5. Transportation and Circulation Element

Pleasant Hill's transportation network and services provide mobility for residents, employees, and visitors, and serve goods movement throughout the city. It is easy to think of transportation as primarily the roadway network, serving automobiles; but this network also serves other modes of transportation including walking, bicycling,~~,~~ and transit to and from the Pleasant Hill and surrounding BART stations, as well as relatively travel modes offered by Transportation Network Companies (TNCs). Pleasant Hill is also fortunate to encompass the Contra Costa Canal Trail, with connections to the Iron Horse Trail, allowing walking and biking trips to be made off-road with fewer vehicle interactions.

The five main tenets of the City's transportation and circulation policy framework are listed below. All policy statements and programs support this framework.

1. Safety
2. Accessibility
3. Mobility
4. Connectivity
5. Community

Table of Contents

Section	Title	Page
Key Terms		1~~2~~
5.1	Roadway Network	3
5.2	Multimodal Transportation System	11
5.3	Complete Streets	13
5.4	Pedestrian Facilities	15
5.5	Bicycle Facilities	17
5.6	Transit Services	21
5.7	Goods Movement	24
5.8	Travel Demand Management	28
5.9	Implementation Programs	29

Key Terms

Arterial. A major roadway carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to properties.

Collector. A roadway for traffic moving between arterial and local streets, generally providing direct access to properties.

Freeway. A highway serving high-speed traffic with no crossings interrupting the flow of traffic (i.e., no crossings at grade).

Local Street. A roadway providing direct access to properties and designed to discourage through traffic.

Complete Streets. A transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe and convenient access for all users regardless of their mode of transportation (such as bicycling and walking), age, and ability.

Level of Service (LOS). A qualitative measure used to rate a roadway segment's traffic flow characteristics. LOS acts as an indicator of roadway performance relative to locally established standards for quality of service based on measures of speed, density, and congestion that are designated using letters from "A" (good) to "F" (poor). LOS can assist in determining when roadway capacity improvements are needed.

Multimodal. Transportation planning that considers various modes (such as automobile, bicycle, pedestrian, public transit) of travel and the connections between these modes.

Multiple Use Trails. Trails designed to facilitate multiple modes of use such as pedestrians, bicyclists, equestrians, and so forth.

Routes of Regional Significance. Roadways that carry significant through-traffic, connect two or more jurisdictions, serve major transportation hubs, or cross county lines. These routes are designated by the Contra Costa Transportation Authority and the Regional Transportation Planning Committees; Pleasant Hill is included within the TRANSPAC RTPC.

Transportation Demand Management (TDM). Strategies used to reduce vehicle travel, with an emphasis on reducing travel during peak periods. TDM is intended to incentivize developers and motorists to use alternative transportation modes or alter commute patterns to help reduce congestion and improve traffic flow without having to increase the increase roadway capacity.

Vehicle Miles Traveled (VMT). The total amount of vehicular miles traveled by the service population of a specific site or area. VMT is used to analyze potential air quality and greenhouse gas impacts. VMT is also the required metric used for the evaluation of environmental impacts as required under the California Environmental Quality Act (CEQA).

5.1 Roadway Network

Network Description

Figure TC-1 shows the existing roadway network in Pleasant Hill. The network includes freeways, arterials, collectors, and local streets, as described below.

Regional Freeways include the following:

- Interstate 680 (I-680), a north-south freeway which generally runs along the eastern edge of the city and connects I-80 in Fairfield to US 101 and I-280 in Santa Clara County;
- State Route 4 (SR 4), an east-west four-to-six-lane freeway which connects I-80 in Pinole to eastern Contra Costa County and San Joaquin County; and
- State Route 24 (SR 24), a four-to-six-lane freeway connecting I-680 in Walnut Creek to Oakland and the Bay Bridge.

Arterials are intended to carry traffic between areas of the city, direct service to major traffic generators, and connect to the freeway system. Arterials also often provide direct access to parcels, although medians commonly restrict left turn options. Arterials in Pleasant Hill include the following:

- **Buskirk Avenue** –A north-south arterial street with traffic signals at Monument Blvd, along the Crossroads Shopping Center, Claire Drive, Mayhew Way, and Coggins Drive. Buskirk serves a variety commercial retail and residential land uses and is often utilized by through traffic traveling south from Monument Boulevard to the Pleasant Hill / Contra Costa Centre BART station and destinations in Walnut Creek and Concord.

- **Chilpancingo Parkway** –An east-west arterial street that connects to Concord Avenue from the east to Morello Avenue to the west in the City of Martinez, CA. Existing traffic signal connections in Pleasant Hill include Contra Costa Boulevard and Old Quarry Road. I-680 access is provided via the interchange at Contra Costa Boulevard. Chilpancingo Parkway attracts regional traffic due Diablo Valley College and adjacent shopping districts. Chilpancingo Parkway also serves adjacent commercial and medium-density multifamily residential development. The eastern extension of this parkway is Concord Avenue, a major access route to downtown Concord.

- **Contra Costa Boulevard** –A north-south arterial street traversing the city parallel to Interstate 680 with freeway access at several locations. Contra Costa Boulevard continues as Pacheco Boulevard north of the North City Limit and connects to North Main Street and a southbound I-680 on-ramp to the south. The boulevard serves much of the city's commercial and business development, as well as Diablo Valley College (via Viking Drive and Golf Club Road). Contra Costa Boulevard is designated a Route of Regional Significance.

- **Geary Road** –An east-west arterial street connecting the Lafayette/Hwy 24 area via Pleasant Hill Road to the east to Walnut Creek/I-680 along the south edge of the city. Gear Road serves regional and provides a direction connection to the Pleasant Hill / Contra Costa Centre BART. Geary Road serves as the southern border of the City to Walnut Creek and provides direct access to various residential and commercial retail districts. Geary Road is designated a Route of Regional Significance.

- **Gregory Lane** – An east-west arterial street connecting Pleasant Hill Road to Contra Costa Boulevard, with a direct connection serving exiting traffic from southbound I-680. West of Pleasant Hill Road, Gregory Lane becomes Grayson Road, a two-lane collector west to Reliez Valley Road. This corridor serves east-west through-traffic, as well as residential, church, retail, and office uses.

- **Golf Club Road** – An east-west four-lane divided arterial street connecting Contra Costa Boulevard to Paso Nogal Road, narrowing to a two-lane road west to its terminus at Contra Costa Country Club. Golf Club Road provides access to residential uses, Diablo Valley College, and several retail centers.

- **Monument Boulevard** – An east-west arterial street connecting Contra Costa Boulevard to Cowell Road and Galindo Street in downtown Concord (the city limits is located just west of Mohr Lane). Monument Boulevard provides regional access to downtown Pleasant Hill and the Crossroads Shopping Center via a single-point urban interchange on I-680. See Figure TC-2.

- **Oak Park Boulevard** – An east-west arterial street connecting Pleasant Hill Road to Interstate 680, where it becomes Coggins Drive, a collector serving the Pleasant Hill BART Station area. The boulevard serves through-travel and local residential and commercial access.

- **Pleasant Hill Road and Alhambra Avenue** – An north-south arterial street– via collector sections between Taylor Boulevard and Geary Road and between Oak Park Boulevard and Gregory Lane – that connects Geary Road with Martinez to the north. Pleasant Hill Road/Alhambra Avenue serves intra-city and regional travel, and provides local access to adjacent residential areas and a school. Pleasant Hill Road/Alhambra Avenue is designated a Route of Regional Significance north of the Taylor Boulevard intersection.

- **Taylor Boulevard** – An arterial street connecting Pleasant Hill Road to Contra Costa Boulevard, continuing as Sun Valley Drive east to I-680, and as Willow Pass Road east of I-680 into Concord. Taylor Boulevard carries local and through traffic. Taylor Boulevard has a median, higher speeds (45 – 55 mph), limited driveways, and controlled intersections. Taylor Boulevard, as well as its extension to I-680 via Sun Valley Drive and its extension to SR 24 via Pleasant Hill Road, is designated a Route of Regional Significance.

Collectors provide access between arterials and local roadways. They connect adjacent neighborhoods, link neighborhoods to arterial streets, and carry through-traffic in residential, industrial, and commercial areas. Primary collectors in Pleasant Hill include:

- **Boyd Road** – An east-west collector street linking Contra Costa Boulevard with Pleasant Hill Road and serving Sequoia Elementary and Middle Schools.

- **Coggins Drive** – An east-west collector street connecting Buskirk Avenue at Oak Park Boulevard to the city limits, where it turns south and continues as a county roadway.

- **Cleaveland Rd** – A short north-south street connecting Downtown Pleasant Hill, Contra Costa Blvd, and N Main St.

- **Ellinwood Drive** – A short east-west collector street connecting Contra Costa Boulevard to residential and commercial development between Contra Costa Boulevard and I-680.

- **Grayson Road** – An east-west collector street extending west from Gregory Lane at Pleasant Hill Road to Reliez Valley Road at the entrance to Oakmont Memorial Park.
- **Hookston Road** – A short two-lane east-west collector street connecting Buskirk Avenue south of the Crossroads Shopping Center to Bancroft Avenue. Hookston Road extends further east as a local roadway serving a residential area.
- **Morello Avenue** – A north-south collector street connecting Chilpancingo Parkway to Taylor Boulevard. Morello Avenue provides access to Diablo Valley College via Viking Drive and Paso Nogal Road, and extends north to Martinez from the intersection at Chilpancingo Parkway.
- **Norse Drive** – A north-south collector street connecting Paso Nogal Road with Taylor Boulevard.
- **Old Quarry Road** – A short north-south collector street connecting Chilpancingo Parkway and Golf Club Road, providing access to Diablo Valley College at Golf Club Road.
- **Paso Nogal Road** – A curving collector street connecting Alhambra Avenue/Pleasant Hill Road just north of the city limits to Morello Avenue and extending from Morello at a separate intersection to Golf Club Road. Paso Nogal provides access to Diablo Valley College via its connection to Golf Club Road and serves direct residential access between Alhambra Avenue/Pleasant Hill Road and Morello Avenue.
- **Patterson Boulevard** – A north-south collector street connecting Boyd Road to Oak Park Boulevard. Patterson Boulevard serves direct residential access as well as through trips, and extends to the south into Walnut Creek as Putnam Boulevard.
- **Viking Drive** – An east-west collector street connecting Morello Avenue to Contra Costa Boulevard, providing access to Diablo Valley College, College Park High School, and providing direct residential access.

The remaining roadways in Pleasant Hill are considered local roadways, whose primary function is to provide direct access to residential and commercial sites.

Circulation Issues

Peak commute congestion is not unique to Pleasant Hill and has become a regular occurrence throughout the Bay Area. Sections of arterials like Contra Costa Boulevard and Taylor Boulevard, and I-680 interchange areas, operate near capacity during the AM and PM peak commute periods. In most cases adding lanes is not feasible and would most likely not resolve congestion over the long term. A potential solution to peak commute congestion is to look at operational efficiency improvements and other innovations to manage congestion and match travel demand to available capacity. Some of Pleasant Hill's arterials serve traffic cutting through the city. Many of these trips are appropriately using the city's roadways, which connect to neighboring communities including Martinez, Lafayette, Concord, and Walnut Creek, while others cut through to avoid congestion on I-680. The challenge for Pleasant Hill is to maintain an efficiently-operating roadway network and discourage diverted regional traffic from the freeway.

Most school areas experience congestion around AM/PM drop-off and pick-up. Congestion is worsened when access routes and driveways onto school properties are limited. Schools with attendance areas extending beyond the Pleasant Hill city limits draw students from these areas, and results in long trip lengths, higher traffic volumes, and impacting many City streets. Steps that can reduce congestion include establishing~~increased~~ school bus service, ~~and~~ improving access to public transit for older student cohorts. ~~transit availability~~, encouraging walking and bicycling through the establishment of safe routes to school (SR2S) programs and initiatives, better drop-off/pick-up circulation, and other tailored school site measures that target individual site opportunities for reducing vehicular traffic. In addition, private schools operating within the City can exacerbate~~sperate~~ traffic congestion as their student populations reside outside of the City limits. Requiring robust Transportation Demand Management (TDM) on private school operators can help to reduce congestion on City streets through programs such as private shuttle bus operations and carpool programs.

Commented [BG1]: Reword

Many residential and collector streets have discontinuous sidewalks, making it difficult to safely walk from point A to point B. As adjacent parcels develop or redevelop, the City typically requires sidewalk improvements. However, where redevelopment is unlikely in the near-term, a prioritized plan for addressing these gaps in the network is needed.

Trends and shifts in lifestyle and other factors have affected travel demand, mode choices, peak periods of use, and circulation patterns. These factors include:

- Remote work schedule
- Widespread use of virtual meeting platforms
- Online shopping
- Online food ordering
- Travel restrictions
- Migration to suburban areas (lower population density)

Figure TC-1 Roadway Network

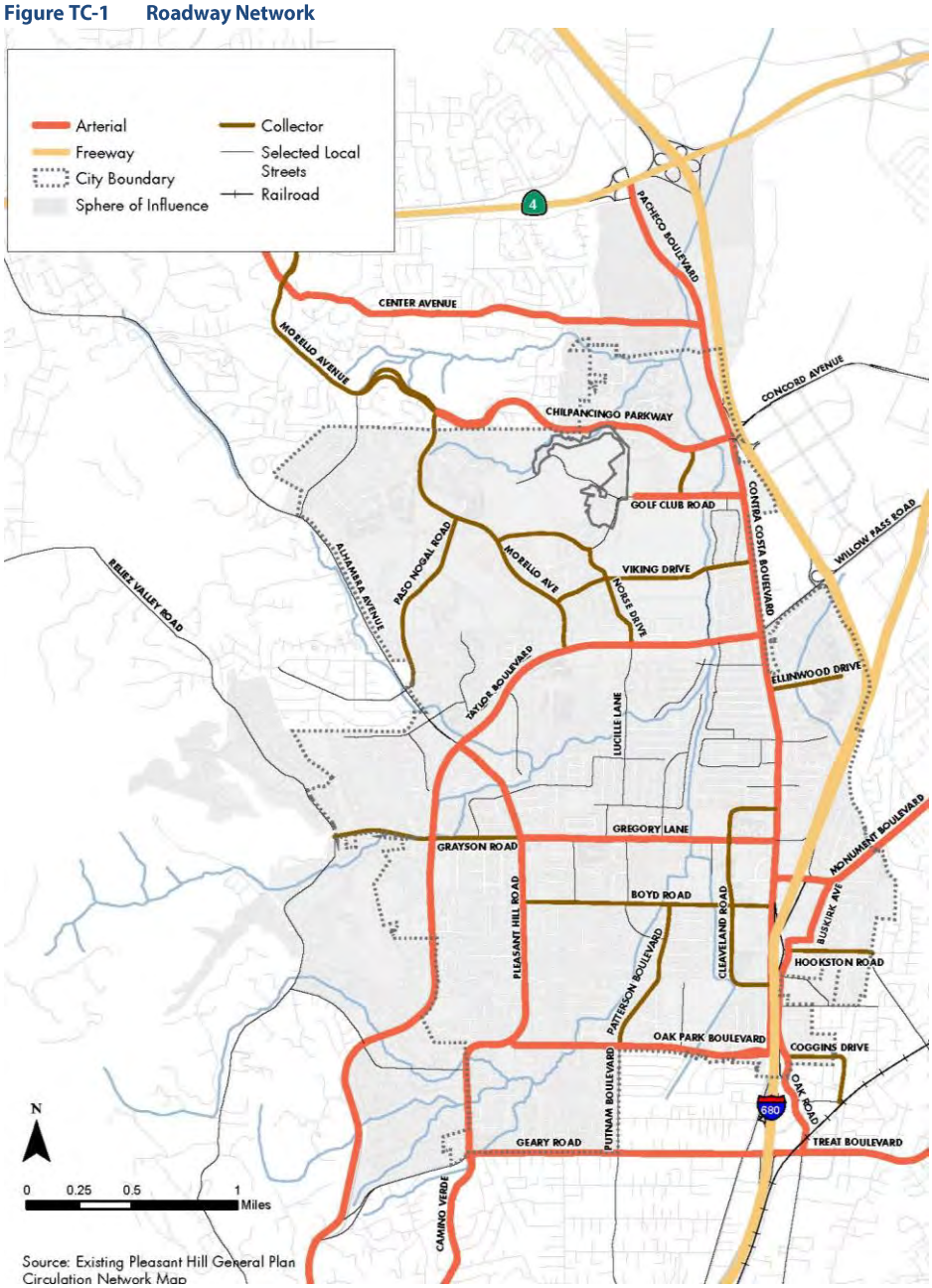


Figure TC-2 Monument Boulevard Triangle

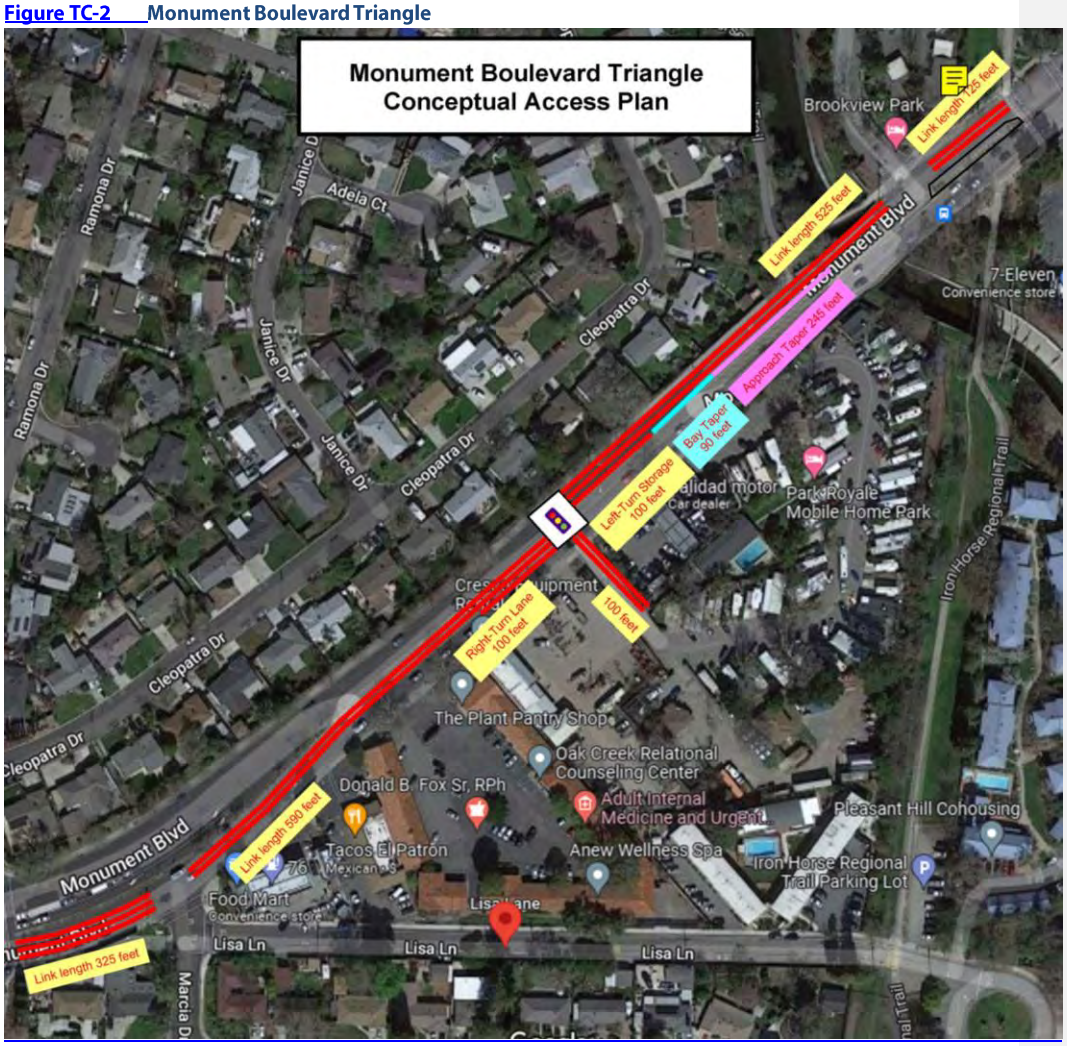


Figure TC-7 is intended to illustrate possible access and connectivity on the transportation network, and is not intended to be used as a design or a construction document.

TC-1	Establish and maintain a safe and efficient circulation system that emphasizes the use of existing arterial and collector roadways, paths, and bike lanes. *[Source: Existing General Plan, Circulation Goal 1]*

TC-1.1 **Rights-of-Way**
Maintain existing circulation system rights-of-way, except as necessary to address localized congestion areas. *[Source: Existing General Plan, Circulation Policy 1A]*

TC-1.2 **Multimodal Travel Options**
Develop a connected network of vehicle, bicycle, and pedestrian facilities that provide continuous, safe, and comfortable travel for users of all ages, abilities, and transportation modes. *[Source: Existing General Plan, Circulation Policy 2A]*

TC-1.3 **Community Input on Complete Streets**
When planning and designing for complete streets, receive input from groups and individuals representing the various types of users of City streets.
[Source: Existing General Plan, Circulation Policy 2B]

TC-1.4 **Community Input on Roadway Improvements**
Support the sponsoring of forums to obtain citizen input to develop roadway improvements aimed at improving traffic circulation, reduce traffic speeding, and maximizing person throughput. *[Source: Existing General Plan, Circulation Program 3.1, modified]*

TC-2	Improve traffic circulation along the city roadway network. *[Source: Existing General Plan, Circulation Goal 3]*

TC-2.1 **Traffic Plan Requirement**
Require new development to establish comprehensive construction traffic plans, for approval by City staff, which denote haul routes, detours, and other factors that may impact public safety. *[Source: Existing General Plan, Circulation Program 1.5]*

TC-2.2 **Level of Service**
Maintain a Level of Service (LOS) of LOS D or better (as defined in this Element) for all public roadways, including Routes of Regional Significance, except when maintaining LOS D would require infrastructure changes that conflict with General Plan policies or programs affecting the pedestrian network, bicycle network, safe routes to school plans, or transit access. Provide bi-annual (every two years) data collection, monitoring, and reporting. *[Source: Existing General Plan, Growth Management Program 2.5, modified]*

TC-2.3 **LOS Standards and Conditions of Approval**
Approve new development which at least meets or is mitigated to meet adopted LOS standards as documented in the City Findings of Consistency. *[Source: Existing General Plan, Growth Management Program 2.8, modified]*

TC-2.4 **Traffic Impact Study**
Require traffic impact studies (including VMT and LOS analysis) as part of the application review process for development projects. *[Source: Existing General Plan, Growth Management Program 2.7, modified]*

TC-2.5 **Transportation Demand Management (TDM)**
Require robust transportation demand management with all new private development that requires establishment of incentives and programs to reduce traffic congestion including annual reporting to ensure transportation demand management goals for a project are being met and to correct transportation demand management practices. *[New Policy]*

TC-2.6 **Safe Routes to School (SR2S)**
Establish a Safe Routes to School program in collaboration with the school districts and private schools that identifies and promotes suggested routes to school and incentivizes students and parents to use alternative transportation modes for school commutes. *[New Policy]*

TC-2.7 **Retail, Commercial, and Industrial Areas**
Develop a plan to improve site access, circulation, and safety to support potential future development and re-development of certain retail, commercial and industrial areas where warranted.

TC-3 Encourage slower vehicle speeds and discourage cut-through traffic along City roadways, especially within residential neighborhoods and along freeway bypass routes. *[Source: Existing General Plan, Circulation Goal 4]*

TC-3.1 **Residential Streets**
Prioritize traffic calming improvements and enforcement efforts along residential roadways that have recurring cut-through traffic or excessive speeding. *[Source: Existing General Plan, Circulation Policy 4A, edited.]*

TC-3.2 **Arterial and Collector Streets**
Minimize opportunities for regionally generated cut-through vehicle travel in the city as part of new roadway projects or projects within public roadways. *[Source: New Policy]*

TC-3.3 **Vehicle Traffic Calming Devices**
Consider traffic calming devices such as lane narrowing, widening medians, neighborhood traffic circles, roundabouts, and landscaping to discourage cut-through vehicle traffic. *[Source: New Policy]*

TC-3.4 **Alternative Methods to Prevent Cut-Through Vehicle Traffic**
Consider the use of alternative street surfacing materials, traffic diverters, special designs, and stop signs to prevent cut-through traffic on residential streets. *[Source: New Policy]*

TC-3.5 **Monument Triangle Congestion**
Support the reconfiguration of the Monument Triangle circulation network and to improve vehicle, pedestrian, and bicycle safety while reducing congestion anticipated from future development. *[Source: New Policy]*

TC-3.6 **School Area Congestion**
Work with the Mount Diablo Unified School District, private schools, and Diablo Valley College to address traffic speeds and congestion near schools and on key access routes. *[Source: New Policy]*

TC-4	Reduce congestion and vehicle trips through land use planning. *[Source: Existing General Plan, Circulation Goal 5]*

TC-4.1 **Transportation Mode Mix**
Plan for appropriate mix of transportation modes and the infrastructure to support these modes to meet community needs.
[Source: Existing General Plan, Circulation Policy 5A]

TC-4.2 **Develop Thoroughfares**
Develop and improve thoroughfares based on existing and proposed land use patterns and projected demand. *[Source: Existing General Plan, Circulation Policy 5B]*

TC-4.3 **Urban Limit Line**
Promote orderly and efficient growth in existing urban areas and protect open space by adhering to the County's ~~proposed~~ ~~City-adopted~~ Urban Limit Line, which the City has adopted.
[Source: Existing General Plan, Growth Management Policy 1A, modified]

TC-4.4 **Infill Development**
Support infill and redevelopment in existing urban areas and around key transit facilities. *[Source: Existing General Plan, Growth Management Policy 1B]*

TC-4.5 **Correlation Between Land Use and Transportation**
Support land use patterns that make more efficient use of the transportation system, such as locating development near transit routes and high quality bicycle/pedestrian facilities, minimizing new driveways, consolidating parking, and other best practice urban design measures. *[Source: Existing General Plan, Growth Management Goal 1, Edited]*

5.2 Multimodal Transportation System

A true multimodal transportation system accommodates all modes of travel, including alternatives to driving. A holistic approach provides a system of local streets that meet the needs of all transportation system users (e.g., cyclists, pedestrians, motorists, transit riders). Driving alone increases congestion on the roadway system and increases the generation of vehicle-miles traveled per capita. It is important to provide Pleasant Hill residents, workers, and visitors with the full range of travel mode options so that those who want to travel by alternative modes can do so.

Mobility options are expanding due to technological innovations and increasing interest in alternatives to private auto ownership, the health benefits of active transportation modes, and combatting climate change. Transportation network companies (TNCs) are providing mobility as a service, and while the TNC business model will likely change over time, these services have become part of the transportation decision-making process for travelers. New self-owned and shared forms of "micro-mobility" like electric scooters (e-scooters) and electric bikes (e-bikes) have expanded rapidly in major cities across the United States and may act as a catalyst for encouraging more active transportation use and divert some short distance trips from low occupancy automobile use.

The prospect of autonomous vehicles (AVs) may result in a transportation future where many citizens might not own a vehicle, but still ride in an automobile.

The following goals and policies are intended to improve multimodal transportation in Pleasant Hill.

TC-5	Support a vibrant, walkable environment that encourages alternative (non-driving) modes of transportation. *[Source: New Goal]*

TC-5.1 **Evaluate Multimodal Facility Needs**
Evaluate the needs of transit, bicycle, and pedestrian facilities and/or access for new development as part of the review process, and require new development to incorporate transit, bicycle, and pedestrian access where feasible and appropriate, consistent with the Circulation Element and the Bicycle and Pedestrian Master Plan (when adopted). *[Source: Existing General Plan, Growth Management Program 3.3]*

TC-5.2 **Impact Mitigation Costs**
Require new development to pay costs necessary to mitigate project impacts on the local and regional transportation system, including establishment of trails and other alternatives to vehicle use as specified in the Capital Improvement Plan and Citywide Bicycle and Pedestrian Master Plan. *[Source: Existing General Plan, Growth Management Program 2.15]*

TC-5.3 **Mobility Technology Support**
Identify and implement technology that supports walking, biking, commuting, and other alternative transportation modes within the City including infrastructure that supports micro mobility use within the City. *[New Policy]*

TC-6	Reduce reliance on the automobile by promoting alternative modes of transportation. *[Source: New Goal]*

TC-6.1 **Encourage Non-Driving Forms of Personal Mobility**
Encourage bicycling, walking, and other forms of personal mobility, like e-scooters, e-bikes, and neighborhood electric vehicles, as energy conserving, non-polluting modes of travel. *[Source: New Policy]*

TC-6.2 **Private Development of Transportation Facilities**
Encourage private entities to develop and maintain publicly accessible transportation facilities, including transit, pedestrian, and bicycle facilities. *[Source: New Policy]*

TC-6.3 **Non-Vehicular Transportation Requirement**
Require new developments that would result in significant increases in air pollution, VMT or noise to incorporate non-vehicular facilities or programs that would reduce the overall project impacts on these resources including e-Bike charging stations and free use e-Bike pod stations for residential and commercial development. *[Source: New Policy]*

TC-6.4 **Amenities for Non-Driving Modes of Transportation**
Require new development with more than 10 housing units or over 5,000 square feet of non-residential uses to include amenities that encourage active modes of

transportation that reduce pollution or VMT as a benefit to the community (e.g., bicycle lockers/racks, showers, dedicated vanpool or carpool parking areas, dedicated shuttle services, e-bike charging stations innovative bus shelter designs). *[Source: New Policy]*

TC-6.5 **Encourage Development of Alternative Fuel Infrastructure**
Encourage development of infrastructure (public and private) to support the use of electric and other alternative fuel vehicles. *[Source: Existing General Plan, Circulation Program 6.12]*

TC-6.6 **Leverage Regional Trail Facilities**
Encourage the exploration of regional approaches to the use of inter-jurisdictional trails such as the Contra Costa Canal Trail and the Iron Horse Trail for all trip purposes. *[Source: New Policy]*

TC-7	Focus on integrated regional transportation planning to better serve the residents of Pleasant Hill. *[Source: New Goal]*

TC-7.1 **Multi-Jurisdictional Transportation Planning**
Participate in multi-jurisdictional transportation planning through TRANSPAC and CCTA activities to ensure all City planning efforts, projects, and developments comply with regional requirements and standards. *[Source: Existing General Plan, Growth Management Program 1.9, modified]*

TC-7.2 **Transportation Conflict Resolution**
Participate in the Contra Costa Transportation Authority's conflict resolution process as needed to resolve disputes related to preparation and implementation of Action Plans and other programs described in this Element. *[Source: Existing General Plan, Growth Management Program 1.10]*

TC-7.3 **Routes of Regional Significance Designations**
Work with TRANSPAC and CCTA in the designation of Routes of Regional Significance. *[Source: Existing General Plan, Growth Management Program 2.2]*

TC-7.4 **Central County Action Plans for Routes of Regional Significance**
Work with TRANSPAC to update and implement the Central County Action Plans for Routes of Regional Significance. *[Source: Existing General Plan, Growth Management Program 2.3]*

5.3 Complete Streets

Complete streets are streets designed to enable convenient, safe access for everyone, accommodating a broad range of transportation modes. This includes pedestrians, cyclists, motorists, and transit riders of all ages and abilities.

The California Complete Streets Act of 2008 (Assembly Bill 1358), as well as recent changes in California Environmental Quality Act (CEQA) and congestion management law, highlight a need for mobility elements to have a broader focus that emphasize other travel modes beyond driving. It

requires jurisdictions to provide local streets with facilities that meet the needs of all transportation system users (e.g., cyclists, pedestrians, motorists, transit riders) when updating their general plans.

Complete streets should be part of a comprehensive, integrated, and connected transportation network. Complete streets should include a balanced design that accommodates all modes of transportation, varied uses and activities, and diverse, context-sensitive streetscape elements. Pedestrian and bicycle facilities should be safe, efficient, and well-maintained.

The following goals and policies address complete streets in Pleasant Hill.

TC-8	Encourage the development of a comprehensive and integrated transportation network with infrastructure and design features that allow safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, youth, and families. *[Source: New Goal]*

TC-8.1 **Complete Streets Principles**
Apply complete streets principles when building new, or rehabilitating existing, roadways, consider the following design elements:

- Sidewalks and curbs as a standard design principle.
- Bicycle lanes and/or shared lanes as a standard design principle.
- Transit accessibility as a standard design principle.
- Shade trees and planting strips as a standard design principle along roadways *[Source: Existing General Plan, Circulation Program 2.3, modified]*

TC-8.2 **Review for Complete Streets**
Review street reconstruction, new development, and utility projects to incorporate complete street elements when feasible, including trails, bus stop enhancements, and bicycle/pedestrian facilities. *[Source: Existing General Plan, Circulation Program 2.4, modified]*

TC-8.1 **Regional Complete Streets Planning**
Coordinate internally and with other agencies to plan for the provision of complete streets regionally. *[Source: Existing General Plan, Circulation Program 2.7]*

TC-8.2 **Multi-Modal Roadways**
Consider the needs of vehicles, bicycle, and pedestrians on all city roadways and facilities. *[Source: Existing General Plan, Growth Management Policy 3A]*

TC-8.3 **Reduce Vehicle Speeds**
Support the reduction of vehicle speeds using engineering and design techniques, community education, and evaluation and planning strategies rather than relying solely on enforcement. *[Source: New Policy]*

TC-8.4 **Wide Sidewalks for Shared Use**
Provide wide sidewalks to allow shared use by pedestrians, bicyclists, and non-motorized modes of transportation as directed by the City Engineer. *[Source: New Policy]*

TC-8.5 **Limit Roadway Widening**
Limit roadway widening and prioritize bicycle and pedestrian facility improvements within the right of way to increase roadway capacity that does not conflict with emergency access requirements. *[Source: New Policy]*

TC-8.6 **New Development Neighborhood Traffic Impacts**
Require developer participation in the cost of installation of traffic calming measures to reduce neighborhood traffic impacts through fee payments or direct contribution as a condition of approval, if applicable. *[Source: New Policy]*

TC-8.7 **Coordinate with Pavement Improvement Projects**
Coordinate pedestrian facility improvements with pavement improvement projects (e.g., repaving and restriping). *[Source: New Policy]*

TC-8.8 **Visually Appealing Medians and Street Edges**
Provide enhanced landscape medians and street edges that are visually appealing and provide shade and buffers for pedestrians and cyclists. *[Source: Existing General Plan, Circulation Program 2.6]*

TC-8.9 **Traffic Safety Corridors**
Identify Traffic Safety Corridors along Suggested Routes to School and protected residential neighborhoods as allowed through California Assembly Bill 43 – Traffic Safety to establish lower speed streets to improve bicycle and pedestrian safety. [
[Source: New Policy]

5.4 Pedestrian Facilities

The City's pedestrian facilities consist of sidewalks, crosswalks, pedestrian signals, curb ramps and pedestrian-scale street lighting, as well as the Contra Costa Canal Trail which runs north-south through the city and connects to the Iron Horse Trail, and several other shorter off-road pathways. The Contra Costa Canal Trail and Iron Horse Regional Trail help provide access to commercial and residential areas, schools, public transportation, and other community facilities throughout Pleasant Hill and its surrounding communities.

While sidewalks are provided on many city streets, some streets have gaps in the sidewalk network. In addition, walking can be uncomfortable on higher-traffic, higher-speed streets such as Contra Costa Boulevard, Taylor Boulevard, Gregory Lane, and others. Such streets form an effective obstacle for pedestrians needing to cross the street, as does Interstate 680. These barriers can discourage walking as a means to get to work, school, shopping, and recreational destinations.

The following goals and policies address pedestrian facilities and needs in Pleasant Hill. See also goals TC-11 and 12 and their supporting policies, which address pedestrian concerns along with bicyclist's concerns.

TC-9	Prioritize a safe and connected pedestrian network for users of all ages and abilities. *[Source: Existing General Plan, Circulation Goals 8 and 9, modified]*

TC-9.1 **Pedestrian Safety**
Maintain and upgrade the City's pedestrian system by installing or upgrading sidewalks, warning devices, crosswalks, and other pedestrian aids where appropriate, including particular consideration for the needs of users of all ages and abilities. *[Source: Existing General Plan, Circulation Policy 8A, modified]*

TC-9.2 **Pedestrian Connections**
Require new development to use best practices in providing pedestrian connections between sites and existing and planned pedestrian facilities, including those identified in the Bicycle and Pedestrian Master Plan and other relevant plans and documents. *[Source: New Policy]*

TC-9.3 **Enhance Pedestrian Crossings**
Enhance pedestrian crossings on all arterial and collector roadways. *[Source: New Policy]*

TC-9.4 **Sidewalk Maintenance**
Maintain existing sidewalk to meet ADA requirements, including removal or relocation of objects obstructing pedestrian path and installation of wider or detached sidewalks with a buffer separation from vehicular traffic, where feasible. *[Source: New Policy]*

TC-9.5 **Sidewalk Guidelines and Standards**
Establish sidewalk standards and guidelines for enhancing existing sidewalk and installation of new sidewalks. *[Source: New Policy]*

TC-9.6 **Planning for Pedestrian Improvements**
Ensure all planning processes, such as PUD Concept Plans, master plans and specific plans, identify areas where pedestrian improvements can be made, such as new connections, increased sidewalk width, improved crosswalks, improved lighting, and new street furniture. *[Source: New Policy]*

TC-9.7 **Enhance Street Lighting**
Enhance street lighting to provide for better pedestrian safety. *[Source: New Policy]*

TC-9.8 **Sidewalk Improvements**
Improve sidewalks to facilitate access by users of all ages and abilities. *[Source: Existing General Plan, Circulation Policy 9A]*

TC-9.9 **Sidewalk Gap Closure Plan**
Create a sidewalk gap closure plan that identifies high-priority sidewalk gaps throughout the city and establishes an implementation plan for eliminating the gaps. *[Source: New Policy]*

Commented [BG2]: Make this apply to all sidewalks, not just gaps

TC-10	Provide well-designed and well-maintained off-street paths and trails. *[Source: New Goal]*

TC-10.1 **Prioritize Linkages**
Design and maintain a pedestrian system that provides connections between trails and access to roadways and parking. *[Source: New Policy]*

TC-10.2 **Safe and Interconnected Trails**
Work with other responsible/owner agencies to e~~E~~nsure the trails system is designed to be safe and interconnected, incorporating on-street connections where needed, designed for pedestrians and/or bicyclists, and consistent with other relevant plans. *[Source: New Policy]*

TC-10.3 **Safe ~~and Interconnected~~ Trail Crossings**
Provide safe trail crossings at surface streets for all non-motorized users. This requires the installation of signs, striping, pavement markings, and actuated traffic control devices, where applicable. *[Source: New Policy]*

TC-10.4 **New Trails**
Coordinate with East Bay Municipal Utility District and other agencies to explore new trail opportunities to provide connections to parts of the city without off-road bicycle and pedestrian connections. *[Source: New Policy]*

5.5 Bicycle Facilities

Bikeways are classified into the following four types:

- **Class I Bikeways (Bike Paths)** are also described as shared paths (shared with pedestrians) or multi-use paths and provide a completely separate right-of-way designated for the exclusive use of bicyclists and pedestrians with minimized vehicle and pedestrian cross-flow.
- **Class II Bikeways (Bike Lanes)** are lanes for bicyclists generally adjacent to outer vehicle travel lanes with special lane markings, pavement legends, and signage.
- **Class IIB Bikeways (Buffered Bike Lanes)** are lanes for bicyclists with a designed buffer space to adjacent vehicle travel lanes without vertical elements within the buffer space.
- **Class III Bikeways (Bike Routes)** are designated by signs or pavement markings for shared use with pedestrians or motor vehicles but have no separated bike right-of-way or lane striping.
- **Class IV Bikeways (Cycle Tracks or Protected Bike Lanes)** provide a right-of-way designated exclusively for bicycle travel within a roadway and which are protected from other vehicle traffic with devices including, but not limited to, grade separation, flexible posts, inflexible physical barriers, or parked cars.

The City adopted ~~prepared the Draft~~Bicycle and Pedestrian Master Plan in ~~(July~~ 2022 ~~September 2020)~~ guides the expansion and improvement of bicycle facilities citywide ~~throughout the City~~. Figure TC-3 shows the existing and recommended bicycle network described in the Master~~Draft~~ Plan. The network

includes bicycle facility gap closures on key routes, bicycle facilities, and bicycle facility upgrades (e.g., from Class III to Class I, Class II, or Class IV). The recommended network would create a more complete and connected bicycle network within Pleasant Hill and connect bicyclists to high-demand destinations within and adjacent to the city.

The following goals and policies address bicycle facilities and bicyclist needs in Pleasant Hill and are consistent with the Draft Bicycle and Pedestrian Master Plan.

TC-11	Increase the number of bicycle and pedestrian trips by users of all ages and abilities. [*Source: Draft Bicycle and Pedestrian Master Plan Goal 1]*

TC-11.1 Bicycle and Pedestrian Network
Support a network of safe and comfortable bikeway and pedestrian facilities connecting neighborhoods and destinations in Pleasant Hill and adjacent jurisdictions. [*Source: Draft Bicycle and Pedestrian Master Plan Policy 1.1, modified]*

Commented [BG3]: Modify per GPAC Member Nelson's comments

TC-11.2 Street Design
Require street cross-sections to accommodate bicyclists, micro-mobility users, and pedestrians. [*Source: Draft Bicycle and Pedestrian Master Plan Policy 1.2, modified]*

TC-11.3 Protected Bicycle Facilities
Consider incorporating protected bicycle and pedestrian facilities in higher density land use areas and along major transportation corridors to the greatest extent feasible. [*Source: Existing General Plan, Circulation Program 5.1, modified]*

TC-12	Strive to eliminate all fatal and serious injury bicycle and pedestrian related crashes. [*Source: Draft Bicycle and Pedestrian Master Plan Goal 2]*

TC-12.1 Collision Database
Create a traffic count data and collision database and work with applicable City departments and law enforcement to map collision data for identifying problem areas. [*Source: Draft Bicycle and Pedestrian Master Plan Policy 2.1]*

TC-12.2 Design Standards
Support design upgrades to bicycle and pedestrian facilities to increase connectivity and safety citywide.
[Source: New Policy]

TC-12.3 Bicycle and Pedestrian Education
Support bicycle and pedestrian safety education in all Pleasant Hill schools. Continue to support Safe Routes to Schools programs to address pedestrian and bicycle safety.
[Source: Draft Bicycle and Pedestrian Master Plan Policy 2.3]

TC-12.4 Safe Routes to School (SR2S)
Support Safe Routes to School infrastructure and education & encouragement programs to address and enhance pedestrian and bicycle safety. Develop Suggested Route to School maps for Pleasant Hill schools to help prioritize infrastructure improvements along routes supporting student commutes. *[Source: New Policy]*

TC-12.5 **Technology Safety Enhancements**
Identify and deploy technology solutions to support bicycle and pedestrian safety through the City including passive detection systems at traffic signals and trail crossings. *[Source: New Policy]*

TC-12.6 **Bike Route Connectivity**
Develop and sign a network of bicycle routes that provide connectivity between homes, job centers, schools and other frequently visited destinations. *[Source: New Policy]*

TC-12.7 **Emphasis on Walking and Biking**
Encourage more people to walk and bicycle for a variety of purposes. *[Source: Draft Bicycle and Pedestrian Master Plan Goal 3]*

TC-12.8 **Bicycle Parking**
Support the expansion of the bicycle parking network in Pleasant Hill.
[Source: Draft Bicycle and Pedestrian Master Plan Policy 4.1]

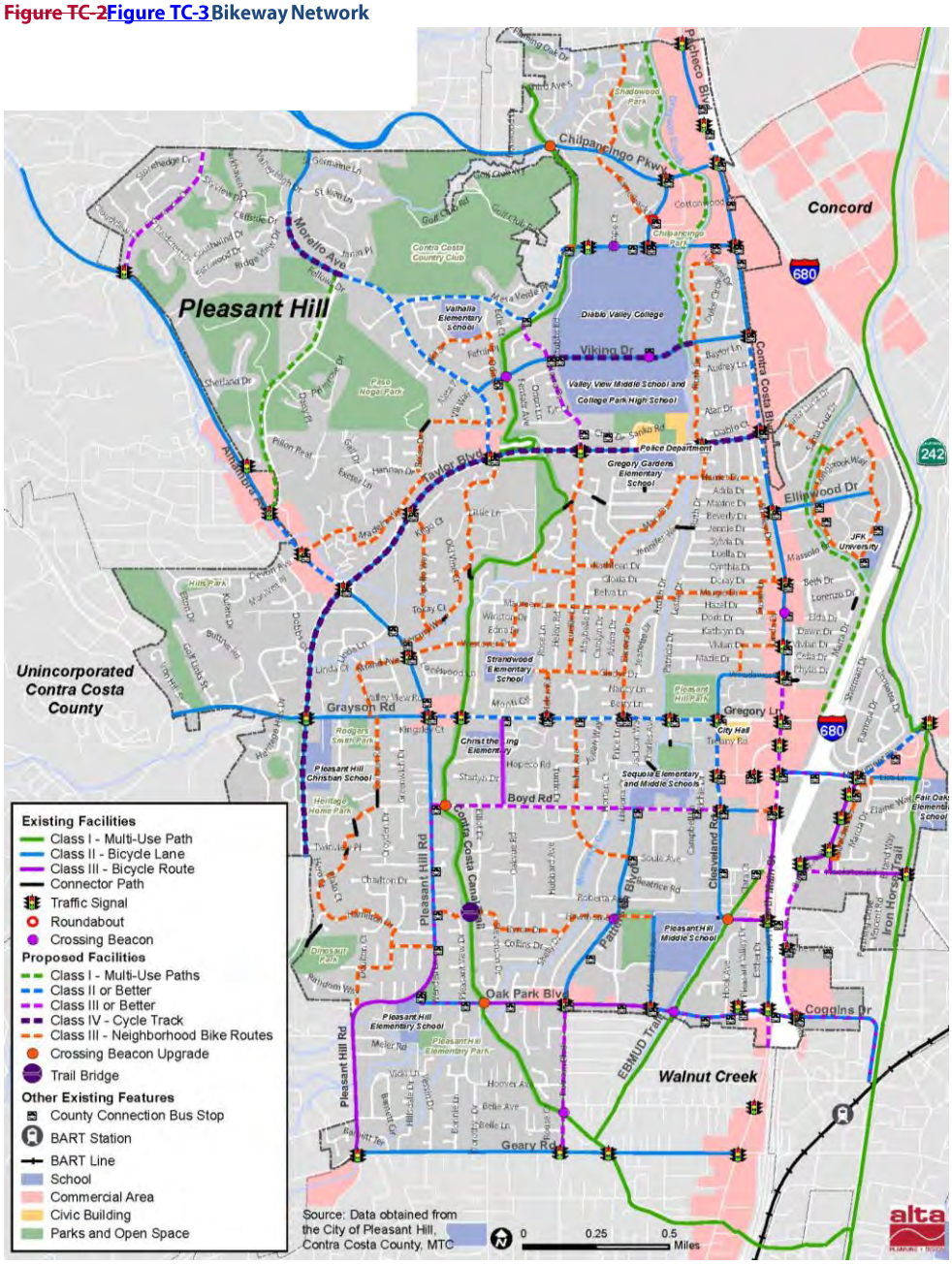
TC-12.9 **Supportive Infrastructure**
Encourage the implementation of supportive infrastructure and programs.
[Source: Draft Bicycle and Pedestrian Master Plan Policy 4.2, modified]

TC-12.10 **Safe Intersections for Bicycles**
Ensure adequate crossing times and detection for bicycle users at signalized intersections. *[Source: Existing General Plan, Circulation Program 7.4]*

TC-12.11 **Commute Information**
Promote 511 Contra Costa alternative commute mode materials to encourage reduced reliance on vehicular use.
[Source: Draft Bicycle and Pedestrian Master Plan Policy 4.3, modified]

TC-12.12 **Bike to Work Day**
Promote and support a Bike to Work Day.
[Source: Draft Bicycle and Pedestrian Master Plan Policy 4.4]

~~Figure TC-2~~Figure TC-3 Bikeway Network



5.6 Transit Services

Pleasant Hill's central location within the East Bay provides access to surrounding cities and communities, as well as to other parts of the San Francisco Bay Area. While the suburban setting lends itself to vehicular use as a preferred mode of travel, many trips can be made by public transit. The city's transit services are described below.

BART

The Pleasant Hill BART station is located just southeast of the city limits in the unincorporated County, at Contra Costa Centre. The station provides connections for all modes of travel and serves as a transit village for local and regional transit services. The BART Yellow Line line serves travel between Pittsburg/Antioch and San Francisco, including the San Francisco International Airport (as shown in Figure TC-5) . Via connections in Oakland, riders can travel to Richmond, Milpitas, and Dublin/Pleasanton. Contra Costa Centre is also home to several regional and local bus routes with service to San Francisco, Oakland, Sacramento, Fairfield, Vallejo, and Pleasanton/Dublin. In addition to the Contra Costa County Transit Authority's County Connection routes, described below, regional connections are provided by Fairfield and Suisun Transit, Solano Express, and Wheels Express.

County Connection

County Connection routes traverse the city, providing access to Diablo Valley College, Pleasant Hill BART, Downtown Pleasant Hill (as shown in Figure TC-6), the Martinez Amtrak Station, and other key destinations (refer to Figure TC-~~3~~4).

The following goals and policies address transit service in Pleasant Hill.

TC-13 Reduce congestion and vehicle trips through non-automobile transportation.
[Source: Existing General Plan, Circulation Goal 6]

TC-13.1 Bus and Rail Services
Coordinate with local transit providers (i.e., bus, paratransit, and rail service) to provide expanded schedules and services that meet the needs of Pleasant Hill residents.
[Source: Existing General Plan, Circulation Policy 6A, modified]

TC-13.2 Innovative Transportation Technologies
Work with transit providers, employers, schools, and developers to encourage innovative technologies that promote more effective and expanded use of transit and facilitate other innov~~ativ~~ations ~~e alternative modes of transportation~~to serve first and last mile travel, such as mobility hubs and micro-mobility (e-scooters, e-bikes).~~.~~
[Source: Existing General Plan, Circulation Program 4.7 and 6.7, modified]

TC-13.3 Support County Connection Improvements
Support County Connection to improve all types of accessibility and comfort for their facilities and to incorporate intermodal facilities where feasible. *[Source: Existing General Plan, Circulation Program 6.6, modified]*

TC-13.4 Transit for Commuters and Special Needs Populations
Work with transit providers and other regional TDM entities to promote and incentivize use of transit for commuters, seniors, students, and persons with disabilities. *[Source: Existing General Plan, Circulation Program 6.9, modified]*

TC-13.5 **Senior Van Service**
Maintain the City's Senior Van Service for residents over the age of 55, subject to the availability of funding. *[Source: Existing General Plan, Growth Management Program 3.4]*

~~Figure TC-3~~Figure TC-4 Public Transit

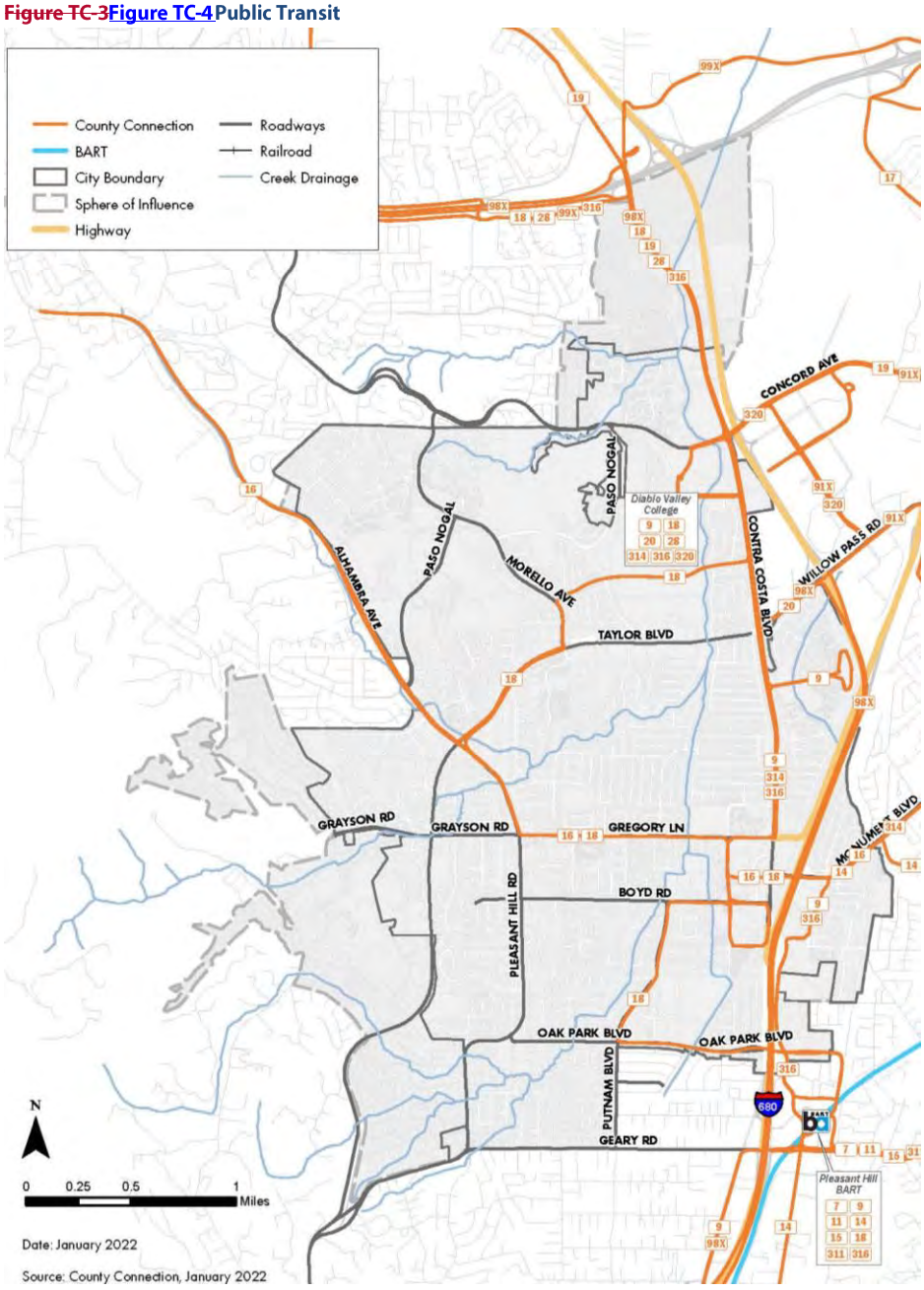


Figure TC-5 Pleasant Hill/Contra Costa Centre BART

TC-4 is intended to illustrate transportation network, connectivity, and mobility for all users at the BART Station area.

Figure TC-6 Pleasant Hill Downtown Area

TC-5 is intended to illustrate transportation network, connectivity, and mobility for all users in the downtown area. It is not intended to govern land uses.

5.7 Goods Movement

Pleasant Hill relies on efficient and reliable commercial truck routes to accommodate and facilitate goods movement that is essential for supporting economic growth and quality of life. On-going changes in on-demand goods delivery services and increases in e-commerce are changing the way members of the community purchase and receive goods, which changes the nature of mobility for people and freight. Since these types of deliveries are expected to increase over the coming years, it is important to address the needs of goods movement and the unique needs of trucks and delivery vehicles in order to limit the impacts associated with e-commerce.

The following roadways are designated truck routes within the city as shown on Figure TC-7~~6~~. Other roadways can be used by trucks for direct pick-up or delivery, emergency vehicles, public utility vehicles, buses, and certain other purposes:

- Buskirk Avenue
- Contra Costa Boulevard
- Geary Road
- Gregory Lane
- Grayson Road between Pleasant Hill Road and Taylor Boulevard
- Monument Boulevard
- North Main Street
- Pleasant Hill Road north of Gregory Lane
- Taylor Boulevard

The following goal and supporting policies address goods movement in Pleasant Hill:

TC-14	Provide for the safe and efficient movement of goods to support commerce, industry, and the community. *[Source: New Goal]*

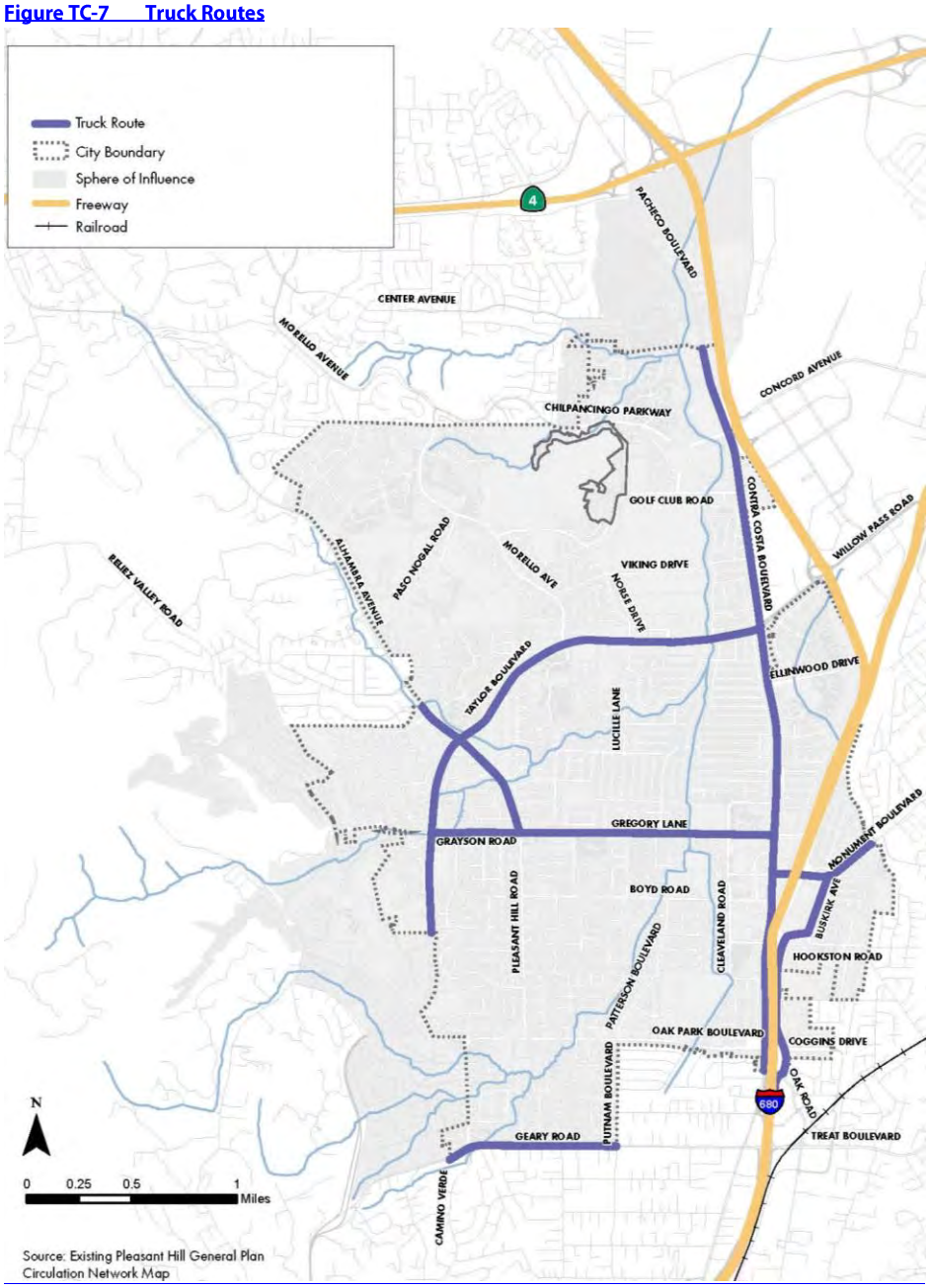
TC-14.1 Minimize Truck Conflicts
Minimize potential conflicts between trucks and pedestrian, bicycle, and transit travel on streets designated as truck routes. *[Source: New Policy]*

TC-14.2 Minimize Truck Loading and Unloading Conflicts
Minimize potential conflicts between truck loading and unloading and pedestrian, bicycle, and transit travel. *[Source: New Policy]*

TC-14.3 Minimize Truck Impacts on Air ~~Pollution~~Quality and Noise Levels
Minimize the impact of truck parking and loading/unloading activities on air ~~pollution~~quality and noise levels. *[Source: New Policy]*

~~TC-14.3~~TC-14.4 Truck Route Network
Develop a signage program that identifies truck routes. *[Source: New Policy]*

Figure TC-7 Truck Routes



5.8 Travel Demand Management and VMT Reduction

Transportation Demand Management (TDM) is the application of strategies to reduce vehicle travel with the goal of reducing vehicle miles of travel (VMT) and its corresponding impact on air quality and greenhouse gases. TDM implementation can also reduce congestion and improve traffic flow without having to increase the capacity or physical size of transportation infrastructure.

The following goal and supporting policies address TDM and overall VMT reduction in Pleasant Hill:

TC-15	Reduce vehicle trips and vehicle trip lengths and manage vehicle congestion through a comprehensive program of transportation resources and services. *[Source: New Goal]*

TC-15.1 TDM Alternatives
Meet the increased transportation needs of the community with TDM alternatives. *[Source: Existing General Plan, Growth Management Policy 3B]*

TC-15.2 Require TDM Programs
Require new development and redevelopment to implement appropriate TDM programs to encourage walking, biking, carpooling, and transit use, and to reduce vehicle trips. *[Source: New Policy]*

TC-15.3 TDM for New Development
All new development with more than 10 housing units or over 5,000 square feet of non-residential uses shall be required to include a detailed and measurable TDM program. *[Source: New Policy]*

TC-15.4 Require Travel Demand Model Application
Require the City or developers to apply CCTA's travel demand model and Technical Procedures to the analysis of land use projects requiring General Plan Amendments (GPAs) and developments exceeding specified threshold per Measure J requirements. *[Source: Existing General Plan, Growth Management Program 2.10]*

TC-15.5 Help Maintain Travel Demand Modeling System
Assist CCTA in maintaining its travel demand modeling system by providing information on proposed transportation improvements, including those adopted as part of the City's Capital Improvement Program, planned and approved development within the city and long-range plans relative to MTC/ABAG's projections for household and jobs within the city. *[Source: Existing General Plan, Growth Management Program 2.11]*

TC-15.6 TDM Measures for Non-Residential Land Uses
Encourage measures to reduce vehicular trips and vehicle-miles travelled (VMT). Examples are the provision of on-site childcare and after-school care facilities, and on-site modular mini-conference rooms for virtual meetings. *[Source: New Policy]*

5.9 Implementation Programs

Programs	Implements Which Policy(ies)	Responsible Supporting Department(s)	2021 – 2025	2026 – 2030	2031 – 2040	Annual	Ongoing
A Transportation System Management Ordinance Update the transportation system management (TSM) ordinance or resolution as needed, to comply with CCTA's model TSM ordinance. *[Source: Growth Management Program 3.7]*	TC-1	Engineering Division	■				
B Vision Zero Adopt and maintain a vision zero action plan that monitors areas of high accident rates and identify mitigation measures to eliminate traffic related fatalities and severe injuries. *[Source: Circulation Program 1.3, modified]*	TC-1 TC-3.3 TC-12.1	Engineering Division		■			■
C Right-of-way Improvement Identification Identify specific roadway segments where improvements may be needed to improve safety, circulation, multimodal access, or other infrastructure needs. *[Source: Circulation Program 1.1, modified]*	TC-1.1	Engineering Division		■			
D LOS Standards Amend the General Plan, Zoning Ordinance, Capital Improvement Program or other relevant City plans and regulations as necessary to attain the LOS standards and establish VMT criteria. *[Source: Growth Management Program 1.8, modified]*	TC-2.2	Engineering Division	■				■

Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2021 – 2025	2026 – 2030	2031 – 2040	Annual	Ongoing
E Evaluate Congested Intersections Every five (5) years, evaluate citywide intersection level-of-service for peak hour congestion and develop mitigation measures. *[Source: Circulation Program 3.2, modified]*	TC-2.2 TC-2.3 TC-2.4	Engineering Division	■	■	■		■
F Commercial Area Develop a plan to improve access, circulation, and safety for potential future development and re-development of the Monument Boulevard Triangle as shown in Figure TC-2. ~~and Linda Lane commercial and mobile park area.~~ *[Source: New Implementation program]*	TC-2.7	Engineering Division City Manager	■	■			
G Non-automobile Commute Incentives Prepare an ~~analysis of potential~~ incentives to encourage City employees to commute to work using alternative means, including BART and bus passes, ridesharing, van pooling, and secure bicycle storage facilities. *[Source: Circulation Program 6.8]*	TC-6 TC-6.1 TC-6.3 TC-6.4	Engineering Division City Manager		■			
H Regional Transportation Mitigation Program Implementation Implement TRANSPAC's Regional Transportation Mitigation Program as needed when assessing new development and its impacts to regional and sub-regional routes. *[Source: Growth Management Program 2.13]*	TC-7.1	Engineering Division					■

Programs		Implements Which Policy(ies)	Responsible / Supporting Department(s)	2021 – 2025	2026 – 2030	2031 – 2040	Annual	Ongoing
I	**Complete Streets Best Practices** Develop and apply a complete streets best practices checklist to guide the design and review of proposed transportation improvement projects incorporating appropriate provisions from standard reference guidelines from federal, state and local sources (e.g., Federal Highway Administration, Caltrans, MTC, ABAG, ITE, etc.) *[Source: Circulation Program 2.1]*	TC-8.1	Engineering Division	■				
J	**Citywide Bicycle Plan and Pedestrian Master Plan** Update every seven (7) years the Citywide Bicycle Plan and Pedestrian Master Plan to specify bicycle and pedestrian facility networks, and to identify and prioritize bicycle and pedestrian facility needs in the city. *[Source: Growth Management Program 3.2]*	TC-11.1	Engineering Division	■	■	■		■
K	**Explore Independent Alignments** Prepare an analysis of potential for the dedication and preservation of independent alignments, including utility, abandoned waterways, and railroad right of ways, for the development of bicycle paths. *[Source: Circulation Program 7.6]*	TC-11.1 TC-12.4 TC-12.5	Engineering Division			■		

Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2021 – 2025	2026 – 2030	2031 – 2040	Annual	Ongoing
L Review and Maintenance of Benchmarks Ensure public bicycle and pedestrian needs are regularly reviewed by preparing and maintaining benchmark pedestrian and bicyclist volumes and movements. *(Source: Draft Bicycle and Pedestrian Master Plan Policy 3.2 and 3.3, modified)*	TC-12	Engineering Division					■
M Collision Database Prepare and ~~regularly update a~~ collision database to track and implement transportation public safety measures. *(Source: New Implementation Program)*	TC-12.1	Engineering Division Police Department		■			■
N Bicycle and Pedestrian Design Standards Prepare updated design standards and upgrades for bicycle and pedestrian facilities consistent with the Bicycle and Pedestrian Master Plan. *(Source: Draft Bicycle and Pedestrian Master Plan Policy 2.2, modified)*	TC-12.2	Engineering Division Planning Department		■			
O Accessibility Improvements Grants Identify and apply for grants that may be used to assist in the funding of projects that will improve access for persons with disabilities. *[Source: Circulation Program 9.2]*	TC-13.4	City Manager Engineering Division	■				
P Incentivized Reduced Vehicle Trips Create incentives for existing employers to reduce their vehicle trips. *[Source: New Implementation Program]*	TC-15 TC-15.1 TC-15.2	Engineering Division~~Engineering Division~~ City Manager		■			

Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2021 – 2025	2026 – 2030	2031 – 2040	Annual	Ongoing
Q Promote Carpools and Vanpools Promote the use of carpools and vanpools by supporting and advertising services and programs implemented by 511ContraCosta.org, which operates transportation demand management (TDM) programs and services in the city. *[Source: Growth Management Program 3.5]*	TC-15.1 TC-15.2	City Manager					■
R Transportation Demand Management System Develop a transportation demand management program checklist and seek to fund TDM fee. *[Source: Circulation Program 6.1]*	TC-15.1 TC-15.2 TC-15.3 TC-15.4	Engineering Division Planning Division	■				
S Capital Improvement Plan Prepare and regularly update a Capital Improvement Plan that identifies roadways and transportation improvements needed to implement the general plan goals and policies for each five-year planning period, including the budgeting of local funds, development fees, and various State/Federal grants secured for the implementation of the various projects and programs *[Source: Growth Management Program 3.1, modified]*	TC-15.5	Engineering Division City Manager					■
T Suggested Routes to School Develop a Suggested Route to School Program that includes new Suggested Routes to School Map and Education & Encouragement programs. *[Source: New Implementation Program]*	TC-12.4	Engineering Division City Manager	■				

Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2021 – 2025	2026 – 2030	2031 – 2040	Annual	Ongoing
U Bike Route Connectivity Develop and sign a network or bicycle routes that provide connectivity between homes, job centers, schools, and other frequently visited destinations. *[Source: New Implementation Program]*	TC-12.5	Engineering Division City Manager	■				
V Truck Route Network Develop a signage program that identifies truck routes. *[Source: New Implementation Program]*	TC-14.3	Engineering Division City Manager		■			
W Non-motorized Bicycle Requirements Develop city code requirements regarding the use of non-motorized bicycles including compliance and enforcement. *[source: New Implementation Program]*	TC-6.1	Engineering Division City Manager Planning Department Police Department	■				
X E-Bike and E-Scooter Requirements Develop city code requirements regarding the use of e-bikes and e-scooters including compliance and enforcement. *[source: New Implementation Program]*	TC-6.1	Engineering Division City Manager Planning Department Police Department	■				

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