

Figure 5-4
Truck Routes

-  Truck Route
-  City Limits
-  Sphere of Influence
-  Planning Area

Trucks greater than three tons prohibited from all other streets, except when necessary to traverse to a destination for the purpose of loading or unloading.

Exemptions:
 1) Passenger buses. 2) Any vehicle owned by a public utility while in use in the construction, installation, or repair of any public utility. 3) Refuse collection vehicles which operate on City streets.

Source:
 City of Concord: 2006.

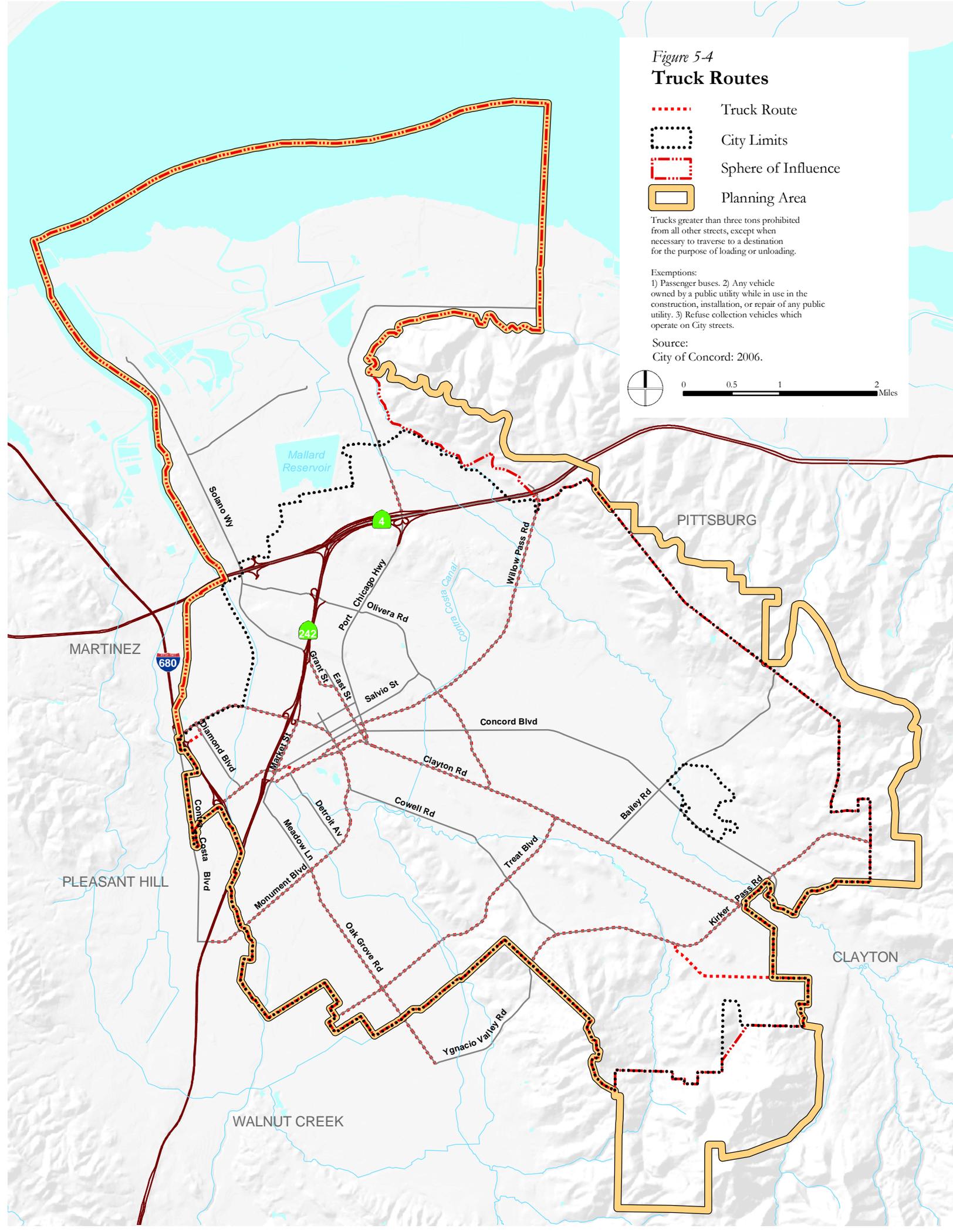


Figure 5-5
Transit Routes

 Proposed Route

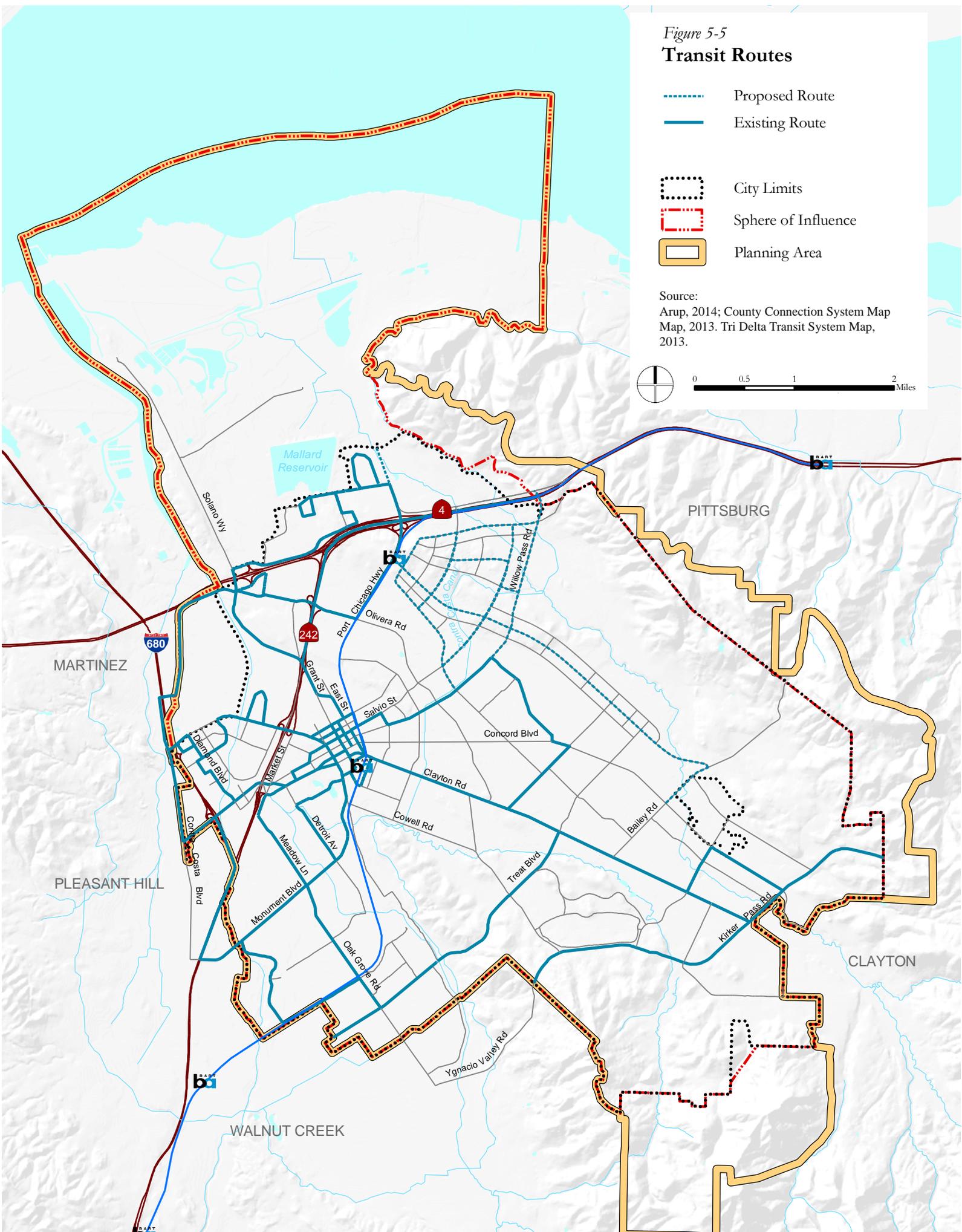
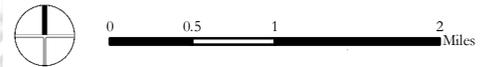
 Existing Route

 City Limits

 Sphere of Influence

 Planning Area

Source:
 Arup, 2014; County Connection System Map
 Map, 2013. Tri Delta Transit System Map,
 2013.



Port and Rail Facilities

The tidal area within Concord north of SR 4 borders Suisun Bay and includes a deep water port. The Army uses the port for weapons shipment operations under an agreement with the Navy.

In April 1996, the San Francisco Bay Conservation and Development Commission and the Metropolitan Transportation Commission adopted the San Francisco Bay Area Seaport Plan. The Seaport Plan identifies which ports will be necessary in the future to meet California's cargo shipping needs. It identifies Concord's tidal area and its deep water port as a "port priority use area" in the event the military facilities become available for private use. If this occurs, the land would continue to be used as a port with supporting industrial uses.

Regional Coordination

Coordination of regional transportation issues involves several agencies, including the Contra Costa Transportation Authority (CCTA), the California Department of Transportation (Caltrans), the Metropolitan Transportation Commission (MTC), and other agencies.

In 1988, Contra Costa County voters passed Measure C, which raised the sales tax by one-half cent to provide funding for regional transportation improvements. Measure C required local jurisdictions to adopt and implement a growth control program in order to receive their share of funds for transportation projects. Measure C established a cooperative, multi-jurisdictional planning process requiring participation of all cities and towns and the County in managing the impacts of growth in Contra Costa County. In 2004, Contra Costa County voters approved Measure J, which replaced Measure C and extended the half cent sales tax until 2034. As noted in the Growth Management Element of this Plan, some of the provisions of Measure C were removed, but the requirements for sub-regional transportation planning remain in effect.

CCTA was established in part to implement Measure C and its overall goals. Local jurisdictions work through their respective Regional Transportation Planning Committees (RTPCs) to fulfill CCTA's mandate. As part of central Contra Costa County, the City of Concord works with other central County jurisdictions through the Transportation Partnership and Cooperation Committee (TRANSPAC), their RTPC, and assists in the development of the Central Contra Costa Action Plans for Routes of Regional Significance.

Caltrans is responsible for the planning, design, construction, and maintenance of all State highways. Three State highways pass through Concord: I-680, SR 4 and SR 242. Caltrans' jurisdictional interest extends to the interchange ramps serving area freeways as well as the freeways themselves. Any Federally funded transportation improvements are subject to review by Caltrans staff and the California Transportation Commission.

MTC is the regional organization responsible for prioritizing transportation projects. They prepare a Regional Transportation Improvement Program (RTIP) identifying projects for federal and state funding. The process is based on evaluating each project for need, feasibility, and adherence to federal policies and the local Congestion Management Program (CMP). The CMP requires each jurisdiction to identify existing and future transportation facilities that would operate below an acceptable service level based on projected growth and provide mitigation where appropriate.

Figure 5-6
Bikeways

Off-street Facilities:

- Existing Class 1 trails - Regional
- Existing Class 1 trails - Collector
- Planned Class 1 trails - Regional
- Proposed Class 1 trails - Collector
- Proposed Class 1 trails - Feeder
- Proposed Caltrans Class I paths

On-street Facilities:

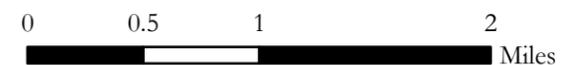
- Proposed Caltrans Class II bike lanes
- Proposed Class 3B bike routes with edge line
- Proposed Class 3A bike routes on residential street

- Existing Over/Undercrossings
- Available Over/Undercrossings
- Proposed Over/Undercrossings
- Existing Staging Area
- Proposed Staging Area

- City Limits
- Planning Area Boundary

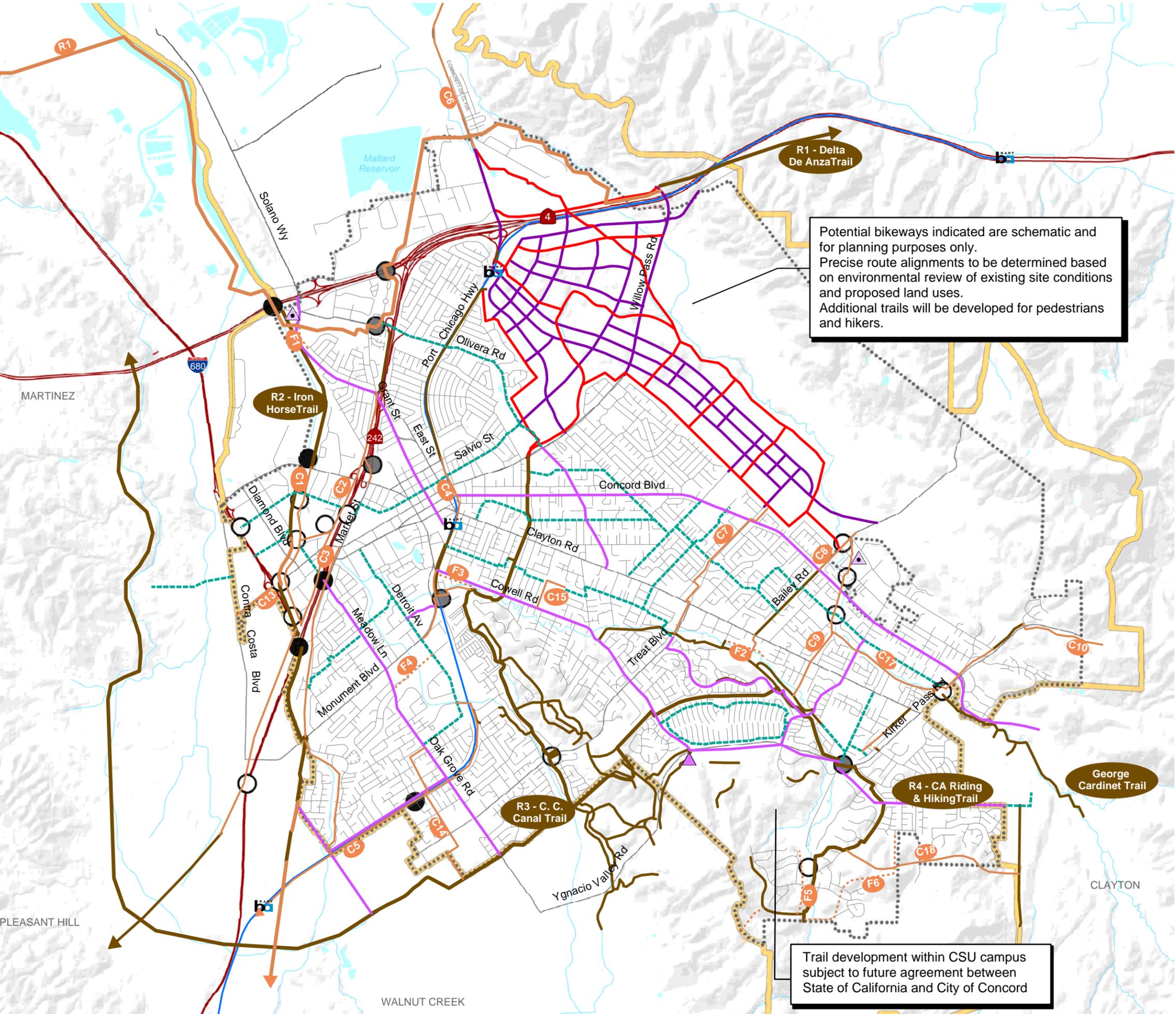
Notes: This plan does not preclude the further installation of Class II bike lanes. Pedestrians are allowed on all Class 1 trails and Caltrans Class I bike paths.

Sources:
 City of Concord, Dyett & Bhatia, Arup; Aug 23, 2011.



Potential bikeways indicated are schematic and for planning purposes only. Precise route alignments to be determined based on environmental review of existing site conditions and proposed land uses. Additional trails will be developed for pedestrians and hikers.

Trail development within CSU campus subject to future agreement between State of California and City of Concord



MARTINEZ

PLEASANT HILL

WALNUT CREEK

CLAYTON

R2 - Iron Horse Trail

R1 - Delta De Anza Trail

R3 - C. C. Canal Trail

R4 - CA Riding & Hiking Trail

George Cardinet Trail

5.3 GOALS, PRINCIPLES, AND POLICIES

GOAL T-1: A SAFE AND EFFICIENT MULTI-MODAL TRANSPORTATION SYSTEM

Vehicular Circulation

Principle T-1.1: Provide an Easily Accessible, Functional, and Attractive Transportation Network.

Policy T-1.1.1: Maintain streets and pavement in optimal physical condition to provide safe and efficient travel.

Policy T-1.1.2: Maintain and upgrade transportation systems to provide smooth flow of traffic, minimize vehicle emissions, and save energy.

Transportation improvements should be consistent with statewide greenhouse gas reduction goals established by Assembly Bill 32, and the land use and transportation policy initiatives established by Senate Bill 375.

Policy T-1.1.3: Unless otherwise specified, the benchmark for the evaluation of intersections and roadway segments is LOS D. In the Downtown area, the benchmark is LOS E, recognizing the more urban, pedestrian-oriented character of this area. The Downtown is defined as the area served by streets designated Downtown in this element. The LOS E benchmark also applies in the Concord BART Station vicinity, the North Concord - Martinez BART Station vicinity, and along the City's transit routes. Transit routes are generally defined as roads with two or more bus transit lines, such as Concord Avenue, Clayton Road, and Treat Boulevard.

Policy T-1.1.4: Require all new development to locate structures to accommodate ultimate street widths and required setbacks.

Policy T-1.1.5: Require all new development to provide adequate right-of-way and to construct ultimate on and off-site improvements.

This policy ensures that land is set aside for needed roadway widening as proposed in this General Plan, for example, for Ygnacio Valley Road, and that traffic signals and other improvements are designed to serve a project at buildout, not just the first phase.

Policy T-1.1.6: Develop and operate a transportation system that directs the flow of vehicle traffic on Residential streets to Community streets and other streets serving a larger geographic area.

Policy T-1.1.7: Provide a high level of multimodal connectivity in the design of the citywide transportation system, particularly in the Concord Reuse Project area.

The roadway, bicycle, pedestrian, and transit network to be developed on the Reuse Project site should provide convenient multimodal access from this area to adjoining neighborhoods, the City, and the region.

Policy T-1.1.8: Designate and periodically review truck routes to provide for movement of goods throughout the City. Review of truck routes should consider current destinations for trucks, system connectivity, miles of travel, emissions, ease of access to adjacent freeways, level of traffic, presence of nearby schools, the relationship of truck routes to residential neighborhoods, and future connectivity to the Concord Reuse Project site.

Policy T-1.1.9: Limit new land uses with significant reliance on trucks to parcels fronting designated truck routes, in industrial areas, or within ¼ mile driving distance of freeways.

Policy T-1.1.10: Discourage new parks, schools, day care centers, and major pedestrian uses from being sited on designated truck routes, or provide additional safety measures.

Policy T-1.1.11: Consider transferring responsibility for the maintenance of private streets to the City in cases where ownership can also be transferred to the City, and streets can be improved so they meet City standards.

Policy T-1.1.12: Establish efficient linkages to the regional transportation system for all modes of travel.

Policy T-1.1.13: Coordinate traffic signal systems with abutting jurisdictions.

Policy T-1.1.14: Develop a plan for the City's gateways that incorporates mutually complementary design, signs, and themes.

Such a plan shall identify an overall design theme that can be applied at each gateway (See Policy LU-10.1.6).

Policy T-1.1.15: Enhance the visual quality of public space through the design and landscaping of streets, and the control of visual and functional aspects of abutting improvements.

The City desires to ensure that streets provide an aesthetic driving, walking, and bicycling experience through the review of abutting improvements such as sidewalks, sound walls, and signs.

Policy T-1.1.16: Continue to provide and enhance landscaped medians and street edges that are visually pleasing and provide shade and buffers for pedestrians and cyclists; landscaping should use native or low-water plants and reduce stormwater runoff to the greatest extent possible.

Concord recognizes that well maintained roads with landscaped medians and edges enhance the City's image as well as adjoining property values. The City will continue its street maintenance and landscaping programs, and complete street upgrades as funding becomes available.

Policy T-1.1.17: Protect views toward hillsides and other regional open spaces along key roadways in Concord.

Treat Boulevard, Ygnacio Valley Road, Kirker Pass Road, and Willow Pass Road are examples of roadways that have views to regional open space areas that the City seeks to preserve.

Policy T-1.1.18: Monitor transportation facility performance as a part of development review and CEQA compliance as development occurs; include bicycle and pedestrian performance, in addition to vehicle performance in this monitoring.

Bicycle and pedestrian performance can be monitored using Multimodal Level of Service calculations or other appropriate methods such as walk or bike audits, surveys, and review of bicycle and pedestrian facility design.

Policy T-1.1.19: Support car sharing programs as a way to reduce the necessity of auto ownership, especially in transit-oriented development areas.

Policy T-1.1.20: Peak hour turn restrictions may be used to prevent cut-through traffic in certain areas.

Principle T-1.2: Ensure that Transportation Improvement Projects are Adequately Funded.

Policy T-1.2.1: Schedule transportation improvement projects in the Capital Improvement Program and Transportation Improvement Program.

The City will continue to fund improvements through a combination of Capital Improvement Program funds, contributions from private land developments, and other funds, as available.

Policy T-1.2.2: Continue to use Off-Site Street Improvement Program (OSIP) monies to fund transportation improvements serving all transportation users and traffic control system upgrades.

Policy T-1.2.3: Use impact fees, development agreements, and other funding mechanisms to construct the transportation system and support Transportation Demand Management programs on the Concord Reuse Project site, including transit services and facilities.

Trip Reduction

Principle T-1.3 Minimize single occupancy vehicle travel in Concord.

- Policy T-1.3.1 Work with employers to develop Transportation Demand Management plans to increase carpooling and encourage the use of public transportation, bicycling, and walking; consider other trip-reduction approaches such as telecommuting, shuttles, and transit passes.
- Policy T-1.3.2: Continue to promote a wide variety of transportation alternatives and modes to serve all residents and businesses to enhance the quality of life.
- Policy T-1.3.3: Ensure that streets are designed to balance the needs of multiple travel modes, including vehicles, pedestrians, bicycles, and transit.
- Policy T-1.3.4: Ensure that development in nearby communities incorporates measures to mitigate traffic impacts on Concord’s transportation system. As appropriate, the level of service benchmarks established in this chapter may be used to determine mitigation measures and/ or fees for such development.
- Policy T-1.3.5 Consider developing one or several Transportation Demand Management programs for downtown and other areas with concentrations of employees in which employers with 50 or more employees can participate by paying a fee; identify ways for employers with fewer employees to participate where appropriate.

Complete Streets

Principle T-1.4: Provide Complete Streets that Serve Residents and Visitors Using All Modes of Transportation.

- Policy T-1.4.1 Create a complete street network that provides facilities for all users to travel throughout Concord.
- Policy T-1.4.2 When prioritizing limited funds among potential complete street improvements, focus on the following types of improvements first:
 1. Safety: Regardless of location, improvements including sidewalk connectivity projects, that enhance the safety of all roadway users, including drivers, cyclists, pedestrians, and transit users.
 2. Sidewalk and Bicycle Access to schools, parks, and transit stops: locations often accessed by children and other non-drivers.
 3. Downtown streets: Visited by the majority of Concord residents; common places for people to walk to access businesses.
 4. Reuse Area Access: Tie the Concord Community Reuse Area into the rest of the City.

Policy T-1.4.3 Develop and apply a streamlined complete streets checklist for review of proposed transportation improvement projects.

The checklist should clearly define what changes are to be considered in project development and what considerations will determine whether they are appropriate. It should also define which types of projects are and are not subject to its use, requiring documentation and approval of the Director of Community and Economic Development, or similar position, for projects exempted from complete streets requirements.

Policy T-1.4.4 Review street reconstruction, development projects, and utility projects to identify opportunities to implement complete streets principles, including the concepts identified in this Element and the priorities of any adopted trails, bicycle, or pedestrian plans.

Policy T-1.4.5 When planning for complete streets, include groups and individuals representing the many populations who use the City's streets when planning for Concord's street network; use their input in collecting data to prioritize and track implementation of complete streets upgrades.

Policy T-1.4.6 Where right-of-way and adjacent land uses limit the space available for complete street infrastructure, consider 'road diets' to reduce the number of vehicle travel lanes or narrow lane widths; such 'road diets' should be subject to study to understand the potential for impacts on all modes of transportation.

A road diet reduces the number of vehicle travel lanes. The chief initial consideration is the number of vehicles using the roadway before such a project is implemented. For example, caution is warranted when considering reducing the number of through lanes on a roadway that does not provide excess capacity based on average daily or peak hour traffic volumes. The analysis should weigh a potential change in traffic operations, safety and diversions to other streets against the potential benefits to pedestrian and bicycle travel.

Policy T-1.4.7 Incorporate neighborhood traffic management techniques, such as traffic circles, narrow lanes, and bulbouts in appropriate residential areas; such techniques should be evaluated to ensure they improve bicycle and pedestrian travel without compromising the overall connectivity of the auto network.

Policy T-1.4.8 Develop street design guidelines; include typical standard sections and design details, consistent with the guidance in this Element. As part of this process, determine the narrowest lane widths and tightest corner radii that can balance the needs of public safety providers with the needs of cyclists and pedestrians and typical vehicle types.

- Policy T-1.4.9: Design and improve streets to facilitate safe crossings, including accessible curb ramps, crosswalks, refuge islands, and pedestrian signals; design and operate this infrastructure to meet the needs of people with different disabilities and of people of different ages.
- Policy T-1.4.10: Coordinate internally and with other agencies to plan for and prioritize the provision of a complete streets network.
- Policy T-1.4.11: Train City staff involved in street design in the application and integration of multi-modal infrastructure and techniques.
- Policy T-1.4.12: Consider expanding the mandate of the Parks, Recreation and Open Space Commission to include bicycle and pedestrian transportation to ensure that cyclists and pedestrians have an advocate and commission focus within the City.

Principle T-1.5: Foster Practical Parking Solutions.

- Policy T-1.5.1: Ensure adequate parking facilities are provided for public convenience and to promote economic development, where consistent with other objectives such as promoting public transit use, walking and bicycling.

As noted in Policy T-1.3.2 below, the definition of “adequate” parking facilities may vary depending on context, and the availability of alternative travel modes.

- Policy T-1.5.2: Allow flexible parking standards for developments within one-half mile of a BART station, one-quarter mile of a public parking facility, affordable housing developments, and in other locations where alternative modes of travel are available or where shared parking is provided.

- Policy T-1.5.3: Promote shared parking solutions.

Where peak parking demands do not overlap, as with an office building and a dinner restaurant, then shared parking allows for more efficient use of space. The total amount of land or building area needed for parking also can be reduced.

- Policy T-1.5.4: Coordinate with Caltrans and transit providers to develop Park and Ride sites.

- Policy T-1.5.5: Locate and design off-street parking lots in a way which makes them less visually prominent.

Parking in higher density and mixed use areas should be located beneath or behind buildings rather than between buildings and the street.

Transit

Principle T-1.6: Promote a Well-Integrated and Coordinated Transit Network.

Policy T-1.6.1: Coordinate with public transportation agencies to facilitate safe, efficient, and convenient pedestrian access to transit stops; work with agencies to relocate stops when necessary.

Policy T-1.6.2: Explore the establishment of a local shuttle service to supplement CCCTA and BART service within Concord.

The City's "Redevelopment Strategy and Implementation Action Plan" adopted in December 2000, identifies shuttle services to enable easy, convenient access to regional shopping areas, such as The Willows and Sun Valley Mall. Although the Redevelopment Agency has been dissolved, the City can continue to work with local transit providers to encourage "small-scale" transportation alternatives, such as a jitney, that can provide connections between BART stations, bus stops, parking structures, and nodes of commerce throughout Concord, including the North Concord business area and the Concord Reuse Project area.

Policy T-1.6.3: Work with public transportation agencies to provide high-quality, efficient, coordinated transit service that encourages the use of multiple modes of travel, such as cycling to transit stops, and reaches destinations important to transportation-dependent populations such as youth, seniors, and persons with disabilities.

The City works with CCCTA, Tri-Delta Transit and BART to ensure equitable transit service is provided to residents and businesses. Bicycle access to transit can be supported through the provision of secure bicycle racks at transit stops, provision for bicycles on transit, and connections to local and regional bicycle trails.

Policy T-1.6.4: Explore innovative approaches to providing bus and shuttle transit on the Concord Reuse Project site which achieve the service goals established by the CRP Area Plan.

Pedestrian Circulation

Principle T-1.7: Provide Safe and Convenient Pedestrian Circulation.

Policy T-1.7.1: Develop off-street pedestrian linkages, including approaches such as connections allowing pedestrians to travel through the ends of cul-de-sacs, pedestrian paths, bridges over creeks and roadways, and pedestrian underpasses, to minimize walking distance and enhance pedestrian circulation throughout the City; consider planned development on the CRP site when establishing such linkages.

Policy T-1.7.2: Use innovative and effective walkway features to enhance the pedestrian experience, including buffers between pedestrians and vehicle traffic, wide sidewalks, illuminated crosswalks, signalized crossings, bulb-outs, pedestrian-scale lighting, benches, and other street furniture; include trees wherever possible, selecting species that do not negatively impact sidewalks as they grow.

Policy T-1.7.3: Facilitate pedestrian circulation near high activity centers.

Policy T-1.7.4: Prioritize pedestrian connections from new development to nearby open spaces and trails.

Plans for the Concord Reuse Project include connections from the sidewalk system to a network of off-road walkways and regional park trails.

Policy T-1.7.5: Continue to prioritize compliance with the ADA in providing sidewalk, crosswalk, and transit stop improvements.

Policy T-1.7.6: Develop a pedestrian transportation plan that focuses on and identifies current deficiencies in the City's pedestrian circulation system for commute, non-commute and school related trips and prioritizes implementation of the resulting strategies by either specific location or by area of the city; the plan should also identify where implementation can be completed in conjunction with routine street projects and funding opportunities for implementation.

Develop the plan in coordination with local community organizations and consider utilizing their support to collect data for the plan. Establish an approach to ongoing data collection in support of the plan.

This will be done in concert with the Safe Routes to Schools program, the Capital Improvement Program and the Transportation Improvement Program, with priority given to pedestrian circulation improvements that will enhance pedestrian safety and promote walkability.

Policy T-1.7.7: Incorporate urban design measures in commercial and mixed use districts which accommodate pedestrians and support walking.

Examples of such measures include ample shade trees, buildings constructed to the front setback line, ground floor storefronts with window displays, frequent building entrances, benches and other street furniture, and parking lots and loading areas located behind buildings rather than along the street.

Bicycle Network

Principle T-1.8: Provide a Safe and Comprehensive Bicycle Network.

Policy T-1.8.1: Implement strategies and actions for enhanced bicycle circulation throughout the City.

Policy T-1.8.2 Provide bicycle parking at libraries, schools, community centers, and other community facilities and work with property owners to provide easily accessible parking at their buildings.

Policy T-1.8.3 Develop a Bicycle Master Plan to fully plan for bicycle transportation throughout the City, using public input to ensure a variety of current and potential cyclists participate. The project should include ongoing data collection during implementation. Consider the following issues:

- *Connectivity between current or expected origins and destinations, including shopping, planned development on the CRP site, schools, parks, medical care, and places of employment.*
- *Locations that may have pent up demand for bicycle transportation but do not currently have high bicycle traffic because they are currently difficult to access by bicycle.*
- *Locations with a history of collisions between cyclists and vehicles.*
- *Needs of bicycle user groups, including children and seniors.*
- *Use of parallel routes, canal trails, and other creative routing techniques that allow cyclists to avoid streets with heavy, higher-speed vehicle traffic.*
- *Connectivity with regional trails as envisioned in the Contra Costa Countywide Bicycle and Pedestrian Plan and trails plans from neighboring jurisdictions.*
- *Funding strategies to construct bicycle facilities identified in the plan and identification of facilities that can be provided in conjunction with street maintenance and improvement projects.*

Policy T-1.8.4: Require provision of bicycle facilities in new developments, where appropriate.

Examples include weather protected bicycle parking and direct and safe access for pedestrians and bicyclists to adjacent routes.

Policy T-1.8.5: Encourage, and where appropriate require, new development to provide bicycle access to parks, schools, and transit stops in the design of new residential neighborhoods.

Safety

Principle T-1.9: Promote Safety for All Modes of Transportation.

Policy T-1.9.1: Develop and implement a bicycle safety program geared to both children and adults, collaborating with Mount Diablo Unified School District, the Police Department, and other departments and organizations to disseminate the training broadly.

Policy T-1.9.2: Develop and implement a public information program to inform drivers of the need to respect the rights of cyclists and pedestrians; collaborate with the Mount Diablo Unified School District, the Police Department, and other departments and organizations to disseminate the training broadly.

Policy T-1.9.3: Incorporate Crime Prevention through Environmental Design (CPTED) principles into review of public and private projects to increase safety for pedestrians, cyclists, and other transportation users, balancing CPTED principles with other design concepts found in this and other elements.

Policy T-1.9.4: Work with the Police Department to prioritize enforcement efforts in strategic locations.

Policy T-1.9.5: Prioritize pedestrian, bicycle, and automobile safety over vehicle speed and level-of-service at intersections and along roadways.

Policy T-1.9.6: Work with the Mount Diablo Unified School District to develop Safe Routes to School programming, including walk and bike to school programs, outreach to students and parents about active transportation, and to expand safe bicycle and pedestrian access to schools.

Aviation System

Principle T-1.10: Support the Preservation and Expansion of Aviation Facilities in the Region-Serving Transportation System.

Policy T-1.10.1: Support Buchanan Field Airport use as a regional and local serving airfield.

Buchanan Field Airport provides convenient facilities for business aircraft and general aviation; it also is an important facility for emergency use. Maintaining it is consistent with the City’s emergency preparedness plans and economic development strategy.

Policy T-1.10.2: Encourage the establishment of commercial passenger service and the expansion of business aviation services at Buchanan Field Airport.

Policy T-1.10.3: Conditionally allow helipads for emergency helicopter use at hospitals.

Port and Rail Service

Principle T-1.11: Promote the Development of Port and Rail Service.

Policy T-1.11.1: Advocate for the maintenance of deep water channels at a depth that keeps ocean vessel use viable from San Francisco to Concord.

The City shall work with the Bay Conservation Development Commission, and other appropriate agencies to ensure deep water access is provided to Concord.

Policy T-1.11.2: Protect the existing railroad rights-of-ways where feasible for future local and region-wide rail service and transit connections.

This policy applies to commercial freight lines and not to the internal rail system and spur lines on the former Concord Naval Weapons Station. Rail facilities associated with former military uses will generally be removed as the Area Plan is implemented.

Policy T-1.11.3: Ensure adequate roadway transportation linkages from the port and rail facilities to the regional transportation network.

Policy T-1.11.4: Plan for only job-producing uses in the port area, and do not allow any residential development.