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City of Pleasanton

# Trails Master Plan



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**Appendix A. Trail Project Descriptions**

**Appendix B. Public Participation Process and Results**

**Appendix C. Project Evaluations**

**Appendix D. Trail Project Costs and Details**



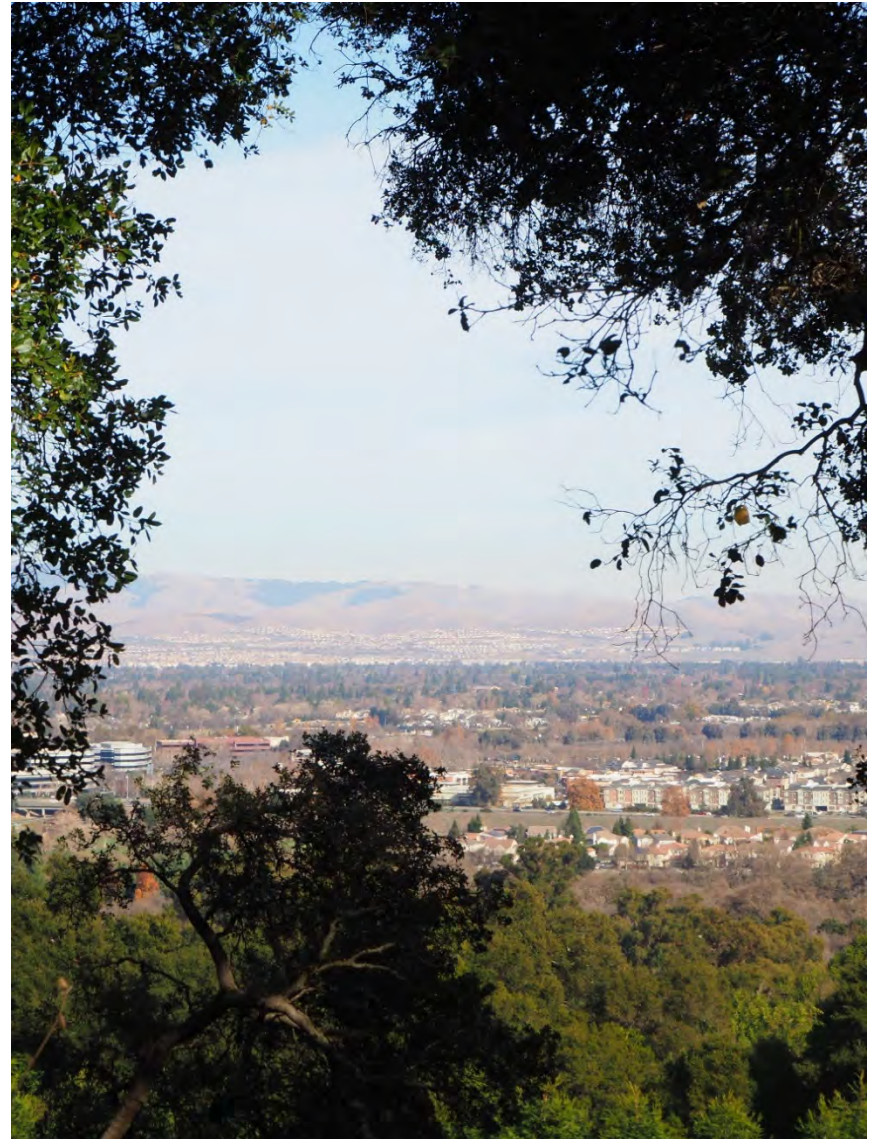
# 1. Introduction and Summary

This section provides an overview of the objectives, process, organization and content of the Trails Master Plan.

## 1.1 PURPOSE AND GOALS

The City of Pleasanton is known for its extensive and well-used trail system. Partnerships with other agencies have provided Pleasanton residents with access to hundreds of miles of trails in addition to those the City has built and maintained. The Alameda County Flood Control and Water Conservation District (Zone 7) flood control channels cross the City and their bank-top maintenance roads in some instances double as a publicly accessible trail network. The East Bay Regional Park District (EBRPD) Pleasanton Ridge Regional Park and Shadow Cliffs Regional Recreation Area, both immediately adjacent to the City, provide trail extensions well beyond the City limits. Regional rail trails, such as the Iron Horse Trail and the envisioned trail on the former Southern Pacific line, provide additional trail connectivity within and beyond the City. However, simply having an extensive system of trails does not ensure that the system is complete and fully improved. These existing and planned trails have gaps and unimproved segments that reduce the usability and enjoyability of the trails. A comprehensive overall vision and attention to detail are both required to allow the Pleasanton trail system to meet its full potential.

A Pleasanton *Community Trails Master Plan* was prepared in 1993, but a lot has changed over the last 25 years and those changes have impacted the ability of the plan to guide the ongoing implementation of the trail system. The Pleasanton General Plan



2005 - 2025 includes high-level concepts for trails throughout the City, but it did not get into the details required to create a comprehensive trails system. In 2017 the City undertook the preparation of a truly comprehensive Trails Master Plan that would envision, detail, and guide the implementation of a trail system that ensures maximum trail benefits.

An overarching goal for preparing the current Trails Master Plan was that it be community-based; founded on thorough and inclusive outreach and engagement with the public, stakeholder groups and agencies, and with City representatives and staff.

The stated purposes for undertaking the Trails Master Plan when the City determined to update the plan were:

*Identify and improve the trail system within the City, establish standards for existing and proposed trails, identify and rank priority projects, identify grant funding sources for those projects, show connections and identify opportunities to complete the regional trail system, and serve as the basis for all future trail development.*



The Trails Master Plan (TMP) purposes are achieved in the document as follows:

***Identify and improve the trail system within the City.***

The focus of the TMP is on recreational trails that connect neighborhoods, work places, schools, parks and other green space. The TMP builds on the recently completed *Pleasanton Bicycle and Pedestrian Master Plan* update (BPMP), which defined desired bicycle and pedestrian transportation routes and improvements. Many of the recommendations in the BPMP are trail connections to schools, parks, and green space, so there is quite a bit of overlap with the TMP, but only the TMP addresses unpaved trails, and the TMP goes farther to define a future trails system that is separated from roadways. In the future the TMP is intended to be updated on the same schedule as the BPMP.

Geographic Information Systems (GIS) computer maps and tables are used to map the existing trails, plan new trails and connections, and provide tools to help manage the City's future complete trail system.

***Establish standards for existing and proposed trails.***

A comprehensive trail plan requires clear goals, detailed priorities, classification of trails for different settings and users, and definition of applicable design features. The TMP reviewed the existing types of trails in Pleasanton and compared them to pertinent guidelines and standards and examples for recreational trails. Based on extensive public, stakeholder and staff input, the existing trail types were organized into classes to create a clearer system of maps.

The design standards for preferred trail types, along with important amenities, are documented in Section 4, Trail System Design. The trail types were considered in planning specific trail improvements and new routes.

***Identify and rank priority projects, show connections and identify opportunities to complete the regional trail system.***

Section 3 of the Trails Master Plan contains overall maps and tables of the trail system and summaries of trail improvement and extension projects. Section 5, Implementation, evaluates and ranks the trail projects using criteria that were developed with input from the public and BPTC.

***Identify grant funding sources for those projects and an implementation plan for future trail development.***

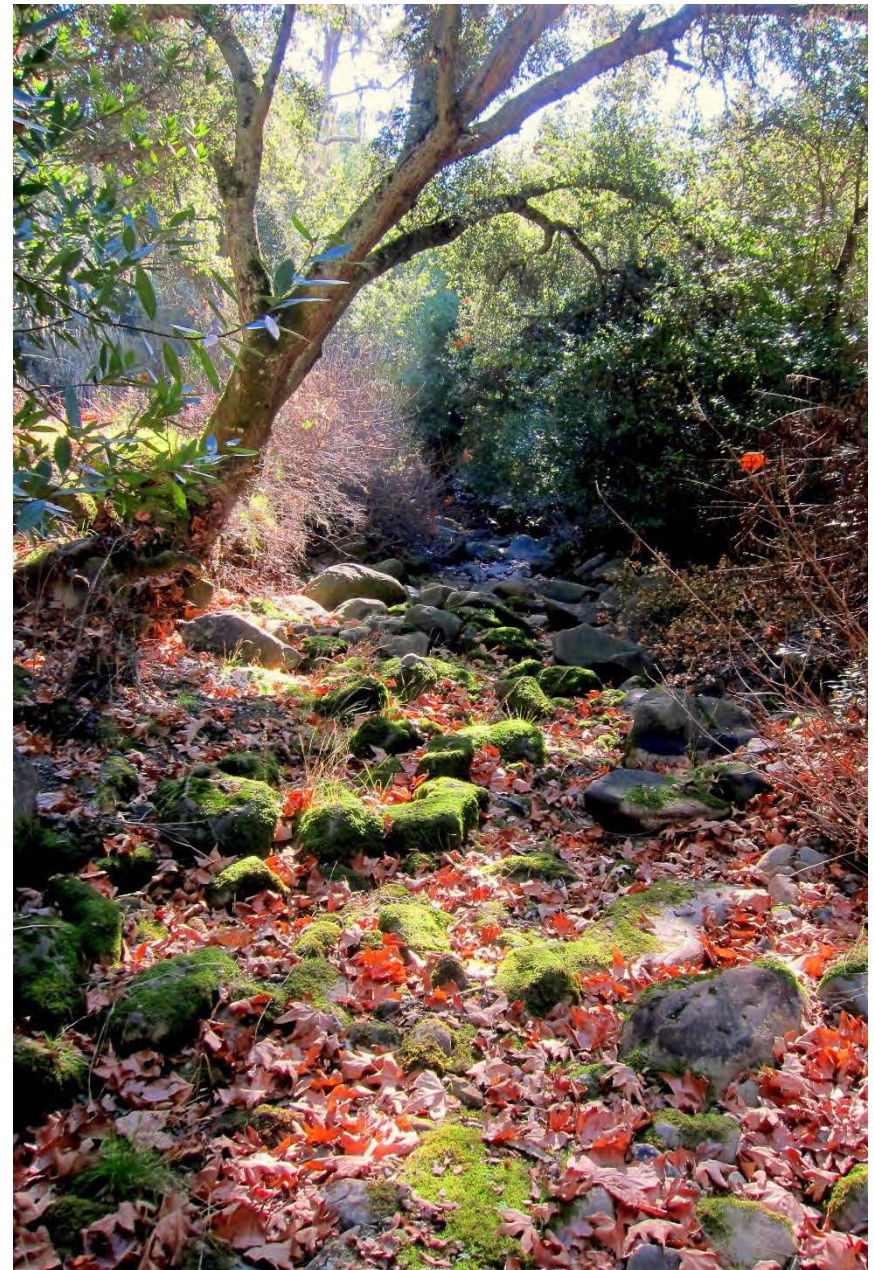
In addition to a ranked list and summary of trail projects, Section 5 Implementation includes strategies and resources for getting trails funded and built, and for operating and maintaining them over the long term. The goals, policies, standards, maps, and tables provide for planning, implementation, and management of the trails system.

The goal and objectives for the Trails System are summarized below and are detailed in Section 3.1.

**Trails Master Plan Goal:** A complete and sustainable city-wide trail system that allows safe access to nature and recreation for the entire community.

**Objectives** (trail system benefits and characteristics):

1. Accommodate the full range of trail use interest and user types;
2. Create trails that are well maintained and managed;
3. Minimize conflicts between trail users;
4. Engage the community in enjoying, building, maintaining and managing trails.



## 1.2 DOCUMENT ORGANIZATION

**Section 1: Introduction**, provides an overview of the Trails Master Plan purpose, goals and objectives, benefits of trails, introduction to basic trail types, public outreach process, and the executive summary of the plan findings and proposals.

**Section 2: Background**, covers the planning context for the Trails Master Plan; the relevant background plans and reference documents; the existing parks, preserves and other sites and destinations for trails, the existing and planned trails at the time the TMP was initiated, and the pertinent standards and guidelines for recreational trails.

**Section 3: The Trails Master Plan**, contains the “heart” of the Plan; the guiding policy framework for moving forward; and overview maps and statistics for the planned trail system.

**Section 4: Trail System Design**, describes trails types and classifications, specific trail design standards for the City; principles for designing unpaved trails in hillside settings and to accommodate mountain bikes; trail road crossings and connections; guidelines for a successful signage and wayfinding system, and for trail amenities.

**Section 5: Implementation**, provides the guidance and steps for implementing the planned trail system, including estimated costs, criteria for evaluation of trail projects to determine priorities; the evaluation results, ranking and prioritization of projects into phases; information and approach for operating and maintaining the trail system.

**The Appendices** include more detail on key subjects:

- A. Trail Project Descriptions
- B. Public Participation Process and Results
- C. Project Evaluations
- D. Trail Project Costs and Details

## 1.3 BENEFITS OF TRAILS

Why prepare a Trails Master Plan? Why have a city-maintained trail system? The City of Pleasanton has long recognized the major benefits of parks and open space and the ability to access them via trails. The City also recognizes the value of a city-wide trail system which allows people to make local trips without driving. The Trails Master Plan outlines the strategy for improving and maintaining the trails system in Pleasanton. Across the U.S. and around the world the general public and professionals in disciplines from health to city planning to transportation are emphasizing the many benefits of trails. Numerous studies characterize and quantify these benefits, but it only takes a little experience on the trail to be convinced - trails are good for everyone! Access to trails is a benefit for all of Pleasanton's residents.



### Access to Nature: Learning & Appreciation

- One of the most important benefits of parks and trails is that they provide a place to preserve various natural and unique ecosystems.<sup>1</sup> By doing so, parks provide large natural spaces for plant and animal species. Trails can double as greenway corridors that help species move across their natural range.
- Research conducted by The Nature Conservancy in the USA of over 600 children aged 13-18 found that while they spent little time in nature (fewer than 20% conducted outdoor activities weekly), 90% reported that being outdoors and participating in outdoor activities left them feeling "less stressed".
- Group walks in nature were associated with significantly lower depression, perceived stress, and negative affect, as well as enhanced positive affect and mental well-being.
- A group of emotionally disturbed boys aged 5.5 to 11.5 years attending an outdoor day camp was compared to a group of similar boys not attending the camp. The campers' self-ratings and teachers' ratings of their emotional adjustment were significantly better than those of the controls.

<sup>1</sup> Anderson, D.H. (2008). Targeting Visitor Benefits for Minnesota State Parks. In B.L. Driver (Ed.) *Managing to Optimize the Beneficial Outcomes of Recreation* (pp. 311-334). State College, PA: Venture Publishing, Inc.

## Physical and Mental Health

- The Centers for Disease Control and Prevention reports that childhood obesity has more than doubled in children and quadrupled in adolescents in the past 30 years. In 2012, more than one third of children and adolescents were overweight or obese.<sup>2</sup>
- In 2008, it was estimated that the annual medical cost of obesity was \$147 billion.<sup>3</sup>
- Access to nature through trails can play a big role in helping reduce childhood obesity through exercise. The proximity and accessibility of green spaces in relation to residential areas appears to affect the overall levels of physical activity/exercise. This is true of children and young people.<sup>4</sup>



<sup>2</sup> <http://www.cdc.gov/healthyyouth/obesity/facts.htm>

<sup>3</sup> Finkelstein et al., 2009

<sup>4</sup> <http://www.greenspacescotland.org.uk/SharedFiles/Download.aspx?pageid=133&mid=129&fileid=94>

<http://www.hphpcentral.com/article/benefits-for-children-of-time-spent-in-nature>

## Community Identity and Amenity

- A great trails system is a source of pride and enjoyment, and also a practical safety feature, such as for safe routes to school and other local destinations. Community members near parks value them because they give members a feeling that their community is a special place to live and that it is a natural setting in which the community can take pride.<sup>5</sup>
- Having a complete trails system separated from roadways encourages people to make these trips without driving, which benefits health, the environment, and local traffic congestion. One-fourth of all trips people make are one mile or less, but three-fourths of these short trips are made by car.<sup>6</sup>
- Opportunities for outdoor recreation can attract new business and talented workers and help keep established businesses competitive. Small business owners have cited quality of life as a key reason for choosing a location.<sup>7</sup>
- Another economic benefit of parks and trails are increased property values for homes nearby. Local and national studies have shown that the market values of properties near parks, trails, or open spaces frequently exceed those of comparable properties elsewhere.<sup>8</sup>



<sup>5</sup> Anderson, D.H., Davenport, M.A., Leahy, J.E. & Stein, T.V. (2008). OFM and Local Community Benefits. In B.L. Driver (Ed.) *Managing to Optimize the Beneficial Outcomes of Recreation* (pp. 311-334). State College, PA: Venture Publishing, Inc.

<sup>6</sup> Centers for Disease Control and Prevention, 2000

<sup>7</sup> Crompton, J.; Love, L.; & Moore, T. (1997). Characteristics of companies that considered recreation/open space to be important in (re)location decisions. *Journal of Park and Recreation Administration*, 15(1): 37–58.

<sup>8</sup> Crompton, J., *Competitiveness: parks and open space as factors shaping a location's success in attracting companies, labor supplies, and retirees*. In T. F. de Brun (Ed.), *The Economic Benefits of Land Conservation* (pp. 48-54). San Francisco, CA: The Trust for Public Land.

## Community Involvement and Connection

- Trails are a subject and place where the community can come together. Many communities have strong volunteer participation to help plan, implement, manage and maintain trails. The high level of public participation in preparing this Trails Master Plan, and many of the specific comments, indicate that people would like to have hands-on involvement.
- Trails act as a meeting place for the community. Trails foster community involvement, and corresponding pride, in addition to providing an opportunity to interact with people of varying backgrounds, and experiences.<sup>9</sup>
- Trails make great venues for outings for families, friends, and meet-up groups – they have social benefits on many levels.



<sup>9</sup> The Social, Health and Heritage Benefits of Trails, [www.goforgreen.ca](http://www.goforgreen.ca)



## Recreation for Everyone

- Virtually anyone can use the trails, whether they hike, walk, roll, ride or run. The trail system is designed to accommodate the full range of trail use types, based on where Pleasanton residents want to go, and how they want to use the trails.
- Parks and trails are an important part of a community. In a well-designed community, homes, parks, stores, and schools are connected by safe walking and biking routes. Such routes allow all members of the community a chance to enjoy the outdoors and get physical and mental health benefits.<sup>10</sup>



<sup>10</sup> <https://www.cdc.gov/healthypaces/healthtopics/parks.htm>

## 1.4 TRAIL DEFINITION

In this document “trail” is the term used to denote a wide range of facilities for non-motorized travel. The Trails Master Plan focuses on off-street trails and does not count sidewalks, bike lanes, bike boulevards, or signed on-street bike routes unless they are necessarily a part of the trail route. These facilities can be found in the Pleasanton Bicycle and Pedestrian Master Plan. The Trails Master Plan overlaps with the Bicycle and Pedestrian Master Plan in the case of “Class I” paved shared use paths or trails. Section 2.5 of the Trails Master Plan reviews the published reference standards and guidelines for recreational trails, and Section 4 details the trail standards and types as defined for Pleasanton.

### Basic Trail Types

As detailed in TMP Section 4, the basic preferred trail types or classifications are as follows:

**“Class I” Multi-Use Trail** – a paved trail at least eight feet wide, and preferably a minimum of ten feet. The “Class I” term is from Caltrans standards for bike routes that are shared with pedestrians. Per state standards, which are referenced in Pleasanton standards, these trails are no steeper than 5%, except that they may be slightly steeper on connecting ramps, in order to meet standards for access to people with disabilities. These trails work best to accommodate the widest range of trail user types.



**Improved Surface Trail** – typically a road-width trail at least eight feet wide and sometimes up to 16 feet wide, that is surfaced with gravel, “base rock”, or other material that stops short of paving. These trails are usually along the canals or in other settings where they double as maintenance roads, but they may be created in parks where heavy trail traffic is expected. Narrower improved surface trails (i.e. four to six feet wide) may exist or be created in parks where they are intended as walking paths, rather than for shared use with bicycles.



**Natural Surface Trail, Wide** – these are similar to the improved surface road-width trails except they have a native dirt surface. They are typically either inherited or created to double as maintenance or access roads, or to accommodate anticipated heavy trail use.



**Natural Surface Trail, Narrow** – these are “single track” trails typically between three and six feet wide with native dirt surface. These trails are more suitable for hilly terrain and natural settings, where they have more flexibility and less impact than wider or paved trails. They are a traditional and popular type of trail for hiking, mountain biking, and equestrian use.



# 1.5 PUBLIC OUTREACH AND PARTICIPATION PROCESS

The Trails Master Plan is a community-based plan, reflecting local activities, needs and preferences and facilitating ongoing community participation in implementing and maintaining the trails system. Based on the proliferation of trail advocacy groups and local to regional level trail projects, communities across the U.S. are realizing that a complete, well-designed and managed trails system is one of the most appreciated amenities – it adds to community identity, connections between people, health and happiness, and overall environmental awareness and quality. All of the input received, including from neighbor and partner agencies who plan and manage trails, was carefully considered in formulating the draft Trails Master Plan.

Details of the entire public outreach process and the feedback received is included in Appendix B.

The outreach approach included:

- Online engagement and surveys
- Booths at community events
- Presentation to the Planning Commission
- Presentations to the Parks and Recreation Commission



**Online Engagement & Surveys**



**Booths at 5 Community Events**



**8 Bike Ped & Trails Committee Meetings**



**2 Community Workshops**



**6 Community Hikes**

- Presentations to the Bike, Pedestrian and Trails Committee
- Community workshops
- Community hikes
- Youth outreach and targeted survey

The overall schedule for the Trails Master Plan is shown in Figure 1-1 below.

Over an approximate 18-month schedule, the project started with data gathering and review, followed by a period of outreach efforts, events, workshops and surveys in Fall and Winter, then formulation and initial review and refinement of the draft plan in Spring and Summer, and formal review and adoption in Fall.

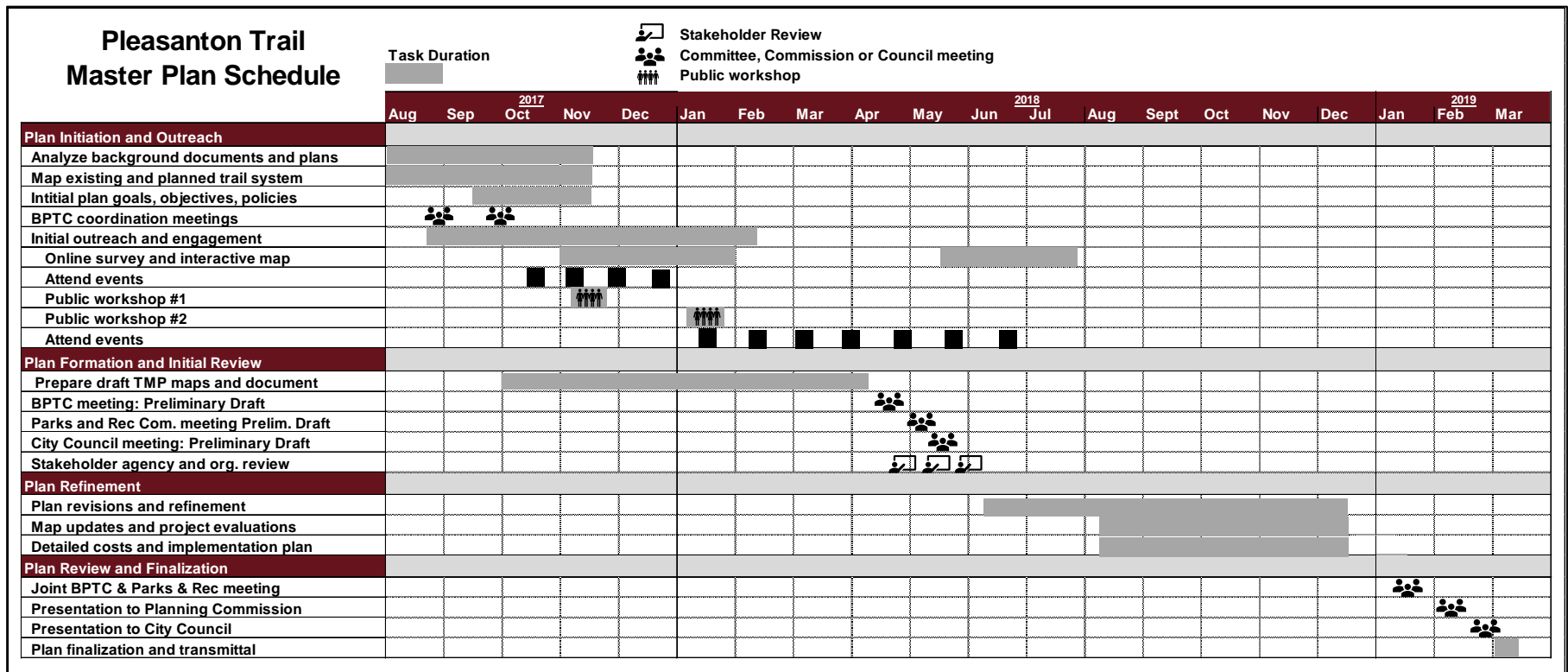


Figure 1-1: Trails Master Plan Schedule

## 1.6 PUBLIC OUTREACH RESULTS

Throughout the process, there has been strong support and interest in the trails from Pleasanton residents and business owners. The online survey was open from October 14, 2017 through January 21, 2018. Total participation was 778, of which 341 completed the entire survey. A detailed summary of the survey results and other public outreach is included in Appendix B. Public Participation Process and Results. The main themes that emerged from public outreach include:

- Pave the wide gravel trails
- More maintenance of existing trails
- Provide more/better maps and wayfinding
- Close the gaps in existing trails
- More access to parks and trails on the edge of town
- More single-track mountain bike trails

Other themes that came through and support the main themes of the public outreach results included:

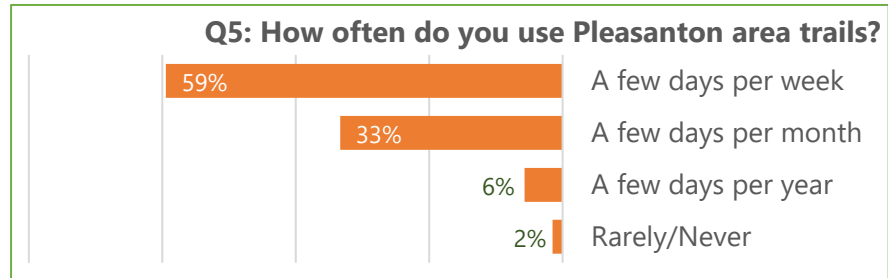
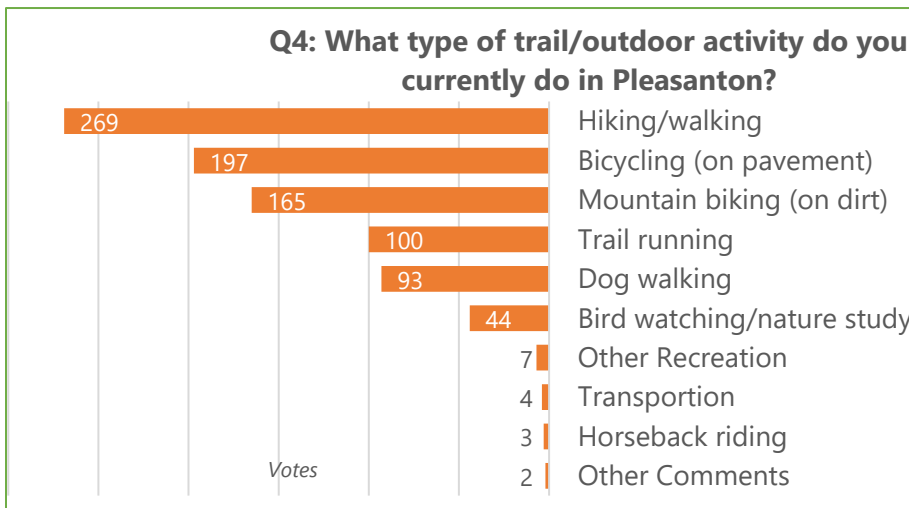
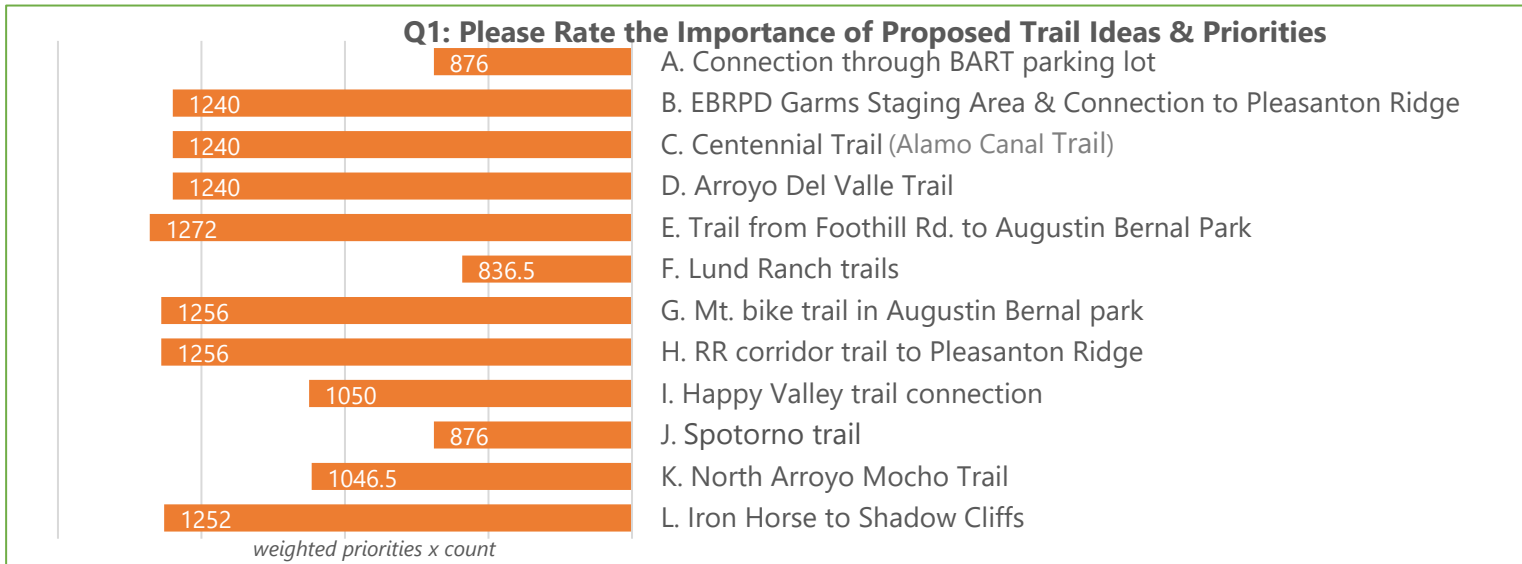
- Better crossings and connections to trails
- Dog control and cleanup
- Reducing bike conflicts

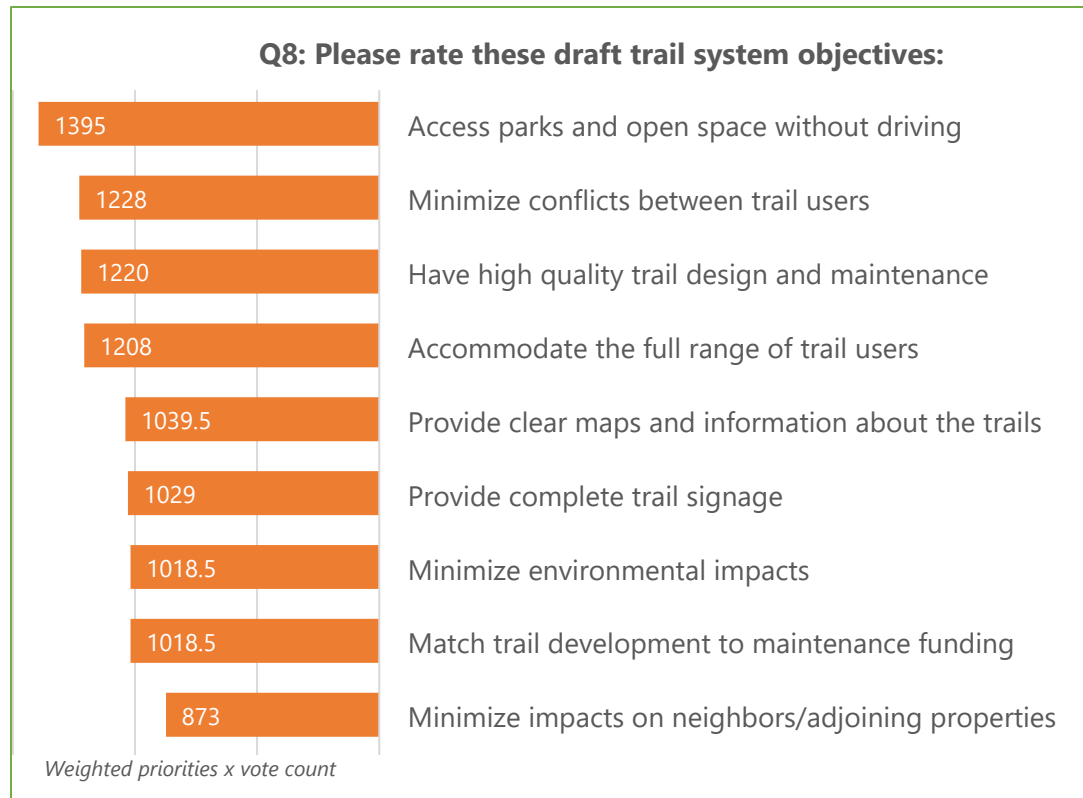
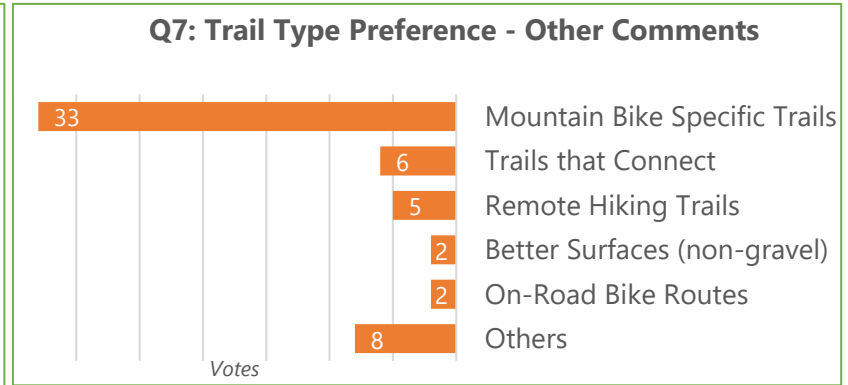
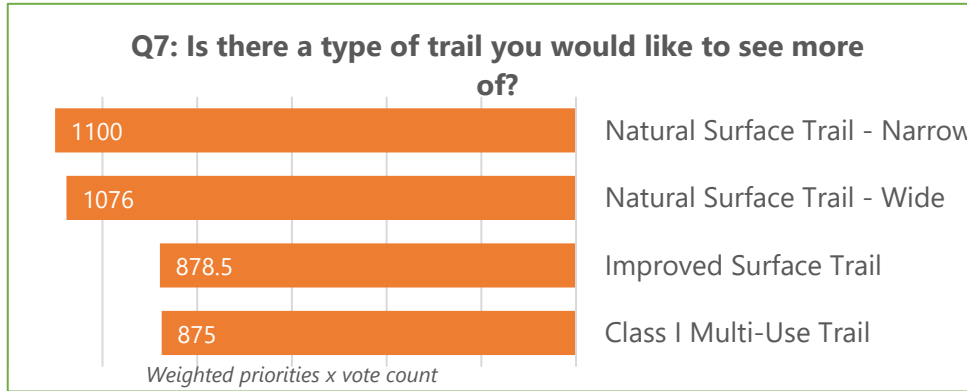
In the 12-question online survey the first three questions dealt with preferred trail improvement types, use of specific trails and preferences for specific trail improvement projects.

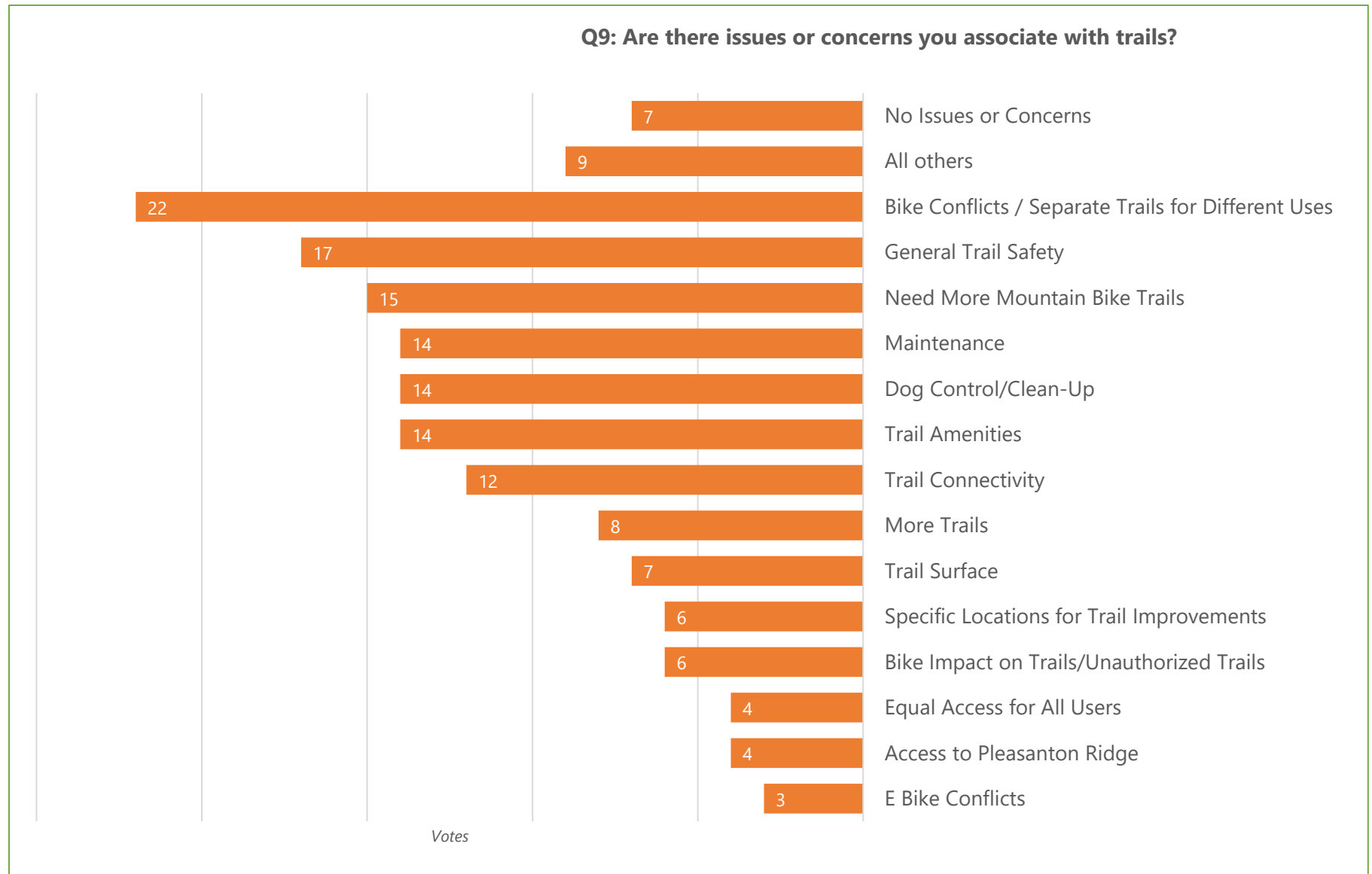
The highest use levels were for trails in Pleasanton Ridge, in Augustin Bernal park, on the Iron Horse Trail, and the Arroyo del Valle Trail, in that order. The top locations for desired trail improvements were completion of Iron Horse Trail connections, better access to Pleasanton Ridge, and connections to Alamo Canal Trail, in that order.



*Trailhead notice for online survey and community meetings*

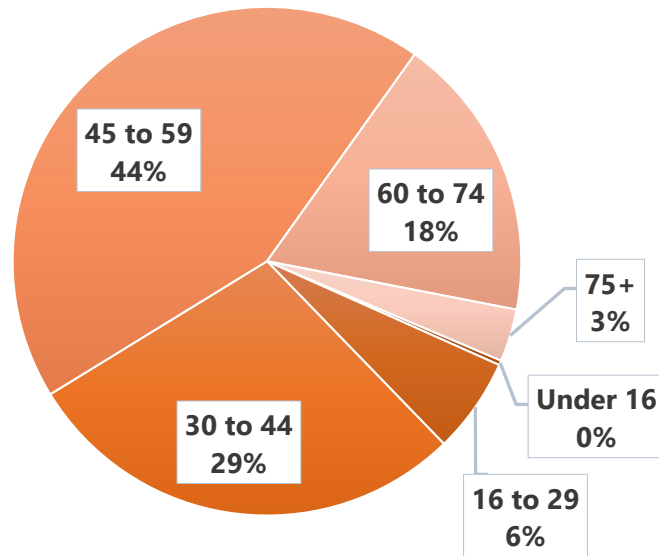








**Question 10** asked the age of respondents. The results show that young people are under-represented. Ongoing efforts to encourage young people to comment on and use the trail system are warranted.



Question 11 asked for respondents contact information, and Question 12 provided an opportunity for respondents to share any other information or concerns.



Photo: Jillian Gamache

## Online Youth Survey

A separate survey effort was targeted to youth. For several weeks over the summer, a slightly altered survey was promoted to kids under the age of 18. The responses echoed the enthusiasm and support for trails that was seen in the adult survey. The complete responses are included in Appendix B. Specific priorities included:

- More challenging, interesting, or varied trails.
- More connections to where they want to go.
- More maps and signs.

## 1.7 EXECUTIVE SUMMARY – TRAILS PLAN OVERVIEW

Section 3 of the TMP provides the overview description and detail of the proposed trails system. Key elements are summarized here.

Policies to help implement the goal and objectives are detailed in Section 3.1 of the TMP. Section 3.2 then details the overall existing and planned trail system.

### Trail System Inventory and Mapping

The inventory of the trails started with a City-maintained Geographic Information System (GIS) map of existing and planned trails that had been aggregated from existing plans. From there, the trails system was checked and updated based on field and on-line reconnaissance and input from staff. Proposed trails were added to the GIS maps after a thorough review of all prior plans.

### Trail Projects

Twenty major trail connections, extensions, and improvements were identified as potential projects by City staff, the BPTC, and the public through the workshops, on line survey and individual comments. These were described and mapped in more detail as they are some of the most desired and beneficial projects. The types of trail improvements most frequently mentioned in the public outreach process were better connections between major trails and to key destinations; improving the surface of the gravel canal trails, adding more narrow natural surface trails, especially

for mountain bikes; and more and better connections to Pleasanton Ridge Regional Park. These desires are reflected in the major proposed trail projects.

The twenty trail projects represent less than half of all planned trails. The remaining extent of planned trails are associated with future development areas where trails are envisioned in specific plans or the General Plan.

### Trails System Vision Map

Figure 1-2 is a diagrammatic map of the envisioned city-wide trail system. It emphasizes key routes and connections, similar to a subway map. It clarifies which parts are existing (solid lines), planned (dashed lines), and existing to be improved (parallel lines with space between). The map emphasizes routes, rather than trail types. Nearly all the major cross-city routes would be Class I Multi-Use paved trails, while virtually all of the trails in the western or southern hills would be unpaved natural surface; mostly narrow (what mountain bikers consider single track). With this future system, Pleasanton residents will be able to move around the City on loop trails for recreation or to reach key destinations with minimal exposure to traffic. They would have more trails and more options to reach the extensive Pleasanton Ridge trail system, and depending on future development and open space dedications, a significant trail system in the southeast hills.

Section 3.2 provides a detailed map and table of the trail system showing existing and proposed trails by type. Appendix A contains descriptions, and focused area plans for key trail projects that help implement the overall vision.

Table 1-1 provides the overall statistics for the existing plus future trails system by type. The envisioned future system would include 159 miles of trails compared to the current 80 miles.

*Table 1-1: Total Existing and Planned Trails by Type*

Planned Trails by Type	Existing Trails Total (miles)	Planned Trails Total (miles)	All Trails Total (miles)
<b>Class I Trail</b>	23.3	22.7	62.6
<b>Service Road to Class I Trails</b>		12.4	
<b>Other Trails Converted to Class I</b>		3.7	
<b>Paved Surface Trail - Narrow</b>	18.5	5.1	22.1
<b>Improved Surface Trail - Wide</b>	10.6		9.1
<b>Improved Surface Trail - Narrow</b>	8.1		8.1
<b>Natural Surface Trail - Wide</b>	9.9	2.6	11.7
<b>Natural Surface Trail - Narrow</b>	6.7	33.1	39.7
<b>Sidewalk Trails</b>	2.9	2.8	5.7
<b>New Bridges</b>		0.4	
<b>Total</b>	80.0	79.1	159.1





Figure 1-2: Trail System Vision Map

Visioned or previously planned trails (dashed lines on maps) are conceptual alignments. Until future trails are analyzed, approved and built, no public access is implied or allowed.

## 2. Background and Setting

This section provides the context for the Trails Master Plan – the relevant background documents; the existing parks, preserves and planned trails at the time the Trails Master Plan was initiated. It also presents the reference standards and guidelines for recreational trails.

### 2.1 BACKGROUND DOCUMENTS

One of the early steps in the Trails Master Plan process was to review the prior plans and studies for the City of Pleasanton and other agencies that have relevance to trails. The documents and the findings are summarized in Table 2-1. Trail plans that are contained in the background documents are reflected in the trail maps and in descriptions of proposed trail projects where appropriate. Figure 2-1 shows the geographic limits of prior plans that include proposed trails.

One of the most significant prior plans is the General Plan, which has policies concerning trails and an Open Space Trail Map that provides some overall vision for the future trails system, particularly in the southern portion of the City and its sphere of influence.

Another set of plans that is significant for future trails is the specific plans for various development projects. These contain many specific concepts for trails. Some of these trails have been implemented; some are currently in the implementation process; and others are pending based on future development plans and progress.



The recently updated *Bicycle and Pedestrian Master Plan* envisions and details critical on-street improvements for bike and pedestrian access that complement the trails plan. It includes Class I Multi-Use trails that are also included in the Trails Master Plan, but the Trails Master Plan takes these a step further in terms of potential improvements, connections, and extensions.

Finally, the two current/recent studies for the Foothill Corridor Master Plan and the Arroyo Mocho/Iron Horse Trail Connection are important steps toward resolving some priority trail connections.

Table 2-1: Summary of Background Documents for Trails

Document	Trail Map	Notes
<b>City-Wide Documents</b>		
General Plan (2005)	Yes	<ul style="list-style-type: none"> <li>• Open Space Trails map (Figure 7-5)</li> <li>• Circulation map, Pleasanton Pedestrian and Bicycle Trails and Paths, including trails (Figure 3-13)</li> <li>• "Limit public access, including hiking trails, into sensitive habitat, when warranted." (P7-34)</li> <li>• "The City and East Bay Regional Park District provide a system of interconnecting trails within the Pleasanton Ridge, south from Dublin Canyon Road to the East Bay Regional Park District staging area on Foothill Road." (Page 7-22)</li> <li>• Existing trails not yet fully improved In Augustin Bernal Community Park, Callippe Preserve Open Space, and Gold Creek Open Space. (Page 7-22)</li> <li>• Proposed trails at Arroyo del Valle, Arroyo Mocho, Alamo Canal, and Arroyo de la Laguna. Proposed connection from Arroyo del la Laguna west to and continuing along the Union Pacific Railroad open space corridor. (Pages 7-22)</li> <li>• Two regional trails proposed to connect Pleasanton Ridge staging area on Foothill Road with Shadow Cliffs Regional Recreation Area on Stanley Boulevard. One trail would extend northeast through Pleasanton using existing and planned City trails and the other along State Route 84 to connect with the proposed Shadow Cliffs Regional Recreation Area to Del Valle Park trail. (Page 7-23)</li> <li>• EBRPD plans to eventually connect Iron Horse Trail to the south with Shadow Cliffs Regional Recreation Area and to the north through Dublin to existing trail to Concord. (Page 7-24)</li> <li>• LARPD proposes additional connecting trails to complete the Tri-Valley trail system. (Page 7-24)</li> </ul>
Municipal Code	No	No specific trail-related maps or policies.
Standard Specifications and Details	No	No specific trail-related maps or policies.
<b>Subject and Site-Specific Documents</b>		
Climate Action Plan (2011)	No	"Enhance and Maintain a Safe, Convenient, and Effective System for Pedestrians and Bicyclists" - can potentially reduce CO2 emission by 1,280 tons per year and save \$121,320 (p 56). Didn't mention any specific trails.
Cultural Plan (2014)	No	No specific trail-related maps or policies.
Cultural Resources and Investigation at Alviso Adobe Community Park (2000)	No	No specific trail-related maps or policies.
Downtown Historic Resource Survey (2014)	No	No specific trail-related maps or policies.

Document	Trail Map	Notes
Downtown Pleasanton Parking Strategy & Implementation Plan (2017)	Yes	See Section 3, Arroyo Del Valle for more information.
Housing Element Update (2015)	No	No specific trail-related maps or policies.
Housing Element Background (2015)	No	"Quality of life is a cornerstone as the City maintains these desirable qualities by providing a comprehensive system of bicycle and pedestrian trails." (p 56). No specific trails referenced.
Recycled Water Use Guidelines (2015)	No	No specific trail-related maps or policies.
Recycled Water Feasibility Study (2015)	No	No specific trail-related maps or policies.
Urban Water Management Plan (2002)	No	No specific trail-related maps or policies.
Youth Master Plan (2010)	No	Strategies: Work with local partners to complete trail connections between neighborhoods, schools, and community spaces. No specific trails referenced. Asked: Is there anything else you want to tell us that may be helpful as we update the Youth Master Plan? Pertinent input included: "Bike trails, expanded and safe for a nice long bike ride." "We drive to Sycamore Grove and that is silly to drive somewhere to ride your bike."
<b>Specific Plans</b>		
Bernal Specific Plan (Phase I – 2000) (Phase 2 – 2006)	Yes	Phase I - Provided a design guideline for the Trails and Bikeways in the specific planning area. Included a trail diagram for the specific planning area. Phase 2 - Included a Major Trail and Pathway plan. Trails and bikeways serve as an important part of the circulation system and transportation elements.

Document	Trail Map	Notes
Downtown Specific Plan (2002, amended 2014)	No	<p>Council approved a work plan for preparing a Master Plan for the Downtown Parks and Trails System (later prepared and adopted – see next page). Any future changes to the Master Plan will require a finding of consistency with the Specific Plan. Pertinent policies:</p> <p>Promote bicycle trail development to access the Downtown. Encourage the use of public transit, bicycles, trails, regional transportation measures, and transportation demand management strategies as alternatives to the use of motor vehicles and to help manage traffic congestion in the Downtown.</p> <p>Designate the Alameda County Transportation Corridor as "Transportation Corridor" for trail development. Create an integrated gateway feature and Arroyo Trail staging area. (The City subsequently purchased the Transportation Corridor from Alameda County).</p> <p>Provide continuous trail access along the Arroyo del Valle.</p>
East Pleasanton Specific Plan (Draft - never adopted)	Yes	<p>Bicycle lanes will be provided on both Busch Road and Boulder Street. They will also be provided along the southern portion of El Charro Road, with a multi-use trail proposed on the west side of the entire length of El Charro Road. Pertinent policies: The natural drainage flow through the Plan Area should help create open space corridors that incorporate future creeks and trails.</p>
Happy Valley Specific Plan (1998)	Yes	<p>The Pleasanton General Plan contains a trail plan which establishes a network of approximately 120 total miles of existing and planned pathways. Seven trails are proposed for the Happy Valley Specific Plan Area. They are: 1. Happy Valley Loop Trail. 2. Golf Course Loop Trail. 3. Bypass Road Trail. 4. Spotorno Flat Area Trail. 5. Laura Lane/Happy Valley Road Connection Trail. 6. Mockingbird Lane Trail. 7. Connection to Outlying Regional Trails.</p>
Laguna Oaks Specific Plan (1989)	No	No specific trail-related maps or policies.
North Sycamore Specific Plan (1992)	Yes	<p>Proposed Circulation System Design Guidelines. Trails and Bikeways are part of circulation system. Pertinent policies: Safe and convenient bicycle and sidewalk systems should be provided and maintained to encourage alternative to driving.</p>
Stoneridge Drive Specific Plan (1989)	No	<p>Stoneridge Drive was proposed to be a six-lane divided arterial with sidewalks, bike lanes, utilities and landscaping. A 60-foot-wide linear park with trail is proposed north of Stoneridge Drive along the Arroyo Mocho. Landscape buffer strips between residential and commercial uses on the Staples Ranch property are proposed to include pedestrian trails.</p>
Vineyard Avenue Corridor Specific Plan (1999)	Yes	<p>A variety of pedestrian, bicycle, and equestrian trails are planned within the plan area. These include: 1. "Existing Vineyard Avenue Alignment" Trail; 2. "S-Curve" Trail; 3. Realigned Vineyard Avenue Bicycle Route and Multi-Use Trail; 4. East Plan Area Trail; 5. West Plan Area Trail; 6. Lot 3 Trail; and 7. Neighborhood Trails.</p>



Document	Trail Map	Notes
<b>Park and Related Master Plans</b>		
Alviso Adobe Community Park Master Plan (2000)	Yes	Proposed a trail within the park. The park and the proposed trail were built.
Bernal Community Park Master Plan (2006)	Yes	Proposed trail system in Bernal Community Park. Trails would be built with three phases of development. P11.
Civic Center Master Plan (2016)	Yes	The Civic Center Master Plan and Bernal Specific Plan cover the same sites. Civic Center plan is Phase 2 or Phase 3 of the Bernal Specific Plan. However, the new plan proposed a slightly different trail alignment (p 30). Proposed bike trails and other amenities for phase two and phase three developments are shown on p 46.
Community Trails Master Plan (1993)	Yes	This plan has proposed trails. However, the proposal was superseded by other plans. The Trails Plan illustrates approximately 120 miles of trails and routes that form a connective network for Pleasanton. The plan developed classification methods for trails and routes. Objectives: 1. To develop a safe, convenient and uncongested circulation system. 2. Maximize traffic safety for automobile, transit, bicycle users and pedestrians. 3. To provide a multi-model transportation system which encourages efficient use of existing and future facilities.
Downtown Parks and Trail System Master Plan (2002)	Yes	An action plan which focused on trail improvements at parks, a transportation corridor, one bridge and the Arroyo Del Valle Trail. It follows the 1993 version of General Plan. Suggested improvements on Arroyo Del Valle Trail are shown on page 42. Proposed a regional transportation corridor which is 100 feet west of and in parallel with 1st Street.
Lions Wayside and Delucchi Park Master Plan (2014)	Yes	This park is located within the Regional Trail Corridor which was introduced in Downtown Parks and Trail System Master Plan. The plan's site is part of the regional transportation corridor in Downtown Parks and Trail System Master Plan. It suggested designs of the trails.
Parks and Recreation Master Plan (2010)	No	No specific trail-related information, but one way to meet overall objectives is to improve the connectivity to trails. (Executive Summary Page V).
Bicycle and Pedestrian Master Plan (2010, 2017)	Yes	See summary in Section 3 of Trails Master Plan
Pleasanton Downtown Public Art Master Plan (2007)	Yes	States that there are wonderful opportunities for public art in the parks and along the trails of downtown; these locations are the primary focus of this Downtown Public Art Plan. Timeline Trail on Main Street sidewalks was proposed - a sequence of independent, small artworks evoking local history.

Document	Trail Map	Notes
Pleasanton Pioneer Cemetery Master Plan (2007)	No	No specific trail-related maps or policies.
Tennis and Community Park Master Plan (1985)	No	Didn't mention any policy about trails. Mentions that the Pleasanton Canal is a strong edge defining the park's northern boundary. It was considered as a hazard to children, especially during the wet season dating back to 1985. The plan suggested improvements on the Canal and it later became Pleasanton Canal Trail.
Wastewater Master Plan (2007)	No	No specific trail-related maps or policies.
<b>Design Guidelines</b>		
Downtown Design Guidelines (2006)	No	No specific trail-related maps or policies.
Downtown Hospitality Guidelines (2012)	No	No specific trail-related maps or policies.
Golden Eagle Farm Landscape Design and Irrigation Guidelines (1988)	No	No specific trail-related maps or policies.
Hacienda Design Guidelines (1994)	No	No specific trail-related maps or policies.
Hacienda TOD Standards and Design Guidelines (2011)	No	References the Iron Horse Trail and the Essex property trails.
Housing Site Development Standards and Design Guidelines (2012)	No	For Site 1, Site 7, Site 8, the design considerations include making connections to Iron Horse Trail.
<b>Strategic Plans</b>		
Alviso Adobe Community Park Strategic Plan (2015)	No	Strategies: Explore opportunities to connect the park with the local trail network, nearby open space and adjacent properties. The implementation plan mentions building a nature trail on the Austin Property that connects with the Adobe.

Document	Trail Map	Notes
Economic Development Strategic Plan (2013)	No	Priority Area B: Built Environment and Workforce: "Pedestrian and bicycle improvements are needed in many employment centers to provide transportation alternatives and enable a dense, interactive, amenity-rich environment." (p 12) Didn't mention any specific trails.
<b>East Bay Regional Park District</b>		
Iron Horse Trail Feasibility Study and Master Plan (2011)	Yes	The Iron Horse Trail begins in Concord and runs south for 27 miles until the Dublin/Pleasanton city limits. (as of 2011). Eventually the Iron Horse Trail will stretch over 40 miles from Suisun Bay to Livermore and connect 12 cities, 2 counties, 3 BART stations and a population of over half a million. This section of IHT improvement has been completed, but the connection through the Pleasanton BART station has not been resolved.
Land Use Plan for Pleasanton Ridge Regional Park (2012)	Yes	The LUP addresses the resources, uses, facilities, agreements and restrictions for Pleasanton Ridge Regional Park. Figure 4 is the Access & Trail System Concept Plan Map.
<b>Trail-Related Technical Studies</b>		
Arroyo Mocho to Iron Horse Trail Connection Study (2017)	Yes	See summary in Section 3.
Foothill Corridor Master Plan (ongoing)	No	Relates to access improvements to west side parks and preserves.



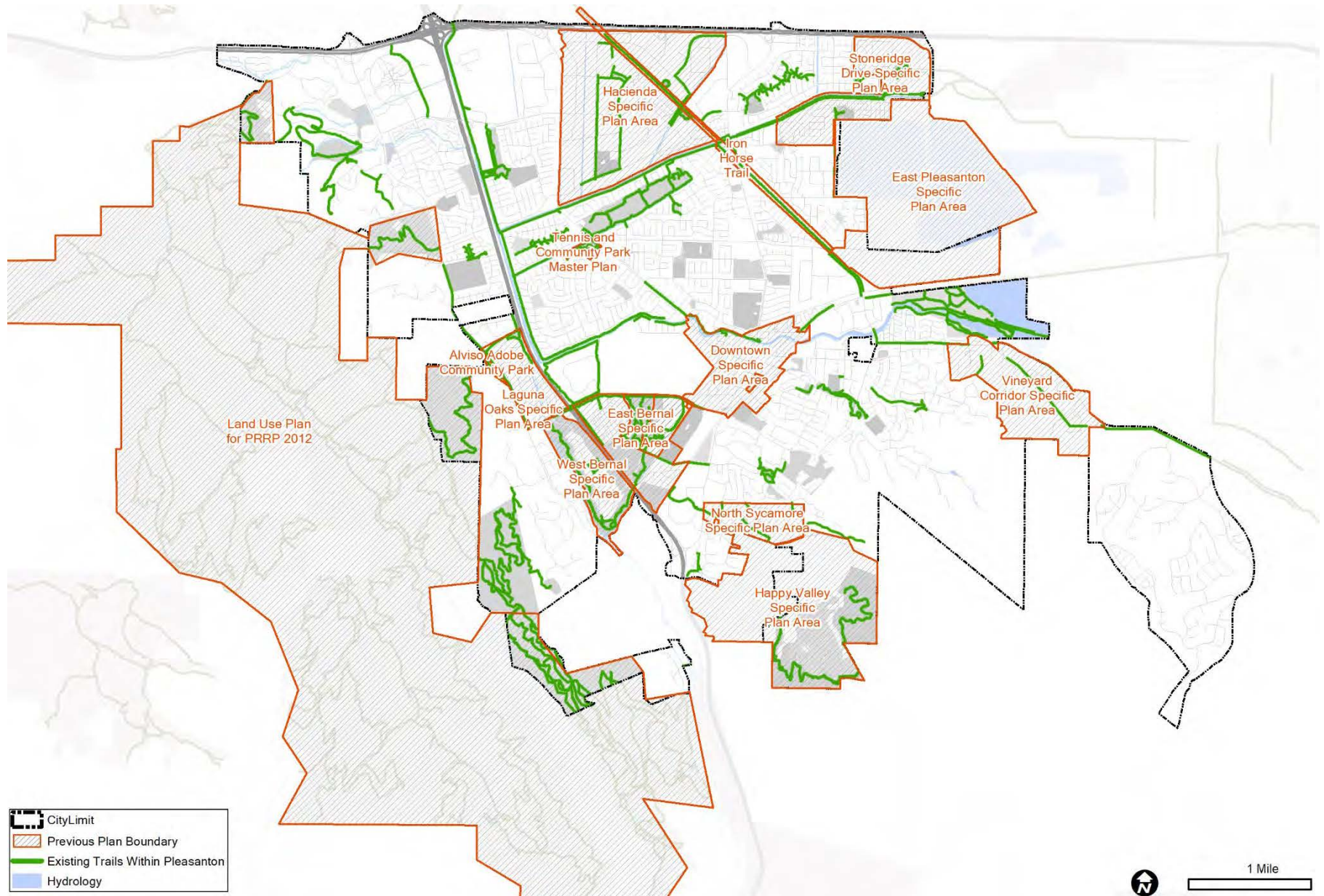


Figure 2-1: Map of Background Plans

## 2.2 BICYCLE AND PEDESTRIAN MASTER PLAN

The 2017 Bicycle and Pedestrian Master Plan update (BPMP) defines the plans for non-motorized transportation in Pleasanton. This includes access to recreation, as listed in Section 3.1 of the BPMP; *Destinations and Desire Lines*:

*“Key destinations for recreation include the skate park (at Stoneridge), the BMX park (at Stanley), Pleasanton Ridge, Augustin Bernal Park, Alviso Adobe Community Park, the Senior Center on Sunol Boulevard, Aquatic Center on Santa Rita Road, Pleasanton Library on Old Bernal Avenue, Pleasanton Sports and Recreational Park along Parkside Drive, and the Iron Horse Trail”.*

Many of the recommendations in the BPMP are trails or connections to and through parks and green space. The BPMP focuses on transportation and on-street routes. It purposely did not include any unpaved trails, and it did not address all the potential recreational trails and trail connections. The green “Shared Use Paths (Class I)” shown in Figure 2-2 from the BPMP are parts of the trail system that are also included in the maps for the Trails Master Plan. The dashed light brown “Separated Bikeways (Class IV)” that loop through central Pleasanton are key planned “low stress” connections that will improve the trails to allow access to destinations without driving.



Figure 2-2: Dolores Bengston Aquatic Center at Amador Valley Community Park (on Santa Rita Road)

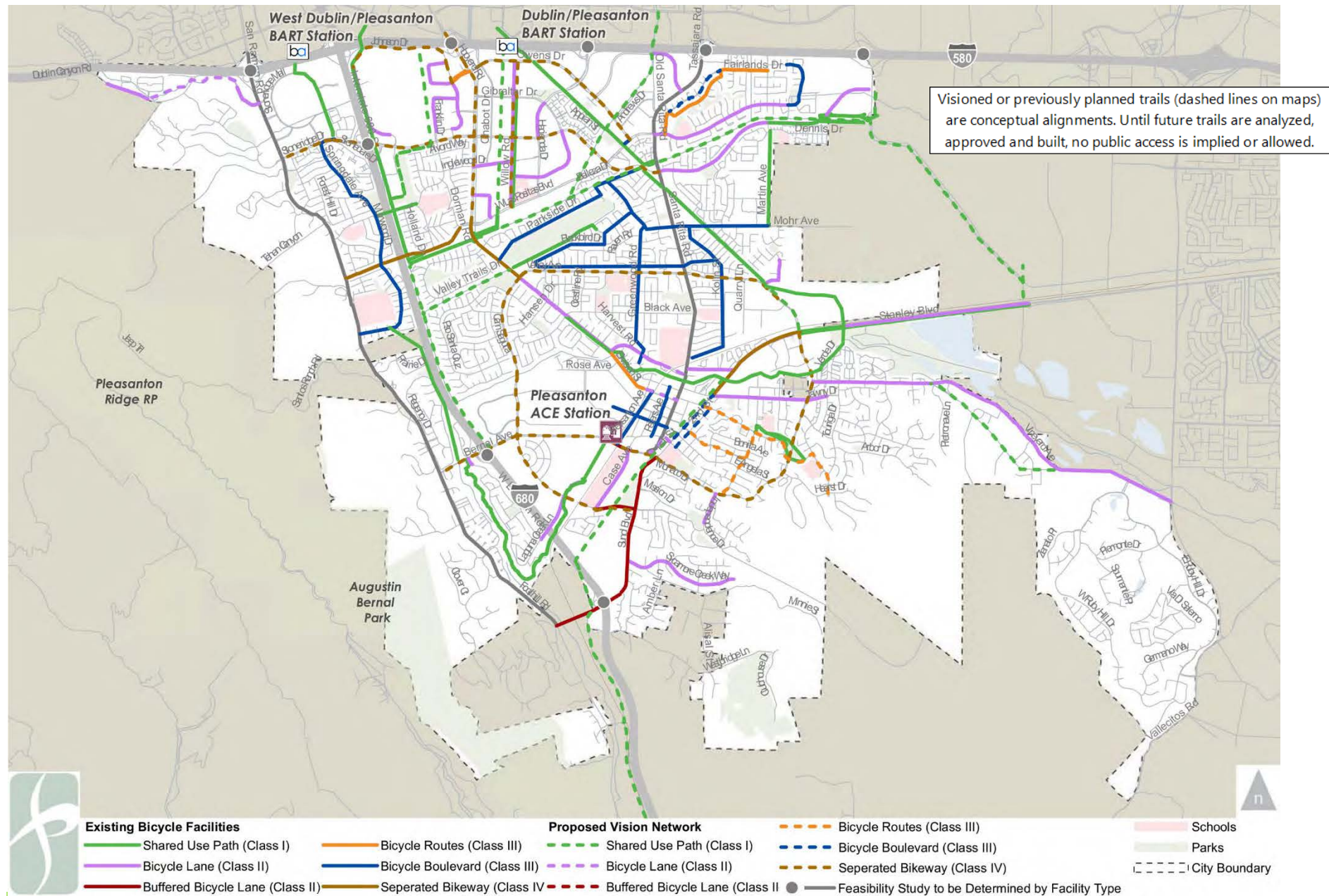


Figure 2-3: Vision Network for Bicycle facilities (Source: 2017 Bicycle and Pedestrian Master Plan Update)

## 2.3 CURRENT TRAIL SYSTEM AND OWNERSHIP

Not all the trails in Pleasanton are owned or maintained by the City. Some trails are maintenance roads along engineered drainage channels owned and maintained by Zone 7. Some trails are owned and maintained by the East Bay Regional Park District (EBRPD), and some trails are owned or maintained by private residential or commercial associations. Existing private trails are typically not shown on the TMP map or included in the trails mileage as they are not open to public use. In some cases where private trails could serve an important connection if open to the

public, they are shown on the map and included in the trails mileage.

An important component of the Trails Master Plan is to evaluate the extent of planned trails by ownership and maintenance responsibility, and the associated maintenance cost implications.

Table 2-2 provides the statistics on existing trails by type and ownership responsibility. Figure 2-3 provides an overview of the existing trails in Pleasanton and the planned trails that are already “on the books” from the background plan documents.

Table 2-2: Existing Trail Extents in Pleasanton

Trail Owner and/or Maintainer	Class I Trail (miles)	Paved Surface Trail - Narrow (miles)	Improved Surface Trail - Wide (miles)	Improved Surface Trail - Narrow (miles)	Natural Surface Trail - Wide (miles)	Natural Surface Trail - Narrow (miles)	Sidewalk Trails (miles)	Total of All Trails (miles)
<b>City of Pleasanton</b>	14.4	15.7	0.0	3.9	4.3	6.7	2.8	47.7
<b>Privately Maintained Public Trails</b>	2.4	2.3	0.0	0.0	0.0	0.0	0.1	4.8
<b>EBRPD</b>	3.1	0.6	3.8	4.0	5.6	0.0	0.0	16.9
<b>Zone 7</b>	3.4	0.0	6.8	0.3	0.0	0.0	0.0	10.6
<b>Total in Miles</b>	<b>23.3</b>	<b>18.5</b>	<b>10.6</b>	<b>8.1</b>	<b>9.9</b>	<b>6.7</b>	<b>2.9</b>	<b>80.0</b>

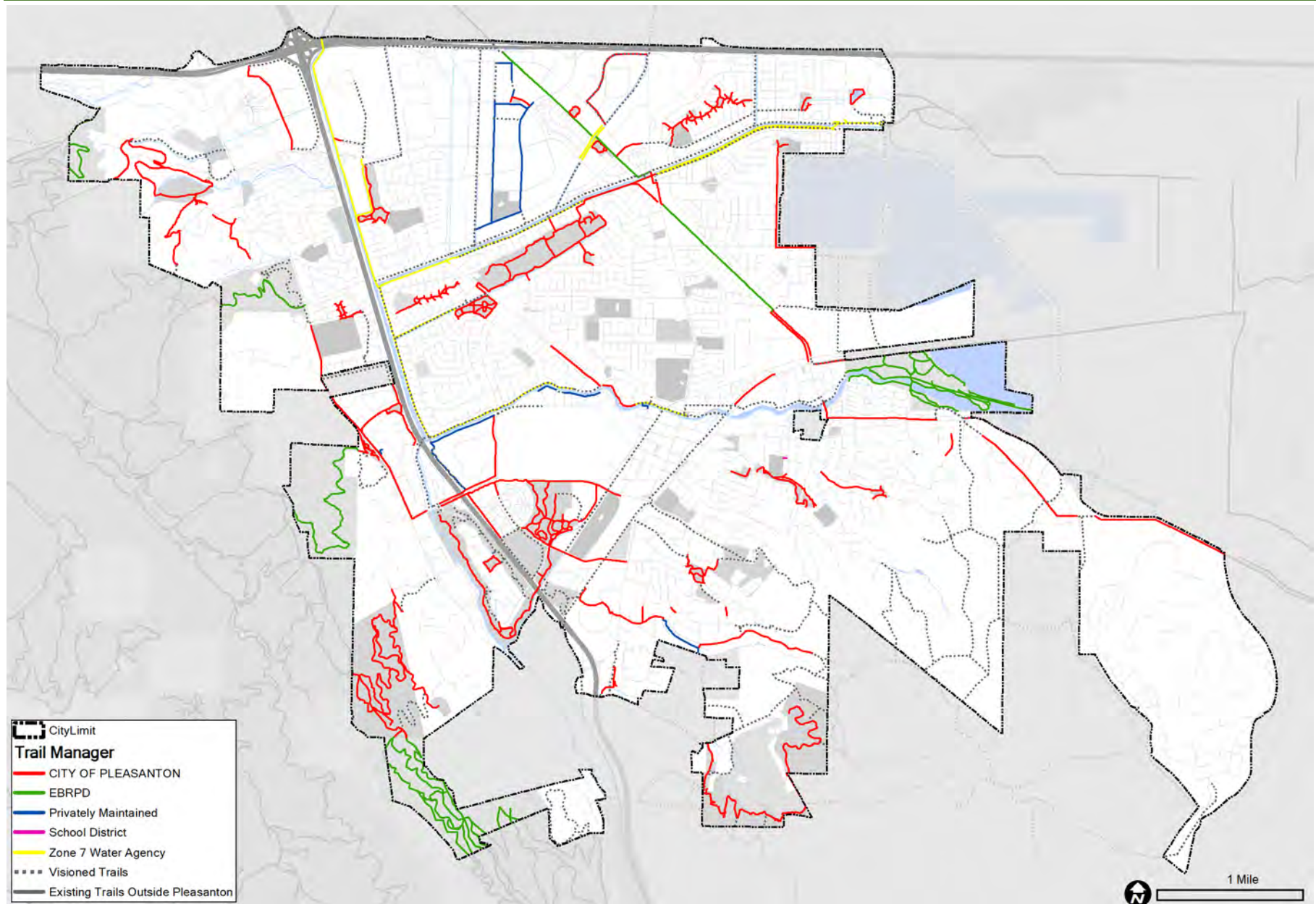


Figure 2-4: Existing Trail Ownership/Management in Pleasanton

Visioned or previously planned trails (dashed lines on maps) are conceptual alignments. Until future trails are analyzed, approved and built, no public access is implied or allowed.



## 2.4 MAJOR EXISTING TRAILS AND DESTINATIONS

There are several major existing trails and trail destinations in and around Pleasanton, as summarized below:

### Pleasanton Ridge Regional Park

Pleasanton Ridge Regional Park is located to the west of the City of Pleasanton. It is owned and maintained by the East Bay Regional Park District. It encompasses 7,487 acres of parkland within the beautiful oak-covered Ridge system. The park stretches all the way from south of Dublin to north of Sunol. Inside the park, elevations exceed 1,600 feet.

The Park has a beloved and heavily used trail system. The trail system is over 80 miles in length and provides many loop options, including Olive Grove Trail, Thermalito Trail and Ridgeline Trail. Most of the trails are natural surface trails.

Currently, there are three staging areas for the park on the City of Pleasanton side: Augustin Bernal, Foothill, and Castleridge. The soon-to-be-constructed Garms Staging Area will be the fourth. The Augustin Bernal Staging Area is owned and maintained by the City of Pleasanton. The others are owned and maintained by the East Bay Regional Park District. One of the efforts of the Pleasanton Trails Master Plan is identifying trails that connect the Pleasanton Ridge staging areas with the existing trail network



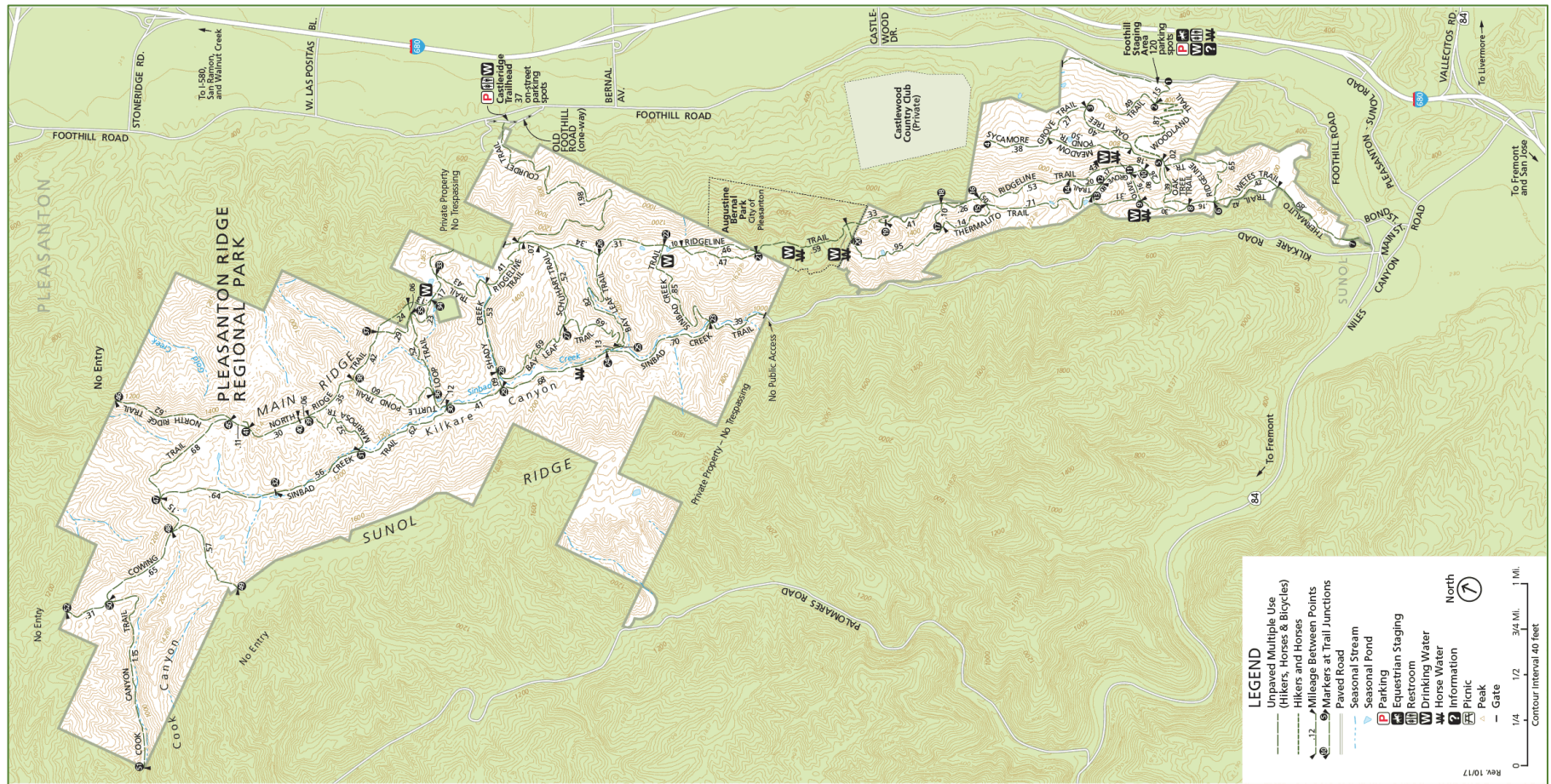


Figure 2-5: Pleasanton Ridge Regional Park Trail Map



## Augustin Bernal Community Park

Augustin Bernal Community Park is one of the major community parks in the City of Pleasanton. It also provides a staging area for trails in the Park and connects to the greater Pleasanton Ridge Regional Park. Augustin Bernal Community Park includes 237 acres and is located near the top and east face of Pleasanton Ridge. Inside the park, elevations range from around 800 feet at the Golden Eagle Staging Area to more than 1,500 feet on Ridgeline Trail and Equestrian Trail. The Ridgeline Trail connects to Pleasanton Ridge Regional Park.

Augustin Bernal Park provides great views of Pleasanton and the Amador Valley. There is a five-mile trail system within the park which is maintained by the City of Pleasanton. Currently, the City is considering creating a mountain bike trail within Augustin Bernal Community Park.

Although Augustin Bernal Community Park has an extensive trail system, it is not well connected with trails to the rest of Pleasanton. Visitors either need to drive to Golden Eagle Staging Area or park their vehicles by the Longview Drive cul-de-sac, or Castleridge, where parking is limited. The City is actively pursuing creating a trail connection at Longview Drive between the pedestrian entrance on the north side of the park and Foothill Road (see Section 3 for proposed trails). The long-term objective is that visitors can access Augustin Bernal Community Park without having to drive. This will be facilitated by improvements planned in the Bicycle and Pedestrian Master Plan.

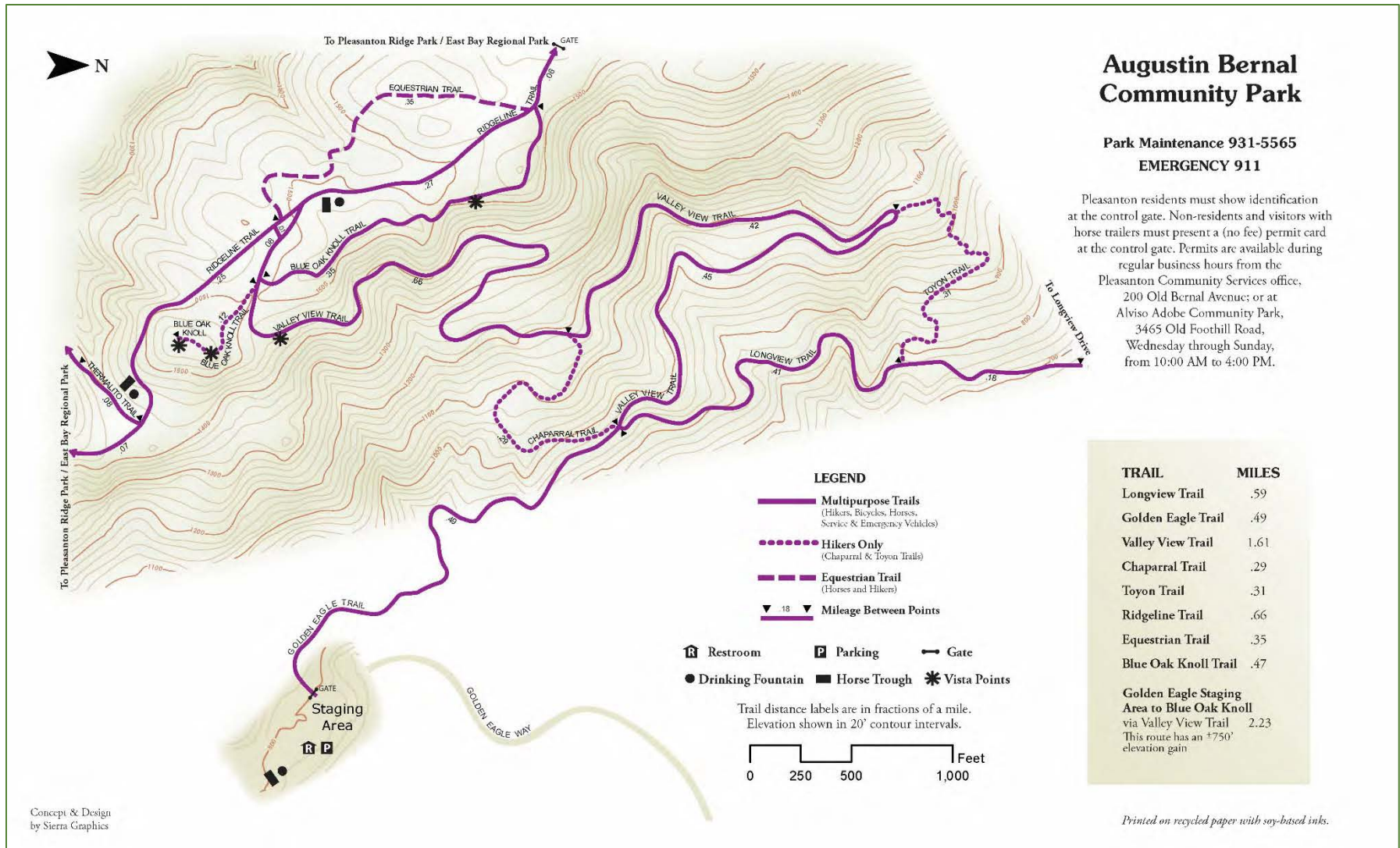


Figure 2-6: Augustin Bernal Community Park Trail Map

## Shadow Cliffs Regional Recreation Area

Shadow Cliffs Regional Recreation Area is a regional park located on the east side of Pleasanton that is a former gravel quarry. It was donated to East Bay Regional Park District and later opened as a park in 1971. Shadow Cliffs covers 266 acres, including an 80-acre lake.

Major activities in Shadow Cliff Regional Park include fishing, swimming, picnicking, and walking. There are 5 miles of trails within the park. The most popular loop is a 2.7-mile trail walk around the Shadow Cliffs lake. Most trails are improved surface with some paved trails near the parking area and the entrance.

One major focus area for the City of Pleasanton is to improve the non-motorized access to Shadow Cliffs Regional Park. There is currently a gap in the trail system connection to Shadow Cliffs at the intersection of Stanley Boulevard and Valley Avenue. The Iron Horse Trail along Stanley Boulevard is not connected to the Iron Horse Trail on Valley Ave. Pedestrians must walk on the western sidewalk of Valley Avenue and take two crosswalks to get on the Iron Horse Trail Temporary Connection. There is also a gap in the trail system on the south side of the park. The S-curve trail improvements are yet to be completed to connect to the old Vineyard Avenue Trail.





Figure 2-7: Shadow Cliffs Regional Recreation Area Trail Map

## Livermore Existing and Planned Trails

In 2018, the City of Livermore adopted its Active Transportation Plan (ATP – the equivalent of a bike and pedestrian master plan). Figure 2-8 shows the recommendations.

The Livermore trail system includes Class I Trail connections from the Arroyo Mocho Trail east, south along Isabel Avenue/Highway 84, and east-west along Vineyard Avenue. These trails provide regional connections from Pleasanton into central Livermore, south to the Iron Horse Trail and beyond to Sycamore Grove Park and Del Valle Regional Park. These are important destinations for Pleasanton trail users.

While most of the north bank Arroyo Mocho access road is closed to the public in Pleasanton, east of the eastern crossing of Stoneridge Drive the trail continues on the north side, then continues east along the Arroyo las Positas, where it switches to the south side. The route then continues as a Class I trail on the south side of W. Jack London Boulevard into Livermore, currently terminating at Voyager Drive at an undeveloped parcel just one block from Isabel Avenue/Highway 84.

A planned Class I trail will extend along El Charro Road southeast from the Arroyo Mocho Trail through the “Chain of Lakes” area as indicated in the East Pleasanton Specific Plan Area. This would connect on the east side of Isabel Avenue/Highway 84 to the Arroyo Bike Trail – a Class I facility that extends southeast to connect to the Iron Horse trail at Stanley Boulevard, and beyond to Sycamore Grove Park.



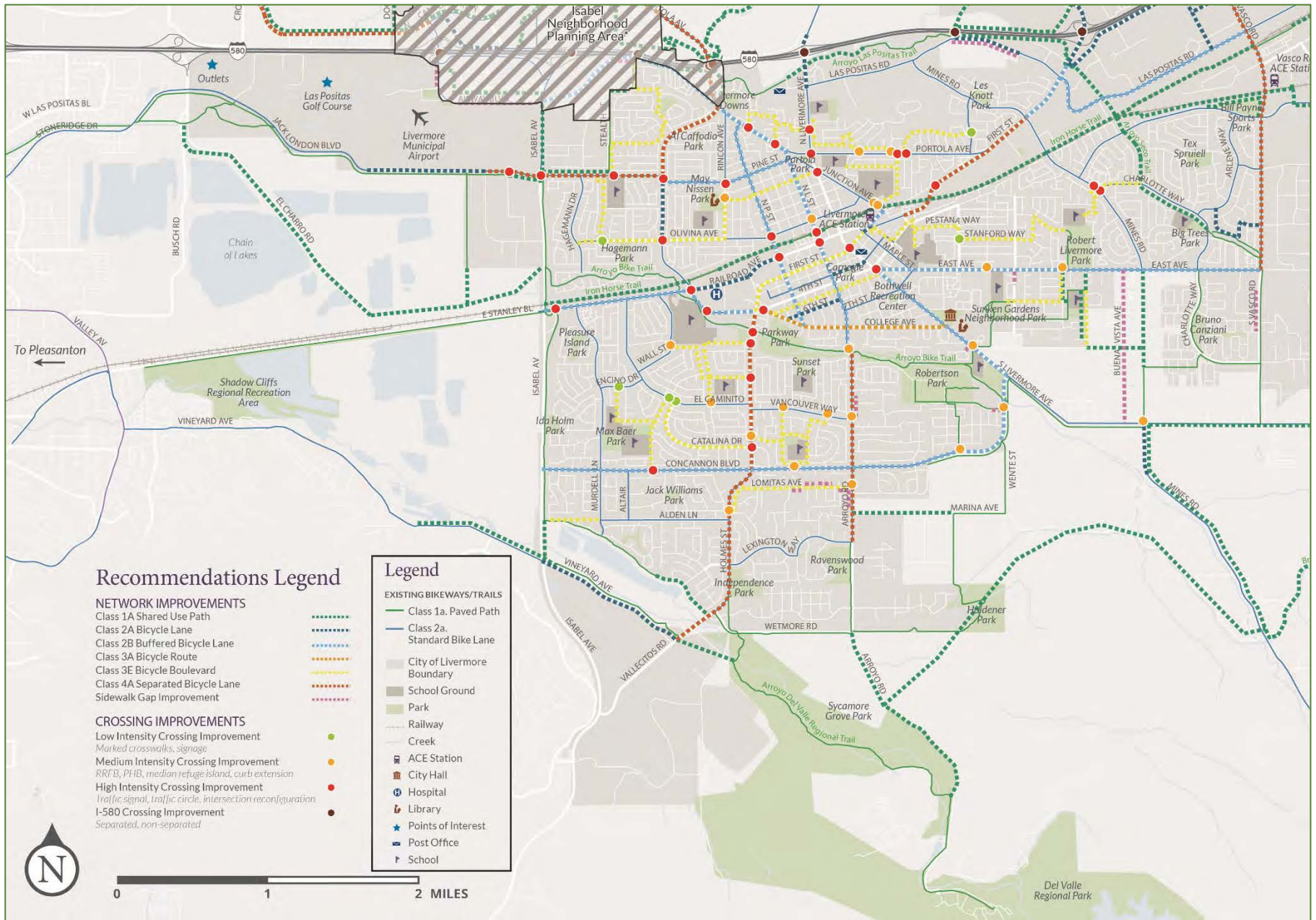


Figure 2-8: Recommended Facilities from Livermore ATP Update



## Sycamore Grove Park and Del Valle Regional Park

Sycamore Grove Park is owned and maintained by the Livermore Area Recreation and Park District. The Park covers 847 acres and is located east of the City of Pleasanton in the City of Livermore. Del Valle Regional Park is located further east and south beyond the Livermore city limits. Both parks have extensive trail systems and both are located along the Arroyo Del Valle. They are desirable outdoor recreation/trail destinations for Pleasanton residents.

Sycamore Grove Park has an extensive trail system. The 2.5-mile Arroyo Del Valle Regional Trail is the most popular trail in the park. It extends from the entrance on the north to the southern boundary and entrance along Arroyo Road, approximately 2000 feet north of the boundary of Del Valle Regional Park

There is an existing Class I multi-use trail (part of the Iron Horse Trail) from Pleasanton extending east along Stanley Boulevard past Shadow Cliffs Regional Recreation Area, and south along Highway 84/Isabel Avenue. The Class I trail continues east south of Alden Lane and Old Oak Road, but it currently ends near Lakeside Circle, approximately 2/3 mile short of Sycamore Grove Park.

Del Valle Regional Park is owned and maintained by East Bay Regional Park District. It covers 4,395 acres and is a popular destination for fishing, picnicking, camping, boating and taking lake tours. The centerpiece of the park is a five mile long lake. There is an extensive trail system.

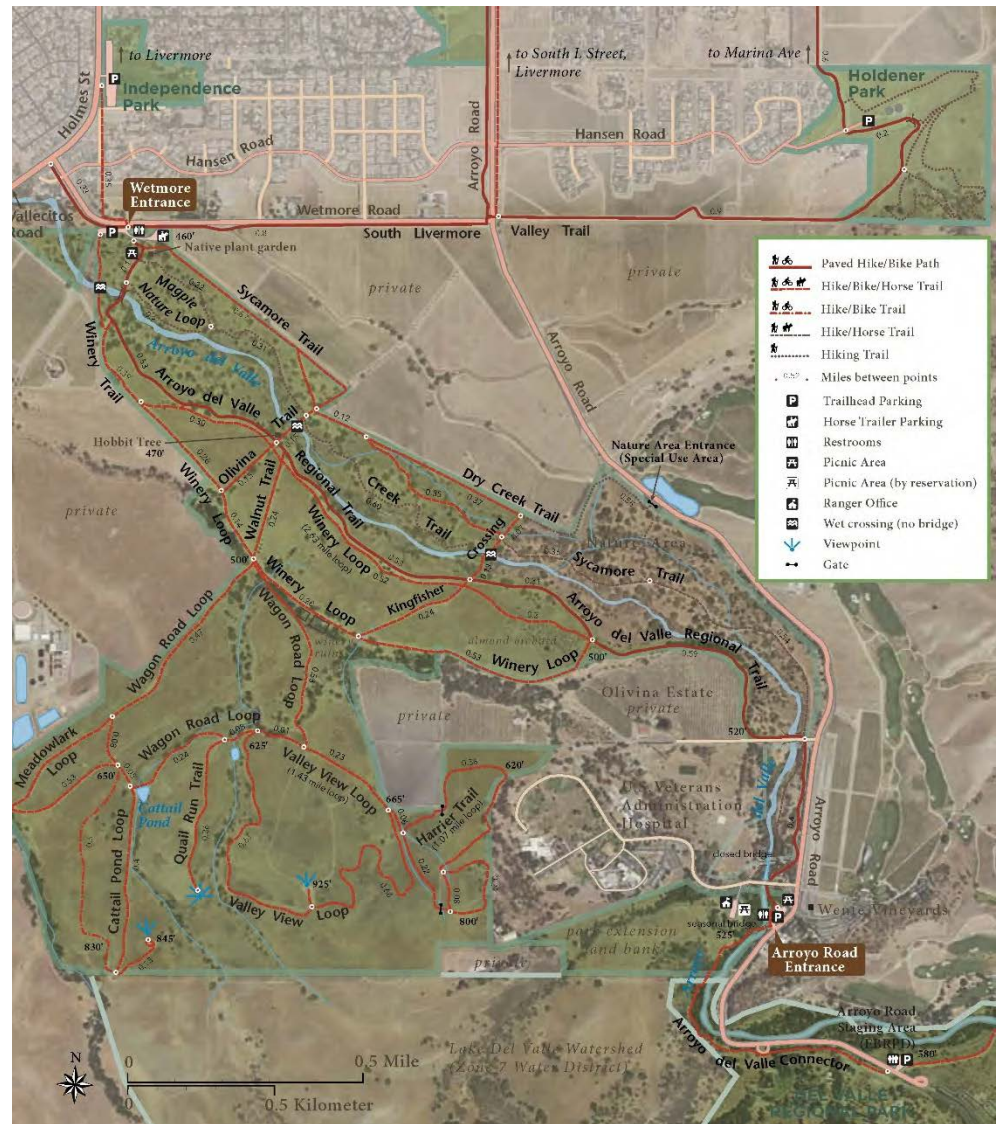


Figure 2-9: Sycamore Grove Park Trail Map



Figure 2-10: Del Valle Regional Park Trail Map

## Zone 7 Canal Trails / Arroyo Mocho Trail

Zone 7 is responsible for drainage and flood control facilities in the region. Zone 7 owns and manages a series of creeks or channels that handle drainage through Pleasanton (see Figure 2-11). These are generally channelized, with engineered and reinforced banks and maintenance access roads on one or both sides. Most access roads are surfaced with gravel or base rock, though some are paved.

The canal trails are subject to the approval of Zone 7, as the flood control facility owner and manager. Zone 7 had a representative on the East Pleasanton Specific Plan Task Force. They expressed concerns about trails on Zone 7 property throughout the East Pleasanton Specific Plan process.

Many of the maintenance roads have been opened as trails, including along the Alamo Canal, Arroyo del Valle Trail, Pleasanton Canal Trail, Arroyo de la Laguna Trail, and the major east-west Arroyo Mocho Trail. These trails are generally level and are popular for strolling, jogging, dog walking and bike riding (mountain bikes or other bikes with wide tires - the surface being unsuitable for road bicycles).

The Arroyo Mocho drainage originates to the east of Livermore in Alameda County and to the south in Santa Clara County. It traverses the cities of Livermore and Pleasanton and ends near I-680 at the Alamo Canal. The Arroyo Mocho trail runs along the south side of the Arroyo Mocho canal through the City, providing a major east-west trail route that crosses under several major streets that would otherwise present barriers, and crossing the Iron Horse Trail near the intersection of Santa Rita Road and Stoneridge Drive. It has an unpaved, improved surface, with the

exception of a paved western portion, including a stretch of experimental pervious pavement.

Arroyo Mocho Trail is a recreational destination and also has significant transportation benefits for the adjacent communities and businesses. It provides direct access under and to some busy streets, and connects to residential areas, parks, shopping centers and schools.

The Alamo Canal parallels I-680 on the east side, then passes under I-680 where it becomes Arroyo de la Laguna, which continues south before flowing into Alameda Creek.



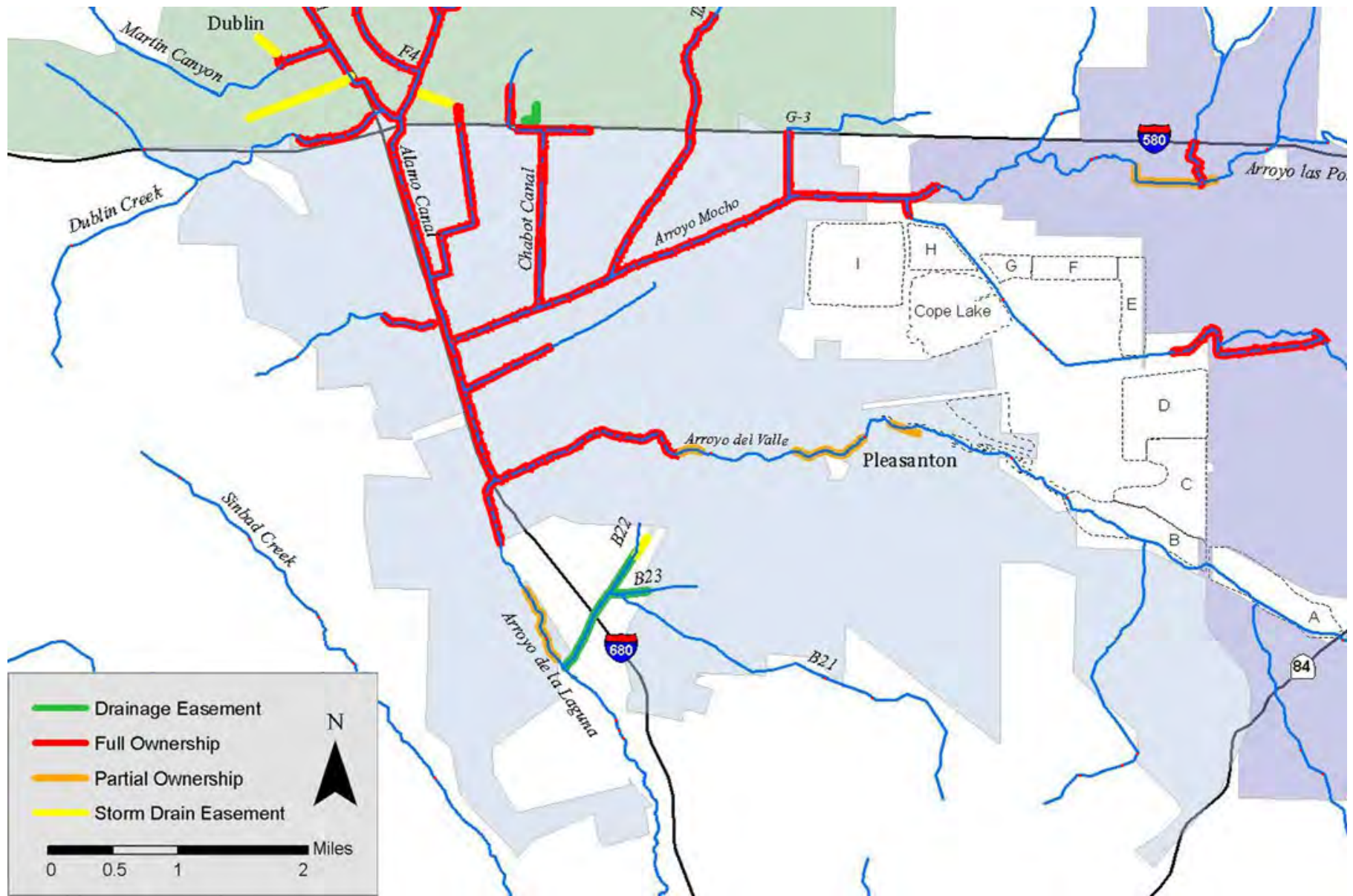


Figure 2-11: Zone 7 Drainage Ownership (from 2006 Stream Management Master Plan)

## Iron Horse Regional Trail

The Iron Horse Trail is a 40-mile regional multi-use trail that extends from Livermore in central Alameda County north to Suisun Bay at the northern edge of Contra Costa County. Currently 32 miles of the trail are complete and open to the public. It is a shared use trail for pedestrians and bicyclists. Most of the trail is paved, while some segments are unpaved but have an improved (i.e. gravel or base rock) surface. Most segments of Iron Horse Trail are paved Class I trail. In Pleasanton the trail directly connects to the Dublin/Pleasanton BART station near the northern end, and extends south to near Shadow Cliffs Regional Park – but there is a significant gap and barrier, as discussed under the “Proposed Trails” Section.

The Iron Horse Trail is owned and maintained by the East Bay Regional Park District. It is both a major transportation and recreation corridor. Approximately one million trips are made each year on the trail according to East Bay Regional Park District. The City of Pleasanton is currently looking at opportunities to improve the crossing and connection at Santa Rita Road and Stoneridge Drive, including connection to the Arroyo Mocho Trail, and to close the gap at the Stanley Boulevard and Valley Avenue intersection and at the south side of Dublin/Pleasanton BART Station.



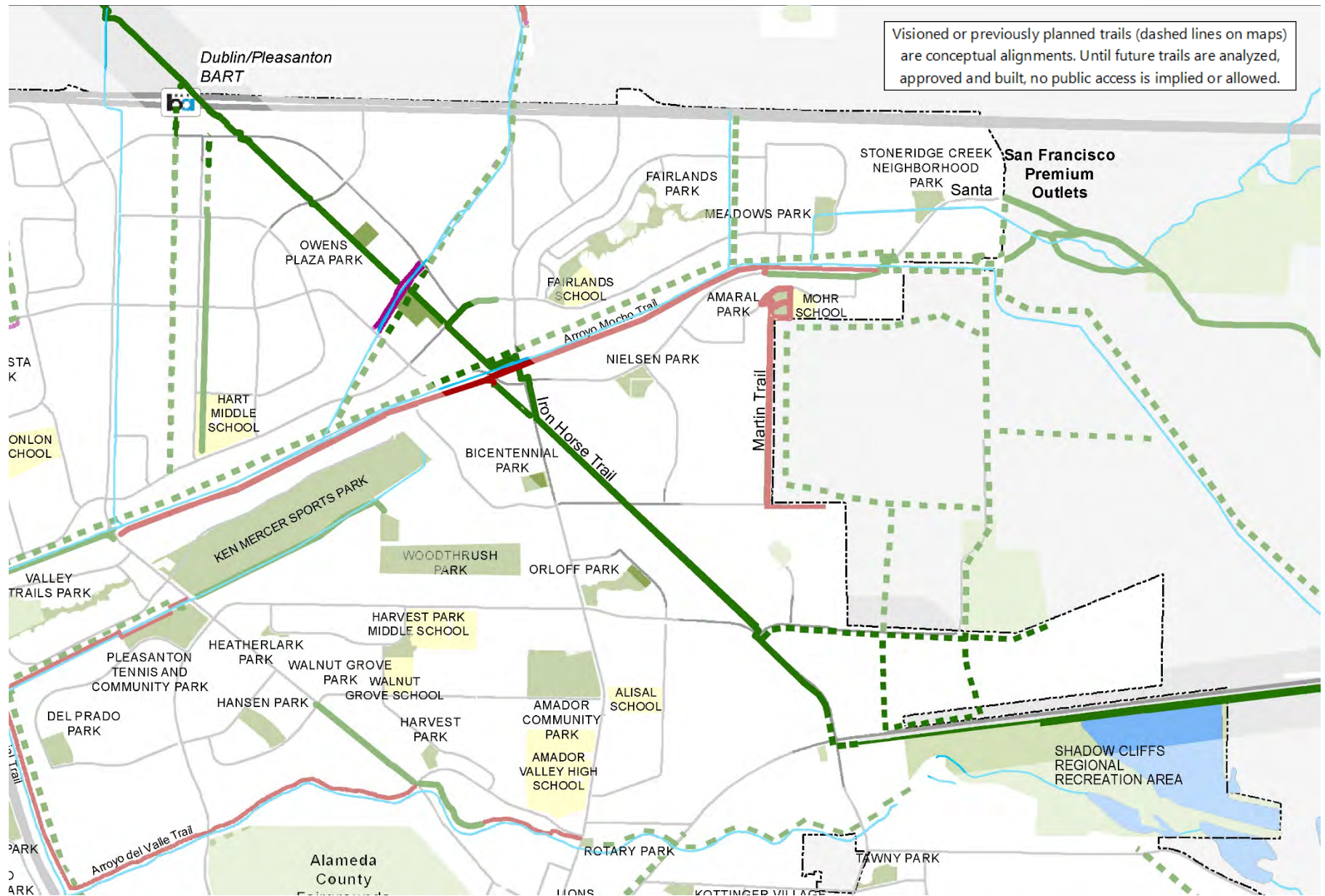


Figure 2-12: Iron Horse Regional Trail Map

## Callippe Preserve Trails

Callippe Preserve was dedicated as public open space as part of the Happy Valley Specific Plan. Callippe Preserve Trail is a 3.75-mile trail that encircles Callippe Preserve Golf Course. It is a narrow natural surface trail for pedestrian and equestrian use (mountain bikes are currently prohibited by signage). The City of Pleasanton owns and maintains the trail and is proposing to improve it to accommodate mountain bikers, consistent with the original intention of the trail.

Surrounding Callippe Preserve Trail is 280 acres of permanently protected open space. The trail provides access to mature oak trees and frequent wildlife sightings, as well as beautiful views of Mount Diablo, Pleasanton Ridge and the Callippe golf course. The trail is not heavily used. It has relatively moderate grades and is friendly for beginners. Some parts of the trail cross into active grazing land. The portion along Westbridge Lane is not yet built and is visioned as part of the Spotorno development.



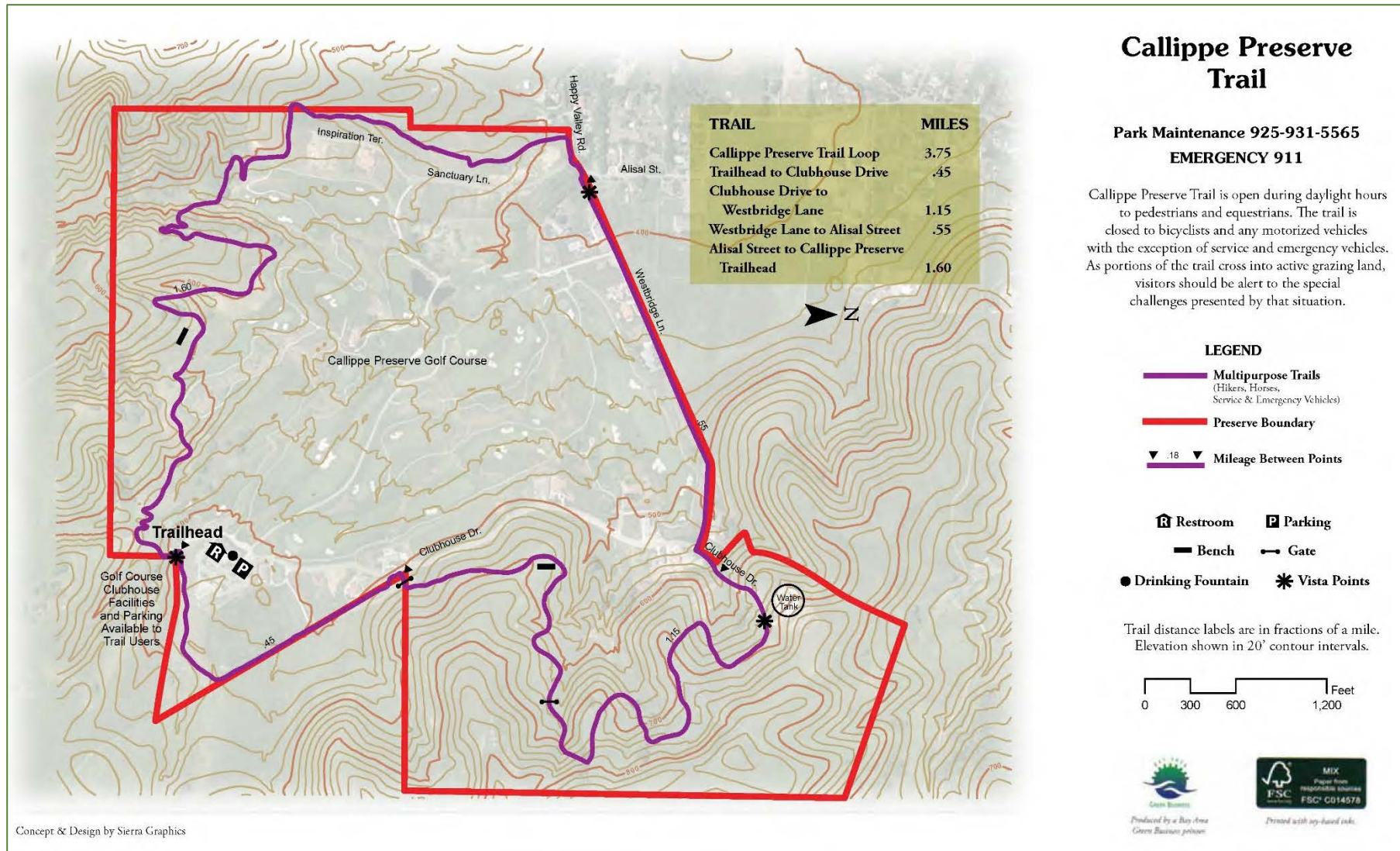


Figure 2-13: Callippe Preserve Trail Map



## The Preserve and Moller Ranch Trails

The Preserve is a 30-acre public open space area that was dedicated as part of residential development in the northwestern portion of Pleasanton, off Laurel Creek Drive, which extends west from Stoneridge Drive. The Preserve Trail is adjacent to Laurel Creek Park (though not connected by a trail), and Moller Park is nearby across Foothill Road. Moller Ranch is an adjacent residential development to the south. A 1.85-mile narrow natural surface trail extends from the central Preserve open space to connect to private open space and residential areas, and to Pleasanton Ridge Regional Park beyond. The two trails in Moller Ranch open space total 1.48 miles. There is a staging (parking) area off Laurel Creek Drive and another staging area to the south off Moller Ranch Drive.



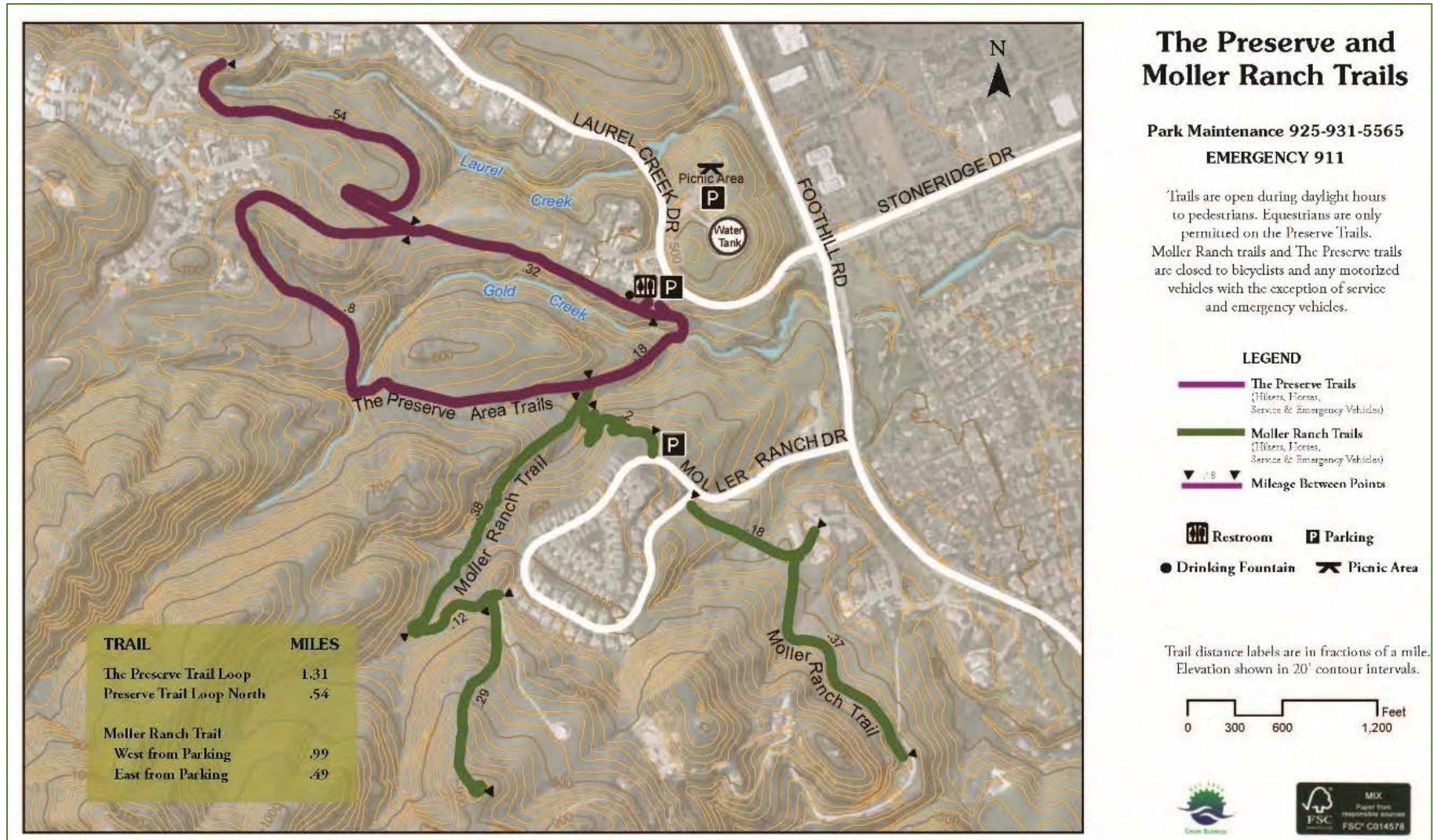


Figure 2-14: The Preserve and Moller Ranch Trails Map

## Marilyn Murphy Kane Trail

The Marilyn Murphy Kane Trail lies within the City owned 318-acre Bernal property. The 3.22-mile-long trail follows the Arroyo de la Laguna from the trail staging area, southward to Bernal Canal, then northeast along the Bernal Canal to Valley Avenue. The trail is a potential link in a future regional trail system that would extend north to Concord, and south, through Niles Canyon to the Bay. The trail has current benefits for observing wildlife along the Arroyo, and for its connection to Cubby's Dog Park at the staging area near Bernal Avenue.

Marilyn Murphy Kane was a local resident who had a vision of preserving a natural park on the beautiful land next to the Arroyo de la Laguna and envisioned a park for anyone wishing to enjoy the natural world – whether walking, biking, jogging or just sitting. She tirelessly and passionately pursued that vision successfully convincing City leaders to set aside the land for this trail.



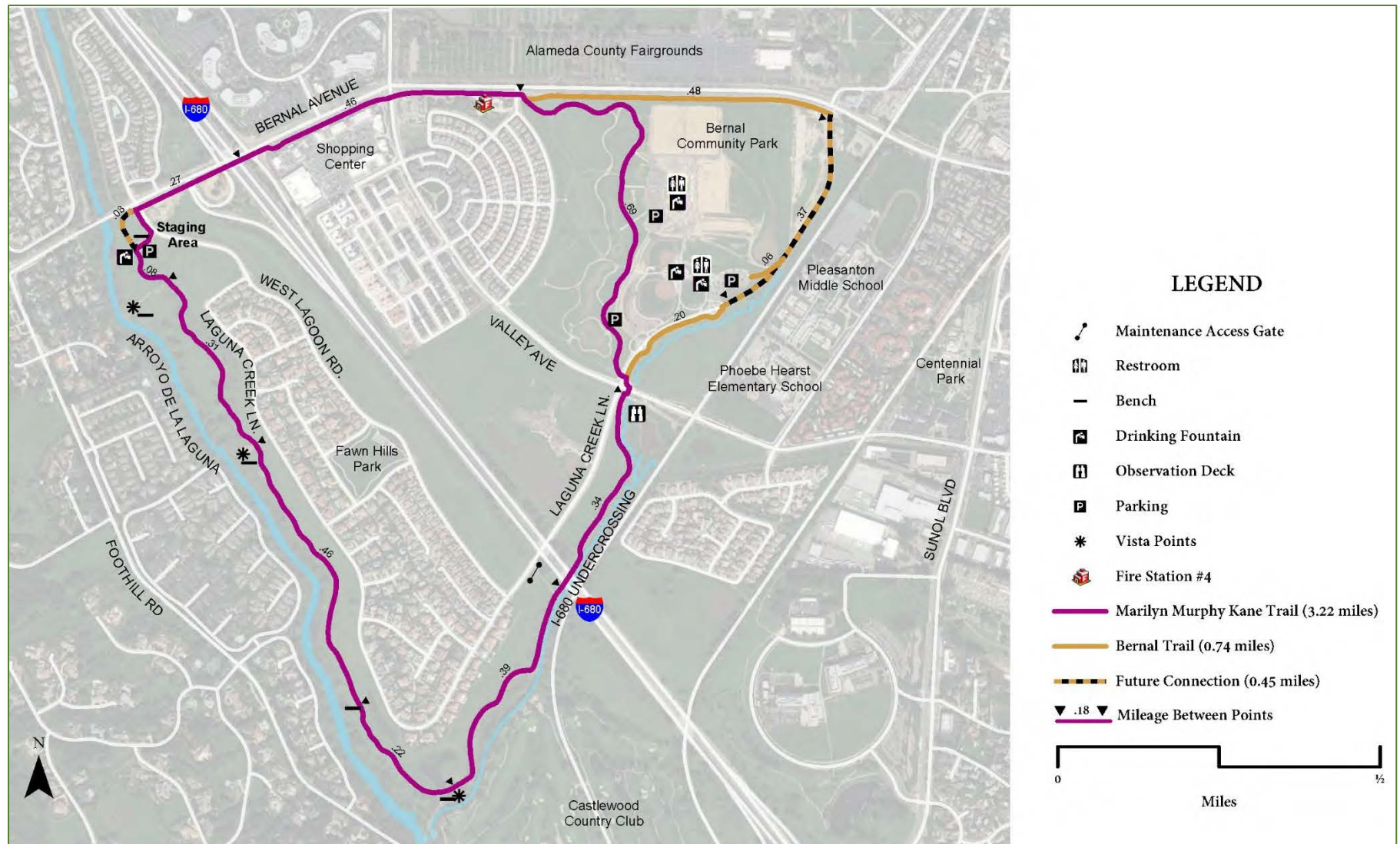


Figure 2-15: Marilyn Murphy Kane Trail Map

## 2.5 REFERENCE TRAIL STANDARDS AND GUIDELINES

Clear standards and guidelines exist for bicycle and pedestrian facilities that function for transportation purposes (summarized in Table 2-3 below). These standards typically apply where state or federal funding is used to plan or implement trails that qualify as transportation routes. There are also federal and state standards for recreational trails built and managed by agencies such as the

U.S. Forest Service or California State Parks, and there are separate federal standards for ADA compliance on recreational trails that are much more flexible than standards for urban facilities and transportation routes. For recreational trails there are no formal classifications or standards. Typically, each agency with a trail system adopts its own standards for trail types and design.

*Table 2-3: Summary of Reference Trail Standards and Guidelines*

Design Guideline or Standard	Topics Addressed
<b>Federal</b>	
<b>American Association of State Highway and Transportation Officials (AASHTO)</b>	
Guide for the Development of Bicycle Facilities (2012)	<ul style="list-style-type: none"> <li>• Shared roadways (lane width, on-street parking, signing)</li> <li>• Bike lanes (widths, intersections, symbol guidelines)</li> <li>• Shared use paths (separation from roadways, width, clearance, design speed, grade, sight distance, intersections, signing, marking, drainage)</li> <li>• Other design considerations (bicycle facilities through interchange areas, traffic signals, bicycle parking, accessibility requirements)</li> </ul>
<b>The Architectural and Transportation Barriers Compliance Board (Access Board)</b>	
Proposed Guidelines for Public Rights-of-Way (2011)	<ul style="list-style-type: none"> <li>• Minimum standards for sidewalks, street crossings, and other elements of the public rights-of-way (including walkways and sidewalks, street or highway shoulders where pedestrians are not prohibited, crosswalks, islands and medians, overpasses and underpasses, on-street parking spaces and loading zones, and equipment, signals, signs, street furniture, and other appurtenances provided for pedestrians)</li> </ul>

Design Guideline or Standard	Topics Addressed
Final Guidelines for Outdoor Developed Areas (2013)	<ul style="list-style-type: none"> <li>• (Recreational) Trails (surface requirements, maximum slope, clear tread width, passing spaces, signs, resting intervals, gates and barriers)</li> <li>• Outdoor recreation access routes (surface requirements, maximum slope, clear width, passing spaces, slopes, resting intervals)</li> <li>• Beach access routes (surface, clear width, slopes, resting intervals)</li> <li>• Picnic and camping facilities</li> </ul>
U. S. Department of Justice (DOJ) Amendment to the ADA Regulations Regarding the Use of Wheelchairs and Other Power Driven Mobility Devices 28 CFR part 35 (2011)	<ul style="list-style-type: none"> <li>• Requires managers of public facilities, including trails, to accommodate people with disabilities who wish to use various types of non-wheelchair powered vehicles for access</li> <li>• See California Department of Parks and Recreation Departmental Notice No. 2011-02: Permissible Uses of Other Power Driven Mobility Devices (OPDMD)</li> </ul>
Manual of Uniform Traffic Control Devices (MUTCD) (2015)	<ul style="list-style-type: none"> <li>• Defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public traffic</li> <li>• Caltrans adopted the updated California MUTCD (CA MUTCD) in January 2012</li> </ul>
Designing Sidewalks and Trails for Access, Part II of II: Best Practices Design Guide (2001)	<ul style="list-style-type: none"> <li>• Shared-use paths (access to path, path surfaces, changes in level, grades, rest areas, width, passing spaces, railings, signs)</li> <li>• Recreation trails (path surfaces, changes in level, grades, rest areas, width, passing spaces, trails through steep terrain, steps, edge protection, signs)</li> <li>• Outdoor recreation access routes (surface, clear tread width, openings, tread obstacles, protruding objects, passing space, cross slope)</li> </ul>
<b>U.S. Department of Agriculture, Forest Service (USFS)</b>	
Trail Fundamentals and Trail Management Objectives (2016)	<ul style="list-style-type: none"> <li>• Highlights overall USFS system, which may have application for unpaved trails in Pleasanton:</li> <li>• <a href="https://www.fs.fed.us/recreation/programs/trail-management/documents/trailfundamentals/1623-3801_TrailFdml+TMO_Sec508_11-14-16_150dpi.pdf">https://www.fs.fed.us/recreation/programs/trail-management/documents/trailfundamentals/1623-3801_TrailFdml+TMO_Sec508_11-14-16_150dpi.pdf</a></li> <li>• The Forest Service Trail Types include: Trail Class 1—Minimally Developed; Trail Class 2—Moderately Developed; Trail Class 3—Developed; Trail Class 4—Highly Developed; and Trail Class 5—Fully Developed</li> <li>• Appendix C of this Trails Master Plan includes a table from this Forest Service publication that summarizes the design characteristics of these trail types, which are illustrated and described in more detail in the publication.</li> </ul>

Design Guideline or Standard	Topics Addressed
<b>State</b>	
<b>California Department of Transportation (Caltrans)</b>	
Highway Design Manual (HDM) (2017)	<ul style="list-style-type: none"> <li>• Class I bikeway/shared use path (width, clearances, grade, separation from highways, design speed, sight distance, horizontal and vertical curves)</li> <li>• Class II bike lane (width, placement, at-grade interchange design)</li> <li>• Class III bike route (bike route criteria, at-grade interchange design)</li> <li>• Cycle track or separated bikeway design</li> <li>• Multipurpose trails</li> <li>• Clear recovery zones</li> </ul>
California Manual of Uniform Traffic Control Devices (MUTCD) (2014)	<ul style="list-style-type: none"> <li>• Signs (application, placement)</li> <li>• Pavement markings (word messages, symbols, arrows, reflectorization, patterns and colors on shared-use paths, demarcating obstacles, dimensions)</li> <li>• Traffic signals and crossing beacons (application, placement)</li> </ul>
<b>California Department of Parks and Recreation</b>	
Accessibility Guidelines (2015)	<ul style="list-style-type: none"> <li>• Accessibility standards</li> <li>• Recommendations and regulations for compliance with accessibility laws</li> <li>• Signs (placement standards, minimum character sizes, level of information required)</li> </ul>

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## 3. The Trails Master Plan

This section contains the “heart” of the Trails Master Plan; the guiding policy framework for the Plan and moving forward; an overview and statistics for the future trails system; and an annotated list of the major trail projects. Detailed plans and descriptions for the trail projects are contained in Appendix A.

**Goal:** A complete and sustainable city-wide trail system that allows safe access to nature and recreation for the entire community.

### 3.1 OBJECTIVES AND POLICIES

#### **Objectives (trail system benefits and characteristics):**

1. Accommodate the full range of trail use interest, including walking, hiking, running, strollers, wheelchairs, dog walking, road bicycles, mountain bicycles, skating, rollerblading, and horses.
2. Create trails that are well designed and managed for sustainability, enjoyability, safety, and compatibility with surroundings.
3. Minimize conflicts between trail users by designating appropriate uses for different trails and designing facilities that accommodate the appropriate trail uses.
4. Engage the community in enjoying, building, maintaining and managing trails – providing a sense of ownership.

## **Policies – (Planning, Design, Operations, Implementation):**

### **1. *Planning:* Guide trail implementation for the future:**

- a. Designate trail improvements and connections in each area of the City appropriate to use demand, opportunities and constraints.
- b. Provide complete, well-organized GIS maps and tables of existing and planned trails.
- c. Incorporate trails in new development to support recreation and non-motorized transportation. Make sure that trails in new development have the potential to connect to the trail network.
- d. Coordinate with and complement the Bicycle and Pedestrian Master Plan.
- e. Focus on coordinating with the systems and plans of other agencies, including the East Bay Regional Park District, Zone 7, Alameda County Bicycle and Pedestrian Plan, Livermore Area Recreation and Park District, the City of Livermore, the City of Dublin, BART, and the Tri-Valley Conservancy.
- f. Be updated at regular intervals, similar to the BPMP, including review of progress, changing opportunities, and check-in with other agencies.

### **2. *Design:* Provide trail design standards and guidelines:**

- a. Sustainable designs appropriate to various user types and settings to provide appropriate controls, buffers and separation.
- b. Solutions for road crossings and connections and other safety or connection challenges.
- c. Reflect appropriate federal and state standards for quality, consistency, and to qualify for funding.
- d. Wayfinding signs and information to help people to get out and use the trails and to facilitate emergency response.
- e. Appropriate support facilities and amenities for the trail system, including parking, staging areas, restrooms at popular locations, benches, fencing, gates, drinking water, bike racks, etc.
- f. Clarify where ADA access is required and/or appropriate.

Visioned or previously planned trails (dashed lines on maps) are conceptual alignments. Until future trails are analyzed, approved and built, no public access is implied or allowed.

Trails shown on private property are conceptual and will require an agreement with the property owner.

**3. Operation and Maintenance (O & M): Provide standards and an overall plan for trail operation, maintenance, and management:**

- a. Develop high-quality trail O & M standards for safe and enjoyable use, minimal environmental impacts and minimal conflicts with adjacent properties.
- b. Identify measures to address security, safety and liability.
- c. Identify practical ways to involve the community (trail events and activities, volunteer patrol, docents, maintenance projects, etc.).
- d. Quantify per mile and overall maintenance requirements and cost.

**4. Implementation: Provide an implementation/action plan:**

- a. Identify the planning-level implementation costs of new and improved trails in the system.
- b. Identify trail system priorities
- c. Provide an action plan for the City to make progress on the identified funding sources.
- d. Match trail construction to available funding for operation and maintenance.
- e. Advertise how to access Pleasanton trails by providing maps, signage, examples of trail adventures, etc.
- f. Identify funding/implementation opportunities.



## 3.2 THE FUTURE TRAIL SYSTEM

This Trails Master Plan is community-based. Every effort was made to hear from residents about what new and improved trails they desired, and where they would like to see more trails in order to achieve an ideal future system. Pleasanton already has an extensive trail system, as described in Section 2 of this master plan. Though there are some new proposed trails, like the Augustin Bernal Mountain Bike Trail, most of the trail projects in the Trails Master Plan are about connections between trails, connections to important destinations, or improvements to the trails that would make them more useful.

### What's In and Out of the Trail Inventory

The existing and planned trail system inventory makes some distinctions about what constitutes a part of the trail system. For example, trails in private development areas that are not open to the public are not mapped or counted as part of the trail system. There are trails within developments that are open to the public and lead to a park or other key destination. These are counted in the trail system. There are many locations throughout the City where there are sidewalks or paths eight feet wide or more that technically could be considered Class I trails. But only those that are part of an important trail route or connection are counted as part of the trail system. In some cases these connecting sidewalks are less than eight feet wide. These are recommended to be widened to ten feet for shared use, or that a parallel path or trail be added to separate bicyclists and pedestrians.



## Future Trails System Maps

Figure 3-1 provides a diagrammatic map of the visioned trail system emphasizing key routes and connections. It clarifies which parts are existing (solid lines), planned (dashed lines), and existing to be improved (parallel lines with space between). The map emphasizes routes, rather than trail types. Nearly all the major cross-city routes would be Class I/Multi-Use paved trails, while virtually all of the trails in the western or southern hills would be unpaved natural surface; mostly narrow/single-track. With this future system, Pleasanton residents will be able to move around the City on loop trails for recreation or to reach key destinations with minimal exposure to traffic. They would have more trails and more options to reach the extensive Pleasanton Ridge trail system, and depending on future development and open space dedications, a significant trail system in the southeastern hills. Figure 3-2 provides a detailed map of the trail system showing existing and proposed trails by type.

Table 3-1 provides the overall statistics for the existing plus future trails system by type.

*Table 3-1: Mileage for Future Trail System by Trail Type*

Planned Trails by Type	Existing Trails Total (miles)	Planned Trails Total (miles)	All Trails Total (miles)
<b>Class I Trail</b>	23.3	22.7	62.6
<b>Service Road to Class I Trails</b>		12.4	
<b>Other Trails Converted to Class I</b>		3.7	
<b>Paved Surface Trail - Narrow</b>	18.5	5.1	22.1
<b>Improved Surface Trail - Wide</b>	10.6		9.1
<b>Improved Surface Trail - Narrow</b>	8.1		8.1
<b>Natural Surface Trail - Wide</b>	9.9	2.6	11.7
<b>Natural Surface Trail - Narrow</b>	6.7	33.1	39.7
<b>Sidewalk Trails</b>	2.9	2.8	5.7
<b>New Bridges</b>		0.4	
<b>Total</b>	80.0	79.1	159.1

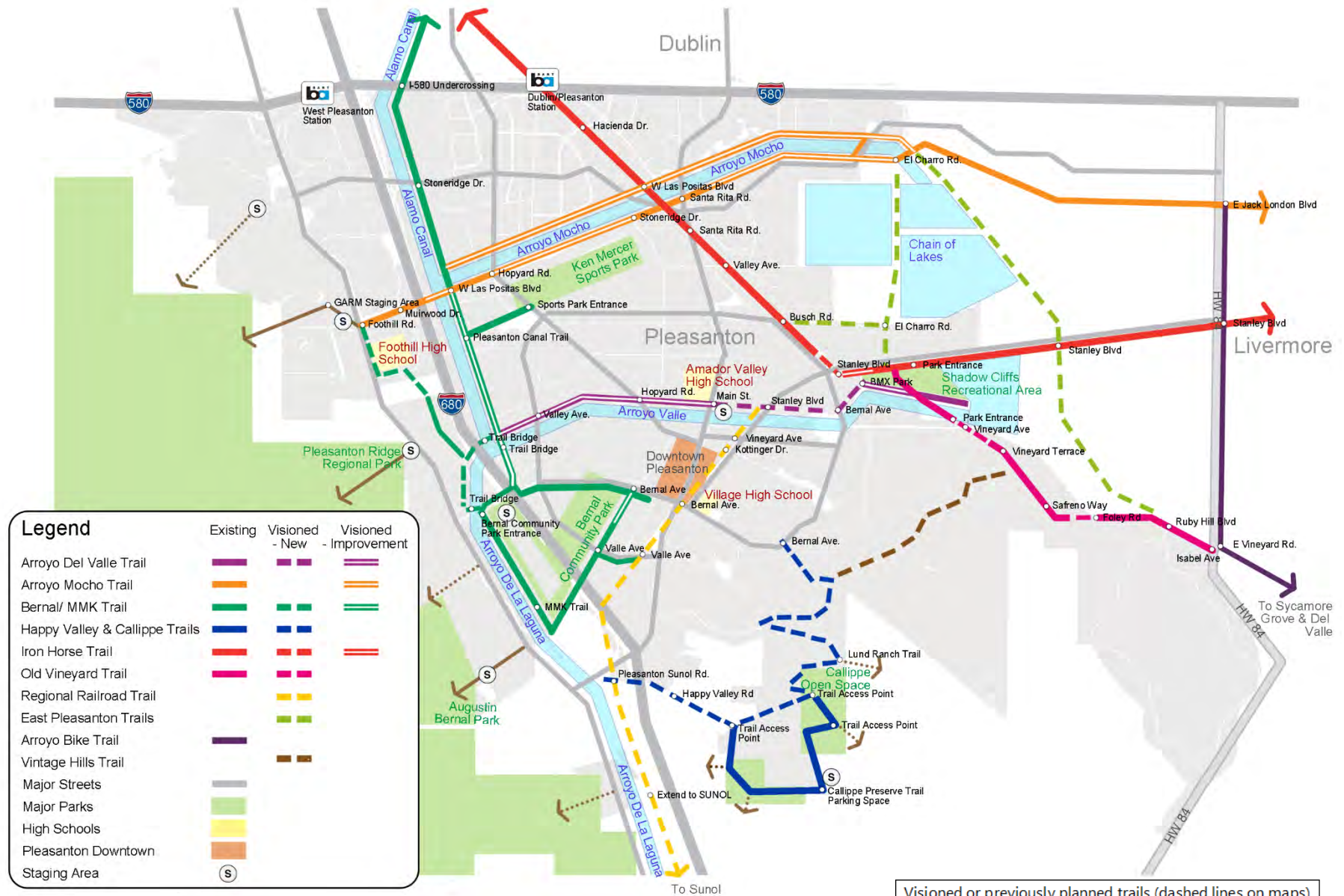
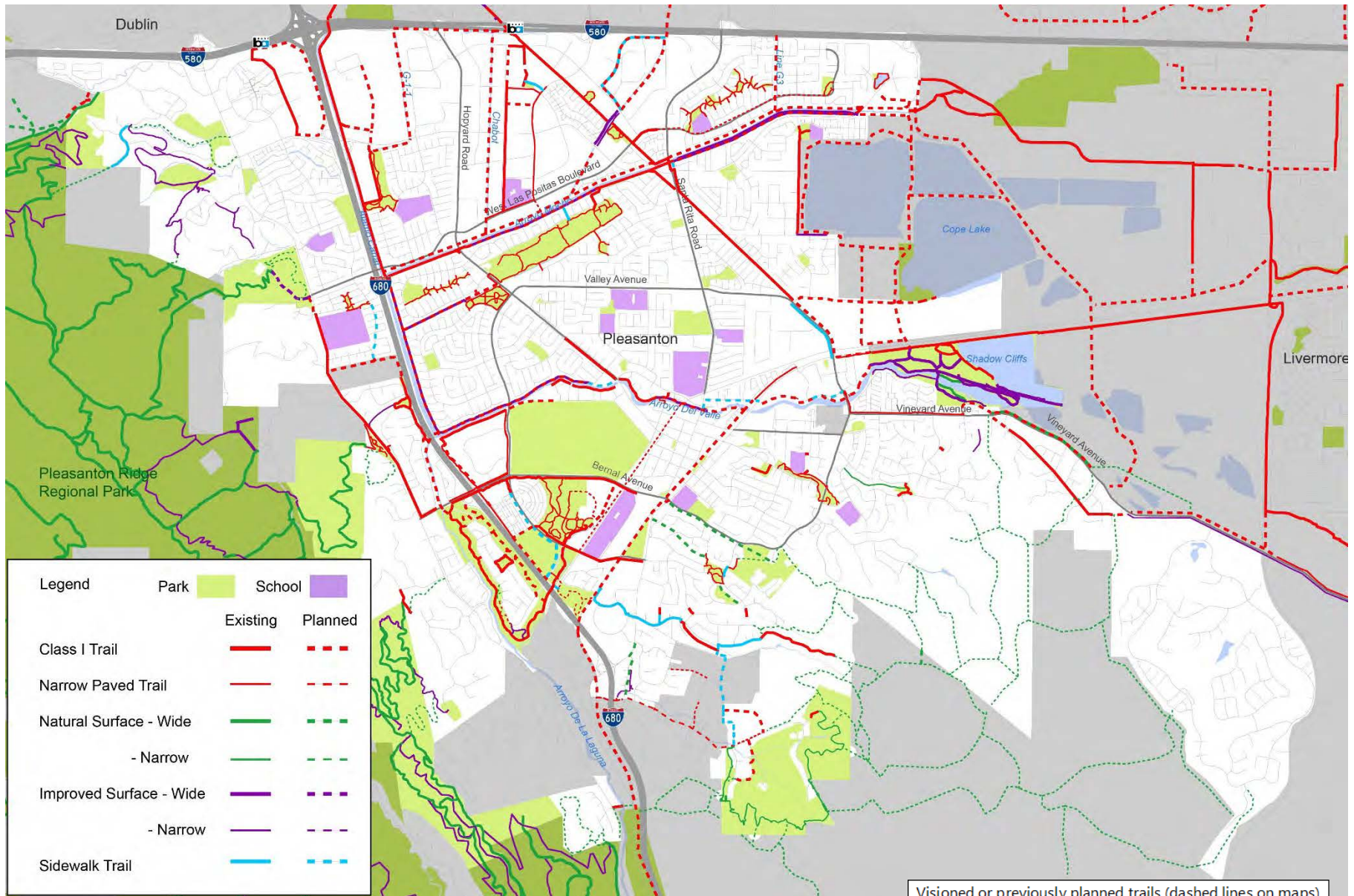


Figure 3-1: Future Trails System Diagrammatic Map

Visioned or previously planned trails (dashed lines on maps) are conceptual alignments. Until future trails are analyzed, approved and built, no public access is implied or allowed.



Visioned or previously planned trails (dashed lines on maps) are conceptual alignments. Until future trails are analyzed, approved and built, no public access is implied or allowed.

Figure 3-2: Future Trail System Detail Map

## Proposed Trail Projects

Figure 3-3 shows a series of major projects around the City to connect, improve, and expand the trails system. Many trail connection or improvement ideas were identified by members of the Bicycle, Pedestrian and Trails Committee, City staff, and the public during the Trails Master Plan public outreach effort. The ideas were reviewed in Public Workshop 2. Some of these projects overlap with planned trails and trail improvements that were already planned as future projects.

The project list in Table 3-2 shows the improvement elements in each project. The project evaluations, rankings, estimated costs, priorities and phases are contained in Section 5 of the Trails Master Plan: Implementation.

## Project Types

The list of trail projects includes several types of projects that make a big difference in the approach, cost and timing for implementation.

### **Projects in Implementation**

Some of the trail projects that were highly desired during the public outreach process are already in design and slated for construction. These projects include the Garms Staging Area and associated trails, a trail connection to and through the BART station on the Iron Horse Trail, and improvements to the Iron Horse Trail connection at the Stanley Boulevard/Valley Avenue intersection. These projects should be implemented consistent with Trails Master Plan goals, objectives, and policies.

### **New/Discretionary Projects**

These projects are the focus of the Trails Master Plan. Some are new ideas or priorities, though some, particularly the Iron Horse Trail, are part of a larger approved project that is mostly complete.

### **Regional Multi-Jurisdictional Projects**

Some trail projects are complex, large-scale, and/or multi-jurisdictional. These trails were already identified in other plans, but are more clearly scoped in the Trails Master Plan.

### **Projects Associated with Current Development**

Another set of projects is associated with development – specific plans and master plans that include commitments to build trails. Usually these can be clearly defined by type and location only in conjunction with the development planning/design/approval process, such as the



current Irby Ranch Project. The goals, objectives, policies, and priorities of the Trails Master Plan should be provided to developers and should guide the design of trails within the development projects.

### **Projects Associated with Future Development**

There are trail concepts, such as from the General Plan, that are envisioned to cross private property if and when the property is developed. This situation primarily exists in the southeast hills. This is potentially a significant opportunity to expand the Pleasanton trail system, especially the much-desired narrow natural surface “single-track” trails. These trails will require further definition when plans have been identified for these areas of the City.

### **Projects on or Connecting to Other Agency Trails**

The City will coordinate potential trail connections with East Bay Regional Park District, Zone 7 and other agency staff throughout the planning and implementation process.

### **General Improvement Ideas**

Some of the suggestions from the public outreach process were trail improvements that have broad geographic distribution and/or are not site-specific. These included paving gravel canal trails, adding amenities, and improved trail signage, maps, and other wayfinding. Most of these improvement ideas are described in more detail in Section 4. Trail System Design. The improvements for these trails will be reflected in the cost to expand and improve the trails system.

## **Other Improvement Ideas**

Other trail ideas were mentioned in public comments that did not get included on the project list for the reasons explained below:

**Safe Trails to High Schools.** This was a priority mentioned in several public comments. Projects on the list will address these improved connections, including Arroyo del Valle Trail improvements to Amador Valley High School; Marylyn Murphy Kane Trail Connections to Foothill High School; and the Regional Rail Trail Project to Village High School

**A trail connection to Garms Staging Area and Pleasanton Ridge via West Las Positas Blvd.** Bike and pedestrian improvements on West Las Positas Blvd. were the number one priority in the BPMP. Design is underway and will be implemented in conjunction with the staging area and trail connections. There were public suggestions to create a trail along West Las Positas, but this would require complete reconfiguration of the current roadway and sidewalks. The planned improvements include bikeways separated from the existing sidewalks.

**Trail Overcrossings of I-580, I-680, Bernal Avenue, etc.** While these freeways and major roads are significant barriers, design and construction of an overcrossing is complex and very expensive (several million dollars and up). Required clearance below the trail would

result in very long ramps to reach the overcrossing, requiring long route detours and significant space for the ramps on each side. Intersection crossing improvements to shorten the distance and the wait time and clarify the crossing are a more practical alternative and are included in the BPMP and in trail projects in this Trails Master Plan.

**Bicycle Improvements along Foothill Road.** Bicycle facilities are addressed in the BPMP. A Foothill Corridor Master Plan is currently underway that will identify the appropriate roadway configuration, including bicycle and pedestrian facilities, in locations where the road is not fully improved. The Northwestern Marilyn Murphy Kane Trail Connection Project notes existing Class I and other connecting trails along the key portion of Foothill Road between Bernal Avenue and West Las Positas Boulevard, and recommends improvements and extensions of these trails.

**Trail Connection from Tennis Park to Sports Park.** This connection already exists and is as improved as is feasible. The improved surface Pleasanton Canal Trail runs along the north side from the Alamo Canal Trail east to Hopyard Road, but it is gated at that point. However, at the west end of the Pleasanton Tennis Park, on the south side of the canal, there is a bridge across the canal to Class I trails in the park, including one that parallels the canal and connects across another bridge to the north side at Hopyard Road. In theory there could be an undercrossing at Hopyard Road along the canal. At present the canal ends at Hopyard, and there isn't sufficient clearance to create an undercrossing. The Class I trail continues north on Hopyard to the intersection with Valley Avenue, where a crosswalk connects to Class I trails in the Sports Park.

## Trail Project Environmental Review

As this Trails Master Plan is a planning study, the potential future development of the trail projects, improvements and amenities summarized in this section and detailed in Appendix A will be subject to appropriate environmental review before being designed, approved, adopted and funded.

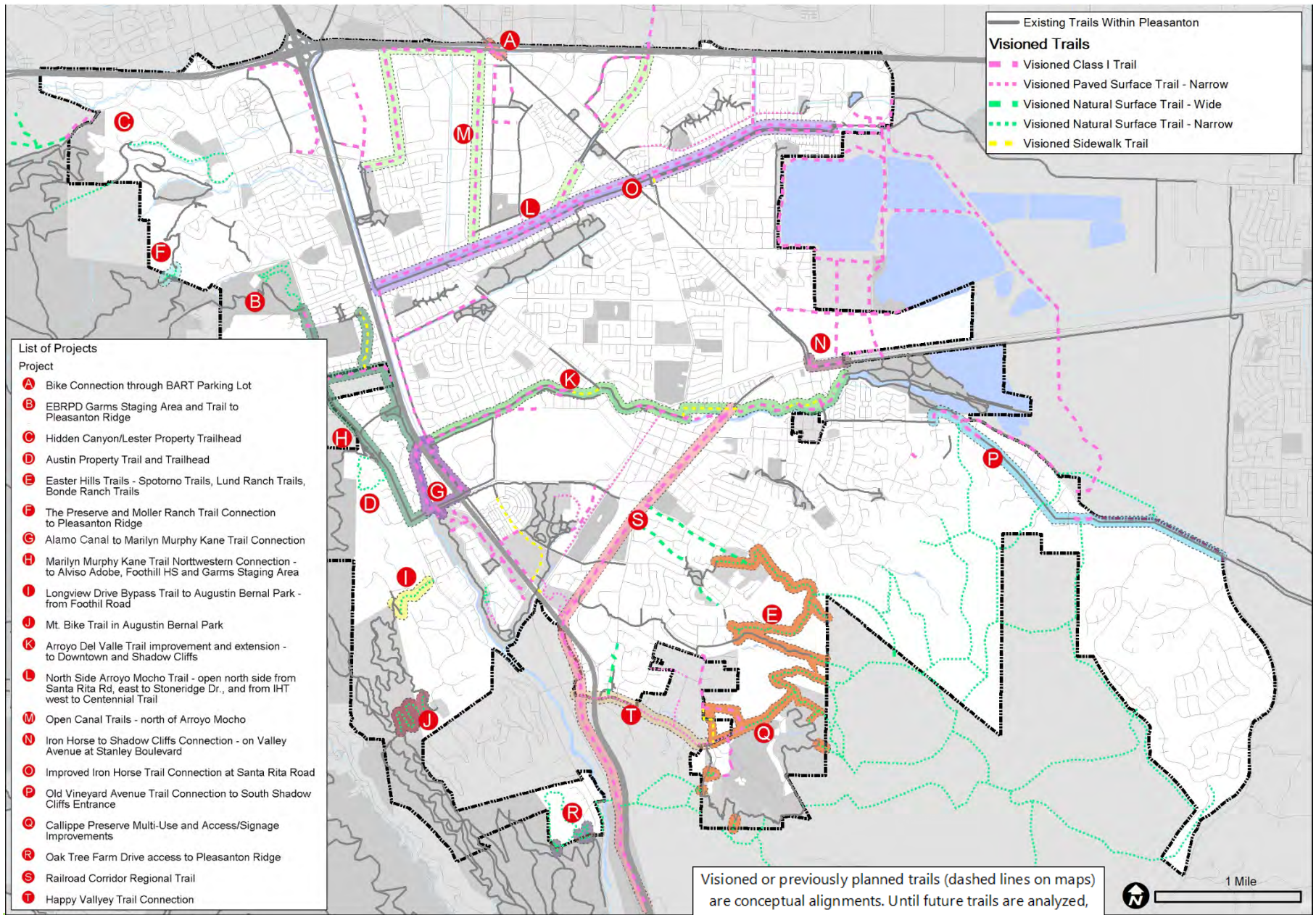


Figure 3-3: Trails System Projects Map

Table 3-2: Trail Connection and Improvement Project Elements

Trail Projects	Planned Trails (Miles)											Total Existing Trails (Miles)	Total Trails - Existing and Planned (miles)
	Total Existing Trails (Miles)	New - Class I Trail	Existing Trails/Sidewalks upgrade to Class I	Service Road to be converted to Class I	New - Paved Surface Trail - Narrow	New - Sidewalk Trail	New - Natural Surface Trail - Wide	New - Natural Surface Trail - Narrow	New Bridges - Count	New Bridges - Length	Total Planned		
A. Connection through BART Parking Lot (BART Maintain)	0.0	0.1									0.1	0.1	
B. EBRPD Garms Staging Area and Connection to Pleasanton Ridge (EBRPD Maintain)	1.0						0.9				0.9	1.9	
C. Hidden Canyon/Lester Property Trailhead (City Maintain)	0.0	0.3				0.8					1.1	1.1	
D. Austin Bernal Property Public Trails System (City Maintain)	0.5						0.6				0.6	1.2	
E. Eastern Foothills Trails - Bonde, Lund and Spotorno Ranches (City Maintain)	0.6	0.4				0.7	5.3				6.4	7.0	
F. The Preserve and Moller Ranch Trail Connection to Pleasanton Ridge (EBRPD Maintain)	3.4						0.2				0.2	3.5	
G. Alamo Canal Trail to Marilyn Murphy Kane Trail Connection (City Maintain)	0.4	0.1	0.4	0.5				3	0.1		0.8	1.2	
H. Marilyn Murphy Kane Trail Northwestern Trail Connection (City Maintain)	2.8	0.8				0.4					1.2	4.0	
I. Longview Drive Bypass Trail to Augustin Bernal Park (City Maintain)	0.1						0.4				0.4	0.5	
J. Mt. Bike Trail in Augustin Bernal Park (City Maintain)	5.0						0.8				0.8	5.8	
K. Arroyo del Valle Trail Improvement and Extension (City Maintain)	2.0	1.1	1.5	0.2		0.9		2	0.1	2.2	4.1		
L. North Arroyo Mocho Trail Opening (City Maintain)	0.0			3.2	0.0			4	0.1	3.3	3.3		
M. Open Canal Trails - North of Arroyo Mocho	0.5	0.5	0.0	4.2	0.0	0.0	0.0	0	0.0	4.7	5.2		
N. Iron Horse Trail to Shadow Cliffs Connection - on Valley Avenue at Stanley Boulevard (City Maintain)	0.0	1.1	0.2							1.1	1.1		
O. Iron Horse Trail Connection Improvements at Santa Rita Road (City Maintain)	0.0			0.0		0.0		1	0.0	0.1	0.1		
P. Old Vineyard Avenue Trail Connection to Shadow Cliffs (City Maintain)	1.8	0.6								0.6	2.4		
Q. Callippe Preserve Trail Signage and Multi-Use (City Maintain)	3.4						0.1			0.1	3.5		
R. Oak Tree Farm Drive access to Pleasanton Ridge (City Maintain)	0.0						1.4			1.4	1.4		
S. Railroad Corridor Regional Trail (City Maintain)	0.0	4.0						1	0.0	4.0	4.0		
T. Happy Valley Trail/Southern Connection (City Maintain)	0.0				1.2					1.2	1.2		
Other All Other Proposed Trails	17.6	13.8	1.6	4.3	3.8	0.8	1.8	23.3	1	0.0	47.9	65.5	
Connector Trails and Gap Closure Projects	3.5	3.1	0.8		1.5	0.0	1.8	0.0	0	0.0	6.4	9.9	
East Pleasanton Trails	1.0	8.3	0.8		0.0	0.0	0.0	0.0	0	0.0	8.3	9.3	
Open and Pave All Canal Trails	5.7	0.0	0.0	4.3	0.0	0.0	0.0	0.0	1	0.0	4.4	10.1	
Central Pleasanton Trails	7.1	2.2	0.0	0.0	2.4	0.8	0.0	0.2	0.0	0.0	5.2	12.3	
South Pleasanton Mountain Trails	0.0	0.0	0.0		0.0	0.0	0.0	21.6	0	0.0	21.6	21.6	
West Pleasanton Trails	0.4	0.0	0.0		0.0	0.0	0.0	1.6	0	0.0	1.6	1.9	
All Other Existing Trails Within Pleasanton	40.8									0.0	40.8		
<b>Total</b>	<b>80.0</b>	<b>22.7</b>	<b>3.7</b>	<b>12.4</b>	<b>5.1</b>	<b>2.8</b>	<b>2.6</b>	<b>33.1</b>	<b>12</b>	<b>0.4</b>	<b>79.1</b>	<b>159.1</b>	

## Trail Project Summaries

Detailed descriptions and illustrations of the trail projects are provided in Appendix A. These summaries provide an overview.



### A. Connection through BART Parking Lot

An improved bicycle connection to and through the Dublin/Pleasanton BART station via the Iron Horse Trail is already planned for construction. Most of the improvements were built by 2014 except for the proposed segment through the existing BART parking lot. BART secured construction funding for the improved bicycle connection project, which also includes a bike/pedestrian bridge over Dublin Boulevard to address a barrier to the north of the BART station.



### B. EBRPD Garms Staging Area and Connection to Pleasanton Ridge

Garms Staging Area is located at the intersection of Foothill Road and W. Las Positas Boulevard and will be one of the five major access points to Pleasanton Ridge Regional Park. The staging area will provide 75 new parking spaces with ADA access, restrooms, a drinking fountain, and benches. Additionally, the staging area will connect to Pleasanton Ridge Regional Park through a six-foot-wide unpaved multi-use trail, the Congdon Loop Trail.



### C. Hidden Canyon/Lester Property Trailhead

A developer is proposing to dedicate to EBRPD a large portion of property in conjunction with a development project at the northwest corner of the City, off Dublin Canyon Road. There would be a new staging area with 36 parking spaces and a vault toilet, and trails that would provide another access point for Pleasanton Ridge.



**D. Austin Property Trail and Trailhead**

This is a small residential development with a loop trail just south of and adjacent to the Alviso Adobe Park. The concept is for the City to develop a staging area of 20 spaces or more on the Austin property that would provide access to the loop trail and other nearby trails.



**E. Southeast Hills Trails and Connections**

In conjunction with the Spotorno property development, trails are envisioned to connect the Callippe Preserve trail system to Bernal Avenue via the planned Lund Ranch trails and the adjacent Bonde Ranch development. The Lund Ranch trails are an approximate two-mile system that is currently being constructed. These trails will form part of the regional trail system linking the hillside areas surrounding the City.



**F. The Preserve and Moller Ranch Trail Connections to Pleasanton Ridge**

A connection will be created from the Moller Ranch Trail, which terminates near the boundary with East Bay Regional Park District property, to Tehan Falls and the rest of the Pleasanton Ridge trail system. This portion of Pleasanton Ridge is currently “land banked” and closed to public access, but it will be opened to public access in conjunction with the opening of trails from the new Garms Staging Area.



### **G. Alamo Canal Trail to Marilyn Murphy Kane Trail Connection**

Alamo Canal Trail runs along the east side of Alamo Canal and the Arroyo de la Laguna, which runs parallel to I-680. It stretches from I-580 south to Arroyo del Valle, with a total length of about three miles. The objective is to connect the Alamo Canal Trail to the Marilyn Murphy Kane (MMK) Trail on the south side of Bernal Avenue and the west side of I-680.



### **H. Marilyn Murphy Kane Trail Northwestern Connection**

The opening of the maintenance road and gate on the west side of the Arroyo de la Laguna would provide direct access to trails in Meadowlark Park, on the east side of the Laguna Oaks residential development, between Regency Drive and I-680. This trail corridor is near the potential Alamo Canal Trail to MMK Trail connection, it continues north through the adjacent Foothill Knolls residential development. The project goal is to extend north to Foothills High School and northwest to the Garms Staging Area. This would depend on future development of a vacant parcel that currently interrupts the connection.



### **I. Longview Drive Bypass Trail to Augustin Bernal Park**

Longview Drive, which is a roughly 2000-foot long residential road and very steep, provides access to Augustin Bernal Park through a very constrained residential driveway. Building a new trail that connects from Foothill Road to Longview Trail will allow people to avoid the steep incline and have a better trail experience. This trail is anticipated to be built as part of a proposed residential development, but would also require access permission from an existing development owner's association.



### J. Mountain Bike Trail in Augustin Bernal Park

This would be a winding one-way downhill bike route designed as a “technical” trail, with turns, banks and grade changes, that goes from the hilltop to the staging area. With the new trail, bikers climb up the hill on the relatively flat multi-use trail and go downhill on the one-way trail.



### K. Arroyo del Valle Trail Improvement and Extension

Arroyo del Valle Trail (ADV Trail) is an established public trail that connects Alamo Canal Trail with Downtown Pleasanton, schools, neighborhoods and other major destinations. The ADV Trail extension would connect from the Alamo Canal Trail all the way through Downtown, and east to Shadow Cliffs Regional Recreation Area, where other trails connect north and east. The project includes trail surface and street crossing improvements, and some on-street route improvements where a separate trail is precluded by property and topographic constraints.



### L. North Side Arroyo Mocho Trail

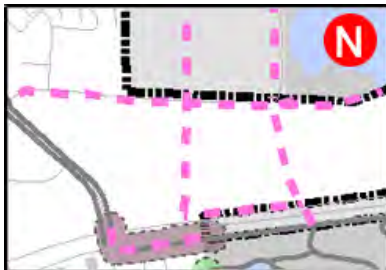
The north bank access road along the Arroyo Mocho from Santa Rita Road east, is currently closed to the public. To complete the connection east of Santa Rita a bridge approximately 60 feet long would be needed over a side channel approximately halfway along this segment. A gate at the end of Martin Avenue would also be opened to allow access to the trail from the Pleasanton Meadows neighborhood.





**M. Open More Canal Trails**

This would include a trail along the existing private former gravel quarry access road from the Arroyo Mocho Trail southeast along the Arroyo Mocho Canal all the way past Stanley Boulevard and the Iron Horse Trail to Vineyard Avenue. Another portion is to open and improve a trail along Tassajara Creek to connect north from the North Arroyo Mocho Trail to Creekside Park and potentially under I-580 into Dublin via an existing undercrossing.



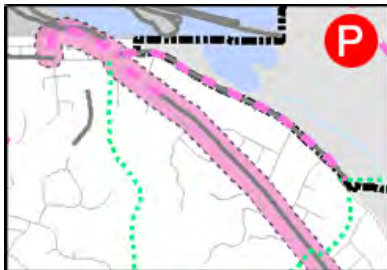
**N. Iron Horse Trail to Shadow Cliffs Connection**

The connection of Iron Horse Trail (IHT) to Shadow Cliffs Regional Recreation Area is a challenge because there is a gap in the IHT at the intersection of Stanley Boulevard, Valley Avenue and Bernal Avenue (Valley becomes Bernal south of Stanley). This project would construct a continuous Class I trail and would include additional crossing improvements at the intersection of Valley/Bernal and Stanley.



**O. Iron Horse Trail Connection Improvements at Santa Rita Road**

Santa Rita Road and Stoneridge Drive sever the Iron Horse Trail (IHT) in two places and complicate the options for connecting from the Arroyo Mocho Trail (AMT) to the IHT. This project would address those barriers to create more efficient and comfortable connections.



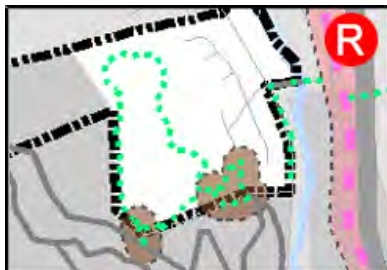
**P. Old Vineyard Avenue Trail Connection to Shadow Cliffs**

Old Vineyard Avenue has been replaced by new Vineyard Avenue, allowing the old road to be closed to vehicles in most locations and converted to a Class I trail. North of “new” Vineyard Avenue at the Pietronave intersection there is a short, curved section of road that leads to the south entrance of Shadow Cliffs Regional Recreation Area. In addition to the current road to trail conversion, this project envisions trail crossing improvements at the intersecting roads.



**Q. Callippe Preserve Trail Signage and Multi-Use**

Callippe Preserve Trail is a 3.75-mile trail that partly encircles Callippe Preserve Golf Course. A paved access road on the northwest edge of the course functions as a de facto trail. This project would include trailhead and signage improvements in conjunction with opening the trail system to mountain bikes. The envisioned loop trail would also entail a trail crossing of Happy Valley Road near the intersection with Alisal Street.



**R. Oak Tree Farm Drive Access to Pleasanton Ridge**

This trail would connect from Foothill Road via a residential street to a small existing unpaved trail system in private open space west of the development area. It would require permission from the local property owners. If a connecting trail was constructed, these local trails could connect to the Sycamore Trail in the southern portion of Pleasanton Ridge.



### S. Railroad Corridor Regional Trail

This proposed trail connection would occupy unused space in the former Southern Pacific Railroad corridor, now owned by Pleasanton within the downtown area, and by Alameda County. It would provide a Class I trail through the downtown area connecting parks and other regional trails. The ultimate goal of this multi-agency trail concept is to connect through Sunol and Niles Canyon to Fremont trail routes, as part of the EBRPD San Joaquin River Regional Trail, enabling Pleasanton residents to ride their bikes to the Bay Trail and around San Francisco Bay.



### T. Happy Valley Trail/Southern Connection

This project would create a walking path on one side of this narrow and winding residential road, and improve conditions for bikes, including at the narrow railroad undercrossing at the west end. The majority of the route is within Alameda County, rather than the City of Pleasanton, and would need to be a joint project. The Happy Valley Trail is part of a larger trail system which extends from Sycamore Road to the Marsh Property and Sunol Boulevard, where it would connect to the envisioned Railroad Corridor Trail.

## All Other Proposed Trails

In addition to the specific trail projects described above there are many other trails envisioned in the General Plan, various specific plans and other adopted plans. Most of the remaining trails are part of development projects as detailed in the Trails Master Plan Section 2, Background. Others are connecting segments envisioned in the General Plan, specific plans prior trail plans and incorporated into the Trails Master Plan.

### East Pleasanton Trails

These include envisioned trails in the East Pleasanton Specific Plan area and a trail along Vineyard Avenue (separate from the Old Vineyard Avenue Trail – Project P above).

### Open and Pave Canal Trails

This is a concept for eventual opening of additional canal trails to those listed under Project M above.

### Other Central Pleasanton Trails

These mostly consist of trails within the Bernal property development as envisioned in that Specific Plan, and a trail along the ACE rail line envisioned in the General Plan.

### South Pleasanton Trails

These are natural surfaced trails envisioned in the General Plan in the southern foothills area of the City's "sphere of influence." They would occur in conjunction with future residential development within undeveloped parcels in the City, and in areas of future annexation.

### West Pleasanton Trails

These are short connections on undeveloped or partially developed parcels in the western foothills that are envisioned to occur in conjunction with future residential development. They would include potential new connections to Pleasanton Ridge.

### Connector Trails and Gap Closure Projects

These are short segments to close gaps and make improvements, mostly within central Pleasanton. Some of them are tied to development projects and others would be City sponsored projects.

## 4. Trail System Design

### 4.1 TRAIL CLASSIFICATIONS AND STANDARDS

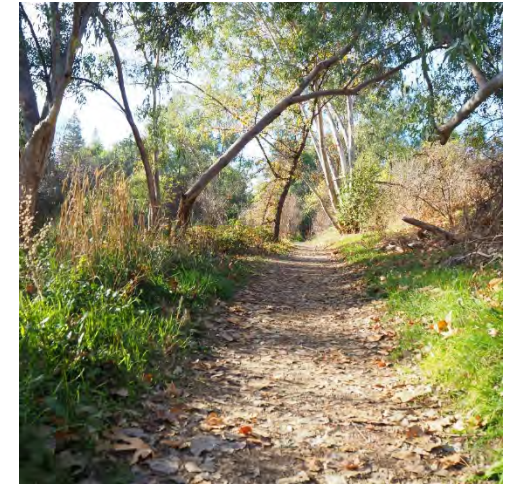
#### About Trail Classifications and Standards

Trail classifications summarize the different trail types on maps and plans – trail classes tend to include a range of variations in existing trail features. Trail standards, on the other hand, set the design goal for ideal trails in the City.

As stated in the background section, there are not universally adopted classifications or standards for recreational trails. Most agencies that manage trail systems develop their own sets of classifications and standards, which stem from the types of trails and trail use that exist in their community.

#### Existing Trail Classifications

Pleasanton has a wide range of existing trails: from remote narrow natural surface hiking trails, to major regional “Class I” shared use routes, to trails that are basically sidewalks but are also part of a trail route. Eight typical existing trail types in Pleasanton are described and classified on the following pages.



Trail along Arroyo del Valle

#### Preferences

*Based on feedback during the public outreach process, the most desired trails in Pleasanton are “Class I” wide, paved multi-use trails, and natural surface narrow trails (also known as “single track”). In seeking to build or improve trails, the City should emphasize these types. The wide “improved surface” trails that include most of the gravel canal trails/access roads elicited many complaints and suggestions about paving. Narrow paved or improved surface trails are not as desired because they are not practical for multi-use and because they don’t provide the sense of fitting into nature that an unpaved open space trail does. The major part of the demand for narrow natural single-track trails was from mountain bicyclists, and this included desire for separate trails for mountain bikes, or at least emphasizing that use.*



**Class I Multi-Use Trail in Greenway**

**Features:**

*Width:* 8' minimum

*Surface:* Asphalt or Concrete

**Setting:** Along a canal, in open space, or in other natural or landscaped setting or corridor.

**Examples:**

- Iron Horse Trail (portions)
- Alamo Canal Trail (portions)



**Class I Multi-Use Trail Along Roadway**

**Features:**

*Width:* 8' minimum

*Surface:* Asphalt or Concrete

**Setting:** Directly adjacent to a public road. Typically separated by a curb, barrier, and/or a planted buffer.

**Description:** While not ideal as a trail experience, these provide critical links between other segments of trail and allow the trails to be used for longer trips.

**Examples:**

- Iron Horse Trail (portions)
- Foothill Road north of Bernal



**Paved Pedestrian Trail**

**Features:**

*Width:* less than 8'

*Surface:* Asphalt or Concrete

**Setting:** In parks and open spaces.

**Description:** Similar to a sidewalk, but distinct by its use and location within a park or open space.

**Examples:**

- Meadowlark Park Trails



**On-Street Route**

**Features:**

*Width:* 5' to 6' sidewalks plus bike lanes or shared bike route

*Surface:* Asphalt or Concrete

**Setting:** Where there is no opportunity to create a separate trail in part of a trail route.

**Description:** Sidewalks and bike lanes can be very functional as connecting routes, though not as comfortable as a trail separated from traffic.

**Examples:**

- Stanley Boulevard between Main St. and First Street – a connection in the ADV Trail
- W. Las Positas Blvd. connection to Garms Staging Area.



**Improved Surface Trail – Road Width**

**Features:**

*Width:* 8' or more (12' typical)

*Surface:* Gravel or base rock

**Setting:** Along a canal, in open space, or in other natural or landscaped setting or corridor.

**Description:** Typically, these are maintenance roads created by Zone 7 and opened for trail use through agreements with the City. They also occur in developed parks where the width is needed to support heavier use.

**Examples:**

- Arroyo Mocho Trail
- Bernal Community Park Trails



**Improved Surface Trail - Narrow**

**Features:**

*Width:* less than 8' wide

*Surface:* Gravel or crushed stone

**Setting:** In developed parks or greenways.

**Description:** Similar to the Road Width trail, but narrower. Used where the additional width is not needed to accommodate maintenance vehicles or bicycle use.

**Examples:**

- Bernal Community Park
- Fire House Arts Center



**Narrow Natural Surface Trail – Wide**

**Features:**

*Width:* Less than 8' (2' - 5' typical)

*Surface:* compacted soil

**Setting:** In parks and open spaces.

**Description:** Usually former ranch or fire roads. Often very steep. Sometimes still used for maintenance or emergency access as well as recreation.

**Examples:**

- Augustin Bernal Community Park



**Natural Surface Trail – Narrow**

**Features:**

*Width:* less than 8' (2' typical)

*Surface:* compacted soil

**Setting:** In parks and open spaces.

**Description:** Found in steep "back country" terrain, and lower use "front country" settings. Usually built to 6', but narrows with sloughing and vegetation encroachment.

**Examples:**

- Augustin Bernal Community Park
- Callippe Preserve

## Proposed Trail Standards

Based on feedback during the public outreach process and discussions with trails maintenance staff, there are four trail classifications that are most desired and practical. These four classifications are emphasized on planning maps for the Trails Master Plan and are addressed by Trail Design Standards to guide the form of new and improved trails in the City. The TMP identifies standards that should be applied to these trail classifications on the following pages.

An important consideration for trail design is access for people with disabilities, which is required by the Americans with Disabilities Act (ADA). There are two different ADA standards for trails – one set for transportation function trails on “paths of travel” between destinations, and a more flexible set for recreational trails that are only useful for that purpose. TMP Section 2.5 includes references to these specific standards.



Class I Multi-Use Trail



Improved Surface Trail



Natural Surface Trail – Wide



Natural Surface Trail – Narrow



## Class I Multi-Use Trail

**Width:** 10' to 20' (8' minimum)

**Surface:** asphalt or concrete with fine crushed stone shoulder

**Slope:** <5%; <2% cross slope

**Uses:** pedestrians, bikers

**Setting:** Newly developed parks, former maintenance roads

To meet Caltrans Class I bike route standards and ADA accessibility standards, the slope or climbing gradient must not exceed five percent. The cross-slope for drainage purposes is typically one to two percent. There are standards for geometric layout, clearance from objects, and other details contained in the Caltrans Highway Design Manual Chapter 1000, as referenced in the Trail Standards and Guidelines section of the Trails Master Plan.

Ideally a Class I Trail is located in a greenway or corridor that is separated from vehicle traffic, but they may include wide sidewalks (at least eight feet wide) adjacent to the curb in the road right-of-way, or separated by a planted buffer. While eight feet is the minimum width per Caltrans standards for a Class I multi-use trail, ten feet is a recommended minimum for new or improved multi-use paved trails to reduce potential conflicts. The National Association of City Transportation Officials (NACTO) recommends 12 feet.

Where there is sufficient space it is desirable to have decomposed granite (DG) shoulders on the side of the trail. This gives users an area to step off the trail, walkers and runners a softer surface than asphalt, and encourages people with dogs to keep to the side of the trail.

In very heavily used shared-used trail segments it can be beneficial to have parallel bicycle and pedestrian trails to reduce conflict. Many of

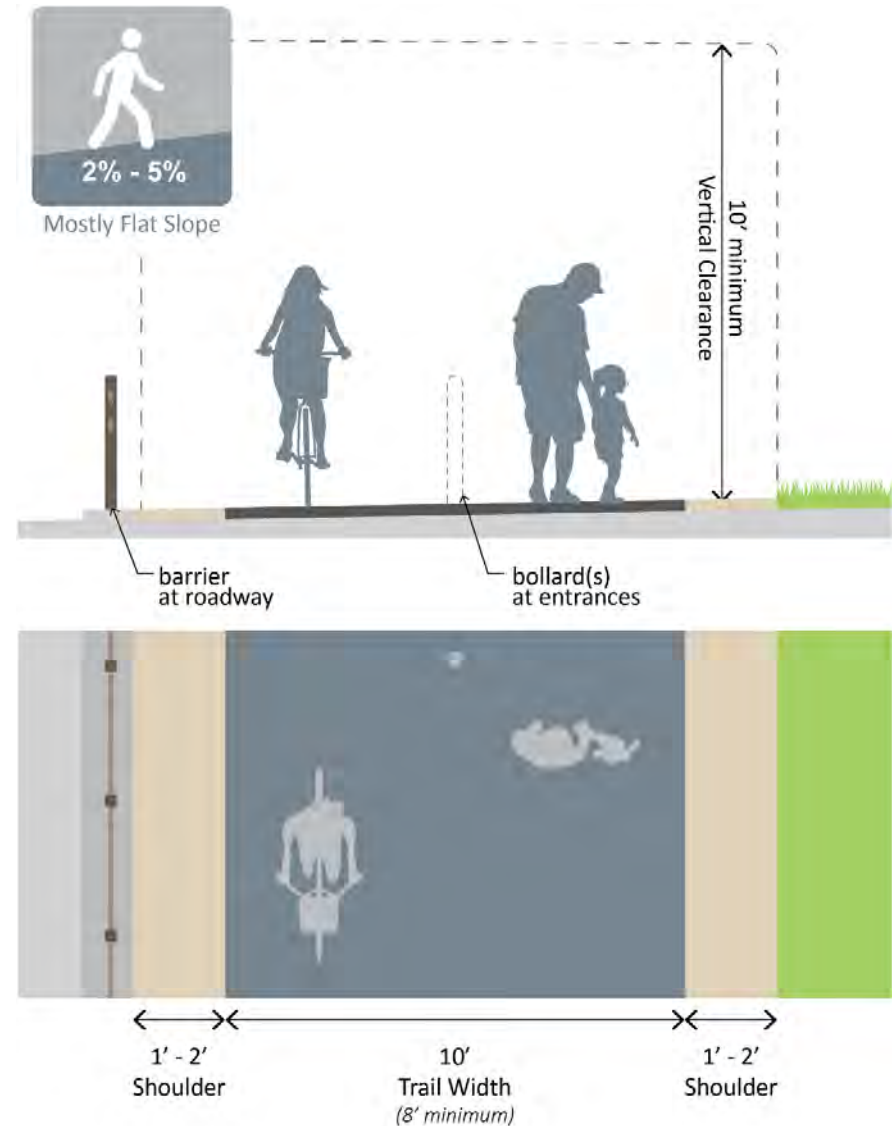


Figure 4-1: Proposed Class I Multi-Use Trail Standard

the trails in Pleasanton double as bicycle transportation routes, and many recreational bicyclists prefer to travel at a good clip. Typically, the posted speed limit in such shared use trail settings is 15 mph.

The pedestrian trail could be paved, DG, or other compacted gravel type surface. The bicycle portion should be at least 8 feet wide, with an equal width pedestrian trail provided there is sufficient space. A buffer between the two trails is desirable. The yellow center stripe reinforces the idea that the bicycle portion is a “highway” with potentially fast moving bikes, and helps to remind bicyclists to keep right. Typically, there are signs at each entry point to clarify which trail is for which uses, as well as pavement markings at regular intervals. Even with separate trails for bikes and pedestrians it is desirable to have an unpaved or improved surface shoulder or side trail for running or dog walking.



Example of parallel bike and pedestrian trails - Benicia State Recreation Area

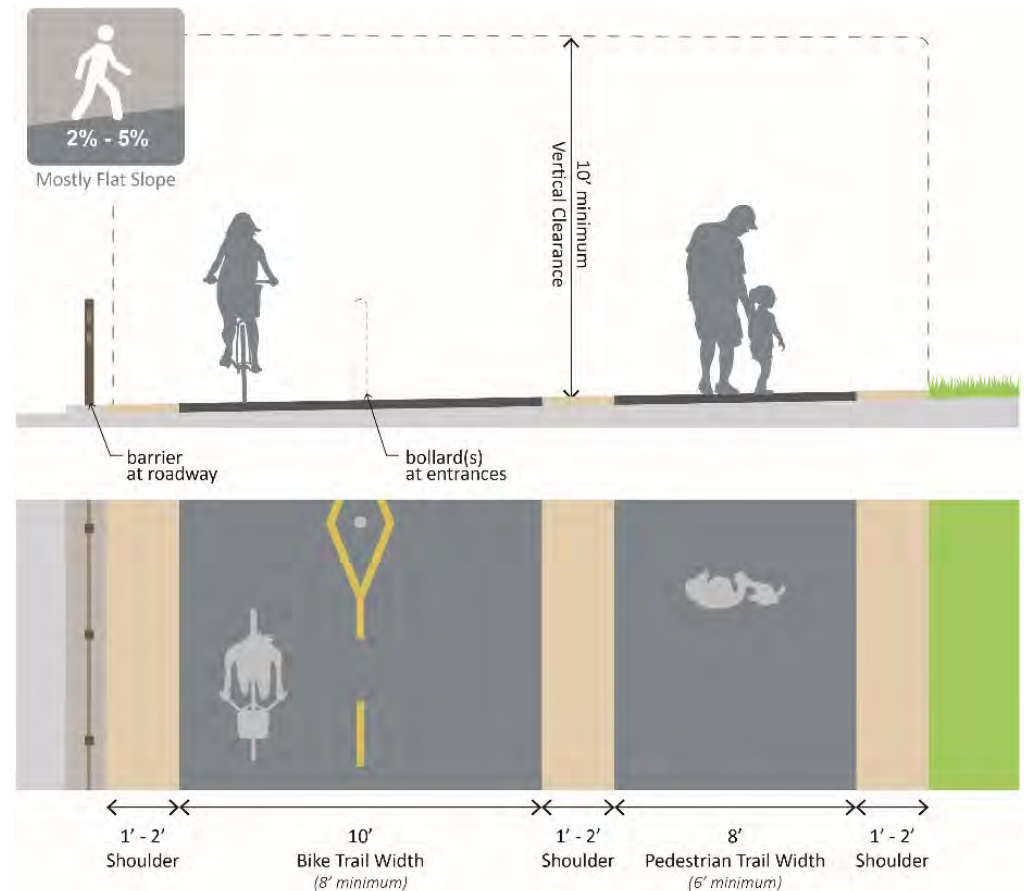


Figure 4-2: Proposed standards for parallel bike and pedestrian trails.

## Improved Surface Trail

**Width:** 10' to 20' (8' minimum)

**Surface:** finely crushed stone, compacted

**Slope:** 5% - 10% (segments of steeper slope where required)  
3 - 5% cross slope

**Uses:** Hiking, biking

**Setting:** Newly developed parks, former maintenance roads

Based on public feedback during the preparation of the Trails Master Plan the most desired trail types are Class I Multi-Use paved trails, and natural surface narrow trails.

The minimum width for improved surface trails to accommodate shared use is eight feet, but ten feet is preferred. The surface should be a finely crushed stone, such as DG or quarry fines, as these provide permeability and a natural feel, but are easier for bikes, dogs, and low mobility users. Trail gradient ideally remain under five percent, but could be as much as ten percent, or steeper for short segments where necessitated by terrain. Cross-slope should be adequate for drainage, with a three percent minimum, and a five percent maximum.

This trail type may be an alternative to the paving of gravel canal maintenance roads that was frequently requested in public input for the TMP. Alternative pervious paving surfaces, including crushed stone with a binder, have been tested on the south side of the Arroyo Mocho west of Santa Rita Road. Based on feedback from these tests, crushed stone surfaces are being considered for use along the Arroyo Mocho, specifically Terrapave, a proprietary aggregate mix with a polymer binder.

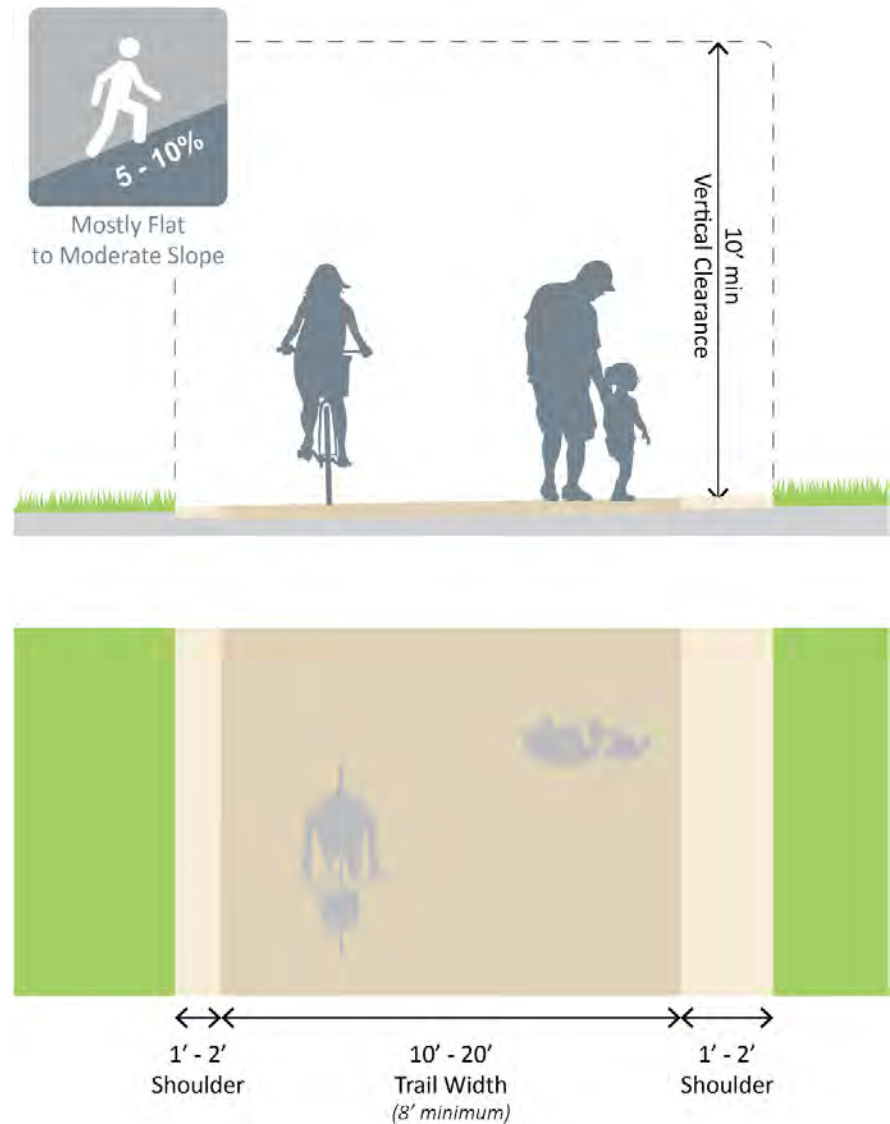


Figure 4-3: Proposed standards for Improved Surface Trails

## Natural Surface Trail – Wide

**Width:** 10' to 12' (8' minimum)

**Surface:** compacted soil

**Slope:** <10% (segments of steeper slope where required)  
3-5% cross slope

**Uses:** Hiking, mountain biking, equestrian

**Setting:** Heavily used parks and open spaces

Most of the trails of this type are ranch or fire roads that became trails when the land was converted to public park or open space. These inherited trails are often very steep – especially ranch roads that were designed for 4-wheel drive use.

These road-width trails are often designated for multi-use. Because of their width they encourage mountain bike speed, which is often a source of conflict with other users.

This trail type has a compacted dirt surface and is wide enough to accommodate patrol or maintenance vehicles; at least eight feet, and usually 12 feet or more. Pleasanton might build such a trail where patrol, maintenance or fire access is needed in a park or preserve, or trail use is anticipated to be heavy enough to require the width.

If such a trail is constructed as a new facility ideally the gradient would not exceed ten percent. These wider trails may require side ditches and culverts to divert and collect runoff and minimize erosion. They also require a steeper cross-slope than a paved trail – about three to five percent.

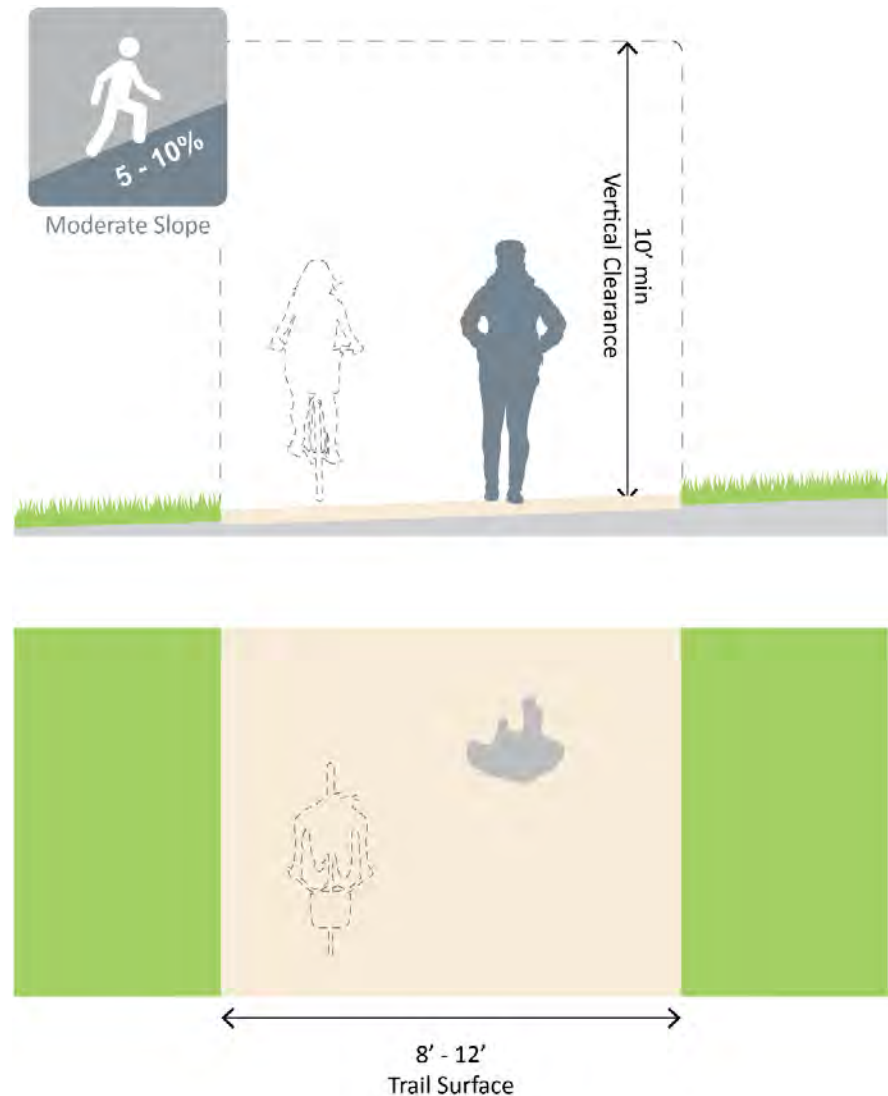


Figure 4-4: Proposed standards for Natural Surface Trail - Wide

## Natural Surface Trail – Narrow

**Width:** 5' to 6' wide clearing (3' to 4' after establishment)

**Surface:** compacted dirt

**Slope:** 5-15% (segments of steeper slope where required)

**Uses:** Hiking, mountain biking, equestrians

**Setting:** "Backcountry" parks, low use trails

This is the type that people usually envision when they think of a trail. They are typically located in natural park or open space areas, where they follow the terrain, providing access to natural features and vistas. They are not drivable, except by small equipment such as ATVs. Often they are constructed and maintained by hand. They tend to be located in hillside settings, so trail cross-section is an important consideration.

Narrow Natural Surface Trails may be suitable for multi-use – mixing mountain bikes with hikers and sometimes equestrians. Most mountain bicyclists prefer this type of trail. The "technical" trail that is preferred by many mountain bicyclists has short climbs and descents, twists, turns and obstacles that limit speed and create challenge. Many of these features are created by natural conditions along the trail, or they can be introduced. Any properly designed hillside trail will take advantage of natural small divisions in the slope watersheds, climbing and descending to avoid concentrating runoff along the trail, which increases erosion. See Section 4.3 for more design considerations for this type of trail.

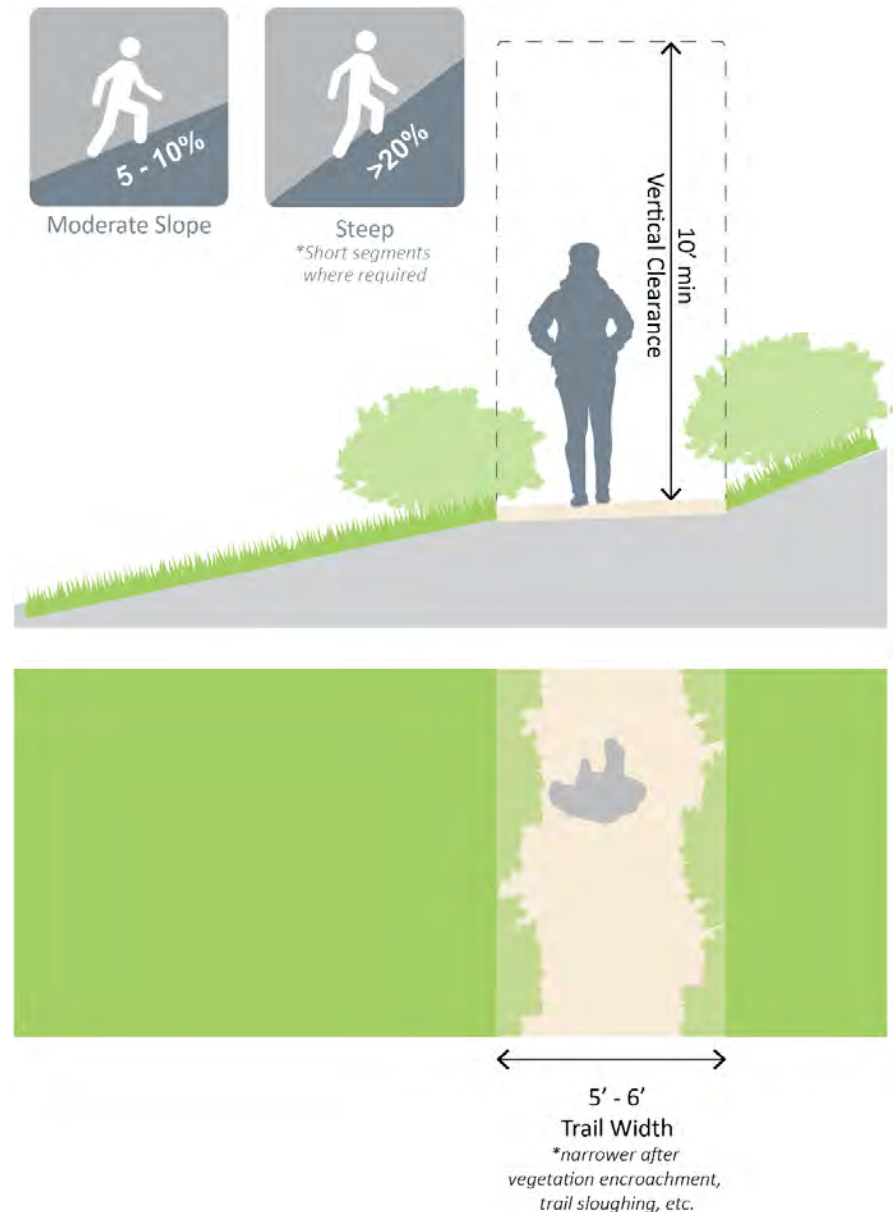


Figure 4-5: Proposed standards for Natural Surface Trail - Narrow

## 4.2 TRAIL CROSSING DESIGN GUIDELINES

The *Pleasanton Pedestrian and Bicycle Master Plan* (BPMP) should be referred to whenever making decisions about when to mark, enhance, or remove trail crossings. While trail crossings serve both bicyclists and pedestrians, planning and designing for the most vulnerable roadway users – pedestrians – creates a safe environment for all trail users. There are four recommended trail crossing types for Pleasanton:

- **Signing and Striping Crossings** – these are the default style crossing and most commonly installed at lower volume, narrower cross-section, and/or lower speed streets, as outlined in the BPMP.
- **Raised Crossings** – these are crossings located on speed tables. These are normally installed on low volume streets where speeds are posted at 30 MPH or less, but that have higher volume pedestrian traffic.
- **Pedestrian Hybrid Beacon (PHB) Crossings** – commonly installed at mid-block crossings on roadways with higher Average Daily Traffic (ADT), and/or wider cross-section, PHBs enhance the standard uncontrolled trail crossing.
- **Signalized Crossings** – signalized crossings are normally reserved for arterial crossings and often serve the dual purpose of assigning vehicle and trail user access. Some signalized locations may serve just the trail.

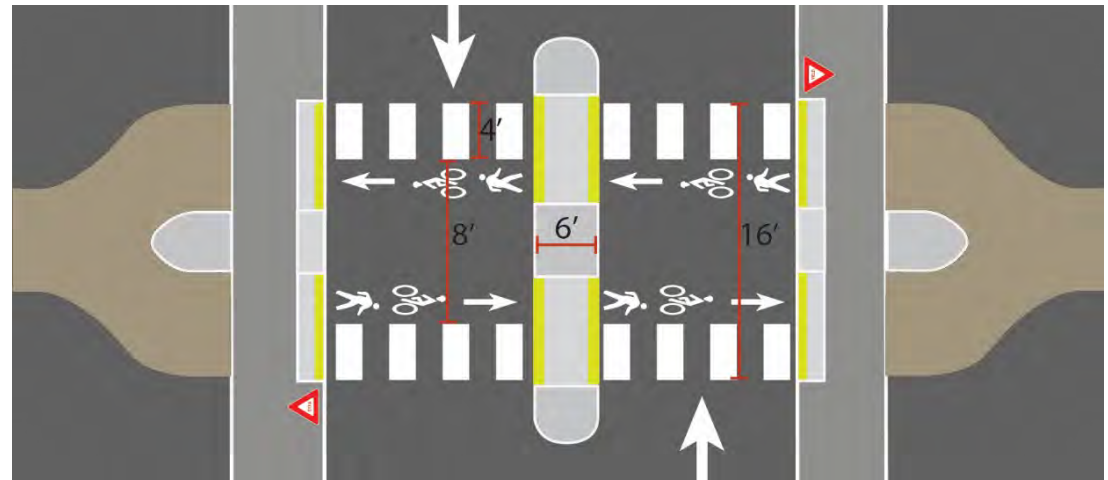
### Signing and Striping Only Trail Crossing Design

On roadways with low to medium ADT with a narrow cross-section (2-3 travel lanes) and/or low speeds (30MPH or below), trail crossings can generally be marked with signing and striping only and may not require further enhancement such as a Pedestrian Hybrid Beacon (PHB) or Rectangular Rapid Flashing Beacon (RRFB) due to low crash risk. Where space allows, the trail widens to a Y-shape at intersections to split trail users by direction and slow speeds approaching the crossing.

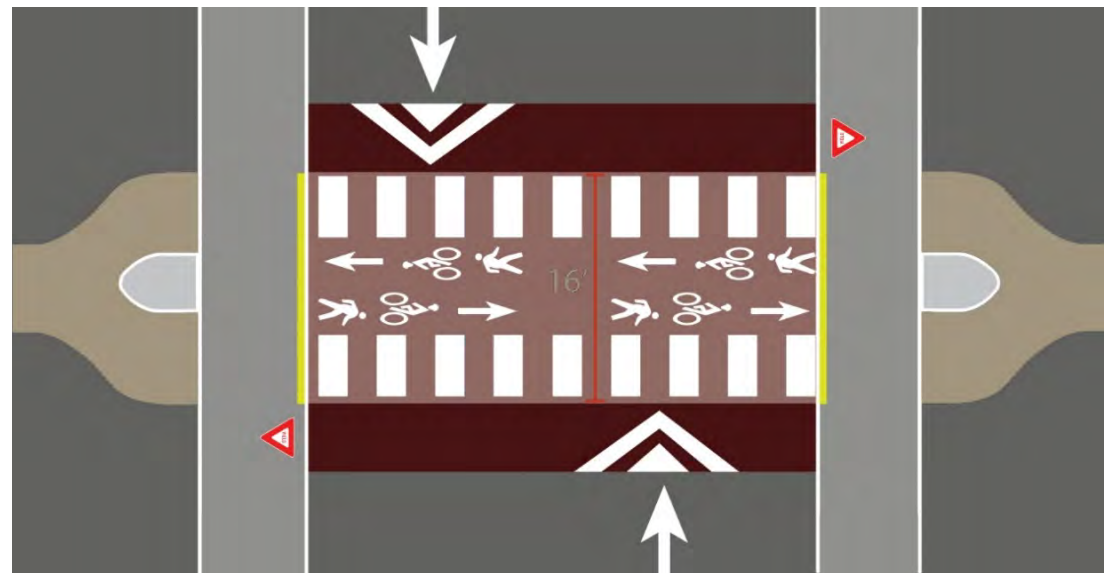
The standard Pleasanton trail crossing has a modified triple-four trail crossing that emphasizes shared space and trail directionality. The striping is a high-visibility continental crosswalk with the middle portion of each bar removed. This gap is filled with pedestrian and bicycle pavement legends to denote shared use and arrows to indicate direction of travel. Where roadway geometry allows, median refuges should be considered to shorten the crossing distance for trail users and allow them to cross the street in two steps. Median refuges should be a minimum of six feet in width.

### Raised Trail Crossing Design

On local streets with low speed limits and ADT, the crossing can be designed as a raised “speed table” and also serves as a traffic calming device. This creates a raised crossing that slows approaching vehicles as they drive through the crossing. The striping patterns are similar to the signing and striping concept per Concept A-1.



Concept A-1: Signing and striping only trail crossing

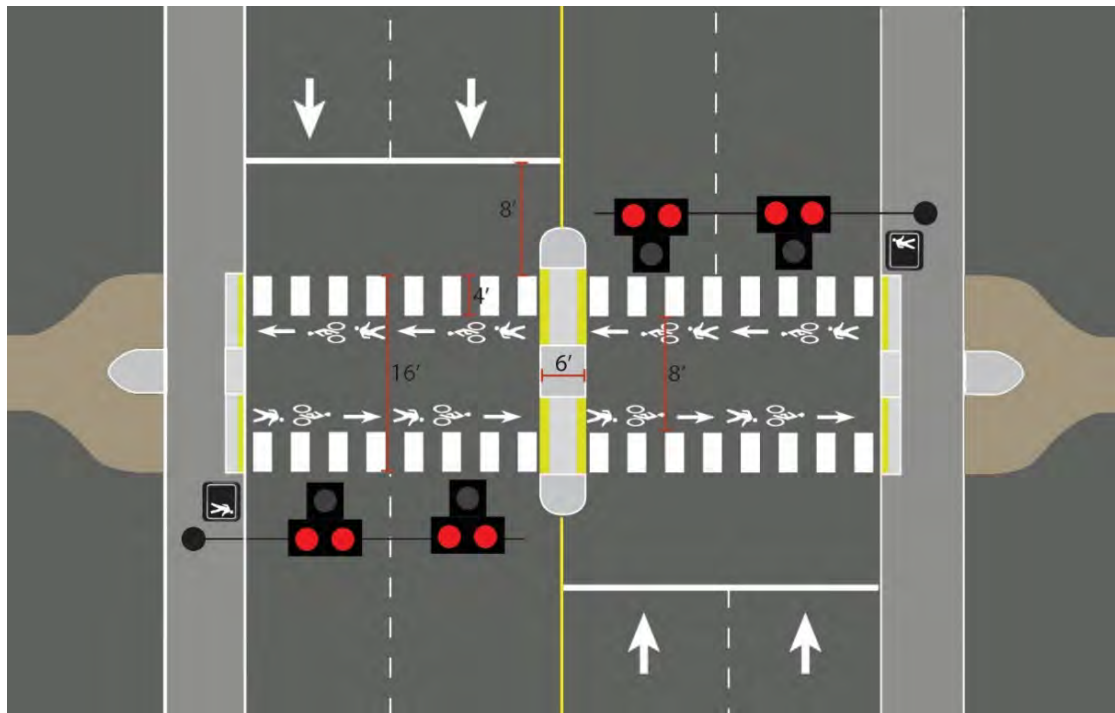


Concept A-2: Raised trail crossing

## Pedestrian Hybrid Beacon Trail Crossing Design

On roadways with high speeds and/or wider cross sections and medium to high ADT, trail crossings can be further enhanced to improve the visibility of the trail user. PHBs have been shown to have high rates of drivers yielding to pedestrians. The California Manual of Uniform Traffic Control Devices (MUTCD) establishes warrants for both PHBs and pedestrian signals, which should be considered prior to selecting these treatments. The warrant for PHB has a minimum pedestrian crossing volume of 20 trail users per peak hour. Consideration should be given to the presence of adjacent traffic signals. PHBs, when activated, start with a flashing yellow, then solid yellow, then solid red. This requires drivers to come to a complete stop. When the solid red appears, trail users are given a walk signal. Following the walk signal, a flashing walk signal begins and the red signals begin to blink. Vehicles can proceed when safe after coming to a complete stop, at their risk.

All crossings with PHBs use the striping concept described under Concept A: Signing and Striping.



Drivers		Pedestrians	
	Proceed with Caution		Push the Button to Cross
	Slow Down (Pedestrian has activated the push button)		Wait
	Prepare to Stop		Continue to Wait
	STOP! (Pedestrian in Crosswalk)		Start Crossing
	STOP! Proceed with Caution if Clear		Continue Crossing (Countdown Signal)
	Proceed if Clear		Push the Button to Cross

Concept B-1: PHB trail crossing design

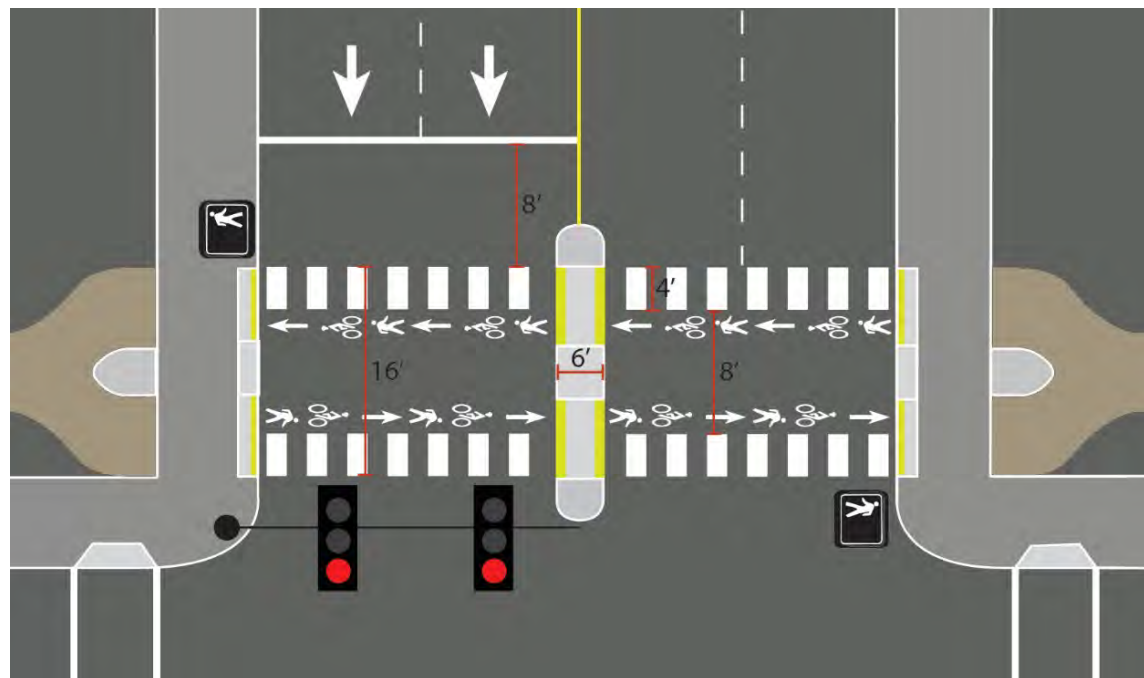


## Crossing Design at Controlled Intersections

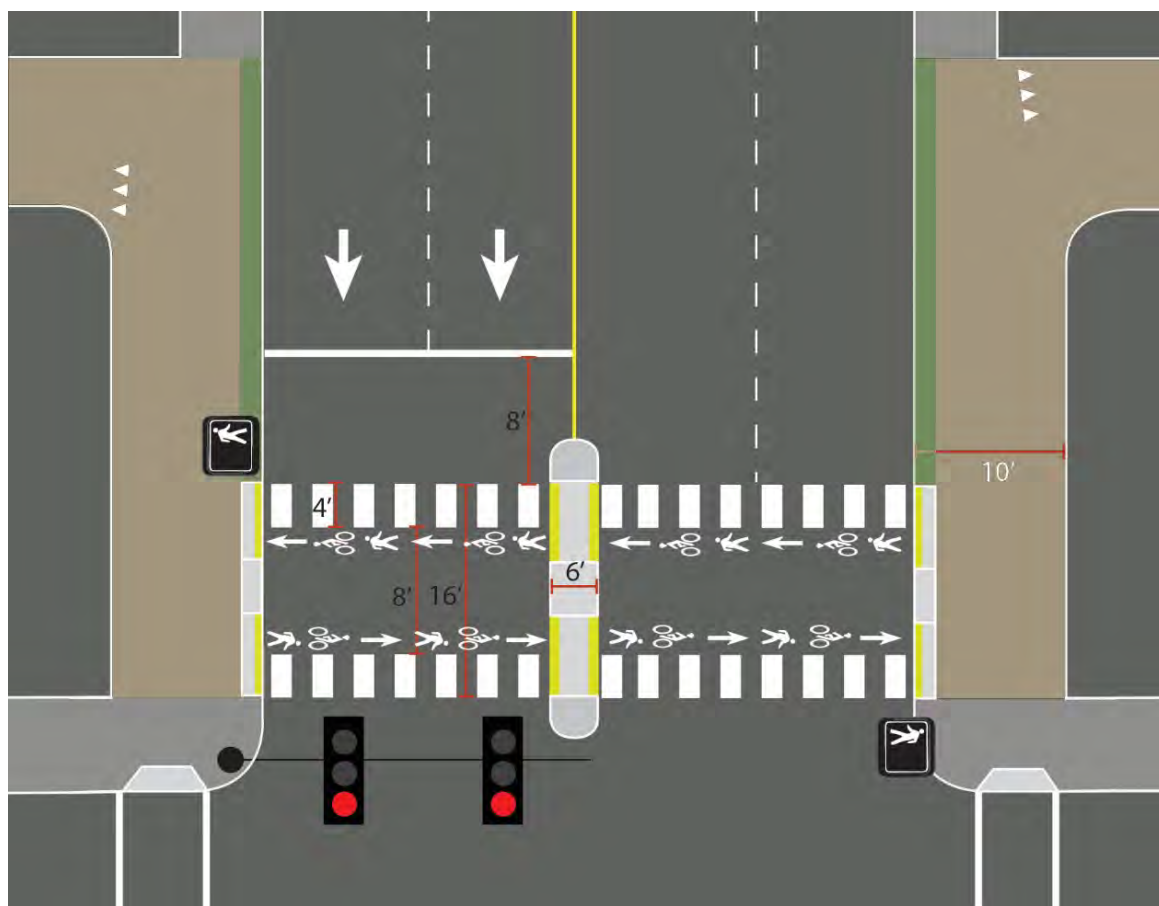
Where Pleasanton trails intersect the roadway network, they frequently do so at signalized or stop-controlled intersections. In these cases, the trail crossing striping should replace standard crosswalk markings along the trail alignment, as shown in **Concept C-1**.

In a few cases in Pleasanton, the ideal trail path crossing is within 100' from an existing signalized intersection. In these cases, the path is recommended to divert to the signalized intersection. In these locations, where land is available, the existing sidewalk should be widened to a minimum 10-foot usable path space to provide more comfortable turning movements for bicyclists as the trail detours.

All controlled crossings use the striping concept described under Concept A: Signing and Striping.



*Concept C-1: Direct trail crossing at signalized intersection*



Concept C-2: Trail path diversion to nearest signalized intersection

## 4.3 NARROW NATURAL SURFACE TRAIL DESIGN PRINCIPLES

Laying out and designing trails in natural settings is both a science and an art. It takes a crew experienced in trail planning, design, and construction to create a trail that is environmentally compatible and sustainable, and enjoyable by users. Typical basic principles are outlined in Figures 4-6 and 4-7. In combination they help to meet key objectives:

- Manage soil impacts – compaction, displacement and erosion
- Keep water off the trail
- Take people where they want to go
- Provide an enjoyable trail experience
- Keep users on the trail
- Provide a gradual but varied route
- Adapt to the existing slopes and drainage patterns
- Protect natural, cultural, and historic resources



*Erosion, gullying, and parallel trails in Augustin Bernal Community Park*

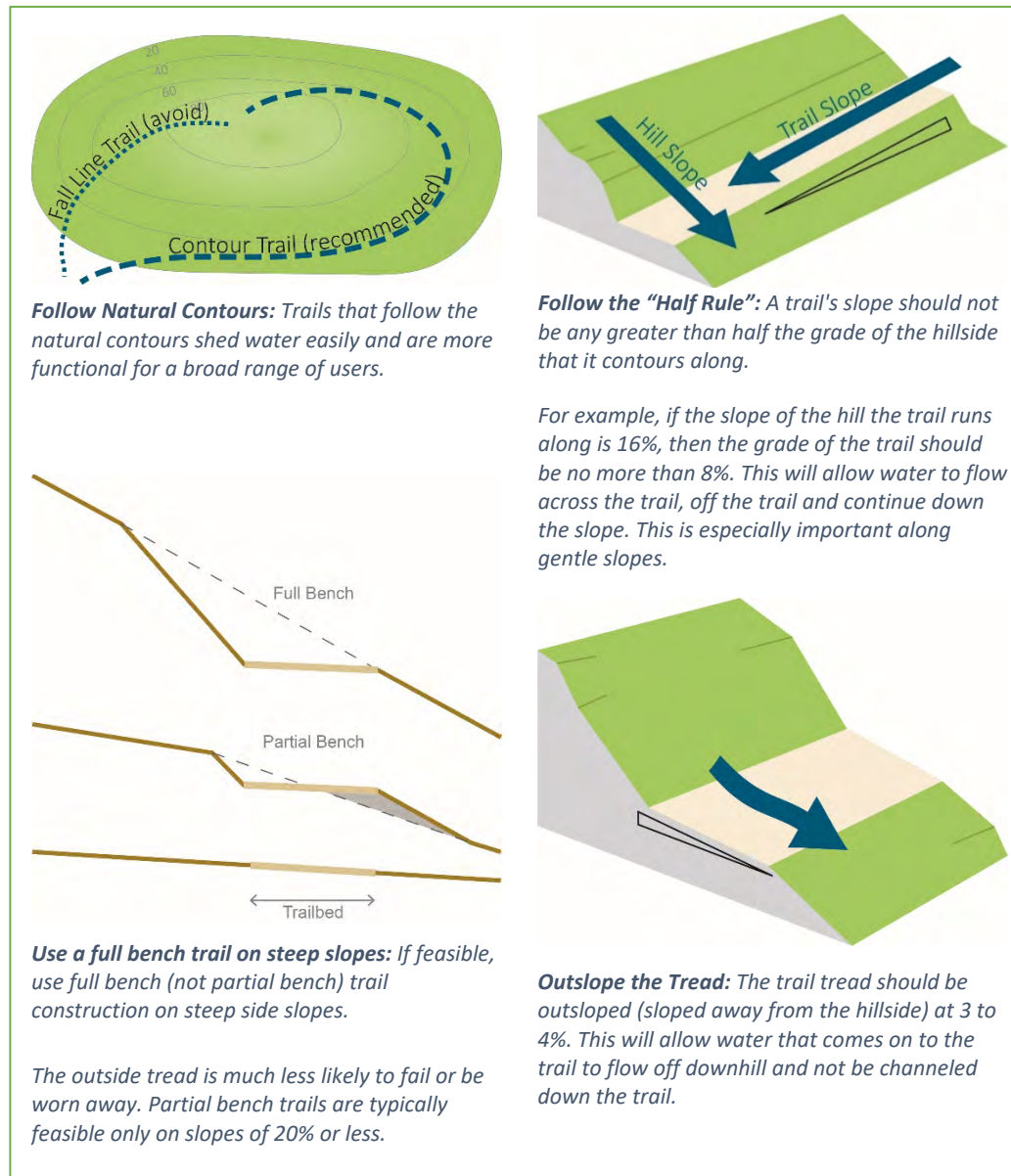
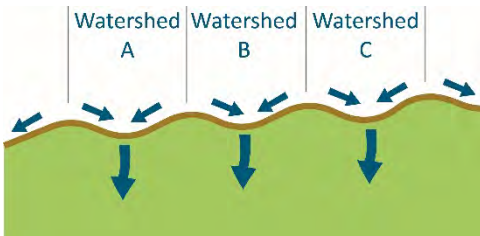


Figure 4-6: Natural Surface Trail Design Principles, Part I

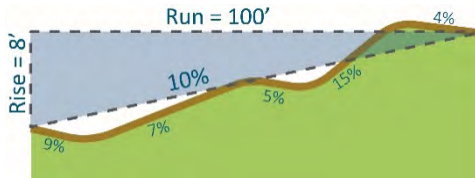


**Close and Reclaim Unsustainable Trails:** Where existing trails cannot be improved, the entire route should be obliterated and a suitable replacement route provided.



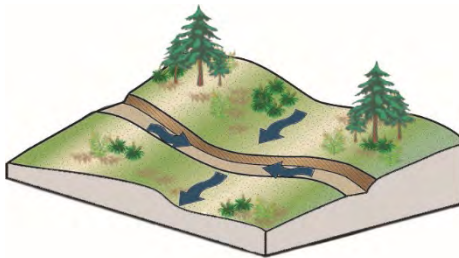
**Tread Watersheds and Grade Reversals:** To avoid concentrating water on the trail, reverse grade often with a series of dips and crests.

Dividing the trail tread into smaller watersheds minimizes erosion caused by water flowing along the tread. Small scale erosion will remain a problem within each watershed, but the problems will be more manageable. Depending on soil type and annual rainfall, a low point should occur every 20 to 50 linear feet.

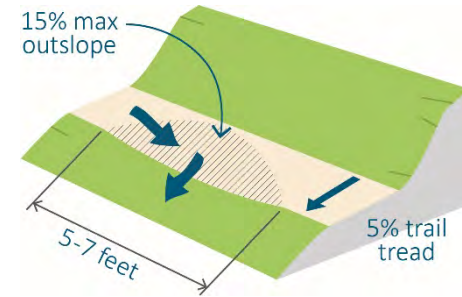


**10% Average Grade, Maximum:** An average trail grade of 10% or less will be most sustainable, on most soils and for most users.

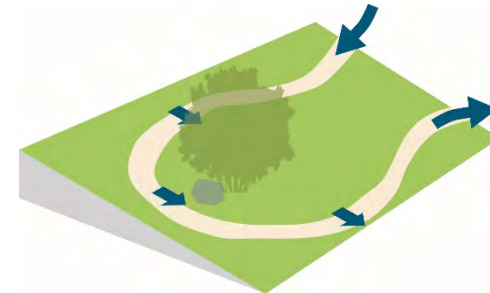
For ADA compliance, and for accommodating the maximum range of users in a public setting where the terrain allows it, a maximum gradient of 5% is desirable, though ADA standards for trails allow steeper sections for compliant trails.



**Design with a Rolling Grade:** Rolling grade trails climb slopes using a series of climbs and subtle drops. The change in grade allows water to drain off the trail tread. The series of curves and dips makes the trail more interesting for users, and provide short periods of downhill during long climbs. The curves also provide visual separation between groups of trail users.



**Use Drainage “Knicks” and “Rolling Dips”:** Drainage “knicks” and “rolling dips” help drain water from the tread surface where rolling grades are not feasible. “Knicks” are used on gently sloped trails. “Rolling dips” are used on steeper slopes.



**Avoid Switchbacks:** Use climbing turns where feasible. If switchbacks are required, space them far enough apart to reduce visual impact and shortcutting. Crown switchbacks to improve drainage.

Figure 4-7: Natural Surface Trail Design Principles, Part II

## 4.4 CONSIDERATIONS FOR MOUNTAIN BIKE TRAILS

There were many requests during the public outreach process for more single track mountain bike trails, including separate mountain bike trails, and specifically a dedicated one-way downhill trail in Augustin Bernal Park. At the same time, there were several requests that more single track trails, such as those in Callippe Preserve, be opened to multi-use – e.g. mountain bikes. Maintaining safety and environmental sustainability are important, and the basic trail design principles should be applied.

Mountain bikers want “single track” trails because they are more fun. Wide “fire road” trails are boring and also are conducive to higher speeds than narrow technical trails, which can increase conflict despite more room to pass.

The following clarifies some of the preferences, options, issues and solutions for accommodating mountain bikes. Also, the Implementation Section contains recommendations on user management approaches to minimize conflicts.

### Technical Trails

A narrow natural surface “single track” trail is not necessarily technical – it could be relatively flat and straight. A “technical” trail that includes terrain, turns and obstacles that limit mountain bike speed has been part of the solution to making shared trail use work. Technical trails are also desired by some runners and hikers who are looking for a challenge. This technical aspect can be consistent with sustainable design principles, but for limiting mountain bike speed it can require additional considerations such as sight distance ahead, regular wider (five to six feet) passing

spaces, and limiting speed where trails enter blind corners. Sometimes this involves introducing obstacles where natural obstacles do not exist. There is no clear standard or definition for technical trails – they can include manufactured features like narrow bridges and other obstacles, but these would not be appropriate in a park setting.



*Photo: Technical trail example – image rootsrated.com*

## Flow Trails

Flow trails are sought after by many avid mountain bikers.

“These trails take mountain bikers on a terrain-induced roller coaster experience, with little pedaling and braking necessary. Flow trails typically contain banked turns, rolling terrain, various types of jumps, and consistent and predictable surfaces; conspicuously absent are abrupt corners or obstacles. As a rider carves back and forth, and up and down, he or she develops a rhythm and soon flows down the trail.”<sup>11</sup>

Flow trails are not compatible with an open space preserve or nature park setting, and would not be suitable for mixed use. Most flow trails are built at ski resorts or on private land where speed and jumps are not an issue for other trail users. Whether such a trail could be built by the City would depend on finding an appropriate site and agreement that the trail could be managed and maintained.



*Photo: Example of "Flow" mountain bike trail - Image snocountry.com*

## Trail Supply and User Dispersion

Another factor to consider about mountain bicyclists is that they can cover a lot of ground – they need more miles of trails than a hiker would for the same period of activity. Pleasanton is fortunate to have access to Pleasanton Ridge Regional Park for this reason. Expanding the trail system into the southeast hills, as envisioned in the 2040 General Plan, would help expand and disperse mountain bike access.

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<sup>11</sup> <https://www.imba.com/blog/its-all-about-flow>

## IMBA Mountain Bike Trail References

The International Mountain Bicycling Association (IMBA) has led decades of work with public agencies to address issues with accommodating mountain bikes. They have several highly informed publications on the subject of trail planning and design, and their recommendations generally overlap public agency studies of trail layout and design from an environmental sustainability standpoint, and from the standpoint of reducing

conflict between users. Obviously IMBA is strongly biased in favor of mountain bicycling, but these references are extremely useful for laying out “back country” trails that work for shared use, or trails that are designated primarily for mountain bikes.

*Guidelines for a Quality Trail Experience: mountain bike trail guidelines*, International Mountain Bicycling Association, January 2017

[http://gqte.imba.com/images/GQTE\\_digi\\_publish\\_FINAL\\_high\\_res.pdf](http://gqte.imba.com/images/GQTE_digi_publish_FINAL_high_res.pdf)





## 4.5 SIGNAGE AND WAYFINDING

### The Benefits of a Signage and Wayfinding System

A strong signage and wayfinding system, including maps, regulatory signs, directional signs, and on-trail markings makes the trail network knowable and usable. It also supports emergency response and trail maintenance activities, and provides information to the public about trail conditions. Signage and wayfinding is one of the most cost-effective upgrades for a trail network, but it must be done thoughtfully and systematically to maximize the benefits. When done well, signage and wayfinding:

- **Encourages Trail Use:** It draws in new users by increasing the visibility of the network and makes users confident in navigating the network. It also expands horizons for existing users, showing them new connections and opportunities.
- **Increases Trail Safety:** It increases the visibility of the trail to non-users, particularly at road crossings. More importantly, it improves trail user knowledge of where they are, and emergency response and coordination based on clearer communications about incident locations.



## Elements of a Good Wayfinding System

The wayfinding system must be thoughtfully designed and implemented to avoid visual clutter and confusion. There should be a consistent visual format and sign/marker layout – symbols, logos, type styles and sizes, and colors that help users to quickly absorb key information about their location and route. A complete wayfinding system that clearly brands and identifies each trail as part of Pleasanton’s trail system should be developed. It should include:

- Trail system maps and information – digital and printed maps, brochures, and websites
- Trail and park maps: printed, online interactive, and trailhead
- Park and staging area identification monument signs
- Trailhead regulatory and information signs
- On-trail junction, confirmation, and mile marker signs or posts
- Pavement markings – trail ID, intersecting roadways, mile markers, user designations, guide and warning striping
- Roadway crossing name and warning signs on the trail
- Trail crossing name and warning signs on the road
- On-street directional and guide signs to trailheads

→ **Recommendation:** Develop a set of guidelines for City trail wayfinding signs, maps and related features, including a system of designating trails, trail locations and gates, for maintenance and emergency response as well as user guidance.

## Trail Naming and Locations System

The signs, maps and markers should reflect a complete overall system for identifying trails, trailheads and other access points such as maintenance or emergency gates. This means having a name, or at least an alpha-numeric designation, for every trail, and a consistent system for identifying points along the trail. This will enable trail users, maintenance staff, and emergency responders to all be “on the same page” about specific locations where there is an incident, an issue, or just a rendezvous point. This system should be coordinated with systems that Zone 7 may use for canal maintenance. The detailed GIS maps and tables prepared for the Trails Master Plan will be helpful in working out a system for designating trails and trail locations.



## Review of Existing Features and Recommendations

### City-Wide Trails Map

The *Pleasanton Bikeways & Trails Map 2014*, produced in conjunction with the Alameda County Transportation Commission, is available to pick up at City offices or to download from the City's website. It includes a brochure side with lots of information about bike facilities, laws and safety tips. The map is very complete and clear, though it is already out of date with regard to trail connections to Pleasanton Ridge and other details. This map includes most of the City trails, but focuses on bicycle access.

→ **Recommendation:** Create a trail-focused map and brochure that emphasizes the off-street routes and major connecting bicycle/pedestrian routes, with a brochure side that speaks to trail features, safety and courtesy. Identifying parking staging areas, restrooms, water sources, and other amenities would be important. Provide a corresponding interactive online trail map that allows users to zoom in for more detail and choose the format of the map view.

Other agencies and organizations, such as the East Bay Regional Park District, have on-line maps that allow users to zoom in on the details of trail features and connections. The GIS maps prepared for the TMP would facilitate creating such an interactive map.

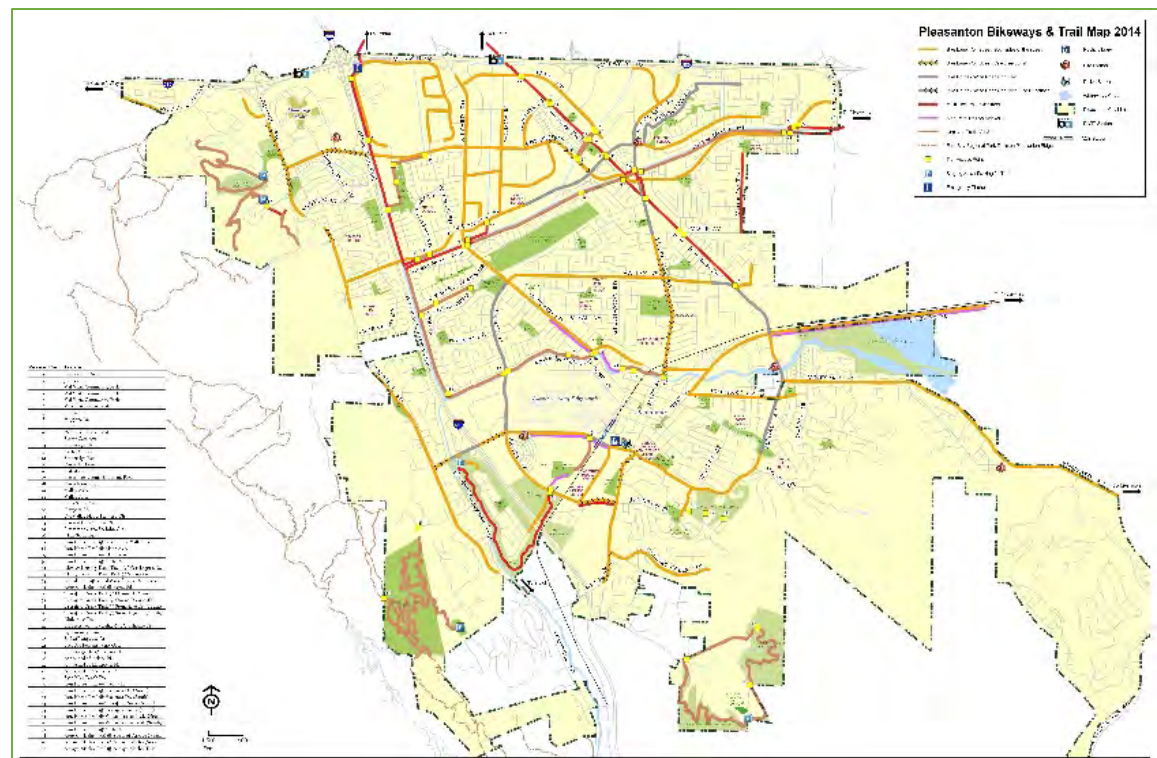
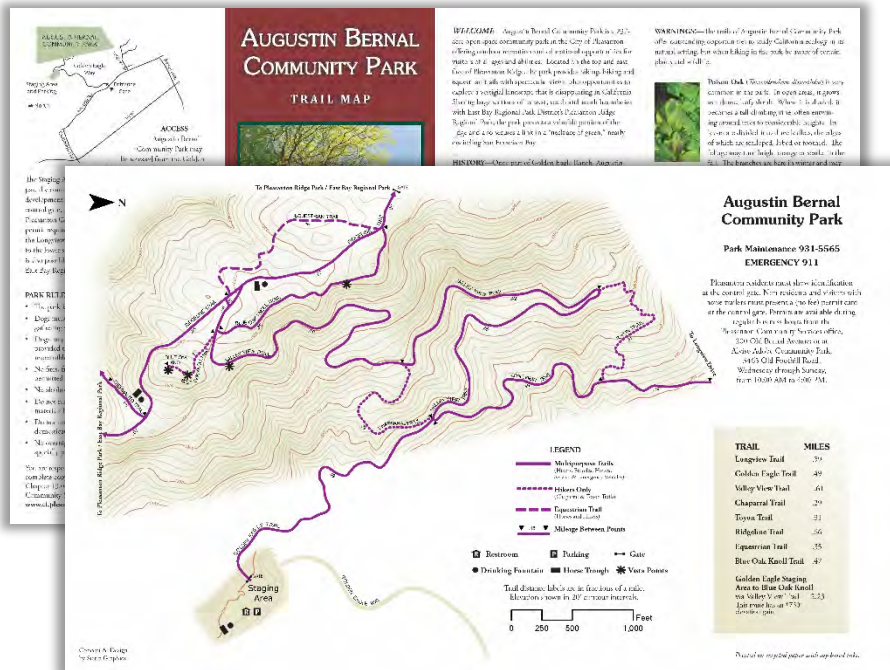


Figure 4-8: Pleasanton Bikeways & Trails Map, 2014

## Trail Map/Brochures

Tri-fold brochures are available for four trails within Pleasanton: Augustin Bernal Community Park, Callippe Preserve Trail, Marilyn Murphy Kane Trail, and The Preserve and Moller Ranch Trails. Hard copies of these brochures can be obtained at the City offices, and digital copies are available to view or download from the City's website. The maps are well-designed and provide most of the pertinent trail and access information.

➔ **Recommendation:** Create map/brochures for new trails. The map series should be updated with a consistent graphic style and more context for the parks and trails.



Trail Map Brochures

## Trailhead Maps

There are printed trail map signboards at the entrances to some City trails. Existing trailhead maps have inconsistent design, and many are too small, or don't provide enough detail and context to be fully useful. Along the Zone 7 canal trails, most gates had either a City-wide map, or an area map. Both maps provide a Gate Number identification, and mileage to other gates, but the format is confusing and difficult to read.

Other trailheads include kiosks with park maps, most of which are reproductions of the brochure maps available from the City.

➔ **Recommendation:** Update trailhead maps to improve legibility and provide consistent format and information. Combine with regulatory and information signs and trail name signs and posts in a more consistent display layout.



Existing trailhead maps

### Regulatory & Information Signs

Trailhead rules and regulations signs are posted at nearly every trail entrance. They are graphically somewhat inconsistent and in some cases additional regulatory signs are layered on top of the standard placard, diluting the message of the main sign.

→ **Recommendation:** Create a standard and continue using and updating the graphic trail use and regulations signs. Avoid combining them with other regulatory signs – ideally the main sign includes all the regulations. Combine with trail maps, and trail name signs and markers in a more consistent organized layout.



Existing regulatory and information signs

### Trail Identification

Most of the trailheads have trail name markers, but they have inconsistent designs. Many of the signs are noticeably faded or provide inconsistent information. In some cases there is no trail name, as several trails in the city are unnamed.

→ **Recommendation:** Name and mark all trails with a consistent set of trailhead sign or monument designs. Combine trail name placards with maps and regulatory signs in an organized, consistent layout that makes it easier to discern the different messages.



Existing trail identification signs

## Roadway Junction/Crossing Signs

In most places, there is no information where a trail crosses a street. In some locations, a small map graphic provides directions to the continuation of the trail nearby.

→ **Recommendation:** Provide consistent street name signs for the trails and trail name signs for the streets at the trail/street intersections to help trail users identify their location and to define trail locations for vehicles. Potential methods:

- Undercrossings: paint or post street names on bridge structure.
- Paved trails: paint the street name on the surface at the approach to the junction.
- Provide sign post with street name, or sign with street name on gate so that it is visible to users exiting the trail.



Existing unmarked road undercrossing

## Trail Posts

A variety of styles of trail posts are in use throughout the City. Some, such as those in Augustin Bernal Community Park, are used at trail junctions to aid in navigation. Others, such as those in Bernal Community Park, provide mileage markers. And others, such as the one shown at an Arroyo Mocho trailhead, are installed by new developments and match the style of those developments.

→ **Recommendation:** use a consistent post style and marker style. Provide mile marker posts on longer unpaved trails. Provide posts at junctions to clarify respective trails and destinations, and at boundaries between different parks, or when approaching a closed area to avoid users having to double back. At trailheads, post markers should provide context-appropriate location information: trail name visible upon entry, location and/or road name visible upon exit.



Existing trail post markers

### Pavement Markings

Pavement markings on existing paved trails are inconsistent and primarily focused on separating bike and pedestrian uses. The example along Bernal Avenue is marked as a bike lane, but it is actually a shared use path. Pleasanton and the East Bay Regional Park District both prefer not to use yellow centerline striping on paved trails, and this does tend to emphasize a “bike highway” rather than a shared use trail. However, if parallel bike and pedestrian facilities are available, the center stripe reinforces that the bike part is for bikes and improves safety.

→ **Recommendation:** Update existing pavement markings and provide additional markings consistent with the California Manual of Uniform Traffic Control Devices. Use graphics, such as bike and pedestrian symbols, where appropriate. Include painted mileage markers. Use yellow center line stripes where there is a dedicated bike facility with a separate parallel pedestrian trail.



*Pavement markings on multi-use trail*

### On-Street Trail Directional and Guide Signs

There are very few off-trail signs directing drivers, transit riders, pedestrians, or cyclists to nearby parks and trails. This type of sign increases the visibility of the trail network, encouraging use and increasing safety for trail users.

→ **Recommendation:** provide directional signs to nearby parks and trails. These signs should be visible to both drivers and pedestrians.



*Existing on-street directional sign*

### Trailhead and Park Monument Signs

A consistent park monument sign is used in most park locations throughout the City.

→ **Recommendation:** Continue using the same design for new parks and trailheads. Replace other signs with consistent signage as appropriate.



*Existing park monument sign*

## Other Regulatory and Informational Signs

A variety of sign styles are used where supplemental, or advisory signs are needed. The signs tend to vary in how and where they are placed in relation to other trailhead signs and features.

→ **Recommendation:** Use a consistent graphic style and format to communicate information. In some cases, the additional advisory signs can be consolidated onto a new park information and regulations sign. In other cases, the signs may be updated to reflect a new graphic standard.



Trailhead signs at Old Vineyard Avenue Trail



Existing regulatory and informational signs



## 4.6 TRAIL AMENITIES

Trail amenities are elements that support user access and improve the user experience. They are often invisible to the user, except in their absence. Some amenities, such as trash receptacles, help maintain a positive experience for users. Other amenities, such as benches, make trails more usable and comfortable by providing resting places.

Trail amenities can fall into two categories: amenities found at the trail head, and amenities found along the trail. Within the trailhead amenities, there are those that are appropriate at larger trailheads, or staging areas, and those that are appropriate at the smaller and more typical trail access points throughout the city.

By far the most requested amenity was parking, particularly for Augustin Bernal staging area. This reflects the need for more access points to the foothills trails. The opening of the Garms Staging area, the addition of parking stalls at Augustin Bernal Park and other proposed new access points may take off some of this pressure. The demand for parking at Augustin Bernal also indicates how a staging area with appropriate facilities can encourage use.



## Staging Area Amenities

Staging areas are the major access points to the trail system, and therefore should have the most comprehensive set of amenities. Each staging area should have:

- Adequate parking
- Bike racks
- Trail rules and information
- Trailhead information kiosks
- Maps
- Trail sign posts
- Restrooms
- Drinking water
- Trash and recycling receptacles
- Dog waste stations (if dogs are permitted)
- Picnic tables
- Benches

In many cases, it is appropriate for a staging area to also have:

- Interpretive information
- Picnic shelters
- Self-guided tour information

Most of the existing major trailheads already provide the necessary amenities.



*Recommended Amenities at Staging Areas*

## Trailhead Amenities

Trailheads include all the access points to a given trail. In many cases, these are simply points where the trail meets a roadway. In all cases, there are some minimum elements that should be present at each access point:

- Trail rules and information
- Trail sign posts and/or other identification

In some cases, the trailhead is larger than a minor access point, but not large enough to warrant an entire staging area set up. At such mid-sized trailheads, it would be appropriate to have additional facilities, such as:

- Bike racks
- Trailhead information kiosks
- Trash and recycling receptacles
- Dog waste stations (if dogs are permitted)
- Drinking water
- Benches



*Recommended Amenities at Minor Trailheads*



*Recommended Amenities at Mid-Size Trailheads*

## On-Trail Amenities

The need for specific amenities along the trail varies greatly depending on the type and location of the trail. The only elements required for most types of trail are:

- Trail sign posts
- Benches at key overlooks and rest spots

In all cases, trail sign posts should be provided at every trail junction. Additionally, in many cases, it is beneficial to include mile markers along the trail.

Other elements that should be considered along very heavily used trails include:

- Restrooms
- Drinking water
- Trash and recycling receptacles
- Picnic shelters
- Picnic tables
- Landscaping

Landscaping along some of the otherwise bleak canal trails was one of the public's requested amenities. Portions of the Alamo Canal Trail are landscaped and maintained by the City. This is even more of a maintenance cost consideration than a construction cost factor, so this amenity should be weighed against other priorities.

Also beneficial are:

- Interpretive panels
- Dog waste stations
- Benches
- Self-guided tours



*Recommended Amenities On-Trail*



*Landscaping along Alamo Canal Trail (on the right)*

## Environmental Review

Note: As this Trails Master Plan is a planning study, the general trail system designs described in Chapter 4 will be subject to project-specific design and environmental review before any future project, improvement or amenity design is finalized, approved, adopted and funded.

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## 5. Trail System Implementation

This section provides the guidance and steps for implementing the planned trail system, including: criteria for evaluation of trail projects to consider in determining priorities and phasing; and the resulting evaluations and comparison chart. It includes preliminary project cost estimates, preliminary project priorities and phasing, and information and considerations for operating and maintaining the trail system.

### 5.1 TRAIL PROJECT EVALUATION AND COMPARISON

Determining the priority for various potentially competing trail projects requires a thoughtful evaluation and comparison. The *Pleasanton Bicycle and Pedestrian Master Plan* (BPMP) features a detailed system of criteria for scoring and ranking projects. The five overarching criteria are:

- Connectivity (4 points)
- Immediate Safety Need (4 points)
- Safe Routes to School (4 points)
- Walking and Bicycling Demand (3 points)
- Feasibility (3 points)

There are definitions for how projects are to be scored for each criterion. Active transportation (bicycle and pedestrian) projects have a more direct relationship to the roadway system, and greater exposure to traffic than the trails system. Based on active transportation planning and traffic engineering practices there are clearer established criteria for priorities, and systems for evaluating such projects. The BPMP addressed the transportation route priorities – especially *Immediate Safety Need* and *Safe Routes to School*. The Trails Master Plan focuses on direct trail recreation and providing trails to get to other recreation destinations. Trail priorities are much more subjective than active transportation priorities, and more driven by public feedback. The proposed system has more criteria but less systematic methodology that the BPMP system.



## Criteria for Evaluating Trails Master Plan Projects

Based on consultant and staff recommendations, public feedback and discussions at the Bicycle, Pedestrian, and Trails Committee, a total of seven criteria were identified to evaluate, score, compare and prioritize the trail projects:

### 1. **Public/Stakeholder Support**

Preferences from the survey, workshop, and stakeholder meetings; more support= higher score. This demand is assumed to address the criterion of a quality trail experience – as the public was asked and typically knows best about what works for them. The project-specific “votes” are tallied in Table B-2 at the end of Appendix B.

### 2. **Regional Connectivity**

Completes or improves a major cross-city trail route. Score increased based on the extent project completes or improves the regional route.

### 3. **Key Destinations**

Improves access to a school, major park or trailhead, downtown, BART, or other important destination. This includes connections to staging areas/trailheads that serve larger trail systems.

### 4. **Separation from Traffic**

Allows trail users to bypass or more safely cross major streets and intersections with heavy fast traffic. Addressing heavier and/or faster traffic and multiple intersections increases score.

### 5. **Constructability/Complexity**

Relative planning, design and construction opportunities and constraints; engineering or permitting challenges; potential environmental issues/impacts; right of way availability/requirements; potential controversy. A simpler project will have a higher score.

### 6. **Cost**

Order-of-magnitude estimated cost for constructing the improvements, and implications for maintaining them. Higher cost =lower score for this criterion. Part of the score is based on the cost per mile.

### 7. **Funding/Implementation Opportunities**

Potential for grant or other funding source or implementation method.

The first 4 criteria can be considered as the trail benefits. The last three criteria are related to feasibility and practicality, including cost and available funding.



## Project Types Relative to Evaluation Criteria

Some trail projects are in special categories that may not compete directly with the new and/or discretionary projects in the Trails Master Plan. They are evaluated and prioritized differently – only the first four criteria are evaluated, as the last three criteria have to do with implementation challenges and opportunities that will not have to be addressed by the City.

### Trail Projects in Implementation

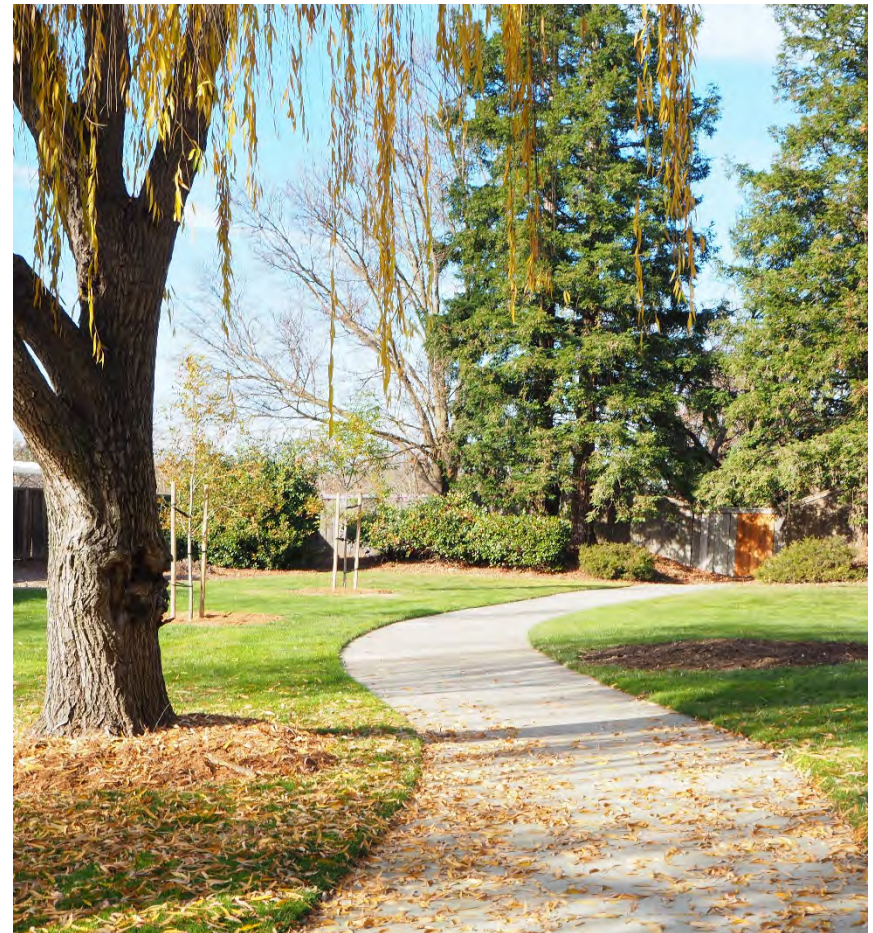
Some of the trail projects that were highly desired in public feedback are already in the design process and slated for construction, such as the Garms Staging Area and trails, or the Iron Horse Trail at the BART station. These projects are evaluated for their benefits and public priority, but not for the last three criteria, because they are being implemented by others.

### Development-Associated Trail Projects

Other trail projects are associated with development – specific plans and master plans that include commitments to build the trails, or trail concepts, such as from the General Plan, that cannot be clearly defined or pursued as trail projects until development planning and design proceeds. These projects are also evaluated for their importance relative to the first four criteria, but not for the last three criteria.

### Discretionary Trail Project Priorities

The optional trail projects that can be pursued by the City without depending on a development project are prioritized based on their scores against the criteria.



## Score Weighting System

Based on discussions by the Bicycle, Pedestrian and Trails Committee, public/stakeholder support was determined to have the highest significance of the seven criteria, and criteria 2 and 3, regarding connectivity and destinations, were determined to have a higher significance than the last four criteria. To reflect this, an assumed base score range of 0 - 4 for each criterion was multiplied as follows to reach the total score range:

### Project Benefit Criteria:

1. **Public/Stakeholder Support** – weighted 2x (total range up to 8 points)
2. **Regional Connectivity** – weighted 1.5x (total range up to 6 points)
3. **Key Destinations** – weighted 1.5x (total range up to 6 points)
4. **Separation from Traffic** – weighted 1x (total range up to 4 points)

### Project Cost/Feasibility Criteria:

5. **Constructability/Complexity** – weighted 1x (total range up to 4 points)
6. **Cost** – weighted 1x (total range up to 4 points)
7. **Funding/Implementation Opportunities** – weighted 1x (total range up to 4 points)

## Project Scoring System

The evaluation provides separate score totals for the first 4 criteria and the last 3 criteria, in part because if the project is being implemented by others, the cost and feasibility factors are borne by others rather than the City. In this case the last 3 criteria are not scored and are marked NA or “Not Applicable.” For each scored criterion there is a numerical score and a visual score based on a corresponding bar graph.

In terms of benefit and public support – the first 4 criteria – all the projects can be evaluated and compared to each other. In terms of cost/feasibility – the last 3 criteria – only City-sponsored/discretionary projects can be evaluated and compared to each other, because if they are being implemented by others, the City does not have knowledge of or responsibility for those factors (see example in Table 5-2, Evaluation: Project A – Connection through BART Parking Lot).

To compare competing new/discretionary projects the overall scores for all seven criteria are evaluated and compared (see example in Table 5-3, Evaluation: Project F - The Preserve and Moller Ranch Trail Connections to Pleasanton Ridge).

Again, all anticipated projects can be compared based on benefits and public support in Pleasanton.

Table 5-2: Evaluation Example – Project A

**Evaluation: Project A - Connection Through BART Parking Lot (by BART)**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Mid-level support	1 - 8	6	
2	Regional Connectivity	An important improvement to regional IHT and to BART	1 - 8	7	
3	Key Destinations	Connects to one important destination	1 - 6	4	
4	Separation from Traffic	Helps clarify/separate bikes from traffic in station	1 - 4	3	
<b>Subtotal 1st 4 Criteria</b>				20	
5	Constructability/Complexity	Not an issue – by others	1 - 4	NA	
6	Cost (higher overall/ per mile = lower score)	By others – no cost to Pleasanton	1 - 4	NA	
7	Funding/Implementation Opportunities	Already being implemented by others	1 - 4	NA	
<b>Subtotal Last 3 Criteria</b>				NA	
<b>Total All Criteria</b>				NA	

Table 5-3: Evaluation Example – Project F

**Evaluation: Project F - The Preserve and Moller Ranch Trail Connections to Pleasanton Ridge**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Some specific support (4) and more connections to Pleasanton Ridge strongly desired	1 - 8	4	
2	Regional Connectivity	Secondary access point and connection to Pleasanton Ridge	1 - 8	6	
3	Key Destinations	Pleasanton Ridge a very key destination for may trail users	1 - 6	5.5	
4	Separation from Traffic	Would not create any new separation	1 - 4	0	
<b>Subtotal 1st 4 Criteria</b>				15.5	
5	Constructability/Complexity	Short and simple to construct	1 - 4	4	
6	Cost (higher overall/ per mile = lower score)	Low cost for the significance of connection	1 - 4	3.5	
7	Funding/Implementation Opportunities	Not a major grant candidate	1 - 4	1.5	
<b>Subtotal Last 3 Criteria</b>				9	
<b>Total All Criteria</b>				24.5	

## Evaluation Results

The individual project evaluation tables are presented in Appendix C.

Table 5-4 provides an overview and comparison of all the projects.

The evaluations are not intended to absolutely determine project priorities and implementation order. They are relatively subjective and are intended to highlight the differences between projects in important categories.

The majority of the trail mileage in the planned future system are not part of specific projects and are listed in regional categories in the trail tables. Most of these trails are envisioned in the General Plan or other long-term plans and are associated with future development. They can only be described and mapped in very general terms, and their timing is tied to those future projects.

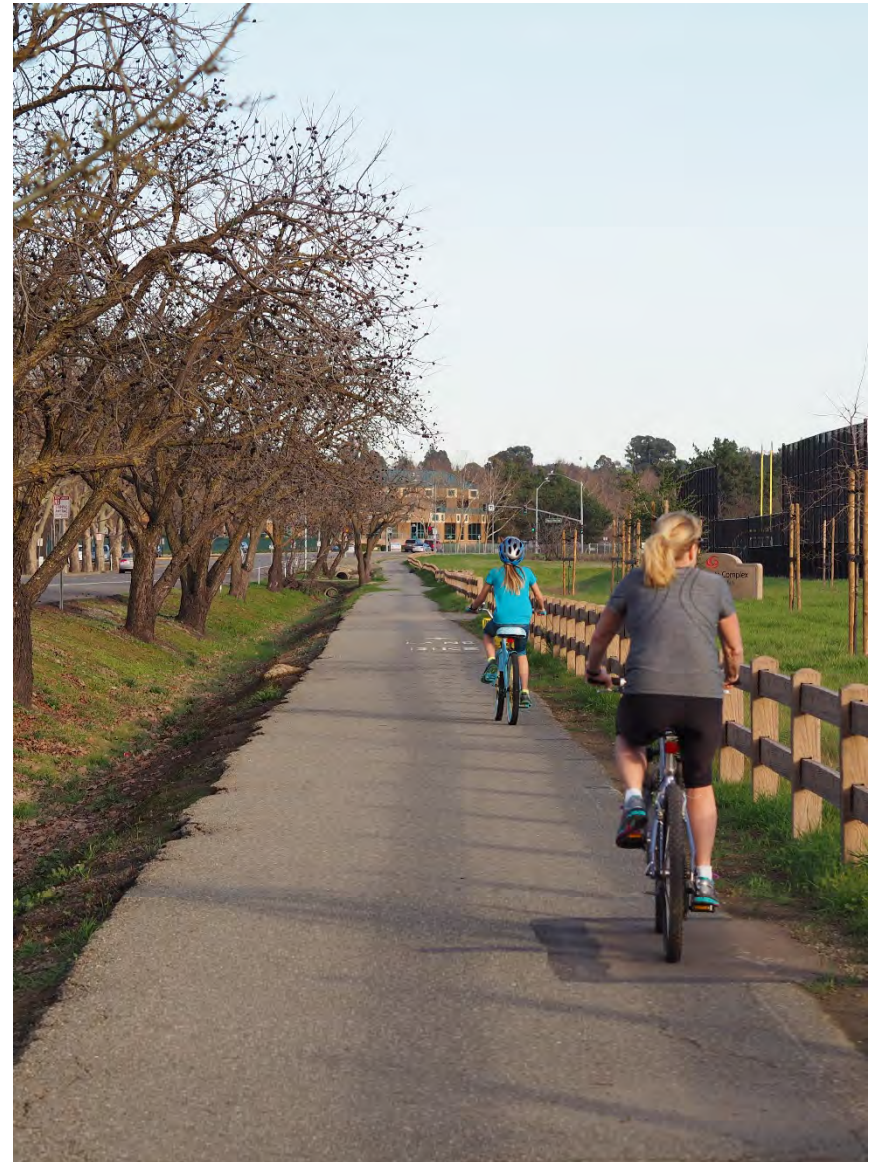


Table 5-4: Trail Project Evaluation Summary

		Criteria 1 - 4		Criteria 5 - 7		Subtotal 1 - 7	
		Total Score	1-4 Total Score Visual	Total Score	5-7 Total Score Visual	Total Score	1-7 Score Visual
<b>Map Projects Already in Implementation</b>							
A	Bike Connection through BART Parking Lot	20		NA	NA	NA	NA
B	EBRPD Garms Staging Area and Trail to Pleasanton Ridge	15.5		NA	NA	NA	NA
<b>Map Projects Associated with Current Development Plans</b>							
C	Hidden Canyon/Lester Property Trailhead	13		NA	NA	NA	NA
D	Austin Property Trail and Trailhead	12		6		18	
E	Eastern Hills Trails: Bonde, Lund and Spotorno Ranch Projects	12.5		NA	NA	NA	NA
<b>Map New/Discretionary Projects</b>							
F	The Preserve and Moller Ranch Trail Connections to Pleasanton Ridge	15.5		9		24.5	
G	Alamo Canal Trail to Marilyn Murphy Kane Trail Connection	19.5		7		26.5	
H	Marilyn Murphy Kane Trail Northwestern Connection - to Alviso Adobe, Foothill HS and Garms Staging Area	16.5		9.5		26	
I	Longview Drive Bypass Trail to Augustin Bernal Park - from Foothill Road	14.5		5.5		20	
J	Mt. Bike Trail in Augustin Bernal Park	13		11.5		24.5	
K	Arroyo del Valle Trail improvement and Extension - to Downtown and Shadow Cliffs	24		6		30	
L	Open north side Arroyo Mocho Trail from Santa Rita Rd. east to Stoneridge Dr., and from IHT west to Alamo Canal Trail	17		8		25	
M	Open Canal Trails - north of Arroyo Mocho	12.5		3		15.5	
Various	Pave Canal Trails	18		4		22	
N	Iron Horse to Shadow Cliffs Connection - on Valley Avenue at Stanley Boulevard	19		9		28	
O	Improved Iron Horse Trail Connection at Santa Rita Road	17.5		6.5		24	
P	Old Vineyard Avenue Trail Connection to south Shadow Cliffs Entrance	14.5		9		23.5	
Q	Callippe Preserve Multi-Use and Access/Signage Improvements	10		12		22	
R	Oak Tree Farm Drive access to Pleasanton Ridge	11.5		8.5		20	
<b>Map Adopted Multi-Jurisdictional Projects</b>							
S	Railroad Corridor Regional Trail	18.5		7.5		26	
T	Happy Valley Trail Connection	12		7.5		19.5	

## 5.2 PROJECT PRIORITY AND PHASING

This section presents the anticipated phasing of implementation of the Trails Master Plan, reflecting projects that are already underway, and the evaluation rankings for discretionary City projects and for multi-party projects (associated with development or involving other agencies). **Some projects are complex and expensive, so even though their evaluation rank is high, they may be in a longer-term phase.**

Project conditions and priorities are likely to change over time, and special implementation opportunities, or threats of loss of opportunity, may arise that cause a change in the project priority/schedule. Some City trail projects are tied to other larger projects, such as roadway improvements or development projects, so that their schedule is affected or controlled by the larger project.

The phases are broken down into short-term (within approximately 7 years); medium-term (within approximately 8 to 15 years) and long-term (16 or more years out). Along with the potential shifts in priority noted above, the project implementation schedule is likely to shift over time based on many factors. An annual project priority/schedule review and an overall TMP update somewhere between every five to ten years are recommended practices to monitor and manage trail system implementation.

### Regarding Environmental Review

Note: As this Trails Master Plan is a planning study, all projects will undergo environmental review before any future improvement or amenity that constitutes a project under the California Environmental Quality Act, is finalized, approved or adopted.

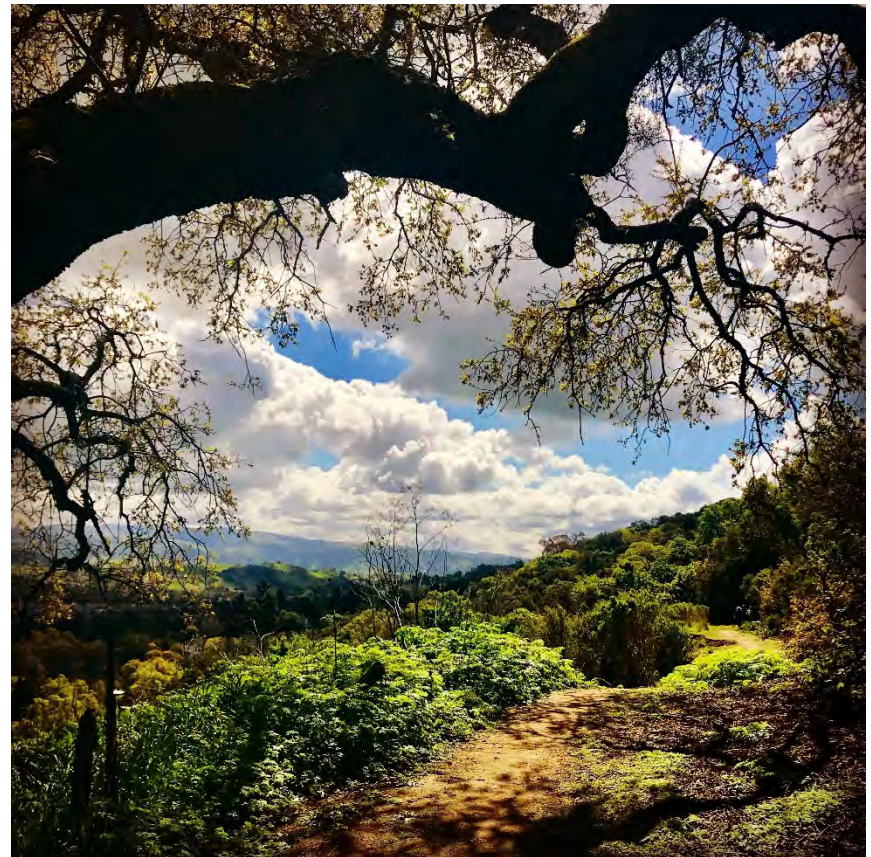


Table 5-5: Trail Project Priorities and Phasing (Sorted by proposed phasing)

		Responsible Parties	All costs are in 2018 dollars: need to be adjusted for planned year of construction.		Total Evaluation Score	Evaluation Ranking	Proposed Phasing	Comments	Subtotal Project Construction Cost	Total "Soft" Implementation Costs at 35%	Cost Factor	Total project Implementation Costs	Project Costs to City	Development Project Costs Through City Funds
<b>Trail Projects</b>														
<b>Short-Term Projects (implemented within approximately next 7 years)</b>														
A.	Connection through BART Parking Lot	East Bay Reg. Park District	N/A	N/A	Short Term	Design underway		N/A	N/A	0.0	N/A	\$0	\$0	
B.	EBRPD Garms Staging Area and Connection to Pleasanton Ridge	East Bay Reg. Park District	N/A	N/A	Short Term	Design underway		N/A	N/A	0.0	N/A	\$0	\$0	
C.	Hidden Canyon/Lester Property Trailhead	Developer/EBRPD	N/A	N/A	Short Term	Design underway		\$656,091	\$229,632	1.0	\$885,723	\$0	\$885,723	
E.	Southeastern Hills Trails: Spaterno, Lund Ranch and Bonde Ranch	Developers	N/A	N/A	Short Term	Some underway; others in study		\$1,316,438	\$460,753	1.0	\$1,777,191	\$0	\$1,777,191	
I.	Longview Drive Bypass Trail to Augustin Bernal Park	Developer	20	9a	Short Term	Assumes development proceeds		\$58,035	\$20,312	1.0	\$78,348	\$0	\$78,348	
J.	Mt. Bike Trail in Augustin Bernal Park	City Trails Program/ Mt. Bicyclists	24.5	5a	Short Term	A grass roots, low cost project		\$92,101	\$32,235	1.0	\$124,337	\$124,337	\$0	
L.	North Arroyo Mocho Trail Opening and Improvement	City Trails Program	25	5b	Short Term	Relatively high ranking and relatively simple		\$3,882,748	\$1,358,962	1.0	\$5,241,709	\$5,241,709	\$0	
N.	Iron Horse Trail to Shadow Cliffs Connection - on Valley Avenue at Stanley Boulevard	City Trails Program/ Intersection Project	28	2	Short Term	Design underway		\$1,108,979	\$388,143	0.5	\$1,497,121	\$748,561	\$748,561	
Q.	Callippe Preserve Trail Signage and Multi-Use	City Trails Program	22	8b	Short Term			\$65,703	\$22,996	1.0	\$88,699	\$88,699	\$0	
P.	Old Vineyard Avenue Trail Connection to Shadow Cliffs	City Trails Program	23.5	7b	Short Term	Partly implemented		\$797,556	\$279,145	1.0	\$1,076,701	\$1,076,701	\$0	
D.	Austin Property Trail and Trailhead	City Trails Program	18	11	Short Term	Medium ranking		\$287,657	\$100,680	1.0	\$388,337	\$388,337	\$0	
F.	The Preserve and Moller Ranch Trail Connection to Pleasanton Ridge	City Trails Program	24.5	5c	Short Term	Requires coord. w/ EBRPD		\$26,060	\$9,121	1.0	\$35,180	\$35,180	\$0	
Short-Term Projects Sub Total								\$8,291,367	\$2,901,979		\$11,193,346	\$7,703,524	\$3,489,822	
<b>Medium-Term Projects (implemented within approximately next 8 - 15 years)</b>														
G.	Alamo Canal Trail to Marilyn Murphy Kane Trail Connection	City Trails Program	26.5	3	Medium Term	High ranking but complex		\$5,068,201	\$1,773,870	1.0	\$6,842,071	\$6,842,071	\$0	
H.	Northwestern Trail Connection from Marilyn Murphy Kane Trail	City Trails Program/ Developer	26	4a	Medium Term	High rank but depends partly on development		\$828,313	\$289,910	0.5	\$1,118,222	\$559,111	\$559,111	
K.	Arroyo del Valle Trail Improvement and Extension	City Trails Program	30	1	Medium Term	#1 rank but complex and expensive		\$3,702,447	\$1,295,856	1.0	\$4,998,303	\$4,998,303	\$0	
M.	Open Canal Trails - North of Arroyo Mocho	City Trails Program	15.5	12	Medium Term			\$2,936,482	\$1,027,769	1.0	\$3,964,251	\$3,964,251	\$0	
O.	Iron Horse Trail Connection Improvements at Santa Rita Road	City Trails Program/ Intersection Project	24	6	Medium Term	High ranking but complex and expensive		\$589,429	\$206,300	0.5	\$795,729	\$397,864	\$0	
R.	Oak Tree Farm Drive Access to Pleasanton Ridge	City Trails Program	20	9b	Medium Term			\$152,792	\$53,477	1.0	\$206,269	\$206,269	\$0	
S.	Railroad Corridor Regional Trail - Pleasanton Portion	City Trails Program	26	4b	Medium Term	A complex project		\$2,528,534	\$884,987	1.0	\$3,413,520	\$3,413,520	\$0	
Medium-Term Projects Sub Total								\$15,806,197	\$5,532,169		\$21,338,366	\$20,381,391	\$559,111	



<div style="display: flex; align-items: center;"> <div style="margin-right: 10px;"> <div style="width: 15px; height: 10px; border: 1px solid black; background-color: white; margin-bottom: 2px;"></div> Project entirely by others - not estimated  <div style="width: 15px; height: 10px; border: 1px solid black; background-color: orange; margin-bottom: 2px;"></div> City sponsored project  <div style="width: 15px; height: 10px; border: 1px solid black; background-color: yellow; margin-bottom: 2px;"></div> Project partly by others  <div style="width: 15px; height: 10px; border: 1px solid black; background-color: #FFD700; margin-bottom: 2px;"></div> Project by developer - Park Dev Impact Fees                 </div> <div> <p><b>Trail Projects</b></p> <p>Responsible Parties</p> </div> </div>		All costs are in 2018 dollars: need to be adjusted for planned year of construction.		Total Evaluation Score	Evaluation Ranking	Proposed Phasing	Comments	Subtotal Project Construction Cost	Total "Soft" Implementation Costs at 35%	Cost Factor	Total project Implementation Costs	Project Costs to City	Development Project Costs Through City Funds
<b>Long-Term Projects (implemented in approximately 16 years or later)</b>													
T.	Happy Valley Trail/Southern Connection	City Trails Program/ Alameda County	19.5	10	Long Term	A complex multi-agency project	\$629,206	\$220,222	0.5	\$849,428	\$424,714	\$0	
Other	Open Other Canal Trails	City Trails Program	N/A	N/A	Long Term	Depend on future development plans and coordination with other agencies	\$3,118,597	\$1,091,509	1.0	\$4,210,106	\$4,210,106	\$0	
Other	East Pleasanton Trails	Developers	N/A	N/A	Long Term		\$7,319,905	\$2,561,967	1.0	\$9,881,872	\$0	\$9,881,872	
Other	Central Pleasanton Trails	Developers	N/A	N/A	Long Term		\$3,041,129	\$1,064,395	1.0	\$4,105,524	\$0	\$4,105,524	
Other	South Foothills Trails	Developers	N/A	N/A	Long Term		\$2,490,969	\$871,839	1.0	\$3,362,808	\$0	\$3,362,808	
Other	West Foothills Trails	Developers	N/A	N/A	Long Term		\$2,224,439	\$778,554	1.0	\$3,002,992	\$0	\$3,002,992	
Long-Term Projects Sub Total							\$18,824,245	\$6,588,486		\$25,412,731	\$4,634,821	\$20,353,196	
<b>Variable-Term Projects (implementation depends on project-specific factors)</b>													
Other	Connector Trails and Gap Closure Projects	City Trails Program/ Developer	N/A	N/A	Short-Medium- Long Term	Depends on future development plans or City action	\$4,371,819	\$1,530,136	0.5	\$5,901,955	\$2,950,977	\$2,950,977	
Variable-Term Projects Sub Total							\$4,371,819	\$1,530,136		\$5,901,955	\$2,950,977	\$2,950,977	
Grand Total							\$47,293,628	\$16,552,770		\$63,846,398	\$35,670,712	\$27,353,107	

## 5.3 TRAIL PROJECT COSTS

Table 3-2 in Section 3 quantifies the basic elements of specific new trail projects and the overall trail system. Preliminary project cost estimates are provided here for consideration in trail project prioritization and for future planning. These are based on conceptual projects and are correspondingly approximate. They are intended for use as a general guide. Actual project costs will vary based on a number of factors, including specific designs, peripheral project requirements, and future construction costs.

### Trail Improvement Unit Costs

Table 5-1 contains the unit price assumptions for construction items, broken down by trails and bridges, trail access and amenity features, and crossing improvements. These are derived from review of recent bids for trail projects and update to trail project costs from regional trail gap closure studies such as for the S.F. Bay Trail and the Napa Valley Vine Trail.

### Construction Cost Factors

The construction cost totals for the anticipated project elements are increased by 10% as an estimating contingency, and an 25% for “soft” costs including 20% for design and construction period oversight, and 5% for environmental review and mitigations.



Table 5-1: Trail Improvement Unit Costs

New Trails	
Item	Unit Cost
New - Class I Trail (per LF: assume 10' wide A.C. with 2' D.G. shoulders)	\$140
Paved Surface Trail Narrow to Class I Trail (per LF: assume adding 5' concrete to existing path)	\$125
Improved Surface Trail Wide to Class I Trail (per LF: assumes overlay of existing gravel/base rock trail with decomposed granite mix with binder 10' wide)	\$100
New - Paved Surface Trail - Narrow (per LF: assumes 5' wide A.C. path with clearing, excavation and A.B.)	\$75
On-Street Trail Route Improvement (per LF: allowance for re-striping and signing)	\$25
New - Natural Surface Trail - Wide (per LF: graded earth surface +/- 10' wide, incl. allowance for drainage structures)	\$12
New - Natural Surface Trail - Narrow (per LF: graded earth surface +/- 5' wide, incl. allowance for switchback and drainage)	\$8
New Bridges (per LF: prefab bike/ped bridges with foundations - assume 10')	\$3,250

New Trail Amenities	
Item	Unit Cost
New or Improved Staging Area (multiply unit cost x number of parking spaces) - includes fixtures (benches, bike rack, trash receptacles)	\$8,250
Trailhead Signs/Gates (allowance per trailhead) - includes fixtures (benches, bike rack, trash receptacles)	\$7,500
Drinking Fountain - including water meter (each)	\$30,000
Route Marking/Wayfinding (allowance per LF)	\$0.50
Planting native trees * (per LF based on assumed 20' tree spacing)	\$10
Non-Irrigated Revegetation (per LF based on assumed 10' width x length)	\$1.50

\* Planting 15 gallon native trees with "gator bags" with maintenance costs to fill those gator bags with water for the first 3 years during the non-rainy season (i.e. all year except during winter).

New Trail Crossing and Roadway Improvements	
Item	Unit Cost
Add High-Visibility Crosswalk / Restripe crosswalk as Trail Crosswalk (each)	\$3,500
Add Raised Crosswalk (each)	\$4,000
Add Directional Curb Ramps/ Trail Curb Ramps (each set)	\$5,000
Add Median Refuge (each - assume 20 LF)	\$2,600
Full Traffic Signal (each intersection)	\$450,000
Add Pedestrian Hybrid Beacon (per crossing)	\$80,000
Add Crosswalk Safety Lighting - all 2 lane roads (each)	\$10,000
Widening Paved Area/Sidewalk (per LF, same as widening narrow paved trail)	\$150
Reduce Curb Radius (each corner, assuming 30 LF)	\$5,250
Remove Slip Lane (per LF)	\$20
Remove Left/Right Turn Pocket (per LF)	\$20
Remove Speed Bump (each)	\$500

## Future Construction Cost Escalation

The project cost estimates are conservative due to their preliminary nature, but they represent 2018 implementation costs. Construction costs in the Bay Area have recently escalated significantly, and future construction costs could be much higher based on this trend. As implementation of the Trails Master Plan proceeds, the individual and collective implementation costs should be increased by an appropriate annual inflation factor. Moving forward with any specific project will entail a more detailed study and plan with associated updated detailed cost estimate.

## Implementation Costs by Project

Table 5-5 in section 5.3 presents the costs for the trail projects and overall system based on the unit prices for the identified project elements, along with assumed implementation cost factors of 35 percent. Details of the cost estimates are presented in Appendix D. The costs do not include acquisition of trail access rights, should this be required, as the needs and details are not clear at this early stage of planning.

The elements to be constructed for each project also represent a set of improvements that must be maintained; an important consideration in allocating maintenance budget when implementing projects, as discussed in Section 5.4 on Operation and Maintenance.

## Acquiring Access for Trails

Obtaining land or permission to use land to build a trail can be a significant implementation challenge. The City does not generally support the use of eminent domain and would work with willing-sellers to gain property access. Many trails are created in conjunction with residential or commercial development, for which they are a major amenity. The developer may be required to construct the trail improvements as a condition of approval, or may be required to contribute parks fees to the City, which are then used for trail improvements as a City-led project. The cost of acquiring access, should this be required for a trail project, is not included in the current cost estimates as the requirements are not clearly definable at this early planning stage.

Another challenge for trail implementation is land use or activity conflict. Some land uses, such as heavy industrial, or endangered species habitat, may not be appropriate for trail location. Other settings, such as the Zone 7 canal maintenance roads, or Caltrans highway right-of-way may be conditionally feasible routes for trails, requiring access agreements or encroachment permits.

Lead agencies seeking to implement a trail on another property owners land typically have four options in gaining access:

1. Dedication as a condition of development approval or other granting of rights
2. Fee Purchase – outright purchase of the property
3. Easement – a right to use a portion of the property or could be a “floating” right to route a trail across the property
4. License – usually permission for access over a limited period of time

## Funding Sources for Trails

Appendix D in the 2018 *City of Pleasanton Bicycle & Pedestrian Master Plan* provides a complete review of funding sources that include trail improvements. A key opportunity is grants through the California Active Transportation Program (ATP), which has substantial funding. Applications for this funding are very competitive and generally require demonstration of improved bicyclist and pedestrian safety and connections between key destinations that will encourage biking and walking and corresponding reductions in vehicle traffic. There is also an emphasis on disadvantaged communities, which makes Pleasanton less competitive. Many of the TMP projects would be competitive in terms of safety and transportation benefits. Also, the ATP grants have a subcategory for recreational trails.

The most significant source of funding for trail implementation is dedication and construction as a condition of approval for new development, as has occurred and is planned for many trails. Funding for ongoing trail maintenance is also important to tie to development approvals, as detailed in the section on Operation and Maintenance.



## 5.4 OPERATION AND MAINTENANCE

Maintenance and management activities will require staff, equipment, and the associated funding. Trail maintenance and management is key to the safety and enjoyment of users and the long-term success of the trail system. Maintenance standards help keep the trail attractive and safe.

Trails require maintenance to address deterioration due to weather or general use. Patrol and maintenance will be required to prevent and address potential problems such as damage to signs, litter, and graffiti; travel at unsafe speeds; trail erosion, mismanaged pets; or unauthorized motor vehicles on the trail.

### Trail System Management and Public Involvement

Key themes in the public input collected were the desire for better management to address out-of-control dogs and off-trail mountain bike use and speed. Many agencies with significant trail systems have ranger staff to address trail use management and relations with neighboring properties.

The public input for the TMP and participation in trail events also showed a strong demand for more community involvement with trails. This could be accomplished through a docent program that leads hikes – especially for youth, and a City-organized trail maintenance and/or patrol volunteer group. Many agencies with significant trail systems, including Bay Area cities such as Walnut Creek, have staff to facilitate such activities on their open space and trail systems. The Parks Division's Maintenance Crew for Area 6 is responsible for the long-term management of the current

trail system, but the time and resources they have to spend on the trail management are significantly limited. A larger and more active trails system will require more staff to manage the trails. The City's Landscape Architecture staff handles the planning and implementation side of the trail system, and also organizes and leads hikes, but a more active trail use management and public trail involvement would require additional staff.

→ **Recommendation:** Consider establishing staff position(s) to provide better trail use management and public involvement. Some agencies use ranger positions for both. Other agencies have docent and/or volunteer coordinator staff and field staff who do both trail use management and trail maintenance. These functions often involve seasonal help to handle the increased activity during warm weather.

→ **Recommendation:** For privately maintained City trails the developer should be required to enter into a trail maintenance agreement with the City.

## Trail System Maintenance

Better trail maintenance was also a theme in the public input for the TMP. The inventory of the current trail system for the TMP shows the City’s current trail maintenance responsibility to include 47.3 miles of trails of the following types:

*Table 5-6: Existing Pleasanton Trails by Owner/Maintainer*

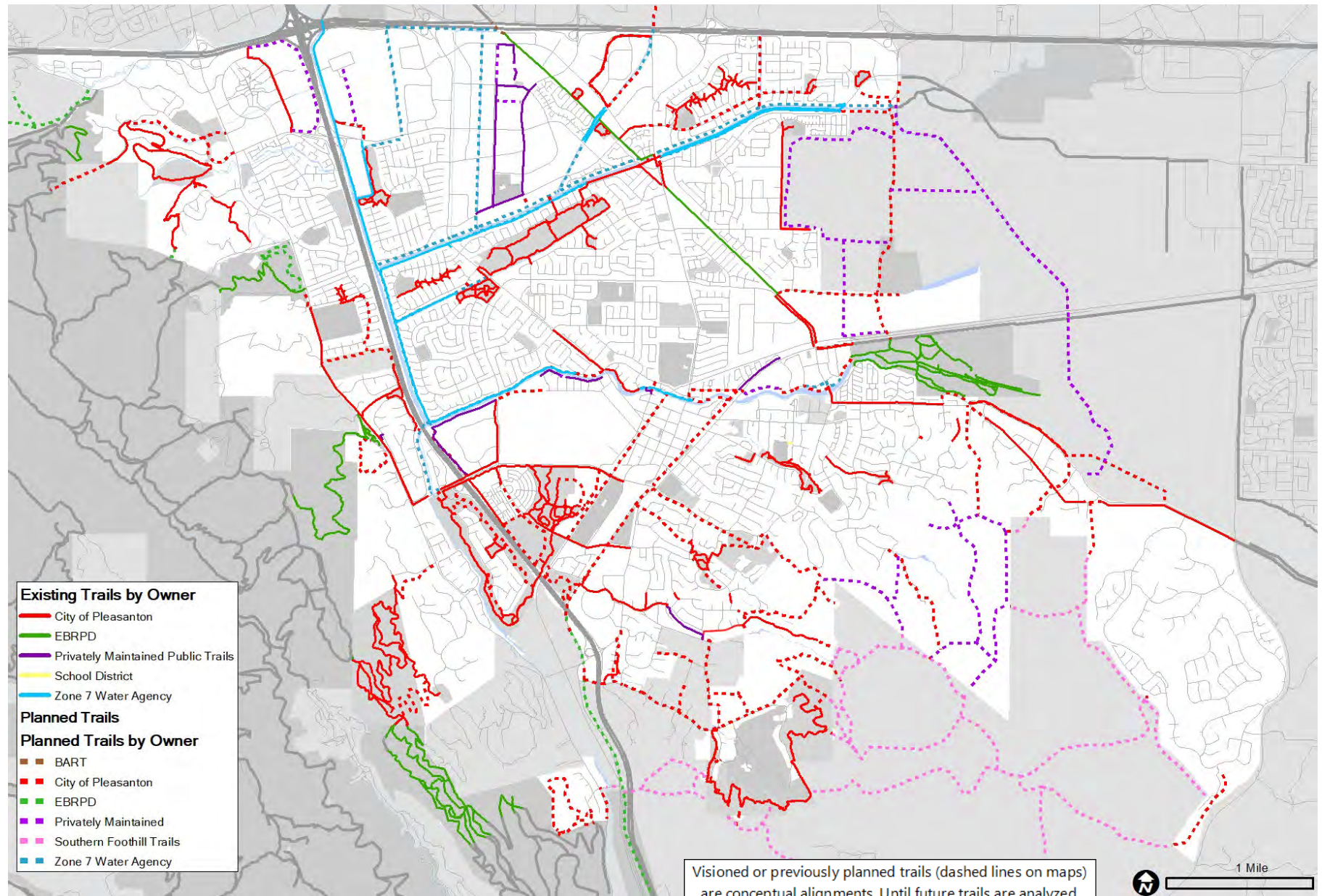
Trail Owner and/or Maintainer	Existing Class I Trail (miles)	Existing Paved Surface Trail - Narrow (miles)	Existing Improved Surface Trail - Wide (miles)	Existing Improved Surface Trail - Narrow (miles)	Existing Natural Surface Trail - Wide (miles)	Existing Natural Surface Trail - Narrow (miles)	Existing Sidewalk Trails (miles)	Total of All Trails (miles)
City of Pleasanton	14.4	15.7	0.0	3.9	4.3	6.7	2.8	47.7
Privately Maintained Public Trails	2.4	2.3	0.0	0.0	0.0	0.0	0.1	4.8
EBRPD	3.1	0.6	3.8	4.0	5.6	0.0	0.0	16.9
Zone 7	3.4	0.0	6.8	0.3	0.0	0.0	0.0	10.6
<b>Total in Miles</b>	<b>23.3</b>	<b>18.5</b>	<b>10.6</b>	<b>8.1</b>	<b>9.9</b>	<b>6.7</b>	<b>2.9</b>	<b>80.0</b>

These trail mileages include all the identified trail routes in the City, some of which follow sidewalks which are not considered part of the trail system from a maintenance standpoint; they are maintained as part of the roadway system by the Operations Department. The trails that are maintained through the Parks Division include all the Class I Trails and Natural Surface Trails and part of the Paved Narrow Trails.

Figure 5-1 shows the future trail system by trail owner or maintainer. Table 5-6 breaks down the planned trails by maintenance responsibility and type of trail. Table 5-7 shows the total existing plus planned trail mileage in the envisioned future system.

The ultimate visioned trail system would include 109 miles of trails with City maintenance responsibility. Note that per table 5-8, the total trail mileage under the City’s responsibility would be 10.7 miles less if Zone 7 maintained the upgraded canal trails. An alternative funding mechanism for the 14.1 miles of visioned southeast hills trails could be a special assessment district.

Given the significant growth in the trail system that is currently occurring, and the substantially larger trail system that is visioned, significantly more trail maintenance resources will need to be added.



Visioned or previously planned trails (dashed lines on maps) are conceptual alignments. Until future trails are analyzed, approved and built, no public access is implied or allowed.

Figure 5-1: Map of Future Trail System by Maintenance Responsibility



**Table 5-7: Planned Pleasanton Trails by Owner/Maintainer**

Trail Owner and/or Maintainer	New Class I Trail (miles)	Service Road to Class I Trails (miles)	Trail Type Conversions (change types but don't add miles)			New Paved Surface Trail Narrow (miles)	New Natural Surface Trail Wide (miles)	New Natural Surface Trail Narrow (miles)	Sidewalk Trail Connection (miles)	New Trail Bridges (miles)	Total Planned Trails (miles)
			Paved Surface Narrow Trail to Class I (miles)	Natural Surface Trail to Class I (miles)	Improved Surface Wide Trail to Class I (miles)						
BART	0.1										0.1
City of Pleasanton	11.4	0.6	1.5	0.8		5.1	1.8	27.5 **	2.7	0.4	49.5 **
Privately Maintained Public Trails	9.0							4.5			13.4
EBRPD	2.2						0.8	1.1			4.1
Zone 7		11.8 *			1.5				0.2		12.0
<b>Total in Miles</b>	<b>22.7</b>	<b>12.4</b>	<b>1.5</b>	<b>0.8</b>	<b>1.5</b>	<b>5.1</b>	<b>2.6</b>	<b>33.1</b>	<b>2.8</b>	<b>0.4</b>	<b>79.1</b>

\* Per the City of Pleasanton's agreement with Zone 7, these canal trails need to be maintained by the City if upgraded to Class I

\*\* Includes 14.1 miles of Southern Foothills Trails that may be maintained through assesment district(s)

**Table 5-8: Future Pleasanton Trails System (Planned and Existing) by Owner/Maintainer**

Trail Owner and/or Maintainer	Class I Trail (miles)	Paved Surface Trail Narrow (miles)	Improved Surface Trail Wide(miles)	Improved Surface Narrow Trail (miles)	Sidewalk/On Street Trails (miles)	Natural Surface Wide (miles)	Natural Surface Narrow (miles)	Total Trail Miles by Agency
BART	0.1							0.1
City of Pleasanton	40.9 *	19.3		3.9	5.5	5.3	34.2 *	109.0
Privately Maintained Public Trails	11.4	2.3	0.0	0.0	0.1	0.0	4.5	18.3
EBRPD	5.2	0.6	3.8	4.0		6.4	1.1	21.0
Zone 7	4.9		5.3	0.3	0.2			10.7
<b>Total in Miles</b>	<b>62.6</b>	<b>22.1</b>	<b>9.1</b>	<b>8.1</b>	<b>5.7</b>	<b>11.7</b>	<b>39.7</b>	<b>159.1</b>

\* The City of Pleasanton's agreement with Zone 7, this includes 13.8 miles of canal trails that need to be maintained by the City if upgraded to Class I

\*\* Includes 14.1 miles of Southern Foothills Trails that may be maintained through assesment district(s)

The visioned increase in City-maintained trail mileage represents an increase of more than double the current mileage. Maintaining and managing the visioned system, in addition to providing an improved level of service as requested in public input, will require significant increases in budget for trail operation and maintenance.

➔ **Recommendation:** An additional study is required to determine specific maintenance requirements and standards, which can be used as a resource for increased trail management needs.

## Current Trail Maintenance Resources

The City’s Parks Division is responsible for maintaining most of the trails in the current system. The Division currently is divided into six working crews. The sixth crew - known as Area 6, has the responsibility for maintaining trails along with several other responsibilities: streetscape irrigation maintenance, street tree planting and watering, open space maintenance, and Cubby Dog Park maintenance.

The current crew for Area 6 consists of one foreman, one full-time staff and a temporary seasonal staff member. The capabilities of the crew members are the same as regular park maintenance employees with the addition of trails maintenance knowledge.

The crew of Area 6 spends only about 15% of its time on trail maintenance. The estimated trail maintenance costs per year in Table 5-9 below mostly reflect deferred maintenance. Current trail maintenance is mostly reactive rather than proactive.

## Trail Maintenance Tasks

The crew for Area 6 is responsible for maintaining over 26 miles of trails (a subset of the 47.3 miles of existing trail routes). Most trails are either asphalt, natural surface (native soil), or improved surface – wide (gravel roads). Each trail surfacing has a different maintenance requirement and frequency. Trail amenities maintained by Area 6 staff include drinking fountains, benches, picnic tables, gates, and fences.

Trail maintenance work consists of cleaning culverts and swales, trail grading, weed abatement, shrub or tree pruning and removal, herbicide application on undesirable weeds/ brush/ poison oak, and trash removal.

There are two restrooms located within the trail system that are maintained weekly by the Support Services Division of the Operations Department. There are numerous trash cans located along the trail system that are dumped weekly by an outside vendor. Area 6 staff replaces them if damaged.

Table 5-91: Trail Maintenance Hours and Costs Per Year

Task	2016	2017	2018
<b>Administration Time:</b>	34	2	0
<b>Manual Watering:</b>	12	108	328
<b>Irrigation Repairs, Inspections:</b>	21	3	21
<b>Weed Abatement:</b>	170	74	193
<b>Construction:</b>	92	132	23
<b>Tree Maintenance:</b>	40	60	63
<b>Miscellaneous:</b>	148	136	231
<b>Hour Totals:</b>	<b>517</b>	<b>515</b>	<b>859</b>
<b>Percent of Total Staff Time Spent On Trail Work:</b>	15%	14%	16%
<b>Trail Maintenance Costs</b>	<b>\$49,905</b>	<b>\$48,812</b>	<b>\$81,312</b>

## Additional Maintenance Staff Needs

To provide the desired trail maintenance for the current system would require an increase in staffing and associated equipment and supplies. To keep pace with the growing trail system would require ongoing increases in maintenance capacity. However, currently there is no established standard for trail maintenance to measure or plan for appropriate staffing levels.

### → Recommendations:

1. Consider increasing trail maintenance staff to provide a higher level of maintenance in response to public input.
2. A study should be conducted to develop trail maintenance standards based on comparisons to other Bay Area agencies with similar resources, trail classifications, and trail usage. This would include a proactive schedule of maintenance tasks designed for the specific trail types and related facilities, and identification of the associated staff positions, skills and equipment requirements.
3. The Park Division's current Computerized Maintenance Management System (CMMS) needs to be updated to reflect the current trails inventory and provide current costs of individual trails maintenance.
4. Trail counters should be installed to provide actual numbers of daily users per trail. Accurate usage information is vital to provide an assessment of trail usage which will help determine the resources required to maintain a responsive maintenance standard.

## Funding Trail System Maintenance

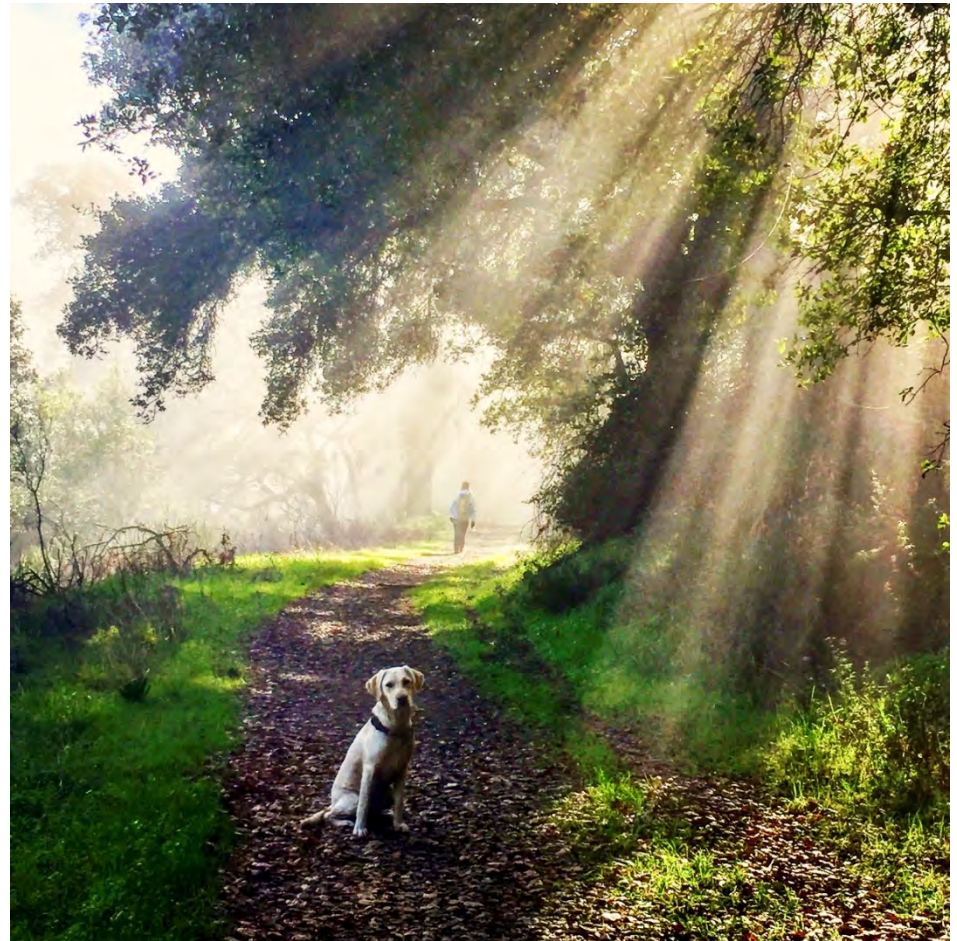
The cost of trail maintenance staff and equipment may come from the City's general fund, competing with many other priorities. When trails are created in conjunction with commercial or residential development there may be other funding mechanisms available. If clearer trail maintenance standards and costs are developed, as recommended, this would facilitate development of realistic costs including trail maintenance for developments that include significant trail facilities.

→ **Recommendation:** Budget for appropriate levels of trail maintenance as part of the approval process for development projects that include trails.

## Approaches to Specific Trail Management Issues

### Addressing Dog Access Challenges

Access for people with dogs is one of the most desired uses on Pleasanton trails. It was not a major request in the survey because trails are generally open to people with dogs. Complaints about people who did not leash or otherwise control their dogs, or clean up after them, was a significant issue in the survey results. Minimizing the problem requires ongoing public outreach and education by the City, help from responsible dog owners and organizations, and in some cases enforcement activity. Basic steps the City can take include installation of pet waste bag dispensers, trash/waste containers, and clear rules signage with potential penalties for violations at all trailheads.



## Addressing Mountain Bike Challenges

Conflict between mountain bicyclists and other users was a frequently mentioned issue in the public survey responses and is typically an issue in settings where mountain bikes are mixing with other users – especially on heavily used trails. In the past few decades mountain biking has grown tremendously in popularity among young people as well as adults. Mountain bikes are increasingly high-tech and their riders more skilled and capable of fast travel over rough terrain and obstacles. Most mountain bicyclists want to push themselves as they gain experience, and many are capable of going at speeds that can be very threatening to equestrians and hikers – especially those with small children or dogs in tow. Most mountain bicyclists recognize these issues and control their speed and are courteous about slowing and warning other users when passing, and yielding the trail to equestrians, as hikers do. But there tends to be a portion of the mountain bike user group that “pushes the envelope” in terms of speed, and/or engages in creating unauthorized trails – resulting in conflict and complaints.

A nationwide study<sup>12</sup> of mountain bike conflict and solutions showed that minimizing conflict over mountain bikes on shared trails takes ongoing coordination with the local mountain bike community; their assistance with outreach and education to other mountain bikers; ongoing dialogue with other user groups; appropriate availability and physical design of the trails; and ultimately rules enforcement.



<sup>12</sup> Trail Use Conflict Study - Appendix C, California State Parks Road and Trail Change-in-Use Evaluation Process Draft EIR, June 2012  
[https://www.parks.ca.gov/pages/795/files/v2\\_csp\\_rtchginuse\\_apps\\_draft\\_10-5-12.pdf](https://www.parks.ca.gov/pages/795/files/v2_csp_rtchginuse_apps_draft_10-5-12.pdf)

## Response to Liability, Safety and Crime Concerns

In response to trail proposals, landowners often voice concerns about the potential for trespass, vandalism, loss of privacy and property damage, and the potential liability if a trail user is injured on their land. While concerns about liability are understandable, studies show that neither public nor private landowners have experienced significant liability losses from trail development. The Rails-to-Trails Conservancy's landmark "Rail-Trails and Safe Communities" report <sup>13</sup> found that rail-trails are typically safe places and that liability issues were virtually non-existent. Correspondence from law enforcement agencies consistently reported that rail-trails do not encourage crime. To the contrary, many agencies found that heavy trail usage is a crime deterrent in areas that were isolated prior to implementation of the trail.

Several other studies of trail impacts on neighborhood quality and crime conclude that trails have a negligible effect on crime and that neighbors to the trail are either satisfied or neutral on this issue once the trail is in operation. <sup>14</sup>

Significant public entity and private landowner liability protection is provided by existing laws, statutes, policies and insurance. Broad legal protection for landowners with trails on or near their property is provided by state laws and statutes, including the California Recreational Use Statute (RUS) and California Recreational Trails Act. California's RUS potentially offsets some

or all of a private landowner's increased liability associated with a trail.

Careful trail planning, design, operation and maintenance are important factors in reducing trail conflicts. Where the trail may be close to residences, alignments and designs that buffer the trail should be developed when feasible. Where easements on private property are necessary, careful siting of the trail with buffer zones, supplemented by existing or planted vegetation, combined with adequate fencing and signage, and a program for public information, maintenance and management will protect the privacy and security of nearby landowners.

Possible operation and maintenance strategies to improve public safety and mitigate liability include implementation of the following measures (several of which are associated with recommendations above):

- Trail safety program
- Emergency response protocols
- Management system data base
- Conducting routine trail inspections
- Trail user education program
- Posting and enforcing safe trail behavior
- Trail maintenance and vegetation management

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<sup>13</sup> Rails-to-Trails Conservancy. (1998). Rail-Trails and Safe Communities: The Experience of 372 Trails.

<sup>14</sup> American Trails. (2000). Trail Effects on Neighborhoods: Home Value, Safety, Quality of Life. Eling, Tim. (2006). Crime, Property Values, Trail Opposition & Liability Issues. Murphy,

Michelle Miller. (1992). The Impact of the Brush Creek Trail on Property Values and Crime; Santa Rosa, CA.

## Resource Protection

Potential trail routes may contain natural and cultural resources that constrain trail siting and alignment. Natural resources include natural habitat, special status and protected status species, unique and protected landforms, significant trees, designated wildlife and habitat protection areas and mitigation sites. Cultural resources include historic buildings and structures, historic districts, historic sites, culturally sacred sites, prehistoric and historic archaeological sites, and other prehistoric and historic objects and artifacts. Scenic resources may also fall into this category.

The development of a trail system can adversely impact natural resources by temporarily disturbing the foraging or nesting behavior of wildlife and by perpetuating longer term, less predictable changes to the overall ecological health of critical habitat and native ecosystems. Additionally, new facilities and changes in land use that affect use patterns or intensify use could impact cultural resources through trail use or during construction or maintenance. When a resource is subsurface, it is possible that construction work could damage the resource before crews are aware that the resource is present.

Numerous Federal and State agencies oversee natural and cultural resource protection. In particular, trail planning efforts will need to be coordinated with the California Department of Fish and Wildlife for trails along waterways. Coordination with all applicable Federal and State agencies will be necessary to ensure that the environmental protections each agency oversees are met.

Trail projects will be subject to environmental review, as required by the California Environmental Quality Act (CEQA) and, where

federal jurisdiction or funding is involved, the National Environmental Policy Act (NEPA). Environmental review includes assessment of potential impacts to biological, cultural, and historic resources, including review by the State Historic Preservation Office (SHPO) for any known significant historic artifacts. Where feasible, CEQA and NEPA require mitigation of any potentially significant impact to a less than significant level. The trail planning process may also require issuance of permits from resource management agencies including the California Department of Fish and Wildlife, the California Water Resources Control Board, the U.S. Army Corps of Engineers (where waterways are affected), and the U.S. Fish and Wildlife Service (often through consultation with the Army Corps of Engineers).



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May 7, 2019

City of Pleasanton

# Trails Master Plan

# APPENDICES



Prepared by:



**TrailPeople**  
Landscape Architects and Planners

FEHR & PEERS

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City of Pleasanton

Draft

# Trails Master Plan

May 7, 2019

## **Appendix A.**

## **Trail Project Descriptions**

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# Trail Project Descriptions

## INTRODUCTION

Many projects included in this document are proposed by other agencies, or by developers and reflect their plans or concepts. Other plans were developed as part of the Trail Master Plan. Many of the trail projects are very conceptual. Some include private property and/or public lands of other agencies. These conceptual plans need to be resolved through more detailed planning, often in conjunction with future development plans. The alignments and trail types may be subject to change.

Visioned or previously planned trails (dashed lines on maps) are conceptual alignments. Until future trails are analyzed, approved and built, no public access is implied or allowed.

## A. CONNECTION THROUGH BART PARKING LOT

Improved bicycle connection to and through the Dublin/Pleasanton BART station via the Iron Horse Trail was frequently mentioned in the Trails Master Plan (TMP) public outreach process. These improvements are already planned and programmed for construction.

In 2011, the East Bay Regional Park District, City of Pleasanton and Alameda County Transit conducted a feasibility study to extend the Iron Horse Trail from north of the Dublin/Pleasanton BART station to Santa Rita Road. Once completed, the improvements in the plan will create a continuous trail connecting Livermore, South Pleasanton, and Dublin/Pleasanton BART to the northern part of Iron Horse Trail. Most segments of the trails were built per the study by 2014 except for the segment proposed through the existing BART parking lot.

In 2015 the Alameda County Transportation Commission, which oversees transportation funding within Alameda County, provided a grant to the City of Dublin to explore a funding program for improvements along the trail within the City.<sup>1</sup> In 2017, after an extensive public outreach process and multi-modal assessment, a range of proposed improvements was compiled to allow the public and City officials to begin selecting project elements to improve safety, comfort, and efficiency for those travelling on the Iron Horse Trail.

One of the key issues and objectives was a bicycle connection to and through the Dublin/Pleasanton BART station. Figure A-1

shows the improvement plan through the station from the study. BART has secured construction funding for the project and construction plans were in progress at the time of the TMP. The study also includes a bike/pedestrian bridge over Dublin Boulevard to address a barrier to the north of the BART station.



<sup>1</sup> Iron Horse Trail Regional Feasibility Study, City of Dublin, March 2017, <http://www.ci.dublin.ca.us/1826/Iron-Horse-Trail-Feasibility-Study>

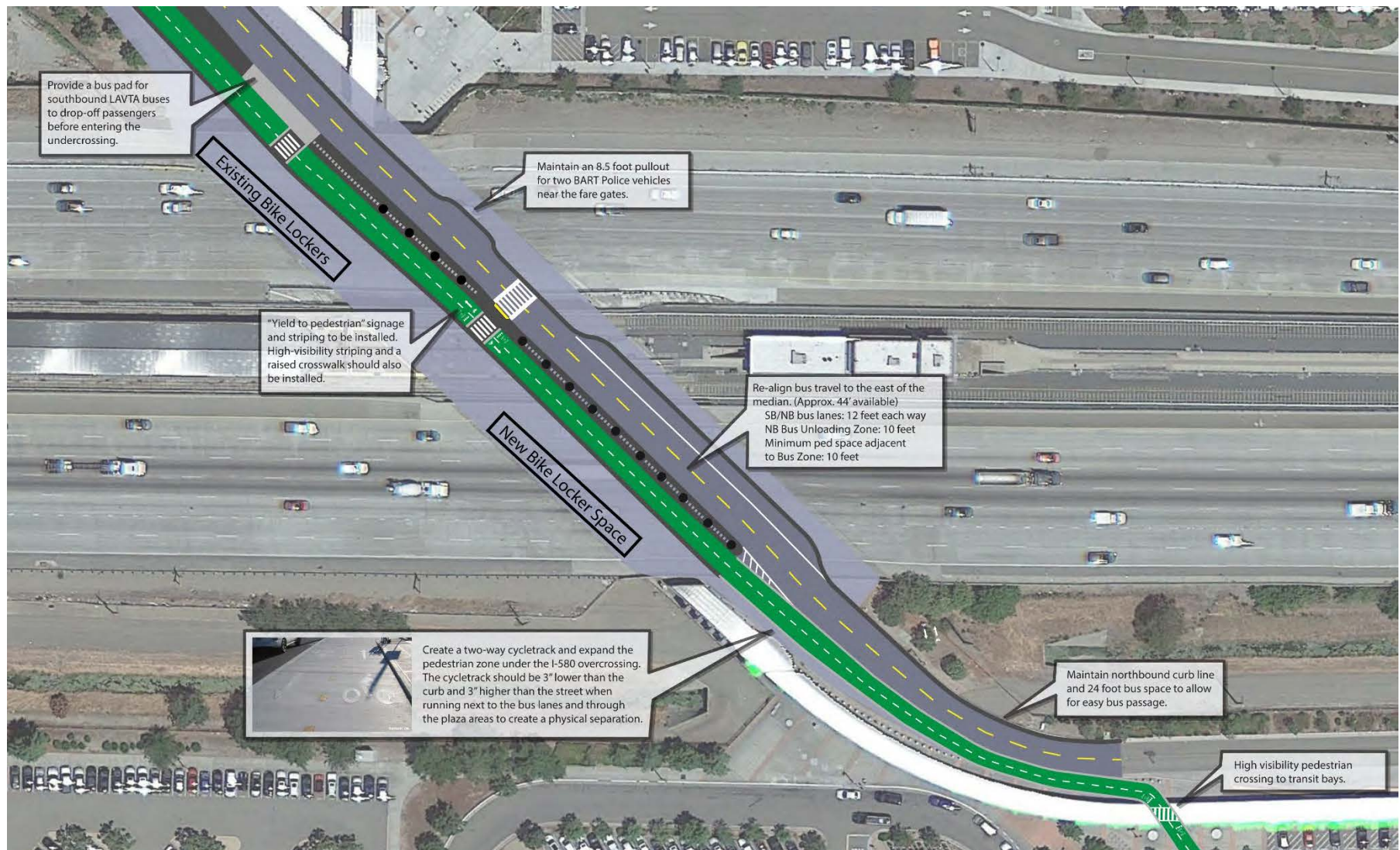


Figure A-1: Improvements under 580 from Dublin IHT Feasibility Study

## B. EBRPD GARMS STAGING AREA AND CONNECTION TO PLEASANTON RIDGE

Garms staging area is located at the intersection of Foothill Road and W. Las Positas Boulevard. According to the *Pleasanton Ridge Regional Park Land Use Plan* Garms staging area will be one of the five major access points to Pleasanton Ridge Regional Park. It will provide 75 new parking spaces with ADA access, restrooms, a drinking fountain, and benches. The staging area will connect to Pleasanton Ridge Regional Open Space with a six-foot-wide unpaved multi-use trail called Congdon Loop Trail, as shown in Figure A-2. Currently, the East Bay Regional Park District is working with City of Pleasanton to coordinate the design and construction of Garms Staging Area. The Conceptual Design shown in Figure A-3 is under review. The construction of Garms Staging Area and associated trail connections is planned to be completed by 2020. This will include trail connections into Pleasanton Ridge Regional Park.

The ability to reach the new Garms staging area from other parts of the City was frequently mentioned during the public outreach process. The improvement of bicycle and pedestrian access along West Las Positas Boulevard is the #1 priority in the Bicycle and Pedestrian Master Plan. These bicycle and pedestrian improvements are planned to enter the design phase soon, and to be completed in time for the opening of the staging

area. An improved connection along Foothill Road from Foothill High School and other points south is described in Project H; the Marilyn Murphy Kane Trail Northwestern Connection.

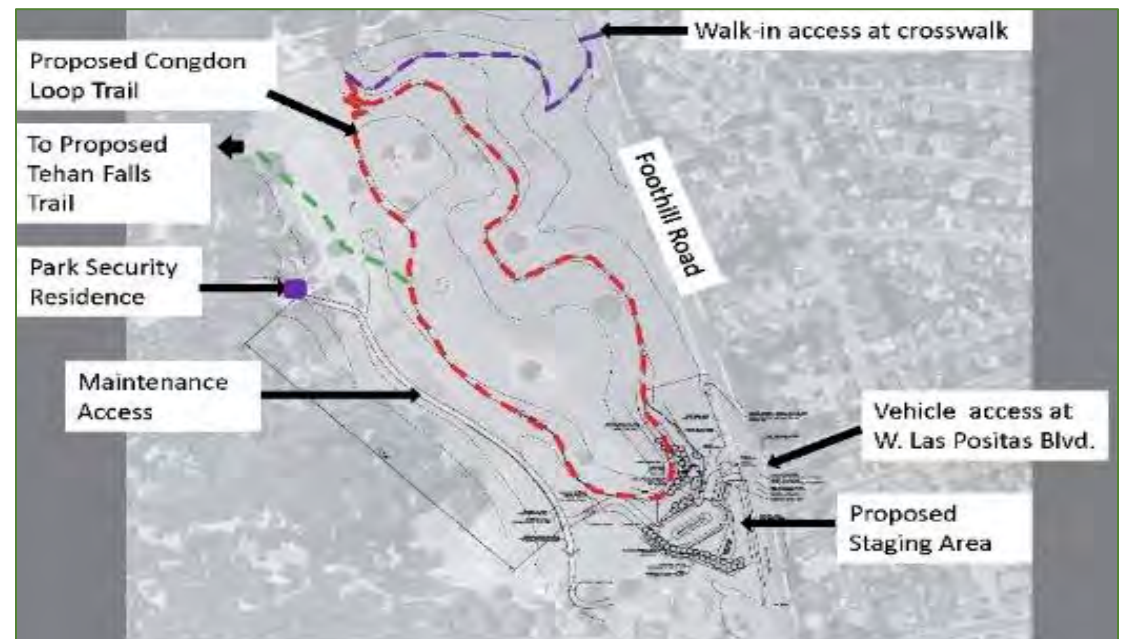


Figure A-2: Trail access from Garms staging area



Figure A-3: Garms Staging Area Preliminary Plan

## C. HIDDEN CANYON/LESTER PROPERTY TRAILHEAD

A developer is proposing to dedicate to EBRPD a large portion of property in conjunction with a development project at the northwest corner of the City, off Dublin Canyon Road. There would be a new staging area with 36 parking spaces and a vault toilet that would provide another access point for Pleasanton Ridge.

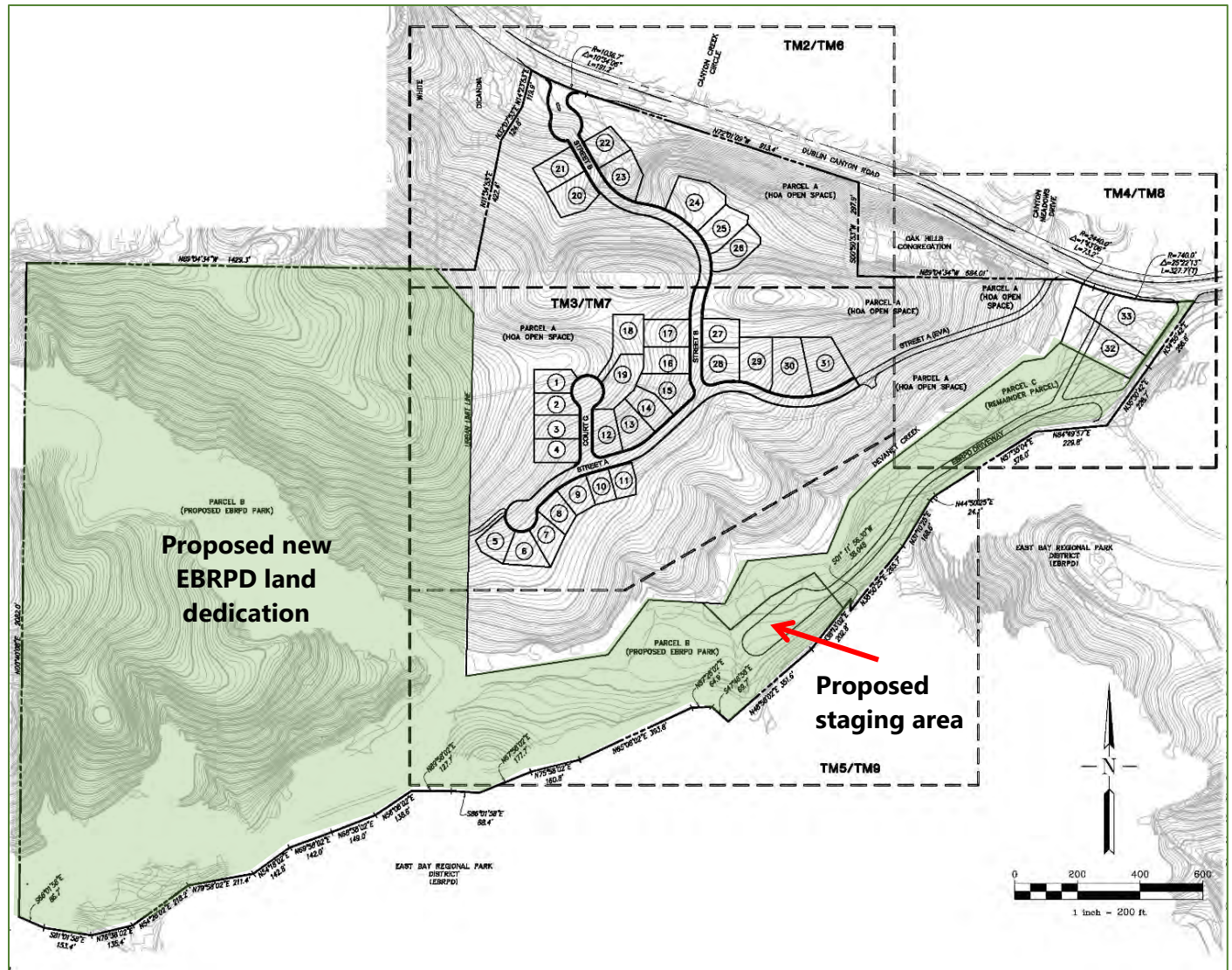


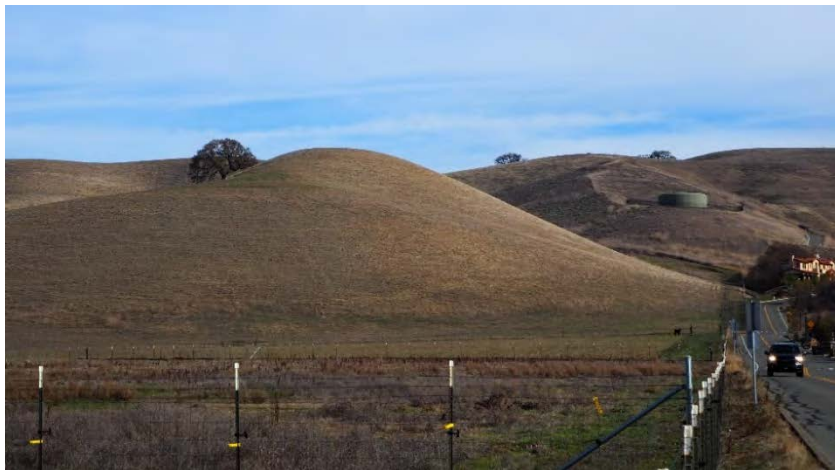
Figure A-4: Planned Hidden Canyon Trailhead

## D. AUSTIN PROPERTY TRAIL AND TRAILHEAD

This is a small residential development with a loop trail just south of and adjacent to the Alviso Adobe Park. The concept is for the City to develop a staging area of 20 spaces or more on the Austin property that would provide access to the loop trail and other nearby trails (see Austin property on map included with Project H – Marilyn Murphy Kane Trail Northwest Connection).

## E. SOUTH EASTERN HILLS TRAILS AND CONNECTIONS

In conjunction with the Spotorno property development, trails are envisioned to connect the Callippe Preserve trail system to Bernal Avenue via the planned Lund Ranch trails and the adjacent Bonde Ranch development. There would also be trails to future development areas to the east to complete the regional trail system linking urbanized areas to hillsides surrounding the City. These trail connections were planned in the 1993 *Community Trail Master Plan* and 2005 *Pleasanton General Plan*. The current Spotorno site plan does not show these trail connections, but the City is working with the developers to coordinate trail planning



and implementation. Figure A-5 shows the City's concepts for trails on the Spotorno property, which is in the early stages of development application preparation.

The Lund Ranch trails are an approximate two-mile system on the Lund Ranch II property in southeast Pleasanton. The trail proposal is part of the housing development plan, which was approved by City Council on January 5, 2016. According to the Lund Ranch II Trail Plan, the proposed trail types include a paved access road to a water tank and graded-earth surface hiking trails. These trails will be built in conjunction with the development and form part of the regional trail system linking the hillside areas surrounding the City.

As with the Spotorno development site plan, the current Lund Ranch plans do not show a trail connection between the two developments. This missing connection would be from the water tank on City property on the northern part of the Callippe Preserve across the narrow eastern portion of the Spotorno property to the water tank on Lund Ranch, as shown in Figure A-6. Lund Ranch trail plans do show a future connection to the Foley Ranch property to the east, consistent with General Plan concepts for trails in conjunction with future development.

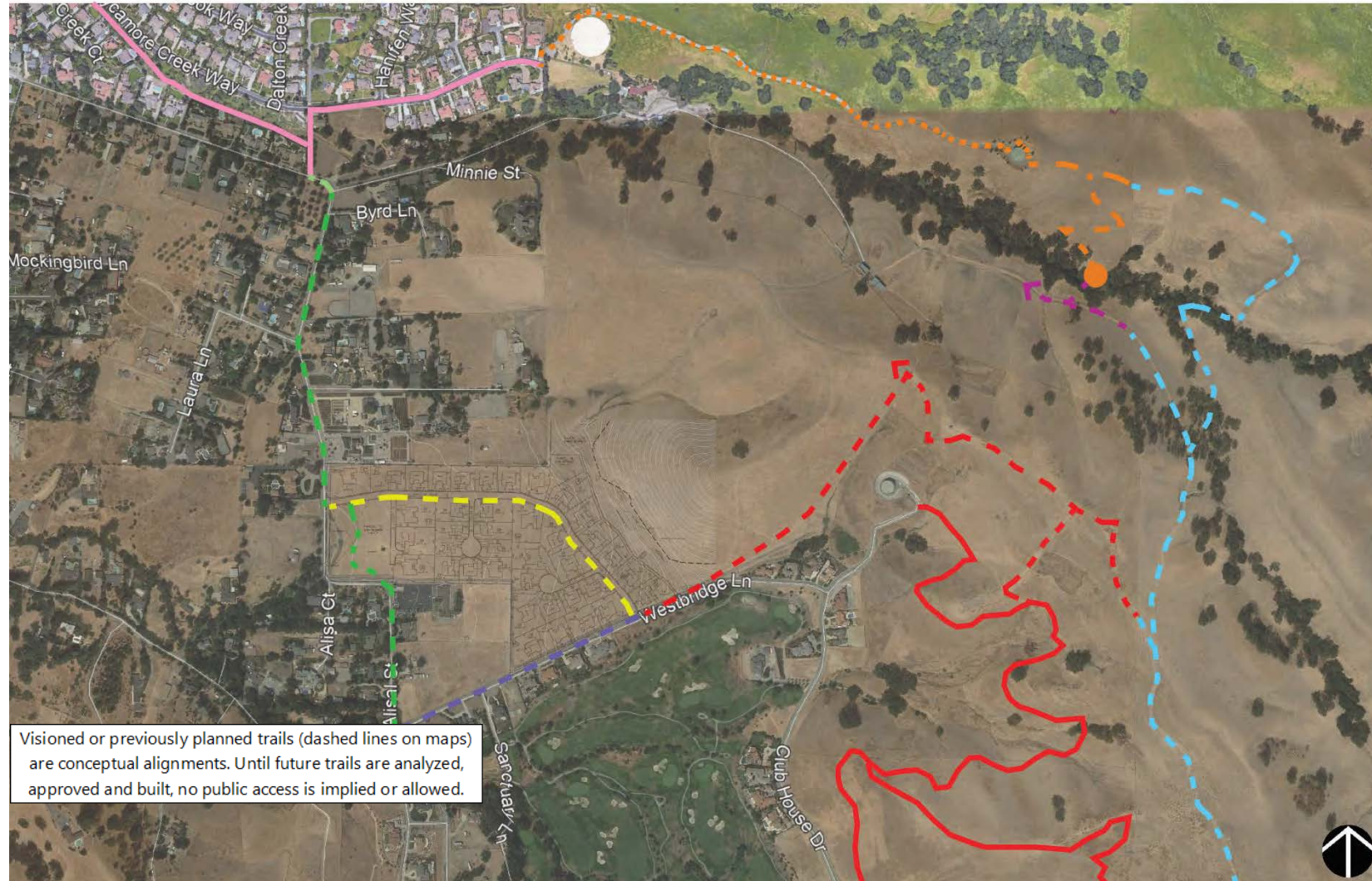
**Legend**

- Callippe Trail (existing, natural, 6 ft. min.)
- - - Callippe Trail (proposed, natural, 6 ft. min.)
- Sycamore Trail (proposed, Class 1)
- - - Lund Ranch Trail (prop, paved, 10 ft. + wide)
- Lund Ranch Trail (prop, natural, 6 ft. wide min.)
- Foley Trail (natural, 6 ft. wide min.)
- Alisal Trail (paved, 6 ft. wide min.)
- Westbridge Connector Trail (paved, 6 ft. min.)
- Spotorno Trail (paved, 10 ft. + wide)
- Proposed bridge (6 ft. wide)
- Proposed trail connections to join through Spotorno property, likely on ex. ranch roads
- Additional Trails, solid = ex., dashed = proposed

**Spotorno Trail Map**

May 7, 2019

NTS



Visioned or previously planned trails (dashed lines on maps) are conceptual alignments. Until future trails are analyzed, approved and built, no public access is implied or allowed.

Figure A-5: Spotorno Ranch Trail Concepts





Figure A-6: Lund Ranch Diagram

## F. THE PRESERVE AND MOLLER RANCH TRAIL CONNECTIONS TO PLEASANTON RIDGE

Several members of the public requested that a connection be created from the Moller Ranch Trail, which terminates near the boundary with East Bay Regional Park District property, to Tehan Falls and the rest of the Pleasanton Ridge trail system. This portion of Pleasanton Ridge is currently “land banked” and closed to public access, but it will be opened to public access in conjunction with the opening of trails from the new Garms Staging Area. The Moller Ranch trail connection will be feasible to pursue after the adjacent “land banked” EBRPD area is opened to the public.



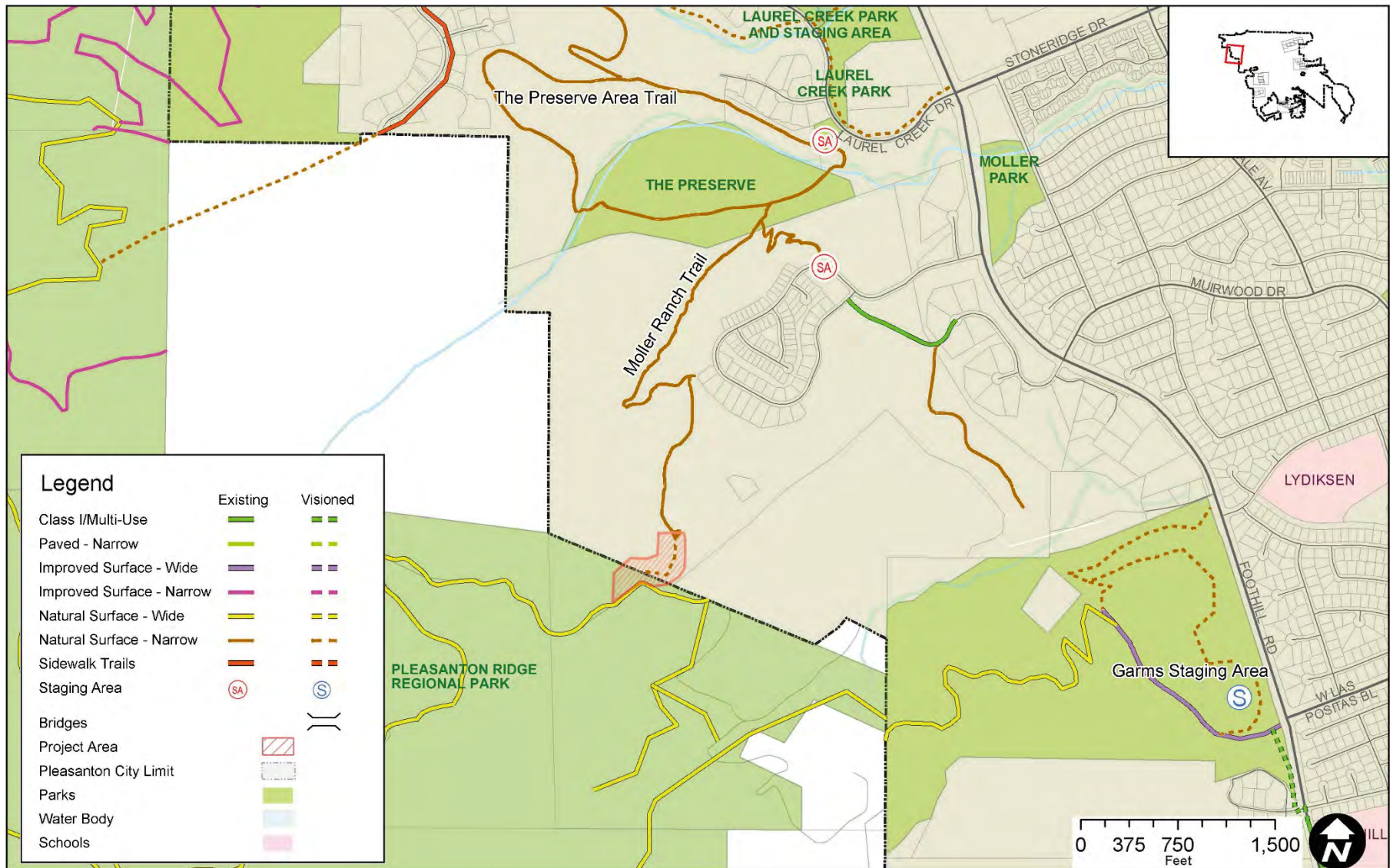


Figure A-7: Moller Ranch Trail Connection to Pleasanton Ridge

## G. ALAMO CANAL TRAIL TO MARILYN MURPHY KANE TRAIL CONNECTION

Alamo Canal Trail runs along the east side of Alamo Canal, which runs parallel to I-680. It stretches from I-580 south to Arroyo del Valle, with a total length of about three miles. The objective is to connect the Alamo Canal Trail to the Marilyn Murphy Kane (MMK) Trail on the south side of Bernal Avenue and the west side of I-680. Currently, there are maintenance roads along the east and west side of the Arroyo de la Laguna; both are closed to public access. However, the road on the east side is not well fenced or signed, and people are using it for access up to the creek undercrossing of I-680, and the junction with the Alamo Canal and the Arroyo del Valle, though there is no bridge or undercrossing. The maintenance road on the west side is currently the site of a bank stabilization project, but if it was opened it would provide access along the west side of the Alamo



*View from west side Arroyo de la Laguna under I-680 to Arroyo del Valle/Alamo Canal Trail*

Canal, and via an existing gate it could connect to a trail and open space corridor in the adjacent residential development along Regency Drive. The major objective is to connect east across the Alamo Canal to the Alamo Canal Trail. An approximately 200-foot long bridge would be required. The logical bridge site appears to be just east and north of the undercrossing.

Crossing Bernal Avenue and/or the Arroyo are challenges for completing the connection to the MMK Trail. There is a crosswalk on the west leg of the Meadowlark Drive/W. Lagoon Road intersection that is near to the MMK Trail staging area at the dog park. From here an existing unimproved shoulder could be improved to provide access to the maintenance road on the east side of the Arroyo de la Laguna.



*View from west side Arroyo de la Laguna to embankment SW side of I-680 – note person wading*



Figure A-8: Alamo Canal Trail to Marilyn Murphy Kane Trail Connection

The east side road ends on the south side of the I-680 undercrossing, where there is currently only a paved embankment. If this embankment was converted to an access road it would allow connection to the Alamo Canal Trail via an approximately 180-foot bridge across Arroyo del Valle. However, a second 200-foot or longer bridge would be required to create a connection to other trails to the west.

A narrow historic steel truss vehicular bridge constrains access to the west side of the Arroyo de la Laguna along Bernal. It has a narrow sidewalk only on the south side, and no shoulders or bike lanes. The City of Pleasanton Public Works Department is studying options for addressing this situation – potentially adding a separate bike/pedestrian bridge. The best solution relates to access along Bernal. There is an eight-foot wide sidewalk/Class I trail along the south side of Bernal up to W. Lagoon Drive/Meadowlark Drive, but only a narrow sidewalk on the north side. Given the desire to connect to the maintenance roads extending north along the Arroyo, the best place for an added bike/pedestrian bridge would be on the north side of the existing narrow bridge.

West of the Arroyo there is an existing eight-foot wide sidewalk on the north side, and only a narrow 5-foot sidewalk on the south side, and a 4 foot sidewalk on the green bridge (see Project H for more information). Without the north side bridge over the Arroyo, either a mid-block crosswalk or a trail under the bridge(s) would be needed to connect to the west side maintenance road, and neither of these solutions appears to be practical. If the bike/pedestrian bridge was located on the north side of the existing bridge it would provide access to the west side maintenance road, as well as the wide sidewalk/Class I path extending west, the gate to trails extending to Meadowlark Park and potentially the High School and Garms Staging Area, and to the Alamo Canal Trail via a bridge across the Alamo Canal.



*View from east side of bridge over arroyo at Bernal*



*Potential connecting segment from Meadowlark Drive on south side of Bernal (source: Google Streetview)*

A related connection desire that was expressed by the public was to connect from the Alamo Canal Trail south across the Arroyo del Valle to existing paths in landscaped corridors within the Koll Center Business Park on the east side of I-680. These paths are located in public recreational access easements. These paths in turn connect to Bernal Avenue and could potentially be an alternative to a trail connection along the Alamo Canal to reach from downtown to Foothill High School, the Garms Staging Area, and other points northwest. An approximately 180-foot long bridge would be required to make this connection. The paths on the south side near the Arroyo are eight feet wide, and suitable for multiple use, but the sidewalks/paths connecting south are only six feet wide. Ideally, they would be widened to ten feet, or a separate facility for bikes or pedestrians would be constructed, if significant multi use was anticipated.



*Existing six-foot sidewalk paralleling I-680 to Bernal*

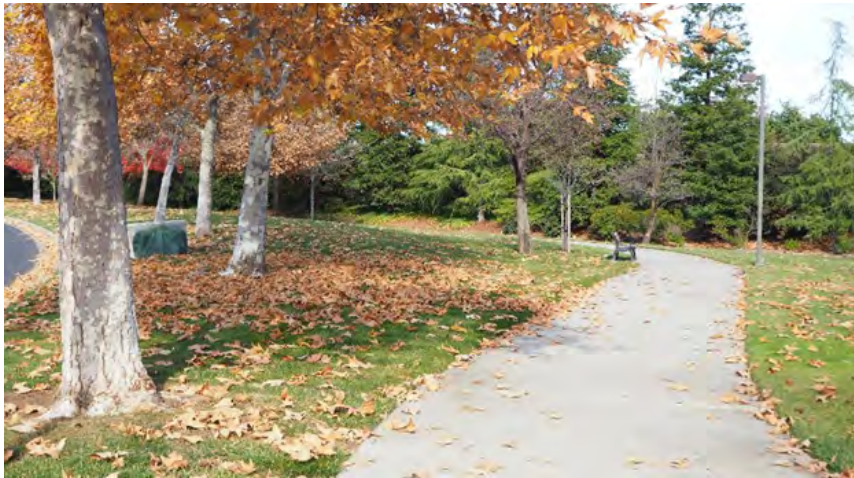
## H. MARILYN MURPHY KANE TRAIL NORTHWESTERN CONNECTION

Nearby the potential Alamo Canal Trail to MMK Trail connection there is another notable trail gap/opportunity that would address desires for better connections to high schools and for connections to foothill parks and trails. The opening of the maintenance road and gate on the west side of the Arroyo de la Laguna would provide direct access to trails in Meadowlark Park, on the east side of the Laguna Oaks residential development, between Regency Drive and I-680. This trail corridor continues north through the adjacent Foothill Knolls residential development, but it stops at a barrier at the edge of an undeveloped parcel that is in unincorporated Alameda County. This parcel is planned ultimately to be developed as residential.

The trail corridor does not continue in the residential neighborhood to the north, but Eastwood Way stubs into the

undeveloped parcel and could provide a low-traffic on-street route west to Foothill Road or along Muirwood Drive to the north behind the High School to Oak Hill Park. The Park features a trail that leads directly into the north side of the High School. A trail could also be connected to Foothill as part of the future development.

A trail corridor with an improved surface trail also extends west from Meadowlark Park to Foothill Road near the Alviso Adobe Community Park, but there is no provision for crossing the road to the park. As part of the Foothill Corridor Master Plan a crossing is being studied to the south near the existing bus turnout at the Alviso Adobe.



*Trail corridor to Meadowlark Park, paralleling I-680*



*End of trail corridor at undeveloped parcel to north*





Figure A-9: Marilyn Murphy Kane Trail Northwestern Connection

## Foothill Road Trail Connections to Pleasanton Ridge

Better connections along and across Foothill Road to reach access points to the Pleasanton Ridge was a significant theme during the public outreach process. There is an existing Class I trail along the north side of Bernal Avenue and the east side of Foothill Road, mostly separated from the road by a landscaped strip. These paths provide an alternative for bicyclists who may not feel comfortable using the bike lanes.

North of Raccoon Hollow Drive the path becomes eight feet of asphalt adjacent to the curb. It is a separated path again near the Foothill Knolls subdivision, then returns to a curbside path that narrows to less than eight feet in locations as it approaches the high school. These narrow portions should be widened to create a continuous multi-use path a minimum of eight feet wide. Near Muirwood Drive the wide path is reduced to a narrower sidewalk, which continues to and in front of Foothill High School. The narrow sidewalks continue to West Las Positas Boulevard (the location of the Garms Staging Area), and beyond to the north.

Getting Foothill High School students, and other trail users, across Foothill Road to the Garms Staging area is an important objective. There is an existing crosswalk at Oak Creek Drive near the north corner of the school that could provide more direct access. The crosswalk has user-activated warning lights. This connection would require a Class I trail to be extended north on the west side of Foothill in the road right-of-way and/or on the East Bay Regional Park District property. This would require a small bridge or culvert to cross a drainage near the property boundary.



*Landscaped trail corridor along east side of Foothill north of Bernal Avenue*



*Asphalt trail along east side of Foothill north of Purl Court*

## I. LONGVIEW DRIVE BYPASS TRAIL TO AUGUSTIN BERNAL PARK

Augustin Bernal Park has two major access points. One is the Golden Eagle staging area on the south, and the other one is the Longview Trail and the Longview Drive access point on the north. However, Longview Drive, which is a roughly 2000-foot long residential road, is very steep (average 15% and up to approximately 20% gradient) and does not have a wide shoulder or sidewalk. No parking is allowed along the upper portion of Longview Drive. To access the Long View Trail residents must walk or bicycle up to near the end of the section of public road and along a steep residential driveway in an easement that requires bicycles to be walked. These constraints limit accessibility to Augustin Bernal Park.

Building a new trail that connects from near Foothill Road to Longview Trail will allow people to avoid the steep incline up Longview Drive. The major part of the new trail would be built on one undeveloped parcel on which the City is currently reviewing a proposal for residential development. The proposal envisions open space with a trail to connect uphill through the parcel. To complete this connection a segment of about 200 feet of trail would have to be built on adjacent private open space in the Golden Eagle residential development, potentially using a remnant of an old private road. An easement would need to be acquired from the owner(s) of the private property to implement the envisioned trail.



*Trail easement across residential driveway*



*Start of old road across private property*

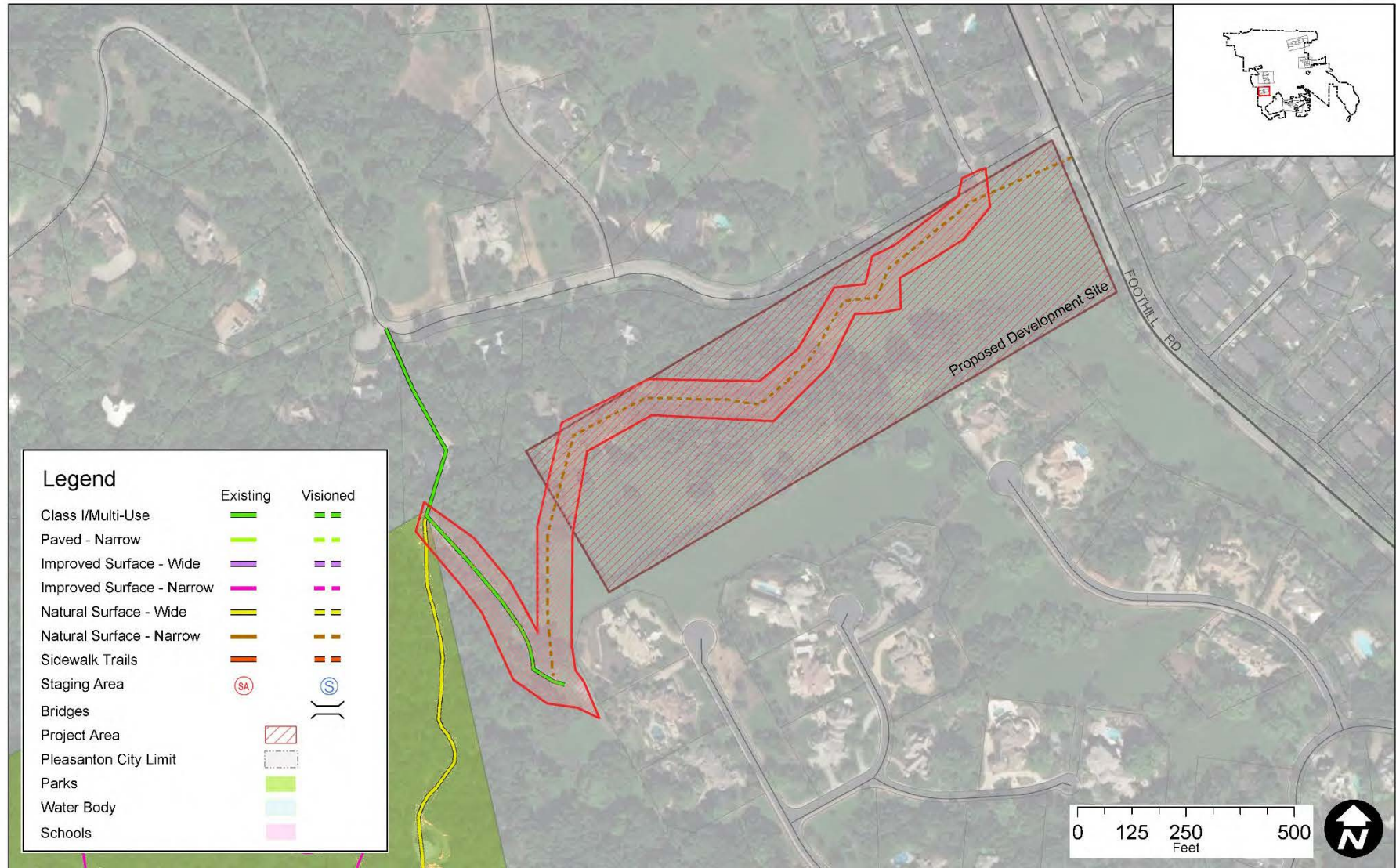


Figure A-10: Diagram showing Longview Drive Bypass Trail to Augustin Bernal Community Park

## J. MOUNTAIN BIKE TRAIL IN AUGUSTIN BERNAL PARK

Augustin Bernal Park is a major destination for hiking and mountain biking in Pleasanton. There are nine major trails in the park. Three of them are multi-purpose trails that allow mountain bike use. Of the three major mountain bike trails, the connection to Foothill Road via Longview Trail is relatively steep (average 9%). The connection to Augustin Bernal staging area is relatively flat (average 5% to 6%).

The mountain bike trail in Augustin Bernal Park would be a winding one-way downhill bike route designed as a “technical” trail, with turns, banks and grade changes, that goes from the hilltop to the staging area. With the new trail, bikers climb up the hill on the relatively flat multi-use trail and go downhill on the one-way trail. Wayfinding signage would clearly show that the trail is for mountain bike use only.

The trail layout shown is only a “placeholder.” Layout of this trail would require careful field work to ensure that it works with the terrain and drainage patterns and is a reasonable compromise between challenge and safety for a public trail (see Section 4.4 on design considerations for mountain bikes).

Other public comments called for more parking at Augustin Bernal Staging Area (new parking was added in July 2018). These public comments included a suggestion to convert part of the horse trailer parking to regular car parking, as these spaces are never full according to the speakers.



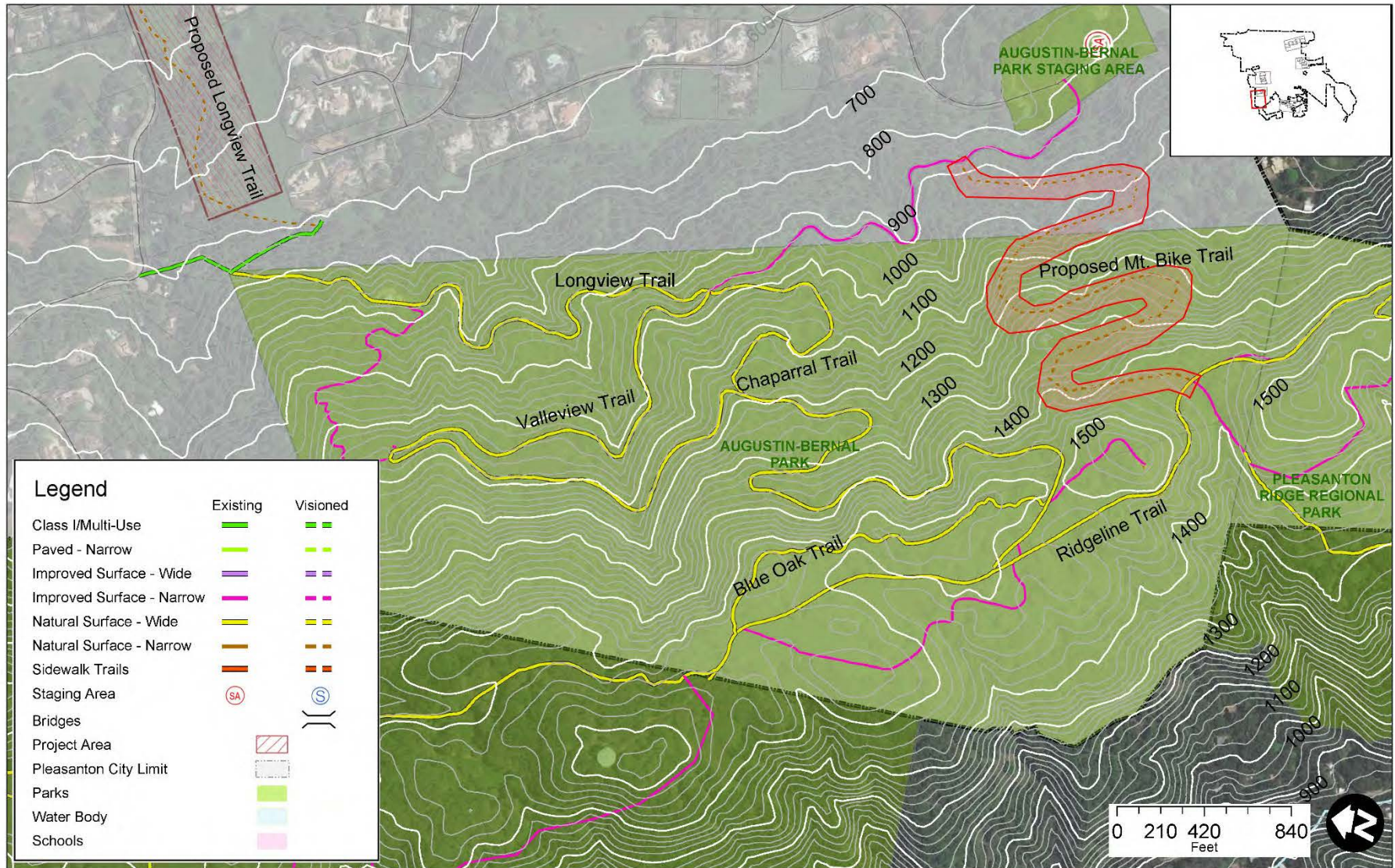
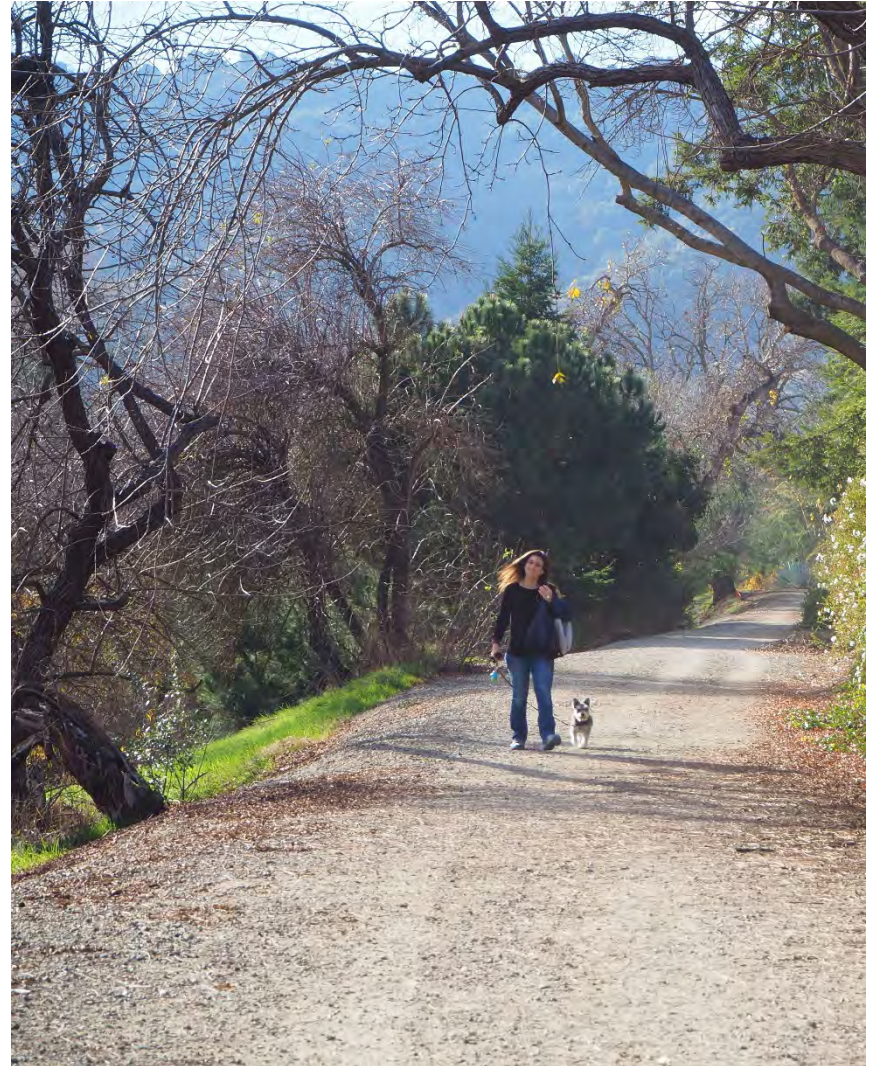


Figure A-11: Potential Mountain Bike Trail in Augustin Bernal Park

## K. ARROYO DEL VALLE TRAIL IMPROVEMENT AND EXTENSION

Arroyo del Valle Trail (ADV Trail) is an established public trail that varies in surface and type. It connects Alamo Canal Trail with Downtown Pleasanton, schools, neighborhoods and other major destinations. It is a key connector trail that is heavily used by kids and nearby residents. A portion of the Arroyo del Valle Trail, starting at Rotary park and extending west to the Alamo Canal Trail was designated as the “Centennial Trail” in recognition of the 1994 celebration of the City of Pleasanton’s 100<sup>th</sup> birthday.

Most parts of the trail are in the Zone 7 right of way. Some parts are built on private land, but these segments are also open to the public via public trail easements. The ultimate vision is that the ADV Trail would connect from the Alamo Canal Trail all the way through Downtown, and east to Shadow Cliffs Regional Recreation Area, where other trails connect north and east. Ideally the ADV Trail would be paved Class I the entire way, to maximize transportation and recreation opportunities. There are constraints and potential environmental concerns about paving in areas where the trail is in the flood plain and/or riparian habitat. Construction in these areas will require permits from the California Department of Fish and Wildlife, which could place limits on construction or use. Permits could also potentially be required from the U.S. Army Corps of Engineers, which has permit authority over federally-recognized waterways and wetlands.



*Arroyo del Valle Trail east of Alamo Canal Trail*

## ADV Trail Western Portion

Starting on the west at Alamo Canal, much of the ADV Trail runs behind residences on bank top gravel-surfaced maintenance roads owned and maintained by Zone 7 (see Figure A-12). At two points the road/trail dips below crossing roads, creating situations where the trail may have to be closed seasonally during high flows.

At Calle Santa Ana, a residential development, the trail merges onto a paved road and then onto the driveway of the adjacent Del Prado Apartments. This approximately 1120-foot segment has intermittent adjacent unpaved walking space along the creek. Bicyclists, pedestrians and vehicles are required to share the road/driveway at some sections. Portions of the south side curb are painted red to prevent parking, but in other locations parked cars and storage sheds block space for the trail. To formalize the trail through this area parking should be prohibited along the south curb the entire distance and the bike/pedestrian route should be delineated with striping and marking, as well as signs. An additional option may be to reduce the width of the driving lane/parking backup area by moving the curb in, to create space for a separated trail.

Where Hopyard Road becomes Division Street there is a surface crossing, but only narrow sidewalks connect the two portions of the trail. This is an important surface crossing – it connects to Amador Valley High School and to downtown. It should be improved with a wider and more direct multi-use connection, and better crossing marking, ideally including a “cross bike” such as the one that exists at Stanley Boulevard and Valley Avenue.

After crossing Hopyard Road/Division Street on the surface, the paved eight-foot wide trail passes through an open space parcel

and corridor adjacent to the creek and then follows a paved path between the creek and Harvest Circle, a residential street. At the east end of Harvest Circle the trail again follows a maintenance road (in this case paved but in deteriorated condition) behind the houses and within the creek corridor. Parts of this segment may be subject to flooding and require seasonal closures. The rudimentary pavement ends near where the trail passes under the railroad bridge.



*Undercrossing and street connection at Valley Avenue*



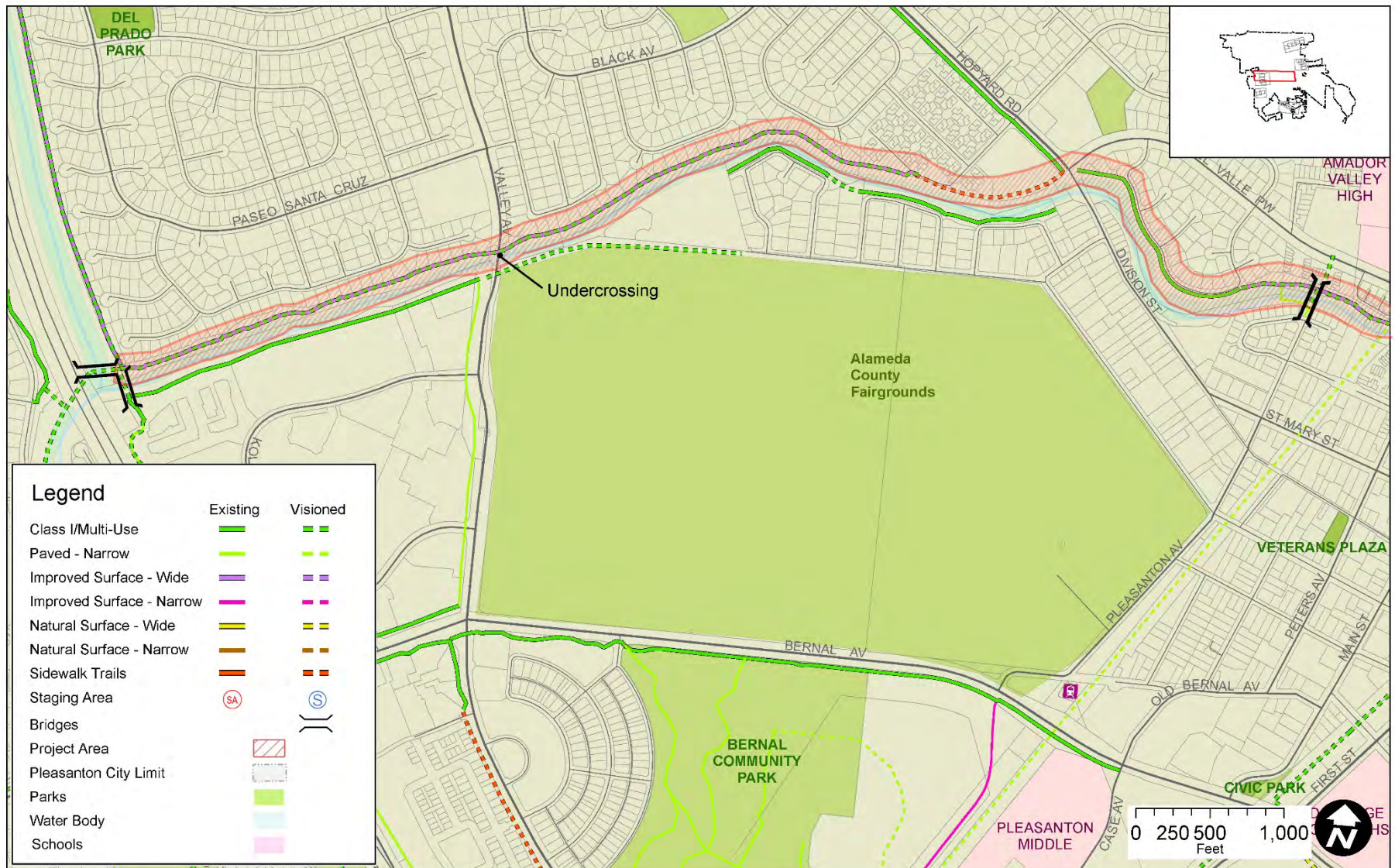


Figure A-12: Arroyo del Valle West - from I-680 to Railroad Crossing



*Calle Santa Anna looking west*



*Del Prado Apartment access looking east*



*Division Street access – west side*



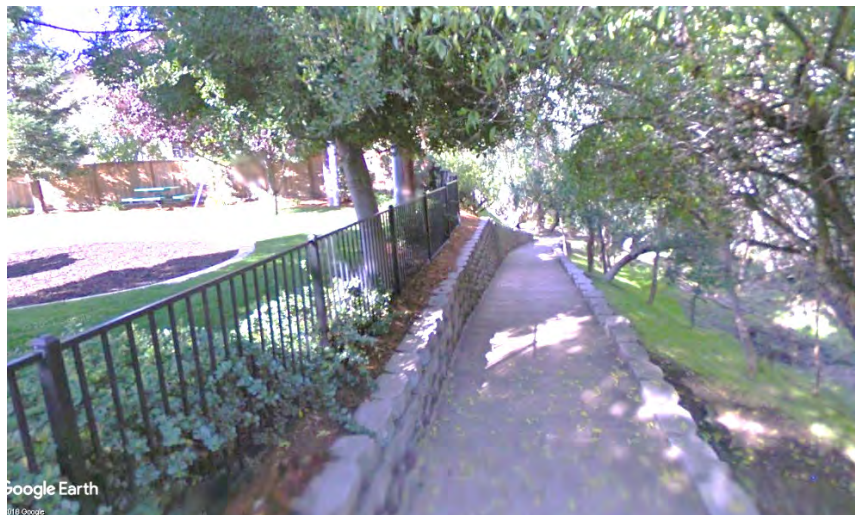
*Division Street access – east side*

There is an existing seasonal bridge crossing of the creek from St. John Circle via a small park on the south side to the ADV Trail on the north side (see Figure A-13). An idea for a new trail connection from this crossing to Amador Valley High School was raised in the BPMP process. This would require connection through one of the small single-family residential developments with private drives. Permission would be needed from the owners for such access. A mid-block crosswalk to the high school would also be needed. The current route to the high school from the bridge is west to Harvest Circle and then north to Del Valle Parkway.

Both the bridge and the adjacent trails are subject to inundation during high flows, so the current access is seasonal. A higher elevation bridge and connecting trails would create an all-year crossing. The bridge would need to be approximately 90 feet long.



*Photo K1: Trail access at mini-park off St. John Court*



*Photo K2: Trail access down to Arroyo del Valle*



*Photo K3: Trail access down to Arroyo del Valle*



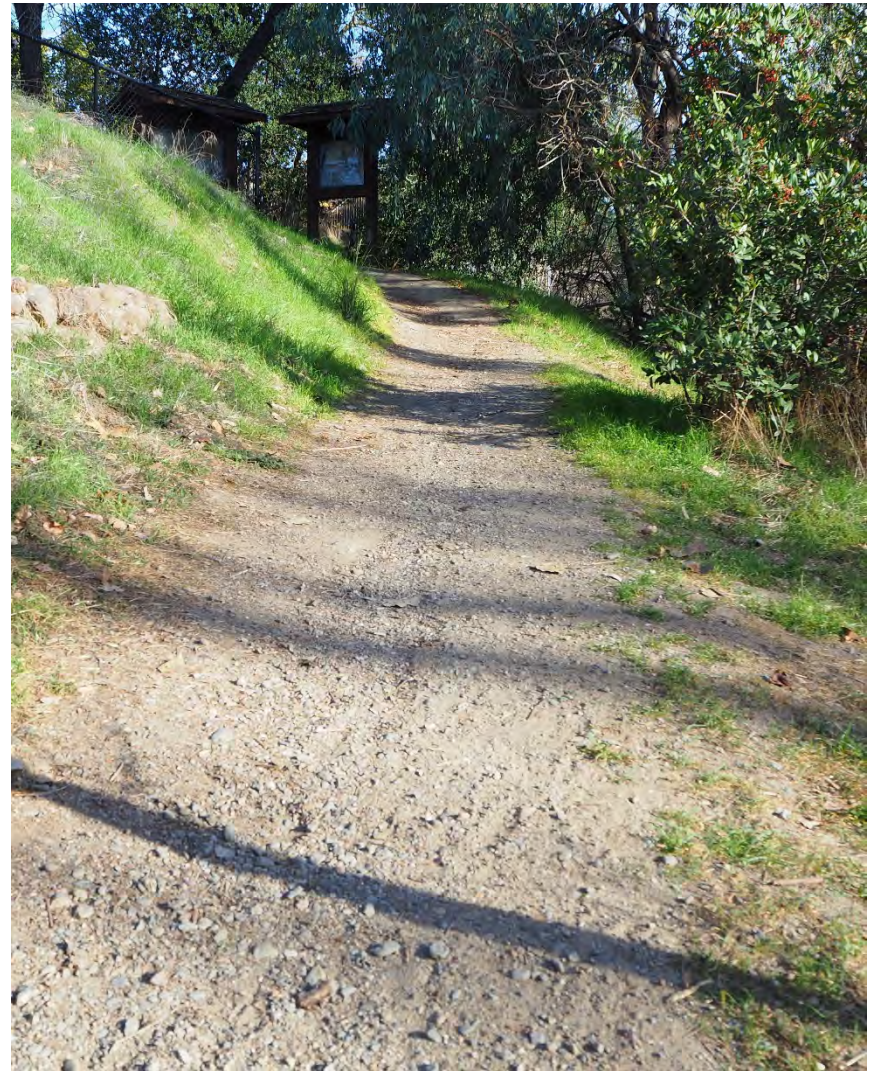
Figure A-13: Potential ADV connection to High School

## ADV Trail Eastern Portion

After crossing under the railroad bridge the trail crosses under Main Street, where it switches back west via a narrow unpaved trail to connect to a plaza at Main Street Green. This is the end of the current trail, as the creek to the east passes through an area of older residential properties that own to the creek centerline. There is a plan to improve Rotary Park with a planned parking lot/staging area.

The 2002 *Master Plan for Downtown Parks and Trails System* included conceptual plans for the downtown portion of the trail (see Figure A-15). Creating the right to public access through these residential properties and building the physical trail facility given the steep, heavily vegetated banks with no existing maintenance roads, would be highly controversial, complex and expensive.

The alternative is to continue the ADV Trail route north on Stanley Boulevard, which has recently been improved with sidewalks and bike lanes. However, the connection north on Main Street would be challenging for bicyclists, especially southbound, involving crossing two major intersections. Unfortunately, the potential bypass on Vervais Avenue has been cut off because the street was vacated to allow recent construction of residences, leaving only a narrow sidewalk corridor connecting to Gyles Place, which in turn connects to Stanley. The potential solution may be to create a short section of two-way cycle track on the east side of Main Street for this one block. After this segment the ADV Trail would intersect the Regional Railroad Trail corridor northwest of First Street.



Creekside ADV trail under railroad trestle

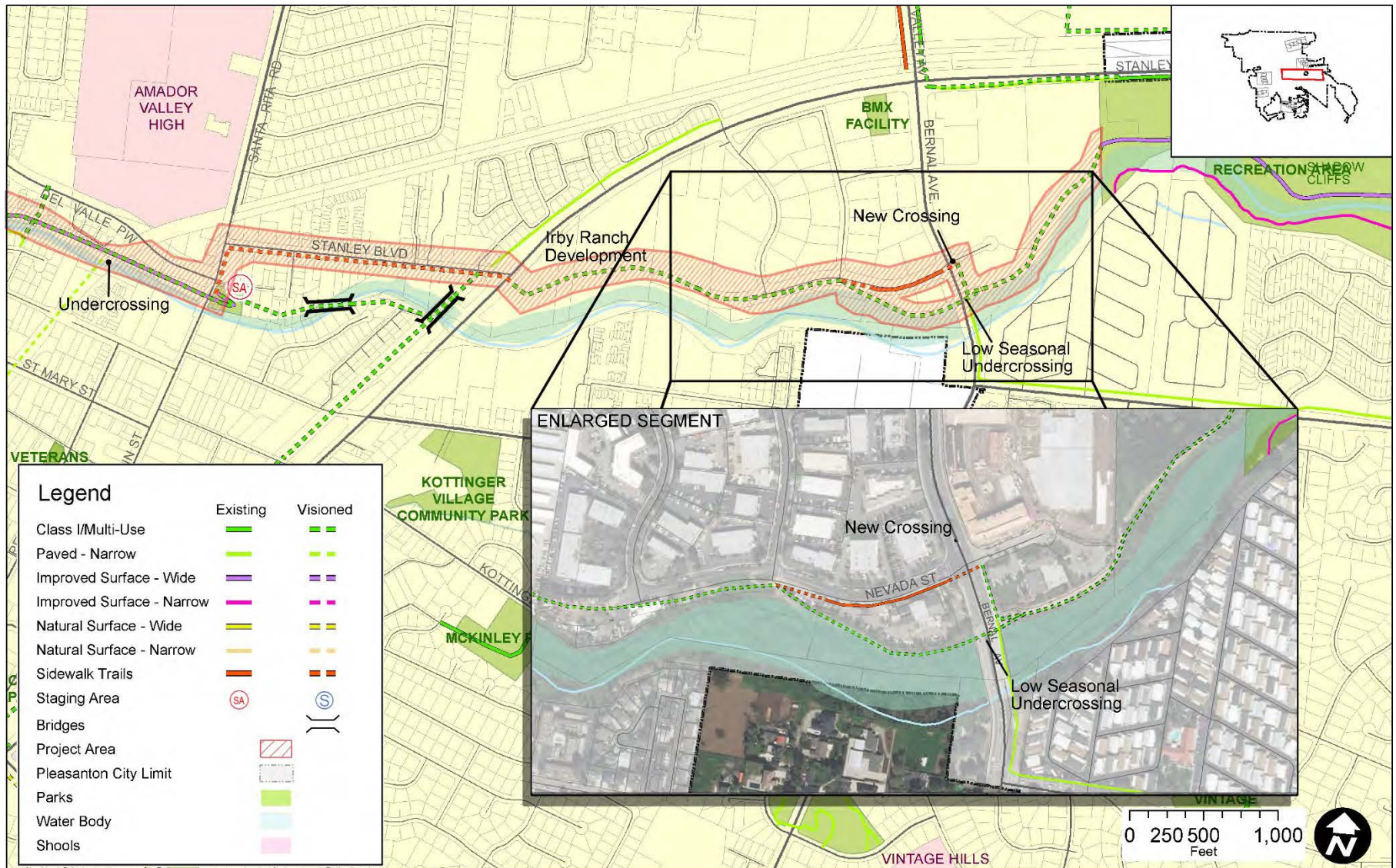


Figure A-14: Arroyo del Valle East - from Railroad Crossing to Shadow Cliffs



*Stanley Boulevard east of Main Street*



*Frontage of humane society on Nevada Street*



*East of humane society on Nevada Street*



*Access to arroyo maintenance road near Wyoming St.*



*Nevada Street approaching Bernal*



*Low undercrossing at Bernal from the west*





Figure A-15: Concept for Arroyo del Valle (2002 Downtown Parks and Trails System Master Plan)

Southeast of First Street is a residential development (Irby Ranch) currently under construction. The plans show a trail along the proposed Nevada Street, but do not show a connection to or under First Street along the creek. The proposed connection to the west will occur with a signalized crosswalk at the First/Stanley intersection. East of Irby Ranch Nevada Street is to be extended through some commercial properties that are currently storage facilities. The ADV Trail is expected to continue along the south side of Nevada Street. Further east the undeveloped south side of Nevada Street has space for development of a Class I trail for about two blocks.

Within this segment there is access to a Zone 7 improved surface maintenance road that descends into the creek flood plain. It is fenced from access by an adjacent low rail fence. The improved surface maintenance road to the east near Bernal Avenue was covered with silt and debris by floods during the winter of 2016/17 and is still being cleared. The area has been repaired, but is still an area of concern during flood events. Beyond this point the road improves, but there is a very low undercrossing at Bernal Avenue – only about 6.5 feet of clearance, and only a few feet above the low flow channel. This section would typically be flooded during any significant flows, and it would not meet Class I

trail overhead clearance standards, which are a minimum of ten feet. Although Zone 7 is willing to consider opening it, an alternative route would be needed during high water. The existing sidewalks and bike lanes along Nevada Street west of Wyoming Street could provide the connection, however there are no crosswalks at the intersection of Nevada Street and Bernal – meaning the route would have to detour at least a block north to Utah Street, or south to Vineyard Avenue, where there are signalized intersections with crosswalks. Adding pedestrian activated lighted crosswalks at Bernal and Nevada Street and a Class I trail on the east side of Bernal from Nevada Street to the arroyo would create a feasible bypass of the seasonal undercrossing.

There is a gate and connection down to the creek maintenance road on the east side of Bernal and north side of the arroyo. There is no connection on the west side of Bernal. The existing maintenance road on the east side of Bernal is open to public access. From this point east to Shadow Cliffs Regional Park the trail is open on the improved surface maintenance road that is above the average flood level.



Figure A-16: Irby Ranch 2017 Illustrative Plan

## L. NORTH SIDE ARROYO MOCHO TRAIL

Arroyo Mocho is a 34.7-mile drainage that traverses the cities of Livermore and Pleasanton. Zone 7 is responsible for drainage and flood control, and has channelized the drainage. There are access roads on both the north and south bank of Arroyo Mocho that are owned and maintained by Zone 7. On the south side between Santa Rita Road and the eastern crossing of Stoneridge Drive there is a parallel bank top road and a lower elevation road for maintenance access to the channel. Through most of Pleasanton the south bank access road is designated as the multi-use Arroyo Mocho Trail. It provides significant transportation and recreational benefits to local residents. It is open from the Alamo Canal Trail on the west to where Stoneridge Drive crosses the Arroyo on the east (the south side trail appears to be open at this point, but the gate is closed at El Charro Drive at the eastern City limits). Most of the north bank access road is closed to public.

Although it was previously open, the north side maintenance road along the Arroyo Mocho from Santa Rita Road east to near where Stoneridge Drive re-crosses is now closed. This closure was due to concerns of the residents north of the arroyo, particularly residents who have an open fence that backs up to the trail. There is a large contingency of residents of a senior living complex that have expressed their desire for this section be re-opened. If this were done, to complete the connection east of Santa Rita a bridge approximately 60 feet long would be needed over a side channel approximately halfway along this segment. A gate at the end of Martin Avenue would also be opened to allow access to the trail from the Pleasanton Meadows neighborhood.

The maintenance road on the north side of the arroyo is also closed west of a short segment of the Iron Horse Trail a block west of Santa Rita Road. Opening the trail west to the Alamo Canal Trail would require bridges over two intervening canals: an approximately 60-foot bridge over Tassajara Creek (an angled crossing) and an approximately 60-foot bridge over Chabot Canal.



*Gate at east end of closed segment*

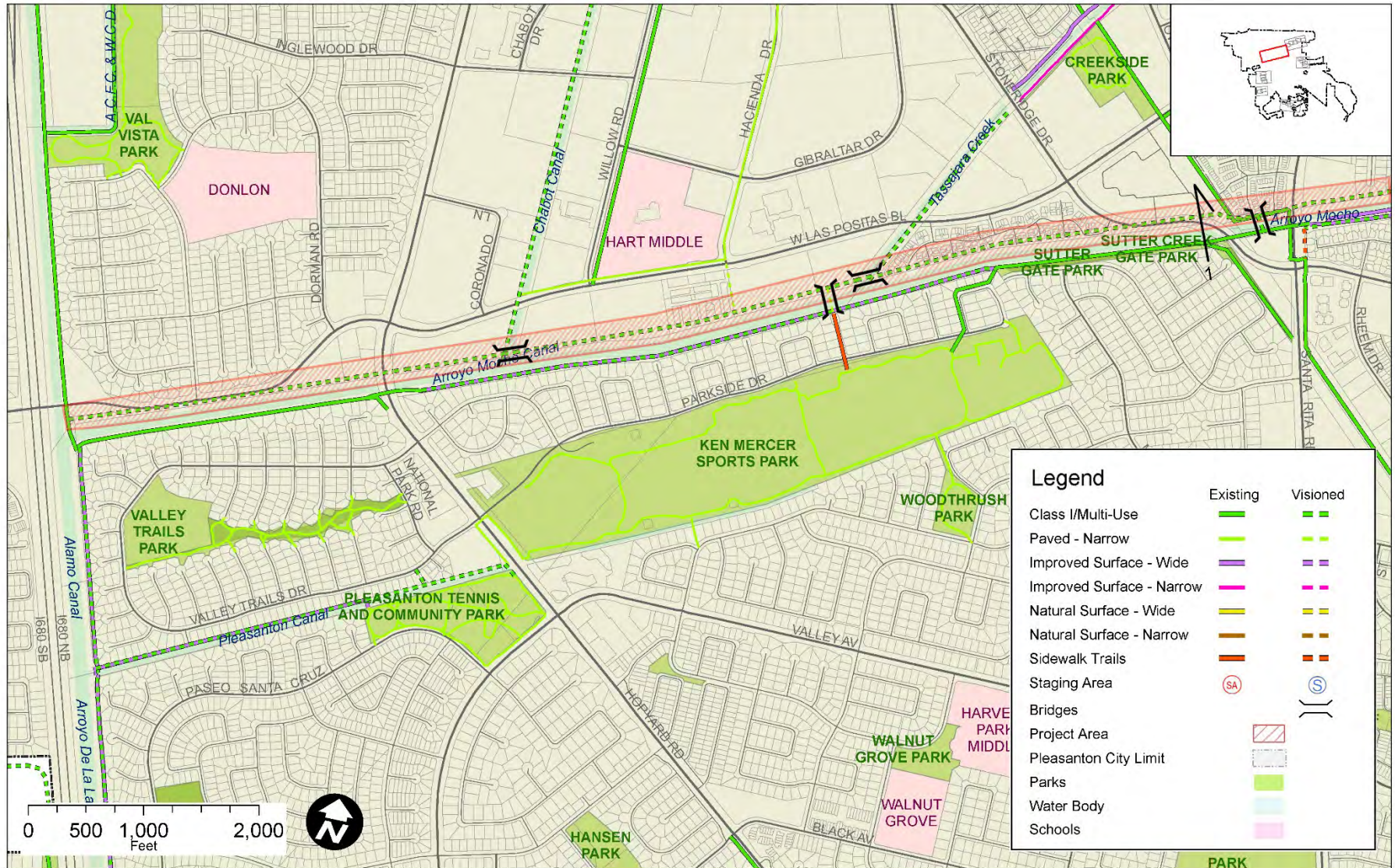


Figure A-17: North Side Arroyo Mocho Trail western portion

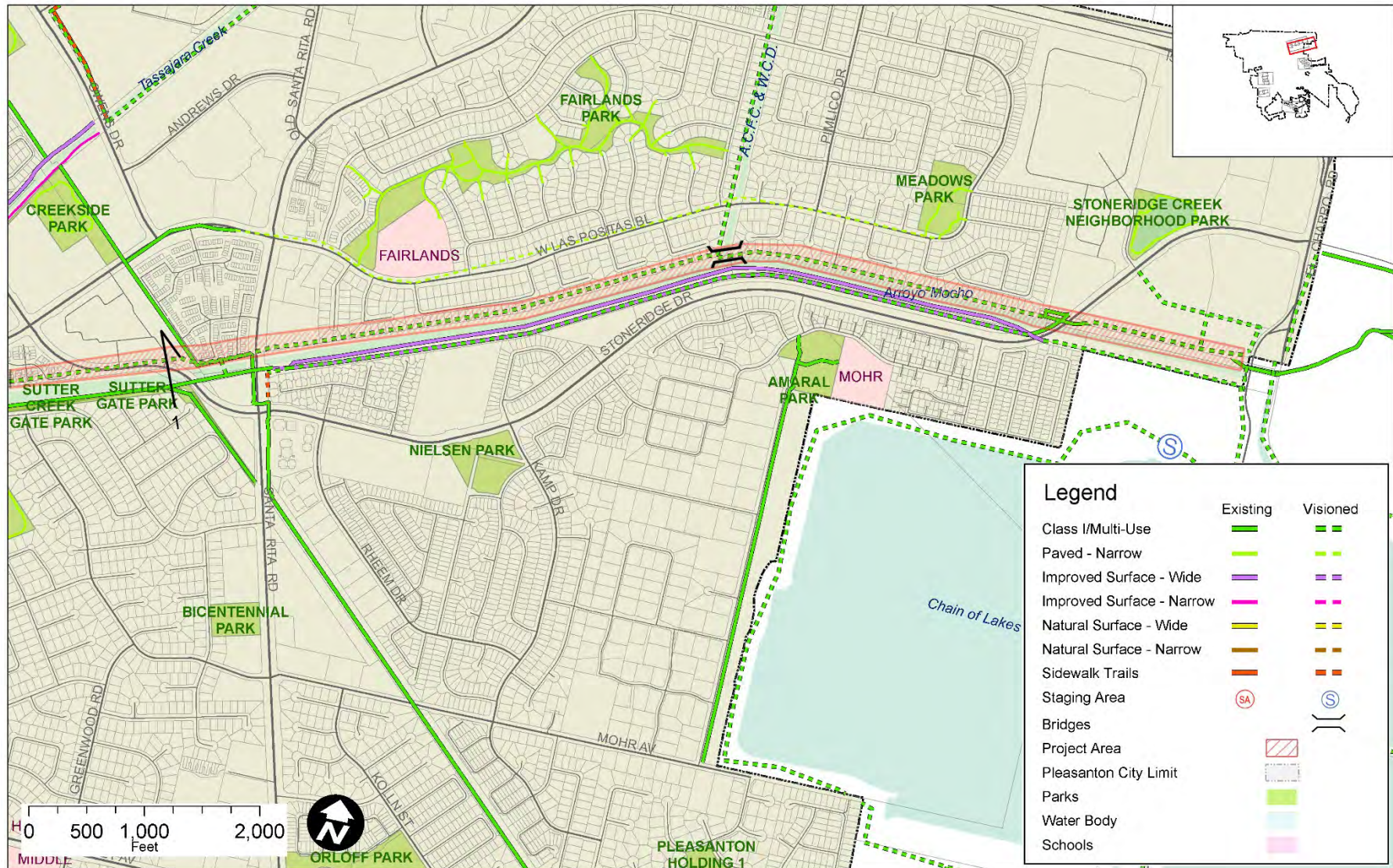


Figure A-18: North Side Arroyo Mocho Trail eastern portion



*View of side channel, which would need a bridge to continue trail*



*View of typical segment behind residences*



*View from south side trail at Iron Horse Trail junction*

## M. OPEN MORE CANAL TRAILS NORTH OF THE ARROYO MOCHO

At workshops for the TMP Zone 7 Water Agency staff have been supportive of opening canal maintenance roads to trail use. Besides the North Arroyo Mocho Project and Arroyo del Valle improvements described as specific projects, other opportunities to open and improve canal trails are described below.

A trail along the existing private former gravel quarry access road could extend from the Arroyo Mocho Trail southeast along the Arroyo Mocho Canal all the way past Stanley Boulevard and the Iron Horse Trail to Vineyard Avenue, where an east-west trail is envisioned to connect to Livermore trails and to Shadow Cliffs Regional Park (see Figure A-19). Only the north half of this connection would be along the canal; the rest would either be in a road corridor or a separate trail. This connection is associated with development of the unadopted East Pleasanton Specific Plan area and other current or former aggregate quarry lands to the south. One of the key challenges is crossing the railroad corridor and Stanley Boulevard. There is an existing industrial rail crossing on this alignment, but it does not qualify as a public crossing.

Another opportunity is to open and improve a trail along Tassajara Creek (see Figure A-20). This could connect north from the North Arroyo Mocho Trail to Creekside Park and potentially under I-580 into Dublin via an existing undercrossing – the only undeveloped crossing opportunity. The undercrossing currently has only steep paved embankments with no maintenance road. A trail would require significant construction and would be a long, dark segment. The further constraint for opening this trail is that the maintenance road has a series of surface street crossings that are not practical to improve as mid-block crosswalks. Crossing at

these points would need to be deterred and the trail segments would mainly focus as short local connection alternatives – not regional.

The Chabot Canal Trail would also open up access north from the North Arroyo Mocho Trail. It has similar surface road crossing issues to Tassajara Creek, and so would only be practical for short local connections. There is an opportunity to connect to the BART station via this trail using an east-west maintenance road that leads directly to the station. This would require installation of an approximately 60-foot-long bridge. But the benefit of this connection is limited by the intervening surface street crossing barriers.



*Industrial rail crossing off Stanley Boulevard*





Figure A-19: Potential New Canal Trails - East Pleasanton

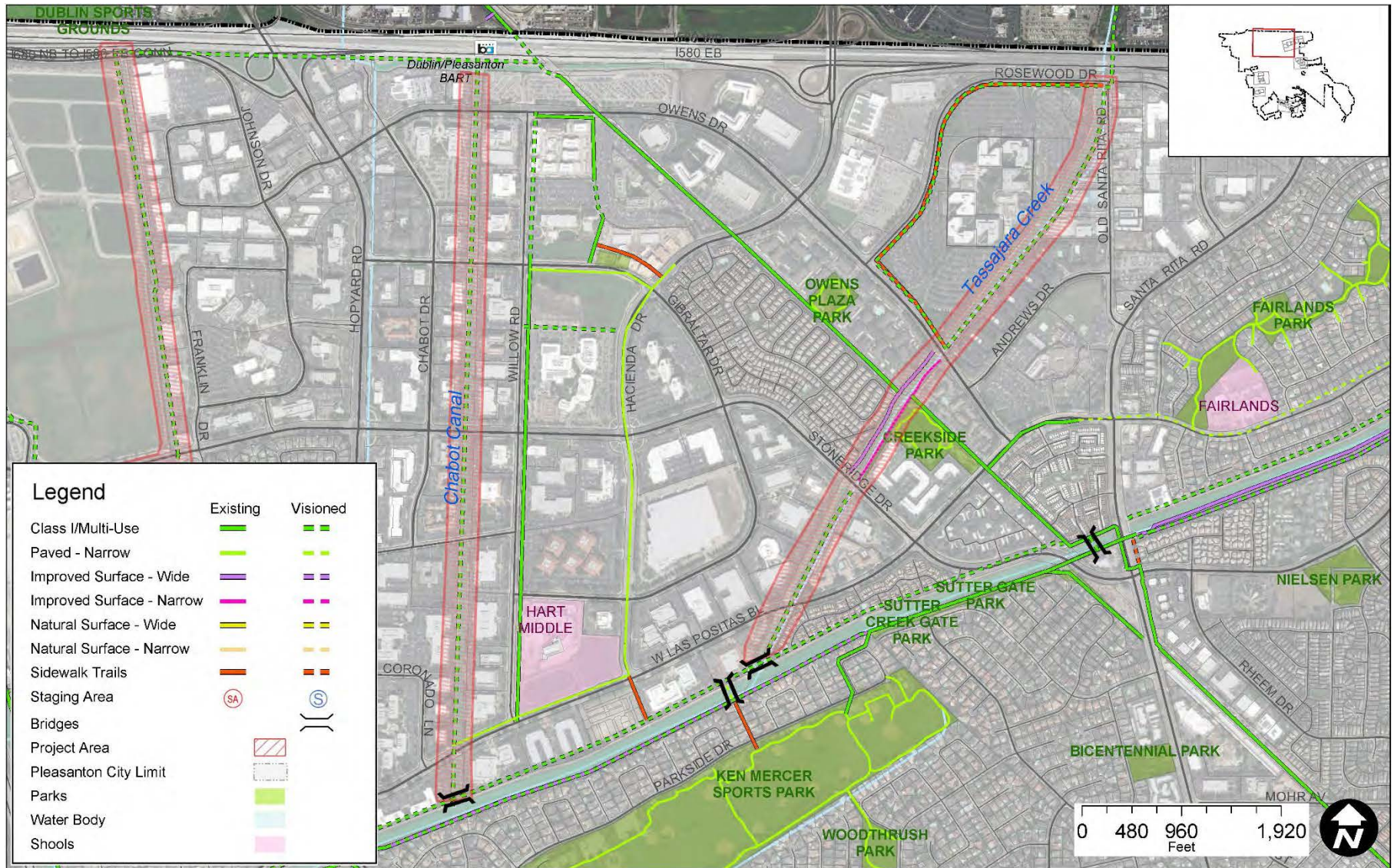


Figure A-20: Potential New Canal Trails north of Arroyo Mocho

Finally, there is a maintenance road on the east side of channel (designated by Zone 7 as G-1-1) between the Chabot Canal and the Alamo Canal that could be opened. It runs from Stoneridge Drive to Johnson Drive along I-580 and starts near the end of an existing maintenance road/trail that connects from Val Vista Park east to near the Stoneridge intersection with Denker/Franklin Drives. There are wide sidewalks/Class I routes connecting back to the channel on both sides of Stoneridge. The trail would pass between Home Depot and other commercial uses and the Dublin San Ramon Services District (DSRSD) sewage treatment ponds. It connects on the north near a large hotel complex that might generate users. It does not have intervening street crossing barriers.

The City met with James Paxton of Hacienda Owners Association to discuss the proposed trails in the business park. Mr. Paxton was supportive of the proposed trails along Tassajara Creek, the Chabot Canal, and the G-1-1 channel.



*View south across Stoneridge at Tassajara Creek*



*View north under I-580 at Tassajara Creek*



*Wide sidewalk from Denker along Stoneridge to canal trail*

## N. IRON HORSE TRAIL TO SHADOW CLIFFS CONNECTION

Completing the connection of Iron Horse Trail (IHT) to Shadow Cliffs Regional Recreation Area is a highly desired improvement based both on the public outreach process and per City and EBRPD staff feedback. The challenge is to close the gap in the IHT at the intersection of Stanley Boulevard, Valley Avenue and Bernal Avenue (Valley becomes Bernal south of Stanley). Currently, the IHT ends as a Class I trail at the Valley/Buch intersection. It extends as a narrow (6- to 7-foot-wide) paved path to the overcrossing bridge of the regional railway on the east side of Valley Avenue, where there is a flat, paved space under the railroad bridge that could accommodate the trail. To meet City standards the trail should be at least 10 feet wide.

Southbound pedestrians and bicyclists on the IHT must cross Valley Avenue at Boulder Street north of this end point, then take the west side sidewalk or bike lane along Valley Avenue to the intersection of Stanley Boulevard, and then cross Stanley Boulevard and then Bernal Avenue to continue east towards Shadow Cliffs. Although the IHT continues as a Class I trail east of this intersection, the sidewalk on the frontage of the commercial development on the southeast corner of Stanley and Bernal is six feet wide, rather than the minimum 8 feet required for a Class I connection. There are bike lanes as an alternative to the Class I connection.

A plan to improve the intersection of Valley/Bernal and Stanley is currently under review by the City. Additional improvements would be needed on the east side of Valley Avenue to close this gap in the IHT, including retaining walls north and south of the railroad bridge to accommodate the trail. A retaining wall at the



*Current Iron Horse Trail gap under the rail bridge*



*Shrubs, trees and wall that would need to be removed*

northeast corner of the intersection would have to be partially removed to allow access. Per the intersection improvement plan, a crosswalk with separate bike crossing would need to be installed on the east leg of the intersection, similar to the existing crosswalk on the west leg, along with associated curb ramp, and modifications to signals. Finally, the existing six-foot sidewalk would be widened to 10 feet, which would require modification of the landscaping and irrigation.

The *Community Trails Master Plan* and the *2005 General Plan* both show the Iron Horse Trail long-term/permanent alignment as a diagonal line that cuts off the Valley/Stanley intersection, implying either a surface crossing of the rail line and Stanley, or a very long and expensive overpass. Also, in Google Maps the current alignment along Stanley Boulevard is labeled as the "Temporary Iron Horse Trail Connection." However, given the obvious infeasibility of the diagonal surface crossing or overcrossing, either the alignment through the Valley/Stanley intersection and east along Stanley or the alignment east on Busch and south along the proposed El Charro Road trail should be considered for the permanent alignment. The old diagonal alignment has been eliminated from the Trails Master Plan.



*Bicycle crossing on southbound crossing of Stanley Boulevard*



*Existing six-foot sidewalk east of intersection needs to be widened to eight foot minimum, but preferably ten-foot/Class I*

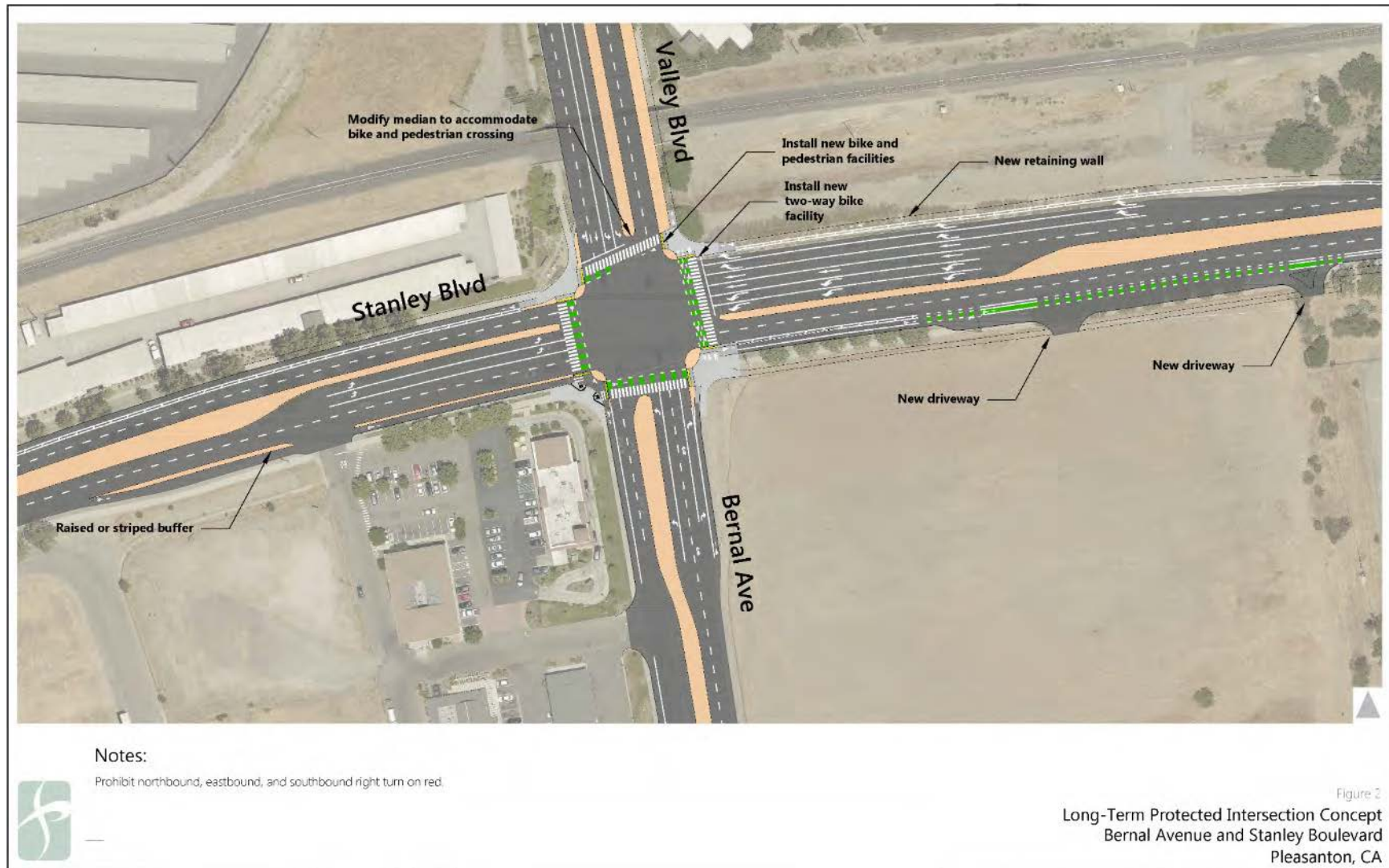


Figure A-21: Concept for Valley / Stanley / Bernal intersection

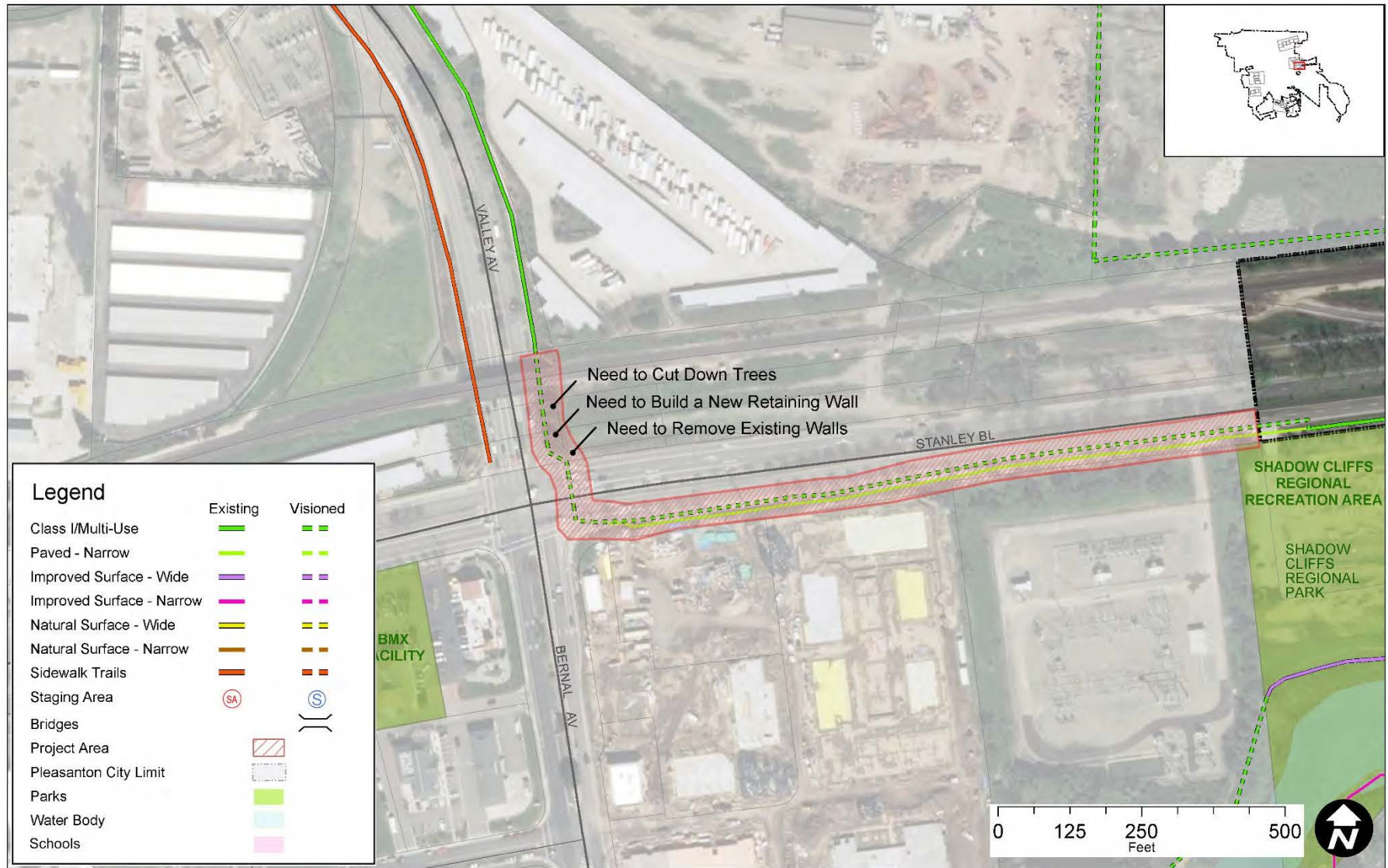


Figure A-42: Potential Iron Horse Trail Connection on Valley Ave. and Stanley Blvd

## O. IRON HORSE TRAIL CONNECTION IMPROVEMENTS AT SANTA RITA ROAD

Santa Rita Road and Stoneridge Drive sever the Iron Horse Trail (IHT) in two places, and greatly complicate the options for connecting from the Arroyo Mocho Trail (AMT) to the IHT. Several members of the public said that the intersection of Iron Horse Trail at Santa Rita Road needs to be improved. This area has been studied in a previous project.

The IHT is a major north-south regional route for bicyclists and pedestrians. The trail connects with BART and will be connected south through Livermore to the county line. The AMT is an important east-west route for bicyclists and pedestrians extending to Livermore that bypasses many busy streets.

To address these issues, in 2016 the City commissioned the *Arroyo Mocho Pedestrian Bridge Study*. The study considered five different combinations of routes, ramps, and/or a potential new bicycle and pedestrian bridge over the Arroyo Mocho Canal. This included alternatives for the location of the bridge and ramps that would connect down from the top of bank to the level of the Arroyo Mocho Trail. There were many complex considerations and no clear standout solutions, but Alternative 2, illustrated in Figure A-23, was ranked highest in the study.

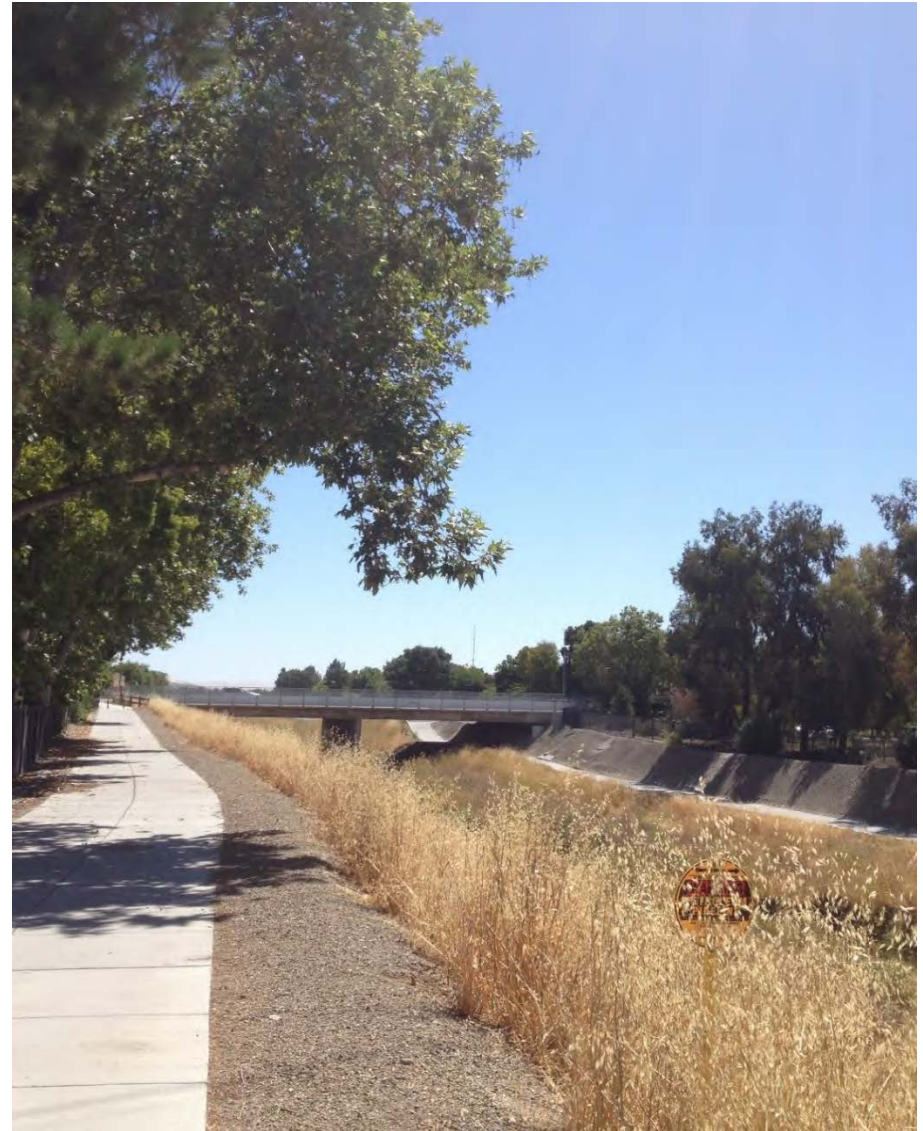






Figure A-23: Alternative 2 from Arroyo Mocho Pedestrian Bridge Study

## P. OLD VINEYARD AVENUE TRAIL CONNECTION TO SHADOW CLIFFS

An approved City project closed parts of Old Vineyard Avenue that were bypassed by the construction of a new roadway to the north. North of “new” Vineyard Avenue at the Pietronave intersection there is a short, curved section of road that leads to the south entrance of Shadow Cliffs Regional Recreation Area. It is a popular parking and entry point and does not provide access for any other purpose, so it functions as a trail.

The first portion south of Vineyard Avenue, from Pietronave Lane southeast to Vineyard Terrace is open to vehicles because it provides access to a signalized intersection at “new” Vineyard Avenue that is safer than the intersection with Vineyard Terrace. This segment is currently being studied and is envisioned to be

made into a one-way northwest-bound lane for vehicles and a separate space for trail users. The portion between Vineyard Terrace southeast to Mingoia Street is a 20-foot wide multi-use trail. Beyond Mingoia Street there is a one block section that is shared with vehicles, but is a low traffic volume street. After that Old Vineyard becomes Machado Place and is shared with vehicles to the connection with “new” Vineyard Avenue. Vineyard Avenue features a narrow improved-surface trail on the south side extending from Machado Place east to Isabel Avenue/Highway 84, and a narrow improved surface trail on the north side extending from Vineyard Terrace to approximately Safreno Way, as well as bike lanes.



*View from Vineyard Terrace looking northeast toward Pietronave Lane*



*Section closed to vehicles southeast of Vineyard Terrace*

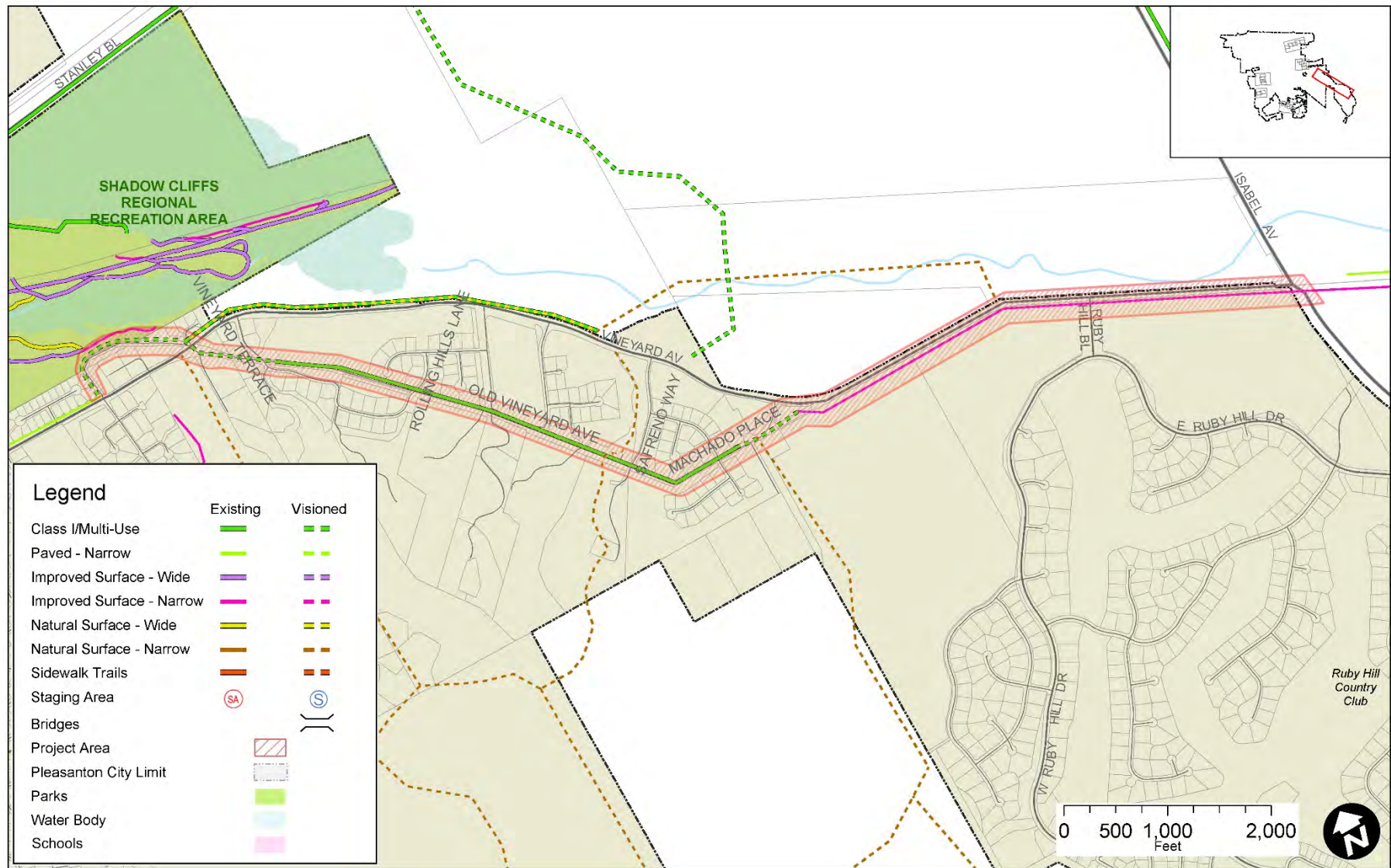


Figure A-24: Old Vineyard Avenue Trail Connection to Shadow Cliffs

## Q. CALLIPPE PRESERVE TRAIL SIGNAGE AND MULTI-USE

Callippe Preserve Trail is a 3.75-mile trail that partly encircles Callippe Preserve Golf Course. It is a narrow natural surface trail that is currently only open to pedestrian and equestrian use. A paved maintenance access road on the northwest edge of the course functions as a *de facto* trail and could be a formal part of the system if a short unpaved connection to the loop trail was completed on the west end.

The envisioned loop trail would be completed with the construction of a trail on the north side of Westbridge Lane in conjunction with the Spotorno property development. This would also entail a trail crossing of Happy Valley Road near the intersection with Alisal Street. The Callippe Specific Plan envisioned future trail connections to adjacent private ranches on the west, south, and east, consistent with the General Plan vision for trails in these areas based on future development. Collectively these are key opportunities to increase the available single-track trail system.

The idea of opening Callippe Preserve Trail to multi-use has frequently been raised by bike advocates as this was the original agreement. The trail was closed to bicycles after the original opening due to erosion of the trail. The TMP proposes to open the trail to bicycles in conjunction with trail improvements to minimize erosion.

The participants at the public workshop also suggested improved signage and entry points for the Callippe Trail along Westbridge Lane.



View of Callippe Trail

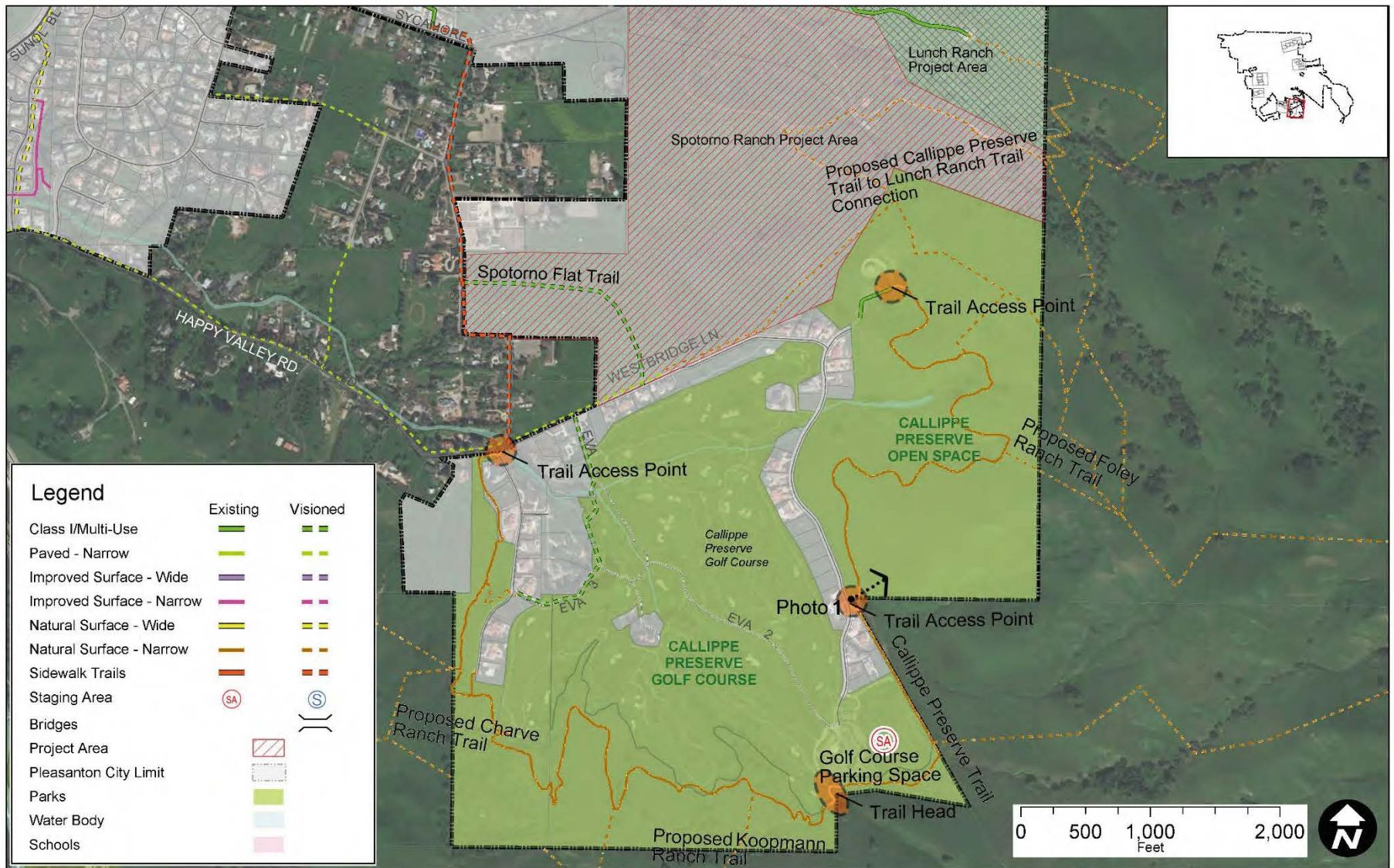
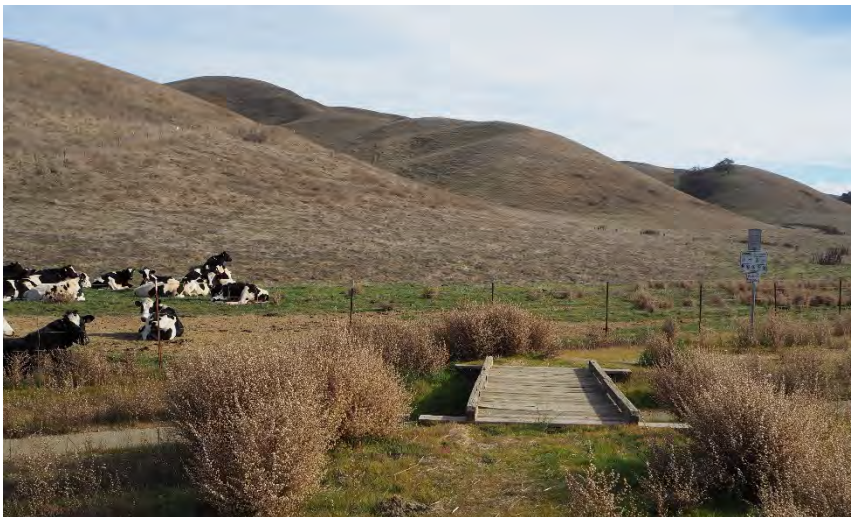


Figure A-25: Callippe Preserve Trail Signage and Multi-Use Diagram



*View of Callippe Trail*



*Current access point on the east side*



*View of Callippe Trail*

## R. OAK TREE FARM DRIVE ACCESS TO PLEASANTON RIDGE

This would connect from Foothill Road via a residential street to a small existing unpaved trail system in private open space west of the development area. If a connecting trail was constructed, these local trails could connect to the Sycamore Trail in the southern portion of Pleasanton Ridge.

There is no available parking – the route could only be used by local residents or by mountain bicyclists riding in via Foothill Road. A public trail easement is required as the trail is currently a private trail.



Figure A-26: Oak Tree Farm Drive Trail Connection Concept

## S. RAILROAD CORRIDOR REGIONAL TRAIL

This proposed Class I trail connection would occupy unused space in the former Southern Pacific Railroad corridor, now owned by Pleasanton within the downtown area, and by Alameda County to the south. The former rail line in the downtown area is referred to as the "Transportation Corridor" in City documents such as the 2017 *Parking Strategy & Implementation Plan*. It consists of segments through downtown Pleasanton to south Pleasanton and beyond to Sunol and Fremont. The trail has different names, depending on the agency map that is referenced. For example, on the 2013 EBRPD Master Plan map it is labeled as the "Niles Canyon to Shadow Cliffs" trail – a part of the "San Francisco Bay to San Joaquin River Trail."

This trail would have significant recreation and transportation benefits in Pleasanton, especially downtown.

An ultimate goal of this trail concept is that Pleasanton residents could ride their bikes to the Bay Trail and around San Francisco Bay. The regional rail trail idea is mentioned in the General Plan. Program 9.10 indicates, "Support the East Bay Regional Park District's plan to connect the Niles Canyon Trail to other regional trails." and was studied and discussed in the 2002 City of Pleasanton Master Plan - Downtown Parks and Trails, as well as in bike route plan

documents prepared by Alameda County, and in the 2017 Downtown Parking Plan.

Alameda County has two major planning documents that show pedestrian and bicycle improvements at a countywide scale. One document is the *Alameda Countywide Bicycle Plan* prepared by the Alameda County Transportation Commission in 2012. The plan proposed a bicycle network and a set of high-priority

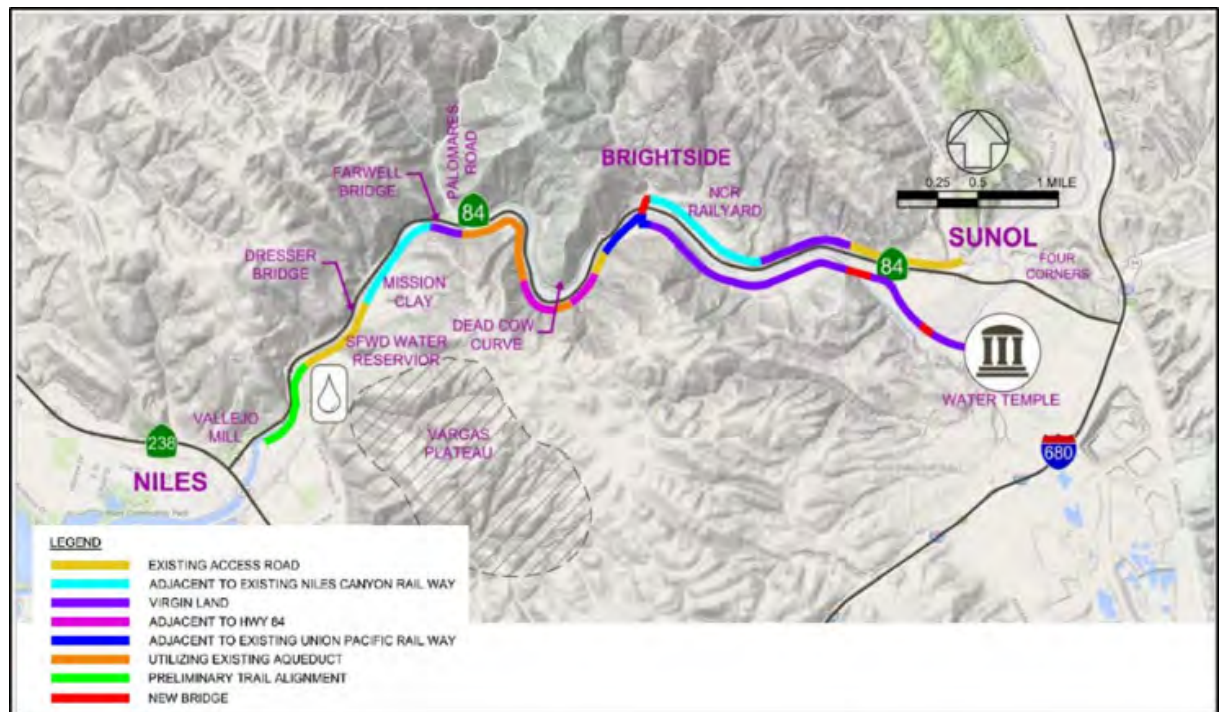


Figure A-27: Diagram from Niles Canyon Trail Feasibility Study



projects to be implemented by 2040.<sup>2</sup> This plan clearly shows a proposed Class I trail that goes along the railroad and connects Shadow Cliffs Regional Park with Sunol and Fremont. The other document is the *Bicycle and Pedestrian Master Plan for Unincorporated Areas* prepared by Alameda County Public Works Agency in 2012. This plan is less clear about trail proposals within the boundary of Pleasanton. But it also shows a proposed trail connection between Sunol and Pleasanton along the railroad. Currently, the *Bicycle and Pedestrian Master Plan for Unincorporated Areas* is being updated.

In 2015, East Bay Regional Park District studied the feasibility of trail options in Niles Canyon to complete the trail connection between Sunol and Fremont. This steep and winding creekside segment is very constrained – the current highway has little to no shoulders in many locations. The feasibility study included geology, biological and cultural resources, and construction feasibility for different trail options. The study concluded that it is feasible to expand trail access in Niles Canyon, although it appears complex and expensive.<sup>3</sup>

## Rail Line Background

This rail corridor dates back to the 1860s when it was part of the original transcontinental rail line opened by the Western Pacific

<sup>2</sup> Alameda Countywide Bicycle Plan. Alameda County Transportation Commission. October 2012.  
[https://www.alamedactc.org/files/managed/Document/10088/ACTC\\_Bike\\_Plan\\_Final\\_10-25-12\\_011013.pdf](https://www.alamedactc.org/files/managed/Document/10088/ACTC_Bike_Plan_Final_10-25-12_011013.pdf)

<sup>3</sup> Expanding Regional Trail Connectivity Trail Options in Niles Canyon. County of Alameda. December 2015.  
[http://www.ebparcs.org/Assets/\\_Nav\\_Categories/Park\\_Planning/Niles+C](http://www.ebparcs.org/Assets/_Nav_Categories/Park_Planning/Niles+Canyon+Regional+Trail/Niles+Canyon+Regional+Trail+Connectivity+Feasibility+Study.pdf)

Railroad. It later became part of the Central Pacific Railroad, and eventually became part of the Southern Pacific railroad system. Over the years, Southern Pacific invested heavily in a main line to the north through Benicia and Martinez. The tracks through Pleasanton and Niles Canyon to the southwest became a secondary main line. In 1984 Southern Pacific abandoned the tracks through the valley. Alameda County purchased the former railroad right of way from Southern Pacific Railway in 1988. Most of the track was pulled up.<sup>4</sup>

In 1987 the Pacific Locomotive Association entered into an agreement with the County and rebuilt the track through Niles Canyon and has been running pleasure rides, under the name of Niles Canyon Railway, from Sunol ever since on Sundays. Association volunteers worked for over a year on the first part of the track reconstruction between Sunol and Brightsides. They have been rebuilding track towards Pleasanton.<sup>5</sup>The Niles Canyon Railway has proposed rebuilding the tracks to the Pleasanton station.

In 2008, after years of negotiation, Alameda County agreed to sell the downtown portion of the rail right-of-way to the City of Pleasanton. This included from Stanley Boulevard south to Bernal Avenue. Section 7 of the property, which extends south and east

[anyon+Regional+Trail/Niles+Canyon+Regional+Trail+Connectivity+Feasibility+Study.pdf](http://www.alamedactc.org/files/managed/Document/10088/ACTC_Bike_Plan_Final_10-25-12_011013.pdf)

<sup>4</sup> Livermore History, Railroads 1, Bill Nale  
[http://www.elivermore.com/photos/Hist\\_lvr\\_railroad1.htm](http://www.elivermore.com/photos/Hist_lvr_railroad1.htm)

<sup>5</sup> Niles Canyon Railway <http://www.ncry.org/>

of 4191 First Street, was purchased once the County certified the cleanup of petroleum contamination on a part of the land.

The downtown portion of the corridor is a strip of land that varies from 75 feet wide to 100 feet wide located approximately 120 feet west of and parallel to Main Street. The 2002 *Master Plan for the Downtown Parks and Trails System* contained concepts for how the rail corridor trail should be developed in conjunction with parking and downtown parks, but these concepts have been only partially implemented.

The rail corridor/Transportation Corridor in Pleasanton is described as moving southwest to northeast. It is generally an open corridor except as noted.

South of Pleasanton the abandoned right of way is located just east of Pleasanton-Sunol Road and west of and parallel to I-680, in an oak-lined corridor. The route crosses Happy Valley Road on a steel bridge over a narrow opening between two concrete abutment walls (see Happy Valley Trail project description – Project T, regarding options for addressing this barrier).

At Pleasanton-Sunol Road the rail corridor crosses on a wide concrete bridge over the road. At I-680 the corridor crosses under the freeway. At Valley Avenue there is an oblique angle surface crossing of the two-lane roadway. Sight distance may be an issue from the northeast side. There are no nearby intersections to detour to.

Behind the Pleasanton Senior Center there is a path crossing the rail corridor connecting to the Ridgeview Commons residential complex.

At Bernal Avenue near Sunol Boulevard trail users on the rail corridor would need to detour southeast to cross Bernal Avenue at the crosswalk, and then back to the corridor. A redesign of this

intersection is currently in progress, including improved conditions for bicyclists and pedestrians. In addition, a multi-use trail is currently under design for the section of the rail corridor between Bernal Avenue and Abbie Street.

At Abbie Street a mid-block crossing of this two-lane downtown street would be needed. Each of the following crossings is similar. Northeast of Abbie Street most of the corridor becomes a parking area, though there is an open portion on the northwest side that includes a shallow drainage swale. The aisle for this perpendicular (90 degree) parking is very wide, so it is possible to redesign a one-way aisle and angled parking to create space to continue the rail corridor trail.

Northeast of W. Angela Street conditions are similar. A drainage channel starts on the southeast side of the corridor. The parking lot between W. Angela and Neal Street is relatively narrow, presenting a challenge for creating space for the trail without eliminating some parking or having a shared trail and drive aisle.

Northwest of Neal Street the trail could detour south to continue through Delucchi Park. The current park layout, especially the restrooms, presents a barrier. The trail could continue past Neal Street through Lions Wayside Park, requiring some redesign of the facilities there. The trail could then cross the drainage to connect to the existing path extending northeast from the Firehouse Arts Center. This segment features an eight-foot-wide concrete path plus a parallel decomposed granite surfaced path which continues to Spring Street in a landscaped corridor.

At Spring Street there is a “pinch point” in the path/trail where a commercial driveway intrudes into the corridor. Northeast of Spring Street there is an open corridor to Ray Street. Northeast of Ray Street there is an open corridor except for a cul-de-sac that extends from Tessa Place. There is enough room in the corridor to install a trail on the east side of the cul-de-sac. At the Arroyo del Valle there is an approximately 150-foot-long bridge that was damaged by fire, then an open corridor to Stanley Boulevard. This would be the end of railroad trail at its connection to the Arroyo del Valle Trail, though the General Plan includes a Class I trail that would continue east along Stanley Boulevard. There is an existing narrow paved surface trail to the north of Stanley that terminates at California Avenue.

The 2017 *Downtown Pleasanton Parking Strategy and Implementation Plan* plans for reorganizing parking in the downtown area. It included concepts for “Pedestrian Connectivity Barriers & Improvements” in the rail/transportation corridor that are generally consistent with the concepts outlined above (see Figures A-30 and A-31).



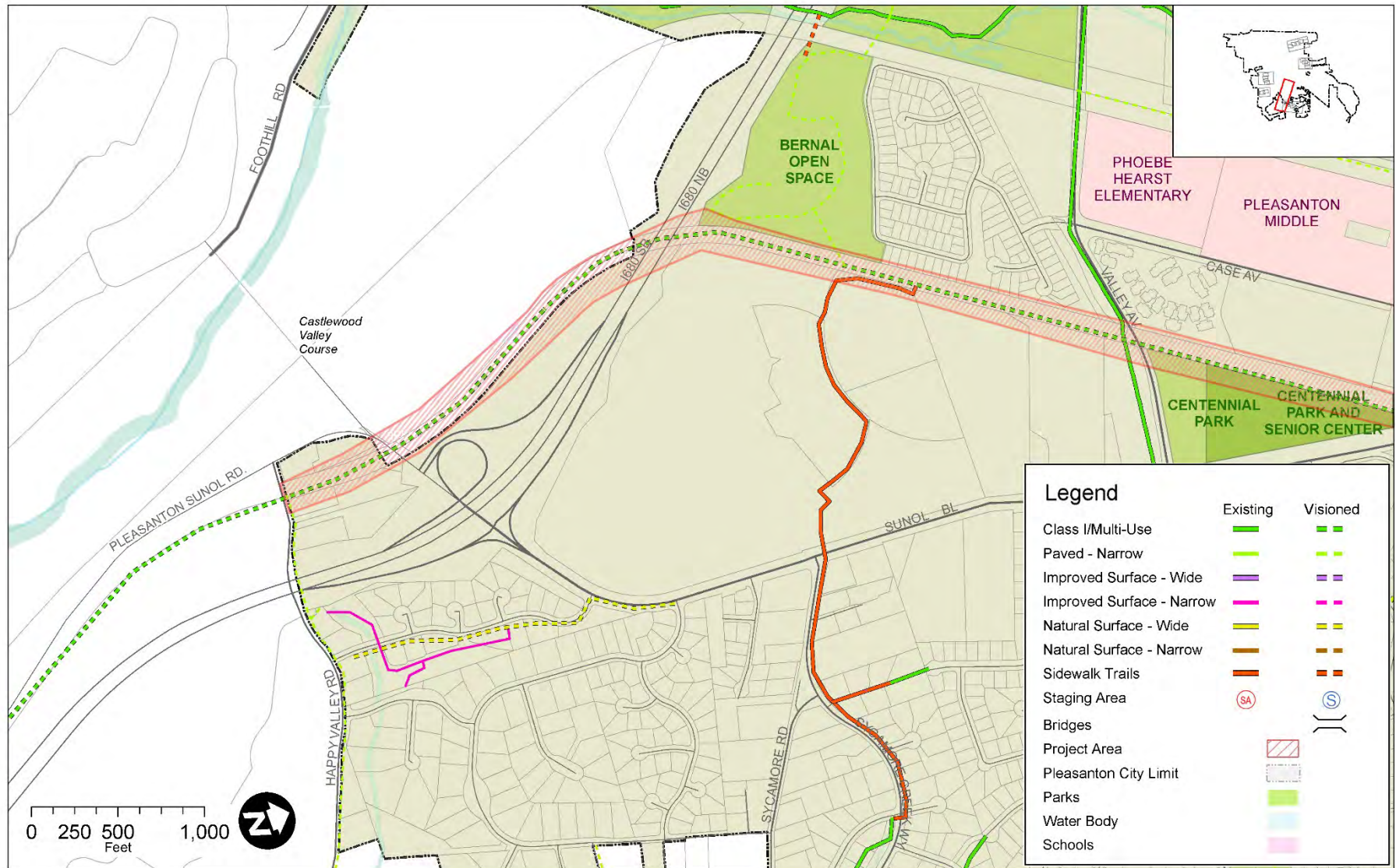


Figure A-28: Railroad/Transportation Corridor southern portion

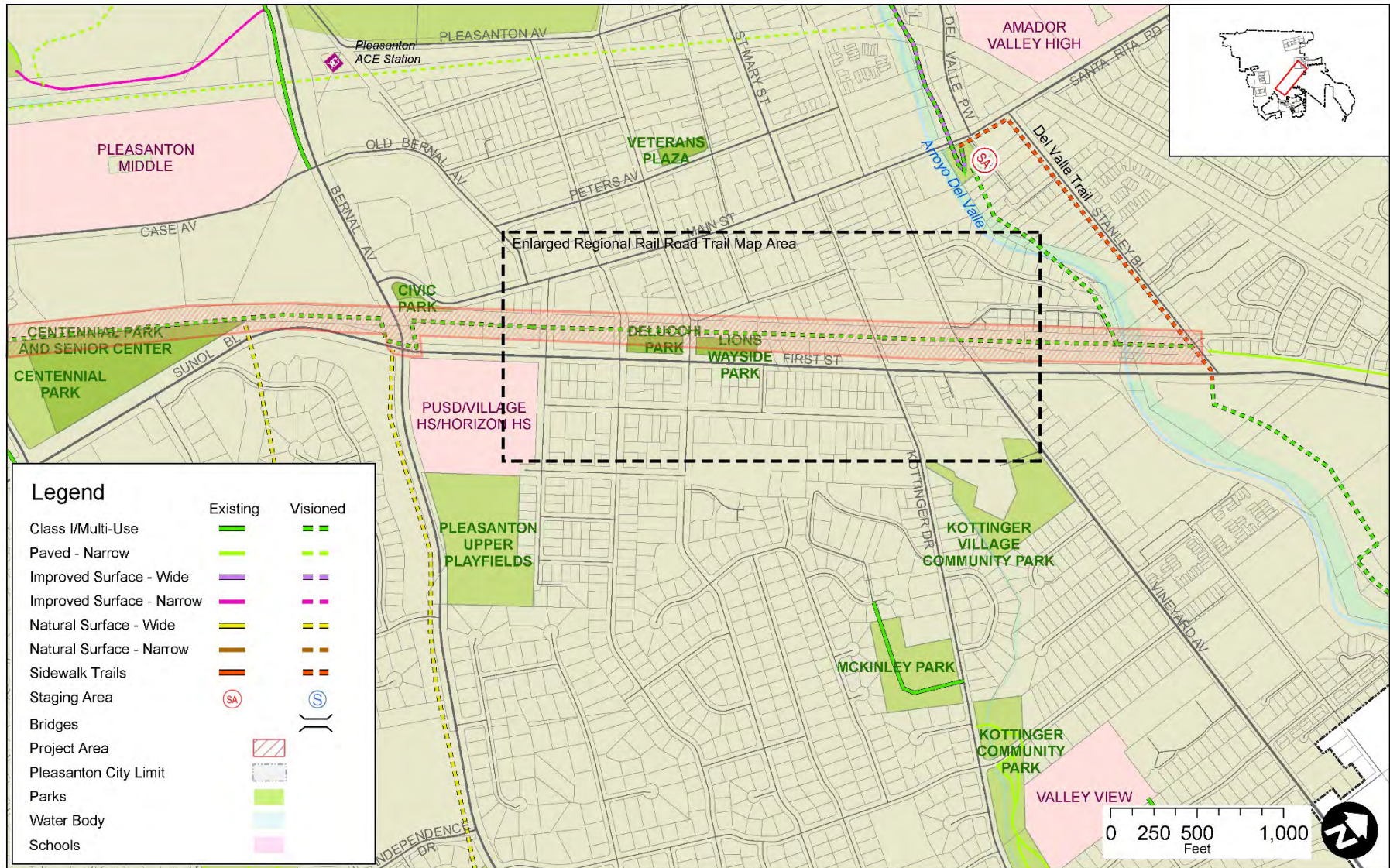


Figure A-29: Railroad/Transportation Corridor northern portion



Figure A-30: Railroad/Transportation Corridor Trail concepts from Downtown Parking Study (South)



Figure A-31: Railroad/Transportation Corridor Trail concepts from Downtown Parking Study (North)

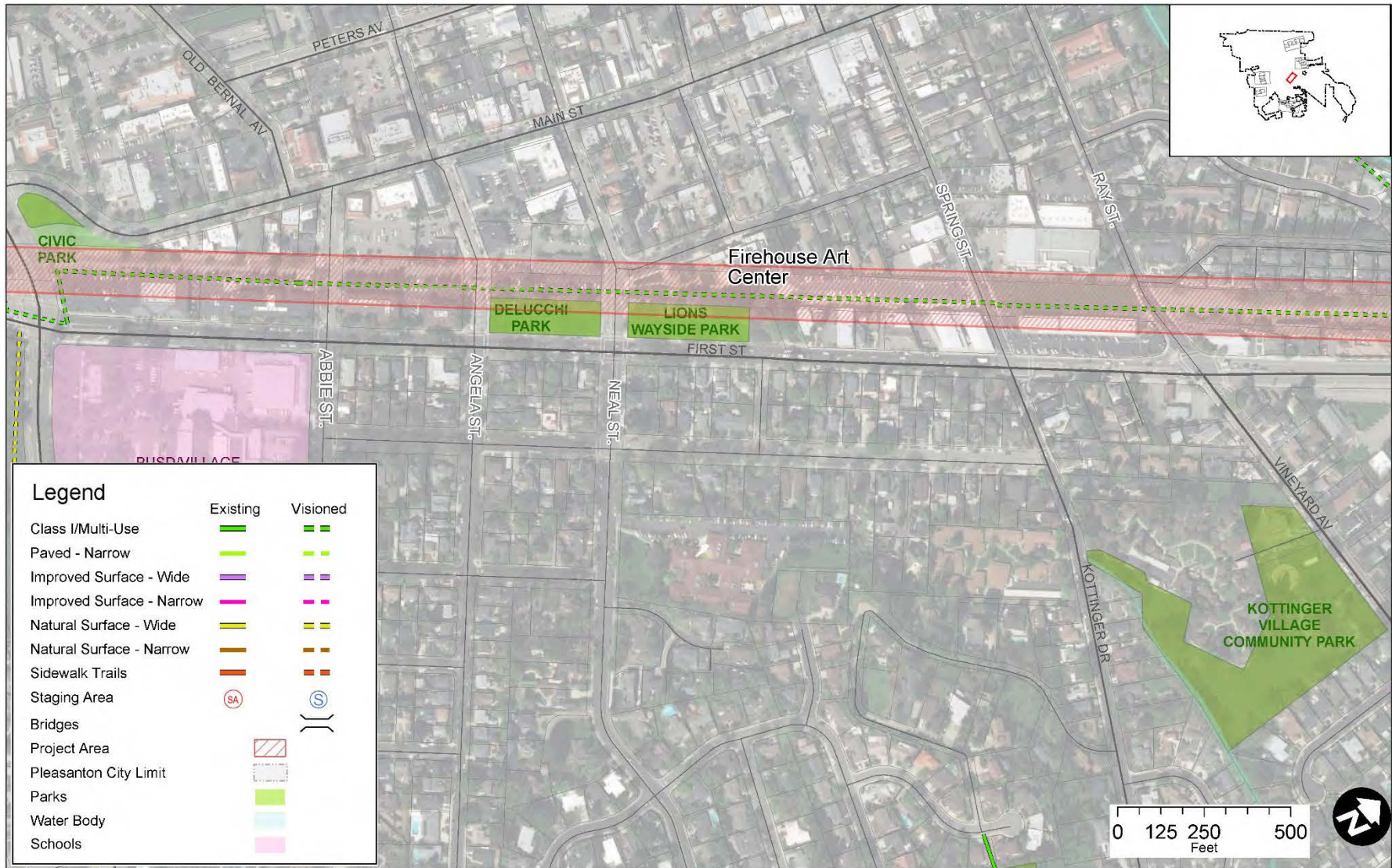


Figure A-32: Enlarged Downtown Railroad/Transportation Corridor Trail Area





*Overcrossing of Happy Valley Road*



*Overcrossing at Pleasanton-Sunol Road*



*Railroad corridor east of I-680*



*Crossing at Valley Avenue*



*Corridor north of Valley Avenue*



*Path crossing at Senior Center*



*Bernal/Sunol intersection*



*Path looking southwest from Abbie Street*



*Corridor between Abbie Street and W. Angela Street*



*Looking northeast from Abbie Street*



*Delucchi Park between W. Angela St. and Neal St.*



*Delucchi Park east of W. Angela St.*



*Lions Wayside Park and Fire House Arts Center*



*Lions Wayside Park east of Neal St.*



*Path north of Firehouse Arts Center*



*Pinch point in path west of Spring Street*



*Corridor east of Spring Street*



*Crossing at Ray Street, looking north*



*Trestle over Arroyo del Valle*



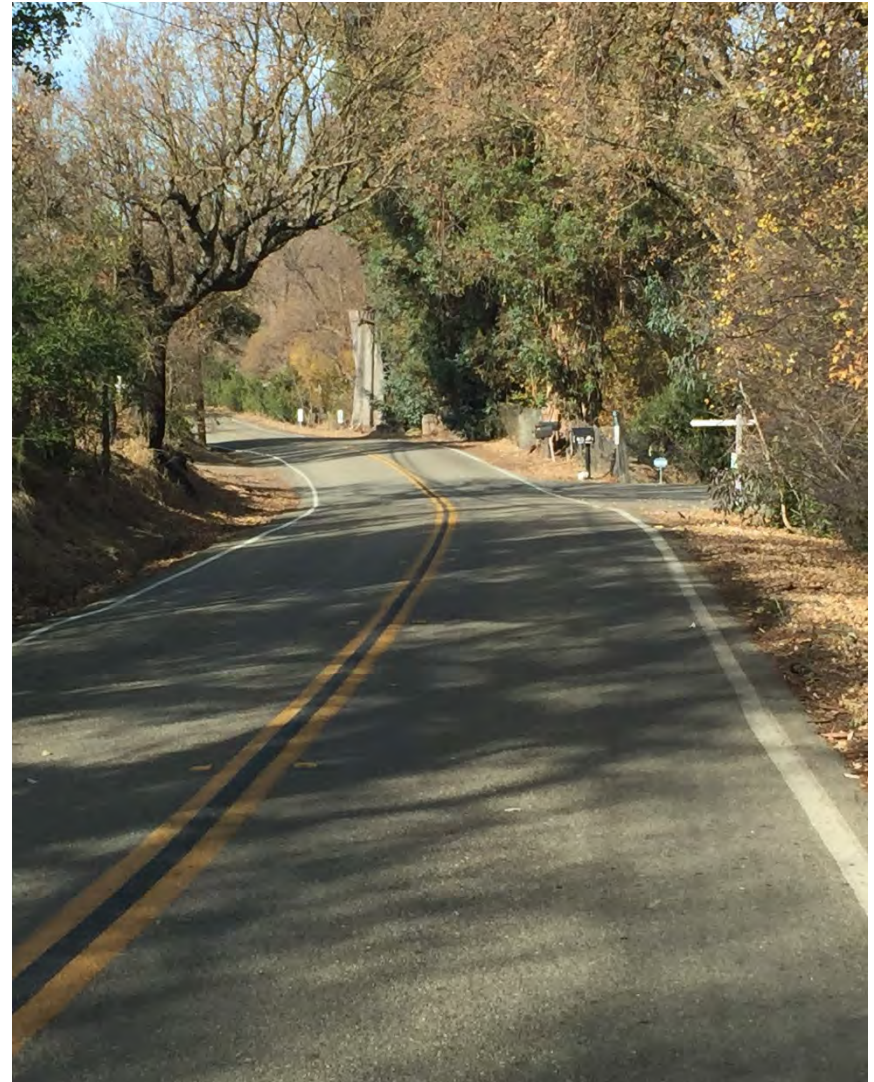
*Intersection at Stanley Boulevard*

## T. HAPPY VALLEY TRAIL/SOUTHERN CONNECTION

The Happy Valley Loop Trail is part of a larger trail system which extends from Sycamore Road to the Marsh Property and Sunol Boulevard, where it would connect to the envisioned Railroad Corridor Trail. The majority of the route is within Alameda County, rather than the City of Pleasanton. There are sidewalks along the north side of the road on a portion at the west end, but elsewhere the road shoulder is often narrow and/or steep, and widening is constrained by drainage ditches, embankments, trees, entry pillar structures and other features. Near Sunol Boulevard, at the railroad crossing, there is a very narrow (approximately 20-foot-wide) undercrossing with no space for bikes or pedestrians. Ideally a wider undercrossing or a separate bike/pedestrian undercrossing could be created to complete this connection.

The idea of improving pedestrian safety was first introduced in the Happy Valley Specific Plan in 1998. The plan is to have a 3-foot wide paved sidewalk where feasible. Ideally the shoulders would also provide space for bikes. Per the plan the City would be responsible for raising the funds for the shoulder expansion. The Pleasanton General Plan 2025 also mentions this proposed trail. Technically, based on definitions and standards in the Trails Master Plan, these improvements would be bike and pedestrian facilities rather than a trail.

The Happy Valley Trail could be constructed at the time of pavement overlay or following the installation of water and/or sewer lines in the road, but the challenge is increased by the fact that most of the trail is in the County, requiring coordination and cooperation between the two agencies.



*Typical segment with narrow shoulders*



Figure A-33: Happy Valley Trail / Southern Connection



*Typical segment with narrow shoulders*



*Segment with sidewalks*



*Narrow opening at trestle*



# General Improvement Projects

## PAVING GRAVEL CANAL TRAILS

There were several comments requesting that the gravel canal trails/maintenance roads be paved. Zone 7 has no objection to their maintenance roads being paved, but the City would have to pay for the paving and be responsible for maintaining it. Flood channel maintenance often requires the use of heavy equipment on the road/trail, which can damage the surface, so this would be a consideration for the pavement maintenance requirements and cost.



## ADD AMENITIES

Restrooms and water were frequently mentioned as desired features. Landscaping, especially along the canal trails was also mentioned. Staging/parking areas and trail entry points are the most important points to provide amenities. There could be a project to add amenities to existing sites, and/or this could be made a part of future trail projects. The Garms Staging Area project, for example, will provide more parking and amenities. Guidelines for trail amenities are provided in Section 4.

## MAPS AND WAYFINDING

This was frequently mentioned as a desire and feature that would make it easier for people to use the trails. Guidelines for implementing a maps, signage and wayfinding system are provided in Section 4. This could be accomplished as a City-wide program and/or on a project-specific basis.

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City of Pleasanton

# Trails Master Plan

May 7, 2019

## **Appendix B.**

# **Public Participation Process and Results**

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## OUTREACH METHODS:

- Website: PleasantonTrails.com
- Emails to existing stakeholders
- Social media postings:
  - NextDoor.com
  - Facebook.com
  - Meetup.com
- Community postings:
  - Trailheads
  - Outdoor-related businesses
  - Events
- Pop-up booths:
  - Ignite! Art + Innovation Community Event (October 14, 2017)
  - Farmers Market (October 21, 2017)
  - Farmers Market (February 24, 2018)
- Online & paper opinion survey (October 14, 2017 – January 21, 2018)
- Online map-based survey (October 14, 2017 – January 21, 2018)
- Community workshops
  - November 16, 2017
  - January 18, 2018
- Youth outreach and survey
  - Summer, 2018
- Bike, Ped, & Trails Committee Meetings
  - August 28, 2017
  - September 25, 2017
  - January 22, 2018

The outreach process started with lists of people who had participated in workshops for the East Bay Regional Parks Pleasanton Ridge Land Use Plan and the Pleasanton Bicycle and Pedestrian Master Plan. During October and November 2017 there was outreach to local trail-oriented groups on social media, and posting of information about the trails master plan effort at sports and outdoors-related businesses and at popular trailheads.

City staff and consultants staffed booths at the Ignite Arts Event and at Farmers Markets to get the word out. The City posted notices and ads in local publications and social media. A page on the City's web site was created to provide information and a link to an on-line survey about trail ideas and preferences, which was also available to fill in by hand.

A community workshop was held on November 16, 2017 to allow more interactive participation in planning the trails system, with break-out stations for different trail subjects.

A second workshop was held on January 18, 2018 to review the project priorities resulting from the community survey, stakeholder input, and the input from the first workshop.

During Summer, 2018 the City conducted several targeted youth outreach efforts, including interviews, a separate online youth-oriented survey, and staff talks about trails at two youth summer camps. The age group targeted was 11-15. Staff handed out youth survey flyers and interviewed some of the kids, recording their comments in a video. Staff also distributed the flyer to the Pleasanton School District, had them advertise the youth survey on their social media page, and posted the survey on City of Pleasanton's social media; including NextDoor and Facebook.



*Figure B-1: Outreach at the Ignite! Art + Innovation Community Event*

# SURVEY AND PUBLIC INPUT RESULTS

## Community Workshops

Both workshops were held in the evening at the Veteran’s Memorial Hall in downtown Pleasanton. Representatives from Zone 7 and the City of Pleasanton were present and responded to specific questions brought up by attendees.

### Workshop #1 – November 16, 2017

The first meeting attracted a small, but dedicated and enthusiastic group of approximately one dozen trail users. There were three stations with specific questions for feedback:

- Goals, Objectives, & Policies Station
- Trail Types & Design Station
- Trail Map Station

At each station the consultant or a City staff member provided an overview, and the attendees asked questions, discussed issues, and placed dots or notes on elements or locations they favored. Summaries of comments were recorded and reviewed.

At the Goals, Objectives, and Policies Station most of the discussion focused on trail conditions (maintenance), improving access to trails (connectivity and wayfinding), and clarifying when and where ADA access is appropriate.

At the Trail Types & Design Station, there was a strong preference for keeping different types of trail users (hikers, bikers, service vehicles, etc.) separate, and for both more narrow, natural surface trails and more wide, paved, multi-use trails. The most requested amenities were wayfinding, bike racks, and drinking water.



Figure B-2: Community members provide input at the first Community Workshop

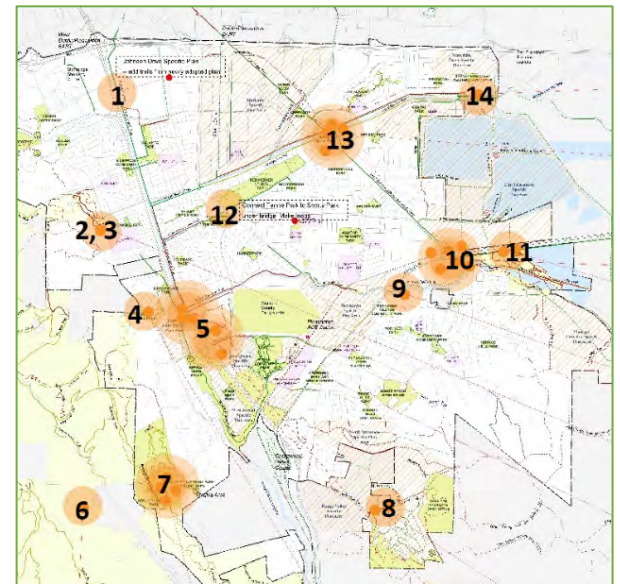


Figure B-3: Heatmap of input from a Community Workshop



At the Trail Map Station, attendees were enthusiastic about improving connections within the existing network and to the existing network. There was also a lot of support for connecting to all of the trails in the foothills, particularly anything that would connect to Pleasanton Ridge.

## Workshop #2 – January 18, 2018

The second meeting attracted a larger and just as enthusiastic group of approximately 30 trail users. In addition, several City staff members, a City councilmember, two Parks and Recreation commissioners, and a representative from Zone 7 attended.

This meeting followed a similar format to the first, with an introduction, a preliminary summary of input received to date, then three breakout stations focused on specific trail improvement projects and ideas in different sectors of the City. Attendees added comments and ideas and used dot stickers to prioritize proposed projects.

The general theme of comments was consistent with prior input: more maintenance, more connections between trails, more access to the Ridge, and separation of bikers and other trail users (with provision of more mountain bike trails). There was also interest in more amenities, particularly parking at Augustin Bernal.

The most attention was given to the proposed mountain bike trail in Augustin Bernal Park. A large portion of the attendees were avid mountain bikers and reiterated their support for more single-track mountain bike trails everywhere, but particularly in Augustin Bernal Park.

Almost all of the proposed projects received support, but the strongest support was for the Iron Horse Trail connection to Shadow Cliffs; the Longview Drive bypass trail to Augustin Bernal Park; the connection from the Marilyn Murphy Kane Trail to the Alamo Canal Trail; and Arroyo del Valle Trail improvements and connections through downtown and to Shadow Cliffs.



*Figure B-4: Discussion and input at the second community workshop*

## Online Survey

The on-line survey was open from October 14, 2017 through January 21, 2018. Total participation was 778, of which 341 completed the entire survey.

Major themes that emerged from the 12-question public survey (which tended to be self-selecting for people who love trails) are that there is high enthusiasm and support for the trails in Pleasanton; people love the existing trails, and almost everyone wants more. Specific priorities included:

- More single-track mountain bike trails
- Pave the wide gravel trails
- More maintenance of existing trails
- Provide more/better maps and wayfinding
- Close the gaps in existing trails
- More access to parks and trails on the edge of town

More detail about specific project preferences and significant issues is contained in the response summaries below.

### Question 1: Trail Ideas and Priorities

Respondents were asked to look at a list and map of potential trail projects and indicate preferences and priorities, and add ideas of their own. The strongest support was for connections to Shadow Cliffs from the Iron Horse Trail, and access to Augustin Bernal Park from Foothill. Close behind was support for a mountain bike-specific trail in Augustin Bernal Park, a trail along the railroad corridor and extending south, the Garms Staging Area (already in the works), and trails along the canals.

In the “other ideas” response, people requested more mountain bike trails in general, more connections, and surface improvements and maintenance.

**Q1: Importance of Proposed Trail Ideas & Priorities**

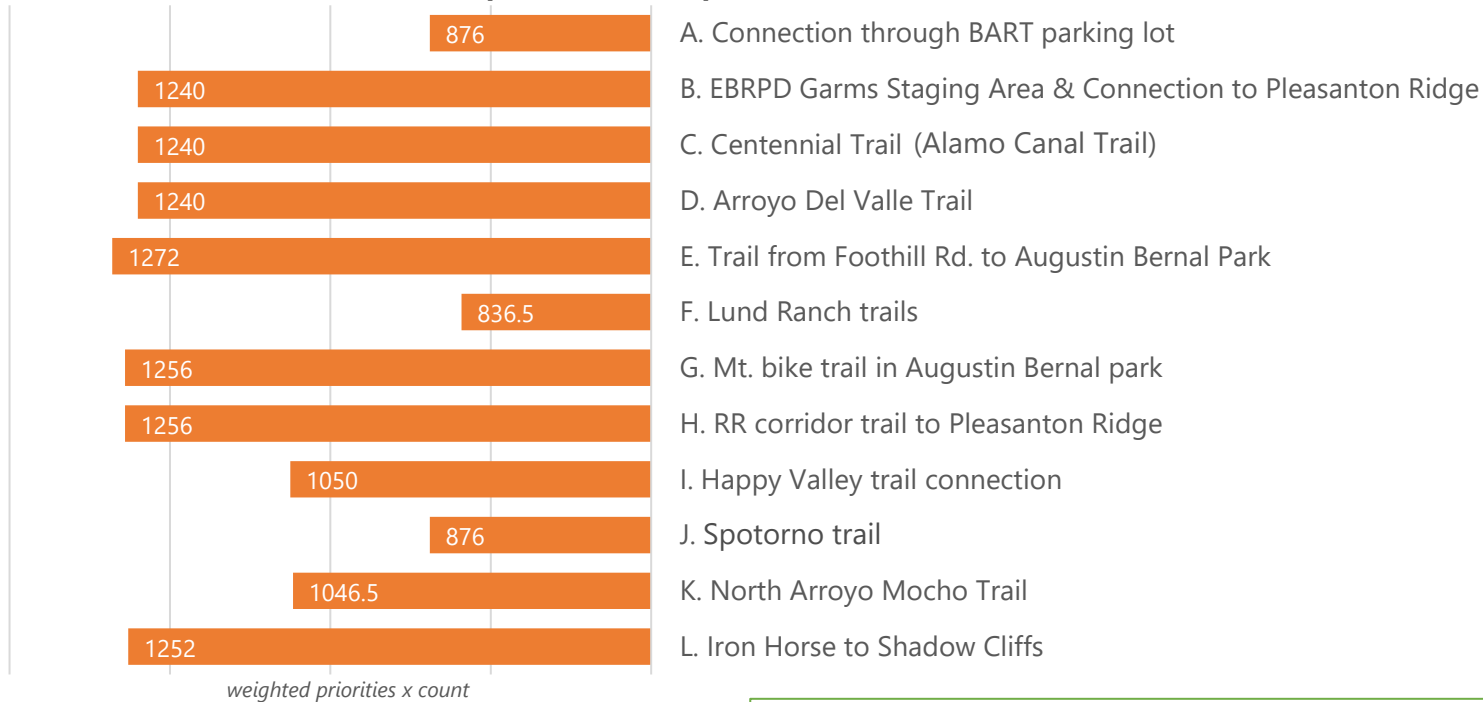


Figure B-5: Summary of responses to Survey Question 1

**Q1: Other Responses, by Type**

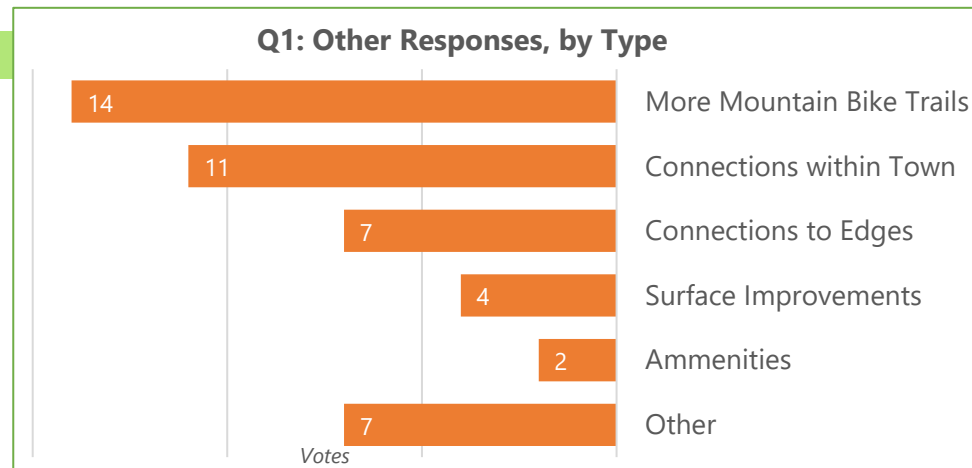
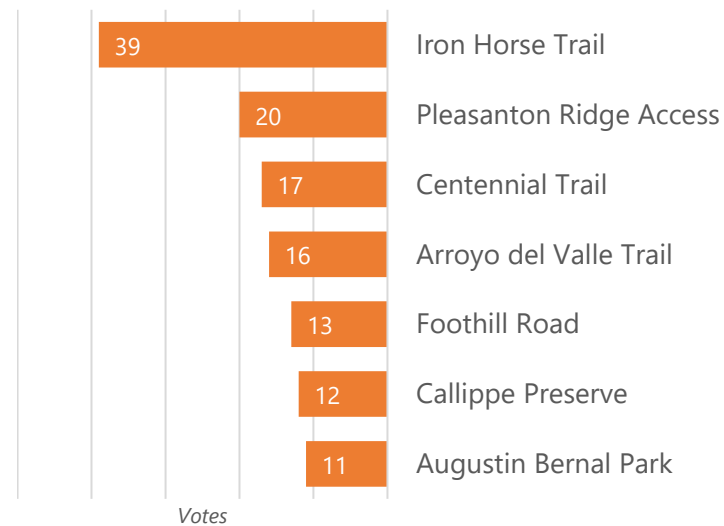


Figure B-6: Summary of "Other" responses to Survey Question 1

## Question 2 Is there a location or connection where you would like to see a trail added or improved?

The Iron Horse Trail led these responses, with most respondents specifically mentioning the existing gaps in the trail within Pleasanton. Trail users also expressed a strong interest in getting to the trails in the foothills, and once there having more single-track mountain bike trails available. The Question 2 responses were analyzed in more detail to understand site-specific improvement ideas and preferences.

**Q2: Location(s) for Improvement**



**Q2: Locations For Improvement by Type**

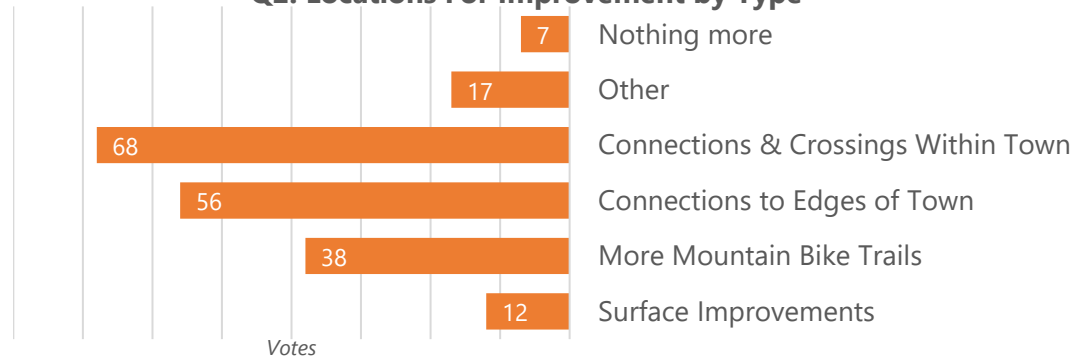


Figure B-7: Summary of responses to Survey Question 2

### Question 3 What Pleasanton Trails do you use currently?

Pleasanton Ridge and nearby Augustin Bernal Park were by far the most popular existing destinations, followed by Iron Horse Trail. However, if the canal trails, such as Arroyo del Valle and Arroyo Mocho are grouped together, it becomes clear that they have strong existing use as well.

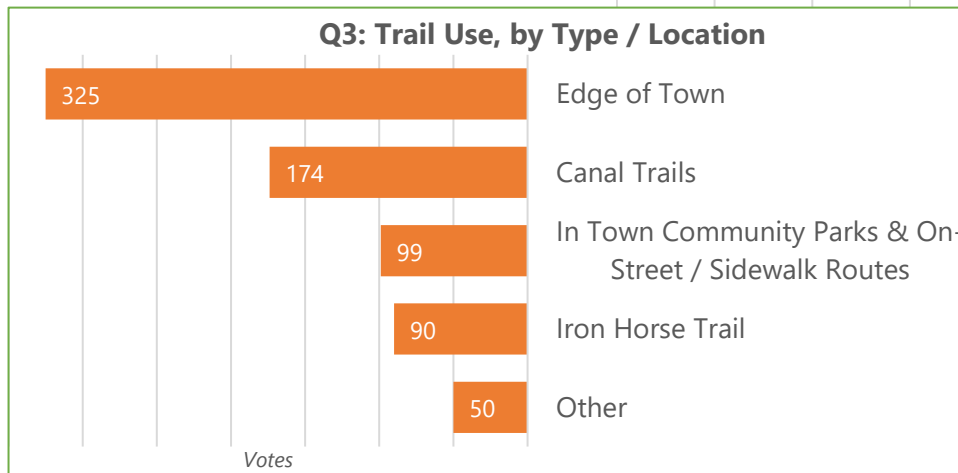
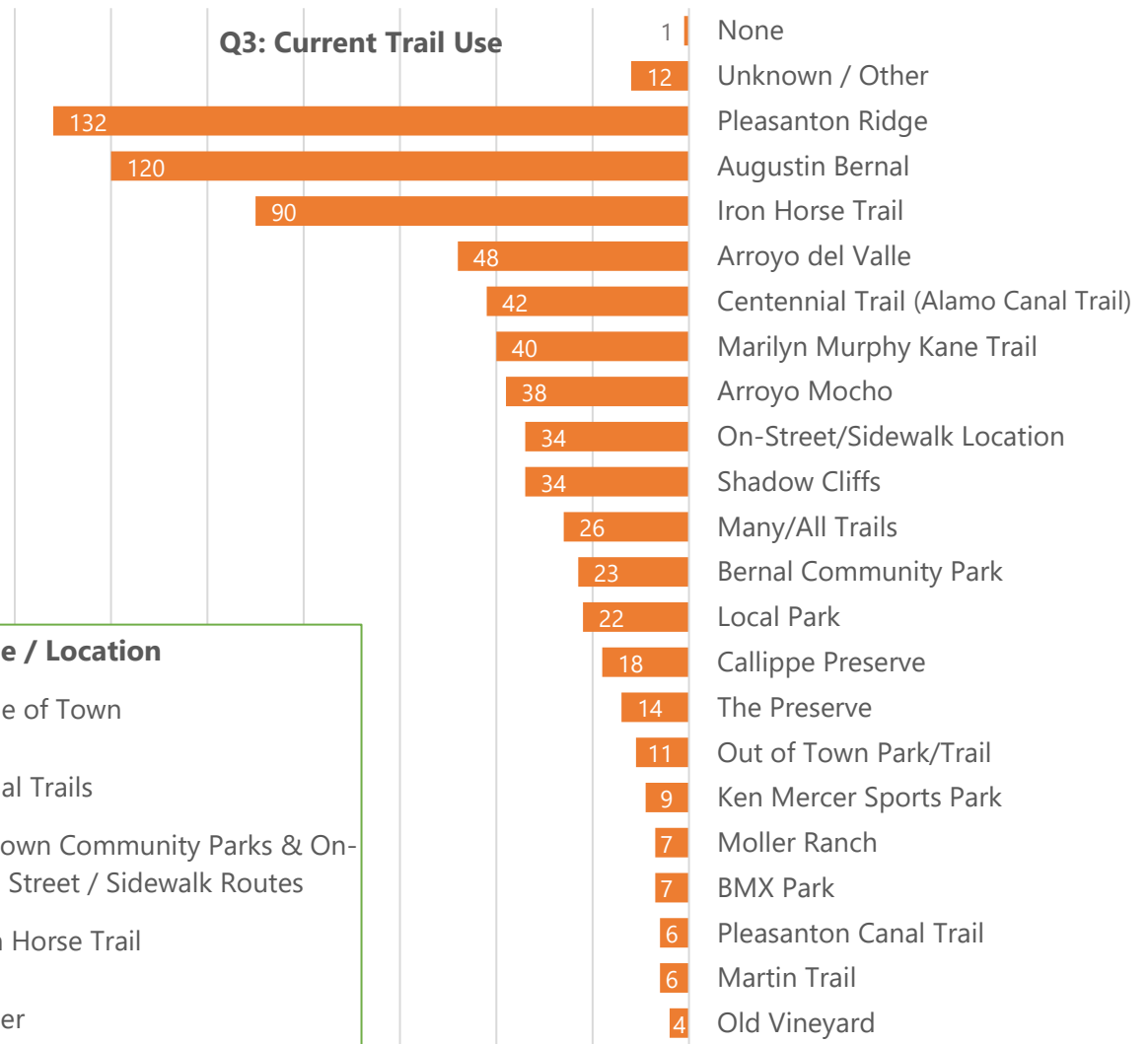


Figure B-8: Summary of responses to Survey Question 3

### Question 4: Primary Activity

The primarily existing uses are hiking and biking on pavement. This could reflect the lack of existing mountain bike opportunities. Other recreational uses listed included stroller hiking, roller blading, dog walking, and field sports. Transportation for work and leisure was also listed.

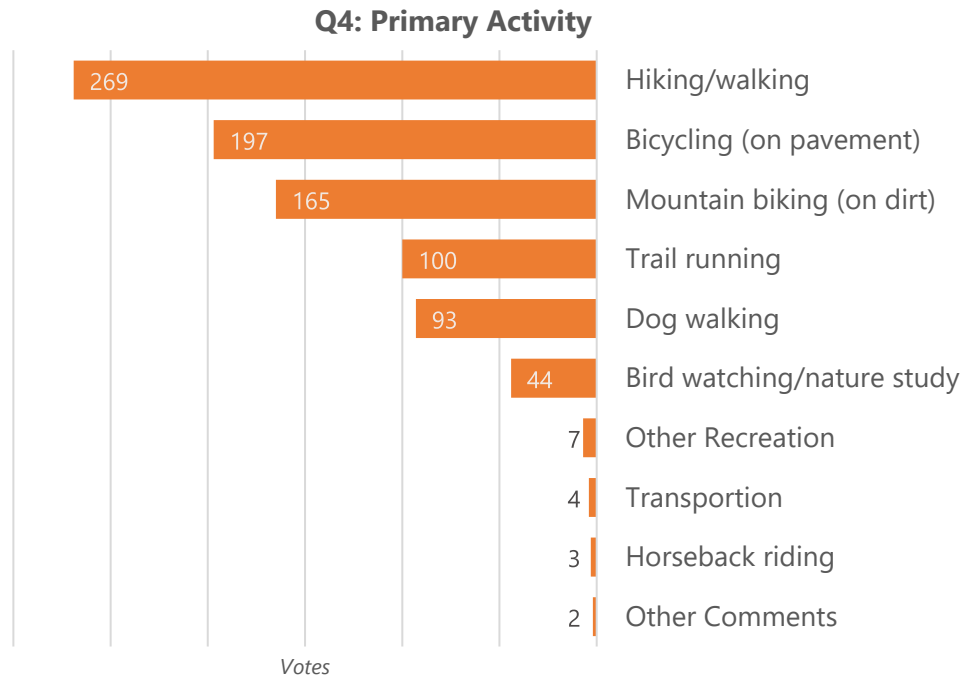


Figure B-9: Summary of responses to Survey Question 4

### Question 5: Frequency of Use

Most of the respondents were avid trail users, with only a few respondents falling in the low-use category.

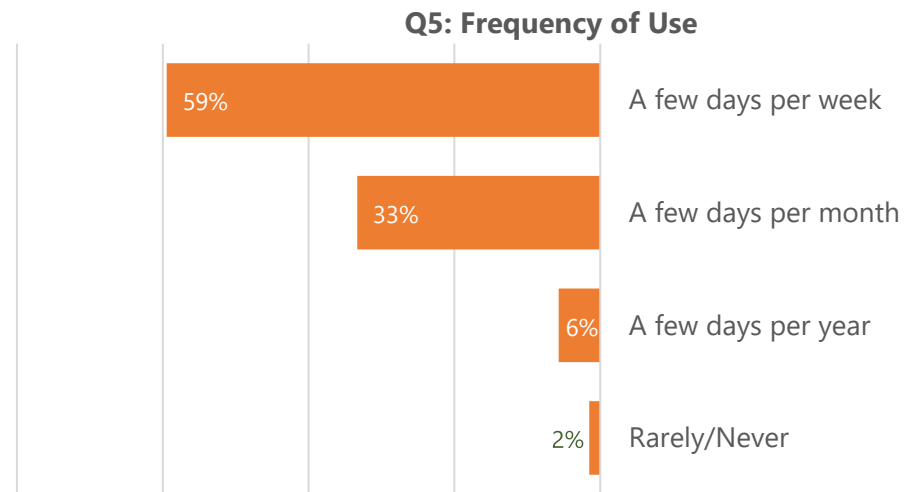


Figure B-10: Summary of responses to Survey Question 5

### Question 6: Encourage more use?

Again, connectivity was a theme, followed by trail surface improvements and maintenance, which go hand in hand. Wayfinding was also strongly requested.

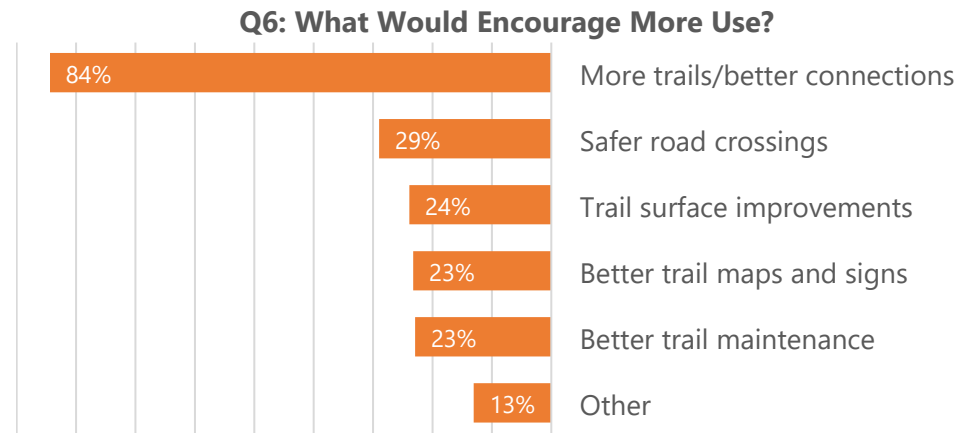


Figure B-11: Summary of responses to Survey Question 6

### Question 7: Is There a Type of Trail You Would Like to See More Of?

This question reveals a theme reiterated at the workshops: there is little interest in wide, unpaved trails – particularly gravel trails. There’s strong support for all types of trails, but in particular more paved multi-use trails and narrow (single track) unpaved trails. Again, a strong interest in more mountain bike trails.

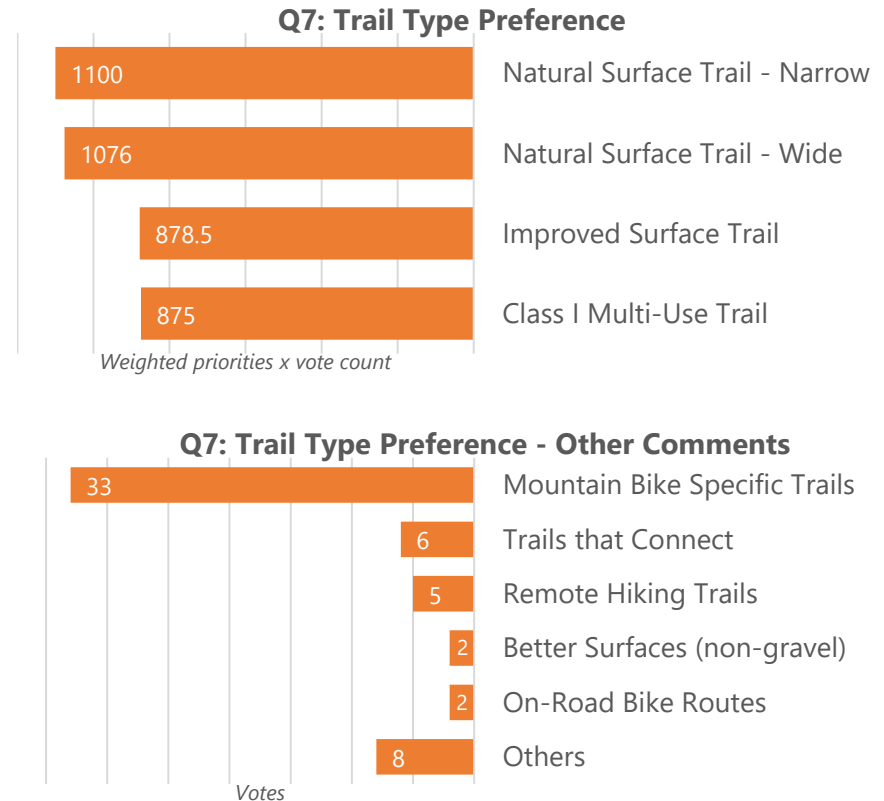


Figure B-12: Summary of responses to Survey Question 7



## Question 8: Rate Draft Trail System Objectives

By far, the strongest response was for providing access to open space without driving. This speaks to the need for connectivity within the existing trail system, and connectivity to high quality recreation opportunities on the outskirts of town. Users want to access Pleasanton Ridge, Shadow Cliffs, the BMX Park, Callippe Preserve, and many other locations nearby, but are limited in getting to these locations by discontinuous access routes, causing existing staging areas to get over crowded.

The second strongest responses were for reducing conflicts between trail users, which goes hand in hand with the request to accommodate the full range of trail users – including bikers, hikers, low-mobility users, and others.

There was little concern about minimizing impacts on adjoining properties. This issue usually becomes more strongly felt when a specific project is being proposed.

### Q8: Draft Trail System Objectives

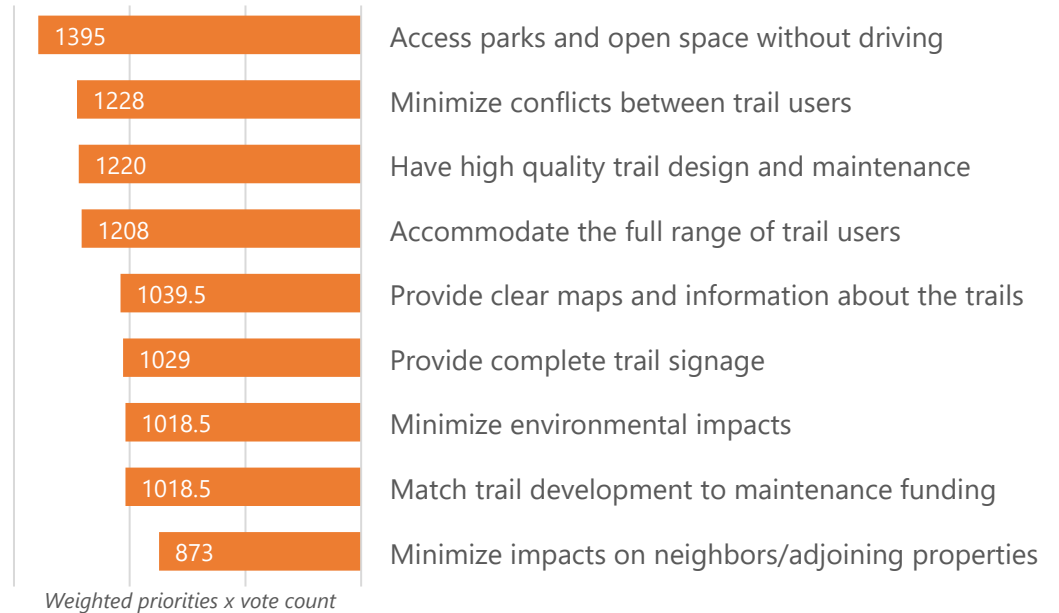


Figure B-13: Summary of responses to Survey Question 8

### Question 9: Issues or Concerns Associated with Trails?

Bike conflicts/impacts, safety, connectivity, amenities, and dogs were significant themes. Maintenance of the trail system and improvement of gravel trail surface were related themes.

Other themes included concerns about personal safety (some mentions of homeless), and adding amenities such as shade, water, and maps.

**Q9: Issues or Concerns**

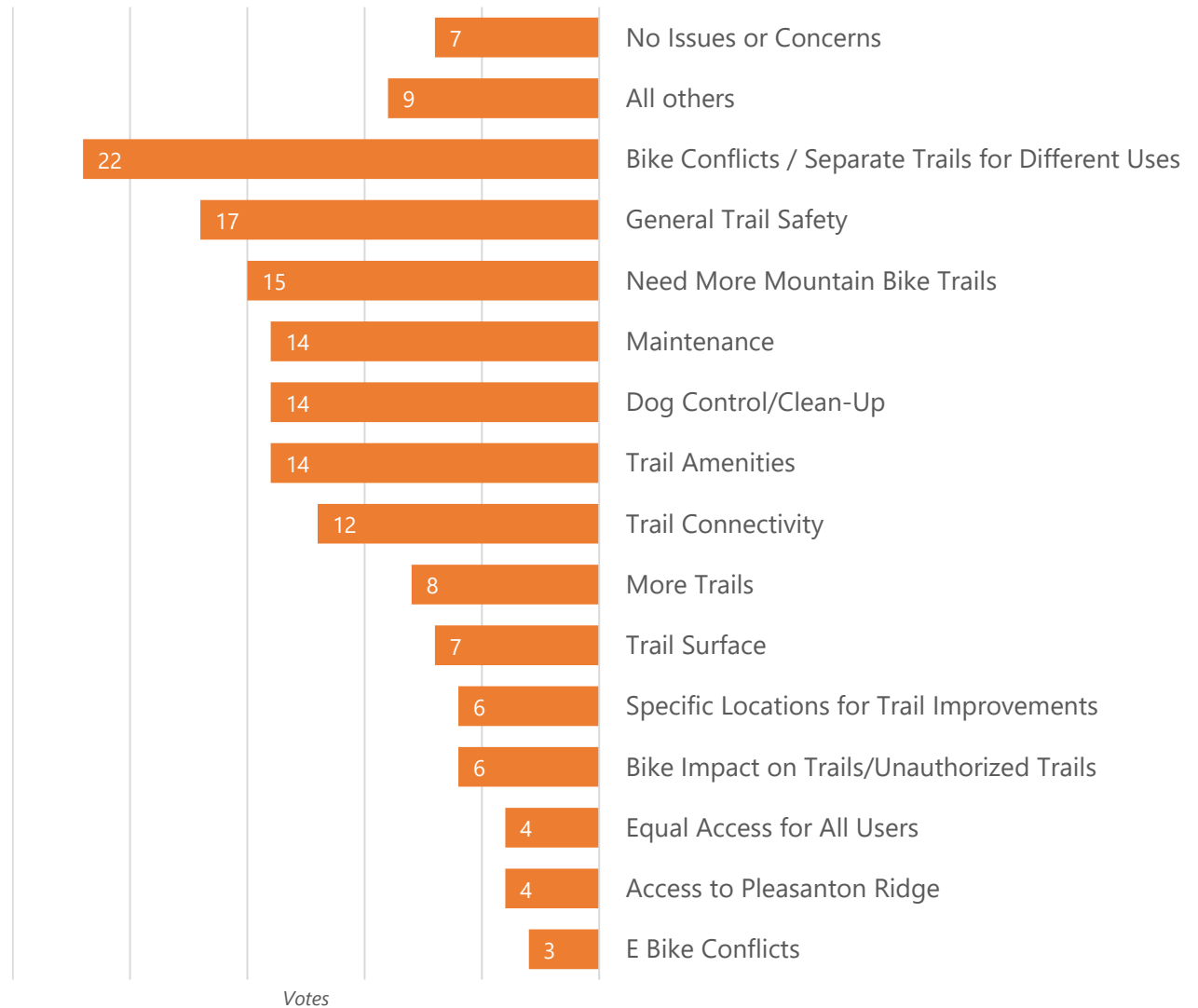


Figure B-14: Summary of responses to Survey Question 9

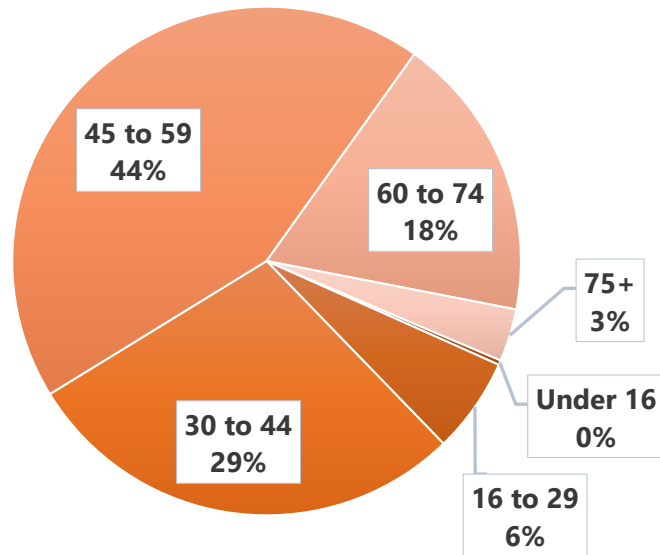


Figure B-15: Summary of responses to Survey Question 10

### Question 10: What is your age category

The largest group of respondents were in the 45 to 59 year old age group. There were almost no respondents under 16, which is to be expected since that age group would typically be represented by their parents.

### Question 11: Email

195 email addresses were collected to provide notice for workshops and Master Plan updates.

### Question 12: Anything Else?

Aside from profuse appreciation for the existing trail network, the opportunity to provide input, and the City staff, there was reiteration of support for more trails in general, more mountain biking opportunities, and many references to Pleasanton Ridge and the arroyo trails.

## Interactive Online Map Survey

An online map-based survey was available at the same time as the online survey, allowing users to click on a point or draw a line and add a comment. This survey captured nine unique comments, summarized in Table A-1, below.

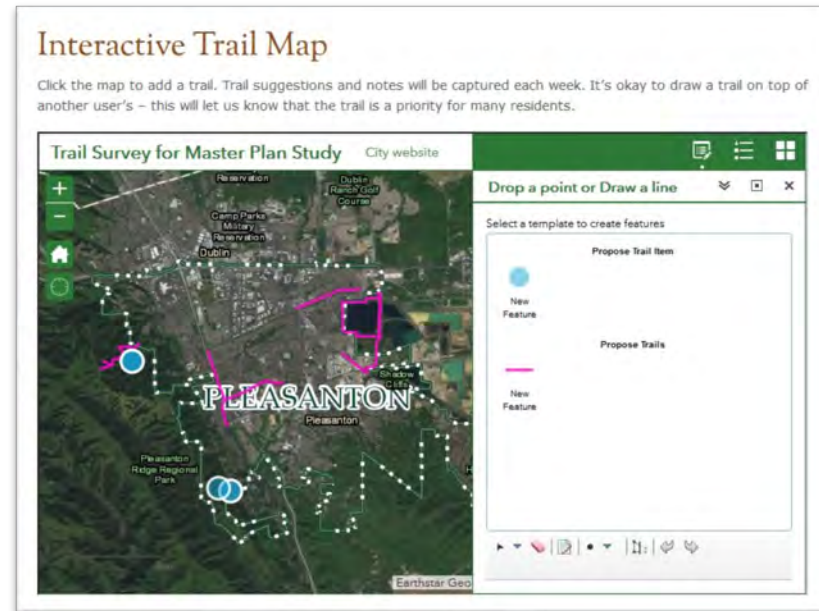


Table B-1 Online Map Survey Summary

Location	Comments
Moller Ranch to Pleasanton Ridge	<ul style="list-style-type: none"> <li>• Create trail to Tejan Falls</li> <li>• Open land bank to allow access</li> </ul>
Augustin Bernal Park	<ul style="list-style-type: none"> <li>• More single-track hiking trails</li> </ul>
Alamo Canal Trail to Marilyn Murphy Kane Trail Connection	<ul style="list-style-type: none"> <li>• New Trail</li> </ul>
Alamo Canal and Arroyo del Valle trails	<ul style="list-style-type: none"> <li>• Pave trails from Arroyo Mocho to Division</li> </ul>
North Arroyo Mocho Trail	<ul style="list-style-type: none"> <li>• Open north side of Arroyo Mocho</li> </ul>
Stoneridge Drive to Stanley Blvd	<ul style="list-style-type: none"> <li>• New north-south trail</li> <li>• New loop trail around reservoir</li> </ul>
Iron Horse Trail at Stanley and Bernal	<ul style="list-style-type: none"> <li>• Complete connection</li> </ul>

## Online Youth Survey

The on-line youth-targeted survey was open from June 18, 2018 through July 29, 2018. Total participation was 46, of which 44 completed the entire survey.

Major themes that emerged from the 11-question public survey echoed the enthusiasm and support for the trails in Pleasanton that we saw in the responses to the Adult Survey. Kids love the existing trails, and almost everyone wants more. Specific priorities included:

- More challenging, interesting, or varied trails
- More connections to where they want to go
- More maps and signs

More detail about specific project preferences and significant issues is contained in the response summaries below.



**We heard from the adults, now it's time to hear from the kids! All kids under the age of 18 are encouraged to participate! Our Youth Survey is now online at:**

**PleasantonTrails.com**

or go directly to:  
<http://www.surveygizmo.com/s3/4422024/Pleasanton-Trails-Youth-Survey>

**Contact the City Landscape Architect:**  
Matt Gruber  
[mgruber@cityofpleasantonca.gov](mailto:mgruber@cityofpleasantonca.gov)  
925-931-5672

THE CITY OF  
  
PLEASANTON.

Figure B-16: Postcard promoting youth survey

### Question 1: Trail Ideas and Priorities

Respondents were asked to look at a list and map of potential trail projects and indicate preferences and priorities, and add ideas of their own. The strongest support among the youth participants was for connections to Shadow Cliffs (similar to the adult participants) and connections on the Arroyo Del Valle Trail.

Other Responses ("write in an idea of your own"):
<i>More Single track Mountain Bike trails within the open space preserves would be nice, too many are off limits to biking and fire trails are not fun to mountain bike on.</i>
<i>SCHOOLS</i>
<i>Shadow Cliffs to Augustin Bernal Park!</i>
<i>Sunol</i>

**Q1: Importance of Proposed Trail Ideas & Priorities**

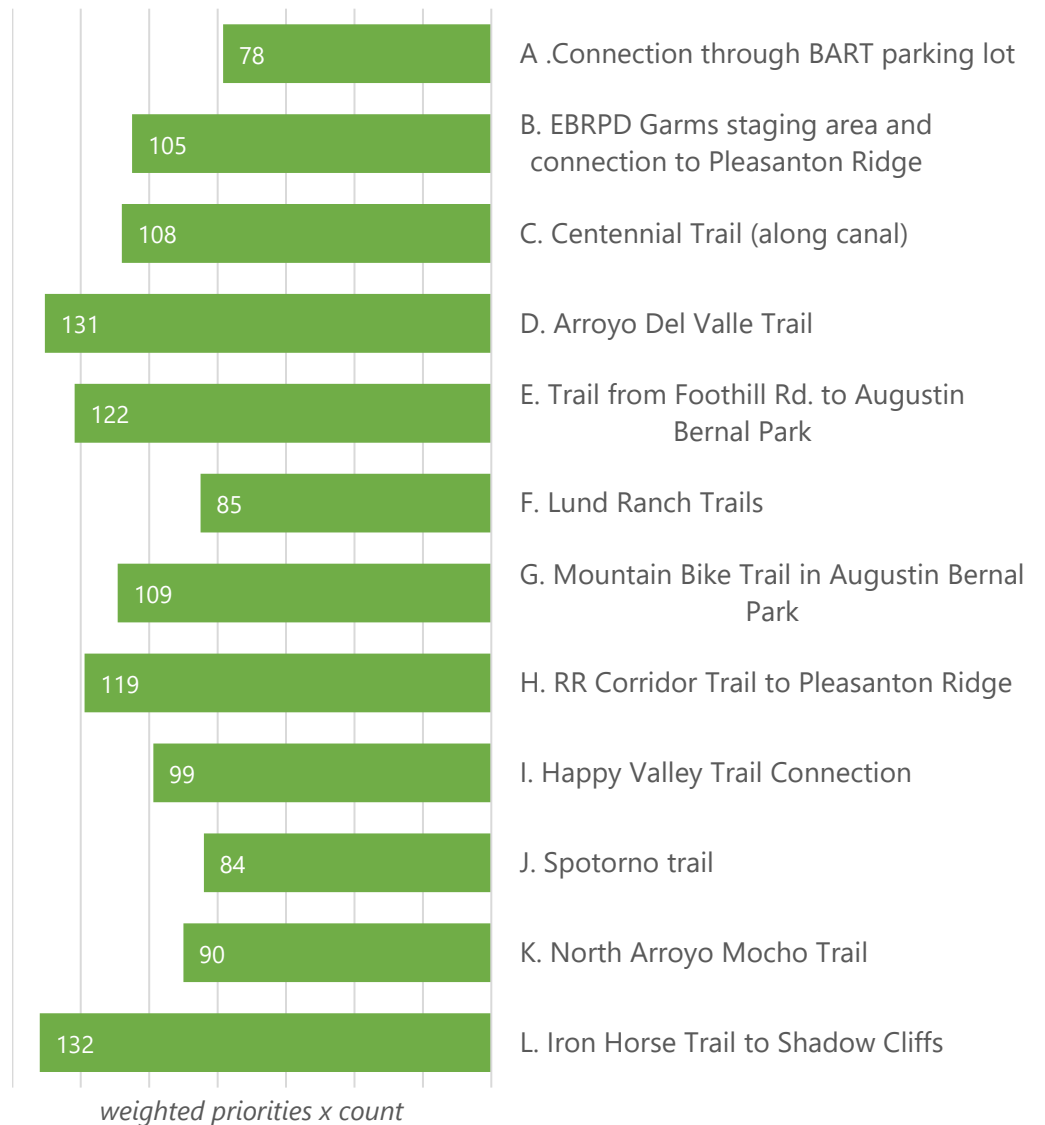


Figure B-17: Summary of responses to Youth Survey Question 1

## Question 2: Is there a location or connection where you would like to see a trail added or improved?

Only 18 of the 44 youth respondents included a response to this question. Most of those who did respond had specific recommendations related to schools or parks, or noted gaps in the network that would be useful to close.

### Responses to Youth Survey Question 2:

#### No Improvements Necessary:

*No*

*None*

*Not really I like of the trails and I don't think any of them need improvement.*

*I think that all trails so far are sufficient*

#### Other Improvement Ideas:

*I think that at Bernal Park there should be water fountains and more restrooms!*

*I would like to have the Mount De Valle trail have warnings for poison oak*

*Maybe someplace where we can go into water?*

*It would be nice if you continued the off street Arroyo Del Valle trail, not fun to walk on streets*

*Iron Horse be paved with asphalt instead of the cement and for more trees to be planted there*

#### School-related Responses:

*near vintage hills elementary school*

*Creating an access/trail to Foothill high school from the Del Prado area*

*Schools should be a priority. Keeping our kids safe and lowering congestion at peak time.*

#### Specific Connections:

*I would like to see downtown be connected and made more accessible with the Pleasanton Ridge.*

*What about the top of Main Street where the stream is extent north towards shadow cliffs.*

*We need a trail from Bernal to the park behind Patelco Park*

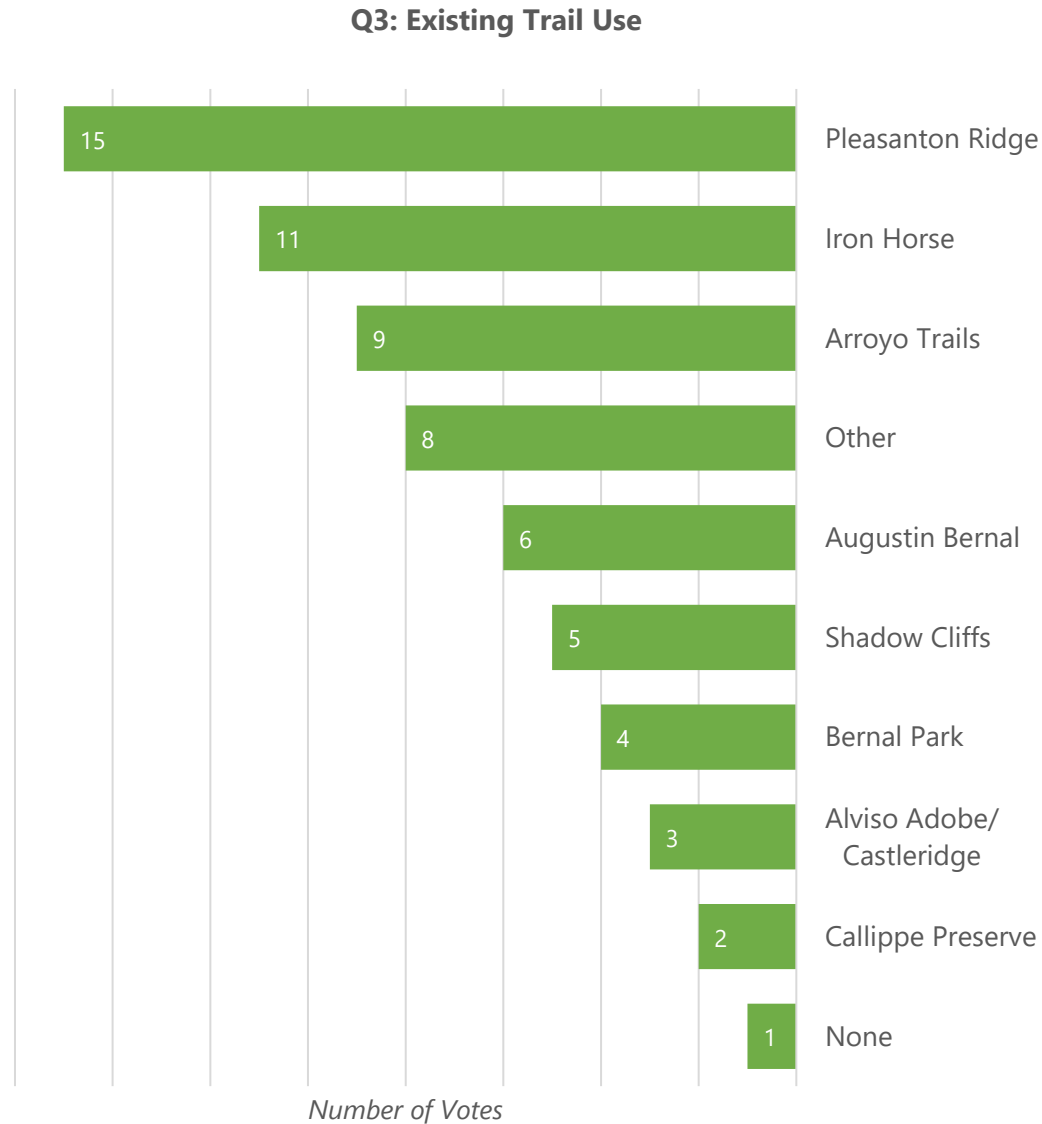
*A bike trail from Birdland neighborhood to the Pleasanton Library.*

*A trail near Valley Ave. and West Las Positas that continues past Santa Rita.*

*trail connecting bart with fairgrounds*

### Question 3 What Pleasanton Trails do you use currently?

As with the adult respondents, Pleasanton Ridge was by far the most popular existing destination. The Iron Horse Trail and the Arroyo trails were also popular, as were the trails leading to Pleasanton Ridge.



*Figure B-18: Summary of responses to Youth Survey Question 3*



### Question 4: Primary Activity

Similar to the Adult Survey responses, most of the youth surveyed primarily hike, walk, bike, or run on the trails. Transportation did not show up at all in the responses, and mountain biking did not receive as much of a response as it did in the Adult Survey.

Other Responses to Youth Survey Question 4:
<i>Anything off road away from cars and congested streets</i>
<i>Frisbee Golf</i>
<i>Plain Playing!</i>
<i>Running on sidewalk</i>

### Question 5: Frequency of Use

Similar to the adult respondents, most of the youth respondents were avid trail users, with only a few respondents falling in the low-use category.

**Q4. Primary Activity**

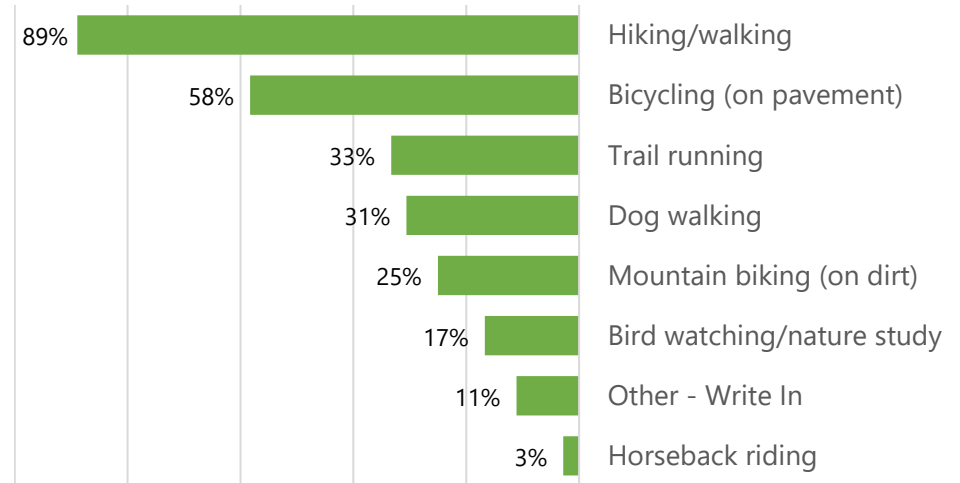


Figure B-19: Summary of responses to Youth Survey Question 4

**Q5. Frequency of Use**

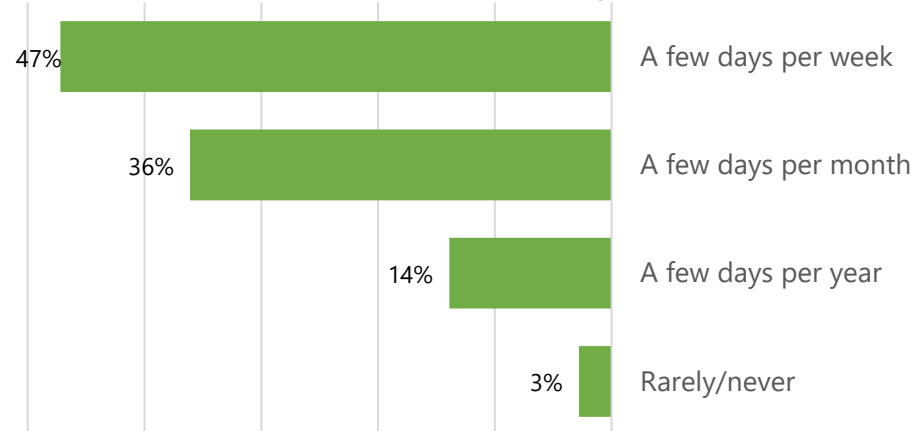


Figure B-20: Summary of responses to Youth Survey Question 5

### Question 6: Encourage more use?

Again, connectivity received the majority of the votes from the youth. Unlike the adult respondents, however, the youth supported maps, signage, safer road crossings above trail surface improvements and trail maintenance.

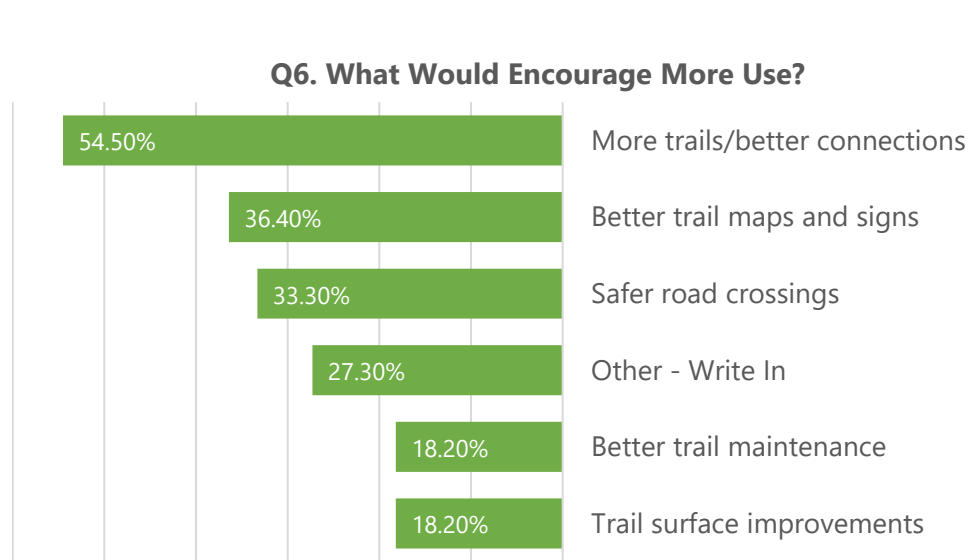


Figure B-21: Summary of responses to Youth Survey Question 6

Other Responses to Youth Survey Question 6:
<i>Better and more bathrooms on the trails</i>
<i>Better enforced dog leash areas, not as many dog free zones, or dog pickup bags</i>
<i>Can we please have no more poison oak on the trails where you have to walk through it to get past</i>
<i>Cool sights such as trails leading to water works</i>
<i>More enforcement of the leash laws and enforcement of well behaved dogs.</i>
<i>More paved trails</i>
<i>More rivers , creeks and fun!</i>
<i>More single track trails in rule areas to mtn bike and take in nature also dog "friendly trails</i>
<i>replace cement with asphalt on Pleasanton Iron horse</i>

### Question 7: Is There a Type of Trail You Would Like to See More Of?

The youth multiple-choice responses favored wide, gravel or unpaved trails. However, the written in responses also indicated support for natural surface trails, especially trails that provide some challenge to users.

Other Responses to Youth Survey Question 7:
<i>Better connections are more important</i>
<i>Challenging narrow paths with cool rocks and other things to climb on around or dodge.</i>
<i>Paved, but challenging is great too! Steep!</i>
<i>Rocks</i>
<i>trails that have grainy surfaces(sand, loose gravel, tanbark)</i>

### Question 8: Rate Draft Trail System Objectives

Echoing the adult responses, the strongest request was access to open space without driving. The youth responses supported maps, signage, and reducing environmental impacts. They expressed less concern about conflicts, funding, design, maintenance, and accommodations.

**Q7. Trail Type Preference**

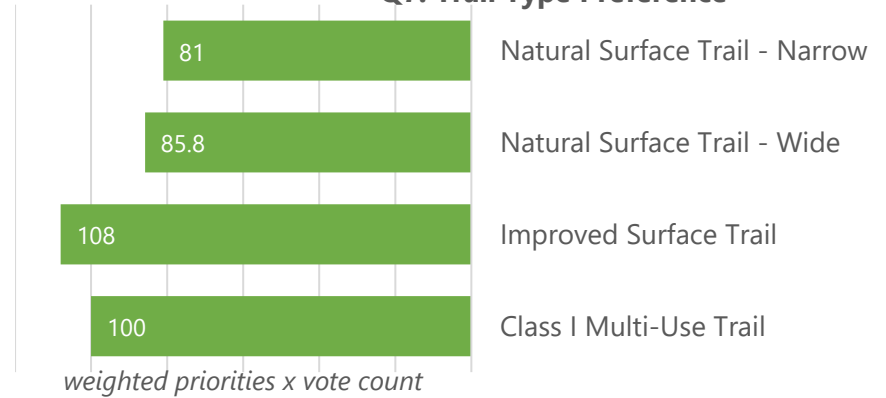


Figure B-22: Summary of responses to Youth Survey Question 7

**Q8. Draft Trail System Objectives**

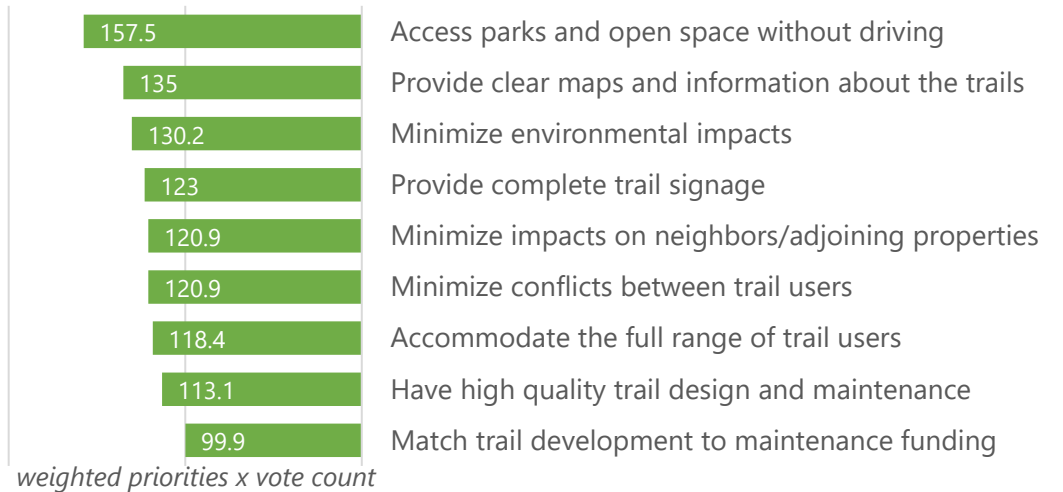


Figure B-23: Summary of responses to Youth Survey Question 8

### Question 9: Issues or Concerns Associated with Trails?

This question generated only a few responses in the youth survey, and the biggest concerns were with dogs and illegal activity (“druggies” were specifically mentioned). Other suggestions included more trail amenities, such as water, bathrooms, and shade.

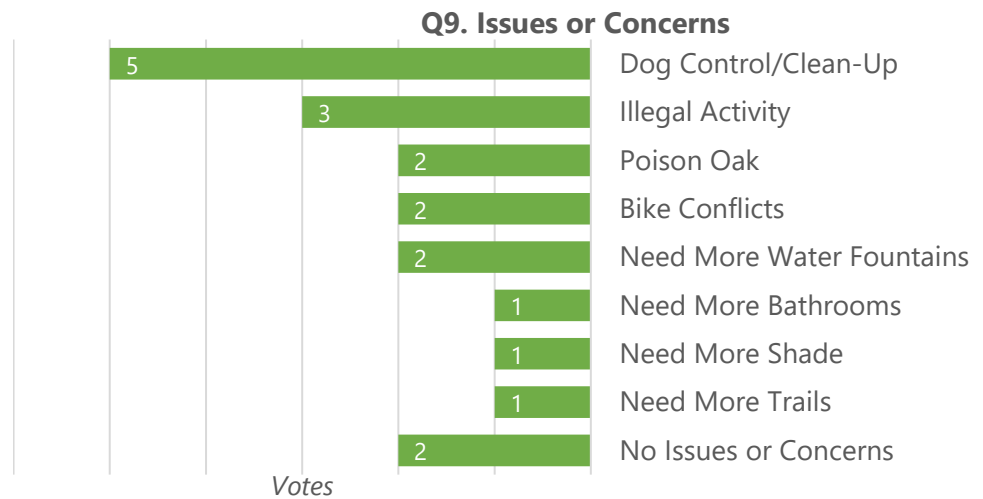


Figure B-24: Summary of responses to Youth Survey Question 9

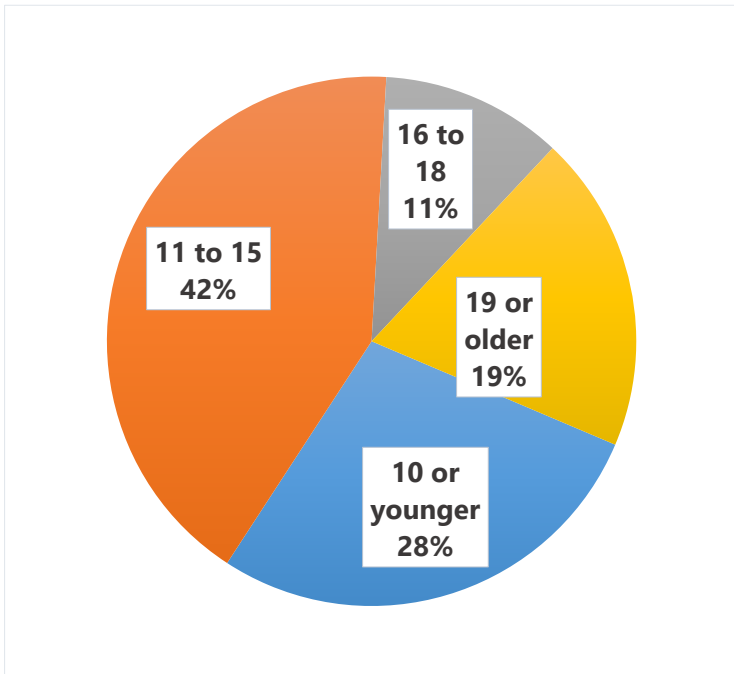


Figure B-25: Summary of responses to Youth Survey Question 10

### Question 10: How Old Are You?

As hoped with this targeted outreach to Pleasanton youth, the respondents were primarily under 18. The largest group were in the middle school to early high school age group.

This question was very slightly reworded from the adult version of the survey, which read: “What is your age category?” and included a different breakdown of ages to select from.

## Question 11: Anything Else?

Note: Question 11 in the Adult Survey asked for email addresses. This question was omitted in the Youth Survey for privacy reasons. Therefore, Youth Survey Question 11 correlates with the Adult Survey Question 12.

Again, this question elicited appreciation for the existing trails, and a few anecdotes about the enjoyment of the trail system. There were also a few specific suggestions for further improvement, including requests for connections to downtown.

**Responses to Youth Survey Question 11:**

**Connections:**

*Connecting the neighborhoods with downtown should be priority people like to go there on weekends.*

*I would love to see an extension of the current trail system to include downtown Pleasanton.*

*I like the trails but sometimes there is no continuity in the trails to the place I want to reach.*

**Trail Suggestions/Questions:**

*Why do the trails go through the grass. Could you possibly make trails that involve more nature.*

*I would to see more trails near creeks because being near creeks is interesting!*

*We need more trails that are next or in water.*

*I think better trail maintenance would be good*

*It would be nice for some trails that have private property signs to have gates to enforce the sign.*

*Consider closing Sunol road or even Foothill road on Sundays from 8am till Noon. Or Vineyard.*

*Why do the trails go through the grass. Could you possibly make trails that involve more nature.*

**Other Suggestions:**

*Pleasanton needs to focus on continued quality of life.*

*Next time allow the survey to give more characters so I can give my full Answers!*

**Appreciation:**

*I like to run. Also walk. Because when i run I get tired and it's a long trail and I need to walk.*

*My parents take me and my brother. we love the trails.*

*No.*

*Thank You!*

*I love ridge runners explorers and the places we go! Everything was good. The survey was confusing!*

*no*

*Luv dem*

*I like the trails system in Pleasanton.*

*Thank You!*

## Project Public Support Results

Table B-2 shows the number of times projects were mentioned in the workshops, on-line surveys and comment emails. The number of mentions was used to rate the criterion for public support in the project evaluations.

Table B-2: Trail Project Public Support

Trail Project Public Support				Online Survey Q1	Other	Q2	Youth Survey	Online Map Survey	Workshop 1	Workshop 2	Email Comments	Total Mentions
<b>Projects Already in Implementation</b>				Status		Notes						
A	Bike Connection through BART Parking Lot	Adopted Plan	Currently in design by City of Dublin, including IHT overcrossing of Dublin Blvd.	3	3							6
B	EBRPD Garms Staging Area and Trail to Pleasanton Ridge	Adopted Plan	Currently in design by EBRPD. Includes planned trail to Tejon Falls Overlook		3		3	1	3			10
<b>Projects Associated with Current Development Plans</b>				Status		Notes						
C	Hidden Canyon/Lester Property Trailhead	Currently in development process	Includes property additions to EBRPD Pleasanton Ridge and a new 36 car staging area with access from Dublin Canyon Road									
D	Austin Property Trail and Trailhead	Currently in development process	A small residential development off Foothill Road, south of and adjacent to Alviso Adobe Park. Includes a short narrow natural surface trail loop. A staging/parking area is envisioned on the Alviso Adobe property that would also serve this trail (a City project)									
E	Eastern Foothills Trails:											
	Spotorno Trails	Starting development process										
	Lund Ranch Trails	Latter stages of development process	Important additions and connections to the Callippe Preserve trail system, including connections north, ultimately to Bernal Ave.	2	4							6
	Bonde Ranch Trails	Latter stages of development process										
See City-Wide Development Areas Map	East Pleasanton Specific Plan Area Trails (2012)	Specific Plan not adopted	Trails to be resolved through plan review process - should reflect concepts in Trails Master Plan									
	North Sycamore Specific Plan Area Trails (1992)											
	Vineyard Avenue Corridor Specific Plan Area Trails (1999)	Adopted Plans - various stages of review										
	Bernal Specific Plan Area Trails (Phase 1 - 2000), Phase 2 - 2006)											
	Downtown Specific Plan Trails (2002)											
<b>New/Discretionary Projects</b>				Status		Notes						
F	The Preserve and Moller Ranch Trail Connections to Pleasanton Ridge	New	Unpaved trail connection to and through a portion of Pleasanton Ridge Regional Park that is currently closed/land banked.		3			1				4
G	Alamo Canal Trail to Marilyn Murphy Kane Trail Connection	New	Connects from Dog Park S. of Bernal Ave. up west side of Arroyo de la Laguna to bridge east to Centennial Trail and bridge across Arroyo del Valle south to paths to Bernal Ave. east of 680.		6		1	6	6			19
H	Marilyn Murphy Kane Trail Northwestern Connection - to Alviso Adobe, Foothill HS and Garms Staging Area	New	Opens existing gate on proposed Alamo Canal Trail to MMK Trail Connection to allow access to paths connecting north to Meadowlark Park, west to Alviso Adobe and through future of residential development parcel in County to high school and Garms Staging Area	2	3	1				2		8

Trail Project Public Support (Continued)				Online Survey Q1 Other	Q2	Youth Survey	Online Map Survey	Workshop 1	Workshop 2	Email Comments	Total Mentions
<b>New/Discretionary Projects (Continued)</b>											
		<b>Status</b>	<b>Notes</b>								
I	Longview Drive Bypass Trail to Augustin Bernal Park - from Foothill Road	New	Part being planned with current development proposal; part requires access agreement through private property						9		9
J	Mt. Bike Trail in Augustin Bernal Park	New	Needs detailed layout, design, public and City buy-in	5	28	1		6	35		75
K	Arroyo del Valle Trail improvement and Extension - to Downtown and Shadow Cliffs	Part Adopted, Part New	Needs coordination with Zone 7 re. paving and improvements; on-street route improvements in three locations; coordination with current and future development planning and design to complete connection		16	1		1	6		24
L	North Side Arroyo Mocho Trail - open north side from Santa Rita Rd. east to Stoneridge Dr., and from IHT west to Alamo Canal Trail	New	Hinges on public support and neighbor acceptance; needs one bridge to complete connection east of Santa Rita, and two bridges on western connection	1	7		1	1	2	1	13
M	Open Canal Trails - north of Arroyo Mocho	New	i.e. Chabot Canal, Tassajara Creek,						3		3
Various	Pave Canal Trails	New	OK with Zone 7, but City must cover cost, including maintenance. Most paving included with specific projects - North Arroyo Mocho, Arroyo del Valle.	4	12	1	1				18
N	Iron Horse to Shadow Cliffs Connection - on Valley Avenue at Stanley Boulevard	Adopted Plan	Needed improvements are clear - current project to improve intersection underway; additional project needed to complete trail improvements	1	22	1	1	10	9		44
O	Improved Iron Horse Trail Connection at Santa Rita Road	New	Improvement options already thoroughly studied - need to choose best option			1		4	2		7
P	Old Vineyard Avenue Trail Connection to south Shadow Cliffs Entrance	New	A conversion of surplus road to trail - currently in progress. Some parts to be shared with vehicles; some parts with separation	2	3						5
Q	Callippe Preserve Multi-Use and Access/Signage Improvements	New	Improve trailheads and signage. Multi-use depends on public/City buy-in	1	5			3		1	10
R	Oak Tree Farm Drive access to Pleasanton Ridge	New	Access from Foothill Road via residential street to existing single track trail system in public open space in residential development, with new connection to Pleasanton Ridge Sycamore Trail. This is a private trail and access is contingent upon approval from the Oak Tree Farm residents.								
<b>Adopted Multi-Jurisdictional Projects</b>											
		<b>Status</b>	<b>Notes</b>								
S	Railroad Corridor Regional Trail	Adopted Plan	Short section being designed, built in Lions Wayside Park; some downtown segments blocked by parking. Need input in current County Bike Plan update re. extension to Sunol and Niles Canyon trail study		6				4		10
T	Happy Valley Trail Connection	Adopted Plan	Very constrained - create narrow path on north side; wider shoulders for bikes? Create bike/ped undercrossing at RR? Needs planning, design, implementation, coordination with County		6						6
<b>Projects Associated with Potential Future Development</b>											
		<b>Status</b>	<b>Notes</b>								
See City-Wide Trails Map	Southern Foothills Trails	Adopted Concept	Depends on future development and annexation								
	Western Foothills Trails	Adopted Concept	Depends on future development								



City of Pleasanton

# Trails Master Plan

May 7, 2019

## **Appendix C. Project Evaluations**

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These are the individual project evaluations based on the methodology described in Section 5.2 of the main report and reflected in the Evaluation Summary in Table 5-4.

**Evaluation: Project A - Connection Through BART Parking Lot (by BART)**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Mid-level support	1 - 8	6	
2	Regional Connectivity	An important improvement to regional IHT and to BART	1 - 8	7	
3	Key Destinations	Connects to one important destination	1 - 6	4	
4	Separation from Traffic	Helps clarify/separate bikes from traffic in station	1 - 4	3	
<b>Subtotal 1st 4 Criteria</b>				20	
5	Constructability/Complexity	Not an issue – by others	1 - 4	NA	
6	Cost (higher overall/ per mile = lower score)	By others – no cost to Pleasanton	1 - 4	NA	
7	Funding/Implementation Opportunities	Already being implemented by others	1 - 4	NA	
<b>Subtotal Last 3 Criteria</b>				NA	
<b>Total All Criteria</b>				NA	











**Evaluation: Project B - EBRPD Garms Staging Area and Trail Connections**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Mid-level support (8)	1 - 8	5	
2	Regional Connectivity	An important access point and connection to Pleasanton Ridge	1 - 8	5	
3	Key Destinations	Pleasanton Ridge a very key destination for many trail users	1 - 6	4	
4	Separation from Traffic	Allows users to avoid travel on Foothill to other trailheads	1 - 4	1.5	
<b>Subtotal 1st 4 Criteria</b>				15.5	
5	Constructability/Complexity	Not an issue – by others	1 - 4	NA	
6	Cost (higher overall/ per mile = lower score)	By others – no cost to Pleasanton	1 - 4	NA	
7	Funding/Implementation Opportunities	Already being implemented by others	1 - 4	NA	
<b>Subtotal Last 3 Criteria</b>				NA	
<b>Total All Criteria</b>				NA	

**Evaluation: Project C - Hidden Canyon/Lester Property Trailhead**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Not specifically mentioned, but concept of more staging areas and entries to Pleasanton Ridge strongly supported	1 - 8	4	
2	Regional Connectivity	Secondary access point and connection to Pleasanton Ridge	1 - 8	5	
3	Key Destinations	Pleasanton Ridge a very key destination for many trail users	1 - 6	4	
4	Separation from Traffic	Staging area not well connected to other City trails	1 - 4	0	
<b>Subtotal 1st 4 Criteria</b>				13	
5	Constructability/Complexity	Not an issue – by others	1 - 4	N/A	
6	Cost (higher overall/ per mile = lower score)	By others – no cost to Pleasanton	1 - 4	N/A	
7	Funding/Implementation Opportunities	Already being implemented by others	1 - 4	N/A	
<b>Subtotal Last 3 Criteria</b>				NA	
<b>Total All Criteria</b>				NA	

**Evaluation: Project D - Austin Property Trail and Staging Area**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Not specifically mentioned, but strong desire for more narrow natural surface trails	1 - 8	3	
2	Regional Connectivity	Staging area would support secondary access point and connection to Pleasanton Ridge	1 - 8	5	
3	Key Destinations	Pleasanton Ridge a very key destination for many trail users	1 - 6	4	
4	Separation from Traffic	Does not add a new separate trail or trailhead	1 - 4	0	
<b>Subtotal 1st 4 Criteria</b>				12	
5	Constructability/Complexity	Relatively simple to construct	1 - 4	2.5	
6	Cost (higher overall/ per mile = lower score)	Trail by development, but relatively expensive to construct staging area	1 - 4	2	
7	Funding/Implementation Opportunities	Not a major grant candidate	1 - 4	1.5	
<b>Subtotal Last 3 Criteria</b>				6	
<b>Total All Criteria</b>				18	

**Evaluation: Project E - Eastern Hills Trails: Bonde, Lund and Spotorno Ranch Projects**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Some specific support (4), plus strong support for more narrow natural surface trails	1 - 8	5.5	
2	Regional Connectivity	Would connect from Bernal Ave. to Callippe; future opportunity to connect further east	1 - 8	5	
3	Key Destinations	Would connect to Callippe, but no other key destinations - recreational trails	1 - 6	2	
4	Separation from Traffic	Does not provide separation from traffic - recreational trails	1 - 4	0	
<b>Subtotal 1st 4 Criteria</b>				12.5	
5	Constructability/Complexity	Not an issue – by others	1 - 4	N/A	
6	Cost (higher overall/ per mile = lower score)	By others – no cost to Pleasanton	1 - 4	N/A	
7	Funding/Implementation Opportunities	Already being implemented by others	1 - 4	N/A	
<b>Subtotal Last 3 Criteria</b>				NA	
<b>Total All Criteria</b>				NA	

**Evaluation: Project F - The Preserve and Moller Ranch Trail Connections to Pleasanton Ridge**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Some specific support (4) and more connections to Pleasanton Ridge strongly desired	1 - 8	4	
2	Regional Connectivity	Secondary access point and connection to Pleasanton Ridge	1 - 8	6	
3	Key Destinations	Pleasanton Ridge a very key destination for may trail users	1 - 6	5.5	
4	Separation from Traffic	Would not create any new separation	1 - 4	0	
<b>Subtotal 1st 4 Criteria</b>				15.5	
5	Constructability/Complexity	Short and simple to construct	1 - 4	4	
6	Cost (higher overall/ per mile = lower score)	Low cost for the significance of connection	1 - 4	3.5	
7	Funding/Implementation Opportunities	Not a major grant candidate	1 - 4	1.5	
<b>Subtotal Last 3 Criteria</b>				9	
<b>Total All Criteria</b>				24.5	



**Evaluation: Project G - Alamo Canal Trail to Marilyn Murphy Kane Trail Connection**

Criteria	Summary	Score Range	Net Score	Visual Rating
1 Public/Stakeholder Support	Medium-high support (19)	1 - 8	5.5	
2 Regional Connectivity	Connects two very popular trails and to high school, downtown	1 - 8	7	
3 Key Destinations	Not a direct connection, but indirectly	1 - 6	4	
4 Separation from Traffic	Helps users avoid busy Bernal Ave intersections	1 - 4	3	
<b>Subtotal 1st 4 Criteria</b>			19.5	
5 Constructability/Complexity	Complex due to engineering and environmental requirements, agency permissions	1 - 4	1.5	
6 Cost (higher overall/ per mile = lower score)	Expensive relative to miles gained	1 - 4	1.5	
7 Funding/Implementation Opportunities	A good candidate for grants based on bike and ped connection benefits	1 - 4	4	
<b>Subtotal Last 3 Criteria</b>			7	
<b>Total All Criteria</b>			26.5	

**Evaluation: Project H - Marilyn Murphy Kane Trail Northwestern Connection**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Specifically mentioned only 1x, but improved access along Foothill and to high schools frequently mentioned	1 - 8	4	
2	Regional Connectivity	Would connect several important west side destinations - a supplement to Project G	1 - 8	6.5	
3	Key Destinations	Connects to high school, Alviso Adobe Park and Garms Staging Area	1 - 6	4	
4	Separation from Traffic	Includes some upgrades and connections along Foothill	1 - 4	2	
<b>Subtotal 1st 4 Criteria</b>				16.5	
5	Constructability/Complexity	Relatively simple set of improvements	1 - 4	2.5	
6	Cost (higher overall/ per mile = lower score)	Moderate cost compared to trail connection benefits	1 - 4	3	
7	Funding/Implementation Opportunities	A good candidate for grants based on bike and ped connection benefits	1 - 4	4	
<b>Subtotal Last 3 Criteria</b>				9.5	
<b>Total All Criteria</b>				26	

**Evaluation: Project I - Longview Drive Bypass Trail to Augustin Bernal Park**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Medium-high support (19)	1 - 8	6	
2	Regional Connectivity	A significantly improved connection to A. Bernal Park	1 - 8	3	
3	Key Destinations	A popular destination for trail users	1 - 6	3.5	
4	Separation from Traffic	Helps users avoid walking or biking on Longview or the driveway easement	1 - 4	2	
<b>Subtotal 1st 4 Criteria</b>				14.5	
5	Constructability/Complexity	Requires property owner agreement and has some environmental constraints	1 - 4	1.5	
6	Cost (higher overall/ per mile = lower score)	Development would build most of trail - remaining connection inexpensive, assuming easement is gifted	1 - 4	4	
7	Funding/Implementation Opportunities	Not likely grant candidate due to association with development project and need for easement	1 - 4	0	
<b>Subtotal Last 3 Criteria</b>				5.5	
<b>Total All Criteria</b>				20	

**Evaluation: Project J - Mt. Bike Trail in Augustin Bernal Park**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Very high support (75)	1 - 8	8	
2	Regional Connectivity	Not provided	1 - 8	0	
3	Key Destinations	Connects top of hill with staging area	1 - 6	1.5	
4	Separation from Traffic	Not for vehicles., but would separate trail user traffic (downhill bikes)	1 - 4	3.5	
<b>Subtotal 1st 4 Criteria</b>				13	
5	Constructability/Complexity	Relatively simple to construct - some environmental/sustainability concerns	1 - 4	3.5	
6	Cost (higher overall/ per mile = lower score)	Inexpensive - bicyclists propose to build	1 - 4	4	
7	Funding/Implementation Opportunities	Bicyclists would likely build/fund	1 - 4	4	
<b>Subtotal Last 3 Criteria</b>				11.5	
<b>Total All Criteria</b>				24.5	

**Evaluation: Project K - Arroyo del Valle Trail Improvements and Extension**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Medium-high support (24)	1 - 8	6	
2	Regional Connectivity	Connects two very popular trails and to highschool, downtown	1 - 8	8	
3	Key Destinations	Connects to Downtown; many key destinations and other routes	1 - 6	6	
4	Separation from Traffic	Helps users avoid many busy streets and intersections	1 - 4	4	
<b>Subtotal 1st 4 Criteria</b>				24	
5	Constructability/Complexity	Complex due to engineering and environmental requirements, agency permissions	1 - 4	1	
6	Cost (higher overall/ per mile = lower score)	Expensive relative to miles gained	1 - 4	1	
7	Funding/Implementation Opportunities	A good candidate for grants based on bike and ped connection benefits	1 - 4	4	
<b>Subtotal Last 3 Criteria</b>				6	
<b>Total All Criteria</b>				30	

**Evaluation: Project L - Open North Side Arroyo Mocho Trail**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Medium support (13)	1 - 8	4	
2	Regional Connectivity	Connects neighborhoods, parks, shopping	1 - 8	6.5	
3	Key Destinations	Not a direct connection, but indirectly	1 - 6	3	
4	Separation from Traffic	Helps users avoid busy streets and intersections	1 - 4	3.5	
<b>Subtotal 1st 4 Criteria</b>				17	
5	Constructability/Complexity	Neighbor opposition issues and 3 bridges, but not a complex project	1 - 4	2.5	
6	Cost (higher overall/ per mile = lower score)	Moderately expensive relative to miles gained	1 - 4	2	
7	Funding/Implementation Opportunities	A candidate for grants based on bike and ped connection benefits	1 - 4	3.5	
<b>Subtotal Last 3 Criteria</b>				8	
<b>Total All Criteria</b>				25	

**Evaluation: Project M - Open Canal Trails North of Arroyo Mocho**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Low support (3)	1 - 8	2	
2	Regional Connectivity	Connects some employment areas, parks, shopping, hotel, and potentially to BART	1 - 8	6	
3	Key Destinations	Potentially connects some major and secondary destinations	1 - 6	3.5	
4	Separation from Traffic	Need for series of mid-block crossings minimizes separation	1 - 4	1	
<b>Subtotal 1st 4 Criteria</b>				12.5	
5	Constructability/Complexity	Mid-block crossings a significant constraint except for westernmost channel	1 - 4	1	
6	Cost (higher overall/ per mile = lower score)	Expensive relative to benefits gained	1 - 4	1	
7	Funding/Implementation Opportunities	Not a likely candidate for grants	1 - 4	1	
<b>Subtotal Last 3 Criteria</b>				3	
<b>Total All Criteria</b>				15.5	

**Evaluation: Various Locations - Pave Canal Trails**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Medium-high support (18)	1 - 8	4.5	
2	Regional Connectivity	Would facilitate bike use for many regional connections	1 - 8	7.5	
3	Key Destinations	Would improve connections to many destinations	1 - 6	3.5	
4	Separation from Traffic	Would encourage road bikes to use trails	1 - 4	2.5	
<b>Subtotal 1st 4 Criteria</b>				18	
5	Constructability/Complexity	Special crushed stone material with binder may be alternative to paving	1 - 4	2	
6	Cost (higher overall/ per mile = lower score)	Expensive relative to miles gained; Zone 7 would require the City to maintain paved trails	1 - 4	0	
7	Funding/Implementation Opportunities	A potential candidate for grants based on bike and ped accommodation benefits	1 - 4	2	
<b>Subtotal Last 3 Criteria</b>				4	
<b>Total All Criteria</b>				22	



**Evaluation: Project N - Iron Horse Trail Connection on Valley Avenue**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	High support (44)	1 - 8	7	
2	Regional Connectivity	Closes a gap in a very important regional trail	1 - 8	6.5	
3	Key Destinations	Not a direct connection, but indirectly	1 - 6	3.5	
4	Separation from Traffic	Helps users avoid having to cross intersection and use bike lanes	1 - 4	2	
<b>Subtotal 1st 4 Criteria</b>				19	
5	Constructability/Complexity	Assuming Valley/Stanley intersection improvements are another project, fairly simple requirements	1 - 4	2.5	
6	Cost (higher overall/ per mile = lower score)	Moderate cost relative to importance of connection	1 - 4	2.5	
7	Funding/Implementation Opportunities	A good candidate for grants based on bike and ped connection benefits	1 - 4	4	
<b>Subtotal Last 3 Criteria</b>				9	
<b>Total All Criteria</b>				28	

**Evaluation: Project O - Improved Iron Horse Trail Connection at Santa Rita Road**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Low specific support (7), but the IHT overall is a high priority	1 - 8	4	
2	Regional Connectivity	Would improve connections along the IHT and connection between the IHT and the Arroyo Mocho Trail	1 - 8	7.5	
3	Key Destinations	Indirectly improves connections to many key destinations	1 - 6	3.5	
4	Separation from Traffic	Helps users minimize exposure to busy Santa Rita and Stoneridge, plus intersection	1 - 4	2.5	
<b>Subtotal 1st 4 Criteria</b>				17.5	
5	Constructability/Complexity	Complex due to engineering and environmental requirements, agency permissions	1 - 4	1.5	
6	Cost (higher overall/ per mile = lower score)	Expensive relative to miles gained, but significant benefits	1 - 4	2.5	
7	Funding/Implementation Opportunities	A potential candidate for grants based on bike and ped connection benefits	1 - 4	2.5	
<b>Subtotal Last 3 Criteria</b>				6.5	
<b>Total All Criteria</b>				24	











**Evaluation: Project P - Old Vineyard Avenue Trail Connection to Shadow Cliffs**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Low support (5); project already partly implemented	1 - 8	3.5	
2	Regional Connectivity	Connects to other regional trails via Shadow Cliffs, and east to Livermore	1 - 8	5.5	
3	Key Destinations	Connects to Shadow Cliffs	1 - 6	2.5	
4	Separation from Traffic	Helps users avoid busy new Vineyard Avenue	1 - 4	3	
<b>Subtotal 1st 4 Criteria</b>				14.5	
5	Constructability/Complexity	Relatively simple due to use of abandoned road, but some portions still shared, crossed	1 - 4	3	
6	Cost (higher overall/ per mile = lower score)	Relatively inexpensive per mile	1 - 4	3.5	
7	Funding/Implementation Opportunities	Already being implemented by City; not a strong grant candidate	1 - 4	2.5	
<b>Subtotal Last 3 Criteria</b>				9	
<b>Total All Criteria</b>				23.5	

**Evaluation: Project Q - Callippe Preserve Multi-Use and Access/Signage Improvements**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Moderate specific support (10), but more mountain bike trails and better signage are high overall priorities	1 - 8	5.5	
2	Regional Connectivity	Does not effect regional connectivity	1 - 8	0	
3	Key Destinations	Is a popular destination and would be more so if multi-use	1 - 6	4.5	
4	Separation from Traffic	Not a factor	1 - 4	0	
<b>Subtotal 1st 4 Criteria</b>				10	
5	Constructability/Complexity	May be opposition, but very simple to implement	1 - 4	4	
6	Cost (higher overall/ per mile = lower score)	Very low cost relative to benefits	1 - 4	4	
7	Funding/Implementation Opportunities	Cost easily afforded	1 - 4	4	
<b>Subtotal Last 3 Criteria</b>				12	
<b>Total All Criteria</b>				22	

**Evaluation: Project R - Oak Tree Farm Drive Access to Pleasanton Ridge**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	No specific support, but strong support for more entries to Pleasanton Ridge	1 - 8	3.5	
2	Regional Connectivity	Provides a new entrance to Pleasanton Ridge -	1 - 8	2.5	
3	Key Destinations	Pleasanton Ridge a top destination	1 - 6	3.5	
4	Separation from Traffic	Helps users in south Pleasanton avoid travel on Foothill to reach other entries to Pleasanton Ridge	1 - 4	2	
<b>Subtotal 1st 4 Criteria</b>				11.5	
5	Constructability/Complexity	Very simple physically, but requires permission from property owners	1 - 4	2.5	
6	Cost (higher overall/ per mile = lower score)	Very low cost to implement vs. benefit	1 - 4	2.5	
7	Funding/Implementation Opportunities	Not a grant candidate but very low cost	1 - 4	3.5	
<b>Subtotal Last 3 Criteria</b>				8.5	
<b>Total All Criteria</b>				20	

**Evaluation: Project S - Railroad Corridor Regional Trail**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Moderate specific support (10)	1 - 8	3.5	
2	Regional Connectivity	Connects between ADV Trail and downtown; high school, to south Pleasanton and ultimately to Sunol, Fremont, and the Bay Trail	1 - 8	6	
3	Key Destinations	Connects several key destinations directly	1 - 6	5.5	
4	Separation from Traffic	Helps users avoid busy streets and improves crossings	1 - 4	3.5	
<b>Subtotal 1st 4 Criteria</b>				18.5	
5	Constructability/Complexity	Complex due to engineering requirements, parking reorganization, new mid-block crossings	1 - 4	1.5	
6	Cost (higher overall/ per mile = lower score)	Moderately expensive relative to miles gained	1 - 4	2.5	
7	Funding/Implementation Opportunities	A good candidate for grants based on bike and ped connection benefits	1 - 4	3.5	
<b>Subtotal Last 3 Criteria</b>				7.5	
<b>Total All Criteria</b>				26	

**Evaluation: Project T - Happy Valley Trail Connection**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Low specific support (6)	1 - 8	1	
2	Regional Connectivity	Connects a loop across the southern portion of City	1 - 8	4	
3	Key Destinations	Connects to Callippe and planned RR Corridor Trail	1 - 6	4	
4	Separation from Traffic	Helps pedestrians get out of Happy Valley Road; benefits bikes also at RR crossing	1 - 4	3	
<b>Subtotal 1st 4 Criteria</b>				12	
5	Constructability/Complexity	Complex due to constrained ROW, interference with private improvements in ROW, split jurisdiction with County	1 - 4	1.5	
6	Cost (higher overall/ per mile = lower score)	Moderately expensive relative to miles/benefits gained	1 - 4	2	
7	Funding/Implementation Opportunities	Limited candidate for grants based on limited ability to improve conditions	1 - 4	4	
<b>Subtotal Last 3 Criteria</b>				7.5	
<b>Total All Criteria</b>				19.5	

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City of Pleasanton

# Trails Master Plan

May 7, 2019

## **Appendix D.**

## **Trail Project Costs and Details**

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## Appendix D. Trail Project Costs and Details

These tables detail the construction elements and costs for each trail project, including totals by phase and for the overall future trail system. The elements, quantities and costs are very preliminary due to being based on conceptual project plans. They will need to be adjusted or verified through more detailed planning as projects are undertaken.

All costs are in 2018 dollars. They will need to be adjusted based on current construction costs at the time any project is moving toward implementation. The unit costs used for each construction item are presented in Table 5-1 in the main report.

These detailed tables D-1 through D-7 are intended to be viewed as “centerfolds” with every two-page table set facing each other with the document turned sideways. There are three sets of cost tables:

- Trail Improvements (blue columns) – 2 pages: Tables D-1 and D-2
- Trail Amenities (yellow columns) – 1 ½ pages; Tables D-3 and D-4
- Road Crossing Improvements (green columns) and total construction costs, plus “soft costs,” equaling total project implementation costs – 3 pages: Tables D-5, D-6 and D-7.

Together, these itemized costs result in the total project and system costs presented in the main report Section 5, Implementation, in Table 5-5.

Table D-8 contains the project-specific recommendations for roadway crossing and on-street trail route improvements prepared by transportation planning consultants Fehr & Peers. These are reflected in Tables D-5 through D-7.

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Table D-1: Trail Construction Items per Project





		 Project entirely by others - not estimated  City sponsored project  Project partly by others  Project by developer - Park Dev Impact Fees Trail Projects	All costs are in 2018 dollars; need to be adjusted for planned year of construction.	Responsible Parties		New - Class I Trail - Length	New - Class I Trail - Cost	Paved Surface Trail Narrow to Class I Trail	Paved Surface Trail Narrow to Class I Trail - Cost	Existing Improved Surface Trail upgrade to Class I Trail	Existing Improved Surface Trail upgrade to Class I Trail - Cost
<b>Short-Term Projects (implemented within approximately next 7 years)</b>											
A.	Connection through BART Parking Lot	East Bay Reg. Park District	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
B.	EBRPD Garms Staging Area and Connection to Pleasanton Ridge	East Bay Reg. Park District	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
C.	Hidden Canyon/Lester Property Trailhead	Developer/EBRPD	1,668	\$233,588	0	\$0	0	\$0	0	\$0	\$0
E.	Southeastern Hills Trails: Spaterno, Lund Ranch and Bonde Ranch	Developers	4,142	\$579,946	0	\$0	0	\$0	0	\$0	\$0
I.	Longview Drive Bypass Trail to Augustin Bernal Park	Developer	0	\$0	0	\$0	0	\$0	0	\$0	\$0
J.	Mt. Bike Trail in Augustin Bernal Park	City Trails Program/ Mt. Bicyclists	0	\$0	0	\$0	0	\$0	0	\$0	\$0
L.	North Arroyo Mochó Trail Opening and Improvement	City Trails Program	0	\$0	0	\$0	0	\$0	16,765	\$1,676,466	\$0
N.	Iron Horse Trail to Shadow Cliffs Connection - on Valley Avenue at Stanley Boulevard	City Trails Program/ Intersection Project	5,846	\$818,495	1,276	\$191,327	0	\$0	0	\$0	\$0
Q.	Calippe Preserve Trail Signage and Multi-Use	City Trails Program	0	\$0	0	\$0	0	\$0	0	\$0	\$0
P.	Old Vineyard Avenue Trail Connection to Shadow Cliffs	City Trails Program	3,057	\$427,927	0	\$0	0	\$0	0	\$0	\$0
D.	Austin Property Trail and Trailhead	City Trails Program	0	\$0	0	\$0	0	\$0	0	\$0	\$0
F.	The Preserve and Moller Ranch Trail Connection to Pleasanton Ridge	City Trails Program	0	\$0	0	\$0	0	\$0	0	\$0	\$0
			Short-Term Projects Sub Total	14,714	2,059,955	1,276	191,327	16,765	1,676,466		
<b>Medium-Term Projects (implemented within approximately next 8 - 15 years)</b>											
G.	Alamo Canal Trail to Marilyn Murphy Kane Trail Connection	City Trails Program	698	\$2,394,638	2,106	\$315,892	2,807	\$280,702			
H.	Northwestern Trail Connection from Marilyn Murphy Kane Trail	City Trails Program/ Developer	4,088	\$572,253	0	\$0	0	\$0	7,227	\$722,690	\$0
K.	Arroyo del Valle Trail Improvement and Extension	City Trails Program	5,547	\$776,526	0	\$0	8,759	\$875,904			
M.	Open Canal Trails - North of Arroyo Mochó	City Trails Program	2,715	\$380,059	0	\$0	22,043	\$2,204,328			
			G-1-1 Canal (City Maintain)	0	\$0	0	\$0	9,480	\$947,992		
			Chabot Canal (City Maintain)	0	\$0	0	\$0	7,227	\$722,690		
			Tassajara Creek (City Maintain)	0	\$0	0	\$0	5,336	\$533,646		
			Pimlico Canal (City Maintain)	2,715	\$380,059	0	\$0	0	\$0		
O.	Iron Horse Trail Connection Improvements at Santa Rita Road	City Trails Program/ Intersection Project	0	\$0	0	\$0	197	\$19,655			
R.	Oak Tree Farm Drive Access to Pleasanton Ridge	City Trails Program	0	\$0	0	\$0	0	\$0	0	\$0	\$0
S.	Railroad Corridor Regional Trail - Pleasanton Portion	City Trails Program	11,242	\$1,573,842	0	\$0	0	\$0	0	\$0	\$0
			Medium-Term Projects Sub Total	24,289	5,697,317	2,106	315,892	33,806	3,380,588		
<b>Long-Term Projects (implemented in approximately 16 years or later)</b>											
T.	Happy Valley Trail/Southern Connection	City Trails Program/ Alameda County	0	\$0	0	\$0	0	\$0	0	\$0	\$0
Other	Open Other Canal Trails	City Trails Program	155	\$21,658	0	\$0	22,951	\$2,295,128			
Other	East Pleasanton Trails	Developers	44,086	\$6,172,004	4126	\$618,871	0	\$0			
Other	Central Pleasanton Trails	Developers	11,853	\$1,659,385	0	\$0	0	\$0			
Other	South Foothills Trails	Developers	11,853	\$1,659,385	0	\$0	0	\$0			
Other	West Foothills Trails	Developers	0	\$0	0	\$0	0	\$0			
			Long-Term Projects Sub Total	67,946	9,512,432	4,126	618,871	22,951	2,295,128		
<b>Variable-Term Projects (implementation depends on project-specific factors)</b>											
Other	Connector Trails and Gap Closure Projects	City Trails Program/ Developer	16,618	\$2,326,581	4292	\$643,789	0	\$0			
			Variable-Term Projects Sub Total	16,618	2,326,581	4,292	643,789	0	\$0		
			Grand Total	123,567	\$19,596,286	11,799,20	\$1,769,879	73,521,82	\$7,352,482		

Table D-2: Trail Construction Items per Project (part 2)

		Trail Construction Costs											
		New - Paved Surface Trail - Narrow	New - Paved Surface Trail - Narrow - Cost	On Street Trail Route Improvement	On Street Trail Route Improvement - Cost	New - Natural Surface Trail - Wide	New - Natural Surface Trail - Wide - Cost	New - Natural Surface Trail - Narrow	New - Natural Surface Trail - Narrow - Cost	New Bridges - Count	New Bridges - Cost	New Bridges - Length	Total Trail Construction Cost
		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		N/A	N/A	N/A	N/A	N/A	\$52,241	N/A	N/A	N/A	N/A	N/A	N/A
		0	\$0	0	\$0	4,353	\$52,241	0	\$0	0	\$0	0	\$285,828
		0	\$0	1,579	\$39,478	0	\$0	30,568	\$245,342	0	\$0	0	\$864,766
		0	\$0	0	\$0	0	\$0	1,977	\$15,814	0	\$0	0	\$15,814
		0	\$0	0	\$0	0	\$0	4,355	\$34,940	0	\$0	0	\$34,940
		0	\$0	0	\$0	0	\$0	0	\$0	4	\$1,851,814	570	\$3,528,279
		0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$1,009,822
		0	\$0	0	\$0	0	\$0	560	\$4,481	0	\$0	0	\$4,481
		0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$427,927
		0	\$0	0	\$0	0	\$0	3,383	\$27,063	0	\$0	0	\$27,063
		0	\$0	0	\$0	0	\$0	803	\$6,424	0	\$0	0	\$6,424
		0	\$0	1,579	\$39,478	4,353	\$52,241	41,746	\$333,964	4	\$1,851,814	570	\$6,205,245
		0	\$0	0	\$0	0	\$0	0	\$0	3	\$1,992,052	613	\$4,983,284
		0	\$0	2,187	\$54,669	0	\$0	0	\$0	0	\$0	0	\$626,922
		0	\$0	4,511	\$112,784	0	\$0	0	\$0	2	\$1,600,600	492	\$3,365,814
		0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$2,584,587
		0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$947,992
		0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$722,690
		0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$533,646
		0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$380,059
		0	\$0	255	\$6,382	0	\$0	0	\$0	1	\$540,972	166	\$567,009
		0	\$0	0	\$0	0	\$0	7,390	\$59,117	0	\$0	0	\$59,117
		0	\$0	0	\$0	0	\$0	0	\$0	1	\$646,006	199	\$2,219,848
		0	\$0	6,953	\$173,835	0	\$0	7,390	\$59,117	7	\$4,779,630	1,471	\$14,406,380
		6,456	\$484,230	0	\$0	0	\$0	0	\$0	0	\$0	0	\$484,230
		0	\$0	0	\$0	0	\$0	0	\$0	1	\$502,683	155	\$2,819,469
		0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$6,790,876
		12543	\$940,743	4092	\$102,310	0	\$0	1084	\$8,670	0	\$0	0	\$2,711,108
		6220	\$466,467	4092	\$102,310	0	\$0	1084	\$8,670	0	\$0	0	\$2,236,831
		0	\$0	0	\$0	0	\$0	111222	\$889,775	0	\$0	0	\$889,775
		25,219	\$1,891,440	8,185	\$204,619	0	\$0	113,389	\$907,115	1	\$502,683	155	\$15,932,289
		7751	\$581,307	0	\$0	9595	\$412,575	0	\$0	0	\$0	0	\$3,964,251
		7751	\$81,307	0	\$0	9595	\$12,575	0	\$0	0	\$0	0	\$3,964,251
		32,869.96	\$2,472,747	16,717.27	\$417,932	13,948.18	\$664,816	162,524.47	\$1,300,196	12	\$7,134,127	\$2,195	\$40,508,165

Table D-3: Trail Amenity Items per Project

		Project entirely by others - not estimated City sponsored project Project partly by others Project by developer - Park Dev Impact Fees <b>Trail Projects</b>	All costs are in 2018 dollars; need to be adjusted for planned year of construction.	Responsible Parties	New or Improved Staging Area (# spaces)	New or Improved Staging Area - Cost	Trailhead Signs/Gates (# TrailHeads)	Trailhead Signs/Gates (# TrailHeads) - Cost	Drinking Fountain (each)	Route Marking/Wayfinding (allowance per Mile)	Route Marking/Wayfinding - Cost	
<b>Short-Term Projects (Implemented within approximately next 7 years)</b>												
A.	Connection through BART Parking Lot			East Bay Reg. Park District	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
B.	EBRPD Garms Staging Area and Connection to Pleasanton Ridge			East Bay Reg. Park District	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
C.	Hidden Canyon/Leiter Property Trailhead			Developer/EBRPD	36	\$288,000	2	\$10,000	N/A	6,022	\$3,011	
E.	Southeastern Hills Trails: Spatenro, Lund Ranch and Bonde Ranch			Developers			3	\$15,000		36,389	\$18,195	
I.	Longview Drive Bypass Trail to Augustin Bernal Park			Developer			1	\$5,000		1,977	\$988	
J.	Mt. Bike Trail in Augustin Bernal Park			City Trails Program/MTB Bicyclists			1	\$5,000		4,355	\$2,178	
L.	North Arroyo Mochio Trail Opening and Improvement			City Trails Program			10	\$50,000		17,760	\$8,880	
N.	Iron Horse Trail to Shadow Cliffs Connection - on Valley Avenue at Stanley Boulevard			City Trails Program/Intersection Project			1	\$5,000		5,846	\$2,923	
Q.	Callippe Preserve Trail Signage and Multi-Use			City Trails Program			5	\$25,000		560	\$280	
P.	Old Vineyard Avenue Trail Connection to Shadow Cliffs			City Trails Program			2	\$10,000		3,057	\$1,528	
D.	Austin Property Trail and Trailhead			City Trails Program	25	\$200,000	4	\$20,000		3,383	\$1,691	
F.	The Preserve and Moller Ranch Trail Connection to Pleasanton Ridge			City Trails Program			2	\$10,000		803	\$401	
Short-Term Projects Sub Total					61	488,000	31	155,000	0	80,152	40,076	
<b>Medium-Term Projects (Implemented within approximately next 8 - 15 years)</b>												
G.	Alamo Canal Trail to Marilyn Murphy Kane Trail Connection			City Trails Program			2	\$10,000		4,118	\$2,059	
H.	Northwestern Trail Connection from Marilyn Murphy Kane Trail			City Trails Program/Developer			3	\$15,000	\$25,000	6,274	\$3,137	
K.	Arroyo del Valle Trail Improvement and Extension			City Trails Program			10	\$50,000		11,378	\$5,689	
M.	Open Canal Trails - North of Arroyo Mochio			City Trails Program			11	\$55,000		24,758	\$12,379	
	G-1-1 Canal (City Maintain)						2	\$10,000		9,480	\$4,740	
	Chabon Canal (City Maintain)						2	\$10,000		7,227	\$3,613	
	Tassajara Creek (City Maintain)						7	\$35,000		5,336	\$2,668	
	Pimlico Canal (City Maintain)						0	\$0		2,715	\$1,357	
O.	Iron Horse Trail Connection Improvements at Santa Rita Road			City Trails Program/Intersection Project			3	\$15,000		618	\$309	
R.	Oak Tree Farm Drive Access to Pleasanton Ridge			City Trails Program			1	\$5,000		7,390	\$3,695	
S.	Railroad Corridor Regional Trail - Pleasanton Portion			City Trails Program			3	\$15,000		11,440	\$5,720	
Medium-Term Projects Sub Total					0	0	33	165,000	25,000	65,976	32,988	
<b>Long-Term Projects (Implemented in approximately 16 years or later)</b>												
T.	Happy Valley Trail/Southern Connection			City Trails Program/Alameda County			0	\$0		6,456	\$3,228	
Other	Open Other Canal Trails			City Trails Program				\$0		23,261	\$11,630	
Other	East Pleasanton Trails			Developers				\$0		44,086	\$22,043	
Other	Central Pleasanton Trails			Developers				\$0		27,502	\$13,751	
Other	South Foothills Trails			Developers				\$0		21,178	\$10,589	
Other	West Foothills Trails			Developers				\$0		111,222	\$55,611	
Long-Term Projects Sub Total					0	0	0	0	0	233,705	116,852	
<b>Variable-Term Projects (Implementation depends on project-specific factors)</b>												
Other	Connector Trails and Gap Closure Projects			City Trails Program/Developer						33,964	\$16,982	
Variable-Term Projects Sub Total					0	0	0	0	0	33,964	16,982	
Grand Total					61	\$488,000	64	\$320,000	\$25,000	413,797	\$206,898	



Trail Amenity Costs

Table D-4: Trail Amenity Items per Project (part 2)

	Planting native trees (based on assumed 30' tree spacing)	Non-Irrigated Revegetation (based on assumed 10' width x length)	Total Trail Amenities Cost
	N/A	N/A	N/A
	N/A	N/A	N/A
	\$60,219	\$9,033	\$370,263
	\$363,893	\$54,584	\$451,672
	\$19,768	\$2,965	\$28,721
	\$43,551	\$6,533	\$57,261
	\$177,598	\$26,640	\$263,118
	\$58,464	\$8,770	\$75,157
	\$5,601	\$840	\$31,722
	\$30,566	\$4,585	\$46,679
	\$33,829	\$5,074	\$260,594
	\$8,030	\$1,204	\$19,636
	801,519	120,228	1,604,823
	\$41,181	\$6,177	\$59,417
	\$62,743	\$9,411	\$115,291
	\$113,777	\$17,067	\$186,532
	\$247,580	\$37,137	\$352,096
	\$94,799	\$14,220	123,759
	\$72,269	\$10,840	\$96,723
	\$53,365	\$8,005	\$99,038
	\$27,147	\$4,072	\$32,576
	\$6,183	\$927	\$22,420
	\$73,896	\$11,084	\$93,675
	\$114,405	\$17,161	\$152,286
	659,765	98,965	981,718
	\$64,564	\$9,685	\$77,477
	\$232,607	\$34,891	\$279,128
	\$440,857	\$66,129	\$529,029
	\$275,018	\$41,253	\$330,021
	\$211,781	\$31,767	\$254,137
	\$1,112,219	\$166,833	\$1,334,663
	2,337,046	350,557	2,804,455
	\$339,640	\$50,946	\$407,567
	339,640	50,946	407,567
	\$4,137,969	\$620,695	\$5,798,563

Table D-5: Trail Road Crossing Improvements per Project

Trail Projects		Responsible Parties	Add High-Visibility Crosswalk / Restripe crosswalk as Trail Crosswalk	Add High-Visibility Crosswalk / Restripe crosswalk as Trail Crosswalk - Cost	Add Raised Crosswalk	Add Raised Crosswalk - Cost	Add Directional Curb Ramps/ Trail Curb Ramps	Add Directional Curb Ramps/ Trail Curb Ramps - Cost	Add Median Refuge	Add Median Refuge - Cost	Add Full Traffic Signal	Add Full Traffic Signal - Cost
<p> <input type="checkbox"/> Project entirely by others - not estimated  <input type="checkbox"/> City sponsored project  <input type="checkbox"/> Project partly by others  <input type="checkbox"/> Project by developer - Park Dev Impact Fees                 </p> <p>All costs are in 2018 dollars; need to be adjusted for planned year of construction.</p>												
<b>Short-Term Projects (Implemented within approximately next 7 years)</b>												
A.	Connection through BART Parking lot	East Bay Reg. Park District	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
B.	EBRPD Garms Staging Area and Connection to Pleasanton Ridge	East Bay Reg. Park District	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
C.	Hidden Canyon/Lester Property Trailhead	Developer/EBRPD		\$0		\$0		\$0		\$0		\$0
E.	Southern Hills Trails: Spateno, Lund Ranch and Bonde Ranch	Developers		\$0		\$0		\$0		\$0		\$0
I.	Longview Drive Bypass Trail to Augustin Bernal Park	Developer	1	\$3,500	0	\$0	0	\$0	0	\$0	0	\$0
J.	Mt. Bike Trail in Augustin Bernal Park	City Trails Program/MTBcyclists		\$0		\$0		\$0		\$0		\$0
L.	North Arroyo Mocho Trail Opening and Improvement	City Trails Program	1	\$3,500	0	\$0	0	\$0	1	\$2,800	0	\$0
N.	Iron Horse Trail to Shadow Cliffs Connection - on Valley Avenue at Stanley Boulevard	City Trails Program/Intersection Project	1	\$3,500	0	\$0	2	\$10,000	0	\$0	0	\$0
Q.	Calippe Preserve Trail Signage and Multi-Use	City Trails Program	2	\$7,000	3	\$12,000	0	\$0	0	\$0	0	\$0
P.	Old Vineyard Avenue Trail Connection to Shadow Cliffs	City Trails Program	15	\$52,500	0	\$0	2	\$10,000	2	\$5,200	0	\$0
D.	Austin Property Trail and Trailhead	City Trails Program		\$0		\$0		\$0		\$0		\$0
F.	The Preserve and Moller Ranch Trail Connection to Pleasanton Ridge	City Trails Program		\$0		\$0		\$0		\$0		\$0
Short-Term Projects Sub Total			20	70,000	3	12,000	4	20,000	3	7,800	0	0
<b>Medium-Term Projects (Implemented within approximately next 8 - 15 years)</b>												
G.	Alamo Canal Trail to Marilyn Murphy Kane Trail Connection	City Trails Program	1	\$3,500	0	\$0	2	\$10,000	0	\$0		\$0
H.	Northwestern Trail Connection from Marilyn Murphy Kane Trail	City Trails Program/Developer	1	\$3,500	0	\$0	0	\$0	1	\$2,800		\$0
K.	Arroyo del Valle Trail Improvement and Extension	City Trails Program	3	\$10,500	0	\$0	4	\$20,000	1	\$2,800	0	\$0
M.	Open Canal Trails - North of Arroyo Mocho	City Trails Program		\$0		\$0		\$0		\$0		\$0
	G-1 Canal (City Maintain)			\$0		\$0		\$0		\$0		\$0
	Chabot Canal (City Maintain)			\$0		\$0		\$0		\$0		\$0
	Tassajara Creek (City Maintain)			\$0		\$0		\$0		\$0		\$0
	Pimlico Canal (City Maintain)			\$0		\$0		\$0		\$0		\$0
O.	Iron Horse Trail Connection Improvements at Santa Rita Road	City Trails Program/Intersection Project		\$0		\$0		\$0		\$0		\$0
R.	Oak Tree Farm Drive Access to Pleasanton Ridge	City Trails Program		\$0		\$0		\$0		\$0		\$0
S.	Railroad Corridor Regional Trail - Pleasanton Portion	City Trails Program	5	\$17,500	5	\$20,000	8	\$40,000	4	\$10,400	0	\$0
Medium-Term Projects Sub Total			10	35,000	5	20,000	14	70,000	6	15,800	0	0
<b>Long-Term Projects (Implemented in approximately 16 years or later)</b>												
T.	Happy Valley Trail/Southern Connection	City Trails Program/Alameda County	5	\$17,500	0	\$0	0	\$0	0	\$0	0	\$0
Other	Open Other Canal Trails	City Trails Program										
Other	East Pleasanton Trails	Developers										
Other	Central Pleasanton Trails	Developers										
Other	South Foothills Trails	Developers										
Other	West Foothills Trails	Developers										
Long-Term Projects Sub Total			5	17,500	0	0	0	0	0	0	0	0
<b>Variable-Term Projects (Implementation depends on project-specific factors)</b>												
Other	Connector Trails and Gap Closure Projects	City Trails Program/Developer										
Variable-Term Projects Sub Total			0	0	0	0	0	0	0	0	0	0
Grand Total			35	\$122,500	8	\$32,000	18	\$90,000	9	\$23,400	0	\$0



Trail Road Crossing Improvements

Total Project Costs

Table D-7: Trail Road Crossing Improvements per Project and Totals (part 3)

Remove Slip Lane(Assuming 100 ft) - Cost	Remove Left/Right Turn Pocket	Remove Left/Right Turn Pocket (Assuming 100 ft) - Cost	Remove Speed Bump	Remove Speed Bump - Cost	Cost of Road Crossing Improvements	Subtotal Project Construction Cost	Total 10% Contingency plus 25% Soft Costs	Total project Implementation Costs
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
					\$0	\$656,091	\$229,632	\$885,723
					\$0	\$1,316,438	\$460,753	\$1,777,191
	0				\$13,500	\$58,035	\$20,312	\$78,348
					\$0	\$92,101	\$32,235	\$124,337
	0		0		\$91,350	\$3,882,748	\$1,358,962	\$5,241,709
	0		0		\$24,000	\$1,108,979	\$388,143	\$1,497,121
	0		1	\$500	\$29,500	\$65,703	\$22,996	\$88,699
	0		0		\$322,950	\$797,556	\$279,145	\$1,076,701
					\$0	\$287,657	\$100,680	\$388,337
					\$0	\$26,060	\$9,121	\$35,180
0	0	0	1	500	481,300	\$8,291,367	\$2,901,979	\$11,193,346
					\$25,500	\$5,068,201	\$1,773,870	\$6,842,071
	0		0		\$86,100	\$828,313	\$289,910	\$1,118,222
\$2,000	1	\$2,000	0		\$150,100	\$3,702,447	\$1,295,856	\$4,998,303
					\$0	\$2,936,482	\$1,027,769	\$3,964,251
					\$0	\$1,071,751	\$375,113	\$1,446,864
					\$0	\$819,413	\$286,795	\$1,106,208
					\$0	\$632,683	\$221,439	\$854,123
					\$0	\$412,635	\$144,422	\$557,057
					\$0	\$589,429	\$206,300	\$795,729
					\$0	\$152,792	\$53,477	\$206,269
\$6,000	0		0		\$156,400	\$2,528,534	\$884,987	\$3,413,520
8,000	1	2,000	0	0	418,100	\$15,806,197	\$5,532,169	\$21,338,366
					\$67,500	\$629,206	\$220,222	\$849,428
					\$20,000	\$3,118,597	\$1,091,509	\$4,210,106
					\$0	\$7,319,905	\$2,561,967	\$9,881,872
					\$0	\$3,041,129	\$1,064,395	\$4,105,524
					\$0	\$2,490,969	\$871,839	\$3,362,808
					\$0	\$2,224,439	\$778,554	\$3,002,992
0	0	0	0	0	87,500	\$18,824,245	\$6,588,486	\$25,412,731
					0	\$4,371,819	\$1,530,136	\$5,901,955
0	0	0	0	0	0	\$4,371,819	\$1,530,136	\$5,901,955
\$6,000	1	\$2,000	1	\$500	\$986,900	\$47,293,628	\$16,552,770	\$63,846,398

**Table D-8: Trail Road Crossing and On-Street Route Improvement Recommendations**

Project ID	Name	Location 1	Location 2	ADT	Speed	Lanes	Existing Traffic Control	Recommendations	Notes
B	EBRPD Garms Staging Area and Trail to Pleasanton Ridge	Foothill Road	West Las Positas Boulevard	High	40	2	Signal	Maintain existing south and east crosswalks for access, connecting to accessible ramp/stairs on southwest corner of intersection. Standard crosswalks. Provide directional curb ramps and shorter crossing distances through reducing curb radii.	Concept plan under development - may need to defer to that document; also Foothill Road Bikeway Study
		Foothill Road	Highland Oaks Drive	High	40	2	Side-Street Stop Control	Pedestrian Hybrid Beacon with high-visibility crosswalk striping and median refuge	
G	Alamo Canal Trail to Marilyn Murphy Kane Trail Connection	Bernal Avenue	W Lagoon Drive	High	40	2	Signal	Maintain existing crosswalks at W Lagoon Drive/Meadowlark Drive and east crosswalk. Stripe west crosswalk as trail crossing and reduce corner radii to add wide trail curb ramps. Improve jog between the paths on Bernal Avenue through either: (1) Widening bridge to have Class I Path on north side or directional Class IV Separated Bikeways OR (2) constructing a separate bicycle/pedestrian bridge.	There is an existing pedestrian signal and crossing distance at Bernal Avenue is short
K	Arroyo del Valle Trail Improvement and Extension	Division Street	Del Valle Parkway	High	35	2	All Way Stop Control	Reduce curb radii on SE corner and install wide trail curb ramp. Restripe south crosswalk as trail crossing. Widen paved area on west side of intersection to facilitate bike/ped queuing for crosswalk and turning movements between trails and crossings. Push back fencing and widen paved connection between intersection and Arroyo Del Valley Trail on SE corner.	
		Del Valle Parkway	Main Street	Medium	35	4	Signal	Convert the south crosswalk to a trail crossing with wide trail curb ramps. Remove northbound right-turn pocket at Stanley Boulevard and widen sidewalk to create Class I Path or Class IV separated bikeway between Del Valle Parkway and Stanley Boulevard.	
		First Street	Stanley Street	High	40	5	Signal	Remove the existing slip lane on the SW corner and mark south crosswalk as a trail crossing. Mark north crosswalk for trail access.	
		Bernal Avenue	Nevada Street	High	40	4	Side-Street Stop Control	PHB or full traffic signal, mark trail crossing on south crosswalk with wide trail curb ramps and reduced curb radii. Widen the median to create a minimum 6' refuge. Mark east crosswalk.	
I	Longview Drive Bypass Trail to Augustin Bernal Park	Longview Drive	Longview Drive Bypass Trail/ Gloria Court	Low	25	2	Uncontrolled	Consider crosswalk at Gloria Court with crosswalk safety lighting.	
M	North Side Arroyo Mocho Trail	Payne Road	W Las Positas Boulevard	High	35	4+ raised median	Side-Street Stop Control	PHB with high visibility crosswalk and widen median to create refuge. Consider reducing curb radii at the NW corner.	
O	Iron Horse Trail Connection Improvements at Santa Rita Road	Santa Rita Road	Stoneridge Drive	High	45	10	Signal	Add trail crossing striping on east crosswalk. Reduce curb radii at the NE and SE corners of the intersection and add wide trail curb ramps.	A conceptual plan with minimum modifications exist within the Master Plan
N	Iron Horse Trail to Shadow Cliffs Connection	Bernal Avenue/Valley Avenue	Stanley Boulevard					See detailed concepts already prepared.	
H	Marilyn Murphy Kane Trail Northwestern Connection	Foothill Road	Old Foothill road/Pleasanton Ridge Regional Park	High	45	2	Uncontrolled	Improve and pave sidewalk on the west side of Foothill Rd. Provide access across Foothill Drive at southern park driveway with PHB, high visibility crosswalk, and median refuge on north leg. Provide pedestrian and bicycle access between Foothill Road and Regency Drive.	There is an existing median refuge at Foothill Rd

Project ID	Name	Location 1	Location 2	ADT	Speed	Lanes	Existing Traffic Control	Recommendations	Notes
S	Railroad Corridor Regional Trail	Valley Road	Trail East of Case Avenue	Medium /High	30	2	Side-Street Stop Control	Raised trail crossing across Valley Avenue, install safety lighting, improve south sidewalk	the closest intersection is more than 100' away from the trail so trail diversion is not recommended, there is speed hump at the location
		Bernal Avenue	First Street/Sunol Boulevard	High	35	4+	Signal	Convert west crosswalk to high visibility trail crossing, widen the median to create a minimum 6' refuge, install wide trail curb ramps at the NW and SW corners, remove the slip lane from the SW corner, widen the SW sidewalk to 10' usable path space to allow trail path diversion to the intersection	
		Abbie Street	Trail West of First Street	Medium /Low	25	2	Uncontrolled	Raised trail crossing across Abbie Street and install safety lighting	The signalized intersection east of the trail is located greater than 100' from the trail, so trail diversion is not recommended
		Angela Street	Trail West of First Street	Medium /Low	25	2	Uncontrolled	Raised trail crossing across W Angela Street and install safety lighting	The signalized intersection east of the trail is located greater than 100' from the trail, so trail diversion is not recommended
		Neal Street	Railroad Avenue	Medium /Low	25	3	Side-Street Stop Control	Add raised crosswalk as trail crossing across Neal street east of Railroad Avenue, add median to create minimum 6' wide refuge, install safety light, add crosswalk on the north leg to access to the trail, add wide trail curb ramps	
		Spring Street	Trail West of First Street	Medium /Low	25	2	Uncontrolled	Raised trail crossing across Spring Street and install safety lighting	
		Ray Street	First Street	Medium /Low	25	3	Signal	Remove slip lane from the SW corner, widen the SW and NW sidewalks to 10' usable path space to allow trail path diversion to the intersection, convert the west crosswalk to high visibility trail crossing, install wide trail curb ramps, maintain the existing north, east, and south crosswalks	
		Stanley Blvd	First Street	High	40	5	Signal	Remove the slip lane from SW corner, improve and widen the sidewalk at the SW corner to 10' usable path space, convert south crosswalk to trail crossing to connect to the proposed Class I trail east of Stanley Blvd, add median to create a minimum 6' refuge on the south leg, maintain the west crosswalk to provide safe access to the trail, add wide trail curb ramps at the SW and east of the intersection, improve the east shoulder	
T	Happy Valley Trail/Southern Connection	Happy Valley Road	Trail East of Pleasanton Sunol Road	Low	30	2	Uncontrolled	Trail crossing striping across Happy Valley Road and install safety lighting	
		Riddell Street	Happy Valley Road	Low	25	2	Side-Street Stop Control	Trail crossing striping across Riddell Street and install safety lighting.	
		Carriage Drive	Happy Valley Road	Low	25	2	Side-Street Stop Control	Trail crossing striping across Carriage Drive and install safety lighting.	
		Westbridge Lane	Happy Valley Road	Low	25	2	Uncontrolled	Trail crossing striping across Westbridge Lane and install safety lighting.	
		Alisal Street	Happy Valley Road	Low	25	2	Side-Street Stop Control	Trail crossing striping across Alisal Street to connect to the wide unpaved trail east of Alisal Street. Install safety lighting.	

Project ID	Name	Location 1	Location 2	ADT	Speed	Lanes	Existing Traffic Control	Recommendations	Notes
M	Open More Canal Trails	Stanley Boulevard	El Charro Road	High	55	4+	Uncontrolled	Add PHB, high visibility trail crossing crosswalk across Stanley Blvd, widen median to create 6' wide refuge, add wide trail curb ramps	Railroad crossing the trail path
		Old Santa Rita Road	Rosewood Drive	Medium	40	6	Side- Street Stop Control	Reduce the curb radii on SW corner and widen the sidewalk on the south side of Rosewood Drive to divert the trail to the intersection. Add PHB and mark high visibility trail crossing crosswalk on the west leg, add wide trail curb ramps, Add steps north of Rosewood Drive to connect the trail crossing to the highway underpath leading to the Tassajara Creek Trail on the north, maintaining the south crosswalk	
		Stoneridge Drive	Franklin Drive	High	45	8	Signal	Reduce curb radii on SW and NW corners to add wide trail curb ramps, convert west crosswalk to high visibility trail crossing, widen the median to create 6' wide refuge, widen the SW sidewalk to 10' usable path space to divert the trail path to the intersection, maintain existing north, east and west crosswalks	

May 7, 2019

City of Pleasanton

# Trails Master Plan

# APPENDICES



Prepared by:



**TrailPeople**  
Landscape Architects and Planners

FEHR & PEERS



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City of Pleasanton

Draft

# Trails Master Plan

May 7, 2019

## **Appendix A.**

## **Trail Project Descriptions**

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# Trail Project Descriptions

## INTRODUCTION

Many projects included in this document are proposed by other agencies, or by developers and reflect their plans or concepts. Other plans were developed as part of the Trail Master Plan. Many of the trail projects are very conceptual. Some include private property and/or public lands of other agencies. These conceptual plans need to be resolved through more detailed planning, often in conjunction with future development plans. The alignments and trail types may be subject to change.

Visioned or previously planned trails (dashed lines on maps) are conceptual alignments. Until future trails are analyzed, approved and built, no public access is implied or allowed.



## A. CONNECTION THROUGH BART PARKING LOT

Improved bicycle connection to and through the Dublin/Pleasanton BART station via the Iron Horse Trail was frequently mentioned in the Trails Master Plan (TMP) public outreach process. These improvements are already planned and programmed for construction.

In 2011, the East Bay Regional Park District, City of Pleasanton and Alameda County Transit conducted a feasibility study to extend the Iron Horse Trail from north of the Dublin/Pleasanton BART station to Santa Rita Road. Once completed, the improvements in the plan will create a continuous trail connecting Livermore, South Pleasanton, and Dublin/Pleasanton BART to the northern part of Iron Horse Trail. Most segments of the trails were built per the study by 2014 except for the segment proposed through the existing BART parking lot.

In 2015 the Alameda County Transportation Commission, which oversees transportation funding within Alameda County, provided a grant to the City of Dublin to explore a funding program for improvements along the trail within the City.<sup>1</sup> In 2017, after an extensive public outreach process and multi-modal assessment, a range of proposed improvements was compiled to allow the public and City officials to begin selecting project elements to improve safety, comfort, and efficiency for those travelling on the Iron Horse Trail.

One of the key issues and objectives was a bicycle connection to and through the Dublin/Pleasanton BART station. Figure A-1

shows the improvement plan through the station from the study. BART has secured construction funding for the project and construction plans were in progress at the time of the TMP. The study also includes a bike/pedestrian bridge over Dublin Boulevard to address a barrier to the north of the BART station.



<sup>1</sup> Iron Horse Trail Regional Feasibility Study, City of Dublin, March 2017, <http://www.ci.dublin.ca.us/1826/Iron-Horse-Trail-Feasibility-Study>

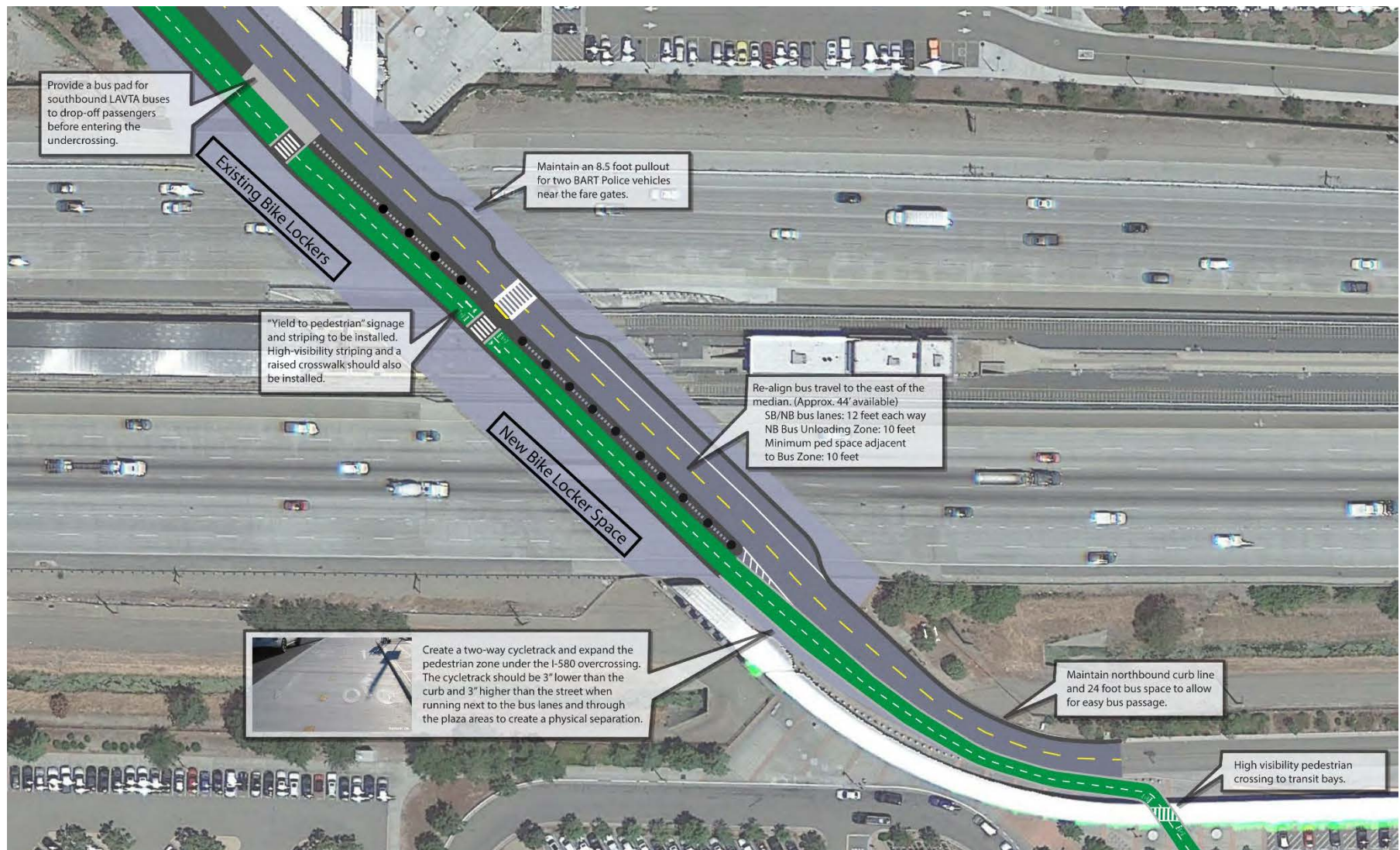


Figure A-1: Improvements under 580 from Dublin IHT Feasibility Study

## B. EBRPD GARMS STAGING AREA AND CONNECTION TO PLEASANTON RIDGE

Garms staging area is located at the intersection of Foothill Road and W. Las Positas Boulevard. According to the *Pleasanton Ridge Regional Park Land Use Plan* Garms staging area will be one of the five major access points to Pleasanton Ridge Regional Park. It will provide 75 new parking spaces with ADA access, restrooms, a drinking fountain, and benches. The staging area will connect to Pleasanton Ridge Regional Open Space with a six-foot-wide unpaved multi-use trail called Congdon Loop Trail, as shown in Figure A-2. Currently, the East Bay Regional Park District is working with City of Pleasanton to coordinate the design and construction of Garms Staging Area. The Conceptual Design shown in Figure A-3 is under review. The construction of Garms Staging Area and associated trail connections is planned to be completed by 2020. This will include trail connections into Pleasanton Ridge Regional Park.

The ability to reach the new Garms staging area from other parts of the City was frequently mentioned during the public outreach process. The improvement of bicycle and pedestrian access along West Las Positas Boulevard is the #1 priority in the Bicycle and Pedestrian Master Plan. These bicycle and pedestrian improvements are planned to enter the design phase soon, and to be completed in time for the opening of the staging

area. An improved connection along Foothill Road from Foothill High School and other points south is described in Project H; the Marilyn Murphy Kane Trail Northwestern Connection.

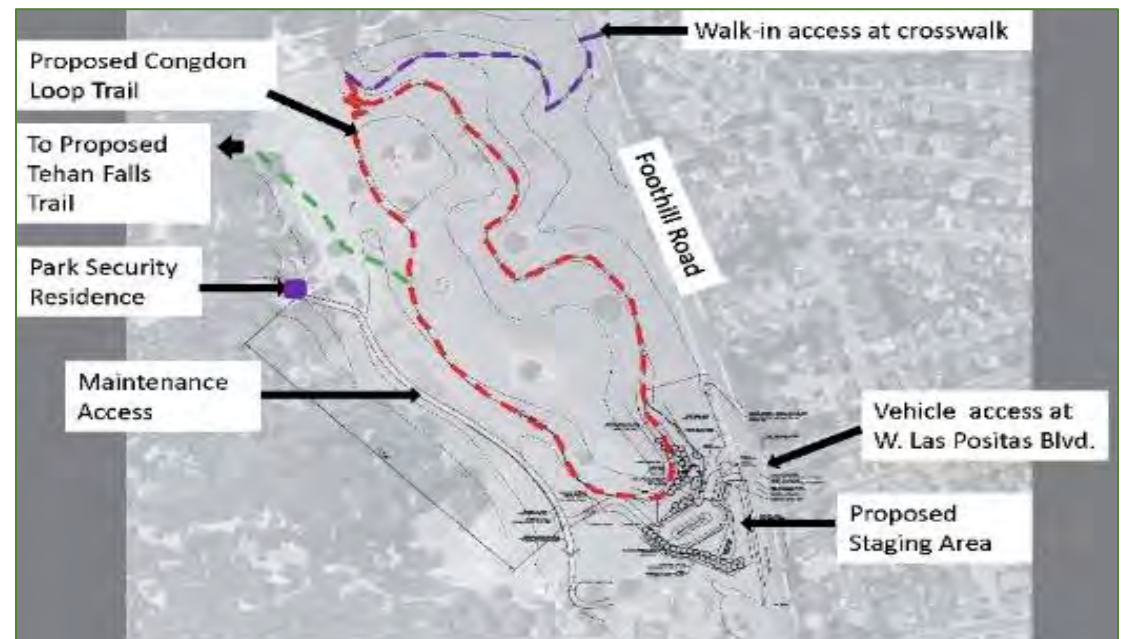


Figure A-2: Trail access from Garms staging area



Figure A-3: Garms Staging Area Preliminary Plan

## C. HIDDEN CANYON/LESTER PROPERTY TRAILHEAD

A developer is proposing to dedicate to EBRPD a large portion of property in conjunction with a development project at the northwest corner of the City, off Dublin Canyon Road. There would be a new staging area with 36 parking spaces and a vault toilet that would provide another access point for Pleasanton Ridge.

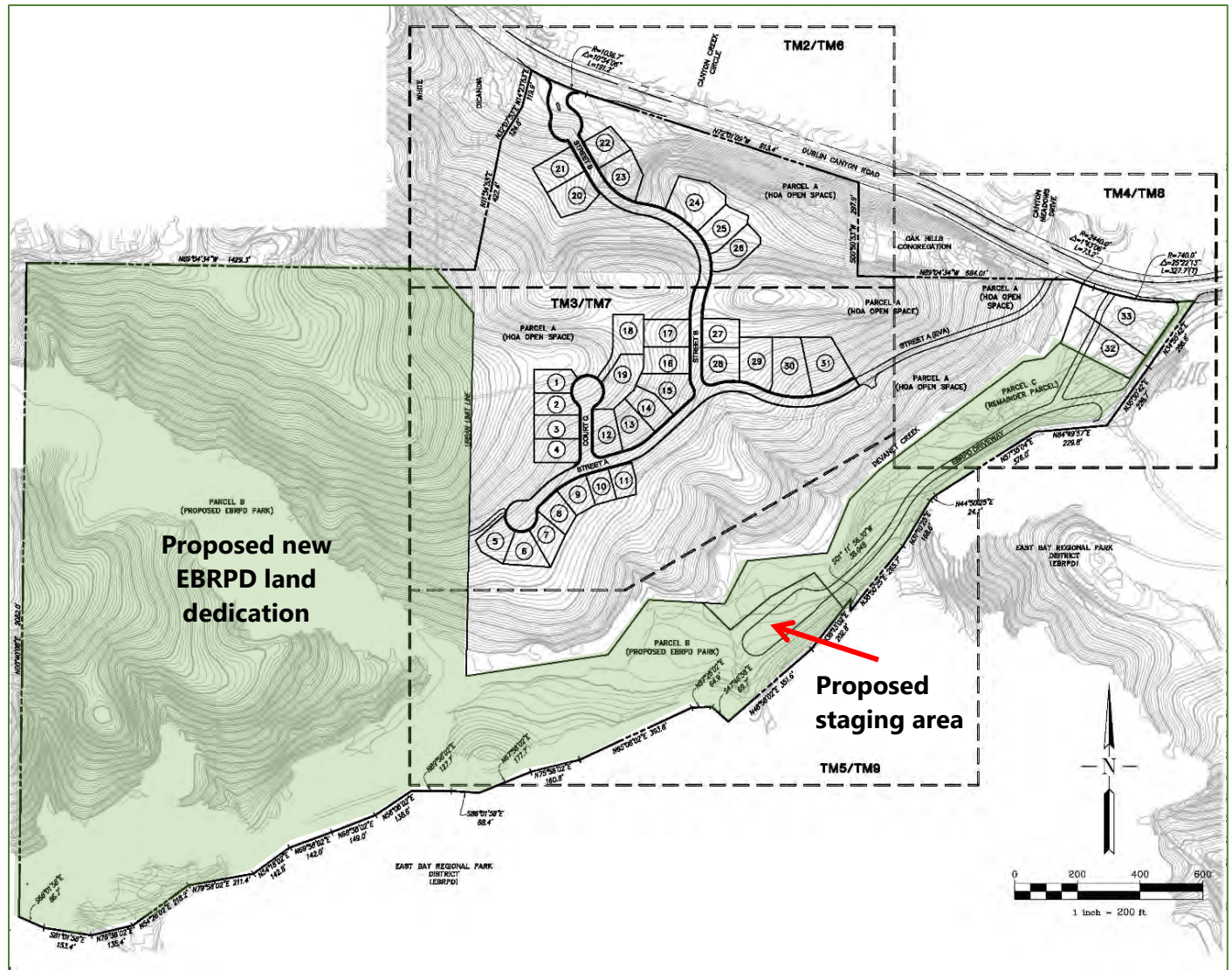


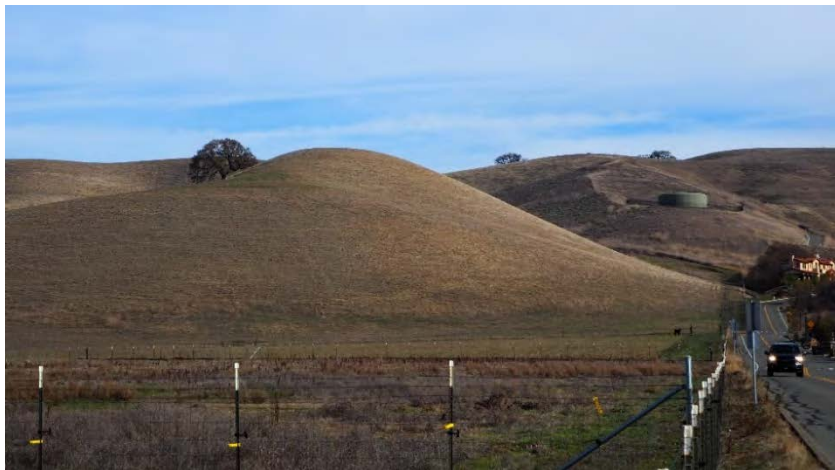
Figure A-4: Planned Hidden Canyon Trailhead

## D. AUSTIN PROPERTY TRAIL AND TRAILHEAD

This is a small residential development with a loop trail just south of and adjacent to the Alviso Adobe Park. The concept is for the City to develop a staging area of 20 spaces or more on the Austin property that would provide access to the loop trail and other nearby trails (see Austin property on map included with Project H – Marilyn Murphy Kane Trail Northwest Connection).

## E. SOUTH EASTERN HILLS TRAILS AND CONNECTIONS

In conjunction with the Spotorno property development, trails are envisioned to connect the Callippe Preserve trail system to Bernal Avenue via the planned Lund Ranch trails and the adjacent Bonde Ranch development. There would also be trails to future development areas to the east to complete the regional trail system linking urbanized areas to hillsides surrounding the City. These trail connections were planned in the 1993 *Community Trail Master Plan* and 2005 *Pleasanton General Plan*. The current Spotorno site plan does not show these trail connections, but the City is working with the developers to coordinate trail planning



and implementation. Figure A-5 shows the City's concepts for trails on the Spotorno property, which is in the early stages of development application preparation.

The Lund Ranch trails are an approximate two-mile system on the Lund Ranch II property in southeast Pleasanton. The trail proposal is part of the housing development plan, which was approved by City Council on January 5, 2016. According to the Lund Ranch II Trail Plan, the proposed trail types include a paved access road to a water tank and graded-earth surface hiking trails. These trails will be built in conjunction with the development and form part of the regional trail system linking the hillside areas surrounding the City.

As with the Spotorno development site plan, the current Lund Ranch plans do not show a trail connection between the two developments. This missing connection would be from the water tank on City property on the northern part of the Callippe Preserve across the narrow eastern portion of the Spotorno property to the water tank on Lund Ranch, as shown in Figure A-6. Lund Ranch trail plans do show a future connection to the Foley Ranch property to the east, consistent with General Plan concepts for trails in conjunction with future development.

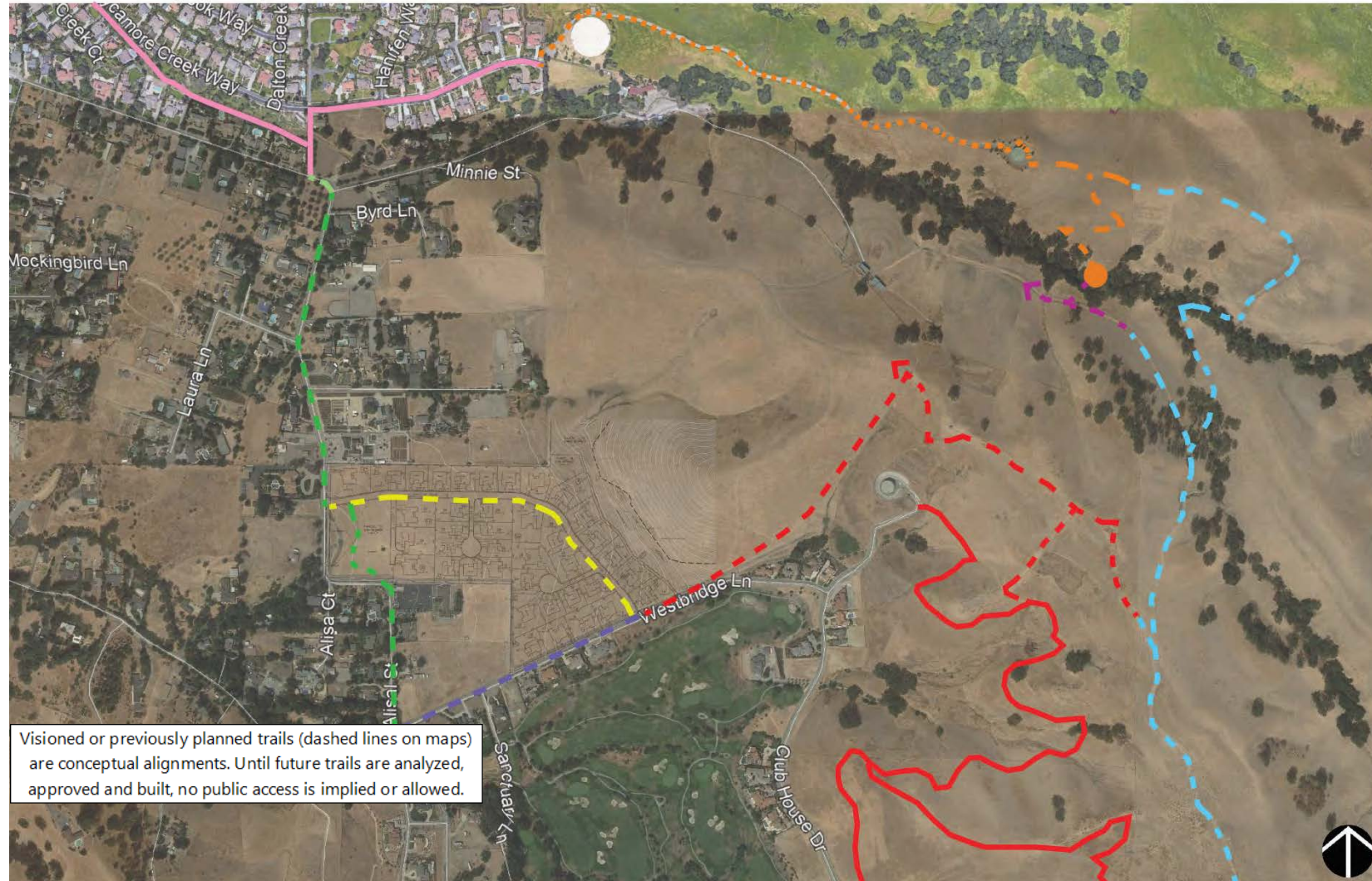
**Legend**

- Callippe Trail (existing, natural, 6 ft. min.)
- - - Callippe Trail (proposed, natural, 6 ft. min.)
- Sycamore Trail (proposed, Class 1)
- - - Lund Ranch Trail (prop, paved, 10 ft. + wide)
- Lund Ranch Trail (prop, natural, 6 ft. wide min.)
- Foley Trail (natural, 6 ft. wide min.)
- Alisal Trail (paved, 6 ft. wide min.)
- Westbridge Connector Trail (paved, 6 ft. min.)
- Spotorno Trail (paved, 10 ft. + wide)
- Proposed bridge (6 ft. wide)
- Proposed trail connections to join through Spotorno property, likely on ex. ranch roads
- Additional Trails, solid = ex., dashed = proposed

**Spotorno Trail Map**

May 7, 2019

NTS



Visioned or previously planned trails (dashed lines on maps) are conceptual alignments. Until future trails are analyzed, approved and built, no public access is implied or allowed.

Figure A-5: Spotorno Ranch Trail Concepts



Figure A-6: Lund Ranch Diagram



## F. THE PRESERVE AND MOLLER RANCH TRAIL CONNECTIONS TO PLEASANTON RIDGE

Several members of the public requested that a connection be created from the Moller Ranch Trail, which terminates near the boundary with East Bay Regional Park District property, to Tehan Falls and the rest of the Pleasanton Ridge trail system. This portion of Pleasanton Ridge is currently “land banked” and closed to public access, but it will be opened to public access in conjunction with the opening of trails from the new Garms Staging Area. The Moller Ranch trail connection will be feasible to pursue after the adjacent “land banked” EBRPD area is opened to the public.



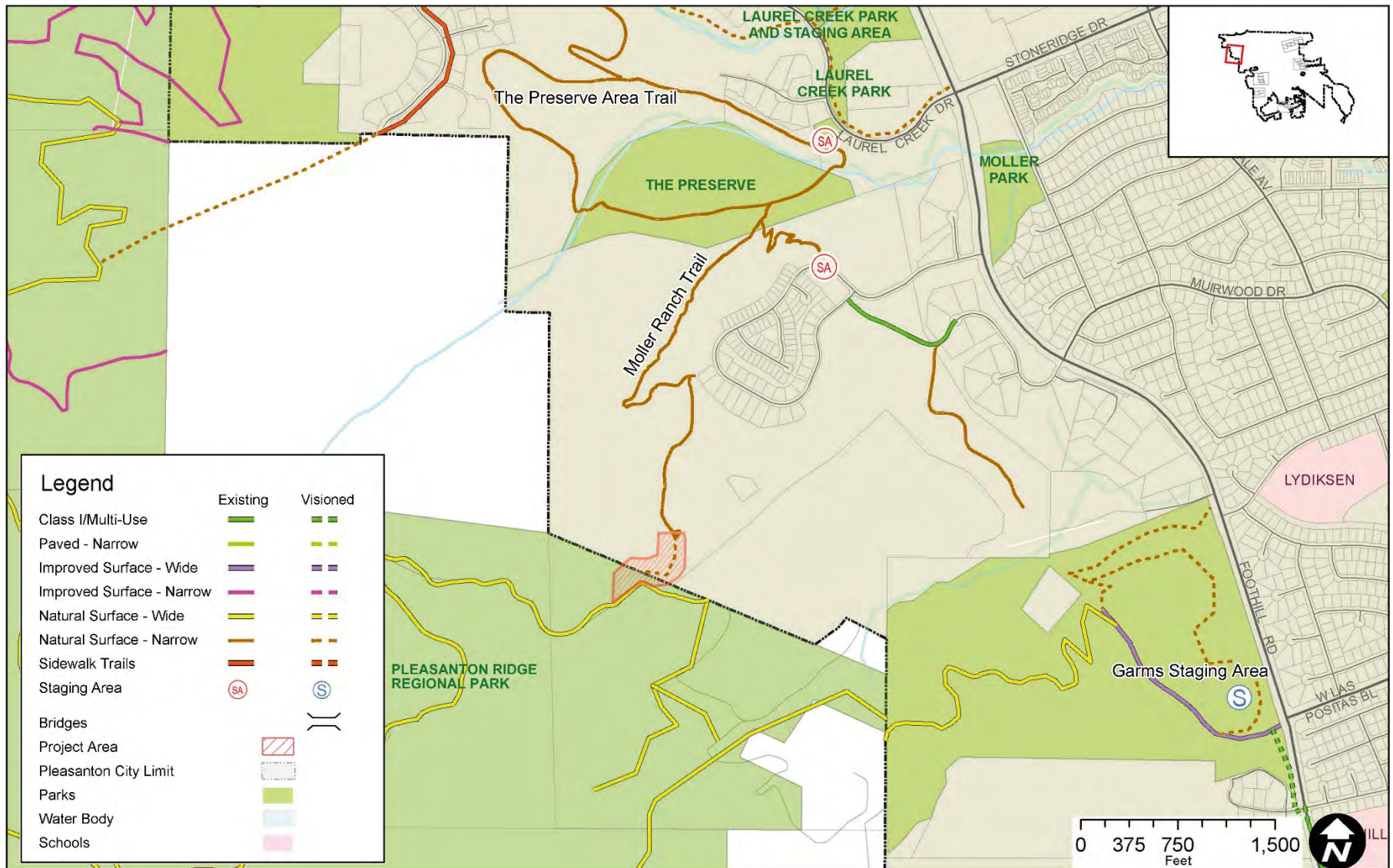


Figure A-7: Moller Ranch Trail Connection to Pleasanton Ridge

## G. ALAMO CANAL TRAIL TO MARILYN MURPHY KANE TRAIL CONNECTION

Alamo Canal Trail runs along the east side of Alamo Canal, which runs parallel to I-680. It stretches from I-580 south to Arroyo del Valle, with a total length of about three miles. The objective is to connect the Alamo Canal Trail to the Marilyn Murphy Kane (MMK) Trail on the south side of Bernal Avenue and the west side of I-680. Currently, there are maintenance roads along the east and west side of the Arroyo de la Laguna; both are closed to public access. However, the road on the east side is not well fenced or signed, and people are using it for access up to the creek undercrossing of I-680, and the junction with the Alamo Canal and the Arroyo del Valle, though there is no bridge or undercrossing. The maintenance road on the west side is currently the site of a bank stabilization project, but if it was opened it would provide access along the west side of the Alamo



*View from west side Arroyo de la Laguna under I-680 to Arroyo del Valle/Alamo Canal Trail*

Canal, and via an existing gate it could connect to a trail and open space corridor in the adjacent residential development along Regency Drive. The major objective is to connect east across the Alamo Canal to the Alamo Canal Trail. An approximately 200-foot long bridge would be required. The logical bridge site appears to be just east and north of the undercrossing.

Crossing Bernal Avenue and/or the Arroyo are challenges for completing the connection to the MMK Trail. There is a crosswalk on the west leg of the Meadowlark Drive/W. Lagoon Road intersection that is near to the MMK Trail staging area at the dog park. From here an existing unimproved shoulder could be improved to provide access to the maintenance road on the east side of the Arroyo de la Laguna.



*View from west side Arroyo de la Laguna to embankment SW side of I-680 – note person wading*



Figure A-8: Alamo Canal Trail to Marilyn Murphy Kane Trail Connection

The east side road ends on the south side of the I-680 undercrossing, where there is currently only a paved embankment. If this embankment was converted to an access road it would allow connection to the Alamo Canal Trail via an approximately 180-foot bridge across Arroyo del Valle. However, a second 200-foot or longer bridge would be required to create a connection to other trails to the west.

A narrow historic steel truss vehicular bridge constrains access to the west side of the Arroyo de la Laguna along Bernal. It has a narrow sidewalk only on the south side, and no shoulders or bike lanes. The City of Pleasanton Public Works Department is studying options for addressing this situation – potentially adding a separate bike/pedestrian bridge. The best solution relates to access along Bernal. There is an eight-foot wide sidewalk/Class I trail along the south side of Bernal up to W. Lagoon Drive/Meadowlark Drive, but only a narrow sidewalk on the north side. Given the desire to connect to the maintenance roads extending north along the Arroyo, the best place for an added bike/pedestrian bridge would be on the north side of the existing narrow bridge.

West of the Arroyo there is an existing eight-foot wide sidewalk on the north side, and only a narrow 5-foot sidewalk on the south side, and a 4 foot sidewalk on the green bridge (see Project H for more information). Without the north side bridge over the Arroyo, either a mid-block crosswalk or a trail under the bridge(s) would be needed to connect to the west side maintenance road, and neither of these solutions appears to be practical. If the bike/pedestrian bridge was located on the north side of the existing bridge it would provide access to the west side maintenance road, as well as the wide sidewalk/Class I path extending west, the gate to trails extending to Meadowlark Park and potentially the High School and Garms Staging Area, and to the Alamo Canal Trail via a bridge across the Alamo Canal.



*View from east side of bridge over arroyo at Bernal*



*Potential connecting segment from Meadowlark Drive on south side of Bernal (source: Google Streetview)*

A related connection desire that was expressed by the public was to connect from the Alamo Canal Trail south across the Arroyo del Valle to existing paths in landscaped corridors within the Koll Center Business Park on the east side of I-680. These paths are located in public recreational access easements. These paths in turn connect to Bernal Avenue and could potentially be an alternative to a trail connection along the Alamo Canal to reach from downtown to Foothill High School, the Garms Staging Area, and other points northwest. An approximately 180-foot long bridge would be required to make this connection. The paths on the south side near the Arroyo are eight feet wide, and suitable for multiple use, but the sidewalks/paths connecting south are only six feet wide. Ideally, they would be widened to ten feet, or a separate facility for bikes or pedestrians would be constructed, if significant multi use was anticipated.



*Existing six-foot sidewalk paralleling I-680 to Bernal*

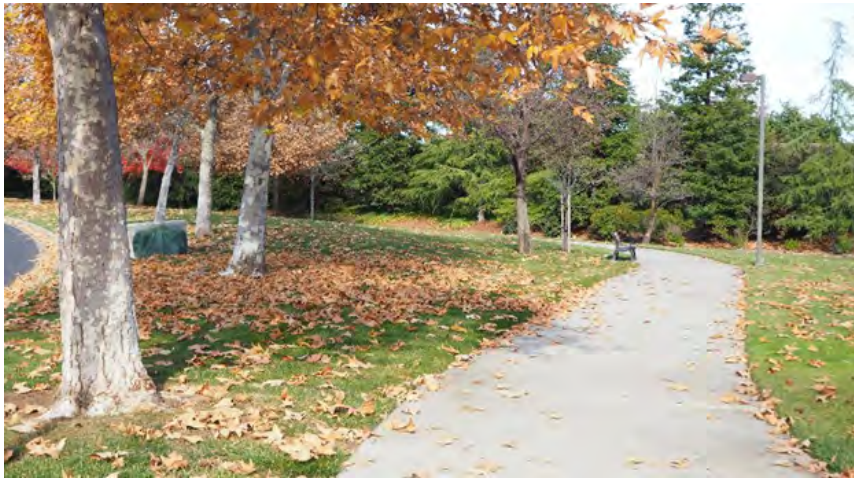
## H. MARILYN MURPHY KANE TRAIL NORTHWESTERN CONNECTION

Nearby the potential Alamo Canal Trail to MMK Trail connection there is another notable trail gap/opportunity that would address desires for better connections to high schools and for connections to foothill parks and trails. The opening of the maintenance road and gate on the west side of the Arroyo de la Laguna would provide direct access to trails in Meadowlark Park, on the east side of the Laguna Oaks residential development, between Regency Drive and I-680. This trail corridor continues north through the adjacent Foothill Knolls residential development, but it stops at a barrier at the edge of an undeveloped parcel that is in unincorporated Alameda County. This parcel is planned ultimately to be developed as residential.

The trail corridor does not continue in the residential neighborhood to the north, but Eastwood Way stubs into the

undeveloped parcel and could provide a low-traffic on-street route west to Foothill Road or along Muirwood Drive to the north behind the High School to Oak Hill Park. The Park features a trail that leads directly into the north side of the High School. A trail could also be connected to Foothill as part of the future development.

A trail corridor with an improved surface trail also extends west from Meadowlark Park to Foothill Road near the Alviso Adobe Community Park, but there is no provision for crossing the road to the park. As part of the Foothill Corridor Master Plan a crossing is being studied to the south near the existing bus turnout at the Alviso Adobe.



*Trail corridor to Meadowlark Park, paralleling I-680*



*End of trail corridor at undeveloped parcel to north*



Figure A-9: Marilyn Murphy Kane Trail Northwestern Connection



## Foothill Road Trail Connections to Pleasanton Ridge

Better connections along and across Foothill Road to reach access points to the Pleasanton Ridge was a significant theme during the public outreach process. There is an existing Class I trail along the north side of Bernal Avenue and the east side of Foothill Road, mostly separated from the road by a landscaped strip. These paths provide an alternative for bicyclists who may not feel comfortable using the bike lanes.

North of Raccoon Hollow Drive the path becomes eight feet of asphalt adjacent to the curb. It is a separated path again near the Foothill Knolls subdivision, then returns to a curbside path that narrows to less than eight feet in locations as it approaches the high school. These narrow portions should be widened to create a continuous multi-use path a minimum of eight feet wide. Near Muirwood Drive the wide path is reduced to a narrower sidewalk, which continues to and in front of Foothill High School. The narrow sidewalks continue to West Las Positas Boulevard (the location of the Garms Staging Area), and beyond to the north.

Getting Foothill High School students, and other trail users, across Foothill Road to the Garms Staging area is an important objective. There is an existing crosswalk at Oak Creek Drive near the north corner of the school that could provide more direct access. The crosswalk has user-activated warning lights. This connection would require a Class I trail to be extended north on the west side of Foothill in the road right-of-way and/or on the East Bay Regional Park District property. This would require a small bridge or culvert to cross a drainage near the property boundary.



*Landscaped trail corridor along east side of Foothill north of Bernal Avenue*



*Asphalt trail along east side of Foothill north of Purl Court*

## I. LONGVIEW DRIVE BYPASS TRAIL TO AUGUSTIN BERNAL PARK

Augustin Bernal Park has two major access points. One is the Golden Eagle staging area on the south, and the other one is the Longview Trail and the Longview Drive access point on the north. However, Longview Drive, which is a roughly 2000-foot long residential road, is very steep (average 15% and up to approximately 20% gradient) and does not have a wide shoulder or sidewalk. No parking is allowed along the upper portion of Longview Drive. To access the Long View Trail residents must walk or bicycle up to near the end of the section of public road and along a steep residential driveway in an easement that requires bicycles to be walked. These constraints limit accessibility to Augustin Bernal Park.

Building a new trail that connects from near Foothill Road to Longview Trail will allow people to avoid the steep incline up Longview Drive. The major part of the new trail would be built on one undeveloped parcel on which the City is currently reviewing a proposal for residential development. The proposal envisions open space with a trail to connect uphill through the parcel. To complete this connection a segment of about 200 feet of trail would have to be built on adjacent private open space in the Golden Eagle residential development, potentially using a remnant of an old private road. An easement would need to be acquired from the owner(s) of the private property to implement the envisioned trail.



*Trail easement across residential driveway*



*Start of old road across private property*

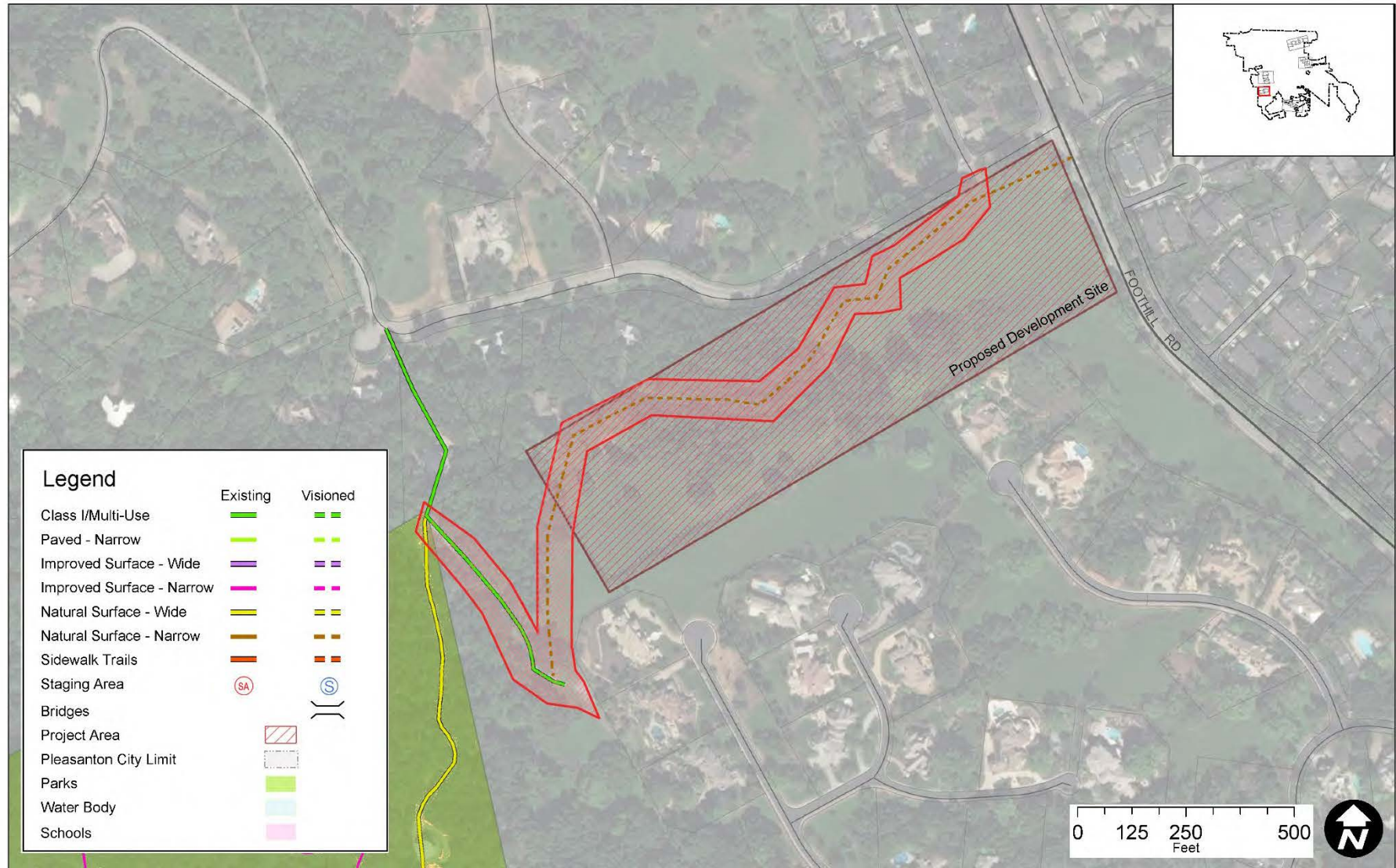


Figure A-10: Diagram showing Longview Drive Bypass Trail to Augustin Bernal Community Park

## J. MOUNTAIN BIKE TRAIL IN AUGUSTIN BERNAL PARK

Augustin Bernal Park is a major destination for hiking and mountain biking in Pleasanton. There are nine major trails in the park. Three of them are multi-purpose trails that allow mountain bike use. Of the three major mountain bike trails, the connection to Foothill Road via Longview Trail is relatively steep (average 9%). The connection to Augustin Bernal staging area is relatively flat (average 5% to 6%).

The mountain bike trail in Augustin Bernal Park would be a winding one-way downhill bike route designed as a “technical” trail, with turns, banks and grade changes, that goes from the hilltop to the staging area. With the new trail, bikers climb up the hill on the relatively flat multi-use trail and go downhill on the one-way trail. Wayfinding signage would clearly show that the trail is for mountain bike use only.

The trail layout shown is only a “placeholder.” Layout of this trail would require careful field work to ensure that it works with the terrain and drainage patterns and is a reasonable compromise between challenge and safety for a public trail (see Section 4.4 on design considerations for mountain bikes).

Other public comments called for more parking at Augustin Bernal Staging Area (new parking was added in July 2018). These public comments included a suggestion to convert part of the horse trailer parking to regular car parking, as these spaces are never full according to the speakers.



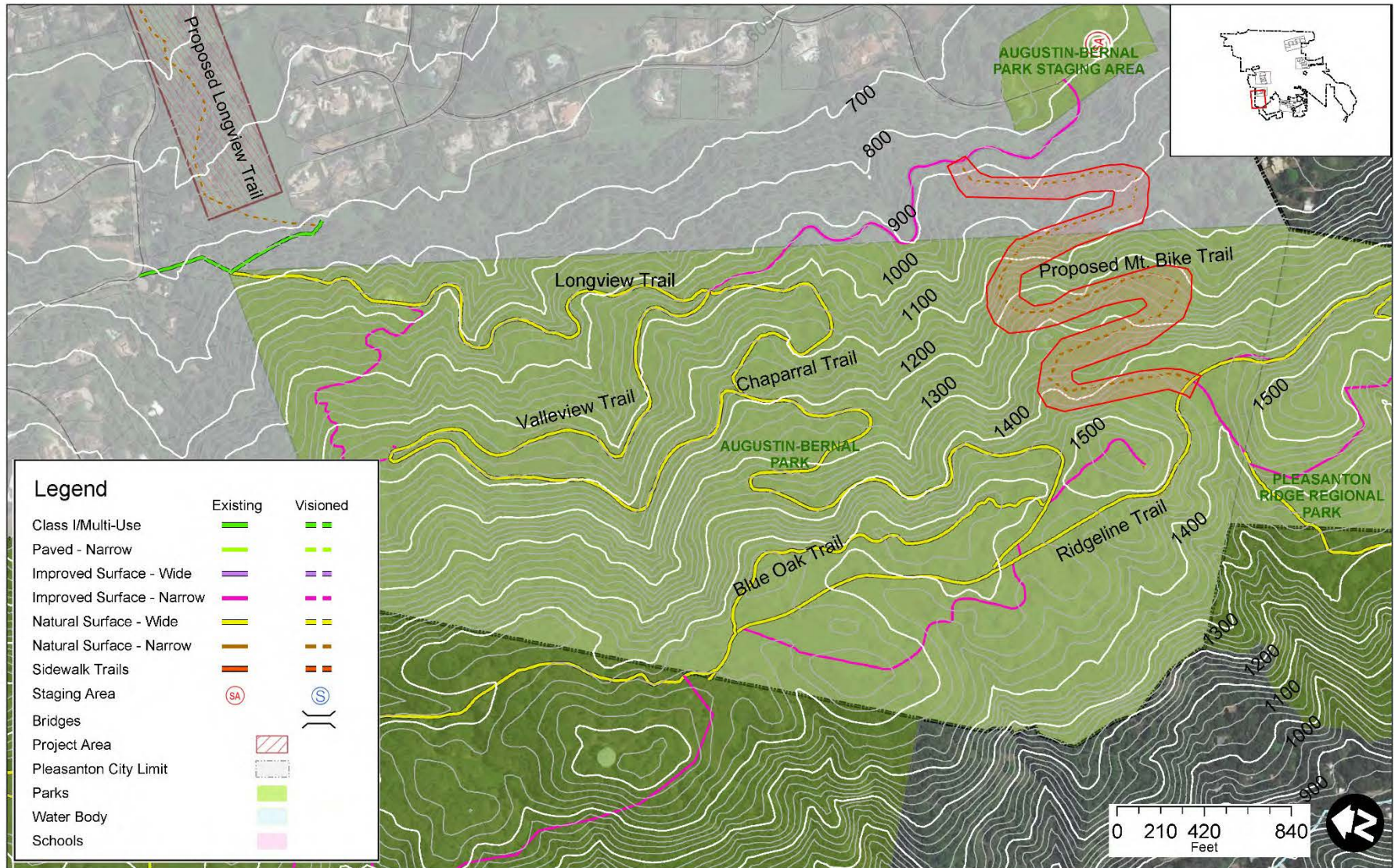
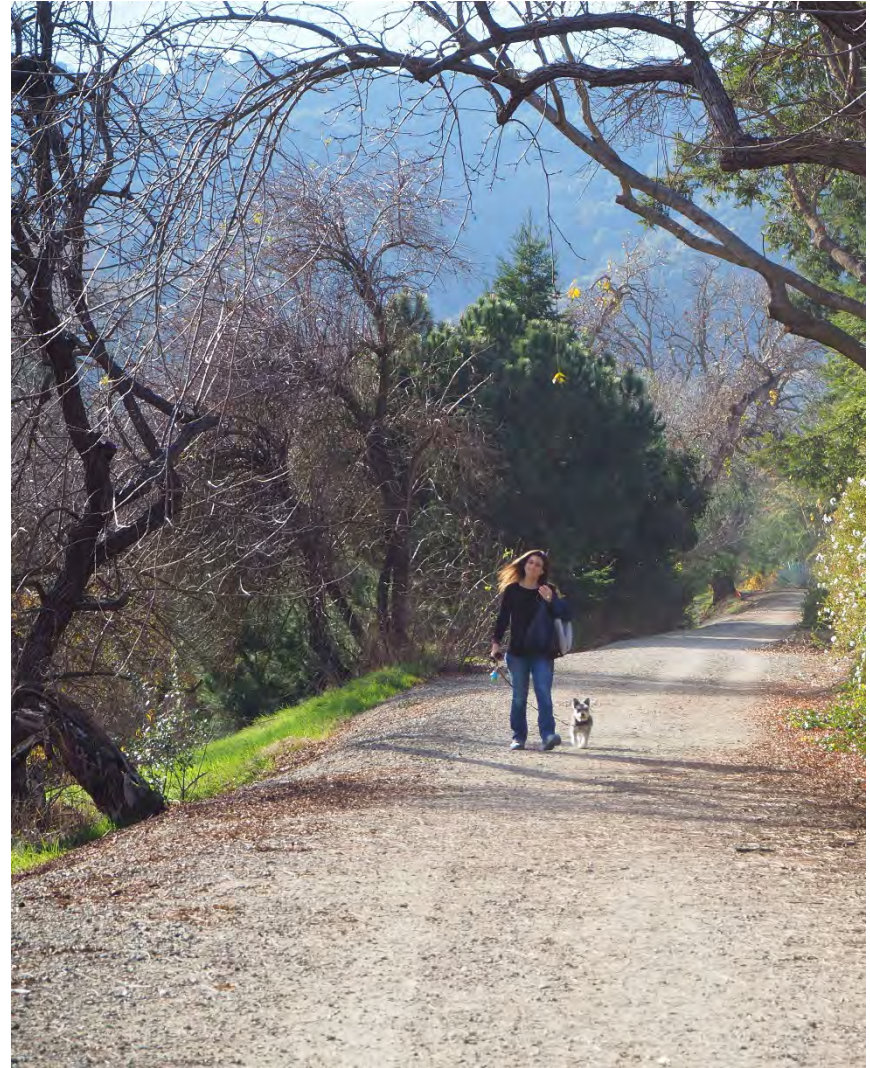


Figure A-11: Potential Mountain Bike Trail in Augustin Bernal Park

## K. ARROYO DEL VALLE TRAIL IMPROVEMENT AND EXTENSION

Arroyo del Valle Trail (ADV Trail) is an established public trail that varies in surface and type. It connects Alamo Canal Trail with Downtown Pleasanton, schools, neighborhoods and other major destinations. It is a key connector trail that is heavily used by kids and nearby residents. A portion of the Arroyo del Valle Trail, starting at Rotary park and extending west to the Alamo Canal Trail was designated as the “Centennial Trail” in recognition of the 1994 celebration of the City of Pleasanton’s 100<sup>th</sup> birthday.

Most parts of the trail are in the Zone 7 right of way. Some parts are built on private land, but these segments are also open to the public via public trail easements. The ultimate vision is that the ADV Trail would connect from the Alamo Canal Trail all the way through Downtown, and east to Shadow Cliffs Regional Recreation Area, where other trails connect north and east. Ideally the ADV Trail would be paved Class I the entire way, to maximize transportation and recreation opportunities. There are constraints and potential environmental concerns about paving in areas where the trail is in the flood plain and/or riparian habitat. Construction in these areas will require permits from the California Department of Fish and Wildlife, which could place limits on construction or use. Permits could also potentially be required from the U.S. Army Corps of Engineers, which has permit authority over federally-recognized waterways and wetlands.



*Arroyo del Valle Trail east of Alamo Canal Trail*

## ADV Trail Western Portion

Starting on the west at Alamo Canal, much of the ADV Trail runs behind residences on bank top gravel-surfaced maintenance roads owned and maintained by Zone 7 (see Figure A-12). At two points the road/trail dips below crossing roads, creating situations where the trail may have to be closed seasonally during high flows.

At Calle Santa Ana, a residential development, the trail merges onto a paved road and then onto the driveway of the adjacent Del Prado Apartments. This approximately 1120-foot segment has intermittent adjacent unpaved walking space along the creek. Bicyclists, pedestrians and vehicles are required to share the road/driveway at some sections. Portions of the south side curb are painted red to prevent parking, but in other locations parked cars and storage sheds block space for the trail. To formalize the trail through this area parking should be prohibited along the south curb the entire distance and the bike/pedestrian route should be delineated with striping and marking, as well as signs. An additional option may be to reduce the width of the driving lane/parking backup area by moving the curb in, to create space for a separated trail.

Where Hopyard Road becomes Division Street there is a surface crossing, but only narrow sidewalks connect the two portions of the trail. This is an important surface crossing – it connects to Amador Valley High School and to downtown. It should be improved with a wider and more direct multi-use connection, and better crossing marking, ideally including a “cross bike” such as the one that exists at Stanley Boulevard and Valley Avenue.

After crossing Hopyard Road/Division Street on the surface, the paved eight-foot wide trail passes through an open space parcel

and corridor adjacent to the creek and then follows a paved path between the creek and Harvest Circle, a residential street. At the east end of Harvest Circle the trail again follows a maintenance road (in this case paved but in deteriorated condition) behind the houses and within the creek corridor. Parts of this segment may be subject to flooding and require seasonal closures. The rudimentary pavement ends near where the trail passes under the railroad bridge.



*Undercrossing and street connection at Valley Avenue*

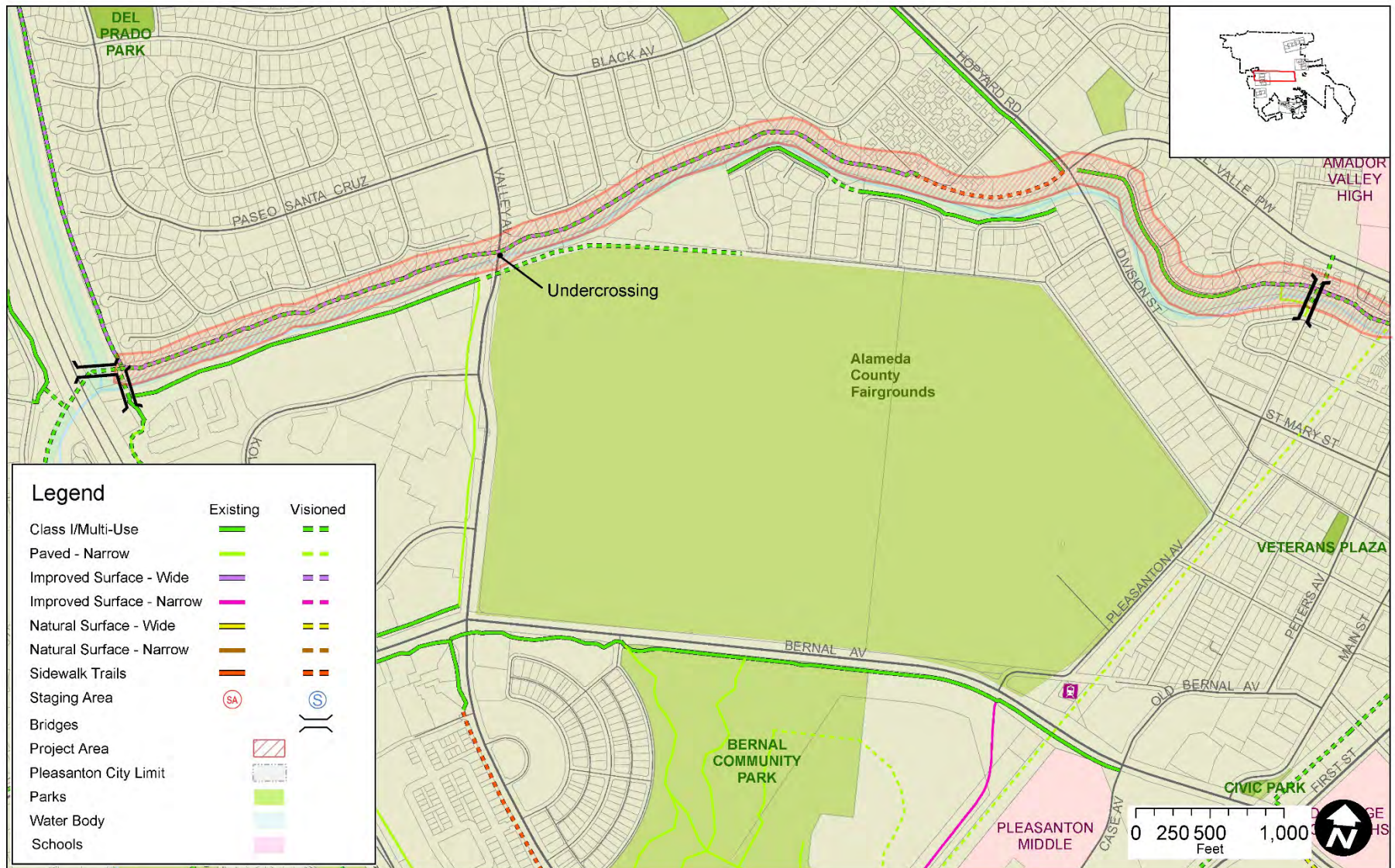


Figure A-12: Arroyo del Valle West - from I-680 to Railroad Crossing





*Calle Santa Anna looking west*



*Del Prado Apartment access looking east*



*Division Street access – west side*



*Division Street access – east side*

There is an existing seasonal bridge crossing of the creek from St. John Circle via a small park on the south side to the ADV Trail on the north side (see Figure A-13). An idea for a new trail connection from this crossing to Amador Valley High School was raised in the BPMP process. This would require connection through one of the small single-family residential developments with private drives. Permission would be needed from the owners for such access. A mid-block crosswalk to the high school would also be needed. The current route to the high school from the bridge is west to Harvest Circle and then north to Del Valle Parkway.

Both the bridge and the adjacent trails are subject to inundation during high flows, so the current access is seasonal. A higher elevation bridge and connecting trails would create an all-year crossing. The bridge would need to be approximately 90 feet long.



*Photo K1: Trail access at mini-park off St. John Court*



*Photo K2: Trail access down to Arroyo del Valle*



*Photo K3: Trail access down to Arroyo del Valle*



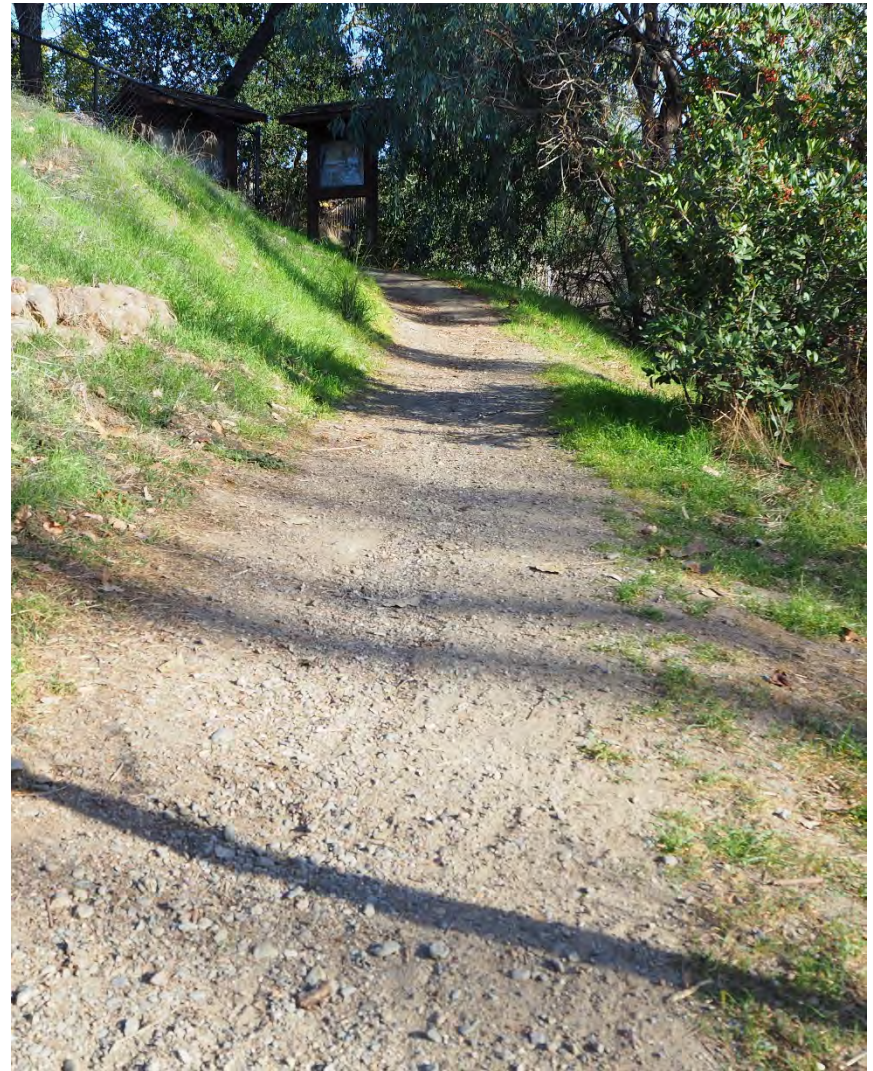
Figure A-13: Potential ADV connection to High School

## ADV Trail Eastern Portion

After crossing under the railroad bridge the trail crosses under Main Street, where it switches back west via a narrow unpaved trail to connect to a plaza at Main Street Green. This is the end of the current trail, as the creek to the east passes through an area of older residential properties that own to the creek centerline. There is a plan to improve Rotary Park with a planned parking lot/staging area.

The 2002 *Master Plan for Downtown Parks and Trails System* included conceptual plans for the downtown portion of the trail (see Figure A-15). Creating the right to public access through these residential properties and building the physical trail facility given the steep, heavily vegetated banks with no existing maintenance roads, would be highly controversial, complex and expensive.

The alternative is to continue the ADV Trail route north on Stanley Boulevard, which has recently been improved with sidewalks and bike lanes. However, the connection north on Main Street would be challenging for bicyclists, especially southbound, involving crossing two major intersections. Unfortunately, the potential bypass on Vervais Avenue has been cut off because the street was vacated to allow recent construction of residences, leaving only a narrow sidewalk corridor connecting to Gyles Place, which in turn connects to Stanley. The potential solution may be to create a short section of two-way cycle track on the east side of Main Street for this one block. After this segment the ADV Trail would intersect the Regional Railroad Trail corridor northwest of First Street.



Creekside ADV trail under railroad trestle

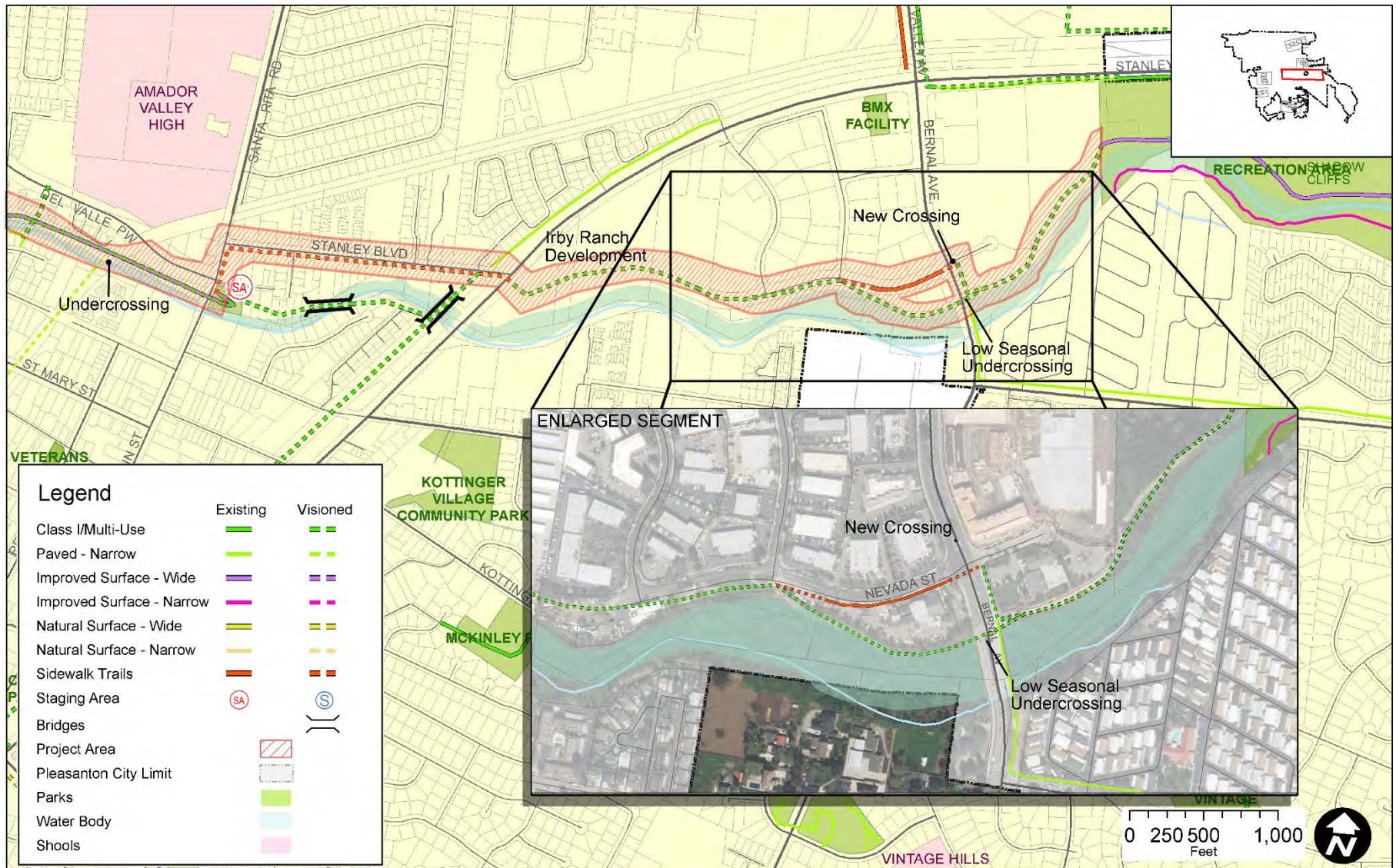


Figure A-14: Arroyo del Valle East - from Railroad Crossing to Shadow Cliffs



*Stanley Boulevard east of Main Street*



*Frontage of humane society on Nevada Street*



*East of humane society on Nevada Street*



*Access to arroyo maintenance road near Wyoming St.*



*Nevada Street approaching Bernal*



*Low undercrossing at Bernal from the west*



Figure A-15: Concept for Arroyo del Valle (2002 Downtown Parks and Trails System Master Plan)



Southeast of First Street is a residential development (Irby Ranch) currently under construction. The plans show a trail along the proposed Nevada Street, but do not show a connection to or under First Street along the creek. The proposed connection to the west will occur with a signalized crosswalk at the First/Stanley intersection. East of Irby Ranch Nevada Street is to be extended through some commercial properties that are currently storage facilities. The ADV Trail is expected to continue along the south side of Nevada Street. Further east the undeveloped south side of Nevada Street has space for development of a Class I trail for about two blocks.

Within this segment there is access to a Zone 7 improved surface maintenance road that descends into the creek flood plain. It is fenced from access by an adjacent low rail fence. The improved surface maintenance road to the east near Bernal Avenue was covered with silt and debris by floods during the winter of 2016/17 and is still being cleared. The area has been repaired, but is still an area of concern during flood events. Beyond this point the road improves, but there is a very low undercrossing at Bernal Avenue – only about 6.5 feet of clearance, and only a few feet above the low flow channel. This section would typically be flooded during any significant flows, and it would not meet Class I

trail overhead clearance standards, which are a minimum of ten feet. Although Zone 7 is willing to consider opening it, an alternative route would be needed during high water. The existing sidewalks and bike lanes along Nevada Street west of Wyoming Street could provide the connection, however there are no crosswalks at the intersection of Nevada Street and Bernal – meaning the route would have to detour at least a block north to Utah Street, or south to Vineyard Avenue, where there are signalized intersections with crosswalks. Adding pedestrian activated lighted crosswalks at Bernal and Nevada Street and a Class I trail on the east side of Bernal from Nevada Street to the arroyo would create a feasible bypass of the seasonal undercrossing.

There is a gate and connection down to the creek maintenance road on the east side of Bernal and north side of the arroyo. There is no connection on the west side of Bernal. The existing maintenance road on the east side of Bernal is open to public access. From this point east to Shadow Cliffs Regional Park the trail is open on the improved surface maintenance road that is above the average flood level.



Figure A-16: Irby Ranch 2017 Illustrative Plan

## L. NORTH SIDE ARROYO MOCHO TRAIL

Arroyo Mocho is a 34.7-mile drainage that traverses the cities of Livermore and Pleasanton. Zone 7 is responsible for drainage and flood control, and has channelized the drainage. There are access roads on both the north and south bank of Arroyo Mocho that are owned and maintained by Zone 7. On the south side between Santa Rita Road and the eastern crossing of Stoneridge Drive there is a parallel bank top road and a lower elevation road for maintenance access to the channel. Through most of Pleasanton the south bank access road is designated as the multi-use Arroyo Mocho Trail. It provides significant transportation and recreational benefits to local residents. It is open from the Alamo Canal Trail on the west to where Stoneridge Drive crosses the Arroyo on the east (the south side trail appears to be open at this point, but the gate is closed at El Charro Drive at the eastern City limits). Most of the north bank access road is closed to public.

Although it was previously open, the north side maintenance road along the Arroyo Mocho from Santa Rita Road east to near where Stoneridge Drive re-crosses is now closed. This closure was due to concerns of the residents north of the arroyo, particularly residents who have an open fence that backs up to the trail. There is a large contingency of residents of a senior living complex that have expressed their desire for this section be re-opened. If this were done, to complete the connection east of Santa Rita a bridge approximately 60 feet long would be needed over a side channel approximately halfway along this segment. A gate at the end of Martin Avenue would also be opened to allow access to the trail from the Pleasanton Meadows neighborhood.

The maintenance road on the north side of the arroyo is also closed west of a short segment of the Iron Horse Trail a block west of Santa Rita Road. Opening the trail west to the Alamo Canal Trail would require bridges over two intervening canals: an approximately 60-foot bridge over Tassajara Creek (an angled crossing) and an approximately 60-foot bridge over Chabot Canal.



*Gate at east end of closed segment*

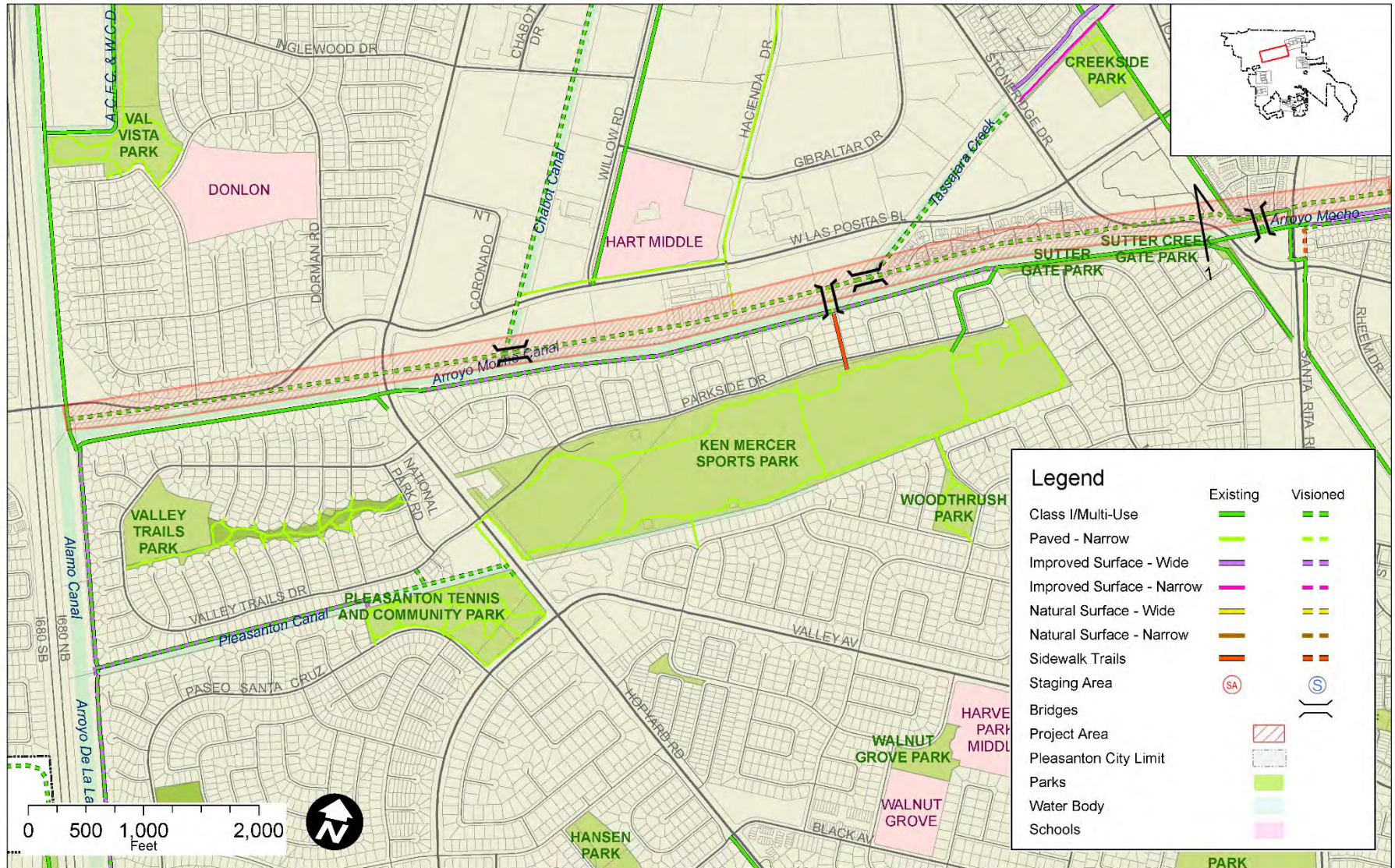


Figure A-17: North Side Arroyo Mocho Trail western portion

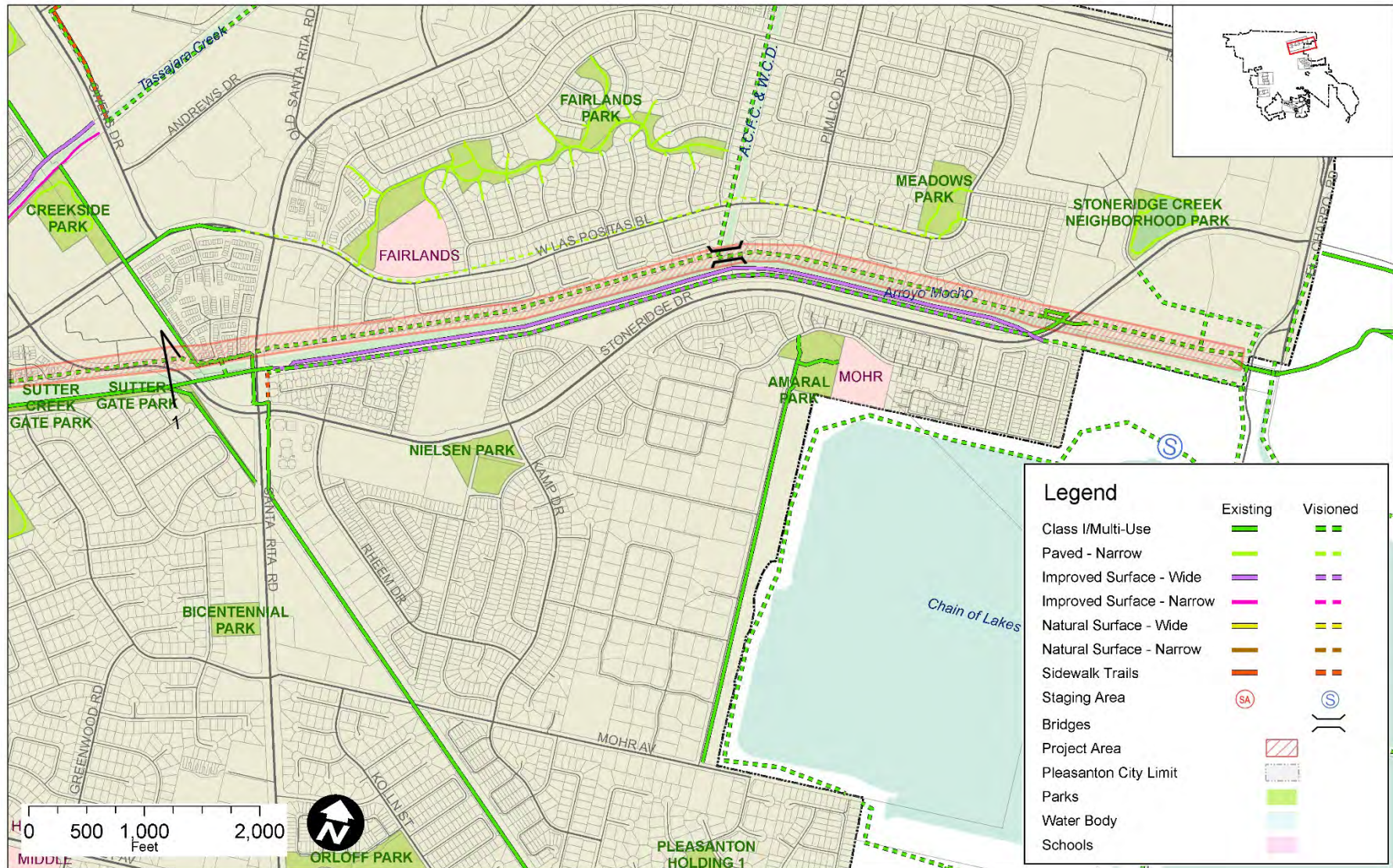


Figure A-18: North Side Arroyo Mocho Trail eastern portion



*View of side channel, which would need a bridge to continue trail*



*View of typical segment behind residences*



*View from south side trail at Iron Horse Trail junction*

## M. OPEN MORE CANAL TRAILS NORTH OF THE ARROYO MOCHO

At workshops for the TMP Zone 7 Water Agency staff have been supportive of opening canal maintenance roads to trail use. Besides the North Arroyo Mocho Project and Arroyo del Valle improvements described as specific projects, other opportunities to open and improve canal trails are described below.

A trail along the existing private former gravel quarry access road could extend from the Arroyo Mocho Trail southeast along the Arroyo Mocho Canal all the way past Stanley Boulevard and the Iron Horse Trail to Vineyard Avenue, where an east-west trail is envisioned to connect to Livermore trails and to Shadow Cliffs Regional Park (see Figure A-19). Only the north half of this connection would be along the canal; the rest would either be in a road corridor or a separate trail. This connection is associated with development of the unadopted East Pleasanton Specific Plan area and other current or former aggregate quarry lands to the south. One of the key challenges is crossing the railroad corridor and Stanley Boulevard. There is an existing industrial rail crossing on this alignment, but it does not qualify as a public crossing.

Another opportunity is to open and improve a trail along Tassajara Creek (see Figure A-20). This could connect north from the North Arroyo Mocho Trail to Creekside Park and potentially under I-580 into Dublin via an existing undercrossing – the only undeveloped crossing opportunity. The undercrossing currently has only steep paved embankments with no maintenance road. A trail would require significant construction and would be a long, dark segment. The further constraint for opening this trail is that the maintenance road has a series of surface street crossings that are not practical to improve as mid-block crosswalks. Crossing at

these points would need to be deterred and the trail segments would mainly focus as short local connection alternatives – not regional.

The Chabot Canal Trail would also open up access north from the North Arroyo Mocho Trail. It has similar surface road crossing issues to Tassajara Creek, and so would only be practical for short local connections. There is an opportunity to connect to the BART station via this trail using an east-west maintenance road that leads directly to the station. This would require installation of an approximately 60-foot-long bridge. But the benefit of this connection is limited by the intervening surface street crossing barriers.



*Industrial rail crossing off Stanley Boulevard*



Figure A-19: Potential New Canal Trails - East Pleasanton



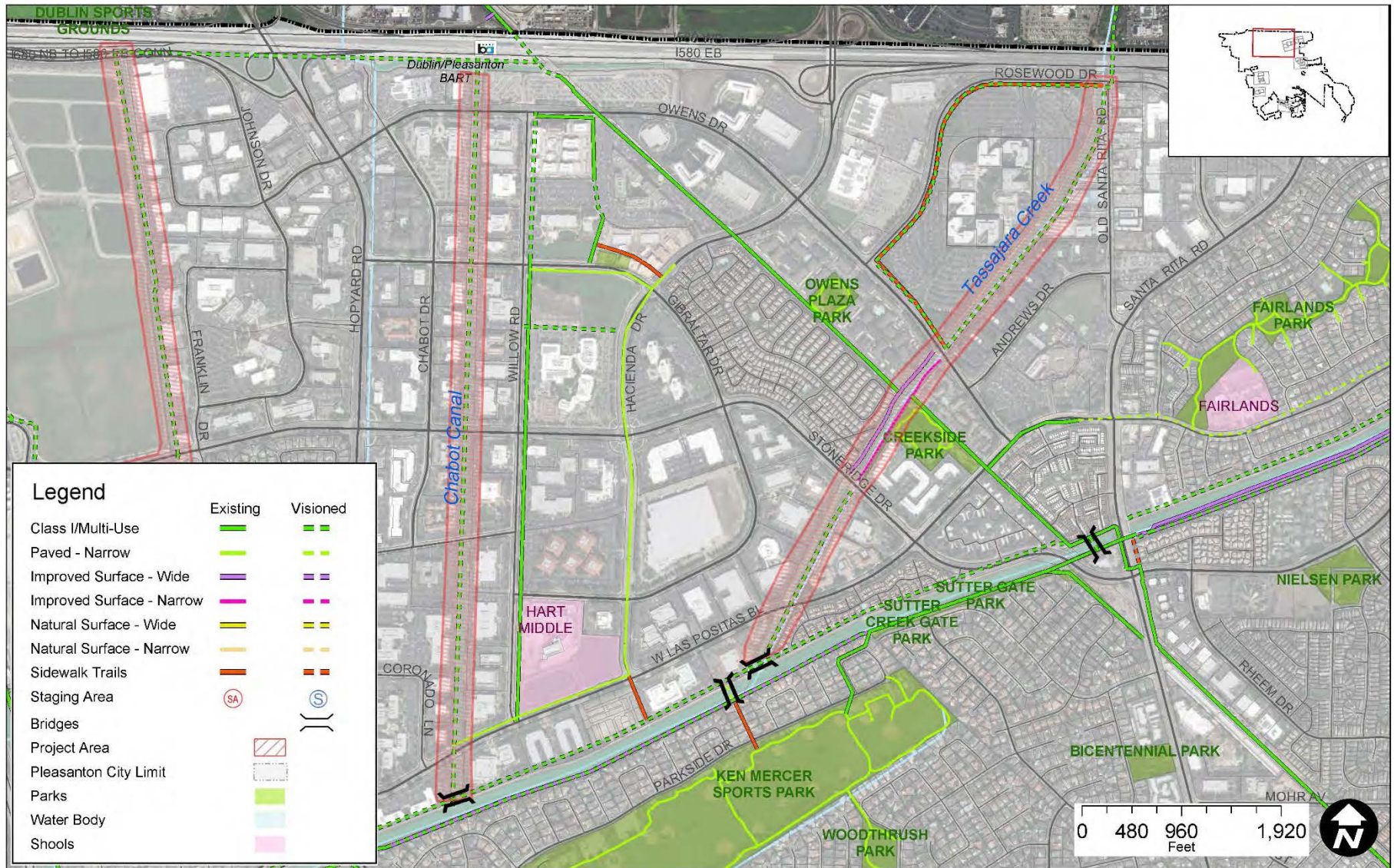


Figure A-20: Potential New Canal Trails north of Arroyo Mocho

Finally, there is a maintenance road on the east side of channel (designated by Zone 7 as G-1-1) between the Chabot Canal and the Alamo Canal that could be opened. It runs from Stoneridge Drive to Johnson Drive along I-580 and starts near the end of an existing maintenance road/trail that connects from Val Vista Park east to near the Stoneridge intersection with Denker/Franklin Drives. There are wide sidewalks/Class I routes connecting back to the channel on both sides of Stoneridge. The trail would pass between Home Depot and other commercial uses and the Dublin San Ramon Services District (DSRSD) sewage treatment ponds. It connects on the north near a large hotel complex that might generate users. It does not have intervening street crossing barriers.

The City met with James Paxton of Hacienda Owners Association to discuss the proposed trails in the business park. Mr. Paxton was supportive of the proposed trails along Tassajara Creek, the Chabot Canal, and the G-1-1 channel.



*View south across Stoneridge at Tassajara Creek*



*View north under I-580 at Tassajara Creek*



*Wide sidewalk from Denker along Stoneridge to canal trail*

## N. IRON HORSE TRAIL TO SHADOW CLIFFS CONNECTION

Completing the connection of Iron Horse Trail (IHT) to Shadow Cliffs Regional Recreation Area is a highly desired improvement based both on the public outreach process and per City and EBRPD staff feedback. The challenge is to close the gap in the IHT at the intersection of Stanley Boulevard, Valley Avenue and Bernal Avenue (Valley becomes Bernal south of Stanley). Currently, the IHT ends as a Class I trail at the Valley/Buch intersection. It extends as a narrow (6- to 7-foot-wide) paved path to the overcrossing bridge of the regional railway on the east side of Valley Avenue, where there is a flat, paved space under the railroad bridge that could accommodate the trail. To meet City standards the trail should be at least 10 feet wide.

Southbound pedestrians and bicyclists on the IHT must cross Valley Avenue at Boulder Street north of this end point, then take the west side sidewalk or bike lane along Valley Avenue to the intersection of Stanley Boulevard, and then cross Stanley Boulevard and then Bernal Avenue to continue east towards Shadow Cliffs. Although the IHT continues as a Class I trail east of this intersection, the sidewalk on the frontage of the commercial development on the southeast corner of Stanley and Bernal is six feet wide, rather than the minimum 8 feet required for a Class I connection. There are bike lanes as an alternative to the Class I connection.

A plan to improve the intersection of Valley/Bernal and Stanley is currently under review by the City. Additional improvements would be needed on the east side of Valley Avenue to close this gap in the IHT, including retaining walls north and south of the railroad bridge to accommodate the trail. A retaining wall at the



*Current Iron Horse Trail gap under the rail bridge*



*Shrubs, trees and wall that would need to be removed*

northeast corner of the intersection would have to be partially removed to allow access. Per the intersection improvement plan, a crosswalk with separate bike crossing would need to be installed on the east leg of the intersection, similar to the existing crosswalk on the west leg, along with associated curb ramp, and modifications to signals. Finally, the existing six-foot sidewalk would be widened to 10 feet, which would require modification of the landscaping and irrigation.

The *Community Trails Master Plan* and the *2005 General Plan* both show the Iron Horse Trail long-term/permanent alignment as a diagonal line that cuts off the Valley/Stanley intersection, implying either a surface crossing of the rail line and Stanley, or a very long and expensive overpass. Also, in Google Maps the current alignment along Stanley Boulevard is labeled as the "Temporary Iron Horse Trail Connection." However, given the obvious infeasibility of the diagonal surface crossing or overcrossing, either the alignment through the Valley/Stanley intersection and east along Stanley or the alignment east on Busch and south along the proposed El Charro Road trail should be considered for the permanent alignment. The old diagonal alignment has been eliminated from the Trails Master Plan.



*Bicycle crossing on southbound crossing of Stanley Boulevard*



*Existing six-foot sidewalk east of intersection needs to be widened to eight foot minimum, but preferably ten-foot/Class I*

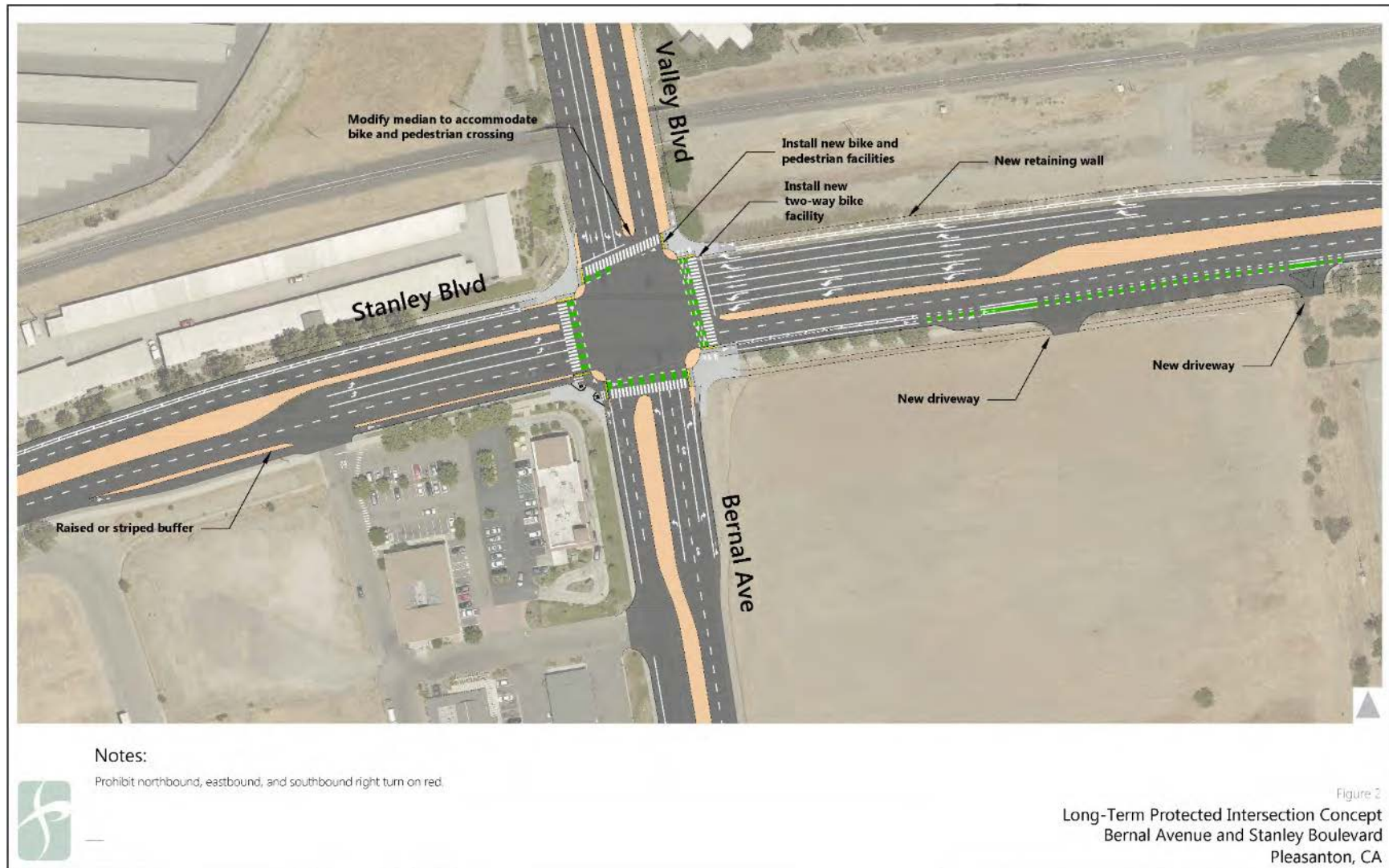


Figure A-21: Concept for Valley / Stanley / Bernal intersection

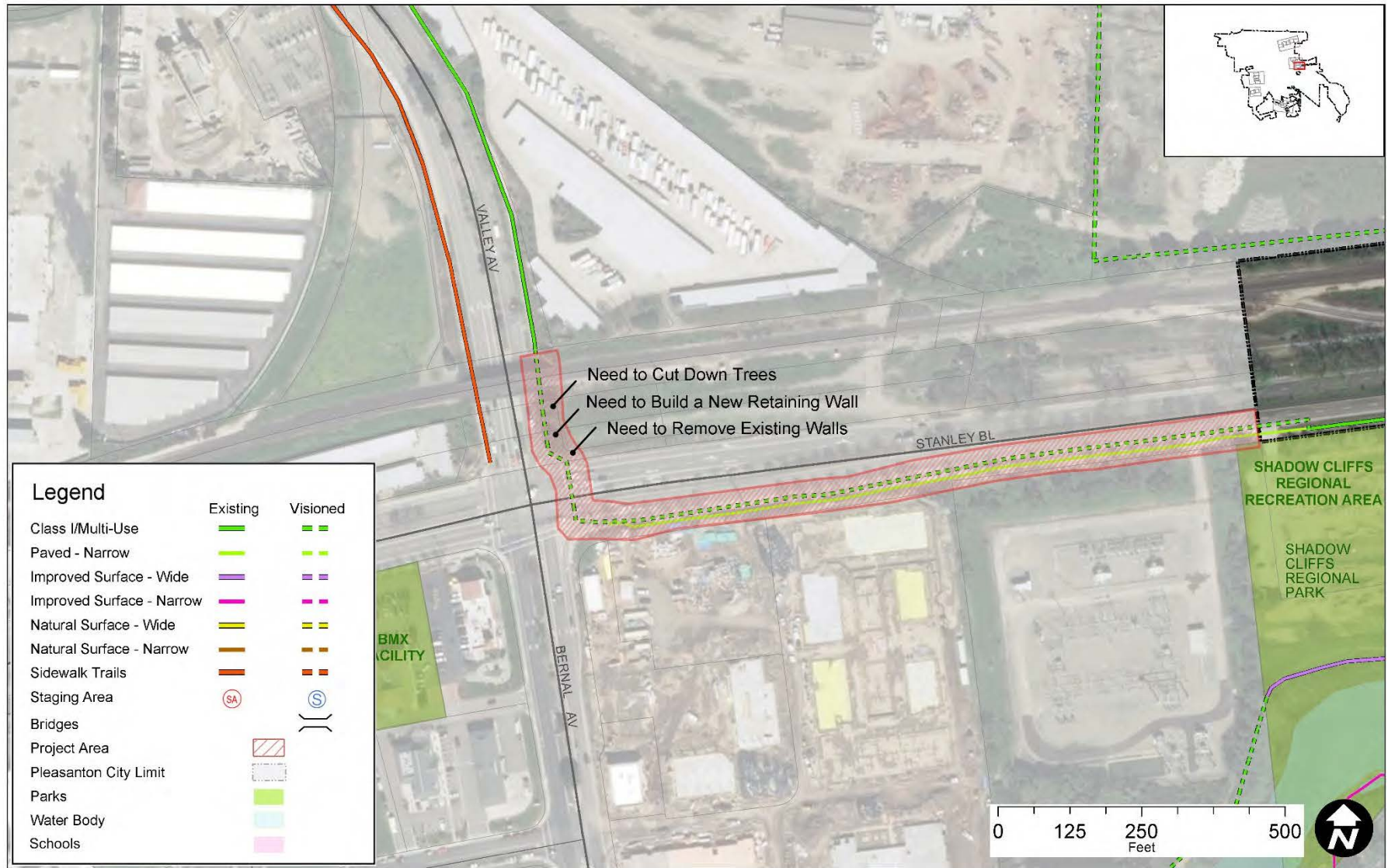


Figure A-42: Potential Iron Horse Trail Connection on Valley Ave. and Stanley Blvd

## O. IRON HORSE TRAIL CONNECTION IMPROVEMENTS AT SANTA RITA ROAD

Santa Rita Road and Stoneridge Drive sever the Iron Horse Trail (IHT) in two places, and greatly complicate the options for connecting from the Arroyo Mocho Trail (AMT) to the IHT. Several members of the public said that the intersection of Iron Horse Trail at Santa Rita Road needs to be improved. This area has been studied in a previous project.

The IHT is a major north-south regional route for bicyclists and pedestrians. The trail connects with BART and will be connected south through Livermore to the county line. The AMT is an important east-west route for bicyclists and pedestrians extending to Livermore that bypasses many busy streets.

To address these issues, in 2016 the City commissioned the *Arroyo Mocho Pedestrian Bridge Study*. The study considered five different combinations of routes, ramps, and/or a potential new bicycle and pedestrian bridge over the Arroyo Mocho Canal. This included alternatives for the location of the bridge and ramps that would connect down from the top of bank to the level of the Arroyo Mocho Trail. There were many complex considerations and no clear standout solutions, but Alternative 2, illustrated in Figure A-23, was ranked highest in the study.

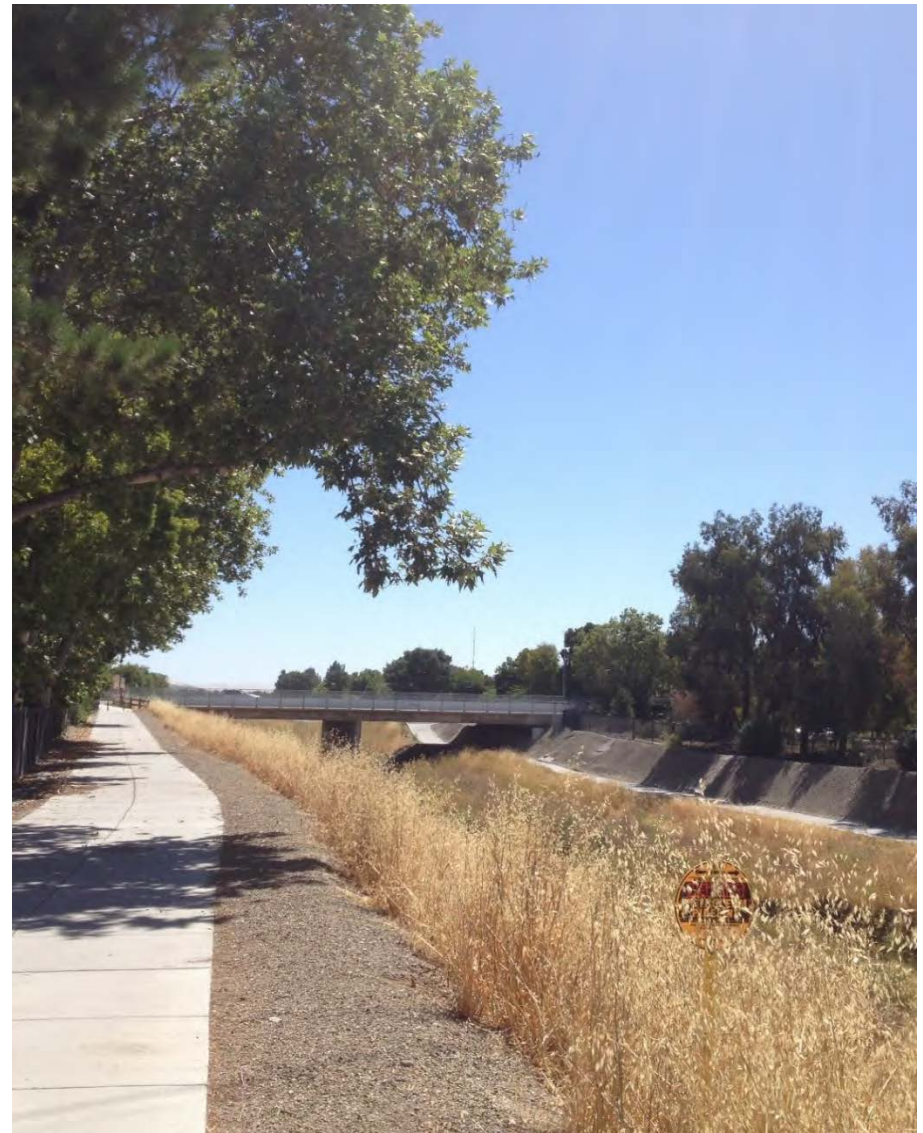




Figure A-23: Alternative 2 from Arroyo Mocho Pedestrian Bridge Study



## P. OLD VINEYARD AVENUE TRAIL CONNECTION TO SHADOW CLIFFS

An approved City project closed parts of Old Vineyard Avenue that were bypassed by the construction of a new roadway to the north. North of “new” Vineyard Avenue at the Pietronave intersection there is a short, curved section of road that leads to the south entrance of Shadow Cliffs Regional Recreation Area. It is a popular parking and entry point and does not provide access for any other purpose, so it functions as a trail.

The first portion south of Vineyard Avenue, from Pietronave Lane southeast to Vineyard Terrace is open to vehicles because it provides access to a signalized intersection at “new” Vineyard Avenue that is safer than the intersection with Vineyard Terrace. This segment is currently being studied and is envisioned to be

made into a one-way northwest-bound lane for vehicles and a separate space for trail users. The portion between Vineyard Terrace southeast to Mingoia Street is a 20-foot wide multi-use trail. Beyond Mingoia Street there is a one block section that is shared with vehicles, but is a low traffic volume street. After that Old Vineyard becomes Machado Place and is shared with vehicles to the connection with “new” Vineyard Avenue. Vineyard Avenue features a narrow improved-surface trail on the south side extending from Machado Place east to Isabel Avenue/Highway 84, and a narrow improved surface trail on the north side extending from Vineyard Terrace to approximately Safreno Way, as well as bike lanes.



*View from Vineyard Terrace looking northeast toward Pietronave Lane*



*Section closed to vehicles southeast of Vineyard Terrace*

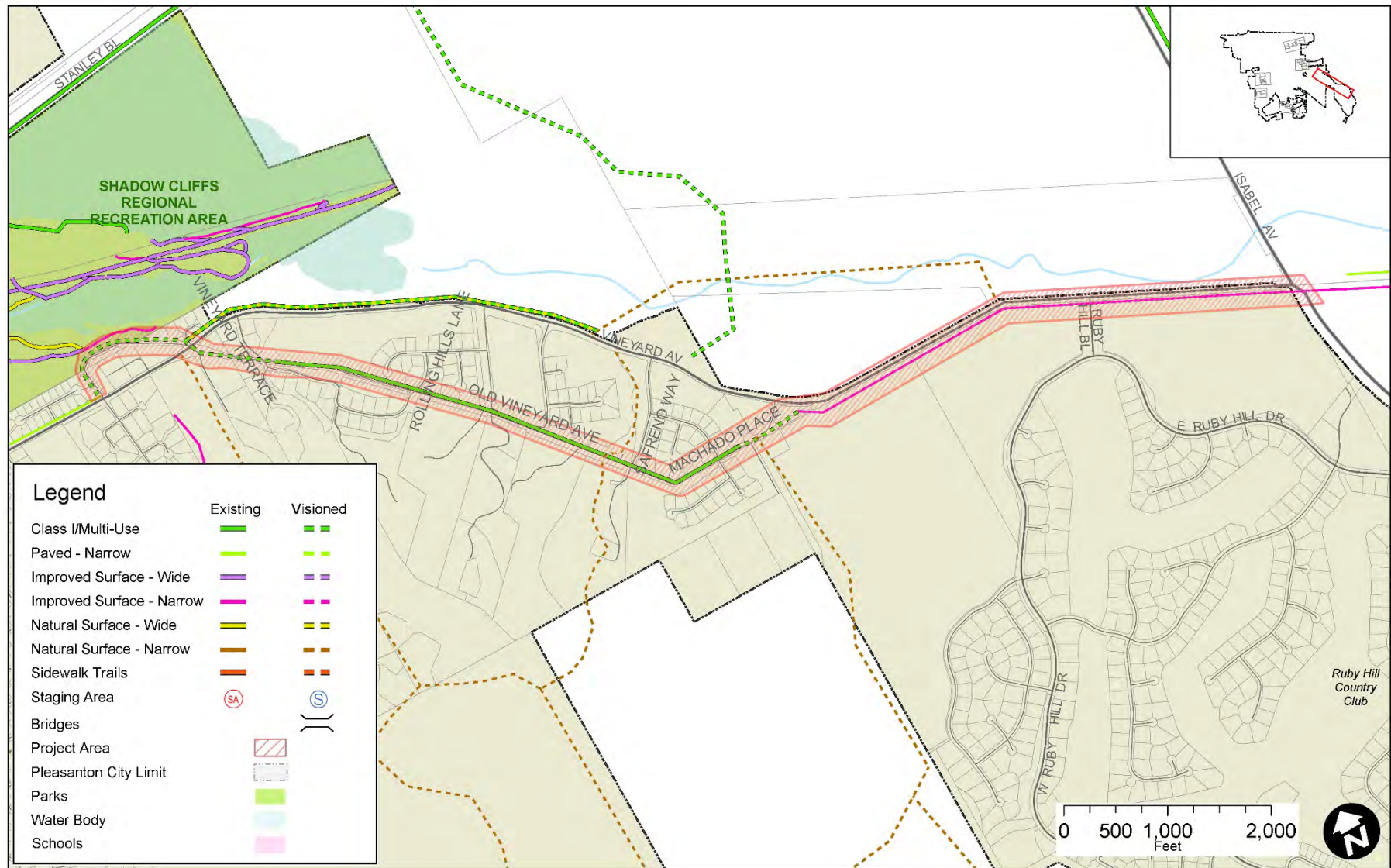


Figure A-24: Old Vineyard Avenue Trail Connection to Shadow Cliffs

## Q. CALLIPPE PRESERVE TRAIL SIGNAGE AND MULTI-USE

Callippe Preserve Trail is a 3.75-mile trail that partly encircles Callippe Preserve Golf Course. It is a narrow natural surface trail that is currently only open to pedestrian and equestrian use. A paved maintenance access road on the northwest edge of the course functions as a *de facto* trail and could be a formal part of the system if a short unpaved connection to the loop trail was completed on the west end.

The envisioned loop trail would be completed with the construction of a trail on the north side of Westbridge Lane in conjunction with the Spotorno property development. This would also entail a trail crossing of Happy Valley Road near the intersection with Alisal Street. The Callippe Specific Plan envisioned future trail connections to adjacent private ranches on the west, south, and east, consistent with the General Plan vision for trails in these areas based on future development. Collectively these are key opportunities to increase the available single-track trail system.

The idea of opening Callippe Preserve Trail to multi-use has frequently been raised by bike advocates as this was the original agreement. The trail was closed to bicycles after the original opening due to erosion of the trail. The TMP proposes to open the trail to bicycles in conjunction with trail improvements to minimize erosion.

The participants at the public workshop also suggested improved signage and entry points for the Callippe Trail along Westbridge Lane.



View of Callippe Trail

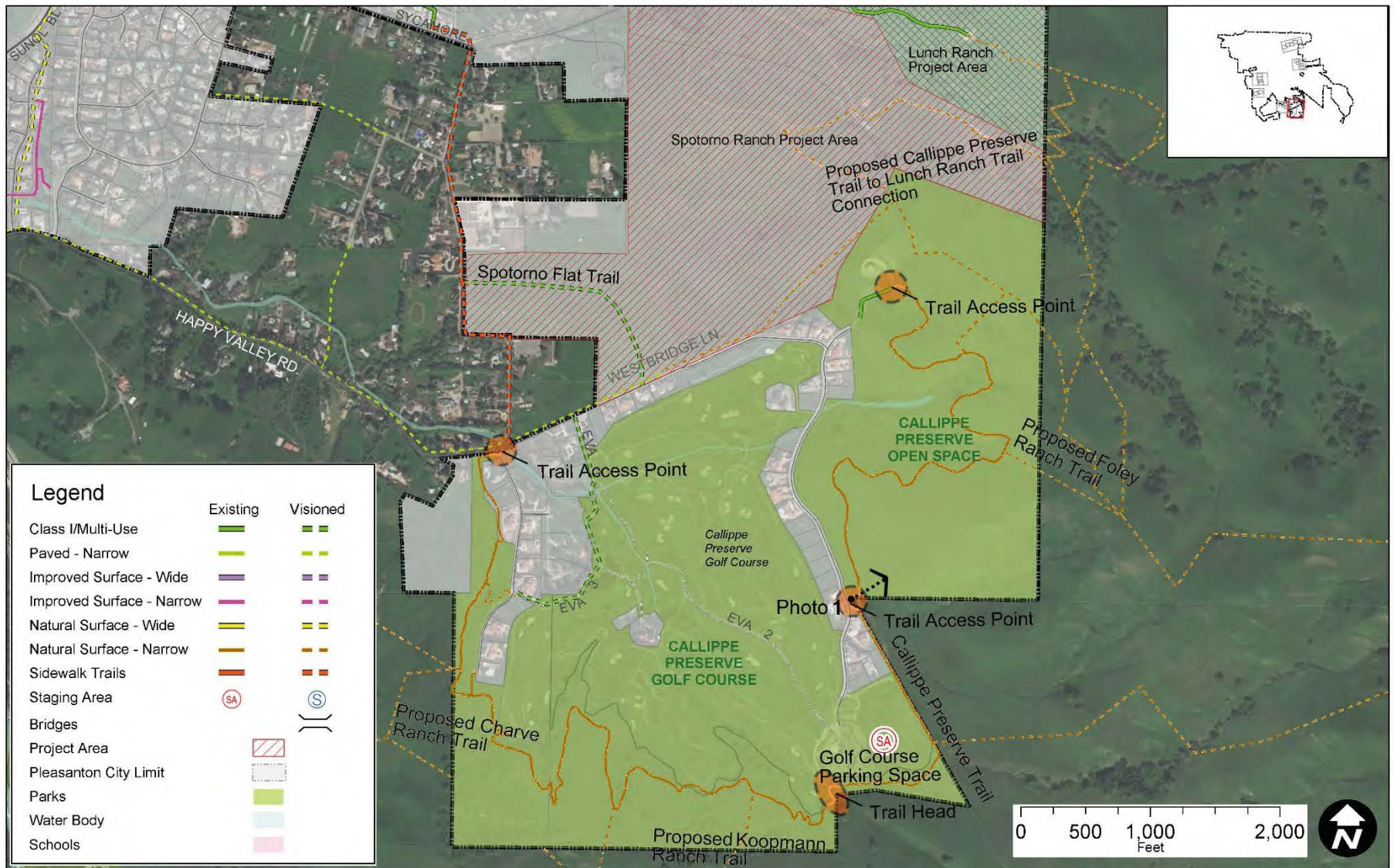
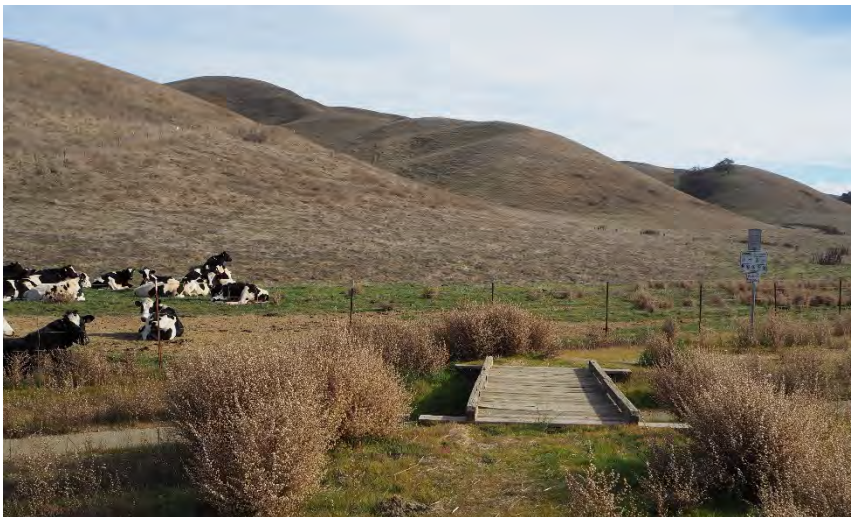


Figure A-25: Callippe Preserve Trail Signage and Multi-Use Diagram



*View of Callippe Trail*



*Current access point on the east side*



*View of Callippe Trail*

## R. OAK TREE FARM DRIVE ACCESS TO PLEASANTON RIDGE

This would connect from Foothill Road via a residential street to a small existing unpaved trail system in private open space west of the development area. If a connecting trail was constructed, these local trails could connect to the Sycamore Trail in the southern portion of Pleasanton Ridge.

There is no available parking – the route could only be used by local residents or by mountain bicyclists riding in via Foothill Road. A public trail easement is required as the trail is currently a private trail.



Figure A-26: Oak Tree Farm Drive Trail Connection Concept

## S. RAILROAD CORRIDOR REGIONAL TRAIL

This proposed Class I trail connection would occupy unused space in the former Southern Pacific Railroad corridor, now owned by Pleasanton within the downtown area, and by Alameda County to the south. The former rail line in the downtown area is referred to as the "Transportation Corridor" in City documents such as the 2017 *Parking Strategy & Implementation Plan*. It consists of segments through downtown Pleasanton to south Pleasanton and beyond to Sunol and Fremont. The trail has different names, depending on the agency map that is referenced. For example, on the 2013 EBRPD Master Plan map it is labeled as the "Niles Canyon to Shadow Cliffs" trail – a part of the "San Francisco Bay to San Joaquin River Trail."

This trail would have significant recreation and transportation benefits in Pleasanton, especially downtown.

An ultimate goal of this trail concept is that Pleasanton residents could ride their bikes to the Bay Trail and around San Francisco Bay. The regional rail trail idea is mentioned in the General Plan. Program 9.10 indicates, "Support the East Bay Regional Park District's plan to connect the Niles Canyon Trail to other regional trails." and was studied and discussed in the 2002 City of Pleasanton Master Plan - Downtown Parks and Trails, as well as in bike route plan

documents prepared by Alameda County, and in the 2017 Downtown Parking Plan.

Alameda County has two major planning documents that show pedestrian and bicycle improvements at a countywide scale. One document is the *Alameda Countywide Bicycle Plan* prepared by the Alameda County Transportation Commission in 2012. The plan proposed a bicycle network and a set of high-priority

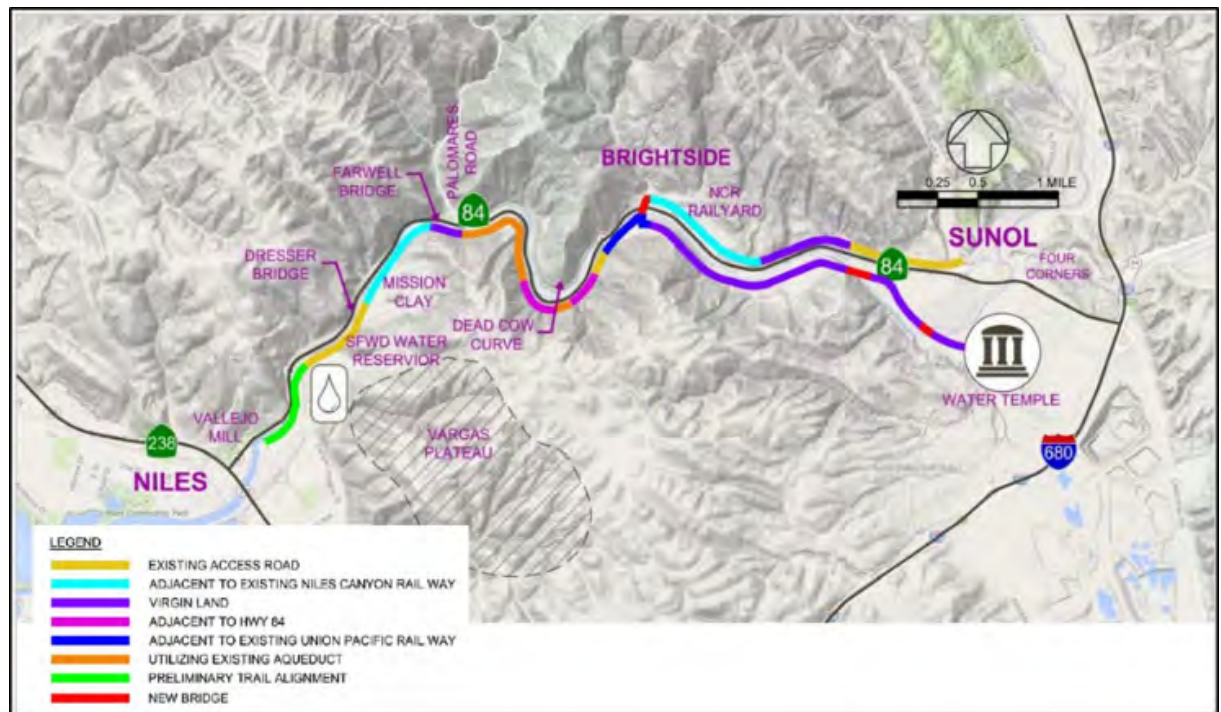


Figure A-27: Diagram from Niles Canyon Trail Feasibility Study

projects to be implemented by 2040.<sup>2</sup> This plan clearly shows a proposed Class I trail that goes along the railroad and connects Shadow Cliffs Regional Park with Sunol and Fremont. The other document is the *Bicycle and Pedestrian Master Plan for Unincorporated Areas* prepared by Alameda County Public Works Agency in 2012. This plan is less clear about trail proposals within the boundary of Pleasanton. But it also shows a proposed trail connection between Sunol and Pleasanton along the railroad. Currently, the *Bicycle and Pedestrian Master Plan for Unincorporated Areas* is being updated.

In 2015, East Bay Regional Park District studied the feasibility of trail options in Niles Canyon to complete the trail connection between Sunol and Fremont. This steep and winding creekside segment is very constrained – the current highway has little to no shoulders in many locations. The feasibility study included geology, biological and cultural resources, and construction feasibility for different trail options. The study concluded that it is feasible to expand trail access in Niles Canyon, although it appears complex and expensive.<sup>3</sup>

## Rail Line Background

This rail corridor dates back to the 1860s when it was part of the original transcontinental rail line opened by the Western Pacific

<sup>2</sup> Alameda Countywide Bicycle Plan. Alameda County Transportation Commission. October 2012.  
[https://www.alamedactc.org/files/managed/Document/10088/ACTC\\_Bike\\_Plan\\_Final\\_10-25-12\\_011013.pdf](https://www.alamedactc.org/files/managed/Document/10088/ACTC_Bike_Plan_Final_10-25-12_011013.pdf)

<sup>3</sup> Expanding Regional Trail Connectivity Trail Options in Niles Canyon. County of Alameda. December 2015.  
[http://www.ebparcs.org/Assets/\\_Nav\\_Categories/Park\\_Planning/Niles+C](http://www.ebparcs.org/Assets/_Nav_Categories/Park_Planning/Niles+Canyon+Regional+Trail/Niles+Canyon+Regional+Trail+Connectivity+Feasibility+Study.pdf)

Railroad. It later became part of the Central Pacific Railroad, and eventually became part of the Southern Pacific railroad system. Over the years, Southern Pacific invested heavily in a main line to the north through Benicia and Martinez. The tracks through Pleasanton and Niles Canyon to the southwest became a secondary main line. In 1984 Southern Pacific abandoned the tracks through the valley. Alameda County purchased the former railroad right of way from Southern Pacific Railway in 1988. Most of the track was pulled up.<sup>4</sup>

In 1987 the Pacific Locomotive Association entered into an agreement with the County and rebuilt the track through Niles Canyon and has been running pleasure rides, under the name of Niles Canyon Railway, from Sunol ever since on Sundays. Association volunteers worked for over a year on the first part of the track reconstruction between Sunol and Brightsides. They have been rebuilding track towards Pleasanton.<sup>5</sup>The Niles Canyon Railway has proposed rebuilding the tracks to the Pleasanton station.

In 2008, after years of negotiation, Alameda County agreed to sell the downtown portion of the rail right-of-way to the City of Pleasanton. This included from Stanley Boulevard south to Bernal Avenue. Section 7 of the property, which extends south and east

[anyon+Regional+Trail/Niles+Canyon+Regional+Trail+Connectivity+Feasibility+Study.pdf](http://www.alamedactc.org/files/managed/Document/10088/ACTC_Bike_Plan_Final_10-25-12_011013.pdf)

<sup>4</sup> Livermore History, Railroads 1, Bill Nale  
[http://www.elivermore.com/photos/Hist\\_lvr\\_railroad1.htm](http://www.elivermore.com/photos/Hist_lvr_railroad1.htm)

<sup>5</sup> Niles Canyon Railway <http://www.ncry.org/>



of 4191 First Street, was purchased once the County certified the cleanup of petroleum contamination on a part of the land.

The downtown portion of the corridor is a strip of land that varies from 75 feet wide to 100 feet wide located approximately 120 feet west of and parallel to Main Street. The 2002 *Master Plan for the Downtown Parks and Trails System* contained concepts for how the rail corridor trail should be developed in conjunction with parking and downtown parks, but these concepts have been only partially implemented.

The rail corridor/Transportation Corridor in Pleasanton is described as moving southwest to northeast. It is generally an open corridor except as noted.

South of Pleasanton the abandoned right of way is located just east of Pleasanton-Sunol Road and west of and parallel to I-680, in an oak-lined corridor. The route crosses Happy Valley Road on a steel bridge over a narrow opening between two concrete abutment walls (see Happy Valley Trail project description – Project T, regarding options for addressing this barrier).

At Pleasanton-Sunol Road the rail corridor crosses on a wide concrete bridge over the road. At I-680 the corridor crosses under the freeway. At Valley Avenue there is an oblique angle surface crossing of the two-lane roadway. Sight distance may be an issue from the northeast side. There are no nearby intersections to detour to.

Behind the Pleasanton Senior Center there is a path crossing the rail corridor connecting to the Ridgeview Commons residential complex.

At Bernal Avenue near Sunol Boulevard trail users on the rail corridor would need to detour southeast to cross Bernal Avenue at the crosswalk, and then back to the corridor. A redesign of this

intersection is currently in progress, including improved conditions for bicyclists and pedestrians. In addition, a multi-use trail is currently under design for the section of the rail corridor between Bernal Avenue and Abbie Street.

At Abbie Street a mid-block crossing of this two-lane downtown street would be needed. Each of the following crossings is similar. Northeast of Abbie Street most of the corridor becomes a parking area, though there is an open portion on the northwest side that includes a shallow drainage swale. The aisle for this perpendicular (90 degree) parking is very wide, so it is possible to redesign a one-way aisle and angled parking to create space to continue the rail corridor trail.

Northeast of W. Angela Street conditions are similar. A drainage channel starts on the southeast side of the corridor. The parking lot between W. Angela and Neal Street is relatively narrow, presenting a challenge for creating space for the trail without eliminating some parking or having a shared trail and drive aisle.

Northwest of Neal Street the trail could detour south to continue through Delucchi Park. The current park layout, especially the restrooms, presents a barrier. The trail could continue past Neal Street through Lions Wayside Park, requiring some redesign of the facilities there. The trail could then cross the drainage to connect to the existing path extending northeast from the Firehouse Arts Center. This segment features an eight-foot-wide concrete path plus a parallel decomposed granite surfaced path which continues to Spring Street in a landscaped corridor.

At Spring Street there is a “pinch point” in the path/trail where a commercial driveway intrudes into the corridor. Northeast of Spring Street there is an open corridor to Ray Street. Northeast of Ray Street there is an open corridor except for a cul-de-sac that extends from Tessa Place. There is enough room in the corridor to install a trail on the east side of the cul-de-sac. At the Arroyo del Valle there is an approximately 150-foot-long bridge that was damaged by fire, then an open corridor to Stanley Boulevard. This would be the end of railroad trail at its connection to the Arroyo del Valle Trail, though the General Plan includes a Class I trail that would continue east along Stanley Boulevard. There is an existing narrow paved surface trail to the north of Stanley that terminates at California Avenue.

The 2017 *Downtown Pleasanton Parking Strategy and Implementation Plan* plans for reorganizing parking in the downtown area. It included concepts for “Pedestrian Connectivity Barriers & Improvements” in the rail/transportation corridor that are generally consistent with the concepts outlined above (see Figures A-30 and A-31).



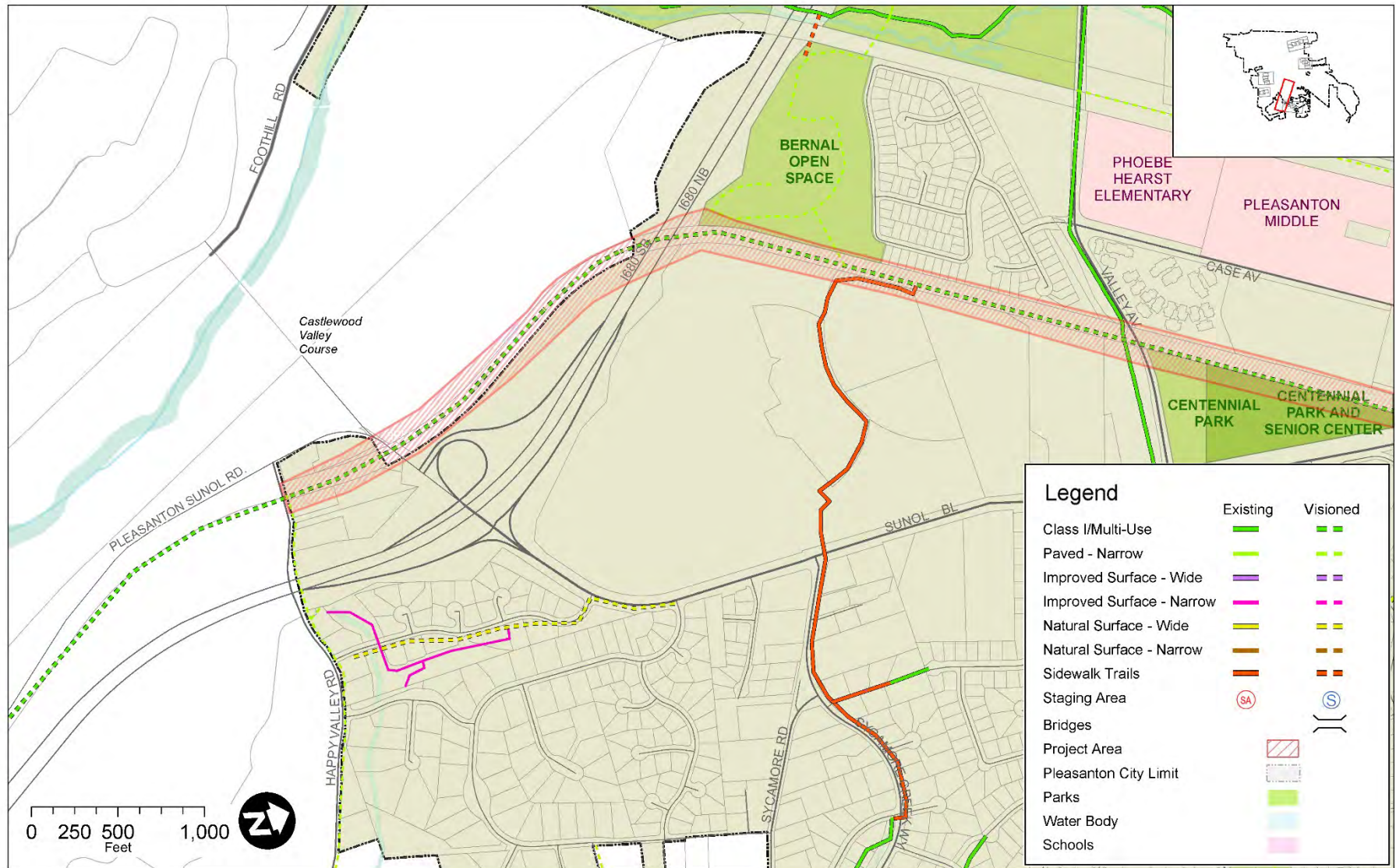


Figure A-28: Railroad/Transportation Corridor southern portion

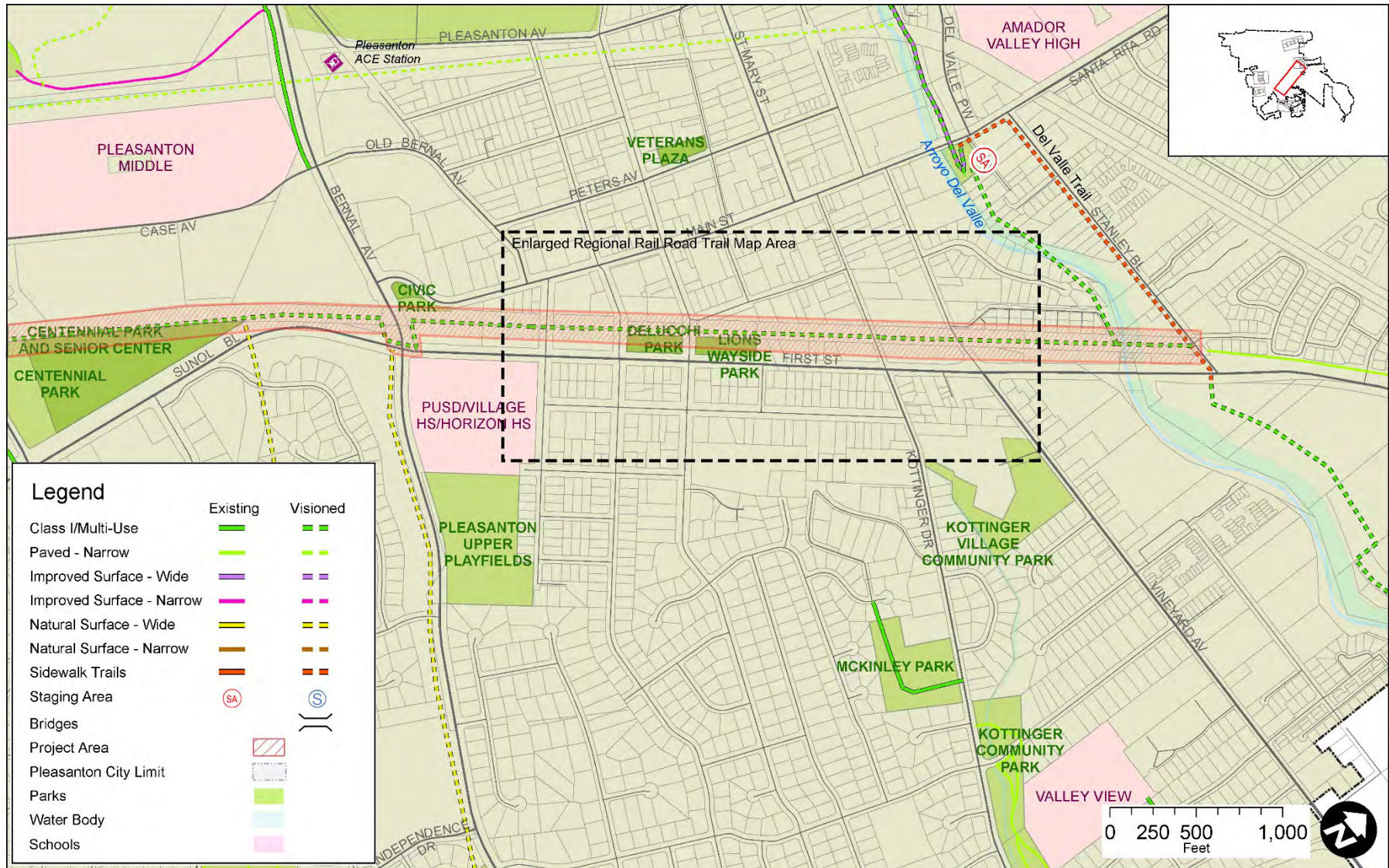


Figure A-29: Railroad/Transportation Corridor northern portion



Figure A-30: Railroad/Transportation Corridor Trail concepts from Downtown Parking Study (South)



Figure A-31: Railroad/Transportation Corridor Trail concepts from Downtown Parking Study (North)

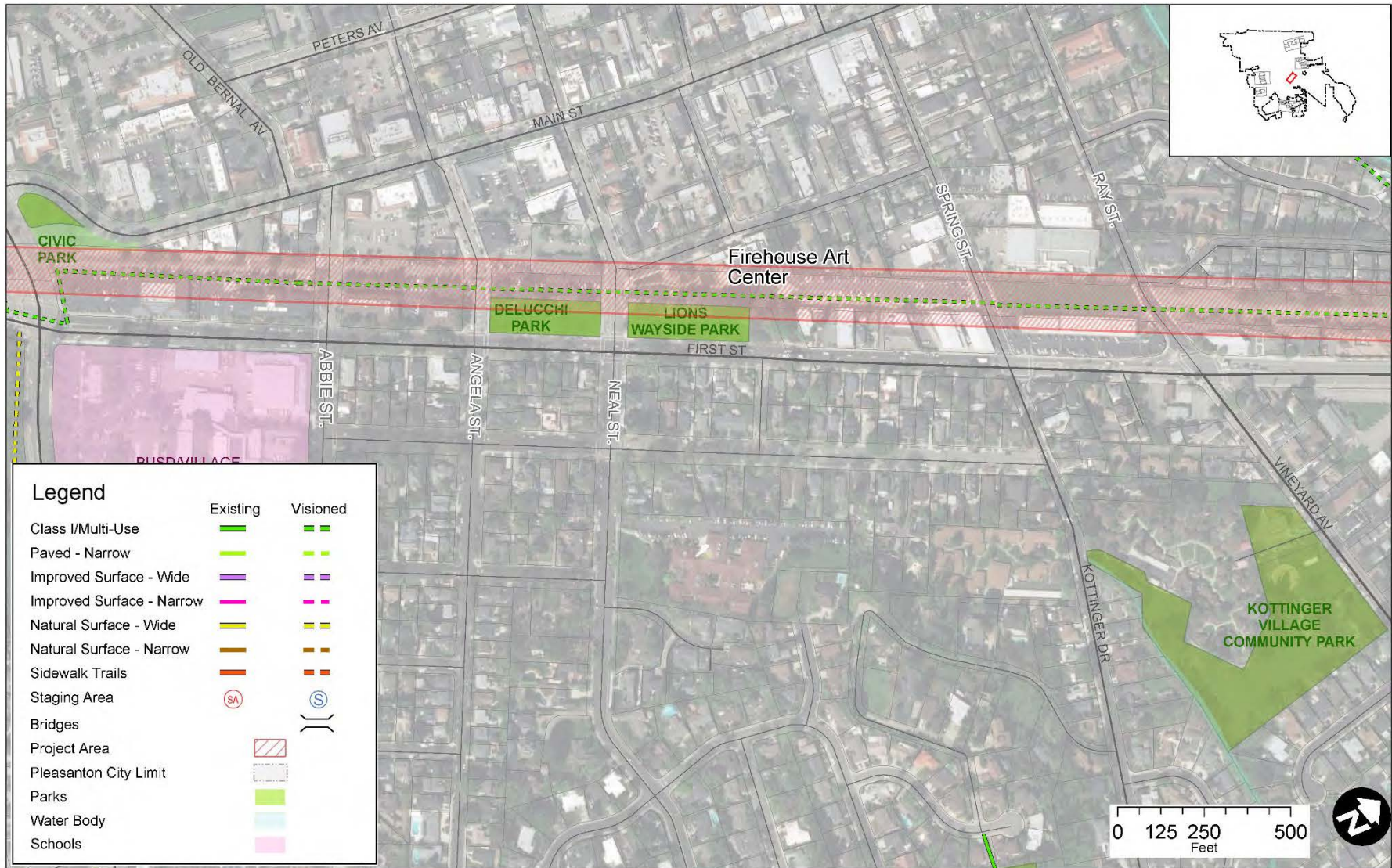


Figure A-32: Enlarged Downtown Railroad/Transportation Corridor Trail Area



*Overcrossing of Happy Valley Road*



*Overcrossing at Pleasanton-Sunol Road*



*Railroad corridor east of I-680*



*Crossing at Valley Avenue*





*Corridor north of Valley Avenue*



*Path crossing at Senior Center*



*Bernal/Sunol intersection*



*Path looking southwest from Abbie Street*



*Corridor between Abbie Street and W. Angela Street*



*Looking northeast from Abbie Street*



*Delucchi Park between W. Angela St. and Neal St.*



*Delucchi Park east of W. Angela St.*



*Lions Wayside Park and Fire House Arts Center*



*Lions Wayside Park east of Neal St.*



*Path north of Firehouse Arts Center*



*Pinch point in path west of Spring Street*



*Corridor east of Spring Street*



*Crossing at Ray Street, looking north*



*Trestle over Arroyo del Valle*



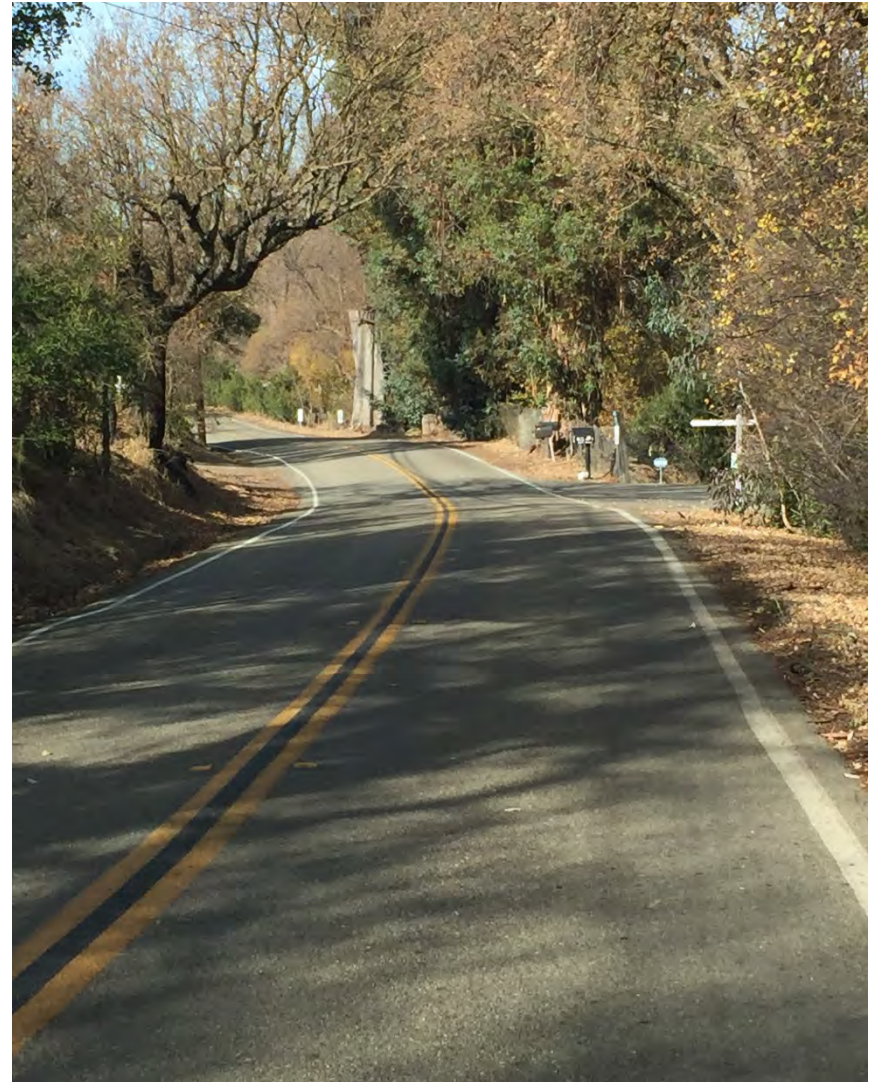
*Intersection at Stanley Boulevard*

## T. HAPPY VALLEY TRAIL/SOUTHERN CONNECTION

The Happy Valley Loop Trail is part of a larger trail system which extends from Sycamore Road to the Marsh Property and Sunol Boulevard, where it would connect to the envisioned Railroad Corridor Trail. The majority of the route is within Alameda County, rather than the City of Pleasanton. There are sidewalks along the north side of the road on a portion at the west end, but elsewhere the road shoulder is often narrow and/or steep, and widening is constrained by drainage ditches, embankments, trees, entry pillar structures and other features. Near Sunol Boulevard, at the railroad crossing, there is a very narrow (approximately 20-foot-wide) undercrossing with no space for bikes or pedestrians. Ideally a wider undercrossing or a separate bike/pedestrian undercrossing could be created to complete this connection.

The idea of improving pedestrian safety was first introduced in the Happy Valley Specific Plan in 1998. The plan is to have a 3-foot wide paved sidewalk where feasible. Ideally the shoulders would also provide space for bikes. Per the plan the City would be responsible for raising the funds for the shoulder expansion. The Pleasanton General Plan 2025 also mentions this proposed trail. Technically, based on definitions and standards in the Trails Master Plan, these improvements would be bike and pedestrian facilities rather than a trail.

The Happy Valley Trail could be constructed at the time of pavement overlay or following the installation of water and/or sewer lines in the road, but the challenge is increased by the fact that most of the trail is in the County, requiring coordination and cooperation between the two agencies.



*Typical segment with narrow shoulders*



Figure A-33: Happy Valley Trail / Southern Connection



*Typical segment with narrow shoulders*



*Segment with sidewalks*



*Narrow opening at trestle*

# General Improvement Projects

## PAVING GRAVEL CANAL TRAILS

There were several comments requesting that the gravel canal trails/maintenance roads be paved. Zone 7 has no objection to their maintenance roads being paved, but the City would have to pay for the paving and be responsible for maintaining it. Flood channel maintenance often requires the use of heavy equipment on the road/trail, which can damage the surface, so this would be a consideration for the pavement maintenance requirements and cost.



## ADD AMENITIES

Restrooms and water were frequently mentioned as desired features. Landscaping, especially along the canal trails was also mentioned. Staging/parking areas and trail entry points are the most important points to provide amenities. There could be a project to add amenities to existing sites, and/or this could be made a part of future trail projects. The Garms Staging Area project, for example, will provide more parking and amenities. Guidelines for trail amenities are provided in Section 4.

## MAPS AND WAYFINDING

This was frequently mentioned as a desire and feature that would make it easier for people to use the trails. Guidelines for implementing a maps, signage and wayfinding system are provided in Section 4. This could be accomplished as a City-wide program and/or on a project-specific basis.



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City of Pleasanton

# Trails Master Plan

May 7, 2019

## **Appendix B.**

# **Public Participation Process and Results**

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## OUTREACH METHODS:

- Website: PleasantonTrails.com
- Emails to existing stakeholders
- Social media postings:
  - NextDoor.com
  - Facebook.com
  - Meetup.com
- Community postings:
  - Trailheads
  - Outdoor-related businesses
  - Events
- Pop-up booths:
  - Ignite! Art + Innovation Community Event (October 14, 2017)
  - Farmers Market (October 21, 2017)
  - Farmers Market (February 24, 2018)
- Online & paper opinion survey (October 14, 2017 – January 21, 2018)
- Online map-based survey (October 14, 2017 – January 21, 2018)
- Community workshops
  - November 16, 2017
  - January 18, 2018
- Youth outreach and survey
  - Summer, 2018
- Bike, Ped, & Trails Committee Meetings
  - August 28, 2017
  - September 25, 2017
  - January 22, 2018

The outreach process started with lists of people who had participated in workshops for the East Bay Regional Parks Pleasanton Ridge Land Use Plan and the Pleasanton Bicycle and Pedestrian Master Plan. During October and November 2017 there was outreach to local trail-oriented groups on social media, and posting of information about the trails master plan effort at sports and outdoors-related businesses and at popular trailheads.

City staff and consultants staffed booths at the Ignite Arts Event and at Farmers Markets to get the word out. The City posted notices and ads in local publications and social media. A page on the City's web site was created to provide information and a link to an on-line survey about trail ideas and preferences, which was also available to fill in by hand.

A community workshop was held on November 16, 2017 to allow more interactive participation in planning the trails system, with break-out stations for different trail subjects.

A second workshop was held on January 18, 2018 to review the project priorities resulting from the community survey, stakeholder input, and the input from the first workshop.

During Summer, 2018 the City conducted several targeted youth outreach efforts, including interviews, a separate online youth-oriented survey, and staff talks about trails at two youth summer camps. The age group targeted was 11-15. Staff handed out youth survey flyers and interviewed some of the kids, recording their comments in a video. Staff also distributed the flyer to the Pleasanton School District, had them advertise the youth survey on their social media page, and posted the survey on City of Pleasanton's social media; including NextDoor and Facebook.



*Figure B-1: Outreach at the Ignite! Art + Innovation Community Event*

# SURVEY AND PUBLIC INPUT RESULTS

## Community Workshops

Both workshops were held in the evening at the Veteran’s Memorial Hall in downtown Pleasanton. Representatives from Zone 7 and the City of Pleasanton were present and responded to specific questions brought up by attendees.

### Workshop #1 – November 16, 2017

The first meeting attracted a small, but dedicated and enthusiastic group of approximately one dozen trail users. There were three stations with specific questions for feedback:

- Goals, Objectives, & Policies Station
- Trail Types & Design Station
- Trail Map Station

At each station the consultant or a City staff member provided an overview, and the attendees asked questions, discussed issues, and placed dots or notes on elements or locations they favored. Summaries of comments were recorded and reviewed.

At the Goals, Objectives, and Policies Station most of the discussion focused on trail conditions (maintenance), improving access to trails (connectivity and wayfinding), and clarifying when and where ADA access is appropriate.

At the Trail Types & Design Station, there was a strong preference for keeping different types of trail users (hikers, bikers, service vehicles, etc.) separate, and for both more narrow, natural surface trails and more wide, paved, multi-use trails. The most requested amenities were wayfinding, bike racks, and drinking water.



Figure B-2: Community members provide input at the first Community Workshop

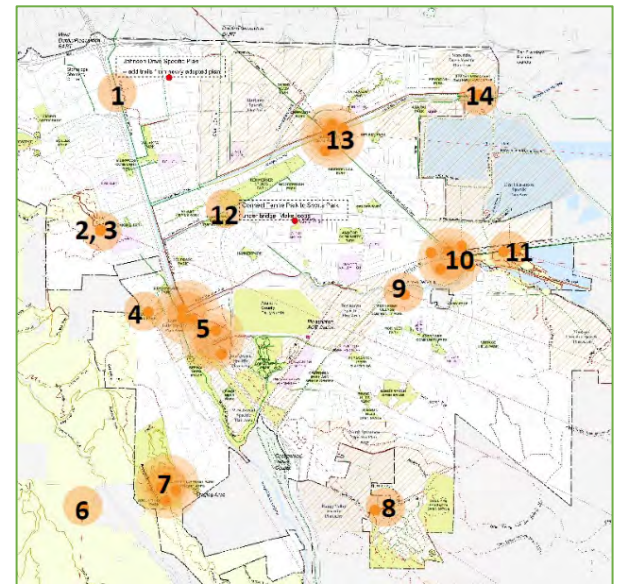


Figure B-3: Heatmap of input from a Community Workshop

At the Trail Map Station, attendees were enthusiastic about improving connections within the existing network and to the existing network. There was also a lot of support for connecting to all of the trails in the foothills, particularly anything that would connect to Pleasanton Ridge.

## Workshop #2 – January 18, 2018

The second meeting attracted a larger and just as enthusiastic group of approximately 30 trail users. In addition, several City staff members, a City councilmember, two Parks and Recreation commissioners, and a representative from Zone 7 attended.

This meeting followed a similar format to the first, with an introduction, a preliminary summary of input received to date, then three breakout stations focused on specific trail improvement projects and ideas in different sectors of the City. Attendees added comments and ideas and used dot stickers to prioritize proposed projects.

The general theme of comments was consistent with prior input: more maintenance, more connections between trails, more access to the Ridge, and separation of bikers and other trail users (with provision of more mountain bike trails). There was also interest in more amenities, particularly parking at Augustin Bernal.

The most attention was given to the proposed mountain bike trail in Augustin Bernal Park. A large portion of the attendees were avid mountain bikers and reiterated their support for more single-track mountain bike trails everywhere, but particularly in Augustin Bernal Park.

Almost all of the proposed projects received support, but the strongest support was for the Iron Horse Trail connection to Shadow Cliffs; the Longview Drive bypass trail to Augustin Bernal Park; the connection from the Marilyn Murphy Kane Trail to the Alamo Canal Trail; and Arroyo del Valle Trail improvements and connections through downtown and to Shadow Cliffs.



*Figure B-4: Discussion and input at the second community workshop*



## Online Survey

The on-line survey was open from October 14, 2017 through January 21, 2018. Total participation was 778, of which 341 completed the entire survey.

Major themes that emerged from the 12-question public survey (which tended to be self-selecting for people who love trails) are that there is high enthusiasm and support for the trails in Pleasanton; people love the existing trails, and almost everyone wants more. Specific priorities included:

- More single-track mountain bike trails
- Pave the wide gravel trails
- More maintenance of existing trails
- Provide more/better maps and wayfinding
- Close the gaps in existing trails
- More access to parks and trails on the edge of town

More detail about specific project preferences and significant issues is contained in the response summaries below.

### Question 1: Trail Ideas and Priorities

Respondents were asked to look at a list and map of potential trail projects and indicate preferences and priorities, and add ideas of their own. The strongest support was for connections to Shadow Cliffs from the Iron Horse Trail, and access to Augustin Bernal Park from Foothill. Close behind was support for a mountain bike-specific trail in Augustin Bernal Park, a trail along the railroad corridor and extending south, the Garms Staging Area (already in the works), and trails along the canals.

In the “other ideas” response, people requested more mountain bike trails in general, more connections, and surface improvements and maintenance.

**Q1: Importance of Proposed Trail Ideas & Priorities**

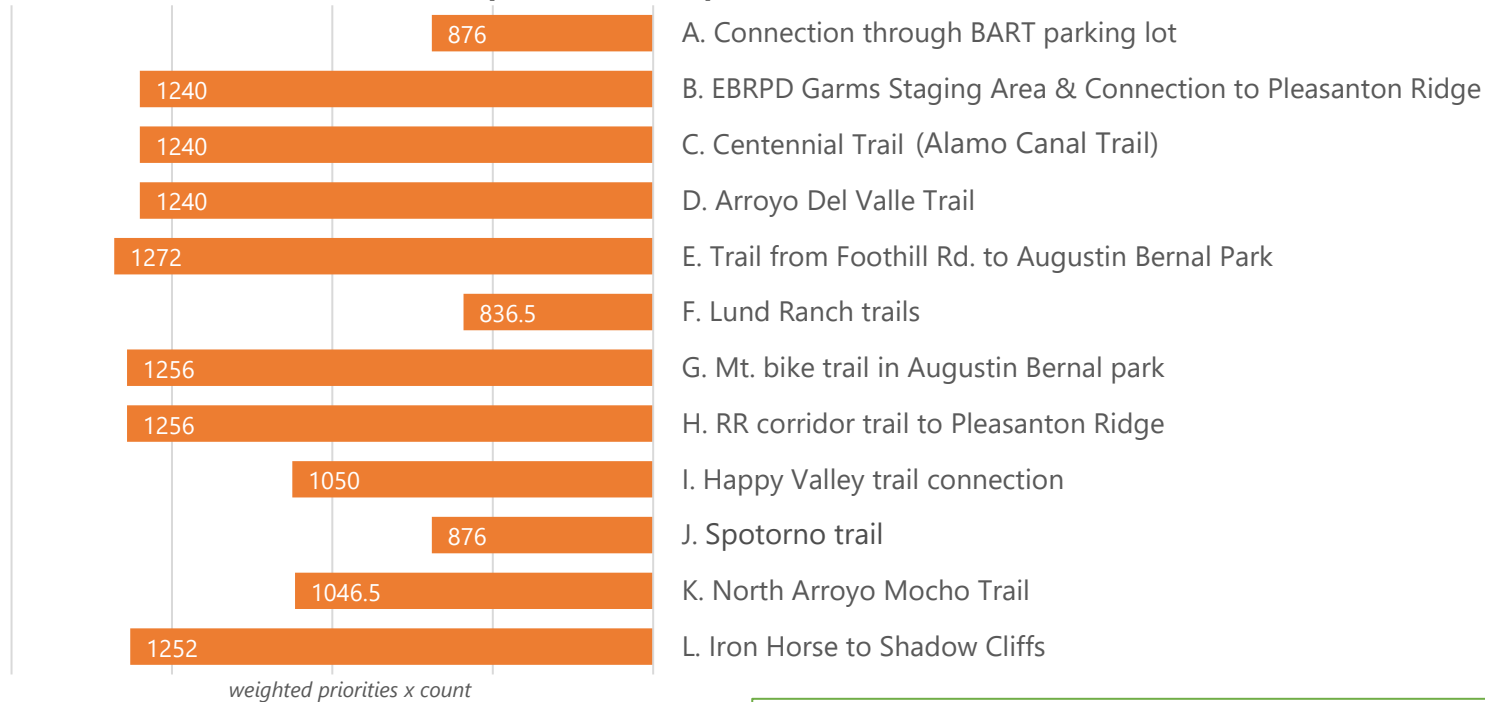


Figure B-5: Summary of responses to Survey Question 1

**Q1: Other Responses, by Type**

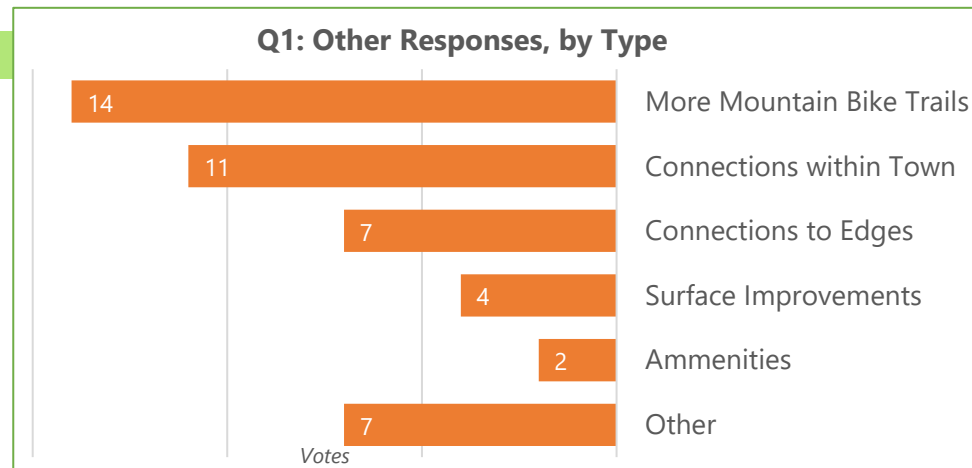


Figure B-6: Summary of "Other" responses to Survey Question 1

### Question 2 Is there a location or connection where you would like to see a trail added or improved?

The Iron Horse Trail led these responses, with most respondents specifically mentioning the existing gaps in the trail within Pleasanton. Trail users also expressed a strong interest in getting to the trails in the foothills, and once there having more single-track mountain bike trails available. The Question 2 responses were analyzed in more detail to understand site-specific improvement ideas and preferences.

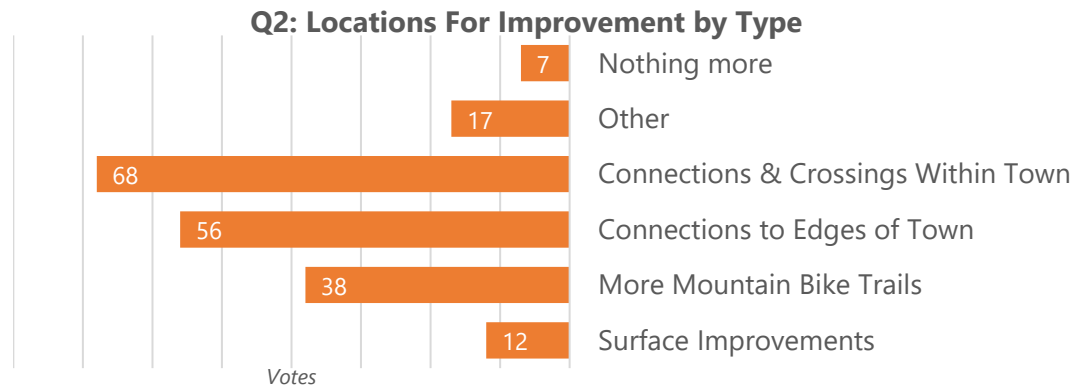
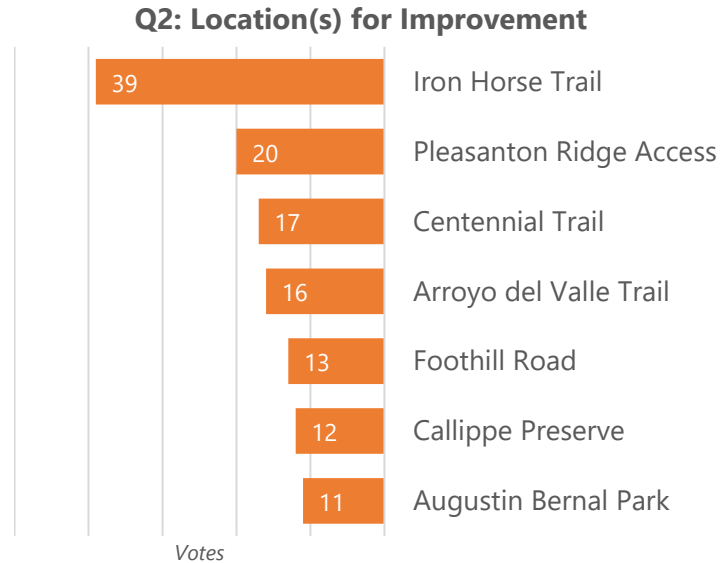
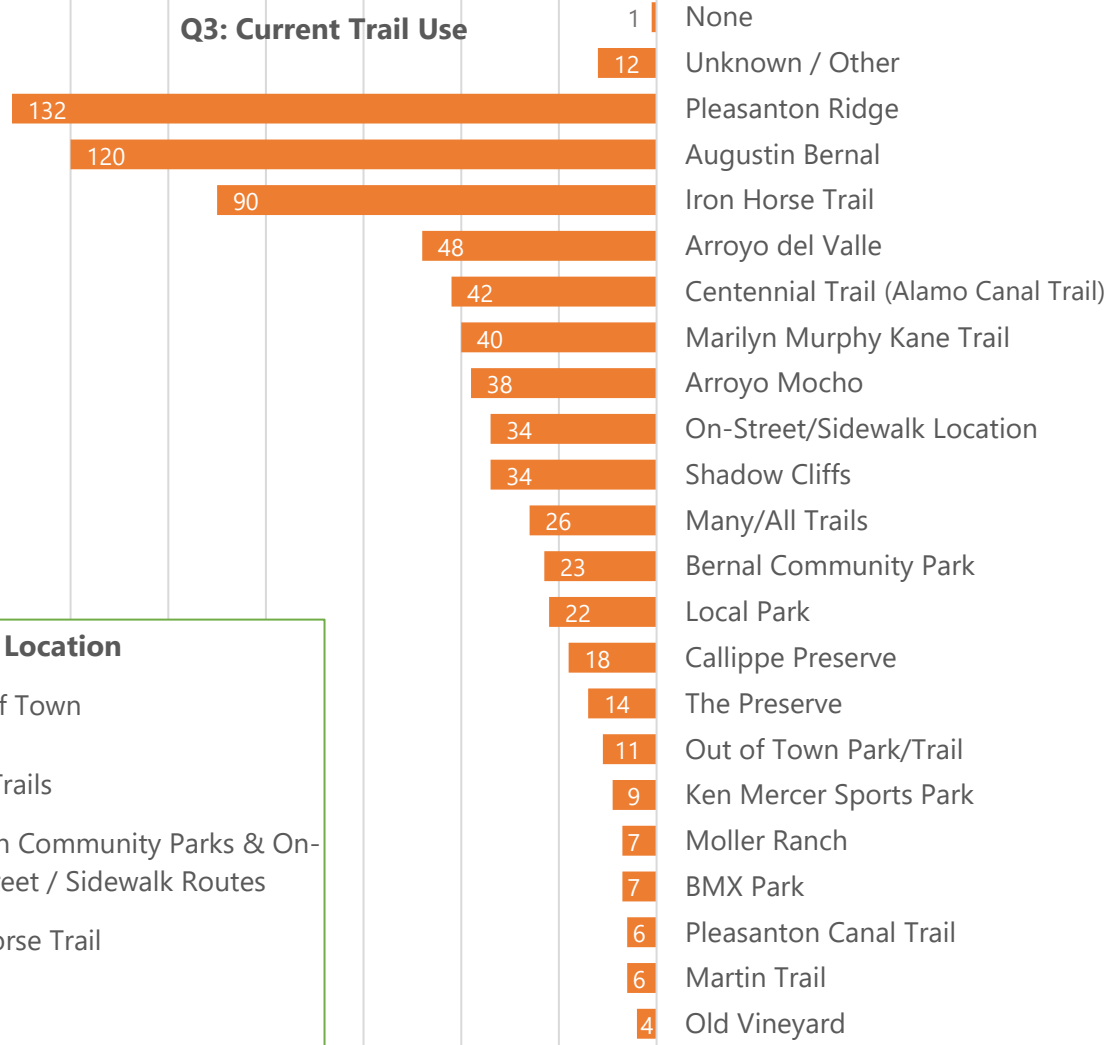


Figure B-7: Summary of responses to Survey Question 2

### Question 3 What Pleasanton Trails do you use currently?

Pleasanton Ridge and nearby Augustin Bernal Park were by far the most popular existing destinations, followed by Iron Horse Trail. However, if the canal trails, such as Arroyo del Valle and Arroyo Mocho are grouped together, it becomes clear that they have strong existing use as well.

**Q3: Current Trail Use**



**Q3: Trail Use, by Type / Location**

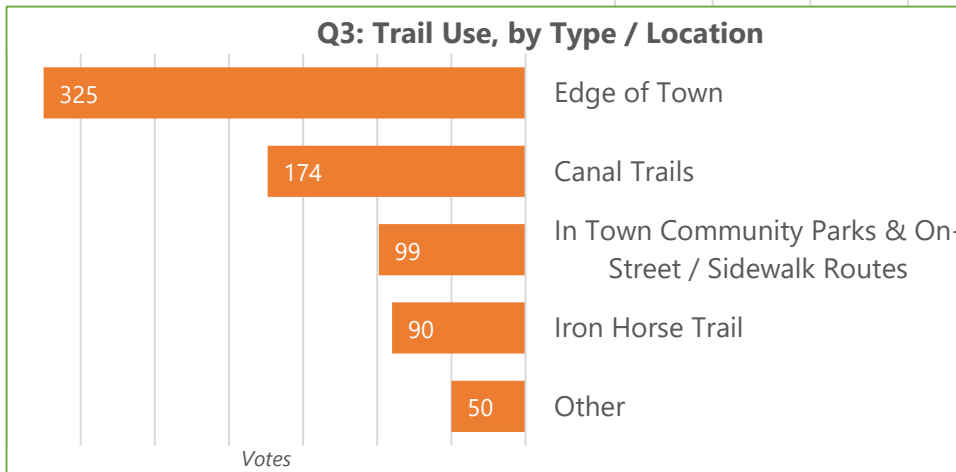


Figure B-8: Summary of responses to Survey Question 3

### Question 4: Primary Activity

The primarily existing uses are hiking and biking on pavement. This could reflect the lack of existing mountain bike opportunities. Other recreational uses listed included stroller hiking, roller blading, dog walking, and field sports. Transportation for work and leisure was also listed.

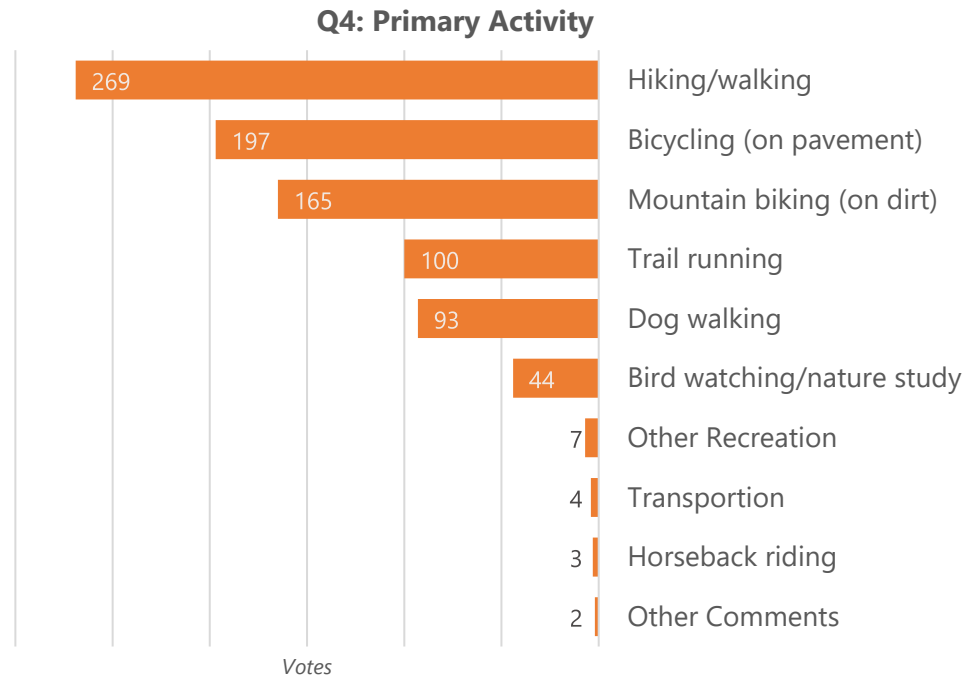


Figure B-9: Summary of responses to Survey Question 4

### Question 5: Frequency of Use

Most of the respondents were avid trail users, with only a few respondents falling in the low-use category.

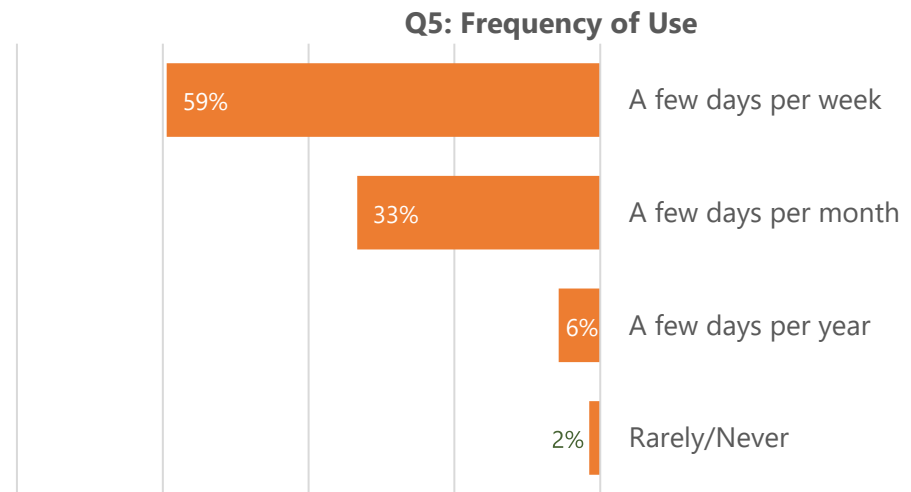


Figure B-10: Summary of responses to Survey Question 5

### Question 6: Encourage more use?

Again, connectivity was a theme, followed by trail surface improvements and maintenance, which go hand in hand. Wayfinding was also strongly requested.

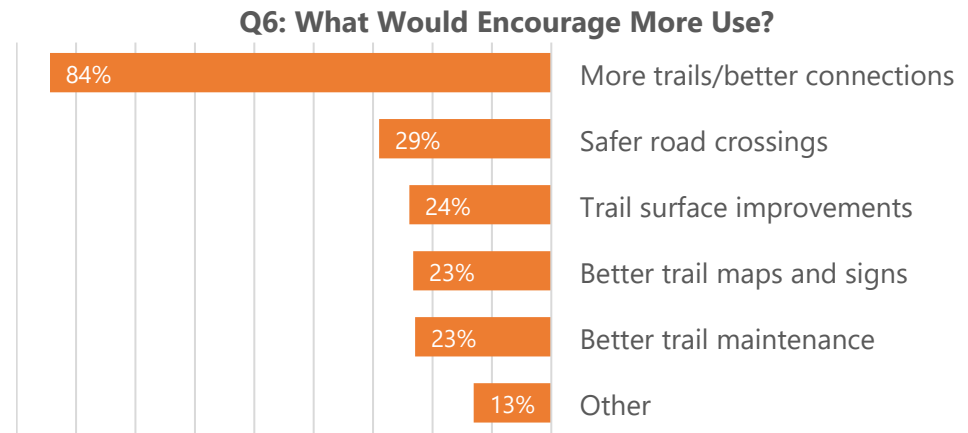


Figure B-11: Summary of responses to Survey Question 6

### Question 7: Is There a Type of Trail You Would Like to See More Of?

This question reveals a theme reiterated at the workshops: there is little interest in wide, unpaved trails – particularly gravel trails. There’s strong support for all types of trails, but in particular more paved multi-use trails and narrow (single track) unpaved trails. Again, a strong interest in more mountain bike trails.

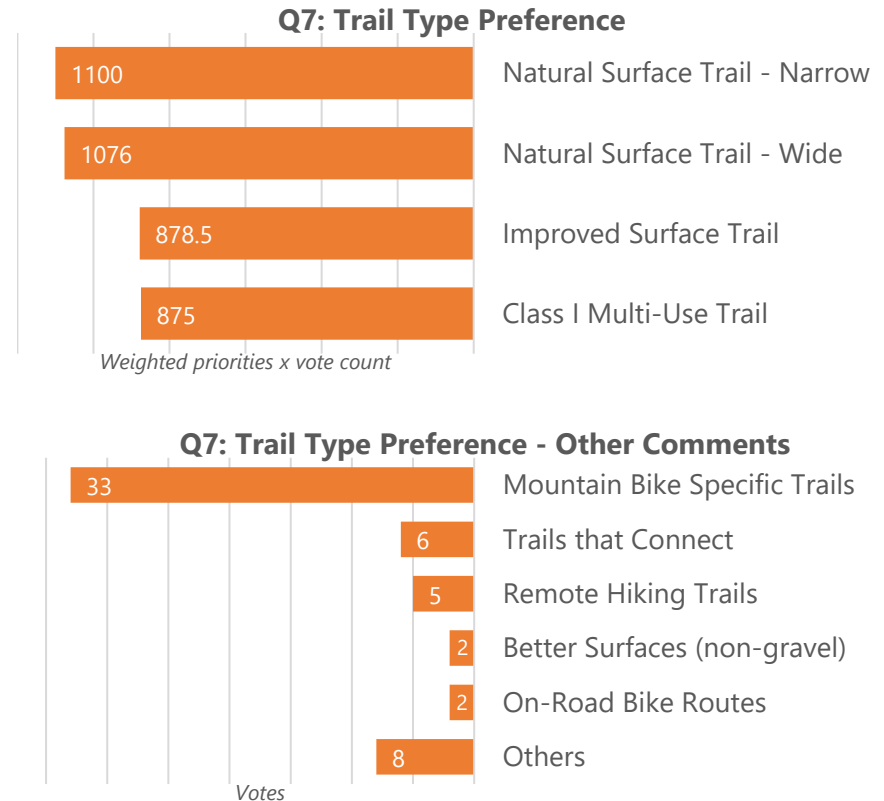


Figure B-12: Summary of responses to Survey Question 7

## Question 8: Rate Draft Trail System Objectives

By far, the strongest response was for providing access to open space without driving. This speaks to the need for connectivity within the existing trail system, and connectivity to high quality recreation opportunities on the outskirts of town. Users want to access Pleasanton Ridge, Shadow Cliffs, the BMX Park, Callippe Preserve, and many other locations nearby, but are limited in getting to these locations by discontinuous access routes, causing existing staging areas to get over crowded.

The second strongest responses were for reducing conflicts between trail users, which goes hand in hand with the request to accommodate the full range of trail users – including bikers, hikers, low-mobility users, and others.

There was little concern about minimizing impacts on adjoining properties. This issue usually becomes more strongly felt when a specific project is being proposed.

### Q8: Draft Trail System Objectives

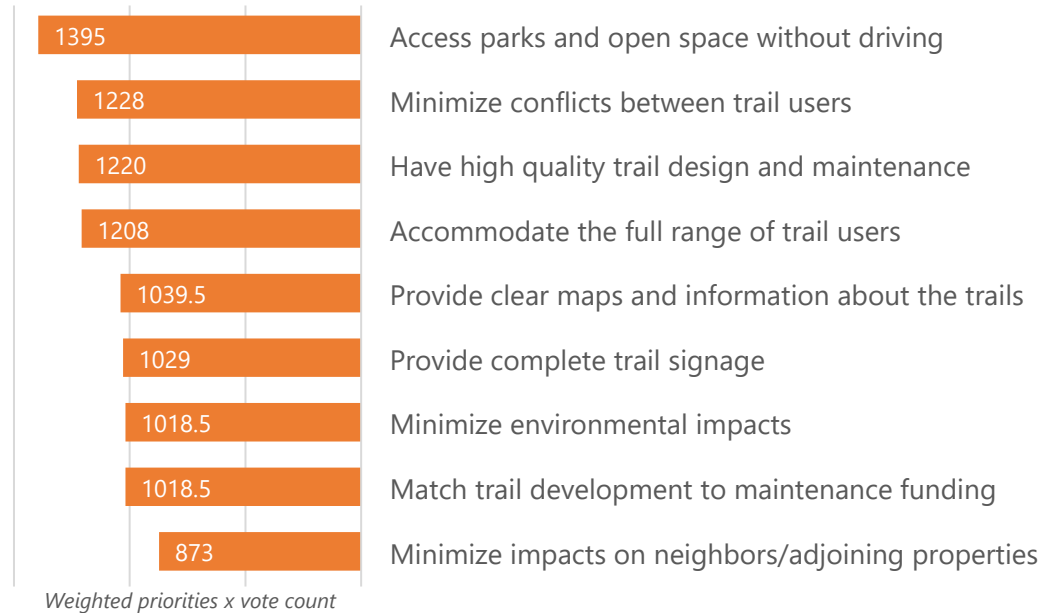


Figure B-13: Summary of responses to Survey Question 8



### Question 9: Issues or Concerns Associated with Trails?

Bike conflicts/impacts, safety, connectivity, amenities, and dogs were significant themes. Maintenance of the trail system and improvement of gravel trail surface were related themes.

Other themes included concerns about personal safety (some mentions of homeless), and adding amenities such as shade, water, and maps.

**Q9: Issues or Concerns**

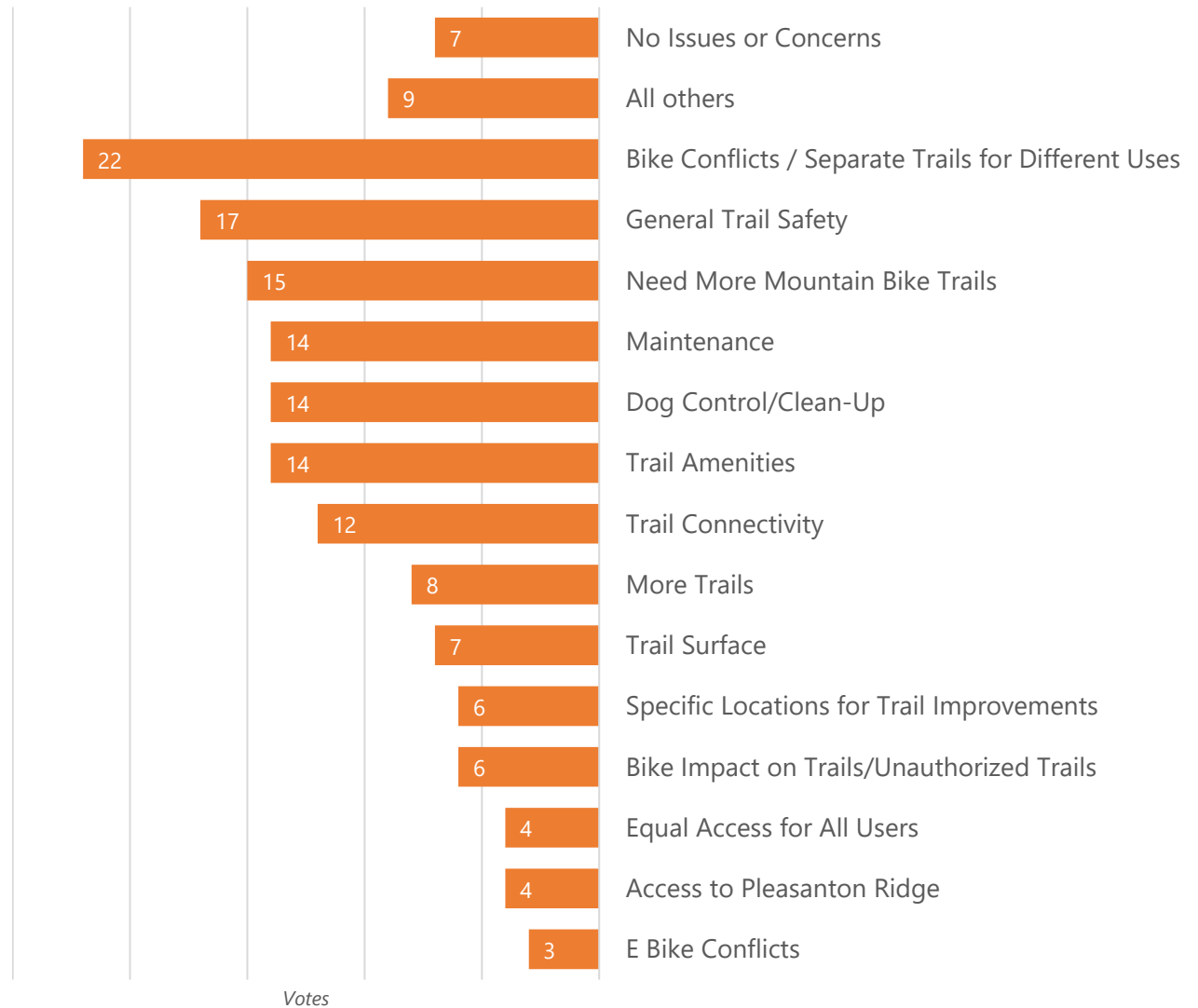


Figure B-14: Summary of responses to Survey Question 9

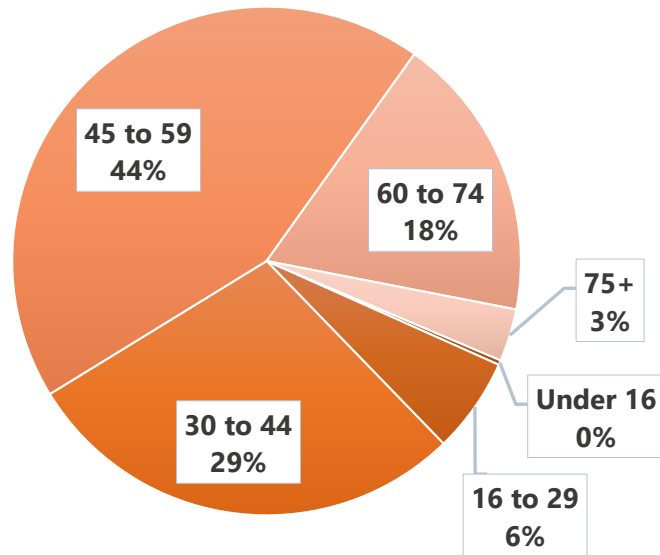


Figure B-15: Summary of responses to Survey Question 10

### Question 10: What is your age category

The largest group of respondents were in the 45 to 59 year old age group. There were almost no respondents under 16, which is to be expected since that age group would typically be represented by their parents.

### Question 11: Email

195 email addresses were collected to provide notice for workshops and Master Plan updates.

### Question 12: Anything Else?

Aside from profuse appreciation for the existing trail network, the opportunity to provide input, and the City staff, there was reiteration of support for more trails in general, more mountain biking opportunities, and many references to Pleasanton Ridge and the arroyo trails.

## Interactive Online Map Survey

An online map-based survey was available at the same time as the online survey, allowing users to click on a point or draw a line and add a comment. This survey captured nine unique comments, summarized in Table A-1, below.

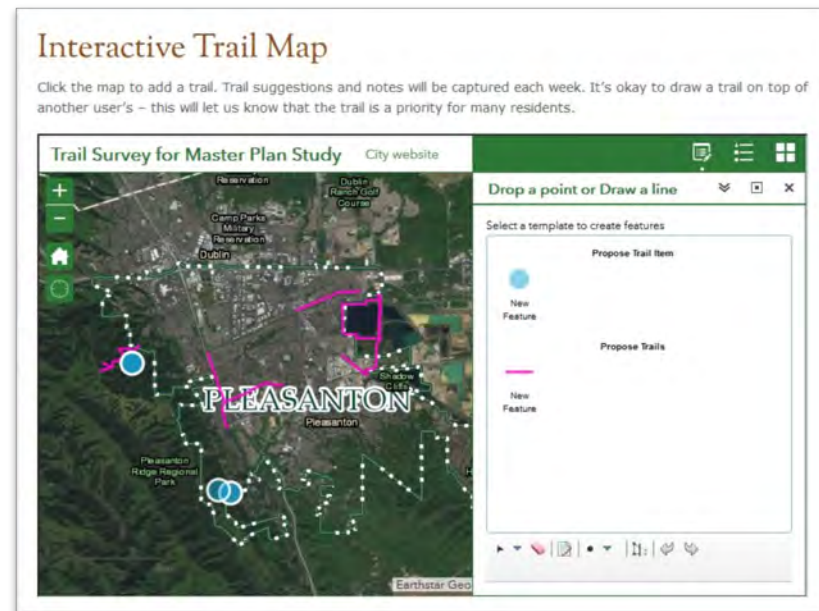


Table B-1 Online Map Survey Summary

Location	Comments
Moller Ranch to Pleasanton Ridge	<ul style="list-style-type: none"> <li>• Create trail to Tejan Falls</li> <li>• Open land bank to allow access</li> </ul>
Augustin Bernal Park	<ul style="list-style-type: none"> <li>• More single-track hiking trails</li> </ul>
Alamo Canal Trail to Marilyn Murphy Kane Trail Connection	<ul style="list-style-type: none"> <li>• New Trail</li> </ul>
Alamo Canal and Arroyo del Valle trails	<ul style="list-style-type: none"> <li>• Pave trails from Arroyo Mocho to Division</li> </ul>
North Arroyo Mocho Trail	<ul style="list-style-type: none"> <li>• Open north side of Arroyo Mocho</li> </ul>
Stoneridge Drive to Stanley Blvd	<ul style="list-style-type: none"> <li>• New north-south trail</li> <li>• New loop trail around reservoir</li> </ul>
Iron Horse Trail at Stanley and Bernal	<ul style="list-style-type: none"> <li>• Complete connection</li> </ul>

## Online Youth Survey

The on-line youth-targeted survey was open from June 18, 2018 through July 29, 2018. Total participation was 46, of which 44 completed the entire survey.

Major themes that emerged from the 11-question public survey echoed the enthusiasm and support for the trails in Pleasanton that we saw in the responses to the Adult Survey. Kids love the existing trails, and almost everyone wants more. Specific priorities included:

- More challenging, interesting, or varied trails
- More connections to where they want to go
- More maps and signs

More detail about specific project preferences and significant issues is contained in the response summaries below.



**We heard from the adults, now it's time to hear from the kids! All kids under the age of 18 are encouraged to participate! Our Youth Survey is now online at:**

**PleasantonTrails.com**

or go directly to:  
<http://www.surveygizmo.com/s3/4422024/Pleasanton-Trails-Youth-Survey>

**Contact the City Landscape Architect:**  
Matt Gruber  
[mgruber@cityofpleasantonca.gov](mailto:mgruber@cityofpleasantonca.gov)  
925-931-5672

THE CITY OF  
  
PLEASANTON.

Figure B-16: Postcard promoting youth survey

### Question 1: Trail Ideas and Priorities

Respondents were asked to look at a list and map of potential trail projects and indicate preferences and priorities, and add ideas of their own. The strongest support among the youth participants was for connections to Shadow Cliffs (similar to the adult participants) and connections on the Arroyo Del Valle Trail.

**Other Responses (“write in an idea of your own”):**

*More Single track Mountain Bike trails within the open space preserves would be nice, too many are off limits to biking and fire trails are not fun to mountain bike on.*

*SCHOOLS*

*Shadow Cliffs to Augustin Bernal Park!*

*Sunol*

**Q1: Importance of Proposed Trail Ideas & Priorities**

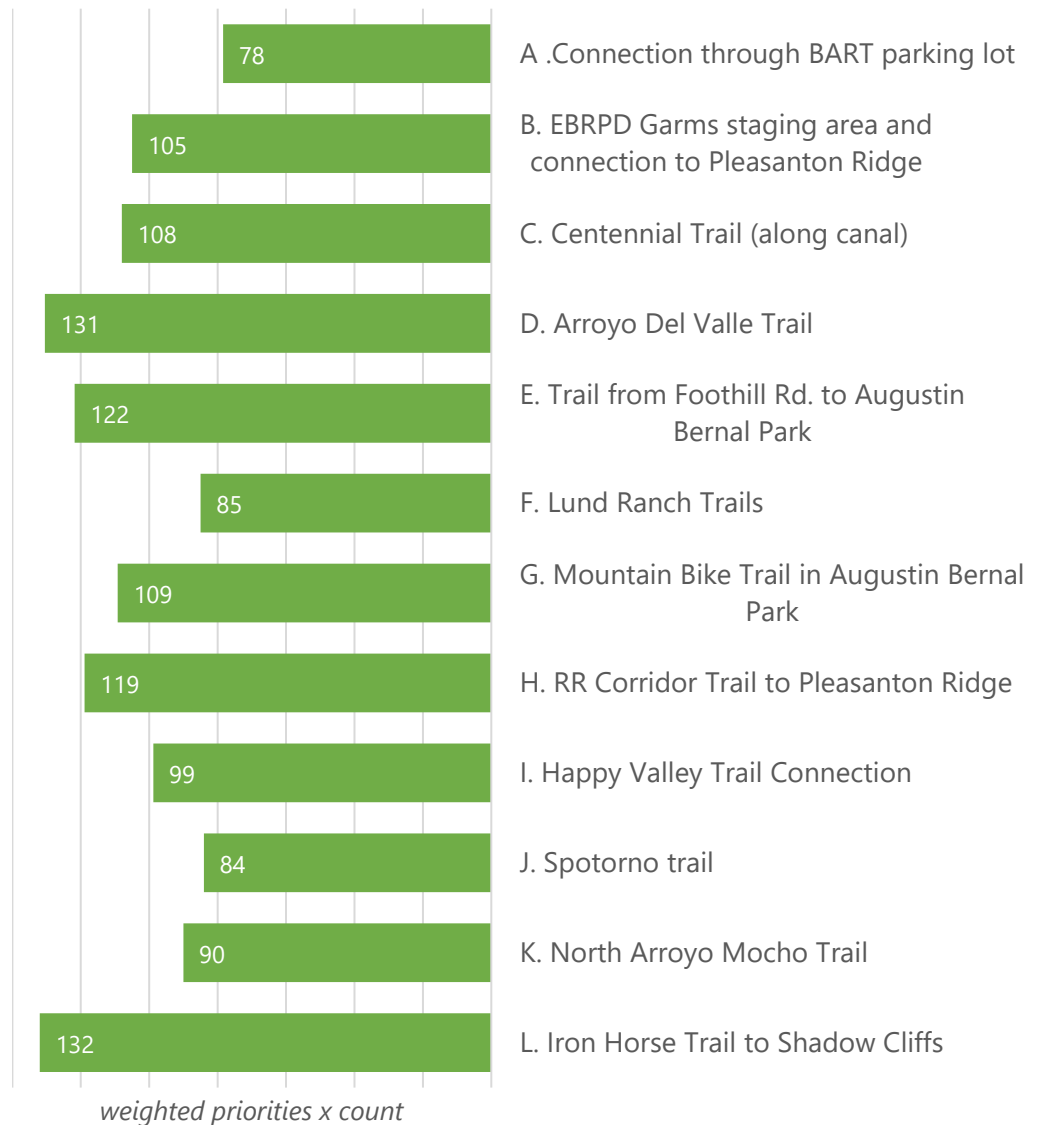


Figure B-17: Summary of responses to Youth Survey Question 1

## Question 2: Is there a location or connection where you would like to see a trail added or improved?

Only 18 of the 44 youth respondents included a response to this question. Most of those who did respond had specific recommendations related to schools or parks, or noted gaps in the network that would be useful to close.

### Responses to Youth Survey Question 2:

#### No Improvements Necessary:

*No*

*None*

*Not really I like of the trails and I don't think any of them need improvement.*

*I think that all trails so far are sufficient*

#### Other Improvement Ideas:

*I think that at Bernal Park there should be water fountains and more restrooms!*

*I would like to have the Mount De Valle trail have warnings for poison oak*

*Maybe someplace where we can go into water?*

*It would be nice if you continued the off street Arroyo Del Valle trail, not fun to walk on streets*

*Iron Horse be paved with asphalt instead of the cement and for more trees to be planted there*

#### School-related Responses:

*near vintage hills elementary school*

*Creating an access/trail to Foothill high school from the Del Prado area*

*Schools should be a priority. Keeping our kids safe and lowering congestion at peak time.*

#### Specific Connections:

*I would like to see downtown be connected and made more accessible with the Pleasanton Ridge.*

*What about the top of Main Street where the stream is extent north towards shadow cliffs.*

*We need a trail from Bernal to the park behind Patelco Park*

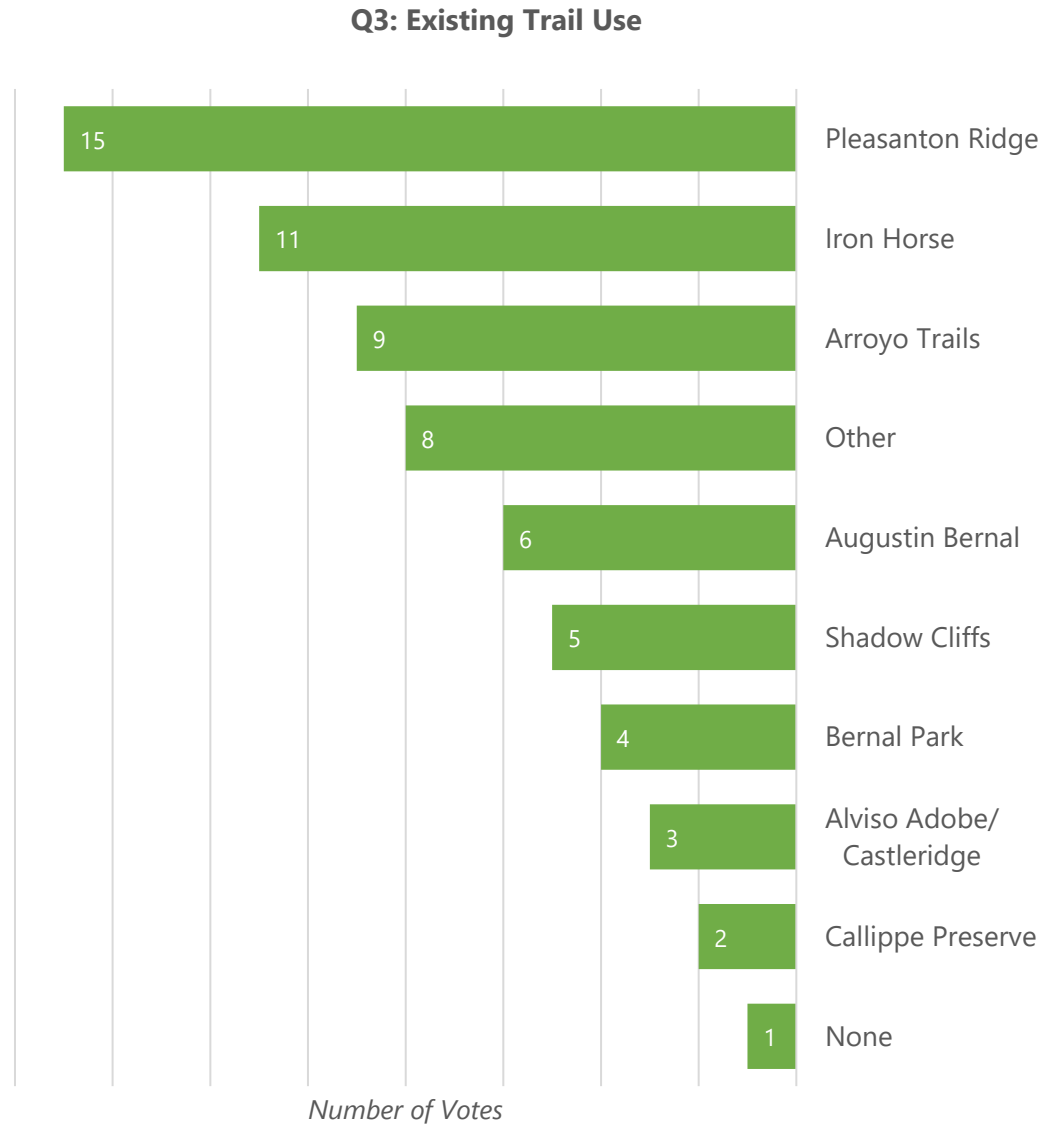
*A bike trail from Birdland neighborhood to the Pleasanton Library.*

*A trail near Valley Ave. and West Las Positas that continues past Santa Rita.*

*trail connecting bart with fairgrounds*

### Question 3 What Pleasanton Trails do you use currently?

As with the adult respondents, Pleasanton Ridge was by far the most popular existing destination. The Iron Horse Trail and the Arroyo trails were also popular, as were the trails leading to Pleasanton Ridge.



*Figure B-18: Summary of responses to Youth Survey Question 3*

### Question 4: Primary Activity

Similar to the Adult Survey responses, most of the youth surveyed primarily hike, walk, bike, or run on the trails. Transportation did not show up at all in the responses, and mountain biking did not receive as much of a response as it did in the Adult Survey.

Other Responses to Youth Survey Question 4:
<i>Anything off road away from cars and congested streets</i>
<i>Frisbee Golf</i>
<i>Plain Playing!</i>
<i>Running on sidewalk</i>

### Question 5: Frequency of Use

Similar to the adult respondents, most of the youth respondents were avid trail users, with only a few respondents falling in the low-use category.

**Q4. Primary Activity**

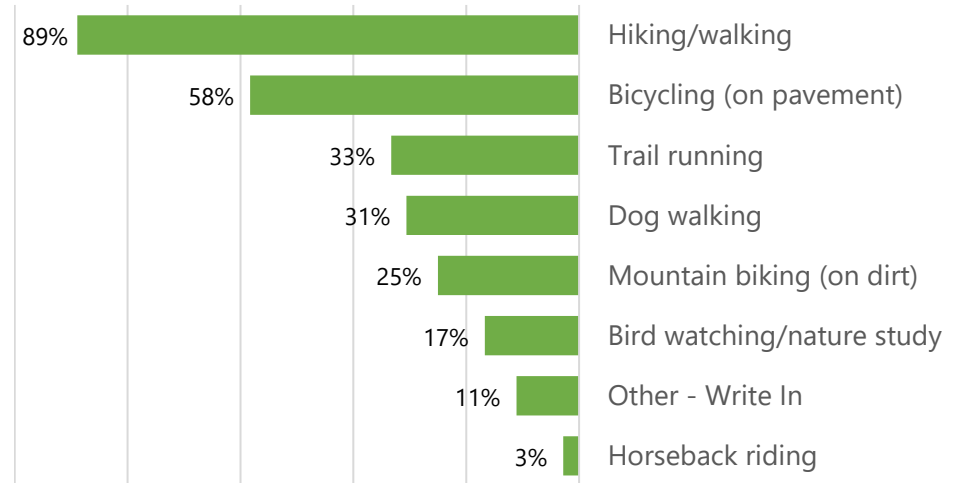


Figure B-19: Summary of responses to Youth Survey Question 4

**Q5. Frequency of Use**

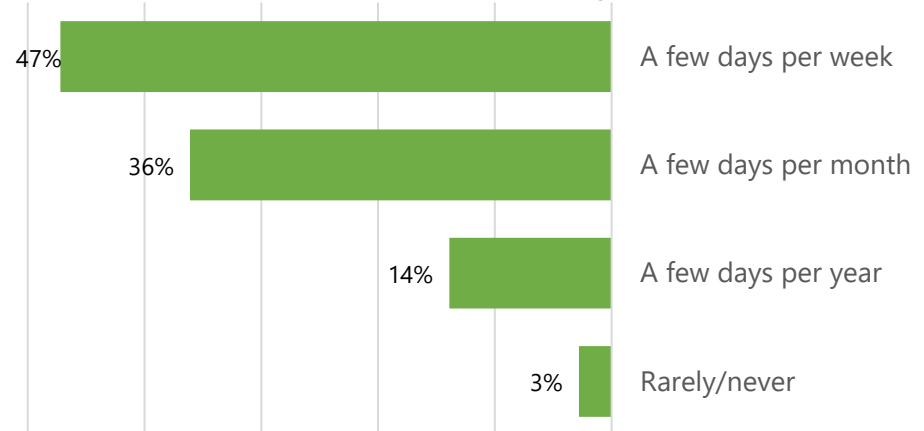


Figure B-20: Summary of responses to Youth Survey Question 5



### Question 6: Encourage more use?

Again, connectivity received the majority of the votes from the youth. Unlike the adult respondents, however, the youth supported maps, signage, safer road crossings above trail surface improvements and trail maintenance.

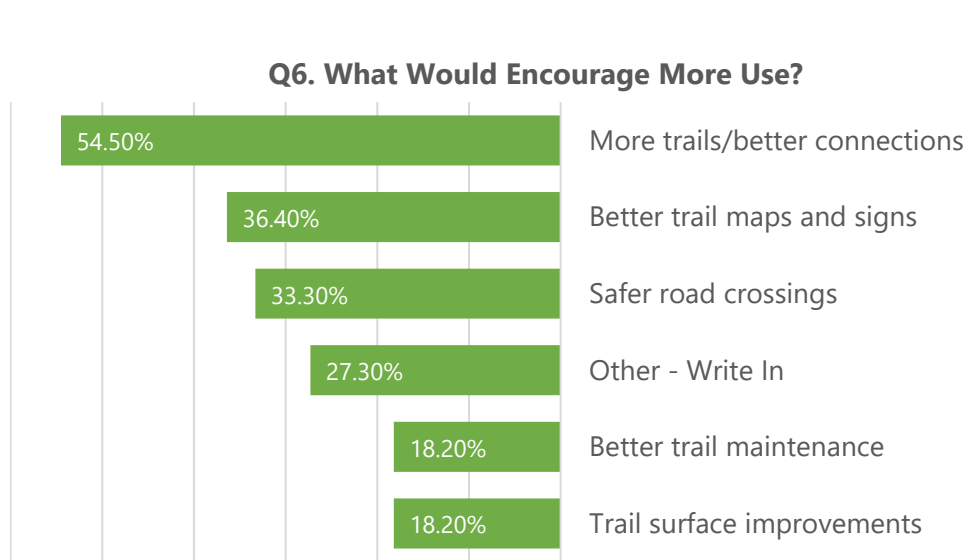


Figure B-21: Summary of responses to Youth Survey Question 6

Other Responses to Youth Survey Question 6:
<i>Better and more bathrooms on the trails</i>
<i>Better enforced dog leash areas, not as many dog free zones, or dog pickup bags</i>
<i>Can we please have no more poison oak on the trails where you have to walk through it to get past</i>
<i>Cool sights such as trails leading to water works</i>
<i>More enforcement of the leash laws and enforcement of well behaved dogs.</i>
<i>More paved trails</i>
<i>More rivers , creeks and fun!</i>
<i>More single track trails in rule areas to mtn bike and take in nature also dog "friendly trails</i>
<i>replace cement with asphalt on Pleasanton Iron horse</i>

### Question 7: Is There a Type of Trail You Would Like to See More Of?

The youth multiple-choice responses favored wide, gravel or unpaved trails. However, the written in responses also indicated support for natural surface trails, especially trails that provide some challenge to users.

Other Responses to Youth Survey Question 7:
<i>Better connections are more important</i>
<i>Challenging narrow paths with cool rocks and other things to climb on around or dodge.</i>
<i>Paved, but challenging is great too! Steep!</i>
<i>Rocks</i>
<i>trails that have grainy surfaces(sand, loose gravel, tanbark)</i>

### Question 8: Rate Draft Trail System Objectives

Echoing the adult responses, the strongest request was access to open space without driving. The youth responses supported maps, signage, and reducing environmental impacts. They expressed less concern about conflicts, funding, design, maintenance, and accommodations.

**Q7. Trail Type Preference**

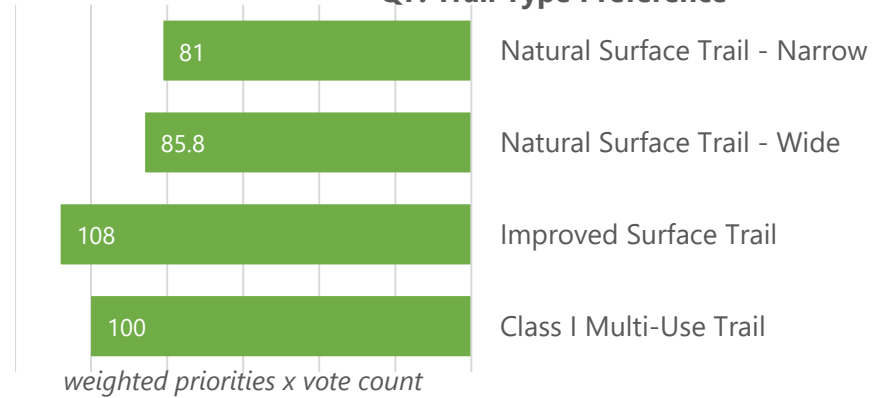


Figure B-22: Summary of responses to Youth Survey Question 7

**Q8. Draft Trail System Objectives**

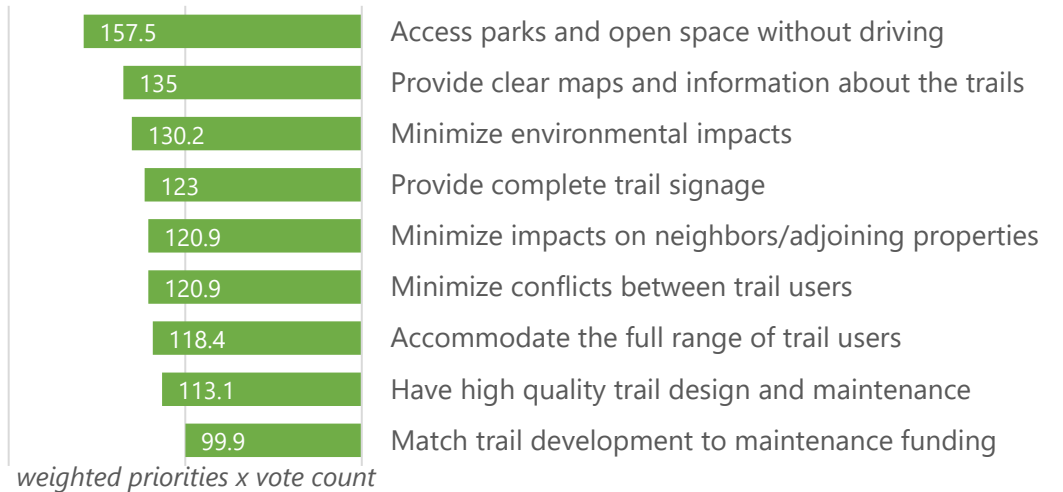


Figure B-23: Summary of responses to Youth Survey Question 8

### Question 9: Issues or Concerns Associated with Trails?

This question generated only a few responses in the youth survey, and the biggest concerns were with dogs and illegal activity (“druggies” were specifically mentioned). Other suggestions included more trail amenities, such as water, bathrooms, and shade.

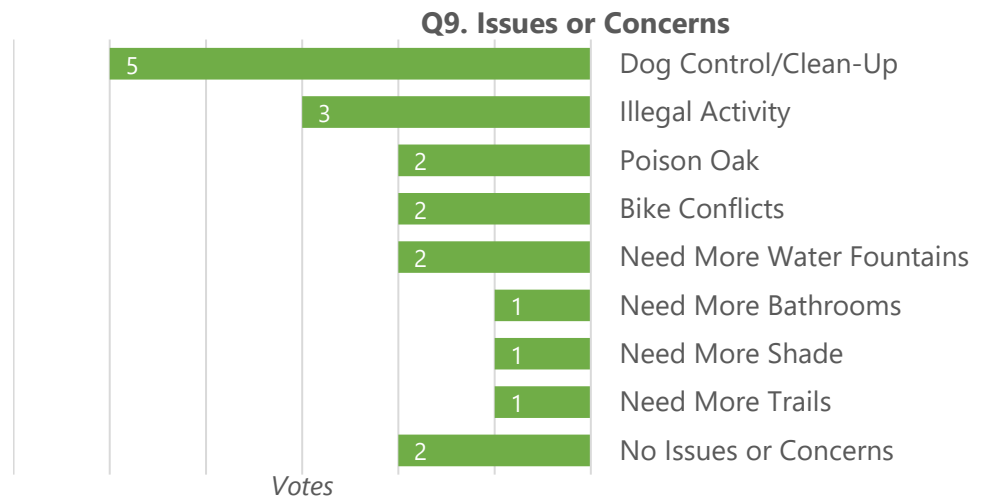


Figure B-24: Summary of responses to Youth Survey Question 9

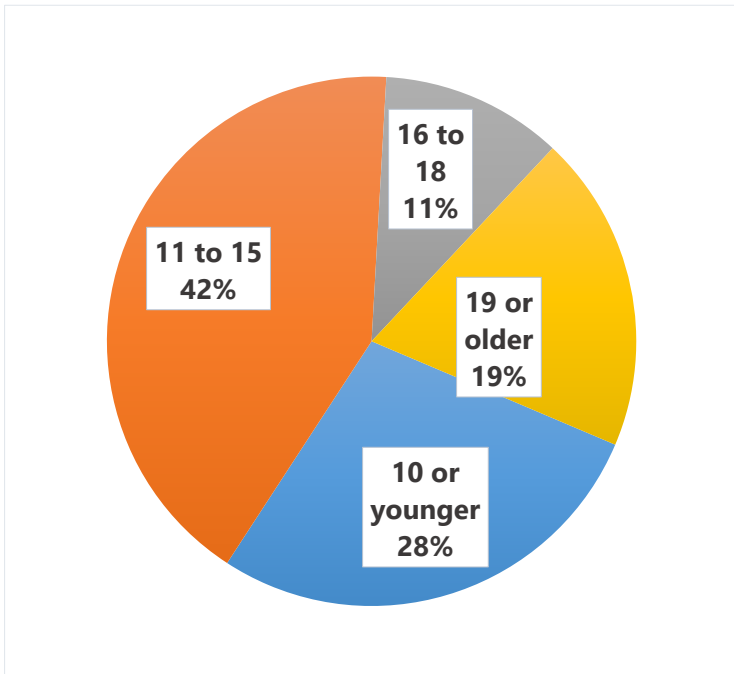


Figure B-25: Summary of responses to Youth Survey Question 10

### Question 10: How Old Are You?

As hoped with this targeted outreach to Pleasanton youth, the respondents were primarily under 18. The largest group were in the middle school to early high school age group.

This question was very slightly reworded from the adult version of the survey, which read: “What is your age category?” and included a different breakdown of ages to select from.

## Question 11: Anything Else?

Note: Question 11 in the Adult Survey asked for email addresses. This question was omitted in the Youth Survey for privacy reasons. Therefore, Youth Survey Question 11 correlates with the Adult Survey Question 12.

Again, this question elicited appreciation for the existing trails, and a few anecdotes about the enjoyment of the trail system. There were also a few specific suggestions for further improvement, including requests for connections to downtown.

**Responses to Youth Survey Question 11:**

**Connections:**

*Connecting the neighborhoods with downtown should be priority people like to go there on weekends.*

*I would love to see an extension of the current trail system to include downtown Pleasanton.*

*I like the trails but sometimes there is no continuity in the trails to the place I want to reach.*

**Trail Suggestions/Questions:**

*Why do the trails go through the grass. Could you possibly make trails that involve more nature.*

*I would to see more trails near creeks because being near creeks is interesting!*

*We need more trails that are next or in water.*

*I think better trail maintenance would be good*

*It would be nice for some trails that have private property signs to have gates to enforce the sign.*

*Consider closing Sunol road or even Foothill road on Sundays from 8am till Noon. Or Vineyard.*

*Why do the trails go through the grass. Could you possibly make trails that involve more nature.*

**Other Suggestions:**

*Pleasanton needs to focus on continued quality of life.*

*Next time allow the survey to give more characters so I can give my full Answers!*

**Appreciation:**

*I like to run. Also walk. Because when i run I get tired and it's a long trail and I need to walk.*

*My parents take me and my brother. we love the trails.*

*No.*

*Thank You!*

*I love ridge runners explorers and the places we go! Everything was good. The survey was confusing!*

*no*

*Luv dem*

*I like the trails system in Pleasanton.*

*Thank You!*

## Project Public Support Results

Table B-2 shows the number of times projects were mentioned in the workshops, on-line surveys and comment emails. The number of mentions was used to rate the criterion for public support in the project evaluations.

Table B-2: Trail Project Public Support

Trail Project Public Support				Online Survey Q1	Other	Q2	Youth Survey	Online Map Survey	Workshop 1	Workshop 2	Email Comments	Total Mentions
<b>Projects Already in Implementation</b>				Status		Notes						
A	Bike Connection through BART Parking Lot	Adopted Plan	Currently in design by City of Dublin, including IHT overcrossing of Dublin Blvd.	3	3							6
B	EBRPD Garms Staging Area and Trail to Pleasanton Ridge	Adopted Plan	Currently in design by EBRPD. Includes planned trail to Tejon Falls Overlook		3		3	1	3			10
<b>Projects Associated with Current Development Plans</b>				Status		Notes						
C	Hidden Canyon/Lester Property Trailhead	Currently in development process	Includes property additions to EBRPD Pleasanton Ridge and a new 36 car staging area with access from Dublin Canyon Road									
D	Austin Property Trail and Trailhead	Currently in development process	A small residential development off Foothill Road, south of and adjacent to Alviso Adobe Park. Includes a short narrow natural surface trail loop. A staging/parking area is envisioned on the Alviso Adobe property that would also serve this trail (a City project)									
E	Eastern Foothills Trails:											
	Spotorno Trails	Starting development process										
	Lund Ranch Trails	Latter stages of development process	Important additions and connections to the Callippe Preserve trail system, including connections north, ultimately to Bernal Ave.	2	4							6
	Bonde Ranch Trails	Latter stages of development process										
See City-Wide Development Areas Map	East Pleasanton Specific Plan Area Trails (2012)	Specific Plan not adopted										
	North Sycamore Specific Plan Area Trails (1992)											
	Vineyard Avenue Corridor Specific Plan Area Trails (1999)	Adopted Plans - various stages of review	Trails to be resolved through plan review process - should reflect concepts in Trails Master Plan									
	Bernal Specific Plan Area Trails (Phase 1 - 2000), Phase 2 - 2006)											
	Downtown Specific Plan Trails (2002)											
<b>New/Discretionary Projects</b>				Status		Notes						
F	The Preserve and Moller Ranch Trail Connections to Pleasanton Ridge	New	Unpaved trail connection to and through a portion of Pleasanton Ridge Regional Park that is currently closed/land banked.		3			1				4
G	Alamo Canal Trail to Marilyn Murphy Kane Trail Connection	New	Connects from Dog Park S. of Bernal Ave. up west side of Arroyo de la Laguna to bridge east to Centennial Trail and bridge across Arroyo del Valle south to paths to Bernal Ave. east of 680.		6		1	6	6			19
H	Marilyn Murphy Kane Trail Northwestern Connection - to Alviso Adobe, Foothill HS and Garms Staging Area	New	Opens existing gate on proposed Alamo Canal Trail to MMK Trail Connection to allow access to paths connecting north to Meadowlark Park, west to Alviso Adobe and through future of residential development parcel in County to high school and Garms Staging Area	2	3	1				2		8

Trail Project Public Support (Continued)				Online Survey Q1 Other	Q2	Youth Survey	Online Map Survey	Workshop 1	Workshop 2	Email Comments	Total Mentions
<b>New/Discretionary Projects (Continued)</b>											
		<b>Status</b>	<b>Notes</b>								
I	Longview Drive Bypass Trail to Augustin Bernal Park - from Foothill Road	New	Part being planned with current development proposal; part requires access agreement through private property						9		9
J	Mt. Bike Trail in Augustin Bernal Park	New	Needs detailed layout, design, public and City buy-in	5	28	1		6	35		75
K	Arroyo del Valle Trail improvement and Extension - to Downtown and Shadow Cliffs	Part Adopted, Part New	Needs coordination with Zone 7 re. paving and improvements; on-street route improvements in three locations; coordination with current and future development planning and design to complete connection		16	1		1	6		24
L	North Side Arroyo Mocho Trail - open north side from Santa Rita Rd. east to Stoneridge Dr., and from IHT west to Alamo Canal Trail	New	Hinges on public support and neighbor acceptance; needs one bridge to complete connection east of Santa Rita, and two bridges on western connection	1	7		1	1	2	1	13
M	Open Canal Trails - north of Arroyo Mocho	New	i.e. Chabot Canal, Tassajara Creek,						3		3
Various	Pave Canal Trails	New	OK with Zone 7, but City must cover cost, including maintenance. Most paving included with specific projects - North Arroyo Mocho, Arroyo del Valle.	4	12	1	1				18
N	Iron Horse to Shadow Cliffs Connection - on Valley Avenue at Stanley Boulevard	Adopted Plan	Needed improvements are clear - current project to improve intersection underway; additional project needed to complete trail improvements	1	22	1	1	10	9		44
O	Improved Iron Horse Trail Connection at Santa Rita Road	New	Improvement options already thoroughly studied - need to choose best option			1		4	2		7
P	Old Vineyard Avenue Trail Connection to south Shadow Cliffs Entrance	New	A conversion of surplus road to trail - currently in progress. Some parts to be shared with vehicles; some parts with separation	2	3						5
Q	Callippe Preserve Multi-Use and Access/Signage Improvements	New	Improve trailheads and signage. Multi-use depends on public/City buy-in	1	5			3		1	10
R	Oak Tree Farm Drive access to Pleasanton Ridge	New	Access from Foothill Road via residential street to existing single track trail system in public open space in residential development, with new connection to Pleasanton Ridge Sycamore Trail. This is a private trail and access is contingent upon approval from the Oak Tree Farm residents.								
<b>Adopted Multi-Jurisdictional Projects</b>											
		<b>Status</b>	<b>Notes</b>								
S	Railroad Corridor Regional Trail	Adopted Plan	Short section being designed, built in Lions Wayside Park; some downtown segments blocked by parking. Need input in current County Bike Plan update re. extension to Sunol and Niles Canyon trail study		6				4		10
T	Happy Valley Trail Connection	Adopted Plan	Very constrained - create narrow path on north side; wider shoulders for bikes? Create bike/ped undercrossing at RR? Needs planning, design, implementation, coordination with County		6						6
<b>Projects Associated with Potential Future Development</b>											
		<b>Status</b>	<b>Notes</b>								
See City-Wide Trails Map	Southern Foothills Trails	Adopted Concept	Depends on future development and annexation								
	Western Foothills Trails	Adopted Concept	Depends on future development								

City of Pleasanton

# Trails Master Plan

May 7, 2019

## **Appendix C. Project Evaluations**








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These are the individual project evaluations based on the methodology described in Section 5.2 of the main report and reflected in the Evaluation Summary in Table 5-4.

**Evaluation: Project A - Connection Through BART Parking Lot (by BART)**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Mid-level support	1 - 8	6	
2	Regional Connectivity	An important improvement to regional IHT and to BART	1 - 8	7	
3	Key Destinations	Connects to one important destination	1 - 6	4	
4	Separation from Traffic	Helps clarify/separate bikes from traffic in station	1 - 4	3	
<b>Subtotal 1st 4 Criteria</b>				20	
5	Constructability/Complexity	Not an issue – by others	1 - 4	NA	
6	Cost (higher overall/ per mile = lower score)	By others – no cost to Pleasanton	1 - 4	NA	
7	Funding/Implementation Opportunities	Already being implemented by others	1 - 4	NA	
<b>Subtotal Last 3 Criteria</b>				NA	
<b>Total All Criteria</b>				NA	

**Evaluation: Project B - EBRPD Garms Staging Area and Trail Connections**

1	Criteria	Summary	Score Range	Net Score	Visual Rating
1	<b>Public/Stakeholder Support</b>	Mid-level support (8)	1 - 8	5	
2	<b>Regional Connectivity</b>	An important access point and connection to Pleasanton Ridge	1 - 8	5	
3	<b>Key Destinations</b>	Pleasanton Ridge a very key destination for many trail users	1 - 6	4	
4	<b>Separation from Traffic</b>	Allows users to avoid travel on Foothill to other trailheads	1 - 4	1.5	
<b>Subtotal 1st 4 Criteria</b>				15.5	
5	<b>Constructability/Complexity</b>	Not an issue – by others	1 - 4	NA	
6	<b>Cost (higher overall/ per mile = lower score)</b>	By others – no cost to Pleasanton	1 - 4	NA	
7	<b>Funding/Implementation Opportunities</b>	Already being implemented by others	1 - 4	NA	
<b>Subtotal Last 3 Criteria</b>				NA	
<b>Total All Criteria</b>				NA	

**Evaluation: Project C - Hidden Canyon/Lester Property Trailhead**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Not specifically mentioned, but concept of more staging areas and entries to Pleasanton Ridge strongly supported	1 - 8	4	
2	Regional Connectivity	Secondary access point and connection to Pleasanton Ridge	1 - 8	5	
3	Key Destinations	Pleasanton Ridge a very key destination for many trail users	1 - 6	4	
4	Separation from Traffic	Staging area not well connected to other City trails	1 - 4	0	
<b>Subtotal 1st 4 Criteria</b>				13	
5	Constructability/Complexity	Not an issue – by others	1 - 4	N/A	
6	Cost (higher overall/ per mile = lower score)	By others – no cost to Pleasanton	1 - 4	N/A	
7	Funding/Implementation Opportunities	Already being implemented by others	1 - 4	N/A	
<b>Subtotal Last 3 Criteria</b>				NA	
<b>Total All Criteria</b>				NA	

**Evaluation: Project D - Austin Property Trail and Staging Area**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Not specifically mentioned, but strong desire for more narrow natural surface trails	1 - 8	3	
2	Regional Connectivity	Staging area would support secondary access point and connection to Pleasanton Ridge	1 - 8	5	
3	Key Destinations	Pleasanton Ridge a very key destination for many trail users	1 - 6	4	
4	Separation from Traffic	Does not add a new separate trail or trailhead	1 - 4	0	
<b>Subtotal 1st 4 Criteria</b>				12	
5	Constructability/Complexity	Relatively simple to construct	1 - 4	2.5	
6	Cost (higher overall/ per mile = lower score)	Trail by development, but relatively expensive to construct staging area	1 - 4	2	
7	Funding/Implementation Opportunities	Not a major grant candidate	1 - 4	1.5	
<b>Subtotal Last 3 Criteria</b>				6	
<b>Total All Criteria</b>				18	

**Evaluation: Project E - Eastern Hills Trails: Bonde, Lund and Spotorno Ranch Projects**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Some specific support (4), plus strong support for more narrow natural surface trails	1 - 8	5.5	
2	Regional Connectivity	Would connect from Bernal Ave. to Callippe; future opportunity to connect further east	1 - 8	5	
3	Key Destinations	Would connect to Callippe, but no other key destinations - recreational trails	1 - 6	2	
4	Separation from Traffic	Does not provide separation from traffic - recreational trails	1 - 4	0	
<b>Subtotal 1st 4 Criteria</b>				12.5	
5	Constructability/Complexity	Not an issue – by others	1 - 4	N/A	
6	Cost (higher overall/ per mile = lower score)	By others – no cost to Pleasanton	1 - 4	N/A	
7	Funding/Implementation Opportunities	Already being implemented by others	1 - 4	N/A	
<b>Subtotal Last 3 Criteria</b>				NA	
<b>Total All Criteria</b>				NA	

**Evaluation: Project F - The Preserve and Moller Ranch Trail Connections to Pleasanton Ridge**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	<b>Public/Stakeholder Support</b>	Some specific support (4) and more connections to Pleasanton Ridge strongly desired	1 - 8	4	
2	<b>Regional Connectivity</b>	Secondary access point and connection to Pleasanton Ridge	1 - 8	6	
3	<b>Key Destinations</b>	Pleasanton Ridge a very key destination for may trail users	1 - 6	5.5	
4	<b>Separation from Traffic</b>	Would not create any new separation	1 - 4	0	
<b>Subtotal 1st 4 Criteria</b>				15.5	
5	<b>Constructability/Complexity</b>	Short and simple to construct	1 - 4	4	
6	<b>Cost (higher overall/ per mile = lower score)</b>	Low cost for the significance of connection	1 - 4	3.5	
7	<b>Funding/Implementation Opportunities</b>	Not a major grant candidate	1 - 4	1.5	
<b>Subtotal Last 3 Criteria</b>				9	
<b>Total All Criteria</b>				24.5	

**Evaluation: Project G - Alamo Canal Trail to Marilyn Murphy Kane Trail Connection**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Medium-high support (19)	1 - 8	5.5	
2	Regional Connectivity	Connects two very popular trails and to high school, downtown	1 - 8	7	
3	Key Destinations	Not a direct connection, but indirectly	1 - 6	4	
4	Separation from Traffic	Helps users avoid busy Bernal Ave intersections	1 - 4	3	
<b>Subtotal 1st 4 Criteria</b>				19.5	
5	Constructability/Complexity	Complex due to engineering and environmental requirements, agency permissions	1 - 4	1.5	
6	Cost (higher overall/ per mile = lower score)	Expensive relative to miles gained	1 - 4	1.5	
7	Funding/Implementation Opportunities	A good candidate for grants based on bike and ped connection benefits	1 - 4	4	
<b>Subtotal Last 3 Criteria</b>				7	
<b>Total All Criteria</b>				26.5	



**Evaluation: Project H - Marilyn Murphy Kane Trail Northwestern Connection**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Specifically mentioned only 1x, but improved access along Foothill and to high schools frequently mentioned	1 - 8	4	
2	Regional Connectivity	Would connect several important west side destinations - a supplement to Project G	1 - 8	6.5	
3	Key Destinations	Connects to high school, Alviso Adobe Park and Garms Staging Area	1 - 6	4	
4	Separation from Traffic	Includes some upgrades and connections along Foothill	1 - 4	2	
<b>Subtotal 1st 4 Criteria</b>				16.5	
5	Constructability/Complexity	Relatively simple set of improvements	1 - 4	2.5	
6	Cost (higher overall/ per mile = lower score)	Moderate cost compared to trail connection benefits	1 - 4	3	
7	Funding/Implementation Opportunities	A good candidate for grants based on bike and ped connection benefits	1 - 4	4	
<b>Subtotal Last 3 Criteria</b>				9.5	
<b>Total All Criteria</b>				26	

**Evaluation: Project I - Longview Drive Bypass Trail to Augustin Bernal Park**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Medium-high support (19)	1 - 8	6	
2	Regional Connectivity	A significantly improved connection to A. Bernal Park	1 - 8	3	
3	Key Destinations	A popular destination for trail users	1 - 6	3.5	
4	Separation from Traffic	Helps users avoid walking or biking on Longview or the driveway easement	1 - 4	2	
<b>Subtotal 1st 4 Criteria</b>				14.5	
5	Constructability/Complexity	Requires property owner agreement and has some environmental constraints	1 - 4	1.5	
6	Cost (higher overall/ per mile = lower score)	Development would build most of trail - remaining connection inexpensive, assuming easement is gifted	1 - 4	4	
7	Funding/Implementation Opportunities	Not likely grant candidate due to association with development project and need for easement	1 - 4	0	
<b>Subtotal Last 3 Criteria</b>				5.5	
<b>Total All Criteria</b>				20	

**Evaluation: Project J - Mt. Bike Trail in Augustin Bernal Park**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Very high support (75)	1 - 8	8	
2	Regional Connectivity	Not provided	1 - 8	0	
3	Key Destinations	Connects top of hill with staging area	1 - 6	1.5	
4	Separation from Traffic	Not for vehicles., but would separate trail user traffic (downhill bikes)	1 - 4	3.5	
<b>Subtotal 1st 4 Criteria</b>				13	
5	Constructability/Complexity	Relatively simple to construct - some environmental/sustainability concerns	1 - 4	3.5	
6	Cost (higher overall/ per mile = lower score)	Inexpensive - bicyclists propose to build	1 - 4	4	
7	Funding/Implementation Opportunities	Bicyclists would likely build/fund	1 - 4	4	
<b>Subtotal Last 3 Criteria</b>				11.5	
<b>Total All Criteria</b>				24.5	

**Evaluation: Project K - Arroyo del Valle Trail Improvements and Extension**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Medium-high support (24)	1 - 8	6	
2	Regional Connectivity	Connects two very popular trails and to highschool, downtown	1 - 8	8	
3	Key Destinations	Connects to Downtown; many key destinations and other routes	1 - 6	6	
4	Separation from Traffic	Helps users avoid many busy streets and intersections	1 - 4	4	
<b>Subtotal 1st 4 Criteria</b>				24	
5	Constructability/Complexity	Complex due to engineering and environmental requirements, agency permissions	1 - 4	1	
6	Cost (higher overall/ per mile = lower score)	Expensive relative to miles gained	1 - 4	1	
7	Funding/Implementation Opportunities	A good candidate for grants based on bike and ped connection benefits	1 - 4	4	
<b>Subtotal Last 3 Criteria</b>				6	
<b>Total All Criteria</b>				30	

**Evaluation: Project L - Open North Side Arroyo Mocho Trail**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Medium support (13)	1 - 8	4	
2	Regional Connectivity	Connects neighborhoods, parks, shopping	1 - 8	6.5	
3	Key Destinations	Not a direct connection, but indirectly	1 - 6	3	
4	Separation from Traffic	Helps users avoid busy streets and intersections	1 - 4	3.5	
<b>Subtotal 1st 4 Criteria</b>				17	
5	Constructability/Complexity	Neighbor opposition issues and 3 bridges, but not a complex project	1 - 4	2.5	
6	Cost (higher overall/ per mile = lower score)	Moderately expensive relative to miles gained	1 - 4	2	
7	Funding/Implementation Opportunities	A candidate for grants based on bike and ped connection benefits	1 - 4	3.5	
<b>Subtotal Last 3 Criteria</b>				8	
<b>Total All Criteria</b>				25	

**Evaluation: Project M - Open Canal Trails North of Arroyo Mocho**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Low support (3)	1 - 8	2	
2	Regional Connectivity	Connects some employment areas, parks, shopping, hotel, and potentially to BART	1 - 8	6	
3	Key Destinations	Potentially connects some major and secondary destinations	1 - 6	3.5	
4	Separation from Traffic	Need for series of mid-block crossings minimizes separation	1 - 4	1	
<b>Subtotal 1st 4 Criteria</b>				12.5	
5	Constructability/Complexity	Mid-block crossings a significant constraint except for westernmost channel	1 - 4	1	
6	Cost (higher overall/ per mile = lower score)	Expensive relative to benefits gained	1 - 4	1	
7	Funding/Implementation Opportunities	Not a likely candidate for grants	1 - 4	1	
<b>Subtotal Last 3 Criteria</b>				3	
<b>Total All Criteria</b>				15.5	

**Evaluation: Various Locations - Pave Canal Trails**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Medium-high support (18)	1 - 8	4.5	
2	Regional Connectivity	Would facilitate bike use for many regional connections	1 - 8	7.5	
3	Key Destinations	Would improve connections to many destinations	1 - 6	3.5	
4	Separation from Traffic	Would encourage road bikes to use trails	1 - 4	2.5	
<b>Subtotal 1st 4 Criteria</b>				18	
5	Constructability/Complexity	Special crushed stone material with binder may be alternative to paving	1 - 4	2	
6	Cost (higher overall/ per mile = lower score)	Expensive relative to miles gained; Zone 7 would require the City to maintain paved trails	1 - 4	0	
7	Funding/Implementation Opportunities	A potential candidate for grants based on bike and ped accommodation benefits	1 - 4	2	
<b>Subtotal Last 3 Criteria</b>				4	
<b>Total All Criteria</b>				22	

**Evaluation: Project N - Iron Horse Trail Connection on Valley Avenue**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	High support (44)	1 - 8	7	
2	Regional Connectivity	Closes a gap in a very important regional trail	1 - 8	6.5	
3	Key Destinations	Not a direct connection, but indirectly	1 - 6	3.5	
4	Separation from Traffic	Helps users avoid having to cross intersection and use bike lanes	1 - 4	2	
<b>Subtotal 1st 4 Criteria</b>				19	
5	Constructability/Complexity	Assuming Valley/Stanley intersection improvements are another project, fairly simple requirements	1 - 4	2.5	
6	Cost (higher overall/ per mile = lower score)	Moderate cost relative to importance of connection	1 - 4	2.5	
7	Funding/Implementation Opportunities	A good candidate for grants based on bike and ped connection benefits	1 - 4	4	
<b>Subtotal Last 3 Criteria</b>				9	
<b>Total All Criteria</b>				28	



**Evaluation: Project O - Improved Iron Horse Trail Connection at Santa Rita Road**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Low specific support (7), but the IHT overall is a high priority	1 - 8	4	
2	Regional Connectivity	Would improve connections along the IHT and connection between the IHT and the Arroyo Mocho Trail	1 - 8	7.5	
3	Key Destinations	Indirectly improves connections to many key destinations	1 - 6	3.5	
4	Separation from Traffic	Helps users minimize exposure to busy Santa Rita and Stoneridge, plus intersection	1 - 4	2.5	
<b>Subtotal 1st 4 Criteria</b>				17.5	
5	Constructability/Complexity	Complex due to engineering and environmental requirements, agency permissions	1 - 4	1.5	
6	Cost (higher overall/ per mile = lower score)	Expensive relative to miles gained, but significant benefits	1 - 4	2.5	
7	Funding/Implementation Opportunities	A potential candidate for grants based on bike and ped connection benefits	1 - 4	2.5	
<b>Subtotal Last 3 Criteria</b>				6.5	
<b>Total All Criteria</b>				24	

**Evaluation: Project P - Old Vineyard Avenue Trail Connection to Shadow Cliffs**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Low support (5); project already partly implemented	1 - 8	3.5	
2	Regional Connectivity	Connects to other regional trails via Shadow Cliffs, and east to Livermore	1 - 8	5.5	
3	Key Destinations	Connects to Shadow Cliffs	1 - 6	2.5	
4	Separation from Traffic	Helps users avoid busy new Vineyard Avenue	1 - 4	3	
<b>Subtotal 1st 4 Criteria</b>				14.5	
5	Constructability/Complexity	Relatively simple due to use of abandoned road, but some portions still shared, crossed	1 - 4	3	
6	Cost (higher overall/ per mile = lower score)	Relatively inexpensive per mile	1 - 4	3.5	
7	Funding/Implementation Opportunities	Already being implemented by City; not a strong grant candidate	1 - 4	2.5	
<b>Subtotal Last 3 Criteria</b>				9	
<b>Total All Criteria</b>				23.5	

**Evaluation: Project Q - Callippe Preserve Multi-Use and Access/Signage Improvements**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Moderate specific support (10), but more mountain bike trails and better signage are high overall priorities	1 - 8	5.5	
2	Regional Connectivity	Does not effect regional connectivity	1 - 8	0	
3	Key Destinations	Is a popular destination and would be more so if multi-use	1 - 6	4.5	
4	Separation from Traffic	Not a factor	1 - 4	0	
<b>Subtotal 1st 4 Criteria</b>				10	
5	Constructability/Complexity	May be opposition, but very simple to implement	1 - 4	4	
6	Cost (higher overall/ per mile = lower score)	Very low cost relative to benefits	1 - 4	4	
7	Funding/Implementation Opportunities	Cost easily afforded	1 - 4	4	
<b>Subtotal Last 3 Criteria</b>				12	
<b>Total All Criteria</b>				22	

**Evaluation: Project R - Oak Tree Farm Drive Access to Pleasanton Ridge**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	<b>Public/Stakeholder Support</b>	No specific support, but strong support for more entries to Pleasanton Ridge	1 - 8	3.5	
2	<b>Regional Connectivity</b>	Provides a new entrance to Pleasanton Ridge -	1 - 8	2.5	
3	<b>Key Destinations</b>	Pleasanton Ridge a top destination	1 - 6	3.5	
4	<b>Separation from Traffic</b>	Helps users in south Pleasanton avoid travel on Foothill to reach other entries to Pleasanton Ridge	1 - 4	2	
<b>Subtotal 1st 4 Criteria</b>				11.5	
5	<b>Constructability/Complexity</b>	Very simple physically, but requires permission from property owners	1 - 4	2.5	
6	<b>Cost (higher overall/ per mile = lower score)</b>	Very low cost to implement vs. benefit	1 - 4	2.5	
7	<b>Funding/Implementation Opportunities</b>	Not a grant candidate but very low cost	1 - 4	3.5	
<b>Subtotal Last 3 Criteria</b>				8.5	
<b>Total All Criteria</b>				20	

**Evaluation: Project S - Railroad Corridor Regional Trail**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Moderate specific support (10)	1 - 8	3.5	
2	Regional Connectivity	Connects between ADV Trail and downtown; high school, to south Pleasanton and ultimately to Sunol, Fremont, and the Bay Trail	1 - 8	6	
3	Key Destinations	Connects several key destinations directly	1 - 6	5.5	
4	Separation from Traffic	Helps users avoid busy streets and improves crossings	1 - 4	3.5	
<b>Subtotal 1st 4 Criteria</b>				18.5	
5	Constructability/Complexity	Complex due to engineering requirements, parking reorganization, new mid-block crossings	1 - 4	1.5	
6	Cost (higher overall/ per mile = lower score)	Moderately expensive relative to miles gained	1 - 4	2.5	
7	Funding/Implementation Opportunities	A good candidate for grants based on bike and ped connection benefits	1 - 4	3.5	
<b>Subtotal Last 3 Criteria</b>				7.5	
<b>Total All Criteria</b>				26	

**Evaluation: Project T - Happy Valley Trail Connection**

	Criteria	Summary	Score Range	Net Score	Visual Rating
1	Public/Stakeholder Support	Low specific support (6)	1 - 8	1	
2	Regional Connectivity	Connects a loop across the southern portion of City	1 - 8	4	
3	Key Destinations	Connects to Callippe and planned RR Corridor Trail	1 - 6	4	
4	Separation from Traffic	Helps pedestrians get out of Happy Valley Road; benefits bikes also at RR crossing	1 - 4	3	
<b>Subtotal 1st 4 Criteria</b>				12	
5	Constructability/Complexity	Complex due to constrained ROW, interference with private improvements in ROW, split jurisdiction with County	1 - 4	1.5	
6	Cost (higher overall/ per mile = lower score)	Moderately expensive relative to miles/benefits gained	1 - 4	2	
7	Funding/Implementation Opportunities	Limited candidate for grants based on limited ability to improve conditions	1 - 4	4	
<b>Subtotal Last 3 Criteria</b>				7.5	
<b>Total All Criteria</b>				19.5	

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City of Pleasanton

# Trails Master Plan

May 7, 2019

## **Appendix D.**

## **Trail Project Costs and Details**



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## Appendix D. Trail Project Costs and Details

These tables detail the construction elements and costs for each trail project, including totals by phase and for the overall future trail system. The elements, quantities and costs are very preliminary due to being based on conceptual project plans. They will need to be adjusted or verified through more detailed planning as projects are undertaken.

All costs are in 2018 dollars. They will need to be adjusted based on current construction costs at the time any project is moving toward implementation. The unit costs used for each construction item are presented in Table 5-1 in the main report.

These detailed tables D-1 through D-7 are intended to be viewed as “centerfolds” with every two-page table set facing each other with the document turned sideways. There are three sets of cost tables:

- Trail Improvements (blue columns) – 2 pages: Tables D-1 and D-2
- Trail Amenities (yellow columns) – 1 ½ pages; Tables D-3 and D-4
- Road Crossing Improvements (green columns) and total construction costs, plus “soft costs,” equaling total project implementation costs – 3 pages: Tables D-5, D-6 and D-7.

Together, these itemized costs result in the total project and system costs presented in the main report Section 5, Implementation, in Table 5-5.

Table D-8 contains the project-specific recommendations for roadway crossing and on-street trail route improvements prepared by transportation planning consultants Fehr & Peers. These are reflected in Tables D-5 through D-7.

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Table D-1: Trail Construction Items per Project





		 Project entirely by others - not estimated  City sponsored project  Project partly by others  Project by developer - Park Dev Impact Fees Trail Projects	All costs are in 2018 dollars; need to be adjusted for planned year of construction.	Responsible Parties	New - Class I Trail - Length	New - Class I Trail - Cost	Paved Surface Trail Narrow to Class I Trail	Paved Surface Trail Narrow to Class I Trail - Cost	Existing Improved Surface Trail upgrade to Class I Trail	Existing Improved Surface Trail upgrade to Class I Trail - Cost	
<b>Short-Term Projects (implemented within approximately next 7 years)</b>											
A.	Connection through BART Parking Lot	East Bay Reg. Park District	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
B.	EBRPD Garms Staging Area and Connection to Pleasanton Ridge	East Bay Reg. Park District	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
C.	Hidden Canyon/Lester Property Trailhead	Developer/EBRPD	1,668	\$233,588	0	\$0	0	\$0	0	\$0	
E.	Southeastern Hills Trails: Spaterno, Lund Ranch and Bonde Ranch	Developers	4,142	\$579,946	0	\$0	0	\$0	0	\$0	
I.	Longview Drive Bypass Trail to Augustin Bernal Park	Developer	0	\$0	0	\$0	0	\$0	0	\$0	
J.	Mt. Bike Trail in Augustin Bernal Park	City Trails Program/ Mt. Bicyclists	0	\$0	0	\$0	0	\$0	0	\$0	
L.	North Arroyo Mochó Trail Opening and Improvement	City Trails Program	0	\$0	0	\$0	0	\$0	16,765	\$1,676,466	
N.	Iron Horse Trail to Shadow Cliffs Connection - on Valley Avenue at Stanley Boulevard	City Trails Program/ Intersection Project	5,846	\$818,495	1,276	\$191,327	0	\$0	0	\$0	
Q.	Calippe Preserve Trail Signage and Multi-Use	City Trails Program	0	\$0	0	\$0	0	\$0	0	\$0	
P.	Old Vineyard Avenue Trail Connection to Shadow Cliffs	City Trails Program	3,057	\$427,927	0	\$0	0	\$0	0	\$0	
D.	Austin Property Trail and Trailhead	City Trails Program	0	\$0	0	\$0	0	\$0	0	\$0	
F.	The Preserve and Moller Ranch Trail Connection to Pleasanton Ridge	City Trails Program	0	\$0	0	\$0	0	\$0	0	\$0	
			Short-Term Projects Sub Total	14,714	2,059,955	1,276	191,327	16,765	1,676,466		
<b>Medium-Term Projects (implemented within approximately next 8 - 15 years)</b>											
G.	Alamo Canal Trail to Marilyn Murphy Kane Trail Connection	City Trails Program	698	\$2,394,638	2,106	\$315,892	2,807	\$280,702			
H.	Northwestern Trail Connection from Marilyn Murphy Kane Trail	City Trails Program/ Developer	4,088	\$572,253	0	\$0	0	\$0	7,227	\$722,690	
K.	Arroyo del Valle Trail Improvement and Extension	City Trails Program	5,547	\$776,526	0	\$0	8,759	\$875,904			
M.	Open Canal Trails - North of Arroyo Mochó	City Trails Program	2,715	\$380,059	0	\$0	22,043	\$2,204,328			
			G-1-1 Canal (City Maintain)	0	\$0	0	\$0	9,480	\$947,992		
			Chabot Canal (City Maintain)	0	\$0	0	\$0	7,227	\$722,690		
			Tassajara Creek (City Maintain)	0	\$0	0	\$0	5,336	\$533,646		
			Pimlico Canal (City Maintain)	2,715	\$380,059	0	\$0	0	\$0		
O.	Iron Horse Trail Connection Improvements at Santa Rita Road	City Trails Program/ Intersection Project	0	\$0	0	\$0	197	\$19,655			
R.	Oak Tree Farm Drive Access to Pleasanton Ridge	City Trails Program	0	\$0	0	\$0	0	\$0	0	\$0	
S.	Railroad Corridor Regional Trail - Pleasanton Portion	City Trails Program	11,242	\$1,573,842	0	\$0	0	\$0	0	\$0	
			Medium-Term Projects Sub Total	24,289	5,697,317	2,106	315,892	33,806	3,380,588		
<b>Long-Term Projects (implemented in approximately 16 years or later)</b>											
T.	Happy Valley Trail/Southern Connection	City Trails Program/ Alameda County	0	\$0	0	\$0	0	\$0	0	\$0	
Other	Open Other Canal Trails	City Trails Program	155	\$21,658	0	\$0	22,951	\$2,295,128			
Other	East Pleasanton Trails	Developers	44,086	\$6,172,004	4126	\$618,871	0	\$0			
Other	Central Pleasanton Trails	Developers	11,853	\$1,659,385	0	\$0	0	\$0			
Other	South Foothills Trails	Developers	11,853	\$1,659,385	0	\$0	0	\$0			
Other	West Foothills Trails	Developers	0	\$0	0	\$0	0	\$0			
			Long-Term Projects Sub Total	67,946	9,512,432	4,126	618,871	22,951	2,295,128		
<b>Variable-Term Projects (implementation depends on project-specific factors)</b>											
Other	Connector Trails and Gap Closure Projects	City Trails Program/ Developer	16,618	\$2,326,581	4292	\$643,789	0	\$0			
			Variable-Term Projects Sub Total	16,618	2,326,581	4,292	643,789	0	0	0	
			Grand Total	123,567	\$19,596,286	11,799.20	\$1,769,879	73,521.82	\$7,352,182		

Table D-2: Trail Construction Items per Project (part 2)

		Trail Construction Costs											
		New - Paved Surface Trail - Narrow	New - Paved Surface Trail - Narrow - Cost	On Street Trail Route Improvement	On Street Trail Route Improvement - Cost	New - Natural Surface Trail - Wide	New - Natural Surface Trail - Wide - Cost	New - Natural Surface Trail - Narrow	New - Natural Surface Trail - Narrow - Cost	New Bridges - Count	New Bridges - Cost	New Bridges - Length	Total Trail Construction Cost
		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		0	\$0	0	\$0	4,353	\$52,241	0	\$0	0	\$0	0	\$285,828
		0	\$0	1,579	\$39,478	0	\$0	30,568	\$245,342	0	\$0	0	\$864,766
		0	\$0	0	\$0	0	\$0	1,977	\$15,814	0	\$0	0	\$15,814
		0	\$0	0	\$0	0	\$0	4,355	\$34,940	0	\$0	0	\$34,940
		0	\$0	0	\$0	0	\$0	0	\$0	4	\$1,851,814	570	\$3,528,279
		0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$1,009,822
		0	\$0	0	\$0	0	\$0	560	\$4,481	0	\$0	0	\$4,481
		0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$427,927
		0	\$0	0	\$0	0	\$0	3,383	\$27,063	0	\$0	0	\$27,063
		0	\$0	0	\$0	0	\$0	803	\$6,424	0	\$0	0	\$6,424
		0	\$0	1,579	\$39,478	4,353	\$52,241	41,746	\$333,964	4	\$1,851,814	570	\$6,205,245
		0	\$0	0	\$0	0	\$0	0	\$0	3	\$1,992,052	613	\$4,983,284
		0	\$0	2,187	\$54,669	0	\$0	0	\$0	0	\$0	0	\$626,922
		0	\$0	4,511	\$112,784	0	\$0	0	\$0	2	\$1,600,600	492	\$3,365,814
		0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$2,584,587
		0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$947,992
		0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$722,690
		0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$533,646
		0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$380,059
		0	\$0	255	\$6,382	0	\$0	0	\$0	1	\$540,972	166	\$567,009
		0	\$0	0	\$0	0	\$0	7,390	\$59,117	0	\$0	0	\$59,117
		0	\$0	0	\$0	0	\$0	0	\$0	1	\$646,006	199	\$2,219,848
		0	\$0	6,953	\$173,835	0	\$0	7,390	\$59,117	7	\$4,779,630	1,471	\$14,406,380
		6,456	\$484,230	0	\$0	0	\$0	0	\$0	0	\$0	0	\$484,230
		0	\$0	0	\$0	0	\$0	0	\$0	1	\$502,683	155	\$2,819,469
		0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$6,790,876
		12543	\$940,743	4092	\$102,310	0	\$0	1084	\$8,670	0	\$0	0	\$2,711,108
		6220	\$466,467	4092	\$102,310	0	\$0	1084	\$8,670	0	\$0	0	\$2,236,831
		0	\$0	0	\$0	0	\$0	111222	\$889,775	0	\$0	0	\$889,775
		25,219	\$1,891,440	8,185	\$204,619	0	\$0	113,389	\$907,115	1	\$502,683	155	\$15,932,289
		7751	\$581,307	0	\$0	9595	\$412,575	0	\$0	0	\$0	0	\$3,964,251
		7751	\$81,307	0	\$0	9595	\$12,575	0	\$0	0	\$0	0	\$3,964,251
		32,869.96	\$2,472,747	16,717.27	\$417,932	13,948.18	\$664,816	162,524.47	\$1,300,196	12	\$7,134,127	\$2,195	\$40,508,165

Table D-3: Trail Amenity Items per Project

		Project entirely by others - not estimated City sponsored project Project partly by others Project by developer - Park Dev Impact Fees <b>Trail Projects</b>	All costs are in 2018 dollars; need to be adjusted for planned year of construction.	Responsible Parties	New or Improved Staging Area (# spaces)	New or Improved Staging Area - Cost	Trailhead Signs/Gates (# TrailHeads)	Trailhead Signs/Gates (# TrailHeads) - Cost	Drinking Fountain (each)	Route Marking/Wayfinding (allowance per Mile)	Route Marking/Wayfinding - Cost	
<b>Short-Term Projects (Implemented within approximately next 7 years)</b>												
A.	Connection through BART Parking Lot			East Bay Reg. Park District	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
B.	EBRPD Garms Staging Area and Connection to Pleasanton Ridge			East Bay Reg. Park District	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
C.	Hidden Canyon/Leiter Property Trailhead			Developer/EBRPD	36	\$288,000	2	\$10,000	N/A	6,022	\$3,011	
E.	Southeastern Hills Trails: Spatenro, Lund Ranch and Bonde Ranch			Developers			3	\$15,000		36,389	\$18,195	
I.	Longview Drive Bypass Trail to Augustin Bernal Park			Developer			1	\$5,000		1,977	\$988	
J.	Mt. Bike Trail in Augustin Bernal Park			City Trails Program/MTB Bicyclists			1	\$5,000		4,355	\$2,178	
L.	North Arroyo Mochio Trail Opening and Improvement			City Trails Program			10	\$50,000		17,760	\$8,880	
N.	Iron Horse Trail to Shadow Cliffs Connection - on Valley Avenue at Stanley Boulevard			City Trails Program/Intersection Project			1	\$5,000		5,846	\$2,923	
Q.	Callippe Preserve Trail Signage and Multi-Use			City Trails Program			5	\$25,000		560	\$280	
P.	Old Vineyard Avenue Trail Connection to Shadow Cliffs			City Trails Program			2	\$10,000		3,057	\$1,528	
D.	Austin Property Trail and Trailhead			City Trails Program	25	\$200,000	4	\$20,000		3,383	\$1,691	
F.	The Preserve and Moller Ranch Trail Connection to Pleasanton Ridge			City Trails Program			2	\$10,000		803	\$401	
Short-Term Projects Sub Total					61	488,000	31	155,000	0	80,152	40,076	
<b>Medium-Term Projects (Implemented within approximately next 8 - 15 years)</b>												
G.	Alamo Canal Trail to Marilyn Murphy Kane Trail Connection			City Trails Program			2	\$10,000		4,118	\$2,059	
H.	Northwestern Trail Connection from Marilyn Murphy Kane Trail			City Trails Program/Developer			3	\$15,000	\$25,000	6,274	\$3,137	
K.	Arroyo del Valle Trail Improvement and Extension			City Trails Program			10	\$50,000		11,378	\$5,689	
M.	Open Canal Trails - North of Arroyo Mochio			City Trails Program			11	\$55,000		24,758	\$12,379	
	G-1-1 Canal (City Maintain)						2	\$10,000		9,480	\$4,740	
	Chabon Canal (City Maintain)						2	\$10,000		7,227	\$3,613	
	Tassajara Creek (City Maintain)						7	\$35,000		5,336	\$2,668	
	Pimlico Canal (City Maintain)						0	\$0		2,715	\$1,357	
O.	Iron Horse Trail Connection Improvements at Santa Rita Road			City Trails Program/Intersection Project			3	\$15,000		618	\$309	
R.	Oak Tree Farm Drive Access to Pleasanton Ridge			City Trails Program			1	\$5,000		7,390	\$3,695	
S.	Railroad Corridor Regional Trail - Pleasanton Portion			City Trails Program			3	\$15,000		11,440	\$5,720	
Medium-Term Projects Sub Total					0	0	33	165,000	25,000	65,976	32,988	
<b>Long-Term Projects (Implemented in approximately 16 years or later)</b>												
T.	Happy Valley Trail/Southern Connection			City Trails Program/Alameda County			0	\$0		6,456	\$3,228	
Other	Open Other Canal Trails			City Trails Program				\$0		23,261	\$11,630	
Other	East Pleasanton Trails			Developers				\$0		44,086	\$22,043	
Other	Central Pleasanton Trails			Developers				\$0		27,502	\$13,751	
Other	South Foothills Trails			Developers				\$0		21,178	\$10,589	
Other	West Foothills Trails			Developers				\$0		111,222	\$55,611	
Long-Term Projects Sub Total					0	0	0	0	0	233,705	116,852	
<b>Variable-Term Projects (Implementation depends on project-specific factors)</b>												
Other	Connector Trails and Gap Closure Projects			City Trails Program/Developer						33,964	\$16,982	
Variable-Term Projects Sub Total					0	0	0	0	0	33,964	16,982	
Grand Total					61	\$488,000	64	\$320,000	\$25,000	413,797	\$206,898	

Trail Amenity Costs

Table D-4: Trail Amenity Items per Project (part 2)

	Planting native trees (based on assumed 30' tree spacing)	Non-Irrigated Revegetation (based on assumed 10' width x length)	Total Trail Amenities Cost
	N/A	N/A	N/A
	N/A	N/A	N/A
	\$60,219	\$9,033	\$370,263
	\$363,893	\$54,584	\$451,672
	\$19,768	\$2,965	\$28,721
	\$43,551	\$6,533	\$57,261
	\$177,598	\$26,640	\$263,118
	\$58,464	\$8,770	\$75,157
	\$5,601	\$840	\$31,722
	\$30,566	\$4,585	\$46,679
	\$33,829	\$5,074	\$260,594
	\$8,030	\$1,204	\$19,636
	801,519	120,228	1,604,823
	\$41,181	\$6,177	\$59,417
	\$62,743	\$9,411	\$115,291
	\$113,777	\$17,067	\$186,532
	\$247,580	\$37,137	\$352,096
	\$94,799	\$14,220	123,759
	\$72,269	\$10,840	\$96,723
	\$53,365	\$8,005	\$99,038
	\$27,147	\$4,072	\$32,576
	\$6,183	\$927	\$22,420
	\$73,896	\$11,084	\$93,675
	\$114,405	\$17,161	\$152,286
	659,765	98,965	981,718
	\$64,564	\$9,685	\$77,477
	\$232,607	\$34,891	\$279,128
	\$440,857	\$66,129	\$529,029
	\$275,018	\$41,253	\$330,021
	\$211,781	\$31,767	\$254,137
	\$1,112,219	\$166,833	\$1,334,663
	2,337,046	350,557	2,804,455
	\$339,640	\$50,946	\$407,567
	339,640	50,946	407,567
	\$4,137,969	\$620,695	\$5,798,563







Trail Road Crossing Improvements

Total Project Costs

Table D-7: Trail Road Crossing Improvements per Project and Totals (part 3)

	Remove Slip Lane(Assuming 100 ft) - Cost	Remove Left/Right Turn Pocket	Remove Left/Right Turn Pocket (Assuming 100 ft) - Cost	Remove Speed Bump	Remove Speed Bump - Cost	Cost of Road Crossing Improvements	Subtotal Project Construction Cost	Total 10% Contingency plus 25% Soft Costs	Total project Implementation Costs
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
						\$0	\$656,091	\$229,632	\$885,723
						\$0	\$1,316,438	\$460,753	\$1,777,191
						\$0	\$58,035	\$20,312	\$78,348
	0	0	0	0		\$13,500	\$92,101	\$32,235	\$124,337
						\$0	\$3,882,748	\$1,358,962	\$5,241,709
						\$91,350	\$1,108,979	\$388,143	\$1,497,121
						\$24,000	\$65,703	\$22,996	\$88,699
						\$29,500	\$797,556	\$279,145	\$1,076,701
						\$322,950	\$287,657	\$100,680	\$388,337
						\$0	\$26,060	\$9,121	\$35,180
						\$0	\$8,291,367	\$2,901,979	\$11,193,346
	0	0	0	1	500	481,300			
						\$25,500	\$5,068,201	\$1,773,870	\$6,842,071
						\$86,100	\$828,313	\$289,910	\$1,118,222
						\$150,100	\$3,702,447	\$1,295,856	\$4,998,303
						\$0	\$2,936,482	\$1,027,769	\$3,964,251
						\$0	\$1,071,751	\$375,113	\$1,446,864
						\$0	\$819,413	\$286,795	\$1,106,208
						\$0	\$632,683	\$221,439	\$854,123
						\$0	\$412,635	\$144,422	\$557,057
						\$0	\$589,429	\$206,300	\$795,729
						\$0	\$152,792	\$53,477	\$206,269
						\$0	\$2,528,534	\$884,987	\$3,413,520
						\$156,400	\$15,806,197	\$5,532,169	\$21,338,366
	8,000	1	2,000	0	0	418,100			
						\$67,500	\$629,206	\$220,222	\$849,428
						\$20,000	\$3,118,597	\$1,091,509	\$4,210,106
						\$0	\$7,319,905	\$2,561,967	\$9,881,872
						\$0	\$3,041,129	\$1,064,395	\$4,105,524
						\$0	\$2,490,969	\$871,839	\$3,362,808
						\$0	\$2,224,439	\$778,554	\$3,002,992
						\$87,500	\$18,824,245	\$6,588,486	\$25,412,731
						\$0	\$4,371,819	\$1,530,136	\$5,901,955
						\$0	\$4,371,819	\$1,530,136	\$5,901,955
						\$0	\$47,293,628	\$16,552,770	\$63,846,398

**Table D-8: Trail Road Crossing and On-Street Route Improvement Recommendations**

Project ID	Name	Location 1	Location 2	ADT	Speed	Lanes	Existing Traffic Control	Recommendations	Notes
B	EBRPD Garms Staging Area and Trail to Pleasanton Ridge	Foothill Road	West Las Positas Boulevard	High	40	2	Signal	Maintain existing south and east crosswalks for access, connecting to accessible ramp/stairs on southwest corner of intersection. Standard crosswalks. Provide directional curb ramps and shorter crossing distances through reducing curb radii.	Concept plan under development - may need to defer to that document; also Foothill Road Bikeway Study
		Foothill Road	Highland Oaks Drive	High	40	2	Side-Street Stop Control	Pedestrian Hybrid Beacon with high-visibility crosswalk striping and median refuge	
G	Alamo Canal Trail to Marilyn Murphy Kane Trail Connection	Bernal Avenue	W Lagoon Drive	High	40	2	Signal	Maintain existing crosswalks at W Lagoon Drive/Meadowlark Drive and east crosswalk. Stripe west crosswalk as trail crossing and reduce corner radii to add wide trail curb ramps. Improve jog between the paths on Bernal Avenue through either: (1) Widening bridge to have Class I Path on north side or directional Class IV Separated Bikeways OR (2) constructing a separate bicycle/pedestrian bridge.	There is an existing pedestrian signal and crossing distance at Bernal Avenue is short
K	Arroyo del Valle Trail Improvement and Extension	Division Street	Del Valle Parkway	High	35	2	All Way Stop Control	Reduce curb radii on SE corner and install wide trail curb ramp. Restripe south crosswalk as trail crossing. Widen paved area on west side of intersection to facilitate bike/ped queuing for crosswalk and turning movements between trails and crossings. Push back fencing and widen paved connection between intersection and Arroyo Del Valley Trail on SE corner.	
		Del Valle Parkway	Main Street	Medium	35	4	Signal	Convert the south crosswalk to a trail crossing with wide trail curb ramps. Remove northbound right-turn pocket at Stanley Boulevard and widen sidewalk to create Class I Path or Class IV separated bikeway between Del Valle Parkway and Stanley Boulevard.	
		First Street	Stanley Street	High	40	5	Signal	Remove the existing slip lane on the SW corner and mark south crosswalk as a trail crossing. Mark north crosswalk for trail access.	
		Bernal Avenue	Nevada Street	High	40	4	Side-Street Stop Control	PHB or full traffic signal, mark trail crossing on south crosswalk with wide trail curb ramps and reduced curb radii. Widen the median to create a minimum 6' refuge. Mark east crosswalk.	
I	Longview Drive Bypass Trail to Augustin Bernal Park	Longview Drive	Longview Drive Bypass Trail/ Gloria Court	Low	25	2	Uncontrolled	Consider crosswalk at Gloria Court with crosswalk safety lighting.	
M	North Side Arroyo Mocho Trail	Payne Road	W Las Positas Boulevard	High	35	4+ raised median	Side-Street Stop Control	PHB with high visibility crosswalk and widen median to create refuge. Consider reducing curb radii at the NW corner.	
O	Iron Horse Trail Connection Improvements at Santa Rita Road	Santa Rita Road	Stoneridge Drive	High	45	10	Signal	Add trail crossing striping on east crosswalk. Reduce curb radii at the NE and SE corners of the intersection and add wide trail curb ramps.	A conceptual plan with minimum modifications exist within the Master Plan
N	Iron Horse Trail to Shadow Cliffs Connection	Bernal Avenue/Valley Avenue	Stanley Boulevard					See detailed concepts already prepared.	
H	Marilyn Murphy Kane Trail Northwestern Connection	Foothill Road	Old Foothill road/Pleasanton Ridge Regional Park	High	45	2	Uncontrolled	Improve and pave sidewalk on the west side of Foothill Rd. Provide access across Foothill Drive at southern park driveway with PHB, high visibility crosswalk, and median refuge on north leg. Provide pedestrian and bicycle access between Foothill Road and Regency Drive.	There is an existing median refuge at Foothill Rd

Project ID	Name	Location 1	Location 2	ADT	Speed	Lanes	Existing Traffic Control	Recommendations	Notes
S	Railroad Corridor Regional Trail	Valley Road	Trail East of Case Avenue	Medium /High	30	2	Side-Street Stop Control	Raised trail crossing across Valley Avenue, install safety lighting, improve south sidewalk	the closest intersection is more than 100' away from the trail so trail diversion is not recommended, there is speed hump at the location
		Bernal Avenue	First Street/Sunol Boulevard	High	35	4+	Signal	Convert west crosswalk to high visibility trail crossing, widen the median to create a minimum 6' refuge, install wide trail curb ramps at the NW and SW corners, remove the slip lane from the SW corner, widen the SW sidewalk to 10' usable path space to allow trail path diversion to the intersection	
		Abbie Street	Trail West of First Street	Medium /Low	25	2	Uncontrolled	Raised trail crossing across Abbie Street and install safety lighting	The signalized intersection east of the trail is located greater than 100' from the trail, so trail diversion is not recommended
		Angela Street	Trail West of First Street	Medium /Low	25	2	Uncontrolled	Raised trail crossing across W Angela Street and install safety lighting	The signalized intersection east of the trail is located greater than 100' from the trail, so trail diversion is not recommended
		Neal Street	Railroad Avenue	Medium /Low	25	3	Side-Street Stop Control	Add raised crosswalk as trail crossing across Neal street east of Railroad Avenue, add median to create minimum 6' wide refuge, install safety light, add crosswalk on the north leg to access to the trail, add wide trail curb ramps	
		Spring Street	Trail West of First Street	Medium /Low	25	2	Uncontrolled	Raised trail crossing across Spring Street and install safety lighting	
		Ray Street	First Street	Medium /Low	25	3	Signal	Remove slip lane from the SW corner, widen the SW and NW sidewalks to 10' usable path space to allow trail path diversion to the intersection, convert the west crosswalk to high visibility trail crossing, install wide trail curb ramps, maintain the existing north, east, and south crosswalks	
		Stanley Blvd	First Street	High	40	5	Signal	Remove the slip lane from SW corner, improve and widen the sidewalk at the SW corner to 10' usable path space, convert south crosswalk to trail crossing to connect to the proposed Class I trail east of Stanley Blvd, add median to create a minimum 6' refuge on the south leg, maintain the west crosswalk to provide safe access to the trail, add wide trail curb ramps at the SW and east of the intersection, improve the east shoulder	
T	Happy Valley Trail/Southern Connection	Happy Valley Road	Trail East of Pleasanton Sunol Road	Low	30	2	Uncontrolled	Trail crossing striping across Happy Valley Road and install safety lighting	
		Riddell Street	Happy Valley Road	Low	25	2	Side-Street Stop Control	Trail crossing striping across Riddell Street and install safety lighting.	
		Carriage Drive	Happy Valley Road	Low	25	2	Side-Street Stop Control	Trail crossing striping across Carriage Drive and install safety lighting.	
		Westbridge Lane	Happy Valley Road	Low	25	2	Uncontrolled	Trail crossing striping across Westbridge Lane and install safety lighting.	
		Alisal Street	Happy Valley Road	Low	25	2	Side-Street Stop Control	Trail crossing striping across Alisal Street to connect to the wide unpaved trail east of Alisal Street. Install safety lighting.	

Project ID	Name	Location 1	Location 2	ADT	Speed	Lanes	Existing Traffic Control	Recommendations	Notes
M	Open More Canal Trails	Stanley Boulevard	El Charro Road	High	55	4+	Uncontrolled	Add PHB, high visibility trail crossing crosswalk across Stanley Blvd, widen median to create 6' wide refuge, add wide trail curb ramps	Railroad crossing the trail path
		Old Santa Rita Road	Rosewood Drive	Medium	40	6	Side- Street Stop Control	Reduce the curb radii on SW corner and widen the sidewalk on the south side of Rosewood Drive to divert the trail to the intersection. Add PHB and mark high visibility trail crossing crosswalk on the west leg, add wide trail curb ramps, Add steps north of Rosewood Drive to connect the trail crossing to the highway underpath leading to the Tassajara Creek Trail on the north, maintaining the south crosswalk	
		Stoneridge Drive	Franklin Drive	High	45	8	Signal	Reduce curb radii on SW and NW corners to add wide trail curb ramps, convert west crosswalk to high visibility trail crossing, widen the median to create 6' wide refuge, widen the SW sidewalk to 10' usable path space to divert the trail path to the intersection, maintain existing north, east and west crosswalks	