

## 4 Transportation

The Transportation Element addresses mobility, accessibility, safety, and other issues related to travel in and around Piedmont. The Element looks beyond roads and automobiles and covers all modes of transport in the city, including buses, bicycles, and walking. It recognizes the relationship between transportation and the city's land use pattern, the effects of transportation infrastructure on the city's environment and quality of life, and the importance of providing transportation choices for Piedmont residents. The Element covers regional issues such as congestion management and commute patterns as well as local issues such as parking, speeding, and accident hazards.

Piedmont benefits from excellent access to the regional transportation system. The City is just minutes away from four freeways, the Bay Area Rapid Transit (BART) rail system, [an abundance of local bus stops](#), and even an international airport. On the other hand, the city's central location means that it experiences "pass-through" traffic that originates and ends in other cities. Local residents face congestion on a daily basis as they navigate local thoroughfares and East Bay highways.

Piedmont also benefits from being a walkable city. Most of its streets have sidewalks, and many residents live within walking distance of schools, parks, and shopping areas. Walking is also one of the most popular recreational activities in the city and contributes to the fitness of Piedmont residents. But walking is not practical or even possible for all Piedmont residents. Most residents drive to work alone in single passenger automobiles. Driving is also the norm for most errands and trips around town. One of the goals of this Element is to make alternatives to driving more convenient and attractive. This can help conserve energy, improve air and water quality, improve public health [and sustainability](#), and reduce transportation costs.

Goals, policies, and actions in this element address the following major topics:

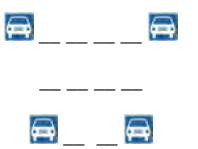
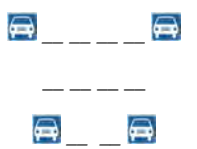
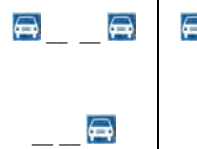

- Mobility and transportation choice
- Traffic flow
- Public transit and carpooling
- Walking and bicycling
- Parking
- Traffic safety


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## ROAD NETWORK

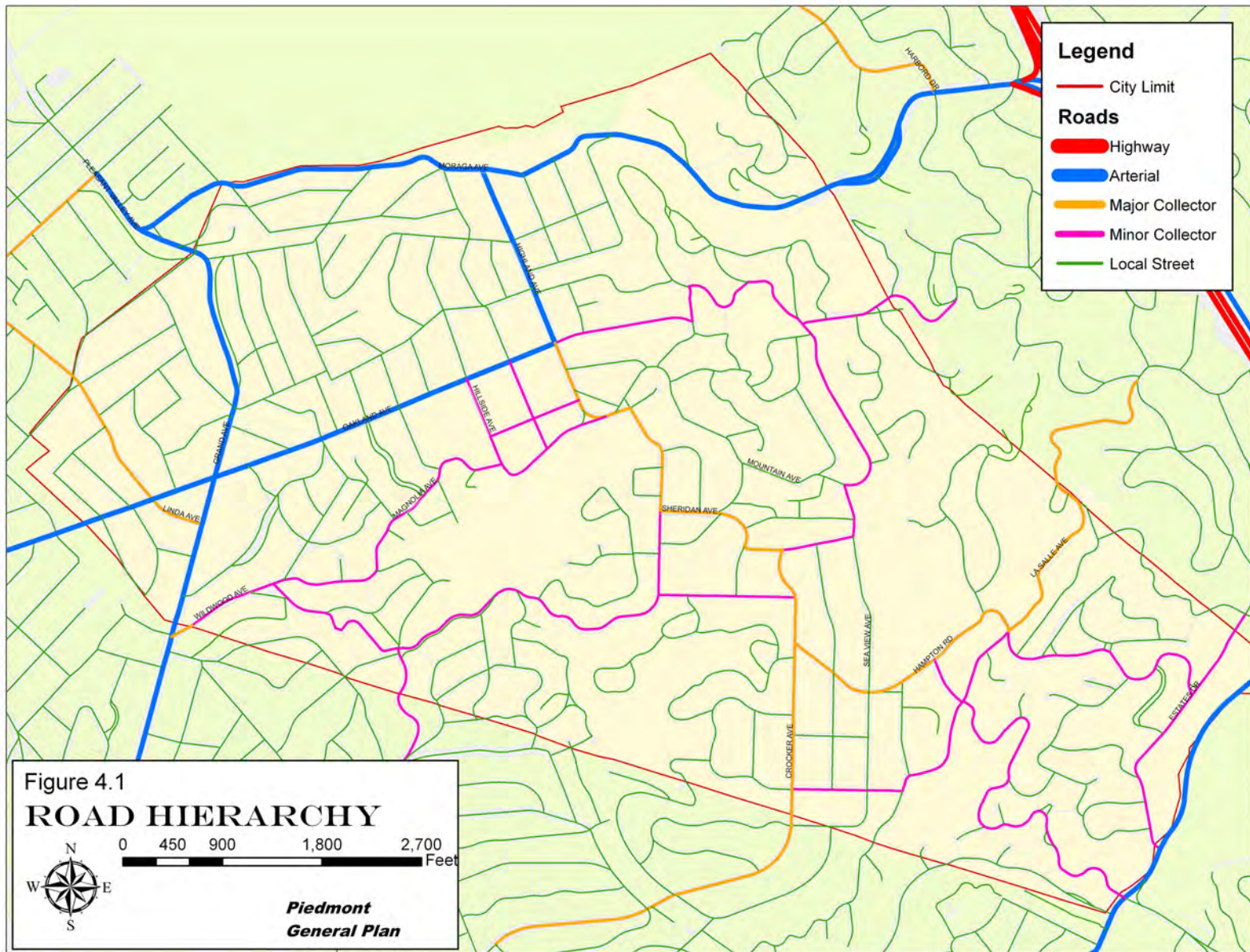
### Functional Classification

Piedmont’s road network is shown in Figure 4.1. The network consists of a hierarchy of arterials, major collectors, minor collectors, and local streets. Each type of street has different physical characteristics, carries different amounts of traffic, and has a different function. Table 4.1 indicates the characteristics of each road type.

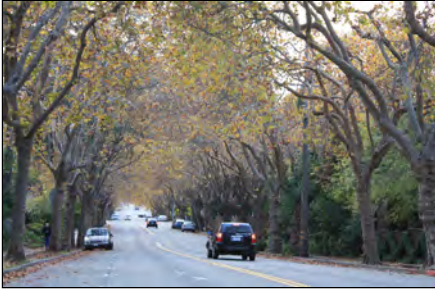
Table 4.1: Roadway Classification				
	Functional Type			
	Arterial	Major Collector	Minor Collector	Local
Definition	Primary purpose is to carry traffic between freeways and major collectors or other arterials; serves area larger than Piedmont and thus carries a significant amount of through-traffic.	Primary purpose is to carry traffic between arterials and minor collectors or other major collectors; serves important local traffic generators.	Primary purpose is to carry traffic between major collectors and local streets or other minor collector streets; serves local traffic generators.	Primary purpose is to provide access to abutting properties.
Average Daily Traffic Volume	8,000 and over	3,000-8,000	1,000-3,000	Less than 1,000
Lane Design				

 = Parking lane  
 \_\_ = Travel lane

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*Plans for Oakland Avenue must balance the street's dual role as an arterial and a residential street providing access to single family homes.*

The city's **arterials** are Oakland Avenue, Grand Avenue, Highland Avenue, ~~and~~ Moraga Avenue, and portions of Park Boulevard. These four-five streets connect Piedmont with Interstate 580 and State Highway 13. They form the backbone of the city's circulation system and each carry more than approximately 8,000 vehicles per day (traffic counts from 2023 shows approximately 4,900 vehicles per day on Highland Avenue). Traffic data for areas studied by the Public Works Department and/or included in the 2023 Draft EIR have been provided in this element. All of Piedmont's signalized intersections are located along these streets.

A system of lower volume **major collector** streets joins Piedmont's arterials to Park Boulevard, Montclair Village, and the Crocker Highlands and Lakeshore districts in Oakland. The major collectors include a series of short, linked road segments extending east from City Hall, including Highland, Sheridan, Wildwood, and Crocker Avenues (continuing into Oakland as Mandana). Major collectors also include Hampton (from Crocker to LaSalle) and the portion of LaSalle east of Hampton. Linda Avenue is also a major collector, linking Grand Avenue to the Piedmont Avenue shopping district in Oakland.

Connecting the arterials and major collectors is a system of **minor collectors**. These include streets in and around the Civic Center, Magnolia, Winsor, the remaining segments of Hampton and LaSalle, St. James and Estates Drives, and a series of linked road segments including Mountain/ Sea View/ Lincoln, and Upper Oakland Avenue/ Scenic/ Upper Blair, connecting to Harbord Drive in Oakland.

The remaining streets in Piedmont are **local**, meaning they have low volumes and generally do not carry through traffic.




Piedmont's arterials and collector streets must also function as local streets to some extent, since they provide access to individual residences at the same time they carry through-traffic. These streets were not initially designed to handle the volume of cars they carry today. Transportation planning in such cases must balance regional mobility needs with privacy, noise, aesthetic, and safety issues.

Table 4.1 illustrates typical cross-sections for each type of roadway. These are not intended to be design standards. They are included to show that there are a range of possible configurations for each type of road. Some of Piedmont's arterials have four lanes, and some have two. Some of the city's collector streets have parking on both sides, some have no parking at all. Some local streets are two lanes wide and some are just one lane wide.






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**Road Standards**

In Piedmont’s hilly neighborhoods, roads ideally should have a curb to curb width of 34 feet, with two travel lanes that are each 10 feet wide and two parking lines that are each 7 feet wide. Where the existing curb to curb width is smaller, the following configurations are recommended:

Roadway Width (curb to curb)	Lane Design
10-12 feet	—
17-19 feet	— 
20-24 feet	— —
24-26 feet	 — 

In flatter areas, roads should have a curb to curb width of 38 feet, with 12-foot travel lanes and 7-foot parking lanes. Where the existing curb to curb width is smaller, or where the roads are arterials, the following configurations are recommended:

Roadway Width (curb to curb)	Lane Design
27-31 feet	— — 
34-38 feet	 — — 
40-48 feet	— — — —
54-62 feet	 — — — — 

Most of Piedmont’s streets were laid out during the early days of the automobile, before modern engineering standards were adopted. While this reduces the system’s efficiency in some ways, it enhances it in others. Ultimately, Piedmont’s varied street pattern tends to reduce speeds, discourage through traffic, and encourage walking. Western Piedmont was developed on a modified grid system, with gently curving streets forming walkable blocks. In the eastern part of the city, the street network is more organic, with streets following topographic contours and steep grades that make walking more difficult.

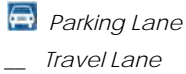
Figure 4.2 illustrates the curb-to-curb width of all Piedmont streets. About half of the city’s streets are classified as “Marginally Adequate” in width, based on Department of Public Works criteria (see text box on Page 4-7). Such streets are particularly prone to conflicts between parking and through-traffic. For instance, 30’ wide streets with cars parked on both sides have travel lanes reduced to just eight feet in each direction. Streets that are 20-25’ in width with cars parked on one side can present a similar constraint. In such instances, parked cars may use the sidewalks for “extra” space, blocking pedestrian flow, damaging the sidewalks, and creating aesthetic issues.

The reality is that planning for the city’s street system must take many factors into account, and cannot be based solely on traditional engineering standards. The narrow configuration of Piedmont streets is part of the city’s character. Although there are a few instances where hazards exist due to narrow width, tight turning radii, and limited emergency vehicle access, most of the city’s streets can function adequately as long as parking is properly managed. Widening the local and collector streets to suburban standards might increase capacity but would not necessarily enhance mobility or accessibility—nor would it make the city a better place to live. Given this fact, the city must explore traffic control and parking management measures to accommodate the increase in travel demand that is forecast for the next 20 years and plan for safe access and evacuation in case of emergencies.

Future standards for the Moraga Avenue public right-of-way east of Pala Avenue to the City limit, including roadway width, speed limit, lane configuration, sidewalks, and green infrastructure to treat stormwater runoff, such as bioswales, will be developed through public engagement and analysis and incorporated into the Moraga Canyon Specific Plan (Housing Element implementation program 1.L).

In California, per the California Complete Streets Act of 2008 (Assembly Bill 1358), all cities and counties are required to include complete

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streets policies as part of any substantial revision to the circulation element of their General Plans. The Metropolitan Transportation Commission has a complete streets requirement for Bay Area jurisdictions that intend to apply for One Bay Area Grant funding. Unlike conventional street designs, which prioritize cars over other types of transit, Complete Streets promote mobility and physical activity for people of all ages, abilities, and income levels. Complete Streets facilitate many forms of transportation, including walking, bicycling, taking public transit, and driving.

The Piedmont City Council adopted a Complete Streets policy (Resolution 106-12) in November 2012, to guide future street planning, funding, design, and maintenance. “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe, attractive, and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, emergency vehicles, seniors, children, youth, and families. According to the Policy, the City’s is committed to “fund, design, construct, operate, and maintain its transportation system and facilities so that they are safe and convenient for all users and modes, as appropriate to the function and context of each facility, and in ways that reflect local conditions and community values.” The City implements the policy by training staff; reviewing and, as necessary, updating street-design standards and other practices; developing implementation tools (such as designating a network of bicycle facilities); monitoring progress; and engaging the public and other stakeholders.

One performance measure used to quantify automobile travel is vehicle miles traveled (VMT), which refers to the amount of automobile travel attributable to a project, as well as the distance traveled. In 2013, Governor Brown signed Senate Bill (SB) 743, which added PRC Section 21099 to the California Environmental Quality Act (CEQA). PRC Section 21099 changes the way transportation impacts are analyzed and aligns local environmental review methodologies with statewide objectives to reduce greenhouse gas (GHG) emissions, encourage infill mixed-use development in designated priority development areas, reduce regional sprawl, and reduce VMT in California.

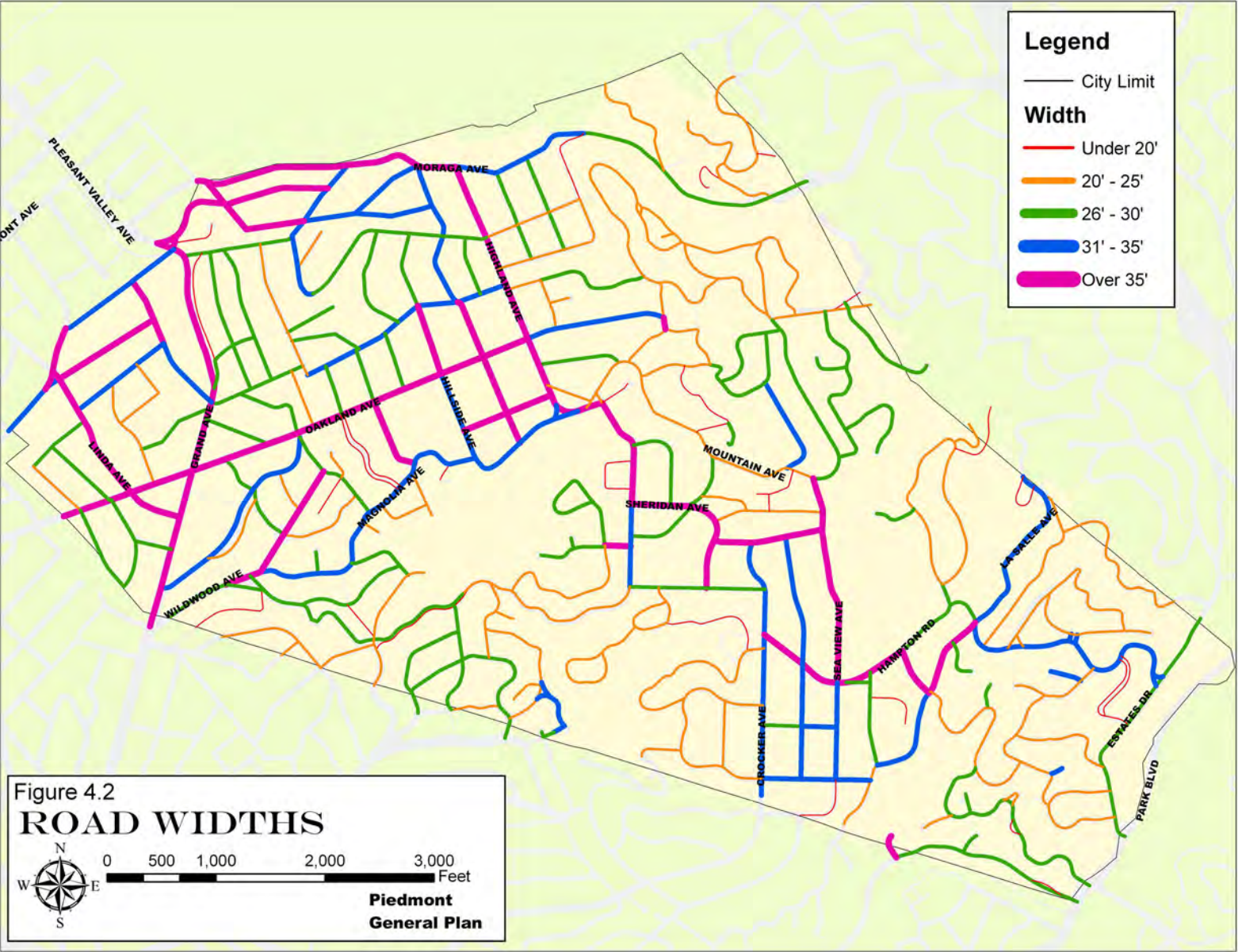
The Piedmont City Council adopted the Policy for Analyzing VMT Impact under CEQA (Resolution 33-2023) in May 2023, to address the following consistent with SB 743 and OPR’s Technical Advisory on Evaluating Transportation Impacts in CEQA:

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1. Criteria for screening to identify projects that can be expected to cause a less than significant impact without conducting a detailed evaluation;
2. The methodology for estimating the VMT for projects that do not meet any of the screening criteria;
3. VMT-based transportation thresholds of significance; and
4. Options for identifying mitigation measures and quantifying their effectiveness.



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## Narrow Roads



Piedmont considers roads with a curb-to-curb width of greater than 35' to be "adequate", those with a curb-to-curb width of 20' to 35' to be "marginally adequate" and those with a curb-to-curb width of less than 20' were "inadequate." Examples of inadequate roads include Maxwellton (12-16' wide), Abbott Way (10' wide), and portions of Pala and Scenic Avenues (20' wide).

Some of these streets do not have curbs and are prone to erosion. If cars are parked on one side of the street, through-traffic may be limited to a single lane. Widening of such streets is impractical and costly in most cases, due to steep topography, limited right-of-way, and the proximity of nearby structures.

## Existing Traffic Conditions

### Daily Volumes

Table 4.2 indicates daily traffic volumes at 22 locations in Piedmont over a 30 year period (1977-2007). The counts include two to three locations along each of the city's arterials (Oakland, Moraga, Highland, Grand), one to two locations along most collector streets, and a few counts along local streets near the Piedmont/Oakland border. The data provides perspective not only on the relative volumes on each street, but how these volumes have changed over time.

Grand Avenue is the busiest street in Piedmont, carrying about 15,000 cars per day as it exits the City to the south. Moraga Avenue carries about 12,000 cars per day. Oakland Avenue and Highland Avenue each carry between 7,000 and 10,000 cars on a typical day. The volumes on the collector streets are substantially lower.

Despite perceptions of worsening traffic, volumes on most Piedmont arterials have remained stable over the past 30 years. In fact, counts from identical locations on identical dates (the first Wednesday in June) show that traffic on Grand Avenue, Moraga Avenue, and Oakland Avenue declined slightly between 1994 and 2007. This is somewhat surprising, since bus service has declined and the number of vehicles per household has increased.

The only increases observed between 1994 and 2007 were on the Highland/ Sheridan/ Crocker collector, and on Hampton and LaSalle. Here, traffic was about 5 to 15 percent higher in 2007 than it was 13 years earlier. Beyond the Piedmont border, Interstate 580 and Highway 13 are also both carrying more cars than they were 15 years ago.

### Peak Hour Volumes

Table 4.3 shows peak hour traffic data for the 22 monitoring locations. The peak hour is the 60-minute period each day when the highest volume of traffic occurs. Different Piedmont streets have different peak hours, depending on the uses they serve. For example, the peak hour is 5:15 to 6:15 PM on most of the city's arterials, but it is 3:00 to 4:00 on Highland/ Sheridan in the Civic Center area and 4:00-5:00 on St. James Drive. The earlier peaks are primary due to school-related traffic.

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**Table 4.2: Daily Traffic Counts**

	1977	1983	1994	2007	1994-2007 change
Pleasant Valley (Grand) at Oakland line	6923	--	13077	12282	-6.5%
Grand between Cambridge and Oakland	--	11066	12318	11373	-8.3%
Grand between Fairview and Wildwood	--	--	16595	15266	-8.7%
Oakland between Howard and Grand	7860	8236	9565	7675	-24.6%
Oakland between Bonita and Highland	--	--	8316	7675	-8.4%
Moraga between Highland and Bonita	8320	8224	11333	9168	-23.6%
Moraga between Maxwellton and Oakland line	11412	11864	13180	12572	-4.8%
Highland between Moraga and Park Way	7430	8038	9281	8723	-6.4%
Highland between Craig and Oakland Av	--	8463	8009	9315	14.0%
Highland between Sierra and Piedmont Pl	--	5721	7625	7179	-6.2%
Sheridan between Lakeview and Richardson	--	2582	2855	3182	10.3%
Crocker between LaSalle and Ashmount	2620	2456	2489	2627	5.3%
Crocker between Wildwood and Hampton	--	--	4136	4141	0.1%
Estates between Park and Sandringham	1960	2254	3000	2730	-9.9%
Trestle Glen between Park and Cavanaugh	1620	1676	1252	1221	-2.5%
St James between Park and Croydon	1040	1582	1768	1472	-20.1%
LaSalle between Somerset and Hampton	--	--	2118	2242	5.5%
Magnolia between Bonita and Hillside	--	2052	2361	1842	-28.2%
Linda between Grand and Oakland	--	--	3791	3508	-8.1%
Boulevard between Crofton Av and city line	1500	--	1609	1484	-8.4%
Hampton between Indian and St James	--	--	3613	3765	4.0%
Mountain between Sharon and Dormidera	--	--	1174	1123	-4.5%

Source: Marks Traffic Data, 2007; Barry J Miller, AICP, 2007; Piedmont General Plan, 1996

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**Table 4.3: Peak Hour Traffic Counts, 2007**

	Peak Hour (2007)	Volume	Percent of average daily traffic carried during peak hour
Pleasant Valley (Grand) at Oakland line	5:15-6:15 PM	1,171	10%
Grand between Cambridge and Oakland	5:15-6:15 PM	1,101	10%
Grand between Fairview and Wildwood	5:15-6:15 PM	1,482	10%
Oakland between Howard and Grand	7:45-8:45 AM	830	10%
Oakland between Bonita and Highland	7:45-8:45 AM	800	10%
Moraga between Highland and Bonita	4:45-5:45 PM	869	9%
Moraga between Maxwellton and Oakland line	5:15-6:15 PM	1,232	10%
Highland between Moraga and Park Way	5:15-6:15 PM	803	9%
Highland between Craig and Oakland Av	7:45-8:45 AM	868	9%
Highland between Sierra and Piedmont Pl	7:30-8:30 AM	773	11%
Sheridan between Lakeview and Richardson	7:30-8:30 AM	396	12%
Crocker between LaSalle and Ashmount	8:00-9:00 AM	277	11%
Crocker between Wildwood and Hampton	7:45-8:45 AM	481	12%
Estates between Park and Sandringham	8:00-9:00 AM	313	11%
Trestle Glen between Park and Cavanaugh	5:30-6:30 PM	122	10%
St James between Park and Croydon	7:45-8:45 AM	180	12%
LaSalle between Somerset and Hampton	5:00-6:00 PM	193	9%
Magnolia between Bonita and Hillside	7:15-8:15 AM	331	18%
Linda between Grand and Oakland	5:15-6:15 PM	392	11%
Boulevard between Crofton Av and city line	5:15-6:15 PM	176	12%
Hampton between Indian and St James	7:45-8:45 AM	459	12%
Mountain between Sharon and Dormidera	7:45-8:45 AM	115	10%

Source: Marks Traffic Data, 2007; Barry J Miller, AICP, 2007

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The morning peak hour on most Piedmont streets is 8:00 to 9:00 AM. The evening peak hour tends to have more traffic than the morning peak hour on Grand Avenue, but the two are about equal on Oakland and Moraga Avenues. Directional flows are predictable, with larger volumes headed out of the city in the morning and back into the city in the evening.

The AM and PM peaks generally represent about 10 percent of average daily traffic each. However, on streets like Magnolia (adjacent to Piedmont High School), the combined AM and PM peaks represent almost 40 percent of the average daily traffic.

### Roadway Operations

The Piedmont Department of Public Works is responsible for maintaining the city's roads and ensuring their safe, efficient operation. The Department implements a pavement repair and maintenance program that includes periodic resurfacing. ADA-accessible pedestrian curb ramps, traffic calming, and pavement striping are scheduled in conjunction with paving projects. All streets are inspected annually, and priorities are identified for maintenance and repair. Street signs, road markings (stop signs, etc.), and traffic signals are all included in the maintenance program. In the past few years, the annual allocation has ranged from \$345,000-\$600,000. The City also provides regular street sweeping services.

The City Council provides direction on road operations, including the management of commercial traffic, the installation of signals and traffic control devices, and adoption of parking regulations. Piedmont's Municipal Code includes provisions designating Moraga Avenue, Grand Avenue, and Oakland Avenue (below Grand) as truck routes, meaning that commercial vehicles exceeding five tons in weight must use these routes when traveling across the city. The provisions do not apply to garbage trucks, utility vehicles, or buses. Trucks may use other Piedmont streets to access individual properties for local deliveries.

### Future Traffic Conditions

~~Although this General Plan anticipates no significant development or land use change within Piedmont, l~~ocal traffic is ~~still~~ likely to increase during the next 10 to 20 years as development facilitated by the Housing Element is expected by 2031. Virtually all of the increase will be associated with growth anticipated in the Housing Element and "pass-through" traffic from growth elsewhere in the East Bay, including Oakland. Also, as the region's freeways become more congested, drivers are more likely to divert onto local streets.

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**The CMA model indicates that average daily traffic volumes on the Grand Avenue corridor through Piedmont may increase by as much as 30 percent between 2005 and 2030. Volumes on Oakland Avenue are projected to increase by 15 percent and volumes on Moraga Avenue are projected to increase by 18 percent.**

Traffic forecasts for Alameda County thoroughfares are prepared by the Alameda County Congestion Management Agency (CMA). The forecasts account for population and housing growth in the county, planned transportation investments, economic trends, and changing travel behavior and mode choices. As of 2007, forecasts had been prepared out to 2030 for weekdays and for the AM and PM peak periods. [CMA forecasts have also been prepared out to 2040.](#)

The CMA's [2007](#) projections include Interstate 580, Highway 13, and Highway 24, the three freeways which provide access to Piedmont. Their model projects that volumes on I-580 in the vicinity of Oakland Avenue and Harrison Street will increase by about 10 percent between 2005 and 2030. Peak hour volumes on Highway 13 in the vicinity of Moraga Avenue are projected to increase by about 20 percent, and peak hour volumes on Highway 24 approaching the Caldecott Tunnel are projected to increase by 35 percent. The peak commute period is also likely to last longer, as drivers leave earlier and later to avoid congestion.

Increased volumes on the freeways will affect thoroughfares in Piedmont, particularly Grand Avenue, Oakland Avenue, [Park Boulevard](#), and Moraga Avenue. These arterials will be further impacted by development in [both Piedmont and in](#) the city of Oakland, where more than [46,00026,251](#) new households ([Oakland's RHNA](#)) and [approximately](#) 73,000 new jobs are expected [between 2005 and 2030by 2031](#). The CMA model indicates that average daily traffic volumes on the Grand Avenue corridor through Piedmont may increase by as much as 30 percent between 2005 and 2030. Volumes on Oakland Avenue are projected to increase by 15 percent and volumes on Moraga Avenue are projected to increase by 18 percent.

Even more significant increases are projected for the AM and PM peak hours. In fact, the model projects that evening rush hour commute traffic on Grand Avenue could double between 2005 and 2030. More moderate increases (10-15%) are projected for Moraga and Oakland Avenues. The increased volumes on Grand Avenue could result in more traffic diverting onto local streets in Piedmont, creating the need for new traffic control measures.

Volumes on most local and collector streets in Piedmont are not expected to change significantly over the lifetime of this Plan [because development is primarily along arterial roadways](#). ~~Because the General Plan proposes no substantive changes to the Piedmont Land Use Diagram, there will be no increase in trip generation as a result of Plan adoption. In fact, the~~ [The General Plan's emphasis on walking, bicycling, and transit could result in](#)

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~~a net~~ avoid substantial decrease increases in volumes on local streets.

Additional ~~traffic~~ transportation studies may be necessary in the Moraga Canyon and Civic Center areas as plans for the areas are prepared and refined.

## PUBLIC TRANSIT AND CARPOOLING

“Make ‘24/7’ access to BART a priority. Make AC Transit available ‘24/7’ to major destinations—maybe a continuous small bus loop or a free shuttle like Emeryville. I wouldn’t use my car if I had access to the Rockridge neighborhood or MacArthur BART. Especially on nights and weekends.”

-General Plan Survey  
Response

### AC Transit

Piedmont has a long tradition of transit use and was initially developed as a “streetcar suburb” of San Francisco and Oakland (see text box). The rise of the automobile and construction of the freeway system in the 1950s brought an end to streetcar service. In the late 1950s, the Key System trolleys were replaced by buses operated by the Alameda Contra Costa Transit District (AC Transit).

AC Transit is the primary bus service provider in 13 cities and adjacent unincorporated areas in Alameda and Contra Costa Counties, with Transbay service to destinations in San Francisco, San Mateo, and Santa Clara Counties. Table 4.14-1 summarizes the characteristics of the AC Transit routes operating in Piedmont and the vicinity. Five bus lines, comprised of two local, two Transbay, and one school line, operate in/near the vicinity of Piedmont.

The busiest bus stops in Piedmont by bus line as of winter 2019 are:

- Local Line 33 on Highland Way at Highland Avenue (208 daily passengers on/off)
- Transbay Line P on Highland Way at Highland Avenue (87 daily passengers on/off)
- Transbay Line P on Oakland Avenue at Hillside Avenue (69 daily passengers on/off)

Figure 4.14-1 shows the existing transit services in Piedmont.

Major transit stops and high-quality transit corridors could exist in Piedmont only along bus lines. Public Resources Code (PRC) section 21064.3 defines “Major transit stop” as a site containing an existing rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. PRC section 21155 defines “High-quality transit corridor” as “a corridor with fixed-route bus service with service intervals no longer than 15 minutes during peak commute hours.” For purposes of this section, the service intervals must be no longer than 15 minutes during peak commute times for at least one individual transit route in order to qualify as a high-quality transit corridor.



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No area within the City of Piedmont is within 0.5 mile of an existing major transit stop. As shown in Table 4.14-1 and as of June 2023, AC Transit Local Line 33 operates at 15-minute intervals during the weekday peak commute hours. Transit corridors may change since bus routes and schedules can change over time.

Today, the AC Transit system serves 235,000 riders a day in an area that extends from Pinole to Fremont and across the Bay to San Francisco. Existing bus routes through Piedmont are shown in Figure 4.3. Lines C, P, and V serve trans-bay traffic, while lines 11, 12, 18, and 41 serve local traffic. Residents in western Piedmont can use Lines 11 or 12 to reach the 19<sup>th</sup> Street or MacArthur BART Stations. Line 41 is a “collector” route, transporting passengers from eastern Piedmont to the Piedmont Civic Center. Riders must then transfer to Line 11 to reach Downtown Oakland and BART. Line 41 replaced Lines 2 and 3, which operated prior to 2003 before being discontinued due to low ridership and budget constraints.

The transbay lines operate on weekdays only and generally serve westbound traffic in the morning and eastbound traffic in the late afternoon. Westbound buses operate only between 5:30 AM and 9:00 AM and eastbound buses generally operate between 3:00 PM and 8:00 PM. These buses run on headways of approximately 30 minutes.

The local lines operate on a similarly limited schedule:

- Line 41 circulates through eastern Piedmont six times in the morning, and then roughly every 30 minutes between 2:30 and 7:30 PM
- Line 11 leaves the Piedmont Civic Center and follows Oakland Avenue to Downtown Oakland roughly every 20 minutes between 6:00 AM and 9:30 AM, then every 30 minutes from 9:30 AM to 3:30 PM, and then every 20 minutes until 7:15 PM
- Line 12 crosses western Piedmont via Grand and Linda Avenues roughly every 20 minutes from 6:15 AM to 9:30 AM, then roughly every 30 minutes from 9:30 until 3:30 PM, and then roughly every 20 minutes from 3:30 until 8:00 PM

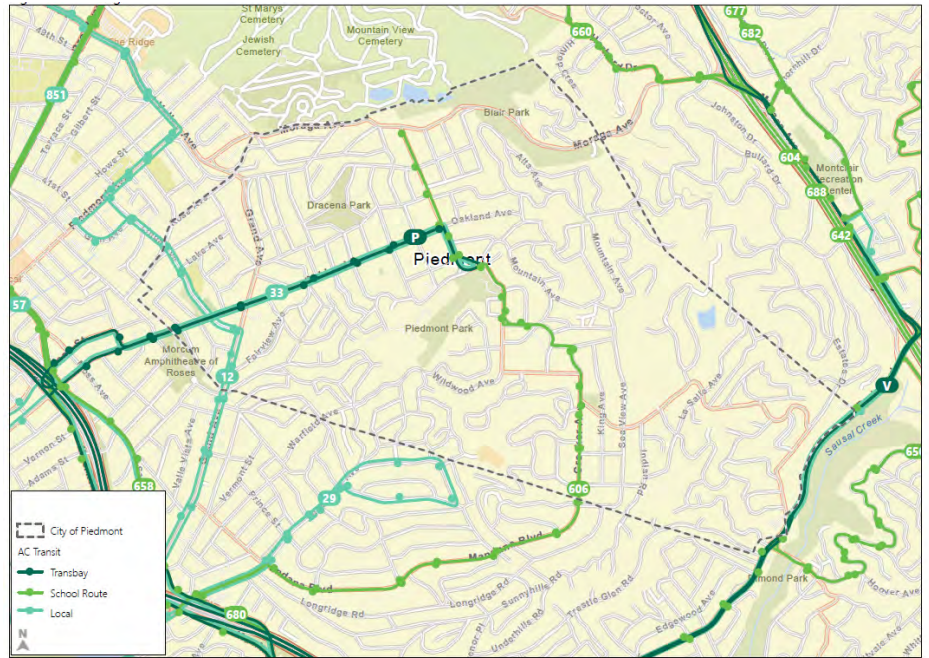
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**Table 4.14-1 AC Transit Bus Service in Piedmont**

<u>Line</u>	<u>Service Frequency</u>	<u>Hours of Operation</u>	<u>Neighborhoods Served by Route</u>	<u>Stop Locations</u>	<u>Total Weekday On/Offs by Route within Piedmont</u>
<b><u>Local Lines</u></b>					
<u>12</u>	<u>20 to 30 minutes Monday – Sunday</u>	<u>6:00 AM to 11:00 PM Monday – Sunday</u>	<u>Oakland – Piedmont – Berkeley</u>	<u>Along Linda Avenue and Grand Avenue</u>	<u>104</u>
<u>33</u>	<u>15 minutes during weekday peak and 20 minutes at other times Monday – Sunday</u>	<u>5:45 AM to 11:00 PM Monday – Sunday</u>	<u>Montclair Oakland – Downtown Oakland – Piedmont</u>	<u>Along Oakland Avenue, Highland Avenue, and Park Boulevard</u>	<u>431</u>
<b><u>Transbay Lines</u></b>					
<u>P</u>	<u>20-40 minutes morning peak, 15-40 minutes evening peak Monday – Friday</u>	<u>7:30 AM to 9:10 AM and 4:45 PM to 7:00 PM Monday – Friday</u>	<u>Piedmont – San Francisco</u>	<u>Along Oakland Avenue and Highland Avenue</u>	<u>469</u>
<u>V</u>	<u>1-hour morning peak, 15-40 minutes evening peak Monday – Friday</u>	<u>6:45 AM to 8:00 AM and 4:30 PM to 6:30 PM Monday – Friday</u>	<u>Oakland – San Francisco</u>	<u>Along Park Boulevard</u>	<u>46</u>
<b><u>School Lines</u></b>					
<u>606</u>	<u>One morning trip to Head Royce School; One afternoon trip to Piedmont</u>	<u>Morning trip at 7:36 AM to Head Royce School, Afternoon trip at 3:30 PM to Piedmont School days only</u>	<u>Head Royce School – Oakland – Piedmont</u>	<u>Along Highland Avenue and Crocker Avenue</u>	<u>22</u>
<u>Source: Schedule, AC Transit, June 2023; Ridership data, AC Transit, Winter 2019; prepared by Fehr &amp; Peers, 2023.</u>					

# TRANSPORTATION

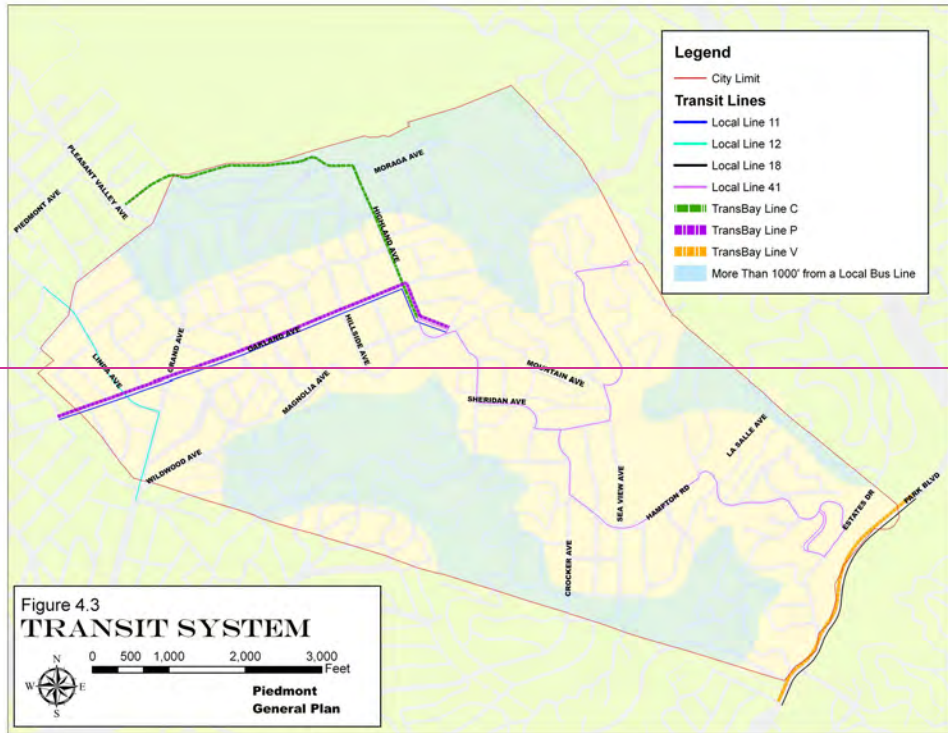
Figure 4.14-1 Existing Transit Services



Source:  
AC Transit, July 2022

(Added Figure 4.14-2 from 2023 DEIR)

# TRANSPORTATION



(Deleted Figure 4.3)

## A Long Tradition of Transit



*A Number 11 streetcar navigates between Linda Avenue and Oakland Avenue, around 1940.*

*Photo from John Harder*

Piedmont originated as a “streetcar suburb” of San Francisco and Oakland and was connected to the business districts of these cities by trolley and ferry even before the Bay Bridge was constructed. Shortly after the city incorporated, the B electric car line from Trestle Glen and the C line from 41<sup>st</sup> Street and Piedmont Avenue provided connections to the ferry terminal in West Oakland. In 1924, the C line was extended to the Piedmont rail terminus at Oakland Avenue and Latham Street. Following completion of the Bay Bridge in 1938, the Key System provided direct rail service on both lines to San Francisco.

The transbay streetcars were supplemented by a network of local streetcars serving Piedmont, Berkeley, Oakland, and Emeryville. Line 10 traversed Central Piedmont, originating near Hampton and Seaview, passing through the Civic Center and along Highland to Park Way, then descending to Grand (Pleasant Valley), and continuing down Piedmont Avenue to Broadway and Downtown Oakland. Line 12 originated at Jerome and Oakland Avenue, continued down Fairview Avenue to Grand, and followed Grand through Downtown to West Oakland. Line 18 originated near Mandana Avenue, extending down WalaVista to the top of Lakeshore, then to Downtown Oakland before looping back up Park Boulevard to Leimert. Line 11 originated at Piedmont Avenue and Linda, following Linda to Oakland Avenue, continuing to downtown Oakland, then out East 14<sup>th</sup> Street to Fruitvale.

Transit ridership declined as automobile ownership increased and the freeway system was constructed. The local streetcar lines were replaced by buses after World War II, with the right-of-way converted to other uses (including parks and private homes in a few cases). The transbay trains to Piedmont stopped running in 1958; transbay buses were substituted along their approximate routes.

## TRANSPORTATION

The City will continue to work with AC Transit to explore cost-effective options for improving service. Piedmont is particularly interested in improving “feeder” service to BART, exploring the use of smaller buses to reduce service costs, and obtaining better evening and weekend service.

There is no bus service in Piedmont after 8:00 PM. Moreover, reaching popular destinations such as Rockridge, Montclair Village, or the UC Berkeley campus is difficult and requires multiple transfers and circuitous routing. The AC Transit buses are most useful for San Francisco or Downtown Oakland commuters who live within a few blocks of Oakland or Grand Avenues. For others, using the [existing bus service](#) can be difficult due to the distance to bus stops, sub-optimal walking conditions (steep terrain, lack of sidewalks, dim street lighting), or infrequent service.

AC Transit conducts long-range planning for its service area. The ~~District~~[District](#) has prepared a 2012 Strategic Plan and Vision to guide improvements for the coming decade. Density is used as a guiding factor in determining the level of service to be provided to AC Transit customers. Areas are classified as being High Density (20,000+ persons per square mile), Medium Density (10-20,000 persons per square mile), Low Density (5-10,000 persons per square mile), or Suburban Density (less than 5,000 persons per square mile). ~~With 6,500 persons per square mile, Piedmont is considered “Low Density” and is subject to a route spacing criteria of 1/2 mile.~~

~~The spacing criteria mean that enhanced bus service is not likely within Piedmont during the time horizon of this Plan. However, the~~ [The District](#) is exploring new forms of “demand-responsive service” in low density areas to improve efficiency and make the system more attractive to riders. AC Transit is also replacing its diesel vehicle fleet with more fuel-efficient, environmentally-friendly buses. These include zero emission hydrogen fuel cell buses.

Recognizing the benefits of transit as an alternative to driving, the City of Piedmont strongly supports better bus service, both for commuters and for short trips within the Piedmont-Oakland-[Berkeley](#) area. The City will continue to work with AC Transit to explore cost-effective options for improving service. This should include more fine-grained calculations of Piedmont’s density to justify more frequent service in the western part of the City. Piedmont is particularly interested in improving “feeder” service to BART, providing more convenient connections to reach places such as Rockridge and UC Berkeley, [increasing bus access at sites identified for new housing units in the Housing Element](#), exploring the use of smaller buses to reduce service costs, and obtaining better evening and weekend service. [See Housing Element goal 1: New Housing Construction.](#)

# TRANSPORTATION

## Getting to Work

Piedmont residents use a variety of transportation modes to get to work. About 62 percent of the city's residents drive in a single-passenger auto, and about 17 percent carpool. The percentage of carpooling commuters is one of the highest in Alameda County.

About 10 percent of the city's residents use public transportation to get to work—4 percent ride the bus and 6 percent take BART. Only about 2 percent walk or bicycle. About 8 percent of the city's residents work from home and have no commute.

The table below compares commute travel modes for Piedmont, Oakland, and Orinda.

	Piedmont	Oakland	Orinda
Car, truck, or van:	79%	72%	74%
Drove alone	62%	55%	66%
Carpool	17%	17%	8%
Public transit	10%	17%	15%
Motorcycle	0.2%	0.4%	0%
Bicycle	0.7%	1.2%	0.2%
Walked	1.5%	4%	1%
Other means	0.5%	1.2%	0.3%
Worked at home	8%	4%	11%

Source: 2000 Census

## BART

Although Piedmont does not have a BART station, approximately 6 percent of the city's residents use BART on a daily basis to commute. Residents typically drive to the BART Stations at Rockridge, MacArthur, Fruitvale, or West Oakland—or take the AC Transit bus to BART at 19<sup>th</sup> Street or MacArthur. Residents may also use [rideshare services](#), and taxis to reach BART—one-way fare typically ranges from \$7.00 to \$~~40~~20.00 depending on pick-up location.

## Carpools

About 17 percent of Piedmont's employed residents carpool to work. This is a higher percentage than Oakland or Berkeley, and is second only to Hayward among Alameda County cities. The 2000 Census indicates that 40 percent of Piedmont's carpoolers were in two-person carpools and 57 percent were in three-person carpools. Cars with three or more occupants can use the carpool lanes and bypass the Bay Bridge Toll Plaza, saving both time and money on the trip to San Francisco.

While some of the carpools in the city are organized, much of the activity consists of [rideshare services](#) and “casual” carpooling on Oakland Avenue. Drivers can pick up riders who queue at a designated “pick-up” point at Hillside Avenue and Oakland Avenue and proceed to the carpool lanes on the Bay Bridge. Since the informal carpool system does not occur during the return commute, most casual carpool riders return in the afternoon on AC Transit or on BART. Other casual parking pick-up spots exist along Park Boulevard (near Trestle Glen) and at Monte Vista and Oakland Avenue, just across the city limit line in Oakland.

## Paratransit

Paratransit refers to “on-demand” shuttle bus or ride services for residents with disabilities and other special needs. The East Bay Paratransit Consortium was created through a joint agreement between AC Transit and BART to meet the needs of persons who have difficulty using the conventional AC Transit buses. The Consortium contracts with a broker who in turn contracts with multiple service providers.

## Safer Streets



Piedmont residents enjoy a relatively high rate of pedestrian safety. Countywide data indicates that there were ten pedestrian-automobile collisions in Piedmont between 2000 and 2005. This equates to 0.18 collisions per 1,000 residents, which was the second lowest rate in the County. Oakland's rate was 0.88 and Berkeley's was 1.20. Pleasanton had the County's lowest rate, at 0.15 per 1,000.

## WALKING AND BICYCLING

### Walking

Walking is part of the daily routine of many Piedmont residents. It is important both as a recreational activity and as a practical mode of travel for short trips, errands, trips to school, and trips to transit. Many residents cite the city's pedestrian-friendly layout as one of the things they like best about living in Piedmont.

Most pedestrian travel in the city occurs on sidewalks and crosswalks. Piedmont also has a system of pedestrian pathways that run between blocks, particularly in steep areas where the paths serve as "short cuts". The pathway network is shown in Figure 4.4 and is inventoried in Table 4.4. Paths are maintained by the Department of Public Works, although clearing encroaching vegetation is the responsibility of individual homeowners.

The City has taken two steps to make sure sidewalks are properly maintained and repaired. First, municipal ordinances require a sidewalk inspection every time a home is sold and every time a building permit is issued for a project valued at more than \$5,000. Any deficiencies that are not caused by City street trees must be repaired by the homeowner before a permit can be issued. Second, the City has its own program to replace sidewalks damaged by City street trees. Funds are allocated to streets where the need is most urgent—typically where tree roots have caused the sidewalk to buckle. Residents may also petition to the city for sidewalk repair.

[Based on the City of Piedmont's Safer Streets \(PSS\) Plan \(City of Piedmont pedestrian and bicycle master plan, adopted in 2021\), the City plans to install new accessible pedestrian countdown signals at the remaining signalized intersections including the Moraga Avenue/Highland Avenue, Grand Avenue/Rose Avenue, and Grand Avenue/Oakland Avenue intersections, as well as other improvements and planning initiatives.](#)

Both Alameda County and the City of Oakland have adopted "Pedestrian Master Plans." The County's plan includes Piedmont but does not call for specific projects or improvements within the City. Oakland's plan encircles Piedmont and is focused primarily on pedestrian safety, education, aesthetics, and removing barriers to pedestrian movement.

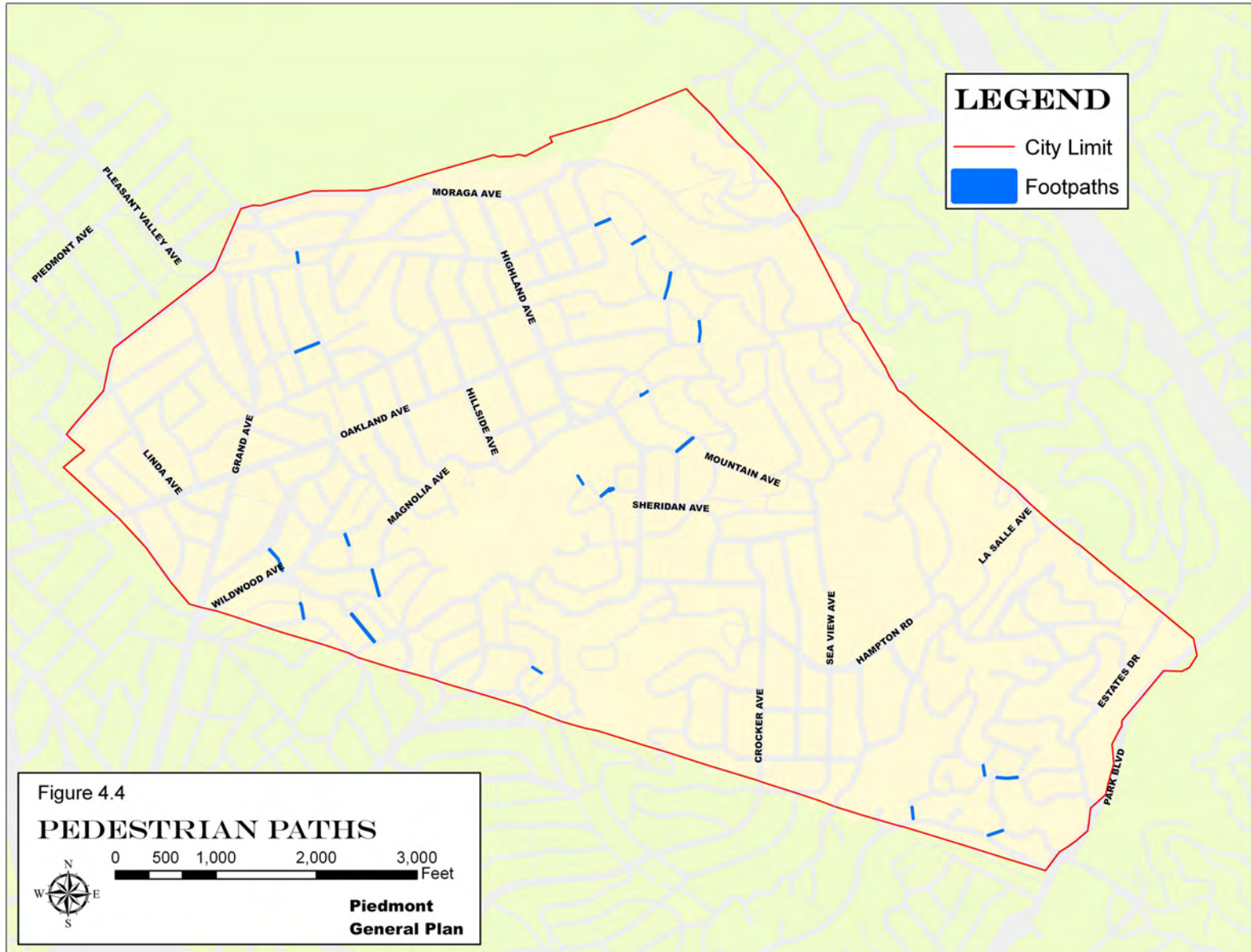
The Oakland Plan establishes a pedestrian route map showing a hierarchy of "City Routes," "District Routes," and "Neighborhood Routes." Moraga



## TRANSPORTATION

Avenue and Trestle Glen Road in Piedmont are identified as “District Routes.” The Plan designates Rose Avenue below Grand, a short portion of Boulevard Way, LaSalle Avenue/ Indian Road (continuing on to Sunnyhills), and Estates Drive as “Neighborhood Routes.”

# TRANSPORTATION



## TRANSPORTATION

Table 4.4: Piedmont's Pedestrian Paths			
No.	Location	Length (feet)	Visible from Street
1	Between 300-304 Ramona and Park Way	107	Y
2	Between 61-65 Arroyo and Ramona	106	Y
3	Between 33-37 Artuna and Monticello	169	Y
4	Between 68-102 York and Ricardo	272	Y
5	Between Pala and Scenic	161	Y
6	Between Scenic and Scenic	163	Y
7	Between 350-354 Blair and Scenic	281	N
8	Between 622-630 Blair and Pacific	210	N
9	Between 22-27 Piedmont Court and Mountain	89	Y
10	Between 17-29 Sierra and Mountain	217	Y
11	Between 129-131 Guilford and Hazel	153	N
12	Between 124-128 Hazel and City Park	102	Y
13	Between 50-58 Fariview and Nova	249	N
14	Between end of MacKinnon and Arbor	110	N
15	Between 144-200 Magnolia and Palm	246	Y
16	Between 220 Wildwood and Ranleigh	197	Y
17	Between 1155-1159 Harvard and Alley	110	Y
18	Between 50-60 St. James Place and Trestle Glen	120	N
19	Between 253 St. James Drive and Cambrian	104	N
20	Between 244-254 St. James Drive and Sandringham	206	N
21	Between 289-207 St. James Drive and Trestle Glen	151	Y
22	Between end of Lorita and Monticello	205	N

## TRANSPORTATION

Like Alameda County and the City of Oakland, Piedmont aspires to remain a safe, convenient, and attractive place to walk. Over the next 20-8 years, the City will work to increase the percentage of trips made by walking by improving the design and maintenance of pedestrian facilities, ensuring the safety of pedestrians, and providing connectivity between pedestrian routes.



*Piedmont is a relatively safe place for bicycling. The accident rate between 2000 and 2005 was 1.3 per 1,000 residents, compared to 2.5 in Oakland and 8.0 in Berkeley.*

In 2014, the City of Piedmont adopted the Pedestrian and Bicycle Master Plan, which was updated and retitled the Piedmont Safer Streets Plan in 2021. In 2017 the City of Piedmont adopted a crosswalk policy to ensure consistent and objective review of residential requests for the installation of crosswalk markings and “Stop” and “Yield” signs.

The City will continue to look for ways to make Piedmont safer and more comfortable for pedestrians. Median islands, new types of crosswalk paving, activated pavement lights, flashers, and other design changes have been explored on Oakland Avenue and may be explored elsewhere during the coming years. The city is particularly interested in changes which make it easier for Piedmont students to walk and bicycle safely to school, and for residents to walk to local bus routes. Piedmont will also work with Oakland to ensure that the pedestrian networks between the two cities are connected.

### Bicycling

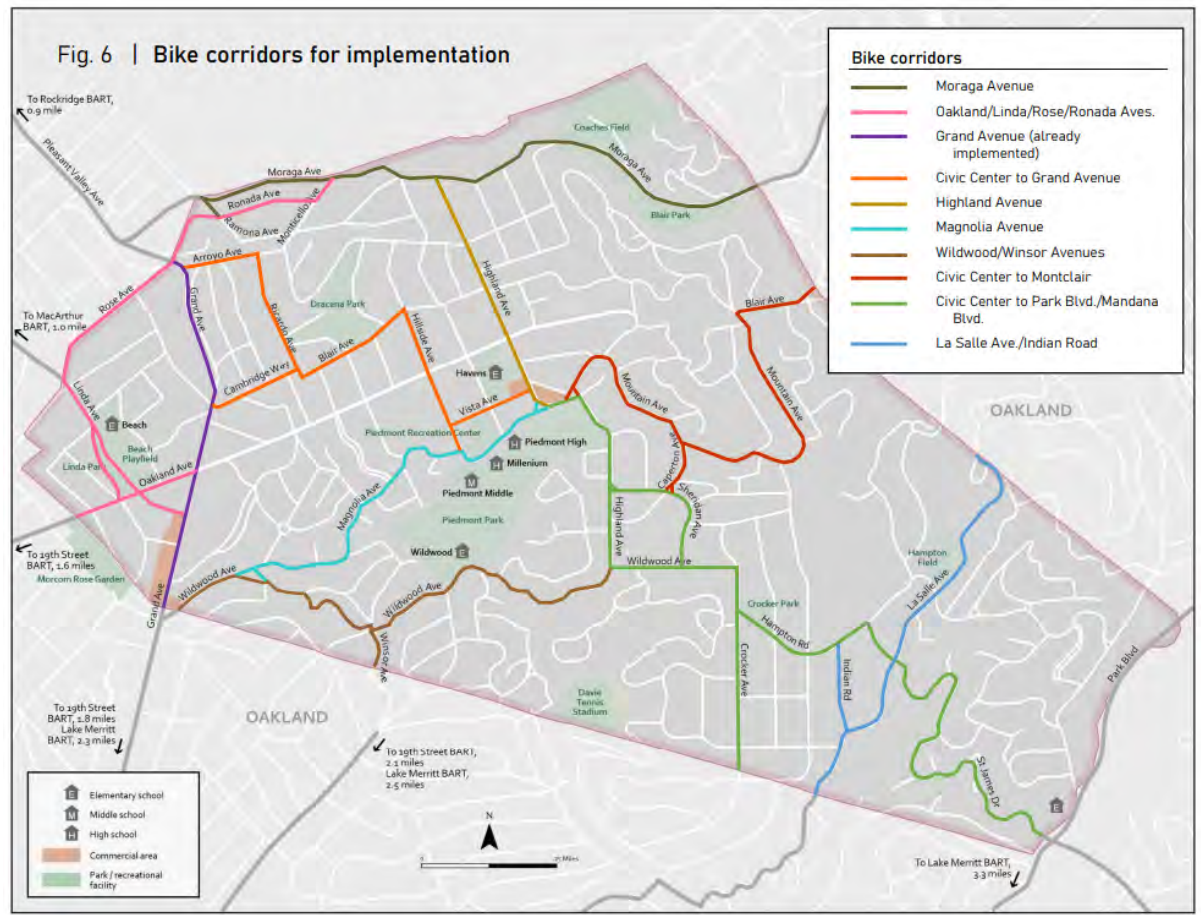
Many Piedmont residents enjoy recreational bicycling, and some residents use bicycles for commuting and short trips. ~~Although, there are no officially designated bike routes in the city,~~ Piedmont ~~will~~ takes measures to accommodate bicycling ~~to a greater degree in the coming years.~~ Bicycle travel provides a way to reduce vehicle emissions, promote public health, meet recreational needs, manage congestion, and reduce parking demand.

There are a number of opportunities and constraints to expanding bicycle travel in Piedmont. On the positive side, the climate allows for year round bicycling. Shopping and employment areas in Oakland are relatively close by. Most transit systems in the East Bay accommodate bicycles, and there are four BART stations within cycling distance of most Piedmont homes. The City is also relatively close to popular recreational trails such as the Bay Trail, as well as more rigorous world-class cycling routes in the Oakland Hills. On the negative side, most Piedmont streets are too narrow for dedicated bike lanes. Steep hills provide a constraint in some parts of the city. Blind curves and fast moving traffic may create hazards to bicyclists. Some destinations in the city do not have bike racks.

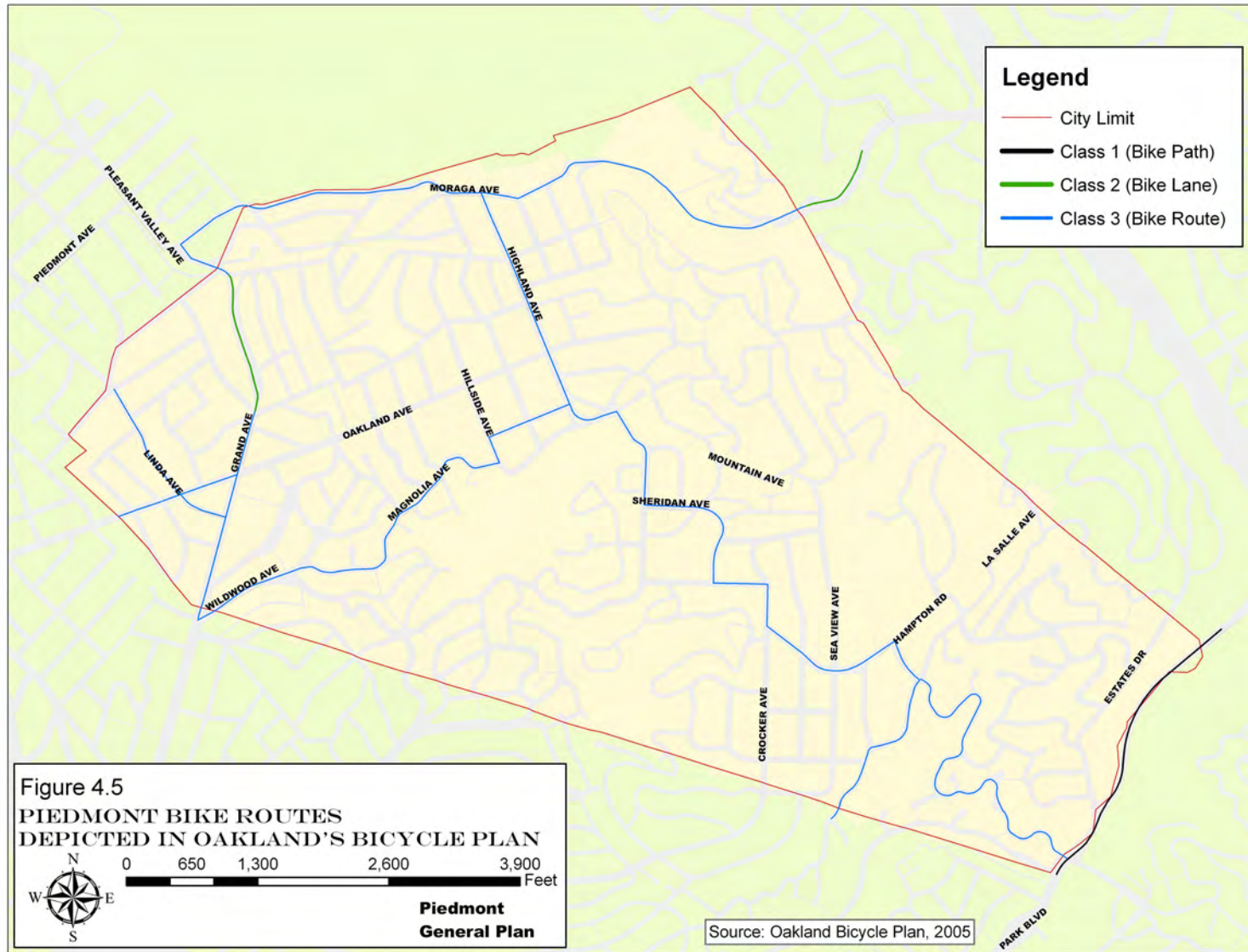
# TRANSPORTATION

Both Alameda County and the City of Oakland have bicycle plans that include Piedmont, and the East Bay Bicycle Coalition has prepared a route map that includes the city. Although Piedmont does not have its own Bicycle Plan, the City has incorporated some of the recommendations of these plans in this General Plan. In 2014, the City of Piedmont adopted the Pedestrian and Bicycle Master Plan, which was updated and retitled the Piedmont Safer Streets Plan in 2021. Figure 6 shows the bike corridors from the Piedmont Safer Streets Plan. Figure 4.5 shows a composite of mapped routes from existing bike plans for Alameda County and Oakland. These routes have not been formally adopted by Piedmont, but provide a starting point for further discussion.

**Figure 6: Bike Corridors for Implementation, from Piedmont Safer Streets Plan (2021)**



# TRANSPORTATION



## TRANSPORTATION

### Types of Bike Routes



Most cities recognize three different classes of bicycle routes:

**Class I routes** operate within a completely separate right-of-way and are exclusively used by bicycles and pedestrians. Examples include the Shepherd Canyon bike path in Oakland (pictured above).

**Class II routes**, or bike lanes, operate in a restricted lane within the right-of-way of a street. Motor vehicles are prohibited from using this lane, although cross-flows in and out of parking spaces and cross-streets is permitted. Examples include the Telegraph Avenue bike lane in Oakland.

**Class III routes**, or bike routes, operate within moving traffic lanes and are distinguished only by signs or pavement markings. Bicycles share the right-of-way with vehicles.

Policies and actions in this Transportation Element incorporate some of the basic principles that underpin the [Piedmont Safer Streets Plan](#) and the Alameda County and Oakland Bicycle Plans. During the coming years, the City will consider designation of bicycle routes, installation of signs, and requirements for bicycle parking at commercial and public buildings. Piedmont will also take steps to promote bicycle education and bicycle safety.

Major funding sources for bicycle improvements include Alameda County Measure B, which allocates 5 percent of the one-half cent sales tax to bicycle and pedestrian projects, and MTC's Regional Bicycle and Pedestrian Program, which has \$200 million earmarked for bike and pedestrian improvements in the Bay Area over the next 25 years. Funding is also available through the federal Transportation Efficiency Act and California's Transportation Development Act Article 3 Account, which is generated by gasoline taxes. Other funding sources include MTC's Transportation for Livable Communities grant program, Caltrans' Bicycle Transportation Account, the federal Congestion Mitigation and Air Quality Improvement Program, the State Air Resources Board Environmental Enhancement and Mitigation Program, the Caltrans Hazard Elimination and Safety Program, the CMA's Lifeline Transportation Program, State Office of Traffic Safety grants, Safe Routes to Transit funds, and federal block grants.

## PARKING

Most of Piedmont was developed during an era when households owned a single car or no car at all. One-car garages were common, and conversion of garages to living space was not closely regulated. In the hillier parts of the city, some roads were designed without parking lanes, anticipating that garages and carports would be sufficient to meet demand. Yet today, half of all Piedmont households have two cars and about 30 percent own three or more cars (see text box). Most of the city's commercial areas and public facilities have fewer parking spaces than today's codes would require.

The City Council has the authority to create neighborhood parking districts if it finds that on-street parking is congested, creates problems for residents, constitutes a safety hazard, and will not adversely affect adjacent neighborhoods. Approval by 70 percent of the residents in an area is required. Presently, residential permit parking requirements apply in the Civic Center area, along El Cerrito and Jerome Avenues near Piedmont High School, in the Fairview Avenue area (near the Grand Avenue commercial district), [near the intersection of Kingston and Linda avenues](#), and around the

## TRANSPORTATION

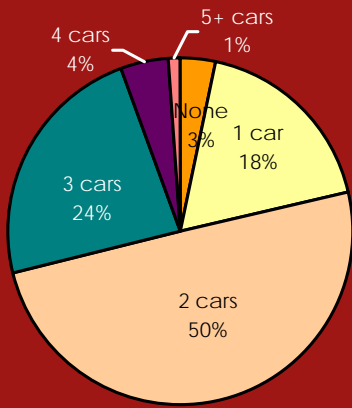
| casual carpool pickup points at Oakland/Hillside and Park Boulevard/  
Trestle Glen.



## TRANSPORTATION

### How Many Cars?

Half of all Piedmont residents have two cars, and 30 percent have three or more cars. The pie chart below shows the number of vehicles per Piedmont household in the Year 2000 based on US Census data.



Piedmont’s zoning code not only includes conventional parking requirements for new development, but also a requirement that conforming parking (e.g., a covered off-street space) is provided when a room “eligible for use as a bedroom” is added to a home. However, under State law, cities (including Piedmont) cannot require parking spaces for some forms of new housing, including accessory dwelling units. For example, Pursuant to State laws, parking garages may be converted to accessory dwelling units without replacement parking spaces pursuant to State law. One outcome of this requirement is that a few garages that were illegally converted to dens, workrooms, studios, etc. in the 1950s, 60s, and 70s, have been converted back to usable off-street parking spaces. The requirement has produced a net gain of off-street parking on a few congested streets. However, iIt is unlikely that the increases in legal parking spaces has have kept pace with the growth in auto ownership and the demand for parking citywide.

Parking issues are most prevalent in the Civic Center and Grand Avenue areas. The Civic Center includes private homes as well as commercial uses, schools, recreational uses, and public buildings. This creates parking conflicts between residents, shoppers, students, teachers, employees, recreation center and pool users, and visitors to City Hall. In the past, the response has been to reserve on-street spaces for specific users and to place time limits on spaces in the areas of highest demand. However, the “assignment” of parking to multiple users has become part of the problem—only one-third of the area’s 357 curbside spaces are unrestricted. New parking management measures are proposed as part of the Land Use Element’s program to complete a Civic Center Master Plan, as well as a Moraga Canyon Specific Plan. Increases in parking supply are also being considered. Transportation Control Measures and Transportation Demand Management discussed in the Transportation Element provide alternatives to vehicle trips and incentives to incorporate alternatives into the design of new development.

Future parking strategies in Piedmont will explore ways to reduce the *demand* for parking as well as increasing the supply. This includes promoting walking and bicycling, improving transit, discouraging students from driving to school, enabling more City business to be conducted via the internet, and scheduling activities in the Civic Center area to spread parking demand more evenly. These changes are consistent with changing resident attitudes about parking, brought about by concerns about sustainability, greenhouse gas emissions, and the need for a more balanced approach to transportation. Supply-based strategies, such as relocating employee and or teacher parking, also may be considered.

Between 2005 and 2007, there were 248 traffic accidents reported in the city. About 36 percent of these accidents occurred on Grand, Oakland, Highland, and Moraga Avenues. Most accidents were associated with cars driving outside travel lanes (e.g., veering, hitting parked cars, etc) or unsafe backing rather than turning movement collisions at intersections.

## TRAFFIC SAFETY

The City of Piedmont is committed to keeping its streets safe for motorists, bicyclists, and pedestrians. Over the years, steps have been taken to slow down or “calm” traffic on major thoroughfares and respond to other road hazards. The Piedmont Police Department monitors speeds to establish safe driving limits, and enforces traffic laws to minimize speeding and unsafe driving. The posted speed limit on most Piedmont streets is 25 MPH, although a few segments have 15 MPH limits due to narrow road conditions.

Between 2005 and 2007, there were 248 traffic accidents reported in the city. About 36 percent of these accidents occurred on Grand, Oakland, Highland, and Moraga Avenues. Most accidents were associated with cars driving from a direct course of travel (e.g., veering, hitting parked cars, etc) or unsafe backing. Some Piedmont streets have relatively low accident rates, but have hazards resulting from narrow widths, illegally parked cars, curves, blind driveways, and overhanging vegetation.

In 2014, the City of Piedmont adopted the Pedestrian and Bicycle Master Plan, which was updated and retitled the *Piedmont Safer Streets Plan in 2021*. The primary traffic calming methods used in Piedmont are road striping, signage, traffic lane realignment, medians, and left turn restrictions. Most of the recent traffic calming efforts have focused on Oakland Avenue, given the street’s steep topography, obstructed sight lines, and proximity to schools. The City has ~~considered~~ taken steps to improve traffic safety including eliminating parking spaces near crosswalks, adding a raised (or painted) center median at key intersections, increasing traffic enforcement, adding roadway striping at crosswalks, and adding school crossing guards to improve safety. ~~To date, none of these actions has been taken except the addition of crossing guards at El Cerrito and Oakland Avenues.~~

Restriping has ~~also been explored for~~ been added to Wildwood Avenue near Grand Avenue, and a new traffic signal ~~is~~ and crosswalk are proposed at the Grand/ Rose/ Arroyo intersection, in part to improve pedestrian safety.

## GOALS, POLICIES, AND ACTIONS

### Goal 7: Mobility and Choice

**Provide a balanced transportation system that maximizes mobility and choice for all Piedmont residents.**

#### Policies and Actions

##### **Policy 7.1: Balancing Travel Modes**

Ensure that [land use and](#) transportation planning [and design](#) balances the needs [and safety](#) of motorists, transit users, pedestrians, and [bicycles/bicyclists](#). Where feasible, future land use and transportation decisions should discourage driving in single passenger autos and instead encourage alternative modes of travel. [CIP investments in Piedmont's circulation system should be directed toward improvements that benefit motorists, transit users, pedestrians, and bicyclists.](#)

##### **Policy 7.2: Balancing Investments**

Consider opportunities to improve provisions for pedestrians, bicycles, transit, and alternative fuel vehicles whenever improvements to roads are made. Streets should be regarded not only as circulation routes, but as public spaces that define the character of the city.

##### **Policy 7.3: Reducing Vehicle Miles Traveled**

[Implement the Piedmont Policy for Analyzing VMT impact under CEQA, adopted by Resolution 33-2023 in May 2023.](#) Support changes that would reduce the number of vehicle miles traveled (VMT) by Piedmont residents, including [continued support for transit](#), enabling residents to conduct business with City Hall on the internet, allowing home-based businesses, supporting telecommuting, encouraging carpooling, improving public transit, and upgrading facilities for bicycles and pedestrians.

##### **Policy 7.4: Synchronizing Land Use and Transportation Decisions**

Ensure that Piedmont's transportation system complements the city's land use pattern, and that land use decisions complement and make the most efficient use of the city's transportation system.

##### **Policy 7.5: Public Facility Access**

Consider pedestrian access, bicycle access, and public transit access when making investment decisions about future parks, schools, and other public facilities. Also, ensure that new public facilities, [housing](#), and commercial

## TRANSPORTATION

uses are designed to include features that encourage walking, bicycling, and transit.

### **Policy 7.6: Regional Perspective**

Recognize the relationship of local transportation decisions to broader regional issues such as congestion management and environmental sustainability.

## TRANSPORTATION

“We need start times for the various schools in the City Center area to be more staggered. We also need some traffic planning to rationalize the traffic flows....How about using the community center drive-through as a drop-off/pick-up spot?”

- General Plan Survey  
Response

- **Action 7.A: Participation in Regional Planning**  
*Actively participate in regional transportation planning programs, including programs coordinated by the Metropolitan Transportation Commission and the Alameda County Congestion Management Agency.*
- **Action 7.B: Intergovernmental Coordination**  
*Coordinate local transportation improvements with the City of Oakland, Alameda County, Caltrans, and local transit agencies.*
- **Action 7.C: Complete Streets**  
*Continue to maintain and update the Piedmont Safer Streets Plan to guide the design of Piedmont’s roadways, intersections, sidewalks, and bike lanes to implement Complete Streets improvements.*
- **Action 7.D: VMT Screening Thresholds and Analysis**  
*The following types of developments “screen out” of the required project-specific VMT programs set forth below: small multifamily and residential developments generating fewer than 50 automobile trips per day, development within 0.25 miles of a high-quality transit corridor, 100 percent affordable residential development, and small infill residential development generating fewer than 50 automobile trips per day. These types of development “screen out” of the following required project specific VMT programs:*
  - *Individual housing developments that do not screen out from VMT impact analysis shall provide a quantitative VMT analysis consistent with the City’s adopted Policy for Analyzing VMT Impact under CEQA, and modified as necessary to be consistent with local, regional and/or State thresholds and methodologies.*
  - *Development that results in significant VMT impacts shall include one-time physical and on-going operational travel demand management (TDM) measures to reduce VMT, including but not limited to the following:*
    - *Limit parking supply.*
    - *Unbundle parking costs (i.e., sell or lease parking separately from the housing unit).*

## TRANSPORTATION

- Provide car sharing, bike sharing, and/or scooter sharing programs.
- Subsidize transit passes.
- Contribution to a VMT mitigation fee program, bank, or exchange.

### Goal 8: Traffic Flow

**Maintain a road network that allows convenient, safe travel in and around Piedmont while minimizing negative impacts on adjacent uses.**

#### Policies and Actions

##### **Policy 8.1: Functional Classification of Streets**

Designate a hierarchy of arterial, major collector, minor collector, and local streets. Maintain road design standards for each type of street that can be used to guide transportation planning and capital improvement decisions, and keep the majority of through-traffic on arterials.

##### **Policy 8.2: Development-Related Improvements**

When new development is proposed, require the improvements necessary to ensure that satisfactory operating conditions are maintained on adjacent roads. However, widening roads to increase their capacity is generally discouraged, while road widening that affords additional turning lanes, traffic controls, or pedestrian improvements is encouraged.

##### **Policy 8.3: Traffic-Generating Uses**

~~Discourage development projects which would significantly increase congestion on Piedmont streets or create substantially increased road maintenance requirements.~~

##### **Policy 8.4: Traffic Hot Spots**

Improve vehicle circulation in problem areas, particularly school drop-off and pick-up locations, and key intersections along the city's arterials.

##### **Policy 8.5: Truck Traffic**

Minimize the effects of truck traffic on Piedmont streets by maintaining a system of designated truck routes and enforcing regulations for construction-related traffic.

## TRANSPORTATION



New signal installation,  
Rose and Grand

### **Policy 8.6: Street Maintenance**

Maintain city streets and pavement to ensure safe, efficient, operation.

### **Policy 8.7: Minimizing Road Impacts**

Minimize the impact of road improvement projects on the natural and built environment.

### **Policy 8.8: Traffic Planning With Oakland**

Work collaboratively with the City of Oakland to address projected 25-year increases in congestion on Grand, Moraga, and Oakland Avenues [and Park Boulevard](#), and to coordinate any planned improvements or changes to these streets.

- **Action 8A: Periodic Review of Street Classification**  
*Periodically review the street classification system and consider changes based on street function, street design, road width, traffic volume, pedestrian safety, neighborhood impacts, and surrounding land uses.*
- **Action 8B: Traffic Monitoring**  
*Periodically evaluate traffic flow patterns, volumes, and speeds to determine the need for changes to the system, such as traffic signals, stop signs, design changes, new signs, parking restrictions, one-way street designations, and changes to speed limits. Criteria for implementing such changes should be developed. When monitoring traffic conditions in Piedmont, place a priority on street segments with signalized intersections and associated major collectors.*
- **Action 8C: Traffic Studies for New Development**  
*Require traffic studies for development (including changes in the use of an existing structure) that may generate substantial increases in traffic volumes or otherwise impact traffic patterns.*
- **Action 8D: Pavement Management System**  
*Implement the Pavement Management System on an annual basis. Funds for maintenance should be allocated as needed based on an annual survey of pavement conditions.*

See also policies in the Design and Preservation Element on the visual character of Piedmont streets.

## TRANSPORTATION



Oakland Avenue

### Goal 9: Public Transit and Carpooling

**Provide safe, reliable, convenient alternatives to driving as a means of travel to other Bay Area cities.**

#### Policies and Actions

##### **Policy 9.1: Accessible Transit**

Strongly support the provision of safe, reliable, convenient public transportation service that is accessible to all Piedmont neighborhoods. AC Transit should be responsive to input from Piedmont residents and should increase service frequency to Piedmont as funds permit.

##### **Policy 9.2: Transit Stops and Routes**

Encourage AC Transit to provide a bus stop within walking distance (roughly 1,000-2,000 feet) of all Piedmont residences. Bus routes should generally follow arterial and major collector streets.

##### **Policy 9.3: Transit Vehicles**

Due to the high operating expense and greater impacts of full-size transit vehicles on Piedmont streets, encourage the use of mini-buses, shuttles, para-transit, and other smaller vehicle transit systems. Also, encourage the use of quiet, clean-fuel buses on Piedmont streets.

##### **Policy 9.4: Transit for Residents with Special Needs**

Support para-transit programs for those with special needs, including on-demand rides for elderly or disabled Piedmont residents.

##### **Policy 9.5: Transit Amenities**

Encourage amenities that make bus travel a more appealing alternative to driving. These could include bus shelters and bus stops with real-time information on bus arrival times.

##### **Policy 9.6: Casual Carpooling**

Support casual carpooling as a viable form of transit from Piedmont to San Francisco during the peak hours. However, carpools should be regarded as a *supplement* to public transit, and not ~~than~~ a *substitute* for public transit.

##### **Policy 9.7: Carpool Parking**

Mitigate the parking impacts of casual carpooling. Non-Piedmont residents should be discouraged from all-day parking on streets near carpool pickup points.



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**“I love that my kids can walk to school and their friends' houses and know that other families are watching out for them. It's beautiful and wonderful to walk throughout the city.”**

*-General Plan Survey Response*

▪ **Action 9.A: AC Transit Improvements**

*Encourage AC Transit to implement:*

- *Evening (8 PM – 10 PM) service between Central Piedmont and BART*
- *More convenient and reliable transfers between AC Transit routes (to reduce waiting time)*
- *More direct bus service between Piedmont, Montclair, Rockridge, and UC Berkeley.*

*The City should also make the case that the western part of Piedmont should receive more frequent bus service, as its densities exceed 10,000 people per square mile and meet AC's criteria for “Medium Density” route spacing and frequency.*

▪ **Action 9.B: Transit Vouchers**

*Consider a public transit voucher or subsidy program for City and School District employees. This would provide the benefit of increasing transit ridership, reducing driving, and reducing parking demand. Incentives for ridesharing or carpooling by employees also should be explored.*

▪ **Action 9.C: BART Shuttle**

*Explore the feasibility of locally-operated shuttle service to BART, possibly in conjunction with area employers such as Kaiser Hospital.*

### **Goal 10: Walking and Bicycling**

**Encourage walking and bicycling as viable modes of transportation for traveling within Piedmont.**

#### **Policies and Actions**

**Policy 10.1: Sidewalks**

Maintain a system of well maintained and connected sidewalks to accommodate safe pedestrian travel in and around Piedmont.

**Policy 10.2: Pedestrian Paths**

Maintain Piedmont's mid-block pedestrian paths as walking routes and improve the pathways for pedestrian and stroller access. Adverse effects of the pathways on adjacent property owners should be minimized.

**Policy 10.3: Street Crossings**

Improve the safety and ease of crossing Piedmont's arterial streets on foot or by bicycle.

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Grand Avenue

### Policy 10.4: Bike Routes

Accommodate bicycles where feasible on Piedmont streets. Recognize that most streets are not wide enough to accommodate dedicated bike lanes, but that the designation of some streets as “bike routes” (as depicted on the [City of Oakland’s Bicycle Plan](#)) could improve connectivity to Oakland, [Berkeley, and the greater region](#) and link Piedmont to nearby destinations, including shopping districts, Downtown Oakland, and BART.

### Policy 10.5: Bicycle Infrastructure

Expand the “infrastructure” necessary to accommodate bicycle travel, including bike racks in parks, at schools, and at public buildings, and adequate space for bicycle storage in residential garages.

### Policy 10.6: Sidewalk Condition

Ensure that appropriate street trees are planted on city streets to avoid excessive sidewalk damage. Gradually replace trees that are likely to cause sidewalk damage.

- **Action 10.A: Sidewalk Repair Program**  
*Continue the city’s sidewalk maintenance and repair program. Sidewalk repair requirements should be periodically reevaluated to ensure that they are adequate.*
- **Action 10.B: Additional Sidewalks**  
*Where feasible and as funding allows, close gaps in the City’s sidewalk system.*
- **Action 10.C: Pedestrian Path Update and Naming**  
*Update the inventory and condition ranking of pedestrian pathway system, and review problems associated with specific pathways as appropriate. Consider naming individual paths after notable Piedmont residents as a way of encouraging community stewardship and recognition of this resource.*
- **Action 10.D: Safe Routes to School**  
*Work collaboratively with the Piedmont Unified School District to determine the feasibility of a Safe Routes to School program. Pursue grant funding to initiate such a program and offset local costs.*
- **Action 10.E: ~~Bicycle Plan~~ Piedmont Safer Streets Plan**  
*Contingent on the availability of funding and staff, develop a bike plan which incorporates the route alignments shown in Figure 4.5; Continue to maintain and implement the Piedmont Safer Streets Plan which outlines safety, maintenance, and education programs; and identifies capital improvements to encourage pedestrian travel and bicycling in Piedmont. Pursue grant funding and consider use of*

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*Measure B funds to ~~prepare and implement such a plan~~ update the Piedmont Safer Streets Plan.*

“Many streets are too narrow or curving to support parking on both sides...sooner or later the City needs to consider restricting parking to only one side on streets under a specified width.”

“I’d like for the city to encourage more people to clean out their garages and actually park their cars in them. This would clean up some of the street clutter.”

- General Plan Survey Responses

- **Action 10.F: Pedestrian Crossing Improvements**  
*Improve crossings for pedestrians and bicyclists at key intersections through pavement changes, restriping, curb redesign, street trees and landscaping, and other measures which improve pedestrian mobility and increase driver awareness of pedestrians and bicycles. This should include continued compliance with the Americans with Disabilities Act.*

### Goal 11: Parking

#### Minimize parking conflicts on Piedmont streets.

##### Policies and Actions

##### **Policy 11.1: Off-Street Parking Standards**

Maintain off-street parking requirements for new development—including the addition of bedrooms to existing residences—that minimize increases in on-street parking. At the same time, consider modifications to the parking standards which recognize factors such as proximity to major bus lines, incentives for hybrid or electric vehicles, allowances for bicycles, and other measures which discourage driving. These modifications could include allowing smaller parking spaces [and reduced parking requirements](#) under appropriate conditions.

##### **Policy 11.2: Residential Permit Parking**

Use residential permit parking as needed in areas where parking demand exceeds supply, such as the Piedmont Civic Center and the casual carpool areas.

##### **Policy 11.3: Parking Lot Design**

Require off-street parking to be attractively landscaped and designed. Off-street lots should generally be located to the rear of buildings, rather than along street frontages.

##### **Policy 11.4: Shared Parking**

Encourage the use of shared parking facilities that accommodate different uses at different times of day.

##### **Policy 11.5: Managing Parking Demand**

Schedule City and School District activities and events to avoid major parking conflicts and periods of excessive demand. [Develop Transportation Demand Management programs for new housing development and mixed-use commercial and residential development.](#)

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Bonita Avenue

### **Policy 11.6: Parking Enforcement**

Maintain and enforce regulations that minimize the intrusiveness of parking, including the ticketing or towing of cars that block sidewalks and driveways, create hazards, or remain parked on the street for excessive periods.

- **Action 11.A: Joint Use Parking Agreements**  
*Consider joint use agreements with Piedmont Unified School District to allow shared parking.*
- **Action 11.B: Home Garage Parking Incentives**  
*Explore the use of incentives, mandates, inspection agreements, or other measures that encourage or require residents to use their home garages for parking (rather than storage) and discourage on-street parking of multiple vehicles per household. In addition, consider revisions to the parking standards to allow smaller off-street spaces, and revisions to the design guidelines to improve the way that parking is provided.*
- **Action 11.C: Civic Center Parking Management Program**  
*Consider new parking management measures for the Civic Center area, including permit parking requirements for Piedmont High School students, relocation of employee-only parking spaces to the Piedmont Community Center lot, creating angled parking, and changes to the residential permit parking requirements. These measures should be articulated in a Parking Management Plan.*

## **Goal 12: Safe Streets**

**Ensure the safety of pedestrians, bicyclists, and motorists on Piedmont streets.**

### **Policies and Actions**

#### **Policy 12.1: Enforcement of Traffic Laws**

Strictly enforce traffic safety laws, including speed limit and stop sign regulations.

#### **Policy 12.2: Maintaining Sight Lines**

Maintain visibility and clear sight lines at intersections and driveways. Trim vegetation and remove other obstructions as needed to ensure roadway safety.

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### **Policy 12.3: Emergency Vehicle Access**

Provide adequate access for emergency vehicles on Piedmont streets.

### **Policy 12.4: Traffic Calming**

Support a variety of traffic management techniques to slow or calm traffic on Piedmont streets, including signage, turning restrictions, lane restriping, median islands, raised dots, traffic signals, and strict enforcement of traffic laws. Emphasize visual deterrents to speeding (such as street trees, signs, and lane striping) rather than physical obstacles such as speed bumps/humps or road closures.

### **Policy 12.5: ~~Traffic Management Plans~~ Piedmont Safer Streets Plan**

Continue to maintain and implement the Piedmont Safer Streets Plan. Use neighborhood-wide traffic management plans to evaluate possible traffic calming measures, rather than identifying improvements on a piecemeal, project-by-project basis. Engage and educate the community about traffic safety and alternative modes of transportation. Evaluate and design complete streets improvements to Piedmont’s roadways.

### **Policy 12.6: “Rules of the Road” Education**

Emphasize public education on laws relating to parking, circulation, speed limits, right-of-way, pedestrian crossings, and other aspects of pedestrian safety in the City.

- *Action 12.A: Traffic Safety Monitoring*  
*Use police reports, traffic accident data, and speed survey results as a tool for identifying and responding to potential road hazards.*
- *Action 12.B: Oakland Avenue Safety Plan*  
*Prepare a traffic safety plan for the Oakland Avenue corridor from the Oakland city limits to Highland Avenue. Coordinate this effort with the City of Oakland’s plans for the Harrison-Oakland corridor.*

*See the Community Services and Facilities Element for additional policies on emergency response, evacuation, and law enforcement.*

