

5 CIRCULATION

The Circulation Element is intended to ensure an efficient circulation system for all transportation system users. The Element is based on a fundamental philosophy that traffic conditions in the city can be managed through a comprehensive program of transportation planning, land use planning, and growth management strategies. This Element includes provisions for roadway, transit, pedestrian, and bicycle transportation modes, as well as parking, trucks, and transportation demand management strategies.

State law recognizes that circulation and land use are closely related and requires that policies in this Element and the Land Use Element be linked. Careful integration of the City's traffic and circulation policies with its land use policies will ensure that existing and future developments are well served by different modes of travel. The City is committed to designing a multi-modal system of regional routes, local roads, public transit, and bicycle and pedestrian routes that will enhance the community and protect the environment.

5.1 Circulation Framework

Transportation planning plays an important role in cities because it helps achieve a balanced, efficient circulation system. In San Pablo, this planning is carried out in a three-pronged approach. First, transportation policies and programs are based on land use planning. Second, the City's planning efforts are integrated with those of the Metropolitan Transportation Commission (MTC), Contra Costa Transportation Authority (CCTA), the California Department of Transportation (Caltrans), and the Alameda-Contra Costa Transit District (AC Transit) in a cooperative, regional effort. Third, the existing circulation network is constantly being improved upon to accommodate and balance the current and future needs of all users. The concurrent implementation of all three strategies helps San Pablo's circulation system to operate at an optimal level.

The Circulation Element provides policies and specific actions to guide a “Complete Streets” concept for circulation planning. The objective is to create a balanced transportation network that serves the needs of bicyclists and pedestrians as well as buses, cars, and other motor vehicles. In addition, the proposed network is designed to encourage pedestrian activity, particularly at high-activity centers, and reduce auto-dependence by facilitating the use of alternative modes of travel.

Complete Streets

To further the goal of optimizing travel by all modes, this General Plan incorporates the concept of “Complete Streets”. Complete Streets are designed and operated to enable safe, attractive, and comfortable access and travel for all users, including motorists, pedestrians, bicyclists, children, seniors, individuals with disabilities, and users of public transportation.

While there is no standard design template for a Complete Street, it generally includes one or more of the following features: bicycle lanes, wide shoulders, plenty of well-designed and well-placed crosswalks, crossing islands in appropriate midblock locations, bus pullouts or special buslanes, audible pedestrian signals, sidewalk bulb-outs, center medians, and street trees, planterstrips and ground cover. Complete Streets create a sense of place and improve social interaction due to their emphasis on encouraging pedestrian activity.



The complete streets concept is about re-envisioning roadways as a system to move people, not just cars.

In September 2008, the Governor signed into law the California Complete Streets Act, requiring that General Plans develop a plan for a multi-modal transportation system. The goal of the Act is to encourage cities to rethink policies that emphasize automobile circulation and prioritize motor vehicle improvements and come up with creative solutions that emphasize all modes of transportation. Complete Streets design has many advantages. When people have more transportation options, there are fewer traffic jams and the overall capacity of the transportation network increases. Additionally, increased transit ridership, walking, and biking can reduce air pollution, energy consumption, and greenhouse gas

emissions, while improving the overall travel experience for road users.

The City has completed a number of Complete Street and Road Diet projects, including the San Pablo Avenue Complete Streets Project, the 23rd Street road diet, and the Rumrill Complete Streets Project.

The San Pablo Avenue Complete Streets Project focused on multimodal access, safety, and connections along San Pablo Avenue between Rumrill Boulevard and La Puerta Road. In 2012, the City of Richmond and the City of San Pablo began collaborating on a complete streets project for the segment of San Pablo Avenue located between Rivers Street and Hilltop Drive. In 2013, the San Pablo Avenue Complete Streets Study was prepared to identify the needs and priority improvements to facilitate auto, pedestrian, bicycle and transit trips within and through the corridor. Project improvements included Class II bike lanes in both directions of travel, added sidewalks, removal of an existing slip lane, installation of a new traffic signal at La Puerta Road, modification to existing traffic signals, and improvements to striping, street lighting, and landscaping. The project was completed in 2020. The improvements along San Pablo Avenue between La Puerta Road and Hilltop Drive will be further developed in a future project by the City of Richmond.

The 23rd Street Traffic Calming Project implemented a road diet along the length of 23rd Street from San Pablo Avenue south to the city limit. The project converted the existing four-lane roadway into a three-lane section with one through lane in each direction separated by a center two-way left-turn lane. The project was also intended to encourage increased pedestrian and bicycle travel, with the addition of a Class II bike lane along 23rd Street. The project was completed in 2012.

The purpose of the Rumrill Boulevard Complete Streets Project was to calm traffic, improve safety, increase the appeal of walking and bicycling, improve stormwater quality and enhance the appearance of the corridor for businesses, residents, and everyday travel. It improved sidewalks and added Class IV bicycle lanes in both directions of travel. It also implemented a road diet, reducing the number of travel lanes from four to two. The project was completed in 2025.

5.2 Roadway Network

The Roadway Network categorizes roadways and other transportation facilities. Each classification reflects the character of the roadway as well as its function within the context of the entire circulation system. The classifications have standards considering a facility's relation to surrounding land uses, existing right-of-way, accessibility via other roadways, and appropriate travel speeds. The classification system prioritizes travel modes for each road, but also indicates how to accommodate multiple travel modes. Roadway classifications are shown in **Figure 5-1** and are described below. Street cross sections are in **Figure 5-3**. **Table 5.2-1** summarizes the modes for each type of transportation facility.

ROADWAY TYPOLOGIES

State Highway– This classification is for Interstate 80, which serves high volumes of high-speed regional vehicle traffic, including automobiles and trucks. Bicycles and pedestrians are prohibited.

Auto Arterial – Auto Arterials are two- or four-lane roadways that serve high volumes of regional motor vehicle traffic including automobiles and trucks. These roadways prioritize vehicles and bicycle and pedestrian movements are secondary. Auto Arterials have limited intersections and curb cuts, and they serve as primary connections between destinations both within and outside of the city. Transit riders are served on these roadways except along Giant Road. San Pablo Avenue, Giant Road, and San Pablo Dam Road also serve as truck routes. All Auto Arterials provide bicycle access; however, the higher design volumes on these roadways also require bicycle signage and painted arrows in Class III designations. On-street parking is generally not provided along Auto Arterials. Sidewalks are required on at least one side of the roadway.

Urban Arterial – Urban Arterials are similar in function to Auto Arterials, but different in character. They are two- or four-lane roadways that serve high volumes of regional motor vehicle traffic. However, they also provide access to adjacent neighborhoods and pedestrian-intensive commercial areas, and they better accommodate bicycle and pedestrian traffic. They provide primary connections within the city and have frequent intersection and points of access. The roadways include either a Class II or Class IV bike lane. Most importantly, Urban Arterials emphasize the pedestrian environment, in that they have continuous sidewalks with a minimum width of

eight feet; a continuous row of street trees, and well-delineated sidewalks.

Mixed Use Boulevard – These roadways are located along the city’s central commercial corridors and accommodate moderate to high volumes of through-traffic within and beyond the city. They provide access to retail, commercial, and high-intensity residential land uses while facilitating traffic to the freeway network and through the city. They are also key transit corridors for AC Transit bus service. Signal preemption for transit vehicles, bus stops/shelters, and, where appropriate, bus lanes, are provided. Other travel modes, including automobiles and bicycles, are accommodated in the roadway, but if there are conflicts, transit has priority. Continuous Class II bike lanes are provided. Pedestrians in general have priority on these roadways, and particularly around major retail commercial nodes. Pedestrians are accommodated with minimum eight-foot sidewalks on both sides of the street, and amenities around bus stops (e.g., shelters, benches, lighting, etc.). There are continuous street trees and pedestrian-scale lighting, as well as well- delineated crosswalks, curb ramps, pedestrian refuges and actuated pedestrian signals where appropriate.



San Pablo contains a range of street types, from auto-dominated state highways and multi-use boulevards (top) to local streets (bottom) which are more amenable to pedestrians and cyclists

Avenue – Avenues function as collector streets, connecting Local Streets to Auto and Urban Arterials and Mixed-Use Boulevards. Avenues have moderate to high volumes of vehicular traffic, and accommodate equally automobiles, bicycles, and pedestrians within the right-of-way. Transit use, if any, is incidental, and pedestrians are provided with continuous sidewalks (six-foot minimum width) on both sides of the street. On-street parking is allowed and encouraged.

Local Street – Automobiles, bicycles, and pedestrians are accommodated equally in the right-of-way. Transit use, if any, is incidental. Local streets accommodate low volumes of local traffic and primarily provide access to abutting properties. On- street parking is provided and through-traffic is discouraged. Traffic calming techniques to slow and discourage through- automobile and truck traffic may be appropriate.

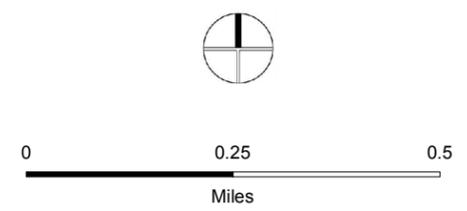
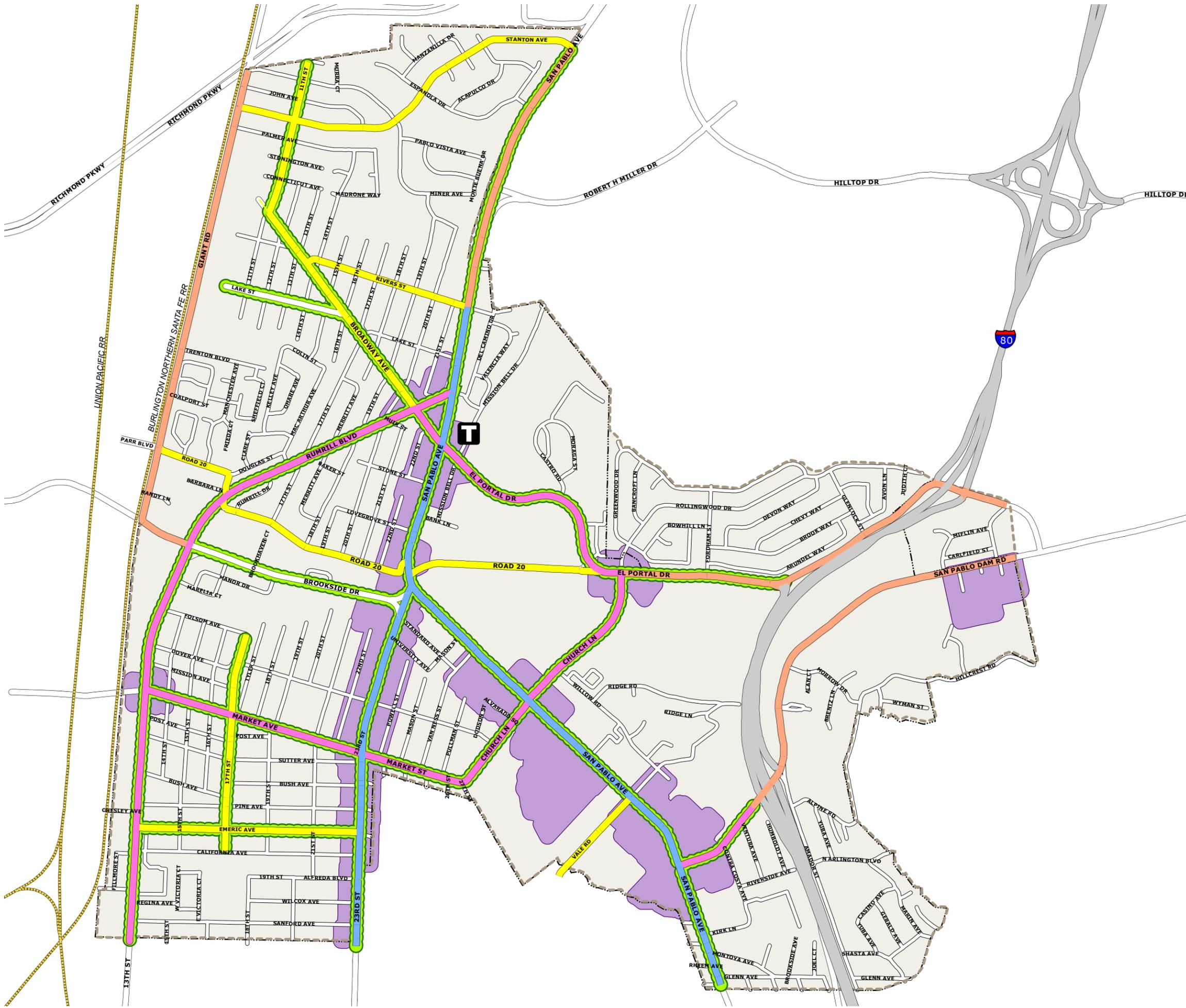
Figure 5-1
Proposed Roadway System

-  State Highway
-  Mixed Use Boulevard
-  Urban Arterial
-  Auto Arterial
-  Avenue
-  Local

-  Major Transit Hub

-  Pedestrian Priority Zone
-  Green Street Overlay

-  Planning Area
-  City Limits
-  Railroads



SOURCE: Contra Costa County, 2010; City of San Pablo, 2010; Dyett & Bhatia, 2010.

Table 5.2-1 Transportation Facilities Matrix

Facility	Transit	Bicycles	Pedestrians	Trucks	Automobiles
State Highway	□	×	×	□	□
Auto Arterial	□	□	○	■	■
Urban Arterial ¹	■	■	□	○	■
Mixed-Used Boulevard	■	□	■	□	□
Avenue	○	□	□	○	□
Local	○	□	□	×	□

■ = Dominant
 □ = Accommodated
 ○ = Incidental
 × = Prohibited

¹ Transit has priority over bicycles on Urban Arterials, where conflicts exist.

Green Street Overlay - These streets comprise a network of pedestrian-intensive corridors as well as key access routes to commercial destinations and public facilities, specifically parks and open space. They are intended to have rows of continuous street trees providing shade on both sides of the street. The overlay applies to streets of all classifications.

Major Transit Hub - This is a transfer point where high volume transit lines intersect. It is located at Contra Costa College near the triangle of Rumrill Boulevard, Broadway Avenue, El Portal Drive, and San Pablo Avenue in the Pedestrian Priority Zone.

Pedestrian Priority Zones - These are zones in which high volumes of pedestrian traffic are encouraged and accommodated along the sidewalk. They include portions of San Pablo Avenue and 23rd Street and mixed-use zones around neighborhood centers, the College, schools and other public facilities. Sidewalks should be a minimum of eight feet wide with pedestrian amenities. Building frontages should provide a high level of pedestrian interest, with ample windows, doors and architectural articulation. Pedestrian crossings should have a high priority at intersections. In some locations, well-protected mid-block crosswalks may be appropriate.



It is important that both drivers and pedestrians clearly see the crossings. Marked crosswalks guide pedestrians and alert drivers to a crossing location

PLANNED IMPROVEMENTS TO ACCOMMODATE BUILDOUT

To achieve a balance between existing and future land use and traffic carrying capacity, improvements to the roadway network are planned. Major street improvements planned or programmed for San Pablo are described in **Table 5.2-2** and shown in **Figure 5-2**.

Table 5.2-2 Major Transportation Improvements

No.	Project	Location and Description
1	ADA Traffic Signal & Crosswalk Modifications	Traffic signal upgrades, crosswalk modifications and curb ramp upgrades to support accessibility.
2	Bicycle and Pedestrian Corridor Study	The San Pablo Bicycle and Pedestrian Corridor Study analyzes approximately 6 miles of key transportation corridors, gathers community feedback and produces concept designs for key segments identified in the City's 2017 <i>Bicycle and Pedestrian Master Plan</i> .
3	Broadway Avenue Cycletrack	Design and construction of bicycle and pedestrian safety improvements on Broadway Avenue, between 11 th Street and San Pablo Avenue.
4	Church Lane Bridge: Safety Improvements at San Pablo Creek	Design and construction of bicycle and pedestrian safety improvements on Church Lane, between Willow Road and El Portal Drive, including: <ul style="list-style-type: none"> • Dedicated pedestrian pathway on the San Pablo Creek bridge, with associated bicycle lane improvements • Closure of the bicycle lane gap on Church Lane at El Portal Drive • Re-stripping bicycle lanes on Church with improved signage and striping • Pedestrian crossing improvements at St. Joseph Driveway

Table 5.2-2 Major Transportation Improvements

No.	Project	Location and Description
5	Church Lane Traffic Calming	Design and construction of Safe Routes to School traffic calming recommendations on Church Lane, between Market Avenue and Chatleton Lane.
6	Citywide Slurry Seal Project	Provide slurry sealing throughout the City to improve surface road conditions. Every year the City selects key areas for pavement repair, based on the pavement quality and the level of use of the street.
7	Church/Willow Highway Safety Improvement Program	Pedestrian crossing enhancements and general intersection improvements at a high crash rate intersection. Enhancements include improved pavement marking and signs, illumination, raised median islands and rectangular rapid flashing beacons (RRFBs).
8	Class 3 (“sharrow”) bicycle facility installation	Class 3 (“sharrow”) bicycle facility striping on approximately 6 miles of roadway.
10	Contra Costa College Mobility Hub Project	The Contra Costa College Mobility Hub Plan includes conceptual plans for infrastructure improvements for the broader area surrounding Contra Costa College in support of creating a mobility hub with transit-oriented development.
11	El Portal Drive Cycletrack	Design and construction of bicycle and pedestrian safety improvements on El Portal Drive, between San Pablo Avenue and Church Lane.
12	El Portal & Fordham Retaining Wall Stabilization	Stabilize retaining wall along El Portal & Fordham, which serves as a major access point to/from I-80.
13	El Portal/Mission Bell Highway Safety Improvement Program	Pedestrian crossing enhancements and general intersection improvements at a high crash rate intersection. Enhancements include improved pavement marking and signs, illumination, raised median islands and rectangular rapid flashing beacons (RRFBs).
14	Giant Road Bridge Maintenance	Repair existing three-lane bridge over San Pablo Creek at Parr Boulevard to Caltrans bridge standards.
15	Lake Street Traffic Calming	Design and construction of Safe Routes to School traffic calming recommendations on Lake Street, between Broadway Avenue and 10 th Street.
16	Local Roadway Safety Plan	Includes analysis of bicycle and pedestrian collision data to identify crash trends, causes of fatalities and severe injuries; analysis of how different roadway and bicycle facility types affect cyclist and pedestrian safety, involves stakeholder collaboration.
17	Market Avenue Traffic Calming	Design and construction of Safe Routes to School traffic calming recommendations on Market Avenue, between Church Lane and Rumrill Boulevard.
18	Road 20 Cycletrack	Design and construction of bicycle and pedestrian safety improvements on Road 20, between San Pablo Avenue and El Portal Drive.
19	Rumrill Boulevard Complete Streets	Develop “complete street” that encourages multiple modes of transportation and supports future growth and active living; increased safety with improved lighting and additional pedestrian crosswalks; improved water quality, reduce minor flooding, and increase greening along the corridor; increase sustainability and economic vitality of the area.

Table 5.2-2 Major Transportation Improvements

No.	Project	Location and Description
20	Safe Routes to School Improvements	Design and construction for striping, signage, sidewalk and crosswalk improvements based on the Safe Routes to School Master Plan
21	San Pablo Ave Bicycle Lane Gap Closures	Design and construction of the San Pablo Avenue bicycle lane gaps (from Glenn Avenue to Evans Avenue; 23 rd Street to Rivers Street; at Church Lane)
22	San Pablo Ave Bridge Replacement and Intersection Improvement Project	Bridge replacement and intersection reconstruction at San Pablo Avenue, 23 rd Street and Road 20. This is a multi-year project to replace a structurally deficient bridge and to improve safety and flow of motorists, transit, bicyclists, and pedestrians through the intersection.
23	San Pablo Dam Road/Hillcrest/Morrow Improvements	Design and construction of bicycle and pedestrian safety improvements on San Pablo Dam Road (between Amador Street and the existing bicycle lanes, in addition to pavement repairs on San Pablo Dam Road, Hillcrest Road and Morrow Drive.
24	Sidewalk Gap Closures	New sidewalks to close approximately 7-9 miles of gap closures.
25	Sustainable TOD Master Plan	<p>The City's Sustainable Transit Oriented Development (TOD) Master Plan will create a strategy and guiding policies for future TOD in San Pablo. These efforts are intended to support regional housing and local/statewide greenhouse-gas reduction goals.</p> <p>The project identifies a citywide TOD priority area, a community TOD vision, concept designs for areas near transit, and recommendations for policies and strategies to facilitate TOD implementation.</p>
26	Sutter Avenue Urban Greening	Historically, Sutter Avenue has been a high-flood risk area in San Pablo, as a result of a lack of stormwater infrastructure and flat topography. Additionally, Sutter Avenue lacks pedestrian facilities and has had many resident complaints of unsafe traffic speeds. In order to help reduce flooding in this area with limited stormwater infrastructure, the proposed green street retrofits would incorporate different types of green infrastructure including bioswales and suspended pavement systems. The green infrastructure facilities would be designed to also help slow traffic speeds, improve pedestrian safety, and support street tree growth.
27	23 rd Street Traffic Calming	<p>Design and construction of Safe Routes to School and additional traffic calming recommendations on 23rd Street, between San Pablo Avenue and City limits, including:</p> <ul style="list-style-type: none"> • Re-striping the bicycle lanes and adding protective elements where feasible • Enhancing crosswalks throughout the corridor • Closure of the bicycle lane gap at Market Avenue
28	Yuba Avenue Modification	Design and construction of Yuba Avenue traffic calming recommendations (e.g., possible one-way configuration) to assist with school traffic flow.

Note: ROW = Right-of-Way acquisition.

Sources: City of San Pablo Capital Improvement Plan 2022-2027, and Public Works Department project listings at <https://www.sanpabloca.gov/879/Public-Works-Projects>

Figure 5-2:
Planned Improvements



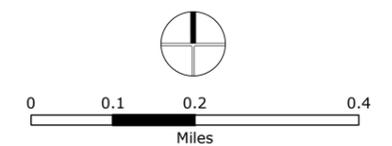
① Planned Improvements (see Table)*

- 🏫 Schools
- ⊞ 1,000 ft Radius for Schools**
- ⬜ City Limits
- ⬜ Sphere of Influence
- Major Roads
- Minor Roads
- Railroads

*Note: Citywide Projects (See Table for details)

- ① Rectangular Rapid Flashing Beacon Crosswalk Project
- ② Local Roadway Safety Plan

** Note: Traffic calming measures, sidewalk repairs, curb ramp installations, crosswalk lights, signage etc in the school zone generally 1,000 ft around existing schools



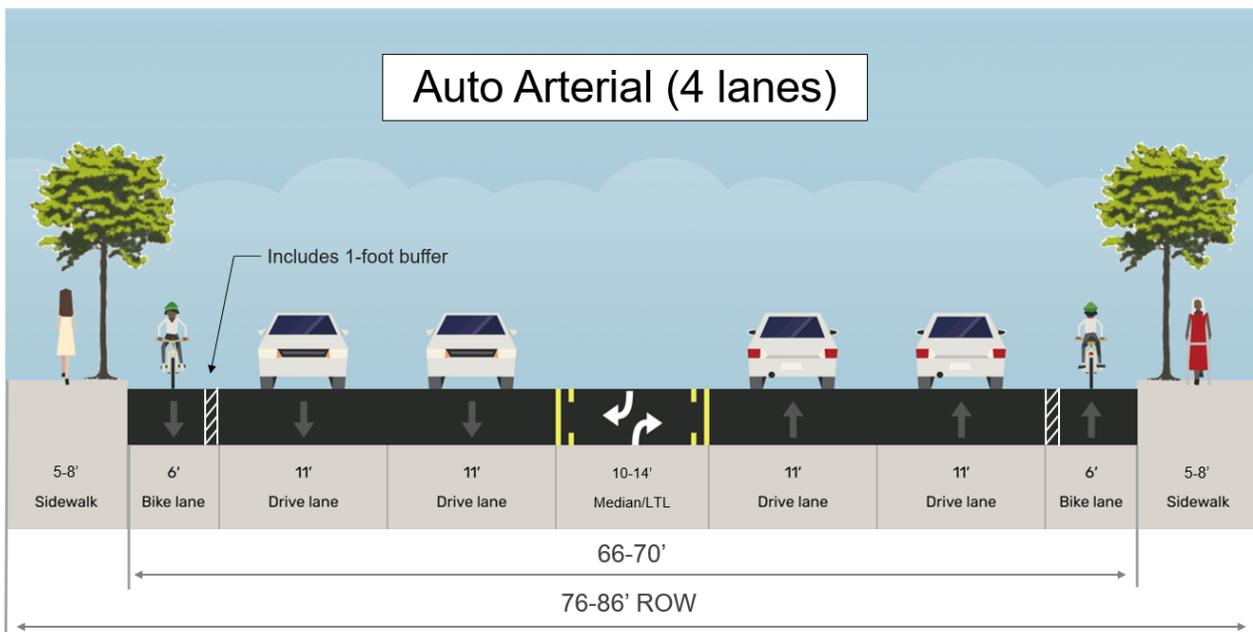
STREET DESIGN STANDARDS

Street design standards, illustrated in **Figure 5-3**, establish typical street sections for each roadway classification. Details include sidewalks, bike lanes, travel lanes, medians/left turn lanes (LTL), two-way left turn lanes (TWLTL), and parking areas. These street sections are intended to:

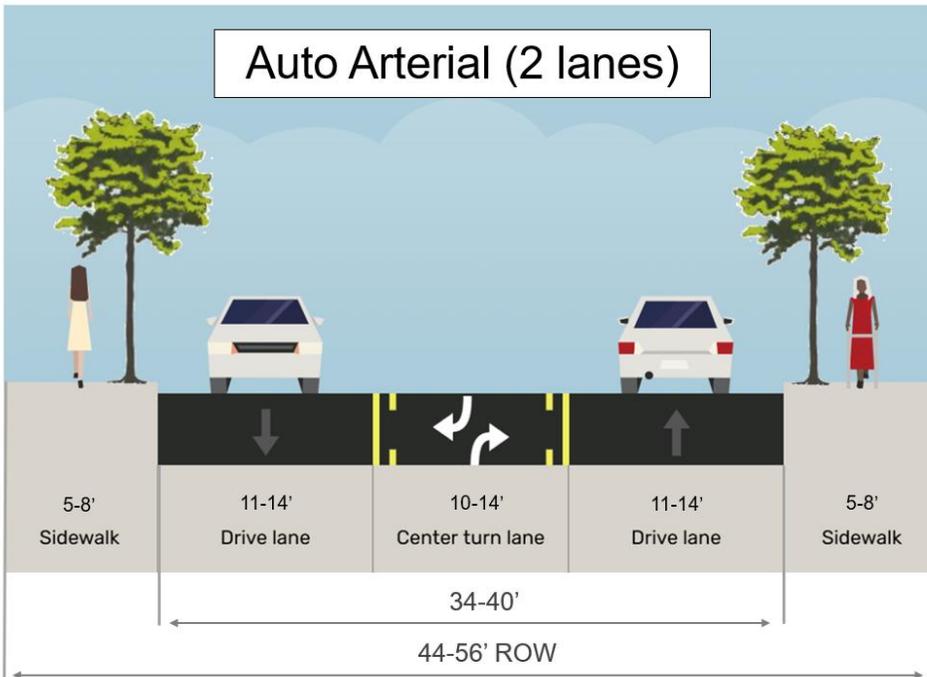
- Provide guidance for a system of complete streets that will implement General Plan policies.
- Ensure that streets have appropriate facilities and dimensions to fulfill their intended function, consistent with the General Plan, and to support multiple modes of travel.
- Ensure that streets have adequate capacity, while minimizing width to create strong neighborhood character.
- Create a system of sidewalks and bikeways which promote safe walking and bicycle riding for transportation and recreation.

All street designs are subject to review and approval by the Planning Commission, City Council, Planning Division and Public Works Department.

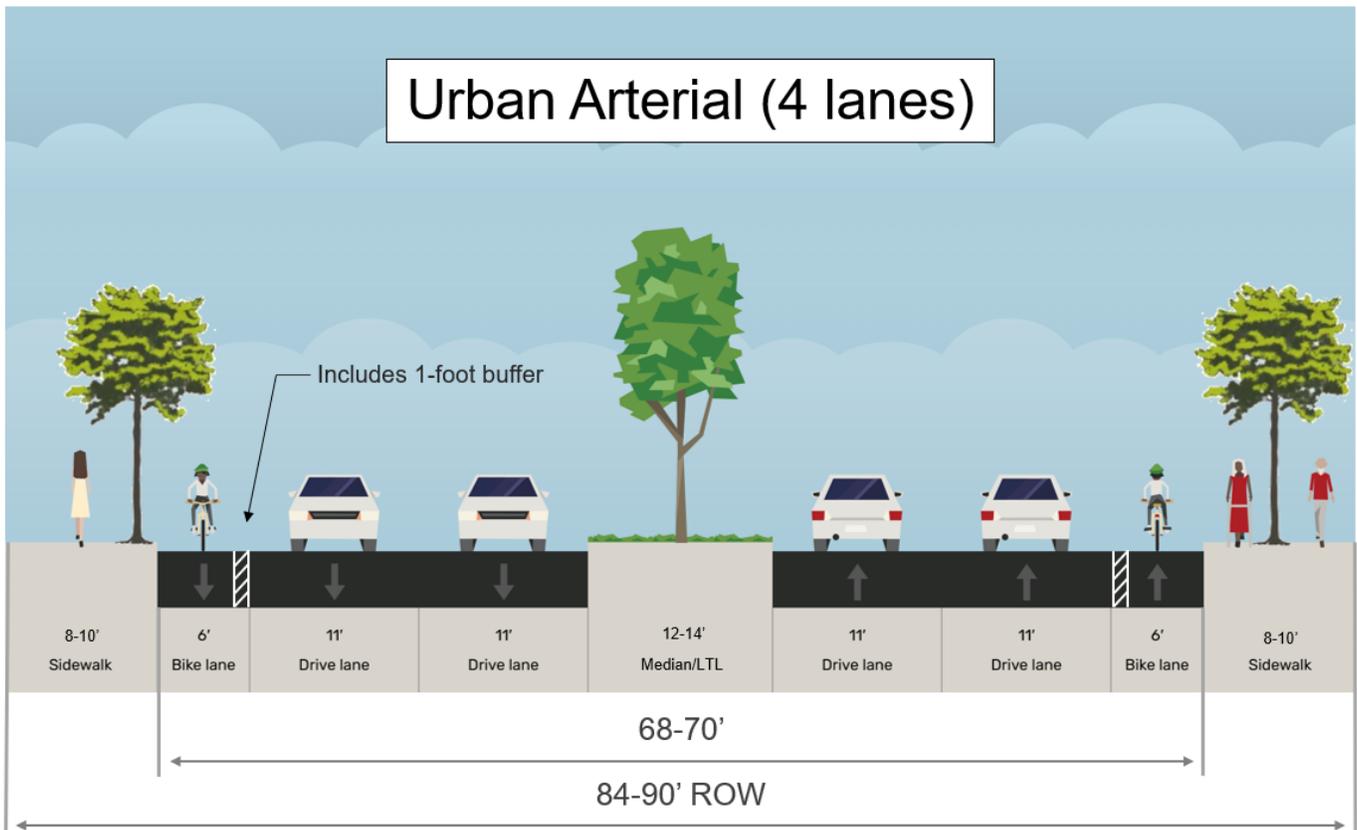
Figure 5-3 Typical Street Sections

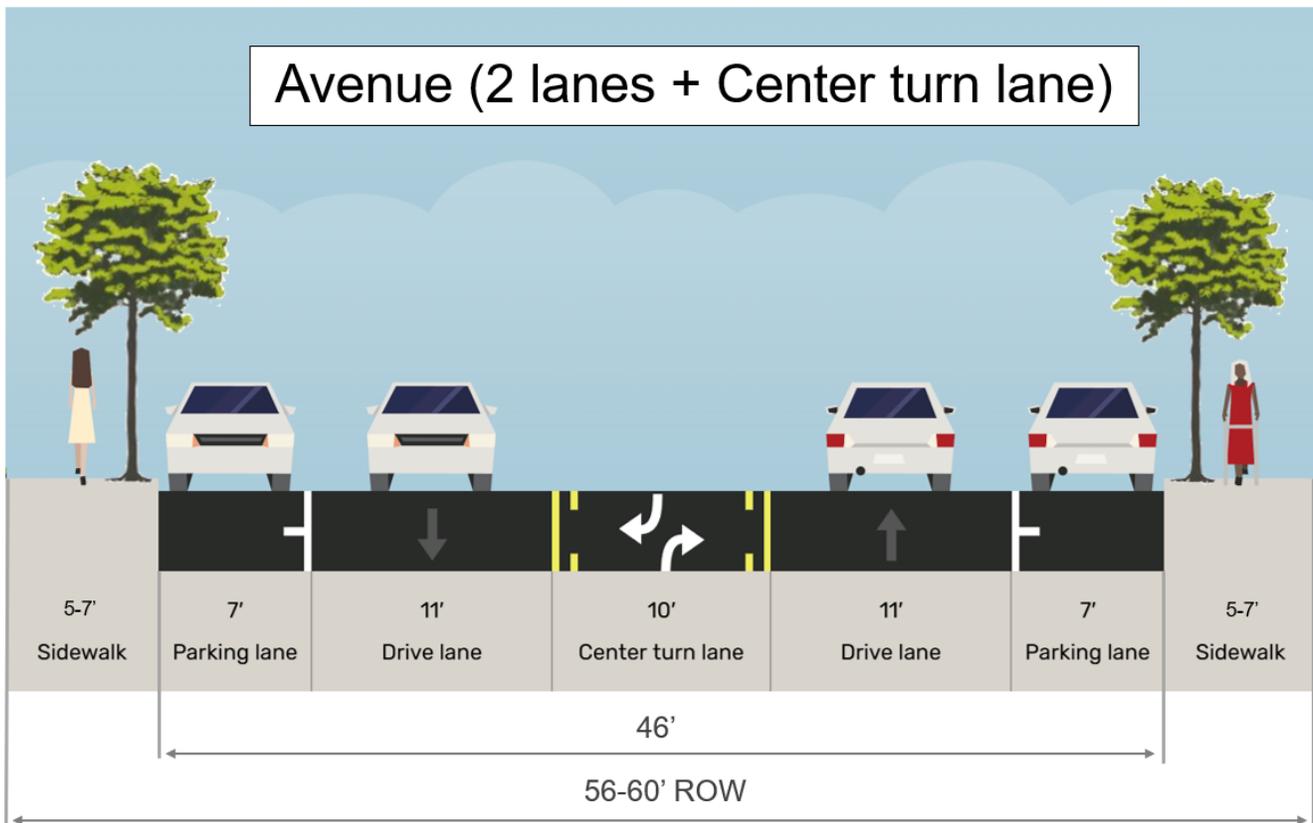
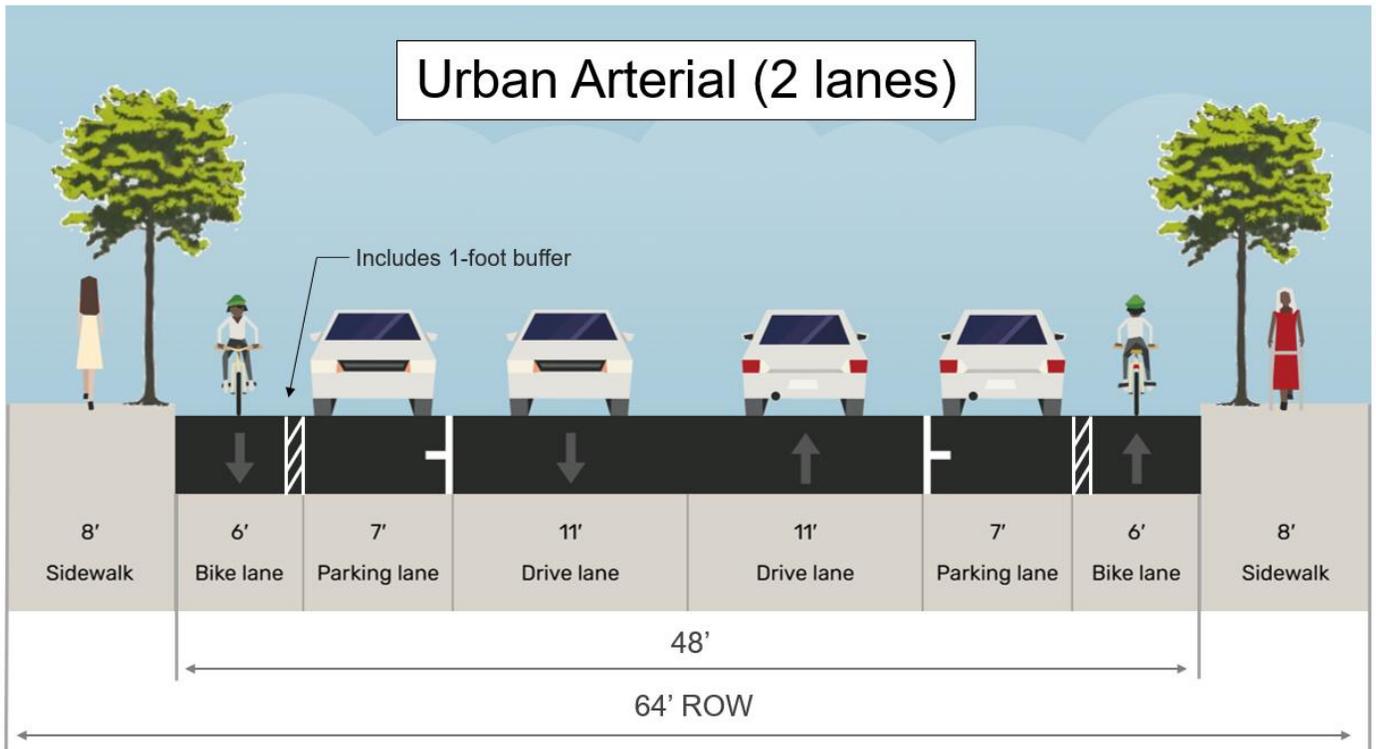


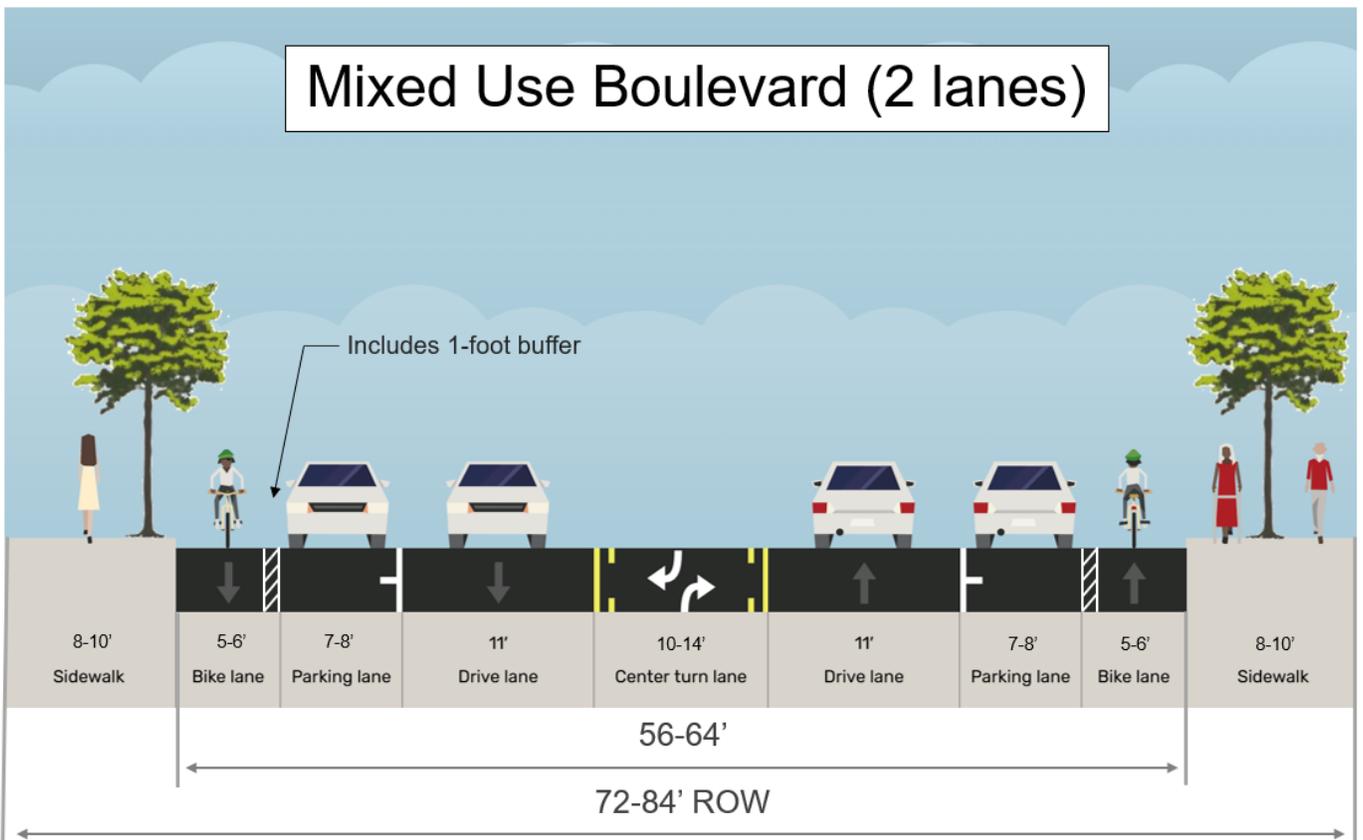
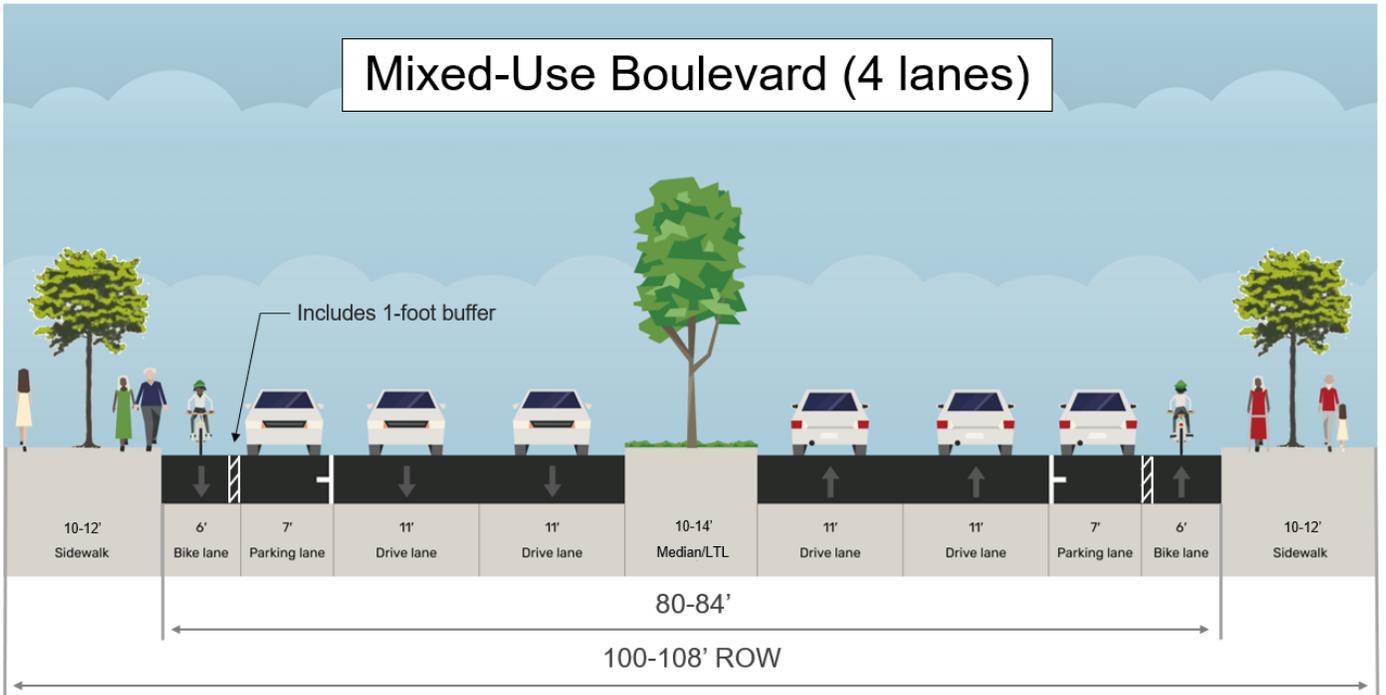
Note: Sidewalk where roadway is adjacent to uses and where ROW permits

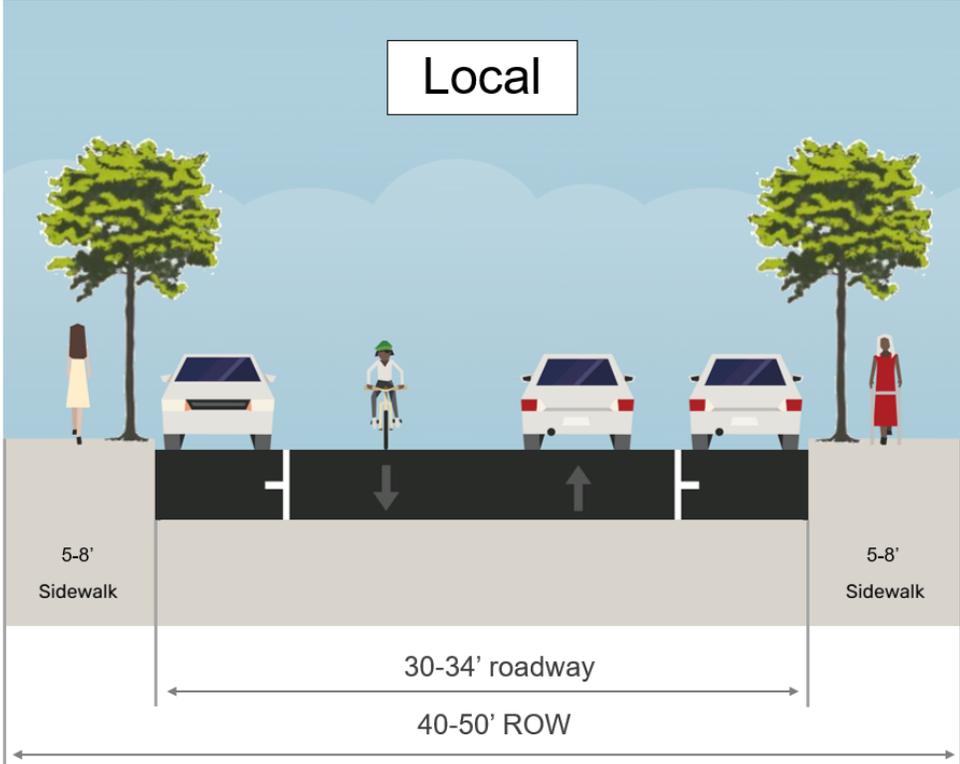
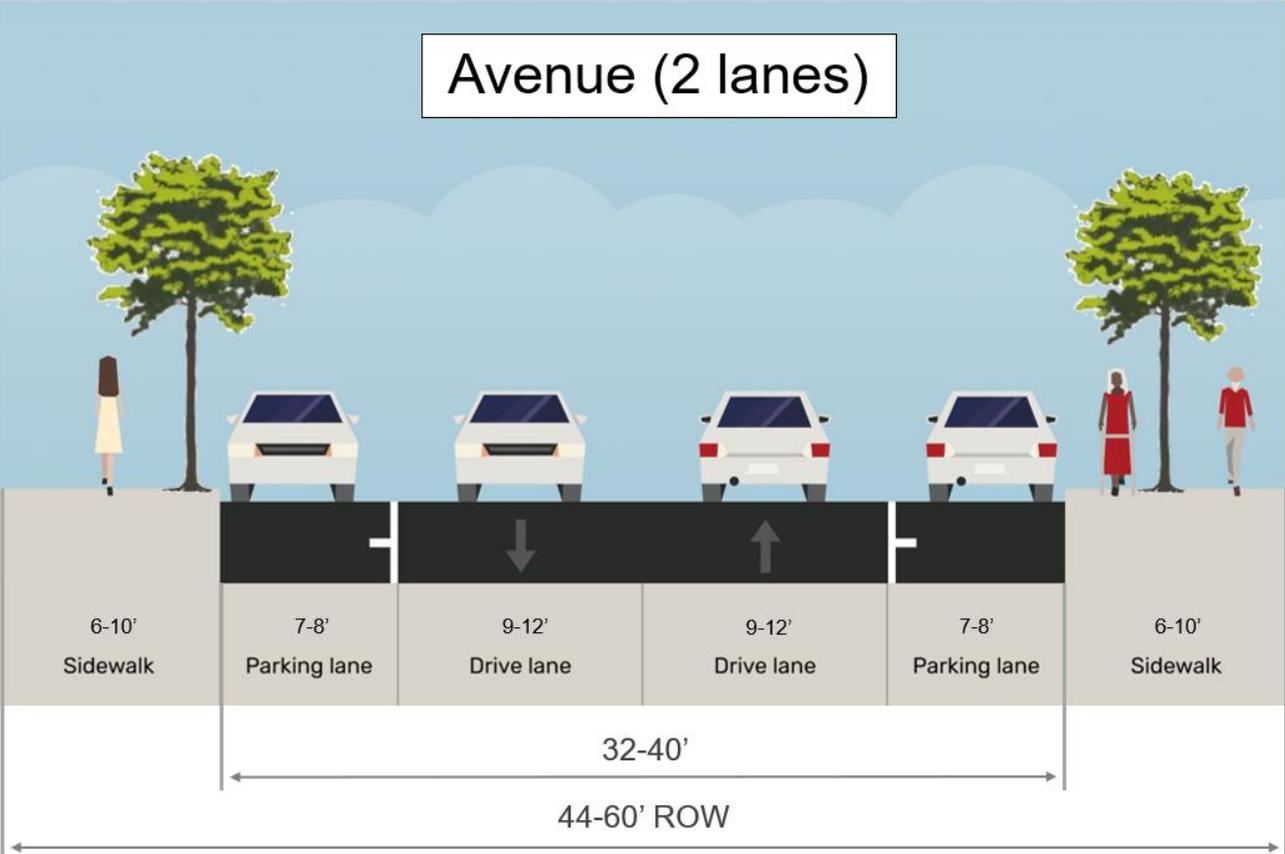


Note: Sidewalk where roadway is adjacent to uses and where ROW permits









AVERAGE DAILY TRAFFIC

Table 5-3 illustrates existing Average Daily Traffic (ADT) volumes at selected locations. The ADT for these locations is provided in **Table 5-3**. Data from 2016 and 2022 is presented to characterize conditions before and after the COVID-19 pandemic, which changed regional and local travel patterns as more people worked from home some or all of the time.

VEHICLE MILES TRAVELED

In 2013, Governor Brown signed Senate Bill (SB) 743 (Steinberg), which created a process to change the way that transportation impacts are analyzed under the California Environmental Quality Act (CEQA). Specifically, SB 743 amended the CEQA guidelines to state that automobile delay metrics (i.e., level of service or LOS) is no longer considered to be a significant impact under CEQA. The Governor’s Office of Planning and Research (OPR, now known as the Governor’s Office of Land Use and Climate Innovation) and the California Natural Resources Agency certified and adopted changes to the CEQA Guidelines that identify Vehicle Miles Traveled (VMT) as the most appropriate metric to evaluate a project’s transportation impacts. In 2018, OPR released a “Technical Advisory” containing non-regulatory methodologies and thresholds for VMT. While LOS can no longer be used as the basis for determining transportation impacts under CEQA, the metric may still be useful for transportation planning purposes.

Table 5.2-3: Average Daily Traffic (ADT) Volumes for Select Locations

No.	Location	2016 ADT	2022 ADT
1	Broadway Ave from 15th St to 16th St	7,800	5,455
2	San Pablo Ave from Rivers St to Lake St	20,500	20,826
3	San Pablo Ave from Stone St to International Market Pl	16,500	n/a
4	Giant Rd from s/o Trenton Blvd to Parr Blvd/Rd 20	4,250	5,674
5	Rumrill Blvd from Rd 20 to Brookside Dr	15,000	16,080
6	San Pablo Ave from 23rd St to Campo Verde Circle	12,750	n/a
7	El Portal Dr from Mission Bell Dr to Castro Rd	15,500	11,571
10	23 rd St from Pine Ave to Emeric Ave	18,000	14,849
11	San Pablo Ave from Church Ln to Pinewood	22,500	23,243
13	San Pablo Dam Rd from Morrow Dr to Mifflin Rd	21,250	18,274

Source: Kittelson & Associates, City of San Pablo, 2016 and 2022.

In 2020, Contra Costa County released Transportation Analysis Guidelines (TAG) to aid in the preparation of traffic analysis and establish a uniform approach to evaluate impacts on the County transportation system. VMT measures the number of miles traveled during a specified time within a specific region. VMT is estimated using the Contra Costa Transportation Authority (CCTA) model and is evaluated either on a per resident, per employee, or per service population (resident population plus employment) basis.

Table 5-4 presents VMT information from 2020 for multiple cities in Contra Costa County. San Pablo VMT per resident is about half of the County average and the VMT per employee is also less than the County average. San Pablo VMT per resident and per employee are also both less than the overall Bay Area Average VMT. These VMT estimates indicate that San Pablo is relatively accessible to key destinations and job centers, which contributes to a more efficient VMT for the area. San Pablo VMT per employee is notably higher than VMT per resident. According to data from the U.S. Census, 86.9 percent of people employed in the City live elsewhere and commute to San Pablo for work, primarily in single occupant vehicles.¹ Further, nearly 25 percent of people employed in the City commute more than 25 miles each way, which contributes to the higher VMT per employee metric. Creating more housing in San Pablo for those who work in the community can help to reduce VMT per employee, and creating more local jobs can help reduce total VMT per capita.

Table 5.2-4: 2020 San Pablo VMT Metrics		
<i>City/ Region</i>	<i>Home-Based VMT per Resident</i>	<i>Commute VMT per Worker</i>
San Pablo	8.7	13.6
Countywide Average	17.3	14.9
Bay Area Average	13.3	15.6
<i>Other City VMT for comparison purposes only</i>		
Richmond	10.4	15.5
El Cerrito	11.2	14.9
Pinole	15.3	13.6
Hercules	18.5	15.9
West (Uninc)	14.6	17.5
Orinda	17.6	21.4

¹ U.S. Census On the Map, Inflow/Outflow Analysis within San Pablo, CA, accessed on December 17, 2024 at <https://onthemap.ces.census.gov>

Table 5.2-4: 2020 San Pablo VMT Metrics

<i>City/ Region</i>	<i>Home-Based VMT per Resident</i>	<i>Commute VMT per Worker</i>
Moraga	14.0	21.7
Lafayette	15.8	16.8
Martinez	15.9	17.3
Concord	13.5	13.4
Pleasant Hill	13.1	14.1
Walnut Creek	13.7	14.1
Clayton	23.4	15.1
Central (Uninc.)	15.2	15.3
Pittsburg	16.2	13.6
Antioch	21.6	10.9
Oakley	24.1	10.2
Brentwood	23.9	9.1
East (Uninc)	28.2	17.8
Danville	22.3	18.5
San Ramon	18.7	14.7
Trival (Uninc)	25.0	24.5

Notes: Estimates for the region were prepared using the CCTA Transportation Demand Model.

Source: CCTA, 2020

Recently Adopted Transportation Plans

The City has completed a number of transportation planning efforts over the last decade, with scopes that range from specific to city-wide.

Bicycle and Pedestrian Corridor Study (2022)

The San Pablo Bicycle and Pedestrian Corridor Study analyzed approximately six miles of key transportation corridors, gathered community feedback, and produced concept designs. These corridors were identified for future study in the City's 2017 Bicycle and Pedestrian Master Plan because they represent key opportunities to improve pedestrian and bicyclist accessibility and safety. The study included analysis of eight potential bikeway segments and two potential shared-use paths, with a focus on parking, traffic and/or other constraints. The study produced a concept design, feasibility analysis, and cost estimates for each segment.

Local Road Safety Plan (2023)

The Local Road Safety Plan (LRSP) provides a framework for organizing stakeholders to identify, analyze, and prioritize roadway safety improvements on local roads. The LRSP

analyzed data from a range of sources to identify bicycle, pedestrian and vehicle incidents and collisions, as well as to identify other traffic concerns. Starting in mid-2022, the LRSP is required for the City to be eligible to apply for Highway Safety Improvement Program (HSIP) funds for safety improvement projects. The 2023 LRSP included: an analysis of bicycle and pedestrian collision data to identify crash trends, causes of fatalities, and severe injuries; an analysis of how different roadway and bicycle facility types affect cyclist and pedestrian safety; and stakeholder collaboration to improve roadway safety.

Contra Costa College (CCC) Mobility Hub Plan (2023)

The City of San Pablo, sponsored by Contra Costa Transportation Authority's (CCTA's) Measure J Transportation for Livable Communities (TLC) Program, conducted the Contra Costa College Mobility Hub planning study ("Study") to identify challenges and opportunities to create a well-rounded multimodal hub in the vicinity of Contra Costa College, and to develop a set of recommendations to enhance mobility and sense of place for the existing and future residents and users of the area. The Study Area consists of the CCC campus, the area north of El Portal Drive, including the Moraga Road-Castro Road loop, the College Center Shopping Plaza, and the commercial area along San Pablo Avenue between Road 20 and Rivers Street. The Study reviewed and incorporated the City's visions as stated throughout the most recent guiding land use development and transportation policy documents. The Study findings support the cooperative transportation planning efforts for the surrounding area, accommodating the increased mobility needs and growing population generated by the planned future transit-oriented development (TOD).

Sustainable Transit Oriented Development (TOD) Master Plan (2024)

The City's Sustainable TOD Master Plan supports local and statewide sustainable transportation goals and ongoing efforts to integrate and improve development and transit service. It includes analysis and recommendations to facilitate equitable and climate-resilient TOD in San Pablo. The Master Plan builds on the existing condition and context of San Pablo, planning work that is currently underway, strategic direction, input from stakeholders and the public, and best practices in the field of transit-oriented community and development planning.

GUIDING POLICIES

Overall Transportation System

- C-G-1 *Develop a transportation system that meets the needs of all segments of the community, including residents, businesses, visitors, and the region.*
- C-G-2 *Protect the character of local residential streets.*
- C-G-3 *Ensure that new development pays its fair share of the costs of new and improved transportation facilities.*

IMPLEMENTING POLICIES

Overall Transportation System Planning

- C-I-1 Design and operate city streets based on a “Complete Streets” concept that enables safe, comfortable, and attractive access and travel for pedestrians, bicyclists, motorists, and transit users of all ages and abilities.
- Complete Streets create a sense of place and improve social interaction, while generally improving the values of adjacent property. This policy is consistent with the California Complete Streets Act of 2008 (AB 1358) in September 2008.*
- C-I-2 Adopt a Complete Streets Policy and Develop Complete Streets Guidelines in accordance with the Metropolitan Transportation Commission’s Complete Street guidance for incorporation into General Plans.⁹

On and off-street Parking Management

- C-I-3 Ensure that public right-of-way improvement designs are consistent with the character of each neighborhood.
- C-I-4 Continue to work with the Public Safety Committee of the San Pablo City Council in the review and recommendation of public right-of-way safety improvements.

⁹ Metropolitan Transportation Commission (MTC). 2010. Update to General Plan Guidelines: Complete Streets and the Circulation Element. <
https://mtc.ca.gov/sites/default/files/Update_GP_Guidelines_Complete_Streets.pdf>

- C-I-5 Develop Neighborhood Traffic Calming Guidelines (including traffic calming devices such as signage, curb extension, chicanes, neighborhood traffic circles, etc.) and implement these improvements as needed and appropriate in existing neighborhoods.

Measurement Standards

- C-I-6 Require proposed developments meeting trip generation thresholds to study the LOS impacts of the development and provide appropriate improvements to lessen their impacts. Engineering Division to approve study methodology.
- C-I-7 Require proposed developments meeting CEQA thresholds to provide appropriate mitigation measures to lessen their Vehicle Miles Traveled (VMT). VMT study methodology should follow the CCTA Implementation Guide and VMT limits.
- C-I-8 Schedule public transportation improvement projects in the Capital Improvement Program (CIP).
The City will continue to pay for street improvements through a combination of CIP funds, State and Federal grants, for improvements made in conjunction with private land developments, and other funds, as available.

5.3 Bicycle and Pedestrian Circulation

BICYCLE CIRCULATION

The Proposed Bicycle System, shown in **Figure 5-4**, is a critical component of the circulation network. It shows both bicycle routes and improved signage to improve access and safety. It provides bicyclists with a complete network of continuous and safe access to all parts of the city, and particularly to local destinations. These designations support the CCTA Countywide Bicycle and Pedestrian Plan bicycle network, specifically along San Pablo Avenue, which is identified as key north-south multi-jurisdictional connection.

Figure 5-4:

Existing and Recommended Bicycle Routes

Existing Bikeways

- Class I - Shared Use Path
- Class II - Bike Lane
- Class III - Bike Route or Bike Boulevard
- Class IV - Separated Bikeway

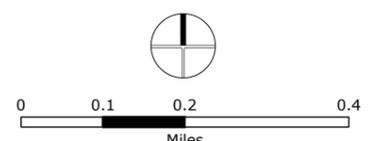
Proposed Bikeways

- ⋯ Class I - Shared Use Path
- ⋯ Class II - Bike Lane
- ⋯ Class III - Bike Route or Bike Boulevard

Proposed Studies

- ⋯ Shared Use Path Study
- ⋯ Corridor Study (Class II, III or IV)

- City Limits
- Sphere of Influence
- Major Roads
- Railroads



SOURCE: City of San Pablo Bicycle & Pedestrian Plan, 2017; Kittleson, 2021; City of San Pablo, 2021; Contra Costa County GIS, 2021; Dyett & Bhatia, 2021

The Bicycle System includes four types of bikeway classifications, consistent with Chapter 1000 of the Caltrans Highway Design Manual:

- Class I: Multi-use paths provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians.
- Class II: Bike lanes provide an exclusive space for bicyclists in the roadway and are established by striping and markings on the roadway surface.
- Class III: Bike routes are designated with pavement marking and/or signage to indicate a shared lane environment between bicyclists and vehicles.
- Class IV: Separated bike lanes provide an exclusive space for bicyclists that is physically separated from motor vehicle traffic by a vertical element and that is distinct from the sidewalk.

San Pablo currently has a limited number of bicycle facilities. Class I bike paths are found along the northern edge of John Hubert Davis Park, and along Wildcat Creek between Church Lane and Vale Road. Class II bike lanes are found along San Pablo Avenue between 23rd Street and Evans Avenue, and along Rumrill Boulevard between Costa Avenue and Sanford Avenue. Class IV bike lanes are found along El Portal Drive between Rollingwood Drive and Fordham Street, and along Rumrill Boulevard between Sanford Avenue and San Pablo Avenue.

The General Plan will ensure that the major destinations within the City (in particular, Contra Costa College and the Mixed Use Boulevards) are well-served by bike infrastructure. Class II bike lanes will be five feet in width with an additional one-foot buffer strip that heightens the visibility and safety of the bike lane. Class IV bike lanes will have a similar composition but with the addition of a vertical element of protection from vehicles. The City will also ensure that Urban Arterials and Avenues throughout the city that do not include Class II or IV bike lanes are designated as Class III bikeways, with an emphasis on signage and clear, frequent painted markings. All local streets not marked on this map will effectively serve as Class III bike routes but will not require an emphasis on signage. The Plan also ensures that Class I bike facilities are well-marked so that access to and from roadways is obvious and safe.

Bicycle and Pedestrian Master Plan (2017)

This plan was developed to help the City implement its General Plan by providing more detailed analysis and community input about bicycle and pedestrian opportunities in the area. This plan provides the vision, goals, and strategies needed to support increased walking, bicycling, and other active modes of transportation in San Pablo. The purpose of the plan was to identify existing routes and gaps in routes or sidewalks that are used by bicyclists and pedestrians for travel or recreational activity, and to be better able to compete for funds to invest in or enhance additional infrastructure.

Safe Routes to School Master Plan (2022)

The 2017 San Pablo Bicycle and Pedestrian Master Plan (BPMP) recommended that the City of San Pablo (City) establish a Safe Routes to School program. The purpose of the Safe Routes to School Master Plan (SR2S Plan) was to identify ways to make walking and bicycling safer, more comfortable, and more enjoyable for students, families, and school staff in San Pablo. During the SR2S Plan process, the Project Team evaluated safety and accessibility conditions around ten schools in San Pablo and made engineering, education, encouragement, and engagement recommendations. This evaluation was centered around virtual and in-person walk audits that allowed students, families, teachers, and principals to document their experiences walking and bicycling to school. In response to the COVID-19 pandemic, and to support virtual walk audits, the Project Team created an online engagement tool. The Project Team also implemented a temporary demonstration “pilot” of two engineering recommendations.

PEDESTRIAN CIRCULATION

Pedestrian flow patterns show similarities to the vehicular traffic stream. Speed, flow rate, and density are interrelated. Capacity and density for pedestrians are dependent on width of the walking facility and the type of walking facility (e.g., walkways, crosswalks, and street corners). For crosswalks, pedestrian capacity and waiting time is affected by turning vehicles, signal timing, pedestrian/vehicle right-of-way laws, and pedestrian platoons meeting in the middle of the street. Street corners at signalized intersections are holding areas as well and can be a critical location in the sidewalk network.

While sidewalk capacity is not an issue, in general, all areas should be designed to a scale that accommodates pedestrians. Street improvements in areas within the City that currently have undersized or no pedestrian facilities should be made a priority, so that the pedestrian system will be better connected and safer. The new mixed-use centers shown on the Land Use Diagram and the areas marked as “Pedestrian Priority Zones” in **Figure 5-1** should be designed with pedestrian comfort and access as a priority. In these areas, sidewalks should be a minimum of eight feet in width to accommodate increased flows. A variety of pedestrian amenities should also be provided near transit stops and adjacent to medium and higher density residential areas. The City should refer to the Safe Routes to School Master Plan and the Bicycle and Pedestrian Corridor Study for guidance on priority routes to make improvements to pedestrian safety and comfort.

GUIDING POLICIES

- C-G-4 *Develop a safe and comprehensive bicycle and pedestrian network.*

IMPLEMENTING POLICIES

- C-I-9 Expand and maintain a safe and comprehensive bicycle system that connects the City’s neighborhoods to regional bicycle routes.
- C-I-10 Acquire land for new bicycle routes along Wildcat Creek, as shown in **Figure 5-5**, only if landowners are willing to sell such land or provide easements for public access. If landowners object to route designations, seek alternative routes and amend Bicycle Map accordingly.
- C-I-11 Require the provision of bicycle parking and related facilities in new employment-generating development to facilitate multi-modal commute choices.
- The City will continue to enforce the Zoning Ordinance requirements for provision of secure bicycle parking facilities at large commercial and industrial employer sites, including racks and lockers that are integrated into the overall site and building design.*

- C-I-12 Evaluate required improvements for the following routes:
- For bicyclists, evaluate the routes shown on **Figure 5-5**, to determine necessary improvements.
 - For pedestrians, evaluate streets within Pedestrian Priority Zones (e.g., San Pablo Avenue, 23rd Street). As shown on **Figure 5-1**, to determine necessary improvements.
- C-I-13 Implement the City’s adopted Bicycle and Pedestrian Master Plan (2017), Bicycle and Pedestrian Corridor Study (2022), Safe Routes to School Master Plan (2022), and Local Road Safety Plan (2022). Seek funding from various active transportation sources to fund and implement the designs recommended in the Bicycle and Pedestrian Corridor Study.
- C-I-14 Create physical improvements to streets and neighborhoods that make walking and bicycling safer, more comfortable, and more convenient.
- C-I-15 Generate enthusiasm and increased walking and bicycling by students through events, activities, and programs.
- C-I-16 Provide students and the community with the skills to walk and bicycle safely, educating them about benefits of walking and bicycling, and teaching them about the broad range of transportation choices.
- C-I-17 Host regular walk audits with school stakeholders to identify popular walking routes and safety issues
- C-I-18 Develop Neighborhood Traffic Calming Guidelines.
- C-I-19 Update the City’s ADA Transition Plan
- C-I-20 Implement a Traffic Safety Marketing and Outreach Campaign
- C-I-21 Work with WCCUSD to implement a crossing guard program at each San Pablo school.

C-I-22 Implement a Bicycle and Pedestrian Safety Education Program

Instructional classes for youth and adults teach the rules of the road, how to safely ride a bike in different scenarios, and how to safely navigate streets. Explore partnership opportunities with Contra Costa College, and Bike East Bay to develop after-school education and bicycle maintenance programs. Seek support from the San Pablo Police Department to offer educational school assemblies.

C-I-23 Implement a Progressive Safety Enforcement Program

Police officers encourage safe behavior by all road users, focusing on the most common or serious traffic violations. Enforcement is conducted in three phases: first, educate and raise community awareness of the problem; second, warn people of actions that will be taken if violations occur and why; and third, issue citations after the warning period has expired.

C-I-24 Conduct Pre/Post Studies of New Infrastructure

Collect data at key locations prior to installing new pedestrian or bicycle infrastructure, and again after installation, to determine its impact on users.

C-I-25 Bicycle facility design will follow the California Manual on Uniform Traffic Control Devices (MUTCD).

C-I-26 The City will prioritize the development of Class I (shared-use paths) and Class IV (separated and protected) bicycle facilities.

C-I-27 Complete and enhance the pedestrian network with an interconnected system of walkways, continuous sidewalks on both sides of the street, and pedestrian crossings.

C-I-28 Establish a Citywide Safe Routes to School (SR2S) Program.

Following the recommendations of the Bicycle and Pedestrian Master Plan (2017) and the Safe Routes to School (SR2S) Master Plan (2022), the City will coordinate with Contra Costa Health Services to

establish a city-led SR2S program, to ensure that San Pablo schools receive regular, dedicated programming and that the program is sustainable in the long-term.

- C-I-29 To maintain walkability and pedestrian safety, consider reducing curb-to-curb road widths and employing roadway design features such as islands, pedestrian refuges, and pedestrian count-down signals.

The City will establish priorities for pedestrian connections to and from retail and commercial services, transit stations and stops, public gathering areas, schools, and parks.

- C-I-30 Provide pedestrian facilities that are accessible to persons with disabilities and ensure that roadway improvement projects address accessibility and universal design concepts.

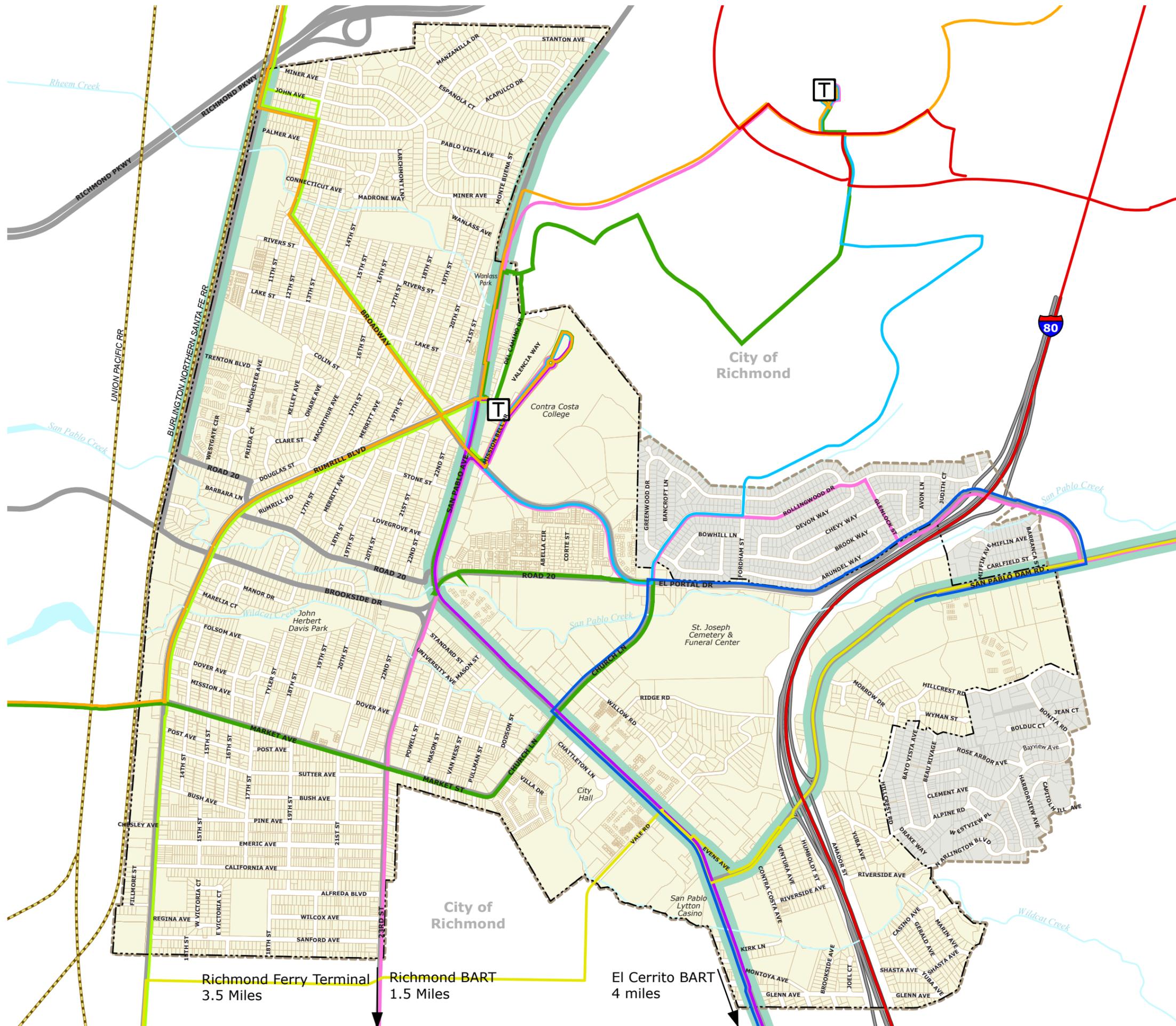
The City will implement standards and requirements in accordance with the Americans with Disabilities Act (ADA) for circulation access (such as ramp improvements, curb cuts, audible traffic signals, etc.).

- C-I-31 In mixed-use areas or other areas with high pedestrian traffic, provide mid-block pedestrian crossings, where feasible, to create more direct walking routes.

5.4 Public Transit

Regional and local bus services in the City of San Pablo are provided by the Alameda-Contra Costa Transit District (AC Transit) and Western Contra Costa County Transit (WestCAT). Heavy and commuter rail services are provided by the Bay Area Rapid Transit (BART) and Amtrak via the Richmond station about 1.5 miles south of San Pablo as shown in light blue. Existing bus routes are illustrated on **Figure 5-5**.

Figure 5-5:
Transit and Truck Routes



Local Transit Routes

- 376
- 70
- 71
- 72
- 72R
- 74
- 76

Transbay Transit Lines

- L
- LA

T Public Transit Hubs

--- City Limits

--- Sphere of Influence

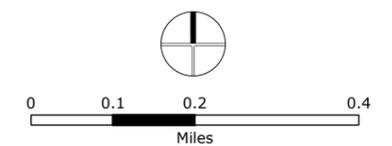
— Major Roads

- - - Railroads

Richmond Ferry Terminal
3.5 Miles

Richmond BART
1.5 Miles

El Cerrito BART
4 miles



SOURCE: Kittleson, 2021; City of San Pablo, 2024; Contra Costa County GIS, 2024; Dyett & Bhatia, 2024

AC TRANSIT



AC Transit is the primary public transit (bus) provider in San Pablo with six routes.

AC Transit serves 13 cities and adjacent unincorporated areas in Alameda and Contra Costa counties from Richmond/Pinole in the north, to Fremont in the south, to Castro Valley in the east, and west into and from San Francisco. It provides fixed-route bus service on weekdays, weekends, and holidays, linking San Pablo to major retail, institutional, and governmental activity centers located within the service area. There is a Major Transit Hub, known as the “Transit Center” established on the campus of Contra Costa College, near the Student Association Building and the Vocational Building. This stop is a “Timed Transfer Stop” which provides synchronized bus-to-bus transfers. The City is coordinating with AC Transit and West Contra Costa Transportation Commission (WCCTC) to explore the feasibility of Bus Rapid Transit (BRT) along San Pablo Avenue in San Pablo.

WESTCAT

WestCAT primarily serves the cities of Pinole and Hercules but one of its service routes starts from the Transit Center at Contra Costa College. This weekday-only service passes through the City of Pinole and ends at the City of Hercules.

BART/AMTRAK

The Bay Area Rapid Transit (BART) provides service to San Francisco as well as Contra Costa, Alameda, and San Mateo counties. The closest BART stations to San Pablo residents are the Richmond and El Cerrito Del Norte stations, which are about 1.5 miles and three miles to south, respectively. The stations are well connected via AC Transit bus routes from San Pablo. Customer parking is available at both stations.

The Richmond BART station is also the connecting point for two Amtrak routes. The Capitol Corridor, which serves Sacramento and Auburn to the east and Oakland and San José to the south, operates twelve eastbound and twelve westbound trains on weekdays and eleven trains per direction on weekends. The San Joaquin, which serves the Central Valley corridor of Stockton, Fresno and Bakersfield, operates five trains per direction through the Richmond station on a daily basis.

Transit Oriented Development (TOD)

Transit Oriented Development or TOD is the combined, intentional planning of dense, mixed use land use that is served by a network of frequent transit and walkable services with a high standard of design in a compact area. TOD promotes a community design that offers housing and transportation choices to residents that are convenient, affordable, and create a high-quality environment and experience for people. TOD represents a necessary step and key strategy toward achieving a more sustainable future. In particular, TOD is critical to delivering on residents' expectations for housing choice, improved livability, and socially strengthened communities.

TOD is comprised of three ingredients, all of which should be coordinated to produce financially viable, technically feasible, and community supported plans that benefit the community. They are, following the acronym for T-O-D:

Transit or Transportation. The different transportation modes (transit, walking, bicycle, cars, taxis, etc.) and the infrastructure and amenities that these need (lanes, parking spots, stopping locations, stations, etc.) that provide mobility services to an area.

Oriented or Open Space. The public domain (plazas, patios, parks, sidewalks, etc.) that form the transition between the transportation facilities and the buildings, also known as 'the spaces between,' which can be public or private property.

Development or Buildings. The built-up areas in (primarily) private parcels where different human activities or uses occur that enable the activation of the surrounding open spaces and become a trip destination for transit and other modes.

In 2024, the City adopted a Sustainable TOD Master Plan. The Plan provides analysis and recommendations to facilitate equitable and climate-resilient transit-oriented development in San Pablo. It identified four "Core TOD Priority Areas" in the City, as well as three "Outlying Corridors". The Core TOD Priority Areas are concentrated, connected, transit-served, and all on or near San Pablo Avenue. The Outlying Corridors are additional areas that create a supportive network without all of the functions of the Priority Areas.

GUIDING POLICIES

- C-G-5 *Encourage the use and expansion of public transportation systems, including decreased peak hour headways on commuter routes, such as San Pablo Avenue.*
- C-G-6 *Facilitate the use of public transportation in San Pablo by making it more comfortable and convenient.*

IMPLEMENTING POLICIES

- C-I-32 Continue coordination efforts with public transit providers to maintain transit service that is safe and efficient with convenient connections to high use and activity intersections in the city.
- C-I-33 Work with public transit providers to upgrade selected bus-stops with advanced traveler information systems (ATIS).
The installation of the ATIS system will increase bus schedule reliability and maintain traffic flow.
- C-I-34 Work with public transit providers to advocate for increased transit frequency in underserved areas in the city.
- C-I-35 Work with public transit providers to develop context-sensitive bus-stop designs to enhance passenger safety and transit efficiency along 23rd Street and San Pablo Avenue.
The City will work with AC Transit to develop bus bulb-outs for selected bus-stops along 23rd Street and San Pablo Avenue. Benefits include preventing buses from being delayed by having to pull back into traffic, reducing risk of accidents, and reducing sidewalk congestion when passengers are trying to board.

- C-I-36 Coordinate with CCTA and the West Contra Costa Transportation Commission regarding the results of the feasibility study of Bus Rapid Transit (BRT) along San Pablo Avenue (underway as of 2025).
- C-I-37 Review the existing 5-year paving plan for streets identified in the TOD Master Plan, the Bicycle and Pedestrian Master Plan, or other City and regional transportation plans, and ensure that planned bicycle, pedestrian, and transit improvements are included in repaving. Prioritize projects with a bike, pedestrian, and transit focus in the 5-year paving plan.
- C-I-38 Require new development projects to improve adjacent sidewalk and trail facilities when they are developed, and to provide pedestrian and bicycle connections to their site.
- C-I-39 **Incentivize Cyclist Facilities in New Development.** Initiate programs to offer incentives for new developments in the TOD Priority Area (as outlined in the TOD Master Plan) for provision of secure bike parking, cyclist-friendly entrances and exits, bike repair hubs, showers and locker rooms in new residential and employment developments. Continue to implement cyclist facilities as outlined in the policy recommendations supported by the Bicycle and Pedestrian Master Plan (2017) and explore improving the zoning ordinance to help incentivize cycling facilities.
- C-I-40 Coordinate with El Sobrante and Contra Costa County to improve safe bicycle connections along San Pablo Dam Road east into unincorporated Contra Costa County.
- C-I-41 Partner with the City of Richmond to ensure interjurisdictional bicycle, pedestrian, rideshare, and transit connections between the two cities, particularly San Pablo residents to the Richmond BART Station.

- C-I-42 Work with Contra Costa County to ensure bicycle, pedestrian, and transit connections between San Pablo and unincorporated Contra Costa County, including the census-designated places of Rollingwood and North Richmond.
- C-I-43 Partner with the Alameda County Transportation Commission (ACTC), AC Transit, and Contra Costa Transportation Authority (CCTA), and WestCat Transit to ensure that future high-quality rapid bus and Bus Rapid Transit Service extends north through San Pablo.

5.5 Truck Routes and Freight Rail

TRUCKS

In addition to moving people, the roadway system in San Pablo carries a substantial number of trucks moving goods. Specific truck routes have been designated throughout the City and are shown on **Figure 5-5**. These routes are designed to allow truck traffic to pass through the City with minimal impact on residential neighborhoods as well as local vehicular and pedestrian traffic.

FREIGHT RAIL

The Burlington Northern Santa Fe and the Union Pacific Railway own and operate freight rail services along the tracks that run parallel to Giant Road to the west of the Planning Area. Several roadways cross the tracks at-grade, including Parr Boulevard, John Avenue, and Griffin Drive-Giant Road.

GUIDING POLICIES

- C-G-7 *Balance commercial goods movement with the health and quality of life priorities of the community.*

IMPLEMENTING POLICIES

- C-I-44 Continue to keep heavy truck traffic outside residential neighborhoods.
- C-I-45 Promote safety at railroad crossings through the following measures, as necessary:
- Improvements to pedestrian warning devices at existing railroad crossings;
 - Installation of additional warning signage and/or channelization;
 - Improvements to traffic signaling at intersections adjacent to crossings;
 - Prohibition of parking within 100 feet of crossings to improve the visibility of warning devices and approaching trains;
 - Zoning setback and height standards to maintain the visibility of warning devices and approaching trains; and
 - Rail safety awareness programs to educate the public about the hazards of at grade crossings.

5.6 Parking

Parking policies are intended to accommodate parked vehicles used by occupants, visitors, customers, clientele, and employees of a variety of buildings in the city. These policies seek to provide accessible, attractive, secured parking facilities, and can help reduce traffic congestion.

GUIDING POLICIES

- C-G-8 *Foster practical parking solutions to serve community needs while avoiding excessive amounts of surface parking that disrupt the urban fabric of the city.*



General Plan policies aim to foster innovative parking solutions, such as requiring minimum street trees per number of parking stalls to help avoid the appearance of a “sea of asphalt” in San Pablo.

IMPLEMENTING POLICIES

C-I-46

Amend the Zoning Ordinance to establish “green” parking design standards that have multiple benefits, such as shared parking for mixed use projects, photovoltaic panels on parking structures to generate energy for parking lot lighting, landscaping and trees in surface parking, provision of Electric Vehicle (EV) charging stations, and use of pervious paving to improve groundwater recharge and promote innovative surface parking design that avoids the appearance of a “sea of asphalt” and reduces environmental impacts. Strategies include, but are not limited to:

- Require parking to be provided behind buildings, wherever feasible;
- Promote the use of time, motion-sensing, and/or solar powered parking lot lights or security lights, wherever feasible;
- Establish specific standards for perimeter landscaping, including the type and coverage required along the edges of surface parking areas adjacent to streets;
- Require a minimum number of trees per parking stall in surface parking areas (e.g. 1 per 8 stalls for double-loaded bays) to provide shade, and reduce urban heat island effects;
- Separate pedestrian pathways from car lanes where possible;
- Promote the use of porous paving and a variety of drainage features according to the site; and
- Restrict use of vacant lots as vehicle parking and outdoor storage of commercial equipment, construction equipment, and similar items unless screened from view from adjacent streets.
- Encourage tandem parking in residential neighborhoods to reduce the amount of pavement dedicated to parking.

- C-I-47 Adjust parking requirements in the Zoning Ordinance to avoid over-parking and encourage shared-use of parking with compatible uses. Continue to allow for parking waivers and adjustments where warranted.
- C-I-48 Prohibit excessive pavement in residential yards so that residential front yards do not become parking lots.
- C-I-49 Conduct parking studies in congested areas and consider parking management strategies, such as permit parking, parking limitations, addition of public parking or other strategies.
- C-I-50 Promote use of innovative parking technologies, such as parking lifts and automated parking.
- C-I-51 Require convenient and accessible parking facilities for persons with disabilities, consistent with Americans with Disabilities Act (ADA) requirements.
- C-I-52 Limit parking within the public right of way based upon considerations of safety, street width, visibility and access to properties.
- C-I-53 Continue to enforce parking regulations and prevent spillover of parking from commercial areas into residential neighborhoods.
A Residential Parking Program may be created, if needed, to protect neighborhoods from spillover parking effects.

5.7 Transportation Demand Management

Transportation demand management (TDM) is the application of strategies and policies to reduce travel demand or to redistribute demand away from peak hours to reduce or prevent traffic congestion. Strategies may include encouraging travelers to change their travel mode from driving alone to choosing a carpool, vanpool, public transit vehicle, or other commuter alternative; and providing information to let

travelers make better decisions about how they travel, when they travel, where they travel, and which route they travel.

Since 1998, TDM is implemented regionally in Contra Costa County through the 511 Contra Costa program.

GUIDING POLICIES

- C-G-9 *Promote efficient use of existing transportation facilities through the implementation of transportation demand management concepts.*

IMPLEMENTING POLICIES

- C-I-54 Establish travel demand management programs to reduce peak-hour traffic congestion and help reduce regional vehicle miles traveled.
- C-I-55 Allow new development projects to prepare and follow a Transportation Demand Management Plan in exchange for parking reductions or other incentives.
- C-I-56 Raise awareness about requirements for businesses and information about the West Contra Costa Transportation Commission (WCCTC)/511 Contra Costa.
- See the Growth Management Element for additional detail about such programs, as required by Measure J.*

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