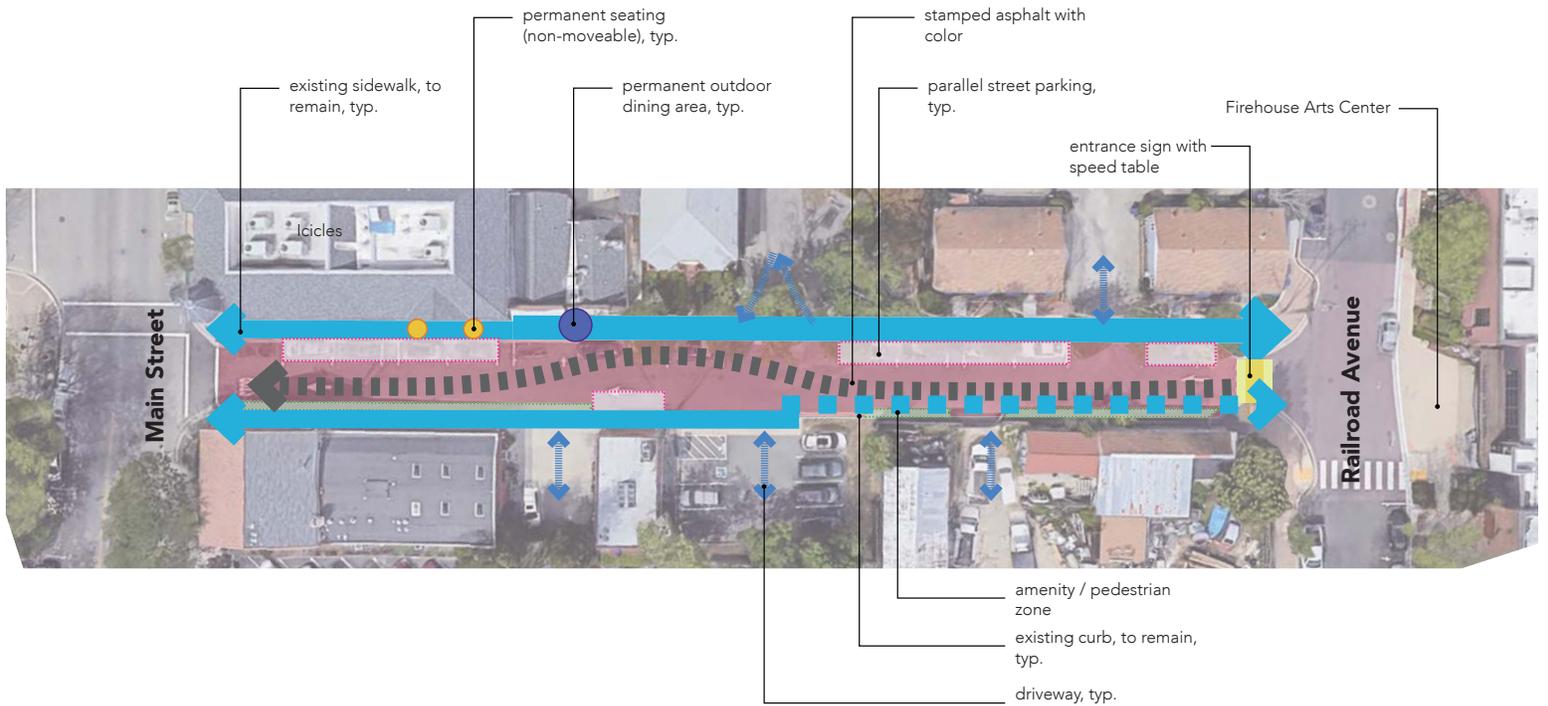


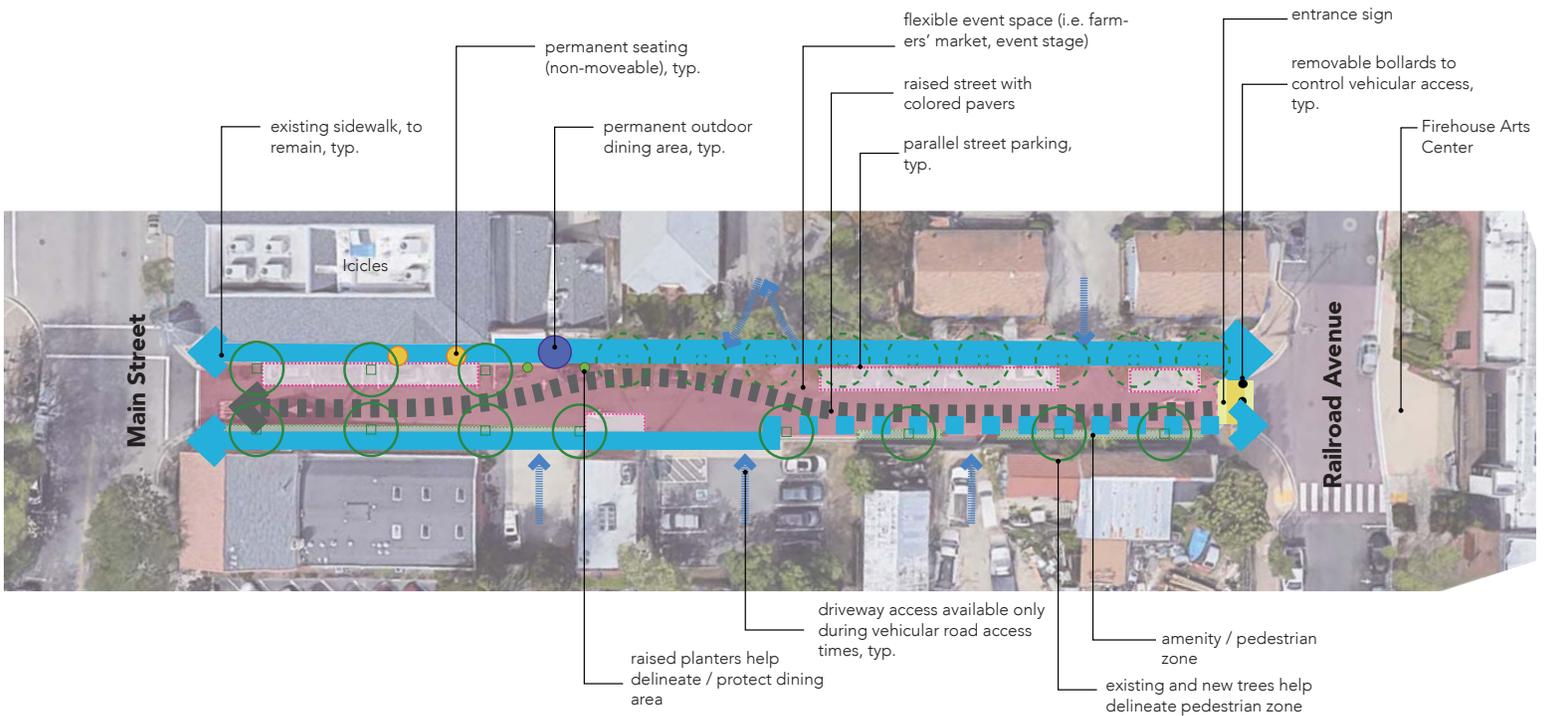
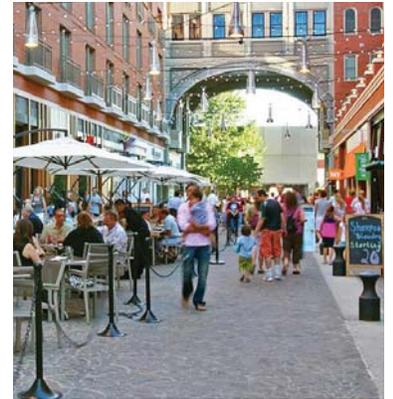
DIVISION STREET | SHARED STREET



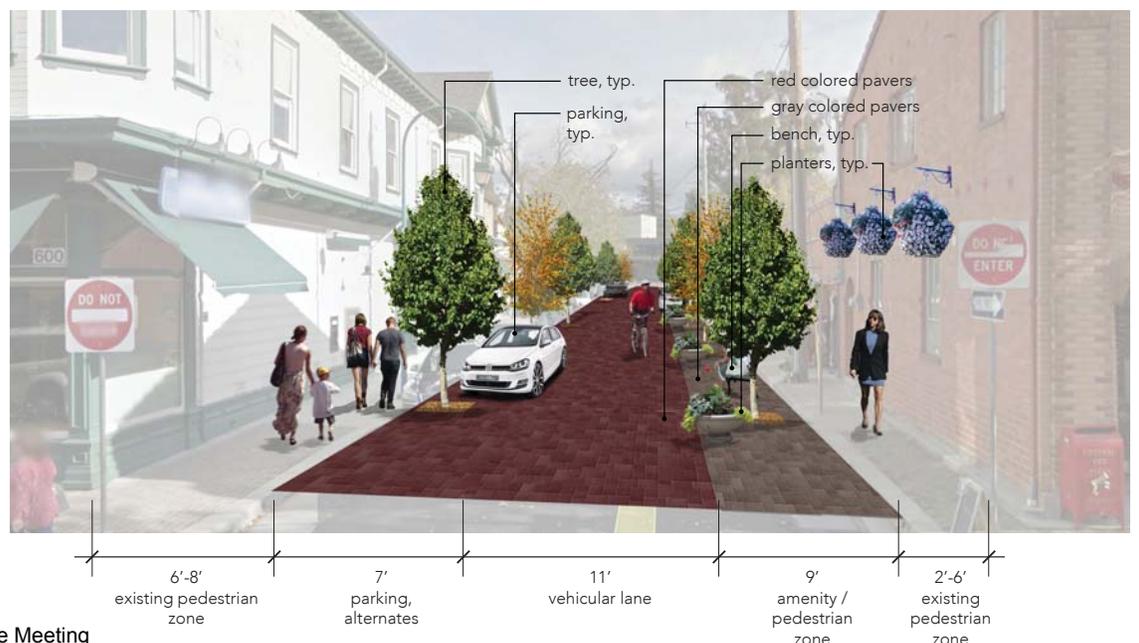
The shared street with low-degree changes remains a one-way vehicular roadway and introduces more pedestrian-scale street details, such as planters and more aesthetically pleasing stamped paving. Parallel parking areas will alternate between the north and south side of the curb to help slow down motorists. The function of Division Street will see little change but the pedestrian connection to Main Street will be improved.

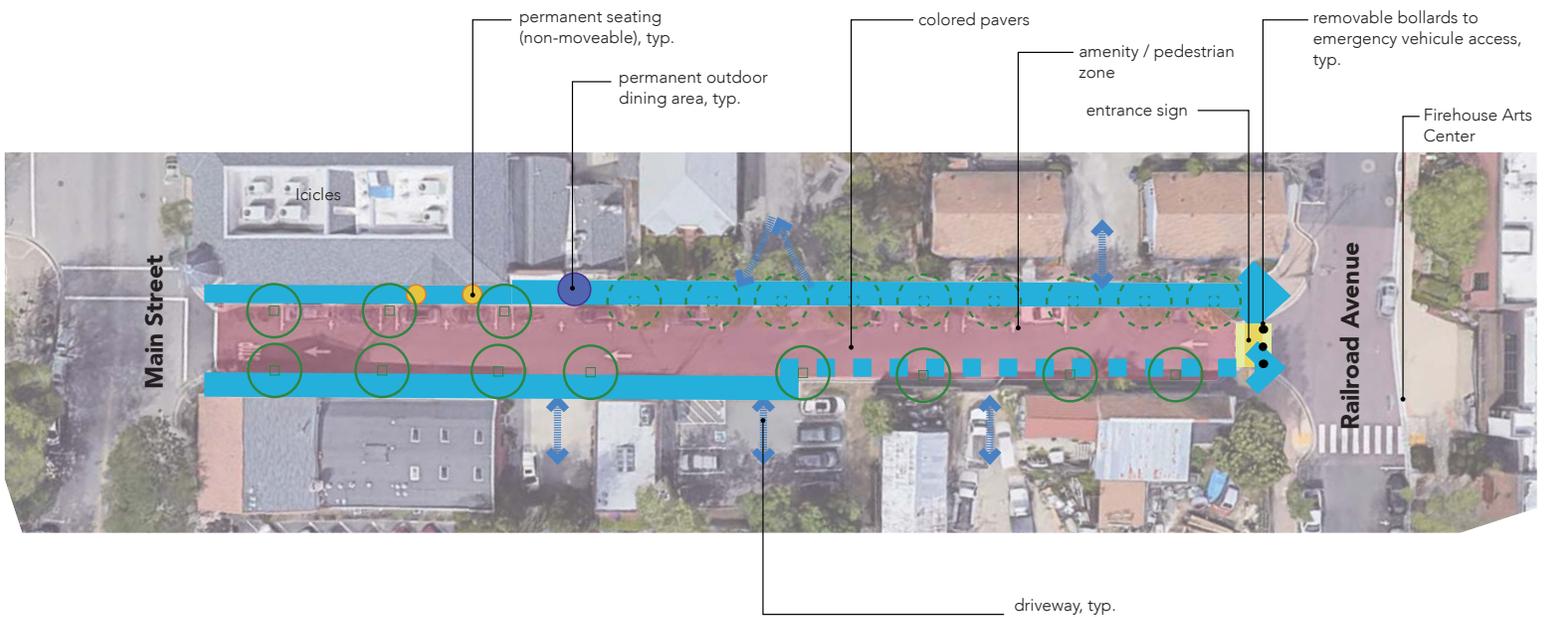


Prepared for October 10, 2017 Task Force Meeting



The shared street with medium-degree changes allows Division St. to host community events and limit motor vehicle use to non-event times. Amenities, such as street trees, shade, landscaping, seating, and widened pedestrian zones, as well as changing the surfacing to a stone paver, help to create a more walkable and enjoyable environment.





The shared street with high-degree changes prioritizes the street for pedestrian users, with vehicular access only for emergencies. Planters and bollards help identify the pedestrian corridor and prohibits vehicular use. The curbs have been removed to maximize the pedestrian zone and function as a downtown thoroughfare and a safe connection between the Firehouse Arts Center and Main Street. This design also includes additional seating, lighting, landscaped areas, festoon lighting, and trees for shade. With these changes, Division Street can become a downtown hub for community events and activities.

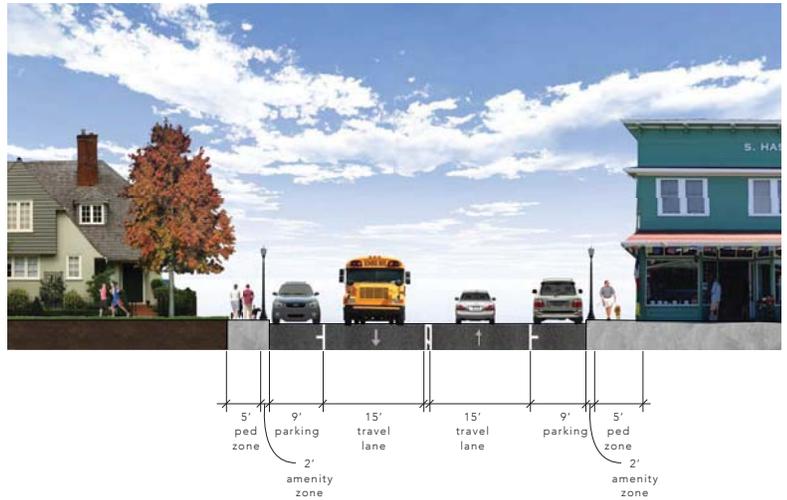


PETERS AVENUE

Note: Typical section, does not represent all cases or dimensions
 Prepared for the October 10, 2017 Task Force Meeting

Existing

- Peters Avenue is a bus route corridor and includes street parking and two travel lanes, 15'-0" width each.
- Peters Avenue does not have a tree canopy like Main Street or First Street.
- Street lights run the length of the street and match those found on Main Street.



Medium-Degree Change

This option introduces street trees, bike facilities, and additional lighting.

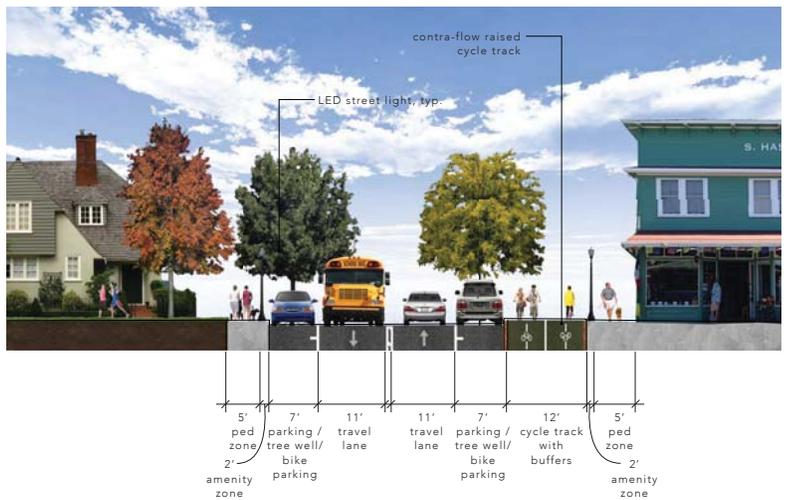
- Parking areas and travel lanes are narrowed to accommodate two bike lanes.
- Parking is used as a buffer for the bike lane on the west side.
- Parking on the east side is on the curb to provide bulbouts and shorten walking distances.
- In both parking areas, street trees are introduced to create a shade canopy over the street and sidewalk areas.
- Travel lanes are narrowed to 11'-0" to control travel speeds and provide a quieter and safer environment for pedestrian and bicycle users and match the feel of Main Street.



High-Degree Change

This option carries forward the enhancements from the medium-degree change option, and is supplemented by infrastructure changes including:

- Pavers at sidewalk to match the aesthetic of Main Street.
- Providing a raised contra-flow cycle track.



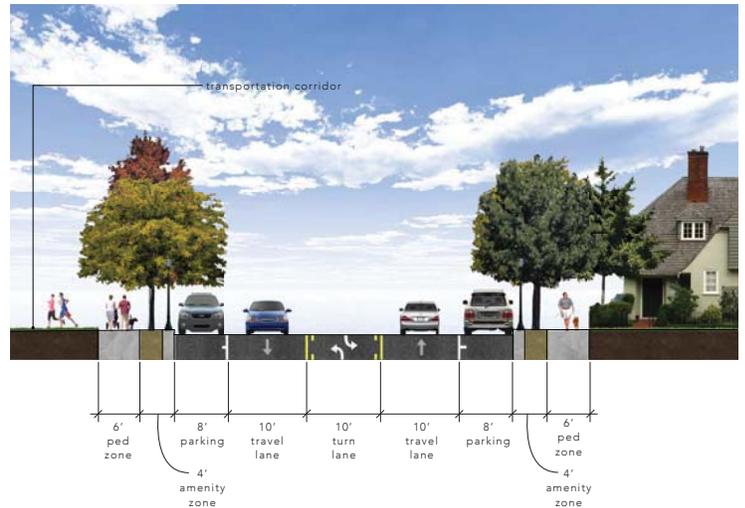
FIRST STREET

Note: Typical section, does not represent all cases or dimensions

Prepared for the October 10, 2017 Task Force Meeting

Existing

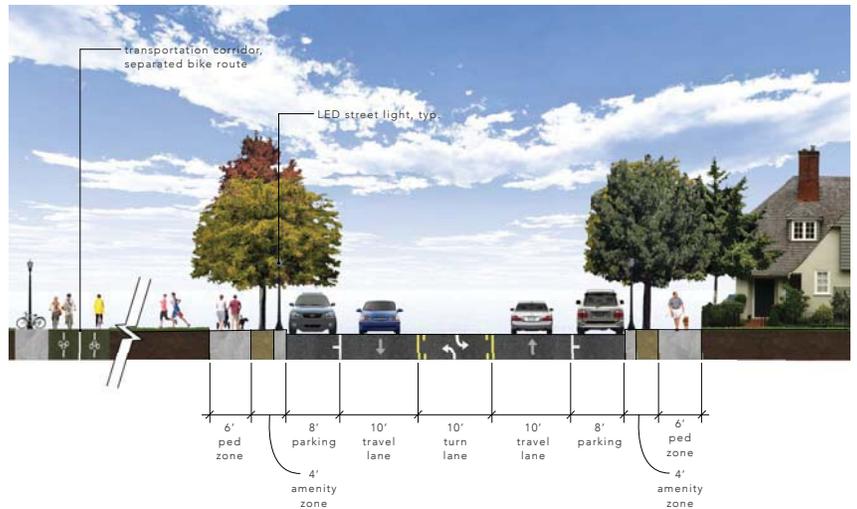
- First Street is a major thoroughfare in the City and caters itself to vehicular traffic.
- Amenities are infrequent along First Street, except for lighting, which is a black metal post style.
- A mature tree canopy lines the roadway and provides shade and a comfortable climate for pedestrians.



Medium-Degree Change

This option preserves the roadway design for vehicular use and provides a bicycle and pedestrian route away from the roadway by utilizing the future transportation corridor.

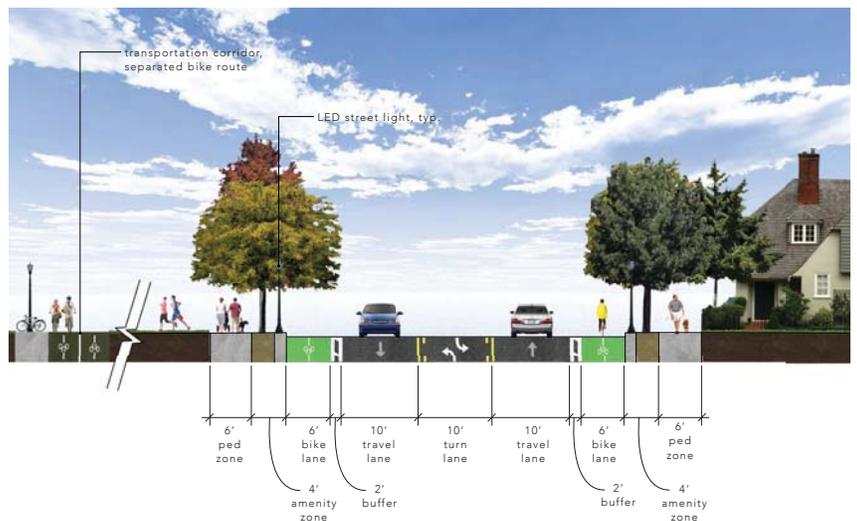
- This option connects the bicycle and pedestrian trail to existing facilities and leaves the roadway unchanged.
- Street furnishings, such as bike racks and benches, are added, along with additional lighting along the existing sidewalk and proposed trail route.



High-Degree Change

This option redesigns the roadway by introducing green-backed bike lanes to the street.

- The bike lanes will replace the parking area and include buffers.
- Bulb-out crosswalks will be included to reduce the pedestrian walking distance.
- Adding bike lanes to the street transforms First Street into a multi-modal transportation corridor.
- Other enhancements from the medium-change option are included and expanded upon to maximize the pedestrian and bicycle opportunities.



MAIN STREET

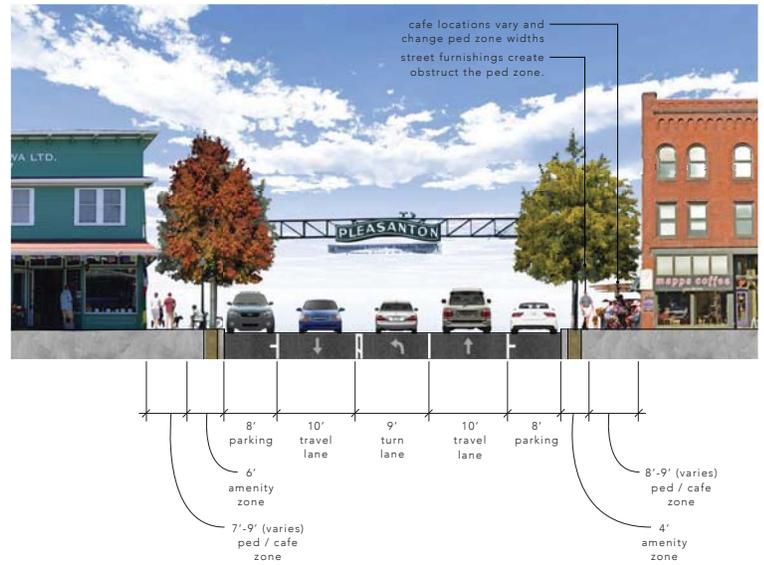
Note: Typical section, does not represent all cases or dimensions

Prepared for the October 10, 2017 Task Force Meeting

Existing

The existing character of Main Street has small-town charm and a pedestrian scale.

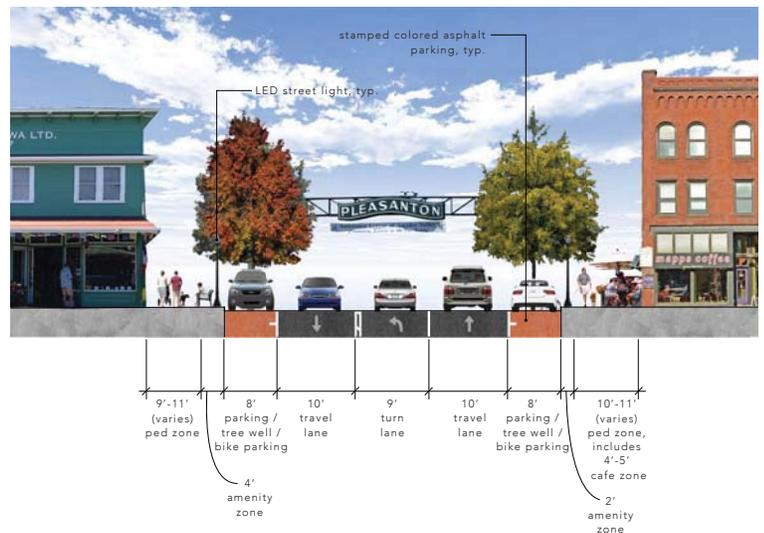
- Existing amenities include benches, shade trees, single-use bike racks, and other street-side furnishings, such as newspaper stands and planters.
- Lighting and shade trees are available along the entirety of the roadway and are spaced consistently.
- Tree grates and benches are also available, but do not have a cohesive design aesthetic and are infrequently placed.
- Main Street has an abundance of popular shops and restaurants, and many restaurants have outdoor dining. Due to the vast array of features and activity along Main Street, the pedestrian zone is occasionally impacted.



Medium-Degree Change

This option retains many of the existing site furnishings and sidewalk pavement on Main Street.

- Proposed features include Pleasanton green metal benches and the use of a colored stamped asphalt for the parking zones.
- The shade trees are relocated to the parking zone as a phased process and provide a canopy over the street and sidewalk areas.
- To maximize the pedestrian zone, outdoor dining is reduced, unless the pedestrian sidewalk area can be kept at 6'-0" minimum.
- Additional features include visible parking signs, wayfinding signs, hanging flower baskets, replacement of corner/bulb-out paving with colored pavers, and addition of seating and shelter at bus stops.



High-Degree Change

This option proposes Pleasanton green, thematic metal site furnishings in addition to benches, such as bike racks and trash bins, and brick-like paver pavements on Main Street to enhance the small-town aesthetic.

- Shade trees are moved to the parking zone as a phased process.
- The parking zone is a shared use area with parklets for business use and bike corral parking.
- Where outdoor dining is desired, it would be accommodated through a parklet, which would replace parking and extend the pedestrian zone.
- Other amenities and enhancements to the street are as noted in the medium-degree changes.

