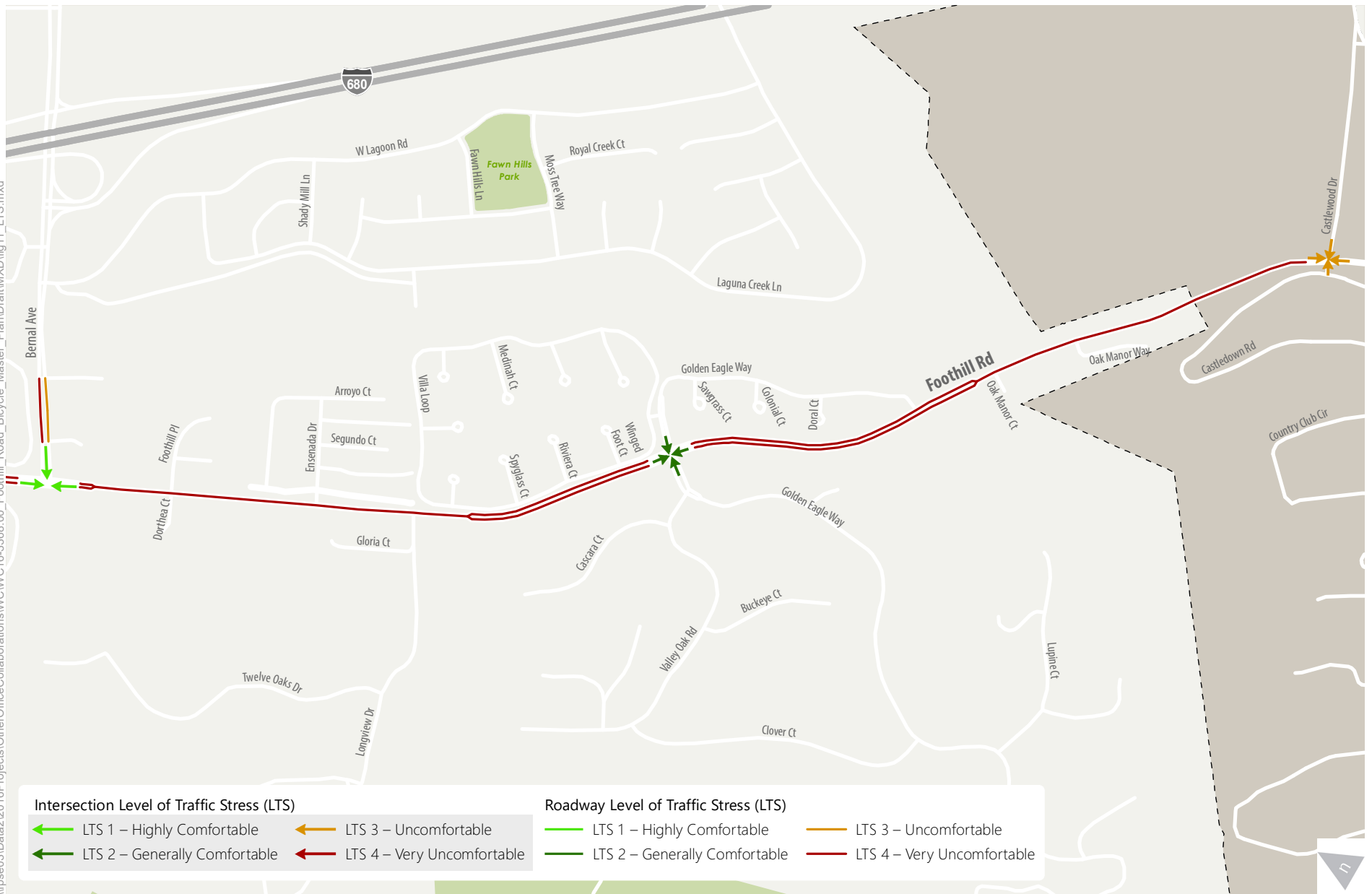


Figure 7D
Character Area 3 Streetscore+ Results with Proposed Improvements

Automobile Operations

As described in the LTS methodology, there are many auto-oriented factors that can affect the level of comfort felt by both bicycle and pedestrian users along the corridor. Auto users traveling on Foothill Road currently experience a wide range of ADT, speeds, cross-sections and land-uses which change depending on which character area someone is driving. This section summarizes some of the key automobile criteria used in the LTS methodology and documents existing automobile turning volumes which will be used to help guide the alternative design selection process.

Foothill Road acts as a bypass route for the parallel I-680 corridor resulting in vehicles traveling the almost five-mile long corridor at fairly high speeds. The roadway also curves significantly in some segments causing poor sight distance, particularly in Character Areas Two and Three. Narrower travel lanes and limited shoulders can cause some drivers discomfort in the southernmost segment of the corridor between Golden Eagle Way and Castlewood Drive.

Corridor Traffic Summary

The average daily traffic (ADT) changes drastically throughout the Foothill Road corridor and is linked with each of the three identified character areas. ADT for all three character areas is presented in **Table 7** and was used in the Streetscore+ analysis.

TABLE 7: ADT BY ROADWAY SEGMENT

Character Area	Segment	ADT	Proposed Bicycle Facility
One Employment & Retail Focus Area (BART Accessibility)	I-580 Ramps to Canyon Way	41,200	Off-street shared use path, on-street bike lane
	Canyon Way to Laurel Creek Way	21,800	
	Laurel Creek Way to Stoneridge Drive	16,900	
Two Neighborhood Residential Focus Area	Stoneridge Drive to Muirwood Drive	10,100	On-street buffered biked lane
	Muirwood Drive to W Las Positas Blvd	9,100	
	W Las Positas Blvd to Old Foothill Road	7,900	
	Old Foothill Road to Bernal Avenue	9,500	
Three Low Density Residential & Recreational Focus Area	Bernal Avenue to Castlewood Drive	6,100	

Source: City of Pleasanton Traffic Counts Map 2014

Transit

Transit services are provided in Pleasanton by the Livermore Amador Valley Transit Authority (LAVTA) which operates the Wheels bus service. Bus service is generally limited along the corridor even in Character Area One close to the BART station. There are buses serving Stoneridge Mall on Stoneridge Drive, but these do not stop anywhere along Foothill Road. Character Area Two is the only section of Foothill Road with active transit routes. LAVTA routes 602 and 604 currently serve Foothill High School between West Las Positas Boulevard and Muirwood Drive (south). LAVTA route 607 also serves Foothill High School and Hart Middle School between West Las Positas Blvd and Jorgensen lane. These routes run northbound and southbound along Foothill Road on a limited schedule from 7:00 AM – 8:30 AM and 3:00 PM – 4:00 PM on weekdays.

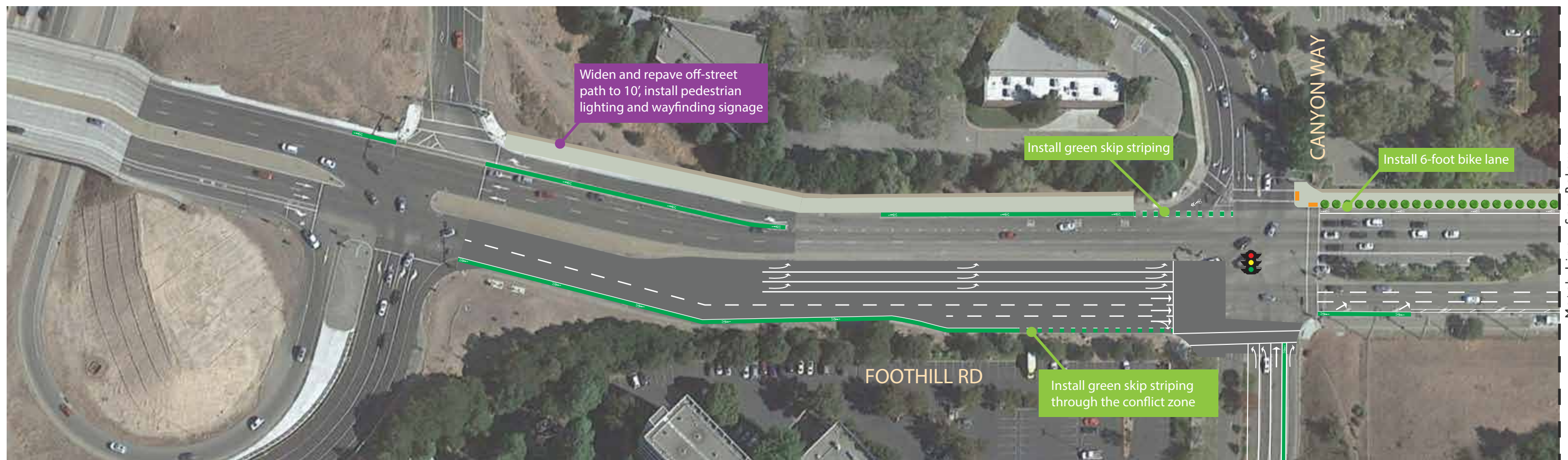
There are a few areas along the corridor where bus bays and bus stops had been previously constructed but are currently not in use:

- Muirwood Drive (north)/Foothill Road: There is a near-side intersection bus stop for a northbound bus approach.
- Alviso Adobe Community Park frontage: There is a midblock bus stop on the southbound side of Foothill Road that could provide transit accessibility to the Park in the future. It is possible this pull out is, or could be, used by charter or tour buses.
- Bernal Avenue/Foothill Road: There is a far-side intersection bus stop on the southbound side of Foothill Road.

Overall, transit is not currently a priority along the Foothill Road corridor due to the lack of service and lower densities of residential developments.

ATTACHMENT A: PROPOSED IMPROVEMENTS

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Dec 14, 2017



■ Near-term Improvement ■ Long-term Improvement ■ Quick-build Improvement

Figure 1
Canyon Way/Laurel Creek Way & Foothill Rd

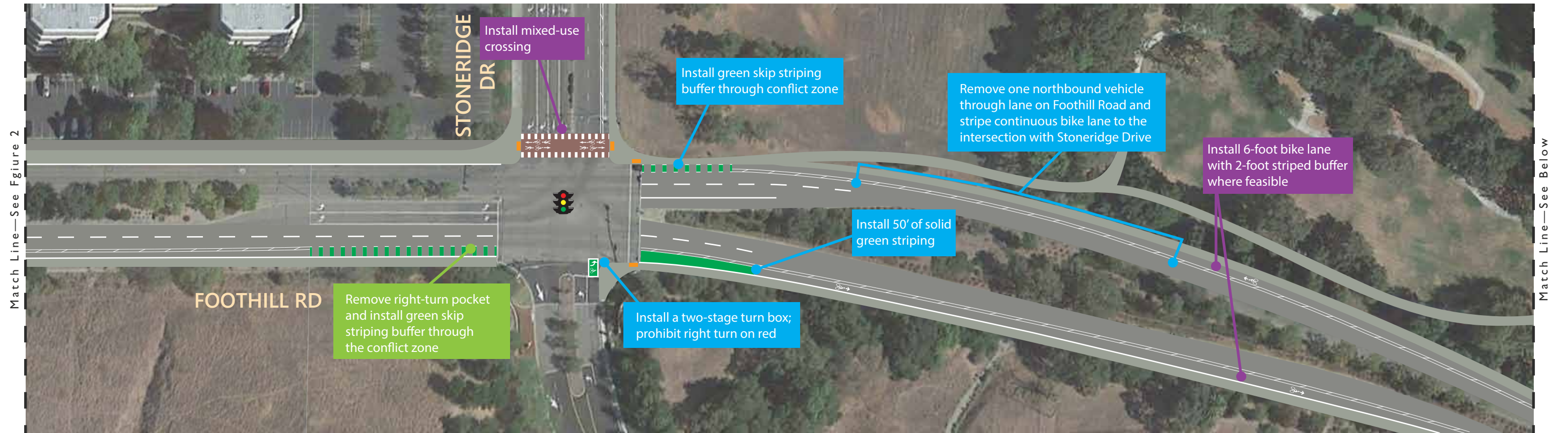


Figure 2
Stoneridge Dr/Muirwood Dr & Foothill Rd

Match Line—See Figure 2

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Match Line—See Below



Match Line—See Figure 4



■ Near-term Improvement ■ Long-term Improvement ■ Quick-build Improvement

Figure 3
Highland Oaks & Foothill Rd

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Figure 4
W. Las Positas Blvd/Oak Creek Dr & Foothill Rd

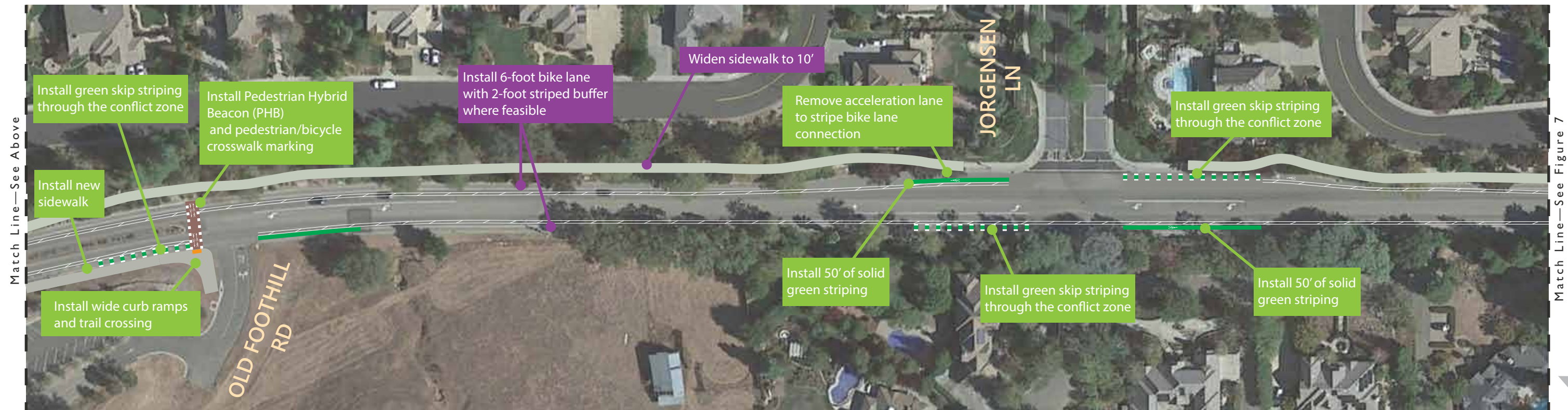
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■ Near-term Improvement ■ Long-term Improvement ■ Quick-build Improvement

Figure 5
Muirwood Dr/Foothill Knolls Dr & Foothill Rd

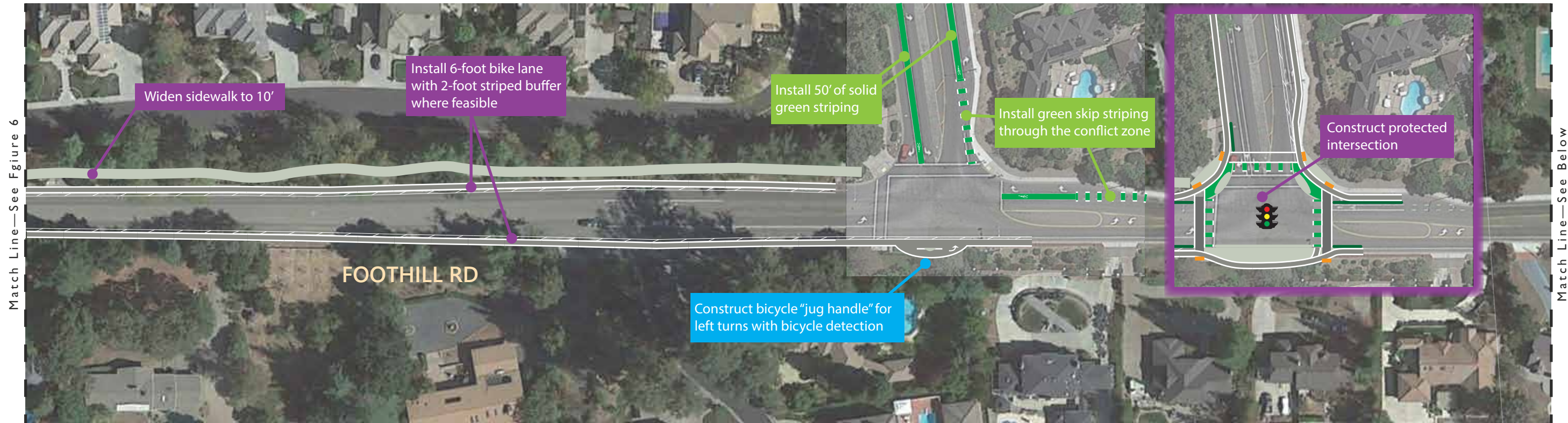
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■ Near-term Improvement ■ Long-term Improvement ■ Quick-build Improvement

Figure 6
Old Foothill Rd/Jorgenson Ln & Foothill Rd

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■ Near-term Improvement ■ Long-term Improvement ■ Quick-build Improvement

Figure 7
Bernal Ave/Foothill Pl & Foothill Rd

Match Line—See Above



Match Line—See Figure 9



■ Near-term Improvement ■ Long-term Improvement ■ Quick-build Improvement

Figure 8
Long View Dr/ Golden Eagle Way & Foothill Rd

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■ Near-term Improvement ■ Long-term Improvement ■ Quick-build Improvement

Figure 9
Oak Manor Ct/Oak Manor Way & Foothill Rd



■ Near-term Improvement ■ Long-term Improvement ■ Quick-build Improvement



Figure 10
Castlewood Dr & Foothill Rd