City of Dublin

General Plan

Chapter 5

LAND USE AND CIRCULATION: CIRCULATION AND SCENIC HIGHWAYS ELEMENT

5.1 INTRODUCTION

Government Code sec. 65302(b) requires that circulation elements include the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities. The statute further requires that these circulation and public services features be correlated with the Land Use Element. That is, the General Plan must propose circulation and public services adequate to meet the needs of the population planned for in the Land Use Element. In this General Plan, Figure 5-1 illustrates the Roadway Classifications for Dublin's circulation network, which has been designed to support the type and intensity of land uses that have been planned in the community and detailed in the Land Use Element (Chapter 2).

Additionally, Dublin envisions a transportation system that promotes transportation options and independent mobility, increases community safety, encourages healthy, active living, reduces environmental impacts, minimizes impacts to climate change from vehicle emissions, and supports greater social interaction and community identity. These goals can be accomplished by providing safe, comfortable, and convenient travel along and across streets through a comprehensive, integrated transportation network for all users, including bicyclists, pedestrians, motorists, public transit riders, movers of commercial goods, and special needs users such as children, persons with disabilities, seniors, youth, and families.

The Circulation Element is designed to comply with applicable State and regional transportation policies. It complies with the California Complete Streets Act of 2008 (Assembly Bill 1358), by incorporating by reference the elements of the City of Dublin's Complete Streets Policy Resolution No. 199-12 that was adopted by the City Council on December 4, 2012. The Tri-Valley Transportation Council's Tri-Valley Transportation Plan and Action Plan Update (2009) prescribes the long-range transportation vision for the Tri-Valley area, and identifies specific transportation performance criteria for the member agencies (Alameda County, Contra Costa County, Danville, Dublin, Livermore, Pleasanton and San Ramon). The City of Dublin uses the Tri-Valley Transportation Plan and Action Plan Update as a guideline in the development of its transportation system. This Circulation Element also identifies policies and criteria for streets not included in the Transportation Plan and Action Plan Update.

The City of Dublin is moving towards a truly comprehensive circulation network that supports multiple modes of transportation including private vehicles, transit, cycling, and walking. Dublin's existing and proposed Roadway Classification network is shown in Figure 5-1. Figures 5-2a and 5-2b illustrate the transit routes and transit facility locations, Figures 5-3a and 5-3b illustrate the bicycle circulation network and open space trails, and Figures 5-4a and 5-4b illustrate the multi-modal circulation network with an emphasis on opportunities for pedestrians and bicyclists.

Transportation and roadway policies are presented in this Element. Information supporting these policies is located in the Technical Supplement. The policies and standards in this Element are applicable Citywide.

Proposed public utilities and facilities are addressed in the Parks and Open Space Element (Chapter 3), and in the Schools, Public Lands, and Utilities Element (Chapter 4). Information supporting these policies is located in the Technical Supplement.

The Circulation and Scenic Highways Element is divided into the following main sections:

5.2 Roadways
5.3 Alternative Transportation
5.4 Regional Transportation Planning and Complete Streets
5.5 Pedestrian Routes and Bikeways
5.6 Truck Routes
5.7 Scenic Routes and Highways
5.8 Southern Pacific Railroad Corridor
5.9 Financing Circulation System Improvements

5.2 ROADWAYS

The roadway system is designed to accommodate traffic demand and minimize excessive delays and congested conditions during peak hours. The street design standards specify the width and other design features necessary to ensure there is sufficient roadway capacity to accommodate future travel on Dublin streets.

The most prominent features of Dublin's transportation network are Interstate 580 (which forms the southern boundary of the City) and Interstate 680 (which bisects the City's Primary Planning Area). The interchange between these two freeways was upgraded in the late 1990's to improve the vehicle carrying capacity. Additionally, new freeway hook ramps were constructed on I-680 to improve access to Downtown Dublin and the West Dublin/Pleasanton BART station.

Vehicular traffic volumes on most arterial streets in Dublin are expected to increase steadily over the life of this General Plan. Projected vehicular growth is attributed primarily to development activity expected in the Western and Eastern Extended Planning Areas, in and near the two transit centers, and new construction in the surrounding Tri-Valley area.

The roadways in Table 5.1 have not been constructed at the time of General Plan adoption (2013), but are expected to be completed at General Plan buildout (2035). The addition of these roadways to the City's circulation network is anticipated in the City's Capital Improvement Program (CIP).

Table 5.1 | **Roadway Improvements at General Plan Buildout (Year 2035)**

ROADWAY IMPROVEMENT	DESCRIPTION
Fallon Road Widening	Widening of Fallon Road to six lanes from Positano Parkway to Dublin Boulevard.
Tassajara Road Widening	Widening of Tassajara Road to six lanes between Fallon Road to Dublin Boulevard.
Tassajara Road Widening	Widening of Tassajara Road to eight lanes between Dublin Boulevard and I-580 westbound ramps.
Dublin Blvd Widening	Widening of Dublin Boulevard to six lanes from Brannigan Street to Fallon Road.
Dublin Blvd Extension	Dublin Boulevard six lane extension, from Fallon Road to Airway Boulevard.
Arnold Road Widening	Widening Arnold Road to four lanes from Dublin Blvd to Central Parkway.
Hacienda Drive Widening	Widening Hacienda Drive to six lanes from Dublin Boulevard to Central Parkway.
Hacienda Drive Widening	Widening Hacienda Drive to four lanes from Central Parkway to Gleason Road.
Scarlett Court Extension	Extend/Widen Scarlett Drive to four lanes from Dublin Boulevard to Dougherty Road.
Grafton Street Completion	Completion of Grafton Street between Central Parkway and Dublin Boulevard.
Fallon Road Widening	Widening of Fallon Road to four lanes from Tassajara Road to Silvera Ranch Drive.
Central Pkwy Extension	Central Parkway two lane extension, from Fallon Road to Croak Road.
Dougherty Road Widening	Widening Dougherty Road to six lanes from Sierra Court to City limits.
St. Patrick Way	Extend St. Patrick Way from Regional Street to connect to its current terminus west of Golden Gate Drive.

5.2.1 ROADWAY STANDARDS

A. ARTERIALS

	FOUR-LANE ARTERIAL	SIX-LANE ARTERIAL	EIGHT-LANE ARTERIAL
DESIGN ADT	30,000 vehicles	50,000 vehicles	70,000 vehicles
MAXIMUM DESIGN SPEED	55 mph	55 mph	55 mph

The arterial streets are designed to distribute localized trips. Intersections with median openings shall

be spaced no closer than 750 feet. In special circumstances, such as "T" intersections, intersection spacing less than 750 feet may be allowed with the approval of the Public Works Director/City Engineer. Any other intersections without median openings may be approved by the Public Works Director/City Engineer. A raised median is required to separate the two directions of travel and to improve the visual appearance of the travel corridor.

Approaches to arterial intersections with Class I collectors as well as other arterials shall be widened in order to provide additional lanes for left-turn and right-turn movements.

Access to and from arterial streets from abutting commercial properties shall be controlled but not restricted. No direct vehicular or non-vehicular access from abutting residential homes is allowed. Parking on these streets shall be prohibited with the exception of emergency parking. Bike lanes and parkway strips shall be provided. Pedestrian crossings should be carefully selected to direct pedestrians to designated crossing points at signalized intersections.

A major portion of the roadway capacity of the arterials in the Eastern Extended Planning Area is required to serve future Contra Costa County residents. Although sufficient right-of-way should be preserved, construction of the full roadway width for these facilities should be completed only after the City has secured a fair-share financial agreement with the appropriate agency.

B. CLASS 1 COLLECTOR STREETS

Design ADT	27,000 vehicles
Maximum design speed	45 mph

Class I collector streets serve primarily to circulate localized traffic and to distribute traffic to and from arterials. Class I collectors are designed to accommodate four lanes of traffic (plus a center turn lane); however, they carry lower traffic volumes at slower speeds than arterials, and they have a continuous left-turn lane separating the two directions of traffic flow. For intersections of Class I collectors with arterials, additional right-turn lanes shall be provided on the Class I collector at a minimum; additional left-turn lanes shall be provided as determined by the Public Works Director/City Engineer.

Medians shall be striped if no abutting property access is allowed (minimum of one-quarter mile or one block); the width of the striped median can be reduced from the City design standard with approval of the Public Works Director/City Engineer.

C. CLASS II COLLECTOR STREETS

Design ADT	12,000 vehicles
Maximum design speed	30 mph

Class II collector streets serve primarily to circulate localized traffic and distribute traffic to and from arterials and collector streets, and may include two-way center turn lanes. They are designed to accommodate two lanes of traffic (plus a center turn lane); however, they carry lower traffic volumes at slower speeds than Class I collector streets. This type of facility provides access to properties and circulation to residential neighborhoods.

Access to and from Class II collector streets from abutting properties shall be permitted at locations approved by the Public Works Director/City Engineer. No direct vehicular or non-vehicular access from residential homes is allowed. Parking on this facility shall typically be allowed. However, parking at

critical locations may be denied as deemed appropriate by the Public Works Director/City Engineer for maintaining safe conditions.

D. RESIDENTIAL COLLECTOR STREETS

Design ADT	4,000 vehicles
Maximum design speed	30 mph

Residential collector streets also circulate localized traffic as well as distribute traffic to and from arterials and other collectors to access residential areas. Residential collector streets accommodate low volume levels and the use of this facility as a carrier of through traffic should be discouraged by its design.

Parking on this facility shall typically be allowed. However, parking at critical locations may be denied as deemed appropriate by the Public Works Director/City Engineer for maintaining safe conditions.

E. INDUSTRIAL ROADS

Design ADT	4,000
Maximum design speed	30 mph

These roads serve traffic within industrial development. Minimum distance between intersections shall be 300 feet unless otherwise approved by the Public Works Director/City Engineer. Turnaround curb radius shall be a minimum of 50 feet.

F. RESIDENTIAL STREETS

Design ADT	1,500
Maximum design speed	25 mph

Residential streets circulate localized traffic as well as distribute traffic to and from arterials and collectors to access residential areas. Residential streets accommodate low volume levels and should not be used to carry through traffic.

G. CUL-DE-SACS

Design ADT	N/A
Maximum design speed	25 mph

Cul-de-sacs are typically designed for residential land uses, although there are commercial/industrial cul-de-sacs as well (Sierra Court, Scarlett Court). Cul-de-sacs shall be open at the end to allow for non-vehicular circulation including bicycle and pedestrian access.

The following policies apply to Roadway Standards citywide:

5.2.2 ALL PLANNING AREAS

A. Guiding Policies

1. Design streets to (1) include sufficient capacity for projected traffic, (2) minimize congested conditions during peak hours of operation at intersections, (3) serve a variety of transportation

modes including vehicles, bicycles, pedestrians and transit, and variety of users including people with disabilities, children, and seniors, (4) provide continuity with existing streets, and (5) allow convenient access to planned land uses.

2. Design residential collector streets, residential streets and cul-de-sacs to serve vehicular, bicycle and pedestrian traffic and to prevent misuse of residential areas by cut-through vehicular traffic.
3. The goals, policies, and implementation measures for street design in Section 10.8 of the Community Design and Sustainability Element should be consulted when new streets are being designed and/or existing streets are being modified.
4. Reserve right-of-way and construct improvements necessary to allow streets to accommodate projected vehicular traffic with the least friction.
5. The City shall consider the Tri-Valley Transportation Plan and Action Plan and the City of Dublin Complete Streets Policy when adopting or amending the Circulation Element of the General Plan, Specific Plans, Zoning Ordinances or the Capital Improvement Program.
6. The City shall strive to phase development and roadway improvements so that the operating Level of Service (LOS) for intersections in Dublin does not exceed LOS D. However, intersections within the Downtown Dublin Specific Plan area (including the intersections of Dublin Boulevard/San Ramon Road and Village Parkway/Interstate 680 on-ramp) are excluded from this requirement and may operate at LOS E or worse as long as the safety for pedestrians and bicyclists is maintained and impacts to transit travel speeds are minimized.
7. The City will comply with all provisions of the Alameda County Congestion Management Program and will review proposed development projects to ensure compliance with this Program.

B. Implementing Policies

1. Design streets according to the forecasted demand and maximum design speeds listed above, and to the detailed standards set forth in the City of Dublin's Street Design Standards and Standard Plans which are maintained by the Public Works Department, as well as the listed Additional Policies.
2. Design and construct all roads in the City's circulation network as defined in Figure 5-1 as well as bicycle and pedestrian networks as defined in the City of Dublin Bicycle and Pedestrian Master Plan.
3. Development in Contra Costa County contributes a significant amount of traffic to regional facilities within the City of Dublin so the full cost should not be borne by Dublin users. Funding may be provided in part by the City's Traffic Impact Fees, Contra Costa County, and/or the Tri-Valley Transportation Council.
4. Maintain a funding agreement with Contra Costa County whereby the County collects a surcharge traffic impact fee on development in Dougherty Valley that represents the County's pro-rata "fair" share for ultimate improvements, including right-of-way, on regional facilities within the City of Dublin. Contra Costa County transmits the proceeds to the City for use on designated improvements. Examples of such regional facilities include Tassajara Road, Fallon Road and Dougherty Road.

5.2.3 EASTERN EXTENDED PLANNING AREA (EEPA) – ADDITIONAL POLICIES

Substantial urban development is projected for the Eastern Extended Planning Area. The roadway system has been designed to accommodate traffic at buildout of the area according to the land use distribution and densities shown in the General Plan Land Use Map (Figure 1-1) and accompanying text in the Background chapter (Chapter 1). The system is structured around the existing north-south roads and freeway interchanges (Hacienda Drive, Tassajara Road and Fallon Road) and the extension of existing east-west roadways such as Dublin Boulevard. The roadway system also includes other east-west collectors including Gleason Drive and Central Parkway, which extend the length of the Planning Area and connects the most intensively-developed areas with the Dublin/Pleasanton BART station.

A. Guiding Policy

1. Provide an integrated multi-modal circulation system that provides efficient vehicular circulation while providing a design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, seniors, children, youth, and families; and encourages pedestrian, bicycle, transit, and other non-automobile transportation alternatives.

B. Implementing Policies

1. Provide continuity with existing streets, include sufficient capacity for projected traffic, and allow convenient access to planned land uses.
2. Require the following major circulation improvements in the Eastern Extended Planning Area:
    a. Provide for the extension of Dublin Boulevard from Fallon Road to North Canyons Parkway and for the construction of other streets designed in accordance with the City of Dublin's Designs Standards and Standard Plans and in compliance with Figure 5-1.
    b. In cooperation with Caltrans and other affected jurisdictions, pursue widening of Interstate 580 to ten total lanes (8 through lanes and 2 auxiliary lanes) between Tassajara Road and Airway Boulevard.
    c. Upgrade the Fallon Road interchange to the same standards as the Dougherty Road and Hacienda Drive interchanges (i.e., 3 through lanes in each direction across the overpass and a partial cloverleaf ramp system).
    d. Provide local and collector streets for internal access to development areas throughout the Planning Area.
3. Provide potential for additional future roadway connections linking existing Dublin to the Eastern Extended Planning Area.

    Street layout in the Eastern Extended Planning Area should facilitate future connection through Camp Parks to existing streets in Dublin, if and when the opportunity becomes available. Refer to applicable Specific Plans for policies, development standards, and more detailed discussion of the circulation system in the Eastern Extended Planning Area.

5.2.4 WESTERN EXTENDED PLANNING AREA – ADDITIONAL POLICIES

A. Guiding Policies

1. Provide an efficient circulation system for the Western Extended Planning Area that links to the rest of the City, provides alternate transportation modes, is safe for all users, and is sensitive to environmental concerns.
2. The primary access for the Schaefer Ranch sector of the Western Extended Planning Area shall be via Dublin Boulevard and Schaefer Ranch Road. Other sections of the Western Extended Planning Area shall have primary access via the Eden Canyon interchange.

B. Implementing Policy

1. Require the following major circulation improvements in the Western Extended Planning Area:
    a. Collector streets to provide access to residential neighborhoods and non-residential uses, as identified in specific development plans.

5.2.5 DOWNTOWN DUBLIN SPECIFIC PLAN AREA – ADDITIONAL POLICIES

The Downtown Dublin Specific Plan (DDSP) contains policies and guidelines which aim to create a pedestrian friendly environment in the downtown while also creating an urban area that includes transit-oriented, mixed use development and increases the economic vitality of the area. These policies and guidelines limit the extent to which intersections may be improved or widened in the Downtown Area to maintain or minimize impacts to transit service without sacrificing safe and comfortable bicycle and pedestrian circulation. In order to achieve these goals, all intersections within the limits of the Downtown Dublin Specific Plan area (including the intersections of Dublin Boulevard/ San Ramon Road and Village Parkway/Interstate 680 on-ramp) are exempt from Guiding Policy 5.2.2.A.6 in this Chapter, which strives to maintain a LOS of D or better for intersections in the City.

The City may consider improvements in the DDSP area to increase the efficiency of the roadway network especially to minimize transit delays and improve vehicular, bicyclist and pedestrian safety through striping, signalization timing, etc. as long as the proposed improvements are consistent with adopted Specific Plan and General Plan policies.

A. Guiding Policy

1. The Downtown Dublin Specific Plan area is intended to be a pedestrian, and transit friendly environment and traffic improvements shall be consistent with this policy and the guidelines in the Downtown Dublin Specific Plan.

B. Implementing Policies

1. The City shall periodically review the improvements identified in the Downtown Traffic Impact Fee (TIF) Program to ensure that the improvements identified are consistent with the adopted Downtown Dublin Specific Plan and the Dublin Bicycle and Pedestrian Master Plan. The City may revise the list of improvements included in the TIF to remove any improvements as necessary or include additional improvements which are consistent with the General Plan policies, the DDSP, and the Dublin Bicycle and Pedestrian Master Plan and also improve

the efficiency of the roadway network, especially for transit service, and enhance vehicular, bicyclist and pedestrian safety in the Specific Plan area.

2. Projects within the Downtown Dublin Specific Plan area shall be reviewed to identify project-related improvements that can feasibly be implemented to increase vehicular, bicyclist and pedestrian safety, transit service efficiency, and the effectiveness of the roadway network as long as the identified improvements are consistent with the General Plan, the Downtown Dublin Specific Plan and the Dublin Bicycle and Pedestrian Master Plan.

5.2.6 DUBLIN CROSSING PLANNING AREA – ADDITIONAL POLICIES

The Dublin Crossing Specific Plan contains policies and guidelines which aim to create a multi-modal circulation system to serve the project area as well as provide safe and convenient connections to the rest of the City. The policies contained in Chapter 4 of the Dublin Crossing Specific Plan shall be implemented as development in the Planning Area is carried out.

5.2.7 FREEWAY ACCESS

The Interstate 680 freeway is currently eight lanes north of I-580. The I-580/I-680 interchange was rebuilt as both freeways and the arterial street system experienced heavy new demands from development in Dublin as well as adjoining communities.

Additional capacity at existing interchanges on I-580 is needed to serve travel demands in the Eastern Extended Planning Area. A High Occupancy Vehicle/High Occupancy Toll lane (lane reserved for vehicles with two or more total passengers or for vehicles paying a toll fare during commute hours) is being planned for I-580 in both the east and west bound directions.

5.2.7.1 PRIMARY AND EXTENDED PLANNING AREAS

A. Guiding Policy

1. Improve freeway access.

B. Implementing Policies

1. The interchange on I-680 southbound with access onto St. Patrick Way at Amador Plaza Road was an improvement made to provide better freeway access to and from Downtown Dublin. Provide an additional exit on I-680 North at or near the Village Parkway freeway entrance to provide better access for Downtown in the northbound direction.
2. Improve I-580 interchanges to serve planned growth.

5.3 ALTERNATIVE TRANSPORTATION

Figures 5-2a and 5-2b (Transit Map) illustrate existing and future bus transit routes including Wheels, RAPID transit and the County Connection. The Wheels bus system currently serves Pleasanton, Dublin and Livermore. There are multiple bus routes offering weekday commute, off-peak and Saturday

service. The Contra Costa County Connection Bus Service provides a connection between Dublin and Contra Costa County and Pleasanton. A bus RAPID transit route began service in 2011 that provides faster transit service in the Tri-Valley area and connections to the BART stations.

Figure 5-3a and 5-3b (Bicycle Circulation Map) illustrate the Class I bike paths, Class II bike lanes, Class III bike routes, and Open Space Trails that exist in Dublin and that provide valuable additions to the City's circulation network.

Figure 5-4a and 5-4b (Multi-Modal Map) illustrates all transit opportunities in the City including public transit, bicycling and pedestrian opportunities. Figure 5-4a and 5-4b identifies two Enhanced Pedestrian Areas in the City. These pedestrian areas are located within the Downtown Dublin Specific Plan area and the Promenade located within the Eastern Dublin Specific Plan area on Grafton Street. The Enhanced Pedestrian Areas are located where the City would like to encourage pedestrians to walk to their destination rather than using their car for all of their stops within the area. The purpose of the Enhanced Pedestrian Area designation is to ensure that development within the area is designed to encourage pedestrian trips.

The Dublin/Pleasanton BART station located in the Transit Center within the Eastern Dublin Specific Plan area opened in 1997. The West Dublin/Pleasanton BART station located off of Golden Gate Drive in Downtown Dublin began service in 2011. Bus service is provided to and from both BART stations. Bus service connects residents to both stations and to other points within Dublin and beyond the city limits. The BART stations serve as transit hubs in that they provide connections for both rail and bus service and are accessible to pedestrians and bicyclists.

5.3.1 ALL PLANNING AREAS

A. Guiding Policies

1. Support improved local transit as essential to a quality urban environment, particularly for residents who do not drive.
2. Support the development of a community that facilitates and encourages the use of local and regional transit systems.
3. Encourage improvements in the Enhanced Pedestrian Areas to improve the walkability of these areas.
4. Maintain enhanced signal coordination and limit intersection delays on major and RAPID transit routes to minimize delays to transit service.

B. Implementing Policies

1. Urge BART cooperation in maintaining standards for review of public and private improvements in the vicinity of BART stations that take into account both future traffic needs and development opportunities.
2. Require dedication of land and the construction of improvements to support the use of public transit in the community. Improvements could consist of bus turnouts, shelters, benches, real-time arrival information, and other facilities that may be appropriate.
3. Encourage higher densities and mixed-use developments near major transit lines and transit

transfer points as a means of encouraging the use of public transit. This type of transit-oriented development is especially encouraged near the east Dublin/Pleasanton BART Station and in the Transit-Oriented District of the Downtown Dublin Specific Plan area.

4. Capitalize on opportunities to connect into and enhance ridership on regional transit systems including BART, LAVTA and any future light rail systems.
5. Encourage the use of regional and local trail systems and consider infrastructure enhancements that could improve the operation and functionality of the most widely used trail corridors.
6. Require developers in the Enhanced Pedestrian Areas to provide sidewalks, landscaping and safe connections from the building to the sidewalk to encourage pedestrian use within the area.

5.4 REGIONAL TRANSPORTATION PLANNING AND COMPLETE STREETS

5.4.1 REGIONAL TRANSPORTATION PLANNING FRAMEWORK

Throughout California, land use and transportation planning are becoming even more closely inter-connected. State legislation such as Senate Bill 375, California's greenhouse gas reduction law, and Assembly Bill 32, California's Global Warming Solutions Act, enact sweeping changes in land use, transportation and environmental planning. A mandate of SB 375 is that California must make significant reductions in its greenhouse gas emissions through changes in land use and transportation policies. The core provision of SB 375 requires regional transportation agencies to develop a "Sustainable Communities Strategy" (SCS). The SCS will outline the region's plan for combining transportation resources, such as roads and mass transit, with a realistic land use pattern, in order to meet a state target for reducing greenhouse gas emissions.

In addition to involvement in the region-wide effort to develop an SCS, Dublin is also engaged in transportation planning efforts with several regional transportation agencies, including but not limited to, the following:

Tri-Valley Transportation Council (TVTC). The Tri-Valley Transportation Council oversees the expenditures of the Tri-Valley Transportation Development Fund.

Alameda County Transportation Commission (Alameda CTC). This agency is a merger of the former Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA). The stated mission of the agency is to plan, fund and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. The Alameda CTC distributes funds for numerous transportation projects and programs from local, state and federal funding sources. Some of these funds are awarded through grant programs, which the City has benefitted from in the past. The Alameda CTC also sets policy guidance for regional efforts related to transit-oriented development, bicycle and pedestrian planning, and implementation of Complete Streets policies (discussed in Section 5.4.2).

Metropolitan Transportation Commission (MTC). Created by the state Legislature in 1970,

the Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. MTC functions as both the regional transportation planning agency—a state designation—and, for federal purposes, as the region's metropolitan planning organization (MPO). As such, it is responsible for regularly updating the Regional Transportation Plan, a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle and pedestrian facilities. The Sustainable Communities Strategy (SCS) is one component of the Regional Transportation Plan. The Commission also screens requests from local agencies for state and federal grants for transportation projects to determine their compatibility with the Plan.

MTC has established the OneBayArea Grant Program, which is a new funding approach that better integrates the region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy. The OneBayArea Grant Program (OBAG) establishes program commitments and policies for investing roughly $800 million over the four-year period of fiscal years 2012-13 through 2015-16, funded through continuations of the current federal surface transportation legislation currently known as SAFETEA (the Safe, Accountable, Flexible, Efficient Transportation Equity Act). In order to be eligible for OBAG funding, Dublin needs to have adopted and be implementing Complete Streets.

5.4.2 COMPLETE STREETS

In 2008, the State Legislature adopted Assembly Bill 1358, the California Complete Streets Act. Implementation of the Act requires cities and counties to integrate multi-modal transportation network policies into the Circulation Elements of their General Plans. The transportation network should consist of "Complete Streets," which are transportation facilities that are planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists.

Designed to encourage and increase the use of alternative modes of transportation, Complete Streets serve to enable active travel as part of daily activities, reduce pollution, and meet the needs of all users of the streets. All users include bicyclists, pedestrians, motorists, public transit riders, movers of commercial goods, and special needs users such as children, persons with disabilities, seniors, youth, and families. Complete Streets continue to maintain a safe and effective transportation system that integrates the needs of users beyond the vehicle.

In an effort to meet the requirements of the State, MTC and ACTC, Dublin has adopted a comprehensive Complete Streets Policy (City Council Resolution 199-12). The Complete Streets Policy reflects the following policies.

5.4.3 ALL PLANNING AREAS

A. Guiding Policies

1. Plan for all users by creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that meets the requirements of currently adopted transportation plans and serves all categories of users.

2. Be context aware by maintaining sensitivity to local conditions and needs in both residential and business districts as well as urban, suburban, and rural areas, and will work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues.
3. Make Complete Streets practices a routine part of everyday operations, approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users in accordance with the City of Dublin's Complete Streets Policy.
4. Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users adhering to local conditions and needs will be incorporated into all planning, funding, design, approval, and implementation processes for all projects.
5. Work with other jurisdictions in partnering to create a truly multi-modal transportation infrastructure within and across the City.
6. Encourage developers to implement Complete Streets in private transportation infrastructure by providing guidance during the development approval process.

B. Implementing Policy

1. Continue implementing the City's Complete Streets Policy and seek funding for transportation and circulation improvements through the OBAG program and its successors.

5.5 PEDESTRIAN ROUTES AND BIKEWAYS

The City adopted a Citywide Bikeways Master Plan in 2007. In 2014, the Bikeways Master Plan was updated and renamed the Dublin Bicycle and Pedestrian Master Plan. The Dublin Bicycle and Pedestrian Master Plan combines the update to the Bikeways Master Plan with the City's first Pedestrian Plan into a comprehensive document that provides policies, network plans, prioritized project lists, support programs and best practice design guidelines for bicycling and walking in Dublin. The updated Master Plan contains goals and policies for development and implementing a bicycle and pedestrian network that provides a viable transportation alternative to the automobile, improves safety for bicyclists and pedestrians, and provides residents with access and good connections to parks, open space, trails and other recreational opportunities. The Master Plan identifies existing and proposed bicycle and pedestrian routes and support facilities throughout the Planning area. Readers should refer to the Dublin Bicycle and Pedestrian Master Plan for additional information regarding existing and proposed bicycle and pedestrian routes and support facilities.

The greatest opportunities for successful pedestrian travel is to provide safe and comfortable connections between residential neighborhoods and key destinations including schools, parks, shopping districts, and transit. In the Downtown Dublin Specific Plan area this also includes connections to Downtown Dublin businesses and the West Dublin BART Station. The Downtown Dublin Specific Plan contains policies related to increasing pedestrian amenities in Downtown, and the City's Climate Action Plan also highlights the City's commitment to the continued development of successful bicycle and pedestrian trail corridors, improved access to parks and open space areas, improved bicycle lanes and/or routes on several key cross-city corridors, bikeways on key freeway crossings, the development of education and enforcement programs, and improvements to the City's Bicycle Parking Ordinance.

5.5.1 ALL PLANNING AREAS

A. Guiding Policies

1. Provide safe, continuous, comfortable and convenient bikeways throughout the City.
2. Improve and maintain bikeways and pedestrian facilities and support facilities in conformance with the recommendations in the Dublin Bicycle and Pedestrian Master Plan.
3. Enhance the multi-modal circulation network to better accommodate alternative transportation choices including BART, bus, bicycle, and pedestrian transportation.
4. Provide comfortable, safe, and convenient walking routes throughout the City and, in particular, to key destinations such as Downtown Dublin, the BART Stations, schools, parks, and commercial centers.

B. Implementing Policies

1. Complete the bikeways systems illustrated on Figures 5-3a and 5-3b.
2. Improve bikeways, bicycle support facilities, and pedestrian facilities in accordance with the Dublin Bicycle and Pedestrian Master Plan in conjunction with development proposals.
3. Ensure on-going maintenance of bikeways, bicycle support facilities and pedestrian facilities that are intended for public use and located on private property in conjunction with development proposals.

5.6 TRUCK ROUTES

5.6.1 ALL PLANNING AREAS

A. Guiding Policies

1. Designate and accommodate truck routes to minimize noise nuisance on residential arterial streets.
2. Maintain a Truck Route Map for the City.

B. Implementing Policies

1. Strive to restrict "through" trucks (defined as trucks with both origins and destinations outside the City limits) in the City.
2. Take advantage of opportunities to provide long-term truck parking facilities.

5.7 SCENIC ROUTES AND HIGHWAYS

I-580, I-680, San Ramon Road, and Dougherty Road were designated scenic routes by Alameda County in 1966. These are the places from which people traveling through Dublin gain their impression of the City; therefore, it is important that the quality of views be protected.

In the Eastern Extended Planning Area, Tassajara Road is designated a scenic route by Alameda

County. It is the City's intention that Fallon Road will also be designated as a scenic route once it is extended north to connect with Tassajara Road.

5.7.1 ALL PLANNING AREAS

A. Guiding Policy

1. Incorporate County-designated scenic routes, and the Fallon Road extension, in the General Plan as adopted City-designated scenic routes, and work to enhance a positive image of Dublin as seen by through travelers.

B. Implementing Policies

1. Exercise design review of all projects visible from a designated scenic route.
2. Implement the Eastern Dublin Scenic Corridors Policies and Standards for projects within the Eastern Extended Planning Area.

5.8 SOUTHERN PACIFIC RAILROAD TRANSPORTATION CORRIDOR

Track has been removed from the San Ramon Branch line between Pleasanton and Pleasant Hill. Previous studies proposed future use for light rail transit or a busway, but communities along the corridor later dismissed the idea. Several sections of the corridor have since been developed with residential and/or light industrial uses, and potential open space or recreational uses should be considered for remaining corridor areas.

5.9 FINANCING CIRCULATION SYSTEM IMPROVEMENTS

The City has a five year Capital Improvement Program (CIP) that includes a section on the circulation network. The current CIP lists approved circulation improvement projects along with estimated costs and financing schedules. The funds for these projects come from several sources including the City's operating budget, state/federal funds, development fees, grants and loans. (A copy of the current Dublin CIP is available from the City Manager's Office.)

Construction of necessary roads for new development will be funded by the developers, primarily through Traffic Impact Fee (TIF) requirements The City currently has the Eastern Dublin TIF for properties in the Eastern Extended Planning Area and the Downtown TIF for most others. A regional TIF has been established by the Tri-Valley Transportation Council (TVTC). Details about these fee programs are available from the Public Works Department.

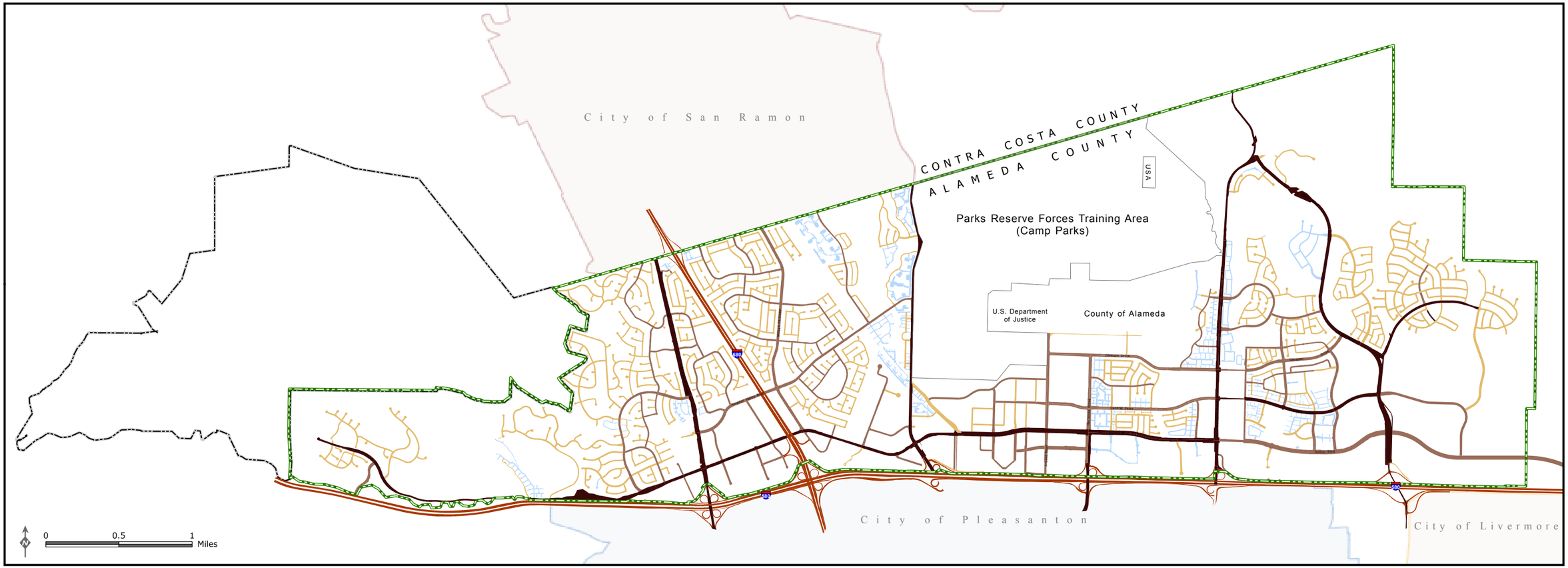
5.9.1 ALL PLANNING AREAS

A. Guiding Policy

1. Continue the city's program of requiring developers to contribute fees and/or improvements to help fund off-site improvements related to their projects.

DUBLIN GENERAL PLAN
ROADWAY CLASSIFICATIONS

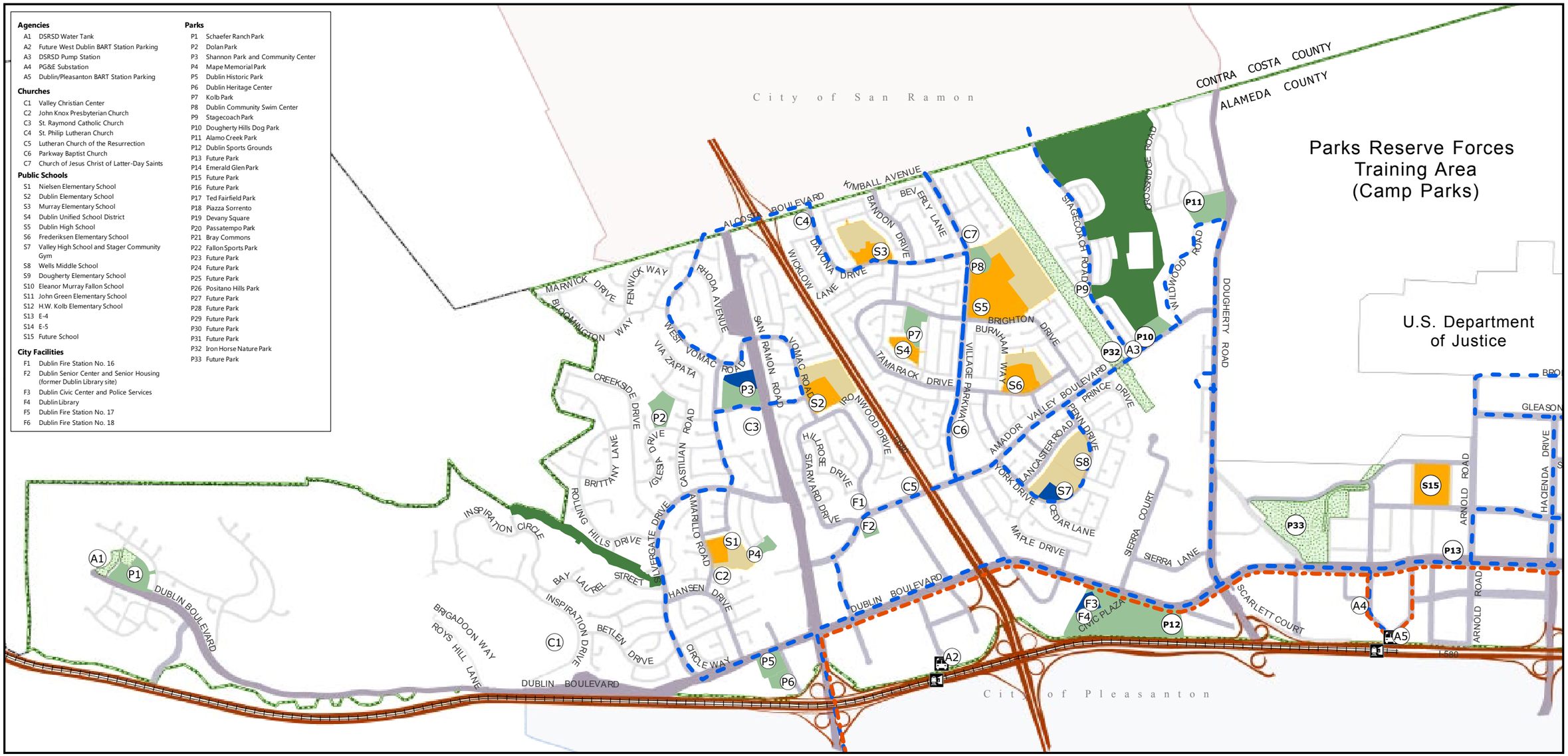
(Figure 5-1)
February 18, 2014



Arterial
Collector
Local Residential
Freeway
Private
City of Dublin
Sphere of Influence

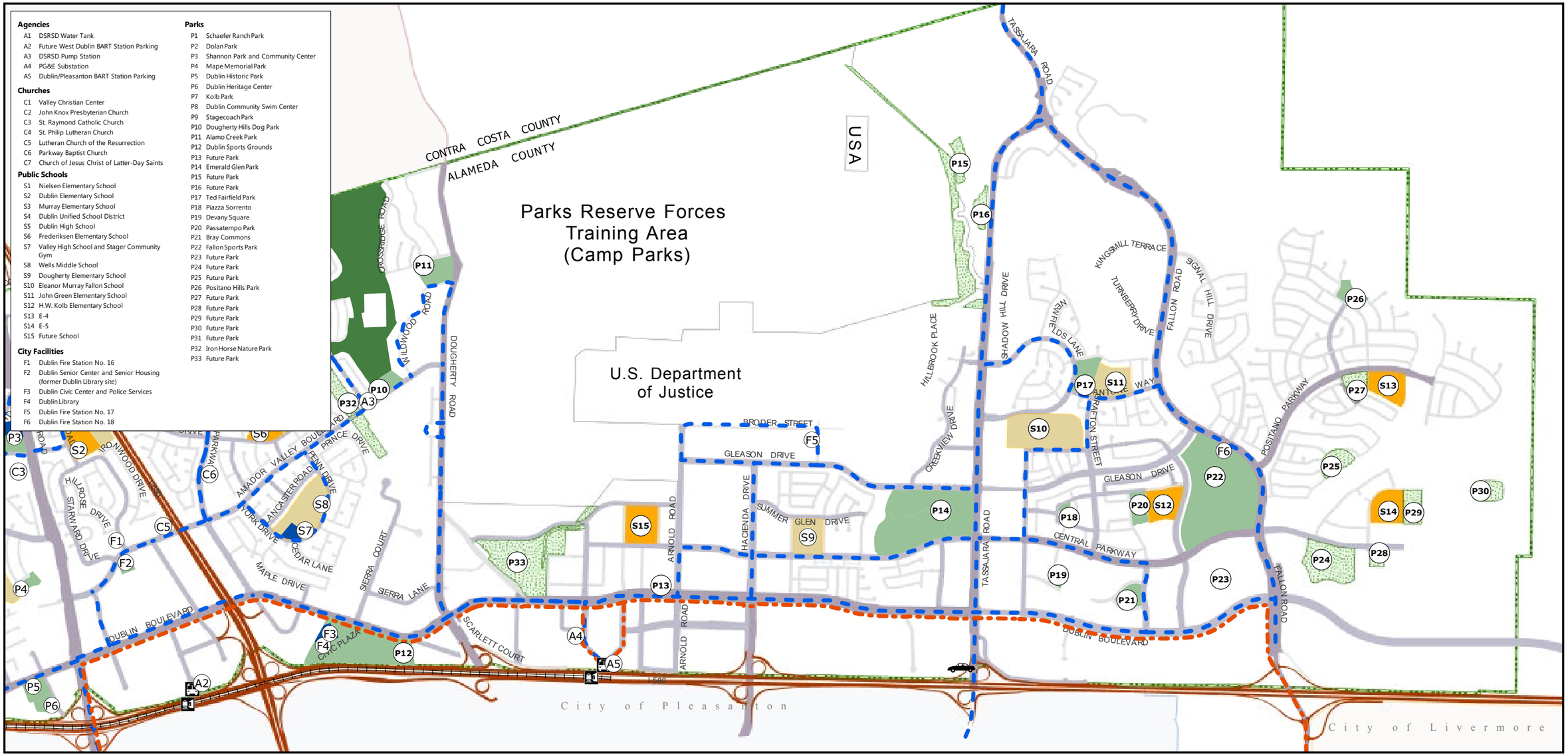
DUBLIN GENERAL PLAN TRANSIT MAP

(Figure 5-2a)
October 7, 2014



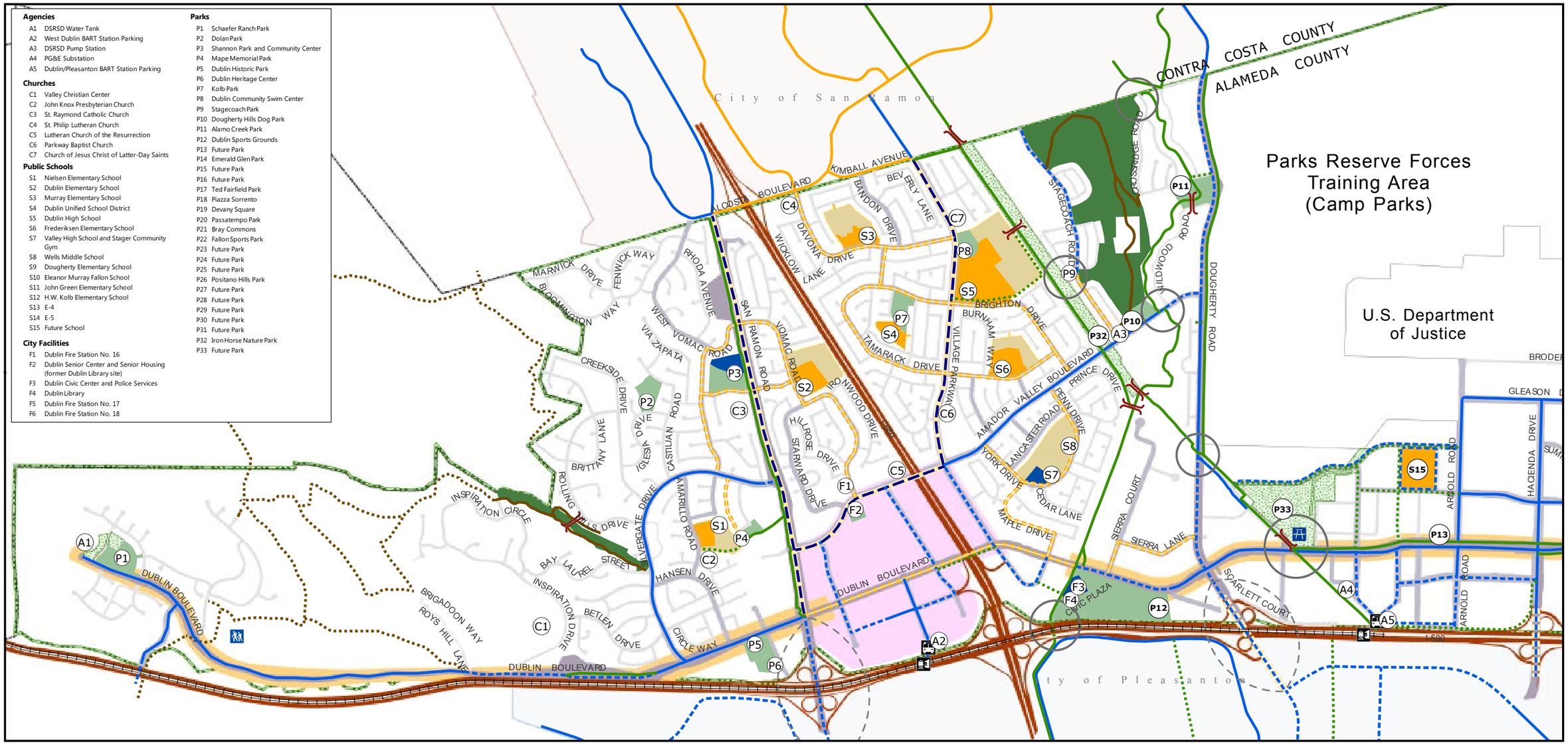
DUBLIN GENERAL PLAN TRANSIT MAP

(Figure 5-2b)
October 7, 2014



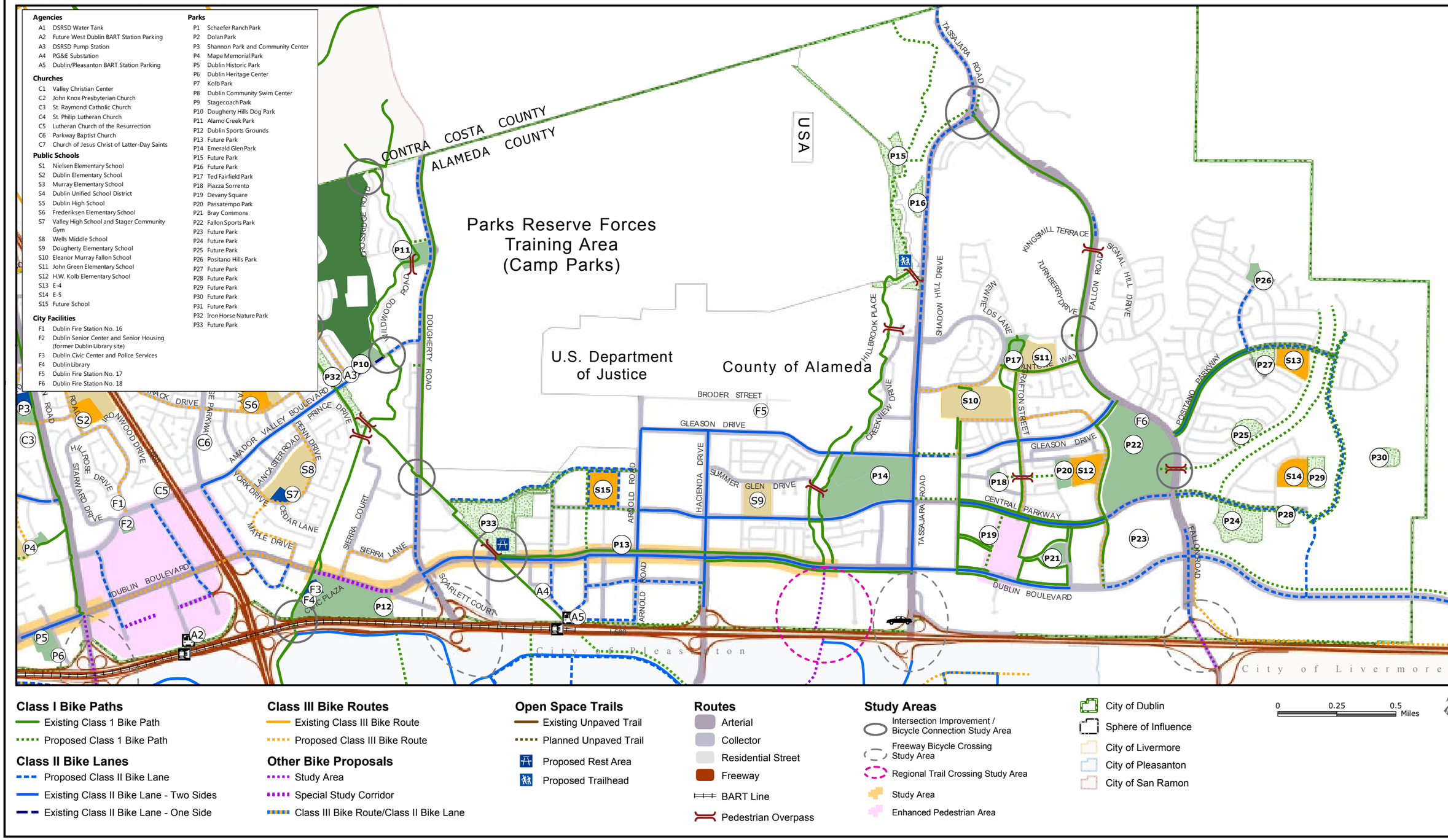
DUBLIN GENERAL PLAN
BICYCLE CIRCULATION

(Figure 5-3a)
October 7, 2014



DUBLIN GENERAL PLAN
BICYCLE CIRCULATION

(Figure 5-3b)
October 7, 2014



DUBLIN GENERAL PLAN MULTI-MODAL MAP

(Figure 5-4a)
October 7, 2014

Agencies
- A1 DSRSD Water Tank
- A2 Future West Dublin BART Station Parking
- A3 DSRSD Pump Station
- A4 PG&E Substation
- A5 Dublin/Pleasanton BART Station Parking

Churches
- C1 Valley Christian Center
- C2 John Knox Presbyterian Church
- C3 St. Raymond Catholic Church
- C4 St. Philip Lutheran Church
- C5 Lutheran Church of the Resurrection
- C6 Parkway Baptist Church
- C7 Church of Jesus Christ of Latter-Day Saints

Public Schools
- S1 Nielsen Elementary School
- S2 Dublin Elementary School
- S3 Murray Elementary School
- S4 Dublin Unified School District
- S5 Dublin High School
- S6 Frederiksen Elementary School
- S7 Valley High School and Stager Community Gym
- S8 Wells Middle School
- S9 Dougherty Elementary School
- S10 Eleanor Murray Fallon School
- S11 John Green Elementary School
- S12 H.W. Kolb Elementary School
- S13 E-4
- S14 E-5
- S15 Future School

City Facilities
- F1 Dublin Fire Station No. 16
- F2 Dublin Senior Center and Senior Housing (former Dublin Library site)
- F3 Dublin Civic Center and Police Services
- F4 Dublin Library
- F5 Dublin Fire Station No. 17
- F6 Dublin Fire Station No. 18

Parks
- P1 Schaefer Ranch Park
- P2 Dolan Park
- P3 Shannon Park and Community Center
- P4 Mape Memorial Park
- P5 Dublin Historic Park
- P6 Dublin Heritage Center
- P7 Kolb Park
- P8 Dublin Community Swim Center
- P9 Stagecoach Park
- P10 Dougherty Hills Dog Park
- P11 Alamo Creek Park
- P12 Dublin Sports Grounds
- P13 Future Park
- P14 Emerald Glen Park
- P15 Future Park
- P16 Future Park
- P17 Ted Fairfield Park
- P18 Piazza Sorrento
- P19 Devany Square
- P20 Passatempo Park
- P21 Bray Commons
- P22 Fallon Sports Park
- P23 Future Park
- P24 Future Park
- P25 Future Park
- P26 Positano Hills Park
- P27 Future Park
- P28 Future Park
- P29 Future Park
- P30 Future Park
- P31 Future Park
- P32 Iron Horse Nature Park
- P33 Future Park

Facilities
- School Parks
- Facilities
- City Owned Open Space
- Citywide Park
- Regional Park
- Fire Station
- Planned Park
- Public School
- Water Quality Pond
- Stream
- CP Community Park
- NS Neighborhood Square
- NP Neighborhood Park
- RP Regional Park

- Arterial
- Collector
- Residential Street
- Freeway
- BART Line
- Proposed Bus RAPID Transit Route

Bus routes are not included on map as they are subject to change.

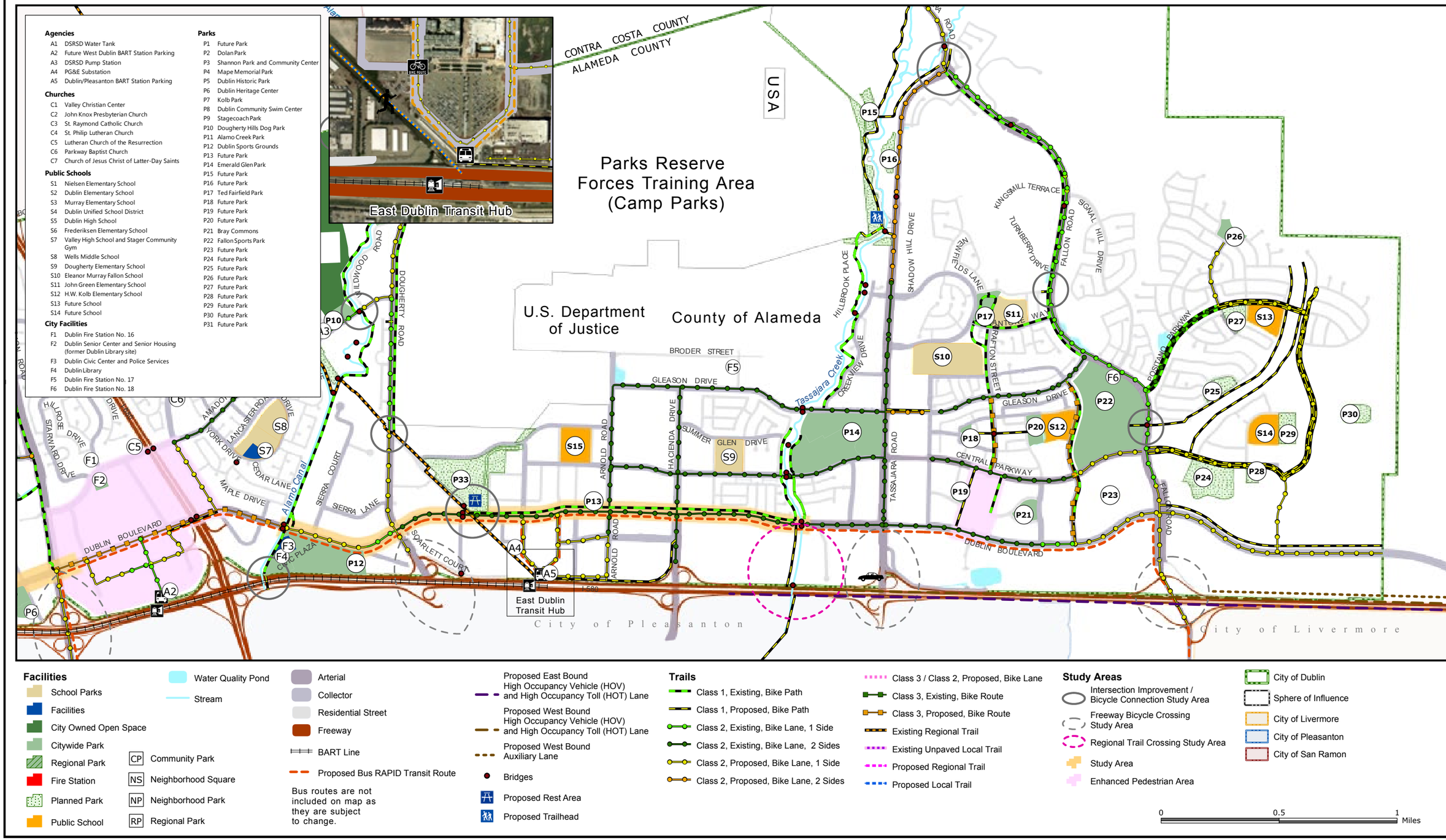
- Proposed East Bound High Occupancy Vehicle (HOV) and High Occupancy Toll (HOT) Lane
- Proposed West Bound High Occupancy Vehicle (HOV) and High Occupancy Toll (HOT) Lane
- Proposed West Bound Auxiliary Lane
- Pedestrian Overpass
- Proposed Rest Area
- Proposed Trailhead

Trails
- Class 1, Existing, Bike Path
- Class 1, Proposed, Bike Path
- Class 2, Existing, Bike Lane, 1 Side
- Class 2, Existing, Bike Lane, 2 Sides
- Class 2, Proposed, Bike Lane, 1 Side
- Class 2, Proposed, Bike Lane, 2 Sides
- Class 3 / Class 2, Proposed, Bike Lane
- Class 3, Existing, Bike Route
- Class 3, Proposed, Bike Route
- Existing Regional Trail
- Existing Unpaved Local Trail
- Proposed Regional Trail
- Proposed Local Trail

Study Areas
- Intersection Improvement / Bicycle Connection Study Area
- Freeway Bicycle Crossing Study Area
- Regional Trail Crossing Study Area
- Study Area
- Enhanced Pedestrian Area

- City of Dublin
- Sphere of Influence
- City of Livermore
- City of Pleasanton
- City of San Ramon

0 0.5 1 Miles

DUBLIN GENERAL PLAN MULTI-MODAL MAP

(Figure 5-4b)
October 7, 2014