

CHAPTER NINE: TRANSPORTATION AND CIRCULATION

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CHAPTER NINE: TRANSPORTATION AND CIRCULATION

9.1 INTRODUCTION

This chapter summarizes Master Plan provisions related to transportation facilities and public transit and states both the Plan Description and Implementation Measures for SP II. In addition, the provisions of the Mountain House TDM Program and Transit Plan are referenced here.

Chapter Three: Land Use contains information related to the integration of land use and circulation. Chapter Ten: Air Quality and Transportation Management, discusses provisions for transportation demand management.

9.2 TRIGGER POINTS AND FAIR SHARE

Master Plan Summary

The Master Plan anticipates the need for a multi-year roadway improvement plan and establishes “trigger points” when specific transportation improvements are required to be in place, based on the number of building permits issued for new residences. Trigger points are tied to projected residential development or other points of development as appropriate and are intended to serve as a flexible planning tool that will accommodate unpredicted changes in the future. Monitoring is tied to such factors as current LOS, review of planned improvements, and participation of Cal Trans.

Plan Description

The MHCSD Transportation Improvement Fee and the San Joaquin County Traffic Impact Mitigation Fee have already identified the major improvements, costs and fair share obligations for all major transportation facilities for SP II. As a supplement to these adopted programs, the MHCSD has performed an additional traffic study as part of SP II which confirms the adequacy of these improvement programs and funding mechanisms. The MHCSD Traffic Study further confirmed which components of the community build-out system are likely to be completed as part of the implementation of SP II, as depicted on Figure 9.1.

As part of implementing projects contained within SP II, the MHCSD will perform detailed traffic studies to identify the specific improvements and related phasing of SP II roadways which may be necessary to support such implementing projects. As part of the approval of these implementing projects the MHCSD will conditions such approvals to implement, as warranted on a phased basis, the specific system improvements that the projects triggers, consistent with Community Approvals. Since the specific transportation triggers for the community transportation improvements will be determined as part of implementing project approvals, the specific triggers contained within the Master Plan will be superseded by subsequent MHCSD phasing and trigger determinations.

SP II Implementation Measures

1. **Community Roadway Improvements Phasing Requirements. The specific improvement phasing requirements contained within Master Plan Tables 9.1, 9.2, and 9.8 are specifically superseded by the requirements and provisions contained within Specific Plan II, the improvements described in Tables 5.15-20, 5.15-21 and 5.15.22 of the Specific Plan II Expanded Initial Study, the MHCSD Roadway Improvement Plan, the MHCSD Mountain House Transportation Improvement Fee Ordinance and Technical Report Dated March 19, 2000, the applicable provisions of the Master Acquisition and**

Reimbursement Agreement between the MHCS D and the Master Developer, and Section 3.6.12 of the Master Plan Development Agreement between San Joaquin County and the Master Developer. The timing and extent of all project specific phased improvements of community roadways shall be determined as part of MHCS D Traffic Studies for all implementing projects.

2. **MHCS D Roadway Funding Requirements. All implementing projects shall comply with the requirements of the MHCS D Mountain House Transportation Improvement Fee Ordinance and Technical Report Dated March 19, 2000, the applicable provisions of the Master Acquisition and Reimbursement Agreement between the MHCS D and the Master Developer, and Section 3.6.12 of the Master Plan Development Agreement between San Joaquin County and the Master Developer.**
3. **County Roadway Funding Requirements. All implementing projects shall comply with the requirements of the San Joaquin County Traffic Impact Mitigation Fee Ordinance.**
4. **MHCS D Roadway Design Requirements. All implementing projects shall comply with the applicable provisions of the MHCS D Development Standards (see Section 1: General Design Requirements and Section 2: Street Design Standards).**

9.3 FREEWAY IMPROVEMENTS

Master Plan Summary

To provide for safe and efficient access to Mountain House via the freeway system, the Master Plan requires that the community participate in the implementation of regional freeway improvements on a “fair share” basis. Freeway improvements include mainline, interchanges, HOV lanes, ramp metering, truck lanes, study reports, and plans. Major improvements to State routes will be completed in phases, consistent with the travel demand estimated by State project study reports or County improvement plans for regional transportation facilities. Community access to I-205 and I-580 will be directed to existing interchanges.

Plan Description

The ultimate improvements to the Mountain House Parkway/I-205 interchange required to serve the entire Mountain House community are expected to be under construction or completed prior to the development of properties within SP II. As provided for in the Master Plan, the community will pay its “fair share” of other freeway improvements including mainline widening, HOV lanes, ramp metering, truck lanes and required studies.

SPII Implementation Measures

1. **MHCS D Community Funding and Participation Requirements. All implementing projects shall comply with the requirements of the MHCS D Mountain House Transportation Improvement Fee Ordinance and Technical Report Dated March 19, 2000, the applicable provisions of the Master Acquisition and Reimbursement Agreement between the MHCS D and the Master Developer, and Section 3.6.12 of the Master Plan Development Agreement between San Joaquin County and the Master Developer.**

9.4 COUNTY ARTERIALS

Master Plan Summary

The Master Plan requires Mountain House to adequately plan for and assign fair share responsibility to all County Arterials that may be significantly impacted by the community. County Arterials addressed by the Master Plan include all non-freeway roadways external to the community plus those Arterials that carry County and Mountain House traffic directly through the community. Specifically, these include Byron Road, Mountain House Parkway, and Grant Line Road. Also included are roads located within Alameda and Contra Costa Counties and the City of Tracy.

It is assumed that:

- Designated improvements to County roadways are intended to maintain LOS C during peak periods on all roads except State facilities, which may operate at LOS D, and County road segments which function as Mountain House Gateways.
- Mountain House Gateway road segments include Grant Line Road from the County line to Mountain House Parkway; Mountain House Parkway from Byron Road to I-205; and Byron Road from the County line to Wicklund Road.

When the community is determined by the County to be the primary new traffic contributor, the community will be responsible for initiating traffic studies and improvements consistent with Master Plan Table 9.2: County Arterial Road Improvements. Improvements will be subject to the provisions of the County's offset mitigation program and cost reimbursement program.

Each Specific Plan and accompanying environmental review will assess the transportation impacts of Mountain House development on other Counties and cities.

Plan Description

The MHCS D Transportation Improvement Fee and the San Joaquin County Traffic Impact Mitigation Fee have already identified the major improvements, costs and fair share obligations for all major transportation facilities for SPII. As a supplement to these adopted programs, the MHCS D has performed an additional traffic study as part of SPII which confirms the adequacy of these improvement programs and funding mechanisms. The MHCS D Traffic Study further confirmed which components of the community build-out system are likely to be completed as part of the implementation of SPII, as depicted on Figure 9.1.

As part of implementing projects contained within SPII, the MHCS D will perform detailed traffic studies to identify the specific improvements and related phasing of SPII roadways which may be necessary to support such implementing projects. As part of the approval of these implementing projects the MHCS D will condition such approvals to implement, as warranted on a phased basis, the specific system improvements that the projects triggers, consistent with Community Approvals. Since the specific transportation triggers for the community transportation improvements will be determined as part of implementing project approvals, the specific triggers contained within the Master Plan will be superseded by subsequent MHCS D phasing and trigger determinations.

SPII Implementation Measures

1. **Community Roadway Improvements Phasing Requirements. The specific improvement phasing requirements contained within Master Plan Tables 9.1, 9.2, and 9.8 are specifically superseded by the requirements and provisions**

contained within Specific Plan II, the improvements described in Tables 5.15-20, 5.15-21 and 5.15.22 of the Specific Plan II Expanded Initial Study, the MHCS D Roadway Improvement Plan, the MHCS D Mountain House Transportation Improvement Fee Ordinance and Technical Report Dated March 19, 2000, the applicable provisions of the Master Acquisition and Reimbursement Agreement between the MHCS D and the Master Developer, and Section 3.6.12 of the Master Plan Development Agreement between San Joaquin County and the Master Developer. The timing and extent of all project specific phased improvements of community roadways shall be determined as part of MHCS D Traffic Studies for all implementing projects.

2. **County Funding and Participation Requirements.** All implementing projects shall comply with the requirements of the San Joaquin County Traffic Impact Mitigation Fee Ordinance, and Section 3.6.12 of the Master Plan Development Agreement between San Joaquin County and the Master Developer.
3. **MHCS D/County Mitigation Off-Set Program.** All implementing projects shall comply with the requirements of the MHCS D/County Mitigation Offset Program contained within the MHCS D Mountain House Transportation Improvement Fee Ordinance and Technical Report Dated March 19, 2000 and Section 3.6.12 of the Master Plan Development Agreement between San Joaquin County and the Master Developer.
4. **Community Participation.** Subject to the provisions contained within Section 3.6.12 of the Master Plan Development Agreement between San Joaquin County and the Master Developer, if warranted by the traffic monitoring program, or, if initiated by others, development within Specific Plan II shall participate to the extent of its fair share in the traffic studies and improvement measures for improvements not listed in Table 9.2, including the following: Eleventh Street, Byron Road (south of Grant Line Road), existing Grant Line Road (east of Byron Road), new Grant Line Road (realigned section east of Byron Road), grade separation at Grant Line Road crossing the Southern Pacific railroad tracks (City of Tracy), Middle Road extension (from Gold Rush City to Mountain House), (Cities of Lathrop and Tracy), Altamont Pass Road (Alameda County), Byron Highway (Contra Costa County).
5. **Operation and Safety Improvements.** Subject to the provisions contained within Section 3.6.12 of the Master Plan Development Agreement between San Joaquin County and the Master Developer, development within Specific Plan II shall, to the extent of its fair share, participate in upgrading pavement sections and/or safety improvements (e.g., standard pavement widths and paved shoulders) when it is determined by the County to be the primary new traffic contributor, on rural roads, including Bethany, Kelso, Hansen, Von Sosten, Reeve, and Middle Roads, and Tracy Boulevard where necessary to alleviate additional traffic caused by the project within the County.
6. **MHCS D Construction Truck Requirements.** All implementing projects shall comply with the requirements of the MHCS D Construction Truck Management Plan.
7. **Grant Line Road.** When traffic reaches 5000 ADT, Grant Line Road (from Byron Road to I-580) shall be studied to determine whether it meets current road standards or has deficiencies not identified under previous model

assumptions. The study shall be prepared by the MHCS D and approved by the County.

9.5 ARTERIAL INTERSECTIONS

Master Plan Summary

The Master Plan requires that safe intersections be provided through properly designed signalization and lane channelization at appropriate locations. Intersections, driveways, and minor access points on existing County Arterials must be spaced at least 1/8 mile (660 feet) apart. Existing driveways and access points may remain, but should be relocated if possible to meet the minimum spacing requirement. Proposed intersections, driveways, and minor access points that cannot achieve 1/8 mile (660 feet) spacing may be permitted as determined by a traffic study or other applicable study. No new building or increased traffic uses are allowed on existing access points.

The community will, to the extent of its fair share, provide signalization and channelization at County Arterial intersections within the traffic impact area of the community. Each Specific Plan will include provisions for necessary intersection improvements required to serve the cumulative traffic of the community.

Plan Description

The MHCS D Transportation Improvement Fee has already identified the major improvements, costs and fair share obligations for all major transportation facilities for SP II. As a supplement to these adopted programs, the MHCS D has performed an additional traffic study as part of SP II which confirms the adequacy of these improvement programs and funding mechanisms. The MHCS D Traffic Study further confirmed which components of the community build-out system are likely to be completed as part of the implementation of SP II, as depicted on Figure 9.1.

As part of implementing projects contained within SP II, the MHCS D will perform detailed traffic studies to identify the specific improvements and related phasing of SP II roadways which may be necessary to support such implementing projects. As part of the approval of these implementing projects the MHCS D will conditions such approvals to implement, as warranted on a phased basis, the specific system improvements that the projects triggers, consistent with Community Approvals. Since the specific transportation triggers for the community transportation improvements will be determined as part of implementing project approvals, the specific triggers contained within the Master Plan will be superseded by subsequent MHCS D phasing and trigger determinations.

SP II Implementation Measures

1. **MHCS D Arterial Intersection Funding Requirements. All implementing projects shall comply with the applicable provisions of the MHCS D Transportation Improvement Fee Ordinance and Technical Report Dated March 19, 2000, and Section 3.6.12 of the Master Plan Development Agreement between San Joaquin County and the Master Developer.**
2. **MHCS D Arterial Intersection Design Requirements. All implementing projects shall comply with the applicable provisions of the MHCS D Roadway Improvement Plan, Development Standards (see Section 1: General Design Requirements and Section 2: Street Design Standards), and Design Manual, as amended (see Chapter Three: Streetscape and Chapter Nine: Entries).**

9.6 ON-SITE ROADWAY CIRCULATION AND DESIGN

Master Plan Summary

The Master Plan facilitates the movement of vehicular traffic within the community by providing for a safe, efficient, and easily understood on-site circulation system. It addresses internal street circulation and design for all community roads including soundwalls and landscaping for County Arterials that pass through or are immediately adjacent to the community. Bridge structures over existing waterways and a new grade-separated structure on Central Parkway over Byron Road and UPRR and an unloaded collector street (i.e., a road without a driveway access) over Great Valley Parkway, are also included in the on-site circulation system design.

The Master Plan requires that pavement widths be minimized, consistent with safety considerations. Design standards for local streets will be based upon the needs of the neighborhood and will ensure pedestrian safety, streets widths based on the number of expected cars, safe accommodation of expected traffic, and an emphasis on short, quiet streets that discourage through traffic. Street corner radii will be as small as possible to minimize pedestrian crossing distances.

Access standards will define appropriate level of access to and from each type of street in the functional classification system. Un-signalized “right turn in, right turn out” intersections (excluding those described for traffic signals, above) may be permitted on major Arterials, if consistent with safety criteria such as sight distance and minimum spacing. Landscaped medians will be constructed along high volume major Arterials, and driveway access and on-street parking will be prohibited (see the MHCS D Design Manual for landscape treatments).

In commercial areas, a pedestrian-oriented street design including on-street parking will be developed to foster an active street life and meet standard urban design guidelines for pedestrian crossings.

Road signs will be developed in accordance with County policy and broadly adopted guidelines on uniform traffic signage.

Plan Description

The MHCS D Transportation Improvement Fee has already identified the major improvements, costs and fair share obligations for all major transportation facilities for SPII. As a supplement to these adopted programs, the MHCS D has performed an additional traffic study as part of SPII which confirms the adequacy of these improvement programs and funding mechanisms. The MHCS D Traffic Study further confirmed which components of the community build-out system are likely to be completed as part of the implementation of SPII, as depicted on Figure 9.1.

As part of implementing projects contained within SPII, the MHCS D will perform detailed traffic studies to identify the specific improvements and related phasing of SPII roadways which may be necessary to support such implementing projects. As part of the approval of these implementing projects the MHCS D will Condition such approvals to implement, as warranted on a phased basis, the specific system improvements that the projects triggers, consistent with Community Approvals. Since the specific transportation triggers for the community transportation improvements will be determined as part of implementing project approvals, the specific triggers contained within the Master Plan will be superseded by subsequent MHCS D phasing and trigger determinations.

SPII Implementation Measures

1. **Community Roadway Improvements Phasing Requirements.** The specific improvement phasing requirements contained within Master Specific Plan Tables 9.1, 9.2, and 9.8 are specifically superseded by the requirements and provisions contained within Specific Plan II, the improvements described in Tables 5.15-20, 5.15-21 and 5.15.22 of the Specific Plan II Expanded Initial Study, the MHCS D Roadway Improvement Plan, the MHCS D Mountain House Transportation Improvement Fee Ordinance and Technical Report Dated March 19, 2000, the applicable provisions of the Master Acquisition and Reimbursement Agreement between the MHCS D and the Master Developer, and Section 3.6.12 of the Master Plan Development Agreement between San Joaquin County and the Master Developer. The timing and extent of all project specific phased improvements of community roadways shall be determined as part of MHCS D Traffic Studies for all implementing projects.
2. **MHCS D Funding Requirements.** All implementing projects shall comply with the requirements of the MHCS D Transportation Improvement Fee Ordinance and Technical Report Dated March 19, 2000, and Section 3.6.12 of the Master Plan Development Agreement between San Joaquin County and the Master Developer.
3. **MHCS D Design and Construction Requirements.** All implementing projects shall comply with the applicable provisions of the MHCS D Development Standards (see Section 1: General Design Requirements and Section 2: Street Design Standards).
4. **MHCS D Design Requirements.** All implementing public improvement projects shall comply with the applicable provisions of the MHCS D Design Manual, as amended (see Chapter Three: Streetscape and Chapter Nine: Entries).
5. **MHCS D Roadway Classification Requirements.** All implementing projects shall comply with the applicable provisions of the MHCS D Roadway Improvement Plan.
6. **County Roadway Classification Requirements.** All implementing projects shall comply with the applicable provisions of the San Joaquin County Development Title (see Chapter 9-1150M, Roadways).

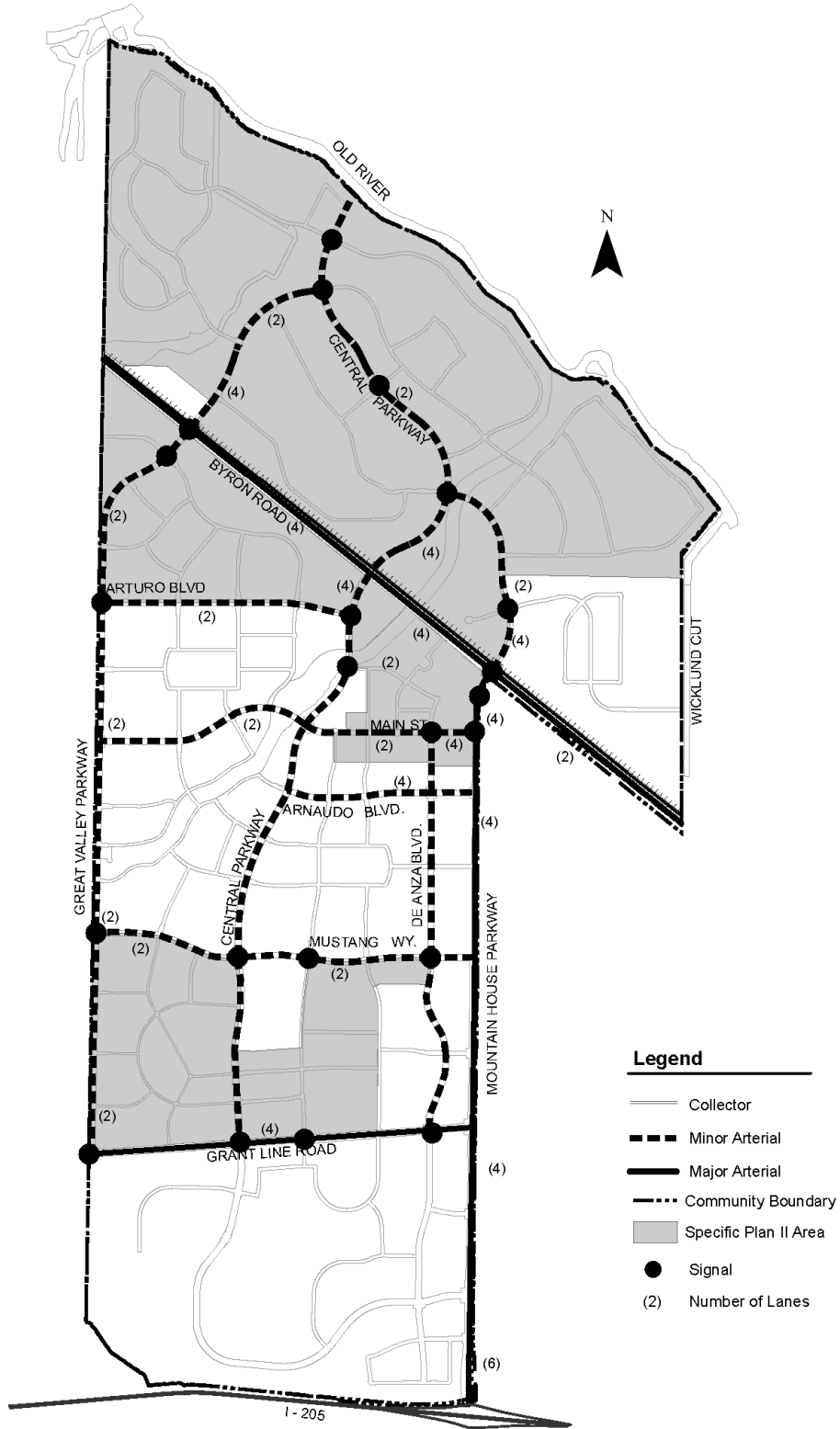


FIGURE 9.1 – SPII ROADWAY SYSTEM

9.7 ROADWAY MAINTENANCE

Master Plan Summary

The Master Plan provides for adequate and cost effective maintenance of community roadways and County roads adjacent to the site, including routine maintenance, resurfacing, signal maintenance, and landscaping.

Plan Description

The Master Plan requirements related to roadway maintenance will be implemented by SPII through the implementation measures listed below.

SPII Implementation Measures

1. **Maintenance.** All implementing projects shall comply with the applicable provisions of the MHCS Development Standards (see Section 1: General Design Requirements and Section 2: Street Design Standards).
2. **Alleys.** Alleys shall be maintained to acceptable standards for the type of development being served.
3. **Gated Streets.** Roadways that are gated to prevent public access shall be maintained through a Homeowners' Association or similar financing mechanism acceptable to the MHCS.

9.8 VEHICULAR PARKING

Master Plan Summary

The Master Plan provides on and off-street parking facilities to meet the parking demands of the planned land uses and encourage the use of alternative modes to the automobile.

On-street parking at Mountain House will be permitted along Collector roads and local residential and commercial streets, generally permitted on Minor Arterials, and prohibited on Major Arterials except for designated emergency parking. Access to transit and rail travel will be facilitated through the provision of adequate park-and-ride facilities at major transit and transfer locations. An on-street parking policy in commercial areas will encourage turnover, ensure the availability of parking, and discourage use of parking by employees.

The *Mountain House Development Title* addresses parking requirements, including specified minimums and maximums and provisions for compact cars, carpools, and cleaner fuel vehicles.

If a Specific Plan includes land uses that might benefit from a structured parking plan, such as the Town Center and the Transit Center, then the Plan will contain a generalized assessment of parking demand based upon the averages of the parking requirements for various land use designations included in the plan. This assessment will include applicable TDM measures as defined in the "Mountain House TDM Program and Transit Plan." The opportunity for shared parking will be evaluated based upon the types of uses anticipated within a given zone and general estimates for required parking.

Plan Description

The area within SP II will conform to all Master Plan parking requirements. The traffic study will include a special parking assessment for the areas within and near the Town Center and the Transit Center.

SPII Implementation Measures

1. **MHCSD Parking Requirements.** All implementing public improvement projects shall comply with the applicable provisions of the MHCSD Development Standards (see Section 1: General Design Requirements and Section 2: Street Design Standards) and Design Manual, as amended (see Chapter Three: Streetscapes, Chapter Seven: Lighting, and Chapter Eight: Signage).
2. **MHCSD Transportation and Transit-Related Parking Requirements.** All implementing projects shall comply with the applicable provisions of the MHCSD Transit Demand Management and Transit Plan.
3. **County Parking Requirements.** All implementing projects shall comply with the applicable provisions of the San Joaquin County Development Title (see Chapter 1015M: Parking and Loading).

9.9 BICYCLE AND PEDESTRIAN FACILITIES

9.9.1 Bicycle Facilities

Master Plan Summary

Master Plan policies for bicycles are intended to reduce use of the private automobile, encourage recreational bicycle travel and separate high speed commuter bicyclists from recreational use whenever practical. Ample bicycling, rollerblade, and electric cart amenities serve as an incentive for achieving these goals.

Class I and II bikeways will provide a continuous, comprehensive network minimizing the need for cyclists to share roadway space with motorists. The bicycle network will provide adequate facilities to separate the slowly moving family-oriented bicyclists from the faster commuter bikers. Class III bikeways will be provided along Collector streets to guide bicyclists through neighborhoods. These should only be used for short distances to connect to major routes.

The bikeway system will be coordinated with regional bikeways. Mountain House will work with the City of Tracy to develop and implement a direct bicycle route between the two communities.

All bike paths, routes, and lanes will be designed to conform with standards in the CSD Design Manual and/or in compliance with Caltrans guidelines. At each Specific Plan stage, the bikeway system will be reviewed and updated to ensure conformance with goals and current conditions, and to ensure consistency with bikeways adjacent to the site. Each Specific Plan will designate the locations of bicycle and pedestrian facilities.

Plan Description

SP II implements the Master Plan by providing the bikeway system depicted in Figure 9.2: SPII Bicycle and Pedestrian System. The network includes:

- Class I multi-use paths along Arterials, including Great Valley Parkway, Central Parkway, Mascot Boulevard, Mountain House Parkway, and Grant Line Road;
- Class I multi-use path through parks, including Mountain Creek Community Park and Old River Regional Park;
- Class II bike lanes on Byron and Grant Line Roads; and

- Class III bike routes on all Collectors.

All bicycle facilities will comply with MHCS D design standards.

SPII Implementation Measures

1. **SPII Bikeway System.** Multi-purpose Class I paths, Class II bike lanes, and Class III bike routes shall be provided as shown on Figure 9.2: SPII Bicycle and Pedestrian System.
2. **Bikeway Development.** All bikeways shall be part of the roadway development/design when they are within the road right-of-way.
3. **Traffic Signalization.** Where designated bicycle facilities intersect signalized roadways, the traffic signals shall include the latest technology for bicycle actuation, or if such technology does not exist, pedestrian equipment to allow cyclist actuation.
4. **Facilities.** Rest areas, bike racks, drinking fountains, and other appropriate amenities shall be provided at significant destinations on the network of Class I and Class II facilities.
5. **Rollerblades and Electric Cart Use.** Rollerblade and electric cart use of bikeways and multi-use paths routes shall be allowed whenever pedestrian and bicycle use are not compromised. Additional width and other design considerations may be required to accommodate the size and speed of electric carts.
6. **Racks on Transit Vehicles.** Transit vehicles shall include bicycle racks to encourage bicycle access to the system.
7. **Determination of Fair Share.** Subject to the provisions contained within Section 3.6.12 of the Master Plan Development Agreement between San Joaquin County and the Master Developer, the development within Specific Plan II shall participate on a fair share basis in the planning and implementation of off-site bicycle facilities connecting with regional bike routes as designated on the County Regional Bicycle Plan, including routes along Mountain House Parkway, Byron Road, Grant Line Road, Schulte Road, and Edmund G. Brown Aqueduct. A “fair share” participation towards bicycle routes to regional destinations shall be provided whenever off-site roadway improvements are undertaken on designated regional bike routes, over the length of the improved sections. Participation shall be required when regional improvements in the area are initiated, and the degree of participation shall be established by benefit district study.
8. **MHCS D Bicycle and Pedestrian Requirements.** All implementing public improvement projects shall comply with the applicable provisions of the:
 - a. MHCS D Development Standards (Section 2: Street Design Standards), and
 - b. MHCS D Design Manual, as amended (Chapter Five: Paths).
9. **MHCS D Transportation and Transit-Related Requirements.** All implementing projects shall comply with the applicable provisions of the MHCS D Transit Demand Management and Transit Plan.

- 10. County Transportation and Transit-Related Requirements. All implementing projects shall comply with the applicable provisions of the San Joaquin County Development Title, as amended, (see Chapter 9-1150.8M: Bikeways and Chapter 9-1150-9M: Pedestrian Paths).**

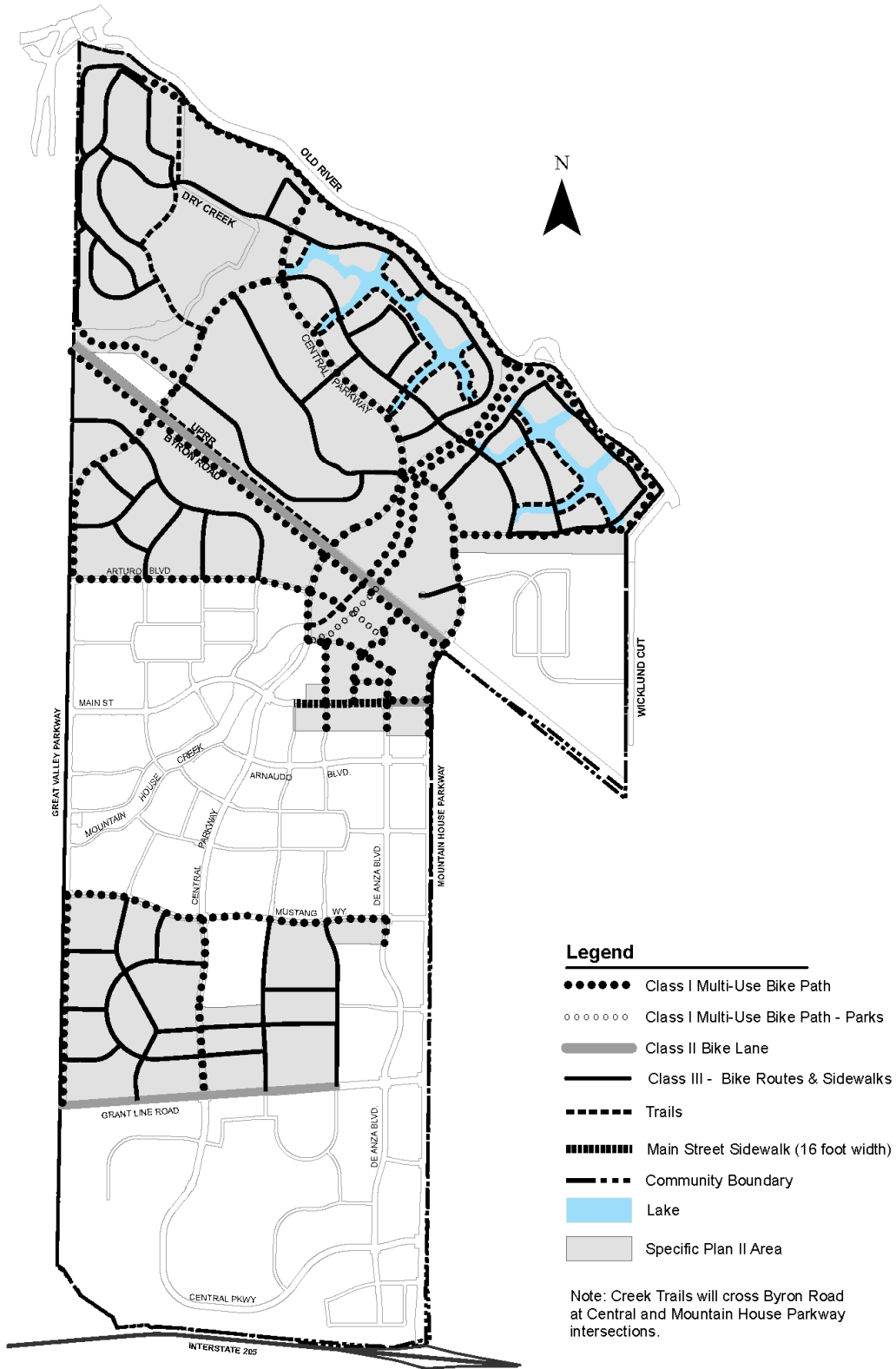


FIGURE 9.2 – SPII BICYCLE AND PEDESTRIAN SYSTEM

9.9.2 Pedestrian Facilities

Master Plan Summary

The Master Plan encourages pedestrian travel through provision of a complete network of walking paths and sidewalks. In addition to the multi-use paths designed to facilitate safe pedestrian travel, additional facilities are provided along roadways, within parks, and at higher intensity areas such as the Town Center. Pedestrian facilities will include sidewalks, pedestrian crossings, benches, lighting, trash containers, and signage. The design of multi-use paths will facilitate safe pedestrian travel in addition to bike travel.

Each Specific Plan will designate the locations of bicycle and pedestrian facilities.

Plan Description

SP II provides a pedestrian system as depicted in Figure 9.2: SPII Bicycle and Pedestrian System. In addition to sidewalks, the system includes:

- Class I multi-purpose paths along Arterials. These will be eight feet wide, except for 10-foot wide paths on Great Valley Parkway (path on east side only) and 10-foot wide paths on Mountain House Parkway south of Bryon Road (path on west side only).
- Class I multi-purpose path through Mountain House Creek Park (six-foot wide path on west side and eight-foot wide path on east side), Central Community Park, and Old River Park (12-foot wide paths).
- Eight-foot wide trails within Neighborhoods I and J including a trail along the UPRR right of way and along the lakes/open space features of Neighborhoods K and L, (Figure 4.7).
- Six-foot wide trails along portions of the lake and open space network in Neighborhoods K and L and along both sides of Dry Creek, (Figure 4.8).

SPII Implementation Measures

1. **Pedestrian Crossings.** At each signalized intersection where pedestrians are expected to cross, a pedestrian crossing signal shall be provided.
2. **Pedestrian Features.** The design of each commercial area and the Town Center shall include pedestrian-oriented features, such as narrowed intersections to reduce crosswalk distance, small-radius corners, and pedestrian-actuated signals. Site plans prepared as part of Development Permit applications shall incorporate direct and convenient pedestrian connections, including those between sidewalks and building entrances and between cul-de-sacs and abutting streets.
3. **MHCSD Pedestrian Facility Requirements.** All implementing public improvement projects shall comply with the applicable provisions of the MHCSD Development Standards (see Section 1: General Design Requirements and Section 2: Street Design Standards), Design Manual, as amended (see Chapter Three: Streetscapes and Chapter Five: Paths), and Roadway Improvement Plan.
4. **MHCSD Transportation and Transit-Related Requirements.** All implementing projects shall comply with the applicable provisions of the MHCSD Transit Demand Management and Transit Plan.

5. **County Transportation and Transit-Related Requirements.** All implementing projects shall comply with the applicable provisions of the San Joaquin County Development Title.
6. **MHCSD Requirements.** All implementing projects shall comply with the applicable provisions of the MHCSD Parks, Recreation and Leisure Plan, as amended (see Chapter 2: Park and Recreational Facilities).

9.10 TRANSIT

9.10.1 Bus Transit

Master Plan Summary

The Master Plan addresses ways to reduce reliance upon the private automobile by offering attractive, competitive bus transit service locally within the community and to major regional destinations. The Mountain House TDM Program and Transit Plan provides additional measures, summarized here.

Local and regional transit service will be consistent with the San Joaquin County Congestion Management Plan. Local service will be provided between the twelve residential neighborhoods and employment areas within the project at a service frequency that provides a viable alternative to the automobile for local peak and off-peak travel.

Inter-city and inter-regional transit service will be provided between the Mountain House community and Tracy, Stockton, Lawrence Livermore Laboratories, and the BART East Dublin/Pleasanton station at a service frequency that provides a realistic alternative to the automobile for peak-hour travel between the community and these regional destinations and is commensurate with the number of occupied dwelling units and employee base. This service will facilitate the transfer of passengers to other transit services in the region serving these destinations.

The Town Center will include a transit center for the transit system, and the twelve neighborhood centers will serve as the local focal points for passenger collection and distribution. Transfers between local and regional bus service will be accommodated at the Town Center Transit Center and the Mountain House Parkway/I-205 park-and-ride lot. Transit service amenities, such as bicycle facilities, shelters, and telephones, will be located throughout the community to promote use of bus service and to enhance service accessibility. Bus stops will be located every one-quarter to one-half mile depending on land use density, street configuration, and other factors. Each transit center will permit direct pedestrian access from the closest Arterial streets, without introducing long, circuitous access streets.

The Town Center Specific Plan will incorporate a central transit center as specified in the Mountain House TDM Program and Transit Plan.

Plan Description

Bus service will comply with the provisions of the Master Plan and the Mountain House TDM Program and Transit Plan, as described above, for inter-regional, intercity, and local service within the community. Local bus service for all of Mountain House will be provided by the MHCSD at a service frequency adequate to provide a viable alternative to the automobile for local peak and off-peak travel. All SPII development will comply with the provisions of the Mountain House TDM Program and Transit Plan, which provides additional detail. SPII bus transit facilities will include:

- A three-acre transit facility adjacent to the Community Commercial portion of the Town Center (see Figure 3.1: SPlI Land Use and Figure 4.15: Town Center Community Commercial).
- Small joint-use park-n-ride lots for 25-100 cars, located in the Village Centers in Neighborhoods D and K to provide parking opportunities for transit riders (see Figure 4.16: Neighborhood D Village Center and Figure 4.18: Neighborhood K Village Center).
- Bus stops at Neighborhood and Community Commercial Centers as part of local bus service (see Figures 4.16 to 4.25, Figure 4.27, and Figure 9.3: SPlI Transit System). Bus stops, benches, and shelters will be designed according to the criteria contained in the Mountain House TDM Program and Transit Plan, Section 2.4: Transit Facilities.

SPlI Implementation Measures

1. **MHCSD Capital Facility and Funding Requirements.** All implementing projects shall comply with the requirements of, the improvements described in Tables 5.15-20, 5.15-21 and 5.15.22 of the Specific Plan II Expanded Initial Study, the MHCSD Transportation Improvement Fee Ordinance and Technical Report Dated March 19, 2000, and Section 3.6.12 of the Master Plan Development Agreement between San Joaquin County and the Master Developer.
2. **MHCSD Design and Construction Requirements.** All implementing public improvement projects shall comply with the applicable provisions of the MHCSD Development Standards (Section 1: General Design Requirements and Section 2: Street Design Standards), Design Manual (Chapter Three: Streetscape, Chapter Five: Paths, Chapter Six: Street Furniture, Chapter Seven: Lighting, and Chapter Eight: Signage), and Roadway Improvement Plan.
3. **MHCSD Transportation and Transit-Related Requirements.** All implementing projects shall comply with the applicable provisions of the MHCSD Transit Demand Management and Transit Plan (all chapters).
4. **Coordination of Service.** Provision of inter-city and inter-regional transit service shall be coordinated by the MHCSD and the San Joaquin Regional Transit District.
5. **Park-and-Ride Lots.** Park-and-ride lots shall be provided as shown on Figure 9.3 (MP 9.32). Within the SPlI Plan Area, park-and-ride lots and bicycle storage facilities shall be incorporated into the design of Community Commercial areas in Neighborhoods D, K, and the Town Center, and shall be designed according to the criteria in the MHCSD TDM Program and Transit Plan (Chapter Two: Transit).

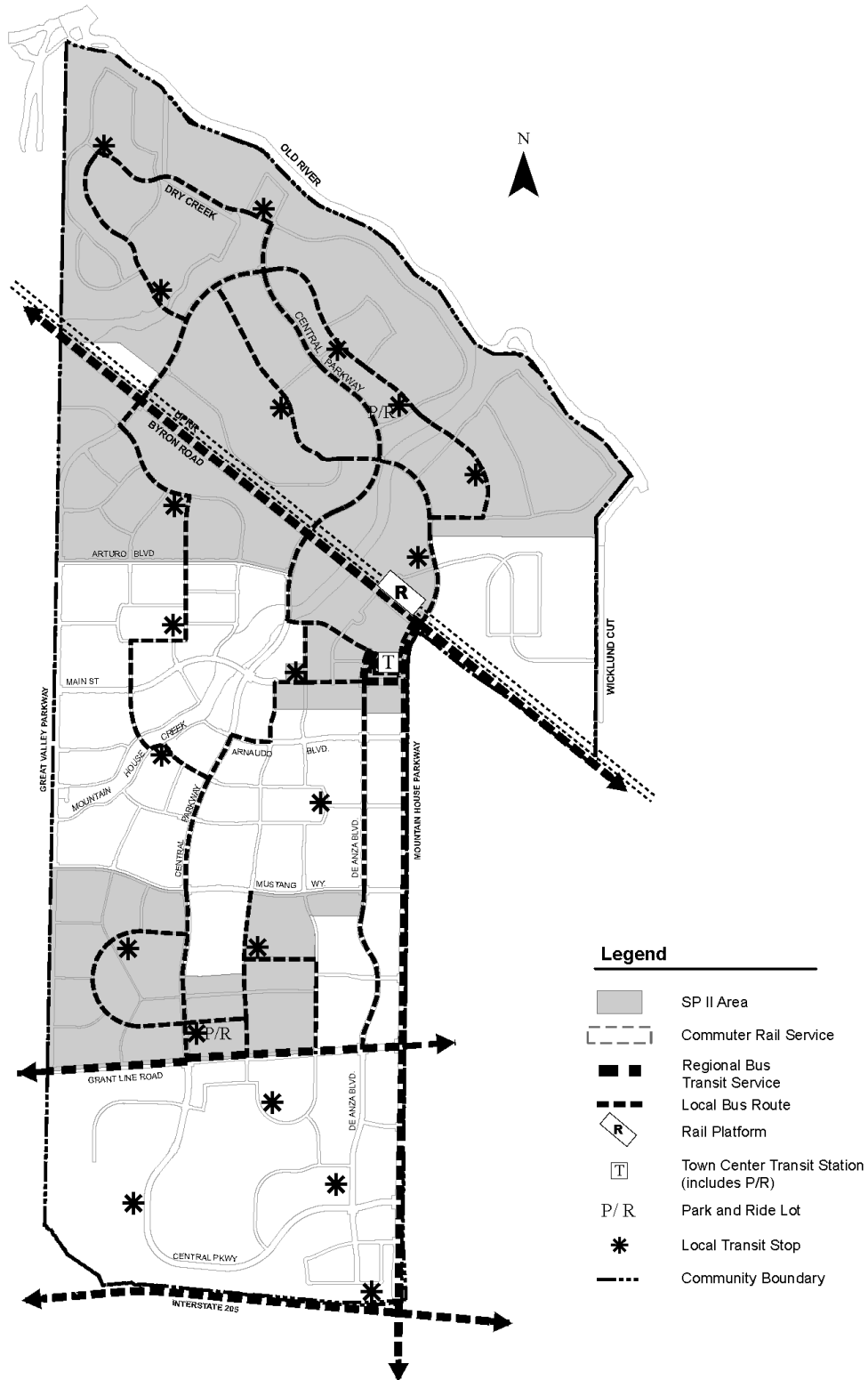


FIGURE 9.3 – SPII TRANSIT SYSTEM

9.10.2 Rail Transit

Master Plan Summary

Master Plan provisions for rail transit are intended to support passenger rail transportation between Mountain House and nearby rail stations; and regional destinations, including passenger rail service on the Altamont and Mococo lines. These measures require that access between Mountain House and the new Altamont and Mococo rail stations be provided. Development along the Mococo line should consider future passenger rail traffic, with frequency and speed of trains increasing over current use. The impact of rail service on any development within the community adjacent to the Mococo line should be minimized. The community will participate in the implementation of the rail transit facilities, including but not limited to those identified in this Master Plan, on a “fair share” basis.

All residential development proposals for the area adjacent to the Mococo line will be reviewed to ensure the issues of noise and vibration have been addressed. A building setback sufficient to provide a safety and aesthetic buffer to adjacent uses will be established along the Mococo line. This setback will be described in the Specific Plan for the applicable area.

Plan Description

The Mountain House site is transected by the Union Pacific’s (UP) “Mococo” branch line, which runs from Tracy to Martinez and parallels Byron Road through the SP11 Area. A UP proposal to operate passenger rail service on the Mococo line between Brentwood and Martinez, with possible extension of service to Mountain House and Tracy, has been studied by Contra Costa County. At this time, there are no plans to initiate passenger service on the Mococo line. However, all Master Plan provisions for a future Mococo station/platform located north the Town Center along Byron Road, are included in SP11. These include:

- P-F zoning of an area in Neighborhood L that may serve as a future rail station if and when passenger service on the Mococo line is implemented (see Figure 3.2: SP11 Zoning and Figure 4.25: Neighborhood L Center), and
- Provision of setbacks for residential areas adjacent to the Mococo line (see Figure 4.7: Railroad/Byron Road Sections).

Other Master Plan requirements for the Mococo line are triggered by the implementation of passenger service and are included in the implementation measures below.

The I-580 ACE station, as envisioned in the Master Plan has already been constructed southwest of the City of Tracy. As described by the Master Plan, Mountain House residents would be able to board shuttle bus service to either a station in Tracy or to a rail platform that would be built south of town off Mountain House Parkway (see Implementation Measure 2).

SP11 Implementation Measures

1. **MHCSD Transportation and Transit-Related Requirements. All implementing projects shall comply with the applicable provisions of the MHCSD Transit Demand Management and Transit Plan (Chapter 2: Transit).**
2. **Altamont Pass Service. Subject to the provisions contained in the MHCSD**

Transportation Demand Management and Transit Service Plan, upon implementation of passenger service over the Altamont Pass on the UP line, bus and/or shuttle service shall be provided by the MHCSO from the community to a nearby station at a service frequency consistent with the passenger rail service schedule. Such service shall be offered when the MHCSO determines that sufficient ridership and passenger fee revenues can fully sustain the operations and maintenance costs of providing such service.

3. **Facilities on Mococo Line (MP, revised).** Upon implementation of passenger service on the Mococo line through the community, a passenger platform shall be developed on the Mococo line north of Byron Road and west of Mountain House Parkway to serve the Mountain House community (see Figure 4.25: Neighborhood L Center). The Mococo line station shall include passenger drop-off and bus stop areas, parking, pedestrian access from adjacent areas, bicycle parking and/or storage, concessions, ticketing, and other facilities required to encourage and attract ridership.
4. **Mococo Platform and Service.** Subject to the provisions contained in the MHCSO Transportation Demand Management and Transit Service Plan, upon implementation of passenger service and completion of the Mococo rail platform, the platform shall be incorporated into existing local transit routes at a service frequency consistent with the passenger rail service schedule on the Mococo line.

9.10.3 Rail Crossings

Master Plan Summary

The Master Plan defines roadway crossings of the Mococo line to accommodate the circulation needs of the community and facilitate safe passage for motorists, pedestrians, and bicyclists. These crossings include improvements to the existing crossings at Great Valley Parkway, a new at-grade crossing at Mountain House Parkway, closure of the existing Wicklund Road grade crossing, and a new grade-separated crossing of the railroad and Byron Highway at Central Parkway. The Henderson Road at-grade crossing will initially be improved and eventually closed.

The first residential Specific Plan north of Byron Road will provide at least two rail crossings to serve the area north of Byron Road. One of these crossings will be the grade-separated crossing at Central Parkway. The location of the at-grade crossing will be determined by the location of initial residential development north of Byron Road.

Plan Description

The rail crossing to be implemented as a part of SP II include at-grade crossings at Great Valley Parkway and Mountain House Parkway, and one grade-separated crossing at Central Parkway. The existing at-grade crossing at Henderson Road will be phased out with the construction of the Mountain House Parkway grade crossing. The rail crossings will be constructed on a phased basis to correspond with development phasing north of Byron Road. Such phasing will be based on specific needs for vehicular access, emergency vehicle access and rail service on the Mococo line. Specific phasing will comply with the Implementation Measures contained below.

SPII Implementation Measures

1. **MHCSD Transportation and Transit-Related Requirements.** All implementing projects shall comply with the applicable provisions of the MHCSD Transit Demand Management and Transit Plan.
2. **Wicklund Road Crossing.** Upon completion of the new at-grade rail crossing at Mountain House Parkway/Byron Road, the existing at-grade crossing at Wicklund Road shall be closed.
3. **Henderson Road Crossing.** Prior to commencement of commercial or industrial building construction in the Old River Industrial Area, the existing at-grade crossing at Henderson Road shall be improved to include crossing gates, flashing lights, and audible signals. Once the ultimate construction of the new proposed segment of Bethany Road to Mountain House Parkway including the new crossing of Mountain House Parkway to Byron Road is completed, the Henderson Road crossing shall be closed.
4. **Rail Crossing Phasing Requirements.** Prior to the issuance of the first residential building permit north of Byron Road one of the three permanent Byron Road crossings shall be constructed. Prior to the issuance of the 1,300th residential building permit north of Byron Road, the second permanent Byron Road crossing shall be constructed. Prior to the issuance of the 2,700th residential building permit north of Byron Road, the third permanent Byron Road crossing shall be constructed. If, at any time, frequent regularly scheduled train service is established on the Union Pacific Line along Byron Road, no further Final Subdivision maps containing residential development will be approved until the Central Parkway flyover is constructed.
5. **At-grade Crossing Special Vehicle Design Requirements.** All at-grade rail crossings shall include a pull-out lane for specially designated vehicles which are required to stop at crossings, crossing gates, flashing lights and available signals.
6. **Bike/Pedestrian Facilities.** Class I sidewalks/bike lanes shall be provided on all roadways crossing the UP tracks. The Central Parkway rail over-crossing of the Mococo line will accommodate travel by school children and others between the northern and southern portions of the site and incorporate Class I sidewalks/bicycle lanes.
7. **Fencing.** Upon development north of Byron Road, fences or other obstacles shall be constructed along the UP right-of-way boundary to prohibit pedestrian access across the right-of-way except at designated crossings.
8. **Coordination with UP.** Prior to submitting plans to the California Public Utilities Commission for the review and approval of proposed alterations to rail crossings, the proposed changes shall be coordinated with the Union Pacific Railroad.
9. **PUC Standards.** Any proposed new vehicular, pedestrian or bicycle railroad crossing or change to an existing crossing shall be approved by the California Public Utilities Commission and its standards for traffic control, lighting, signage, and other warning devices.

9.11 PHASING AND COSTS

Master Plan Summary

Development of in-tract roads will be the responsibility of individual builders. A 35% to 50% mark-up is included where appropriate to cover engineering, design, plan check, inspection, and other soft costs.

Phasing of transportation improvements will generally relate to the phasing of residential and non-residential land uses. The traffic monitoring program will result in annual updates to the Roadway Improvement Plan which will initially be prepared after approval of the Master Plan. Improvements will be developed on an as-needed basis to maintain the LOS standards identified in this chapter.

The implementation procedures discussed in Master Plan Sections 9.2: Freeway Improvements, to 9.5: On-Site Roadway Circulation and Design, include anticipated start-up events for construction of freeway and Arterial improvements. On-site roadways will be phased consistent with the amount and location of development. Phasing of County roads will be controlled by the County and coordinated with the community's Roadway Improvement Plan.

Bus transit and bicycle facilities will be provided incrementally throughout buildout of the community, with transit stops, shelters, bicycle lockers and racks in each neighborhood. The Mococo rail platform will be built after passenger service is initiated.

Railroad crossings and intersection channelization improvements will be constructed in response to traffic volume and circulation patterns in order to maintain the required level of service.

Plan Description

SPII improvements will be financed with private funding in exchange for fee credits imposed through the MHCS D's MHTIF. In addition, some off-site (in-community) improvements will likely be required in order to maintain County standards for levels of service. All such improvements will be further defined and required by the MHCS D as part of both the Traffic Impact Analysis prepared by the MHCS D's traffic consultant, and subsequent detailed engineering.

The implementation of SP II will generate, through the collection of local and regional traffic impact fees, funds to be collected by the County (TIMF) and MHCS D (MHTIF) to pay for future roadway and transportation program responsibilities of the project, consistent with the community approvals and policies contained in Section 9 of the Master Plan and Specific Plan I, as implemented by ordinance. Development of the various land uses will also generate tax revenue for the MHCS D that will fund specific transit services and programs identified by the MHCS D's TDM program.

SPII Implementation Measures

1. **Community Roadway Improvements Phasing Requirements.** The specific improvement phasing requirements contained within Master Specific Plan Tables 9.1, 9.2, and 9.8 are specifically superseded by the requirements and provisions contained within Specific Plan II, the improvements described in Tables 5.15-20, 5.15-21 and 5.15.22 of the Specific Plan II Expanded Initial Study, the MHCS D Roadway Improvement Plan, the MHCS D Mountain House Transportation Improvement Fee Ordinance and Technical Report Dated March 19, 2000, and Section 3.6.12 of the Master Plan Development

Agreement between San Joaquin County and the Master Developer. The timing and extent of all project specific phased improvements of community roadways shall be determined as part of MHCSD Traffic Studies for all implementing projects.

2. **Phasing and Costs. All implementing projects shall comply with the applicable requirements of the Public Financing Plan and Technical Report, Master Acquisition and Reimbursement Agreement between the MHCSD and Trimark Communities, Master Plan Development Agreement between San Joaquin County and the Master Developer, MHCSD Capital Improvement Program, and applicable development fee Ordinances.**

9.12 OPERATIONS AND MAINTENANCE

Master Plan Summary

Road maintenance will be provided in a manner consistent with Section 9.6 of this Master Plan, by the MHCSD. Maintenance will conform to applicable County standards and may be funded by a combination of existing taxes and/or new service charges. Maintenance personnel, vehicles, and equipment may be shared with other maintenance crews to increase efficiency and decrease costs. Costs associated with road maintenance are included in the fiscal analysis in the PFP.

Plan Description

The Master Plan requirements related to operations and maintenance of transportation facilities will be implemented by SPII through the implementation measure listed below.

SPII Implementation Measures

1. **Operations and Maintenance. All implementing projects shall comply with the applicable requirements of the Public Financing Plan and Technical Report, Master Acquisition and Reimbursement Agreement between the MHCSD and Trimark Communities, Master Plan Development Agreement between San Joaquin County and the Master Developer, MHCSD Capital Improvement Program, and applicable development fee Ordinances.**