

CHAPTER NINE: TRANSPORTATION AND CIRCULATION

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CHAPTER NINE: TRANSPORTATION AND CIRCULATION

9.1 INTRODUCTION

This chapter provides a description of the transportation services and facilities, including off site improvements needed to support the population and employment envisioned for Specific Plan I. All transportation improvements specified in this Specific Plan shall comply with the Master Plan and the Mountain House "TDM Program and Transit Plan," including those improvements provided as interim improvements.

9.2 ASSUMPTIONS

- a) Travel demand estimates used to identify improvements needed for the Specific Plan are based on the San Joaquin County Council of Governments (SJCCOG) regional travel demand model (December 1993), using projections of year 2000 land use in San Joaquin County and adjoining counties.
- b) Buildout of Specific Plan I is assumed to be seven years.
- c) Designation of freeway improvements required by this Specific Plan assume I-205 will be widened to six lanes by the year 2000.
- d) Neighborhoods F, E, and G will be constructed in that order and will be entirely or almost entirely built out before another Specific Plan area begins construction.
- e) Regional bus transit service planning for this Specific Plan assumes the following will be initiated prior to trigger dates specified in this Specific Plan.

Bus service between San Joaquin County cities, Mountain House to Tracy, Stockton to Livermore, County bus feeder service (note: as of this date, no planning documents include Tracy to Mountain House bus service),

A ratio of 1.44 employees per residential unit, consistent with the Master Plan,

The job/housing balance follows the program detailed in the Master Plan.

- f) Passenger rail service over the Altamont Pass is assumed in the Specific Plan buildout. Mountain House is anticipated to contribute towards station capital costs for rail service. Participation in passenger rail service will be as required by the Master Plan.
- g) The overall project density will be 6 units per acre, a density which meets or exceeds the criterion of most transit agencies for the operation of bus service.

9.3 TRANSPORTATION FACILITIES

This Specific Plan I includes three non-contiguous subareas and the required linking of circulation and transportation elements. The transportation system designed to support the land use proposed includes provisions for improvements to the I-205/Mountain House Parkway interchange as well as improvements to Mountain House Parkway between I-205

and Byron Road. Improvements to Mountain House Parkway are phased in coordination with development in the three subareas: Central Mountain House, Mountain House Business Park, and Old River Industrial Park.

Provisions for regional bus transit service between the community and major regional destinations are addressed in the Mountain House “TDM Program and Transit Plan.” Passenger rail service over the Altamont Pass is projected to be implemented within this Specific Plan period, and measures to provide access to this service by the community’s residents have also been included.

The regional roadway and rail improvements designated to occur during Specific Plan I are shown in Figure 9.1: Regional Roadway and Rail Improvements. Regional bus transit facilities to be provided are shown in Figure 9.2: Regional Bus Routes and Facilities.

Figure 9.3: Specific Plan Road Classification Diagram shows the on-site roadway network for the Specific Plan Area. Figure 9.4: Central Mountain House Street System shows additional detail for the Central Mountain House subarea, including the number of through traffic lanes, intersection configurations, and traffic control devices. This Specific Plan includes no deviations from the Master Plan designated road classification, roadway standards, bike paths, pedestrian facilities and park and ride lots. That portion of the Master Plan transportation elements to be included in this Specific Plan are shown in Figures 9.3 through 9.10.

The Mountain House “TDM Program and Transit Plan” includes provisions for transit, and some limited TDM measures that will be implemented during the development of Specific Plan I. The earliest transit-related amenity is the availability of demand-responsive transit once 25 dwelling units have been occupied. Other transit and TDM measures will not be triggered until there are a significant number of occupied homes and/or businesses in the new community. Fixed route service should be available soon after 1,000 dwelling units are occupied and a permanent park-and-ride lot will be constructed once 3,000 homes are occupied.

The first Specific Plan will require a series of improvements to the Mountain House Parkway/I-205 freeway interchanges as listed in Table 9.1. The Project Study Report for these improvements will determine the actual needed improvements and construction timing and should be started no later than the construction of the first dwelling unit.

Specific Plan I does not include any significant opportunities for shared parking that would require a parking plan.

The following implementation measures address regional and community-wide transportation facilities.

- a) Local Bus Service. Fixed route local or intracity service shall replace demand responsive service once ridership warrants. Service frequency for intracity service should be determined by the length of the peak period as the project builds out, but at least every 30 minutes in the peak period and 60 minutes in the off-peak period. Intracity bus service shall be designed to provide for local transit connections between neighborhoods, village centers, the Town Center, and jobs within Mountain House.
- b) Park-and-Ride Lot. A five acre park-and-ride lot shall be established on De Anza Boulevard at Von Sosten Road and shall be built to accommodate approximately

300 cars once 3,000 homes have been occupied. Up to 500 spaces may be required by build-out. In the interim, a joint use parking lot shall be identified and sized to address demand. (See Figure 9.8 and the Mountain House “TMD Program and Transit Plan.”

- c) Initial TDM Program and Transit Plan. While the Mountain House “TDM Program and Transit Plan” addresses a first phase strategy for providing adequate and cost-effective TDM measures and transit services for the new community, a second phase “operations” program will need to be completed by the CSD once transit needs can no longer be adequately provided by demand responsive service.

9.4 TRANSPORTATION IMPROVEMENTS PHASING

Specific Plan I anticipates the need and timing of circulation improvements listed in Table 9.1 and illustrated in Figures 9.1 to 9.10. These improvements include not only the identified road segments and elements but also required improvements and standards such as signals, channelization, turn lanes, vehicles, stop improvements, and shelters.

The following implementation measures address phasing of transportation facilities.

- a) Grant Line Road/I-580 Interchange. As a part of the Transportation Monitoring program, traffic growth trends and levels of service at the Grant Line Road/I-580 interchange shall be monitored and reported to the County. Should the review indicate the need for interchange improvements, a required interchange improvement shall be added to Table 9.1: Trigger Points of Circulation Improvements Based on Occupied Residential Units.
- b) Railroad Crossing at Henderson Road. Prior to construction of the first commercial or industrial building in the Old River Industrial Park, the existing at-grade crossing at Henderson Road shall be improved to include crossing gates, flashing lights and audible signals.
- c) Railroad crossing at Wicklund Road. The Wicklund Road rail crossing shall remain open as a secondary access only until the Mountain House Parkway crossing is improved. At that time, this crossing shall be closed and Wicklund Road reconstructed as a Collector with a turn-around.

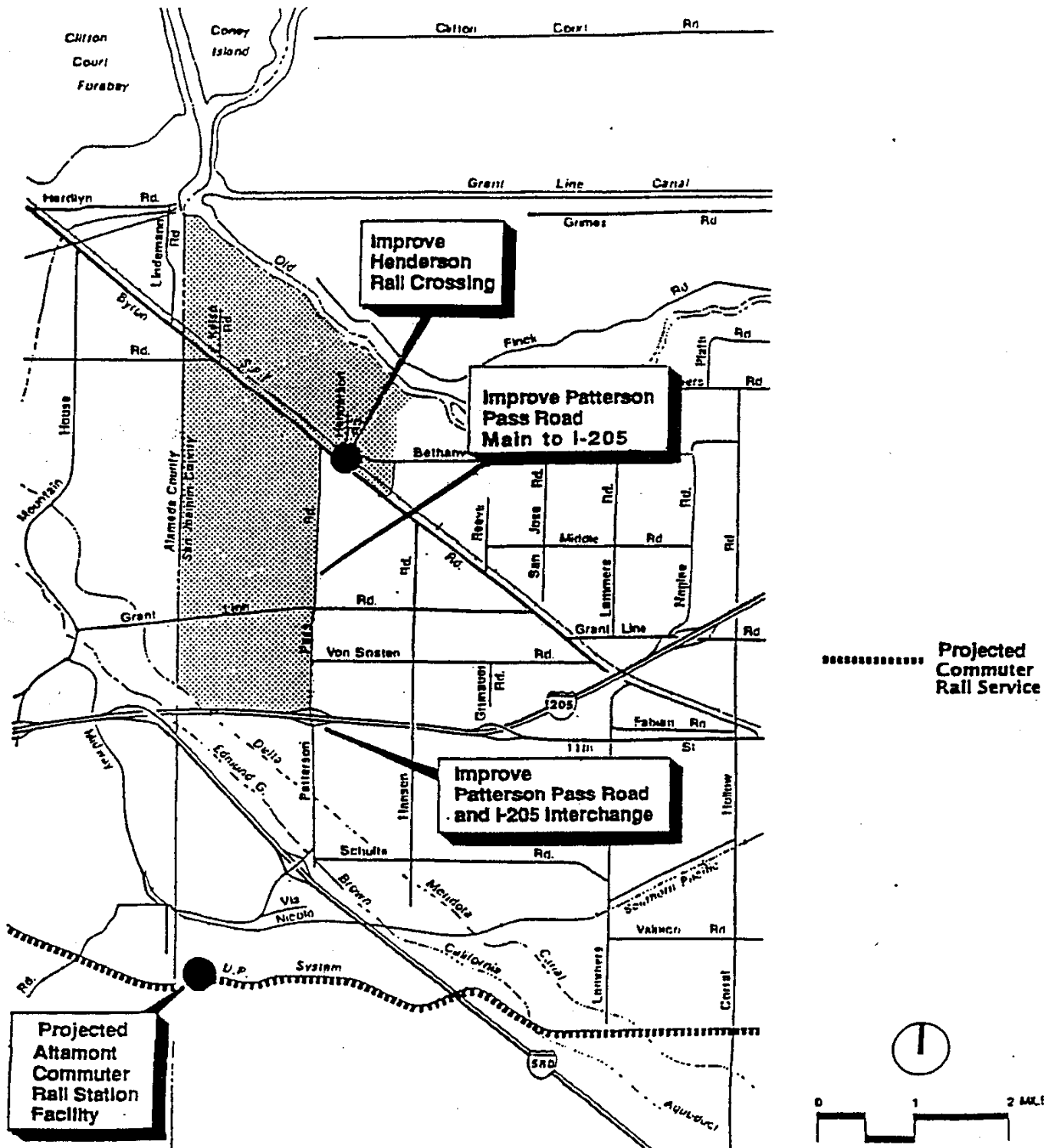


FIGURE 9.1 – REGIONAL ROADWAY AND RAIL IMPROVEMENTS

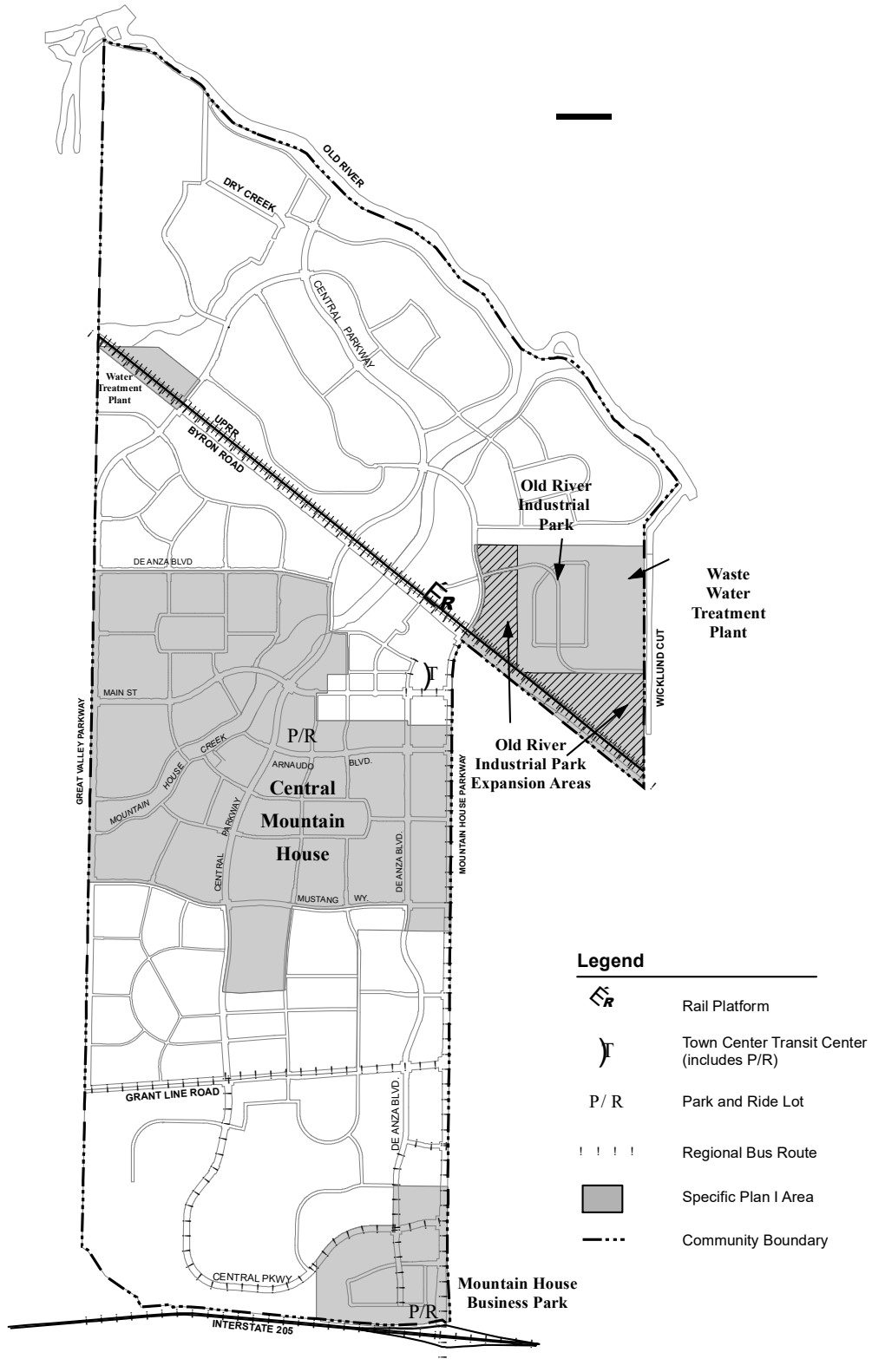


FIGURE 9.2 – REGIONAL BUS ROUTES AND FACILITIES

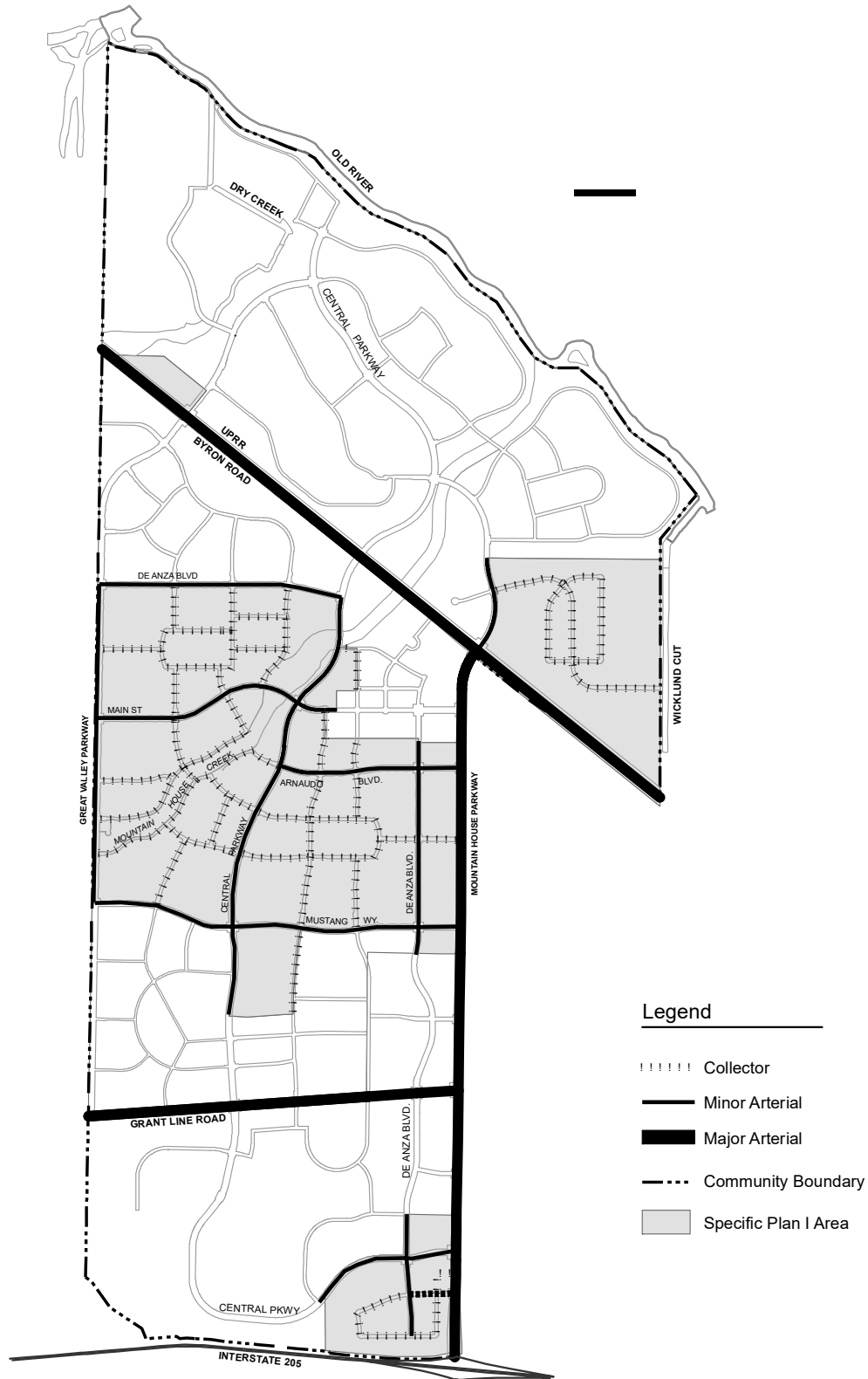
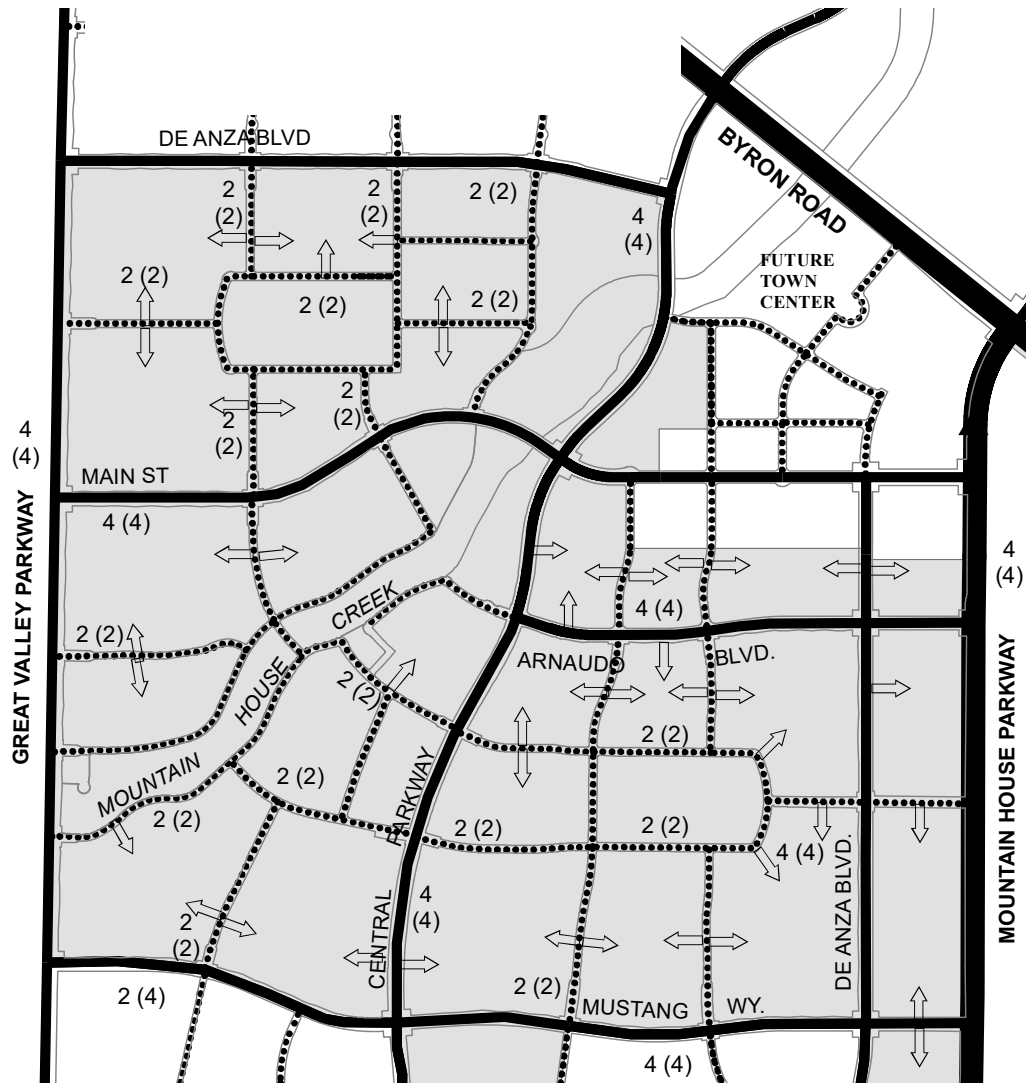


FIGURE 9.3 – SPECIFIC PLAN ROAD CLASSIFICATION DIAGRAM



- Legend**
- Collector
 - Minor Arterial
 - Major Arterial
 - 2 (2) Indicate Number of Through Lanes in Phase One Specific Plan (Ultimate Buildout Number of Lanes)
 - Specific Plan I Area



This map figure is subject to refinements by the CSD Roadway Improvement Plan
 NOTE: See Specific Plan, Road Classification Diagram for Street Classification

FIGURE 9.4 – CENTRAL MOUNTAIN HOUSE STREET SYSTEM

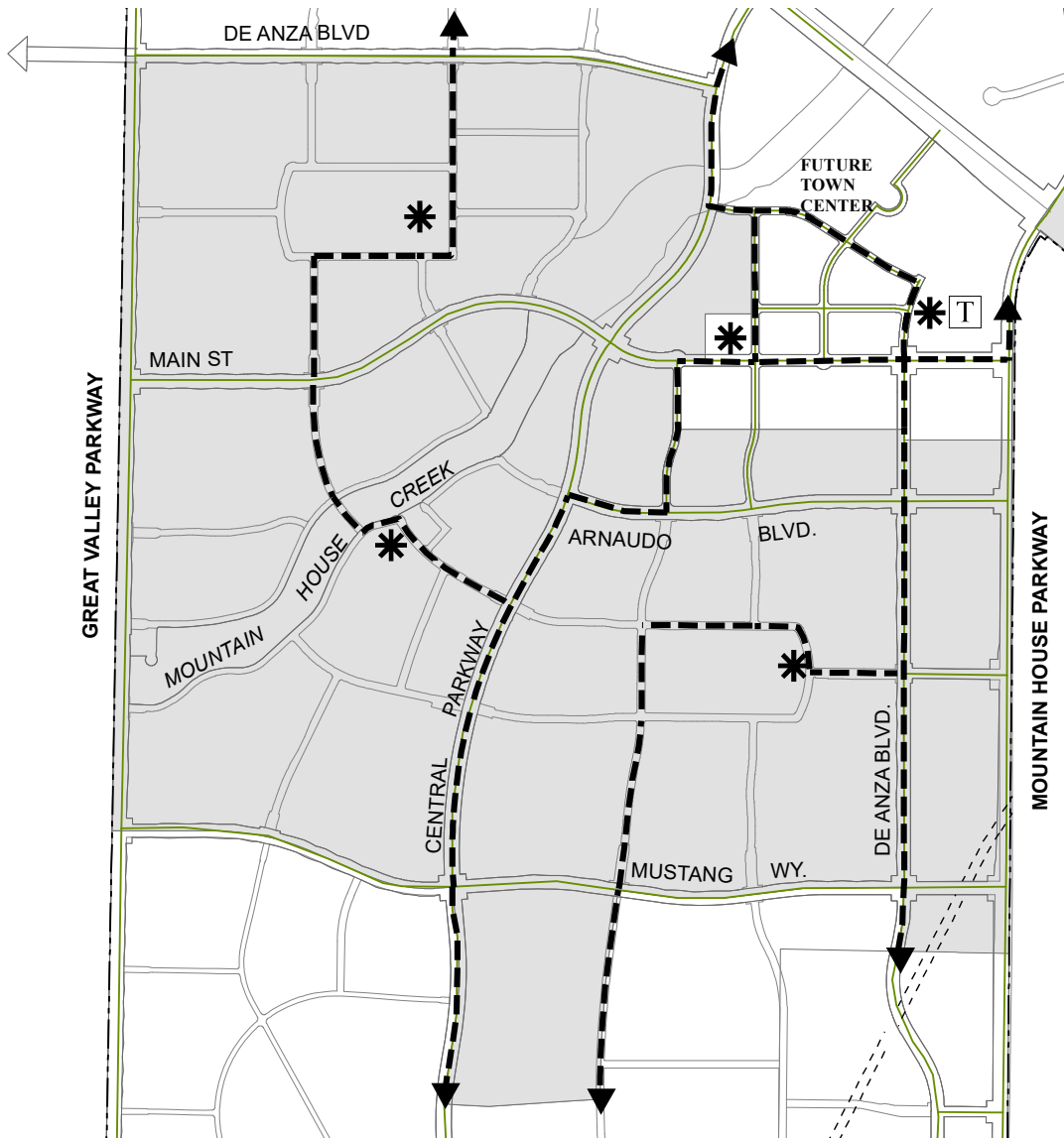


FIGURE 9.5 – CENTRAL MOUNTAIN HOUSE LOCAL TRANSIT ROUTES AND FACILITIES

MOUNTAIN HOUSE SPECIFIC PLAN I

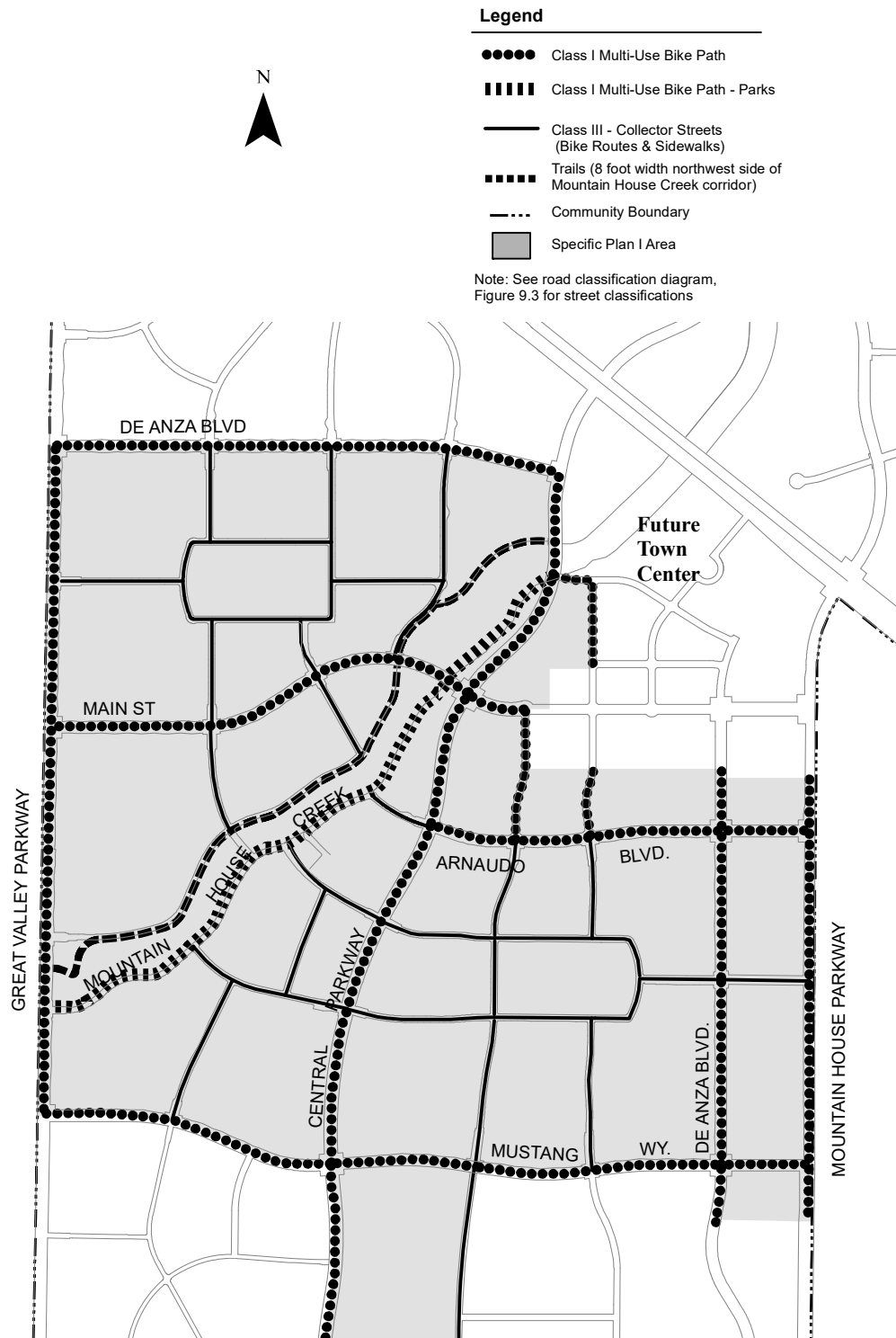
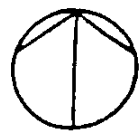
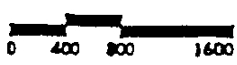
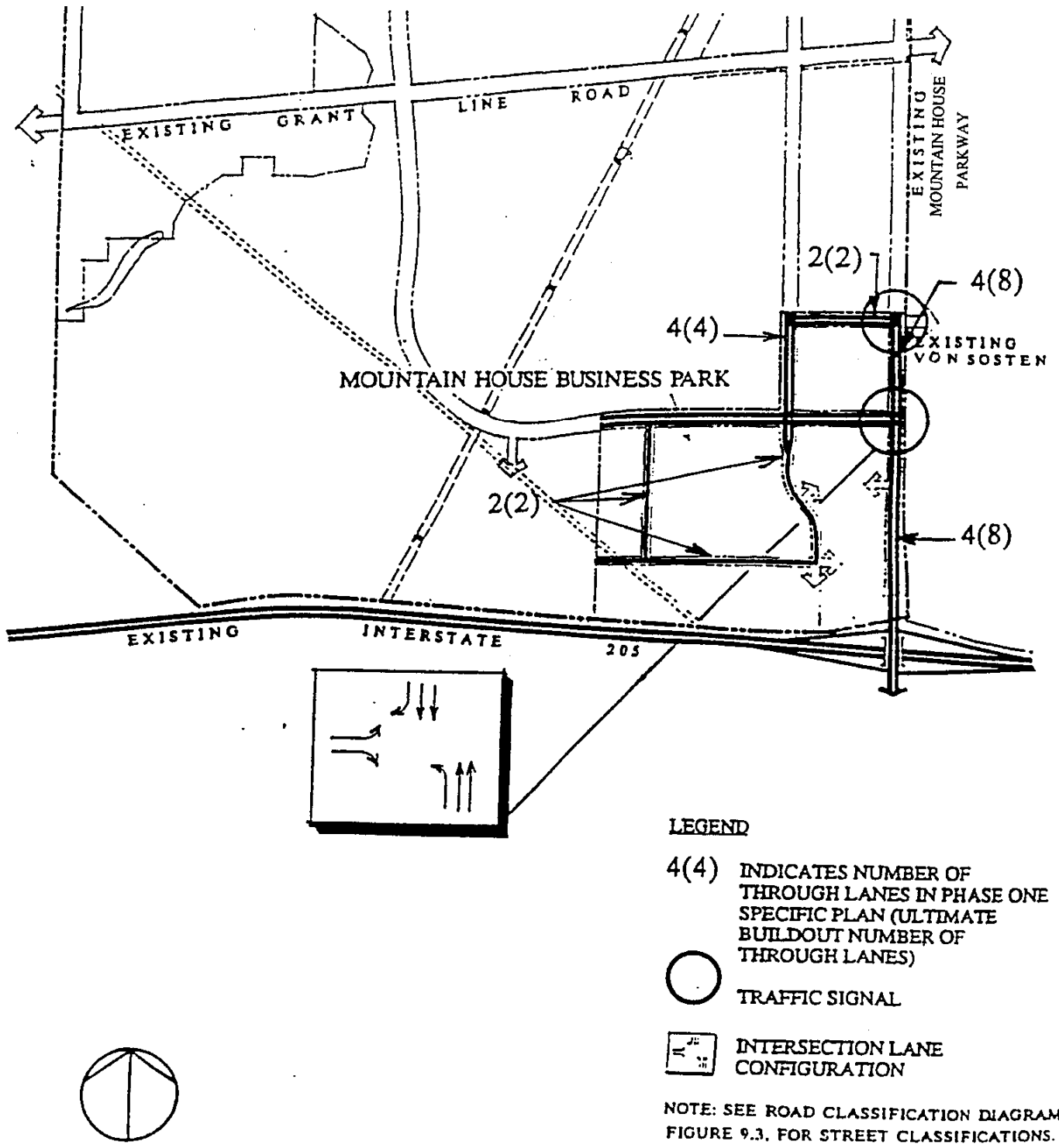


FIGURE 9.6 – CENTRAL MOUNTAIN HOUSE BICYCLE AND PEDESTRIAN CIRCULATION



THIS MAP FIGURE IS SUBJECT TO REFINEMENTS BY THE CSD ROADWAY IMPROVEMENT PLAN.

FIGURE 9.7 – MOUNTAIN HOUSE BUSINESS PARK STREET SYSTEM

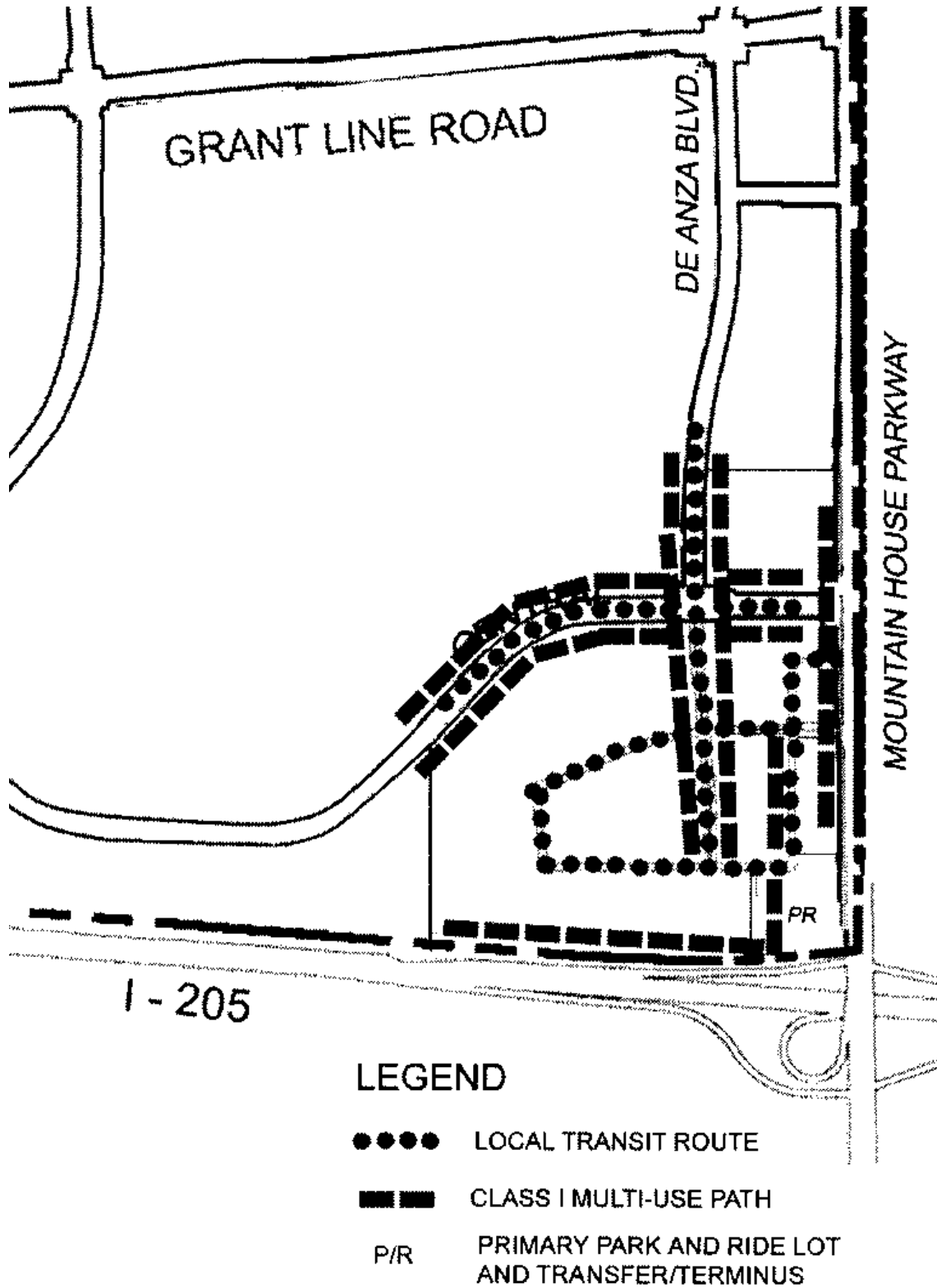
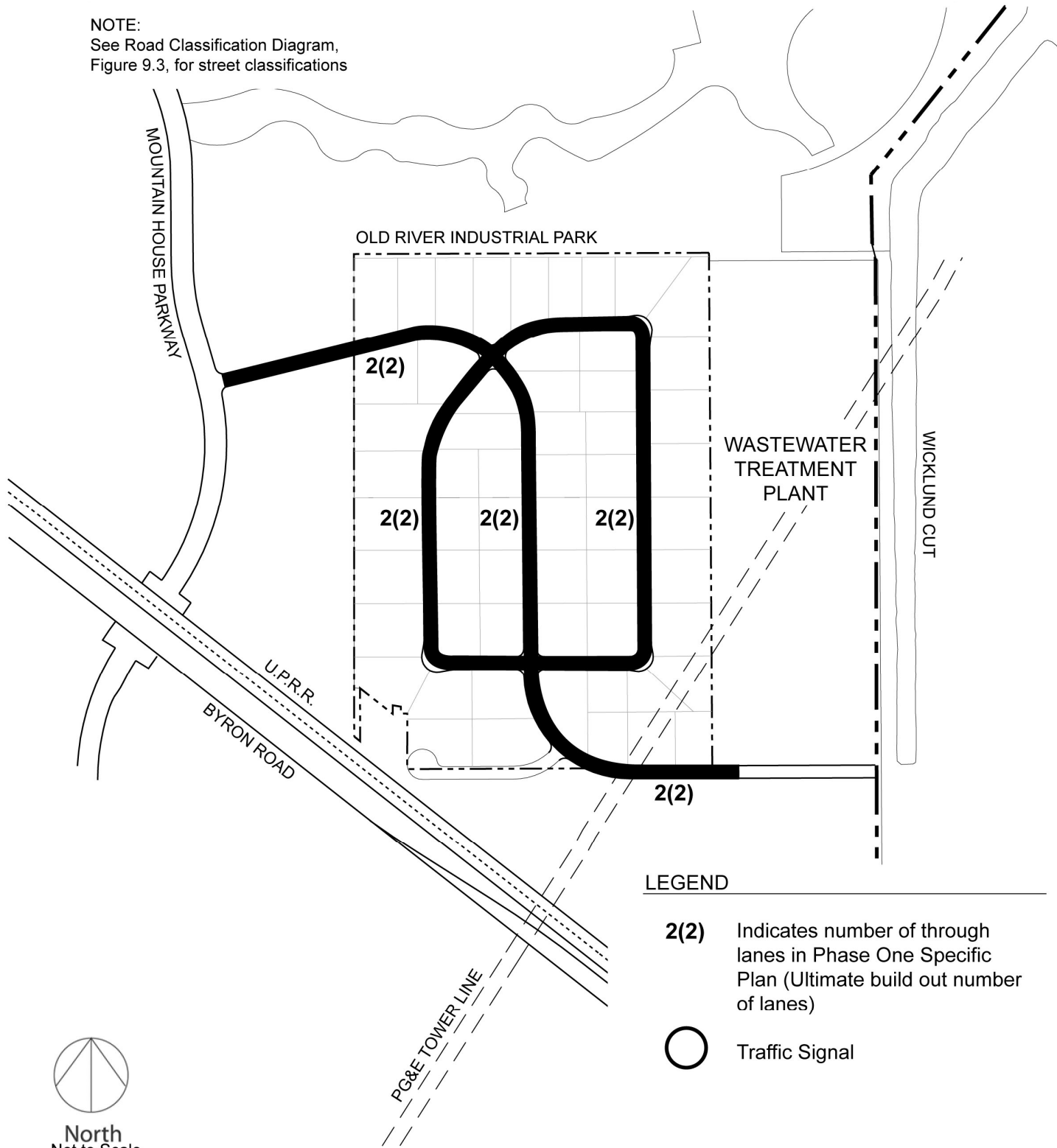


FIGURE 9.8 – MOUNTAIN HOUSE BUSINESS PARK TRANSIT, BICYCLE AND PEDESTRIAN CIRCULATION

NOTE:
See Road Classification Diagram,
Figure 9.3, for street classifications



LEGEND


- 2(2)** Indicates number of through lanes in Phase One Specific Plan (Ultimate build out number of lanes)
-  Traffic Signal

FIGURE 9.9 – OLD RIVER INDUSTRIAL PARK STREET SYSTEM

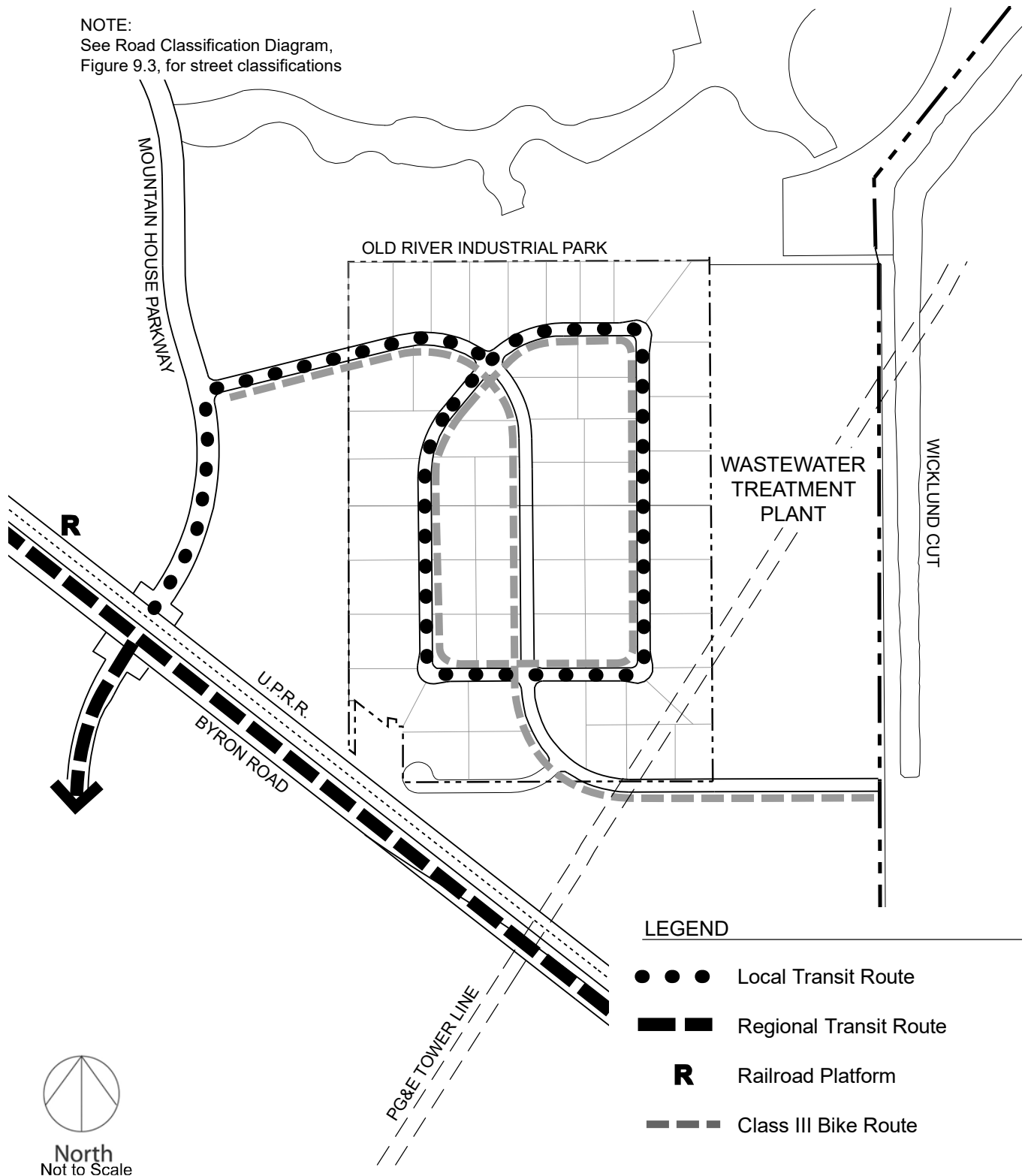


FIGURE 9.10 – OLD RIVER INDUSTRIAL PARK TRANSIT, BICYCLE AND PEDESTRIAN CIRCULATION

MOUNTAIN HOUSE SPECIFIC PLAN I

Table 9.1 Trigger Points of Circulation Improvements Based on Occupied Residential Units	
IMPROVEMENT	TRIGGER DU'S
I-205/Mountain House Parkway Interchange	
Start Project Study Report	Development Agreement
Interim traffic signals at both ramps	1600
Widen overpass to four lanes	3500
New eastbound on-ramp loop, southwest quadrant	3500
On/off eastbound/westbound ramps to fit loop ramps	3500
Signalization of ramp intersections	3500
Widen Mountain House Parkway to four two lanes	3500
Widen westbound off-ramp to two lanes	3500
Eastbound ramp improvements	3500
Add ramp metering and HOV bypass lanes	3500
I-580/Mountain House Parkway Interchange	
Start Project Study Report	May be combined with Mountain House Parkway Project Study Report
Arterials	
Mountain House Parkway (I-205 to Von Sosten) to four lanes	3200 or at initial Business Park construction
Mountain House Parkway (Von Sosten to Mascot Blvd.) 4 lanes	3200
Mountain House Parkway (Mascot Blvd. to Byron) 4 lanes	4100
Mountain House Parkway signalization and channelization	With improvements as built (see Master Plan page 9.8, Implementation b)
Sections of Mt. House Blvd., Mascot Blvd., Central parkway, Main Street, Marina Blvd., De Anza Blvd., Collectors and local streets will be constructed as needed in conjunction with the development of adjoining neighborhoods.	
Byron Road east of Mountain House Parkway to four lanes (unless General Plan is amended to accept LOS D as the gateway standard)	First Development Permit for Old River Industrial Park
Feasibility study for Central Parkway extension to Grant Line Road and/or widening of Mountain House Parkway north of Grant Line Road	Prior to 3200
Central Parkway extension to Grant Line Road	By 3200 Dus
Grant Line Road to 4 lanes between I-580 and Mountain House Road	First Development Permit for Mountain House Business Park
Study of Grant Line Road safety and operational improvements between I-580 and Byron Road	Prior to first Development Permit
IMPROVEMENT	TRIGGER DU'S
Regional and Local Bus Transit	
Demand-responsive transit to Tracy from residential areas.	25
Subscription service to out-of-community locations (subject to compliance with County CMP).	25
Transit Service Plan	Prior to first Development Permit
Regional Rail Transit	
Peak Period Service to nearest Altamont Rail platform. (Subject to rail service in place and overriding requirements of County's Congestion Management Plan.)	2000

Notes:

- (1) The selected trigger points assume that a balance of all land uses has been occupied. the Industrial/Commercial land uses will lag residential development; therefore using dwelling units as a trigger is a conservative approach.
- (2) Assume average population of 2.86 persons per household (see Chapter 3: Land Use).