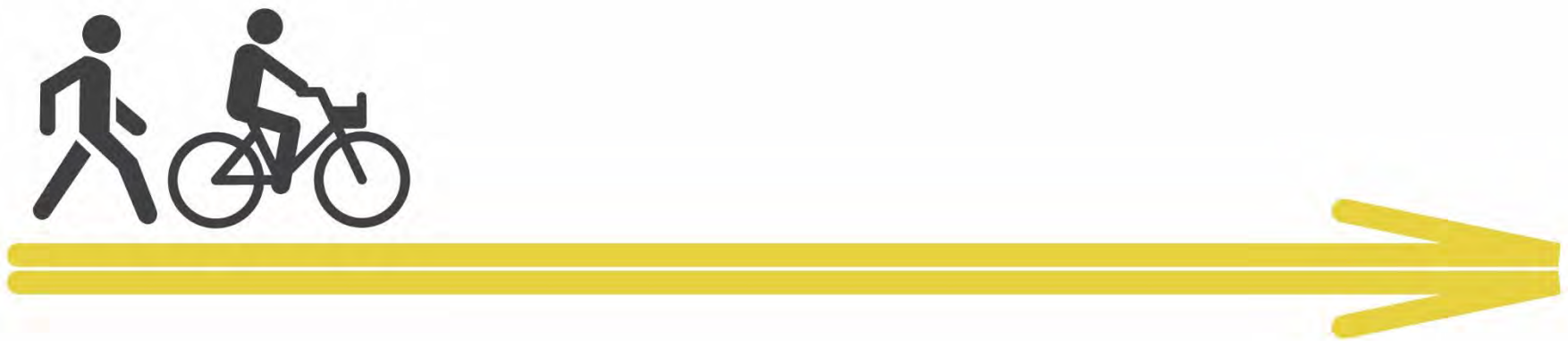
City of Concord

# Bicycle, Pedestrian & Safe Routes to Transit Plan Appendices

September 2016



# Background Data & Information

Appendix A

# Background Data & Information

## LAND USE

For a map of land use designations in Concord, see Figure A-2.

## DEMOGRAPHICS

### Population

Concord's population has increased by about 3,000 over the last five years (see Table A-1).

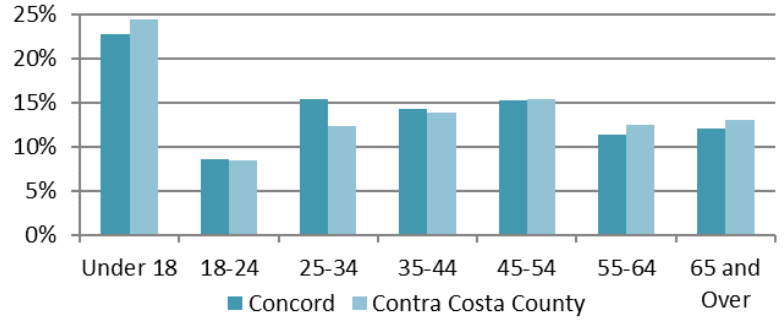
**Table A-1: Population**

| Year | Population |
|---|---|
| 2000* | 121,780 |
| 2009 | 120,775 |
| 2010* | 122,067 |
| 2011 | 121,989 |
| 2012 | 122,683 |
| 2013** | 123,658 |

**Decennial Census data. **American Community Survey 3-year estimate. All other years are American Community Survey 5-year estimates.*

### Age

Age distributions in the community overall are fairly consistent with Contra Costa County, as shown in Figure A-1.




*Source: American Community Survey 2013 3-year estimate*

**Figure A-1: Age Distribution in Concord and Contra Costa County**

# LAND USE

- Open Space
- Public/Quasi-Public
- Downtown Pedestrian
- North Todos Santos
- Community Reuse Plan
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Mixed Use
- Business Park
- Community Office
- Hospital/Medical Center
- Heavy Industrial
- Military
- Unclassified
- Water

- BART Station
- BART Track
- Downtown
- City Limit

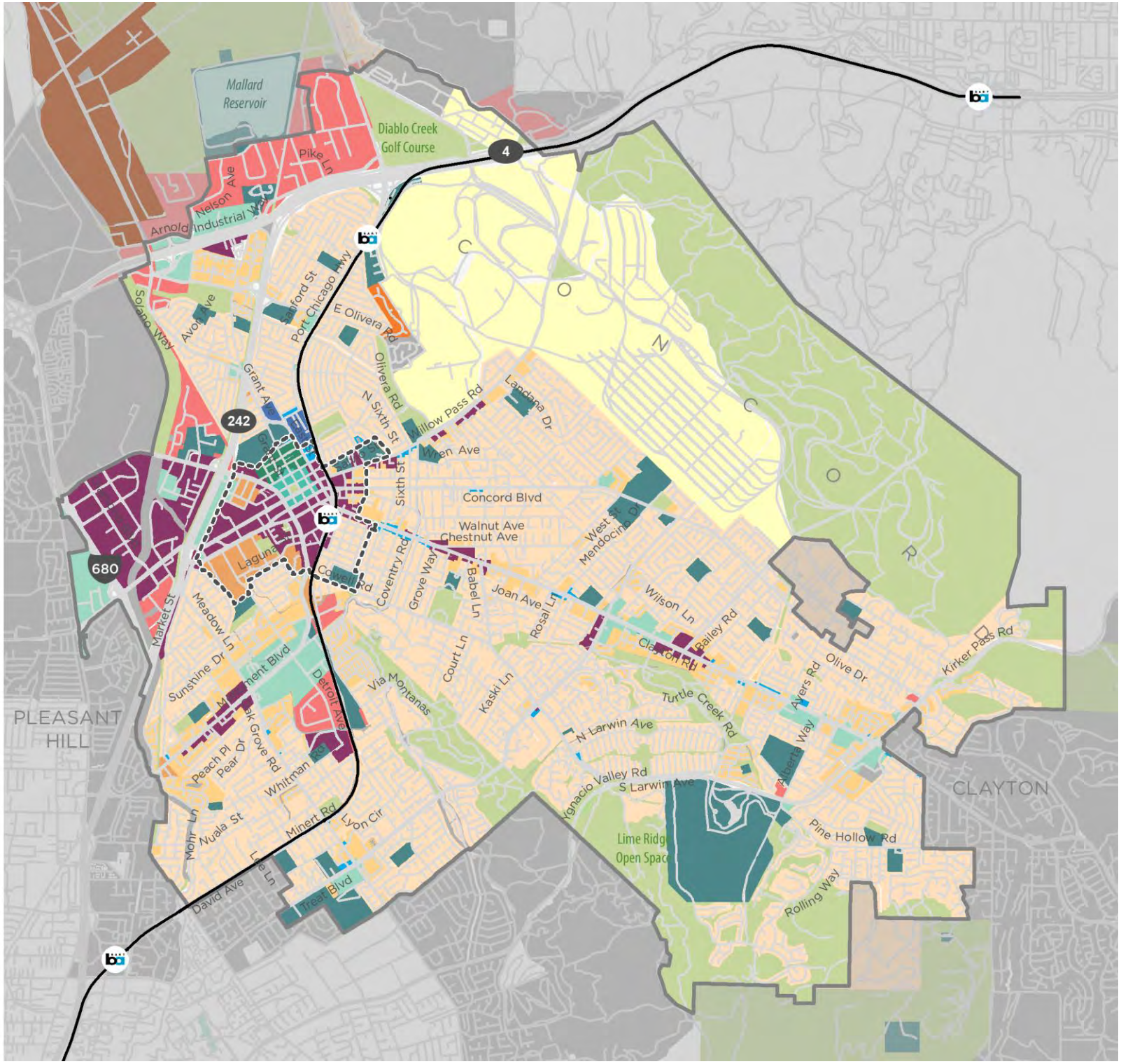



**Figure A-2:**
**Land Use**

0 0.5 1 MILES

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Data provided by the City of Concord or developed by Alta.
Map produced April 2016.

## COMMUTER TRAVEL

This Plan presents commute data from the American Community Survey 3-year estimates from 2009 through 2013. While this provides important data about commute trips, these data only tell us about employed residents over 16 years of age, and how they typically travel to work by their primary mode.

The majority of Concord residents currently drive alone to work, at 70.9 percent. Carpooling and transit are the second and third most popular modes of transportation in Concord, at 11.5 percent and 9.8 percent respectively. Bicycling and walking together make up fewer than 3 percent of commute trips, as shown in Table A-2.

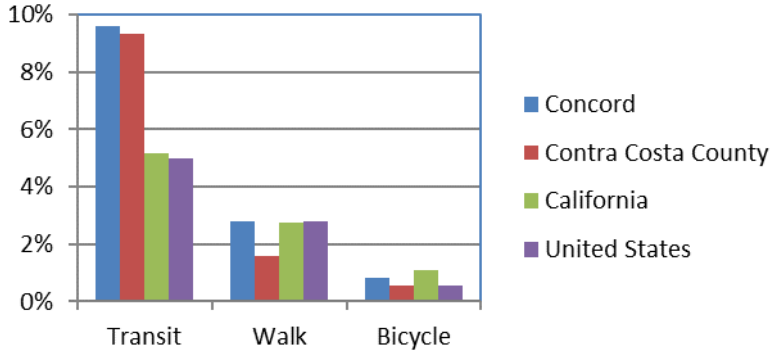
**Table A-2: 2013 Mode of Transportation to Work**

| Mode | Percent of Employed Residents |
|---|---|
| Drive Alone | 70.9% |
| Carpool | 11.5% |
| Transit | 9.8% |
| Walk | 1.8% |
| Bicycle | 1.0% |
| Other | 5.0% |

*Source: American Community Survey 2013 3-year estimate*

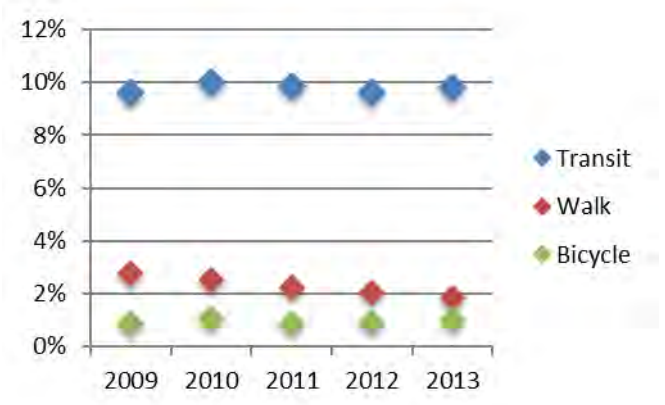
When compared to regional, statewide, and national travel data, Concord has the highest percentage of transit commuters. Concord has more walking commute trips than Contra Costa County, and roughly the same percentage as California and the United States. Concord has a higher bicycling mode share than Contra Costa County and the United States, but a slightly lower mode share than California (see Figure A-3).

Over the study period, the transit, walking, and bicycling commute mode shares in Concord have all remained fairly constant, as shown in **Figure A-4**. Transit use hovered just below 10 percent, while bicycling stayed around one percent. Walking declined steadily during the study period, from 2.8 percent in 2009 to 1.8 percent in 2013.




*Source: American Community Survey 2013 3-year estimate*

**Figure A-3: Select 2013 Modes of Transportation to Work**




*Source: American Community Survey 2013 3-year estimate*

**Figure A-4: Concord Transit, Walking, and Bicycling Commutes**

## Bay Area Rapid Transit

Bay Area Rapid Transit (BART) is a significant transit provider in Concord. The BART Station Profile Report (2008) includes trip destination information documenting how transit riders are using the system. These purposes are shown in Table A-3.

**Table A-3: BART Trip Purpose**

| Trip Purpose | Concord Station | North Concord Station |
|---|---|---|
| Work | 83% | 82% |
| School | 3% | 7% |
| Work Related Activity | 2% | 3% |
| Visit Friends/Family | 2% | - |
| Personal Errands | - | 2% |
| Medical/Dental | - | 2% |
| Other | 10% | 5% |

Median Distance to Station from non-home origin is 1.08 miles from Concord Station. Concord Station serves more disabled passengers than most other BART stations, with 9 percent of passengers reporting a disability.

Multiple private commuter buses provide employee transportation to and from the Concord BART station, although the destinations and ridership information for these shuttles are not publicly available data. Known employer shuttles include the Concord Gateway office complex, Concord Hilton, and UC San Francisco Medical Center.

# ACTIVITY GENERATORS

There are many destinations that may attract walking or bicycling trips, including parks and community centers, schools, commercial centers and health care facilities. A map of all activity generators and transit stops can be seen in Figure A-5.

## Parks and Community Centers

25 parks all across Concord, but are not distributed equitably. The most densely populated neighborhoods (particularly Monument) are home to parks that are too small for the population they serve. This is also a neighborhood with low car ownership and a large population of children, so having active transportation options to get to other parks in Concord is particularly important. Park amenities include playgrounds, sport fields, picnic areas, and hiking trails. The 25 parks are:

- John F. Baldwin Park
- BART Linear Park
- BART Park
- Daniel E. Boatwright Youth Sports Complex
- Brazil Quarry Park
- Cambridge Park
- Dave Bruebeck Park
- Concord Community Park
- Concord Skate Park
- El Dorado Middle School Play Fields
- Ellis Lake Park
- Len Hester Park
- Highlands Park
- Hillcrest Community Park
- Iron Horse Park
- Krueger Fields
- Lime Ridge Open Space
- Markham Nature Park and Arboretum
- Meadow Homes Park
- Newhall Community Park
- Rick Seers Neighborhood Park
- Sun Terrace Park
- Todos Santos Plaza
- Willow Pass Community Park
- Ygnacio Valley Park

## Schools

School sites are not only a place of education, but many also serve as community centers where families gather on evenings and weekends for events and youth sports.

Over 14,000 students are enrolled in public schools in Concord, representing a large population of potential bicyclists and pedestrians. There are 50 K-12 schools in Concord, listed in Table A-4, including 28 public schools and 21 private schools. Most public schools are in the Mt Diablo Unified School District, although the Floyd I. Marchus School is operated by the Contra Costa County Office of Education. The enrollment information below is for the 2014-2015 school year.

**Table A-4: Concord Public Schools and Enrollment Numbers**

| **Concord Public Schools** | | |
|---|---|---|
| Elementary Schools | | |
| Cambridge Elementary (696) | Meadow Homes Elementary (866) | Woodside Elementary (395) |
| El Monte Elementary (464) | Monte Gardens Elementary (555) | Ygnacio Valley Elementary (510) |
| Highlands Elementary (641) | Sun Terrace Elementary (564) | |
| Middle Schools | | |
| El Dorado Middle (976) | Oak Grove Middle (695) | Pine Hollow Middle l (653) |
| High Schools | | |
| Clayton Valley High (1,973) | Ygnacio Valley High (1,134) | Mt Diablo High (1,352) |
| Concord High (1,544) | | |
| Alternative Education and Continuation Schools | | |
| Crossroads High -9-12 (39) | Floyd I. Marchus -K-12(116) | Olympic Continuation High -9-12 (320) |
| Diablo Community Day -7-12 (13) | Nueva Vista High -10-12 (35) | Summit High -9-12 (48) |

# ACTIVITY GENERATORS

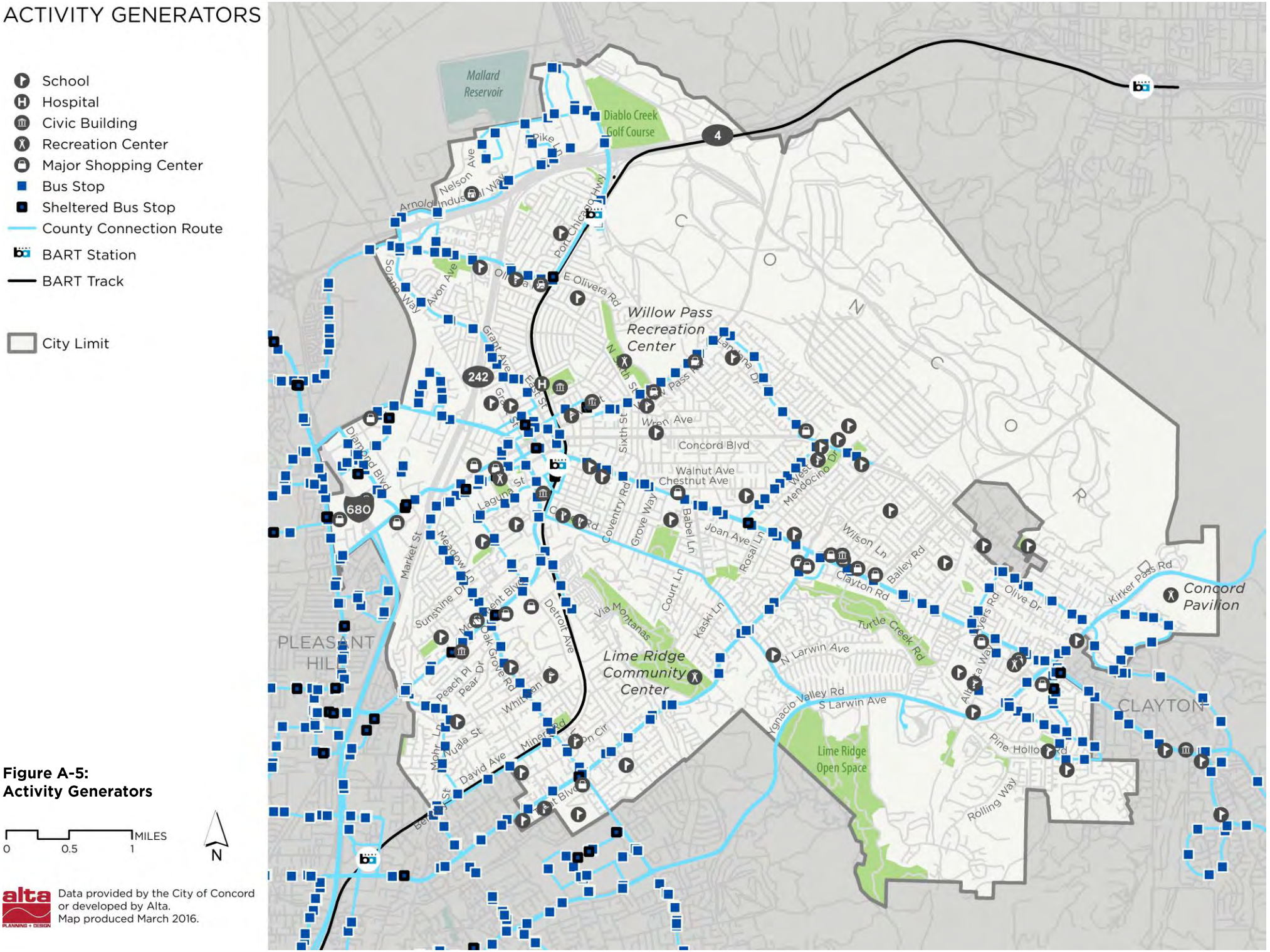



**Figure A-5:**
**Activity Generators**

0 0.5 1 MILES

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Data provided by the City of Concord or developed by Alta.
Map produced March 2016.

## Commercial Centers

Concord is a major job center in Contra Costa County. Commercial uses are concentrated downtown, with smaller centers along the major transportation corridor spokes.

The 2014 Housing Element notes jobs in Concord are anticipated to increase 46 percent from 2010 to 2040, gaining over 11,000 jobs by 2020.

### Top Employers

The top employers in the City include PG&E, Bank of America, AssetMark, the Mt Diablo Unified School District, Wells Fargo, and the John Muir Medical Center. See Table A-5. Employment figures are from the City's 2012 Comprehensive Annual Financial Report, and have been updated based on input from City staff.

**Table A-5: Top Employers**

| Employer | Address | Employees |
|---|---|---|
| Mount Diablo Unified School District* | | 4,320 |
| Wells Fargo | 1755 Grant St | 1,500 |
| PG&E | 1030 Detroit Ave | 1,450 |
| Bank of America | 2000 Clayton Rd | 1,300 |
| John Muir Medical Center | 2540 East St | 1,100 |
| The Conco Companies | 5141 Commercial Cir | 549 |
| Safeway | 2600 Willow Pass Rd<br>4309 Clayton Rd<br>707 Contra Costa Blvd | 460 |
| Adecco Employment Services | 1800 Sutter St<br>2290 Diamond Blvd<br>3100 Oak Rd | 400 |
| Macy's | 341 Sun Valley Mall | 400 |

**These employers have more than three dispersed locations throughout Concord, and are therefore not considered to be significant activity generators*

## Health Care

Concord has a number of health care facilities; key walking and bicycling attractors particularly for those without access to a vehicle or who have reached an age where driving is no longer an option. Hospitals and other medical centers in Concord include:

- John Muir Health Behavioral Health Center
- John Muir Medical Center
- Muir Diablo Occupational Medicine
- Planned Parenthood
- Premier Surgery Center
- Kaiser Permanente
- East Bay Cardiovascular
- Medical Insights Diagnostic Centers
- Family Vision Care
- John Muir Medical Group
- Stonebrook Healthcare Center
- Mount Diablo-John Muir Home Health

# EXISTING PROGRAMS

## Education Programs

### Student Bicycle and Pedestrian Assemblies

Contra Costa Transportation Authority (CCTA) offers in-school assemblies for Kindergarten through high school that address important bicycle and pedestrian safety skills. Each assembly is tailored to a particular age group, and the program has been implemented at every Concord public school in the Mt Diablo School District on an annual basis.

Kindergarten through 2nd grade assemblies focus on basic rules of the road and skills for walking and bicycling safely. They are presented by Mr. Beep, the program's talking car mascot, and cover helmet safety and recognizing basic road signs.

3rd through 5th grade assemblies renew the emphasis on the importance of helmet-wearing, and expand this to cover basic brain anatomy and the importance of protecting your head.

In middle school, assemblies are led in partnership with League Certified Instructors (LCI's) from the League of American Bicyclists (LAB). They incorporate fundamental bicycle mechanic skills like fixing a chain and checking tire pressure, and are often held in conjunction with bicycle rodeos.

High school assemblies are targeted at new drivers and their parents, with evening events presented by the California Highway Patrol (CHP). They use recent, local examples of collisions to illustrate the dangers of unsafe driving, and emphasize the responsibility of drivers to watch out for bicyclists and pedestrians on the road.

### Bike Concord

Bike Concord is an advocacy organization. Since its 2013 founding, the organization has grown to over 400 members interested in improving bicycling in Concord and the East Bay. Gatherings typically draw up to 100 attendees. Bike Concord operates a number of programs, documented in this Plan.

### Bike Light Giveaways

Bike Concord raised money from Monument Impact, Bike East Bay, and other sponsors to purchase inexpensive bike lights. They set up a station on Monument Boulevard in October 2015 and handed out lights to passing bicyclists who needed them. A second giveaway date is being planned for Spring 2016.

### Bicycle Rodeos

Bicycle rodeos are offered every three years at the middle school level in Concord, and hosted by CCTA with support from LCI's. They provide on-bicycle safety and handling skills training, with opportunities to practice on a series of short courses. In Concord, these are coupled with basic bicycle maintenance information as well as safety assemblies.

Contra Costa Health Services also offers bike rodeos annually at the Monument Impact Carnival of Health event, and lend their bike rodeo trailer out to community groups.

Bike Concord is also preparing to launch bicycle rodeos, beginning with certifying several volunteers as LCI's to lead the program. They also currently provide support at school bike rodeos hosted by Bike East Bay.

### Bike Tent

Bike Concord hosts a Bike Tent at the Concord Farmer's Market during the Thursday Music series from April to October. Community members can bring their bicycles for free repairs from a professional mechanic sponsored by John Muir and REI. Volunteers also share information about bicycling, help identify routes to destinations, and encourage participation in Bike Concord group rides.

## Encouragement Programs

### Bike to Work Day

Bike to Work Day is celebrated around the world each May, encouraging people to try commuting to work by bicycle for one day. Local or regional organizations coordinate outreach and other activities. The City sponsors a number of 'Energizer Stations' each year where bicyclists can pick up snacks and prizes. Past locations included the Iron Horse Trail at Mohr Lane, Concord BART, CSU East Bay campus, and Todos Santos Plaza.

### Bicycle Blenders

Bicycle blenders use power generated by pedaling a stationary bicycle to run a blender and make smoothies. At Concord middle schools, blender races generate enthusiasm for bicycling. Volunteers from CCTA talk with students about safety and helmet use, and give away helmets to students who need one. This program is included periodically with special events.

### Bike Concord Group Rides

Bike Concord hosts occasional group rides through the city that are open to the public. Rides begin with education, including proper helmet fit and how to conduct a bike safety "ABC Quick Check" (checking for Air in the tires, Brakes in good condition, Chain and Crank working smoothly, Quick releases tightened and secured, and a final Check ride before departing). Lights are also given out to riders who need them.

### Guaranteed Ride Home

As part of its Commuter Incentive Program, CCTA offers a guaranteed ride home to residents who bike to work. This encourages more people to try bicycle commuting by providing a safe, quick way home in the event of a family emergency or unexpected inclement weather. The program reimburses participants for the cost of a taxi ride home; the first two rides each year are reimbursed fully, with additional rides reimbursed at a declining rate.

### Kidical Mass

Bike Concord and Spokes Oakland sponsor Kidical Mass rides, which encourage parents and families to ride bicycles with their children on a fun, easy group ride. Kidical Mass rides in Concord also include education about bike safety checks, helmet checks, and bike bell giveaways.

### Walking School Buses

Walking school buses can help alleviate personal safety concerns by providing children with supervision as they walk to school. Volunteer or parent 'bus drivers' lead students along a set route to school, or collect students at 'bus stops' along the way. Walking school buses are organized by Monument Impact and Contra Costa Health Services through the Kaiser-funded HEAL Zone project at Meadow Homes, Cambridge, Fair Oaks , and Ygnacio Valley Elementary schools.

## Enforcement Programs

### Safety Patrol

Parents at Ygnacio Valley Elementary worked with Contra Costa County to form a volunteer safety patrol program at their school.

### Direct Enforcement

One to two times per month, the Concord Police Department conducts targeted enforcement operations to encourage safe pedestrian and motorist behavior. These operations include ticketing of pedestrians crossing streets inappropriately as well as 'crosswalk stings,' in which a plainclothes officer attempts to cross in a crosswalk and motorists that fail to yield are cited. These operations are focused on corridors with previously identified safety concerns and in areas with high volumes of pedestrians, such as BART stations.

## Evaluation Programs

### Assembly Surveys

CCTA surveys high school students and parents following safety assemblies that address safe walking, bicycling, and driving behavior. The surveys solicit feedback on the program and offer opportunities to suggest improvements, but do not evaluate behavior change. Surveys are conducted annually, following the assembly.

### Bicycle Rack Counts

CCTA volunteers perform periodic counts at each school in the Mt Diablo School District, tallying the number of bicycles, scooters, or skateboards parked in racks at each school. The organization has plans to launch an additional effort to count students as they arrive on campus, in order to provide more accurate data on school mode splits.

### Bicycle and Pedestrian Counts

As part of a class at Cal Poly, students performed bicycle and pedestrian counts at twelve intersections in Concord in May 2014.Count locations were selected based on local knowledge of commonly-used bicycle routes, and included the following intersections:

- Salvio St. & Galindo St.
- Meadow Ln. & Monument Blvd.
- Willow Pass Rd. & Diamond Blvd.
- Willow Pass Rd. & Galindo St.
- Mt Diablo St. & Oakland Ave.
- Clayton Rd. & Grant St.
- Babel Ln. & Cowell Rd.
- Clayton Rd. & The Alameda
- Clayton Rd. & Fry Way
- Galindo St. & Laguna St.
- Mt Diablo St. & Mesa St.
- Panoramic Dr. & Port Chicago Hwy.

## COLLISION DATA

Safety can be a concern for current and potential bicyclists and pedestrians, and can be a determining factor in the decision to walk, bicycle, or use another mode of transportation. Analysis of bicycle- and pedestrian-involved collision data provides a basis for infrastructure and program recommendations that can improve safety.

This section reviews collision data from the Statewide Integrated Traffic Records System (SWITRS), a statewide repository of collision reports submitted by local enforcement agencies. While collision data are sometimes incomplete and do not capture 'near misses,' they do provide a general sense of the safety issues facing pedestrians and bicyclists in Concord. Five years of data were evaluated, from 2009 to 2013.

### Bicycle-Involved Collisions

#### Total Collisions

There were a total of 246 reported bicycle-involved collisions during the study period, involving a total of 250 bicyclists, as shown in Figure A-6.

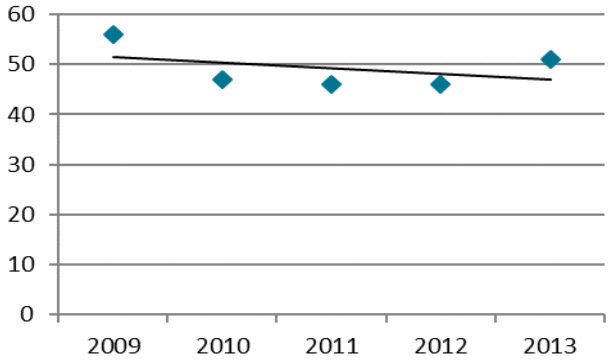


**Figure A-6: Bicycle-Involved Collisions Over Time**

#### Top Collision Locations

By taking a closer look at the locations in Concord where high numbers of bicycle-involved collisions have occurred over the study period, priority corridors emerge that should be studied for safety improvements. Of the 244 reported bicycle collisions, 133 occurred along four corridors, as shown in Table A-6.

**Table A-6: Top Bicycle Collision Corridors**

| Street Name | Collisions |
|---|---|
| Clayton Road | 41 |
| Concord Avenue | 22 |
| Monument Boulevard | 36 |
| Willow Pass Road | 34 |
| Total | 133 |

## Age

When the age distribution of bicyclists involved in collisions is compared to that of the overall population in Figure A-7, it becomes clear that bicyclists from 18 to 25 years of age are overrepresented among collision victims, along with bicyclists between 45 and 64.

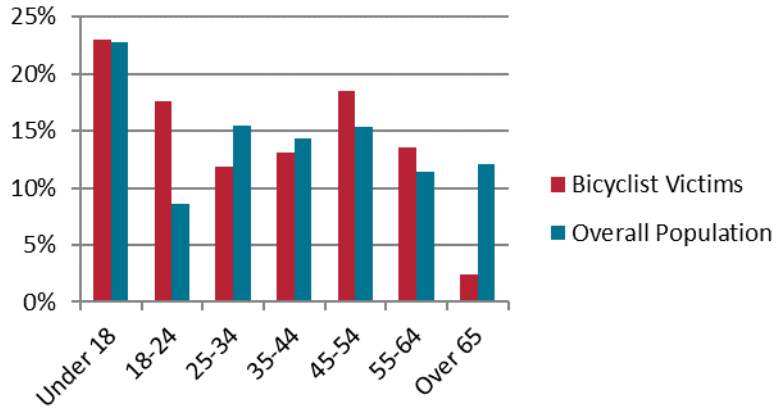


**Figure A-7: Age of Bicyclist Collision Victims vs Overall Population**

## Collision Severity

Of the 244 reported bicycle-involved collisions, two percent resulted in bicyclist fatalities. Four percent of bicyclists involved were severely injured, and 44 percent had some other visible injury. See Figure A-8.

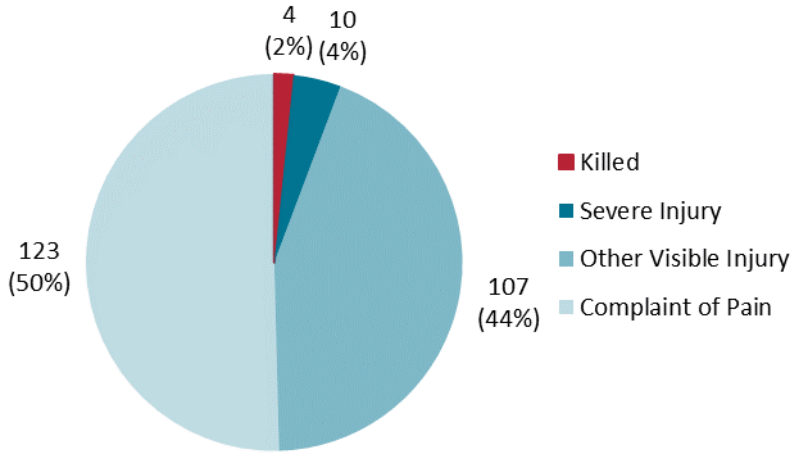


**Figure A-8: Bicyclist Injury Severity**

## Fault and Primary Collision Factors

When a collision report is made, the reporting officer determines whether one party is at fault for the collision, along with information on the factors that contributed to the collision and the preceding movements of all parties. As seen in Figure A-9, bicyclists were deemed to be at fault in just over two-thirds of all bicycle-involved collisions during the study period.

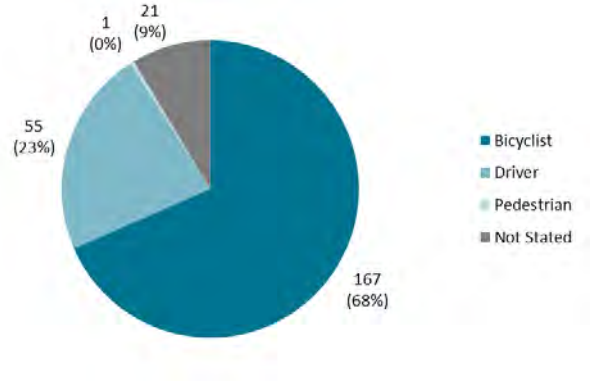


**Figure A-9: Party at Fault in Bicycle-Involved Collisions**

These fault determinations can be further clarified by examining the primary collision factor identified in the collision reports. According to these reports, 101 collisions resulted from a "Wrong Side of Road" violation, which means a driver or bicyclist was traveling against traffic flow on the incorrect side of the roadway. An additional 40 collisions were the result of an automobile right-of-way violation. See Table A-7.

**Table A-7: Primary Collision Factors in Bicycle-Involved Collisions**

| Primary Collision Factor | Fault Determination | | |
|---|---|---|---|
| | Motorist | Bicyclist | None Reported |
| Wrong Side of Road | - | 98 | 3 |
| Automobile Right-of-Way Violation | 28 | 10 | 2 |
| Failure to Obey Traffic Signals or Signs | 4 | 14 | 3 |
| Improper Turning | 5 | 13 | - |
| Unsafe Speed | 4 | 5 | - |
| Pedestrian Violation | 1 | 7 | - |
| Driving or Bicycling Under the Influence | 1 | 5 | - |
| Pedestrian Right-of-Way Violation | 4 | 1 | - |
| Improper Passing | 1 | 2 | - |
| Unsafe Lane Change | - | 1 | - |
| Unsafe Starting or Backing | - | - | 1 |
| Not Stated/Other/Unknown | 5 | 11 | 18 |

### Movement Preceding Collision

An examination of the bicyclist actions preceding collisions can offer some additional insight into bicyclist and driver education needs, or deficiencies in the bikeway network where desired paths of travel are not being fully supported. Table A-8 shows the most common movements were "proceeding straight" and "traveling wrong way."

**Table A-8: Bicyclist Movements Preceding Collisions**

| Movement | Number |
|---|---|
| Proceeding Straight | 103 |
| Traveling Wrong Way | 33 |
| Entering Traffic | 13 |
| Other Unsafe Turning | 5 |
| Making Left Turn | 4 |
| Making Right Turn | 2 |
| Making U-Turn | 1 |
| Stopped | 1 |
| Ran Off Road | 1 |
| Other/Not Stated | 4 |

## Pedestrian-Involved Collisions

### Total Collisions

There were a total of 179 reported pedestrian collisions during the study period, involving a total of 184 pedestrians, as shown in Figure A-10.

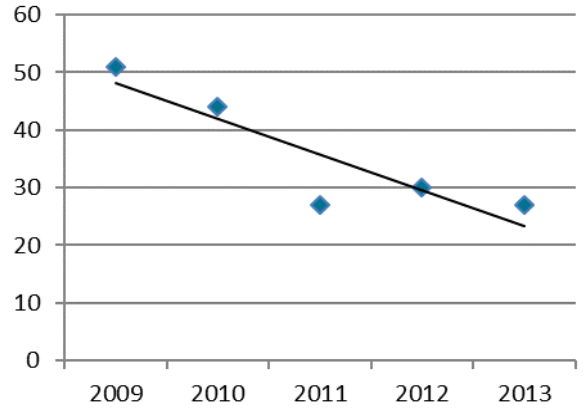


**Figure A-10: Pedestrian-Involved Collisions Over Time**

### Top Collision Locations

By taking a closer look at the locations in Concord where high numbers of pedestrian-involved collisions have occurred over the last five years, priority corridors emerge that should be studies for safety improvements. Of the 179 reported pedestrian collisions, 98 occurred along four corridors, as shown in Table A-9.

**Table A-9: Top Pedestrian Collision Corridors**

| Street Name | Collisions |
|---|---|
| Clayton Road | 43 |
| Concord Boulevard | 20 |
| Willow Pass Road | 18 |
| Monument Boulevard | 17 |
| Total | 98 |

## Age

When the age distribution of pedestrians involved in collisions is compared to that of the overall population in Figure A-11, it becomes clear that pedestrians from 18 to 34 years of age are overrepresented among collision victims.

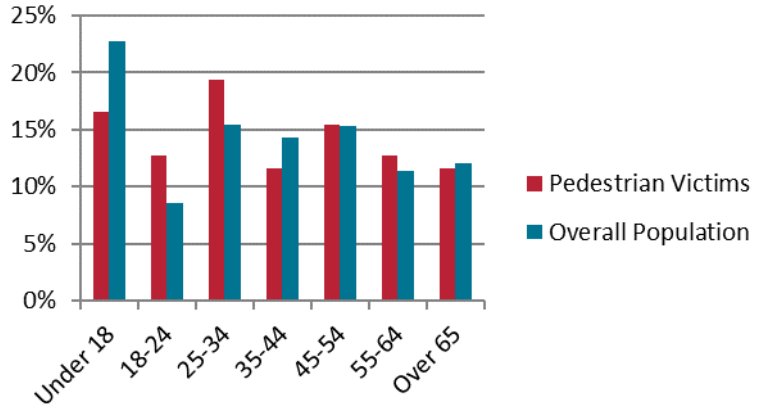


**Figure A-11: Age of Pedestrian Collision Victims vs Overall Population**

## Collision Severity

Of the 179 reported pedestrian-involved collisions, four percent resulted in pedestrian fatalities. Twelve percent of pedestrians involved were severely injured, and 32 percent had some other visible injury. See Figure A-12.

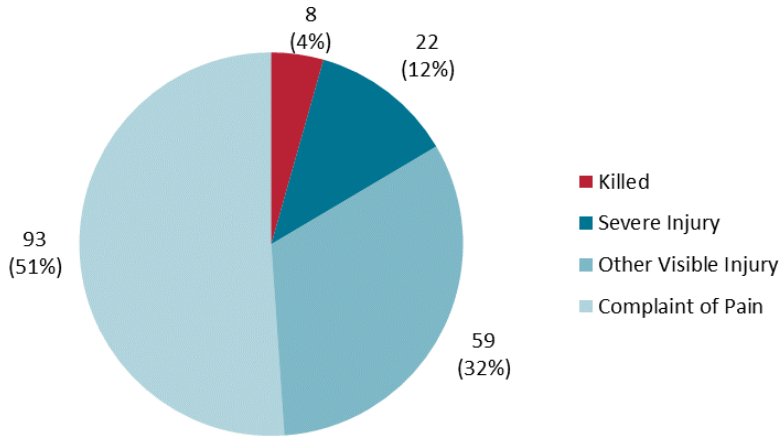


**Figure A-12: Pedestrian Injury Severity**

## Fault and Primary Collision Factors

When a collision report is made, the reporting officer determines whether one party is at fault for the collision, along with information on the factors that contributed to the collision and the preceding movements of all parties.

As seen in Figure A-13, pedestrians were deemed to be at fault in fewer than one-third of the pedestrian-involved collisions during the study period. This indicates a need for motorist education on the rights of pedestrians.

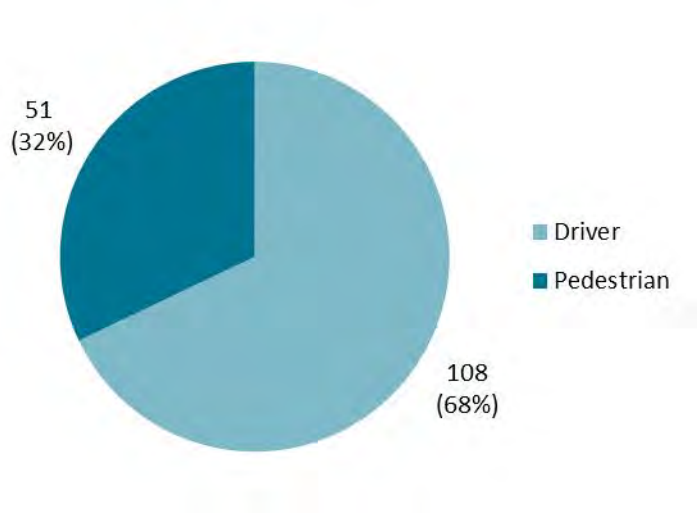


**Figure A-13: Party at Fault in Pedestrian-Involved Collisions**

These fault determinations can be further clarified by examining the primary collision factor identified in the collision reports. According to these reports, 71 collisions were the result of a driver violating the pedestrian right of way. An additional 50 collisions were the result of a pedestrian violation, indicating the pedestrian was somehow behaving improperly. See Table A-10.

**Table A-10: Primary Collision Factors in Pedestrian-Involved Collisions**

| Primary Collision Factor | Fault Determination | | |
|---|---|---|---|
| | Motorist | Pedestrian | None Reported |
| Pedestrian Right-of-Way Violation | 69 | - | 2 |
| Pedestrian Violation | 3 | 47 | - |
| Unsafe Speed | 5 | - | 1 |
| Unsafe Starting or Backing | 5 | - | - |
| Other Improper Driving | 4 | - | 1 |
| Automobile Right-of-Way Violation | 5 | - | - |
| Failure to Obey Traffic Signals/Signs | 3 | - | 1 |
| Driving Under the Influence | 3 | - | - |
| Other than Driver or Pedestrian | - | - | 2 |
| Improper Passing | 1 | - | - |
| Improper Turning | 1 | - | - |
| Other/Not Stated | 12 | 4 | 15 |

## Movement Preceding Collision

An examination of the motorist actions preceding pedestrian collisions can offer some additional insight into driver education needs. Table A-11 shows the most common movements were "proceeding straight" and "making right turn."

**Table A-11: Driver Movement Preceding Collisions**

| Movement | Number |
|---|---|
| Proceeding Straight | 74 |
| Making Right Turn | 44 |
| Entering Traffic | 7 |
| Backing | 7 |
| Stopped | 6 |
| Slowing or Stopping | 3 |
| Changing Lanes | 2 |
| Crossed into Opposing Lane | 1 |
| Other/Not Stated | 3 |

For pedestrian-involved collisions, reports also include information on the specific pedestrian actions preceding collisions, shown in Table A-12. Of the 184 pedestrians involved in collisions during the study period, 96 were crossing the street in a crosswalk at an intersection when the collision occurred. This suggests motorists are not yielding to pedestrians appropriately, or that signals do not allow enough time for pedestrians to cross before drivers are shown a green light. An additional 38 pedestrians were crossing the road outside of a crosswalk, which could indicate a desire for additional crossings where none currently exist.

**Table A-12: Pedestrian Action Preceding Collisions**

| Action | Number |
|---|---|
| Crossing in Crosswalk at Intersection | 96 |
| Crossing not in Crosswalk | 38 |
| In Road, Including Shoulder | 19 |
| Not in Road | 19 |
| Crossing in Crosswalk not at Intersection | 5 |
| Not Stated | 2 |

## Collision Summary

When collision data is reviewed, a few key themes emerge. Bicycle-involved collisions are overwhelmingly deemed to be the fault of the bicyclist, which suggests either a need for bicycle education programs or better bicycle infrastructure including signs and pavement markings that indicate to bicyclists and drivers where bicyclists belong. Often, inadequate bicycle infrastructure to where bicyclists feel compelled to ride against traffic or take other measures to quickly reach their destinations. Adequate bicycle infrastructure and bicycle educations programs could help reduce the number of bicycle collisions.

Pedestrian collisions occur even when reports show pedestrians using infrastructure appropriately, and this is supported by drivers being overwhelmingly deemed at-fault for pedestrian-involved collisions. This indicates a need for safety improvements to the pedestrian network, along with driver education that reinforces the importance of yielding to pedestrians.

Clayton Road, Concord Boulevard, Monument Boulevard, and Willow Pass Road were the corridors with the highest frequency of reported collisions for both bicyclists and pedestrians, which suggests these corridors should be prioritized as recommended safety improvements are developed.

## BIKE CONCORD INTERACTIVE MAP

Additional input for this Plan was provided by Bike Concord, a local bicycle advocacy group that participated actively in the input for this Plan and encouraged their members to attend workshops and submit comments.

Bike Concord hosted an interactive map and invited community members to vote on areas that need improvement for bicycling. The table below lists the identified corridors and votes received as of May 11, 2015.

**Table A-13: Bike Concord's Interactive Map Outputs**

| Votes Received | Description |
|---|---|
| 21 | I-680 onramp crossing at westbound Concord Ave.* |
| 18 | Canal Trail blocked* |
| 15 | Canal Trail ends* |
| 13 | MCT ends |
| 13 | SR-242 onramp crossing at eastbound Concord Ave.* |
| 13 | I-680 onramp crossing at eastbound Willow Pass Rd.* |
| 12 | SR-242 onramp crossing at westbound Concord Ave.* |
| 11 | Monument Blvd. |
| 11 | I-680 onramp crossing at westbound Willow Pass Rd.* |
| 11 | BART undercrossing on Oak Grove Rd. |
| 10 | Concord Ave. |
| 10 | Port Chicago Hwy. trail ends |
| 9 | Clayton Rd. east of Port Chicago Hwy. and Concord BART |
| 8 | Willow Pass Rd. between Market St. and Port Chicago Hwy. |
| 8 | Oak Grove Rd. |
| 8 | Salvio St. |
| 8 | Willow Pass Rd. west of Market St. / Sun Valley Blvd. |
| 7 | Galindo St. |
| 7 | Cowell Rd. |
| 7 | Market St. tunnel under I-680* |
| 6 | Treat Blvd. west of Canal Trail |
| 6 | Concord Blvd. west of Port Chicago Hwy. and BART |
| 6 | Diamond Blvd. |
| 5 | Clayton Rd. west of Port Chicago Hwy. and Concord BART |
| 5 | Treat Blvd. east of Canal Trail |
| 5 | Market St. |
| 4 | Clayton Rd. / Concord Blvd. crossing at Sutter St. |
| 4 | SR-242 onramp crossing at westbound Solano Way / Grant St.* |
| 4 | SR-242 onramp crossing at eastbound Solano Way / Grant St.* |
| 3 | Contra Costa Canal Trail* |
| 3 | Meadow Lane north of Johnson Dr. / Leland Way |
| 3 | East St. / Grant St. north of Gill Dr. |
| 2 | Monument Corridor Trail |
| 2 | Concord Blvd. east of Port Chicago Hwy. and BART |
| 2 | Meadow Lane south of Johnson Dr. / Leland Way |
| 2 | Port Chicago Hwy. trail |
| 2 | Solano Way |
| 2 | BART pedestrian overpass between Minert Rd. and David Ave. |
| 1 | Ygnacio Valley Rd. |
| 1 | Canal bridge on Detroit Ave. at Whitman Rd. |
| 1 | Unresponsive signal on Whitman Rd. at Detroit Ave. |
| 1 | Narrow bollards in bicycle cut-through on Bethany Ln. |

**Locations fall under jurisdiction of an agency other than the City of Concord, and will require additional study or coordination to address*

## COMMUNITY SURVEY RESULTS

The online survey was available from February 11, 2015 through May 4, 2015. Hard copies of the survey were distributed at a community workshop on April 8, 2015. The survey was made available in both English and Spanish.

A total of 610 responses to the survey were received. Responses are from self-selected individuals who chose to participate, and may not represent a statistically valid sample of the community at large.

Summary data for each question is presented on the following pages.

### Demographics

What age group are you in?

The largest age group represented was 35-44 years old, as shown in Figure A-14.

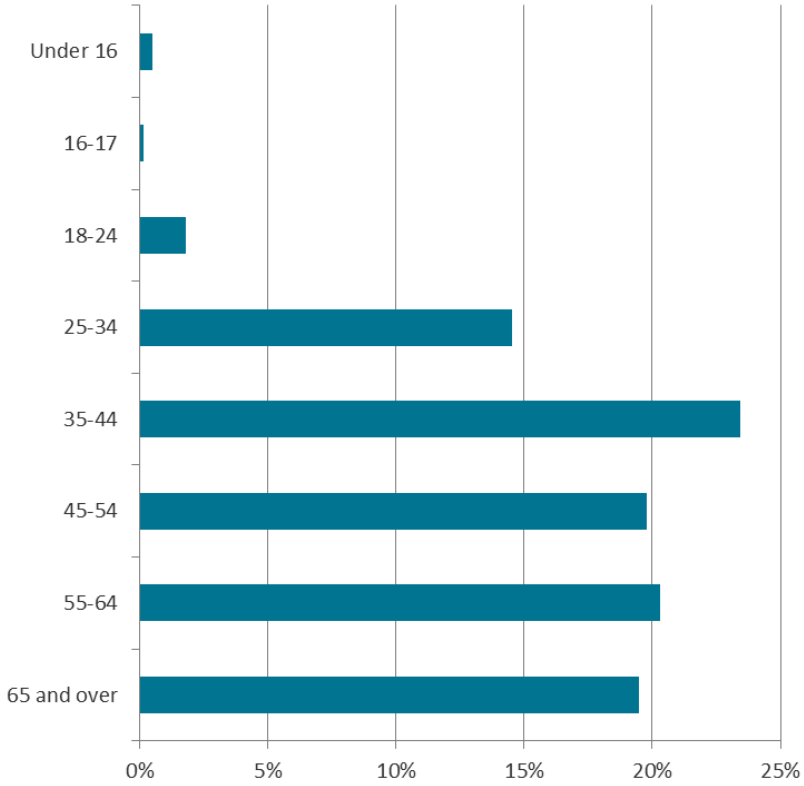


**Figure A-14: Age of Respondents**

What is your gender?

More females responded to the survey than males, as shown in Figure A-15, although the genders were fairly evenly represented.

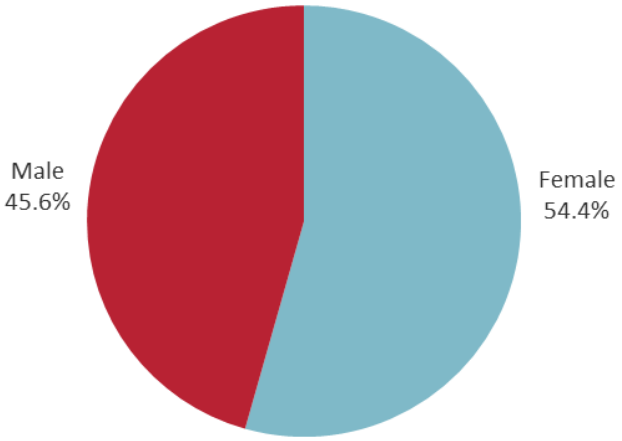


**Figure A-15: Gender of Respondents**

## Transit

Do you use transit?

Nearly two-thirds of respondents indicated they use transit, shown in Figure A-16.

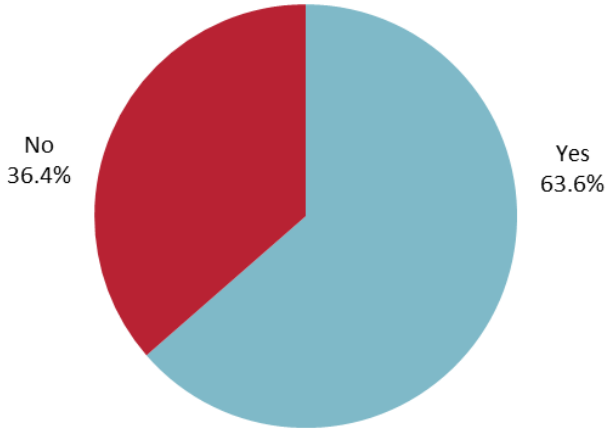


**Figure A-16: Transit Use among Respondents**

The most commonly used transit service reported on surveys was BART (352 responses), followed by County Connection buses (104) and LINK accessible paratransit (6).

**If no, what factors discourage you from using transit? Select all that apply.**

The most common factor that discourages respondents from using transit is the inconvenience of walking to their destinations after using transit, as shown in Figure A-17.

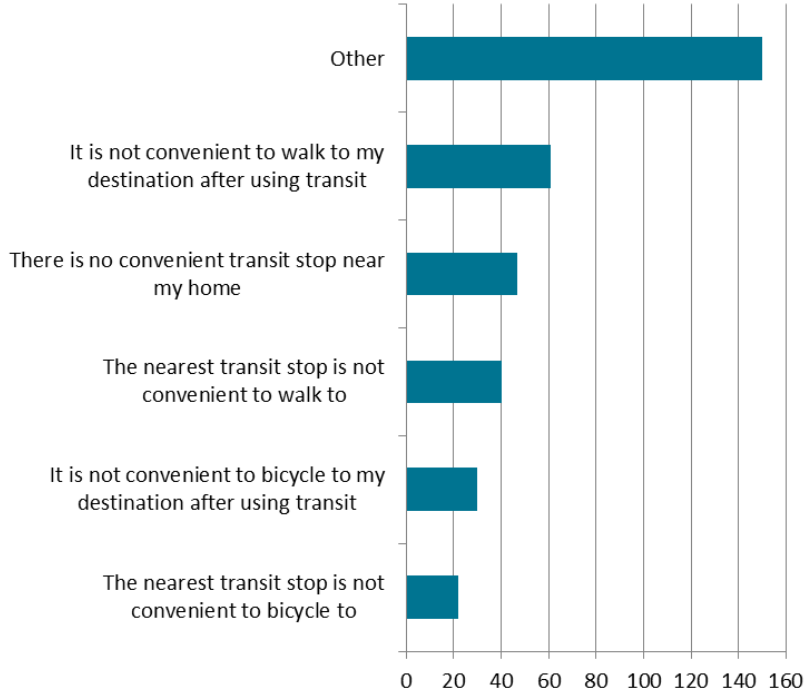


**Figure A-17: Factors that Discourage Transit Use**

Additional factors written in by respondents who selected "other" included:

- Transit takes too long/does not run frequently (39)
- I own a car/I enjoy driving (20)
- Personal safety concerns/concerns for vehicle or bicycle security if left at a station (16)
- More convenient to drive to link errands/carry things/need a vehicle for my job (11)

Other responses cited a lack of seating and shelter at bus stops, and disabilities or health concerns that prevent them from using transit.

### When you make trips less than one mile, how do you typically travel?

For trips less than one mile, driving alone and walking were the most commonly reported transportation modes. Transit was the least common reported mode, followed by carpooling and bicycling. See Figure A-18.

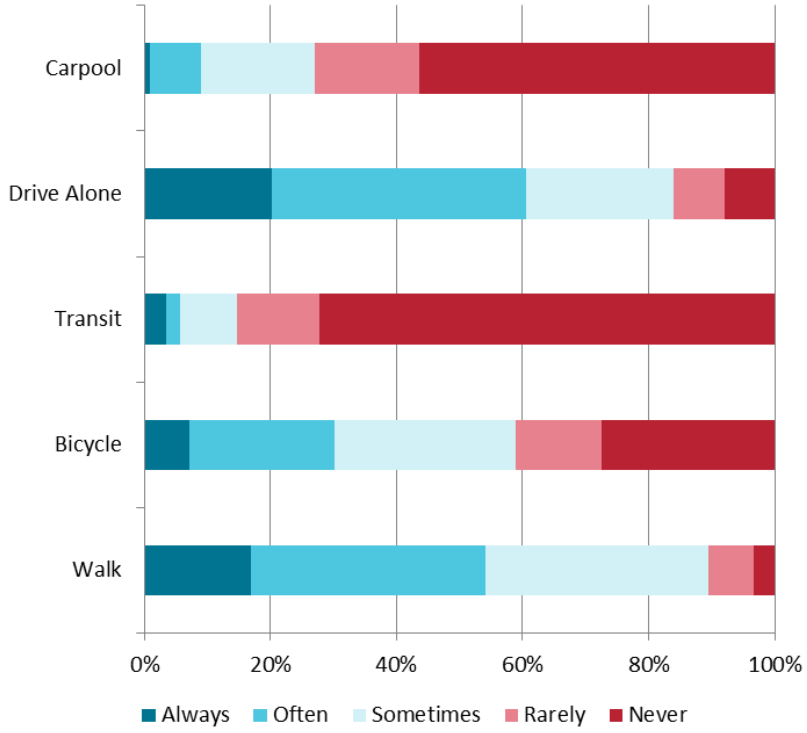


**Figure A-18: Travel Mode for Trips Less Than 1 Mile**

### When you make trips less than five miles, but more than one mile, how do you typically travel?

For longer trips, survey respondents most commonly chose to drive alone or bicycle. Transit, walking, and carpooling were less frequently reported. See Figure A-19.

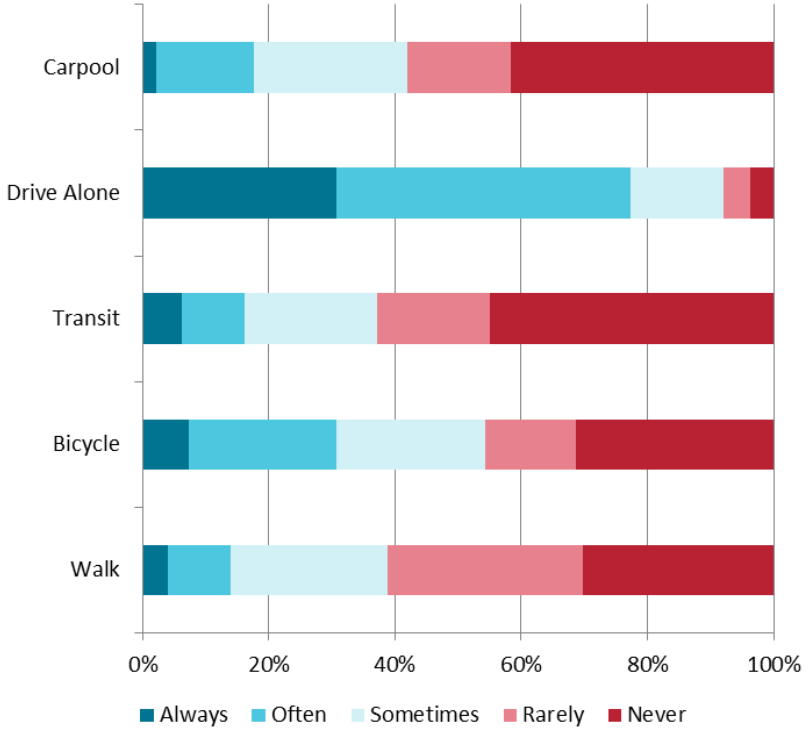


**Figure A-19: Travel Mode for Trips from 1 to 5 Miles**

## Walking

**On a scale of 0 to 4, where 0 is "never" and 4 is "several times per week," how often do you walk?**

Respondents reported walking most often for exercise, recreation, or to walk the dog. Personal errands were the second most frequently reported category, followed by visiting a friend of relative (see Figure A-20).

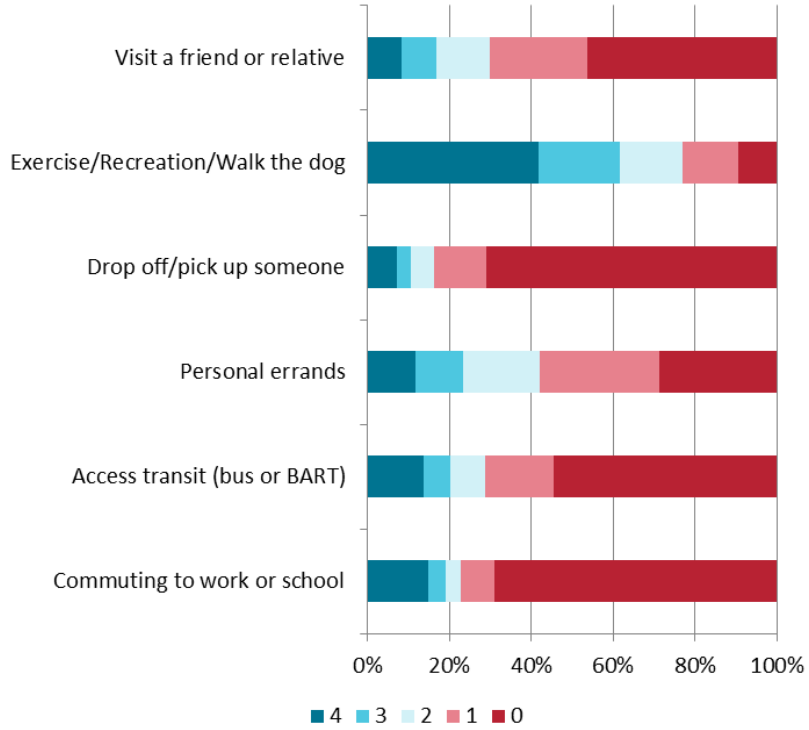


**Figure A-20: Frequency of Walking by Trip Type**

**Please tell us about your walking experiences in Concord.**

Personal safety concerns and concerns about safety related to drivers were the two statements most respondents disagreed with, as shown in Figure A-21.

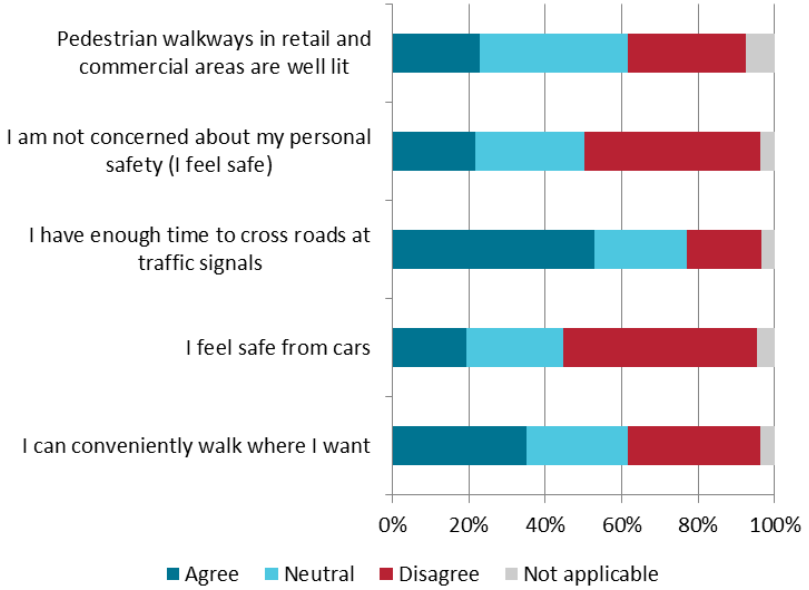


**Figure A-21: Walking Experiences in Concord**

### When you walk, how far do you typically travel?

Just over 40 percent of respondents reported they travel less than one mile when they walk (Figure A-22).

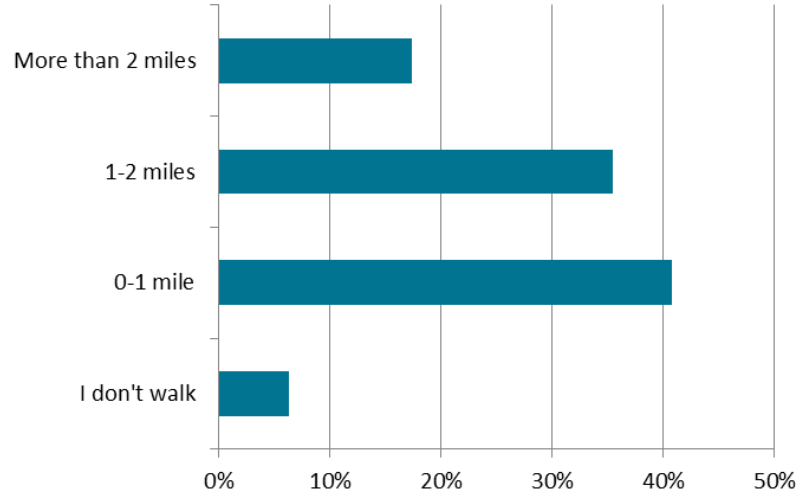


**Figure A-22: Typical Walking Distance**

### What is the main reason that you choose to walk instead of some other form of transportation?

Most respondents indicated they choose to walk because of the exercise/recreation benefits it offers, or because they enjoy it, as shown in Figure A-23.

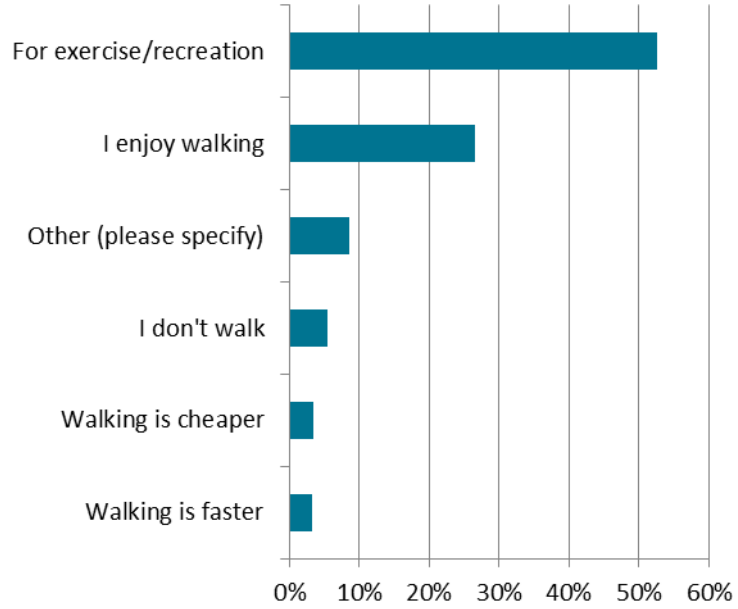


**Figure A-23: Reasons for Walking**

Reasons listed in "other" responses included a lack of other options, environmental concerns, or blindness.

What are your favorite places or streets to walk? Please note specific streets or destinations.

Respondents expressed a general preference for trails, parks, and other walkways that provided separation between pedestrians and moving vehicles. In Figure A-24 below, larger text indicates words that appeared with greater frequency in comments.


**Figure A-24: Favorite Places to Walk**

What are your LEAST favorite places or streets to walk? Please note specific streets or destinations.

Survey respondents indicated an aversion to walking on many of the arterial roads in Concord, as seen in Figure A-25. Larger text indicates words that appeared with greater frequency in comments


**Figure A-25: Least Favorite Places to Walk**

### What prevents you from walking more often?

Safety concerns were the most popular choice selected by respondents when asked what prevents them from walking more often (see Figure A-26). A lack of time was also selected frequently, as well as a lack of sidewalks or sidewalks in poor condition.

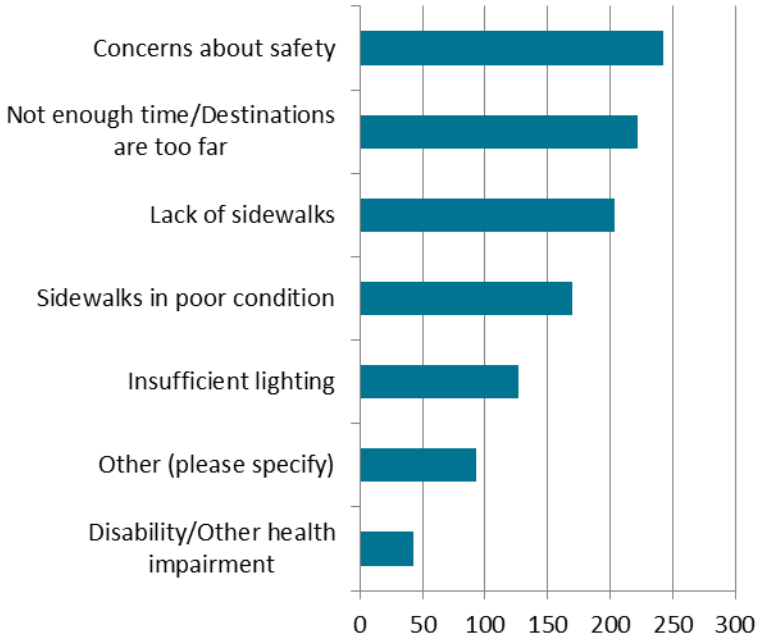


**Figure A-26: Factors that Discourage Walking**

Comments noted under "other" included concerns about safety from drivers, a lack of connected pedestrian routes, a lack of safe and convenient crosswalks, or a general aversion to walking due to laziness, unappealing environment, or terrain.

### Rate the importance of improving walking access to the following locations.

Respondents indicated a desire for improved walking access to parks, stores, and transit, as shown in Figure A-27.

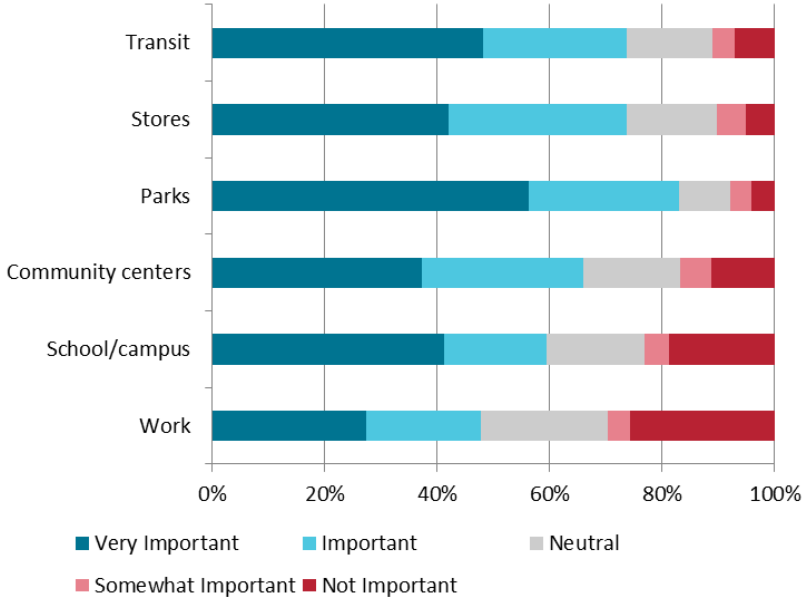


**Figure A-27: Importance of Walking Access to Destinations**

## Bicycling

**On a scale of 0 to 4, where 0 is "never" and 4 is "several times per week," how often do you bicycle?**

Respondents reported bicycling most commonly for exercise/recreation, to run errands, or to commute, as shown in Figure A-28.

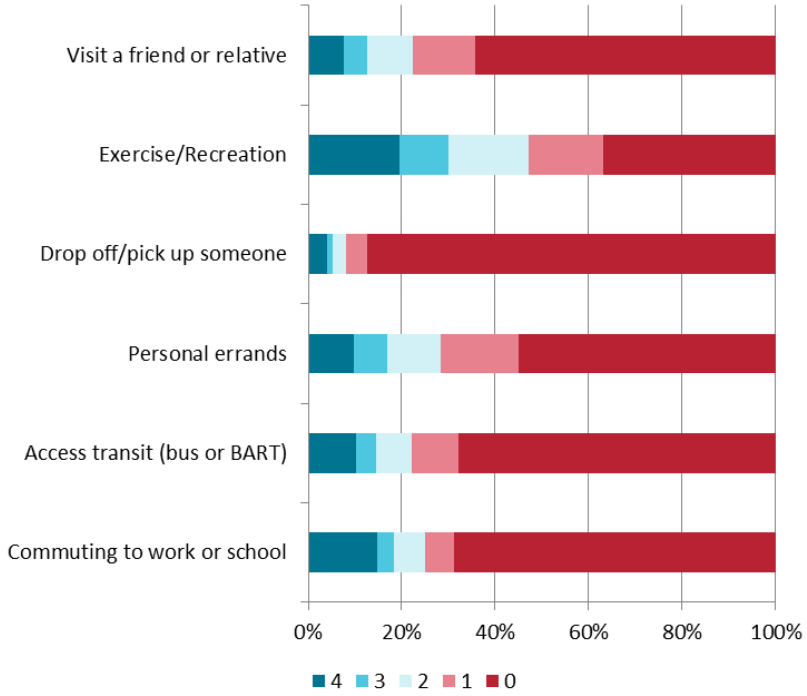


**Figure A-28: Frequency of Bicycling by Trip Type**

**Please tell us about your bicycling experiences in Concord.**

Respondents generally agreed that they are able to cross roads during the green phase at traffic signals, in addition to agreeing that they largely do not feel safe from cars or from personal safety concerns. See Figure A-29.

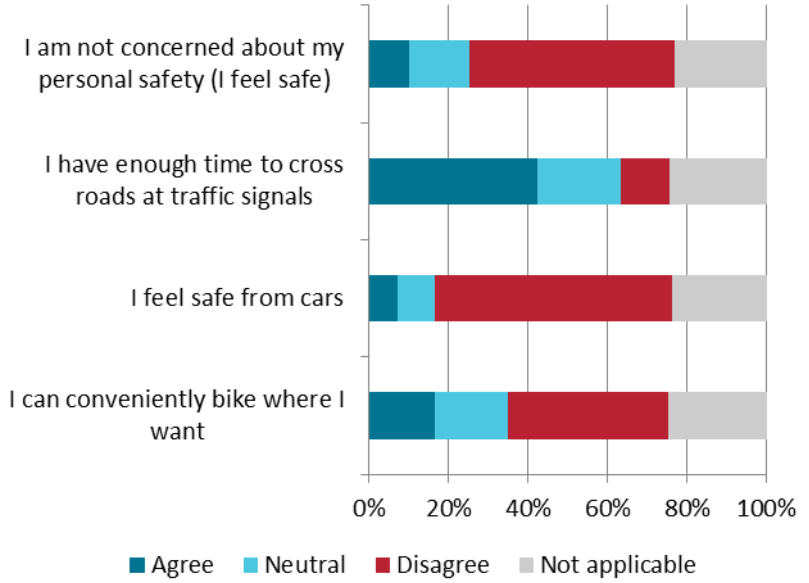


**Figure A-29: Bicycling Experiences in Concord**

### When you bike, how far do you typically travel?

Nearly half of survey respondents report bicycling at least two miles on a typical trip, as shown in Figure A-30.

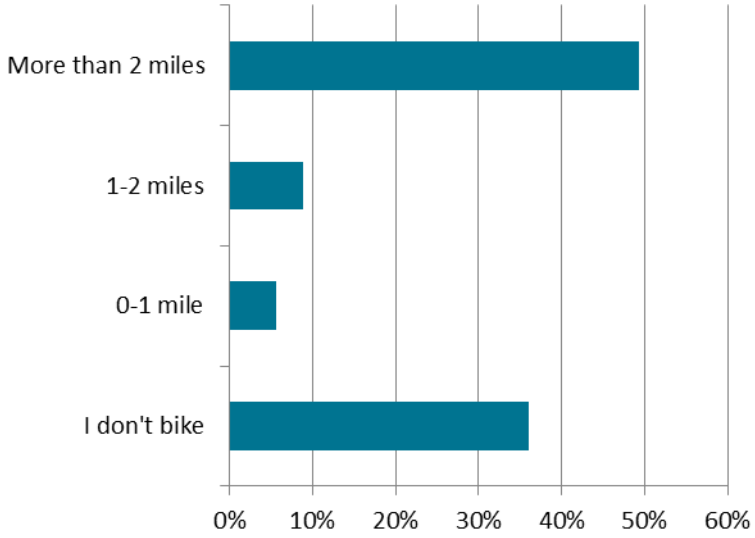


**Figure A-30: Typical Bicycling Distance**

### What is the main reason that you choose to bike instead of some other form of transportation?

Among respondents who bicycle, exercise or recreation was the most common reason for choosing to bicycle over some other mode (see Figure A-31).

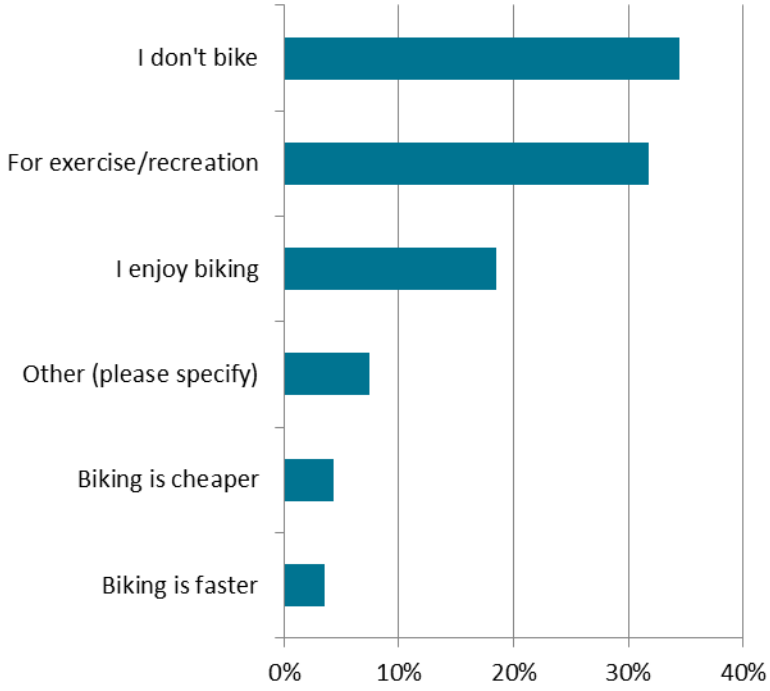


**Figure A-31: Reasons for Bicycling**

Reasons listed in comments for "other" include environmental concerns and a lack of access to a car.

What are your favorite places or streets to bike? Please note specific streets or destinations.

Favorite places to bike listed by survey respondents included multiple trails, including the Iron Horse Trail, the BART trail, and the Contra Costa Canal Trail. In Figure A-32 below, larger text indicates words that appeared with greater frequency in comments


**Figure A-32: Favorite Places to Bike**

What are your LEAST favorite places or streets to bike? Please note specific streets or destinations.

Similar to the responses received for least favorite places to walk, least favorite places for bicycling include arterial roads in Concord, shown in Figure A-33. Larger text indicates words that appeared with greater frequency in comments.


**Figure A-33: Least Favorite Places to Bike**

### What prevents you from bicycling more often?

Survey respondents overwhelmingly reported personal safety concerns and a lack of dedicated bicycle infrastructure are the two factors that most commonly discourage them from bicycling more often (Figure A-34).

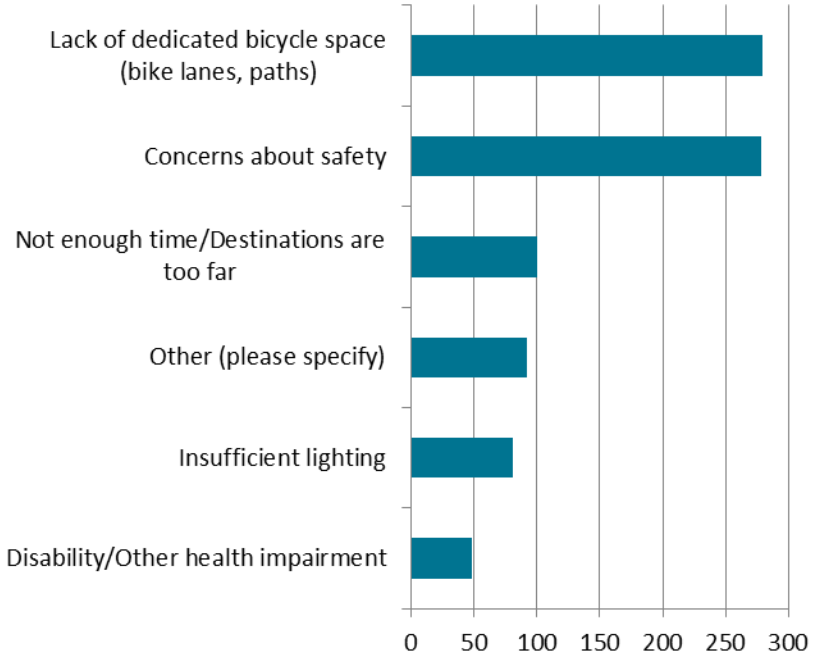


**Figure A-34: Factors that Discourage Bicycling**

### Rate the importance of improving bicycling access to the following locations.

Parks and community centers were among the destinations survey respondents felt were most important for improved bicycling access, as shown in Figure A-35.

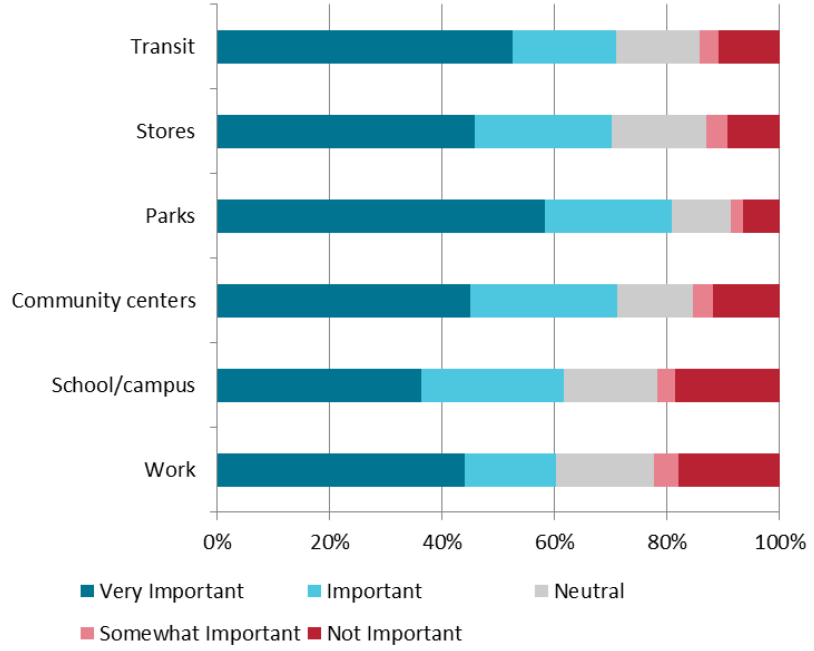


**Figure A-35: Importance of Bicycling Access to Destinations**

## Additional Comments

Respondents were provided an opportunity at the end of the survey to include any other comments or concerns related to walking, bicycling, and transit access in Concord. These comments included:

- I used to bike for exercise, now I walk
- Pretty clear that concord needs a lot of help w/ improving safety
- Please make Willow Pass Road bike accessible from Hwy 4 to Olivera/Farm Bureau Rd
- Need a crosswalk @ 5th Street & Clayton Road
- Intersections are important to address. The activated flashers @ trail crossing have been great. Make sure canal trail connects to willow pass park & cvws/ebrpd concord hills
- It helps the community to have good bike + walking paths
- I don't bike. Some bicyclists think they own the world and don't have to follow any rules, like in S.F. I don't want any more facilities for them.
- Too many people walking around Todos Santos Park
- The reason I don't bike is because it's too dangerous. I also feel I may hit them in my car.
- As I said before, the combination of poor lighting and lack of sidewalks in the flat area of Sanford Street is extremely dangerous. With the development of the No. Concord Navy Station, we will see increased traffic through the areas. It is not only the absence of sidewalks, but the ditches on both sides of the street are dangerous. I had a (perfectly sober) visitor going into a ditch because she could not see it on a particularly dark night.
- Better bike path to downtown Concord from North Concord BART please!!!!
- Concord would be a terrific City to walk and bike in if standards were brought up to date, with proper signage and road markings, and some badly needed pavement fixes. Thank you for considering my opinion.
- Additional trails and or access/pathways to the trails would be great.
- Most people are not willing to walk. I only walk because I am not able to drive. Personal experience and talking with others, people take their cars for the convenience. I know many people who live right on Esperanza close to the BART path, they choose to drive a car to BART even though walking would take less time. People rarely walk except for recreation and walking the dog.
- It will be nice to bring the bus back to the neighborhood and for them to come often. I have people ask me for a ride to BART because the bus system is not there. The bus use to be two blocks away and came often. Now is 1/2 mile away and comes once every hour.
- Any major street that doesn't have a bike lane is of main importance. (Concord Blvd, Farm Bureau, Clayton Rd)
- I think bike trails would be ideal as opposed to bike lanes on the road, safer for kids and older people, the walking and biking trails in general makes the city a more desirable place to live
- I am thrilled to see the City of Concord address these issues. Oh I forgot to add that any streets without sidewalks are clearly not walker friendly e.g., think Farm Bureau Road or any other rural type road. Where there is an absence of these, it would be nice to see the City make up for it in another way (a dedicated path not far away -- not sure.)
- Please connect some of the disjointed bicycle routes between Downtown, BART and Clayton. Also connect bicycle access between the Canal trail to Detroit Ave, and the new Iron horse spur trail. It would also be nice if downtown was more bicycle friendly and connected to the Fry's shopping area.

- Thank you Concord! Re: sidewalk walking - many of the residents in my neighborhood allow their shrubbery and trees to infringe on the sidewalks and prevent normal passage: inconvenient for most of us, a serious issue for anyone in a wheelchair. Seems like enforcing existing ordinances would be an easy way to improve walking routes.
- As I previously stated, I live in Oakland but work in Concord. I commute by BART, exiting at the Concord station and ride through the Monument Community to my office near Costco. Concord would be vastly improved by adding more bike lanes, paths, sidewalk continuity, and separated cycle tracks.
- I'm frustrated with bike riders. They often don't observe the laws of the road. When on the same street they go much slower which is also a hazard.
- Please enforce homeowners keeping plants from encroaching on sidewalks! It is impossible to pull a cart, use a stroller, ride a bike, or use a wheelchair on a sidewalk with no clearance.
- The transit system needs to be better. The system and the drivers need to remember that they are here to serve the community, not themselves or their union.
- Crossing Cowell Rd at the designated crosswalk near Quail Ct to Concord Community Park can be very dangerous. Many cars do not follow the posted speed limit. The park gets a lot of use especially during swim events at the park. A caution light like the light at the Canal trail would be very helpful. Speed bumps on Cowell Rd between Coventry Rd and Babel Ln would also slow traffic.
- This survey seems to focus on biking. For those of us who are seniors, we would like to see pedestrian zones, which means no cars. Look at the excellent examples of walking zones around the world. We seem to give cars higher priority than walkers. Pedestrian zones have cleaner air, less noise, and beyond all, a healthier and safer environment. Pedestrian zones and biking do not mix.
- Concord Avenue is a major connection to nearby cities and other corridors, yet it is an awful place to walk or bike. There are no bicycle lanes. The sidewalk is nonexistent for a good portion near the golf course. Cars speed recklessly. The only real option of avoiding this .75 miles is go an extra 2.75 miles and circle about the airport (which has its own problems). Most cyclists take to the sidewalk along this stretch which is of concern not only because it is illegal (10.45.240), but because it is also heavily used by pedestrians.
- Educate drivers on when cyclists are allowed on city streets, raise awareness of cyclists for when, where and how to ride on sidewalks
- Bike lanes should parallel major traffic arteries (where there is any continuity) instead of within those big streets and intersections. For example, a bike boulevard on San Jose Ave instead of bike lanes within Oakland Ave.
- I only have 2 more years at Concord High, but my little sister still have 7 years ahead of her at El Dorado and Concord High. I hope the crosswalks for the schools can be upgraded so she and her friends can be safe.
- The school kids need better routes to El Dorado Middle, and Concord High. The 7-11 driveway is a bit scary for the kids. There is a no turn on red at the school crosswalk that is repeatedly ignore and not enforced. School Crosswalks should be a priority.
- A jeep vehicle -female driver -speed much too fast for neighborhood on mulberry/denesta. Pedestrian cross walk & speed limit or “ped. crossing” sign would make it safer.
- I love that we can put our bikes on buses. But we also need more safe bike parking places: for example, there are few, if any, bike stands at Park and Shop.
- Suggest 4-5 dedicated residential streets for bikes, skaters, joggers like spokes on a wheel as in Europe. Cars are too fast/heavy with many drivers on cell phones, reading, speeding, or two days ago the driver with face near mirror applying blush while passing me. Riders need more than a white line illusion of safety.

- I am a relatively new Concord resident and homeowner, and I am interested in setting up a bike share program similar to other programs that have been implemented around the country (Phoenix, Atlanta, Tampa, Orlando, Santa Monica, San Ramon, and the Bay Area Bike Share program in San Francisco and Peninsula).
- I am an entrepreneur with a background in sports writing, news editing and tech PR. I would love an opportunity to tell you more about myself and my thoughts on implementing a city-wide bike-share program as a part of this transit plan.
- I think I count around seven (definitely less than 10) streets with dedicated bicycle lanes in the map provided. Yikes.
- Ever since moving to Concord in 2013, I've felt that the existing bike paths are on the OUTSKIRTS of the city instead of going THROUGH the city. I would love to be able to get from Walnut Ave and Farm Bureau Rd to Downtown Pleasant Hill (Crescent Shopping stores) without having to take a circuitous route. It feels like I have to take so many surface streets just to get to the Iron Horse Trail. I wish there was a bike trail that goes more EAST/WEST rather than the existing NORTH/SOUTH trails. Thanks for listening!
- I would love to leave my vehicle at home and take my kids places on our bikes or skating. It isn't currently possible due to a lack of dedicated bike lanes. Where they do exist they are used as parking spaces or turning lanes. Please consider a 7 a.m. to 9 p.m. parking ban in bicycle lanes. Thank you.
- I would walk more at night if the street lights were brighter
- Need a crosswalk between danesta and dana plaza. Old folk in my neighborhood are at risk and can't go up to concord blvd to use that one. also, my kids don't ride bikes anymore since we moved here. It's sad. Don't feel safe as speeders are too frequently seen. Concord needs to learn from arvada CO on how to become a city known for no speeding allowed.
- Green bike lanes are a good idea. Separating bike traffic from vehicles only provides a false sense of security. Focus on educating both the person driving the car as well as the cyclist on everyone's responsibilities. Start charging drivers when they hit a cyclist.
- Invest in a strong biker community. Biking creates health and community.
- Very few crosswalks are near my home but are sorely needed and must be cheaper than a four-way stop, yet that was quickly installed on Salvio St @ Date St. Why? A crosswalk at that intersection plus one on Clayton Rd @ S Fifth would probably be equal to the one 3-way stop. Thx for this opportunity!
- Need more lanes and complete streets
- Adding sharrows to major roads that don't have bike lanes would be helpful.
- When the city allows new construction, business, homes, industrial, please make sure they put sidewalks in.
- Westwood Elementary, El Dorado Middle, and Concord High School are right next to each other. The Crosswalk at West Street and Concord Blvd is INSANE during drop off and pick up times. On Wednesday's, the Middle School and High School get out at the same time. You have hundreds of children converging at this intersection to cross the street. And lots of parents in vehicles waiting for pick up.
- Recently a few kids have voiced concerned about almost being hit while they ARE IN THE CROSSWALK!!
- When the crosswalk button is pushed, ALL OF THE LIGHTS TURN RED, and I believe there is a sign that says "No Turn on Red When Children are Present". But vehicles turn on red anyway. But this is not enough. With budget cuts in the school district, crossing guards have been cut. Concord PD has been asked a few times to help with traffic control, but it's intermittent at best. There is no visible presence to deter vehicles or jaywalkers from making illegal turns or crossings.
- Some of the kids are just as bad; jaywalking and tempting fate with the cars thinking they own the place. Let's face it, middle school and high schooler's have a bit of an attitude!
- In Walnut Creek near Kaiser Hospital there is a large blinking NO TURN ON RED sign when the crosswalk is pushed. I think this school intersection in Concord needs something like this too, along with a City of Concord and Mt. Diablo School District push to educate parents and students.

- Also, Pleasant Hill recently installed some highly visible crosswalks that are really neat! I think it should be standard that at school crossings, these types of highly visible crosswalks should be installed.
- The address I gave is my work space. I work in Concord, I'm not a resident. however I felt my voice was important because I spend about 40-50 hours a week traveling in Concord and traveling to-from meetings.
- Need more traffic patrol in areas with busier streets that run through neighborhoods. West St for example, tons of speeders, even with the traffic control bumps. So unsafe to even walk the dog or go out with the kids.
- Need safer walking paths along Cowell - and speed bumps to slow down cars
- Leave it better than you found it. Treat others as if it where you living another life.
- The bike paths along the roads are not safe. We need better enforcement from the local police authority. The more pleasant and safe the bike paths, the more people will use them.
- If creating more walking trails please create wide enough for 2 strollers to stroll side by side. Trails need to be smooth enough for stroller wheels to easily traverse.
- Concord does not need more bike lanes
- I'd like someone to specifically look into pedestrian/cyclist safety near schools. It's so important for kids to be able to get to school safely, but when they can't walk/bike, it just means that they are dropped off which just leads to more traffic congestion. I appreciate the increased police presence at Ayers Elementary during morning drop off, but I feel there are other issues that make traffic as crazy as it is. I personally have witnessed 5 cars this year entering a crosswalk with a crossing guard and/or children still present. The crossing guards state that it is not unusual for this to occur 2-3 times each morning. Someone is going to seriously be hurt if we don't do something about it now.
- Fixing sidewalks would make walking easier for people. Also improving access to the Contra Costa Canal Trail and to Iron Horse would encourage more biking and walking. In your city planning, it would be great if suburbs and housing were not so isolated, and there were more integration of shopping and dining closer to where people live--I think that is what younger couples are looking for when buying a home these days.
- We are a group of fourth and fifth grade students at Cambridge Elementary School. In our community we walk and bike a lot. In our ELD class we are planning two ideas for the city of Concord. Bike Lanes and Bus Rapid Transit System to reduce pollution and traffic. We would love to talk to one of the city planners about our ideas we are learning, as we learn English.
- We do not need additional bike lanes on ANY major street in Concord.
- Cars drivers DO NOT look to the right when turning right to check for pedestrians at/in crosswalk.
- Please feel free to contact me. I am an avid walker and am passionate on the subject. I remember reading a Contra Costa Times article where Concord was described as "pedestrian friendly downtown Concord." It's not true.
- I lived in Davis, California for four years. I believe that city should be an example for how bicycle/pedestrian access can be integrated into urban planning to make cycling to most locations in town not only safe, but effective and fun. It gets cars off the roads and promotes healthy living which saves communities money in the long run.
- I would ride much more often if I could ride down Willow Pass Road and feel safe! I would love bike lanes on Willow Pass between Sun Valley Mall to downtown Concord and beyond.
- No more bike lanes in heavy traveled streets.
- NO MORE BIKE LANES ARE NEEDED.

- I run 5-6 days per week throughout Concord, mostly in the mornings. For safety reasons I stick to designated pedestrian/bicycle paths as much as possible, especially in the darker months. I would not say that the roads in my area have sufficient sidewalks or lighting to be safe for both bicycles and pedestrians (Babel and Cowell are both lacking). The intersection of the CC Canal Trail and Cowell is particularly scary, even with the new pedestrian crossing light that's been installed!
- I used to run a cycling club in the Bay Area for a couple of years. We worked with communities to promote safe cycling. Please feel free to contact me. I would love to work with the city of Concord to come up with a plan.
- Require biker riders to use warning bells when approaching walkers from behind.
- I have a motorscooter which I use to ride to BART and around town. These types of alternative transit should be included in this survey.
- All the major streets in Concord are terrible for pedestrian and bicycle travel.
- Please help us to learn how to bike and walk in a safe way. Teach drivers how to respect us.
- The city put safety lights for crossing the trail north of Hilltop and Solano, why not put them at the more dangerous crosswalks that have poor lines of sight? The city needs to improve street lighting too. It would be great to have the Ironhorse Trail well lit and to perhaps widen it to allow for a separate bike lane. Many bikers speed past without warning you they are approaching. It is hard to walk a dog when the trail is busy with riders.
- The left-turn lanes on Clayton Rd and Treat Blvd, where there is no traffic light, are dangerous to pedestrians. Cars are not watching for pedestrians; they are only looking at oncoming traffic. I have nearly been hit by cars turning into the Bel Air strip mall (on Treat) and Burger King (on Clayton) because drivers are hurrying to beat the traffic.
- If Cowell Rd could somehow be improved to add a bike path... It doesn't even have to be bike paths along heavily traveled roads, but along lesser traveled ones parallel to those.
- The new crossing lights at Cowell road off the bike trail are great it really helps with slowing down the cars.
- If you do make bike or walking improvements, fine however please don't take away any disabled parking. for many of us biking or walking is not an option, please don't try and force me to do something that is not possible
- Offering bike racks to lock bikes in well-visible places would remove my concern of bike theft. Also, Concord would highly benefit with dedicated biking lanes around downtown and connecting shopping centers. I would LOVE to bike around here. Please push forward with a bike and pedestrian friendly plan.
- Thank you for doing this! I hope access and safety to downtown can be improved.
- There is not enough room to safely cycle. I live near Barney's Hickory Pit and would love to cycle the few miles to Todos Santos Plaza but I don't feel safe at all riding in the streets (Clayton Road and Willow Pass for example). I was a bicycle tech for 8 years. I am familiar with cycling on the road and do not feel safe cycling in the vast majority of Concord.
- I love riding my bike on a bike path that is safely away from cars. I would love to have more bike paths in Concord.
- When I lived in Berkeley it was very bike friendly. They had streets called "bicycle Blvds" that were clearly marked and had much less traffic due to roundabouts, dead end barriers, and other traffic calming methods. Drivers were much more careful and aware of bikers and I felt much safer. Walking there was also very pleasant and many destinations were within walking distance
- The key thing for me is safety and I don't feel it in Concord. I feel safer in Pleasant Hill, Lafayette and Walnut Creek.

- Biking anyplace useful in concord is next to impossible. The vast majority of the major streets lack bike lanes and are extremely unsafe to bike. There is no safe way to bike from my house to the Bart station. I used to bike to work and as soon as I moved to concord I had to give that up because it is unsafe.
- We need to have more safe activities for children, teens, young adults, adults. After school and after work. Especially between 4 to 9 pm.
- Road rage incidents in Concord by drivers of County Connection buses, commercial tractor trailer semi-trucks and regular passenger cars, reported to police with plate numbers and suspect descriptions, are not followed up on at all. City workers respond to complaints of hazards to bicycles with retorts that bicycles should stay off the street because the workers "will be the ones to scrape the bicyclists off the pavement."
- Buses need to run more often and at night. Rules against bikes on sidewalks need better enforcement as they sometimes hit me.
- There needs to be better pedestrian / bicycle access on Bancroft and Mayhew. The sidewalks are inconsistent (sporadic) and cars travel far too fast for the area. I would walk to work (near Pleasant Hill Bart) if I had easier access to a safe path.
- Need better access from canal trail near Cowell and San Miguel into BART and downtown. Currently have to use Tioga Road, which is inconvenient, and lacks good sidewalks and bike lanes.
- It would be great if we had dedicated bike lanes like in San Francisco, where the bike lane is separated from the traffic lane by a parking lane.
- Please we need to improve sidewalks.
- Concord has very few visible bike lanes...traffic (speed, red light) enforcement is nonexistent
- Their needs to be a safe bike lane westbound on Treat from Cowell down to where it intersects with the bike path. A bike path (hard surface) connecting Ygnacio Valley (at Cowell) to Northgate High School area to allow biking to school from The Crossings and other Northgate feeder neighborhoods. Widen the openings to the open space in lime ridge to allow for bike trailers/large strollers to get through. How about closing one lane of Treat during summer vacation when traffic is less congested, and making it car free for bikes and slow wheeled vehicles.
- San Francisco and Oakland have "biking" events - concord has the space to become a biking friend city and attract bikers from all over the bay; change the way the Bay sees Concord and also bring in the revenue from Bikers; runners, etc.
- Concord has a long, long way to go to become a "bike-friendly" town. Maybe closing the streets in the downtown area on Sundays would be a good step.
- Bike Paths are too far out and in order to use them we go way out of our way to ride, but feel much safer due to dedicated lanes and biker/walking paths. Streets would be safer also as I've not been able to notice bikers in the street when I drive in Concord.
- Concord is a great place to live. It would be even greater if we had more dedicated bike lanes (that are safe) and better walking routes.
- Many bikers in Concord disobey traffic signs, signals, pedestrian courtesy and in many cases as dangerous as cars. The tweakers without helmets peddling drugs in neighbor hoods can't ride in a straight line
- Would ride my bike more if the street and bike lanes were safer. I think more people would ride bikes to school and work if it was safer and there were better bike lanes. I think this project is long overdue. thank you for making this a better place to work and ride
- The Iron Horse trail is an excellent way to bike to and from Bart. The only downside is that it's not well lit at night.

- You might want to ask, if they own a bike, what would it take for them to buy a bike, if they live in a household where someone bikes, how much would they spend on a bike, are the areas (xyz) safe for locking your bike outside?
- I live in Walnut Creek, just a few blocks away from Concord border. I walk and cycle in Concord several times each week. I hope my input here is useful.
- I wish that there were more dedicated safe bike paths. I love the canal trails but they only go to certain places. I would love to take my bike to Todo Santos from my house but it's impossible with all of the traffic on Clayton Road.
- I would love to see more improved bicycle access in and out of the BART station. It feels unsafe coming in and out with car traffic with no designated area to ride my bike and get on to Oakland Ave.
- I truly appreciate this survey and hope are city can become a more bike and pedestrian-friendly place!
- Auto Traffic on Oak Grove Road has become unbearable during commute hours, especially in the morning.
- Bicyclists do not follow traffic laws all throughout the City. Why is there not more law enforcement of bicyclists running red lights, stop signs, etc.?
- The Todos Santos area needs to promote bicycling. Mandate management companies place bicycle racks in common areas. Watch what happens.
- There should be a pedestrian & bike bridge over Monument Blvd. at Mohr Lane. It would make much safer for the many that walk or bike that area. Plus it would improve traffic on Monument.
- I have given up cycling, although in the past it was my main form of commute transportation. I would like to start cycling again, but I don't feel that safe.
- I would love to see more bike/ pedestrian friendly road lanes, raised curbs to protect the bikers, and safer access to Todos Santos plaza from the neighboring communities. I bike to downtown several times a week with my daughter and have to ride on the sidewalks because I am terrified to ride I the streets (as I'm supposed to) due to how unsafe it is. Alameda has just redone its Shoreline Dr with a BEAUTIFUL bike friendly lane. I'd suggest checking it out and copying that for concord.
- I used to love bicycling around Concord before my bike was stolen. Mostly to Cowell Park and around Todos Santos.
- I would like to see some bike paths from colony park area to downtown Todos Santos and to walnut creek trails
- There is no safe route from downtown Concord to DVC/Sun Valley area. No trail, no bike lane, no side streets and dangerous freeway onramps.
- Connect Bancroft and Mayhew along the BART tracks with a trail to support more walking, biking. This also connects existing trail systems. Biking on David is highly dangerous as well.
- Please continue to invest in dedicated bike lanes, driver education about bikers, and nice sidewalks. I think additional effort needs to be made to educate bikers...Often on Clayton Rd coming off 242 and on Concord Blvd, I see bikers biking against traffic. I've even seen it when there is no shoulder and in the middle of the night. Also, many bicyclists think they can break the laws of the road (i.e. cutting across traffic to cross from one side of the road to the other wherever they want)
- Thanks for all of your hard work to make Concord a safer place for walkers and bikers!
- I would like to see more focus on connecting the existing trails to each other as well as better paths to get to these trails.
- I'd like to see a trail between Treat and Smith, along the canal by the fire dept.

- Need to improve crosswalk at Mohr Lane & Monument Blvd. Dangerous for pedestrians & bikes. Major trail crossing and busy street. Should consider overpass like at Treat Blvd. or at Ygnacio valley Rd both locations where the Iron Horse trail crosses a major street. At the very least a change to signal to allow bikes & walkers to start 30 seconds before vehicles when walk button is pushed.
- Crossing Clayton Road, Concord Blvd and Willow Pass in downtown Concord is like crossing a 15 lane highway. VERY DANGEROUS. And sidewalks need to be level to avoid trips and falls.
- I appreciate the improvements that have been made to the Canal Trail crossings at Concord Boulevard and Cowell Road. These are often tricky places to cross when on a bicycle.
- We need sidewalks on Peach Place. There are a lot of pedestrians, kids and dogs on this street every day and no safe place to walk. Cars are ALWAYS speeding and the street lights are insufficient to see anyone at night.
- I would love to see the transit system back to the normal schedules, like the 15 used to run every half hour instead of hourly.
- Speed limit should be reduced along Oak Grove road to encourage cyclist to ride to mount diablo entrance. Speed radar meters would also be a good tool to remind drivers about their speed
- Maybe work on more lights on local bike trails
- it would be great to create a more bike friendly city
- Lighting needs to be improved around Todos Santos Plaza. At night, it is difficult to see pedestrians crossing the street. Also, please put up signs reminding drivers to watch out for pedestrians. I have almost been run over by cars turning right from Grant Street onto Willow Pass Rd, next to the Firehouse.
- Who do we complain to about cars speeding down Wren Avenue (between Farm Bureau & Clayton Way)?
- I think Concord as a whole should develop more and better bike infrastructure (i.e. more protected bike lanes that are painted green). I myself have been hit by a car on the intersection of Willow Pass and East St (next to the First Bank) and I believe a protected bike lane could've prevented that. Also, biking is a lot healthier to citizens than driving and we should incentives them to do it more. I would suggest the city work with organizations like Bike East Bay or the California Bicycle Coalition to help this happen.
- Improving sidewalk access would be the most important suggestion I can make. Walking in streets is dangerous and frightening.
- No more bike paths needed
- I would love to see some educational pieces letting drivers know they are obligated to leave three feet between themselves and a cyclist when they pass. I also think that encouraging folks to bike to BART for work, instead of driving (through education and easier access) would greatly improve traffic, health, and general atmosphere in the city.
- If there could be additional areas for biking/ walking put off to the side for people (like Clayton's back trails) i would felt a lot more safe and I would make a point to drive less. I prefer to be reached on my email for additional contact, and would love to answer any more questions you might have. I hope to see some changes soon!
- We need more bike lanes
- I usually walk between 8 and 9:30 AM. Even though the intersections have stop signs, drivers rarely stop. It makes crossing the street a challenge.
- Dream that Concord becomes a bike friendly City
- Any thought on about bike trail from Bancroft and David to Pleasant Hill Bart along the BART track.
- Concord is pretty much set up for car traffic.

- Crosswalks are often too far apart, and it requires more walking/time than needed.. IE, on Clayton rd one crosswalk is on the corner of Alberta Rd, and the next one is all the way to the corner of Ygnacio Valley Rd. People often choose to jaywalk rather than take a long walk. Crosswalks within a considerable distance, would be a great improvement.
- Safety in Concord is severely lacking when bicycling and walking. Concord is a dangerous place to be when walking or biking not enough lighting or buffer zones for safety.
- Suburbs in general are not good for walking to a destination. If I have enough time, I can walk to one shopping center, although it is not one that I need to visit often. Things probably can't change in my part of the city, but I hope other areas, especially the development in the Weapons Station, will be more pedestrian friendly.
- We do not need any more bike lanes. Fix the street pavement.
- I hear about too many bike thefts at BART to want to ride there.
- Major bike access improvements need to be made along Concord Ave & Willow Pass to allow safe & easy access from Concord to Diablo Valley College.
- Need good trails that connect the parks and make it easy to walk and exercise.
- A bike path through the Naval Weapons Station to access North Concord BART would be great.
- I would like the streets to be safer to bike with my two daughters (10 and 6). Concord would be a lovely place with more dedicated bike lanes, and slower traffic.
- I'm happy to see Concord surveying the public about bicycle and pedestrian safety. I completely support using public funds to make Concord a more bike and pedestrian friendly city. I'm extremely concerned about sidewalk repairs, the installation of sidewalks (which there are non on Whitman between Oak Grove and Claremont), and the widening of sidewalks.
- Concord has a lot of streets and roads that are in poor condition. This makes biking among cars very dangerous.
- the city ebrpd bart and ccwd need to do more to get people to clean up after pets and litter. we need more trash receptacles and more enforcement. litter is also a major issue at safeway and costco. it ruins a nice walk.
- Improving the bicycle route along Concord avenue, you will connect many more people to Downtown concord.
- More bike lanes can only help increase the number of people that will be able to bike rather than use their car for shopping, recreation, etc
- Making the right improvements will be huge for the city. I feel like Concord is 30 years behind the times compared to the rest of the Bay Area. Nobody wants to live in sprawl in 2015. I've never lived anywhere that is so unwalkable and hostile towards pedestrians/bikes. Thanks for putting out this survey.
- "I don't bike, but other family members do and they express the need for better bike lanes in Concord.
- Walking would be much easier if sidewalks and/or walking paths were improved"
- Please have CPD look at drivers with windows that are illegally tinted black. The walker/bike rider CANNOT make eye contact so who knows if it's safe to cross.
- "Safety" needs to be separated into two categories: fear of being hit by a car by accident and fear of someone attacking you on purpose (mugging). I am very concerned about someone hitting me by accident, but not much concerned about being mugged because I am mostly in fairly busy areas with lots of witnesses.
- "Make no little plans; they have no magic to stir men's blood and probably themselves will not be realized. Make big plans; aim high in hope and work." -- Daniel Burnham
- The City of Concord is about to embark on a process that presents a tremendous, uncommon opportunity to greatly enhance the safety and convenience of travel by foot or bicycle. Let us not squander it.

- Please work on improving bicycle lanes and safety for bicycles. I would ride my bike everywhere, except I have had too many close calls with traffic, when I was obeying the law. I have never had a problem where bike lanes are available.
- I believe traffic congestion will be decreased by improving bicycle access in concord.
- Improving sidewalks and access in East Concord Clayton Valley Area. The kids often walk or ride bikes on edge of busy Ygnacio Valley Road which can be very dangerous.
- More bike racks in visible areas where one can lock up a bike while shopping in the Todos Santos area and better bike lanes on Clayton Rd.
- I am new to Concord, having lived on the peninsula. I would walk a lot more if there were more trees to keep cool in the summer and guard from the sun.
- Roads are designed for speed at the expense of safety.
- Please have bike lanes going to concord BART along with additional bike lockers and to Todos Santos square. These are essential to the future of the city.
- I think it is very dangerous to have bikers share the lane with drivers. Although I do not ride my bike often nor do I drive often, when I do drive and when I do bike I feel extremely unsafe using the same lane. These are two completely different measures of protection (for the driver) and access/inability to see (for the biker) plus a various number of different things. Just my opinion! Same goes with motorists weaving through traffic! Thank you for conducting this survey!
- Please do the right thing for both safety and health and choose to improve the experience for bicyclists and pedestrians in Concord. I firmly believe that doing so will attract more people to Concord who choose a healthy lifestyle and believe in exercise. This may even have a long term impact of helping to reduce or negate some congestion caused by car traffic.
- Note that my "very/not important" evaluations were meant for my personal interaction, not as a general statement. (E.g., I'm not in school, so "going to school" is not important for me, though I consider it an important transit consideration for those who are.)
- Bike travel can be key to Concord's transition to a healthier city and create business opportunities. If the Willows were even more bike friendly imagine the possibilities. It is also crazy that one cannot cross from the Iron Horse trail to Sunvalley Mall or Downtown Concord, business opportunities lost by lack of bike access.
- This is much needed for a great city like Concord!
- Please put in a bike path or bike lane on Willow Pass Rd. from the intersection of Contra Costa Blvd. to the Iron Horse Trail just past the 680 overpass. That is the single largest and most impactful change you could make to biking in Concord.
- I think that people in Concord aren't used to seeing as many pedestrians as they are in the city, which makes it dangerous for people like me who love to walk. I am constantly aware of my surroundings but distracted drivers can be careless. I think that more left turn signals or flashing lights could help for better visibility. I think the new flashing lights on the canal trail crossing Concord Blvd & Cowell Road have really helped drivers to slow down & pay attention.
- We need more bike infrastructure on the roads in concord including buffered lanes and sings to increase bike awareness.
- Willow Pass Road between the Contra Costa Canal Trail and Esperanza would be a very popular bike route because, unlike Salvio, it's flat. However biking there is extremely unpleasant because cyclists are forced to mix with fast traffic.
- There is no safe way to ride a bike on Willow Pass from P.H. to Concord. The fence on the north side of Willow Pass, at the Willows Shopping Center, that allows access to the bike path should be left down. I'm ecstatic every time I see someone has torn it down. That trail should be Grandfathered in. It's been there longer than the fencing.

- I wish there was a 2-3 mile stretch of road where I could ride my bike safely for exercise without having to stop at each corner. I sometimes drive to Treat Blvd. at Citrus Ave. to ride my bike along the canal trail to WC, but you have to get off the bike to get onto the trail due to sidewalk not being wide enough for 2 bikes to cross and the curb.
- Yes, I would ride my bike more if there where lanes on Ygnacio, Treat and downtown
- As a powered vehicle operator, I would have far more respect for pedestrians & particularly cyclists if they were held rigidly to the same standards I am. TOO MANY SCOFFLAWS!!
- Need to work on the crosswalk lights on Concord B, Willow Pass and Clayton Road. I can wait up to three minutes for the light to change so I can cross the street, even when cars are four blocks away sitting at a stop light.
- There are no good routes to bicycle east and west through Concord. They only exist north and south, making it difficult for those of us living in East Concord to utilize the paths/trails or to commute safely on bicycle.
- Bike riders should have to be licensed to use the streets, most do not follow rules of traffic or wear helmets. They can cause accidents and have no accountability for property damage. They are not required to have insurance. I have seen people riding bikes the wrong way in traffic and cut diagonally across 4 lanes of traffic with no helmet.
- I sometimes do not feel safe while riding my bike near the freeway overpasses as there seem to be many homeless people living in those areas.
- Also, I must travel Willow Pass Rd. to get to work off Taylor Blvd. Very dangerous by freeway on-ramps and no bike lanes available.
- Please improve walkability around BART - sufficient lighting and safe access to walkway/bike paths to ensure safety from motorists, criminals etc. especially around major streets/intersections.
- Concord has a density problem of people and cars. When Concord was developed there was no foresight and it ended up in sprawl. High Density Housing along each and every commuting corridor. The City of Concords Streets are too narrow and have to few lanes to support the amount of traffic. The traffic signal control system is a joke. Your Police Department is understaffed especially in the area of Traffic Enforcement.
- I would love to ride my bike to work however, the lack of lighting bike lanes and light runners make me fear for my safety. I often drive into Walnut Creek and bike from there.
- In-road bike lanes that incorporate automotive turn lanes or place bikes IN traffic are terrible. Is there a sidewalk based or separate bike path option?
- Licensed bike riders should be mandatory.
- I used to commute via auto to the Pleasant Hill BART. I am now retired. I found it very irritating that BART started charging for parking.
- We need bike paths. But more importantly we need well lit streets. Everything is extremely dark. This makes it easy for criminals.
- Please install clear and defined bicycle lanes in all major streets of the city. I find myself going to other cities simply because they have better multi-use road infrastructure.
- We are lucky to have lots of trails in the area and more work should be done to connect them. It would also be nice to have those trails somehow safely lead back to Downtown.
- I don't think that the city should be spending ANY money on more public transportation or bike projects until ALL our roads, sidewalks, lighting issues are repaired. In addition, we would all feel a lot safer if there were timely responses to calls for police services and see an increase in police staffing so that they can spend time preventing the crime in the first place. Last, ALL bicyclists should be treated the same as any other vehicle on the road. The operators should follow the laws and pay for the upkeep of the road.
- Please ensure that development of the former naval weapons center has extensive paths for walking and biking. As well as destinations such as restaurants.

- The biggest problem is drivers not giving any concern to pedestrians. It's not very common for drivers to stop at a crosswalk that does not have a light, even at stop signs. it amazes me to be in Todo Santos and drivers just run the stop signs and honk at you if you cross. And people going right on red anywhere, you really have to get their attention or miss your light and stand there for another couple of minutes.
- Using anything but a car in Concord is difficult. Traffic lights are timed to discourage people walking anywhere they have to cross a major street. People use sidewalks to ride their bikes, creating risk for people on foot. Concord doesn't enforce the laws in the city and people are hurt and/or killed because of it. Jay walkers get sick and tired of waiting for traffic lights to change, so they cross elsewhere. Bikers use the sidewalks. This is all over the city, not just one neighborhood. Additionally, in some areas there are no sidewalks, which impedes walking anywhere, along Treat Blvd and Cowell Road, for example in the eastern part of Concord.
- I have been ordered by a doctor NOT to walk but to bicycle instead. There is nowhere that I feel safe biking in Concord.
- We need more SECURE free bike parking at BART.
- Concord desperately needs dedicated bike lanes. The amount of people using bikes as a main source of transportation is rising in the Bay Area. If Concord wants to see more healthy residents as well as lowering traffic and pollution then having more bike lanes would help tremendously. I see some riders riding on the sidewalk. A lot of the sidewalks are not big enough to have bikers and pedestrians on the same road. Some sidewalks are not maintained well and are dangerous to ride on.
- Extend Bike lanes for the full length of Concord Boulevard
- Anything that can be done to reduce the time at traffic lights is awesome. When I press the button to cross the street sometimes it takes a very long time for the light to change and stop traffic so I can cross. Making it easier to cross busy streets will encourage walking and biking
- Cowell road is where I often walks and there is hardly any sidewalk which makes me feel unsafe and thus reconsider my decision to walk
- need more help for house bound seniors
- When walking from BART to my home on Ravenwood Dr, there is very little lighting, especially along the vacant lot that everyone cuts through.
- We need bike lanes the entire length of Concord Blvd and Clayton Rd. I usually only bike for recreation but would bike more if I felt safer on the roads. Would like to walk more but stores, etc. are too spread out in the suburbs.
- Crime in Concord is becoming ridiculous making a community where I once felt confident traveling by foot into a place that can be very intimidating and frightening; especially at night.
- Would like to attend classes at the community centers but there are no easy, much less synchronized, transit options to get there and to depart. having even fewer transit options on weekends makes me reliant on cars
- Adding new bike lanes to most existing streets in Concord is a bad idea. The streets were not built for it, and narrowing the lanes for cars will create more dangerous driving conditions.
- Fix cracks
- Please keep our trails safe and make better access crossing Treat blvd (intersection east of Citrus ave . Blocking trail access just makes it more dangerous people just go around the blockade
- I wish there were safer bike paths to the Todos Santos area and to north concord to clayton
- Concord has wonderful bike / pedestrian paths but the access routes to most of them are HORRIBLE. Biking and pedestrian should be a priority throughout the ENTIRE city, not just the "new Downtown" where most of us will never live.
- Adding bike lanes and safe areas for pedestrians to cross streets will add so much value to Concord.

- It is very difficult to cross streets even at stop lights. Lack of sidewalks is a huge problem. I was told years ago the city just doesn't have money to install sidewalks
- Bicycles on busy streets like Clayton Rd and Concord Blvd are very dangerous. Even with bike lanes they ride the line and must go around parked cars but rarely do I see anyone looking to see if there is a car approaching them from behind, they simply come out into the car lane.
- Please improve the walkability, bikeability of the major arteries like Willow Pass, Concord Boulevard, and Olivera. These connect everything and they are dangerous to walk or ride.
- Tall order, but the city needs to work with Caltrans to improve bike/ped safety at the Willow Pass and Concord Ave 680 undercrossings. Children, the elderly, and the working poor, basically the carless class, risk their lives to make that dangerous passage. By Sun Valley Mall crossing the WB Willow Pass onto SB 680 onramp is incredibly dangerous.
- The city needs better street lighting. Every street should have a sidewalk. Bike lanes could be wider.
- The signal at Salvio and East needs a left turn arrow. I have lost count of the times drivers have turned without looking at the crosswalk only to screech to a stop right in front of you (ie when they eventually see you)
- Please do not sacrifice bike lanes to make room for car lanes like the city of Antioch has done. Please complete bike lanes along Concord Blvd from Bailey Road to downtown; the bike lanes are patchy right now.
- Flashing lights to stop cars need to be red not yellow
- There should be a designated bike lane between Concord Bart and Todos Santos. I ride this route with my child in a child seat and frequently need to use the sidewalk to keep us safe.
- I find, in general, drivers in contra Costa County don't have a high regard for bike riders. Part of the problem is that some bike riders are not courteous or safety minded themselves.
- In the neighborhood I live safety is my main concern.
- fix the trails so they aren't so dangerous with the cracks and holes in them
- One of my neighbors had a bush that came out onto the side walk. I called code enforcement and the he took care of the problem. If I hadn't called code enforcement he would have never taken care of the issue. Thank you for taking care of my issue in a timely matter.
- Between reckless drivers and bicycle theft, it's just too dangerous and risky to bicycle around Concord
- We need protected bike lanes in Concord. Painted bike lanes, shared with cars, do not work.
- Thanks for taking the time and expense to offer the survey. Walking is my main mode of transportation.
- You might have asked if people OWNED a bike and would they buy a bike if circumstances around bike use in Concord changed and then bring down a menu to find out what they would want to change,.
- Get bicycles off the sidewalks.
- Have bicyclist obey rules!
- Need to improve bike access on major roads. It's too hard to get anywhere by only using back streets.
- I'd really like to see more bike lanes overall. I think that the city is especially lacking in a safe path for bicyclists going East/West, at both Concord Ave and Willow Pass Road. I also think motorists need education about cyclists. I think many drivers believe bicyclists are not allowed on the roads and instead belong on the sidewalk.
- I am fit enough to ride my bike 8+ miles to school, but I never do because of lack of protected bike lanes and unlawful drivers. Concord is super dangerous everywhere...please do something!! Please contact me with additional questions if you have any, I care about Concord's safety and promotion of walking/bike commuting.
- More parklets, better Lane marking would help

- I would walk/bike at least to PH BART if the shortcut path had been constructed. As it is now, it is dangerous for bicycles/pedestrians in S. Concord near me to do so for lack of sidewalks or paths. The fact the shortcut path from Bancroft/David Ave. was never built is completely ludicrous. I would more likely even walk to BART, take BART to Walnut Creek station and pick up the 92X bus to San Ramon, but it is way too dangerous to cross Bancroft and walk down Mayhew Way and Las Juntas.
- This city has great access to trails. However, when you leave those trails it is very unpleasant to ride. Having protected bike lanes would go a long way in establishing a culture here of safe, reliable and green transportation.
- Although I do not bike at all or often walk I believe it is important to have safe places to do these activities.
- We need an interconnected network of bike lanes as well as separated (Class I) trails to serve all walkers and bikers in all areas of the city.
- We must reverse current policy of removing crosswalks and ever increasing traffic speeds. The death on Clayton show how dire this situation is.
- We also need to increase traffic enforcement.
- More safe routes to school and to parks are needed so that kids can bike alone safely
- Areas labeled as bike paths are not continuous, and there is not enough width to feel comfortable on a daily commute. Please increase number and quality of bike lanes to and from BART stations! Also, I get a lot of flat tires in the bike paths, is there a way to sweep or clean them better?
- I would like for Concord to make Bicycles a priority for transportation and recreation. It is really good that Concord is creating a Bicycle plan. But the previous Bicycle trails plan was never completed. I hope the plan that the City is working on now will be constructed and completed in less than eight years.
- Please install bike lanes on every street.
- I don't bike to the store because if theft issues. I don't bike to school because the road is unsafe. I find the state of the sidewalks and crossing areas in the areas close to parks and community centers especially deplorable. Bike path is great … Except the homeless are often passed out in the middle of the road. I run 10 miles a day all over town, with a stroller, and can tell you every spot that is not accessible, frustrating or even dangerous.
- I live in Walnut Creek but am interested in moving to Concord (near where I work) because it seems Concord is trying to improve conditions for transportation users other than motorists. Walnut Creek seems to only care about motorists but despite their focus we have terrible parking issues and horrible traffic.
- Thank you so much for putting out this survey. I'm so glad to see such foresight in future planning for this area of Contra Costa. I'm happy to be a part of that vision.
- More bike lanes are needed on major thoroughfares like Clayton Road, Concord Avenue, most downtown streets. Mt Diablo Street also has poor sidewalks, especially for pushing a stroller, which requires multiple street crossings to avoid sidewalks with no ramps to/from street level. More bike racks would also be good near Todos Santos.
- Biking on the street of Concord is scary. I try to avoid major streets as much as possible and use parallel non-major street which takes considerably more time but is much safer.
- Not enough bike lanes on major arteries.
- I appreciate the cities renewed efforts in identifying and improving the lives of none car driving residents. Though I have my doubts about the city council's sincerity, namely Hoffmeister and and Helix I am hopeful that one day concord will be a greener, cleaner and more healthy city by making strong strides toward making alternative transportation a truly viable option.
- I think a safe place to leave bikes is really important. Theater, Shops, BART etc. This is my main reason for not biking to eat out or go to the movies, or shopping

- I hope the City will focus on making major arterial streets safe for bicycle traffic.  Many trips within Concord offer no safe, reasonably expeditious bicycle route.
- Monument Blvd is the number one street I have in mind, because it's a major axis through the city with no alternative streets running parallel, and bicycle traffic has the choice of either a narrow, uneven sidewalk (thus endangering and inconveniencing pedestrians) or taking a scrap of space on the road and being passed very close and at high speed by motor traffic.
- Poner luz o cemaforos o un cruce peatonal entre Monumen y have la
- cruz de patones de la esquina de lacey laney monument blvd
- si tienen bicicleta par mi necesito una
- Iluminacion

## PREVIOUS EXPENDITURES

The following funding sources and capital projects are noted in the City of Concord's FY 2015-2016 budget, and support the implementation of bicycle and pedestrian infrastructure and programs.

### Capital Projects Funds

The City of Concord maintains nine Capital Project Funds, many of which may be used for bicycle and pedestrian improvements:

- Measure C/J – Accounts for transportation improvements funded by 19% of the half-cent sales tax approved by Contra Costa voters in 1988
- Measure C I-680 – Accounts for highway improvements funded by 81% of the half-cent sales tax approved by Contra Costa voters in 1988
- Developer Fees for Parkland Zones – Accounts for fees collected from developers expended for parks and recreational areas
- Developer Fees for Off-Site Improvement Program – Accounts for fees collected from developers expended for General Plan street improvements
- Developer Fees for Storm Drain Zones/Traffic Mitigation – Account for fees collected from developers expended for storm drains and traffic mitigation
- Federal Street Assistance – Accounts for approved capital projects funded by Federal Government revenues
- Traffic Congestion Relief – Accounts for sales tax revenues used for local streets and roads construction projects
- Assessment Districts – Accounts for specific public improvements such as streets, sewers, storm drains, or other amenities funded by special assignments against benefited properties
- General Reimbursable Projects Fund – Accounts for the costs of acquisition and construction of general purpose public facilities that are reimbursable from grants or from General Fund transfers

### Capital Improvement Projects 2015-2016

The following capital improvement projects from the 2015-2016 budget included elements that benefit people walking or bicycling.

| Number | Name | Description | Total Cost |
|---|---|---|---|
| 1284 | Citywide Accessibility Improvements – HOLDING ACCOUNT | Holding account for annual program to construct curb ramps and accessibility improvements citywide | $338,333 |
| 2325 | FY 14-15 Access Improvements @ Various Locations | FY 14-15 citywide ADA improvement program | $503,016 |
| 2011 | Concord Reuse Planning | Analyses and implementation planning for Concord Reuse Area, including bicycle and pedestrian facilities | $23,706,101 |
| 2280 | Citywide Bicycle & Pedestrian Master Plan | Develop a citywide bicycle and pedestrian plan | $320,000 |
| 2206 | ADA Barrier Removal for City Facilities (Park Facilities) | Remove barriers to mobility in Brazil Quarry Park, Cambridge Park, Concord Community Park, and Dave Brubeck Park | $190,000 |
| 1173 | Annual Citywide Sidewalk Improvement Program – HOLDING ACCOUNT | Holding account for annual programs to repair sidewalks and upgrade curb ramps citywide | $1,942,046 |
| 1761 | Commerce Avenue Extension and Bridge at Pine Creek | Extending roadway, including construction of a pedestrian bridge across Pine Creek and installation of a trail | $6,698,325 |

| Number | Name | Description | Total Cost |
|---|---|---|---|
| 2239 | Central Concord Pedestrian Improvements & Streetscape Project | Construct pedestrian crossing improvements to connect the Monument corridor to the businesses along Willow Pass Road | $4,361,200 |
| 2251 | Farm Bureau Road Safe Routes to School Improvements | Sidewalks, ADA ramps, and bike lanes on Farm Bureau Road from Willow Pass Road to Wren Avenue | $1,392,470 |
| 2276 | Detroit Avenue Pedestrian and Bicycle Improvements | Sidewalks and accessibility improvements, buffered bike lanes, street lighting, and repaving along Detroit Avenue from Monument Boulevard to Clayton Road | $1,014,135 |
| 2277 | Downtown Concord Bicycle Lane Improvements | Bike lanes on Concord Boulevard and Clayton Road from Sutter Street to Grant Street, and on Grant Street and Oakland Avenue near the downtown BART station | $626,275 |
| 2307 | Franquette Ave Pedestrian & Bicycle Trail Connection Project | Bicycle and pedestrian improvements along Meadow Lane and Market Street to the tunnel under HWY 242 to Franquette Ave | $150,000 |
| 2314 | Cowell Road Safety Enhancements | Curb extensions, RRFBs, and signage at the uncontrolled marked crosswalk at Cowell Road and St Francis Drive | $113,500 |
| 2318 | Detroit Ave/ Whitman Rd Ped Improve | Design for intersection improvements including sidewalk widening and ADA improvements | $50,000 |
| 2321 | Galindo St Multi-Modal Design Improvements | Design for multi-modal improvements to the Concord Avenue/ Galindo Street corridor | $125,000 |
| TIP-1610 | Farm Bureau Road Complete Streets – Phase 2 (Wren Ave to Walnut Ave) | Widen Farm Bureau Road to accommodate bicycle and pedestrian facilities | $3,800,000 |
| UF-1606 | Meadow Homes Park Improvements | Provide 8' wide paved path around park, with benches and lighting | $403,000 |
| UF-1608 | Farm Bureau Road Complete Streets – Phase 3 (Walnut Ave to Clayton Road) | Complete Streets improvements, including bike lanes, sidewalks, and intersection improvements | $250,000 |
| UF-1609 | Oak Grove Road Complete Streets – Phase II (Whitman Rd to Treat Blvd) | Complete Streets improvements including extending bike lanes and ADA upgrades | $250,000 |

# Plan & Policy Review

Appendix B

# Plan and Policy Review

## LOCAL PLANS, POLICIES, AND RELEVANT STUDIES

### Concord 2030 General Plan (2012)

The Concord 2030 General Plan, which lays out goals and policies to guide the development of the community, is organized around a set of themes and key initiatives. These include:

- Supporting mixed use development and transit-supportive land uses around the City's two BART stations and in commercial corridors with bus service. The Plan promotes mixed use development around the downtown BART station and the North Concord – Martinez BART Station and on underused or abandoned retail sites along arterial streets to create more vitality in these commercial corridors. Adjacent neighborhoods will be protected through buffering standards which avoid adverse impacts.
- Creating a safe and efficient multi-modal transportation system. The Plan establishes a comprehensive set of principles and policies to enhance the existing system and promote a well-integrated and coordinated transit network and safe and convenient pedestrian and bicycle circulation. With the November 2004 passage of Measure J, the City has access to additional funding for transportation improvements to serve planned development. The City also will work with the Bay Conservation and Development Commission and the Metropolitan Transportation Commission to ensure continued deep-water access to the CNWS and will continue to support use of Buchanan Field Airport for regional and local aviation needs.
- Planning for environmental justice. The City will plan for the equitable distribution of community facilities and services to meet the needs of all segments of the population and provide services for special needs that increase and enhance the community's quality of life while avoiding over-concentration in any one area.

In addition, the General Plan provides a list of priorities to be followed where street space is limited. On new streets or where improvements are being made:

- Pedestrian facilities are prioritized above dedicated bicycle facilities.
- Bicycle and pedestrian facilities are prioritized above street trees.
- Bicycle and pedestrian facilities are prioritized over street parking, except on residential streets.
- Travel lanes are prioritized over street parking, except on Downtown streets.
- Bicycle facilities in conjunction with 10' travel lanes on low-traffic streets, and 11' to 12' travel lanes on high-traffic streets.

### Land Use Element

Goal LU-10: High-quality urban design in public spaces and infrastructure

- Principle LU-10.1: Create Attractive, Inviting Public Spaces and Streets that Enhance the Image and Character of the City
  - Policy LU-10.1.2: Require new development to provide and maintain right-of-way improvements along project frontages such as landscaping, street trees, and other amenities that enhance the streetscape appearance.
  - Policy LU-10.1.3: Maintain an aesthetically pleasing street network that helps frame and define the community while meeting the needs of pedestrians, bicyclists, and motorists.

### Growth Management

Goal GM-4: Reduce the number and length of commute trips made by single occupant vehicles

- Principle GM-4.1: Promote reduced commute trips and lengths.
  - Policy GM-4.1.1: Encourage new development to develop and implement TDM measures which reduce commuting by single occupant vehicles and instead promote and encourage transit, ridesharing, bicycling, walking, and other measures for the journey to work.
- Principle GM-4.2: Support transit, bicycling, and walking.
  - Policy GM-4.2.1: Require new development to incorporate transit, bicycle and pedestrian access where feasible and appropriate, consistent with the General Plan Transportation and Circulation Element and the Countywide Bicycle and Pedestrian Master Plan.

### Transportation and Circulation

See a map of existing and proposed bikeways in **Figure B-1** at the end of this section.

Goal T-1: A safe and efficient multi-modal transportation system.

- Principle T-1.1: Provide an Easily Accessible, Functional, and Attractive Transportation Network.
  - Policy T-1.1.7: Provide a high level of multimodal connectivity in the design of the citywide transportation system, particularly in the Concord Reuse Project area.
    *The roadway, bicycle, pedestrian, and transit network to be developed on the Reuse Project site should provide convenient multimodal access from this area to adjoining neighborhoods, the City, and the region.*
  - Policy T-1.1.12: Establish efficient linkages to the regional transportation system for all modes of travel.
  - Policy T-1.1.15: Continue to provide and enhance landscaped medians and street edges that are visually pleasing and provide shade and buffers for pedestrians and cyclists; landscaping should use native or low-water plants and reduce stormwater runoff to the greatest extent possible.
  - Policy T-1.1.18: Monitor transportation facility performance as a part of development review and CEQA compliance as development occurs; include bicycle and pedestrian performance, in addition to vehicle performance in this monitoring.

- Principle T-1.3: Minimize single occupancy vehicle travel in Concord.
  - PolicyT-1.3.2: Continue to promote a wide variety of transportation alternatives and modes to serve all residents and businesses to enhance the quality of life.
  - Policy T-1.3.3: Ensure that streets are designed to balance the needs of multiple travel modes, including vehicles, pedestrians, bicycles, and transit.
- Principle T-1.4: Provide Complete Streets that serve residents and visitors using all modes of transportation.
  - Policy T-1.4.1: Create a complete street network that provides facilities for all users to travel throughout Concord.
  - Policy T-1.4.2: When prioritizing limited funds among potential complete street improvements, focus on the following types of improvements first:
    - Safety: Regardless of location, improvements including sidewalk connectivity projects, that enhance the safety of all roadway users, including drivers, cyclists, pedestrians, and transit users.
    - Sidewalk and Bicycle Access to schools, parks, and transit stops: locations often accessed by children and other non-drivers.
    - Downtown Streets: Visited by the majority of Concord residents; common places for people to walk to access businesses.
    - Reuse Area Access: Tie the Concord Community Reuse Area into the rest of the City.
  - Policy T-1.4.3: Develop and apply a streamlined complete streets checklist for review of proposed transportation improvement projects.
  - Policy T-1.4.4: Review street reconstruction, development projects, and utility projects to identify opportunities to implement complete streets principles, including the concepts identified in this Element and the priorities of any adopted trails, bicycle, or pedestrian plans.
  - Policy T-1.4.5: When planning for complete streets, include groups and individuals representing the many populations who use the City's streets when planning for Concord's street network; use their input in collecting data to prioritize and track implementation of complete streets upgrades.
  - Policy T-1.4.6: Where right-of-way and adjacent land uses limit the space available for complete street infrastructure, consider 'road diets' to reduce the number of vehicle travel lanes or narrow lane widths; such road diets should be subject to study to understand the potential for impacts on all modes of transportation.
    *A road diet reduces the number of vehicle travel lanes. The chief initial consideration is the number of vehicles using the roadway before such a project is implemented. For example, caution is warranted when considering reducing the number of through lanes on a roadway that does not provide excess capacity based on average daily or peak hour traffic operations, safety and diversions to other streets against the potential benefits to pedestrian and bicycle travel.*
  - Policy T-1.4.7: Incorporate neighborhood traffic management techniques, such as traffic circles, narrow lanes, and bulbouts in appropriate residential areas; such techniques should be evaluated to ensure they improve bicycle and pedestrian travel without compromising the overall connectivity of the auto network.
  - Policy T-1.4.9: Design and improve streets to facilitate safe crossings, including accessible curb ramps, crosswalks, refuge islands, and pedestrian signals; design and operate this infrastructure to meet the needs of people with different disabilities and of people of different ages.

- Principle T-1.6: Promote a well-integrated and coordinated transit network.
  - Policy T-1.6.1: Coordinate with public transportation agencies to facilitate safe, efficient, and convenient pedestrian access to transit stops; work with agencies to relocate stops if necessary.
- Principle T-1.7: Provide safe and convenient pedestrian circulation.
  - Policy T-1.7.2: Use innovative and effective walkway features to enhance the pedestrian experience, including buffers between pedestrians and vehicle traffic, wide sidewalks, illuminated crosswalks, signalized crossings, bulb-outs, pedestrian-scale lighting, benches, and other street furniture; include trees wherever possible, selecting species that do not negatively impact sidewalks as they grow.
  - Policy T-1.7.3: Facilitate pedestrian circulation near high activity centers.
  - Policy T-1.7.4: Prioritize pedestrian connections from new development to nearby open spaces and trails.
  - Policy T-1.7.5: Continue to prioritize compliance with the ADA in providing sidewalk, crosswalk, and transit stop improvements.
  - Policy T-1.7.6: Develop a pedestrian transportation plan that focuses on and identifies current deficiencies in the City's pedestrian circulation system for commute, non-commute and school related trips and prioritizes implementation of the resulting strategies by either specific location or area of the city; the plan should also identify where implementation can be completed in conjunction with routine street projects and funding opportunities for implementation.
- Principle T-1.8: Provide a safe and comprehensive bicycle network.
  - Policy T-1.8.1: Implement strategies and actions for enhanced bicycle circulation throughout the City.
  - Policy T-1.8.2: Provide bicycle parking at libraries, schools, community centers, and other community facilities and work with property owners to provide easily accessible parking at their buildings.
  - Policy T-1.8.3: Develop a Bicycle Master Plan to fully plan for bicycle transportation throughout the City, using public input to ensure a variety of current and potential cyclists participate. The project should include ongoing data collection during implementation. Consider the following issues:
    - Connectivity between current or expected origins and destinations, including shopping, planned development on the CRP site, schools, parks, medical care, and places of employment.
    - Locations that may have pent up demand for bicycle transportation but do not currently have high bicycle traffic because they are currently difficult to access by bicycle.
    - Locations with a history of collisions between cyclists and vehicles.
    - Needs of bicycle user groups, including children and seniors.
    - Use of parallel routes, canal trails, and other creative routing techniques that allow cyclists to avoid streets with heavy, higher-speed vehicle traffic.
    - Connectivity with regional trails as envisioned in the Contra Costa Countywide Bicycle and Pedestrian Plan and trails plans from neighboring jurisdictions.
    - Funding strategies to construct bicycle facilities identified in the plan and identification of facilities that can be provided in conjunction with street maintenance and improvement projects.

- Principle T-1.9: Promote safety for all modes of transportation.
  - Policy T-1.9.1: Develop and implement a bicycle safety program geared to both children and adults, collaborating with Mount Diablo Unified School District, the Police Department, and other departments and organizations to disseminate the training broadly.
  - Policy T-1.9.2: Develop and implement a public information program to inform drivers of the need to respect the rights of cyclists and pedestrians; collaborate with the Mount Diablo Unified School District, the Police Department, and other departments and organizations to disseminate the training broadly.
  - Policy T-1.9.4: Work with the Police Department to prioritize enforcement efforts in strategic locations.
  - Policy T-1.9.5: Prioritize pedestrian, bicycle, and automobile safety over vehicle speed and level-of-service at intersections and along roadways.
  - Policy T-1.9.6: Work with the Mount Diablo Unified School District to develop Safe Routes to School programming, including walk and bike to school programs, outreach to students and parents about active transportation, and to expand safe bicycle and pedestrian access to schools.

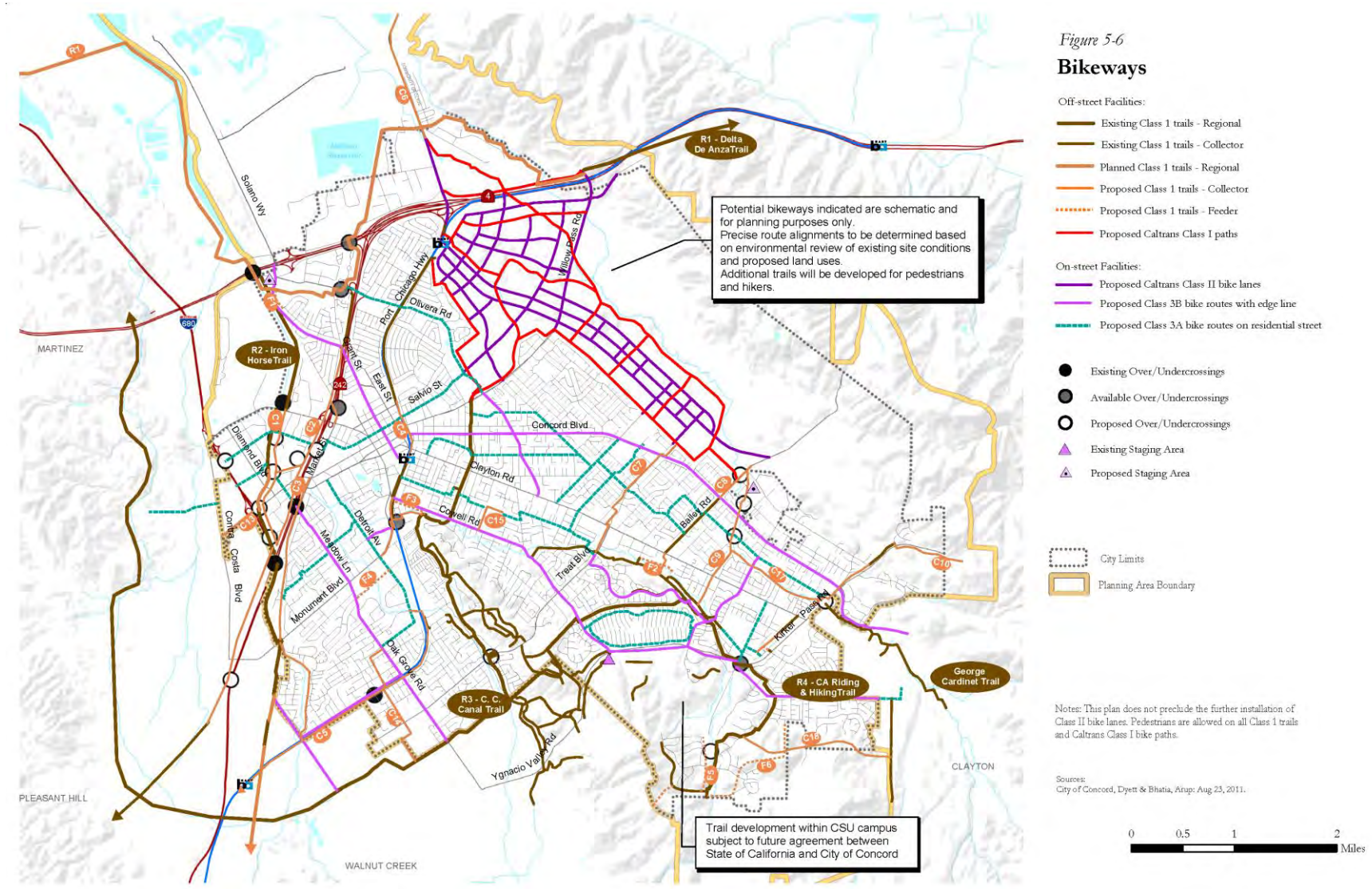


**Figure B-1: General Plan Bikeway Map**

### Parks and Open Space

Goal POS-1: Premier Parks and Recreation Facilities

- Principle POS-1.2: Provide a Citywide, Interconnected, Multi-Use Trails System.
  - Policy POS-1.2.1: Implement strategies and actions associated with the design, development, and operation of multi-purpose trails as contained in the Trails Master Plan.
  - Policy POS-1.2.2: Work with proposed development projects to provide new linkages to existing trails and create new trails where feasible.

### Safety and Noise

Goal S-1: Air Quality that Meets State and Federal Standards

- Principle S-1.2: Encourage Alternative Modes of Transportation
  - Policy S-1.2.1: Promote pedestrian, bicycle, and transit modes of travel to reduce air pollutant emissions from automobiles.
  - Policy S-1.2.2: Encourage establishment of Transportation Demand Management (TDM) programs at major employment sites and shopping centers, including provision of preferential carpool parking and car share programs, bicycle lockers, BART shuttles, and jitney service.
  - Policy S-1.2.5: Work with the school district to implement the Safe Routes to Schools program.
  - Policy S-1.2.8: Promote walking and bicycling as a means of improving public health and wellness, as well as a means of improving air quality.

## Downtown Concord Specific Plan (2014)

The recently-completed Downtown Concord Specific Plan envisions a modern, vibrant core for the City that is centered around transit and alternative modes of transportation. To that end, it incorporates a number of policies that seek to focus development on key walkable streets and reinforce pedestrian connections, particularly within walking distance of the BART station.

### Circulation

- Develop a green street framework of pedestrian friendly streets to promote healthy, active lifestyles.
- Develop and Construct Streets that integrate walking, biking, transit use and green infrastructure.
- Connect Downtown Concord to the rest of the region by improving access to and from BART.
- Major Policies:
  - Design and retrofit existing streets to adhere to Complete Streets and improve accessibility.
  - Incorporate bike lanes into major streets that connect through the Downtown, particularly along Grant Street.
  - Provide greater ease of use for transit users in the downtown.
  - Facilitate a “Park One Time” Parking Strategy.
  - Provide a strong connection between major open spaces within the downtown/connections between BART, Todos Santos Plaza, and Ellis Park.

- Review traffic signal synchronization in the Downtown core.

- Major Implementation Strategies:
  - Focus on redeveloping Grant Street from BART to Todos Santos Plaza as a walkable and pedestrian friendly street.
  - Focus on redeveloping Salvio Street from Todos Santos Plaza across Galindo to the Park and Shop.
  - Develop a transit circulator shuttle around the downtown with shortened headways.
  - Provide more public parking near existing downtown uses—people park once and walk to their other destinations.

Street typologies and a map of key bicycle and pedestrian improvements from the Downtown Concord Specific Plan are included in Figure B-2 and Figure B-3 on the following pages.

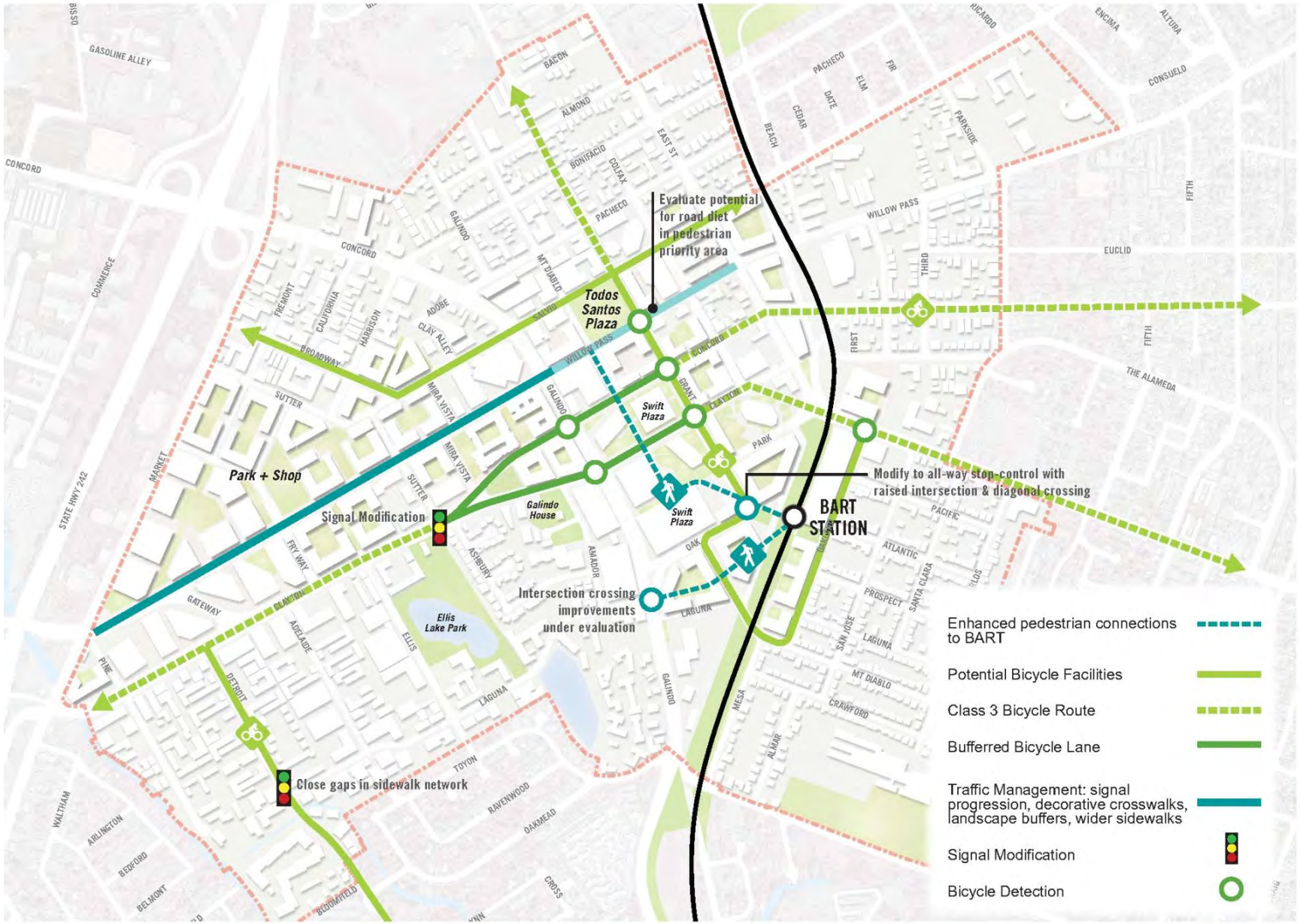


**Figure B-2: Primary Bicycle and Pedestrian Enhancements from Downtown Concord Specific Plan**

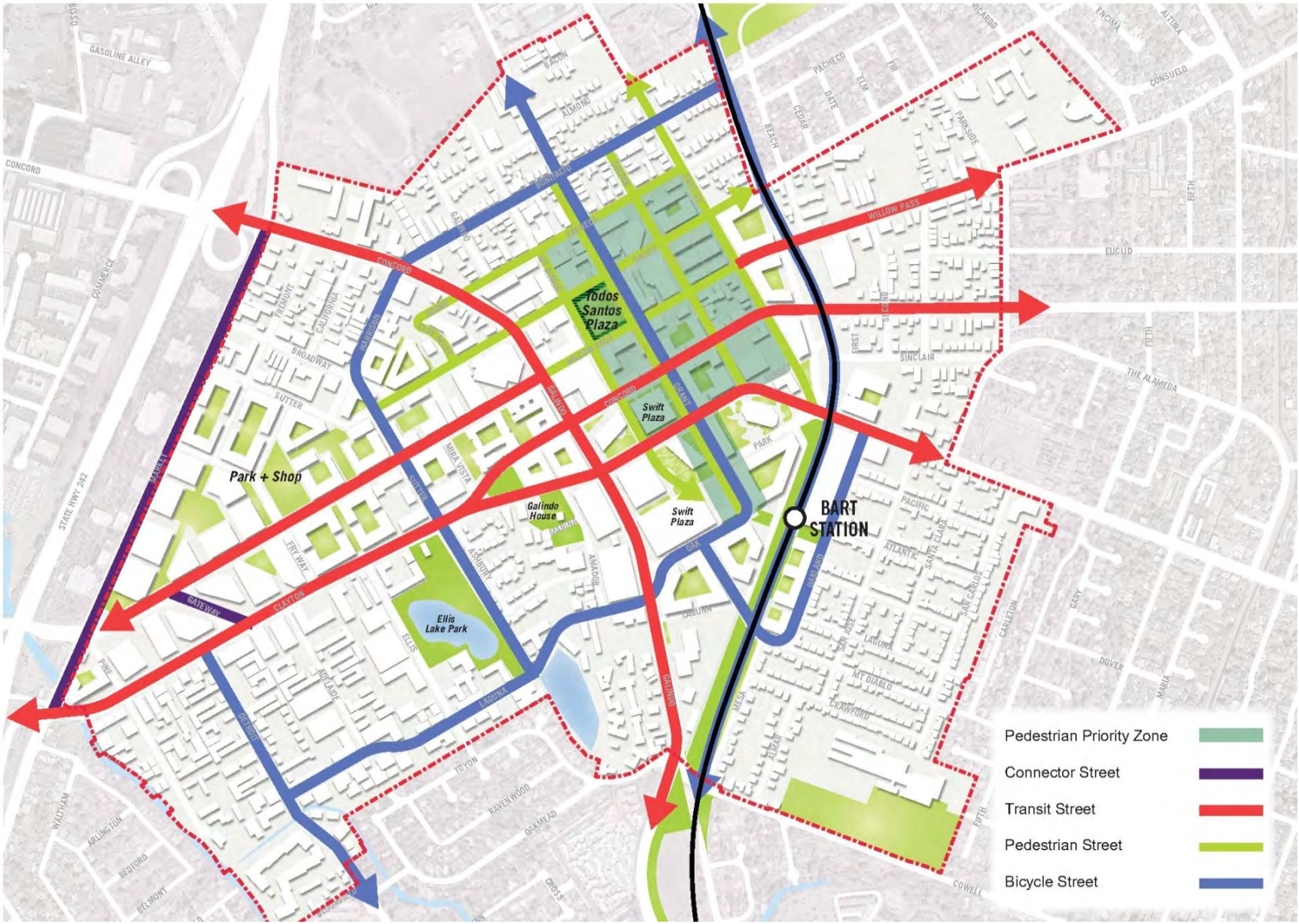


**Figure B-3: Street Typologies from Downtown Concord Specific Plan**

## Municipal Code (2014)

### Chapter 10.45 Bicycles

10.45.010 License required. No person shall operate or use a bicycle propelled wholly or in part by muscular power upon any streets or public highways of the city without first obtaining from the Chief of Police a license therefor.

10.45.120 Riding in group. Persons riding or operating bicycles in the city shall not ride more than two abreast, except on paths or parts of a roadway set aside for the exclusive use of bicycles; provided, further, that persons riding bicycles on the sidewalk shall do so in single file.

10.45.190 Parking. No person shall park any bicycle against windows or parking meters or on the main traveled portion of the sidewalk, nor in such manner as to constitute a hazard to pedestrians, traffic, or property. If there are no bicycle racks or other facilities intended to be used for parking of bicycles in the vicinity, bicycles may be parked on the sidewalk in an upright position parallel to and within 24 inches of the curb.

10.45.240 Riding on sidewalks. It shall be unlawful for any person to ride or operate any bicycle with the wheel size in excess of 20 inches on any sidewalk in front of stores, schools, or buildings used for business purposes.

### Chapter 10.50 Pedestrians

10.50.010 Establishment of marked crosswalks.

(a) Upon determination of need by the Director of Public Works, he shall establish, designate, and maintain crosswalks at intersections and other places by appropriate devices, marks, or lines upon the surface of the roadway, subject to the limitation contained in subsection (s) of this section.

(b) Other than crosswalks at intersections, no crosswalk shall be established in any block which is less than 400 feet in length and such crosswalk shall be located as nearly as practicable at mid-block.

(c) The Director of Public Works may place signs at or adjacent to an intersection in respect to any crosswalk directing that pedestrians shall not cross in the crosswalk [when] so indicated by signs.

10.50.020 Use of crosswalks required in business districts. No pedestrian shall cross a roadway other than by a crosswalk in any business district.

Chapter 12.05 Construction of Public Improvements

12.05.010 Specifications for construction of public improvements. The standard specifications for the construction of public improvements in the city are those as set forth in Standard Specifications, City of Concord, Contra Costa County, California, dated January 1990, a copy of which is on file in the office of the City Clerk.

Chapter 12.10 Sidewalk and Street Obstructions

12.10.020 Boxes, barrels, etc., on sidewalks. No person shall place or cause to be placed anywhere upon any public street, way, or sidewalk, and no person owning and occupying or having the control of any premises in the city shall suffer to remain in front thereof upon the sidewalk or portion of the street or way next to such premises, any boxes, bales, barrels, wood, lumber, goods, wares, and merchandise, or any other thing obstructing the free use or passage of such street, way, or sidewalk. Provided, however, that goods, wares, and merchandise in transit may be allowed on the outer three feet of the sidewalk for a period not exceeding six hours.

Chapter 12.25 Driveways, Curbs, and Sidewalks

12.25.010 "Driveway defined; width and separation of driveways.

(b) Width and separation of business and industrial driveways. No driveway, measured from the top of curb between outside edges of the ramp tops, shall be of greater width than 50 percent of the actual lot frontage on any one street. No driveway shall be more than 38 feet in width between the bottoms of the ramps at the ends of the driveway where the speed limit on the street abutting is 25 miles per hour or less, or more than 48 feet between the bottoms of the ramps at the ends of the driveway where the speed limit on the street abutting is 35 miles per hour or more. In case of more than one driveway in front of any property, the total width, as defined above, of all driveways shall not exceed the 50 percent frontage hereinbefore mentioned, and there shall be 20 feet, or a multiple thereof, of standard curb, gutter, and sidewalk between such driveways. No driveway shall be less than 33 feet in width between the bottoms of ramps at the ends of the driveway.

(c) Width residential driveways. Single driveways shall not be less than 12 feet in width and double driveways shall not exceed 28 feet in width between the bottoms of the ramps at the end of the driveways.

12.25.020 Replacement of curb and sidewalk at abandoned driveways. (a) Abandoned driveways: any driveway for which there is no immediate reasonable use as such, or where the use or condition of the abutting property has been so changed that the driveway is no longer needed.

(b) Any such abandoned driveway shall be removed and replaced with standard curb, gutter, and sidewalk to fit the existing line and grade of adjacent standard curb, gutter, and sidewalk, within 30 days after the driveway has become abandoned.

12.25.030 Maintenance and repair of sidewalks. The owners of lots or portions of lots adjacent to or fronting on any portion of a sidewalk area between the property line of the lots and the street line, including parking strips, sidewalks, curbs, and gutters, and persons in possession of lots by virtue of any permit or right shall repair and maintain such sidewalk areas and pay the costs and expenses therefore. Maintenance and repair of sidewalk areas shall include, but not be limited to, maintenance and repair of surfaces including grinding, removal and replacement of sidewalks, repair and maintenance of curb and gutters, removal and filling or replacement of parking strips, removal of weeds and/or debris, tree pruning and installing root barriers, trimming of shrubs and/or ground cover and trimming shrubs within the area between the property line of the adjacent property and the street pavement line including parking strips and curbs, so that the sidewalk area will remain in a condition that is not dangerous to property owners or persons using the sidewalk in a reasonable manner and in a condition which will not interfere with the public convenience and use of said sidewalk area.

Chapter 18.160 Parking, Loading, and Access

18.160.120 Bicycle Parking. Bicycle parking shall be provided for all multifamily projects and nonresidential uses in compliance with this section.

A. Requirements for short-term bicycle parking.

1. Required Number of Spaces. Short-term bicycle parking spaces shall be provided equal to five percent of the required vehicle spaces, with a minimum of two spaces per site.

2. Location. Short-term bicycle parking shall be located within 50 feet of the main entrance to the building it serves. In the case of a multi-tenant shopping center, bike parking shall be located within 50 feet of the main entrance to each anchor store. Bicycle parking shall be located in a safe and secure location in a highly visible area. Bicycle parking should be visible from the main building entrance whenever possible.

3. Anchoring and Securing. Each bicycle parking space shall provide a stationary parking device to adequately secure the bicycle frame and one wheel with both wheels left on the bicycle. One such structure may provide multiple bicycle parking spaces.

4. Dimensions. Bicycle parking spaces shall be a minimum of two feet in width and six feet in length and accessible without moving another bicycle. Overhead clearance shall be a minimum of seven feet.

5. Lighting. Bicycle parking facilities shall provide and maintain adequate lighting for safety and security.

B. Requirements for long-term bicycle parking.

1. Required Number of Spaces.

a. Residential Uses. A minimum of one bicycle parking space shall be provided for every four residential units, unless a separate enclosed garage space is provided for each unit.

b. Public Facilities, Schools, and Places of Public Assembly. Places of assembly and similar facilities shall provide bicycle parking at a ratio of 10 percent of the required number of vehicle parking spaces.

c. Other Uses. Any establishment with 25 or more employees shall provide long-term bicycle parking at a ratio of 10 percent of the required number of vehicle spaces.

2. Location. Secure long-term bicycle parking shall be located on the same lot as the use it serves and conveniently located, generally in close proximity to the main or an employee entrance.

a. Covered Spaces. At least 50 percent of required long-term bicycle parking must be covered. Covered parking can be provided inside buildings, under roof overhangs, awnings, in bicycle lockers, or within or under other structures.

b. Security. Long-term bicycle parking shall be provided by one of the following facilities:

i. An enclosed bicycle locker.

ii. A fenced, covered, locked, or guarded bicycle storage area.

iii. A rack or stand inside a building that is within view of an attendant or security guard or visible from employee work areas.

c. Size and Accessibility. Each bicycle parking space shall be a minimum of two feet in width and six feet in length and shall be accessible by a five-foot-wide aisle without moving another bicycle.

d. Required Shower and Locker Facilities. All new buildings and additions to existing buildings that result in a total floor area as shown in the following table shall provide showers and dressing areas for each gender. A

minimum of one locker shall be provided for each required bicycle parking space. Lockers shall be located in each of the shower areas. See Table 18.160.120 (**Table B-1** in this document).

**Table B-1: Number of Showers Required for Specified Building Floor Area**

| Type of Land Use | One Shower for Each Gender | One Additional Shower for Each Gender |
|---|---|---|
| Office, Business Park Uses | 50,000 to 150,000 (sf) | Each 100,000 (sf) over 150,000 |
| Retail and Personal Service Uses, Restaurants | 100,000 to 300,000 (sf) | Each 200,000 (sf) over 300,000 |
| Manufacturing and Light Industrial Uses | 50,000 to 150,000 (sf) | Each 100,000 (sf) over 150,000 |

Chapter 19.35 Transportation Demand Management Program

19.35.010 Purpose. This article is enacted by the city for the following purposes:

(1) To promote and encourage the use of alternatives to commuting by single-occupant vehicles among city residents and individuals working in the city;

(2) To support local and regional efforts to relieve traffic congestion in and around the city, thereby reducing noise, pollution, and energy consumption;

(3) To implement 1995 state legislation eliminating requirements enforcing mandatory employer-based trip reduction plans and to improve and adopt new purposes, goals, and objectives for transportation demand management.

19.35.030 Goals and objectives. (a) In light of elimination of mandatory employer-based trip reduction requirements, the following purposed, goals, and objectives are adopted in order to assist staff in continuing the implementation of the TDM Program ordinance and programs:

(1) To promote maximum efficiency in the existing transportation system and to further the transportation goals of the Measure C Growth Management Program, Contra Costa's Congestion Management Program, and the Bay Area Clean Air Plan by:

a. Promoting and encouraging the use of transit, ridesharing, bicycling, walking, flexible work hours, and telecommuting as alternatives to solo driving;

b. Incorporating these goals and objectives into the land use review and planning process;

c. Developing proactive programs and/or projects either alone or in conjunction with other jurisdictions, or with TRANSPAC, aimed at achieving these goals;

d. Considering the incorporation of appropriate technology designed to facilitate traffic flow, provide transit and highway information, and provide trip generation alternatives and related technology into the transportation system;

e. Educating central county employees, employers, residents, and students regarding the benefits and availability of commute alternatives;

f. Working with the transit authorities to better serve central Contra Costa County;

g. Encouraging the most cost-effective, broad-based, and wide range of transportation improvement projects aimed at achieving congestion relief;

h. Cooperating with other jurisdictions, the private sector, and transit operators in planning and implementing transportation programs.

(2) To reflect an ongoing commitment to expand TDM efforts beyond employer-based trip reduction programs in order to achieve traffic congestion management and air quality goals.

(3) To comply with applicable state and federal laws as well as with Measure C Growth Management Program requirements pertaining to TDM.

(b) The goal of the TDM Program ordinance as amended is to ensure the continuation of a proactive TDM program effort aimed at reducing vehicle trips, vehicle emissions, and traffic congestion in the most efficient and cost effective manner.

(c) The objective of this section is to establish the following policies:

(1) To participate in conjunction with other jurisdictions and TRANSPAC in a proactive effort to supply and develop projects which will achieve the Measure C TDM goals as described in the TRANSPAC Action Plan, the Countywide Comprehensive Transportation Plan, the Measure C Strategic Plan, the Congestion Management Plan, and/or the Bay Area Clean Air Plan. Such participation may include, but need not be limited to:

a. Promotion and encouragement of the use of transit, ridesharing, bicycling, walking, flexible work hours, telecommuting, or other alternatives to solo driving;

b. Projects incorporating appropriate technology designed to facilitate traffic flow, and provide transit and highway information, and related technology.

(2) To incorporate these goals, as appropriate, into its land use review and planning process.

## Trails Master Plan (2002)

The Concord Trails Master Plan outlines a framework for future trails in the city to provide connections to existing local and regional trails, opportunities for recreation, and support walking and bicycling as alternative modes of transportation. Several trails within the city are maintained by the East Bay Regional Parks District, although they are included in this plan in order to facilitate the development of a comprehensive network. These include the Iron Horse Trail, the Contra Costa Canal Trail, parts of the Mokelumne Coast-to-Crest Trail, and the California Riding & Hiking Trail.

Opportunities for new trails identified in the plan are listed in Table B-2 and a map of existing and planned trails is included in Figure B-4.

**Table B-2: Proposed Trails**

| Direction | Trail Location |
|---|---|
| North-South Trails | Mokelumne Aqueduct<br>Creek Spur along Pear Street<br>Railroad Right-of-Way & Mount Diablo Creek<br>Abandoned Canal along Dekinger Road<br>Power lines – Kirker Pass Road<br>Contra Costa Canal Extension |
| East-West Trails | Edge of Naval Weapons Station along Open Space<br>Galindo Creek (existing trail through parks)<br>Mount Diablo Creek (connection to Clayton)<br>Ygnacio Valley High School Drainage Canal<br>Lime Ridge |
| Historic/Downtown Trails | Historic Walking Tour – Downtown |

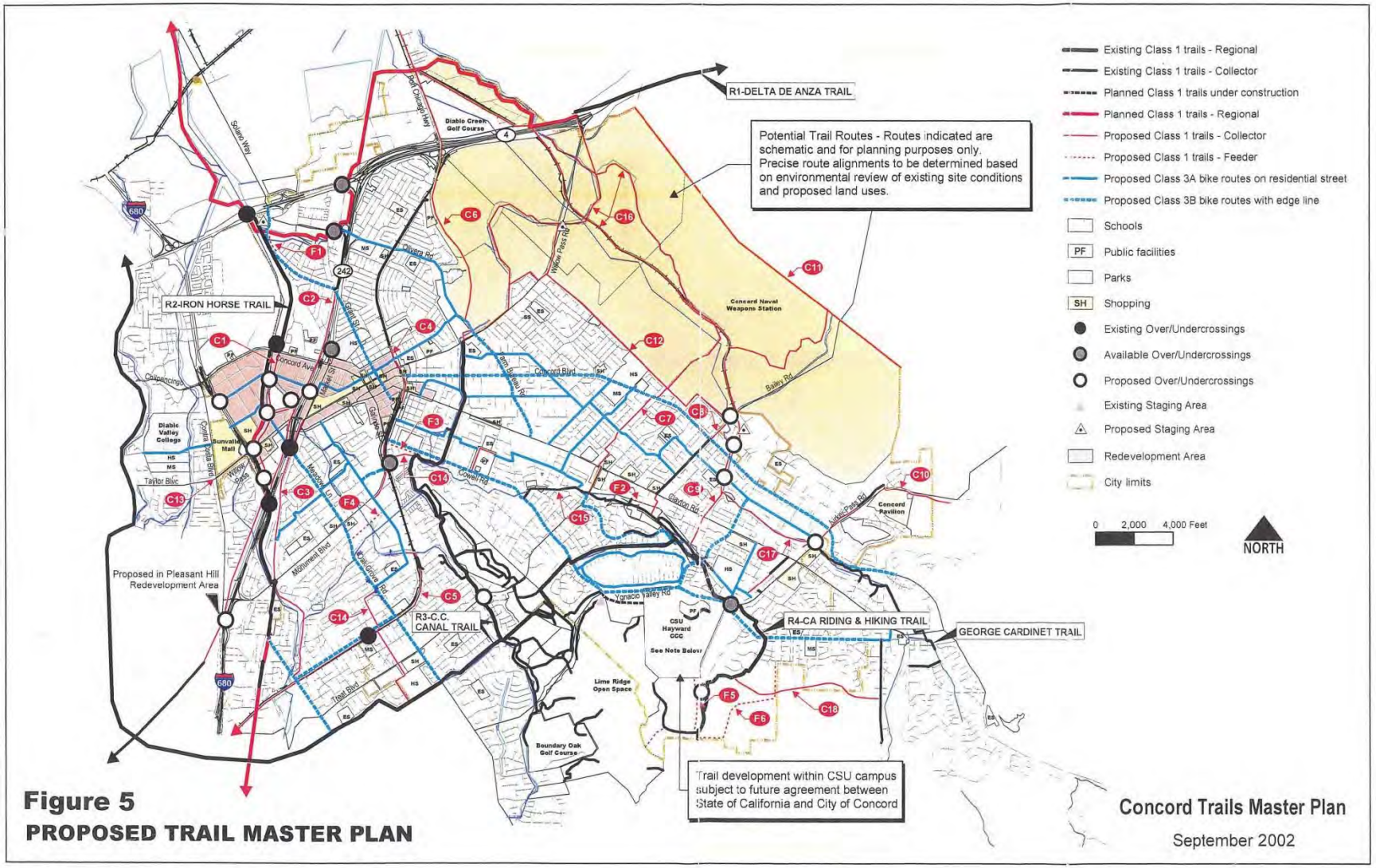


**Figure B-4: Trails Master Plan – Proposed Trails**

The Trails Master Plan also includes recommendations on bicycle support facilities, including bicycle parking. Recommended bicycle parking locations include civic buildings, grocery stores, schools and colleges, major employment centers, cafes and restaurants, libraries, parks, and shopping centers. In additions, a need for bikeway mapping, showers and lockers, bicycle wayfinding signage, and intermodal connections to BART and Contra Costa County Connection buses.

### Concord Complete Streets Study (2014)

The Concord Complete Streets Study was prepared for the City of Concord by a team of masters students from California Polytechnic, San Luis Obispo. The study reviews existing data and bicycle and pedestrian counts at twelve intersections in the city, developing a Complete Streetscape Assessment and suggested treatments for each location.

These treatments were considered during the development of the Concord Bicycle, Pedestrian, and Safe Routes to Transit Plan, and are recommended for implementation or further study as appropriate.

### Concord Reuse Project Area Plan (2012)

The Concord Reuse Project Area Plan sets forth a vision for development of the Concord Naval Weapons Station (CNWS) into new neighborhoods, parks, and commercial areas. The CNWS development area covers 5,046 acres, over 60 percent of which will be preserved as open space.

Guiding principles related to transportation in this plan emphasize transit-oriented development, multi-modal transportation, access and mobility, and maximizing connectivity while minimizing impacts. All street typologies included in the document accommodate bicycles and pedestrians in their features, specifying sidewalks on both sides of streets except where adjacent to open space, and bike lanes on collectors and arterials, with shared-space provided on local, low-speed streets. The development aims to have bicycling and walking trails within one half mile of every household. For a map of the planned bicycle network, see Figure B-5.

Precise locations for bicycle and pedestrian routes within the Concord Reuse Area are pending the completion and release of a forthcoming specific plan, which will evaluate existing environmental and site conditions.

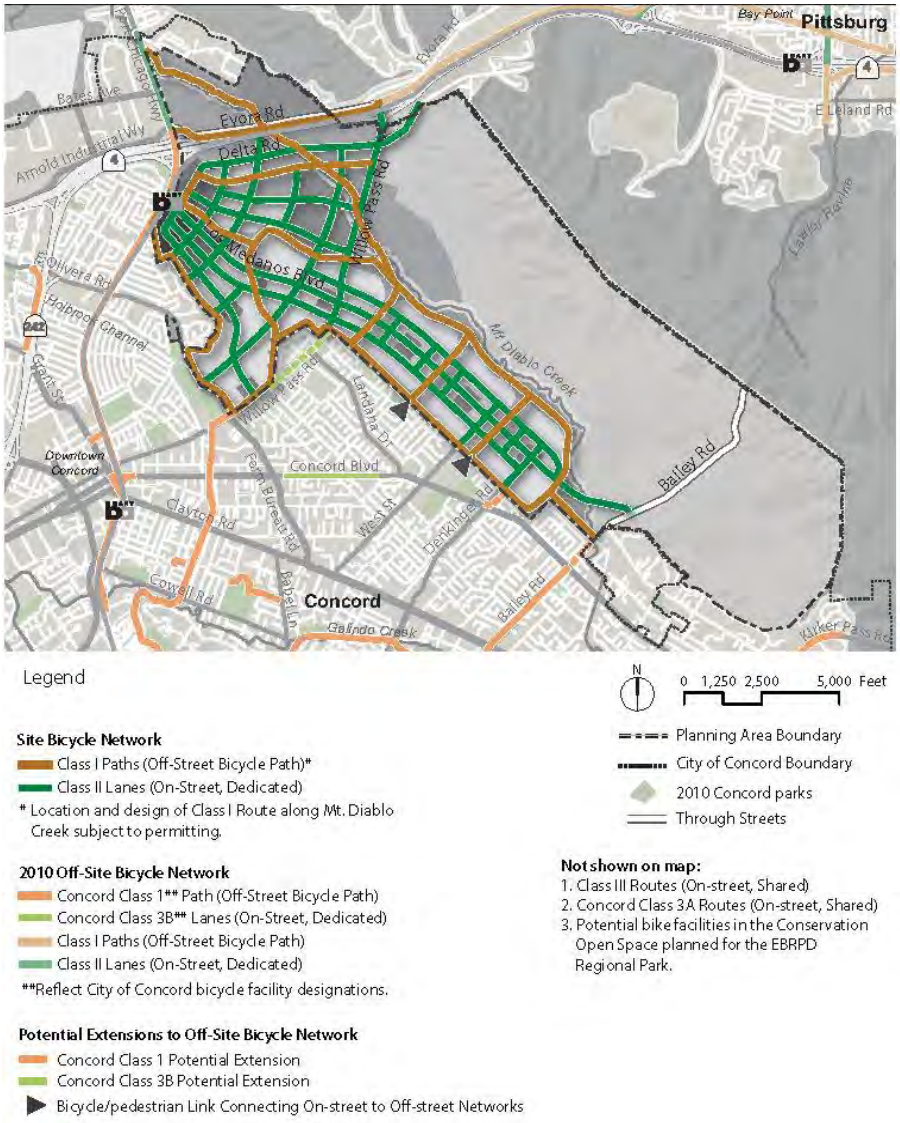


**Figure B-5: Concord Reuse Area Plan – Bicycle Network**

## Climate Action Plan (2013)

The Concord Climate Action Plan sets target per-capita greenhouse gas emissions rates that fall well below both the statewide and Bay Area Air Quality Management District goals for 2035. Emissions from gasoline- and diesel-powered vehicles account for the majority of greenhouse gas emissions in Concord, and therefore present a significant opportunity to achieve reduction goals by shifting some of these trips to alternative forms of transportation, including walking and bicycling. Strategies to accomplish these transportation behavior changes include:

- Creating complete streets that serve all people traveling in Concord
- Priority for active modes and public transit in funding and use of streets
- Support for carsharing (an alternative to owning a car)
- Roadway safety enhancements through education and law enforcement
- Cleaner-burning buses
- More efficient bus service
- Density and mix of land uses, especially in targeted areas of Concord
- Walk-friendly design (including reduces street-front parking lots and smaller block sizes)
- End-of-trip amenities for preferred travel modes (like showers for active commuters, and preferred carpool parking spots at job locations)

In addition to these strategies, benchmarks for bicycle and pedestrian mode share and safety are included in the Climate Action Plan, including:

- Bicycle and Pedestrian Mode Shares – two percent annual increase over respective baseline levels
- Bicycle and Pedestrian School Mode Shares – five percent annual increase over baseline levels, with a goal of 80 percent walking or bicycling to school by 2035
- Bicycle- and Pedestrian-Involved Collisions – 25 percent reduction compared to baseline by 2017; 50 percent reduction by 2020; and 75 percent reduction by 2035
- Capital Improvement Plan and Project Funding – 25 percent of CIP projects are bicycle or pedestrian project, comprising 10 percent of the total CIP funding

# REGIONAL PLANS AND POLICIES

## Contra Costa County General Plan (2005)

The Contra Costa County General Plan describes the broad goals and policies, as well as specific implementation measures, necessary to guide future development through the year 2020. The Transportation and Circulation element identifies existing and proposed transportation infrastructure, and describes the goals, policies, and measures that will guide evolution of the County's transportation network. The Conservation element addresses the conservation, development, and use of natural resources with the County.

### Transportation and Circulation Element

Fundamental Concepts: Close gaps in pedestrian, bicycle, and transit networks. Work towards a continuous, safe, and reliable network of alternatives to automobiles that covers local and regional attractions (long term).

- Roadway and Transit Goals
  - Goal 5-A: To provide a safe, efficient and integrated multimodal transportation system.
  - Goal 5-B: To coordinate the provision of streets, roads, transit and trails with other jurisdictions.
  - Goal 5-C: To balance transportation and circulation needs with the desired character of the community.
  - Goal 5-J: To reduce single-occupant auto commuting and encourage walking and bicycling.
  - Goal 5-L: To reduce greenhouse gas emissions from transportation sources through provision of transit, bicycle, and pedestrian facilities.
- Roadway and Transit Policies
  - Circulation Phasing and Coordination Policy 5-3: Transportation facilities serving new urban development shall be linked to and compatible with existing and planned roads, bicycle facilities, pedestrian facilities and pathways of adjoining areas, and such facilities shall use presently available public and semi-public rights of way where feasible.
  - Circulation Safety, Convenience, and Efficiency Policy 5-13: The use of pedestrian and bicycle facilities shall be encouraged. Proper facilities shall be designed to accommodate bikes, pedestrians, and transit.
  - Circulation Safety, Convenience, and Efficiency Policy 5-14: Physical conflicts between pedestrians, bicyclists, and vehicular traffic, bicyclists, and pedestrians shall be minimized.
  - Circulation Safety, Convenience, and Efficiency Policy 5-15: Adequate lighting shall be provided for pedestrian, bicyclist, and vehicular, safety, consistent with neighborhood desires.
  - Alternative Transportation/Circulation Systems Policy 5-24: Use of alternative forms of transportation, such as transit, bike and pedestrian modes, shall be encouraged in order to provide basic accessibility to those without access to a personal automobile and to help minimize automobile congestion and air pollution.

- Roadway and Transit Implementation Measures
  - Circulation Phasing and Coordination Measure 5-a: Promote uniform roadway and path cross-sections and traffic signalization standards between the County and the cities.
  - Circulation Safety, Convenience, and Efficiency Measure 5-j: Design local streets so that the widths and curvatures fit the needs of all users, the appropriate speed of travel, and the character of the surrounding site.
  - Alternative Transportation/Circulation Systems Measure 5-ag: Design and allow for on-road bikeways on arterials and collectors as an alternative to car travel where this can be safely accommodated and off-street bikeways where on-road facilities cannot be safely accommodated or where a dedicated non-motorized facility is otherwise justified.
- Pedestrian Facilities and Bikeways Goals
  - Goal 5-L: Expand, improve and maintain facilities for walking and bicycling.
  - Goal 5-M: Improve safety for pedestrians and bicyclists.
  - Goal 5-O: Plan for the needs of bicyclists and pedestrians.
- Pedestrian Facilities and Bikeways Policies
  - Policy 5-36: Describe a system of bicycle facilities and key attractors of bicycle and pedestrian traffic so that all travelers, including people with disabilities, can travel safely and independently.
  - Policy 5-37: Identify gaps in the bicycle network and needed improvements to pedestrian districts and key activity centers and define priorities for eliminating these gaps and making needed improvements. Facilities shall be designed to the best currently available standards and guidelines.
  - Policy 5-44: Encourage the use of wayfinding and signage to help direct pedestrians and bicyclists to desirable destinations.
  - Policy 5-45: Accommodate and encourage other agencies to accommodate the needs for mobility, accessibility and safety of bicyclists and pedestrians when planning, designing and developing transportation improvements.
- Pedestrian Facilities and Bikeways Implementation Measures
  - Measure 5-ai: Design a growing comprehensive and safe bicycle network using a mix of existing local roads, collectors and bikeways which prioritizes bicycle movement from residences to key attractors while minimizing automobile presence on the network. Coordinate with cities, transit agencies, community groups and public utilities.
  - Measure 5-aj: Where possible, roads selected for the comprehensive bikeway system should be 35 mph or less.
  - Measure 5-ak: Provide safe and convenient pedestrian and bike ways in the vicinity of schools and other public facilities and in commercial areas and provide convenient access to bus routes.
  - Measure 5-al: Ensure that pedestrian connectivity is preserved or enhanced in new developments by providing short, direct pedestrian connections between land uses and to building entrances.
  - Measure 5-am: Construct the bikeways shown in the Bikeway Network map and incorporate the needs of bicyclists in roadway construction and maintenance projects and normal safety and operational improvements.
  - Measure 5-aq: Landscaping and trees should be used to enhance pedestrian facilities and should be selected to minimize future maintenance and safety issues.
  - Measure 5-ar: Streetscape improvements should be included in the design of high usage pedestrian facilities to encourage pedestrian activity. This would include improvements such as benches, public art, drinking fountains and pedestrian-scale lighting fixtures.

- Measure 5-as: Provide sidewalks with a clear path wide enough to accommodate anticipated pedestrian use and wheelchairs, baby strollers or similar devices. This area clear zone must be free of street furniture, signposts, utility poles or any other obstruction.
- Measure 5-at: Traffic calming measures should be designed so they improve pedestrian and bicycle movement in residential neighborhoods and commercial districts as well as strategic corridors between them that help form the comprehensive bicycle network.
- Measure 5-38: Encourage adequate long term and routine maintenance of bikeway and walkway network facilities, including regular sweeping of bikeways and shared use pathways, utilizing private and/or local community resources when feasible.
- Measure 5-au: Provide ways for the general public to report problems.
- Measure 5-av: Include the cost of major maintenance needs of bicycle and pedestrian facilities when calculating the maintenance needs of streets and roadways.
- Measure 5-39: Reduce conflicts among motorists, pedestrians and bicyclists.
- Measure 5-aw: Use curb extensions and pedestrian islands and other strategies to reduce pedestrian crossing distances.
- Measure 5-ax: Use traffic control devices such as signs, signals or lights to warn motorists that pedestrians or bicyclists are in the roadway.
- Measure 5-ay: Provide buffers between roads and sidewalks utilizing planter strips or buffer zones that provide streetscape improvements.
- Measure 5-bd: Review capital improvement projects to make sure that needs of nonmotorized travelers (including pedestrians, bicyclist and persons with disabilities) are considered in programming, planning, maintenance, construction operations and project development activities and products.
- Measure 5-bg: Accommodate cyclists and pedestrians during construction of transportation improvements and other development projects.

### Conservation Element

- Air Resource Policy 8-101: A safe, convenient and effective bicycle and trail system shall be created and maintained to encourage increased bicycle use and walking as alternatives to driving.

## Contra Costa Countywide Bicycle and Pedestrian Plan (2009)

The Contra Costa Transportation Authority (CCTA) Countywide Bicycle and Pedestrian Master Plan was adopted in 2003 and updated in 2009. The Countywide plan encourages improved links to transit, development of safety and education programs, completion of regional connections, and collaboration between local agencies and citizens to build a countywide network of bicycle and pedestrian facilities.

The Countywide Bikeway Network outlined in this plan identifies a number of unbuilt segments that are all or partially in Concord, listed in Table B-3. The right columns lists project numbers for those segments that overlap with the CCTA Comprehensive Transportation Project List (CTPL).

**Table B-3: Countywide Bikeway Network – Unbuilt Concord Segments**

| Segment | Other Jurisdictions | Class | Length (mi) | CTPL # |
|---|---|---|---|---|
| Contra Costa Canal | County, East Bay Regional Parks District | I/II/III | 3.1 | |
| Solano-Grant | | III | 2.6 | |
| Willow Pass Road | | II/III | 2.8 | |
| Concord-Clayton | Clayton | II/III | 4.0 | |
| Concord-Pleasant Hill | Pleasant Hill | II/III | 4.8 | 607 |
| Kirker Pass Road | County | II/III | 2.8 | |
| Market-Meadow | | II/III | 0.4 | |
| Ygnacio Valley | | II/III | 1.2 | |
| Delta de Anza Trail Walnut Creek Channel to Bay Point | County, East Bay Regional Parks District | I | 6.6 | 564, 565 |
| Carquinez Strait Bay Trail | Martinez, East Bay Regional Parks District | I/II/III | 7.0 | 571 |

The CCTA Comprehensive Transportation Project List contains three bicycle and pedestrian projects within Concord (Appendix E of the Countywide Plan's 2009 update):

- **Housing Incentive Program Grant Improvements** – Improve sidewalks and crosswalks linking housing to nearby community facilities (school, park) and/or streetscape improvements that support increased pedestrian, bicycle, and transit activities and safety.
  Limits: Area bounded by Concord Avenue on the north, Pt. Chicago Highway on the east, Clayton Road and Cowell Road on the south, and I-680 on the west.
- **Monument Boulevard & Meadow Lane Pedestrian Improvements** – Construct pedestrian improvements at intersections along Monument Boulevard at Victory Lane, Reganti Drive, Mi Casa Court, and Meadow Lane/Oak Grove intersections. The project will add roadway with pedestrian-level lighting along Monument Boulevard between Victory Lane and Oak Grove Road, redesign or enhance transportation stops, and add or enhance landscaping in sidewalk areas. Meadow Lane north of Monument Boulevard will have expanded sidewalks and related amenities. Class II Bike Lanes will be installed on Meadow Lane. A traffic signal and pedestrian bulb-out will be constructed at Meadow Lane/Robin Lane.
  Limits: Victory Lane to Oak Grove on Monument and north of Monument on Meadow Lane.

- **Monument Corridor Pedestrian and Bikeway Network Improvements** – Construct a 1.1-mile long Class I shared-use trail and sign 3 miles of Class III bike route with "sharrow" markings within the Monument Corridor and surrounding community. The Class I bikeway will consist of a 12-foot wide asphalt concrete path with 2-foot decomposed granite shoulders. This bikeway will start at the Monument Boulevard/Mohr Lane intersection and continues to Victory Lane at Linden Drive. The trail continues across Victory Lane until it ends at Mayette Avenue. The project also includes "sharrows" along a network of streets (Linden Drive, Sunshine Drive, Meadow Lane, Detroit Avenue, and Walters Way).

The Countywide plan also includes the following vision, goals, and objectives relevant to the Concord Bicycle, Pedestrian, and Safe Routes to Transit Plan.

- Vision Statement: More people who live, work, shop and go to school in Contra Costa will walk and bicycle, thereby improving health, reducing emissions of greenhouse gases and making our transportation system more sustainable. To support walking and bicycling, Contra Costa will have an integrated system of safe, convenient and comfortable pedestrian and bicycle facilities that provide access to schools, jobs, transit, shopping, neighborhoods, community facilities, parks and regional trails. Agencies within Contra Costa will collaborate on creating such facilities across jurisdictions and will accommodate the needs of pedestrians and bicyclists when planning, designing, building and maintaining all development and transportation projects.
- Goal 1: Expand, improve and maintain facilities for walking and bicycling.
    - Objective: Increase the number of bikeway miles and pedestrian-oriented districts in Contra Costa.
    - Goal 2: Improve safety for pedestrians and bicyclists.
    - Goal 3: Encourage more people to walk and bicycle.
    - Goal 4: Support local efforts to improve conditions for walking and bicycling.
- Goal 5: Consider and plan for the needs of pedestrians and bicyclists.
    - Objective: Help every local jurisdiction in Contra Costa adopt and begin implementing effective policies and standards for pedestrian- and bicycle-friendly developments.
    - Policy 5.4: Require that roadway projects funded by the Authority incorporate "complete streets" principles as appropriate so that they provide safe and convenient access to bicyclists and pedestrians, among other users.

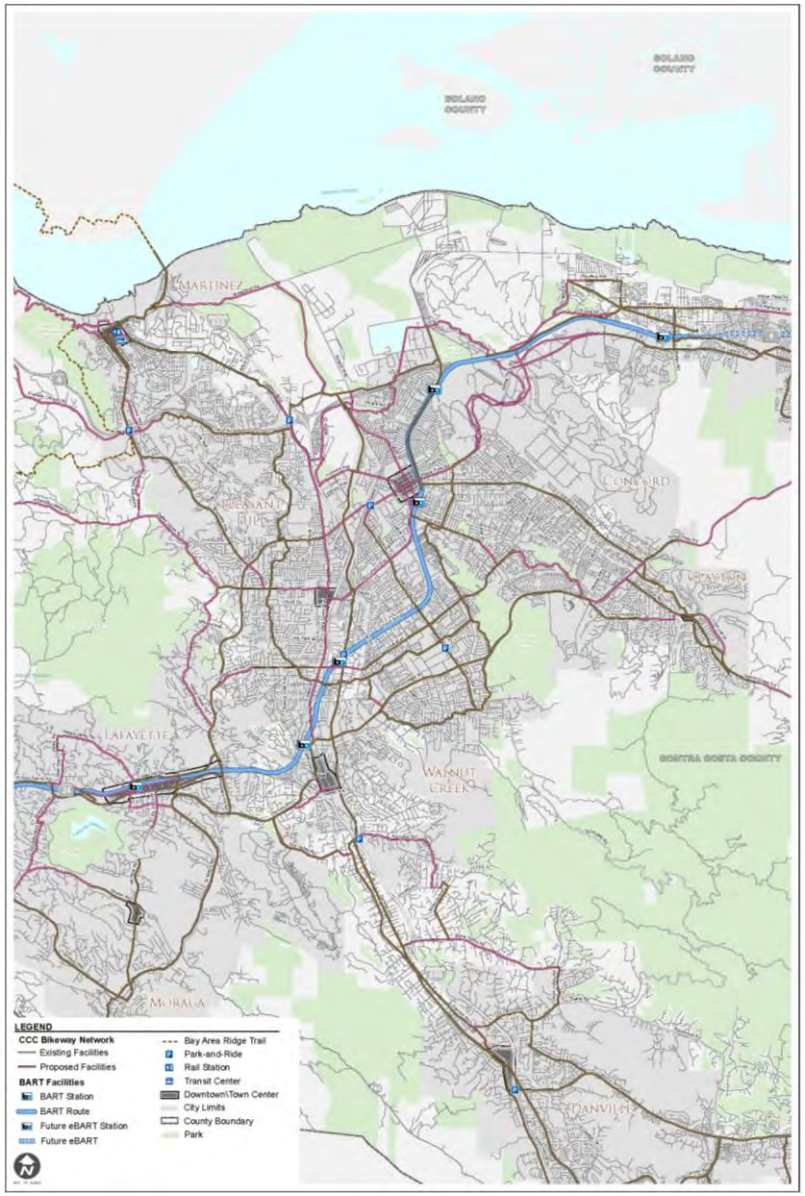


**Figure B-6: Contra Costa County Bicycle and Pedestrian Plan Network**

## Contra Costa Measure J (2004)

This voter-approved initiative extends the County's half-cent transportation sales tax for 25 years, through 2030. The measure includes a "Transportation for Livable Communities" component to encourage the development of transit-, bicycle-, and pedestrian-friendly communities.

## Walnut Creek Bike Plan (2011)

Walnut Creek updated its bike plan in 2011, expanding its existing bikeway network with a number of additional facilities. Near the Concord city limit, proposed bikeways include Class II bike lanes on Minert Road and David Avenue, and a Class III bike route on Citrus Avenue. For a map of bikeways from the Walnut Creek Bike Plan, see Figure B-7.

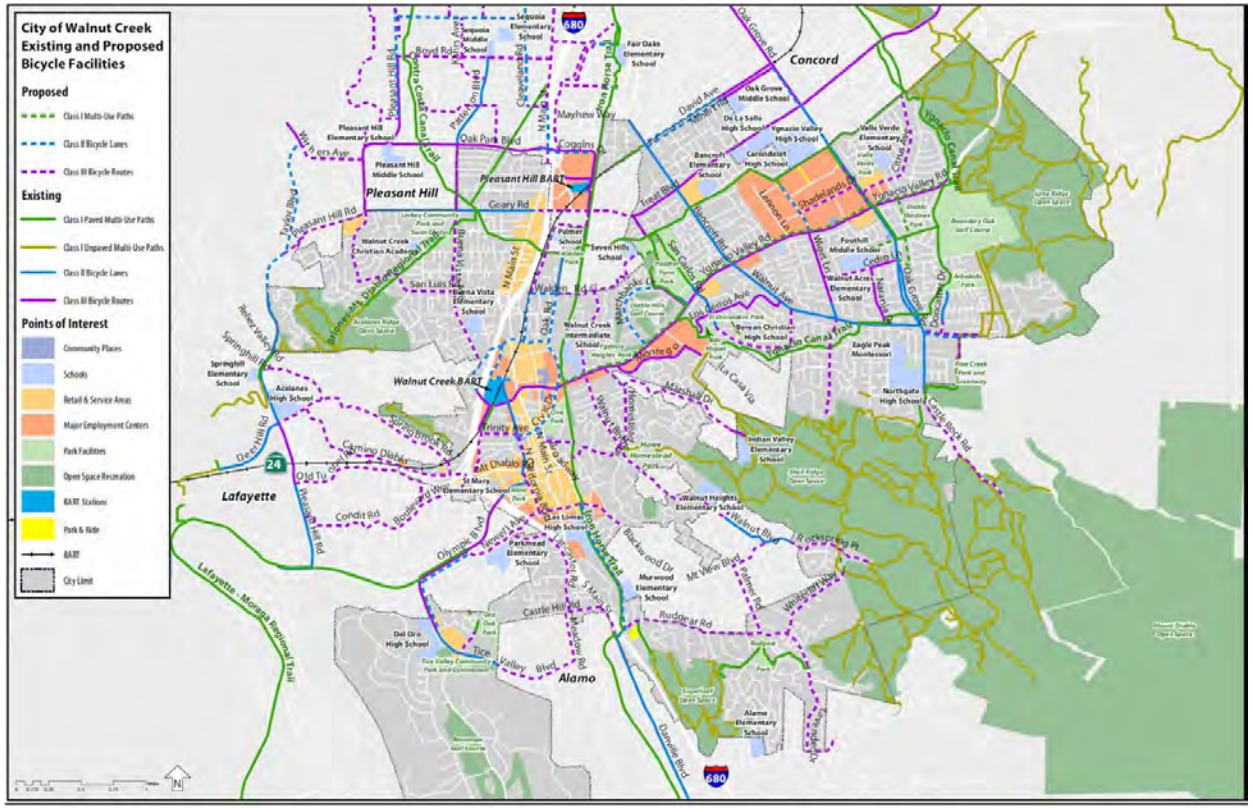


**Figure B-7: Walnut Creek Existing and Proposed Bikeways**

## Regional Bicycle Plan (2009)

MTC's Regional Bicycle Plan establishes a 25-year transportation vision for the Bay Area. The network includes over 1,600 miles of bicycle facilities, including 400 miles of the Bay Trail, a multi-use pathway that will ultimately ring San Francisco Bay. The creation of the Regional Bicycle Network will provide better access to the region's transit network and activity centers, and encourage bicycling as a transportation mode. In Contra Costa County, the regional network includes 181 miles of existing bikeways and an additional 138 miles of planned facilities.

## Metropolitan Transportation Commission Routine Accommodation Policy (2006)

The Metropolitan Transportation Commission (MTC) adopted Resolution 3765 in June 2006, establishing a policy mandating any project funded all or in part by regional funds "shall consider the accommodation of bicycle and pedestrian facilities, as described in Caltrans Deputy Directive 64" in the full project cost. The resolution also requires MTC to develop a checklist to assist implementing agencies in evaluating bicycle and pedestrian facility needs as part of the planning and design process for all projects.

## STATEWIDE PLANS AND POLICIES

### Caltrans Deputy Directive 64 – Complete Streets (2008)

In 2001, the California Department of Transportation (Caltrans) adopted Deputy Directive 64, "Accommodating Non-Motorized Travel," which contained a routine accommodation policy. The directive was updated in 2008 as "Complete Streets – Integrating the Transportation System." The new policy includes the following language:

> The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.
>
> The Department develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian and transit travel is facilitated by creating "complete streets" beginning early in system planning and continuing through project delivery and maintenance operations.

The directive establishes Caltrans' own responsibilities under this policy. The responsibilities Caltrans assigns to various staff positions under the policy include the following:

- Ensure bicycle, pedestrian, and transit interests are appropriately represented on interdisciplinary planning and project delivery development teams.
- Ensure bicycle, pedestrian, and transit user needs are addressed and deficiencies identifies during system and corridor planning, project initiation, scoping, and programming.
- Ensure incorporation of bicycle, pedestrian, and transit travel elements in all Department transportation plans and studies.
- Promote land uses that encourage bicycle, pedestrian, and transit travel.
- Research, develop, and implement multimodal performance measures.

### Caltrans Complete Streets Act – Assembly Bill 1358 (2008)

"Complete Streets" are designed and operated to enable safe access for all users. This concept allows pedestrians, bicyclists, motorists, and bus riders of all ages and abilities to safely move along and across a complete street. In September 2008, California adopted a new law that requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, older adults, and people with mobility impairments, as well as motorists.

## California Global Warming Solutions Act – Assembly Bill 32 (2006)

The California Global Warming Solutions Act was adopted in 2006 to reduce the state's emissions of greenhouse gases to 1990 levels by 2020 and to 80% below 1990 levels by 2050. The law requires the California Air Resources Board (CARB) to adopt a "scoping plan" indicating how the 2020 target for emission reductions may be achieved from significant greenhouse gas sources through regulations, market mechanisms, and other actions. One of the recommended actions in the CARB scoping plan is to "develop regional greenhouse gas emissions reduction targets for passenger vehicles." The mechanism for developing these targets was established by separate legislation, Senate Bill 375.

## California Sustainable Communities Strategy – Senate Bill 375 (2008)

Senate Bill 375 (SB 375) is the first law in the nation that attempts to control greenhouse gas emissions by curbing sprawl. The law requires CARB to develop regional targets for reductions in greenhouse gas emissions from passenger vehicles for 2020 and 2035. Each of the 18 metropolitan planning organizations in California—including the Metropolitan Transportation Commission (MTC) in the Bay Area—will need to prepare a "sustainable communities strategy" for meeting the emissions reductions target in its region through transportation and land use actions that reduce the number of vehicle miles traveled. SB 375 clearly has the potential to promote walking and bicycling as strategies that reduce vehicle miles traveled. For the Bay Area, SB 375 establishes per-capita greenhouse gas emission reduction targets of 7 percent by the year 2020 and 15 percent by the year 2035, using 2005 levels as the base year.

## California SB 99 – Active Transportation Program Act, 2013

California Senate Bill (SB) 99 establishes the Active Transportation Program for the state, in accordance with the federal Moving Ahead for Progress in the 21st Century (MAP-21) legislation, to encourage increased use of active modes of transportation and create a mechanism for distributing federal funds to local and regional efforts. The bill includes the following goals for the Active Transportation Program:

- Increase the proportion of trips accomplished by biking and walking.
- Increase safety and mobility for nonmotorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction.
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

# FEDERAL PLANS AND POLICIES

## US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations, 2010

The United States Department of Transportation (US DOT) issued this Policy Statement to support and encourage transportation agencies at all levels to establish well-connected walking and bicycling networks. The following Policy Statement and actions are relevant to the Turlock Active Transportation Plan.

### Policy Statement

The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide – including health, safety, environmental, transportation, and quality of life – transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.

### Recommended Actions

The DOT encourages States, local governments, professional associations, community organizations, public transportation agencies, and other government agencies, to adopt similar policy statements on bicycle and pedestrian accommodation as an indication of their commitment to accommodating bicyclists and pedestrians as an integral element of the transportation system. In support of this commitment, transportation agencies and local communities should go beyond minimum design standards and requirements to create safe, attractive, sustainable, accessible, and convenient bicycling and walking networks. Such actions should include:

- Considering walking and bicycling as equals with other transportation modes: The primary goal of a transportation system is to safely and efficiently move people and goods. Walking and bicycling are efficient transportation modes for most short trips and, where convenient intermodal systems exist, these nonmotorized trips can easily be linked with transit to significantly increase trip distance. Because of the benefits they provide, transportation agencies should give the same priority to walking and bicycling as is given to other transportation modes. Walking and bicycling should not be an afterthought in roadway design.
- Ensuring that there are transportation choices for people of all ages and abilities, especially children: Pedestrian and bicycle facilities should meet accessibility requirements and provide safe, convenient, and interconnected transportation networks. For example, children should have safe and convenient options for walking or bicycling to school and parks. People who cannot or prefer not to drive should have safe and efficient transportation choices.
- Going beyond minimum design standards: Transportation agencies are encouraged, when possible, to avoid designing walking and bicycling facilities to the minimum standards. For example, shared-use paths that have been designed to minimum width requirements will need retrofits as more people use them. It is more effective to plan for increased usage than to retrofit an older facility. Planning projects for the long-term should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.

- Integrating bicycle and pedestrian accommodation on new, rehabilitated, and limited-access bridges: DOT encourages bicycle and pedestrian accommodation on bridge projects including facilities on limited-access bridges with connections to streets or paths.
- Collecting data on walking and biking trips: The best way to improve transportation networks for any mode is to collect and analyze trip data to optimize investments. Walking and bicycling trip data for many communities are lacking. This data gap can be overcome by establishing routine collection of nonmotorized trip information. Communities that routinely collect walking and bicycling data are able to track trends and prioritize investments to ensure the success of new facilities. These data are also valuable in linking walking and bicycling with transit.
- Setting mode share targets for walking and bicycling and tracking them over time: A byproduct of improved data collection is that communities can establish targets for increasing the percentage of trips made by walking and bicycling.

Improving nonmotorized facilities during maintenance projects: Many transportation agencies spend most of their transportation funding on maintenance rather than on constructing new facilities. Transportation agencies should find ways to make facility improvements for pedestrians and bicyclists during resurfacing and other maintenance projects.

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# Bicycle and Pedestrian Demand

APPENDIX C

Appendix C

# Bicycle and Pedestrian Demand

This appendix presents the methods and key findings of Alta Planning + Design's application of its Bicycle and Pedestrian Suitability Index (BPSI) for the City of Concord.

The purpose of the BPSI is to identify areas with high demand that will help inform and prioritize potential bicycle and pedestrian projects. The BPSI measures potential demand (bicycle and pedestrian activity) by quantifying factors that generate bicycle and pedestrian movement. Results of the BPSI composite demand model are used to characterize the geographic distribution of bicycle and pedestrian demand within the City of Concord.

BPSI provides the following benefits:

- Quantify factors that impact bicycle and pedestrian activity and objectively identify areas where bicycles and pedestrians are most likely to be
- Identify network gaps that have the greatest impact on existing network connectivity and greatest potential improvement benefits for bicycles and pedestrians
- Provide a data-driven foundation for a project list that is informed by the spatial distribution of relevant demographics and demand factors
- Guide community leaders and the public on one aspect of the project prioritization process

## DEVELOPMENT OF BPSI

### Introduction

The analytical methods in the BPSI provide an objective, data-driven process of identifying network gaps as potential projects in areas with high bicycle and pedestrian activity. The BPSI provides a general profile of expected activity in bicycle and pedestrian environments by showing cumulative demand representative of where people live, work, learn and play, shop, and access transit. Concord's specific land use and transportation factors are considered in conjunction with a range of demographic factors that correlate with high bicycle and pedestrian trip generation.

The remainder of this section serves to describe the use of GIS data for the demand analysis, partially through which recommendations are developed.

## BPSI Demand Analysis Density Metrics

The BPSI's demand analysis requires a consistent unit of distance to generate logical distribution profiles. It is for this reason that census blocks are used for density analysis of each BPSI factor. Census blocks closely represent the street network, with their corners approximating where foot traffic is prevalent. This method is based on the "Low-Stress Bicycling and Network Connectivity" report (Mineta Transportation Institute, May 2012).

# BPSI DEMAND ANALYSIS DEVELOPMENT

## Demand Analysis Scoring Method

Categorical scores used in the BPSI reflect relative impact on bicycling and walking between census blocks. Scores are represented by density distributions between census block corners within ¼ mile of each other. Subsequently, the BPSI scores effectively capture two important spatial considerations: distance decay – greater distances yield lower scores for features over ¼ mile away from other features; and spatial density – closely clustered features yield higher scores than those that are spread out. Scores will increase in high density areas with factors that are known to contribute to higher bicycle and pedestrian activity and decrease in low density areas without such activity factors. In essence, the score is the intersection of distance and density. Based on the density of census block corners and the presence of demographic and geographic factors that contribute to bicycle and pedestrian activity, BPSI categories are assigned a normalized score ranging from 1-5.

## Demand Analysis Application

The following expression describes how each demand category is calculated:

$$DC = \frac{\sum_{i=1}^{n}(F_i)}{n}$$

DC = Demand category
F = normalized density layer for categorical variable
n = number of variables combined to determine categorical demand

Composite demand is calculated similarly to categorical demand; demand categories that have been calculated using the above expression are summed, and then divided by the number of demand categories being considered.

The purpose of the demand analysis is to identify areas with the greatest relative bicycle and pedestrian activity and use the demand outputs to inform project recommendations. The figures below illustrate and describe how the BPSI categories support a holistic profile of high-demand areas in the City of Concord.

## BPSI Demand – Where People Live

*Where people live* includes 2009-2013 American Community Survey (ACS) data by census block group level.

The "live" category evaluates locations representing potential trip origins. Three variables comprise the "live" demand metric: total population, percentage of zero-automobile households, and percentage of working age adults using active transportation modes (i.e., walking and bicycling) to get to work. A greater number of trips can be made in areas with higher population density if network conditions are amenable.

The categorical variables are scored and, using raster algebra, averaged together to develop a composite category score profile. Densities are determined using a ¼ mile search radius, and areas with high variable scores are shown as hot-spots on the map. Low to high scores are displayed in all the maps as a yellow to purple gradient, respectively.

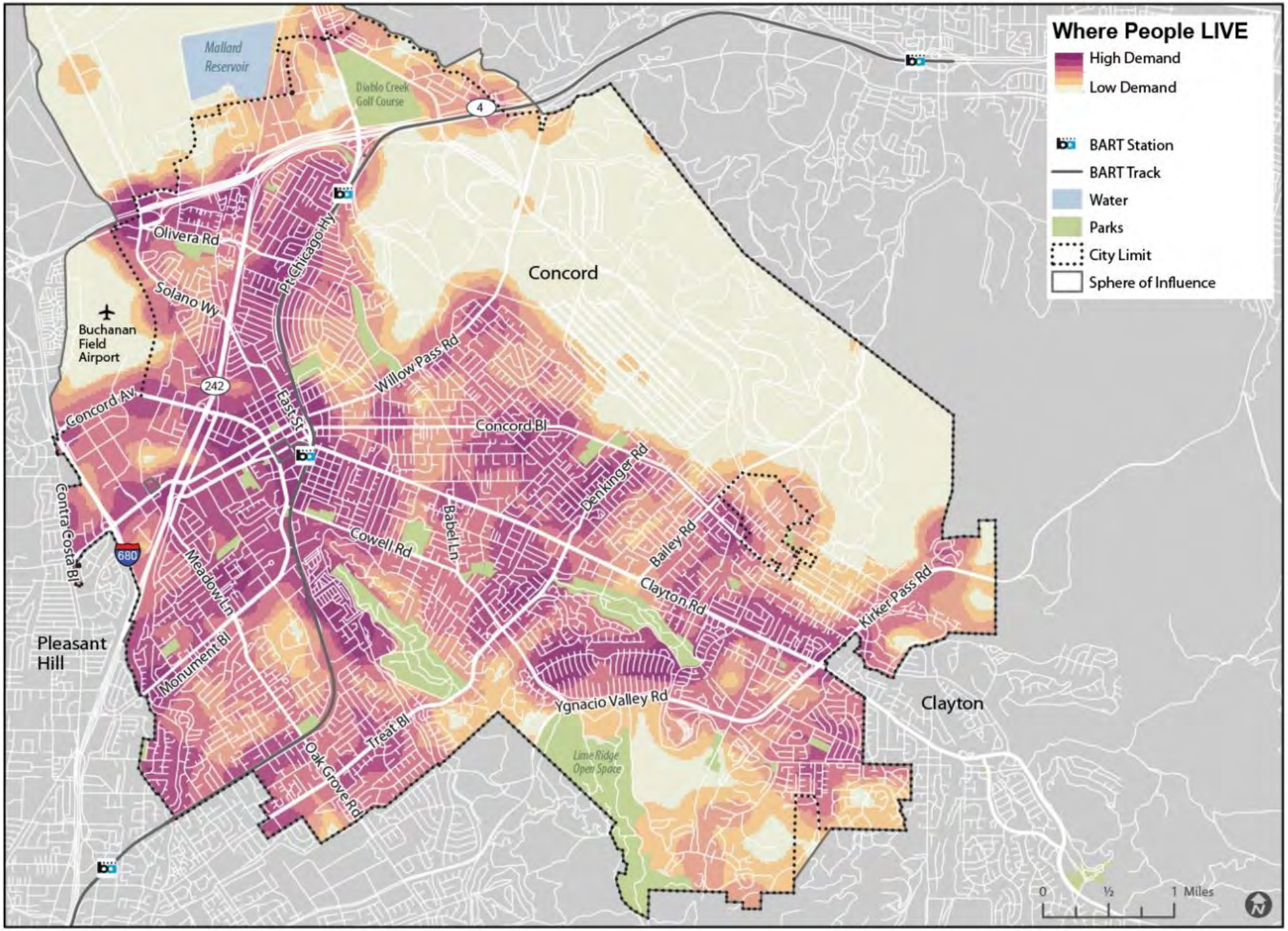



**Figure C-1 : Where People Live**

## BPSI Demand – Where People Work

*Where people work* primarily represents trip destinations for people working within Concord, regardless of residency. The data is derived from 2011 total employment by census block. Depending on the job type, this category can represent both trip attractors (i.e. retail) and trip generators (i.e. office parks and office buildings) in terms of base employment population. It is therefore also used in the **where people learn and play** and **where people shop** categories by overlaying specific job types, such as arts, recreation, and retail.

This category accounts for high employment density using a ¼ mile search radius.

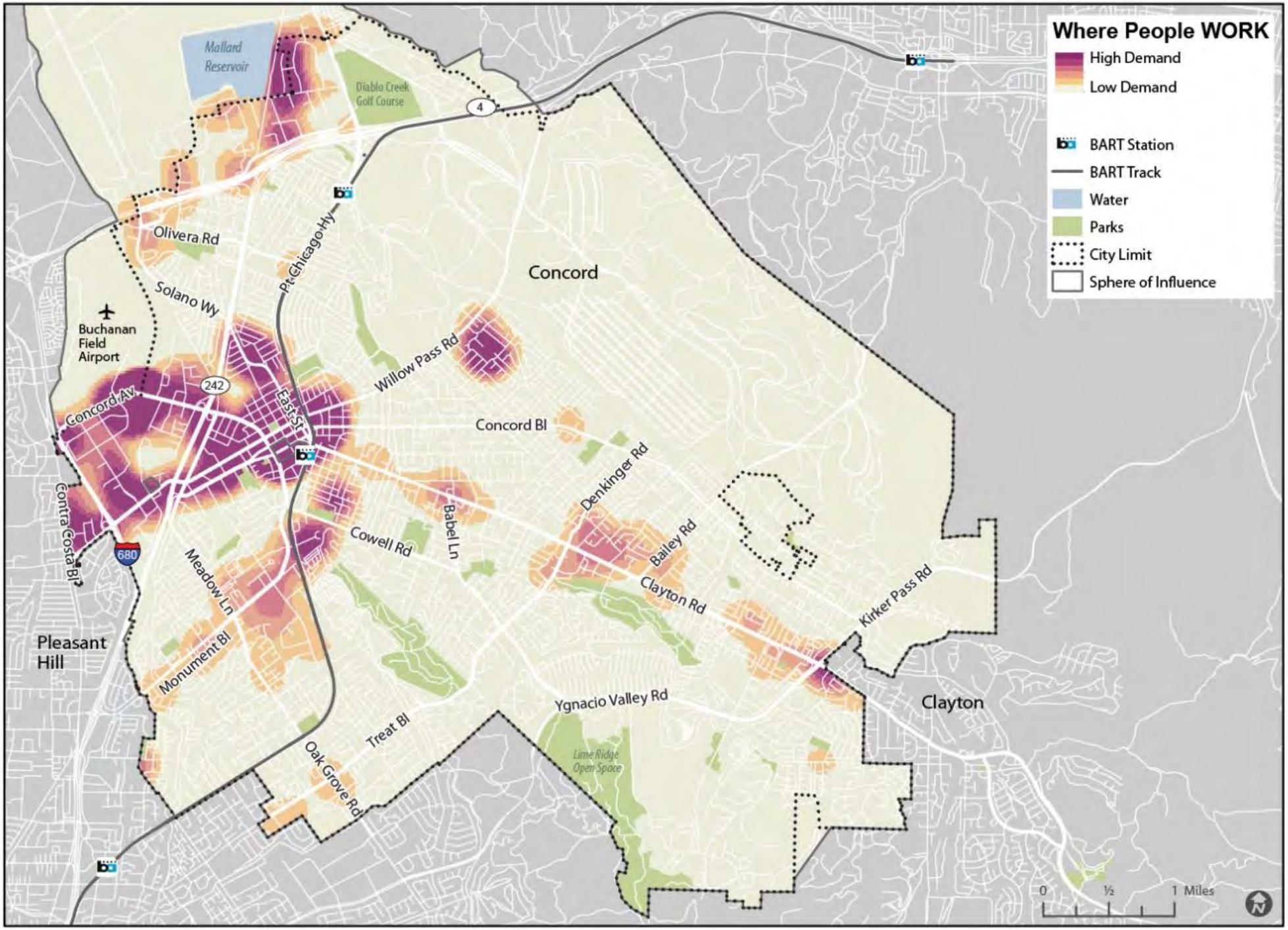



**Figure C-2: Where People Work**

## BPSI Demand – Where People Learn and Play

*Where people learn and play* is a combination of land use types and destinations. Overlays such as schools, parks, community gardens, arts and recreation employment, and hotel and lodging employment are used to capture areas likely to experience higher levels of bicycle and pedestrian activity. While all destinations are not exactly where one would expect to "play," many of the civic amenities included in this category are still destinations of importance due to the temporary nature of the visit. This category includes school, community college, and university locations.

This category measures density using locations for parks and schools, as well as measures of recreation employment. Using a ¼ mile search radius, areas with a high density of categories resulting in "play" are determined.

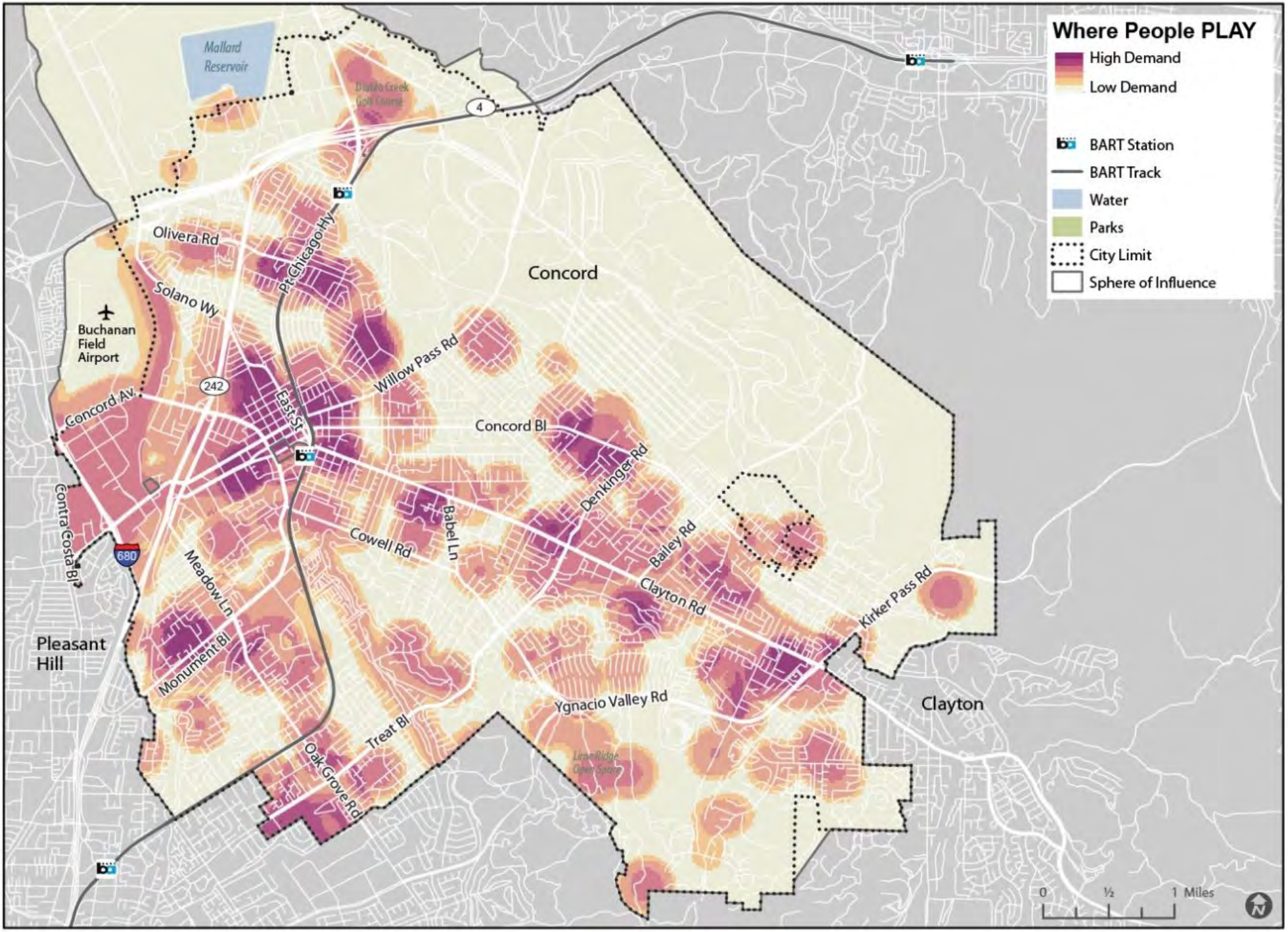



**Figure C-3: Where People Learn and Play**

## BPSI Demand – Where People Shop

*Where people shop* is a combination of land use types and destinations. Overlays such as grocery stores, shopping centers, and retail employment are used to capture areas likely to experience higher levels of bicycle and pedestrian activity. While all destinations are not exactly where one would expect to "play," many of the civic amenities included in this category are still destinations of importance due to the temporary nature of the visit. This category includes school, community college, and university locations.

This category measures density using a ¼ mile search radius to determine areas with greater shopping activity potential.

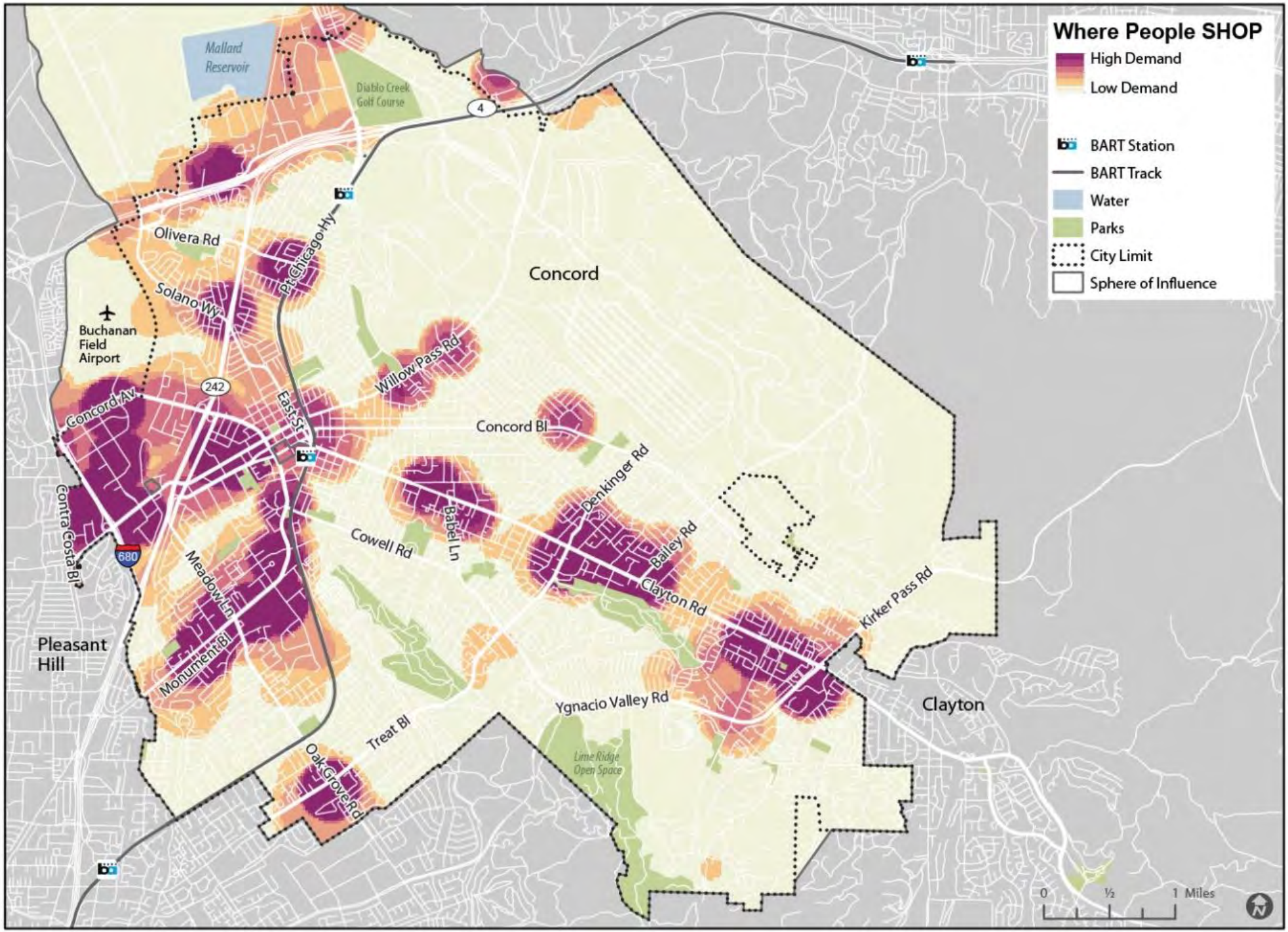



**Figure C-4: Where People Shop**

## BPSI Demand – Where People Access Transit

*Where people access transit* is gauged using BART and bus stop locations. The impact of BART on bicycle and pedestrian activity is weighted more heavily than bus stops. Density of pedestrian demand is measured using a ¼ mile search radius around transit stop locations.

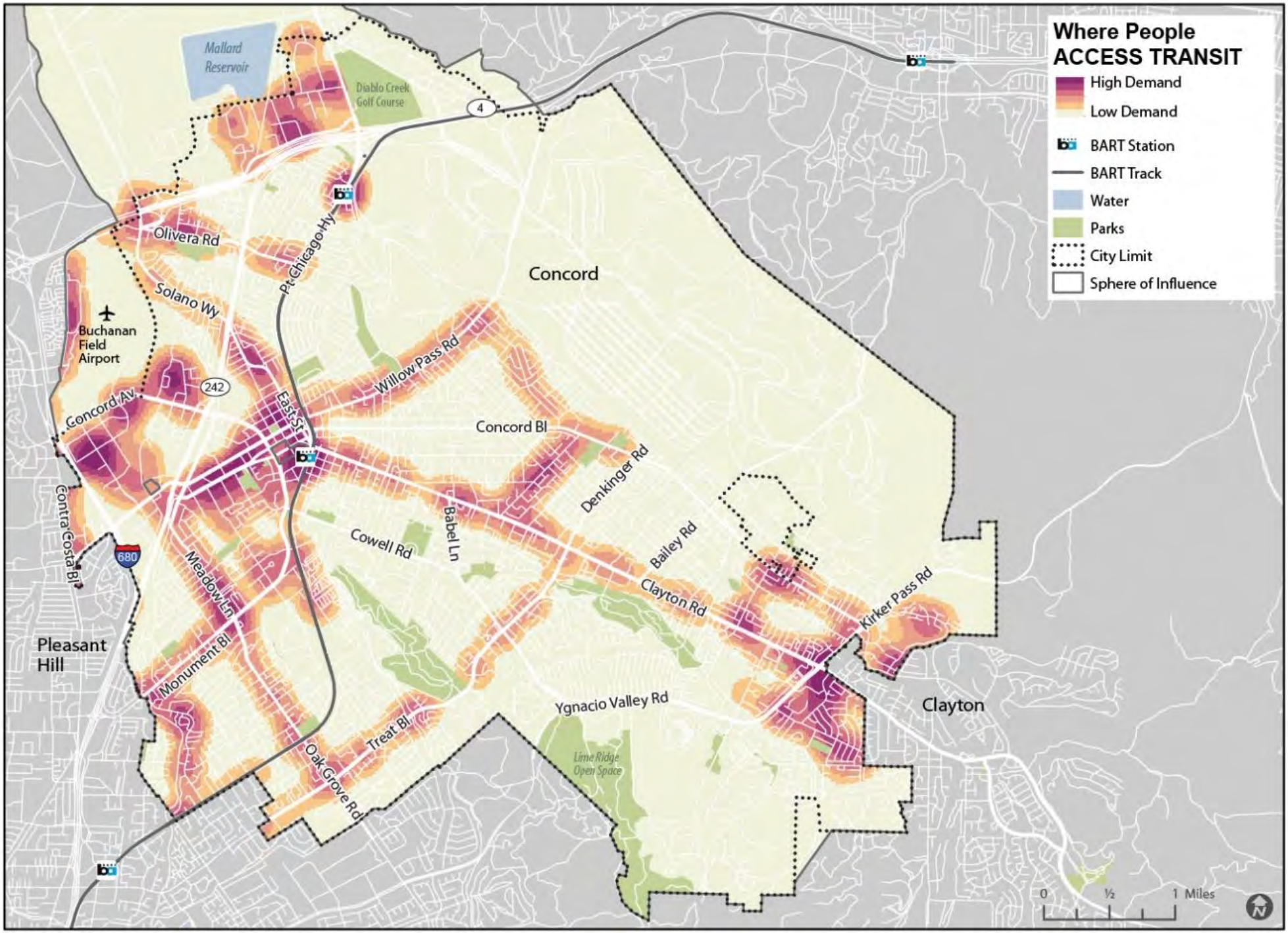



**Figure C-5: Where People Access Transit**

## BPSI DEMAND – COMPOSITE MODEL

After independently processing the features, a composite model was created using the Live, Work, Play, Transit, and Community Services layers that were created as independent components of the BPSI. Areas that yielded highest demand include the confluence of retail, medium to high density housing, mixed use development and employment. Areas largely dominated by single-family homes, although representing potential trip generators, represent the lowest demand areas.

Results from this model were used in the project evaluation process in order to give higher priority to those projects that fall in an area with high potential demand. Projects were awarded full points if they fell in a high-demand area as determined by the model. For more information about project evaluation and scoring, see **Chapter 7**.

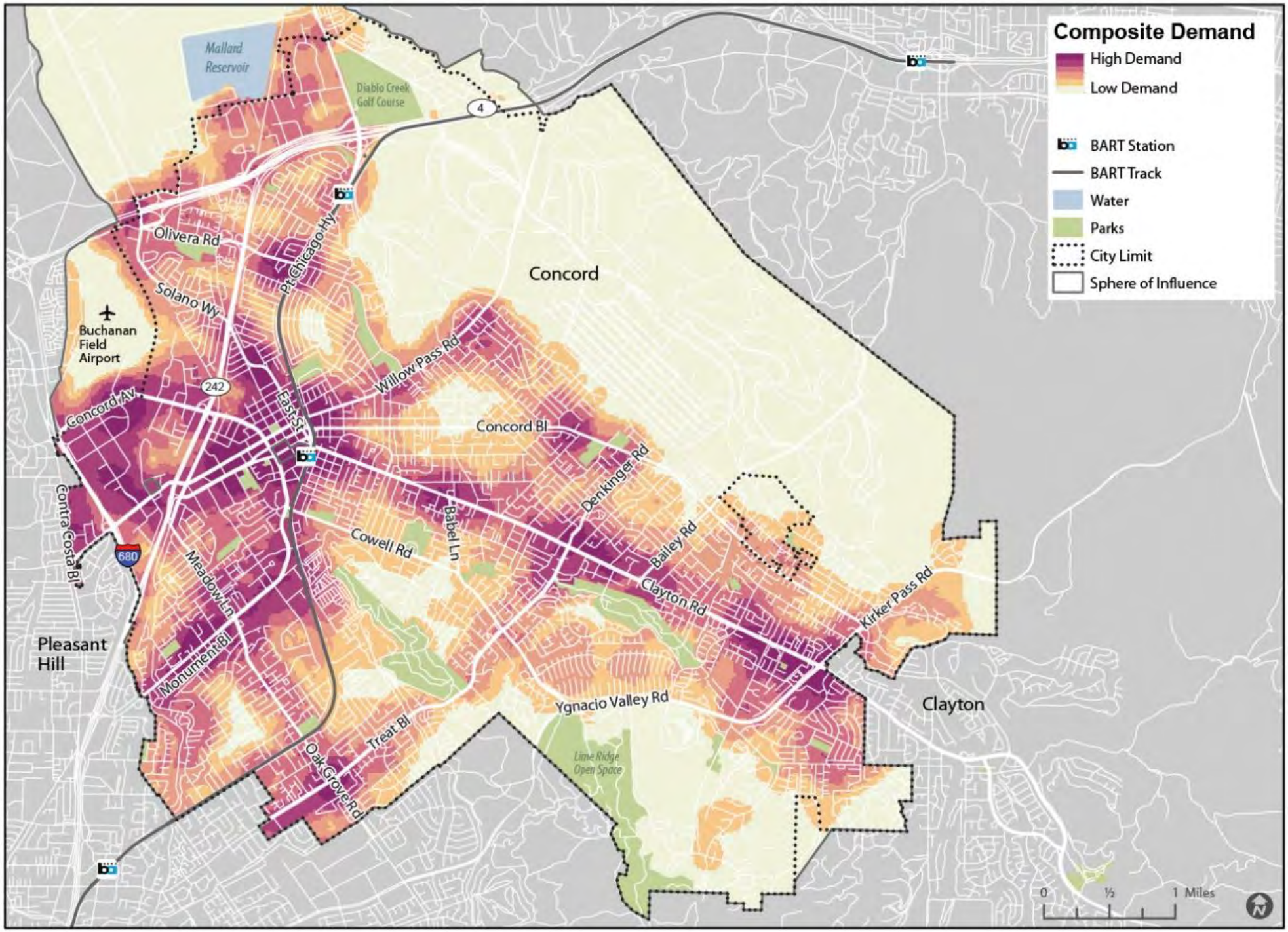



**Figure C-6: Demand Composite**

# Project List

Appendix D

# Project List

This appendix presents a list of all recommended infrastructure projects and studies, organized by tier priority and then alphabetically by street name.

The project list and individual projects to be included in this Plan are flexible concepts that serve as guidelines. The project list may change over time as a result of changing walking and bicycling patterns, land use patterns, implementation constraints and opportunities, and the development of other transportation improvements. All of the proposed infrastructure projects were evaluated against the criteria described in Chapter 7 and organized into short-, mid-, and long-term tiers based on a logical breakdown of project scores and complexities of implementation. Projects fall into the following tiers:

Tier 1: Intended for implementation within approximately five years of plan adoption

Tier 2: Intended for implementation within approximately five to ten years of plan adoption

Tier 3: Intended for implementation within approximately ten to twenty years of plan adoption

For more information about project evaluation and scoring, see **Chapter 7**.

**Table D-1: Project List**

| Project | Location | Cross Street A | Cross Street B | Side | Notes | Length (ft) | Length (mi) | Safety | Project Readiness | Challenge Area | Activity Generator | Transit Connection | Est. Demand | Total Score | Tier | Est. Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Tier 1 | | | | | | | | | | | | | | | | |
| High Visibility Crosswalk | Babel Ln. | Clayton Rd. | | E | | | | 1 | 20 | 20 | 0 | 15 | 5 | **61** | **1** | $5,000 |
| Complete Street Study | Babel Ln. | Cowell Rd. | Clayton Rd. | | Study traffic calming opportunities. Community members report higher speeds making uncomfortable to bike. | | 0.57 | 1 | 20 | 20 | 7 | 7 | 5 | **60** | **1** | $60,000 |
| High Visibility Crosswalk | Bacon St. | East St. | | S | | | | 0 | 20 | 20 | 0 | 15 | 5 | **60** | **1** | $5,000 |

| Project | Location | Cross Street A | Cross Street B | Side | Notes | Length (ft) | Length (mi) | Safety | Project Readiness | Challenge Area | Activity Generator | Transit Connection | Est. Demand | Total Score | Tier | Est. Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| High Visibility Crosswalk | Bacon St. | East St. | | N | | | | 0 | 20 | 20 | 0 | 15 | 5 | **60** | **1** | $5,000 |
| High Visibility Crosswalk | Bel Air Dr. | Treat Blvd. | | N | | | | 0 | 20 | 20 | 15 | 15 | 5 | **75** | **1** | $5,000 |
| Class III Bike Boulevard | Bonifacio St. | Port Chicago Hwy. | Esperanza Dr. | | | | 0.60 | 2 | 20 | 20 | 7 | 7 | 5 | **61** | **1** | $44,700 |
| Class III Shared Lane Marking | Bonifacio St. | Concord Ave. | Port Chicago Hwy. | | | | 0.48 | 2 | 20 | 20 | 7 | 7 | 5 | **61** | **1** | $14,900 |
| Class II Buffered Bike Lane | Burnett Ave. | Diamond Blvd. | Meridian Park Blvd. | | | | 0.14 | 2 | 20 | 20 | 0 | 15 | 5 | **62** | **1** | $26,000 |
| Class III Bike Boulevard | Chestnut Ave. | Clayton Rd. | West St. | | | | 0.91 | 1 | 20 | 20 | 15 | 7 | 5 | **68** | **1** | $68,300 |
| High Visibility Crosswalk | Clayton Rd. | Kirker Pass Rd. | | S | | | | 2 | 20 | 20 | 7 | 7 | 5 | **61** | **1** | $5,000 |
| High Visibility Crosswalk | Clayton Rd. | Kirker Pass Rd. | | N | | | | 2 | 20 | 20 | 7 | 7 | 5 | **61** | **1** | $5,000 |
| High Visibility Crosswalk | Clayton Rd. | Farm Bureau Rd. | | N | | | | 0 | 20 | 20 | 0 | 15 | 5 | **60** | **1** | $5,000 |
| Complete Street Study | Clayton Rd. | The Alameda | Farm Bureau Rd. | | Study for feasibility of bikeway | | 1.26 | 14 | 20 | 20 | 15 | 7 | 5 | **81** | **1** | $100,000 |
| Class II Bike Lane | Clayton Rd. | Ashbury Dr. | Grant St. | | | | 0.33 | 2 | 20 | 20 | 15 | 15 | 5 | **77** | **1** | $26,800 |
| Complete Street Study | Clayton Rd. | Market St. | Sutter St. | | | | 0.57 | 6 | 20 | 20 | 7 | 7 | 5 | **65** | **1** | $50,000 |
| High Visibility Crosswalk | Commerce Ave. | Concord Ave. | | S | | | | 0 | 20 | 20 | 0 | 15 | 5 | **60** | **1** | $5,000 |
| Class III Bike Route | Commerce Ave. | Concord Ave. | S end of Commerce Ave. | | | | 0.37 | 0 | 20 | 20 | 0 | 15 | 5 | **60** | **1** | $7,500 |
| High Visibility Crosswalk | Concord Ave. | Commerce Ave. | | W | | | | 0 | 20 | 20 | 0 | 15 | 5 | **60** | **1** | $5,000 |
| Complete Street Study | Concord Ave. | Contra Costa Blvd. | Harrison St. | | Conduct a complete streets corridor study. Evaluate feasibility of including Class IV, Class I or Class II bike facilities. | | 1.55 | 7 | 20 | 20 | 7 | 7 | 5 | **66** | **1** | $200,000 |
| High Visibility Crosswalk | Concord Blvd. | Landana Dr. | | N | | | | 1 | 20 | 20 | 7 | 7 | 5 | **60** | **1** | $5,000 |
| Complete Street Study | Concord Blvd. | Grant St. | 6th St. | | City recorded ADT 15,779 Road diet candidate for 4-3 | | 0.76 | 4 | 20 | 20 | 7 | 7 | 5 | **63** | **1** | $75,000 |
| Sidewalk | Concord Blvd. | Galindo St. | Mira Vista Ter. | S | | 724 | | 0 | 20 | 20 | 0 | 15 | 5 | **60** | **1** | $224,600 |

| Project | Location | Cross Street A | Cross Street B | Side | Notes | Length (ft) | Length (mi) | Safety | Project Readiness | Challenge Area | Activity Generator | Transit Connection | Est. Demand | Total Score | Tier | Est. Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Class II Bike Lane | Concord Blvd. | Sattler Dr. | Mulberry Dr. | | | | 0.06 | 1 | 20 | 20 | 7 | 7 | 5 | **60** | **1** | $4,600 |
| Class II Bike Lane | Concord Blvd. | Grant St. | Sutter St. | | | | 0.36 | 2 | 20 | 20 | 15 | 7 | 5 | **69** | **1** | $28,600 |
| High Visibility Crosswalk | Cowell Rd. | Monument Blvd. | | S | | | | 4 | 20 | 20 | 7 | 7 | 5 | **63** | **1** | $5,000 |
| High Visibility Crosswalk | Cowell Rd. | Monument Blvd. | | N | | | | 3 | 20 | 20 | 7 | 7 | 5 | **62** | **1** | $5,000 |
| High Visibility Crosswalk | Denkinger Ct. | Clayton Rd. | | W | School | | | 1 | 20 | 20 | 0 | 15 | 5 | **61** | **1** | $5,000 |
| Shared Use Path Study | Denkinger Rd. | Clayton Rd. | Concord Blvd. | W | | | 0.81 | 3 | 20 | 20 | 15 | 0 | 5 | **63** | **1** | $100,000 |
| High Visibility Crosswalk | Detroit Ave. | Monument Blvd. | | SW | | | | 2 | 20 | 20 | 0 | 15 | 5 | **62** | **1** | $5,000 |
| High Visibility Crosswalk | Detroit Ave. | Monument Blvd. | | NE | | | | 2 | 20 | 20 | 7 | 7 | 5 | **61** | **1** | $5,000 |
| Complete Street Study | Diamond Blvd./Way | Concord Ave. | W Clayton Rd. | | Study feasibility of reconfiguring turn lanes and through lanes to add bike lane. | | 0.91 | 8 | 20 | 20 | 7 | 7 | 5 | **67** | **1** | $75,000 |
| Sidewalk | E Olivera Rd. | Salvio St. | Willow Pass Rd. | SW | | 1,313 | | 1 | 20 | 20 | 15 | 15 | 0 | **71** | **1** | $407,000 |
| Sidewalk | E Olivera Rd. | Mars St. | Willow Pass Rd. | NE | | 3,153 | | 1 | 20 | 20 | 15 | 15 | 0 | **71** | **1** | $977,500 |
| High Visibility Crosswalk | East St. | Willow Pass Rd. | | E | | | | 1 | 20 | 20 | 0 | 15 | 5 | **61** | **1** | $5,000 |
| High Visibility Crosswalk | Erickson Rd. | Monument Blvd. | | SW | | | | 1 | 20 | 20 | 15 | 0 | 5 | **61** | **1** | $5,000 |
| High Visibility Crosswalk | Fairfield Ave. | Grant St. | | S | | | | 1 | 20 | 20 | 7 | 7 | 5 | **60** | **1** | $5,000 |
| Class III Bike Boulevard | Fairfield Ave. | Crystal Ave. | Birch Ave. | | | | 0.03 | 1 | 20 | 20 | 0 | 15 | 5 | **61** | **1** | $2,100 |
| Class II Bike Lane | Fairfield Ave. | Crystal Ave. | Grant St. | | | | 0.02 | 1 | 20 | 20 | 7 | 7 | 5 | **60** | **1** | $1,300 |
| High Visibility Crosswalk | Farm Bureau Rd. | Clayton Rd. | | W | | | | 0 | 20 | 20 | 0 | 15 | 5 | **60** | **1** | $5,000 |
| High Visibility Crosswalk | Franquette Ave. | Willow Pass Rd. | | SW | | | | 1 | 20 | 20 | 0 | 15 | 5 | **61** | **1** | $5,000 |
| High Visibility Crosswalk | Fry Way | Willow Pass Rd. | | W | | | | 2 | 20 | 20 | 0 | 15 | 5 | **62** | **1** | $5,000 |
| High Visibility Crosswalk | Fry Way | Willow Pass Rd. | | E | | | | 2 | 20 | 20 | 0 | 15 | 5 | **62** | **1** | $5,000 |

| Project | Location | Cross Street A | Cross Street B | Side | Notes | Length (ft) | Length (mi) | Safety | Project Readiness | Challenge Area | Activity Generator | Transit Connection | Est. Demand | Total Score | Tier | Est. Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Class II Bike Lane | Galaxy Way | Meridian Park Blvd. | I-680 | | | | 0.33 | 1 | 20 | 20 | 0 | 15 | 5 | **61** | **1** | $26,200 |
| Shared Use Path Study | Galindo Creek Trail | Cowell Rd. | Ayers Rd. | | | | 2.80 | 1 | 20 | 20 | 7 | 7 | 5 | **60** | **1** | $150,000 |
| Complete Street Study | Galindo St. | Concord Blvd. | Cowell Rd. | | | | 0.47 | 6 | 20 | 20 | 7 | 7 | 5 | **65** | **1** | $50,000 |
| High Visibility Crosswalk | Grant St. | Olivera Rd. | | W | School | | | 0 | 20 | 20 | 15 | 15 | 0 | **70** | **1** | $5,000 |
| Complete Street Study | Grant St. | Fairfield Ave. | Gill Dr. | | Study feasibility of bike lanes with on-street parking removal; few houses face the street. | | 0.28 | 1 | 20 | 20 | 7 | 7 | 5 | **60** | **1** | $75,000 |
| Class II Bike Lane | Grant St. | Willow Pass Rd. | Oak St. | | | | 0.29 | 1 | 20 | 20 | 7 | 7 | 5 | **60** | **1** | $23,000 |
| Complete Street Study | Grant St. | Willow Pass Rd. | Salvio St. | | Provide two way bicycle travel. Key BART access corridor. | | 0.07 | 2 | 20 | 20 | 7 | 7 | 5 | **61** | **1** | $50,000 |
| High Visibility Crosswalk | Harrison St. | Concord Ave. | | E | | | | 2 | 20 | 20 | 7 | 7 | 5 | **61** | **1** | $5,000 |
| Class II Buffered Bike Lane | John Glenn Dr. | Concord Ave. | Burnett Ave. | | | | 0.17 | 0 | 20 | 20 | 0 | 15 | 5 | **60** | **1** | $30,100 |
| High Visibility Crosswalk | Kirker Pass Rd. | Clayton Rd. | | W | | | | 2 | 20 | 20 | 0 | 15 | 5 | **62** | **1** | $5,000 |
| High Visibility Crosswalk | Kirker Pass Rd. | Clayton Rd. | | E | | | | 2 | 20 | 20 | 7 | 7 | 5 | **61** | **1** | $5,000 |
| Class III Bike Boulevard | Laguna St. | Detroit Ave. | Galindo St. | | | | 0.55 | 1 | 20 | 20 | 7 | 7 | 5 | **60** | **1** | $41,400 |
| High Visibility Crosswalk | Landana Dr. | Concord Blvd. | | W | | | | 1 | 20 | 20 | 7 | 7 | 5 | **60** | **1** | $5,000 |
| Class III Shared Lane Marking | Landana Dr. | Concord Blvd. | Mulberry Dr. | | | | 0.06 | 1 | 20 | 20 | 7 | 7 | 5 | **60** | **1** | $1,700 |
| Class II Buffered Bike Lane | Meridian Park Blvd. | Concord Ave. | Willow Way | | | | 0.49 | 2 | 20 | 20 | 0 | 15 | 5 | **62** | **1** | $88,700 |
| High Visibility Crosswalk | Mesa St. | Cowell Rd. | | W | | | | 3 | 20 | 20 | 7 | 7 | 5 | **62** | **1** | $5,000 |
| High Visibility Crosswalk | Mesa St. | Cowell Rd. | | E | | | | 2 | 20 | 20 | 7 | 7 | 5 | **61** | **1** | $5,000 |
| High Visibility Crosswalk | Monument Blvd. | Cowell Rd. | | E | | | | 4 | 20 | 20 | 7 | 7 | 5 | **63** | **1** | $5,000 |
| High Visibility Crosswalk | Monument Blvd. | Cowell Rd. | | W | | | | 2 | 20 | 20 | 7 | 7 | 5 | **61** | **1** | $5,000 |

| Project | Location | Cross Street A | Cross Street B | Side | Notes | Length (ft) | Length (mi) | Safety | Project Readiness | Challenge Area | Activity Generator | Transit Connection | Est. Demand | Total Score | Tier | Est. Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| High Visibility Crosswalk | Monument Blvd. | Detroit Ave. | | NW | | | | 2 | 20 | 20 | 7 | 7 | 5 | **61** | **1** | $5,000 |
| Corridor Conceptual Plan | Monument Blvd. | Walnut Creek (actual creek, city limit) | San Miguel Rd. | | | | 2.00 | 25 | 10 | 20 | 7 | 7 | 5 | **74** | **1** | $12,384,000 |
| Short Term Bike Parking | Mt Diablo St. | 130 ft S of Salvio St. | | | On street bike corral - 6 racks | | | 0 | 20 | 20 | 15 | 0 | 5 | **60** | **1** | $3,900 |
| High Visibility Crosswalk | Oak Grove Rd. | Treat Blvd. | | NE | | | | 2 | 20 | 20 | 7 | 7 | 5 | **61** | **1** | $5,000 |
| Complete Street Study | Oak St. | Galindo St. | Grant St. | | | | 0.17 | 2 | 20 | 20 | 15 | 7 | 5 | **69** | **1** | $15,000 |
| Sidewalk | Oak St. | Laguna St. | Mt Diablo St. | S | | 447 | | 1 | 20 | 20 | 15 | 15 | 5 | **76** | **1** | $138,600 |
| Short Term Bike Parking | Pacheco St. | 180 ft E of Mt Diablo St. | | | 2 racks | | | 0 | 20 | 20 | 0 | 15 | 5 | **60** | **1** | $1,300 |
| Short Term Bike Parking | Pacheco St. | 180 ft E of Mt Diablo St. | | | 2 racks | | | 0 | 20 | 20 | 0 | 15 | 5 | **60** | **1** | $1,300 |
| High Visibility Crosswalk | Palm Lake E | Oak Grove Rd. | | SE | School | | | 1 | 20 | 20 | 7 | 7 | 5 | **60** | **1** | $5,000 |
| Class III Bike Boulevard | Parkside Dr. | Bonifacio St. | The Alameda | | | | 0.51 | 2 | 20 | 20 | 7 | 7 | 5 | **61** | **1** | $38,200 |
| High Visibility Crosswalk | Port Chicago Hwy. | Willow Pass Rd. | | W | | | | 2 | 20 | 20 | 7 | 7 | 5 | **61** | **1** | $5,000 |
| High Visibility Crosswalk | Port Chicago Hwy. | Willow Pass Rd. | | E | | | | 2 | 20 | 20 | 7 | 7 | 5 | **61** | **1** | $5,000 |
| Sidewalk | Port Chicago Hwy. | Panoramic Dr. | S of Arnold Industrial Way | W | | 2,403 | | 0 | 10 | 20 | 15 | 15 | 0 | **60** | **1** | $744,800 |
| Class II Bike Lane | Salvio St. | Port Chicago Hwy. | Esperanza Dr. | | | | 0.42 | 1 | 20 | 20 | 7 | 7 | 5 | **60** | **1** | $33,900 |
| Class III Shared Lane Marking | Salvio St. | Broadway St. | Port Chicago Hwy. | | | | 0.54 | 2 | 20 | 20 | 7 | 7 | 5 | **61** | **1** | $16,700 |
| Complete Street Study | Solano Way | Hilltop Rd. | Fairfield Ave. | | Study for feasibility of bikeway; would require removing parking from one side of street. | | 0.85 | 4 | 20 | 20 | 7 | 7 | 5 | **63** | **1** | $75,000 |
| High Visibility Crosswalk | Sutter St. | Willow Pass Rd. | | W | | | | 0 | 20 | 20 | 15 | 0 | 5 | **60** | **1** | $5,000 |
| Complete Street Study | Systron Dr. | Trailside Cir. | Monument Blvd. | | | | 0.23 | 2 | 20 | 20 | 7 | 7 | 5 | **61** | **1** | $50,000 |
| High Visibility Crosswalk | Terry Lynn Ln. | Clayton Rd. | | W | | | | 0 | 20 | 20 | 0 | 15 | 5 | **60** | **1** | $5,000 |

| Project | Location | Cross Street A | Cross Street B | Side | Notes | Length (ft) | Length (mi) | Safety | Project Readiness | Challenge Area | Activity Generator | Transit Connection | Est. Demand | Total Score | Tier | Est. Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| High Visibility Crosswalk | Thornwood Dr. | Clayton Rd. | | W | | | | 2 | 20 | 20 | 0 | 15 | 5 | **62** | **1** | $5,000 |
| High Visibility Crosswalk | Treat Blvd. | Bel Air Dr. | | E | | | | 0 | 20 | 20 | 15 | 15 | 5 | **75** | **1** | $5,000 |
| High Visibility Crosswalk | Treat Blvd. | Oak Grove Rd. | | SE | | | | 3 | 20 | 20 | 7 | 7 | 5 | **62** | **1** | $5,000 |
| High Visibility Crosswalk | Treat Blvd. | Oak Grove Rd. | | NW | | | | 3 | 20 | 20 | 7 | 7 | 5 | **62** | **1** | $5,000 |
| Complete Street Study | Treat Blvd. | Clayton Rd. | Bancroft Rd. | | Study for feasibility of bikeway | | 3.76 | 9 | 20 | 20 | 7 | 7 | 5 | **68** | **1** | $200,000 |
| Class III Bike Boulevard | Victory Ln. | Linden Dr. | Monument Blvd. | | | | 0.29 | 1 | 20 | 20 | 15 | 15 | 5 | **76** | **1** | $21,400 |
| High Visibility Crosswalk | Willow Pass Rd. | Port Chicago Hwy. | | S | | | | 2 | 20 | 20 | 7 | 7 | 5 | **61** | **1** | $5,000 |
| High Visibility Crosswalk | Willow Pass Rd. | East St. | | S | | | | 1 | 20 | 20 | 0 | 15 | 5 | **61** | **1** | $5,000 |
| High Visibility Crosswalk | Willow Pass Rd. | East St. | | N | | | | 1 | 20 | 20 | 0 | 15 | 5 | **61** | **1** | $5,000 |
| High Visibility Crosswalk | Willow Pass Rd. | Port Chicago Hwy. | | N | | | | 2 | 20 | 20 | 7 | 7 | 5 | **61** | **1** | $5,000 |
| Short Term Bike Parking | Willow Pass Rd. | Mt Diablo St. | | | 2 racks | | | 0 | 20 | 20 | 15 | 0 | 5 | **60** | **1** | $1,300 |
| Short Term Bike Parking | Willow Pass Rd. | 200 ft E of Grant St. | | | 2 racks | | | 0 | 20 | 20 | 15 | 0 | 5 | **60** | **1** | $1,300 |
| Short Term Bike Parking | Willow Pass Rd. | Grant St. | | | 2 racks | | | 0 | 20 | 20 | 15 | 0 | 5 | **60** | **1** | $1,300 |
| Sidewalk | Willow Pass Rd. | Granada Dr. | 3690 Willow Pass Rd. | S | AC sidewalk | 434 | | 0 | 20 | 20 | 15 | 15 | 0 | **70** | **1** | $100,300 |
| Complete Street Study | Willow Pass Rd. | Market St. | Colfax St. | | | | 1.03 | 13 | 20 | 20 | 7 | 7 | 5 | **72** | **1** | $100,000 |
| Sidewalk | Willow Pass Rd. | N 6th St. | E Olivera Rd. | N | | 941 | | 2 | 20 | 20 | 15 | 15 | 0 | **72** | **1** | $291,800 |
| Complete Street Study | Willow Pass Rd. | 6th St. | Port Chicago Hwy. | | | | 0.62 | 3 | 20 | 20 | 7 | 7 | 5 | **62** | **1** | $75,000 |
| Sidewalk | Willow Pass Rd. | E Olivera Rd. | San Vincente Dr. | N | | 2,311 | | 1 | 20 | 20 | 15 | 15 | 0 | **71** | **1** | $624,100 |
| Class II Bike Lane | Willow Way | Meridian Park Blvd. | Diamond Blvd. | | | | 0.15 | 1 | 20 | 20 | 0 | 15 | 5 | **61** | **1** | $12,200 |
| Complete Street Study | Ygnacio Valley Rd. | Clayton Rd. | City Limit | | | | 2.51 | 4 | 20 | 20 | 7 | 7 | 5 | **63** | **1** | $250,000 |

| Project | Location | Cross Street A | Cross Street B | Side | Notes | Length (ft) | Length (mi) | Safety | Project Readiness | Challenge Area | Activity Generator | Transit Connection | Est. Demand | Total Score | Tier | Est. Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Tier 2 | | | | | | | | | | | | | | | | |
| Sidewalk | 5th Ave. | S of Marvalle Ln. | Montebello Ct. | E | | 1,068 | | 0 | 0 | 20 | 15 | 15 | 0 | **50** | **2** | $331,100 |
| Sidewalk | 5th Ave. | S of Marvalle Ln. | Montebello Ct. | W | | 1,117 | | 0 | 0 | 20 | 15 | 15 | 0 | **50** | **2** | $346,300 |
| Sidewalk | 5th St. | Clayton Rd. | Stanford St. | E | | 242 | | 0 | 0 | 20 | 0 | 15 | 0 | **35** | **2** | $74,900 |
| High Visibility Crosswalk | 6th St. | Concord Blvd. | | E | | | | 1 | 20 | 20 | 0 | 7 | 0 | **48** | **2** | $5,000 |
| Class III Bike Boulevard | 6th St. | Willow Pass Rd. | Clayton Rd. | | | | 0.62 | 1 | 20 | 20 | 0 | 7 | 0 | **48** | **2** | $46,300 |
| High Visibility Crosswalk | 700 ft SW of Oak Grove Rd. | Treat Blvd. | | | | | | 0 | 20 | 0 | 0 | 7 | 5 | **32** | **2** | $5,000 |
| High Visibility Crosswalk | Alberta Way | Ygnacio Valley Rd. | | W | | | | 1 | 20 | 20 | 7 | 0 | 0 | **48** | **2** | $5,000 |
| High Visibility Crosswalk | Alberta Way | Ygnacio Valley Rd. | | E | | | | 1 | 20 | 20 | 7 | 0 | 0 | **48** | **2** | $5,000 |
| RRFB | Alberta Way | N of Valmar Dr. | | | | | | 1 | 20 | 20 | 7 | 7 | 0 | **55** | **2** | $50,000 |
| RRFB | Alberta Way | Academy Rd. | | | | | | 1 | 20 | 20 | 7 | 7 | 0 | **55** | **2** | $50,000 |
| High Visibility Crosswalk | Almond Ave. | East St. | | N | | | | 1 | 20 | 20 | 0 | 0 | 5 | **46** | **2** | $5,000 |
| High Visibility Crosswalk | Almond Ave. | East St. | | S | | | | 1 | 20 | 20 | 0 | 0 | 5 | **46** | **2** | $5,000 |
| Sidewalk | Amador Ave. | Clayton Rd. | Marina Ct. | W | | 199 | | 0 | 0 | 0 | 15 | 15 | 5 | **35** | **2** | $61,700 |
| Class III Bike Boulevard | Argonne Dr. | Biscay Way | SE end of Argonne Dr. | | | | 0.10 | 0 | 20 | 0 | 0 | 15 | 0 | **35** | **2** | $7,400 |
| Sidewalk | Arnold Industrial Way | Industrial Way | Pike Ln. | N | | 582 | | 0 | 0 | 20 | 7 | 7 | 0 | **34** | **2** | $180,600 |
| Sidewalk | Arnold Industrial Way | Pike Ln. | W of Port Chicago Hwy. | N | | 1,805 | | 0 | 0 | 20 | 7 | 7 | 0 | **34** | **2** | $559,700 |
| Sidewalk | Arnold Industrial Way | W of Port Chicago Hwy. | W of Port Chicago Hwy. | S | | 453 | | 0 | 0 | 20 | 7 | 7 | 0 | **34** | **2** | $140,400 |
| Class III Shared Lane Marking | Avon Ave. | Solano Way | Hilltop Rd. | | | | 0.27 | 1 | 20 | 20 | 7 | 7 | 0 | **55** | **2** | $8,300 |
| High Visibility Crosswalk | Ayers Rd. | Concord Blvd. | | E | | | | 0 | 20 | 20 | 7 | 7 | 0 | **54** | **2** | $5,000 |
| Sidewalk | Ayers Rd. | Kenmore Dr. | Netto Dr. | NW | | 1,246 | | 0 | 0 | 20 | 0 | 7 | 5 | **32** | **2** | $386,300 |
| High Visibility Crosswalk | Ayres Rd. | Clayton Rd. | | E | | | | 1 | 20 | 20 | 0 | 7 | 5 | **53** | **2** | $5,000 |
| Class III Bike Boulevard | Babel Ln. | Merridan Dr. | Joan Ave. | | | | 0.09 | 0 | 20 | 20 | 7 | 0 | 0 | **47** | **2** | $6,700 |

| Project | Location | Cross Street A | Cross Street B | Side | Notes | Length (ft) | Length (mi) | Safety | Project Readiness | Challenge Area | Activity Generator | Transit Connection | Est. Demand | Total Score | Tier | Est. Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| High Visibility Crosswalk | Bailey Rd. | Clayton Rd. | | W | | | | 2 | 20 | 20 | 0 | 15 | 0 | **57** | **2** | $5,000 |
| High Visibility Crosswalk | Bailey Rd. | Concord Blvd. | | NW | | | | 1 | 20 | 20 | 7 | 7 | 0 | **55** | **2** | $5,000 |
| High Visibility Crosswalk | Bailey Rd. | Concord Blvd. | | SE | | | | 1 | 20 | 20 | 7 | 7 | 0 | **55** | **2** | $5,000 |
| Class I Shared Use Path | Bailey Rd. | 180 ft SW of Laura Dr. | 800 ft NE of Clayton Rd. | | Pave unimproved path | | 0.83 | 1 | 10 | 20 | 7 | 7 | 0 | **45** | **2** | $933,400 |
| Sidewalk | Bailey Rd. | Hakimi Ct. | Concord Blvd. | S | | 2,802 | | 0 | 0 | 20 | 7 | 7 | 0 | **34** | **2** | $868,800 |
| Sidewalk | Barbis Way | Gerald Dr. | S of Clayton Rd. | W | | 354 | | 1 | 0 | 20 | 0 | 15 | 5 | **41** | **2** | $109,600 |
| Sidewalk | Barbis Way | Pancho Via St. | S of Clayton Rd. | E | | 501 | | 1 | 0 | 20 | 0 | 15 | 5 | **41** | **2** | $155,200 |
| Sidewalk | Beach St. | Bonifacio St. | Salvio St. | SW | | 670 | | 0 | 0 | 20 | 15 | 0 | 5 | **40** | **2** | $207,500 |
| Sidewalk | Beach St. | Bonifacio St. | Salvio St. | NE | | 678 | | 0 | 0 | 20 | 7 | 7 | 5 | **39** | **2** | $210,200 |
| Sidewalk | Belmont Rd. | Waltham Rd. | Meadow Ln. | SW | | 2,104 | | 0 | 0 | 20 | 0 | 7 | 5 | **32** | **2** | $652,300 |
| Class III Bike Boulevard | Bentley St. | Bancroft Rd. | Mohr Ln. | | | | 0.35 | 0 | 20 | 20 | 0 | 7 | 0 | **47** | **2** | $26,300 |
| High Visibility Crosswalk | Bonifacio St. | East St. | | N | | | | 0 | 20 | 20 | 7 | 7 | 5 | **59** | **2** | $5,000 |
| High Visibility Crosswalk | Bonifacio St. | East St. | | S | | | | 0 | 20 | 20 | 7 | 7 | 5 | **59** | **2** | $5,000 |
| Sign | Bonifacio St. | Port Chicago Hwy. | | | Wayfinding sign. Designations: Downtown, BART, School | | | 0 | 20 | 20 | 7 | 7 | 5 | **59** | **2** | $1,000 |
| Sidewalk | Bonifacio St. | Port Chicago Hwy. | Beach St. | S | | 110 | | 0 | 0 | 20 | 7 | 7 | 5 | **39** | **2** | $34,000 |
| Class III Shared Lane Marking | Broadway St. | Market St. | Salvio St. | | | | 0.24 | 0 | 20 | 20 | 7 | 7 | 5 | **59** | **2** | $7,300 |
| Class II Bike Lane | Burnett Ave. | Meridian Park Blvd. | John Glenn Dr. | | | | 0.20 | 1 | 20 | 0 | 0 | 15 | 5 | **41** | **2** | $16,400 |
| Sign | CA-242 N | Undercrossing | | | To existing undercrossing | | | 0 | 20 | 20 | 0 | 7 | 0 | **47** | **2** | $1,000 |
| Shared Use Path Study | CA-4 W | Willow Pass Rd. | Port Chicago Hwy. | | | | 1.36 | 1 | 20 | 20 | 15 | 0 | 0 | **56** | **2** | $75,000 |
| Class III Bike Boulevard | Cape Cod Way | Cowell Rd. | Joan Ave. | | | | 0.49 | 0 | 20 | 20 | 7 | 7 | 0 | **54** | **2** | $36,800 |
| High Visibility Crosswalk | Carey Dr. | Monument Blvd. | | NE | | | | 0 | 20 | 20 | 0 | 0 | 5 | **45** | **2** | $5,000 |
| High Visibility Crosswalk | Carey Dr. | Monument Blvd. | | SW | | | | 0 | 20 | 20 | 0 | 0 | 5 | **45** | **2** | $5,000 |
| Sidewalk | Chalomar Rd. | Oak Grove Rd. | Chanel Ct. | S | | 485 | | 1 | 0 | 20 | 7 | 7 | 0 | **35** | **2** | $150,400 |

| Project | Location | Cross Street A | Cross Street B | Side | Notes | Length (ft) | Length (mi) | Safety | Project Readiness | Challenge Area | Activity Generator | Transit Connection | Est. Demand | Total Score | Tier | Est. Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| High Visibility Crosswalk | Chestnut Ave. | Clayton Rd. | | E | | | | 1 | 20 | 20 | 0 | 0 | 0 | **41** | **2** | $5,000 |
| Sidewalk | Chestnut Ave. | W of McCarl Ln. | E of McCarl Ln. | N | | 319 | | 0 | 0 | 20 | 0 | 15 | 0 | **35** | **2** | $98,900 |
| Sidewalk | Chestnut Ave. | Clayton Rd. | W of Garnet Ln. | S | | 994 | | 1 | 0 | 20 | 15 | 0 | 5 | **41** | **2** | $308,000 |
| Sidewalk | Chestnut Ave. | W of Stillman Ct. | West St. | S | | 821 | | 0 | 0 | 20 | 0 | 15 | 0 | **35** | **2** | $254,500 |
| High Visibility Crosswalk | Claycord Ave. | Clayton Rd. | | W | | | | 0 | 20 | 20 | 0 | 15 | 0 | **55** | **2** | $5,000 |
| Shared Use Path Study | Claycord Ave. | Silverleaf Ln. | Concord Blvd. | E | | | 0.33 | 0 | 20 | 20 | 7 | 7 | 0 | **54** | **2** | $50,000 |
| High Visibility Crosswalk | Clayton Rd. | Oakland Ave. | | S | | | | 4 | 20 | 20 | 0 | 0 | 5 | **49** | **2** | $5,000 |
| High Visibility Crosswalk | Clayton Rd. | Treat Blvd. | | S | | | | 2 | 20 | 20 | 0 | 0 | 5 | **47** | **2** | $5,000 |
| High Visibility Crosswalk | Clayton Rd. | Treat Blvd. | | N | | | | 2 | 20 | 20 | 0 | 0 | 5 | **47** | **2** | $5,000 |
| High Visibility Crosswalk | Clayton Rd. | Park St. | | S | | | | 0 | 20 | 20 | 0 | 0 | 5 | **45** | **2** | $5,000 |
| High Visibility Crosswalk | Clayton Rd. | Chestnut Ave. | | N | | | | 1 | 20 | 20 | 0 | 0 | 0 | **41** | **2** | $5,000 |
| Pedestrian Scaled Lighting | Clayton Rd. | Sunset Ave. | The Alameda | | | | 0.27 | 3 | 0 | 20 | 0 | 7 | 5 | **35** | **2** | $684,100 |
| Corridor Conceptual Plan | Clayton Rd. | Farm Bureau Rd. | Ygnacio Valley Rd. | | | | 2.88 | 20 | 0 | 20 | 7 | 7 | 5 | **59** | **2** | $22,550,000 |
| Class III Bike Route | Clayton W Rd. | Diamond Blvd. | Waterworld Pkwy. | | | | 0.11 | 0 | 20 | 0 | 0 | 7 | 5 | **32** | **2** | $2,200 |
| High Visibility Crosswalk | Clayton Way | Concord Blvd. | | E | | | | 0 | 20 | 20 | 7 | 7 | 0 | **54** | **2** | $5,000 |
| Sidewalk | Clayton Way | S of Willow Pass Rd. | N of Village Rd. | W | | 1,317 | | 0 | 0 | 20 | 0 | 15 | 0 | **35** | **2** | $408,200 |
| Class II Bike Lane | Clayton Way | Village Rd. | Wren Ave. | | | | 0.12 | 0 | 20 | 20 | 0 | 0 | 0 | **40** | **2** | $9,800 |
| Pedestrian Scaled Lighting | Colfax St. | Pacheco St. | Sunset Ave. | | | | 0.28 | 1 | 0 | 20 | 7 | 7 | 5 | **40** | **2** | $690,300 |
| High Visibility Crosswalk | Concord Ave. | Market St. | | S | | | | 2 | 20 | 20 | 0 | 0 | 5 | **47** | **2** | $5,000 |
| High Visibility Crosswalk | Concord Ave. | Ramp | | S | | | | 2 | 20 | 20 | 0 | 0 | 5 | **47** | **2** | $5,000 |
| Sidewalk | Concord Ave. | W of Commerce Ave. | W of Market St. | N | | 878 | | 0 | 10 | 20 | 0 | 15 | 5 | **50** | **2** | $272,200 |

| Project | Location | Cross Street A | Cross Street B | Side | Notes | Length (ft) | Length (mi) | Safety | Project Readiness | Challenge Area | Activity Generator | Transit Connection | Est. Demand | Total Score | Tier | Est. Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| High Visibility Crosswalk | Concord Blvd. | Ayers Rd. | | S | | | | 0 | 20 | 20 | 7 | 7 | 0 | **54** | **2** | $5,000 |
| High Visibility Crosswalk | Concord Blvd. | Kirker Pass Rd. | | SW | | | | 1 | 20 | 20 | 0 | 7 | 0 | **48** | **2** | $5,000 |
| High Visibility Crosswalk | Concord Blvd. | Kirker Pass Rd. | | NE | | | | 1 | 20 | 20 | 0 | 7 | 0 | **48** | **2** | $5,000 |
| High Visibility Crosswalk | Concord Blvd. | Farm Bureau Rd. | | N | | | | 0 | 20 | 20 | 0 | 0 | 0 | **40** | **2** | $5,000 |
| High Visibility Crosswalk | Concord Blvd. | Farm Bureau Rd. | | S | | | | 0 | 20 | 20 | 0 | 0 | 0 | **40** | **2** | $5,000 |
| High Visibility Crosswalk | Concord Blvd. | West St. | | S | School | | | 0 | 20 | 0 | 7 | 7 | 5 | **39** | **2** | $5,000 |
| High Visibility Crosswalk | Concord Blvd. | Mendocino Dr. | | S | School | | | 1 | 20 | 0 | 7 | 7 | 0 | **35** | **2** | $5,000 |
| Sidewalk | Concord Blvd. | Vincente Rd. | E of Vincente Rd. | S | | 63 | | 1 | 10 | 20 | 0 | 7 | 0 | **38** | **2** | $19,500 |
| Pedestrian Scaled Lighting | Concord Blvd. | Galindo St. | East St. | | | | 0.27 | 1 | 0 | 20 | 0 | 7 | 5 | **33** | **2** | $687,300 |
| Complete Street Study | Concord Blvd. | Bailey Rd. | Kirker Pass Rd. | | Consider bike lanes. City record ADT 16,397 - 13,303 Current lane configuration 5, could fit bike lanes with road diet to 3 lanes (S of Ayers Rd) or removal of on-street parking (N of Ayers Rd). | | 1.48 | 2 | 20 | 20 | 7 | 7 | 0 | **56** | **2** | $75,000 |
| Sidewalk | Concord Blvd. | NW of Kirker Pass Rd. | Lodato Way | S | unimproved shoulder | 2,551 | | 0 | 10 | 20 | 7 | 7 | 0 | **44** | **2** | $790,900 |
| Sidewalk | Concord Blvd. | Denkinger Rd. | NW of Denkinger Rd. | N | | 242 | | 0 | 0 | 20 | 7 | 7 | 0 | **34** | **2** | $74,900 |
| Sidewalk | Concord Blvd. | Yvonne Dr. | NW of Dixon Ln. | N | | 1,651 | | 0 | 10 | 20 | 7 | 7 | 0 | **44** | **2** | $511,900 |
| Sidewalk | Concord Blvd. | Mahoo Ln. | NW of Kirker Pass Rd. | | | 1,055 | | 0 | 10 | 20 | 7 | 7 | 0 | **44** | **2** | $327,000 |
| Sidewalk | Concord Blvd. | Princeton Ct. | NW of Princeton Ct. | N | | 168 | | 0 | 10 | 20 | 7 | 7 | 0 | **44** | **2** | $52,100 |
| Sidewalk | Concord Blvd. | Bailey Rd. | Rachel Ln. | NE | | 555 | | 0 | 20 | 20 | 7 | 7 | 0 | **54** | **2** | $172,000 |
| Sidewalk | Concord Blvd. | Bailey Rd. | Rachel Ln. | SW | | 486 | | 0 | 20 | 20 | 7 | 7 | 0 | **54** | **2** | $150,500 |
| Short Term Bike Parking | Concord Community Park | | | | 6 racks | | | 0 | 20 | 0 | 15 | 0 | 0 | **35** | **2** | $3,900 |
| Short Term Bike Parking | Concord Community Park | | | | 6 racks | | | 0 | 20 | 0 | 15 | 0 | 0 | **35** | **2** | $3,900 |
| Class I Shared Use Path | Concord Community Park | E terminus Reed Way | E edge of park | | | | 0.19 | 0 | 10 | 20 | 7 | 0 | 0 | **37** | **2** | $217,000 |

| Project | Location | Cross Street A | Cross Street B | Side | Notes | Length (ft) | Length (mi) | Safety | Project Readiness | Challenge Area | Activity Generator | Transit Connection | Est. Demand | Total Score | Tier | Est. Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Class III Bike Boulevard | Consuelo Rd. | Esperanza Dr. | N 6th St. | | | | 0.14 | 0 | 20 | 20 | 0 | 0 | 0 | **40** | **2** | $10,700 |
| Class III Bike Boulevard | Court Ln. | S terminus | Cowell Rd. | | | | 0.66 | 0 | 20 | 20 | 7 | 7 | 0 | **54** | **2** | $49,500 |
| High Visibility Crosswalk | Coventry Rd. | Clayton Rd. | | E | | | | 2 | 20 | 20 | 0 | 15 | 0 | **57** | **2** | $5,000 |
| High Visibility Crosswalk | Coventry Rd. | Clayton Rd. | | W | | | | 1 | 20 | 20 | 0 | 15 | 0 | **56** | **2** | $5,000 |
| High Visibility Crosswalk | Coventry Rd. | Cowell Rd. | | W | | | | 1 | 20 | 20 | 7 | 7 | 0 | **55** | **2** | $5,000 |
| Class III Bike Boulevard | Coventry Rd. | Cowell Rd. | Clayton Rd. | | | | 0.50 | 2 | 20 | 20 | 7 | 7 | 0 | **56** | **2** | $37,600 |
| Sidewalk | Coventry Rd. | Cowell Rd. | Clayton Rd. | E | ROW challenges | 2,621 | | 1 | 0 | 20 | 7 | 7 | 0 | **35** | **2** | $812,600 |
| High Visibility Crosswalk | Cowell Rd. | Treat Blvd. | | NE | | | | 2 | 20 | 20 | 7 | 7 | 0 | **56** | **2** | $5,000 |
| High Visibility Crosswalk | Cowell Rd. | Babel Ln. | | W | | | | 1 | 20 | 20 | 7 | 7 | 0 | **55** | **2** | $5,000 |
| High Visibility Crosswalk | Cowell Rd. | Ygnacio Valley Rd. | | W | | | | 0 | 20 | 20 | 7 | 0 | 0 | **47** | **2** | $5,000 |
| RRFB | Cowell Rd. | Quail Ct. | | | | | | 0 | 20 | 20 | 7 | 7 | 0 | **54** | **2** | $50,000 |
| Sidewalk | Cowell Rd. | Hale Dr. | Coventry Rd. | N | | 1,910 | | 1 | 10 | 20 | 7 | 7 | 0 | **45** | **2** | $592,200 |
| Sidewalk | Cowell Rd. | Almendra Ct. | Liberati Rd. | S | | 5,616 | | 1 | 10 | 20 | 7 | 7 | 0 | **45** | **2** | $1,741,000 |
| Sidewalk | Cowell Rd. | Monument Blvd. | Mesa St. | N | | 249 | | 2 | 0 | 20 | 7 | 7 | 5 | **41** | **2** | $77,200 |
| Sidewalk | Cowell Rd. | Babel Ln. | N of Green Gables Ct. | E | | 491 | | 0 | 10 | 20 | 7 | 7 | 0 | **44** | **2** | $152,300 |
| Sidewalk | Cowell Rd. | S of Plumleigh Ln. | N of N Larwin Ave. | E | | 644 | | 0 | 10 | 20 | 7 | 7 | 0 | **44** | **2** | $199,500 |
| Sidewalk | Cowell Rd. | S of Treat Blvd. | N of N Larwin Ave. | W | | 1,267 | | 0 | 10 | 20 | 7 | 7 | 0 | **44** | **2** | $392,800 |
| Sidewalk | Cowell Rd. | Kaski Ln. | N of Shakespeare Dr. | W | AC sidewalk | 357 | | 0 | 10 | 20 | 7 | 7 | 0 | **44** | **2** | $110,800 |
| Sidewalk | Cowell Rd. | Kaski Ln. | S Rosal Ave. | E | | 396 | | 0 | 10 | 20 | 7 | 7 | 0 | **44** | **2** | $122,900 |
| Sidewalk | Cowell Rd. | Kaski Ln. | S Rosal Ave. | W | | 442 | | 0 | 10 | 20 | 7 | 7 | 0 | **44** | **2** | $136,900 |
| Sidewalk | Cowell Rd. | Stafford Ave. | S Rosal Ave. | E | | 230 | | 0 | 0 | 20 | 7 | 7 | 0 | **34** | **2** | $71,400 |
| Sidewalk | Cowell Rd. | Almar St. | SE of Mesa St. | N | | 145 | | 1 | 10 | 20 | 7 | 7 | 5 | **50** | **2** | $44,800 |
| Complete Street Study | Cowell Rd. | Babel Ln. | Ygnacio Valley Rd. | | | | 1.34 | 4 | 20 | 20 | 7 | 7 | 0 | **58** | **2** | $100,000 |
| Sidewalk | Craig Dr. | Cowell Rd. | Reed Way | E | | 1,141 | | 0 | 0 | 20 | 7 | 7 | 0 | **34** | **2** | $353,800 |
| Sidewalk | Crystal Ave. | Fairfield Ave. | Crescent Dr. | SW | | 977 | | 0 | 0 | 20 | 0 | 15 | 5 | **40** | **2** | $302,800 |

| Project | Location | Cross Street A | Cross Street B | Side | Notes | Length (ft) | Length (mi) | Safety | Project Readiness | Challenge Area | Activity Generator | Transit Connection | Est. Demand | Total Score | Tier | Est. Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| High Visibility Crosswalk | David Ave. | Oak Grove Rd. | | NW | | | | 1 | 20 | 20 | 7 | 7 | 0 | **55** | **2** | $5,000 |
| Sidewalk | Davis Ave. | Cowell Rd. | Clayton Rd. | E | | 2,623 | | 1 | 0 | 20 | 7 | 7 | 0 | **35** | **2** | $813,300 |
| High Visibility Crosswalk | Denkinger Rd. | Concord Blvd. | | E | | | | 0 | 20 | 20 | 7 | 7 | 0 | **54** | **2** | $5,000 |
| High Visibility Crosswalk | Denkinger Rd. | Concord Blvd. | | W | | | | 0 | 20 | 20 | 7 | 7 | 0 | **54** | **2** | $5,000 |
| Complete Street Study | Detroit Ave. | Monument Blvd. | Chalomar Rd. | | Consider bike lanes. Study whether a 5 lane configuration is necessary from Monument south to Shary Circle. Convert 4 to 4 south of Shary Circle to Chalomar Road. | | 0.72 | 2 | 20 | 20 | 0 | 7 | 5 | **54** | **2** | $75,000 |
| Sidewalk | Detroit Ave. | S of Monument Blvd. | N of Cloverdale Ave. | W | | 201 | | 0 | 10 | 20 | 0 | 7 | 5 | **42** | **2** | $62,300 |
| Sidewalk | Detroit Ave. | Walters Way | Vista del Monte | W | | 432 | | 0 | 10 | 20 | 7 | 7 | 5 | **49** | **2** | $133,900 |
| High Visibility Crosswalk | Diamond Blvd. | Willow Pass Rd. | | NE | | | | 3 | 20 | 20 | 0 | 0 | 5 | **48** | **2** | $5,000 |
| Class III Bike Route | Diamond Blvd. | Burnett Ave. | Willow Way | | | | 0.42 | 2 | 0 | 20 | 0 | 15 | 5 | **42** | **2** | $8,400 |
| Sidewalk | E Olivera Rd. | S of Montgomery Ave. | Salvio St. | SW | | 2,870 | | 0 | 20 | 20 | 15 | 0 | 0 | **55** | **2** | $889,900 |
| High Visibility Crosswalk | East St. | Salvio St. | | E | | | | 0 | 20 | 20 | 7 | 7 | 5 | **59** | **2** | $5,000 |
| Pedestrian Scaled Lighting | East St. | Pacheco St. | Clayton Rd. | | | | 0.36 | 2 | 0 | 20 | 7 | 7 | 5 | **41** | **2** | $902,400 |
| Sidewalk | East St. | Crescent Dr. | High School St. | NE | | 625 | | 1 | 10 | 20 | 0 | 15 | 5 | **51** | **2** | $193,700 |
| High Visibility Crosswalk | Erickson Rd. | Monument Blvd. | | NE | | | | 2 | 20 | 20 | 0 | 0 | 5 | **47** | **2** | $5,000 |
| High Visibility Crosswalk | Esperanza Dr. | Moretti Dr. | | W | School | | | 0 | 20 | 20 | 0 | 0 | 0 | **40** | **2** | $5,000 |
| Class III Bike Boulevard | Esperanza Dr. | W terminus | Consuelo Rd. | | | | 1.56 | 1 | 20 | 20 | 7 | 7 | 0 | **55** | **2** | $117,300 |
| Sidewalk | Fabian Way | Clayton Rd. | Del Chiaro Way | W | | 273 | | 1 | 0 | 20 | 0 | 15 | 0 | **36** | **2** | $84,600 |
| High Visibility Crosswalk | Farm Bureau Rd. | Willow Pass Rd. | | W | | | | 1 | 20 | 20 | 7 | 7 | 0 | **55** | **2** | $5,000 |
| High Visibility Crosswalk | Farm Bureau Rd. | Willow Pass Rd. | | E | | | | 1 | 20 | 20 | 7 | 7 | 0 | **55** | **2** | $5,000 |
| High Visibility Crosswalk | Farm Bureau Rd. | Concord Blvd. | | W | | | | 0 | 20 | 20 | 0 | 0 | 0 | **40** | **2** | $5,000 |

| Project | Location | Cross Street A | Cross Street B | Side | Notes | Length (ft) | Length (mi) | Safety | Project Readiness | Challenge Area | Activity Generator | Transit Connection | Est. Demand | Total Score | Tier | Est. Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Class II Bike Lane | Farm Bureau Rd. | Wren Ave. | Willow Pass Rd. | | | | 0.88 | 2 | 0 | 20 | 7 | 7 | 5 | **41** | **2** | $70,400 |
| High Visibility Crosswalk | Franquette Ave. | Willow Pass Rd. | | NE | | | | 1 | 20 | 20 | 0 | 7 | 5 | **53** | **2** | $5,000 |
| Shared Use Path Study | Franquette Ave. | I-242 trail underpass | Iron Horse Regional Trail | | | | 0.51 | 0 | 20 | 20 | 7 | 7 | 5 | **59** | **2** | $50,000 |
| Complete Street Study | Franquette Ave. / Waterworld Pkwy. | CA-242 undercrossing | Waterworld driveway | | | | 0.42 | 1 | 20 | 20 | 0 | 7 | 5 | **53** | **2** | $250,000 |
| High Visibility Crosswalk | Frederick St. | Grant St. | | N | | | | 0 | 20 | 20 | 7 | 7 | 5 | **59** | **2** | $5,000 |
| Complete Street Study | Galaxy Way | Meridian Park Blvd. | Burnett Ave. | | | | 0.23 | 0 | 20 | 0 | 0 | 15 | 5 | **40** | **2** | $50,000 |
| Shared Use Path Study | Galindo Creek | Monument Blvd. | Contra Costa Canal Spur trail | | | | 0.26 | 0 | 20 | 20 | 7 | 7 | 0 | **54** | **2** | $150,000 |
| Sidewalk | Granada Dr. | Willow Pass Rd. | Village Rd. | SW | | 1,567 | | 1 | 0 | 20 | 0 | 15 | 0 | **36** | **2** | $485,900 |
| High Visibility Crosswalk | Grant St. | Frederick St. | | E | | | | 0 | 20 | 20 | 7 | 7 | 5 | **59** | **2** | $5,000 |
| High Visibility Crosswalk | Grant St. | Ramp | | NE | | | | 2 | 20 | 20 | 0 | 0 | 5 | **47** | **2** | $5,000 |
| Short Term Bike Parking | Grant St. | 180 ft S of Willow Pass Rd. | | | 2 racks | | | 0 | 20 | 20 | 7 | 7 | 5 | **59** | **2** | $1,300 |
| Short Term Bike Parking | Grant St. | 175 ft N of Willow Pass Rd. | | | 4 racks | | | 0 | 20 | 20 | 7 | 7 | 5 | **59** | **2** | $2,600 |
| Pedestrian Scaled Lighting | Grant St. | Oak St. | Pacheco St. | | | | 0.43 | 2 | 0 | 20 | 7 | 7 | 5 | **41** | **2** | $1,064,500 |
| Class III Shared Lane Marking | Grant St. | Gill Dr. | Sunset Ave. | | | | 0.53 | 0 | 20 | 20 | 7 | 7 | 5 | **59** | **2** | $16,300 |
| Sidewalk | Gross Ln. | Concord Blvd. | N end of Gross Ln. | NE | | 488 | | 0 | 0 | 20 | 7 | 7 | 0 | **34** | **2** | $151,200 |
| Class III Bike Boulevard | Grove Way | Orchard Ave. | Reed Way | | | | 0.03 | 0 | 20 | 20 | 7 | 0 | 0 | **47** | **2** | $2,400 |
| Sidewalk | Grove Way | Cowell Rd. | S of Clayton Rd. | E | | 2,504 | | 1 | 0 | 20 | 7 | 7 | 0 | **35** | **2** | $776,300 |
| Sidewalk | Hale Dr. | Cowell Rd. | Reed Way | W | | 1,124 | | 0 | 0 | 20 | 7 | 7 | 0 | **34** | **2** | $348,300 |
| Sidewalk | Hampton Dr. | Hookston Rd. | End of Rd. | W | | 803 | | 0 | 0 | 20 | 7 | 7 | 0 | **34** | **2** | $249,000 |
| High Visibility Crosswalk | Harrison St. | Concord Ave. | | W | | | | 2 | 20 | 20 | 0 | 0 | 5 | **47** | **2** | $5,000 |
| Class III Bike Boulevard | Hickory Dr. | Birch Ave. | Port Chicago Hwy. | | | | 0.21 | 1 | 20 | 0 | 7 | 7 | 0 | **35** | **2** | $16,100 |
| High Visibility Crosswalk | High School Ave. | Grant St. | | W | School | | | 1 | 20 | 20 | 0 | 15 | 5 | **61** | **2** | $5,000 |

| Project | Location | Cross Street A | Cross Street B | Side | Notes | Length (ft) | Length (mi) | Safety | Project Readiness | Challenge Area | Activity Generator | Transit Connection | Est. Demand | Total Score | Tier | Est. Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Class III Bike Boulevard | Hillsborough Dr. | Olivera Rd. | St George Dr. | | | | 0.76 | 0 | 20 | 0 | 0 | 15 | 0 | **35** | **2** | $57,000 |
| High Visibility Crosswalk | Hillside Ave. | Solano Way | | W | | | | 0 | 20 | 20 | 7 | 7 | 0 | **54** | **2** | $5,000 |
| Sidewalk | Hilltop Rd. | Solano Way | E of Solano Way | S | | 69 | | 0 | 20 | 20 | 7 | 7 | 0 | **54** | **2** | $21,500 |
| Crossing Study | Hookston Rd./Bridge St. | Creek | | | | | | 0 | 20 | 20 | 0 | 0 | 0 | **40** | **2** | $75,000 |
| High Visibility Crosswalk | Huron Dr. | Ronald Way | | N | School | | | 0 | 20 | 20 | 0 | 0 | 0 | **40** | **2** | $5,000 |
| Sidewalk | Industrial Way | Arnold Industrial Way | Pike Ln. | E | | 780 | | 0 | 0 | 20 | 0 | 15 | 0 | **35** | **2** | $241,800 |
| Class III Bike Boulevard | Kaski Ln. | Hitchcock Rd. | Cowell Rd. | | | | 0.20 | 0 | 20 | 20 | 7 | 7 | 0 | **54** | **2** | $14,900 |
| High Visibility Crosswalk | Keswick Ln. | Oak Grove Rd. | | NW | | | | 1 | 20 | 20 | 7 | 7 | 0 | **55** | **2** | $5,000 |
| Sidewalk | Keswick Ln. | Honister Ln. | Oak Grove Rd. | N | | 937 | | 0 | 0 | 20 | 0 | 15 | 0 | **35** | **2** | $290,400 |
| High Visibility Crosswalk | Kirker Pass Rd. | Concord Blvd. | | NW | | | | 1 | 20 | 20 | 7 | 7 | 0 | **55** | **2** | $5,000 |
| High Visibility Crosswalk | Kirker Pass Rd. | Concord Blvd. | | SE | | | | 1 | 20 | 20 | 0 | 7 | 0 | **48** | **2** | $5,000 |
| Sidewalk | Laguna St. | Galindo St. | Mt Diablo St. | N | | 458 | | 1 | 0 | 20 | 15 | 15 | 5 | **56** | **2** | $142,000 |
| Class III Bike Boulevard | Landana Dr. | Willow Pass Rd. | Mulberry Dr. | | | | 1.01 | 0 | 20 | 20 | 0 | 15 | 0 | **55** | **2** | $75,700 |
| Sidewalk | Laura Alice Way | Arnold Industrial Way | Nelson Ave. | E | | 1,098 | | 0 | 0 | 20 | 0 | 15 | 0 | **35** | **2** | $340,400 |
| Sidewalk | Laura Alice Way | Arnold Industrial Way | Nelson Ave. | W | | 1,191 | | 0 | 0 | 20 | 0 | 15 | 0 | **35** | **2** | $369,300 |
| Sidewalk | Lee Ln. | David Ave. | End of Rd. | SW | | 1,151 | | 0 | 0 | 20 | 7 | 7 | 0 | **34** | **2** | $356,700 |
| Sidewalk | Lee Ln. | David Ave. | End of Rd. | NE | | 1,124 | | 0 | 0 | 20 | 7 | 7 | 0 | **34** | **2** | $348,500 |
| Sidewalk | Leland Way | Blackfield Dr. | Meadow Ln. | NW | | 1,751 | | 0 | 0 | 20 | 15 | 7 | 0 | **42** | **2** | $542,900 |
| Shared Use Path Study | Lime Ridge Bikeway | Ygnacio Woods Ct. | Cowell Rd. | | Phase 1 | | 1.12 | 0 | 20 | 20 | 0 | 0 | 0 | **40** | **2** | $100,000 |
| Shared Use Path Study | Lime Ridge Bikeway | Cowell Rd. | Turtle Creek Rd. | | Phase 2 | | 1.01 | 0 | 20 | 20 | 7 | 0 | 0 | **47** | **2** | $100,000 |
| Class III Bike Boulevard | Live Oak Ave. | Clayton Way | Concord Blvd. | | | | 0.24 | 0 | 20 | 20 | 7 | 7 | 0 | **54** | **2** | $18,200 |
| Sidewalk | Maria Ave. | Dover Way | Clayton Rd. | NW | | 753 | | 0 | 0 | 20 | 0 | 15 | 0 | **35** | **2** | $233,500 |
| Class III Bike Boulevard | Maria Ave. | Mt Diablo St. | Unmarked Rd. N of Maria Ct. | | | | 0.07 | 0 | 20 | 20 | 7 | 0 | 0 | **47** | **2** | $5,600 |

| Project | Location | Cross Street A | Cross Street B | Side | Notes | Length (ft) | Length (mi) | Safety | Project Readiness | Challenge Area | Activity Generator | Transit Connection | Est. Demand | Total Score | Tier | Est. Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| High Visibility Crosswalk | Market St. | Willow Pass Rd. | | S | | | | 1 | 20 | 20 | 0 | 0 | 5 | **46** | **2** | $5,000 |
| High Visibility Crosswalk | Market St. | Willow Pass Rd. | | N | | | | 1 | 20 | 20 | 0 | 0 | 5 | **46** | **2** | $5,000 |
| High Visibility Crosswalk | Market St. | Concord Ave. | | E | | | | 2 | 20 | 20 | 0 | 0 | 0 | **42** | **2** | $5,000 |
| Complete Street Study | Market St. | Meadow Ln. | 275 ft N of Meadow Lane | | Continue bike lanes from Meadowview. Connect bicyclists to undercrossing. | | 0.05 | 1 | 20 | 20 | 0 | 7 | 0 | **48** | **2** | $20,000 |
| Class I Shared Use Path | Market St. | Meadow Ln. | Clayton Rd. | | | | 0.25 | 1 | 10 | 20 | 0 | 7 | 5 | **43** | **2** | $276,600 |
| Complete Street Study | Market St. | Meadow Ln. | Concord Ave. | | | | 0.87 | 4 | 20 | 20 | 0 | 7 | 5 | **56** | **2** | $100,000 |
| Sidewalk | Marsh Dr. | Iron Horse Regional Trail | Solano Way | N | with development | 803 | | 0 | 0 | 20 | 7 | 7 | 5 | **39** | **2** | $248,900 |
| Short Term Bike Parking | Meadow Homes Park | | | | 4 racks | | | 0 | 20 | 20 | 15 | 0 | 0 | **55** | **2** | $2,600 |
| Class II Bike Lane | Meadow Ln. | 500 ft NW of Oak Grove Rd. | 60 ft NW of Oak Grove Rd. | | | | 0.08 | 3 | 10 | 20 | 7 | 7 | 5 | **52** | **2** | $6,700 |
| Complete Street Study | Meadow Ln. | Leland Way | Market St. | | Bike lanes. 3 lane configuration, 17,000 ADT so cannot remove a lane. Posted 35mph. Consider removing on street parking to accommodate bike lanes. Most residents park off-street creating a wide road and encouraging speeds. | | 0.41 | 1 | 20 | 20 | 0 | 7 | 0 | **48** | **2** | $75,000 |
| High Visibility Crosswalk | Mendocino Dr. | Clayton Rd. | | W | | | | 0 | 20 | 20 | 0 | 7 | 0 | **47** | **2** | $5,000 |
| High Visibility Crosswalk | Mendocino Dr. | Concord Blvd. | | W | School | | | 1 | 20 | 0 | 7 | 7 | 0 | **35** | **2** | $5,000 |
| High Visibility Crosswalk | Mendocino Dr. | Concord Blvd. | | E | School | | | 1 | 20 | 0 | 7 | 7 | 0 | **35** | **2** | $5,000 |
| Class III Bike Boulevard | Mendocino Dr. | Clayton Rd. | Concord Blvd. | | | | 0.87 | 2 | 20 | 20 | 7 | 7 | 0 | **56** | **2** | $65,500 |
| Class III Bike Boulevard | Merridan Dr. | Lancashire Dr. | Babel Ln. | | | | 0.15 | 0 | 20 | 20 | 7 | 0 | 0 | **47** | **2** | $11,100 |
| High Visibility Crosswalk | Michigan Blvd. | Ygnacio Valley Rd. | | NE | | | | 1 | 20 | 0 | 0 | 15 | 0 | **36** | **2** | $5,000 |
| High Visibility Crosswalk | Minert Rd. | Oak Grove Rd. | | SE | | | | 1 | 20 | 20 | 7 | 7 | 0 | **55** | **2** | $5,000 |

| Project | Location | Cross Street A | Cross Street B | Side | Notes | Length (ft) | Length (mi) | Safety | Project Readiness | Challenge Area | Activity Generator | Transit Connection | Est. Demand | Total Score | Tier | Est. Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Class III Bike Boulevard | Minert Rd. | Oak Grove Rd. | Lyon Cir. | | | | 0.19 | 1 | 20 | 20 | 7 | 7 | 0 | **55** | **2** | $14,000 |
| Complete Street Study | Minert Rd. | Bancroft Rd. | Oak Grove Rd. | | Study feasibility of bike lanes through a road diet from 3 lanes to 2 lanes. ADT: 4663 | | 1.14 | 3 | 20 | 20 | 7 | 7 | 0 | **57** | **2** | $75,000 |
| High Visibility Crosswalk | Mohr Ln. | Monument Blvd. | | SW | | | | 3 | 20 | 20 | 7 | 7 | 0 | **57** | **2** | $5,000 |
| High Visibility Crosswalk | Mohr Ln. | Monument Blvd. | | NE | | | | 3 | 20 | 20 | 0 | 7 | 0 | **50** | **2** | $5,000 |
| Class III Bike Boulevard | Mohr Ln. | Monument Blvd. | Bentley St. | | | | 0.88 | 4 | 20 | 20 | 0 | 15 | 0 | **59** | **2** | $66,300 |
| Sidewalk | Mohr Ln. | N of Mohr Ct. | David Ave. | W | | 561 | | 0 | 0 | 20 | 7 | 7 | 0 | **34** | **2** | $173,800 |
| Sidewalk | Mohr Ln. | N of Bentley St. | Nuala St. | W | | 190 | | 0 | 0 | 20 | 0 | 15 | 0 | **35** | **2** | $59,000 |
| Sidewalk | Mohr Ln. | Bridge St. | Wicket Ct. | W | | 413 | | 0 | 0 | 20 | 0 | 15 | 0 | **35** | **2** | $127,900 |
| Sidewalk | Mohr Ln./Mohr Ct. | David Ave. | End of Mohr Ct. | E/S | ROW challenges | 439 | | 0 | 0 | 20 | 7 | 7 | 0 | **34** | **2** | $238,100 |
| Bicycle Access Study | Monument Blvd. | Iron Horse Trail | | | | | | 2 | 10 | 20 | 7 | 7 | 0 | **46** | **2** | $20,000 |
| High Visibility Crosswalk | Monument Blvd. | Mohr Ln. | | SE | | | | 3 | 20 | 20 | 7 | 7 | 0 | **57** | **2** | $5,000 |
| High Visibility Crosswalk | Monument Blvd. | Detroit Ave. | | SE | | | | 3 | 20 | 20 | 0 | 7 | 5 | **55** | **2** | $5,000 |
| High Visibility Crosswalk | Monument Blvd. | Walters Way | | W | | | | 1 | 20 | 20 | 0 | 7 | 5 | **53** | **2** | $5,000 |
| High Visibility Crosswalk | Monument Blvd. | Systron Dr. | | E | | | | 1 | 20 | 20 | 0 | 7 | 5 | **53** | **2** | $5,000 |
| High Visibility Crosswalk | Monument Blvd. | Erickson Rd. | | NW | | | | 2 | 20 | 20 | 0 | 0 | 5 | **47** | **2** | $5,000 |
| High Visibility Crosswalk | Monument Blvd. | Carey Dr. | | SE | | | | 0 | 20 | 20 | 0 | 0 | 5 | **45** | **2** | $5,000 |
| High Visibility Crosswalk | Monument Blvd. | Carey Dr. | | NW | | | | 0 | 20 | 20 | 0 | 0 | 5 | **45** | **2** | $5,000 |
| Sidewalk | Monument Blvd. | Cowell Rd. | Walters Way | E | | 1,691 | | 2 | 0 | 20 | 7 | 7 | 5 | **41** | **2** | $524,200 |
| High Visibility Crosswalk | Monument Ct. | Monument Ct. | | NE | | | | 1 | 20 | 20 | 0 | 0 | 5 | **46** | **2** | $5,000 |
| High Visibility Crosswalk | Moretti Dr. | Esperanza Dr. | | N | School | | | 0 | 20 | 20 | 0 | 0 | 0 | **40** | **2** | $5,000 |
| Class III Bike Boulevard | Mt Diablo St. | Mesa St. | Coventry Rd. | | | | 0.46 | 1 | 20 | 20 | 7 | 0 | 0 | **48** | **2** | $34,400 |

| Project | Location | Cross Street A | Cross Street B | Side | Notes | Length (ft) | Length (mi) | Safety | Project Readiness | Challenge Area | Activity Generator | Transit Connection | Est. Demand | Total Score | Tier | Est. Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Class III Bike Boulevard | Mt Diablo St. | Oak St. | Laguna St. | | | | 0.08 | 0 | 20 | 20 | 0 | 0 | 5 | **45** | **2** | $6,400 |
| Class III Bike Boulevard | Mt Diablo St. | Coventry Rd. | Maria Ave. | | | | 0.05 | 1 | 20 | 20 | 7 | 0 | 0 | **48** | **2** | $3,700 |
| Class II Bike Lane | Mt Diablo St. | Laguna St. | Mesa St. | | | | 0.06 | 0 | 20 | 20 | 7 | 0 | 5 | **52** | **2** | $4,700 |
| Pedestrian Scaled Lighting | Mt Diablo St. | Concord Blvd. | Pacheco St. | | | | 0.21 | 3 | 0 | 20 | 7 | 7 | 5 | **42** | **2** | $525,000 |
| High Visibility Crosswalk | N 6th St. | Willow Pass Rd. | | W | | | | 1 | 20 | 20 | 0 | 15 | 0 | **56** | **2** | $5,000 |
| High Visibility Crosswalk | N 6th St. | Willow Pass Rd. | | E | | | | 1 | 20 | 20 | 0 | 15 | 0 | **56** | **2** | $5,000 |
| Class III Bike Boulevard | N 6th St. | Port Chicago Hwy. | Willow Pass Rd. | | | | 1.07 | 1 | 20 | 20 | 7 | 7 | 0 | **55** | **2** | $80,000 |
| High Visibility Crosswalk | N Larwin Ave. | Cowell Rd. | | N | | | | 1 | 20 | 20 | 7 | 0 | 0 | **48** | **2** | $5,000 |
| High Visibility Crosswalk | N Larwin Ave. | Cowell Rd. | | S | | | | 1 | 20 | 20 | 7 | 0 | 0 | **48** | **2** | $5,000 |
| High Visibility Crosswalk | Navaronne Way | Treat Blvd. | | W | | | | 1 | 20 | 20 | 7 | 7 | 0 | **55** | **2** | $5,000 |
| High Visibility Crosswalk | Navaronne Way | Treat Blvd. | | E | | | | 1 | 20 | 20 | 7 | 7 | 0 | **55** | **2** | $5,000 |
| Sidewalk | Navaronne Way | NW of Viola Pl | Molad Ct. | NE | | 217 | | 0 | 0 | 20 | 0 | 15 | 0 | **35** | **2** | $67,200 |
| Class III Bike Boulevard | Nuala St. | Mohr Ln. | Oasis Dr. | | | | 0.41 | 0 | 20 | 20 | 0 | 15 | 0 | **55** | **2** | $30,900 |
| High Visibility Crosswalk | Oak Grove Rd. | Treat Blvd. | | SW | | | | 3 | 20 | 20 | 0 | 7 | 5 | **55** | **2** | $5,000 |
| High Visibility Crosswalk | Oak Grove Rd. | Minert Rd. | | SW | | | | 1 | 20 | 20 | 7 | 7 | 0 | **55** | **2** | $5,000 |
| High Visibility Crosswalk | Oak Grove Rd. | Minert Rd. | | NE | | | | 1 | 20 | 20 | 7 | 7 | 0 | **55** | **2** | $5,000 |
| High Visibility Crosswalk | Oak Grove Rd. | Whitman Rd. | | NE | | | | 1 | 20 | 20 | 7 | 7 | 0 | **55** | **2** | $5,000 |
| High Visibility Crosswalk | Oak Grove Rd. | David Ave. | | SW | | | | 1 | 20 | 20 | 7 | 7 | 0 | **55** | **2** | $5,000 |
| Complete Street Study | Oak Grove Rd. | Chalomar Rd. | Minert Rd. | | | | 0.38 | 3 | 20 | 20 | 7 | 7 | 0 | **57** | **2** | $50,000 |
| Sidewalk | Oak Grove Rd. | Whitman Rd. | S of Whitman Rd. | E | ROW may be a challenge | 107 | | 0 | 0 | 20 | 7 | 7 | 0 | **34** | **2** | $33,300 |
| High Visibility Crosswalk | Oakland Ave. | Clayton Rd. | | E | | | | 4 | 20 | 20 | 0 | 0 | 5 | **49** | **2** | $5,000 |

| Project | Location | Cross Street A | Cross Street B | Side | Notes | Length (ft) | Length (mi) | Safety | Project Readiness | Challenge Area | Activity Generator | Transit Connection | Est. Demand | Total Score | Tier | Est. Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| High Visibility Crosswalk | Oakland Ave. | Clayton Rd. | | W | | | | 4 | 20 | 20 | 0 | 0 | 5 | **49** | **2** | $5,000 |
| Class II Bike Lane | Oakland Ave. | Mt Diablo St. | Clayton Rd. | | | | 0.29 | 2 | 20 | 20 | 7 | 0 | 5 | **54** | **2** | $23,100 |
| Pedestrian Scaled Lighting | Oakland Ave. | Clayton Rd. | Mt Diablo St. | | | | 0.28 | 4 | 0 | 20 | 7 | 0 | 5 | **36** | **2** | $697,700 |
| Class III Bike Boulevard | Oasis Dr. | Whitman Rd. | Nuala St. | | | | 0.16 | 0 | 20 | 20 | 0 | 0 | 0 | **40** | **2** | $11,800 |
| Bicycle Access Study | Olive Dr. | Mt Diablo Creek | | | | | | 0 | 20 | 20 | 0 | 0 | 0 | **40** | **2** | $50,000 |
| High Visibility Crosswalk | Olivera Rd. | Hillsborough Dr. | | S | | | | 1 | 20 | 0 | 0 | 15 | 0 | **36** | **2** | $5,000 |
| High Visibility Crosswalk | Olivera Rd. | Hillsborough Dr. | | N | | | | 1 | 20 | 0 | 0 | 15 | 0 | **36** | **2** | $5,000 |
| RRFB | Olivera Rd. | Thunderbird Dr. | | | | | | 1 | 20 | 0 | 7 | 7 | 5 | **40** | **2** | $50,000 |
| RRFB | Olivera Rd. | Sanford St. | | | | | | 0 | 20 | 0 | 7 | 7 | 5 | **39** | **2** | $50,000 |
| Class III Bike Route | Olivera Rd. | Solano Way | Esperanza Dr. | | | | 1.61 | 2 | 0 | 20 | 7 | 7 | 5 | **41** | **2** | $32,200 |
| Sidewalk | Olivera Rd. | Peralta Rd. | W of Grant St. | S | | 1,256 | | 0 | 0 | 20 | 15 | 15 | 0 | **50** | **2** | $389,400 |
| Class III Bike Route | Olivera Rd. | Esperanza Dr. | Willow Pass Rd. | | | | 0.93 | 0 | 0 | 20 | 7 | 7 | 0 | **34** | **2** | $18,600 |
| Class III Bike Boulevard | Orchard Ave. | W terminus | Grove Way | | | | 0.10 | 1 | 20 | 20 | 7 | 0 | 0 | **48** | **2** | $7,300 |
| High Visibility Crosswalk | Pacheco St. | Concord Ave. | | S | | | | 1 | 20 | 20 | 0 | 0 | 5 | **46** | **2** | $5,000 |
| High Visibility Crosswalk | Pacheco St. | East St. | | N | | | | 0 | 20 | 20 | 0 | 0 | 5 | **45** | **2** | $5,000 |
| High Visibility Crosswalk | Pacheco St. | East St. | | S | | | | 0 | 20 | 20 | 0 | 0 | 5 | **45** | **2** | $5,000 |
| Pedestrian Scaled Lighting | Pacheco St. | Concord Ave. | Port Chicago Hwy. | | | | 0.41 | 2 | 0 | 20 | 7 | 7 | 5 | **41** | **2** | $1,018,900 |
| Bicycle Access Study | Panoramic Dr. | Port Chicago Hwy. | | | Coordinate with BART to study bicycle access | | | 1 | 10 | 20 | 0 | 15 | 0 | **46** | **2** | $50,000 |
| Class III Bike Boulevard | Panoramic Dr. | St George Dr. | Port Chicago Hwy. | | | | 0.07 | 1 | 20 | 20 | 0 | 15 | 0 | **56** | **2** | $5,100 |
| High Visibility Crosswalk | Park Highlands Blvd. | Ygnacio Valley Rd. | | NE | | | | 0 | 20 | 0 | 0 | 15 | 0 | **35** | **2** | $5,000 |
| High Visibility Crosswalk | Park St. | Clayton Rd. | | W | | | | 0 | 20 | 20 | 0 | 0 | 5 | **45** | **2** | $5,000 |

| Project | Location | Cross Street A | Cross Street B | Side | Notes | Length (ft) | Length (mi) | Safety | Project Readiness | Challenge Area | Activity Generator | Transit Connection | Est. Demand | Total Score | Tier | Est. Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pedestrian Scaled Lighting | Park St. | Grant St. | Clayton Rd. | | | | 0.14 | 0 | 0 | 20 | 0 | 7 | 5 | **32** | **2** | $353,300 |
| Short Term Bike Parking | Parkside Cir. | Between Beach St./Parkside Dr. | | | 4 racks | | | 0 | 20 | 0 | 15 | 0 | 0 | **35** | **2** | $2,600 |
| Short Term Bike Parking | Parkside Cir. | 600 ft NE of Beach St. | | | 6 racks | | | 0 | 20 | 0 | 15 | 0 | 0 | **35** | **2** | $3,900 |
| Short Term Bike Parking | Parkside Cir. | 600 ft NW of Parkside Dr. | | | 6 racks | | | 0 | 20 | 0 | 15 | 0 | 0 | **35** | **2** | $3,900 |
| High Visibility Crosswalk | Parkside Dr. | Concord Blvd. | | W | | | | 0 | 20 | 20 | 0 | 7 | 0 | **47** | **2** | $5,000 |
| High Visibility Crosswalk | Parkside Dr. | Willow Pass Rd. | | E | | | | 1 | 20 | 20 | 0 | 0 | 0 | **41** | **2** | $5,000 |
| Sidewalk | Parkside Dr. | Concord Blvd. | 1880 Parkside Dr. | E | | 771 | | 1 | 20 | 20 | 0 | 7 | 5 | **53** | **2** | $263,700 |
| Sidewalk | Parkside Dr. | Salvio St. | 1957 Parkside Dr. | SW | | 200 | | 1 | 0 | 20 | 7 | 7 | 0 | **35** | **2** | $61,900 |
| Sidewalk | Parkside Dr. | Salvio St. | N of Pacheco St. | NE | | 491 | | 1 | 20 | 20 | 7 | 7 | 0 | **55** | **2** | $152,200 |
| Sidewalk | Parkside Dr. | Salvio St. | Pacheco St. | W | | 406 | | 1 | 20 | 20 | 7 | 7 | 0 | **55** | **2** | $125,700 |
| Sidewalk | Parkside Dr. | Bonifacio St. | S of Bonifacio St. | NE | | 56 | | 1 | 20 | 20 | 15 | 0 | 0 | **56** | **2** | $17,500 |
| Sidewalk | Path Missing | N of Panoramic Dr. | CA-4 Onramp | E | | 645 | | 0 | 0 | 20 | 7 | 7 | 0 | **34** | **2** | $200,000 |
| Sidewalk | Peach Pl. | Oak Grove Rd. | SW of Oak Grove Rd. | NW | | 125 | | 0 | 0 | 20 | 7 | 7 | 5 | **39** | **2** | $38,600 |
| Sidewalk | Pear Dr. | Oak Grove Rd. | Willy Way | NW | | 733 | | 0 | 0 | 20 | 7 | 7 | 0 | **34** | **2** | $227,300 |
| Sidewalk | Pike Ln. | Arnold Industrial Way | Industrial Way | SW | | 1,186 | | 0 | 0 | 20 | 0 | 15 | 0 | **35** | **2** | $367,800 |
| Sidewalk | Pike Ln. | Arnold Industrial Way | Industrial Way | NE | | 1,307 | | 0 | 0 | 20 | 0 | 15 | 0 | **35** | **2** | $405,000 |
| Shared Use Path Study | Pine Creek | E End Whitman Rd. | W End Lane Dr. | | Study path connection. Requires grade separation from BART tracks. | | 0.19 | 0 | 20 | 20 | 0 | 7 | 0 | **47** | **2** | $150,000 |
| Complete Street Study | Pine Hollow Rd. | Ygnacio Valley Rd. | | | Pine Hollow Rd is a 6-lane roadway without parking and no bicycle facilities. The corridor connects homes to schools and parks. | | 1.16 | 2 | 20 | 20 | 7 | 7 | 0 | **56** | **2** | $75,000 |
| Sidewalk | Port Chicago Hwy. | S of Bates Ave. | Arnold Industrial Way | E | | 828 | | 0 | 10 | 20 | 7 | 7 | 0 | **44** | **2** | $256,600 |
| Sidewalk | Port Chicago Hwy. | S of Salvio St. | N of Willow Pass Rd. | W | Likely with development | 338 | | 2 | 10 | 20 | 7 | 7 | 5 | **51** | **2** | $104,700 |
| Sidewalk | Port Chicago Hwy. | S of Kinne Blvd. | S of Kinne Blvd. | E | | 638 | | 0 | 10 | 20 | 7 | 7 | 0 | **44** | **2** | $197,800 |

| Project | Location | Cross Street A | Cross Street B | Side | Notes | Length (ft) | Length (mi) | Safety | Project Readiness | Challenge Area | Activity Generator | Transit Connection | Est. Demand | Total Score | Tier | Est. Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sidewalk | Port Chicago Hwy. | S of Concord Blvd. | Sunset Ave. | W | ROW challenge | 270 | | 2 | 10 | 20 | 0 | 7 | 5 | **44** | **2** | $83,800 |
| Class III Bike Boulevard | Reed Way | Grove Way | W terminus | | | | 0.18 | 0 | 20 | 20 | 7 | 0 | 0 | **47** | **2** | $13,700 |
| Sidewalk | Ridgewood Dr. | Ridgewood Ct. | Cowell Rd. | W | | 568 | | 0 | 0 | 20 | 15 | 0 | 0 | **35** | **2** | $175,900 |
| Sidewalk | Ridgewood Dr. | Cowell Rd. | Ridgewood Ct. | E | | 579 | | 0 | 0 | 20 | 7 | 7 | 0 | **34** | **2** | $179,500 |
| Sidewalk | Risdon Rd. | Risdon Ct. | Woodmoor Dr. | N | | 196 | | 0 | 0 | 20 | 0 | 15 | 0 | **35** | **2** | $60,700 |
| Class I Shared Use Path | Rolling Woods Way | Vista Point Ln. | Pine Hollow Rd. | E | | | 0.36 | 1 | 10 | 20 | 7 | 0 | 0 | **38** | **2** | $404,900 |
| Class III Bike Boulevard | Rosal Ln. | Joan Ave. | Clayton Rd. | | | | 0.20 | 0 | 20 | 20 | 7 | 7 | 0 | **54** | **2** | $14,700 |
| Sidewalk | Rose Ln. | Treat Blvd. | N of end of Rose Ln. | SW | | 1,608 | | 0 | 0 | 20 | 7 | 7 | 0 | **34** | **2** | $498,600 |
| High Visibility Crosswalk | Salvio St. | East St. | | N | | | | 0 | 20 | 20 | 7 | 7 | 5 | **59** | **2** | $5,000 |
| High Visibility Crosswalk | Salvio St. | East St. | | S | | | | 0 | 20 | 20 | 7 | 7 | 5 | **59** | **2** | $5,000 |
| Short Term Bike Parking | Salvio St. | 160 ft W of Grant St. | | | On street bike corral - 6 racks | | | 0 | 20 | 20 | 7 | 7 | 5 | **59** | **2** | $3,900 |
| Short Term Bike Parking | Salvio St. | 60 ft W of Grant St. | | | 6 racks | | | 0 | 20 | 20 | 7 | 7 | 5 | **59** | **2** | $3,900 |
| Sidewalk | Salvio St. | E of N 6th St. | E Olivera Rd. | S | | 439 | | 0 | 10 | 20 | 15 | 0 | 0 | **45** | **2** | $138,500 |
| Class III Bike Route | Salvio St. | Esperanza Dr. | Olivera Rd. | | | | 0.33 | 1 | 0 | 20 | 7 | 7 | 0 | **35** | **2** | $6,600 |
| Sidewalk | Salvio St. | Beach St. | Parkside Dr. | N | | 1,192 | | 1 | 10 | 20 | 7 | 7 | 5 | **50** | **2** | $369,500 |
| Pedestrian Scaled Lighting | Salvio St. | Concord Ave. | Port Chicago Hwy. | | | | 0.35 | 4 | 0 | 20 | 7 | 7 | 5 | **43** | **2** | $886,100 |
| Sidewalk | Salvio St. | N 6th St. | Willow Pass Community Center | N | | 566 | | 0 | 10 | 20 | 15 | 0 | 0 | **45** | **2** | $191,400 |
| Sidewalk | San Carlos Ave. | Laguna St. | Clayton Rd. | W | | 1,251 | | 0 | 0 | 20 | 15 | 15 | 5 | **55** | **2** | $387,700 |
| Sidewalk | San Miguel Rd. | Systron Dr. | Past Marilyn Way | E | | 958 | | 0 | 0 | 20 | 7 | 7 | 0 | **34** | **2** | $297,000 |
| High Visibility Crosswalk | San Simeon Dr. | Treat Blvd. | | SW | | | | 0 | 20 | 0 | 7 | 7 | 0 | **34** | **2** | $5,000 |
| Class III Bike Boulevard | Silverwood Dr. | Village Rd. | Landana Dr. | | | | 0.27 | 0 | 20 | 20 | 0 | 15 | 0 | **55** | **2** | $20,300 |
| High Visibility Crosswalk | Solano Way | Ramp | | N | | | | 2 | 20 | 20 | 7 | 7 | 0 | **56** | **2** | $5,000 |
| High Visibility Crosswalk | Solano Way | Broadmoor Ave. | | N | | | | 1 | 20 | 20 | 7 | 7 | 0 | **55** | **2** | $5,000 |

| Project | Location | Cross Street A | Cross Street B | Side | Notes | Length (ft) | Length (mi) | Safety | Project Readiness | Challenge Area | Activity Generator | Transit Connection | Est. Demand | Total Score | Tier | Est. Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| High Visibility Crosswalk | Solano Way | Broadmoor Ave. | | S | | | | 1 | 20 | 20 | 7 | 7 | 0 | **55** | **2** | $5,000 |
| High Visibility Crosswalk | Solano Way | Ramp | | SW | | | | 2 | 20 | 20 | 0 | 0 | 0 | **42** | **2** | $5,000 |
| Sidewalk | Solano Way | Hilltop Rd. | Marsh Dr. | W | | 1,729 | | 0 | 10 | 20 | 7 | 7 | 0 | **44** | **2** | $536,100 |
| Sidewalk | Solano Way | Hilltop Rd. | N side of river channel | NE | | 1,225 | | 0 | 10 | 20 | 7 | 7 | 0 | **44** | **2** | $379,800 |
| Class III Bike Boulevard | St Francis Dr. | Liscome Way | Cowell Rd. | | | | 0.18 | 1 | 20 | 20 | 7 | 7 | 0 | **55** | **2** | $13,600 |
| Sidewalk | St Francis Dr. | Cowell Rd. | S of De Rosa Ct. | E | | 2,083 | | 0 | 0 | 20 | 15 | 0 | 0 | **35** | **2** | $645,800 |
| Sidewalk | St Francis Dr. | Cowell Rd. | S of De Rosa Ct. | W | | 2,071 | | 0 | 0 | 20 | 7 | 7 | 0 | **34** | **2** | $642,000 |
| Pedestrian Scaled Lighting | Sunset Ave. | Galindo St. | East St. | | | | 0.27 | 1 | 0 | 20 | 0 | 7 | 5 | **33** | **2** | $686,400 |
| High Visibility Crosswalk | Sutter St. | Willow Pass Rd. | | E | | | | 1 | 20 | 20 | 0 | 0 | 5 | **46** | **2** | $5,000 |
| High Visibility Crosswalk | Systron Dr. | Monument Blvd. | | N | | | | 1 | 20 | 20 | 0 | 7 | 5 | **53** | **2** | $5,000 |
| High Visibility Crosswalk | Systron Dr. | Monument Blvd. | | S | | | | 1 | 20 | 20 | 0 | 7 | 5 | **53** | **2** | $5,000 |
| Sidewalk | Systron Dr. | San Miguel Rd. | Trailside Ln. | N | | 679 | | 0 | 0 | 20 | 7 | 7 | 0 | **34** | **2** | $210,400 |
| High Visibility Crosswalk | Terry Lynn Ln. | Clayton Rd. | | E | | | | 0 | 20 | 20 | 7 | 7 | 5 | **59** | **2** | $5,000 |
| High Visibility Crosswalk | The Alameda | Clayton Rd. | | W | | | | 1 | 20 | 20 | 0 | 7 | 5 | **53** | **2** | $5,000 |
| Sidewalk | The Alameda | Corvada Way | 2870 The Alameda | SE | | 258 | | 0 | 0 | 20 | 0 | 7 | 5 | **32** | **2** | $29,300 |
| Class III Bike Boulevard | The Alameda | Clayton Rd. | Parkside Dr. | | | | 0.16 | 0 | 20 | 20 | 0 | 7 | 5 | **52** | **2** | $11,900 |
| Class III Bike Route | The Alameda | Walnut Ave. | Parkside Dr. | | | | 0.42 | 0 | 0 | 20 | 0 | 7 | 5 | **32** | **2** | $8,400 |
| Class III Bike Route | Third St. | Willow Pass Rd. | Concord Blvd. | | | | 0.14 | 0 | 0 | 20 | 0 | 7 | 5 | **32** | **2** | $2,800 |
| Sidewalk | Thompson Dr. | N of Thompson Dr. | Left bend of Thompson Dr. | SE | | 438 | | 0 | 0 | 20 | 0 | 15 | 0 | **35** | **2** | $135,900 |
| High Visibility Crosswalk | Thornwood Dr. | Concord Blvd. | | NW | | | | 0 | 20 | 0 | 7 | 7 | 0 | **34** | **2** | $5,000 |
| High Visibility Crosswalk | Thornwood Dr. | Concord Blvd. | | SE | | | | 0 | 20 | 0 | 7 | 7 | 0 | **34** | **2** | $5,000 |
| Class III Bike Boulevard | Thunderbird Dr. | Olivera Rd. | Cardinal Dr. | | | | 0.24 | 1 | 20 | 0 | 0 | 15 | 5 | **41** | **2** | $17,700 |

| Project | Location | Cross Street A | Cross Street B | Side | Notes | Length (ft) | Length (mi) | Safety | Project Readiness | Challenge Area | Activity Generator | Transit Connection | Est. Demand | Total Score | Tier | Est. Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Crossing Study | Treat Blvd. | Contra Costa Trail | | | | | | 1 | 20 | 20 | 7 | 7 | 0 | **55** | **2** | $50,000 |
| Crossing Study | Treat Blvd. | Argonne Dr. | | | Remove gate at neighborhood connector opening and install bike-friendly treatment | | | 0 | 20 | 0 | 0 | 15 | 0 | **35** | **2** | $20,000 |
| High Visibility Crosswalk | Treat Blvd. | Cowell Rd. | | NW | | | | 2 | 20 | 20 | 7 | 7 | 0 | **56** | **2** | $5,000 |
| High Visibility Crosswalk | Treat Blvd. | Cowell Rd. | | SE | | | | 2 | 20 | 20 | 7 | 7 | 0 | **56** | **2** | $5,000 |
| High Visibility Crosswalk | Treat Blvd. | Clayton Rd. | | W | | | | 2 | 20 | 20 | 0 | 0 | 5 | **47** | **2** | $5,000 |
| High Visibility Crosswalk | Treat Blvd. | Clayton Rd. | | E | | | | 2 | 20 | 20 | 0 | 0 | 5 | **47** | **2** | $5,000 |
| High Visibility Crosswalk | Treat Blvd. | Winton Dr. | | S | School | | | 0 | 20 | 0 | 0 | 7 | 5 | **32** | **2** | $5,000 |
| Sidewalk | Treat Blvd. | N of Thompson Dr. | Cuneo Dr. | NW | | 884 | | 0 | 10 | 20 | 7 | 7 | 0 | **44** | **2** | $274,200 |
| Sidewalk | Treat Blvd. | Navaronne Way | E of Navaronne Way | N | | 573 | | 0 | 10 | 20 | 7 | 7 | 0 | **44** | **2** | $177,500 |
| Sidewalk | Treat Blvd. | Vista Kelly Oaks Ct. | Lynn Dr. | S | | 265 | | 0 | 10 | 20 | 7 | 7 | 0 | **44** | **2** | $82,000 |
| Sidewalk | Treat Blvd. | S of Marietta Ct. | Marietta Ct. | SE | | 85 | | 0 | 10 | 20 | 7 | 7 | 0 | **44** | **2** | $26,400 |
| Sidewalk | Treat Blvd. | N of Kingswood Dr. | N of Thompson Dr. | SE | | 373 | | 0 | 10 | 20 | 7 | 7 | 0 | **44** | **2** | $115,800 |
| Sidewalk | Treat Blvd. | Lynn Dr. | Rose Ln. | S | | 259 | | 0 | 10 | 20 | 7 | 7 | 0 | **44** | **2** | $80,200 |
| Sidewalk | Treat Blvd. | Cobblestone Dr. | S of Bel Air Dr. | N | AC sidewalk | 316 | | 0 | 10 | 20 | 7 | 0 | 5 | **42** | **2** | $97,900 |
| Sidewalk | Treat Blvd. | Lancelot Dr. | S of Cobblestone Dr. | N | AC sidewalk | 993 | | 0 | 10 | 20 | 7 | 7 | 5 | **49** | **2** | $307,900 |
| Sidewalk | Treat Blvd. | NE of Cowell Rd. | SW of Gladstone Dr. | N | AC sidewalk | 745 | | 1 | 10 | 20 | 7 | 7 | 0 | **45** | **2** | $231,000 |
| Sidewalk | Treat Blvd. | E of Navaronne Way | SW of Marietta Ct. | SE | | 707 | | 0 | 10 | 20 | 7 | 7 | 0 | **44** | **2** | $219,100 |
| Sidewalk | Treat Blvd. | E of Navaronne Way | SW of Marietta Ct. | NW | | 1,128 | | 0 | 10 | 20 | 7 | 7 | 0 | **44** | **2** | $349,700 |
| Class III Bike Route | Via De Mercados | Concord Ave. | Galaxy Way | | | | 0.21 | 1 | 20 | 20 | 0 | 0 | 5 | **46** | **2** | $4,300 |
| Sidewalk | Victory Ln. | Rea Anne Rd. | 1142 Victory Ln. | NE | | 201 | | 0 | 0 | 20 | 15 | 0 | 0 | **35** | **2** | $62,300 |
| Class III Bike Boulevard | Village Rd. | Clayton Way | Lynwood Dr. | | | | 0.61 | 0 | 20 | 20 | 0 | 15 | 0 | **55** | **2** | $45,500 |

| Project | Location | Cross Street A | Cross Street B | Side | Notes | Length (ft) | Length (mi) | Safety | Project Readiness | Challenge Area | Activity Generator | Transit Connection | Est. Demand | Total Score | Tier | Est. Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Class III Bike Boulevard | Weaver Ln. | Minert Rd. | Biscay Way | | | | 0.22 | 0 | 20 | 20 | 7 | 7 | 0 | **54** | **2** | $16,700 |
| High Visibility Crosswalk | West St. | Clayton Rd. | | E | | | | 0 | 20 | 20 | 0 | 7 | 0 | **47** | **2** | $5,000 |
| High Visibility Crosswalk | West St. | Concord Blvd. | | E | School | | | 0 | 20 | 0 | 7 | 7 | 5 | **39** | **2** | $5,000 |
| RRFB | West St. | Forestview Ave. | | | | | | 0 | 20 | 0 | 7 | 7 | 5 | **39** | **2** | $50,000 |
| High Visibility Crosswalk | Whitman Rd. | Oak Grove Rd. | | NW | | | | 1 | 20 | 20 | 7 | 7 | 0 | **55** | **2** | $5,000 |
| Sidewalk | Whitman Rd. | Oak Grove Rd. | Bridgcrossing Way | S | | 613 | | 0 | 0 | 20 | 7 | 7 | 0 | **34** | **2** | $189,900 |
| Class III Bike Boulevard | Whitman Rd. | Oasis Dr. | Oak Grove Rd. | | | | 0.46 | 1 | 20 | 20 | 7 | 7 | 0 | **55** | **2** | $34,500 |
| Short Term Bike Parking | Willow Pass Community Park | N of Salvio St. | | | 6 racks | | | 0 | 20 | 20 | 15 | 0 | 0 | **55** | **2** | $3,900 |
| Short Term Bike Parking | Willow Pass Community Park | S of Salvio St. | | | 6 racks | | | 0 | 20 | 20 | 15 | 0 | 0 | **55** | **2** | $3,900 |
| Crossing Study | Willow Pass Rd. | Esperanza Dr. | | | | | | 0 | 20 | 20 | 0 | 15 | 0 | **55** | **2** | $50,000 |
| Crossing Study | Willow Pass Rd. | Sinclair Fwy. | | | | | | 0 | 20 | 20 | 7 | 7 | 0 | **54** | **2** | $75,000 |
| High Visibility Crosswalk | Willow Pass Rd. | Farm Bureau Rd. | | N | | | | 1 | 20 | 20 | 7 | 7 | 0 | **55** | **2** | $5,000 |
| High Visibility Crosswalk | Willow Pass Rd. | Farm Bureau Rd. | | S | | | | 1 | 20 | 20 | 7 | 7 | 0 | **55** | **2** | $5,000 |
| High Visibility Crosswalk | Willow Pass Rd. | Diamond Blvd. | | SE | | | | 6 | 20 | 20 | 0 | 0 | 5 | **51** | **2** | $5,000 |
| High Visibility Crosswalk | Willow Pass Rd. | Diamond Blvd. | | NW | | | | 5 | 20 | 20 | 0 | 0 | 5 | **50** | **2** | $5,000 |
| High Visibility Crosswalk | Willow Pass Rd. | Market St. | | W | | | | 1 | 20 | 20 | 0 | 0 | 5 | **46** | **2** | $5,000 |
| High Visibility Crosswalk | Willow Pass Rd. | Parkside Dr. | | N | | | | 1 | 20 | 20 | 0 | 0 | 0 | **41** | **2** | $5,000 |
| High Visibility Crosswalk | Willow Pass Rd. | Parkside Dr. | | S | | | | 1 | 20 | 20 | 0 | 0 | 0 | **41** | **2** | $5,000 |
| Sidewalk | Willow Pass Rd. | St Phillip Ct. | Clayton Way | S | AC sidewalk | 697 | | 0 | 10 | 20 | 0 | 15 | 0 | **45** | **2** | $107,000 |
| Complete Street Study | Willow Pass Rd. | Market St. | Contra Costa Blvd. | | | | 1.07 | 10 | 0 | 20 | 7 | 7 | 5 | **49** | **2** | $100,000 |
| Sidewalk | Willow Pass Rd. | San Vincente Dr. | E of San Vincente Dr. | N | ROW may be a challenge | 340 | | 0 | 10 | 20 | 0 | 15 | 0 | **45** | **2** | $105,500 |
| Pedestrian Scaled Lighting | Willow Pass Rd. | Concord Ave. | East St. | | | | 0.29 | 5 | 0 | 20 | 7 | 7 | 5 | **44** | **2** | $728,000 |

| Project | Location | Cross Street A | Cross Street B | Side | Notes | Length (ft) | Length (mi) | Safety | Project Readiness | Challenge Area | Activity Generator | Transit Connection | Est. Demand | Total Score | Tier | Est. Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Corridor Conceptual Plan | Willow Pass Rd. | Lynwood Dr. | N 6th St. | | | | 1.12 | 3 | 10 | 20 | 7 | 7 | 5 | **52** | **2** | $5,513,000 |
| Sidewalk | Willow Pass Rd. | E of Parkside Dr. | W of Esperanza Dr. | S | Likely with development | 201 | | 0 | 10 | 20 | 0 | 15 | 0 | **45** | **2** | $62,400 |
| High Visibility Crosswalk | Winton Dr. | Treat Blvd. | | E | School | | | 0 | 20 | 0 | 0 | 7 | 5 | **32** | **2** | $5,000 |
| Sign | Wren Ave. | Contra Costa Canal Trail | | | Sign trail users to go to 6th for Bike Boulevard | | | 0 | 20 | 20 | 7 | 7 | 0 | **54** | **2** | $1,000 |
| Class III Bike Boulevard | Wren Ave. | 6th St. | Clayton Way | | | | 0.70 | 1 | 20 | 20 | 7 | 7 | 0 | **55** | **2** | $52,400 |
| High Visibility Crosswalk | Ygnacio Valley Rd. | Alberta Way | | N | | | | 1 | 20 | 20 | 7 | 0 | 0 | **48** | **2** | $5,000 |
| High Visibility Crosswalk | Ygnacio Valley Rd. | Alberta Way | | S | | | | 1 | 20 | 20 | 7 | 0 | 0 | **48** | **2** | $5,000 |
| High Visibility Crosswalk | Ygnacio Valley Rd. | Cowell Rd. | | N | | | | 0 | 20 | 20 | 7 | 0 | 0 | **47** | **2** | $5,000 |
| Tier 3 | | | | | | | | | | | | | | | | |
| Sidewalk | 1st St. | Sunset Ave. | Sinclair Ave. | W | | 241 | | 1 | 0 | 20 | 0 | 0 | 5 | **26** | **3** | $74,800 |
| Sidewalk | 3rd St. | Euclid Ave. | S of Euclid Ave. | E | | 262 | | 0 | 0 | 20 | 0 | 0 | 5 | **25** | **3** | $21,600 |
| Sidewalk | 5th St. | Stanford St. | The Alameda | E | | 620 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $192,100 |
| Sidewalk | 6th St. | The Alameda | 1887 6th St. | W | May be ROW challenges | 1,940 | | 1 | 0 | 20 | 0 | 7 | 0 | **28** | **3** | $523,200 |
| Sidewalk | 6th St. | Wren Ave. | The Alameda | E | May be ROW challenges | 1,779 | | 1 | 0 | 20 | 0 | 7 | 0 | **28** | **3** | $551,600 |
| Sidewalk | Amador Ave. | Marina Ct. | Ashbury Dr. | W | | 275 | | 0 | 0 | 0 | 15 | 0 | 5 | **20** | **3** | $85,200 |
| Sidewalk | Apple Dr. | Plum Ln. | Orange St. | S | | 1,528 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $473,700 |
| Sidewalk | Apple Dr. | Oak Grove Rd. | Plum Ln. | S | | 1,397 | | 0 | 0 | 20 | 0 | 0 | 5 | **25** | **3** | $433,000 |
| Sidewalk | Arlington Rd. | Lexington Rd. | Belmont Rd. | NW | | 421 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $130,500 |
| Sidewalk | Arnold Industrial Pl. | Peralta Rd. | E of Peralta Rd. | S | | 443 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $137,400 |
| Sidewalk | Arnold Industrial Pl. | Olivera Rd. | Peralta Rd. | S | | 1,571 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $487,100 |
| Sidewalk | Atlantic St. | San Jose Ave. | San Carlos Ave. | N | | 657 | | 0 | 0 | 0 | 0 | 0 | 5 | **5** | **3** | $203,800 |
| Sidewalk | Atlantic St. | San Jose Ave. | San Carlos Ave. | S | | 654 | | 0 | 0 | 0 | 0 | 0 | 5 | **5** | **3** | $202,700 |
| Sidewalk | Ayers Rd. | Murchio Dr. S | Murchio Dr. N | SE | ROW challenges | 790 | | 0 | 0 | 0 | 7 | 0 | 0 | **7** | **3** | $245,000 |
| Sidewalk | Ayers Rd. | Nathalee Dr. | S of Coral Ct. | SE | | 102 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $31,700 |
| Sidewalk | Ayers Rd. | Olive Dr. | SW of Concord Blvd. | NW | | 713 | | 0 | 0 | 20 | 0 | 7 | 0 | **27** | **3** | $220,900 |
| Sidewalk | Babel Ln. | Kimball Way | N of Joan Ave. | E | | 340 | | 0 | 0 | 0 | 0 | 0 | 5 | **5** | **3** | $105,500 |

| Project | Location | Cross Street A | Cross Street B | Side | Notes | Length (ft) | Length (mi) | Safety | Project Readiness | Challenge Area | Activity Generator | Transit Connection | Est. Demand | Total Score | Tier | Est. Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sidewalk | Bailey Rd. | NE of Hakimi Ct. | | S | | 12 | | 0 | 0 | 0 | 7 | 7 | 0 | **14** | **3** | $3,700 |
| Sidewalk | Barbis Way | Pancho Via St. | Gerald Dr. | W | | 112 | | 0 | 0 | 0 | 0 | 0 | 5 | **5** | **3** | $34,800 |
| Sidewalk | Bedford Rd. | Lexington Rd. | Belmont Rd. | NW | | 463 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $143,500 |
| Class III Bike Boulevard | Birch Ave. | Fairfield Ave. | Hickory Dr. | | | | 0.19 | 0 | 20 | 0 | 0 | 0 | 5 | **25** | **3** | $14,500 |
| Sidewalk | Birch Ave. | Fairfield Ave. | Hickory Dr. | W | | 990 | | 0 | 0 | 0 | 0 | 15 | 5 | **20** | **3** | $306,900 |
| Sidewalk | Birch Bark Rd. | Sussex Way | Eagle Peak Rd. | W/ N | | 315 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $97,700 |
| Sidewalk | Birch Bark Rd. | Fawn Rd. | N of Pineview Ln. | W | | 409 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $126,700 |
| Class III Bike Boulevard | Biscay Way | Weaver Ln. | Argonne Dr. | | | | 0.09 | 0 | 20 | 0 | 0 | 0 | 0 | **20** | **3** | $6,400 |
| Sidewalk | Blackfield Dr. | Meadow Ln. | NE end of Blackfield Dr. | NW | | 1,259 | | 0 | 0 | 20 | 0 | 7 | 0 | **27** | **3** | $390,200 |
| Sidewalk | Bon Homme Way | Ridgewood Dr. | E of Ridgewood Dr. | S | | 205 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $63,400 |
| Sidewalk | Bon Homme Way | Ridgewood Dr. | E of Ridgewood Dr. | N | | 323 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $100,100 |
| Sidewalk | Bon Homme Way | St Francis Dr. | W of St Francis Dr. | S | | 215 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $66,600 |
| Sidewalk | Bon Homme Way | St Francis Dr. | W of St Francis Dr. | N | | 181 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $56,200 |
| Sidewalk | Bridge St. | Mohr Ln. | End of Rd. | N | | 235 | | 0 | 0 | 20 | 0 | 0 | 0 | **20** | **3** | $72,800 |
| Sidewalk | Browning Dr. | Keith Dr. | Kaski Ln. | N | | 562 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $174,400 |
| Sidewalk | Browning Dr. | Keith Dr. | S end of Browning Dr. | NW | | 686 | | 0 | 0 | 0 | 15 | 0 | 0 | **15** | **3** | $233,300 |
| Sidewalk | Burnett Ave. | E of Meridian Park Blvd. | John Glenn Dr. | S | | 773 | | 0 | 0 | 0 | 0 | 15 | 5 | **20** | **3** | $239,500 |
| Sidewalk | Calaveras Dr. | Denkinger Ct. | Placer Dr. | NE | | 132 | | 0 | 0 | 0 | 0 | 0 | 5 | **5** | **3** | $40,800 |
| Class III Bike Boulevard | Cardinal Dr. | Thunderbird Dr. | Floyd Ln. | | | | 0.14 | 0 | 20 | 0 | 0 | 0 | 0 | **20** | **3** | $10,700 |
| Sidewalk | Carlotta Dr. | El Rey Pl. | Los Flores Ave. | W | | 165 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $51,100 |
| Sidewalk | Carlotta Dr. | Los Flores Ave. | N of El Rey Pl. | E | | 391 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $121,200 |
| Sidewalk | Carlotta Dr. | El Rey Pl. | N of El Rey Pl. | W | | 166 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $51,300 |
| Sidewalk | Carlotta Dr. | Los Flores Ave. | Village Rd. | NE | | 867 | | 0 | 0 | 20 | 0 | 0 | 0 | **20** | **3** | $268,800 |
| Sidewalk | Chalomar Rd. | Chanel Ct. | Alla Ave. | S | | 174 | | 1 | 0 | 0 | 7 | 7 | 0 | **15** | **3** | $54,100 |
| Sidewalk | Chalomar Rd. | Alla Ave. | Notre Dame Ave. | S | | 175 | | 1 | 0 | 0 | 7 | 7 | 0 | **15** | **3** | $54,400 |
| Sidewalk | Chalomar Rd. | NE end of Chalomar Rd. | SW of Chalet Dr. | N | | 305 | | 0 | 0 | 0 | 7 | 7 | 0 | **14** | **3** | $94,400 |

| Project | Location | Cross Street A | Cross Street B | Side | Notes | Length (ft) | Length (mi) | Safety | Project Readiness | Challenge Area | Activity Generator | Transit Connection | Est. Demand | Total Score | Tier | Est. Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sidewalk | Chestnut Ave. | Chestnut Ct. | E of Catherine Way | N | | 196 | | 0 | 0 | 20 | 0 | 0 | 0 | **20** | **3** | $60,600 |
| Sidewalk | Chestnut Ave. | W of Liana Ln. | Enid Dr. | S | | 1,706 | | 1 | 0 | 20 | 0 | 0 | 5 | **26** | **3** | $528,800 |
| Sidewalk | Chestnut Ave. | W of Garnet Ln. | Farm Bureau Rd. | N | | 1,115 | | 1 | 0 | 20 | 0 | 0 | 5 | **26** | **3** | $345,700 |
| Sidewalk | Chestnut Ave. | E of Carlson Ct. | W of Latteri Ct. | N | | 688 | | 0 | 0 | 20 | 0 | 0 | 0 | **20** | **3** | $213,400 |
| Sidewalk | Chestnut Ave. | E of Stillman Ct. | W of McCarl Ln. | N | | 67 | | 0 | 0 | 20 | 0 | 0 | 0 | **20** | **3** | $20,700 |
| High Visibility Crosswalk | Clayton Rd. | Colfax St. | | N | | | | 0 | 20 | 0 | 0 | 0 | 5 | **25** | **3** | $5,000 |
| High Visibility Crosswalk | Clayton Rd. | Sunset Ave. | | SE | | | | 0 | 20 | 0 | 0 | 0 | 5 | **25** | **3** | $5,000 |
| High Visibility Crosswalk | Clayton Rd. | Sunset Ave. | | NE | | | | 0 | 20 | 0 | 0 | 0 | 5 | **25** | **3** | $5,000 |
| Sidewalk | Clayton Rd. | Fabian Way | Chestnut Ave. | S | | 216 | | 1 | 0 | 20 | 0 | 0 | 0 | **21** | **3** | $66,900 |
| Sidewalk | Clayton Rd. | Roslyn Dr. | Chestnut Ave. | S | | 223 | | 1 | 0 | 20 | 0 | 0 | 0 | **21** | **3** | $69,000 |
| Sidewalk | Clayton Rd. | Roslyn Dr. | SE of Roslyn Dr. | S | | 242 | | 1 | 0 | 20 | 0 | 0 | 5 | **26** | **3** | $75,100 |
| Sidewalk | Clayton Way | Concord Blvd. | Ferndale Ln. | NE | | 585 | | 0 | 0 | 20 | 0 | 0 | 0 | **20** | **3** | $181,500 |
| Sidewalk | Clayton Way | Wren Ave. | Inajane Ct. | SW | | 560 | | 0 | 0 | 20 | 0 | 0 | 0 | **20** | **3** | $173,700 |
| Sidewalk | Clayton Way | Wren Ct. | Kevin Pl. | NE | | 375 | | 0 | 0 | 20 | 0 | 0 | 0 | **20** | **3** | $116,400 |
| Sidewalk | Clayton Way | Logan Ct. | Live Oak Ave. | SW | | 1,026 | | 0 | 0 | 20 | 0 | 0 | 0 | **20** | **3** | $318,200 |
| Sidewalk | Clayton Way | Vern Ln. | NW of Concord Blvd. | SW | | 488 | | 0 | 0 | 20 | 0 | 0 | 0 | **20** | **3** | $151,400 |
| Sidewalk | Clayton Way | Ferndale Ln. | SE of Kevin Pl. | NE | | 301 | | 0 | 0 | 20 | 0 | 0 | 0 | **20** | **3** | $93,400 |
| Sidewalk | Clayton Way | Vern Ln. | Wren Ave. | SW | | 878 | | 0 | 0 | 20 | 0 | 0 | 0 | **20** | **3** | $272,200 |
| High Visibility Crosswalk | Colfax St. | Clayton Rd. | | SW | | | | 0 | 20 | 0 | 0 | 0 | 5 | **25** | **3** | $5,000 |
| Sidewalk | Concord Blvd. | E of Woodside Ct. | Clayton Way | S | | 285 | | 0 | 10 | 20 | 0 | 0 | 0 | **30** | **3** | $88,400 |
| Sidewalk | Concord Blvd. | W of Alray Dr. | Woodside Ct. | S | | 686 | | 0 | 10 | 20 | 0 | 0 | 0 | **30** | **3** | $212,600 |
| Sidewalk | Court Ln. | Emery Ct. | Cooley Dr. | W | | 602 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $186,600 |
| Sidewalk | Court Ln. | Hitchcock Rd. | Cornella Ct. | E | | 130 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $40,100 |
| Sidewalk | Court Ln. | Emery Ct. | Irwin Ct. | SW | | 194 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $60,200 |
| Sidewalk | Court Ln. | Irwin Ct. | S end of Court Ln. | SW | | 908 | | 0 | 0 | 0 | 15 | 0 | 0 | **15** | **3** | $342,900 |
| Sidewalk | Court Ln. | Vintage Ct. | Via Del Lisa Ct. | E | | 194 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $60,100 |
| Sidewalk | Crescent Dr. | Crystal Ave. | East St. | N | | 549 | | 0 | 0 | 20 | 0 | 0 | 5 | **25** | **3** | $170,300 |
| Sidewalk | Cuneo Dr. | Kaski Ln. | Cuneo Ct. | SW | | 499 | | 1 | 0 | 0 | 0 | 0 | 0 | **1** | **3** | $154,600 |

| Project | Location | Cross Street A | Cross Street B | Side | Notes | Length (ft) | Length (mi) | Safety | Project Readiness | Challenge Area | Activity Generator | Transit Connection | Est. Demand | Total Score | Tier | Est. Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sidewalk | Cuneo Dr. | Treat Blvd. | S of Cuneo Ct. | SW | | 442 | | 0 | 0 | 20 | 0 | 0 | 0 | **20** | **3** | $137,100 |
| Sidewalk | Darlene Dr. | William Way | Mayette Ave. | W | | 1,656 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $513,200 |
| Sidewalk | Deardorff Ln. | The Alameda | S of The Alameda | E | | 374 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $116,000 |
| Sidewalk | Denkinger Ct. | Calaveras Dr. | W of Denkinger Rd. | NW | | 372 | | 0 | 0 | 20 | 0 | 0 | 5 | **25** | **3** | $115,300 |
| Sidewalk | Denkinger Rd. | Dubhe Ct. | Chaban Dr. | N | | 2,138 | | 1 | 0 | 20 | 0 | 0 | 0 | **21** | **3** | $662,700 |
| Sidewalk | Denkinger Rd. | Dubhe Ct. | Wilson Ln. | W | | 364 | | 0 | 0 | 20 | 0 | 0 | 0 | **20** | **3** | $113,000 |
| Sidewalk | Detroit Ave. Creek Crossing | Whitman Rd. | N of Whitman Rd. | E | | 104 | | 0 | 0 | 20 | 0 | 7 | 0 | **27** | **3** | $32,300 |
| Sidewalk | Dina Dr. | Pancho Via St. | Gerald Dr. | W | | 109 | | 0 | 0 | 0 | 0 | 0 | 5 | **5** | **3** | $33,800 |
| Sidewalk | Dina Dr. | Pancho Via St. | Gerald Dr. | E | | 108 | | 0 | 0 | 0 | 0 | 0 | 5 | **5** | **3** | $33,500 |
| Sidewalk | Dover Way | Coventry Rd. | Maria Ave. | N | | 212 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $65,800 |
| Sidewalk | Dover Way | Coventry Rd. | Maria Ave. | S | | 206 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $63,700 |
| Sidewalk | El Monte Way | The Alameda | W end of El Monte Way | S | | 327 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $101,200 |
| Sidewalk | El Monte Way | The Alameda | W end of El Monte Way | N | | 307 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $95,300 |
| Class III Bike Route | Euclid Ave. | Third St. | Parkside Dr. | | | | 0.10 | 1 | 0 | 20 | 0 | 0 | 5 | **26** | **3** | $2,000 |
| Sidewalk | Euclid Ave. | 3rd St. | W of Parkside Dr. | S | | 448 | | 0 | 0 | 20 | 0 | 0 | 5 | **25** | **3** | $138,800 |
| Class III Bike Boulevard | Falcon Dr. | Cardinal Dr. | Floyd Ln. | | | | 0.14 | 0 | 20 | 0 | 0 | 0 | 0 | **20** | **3** | $10,800 |
| Sidewalk | Faned Way | Sargent Rd. | Risdon Rd. | N | | 622 | | 0 | 0 | 20 | 0 | 0 | 0 | **20** | **3** | $192,900 |
| Sidewalk | Faned Way/Sargent Rd. | Risdon Rd. | NE of Getoun Dr. | W/S | | 718 | | 0 | 0 | 20 | 0 | 0 | 0 | **20** | **3** | $222,500 |
| Sidewalk | Fargo Ct. | Joan Ave. | N of Joan Ave. | E | | 102 | | 0 | 0 | 0 | 7 | 0 | 0 | **7** | **3** | $31,500 |
| Sidewalk | Florence Ln. | Darlene Dr. | William Way | S | | 949 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $294,100 |
| RRFB | Floyd Ln. | Cardinal Dr. | | | | | | 0 | 20 | 0 | 0 | 0 | 0 | **20** | **3** | $50,000 |
| RRFB | Floyd Ln. | Falcon Dr. | | | | | | 0 | 20 | 0 | 0 | 0 | 0 | **20** | **3** | $50,000 |
| Class I Shared Use Path | Franquette Ave. | Franquette Ave. | CA-242 undercrossing | | | | 0.04 | 0 | 0 | 0 | 0 | 7 | 5 | **12** | **3** | $40,200 |
| Class III Bike Route | Galaxy Way | Via De Mercados | Commerce Ave. | | | | 0.26 | 0 | 20 | 0 | 0 | 0 | 0 | **20** | **3** | $5,200 |
| Sidewalk | Galaxy Way | Burnett Ave. | S of Burnett Ave. | W | | 343 | | 0 | 0 | 0 | 0 | 15 | 5 | **20** | **3** | $106,400 |
| Sidewalk | Garden Ave. | Maple Ave. | S of Maple Ave. | E | | 183 | | 0 | 0 | 0 | 15 | 0 | 0 | **15** | **3** | $56,800 |
| Sidewalk | Garden Ave. | N of Maple Ave. | Upland Dr. | E | | 532 | | 0 | 0 | 0 | 15 | 0 | 0 | **15** | **3** | $165,000 |

| Project | Location | Cross Street A | Cross Street B | Side | Notes | Length (ft) | Length (mi) | Safety | Project Readiness | Challenge Area | Activity Generator | Transit Connection | Est. Demand | Total Score | Tier | Est. Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Class III Bike Route | Gelbke Ln. | Evergreen Dr. | Meadow Ln. | | | | 0.33 | 1 | 0 | 20 | 0 | 7 | 0 | **28** | **3** | $6,600 |
| Sidewalk | Gelbke Ln. | 1860 Gelbke Ln. | Meadow Ln. | S | | 678 | | 0 | 0 | 20 | 0 | 7 | 0 | **27** | **3** | $210,200 |
| Sidewalk | Gerald Dr. | Dina Dr. | Barbis Way | S | | 133 | | 0 | 0 | 0 | 0 | 0 | 5 | **5** | **3** | $41,300 |
| Sidewalk | Gerald Dr. | W end of Gerald Dr. | Barbis Way | N | | 243 | | 0 | 0 | 0 | 0 | 0 | 5 | **5** | **3** | $75,400 |
| Sidewalk | Gilardy Dr. | N of Whitman Rd. | Gilly Ln. | NW | | 1,528 | | 0 | 0 | 20 | 0 | 0 | 0 | **20** | **3** | $473,800 |
| Sidewalk | Glasgow Rd. | Sargent Rd. | S of end of Rd. | NE | | 275 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $85,200 |
| Sidewalk | Granada Dr. | Del Mar Dr. | James Ln. | SW | | 724 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $224,500 |
| Sidewalk | Granada Dr. | James Ln. | NW of E end of Granada Dr. | SW | | 587 | | 0 | 0 | 20 | 0 | 0 | 0 | **20** | **3** | $181,800 |
| High Visibility Crosswalk | Greenbush Dr. | Thornwood Dr. | | W | School | | | 0 | 20 | 0 | 7 | 0 | 0 | **27** | **3** | $5,000 |
| Sidewalk | Hemlock Ave. | Birch Ave. | Garden Ave. | N | | 1,143 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $354,500 |
| Sidewalk | High School Ave. | Garden Ave. | E end of High School Ave. | N | | 106 | | 0 | 0 | 0 | 15 | 0 | 0 | **15** | **3** | $32,900 |
| Class III Bike Boulevard | Hitchcock Rd. | Court Ln. | Kaski Ln. | | | | 0.36 | 0 | 20 | 0 | 0 | 0 | 0 | **20** | **3** | $27,300 |
| Sidewalk | Hitchcock Rd. | Everett Ct. | Rhoda Way | N | | 175 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $54,300 |
| Sidewalk | Hitchcock Rd. | Everett Ct. | Rhoda Way | N | | 125 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $38,900 |
| Sidewalk | Hitchcock Rd. | Sunrise Hill | SE of Court Ln. | N | | 227 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $70,300 |
| Sidewalk | Hitchcock Rd. | Court Ln. | SE of Court Ln. | S | | 78 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $24,200 |
| Sidewalk | Hitchcock Rd. | Kaski Ln. | SE of Rhoda Way | S | | 202 | | 1 | 0 | 0 | 0 | 0 | 0 | **1** | **3** | $62,500 |
| Sidewalk | Hitchcock Rd. | Southridge Ct. | SE of Southridge Ct. | N | | 104 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $32,300 |
| Sidewalk | Hitchcock Rd. | Southridge Ct. | SE of Southridge Ct. | S | | 109 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $33,900 |
| Sidewalk | Hitchcock Rd. | Sunrise Hill | Southridge Ct. | S | | 327 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $101,300 |
| Sidewalk | Hitchcock Rd. | Sunrise Hill | Southridge Ct. | N | | 311 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $96,300 |
| Sidewalk | Holly Dr. | Myrtle Dr. | NW of Holly Creek Dr. | NW | | 1,146 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $355,200 |
| Sidewalk | James Ln. | Granada Dr. | Noemi Dr. | SE | | 533 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $165,400 |
| Sidewalk | Jameson Ct. | Kirkwood Dr. | Ogden Ct. | S | | 459 | | 0 | 0 | 0 | 0 | 15 | 0 | **15** | **3** | $142,200 |
| Class III Bike Boulevard | Joan Ave. | Babel Ln. | Cape Cod Way | | | | 0.56 | 1 | 20 | 0 | 7 | 0 | 0 | **28** | **3** | $42,400 |
| Sidewalk | Joan Ave. | Fargo Ct. | E of Fargo Ct. | N | | 84 | | 0 | 0 | 0 | 7 | 0 | 0 | **7** | **3** | $26,100 |
| Sidewalk | Joan Ave. | Janet Ln. | E of Janet Ln. | N | | 106 | | 0 | 0 | 0 | 7 | 0 | 0 | **7** | **3** | $32,900 |

| Project | Location | Cross Street A | Cross Street B | Side | Notes | Length (ft) | Length (mi) | Safety | Project Readiness | Challenge Area | Activity Generator | Transit Connection | Est. Demand | Total Score | Tier | Est. Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sidewalk | Joan Ave. | Geiger Ln. | Garcia Ln. | N | | 810 | | 0 | 0 | 0 | 7 | 0 | 0 | **7** | **3** | $251,100 |
| Sidewalk | Joan Ave. | E of Janet Ln. | Rosal Ln. | N | | 252 | | 0 | 0 | 0 | 7 | 0 | 0 | **7** | **3** | $78,200 |
| Sidewalk | Joan Ave. | W of Slater Ct. | Schiller Ct. | N | | 158 | | 0 | 0 | 0 | 7 | 0 | 0 | **7** | **3** | $49,000 |
| Sidewalk | Joan Ave. | E of Fargo Ct. | W of Cape Cod Way | S | | 2,570 | | 0 | 0 | 0 | 7 | 0 | 0 | **7** | **3** | $796,600 |
| Sidewalk | Kaski Ln. | Hitchcock Rd. | Browning Dr. | NW | | 556 | | 1 | 0 | 0 | 0 | 0 | 0 | **1** | **3** | $172,300 |
| Sidewalk | Kaski Ln. | Kaski Ct. | Cuneo Dr. | SE | | 748 | | 1 | 0 | 0 | 0 | 0 | 0 | **1** | **3** | $231,900 |
| Sidewalk | Kaski Ln. | Elario Dr. | Looped around S end of Kaski Ln. | SE/ NW | | 525 | | 0 | 0 | 0 | 15 | 0 | 0 | **15** | **3** | $162,800 |
| Sidewalk | Kaski Ln. | Elario Dr. | N of Elario Dr. | SE | | 337 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $104,500 |
| Sidewalk | Kaski Ln. | Elario Dr. | S of Kaski Ct. | NW | | 568 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $176,100 |
| Sidewalk | Keith Dr. | Browning Dr. | N of Browning Dr. | E | | 263 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $81,500 |
| Sidewalk | Kirker Pass Rd. | Concord Blvd. | Myrtle Dr. | NW | | 1,729 | | 1 | 0 | 20 | 0 | 0 | 0 | **21** | **3** | $536,000 |
| Sidewalk | Kirkwood Dr. | Baxter Ct. | Burnside Ct. | N | | 637 | | 0 | 0 | 0 | 0 | 15 | 0 | **15** | **3** | $197,600 |
| Sidewalk | Kirkwood Dr. | Meredith Ct. | Jameson Ct. | N | | 381 | | 0 | 0 | 0 | 0 | 15 | 0 | **15** | **3** | $118,000 |
| Sidewalk | Kirkwood Dr. | Kirker Pass Rd. | Kirkwood Oaks | N | | 683 | | 0 | 0 | 0 | 0 | 15 | 0 | **15** | **3** | $211,800 |
| Sidewalk | Kirkwood Dr. | Jameson Ct. | NE of Sepulveda Ct. | SE | | 2,163 | | 0 | 0 | 0 | 0 | 15 | 0 | **15** | **3** | $670,600 |
| Sidewalk | Kirkwood Dr. | Burnside Ct. | Packard Ct. | N | | 286 | | 0 | 0 | 0 | 0 | 15 | 0 | **15** | **3** | $88,800 |
| Sidewalk | La Vista Ave. | Joan Ave. | Clayton Rd. | E | | 954 | | 0 | 0 | 20 | 7 | 0 | 0 | **27** | **3** | $295,600 |
| Sidewalk | La Vista Ave. | Joan Ave. | Greenway Dr. | W | | 298 | | 0 | 0 | 0 | 7 | 0 | 0 | **7** | **3** | $92,400 |
| Sidewalk | La Vista Ave. | Joan Ave. | N of Joan Ave. | W | | 191 | | 0 | 0 | 0 | 7 | 0 | 0 | **7** | **3** | $59,100 |
| Sidewalk | La Vista Ave. | S of Clayton Rd. | N of Joan Ave. | W | | 289 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $89,500 |
| Sidewalk | La Vista Ave. | Clayton Rd. | S of Clayton Rd. | W | | 186 | | 0 | 0 | 20 | 0 | 0 | 0 | **20** | **3** | $57,500 |
| High Visibility Crosswalk | Lacey Ln. | S side of Cambridge Elementary driveway loop | | | | | | 0 | 0 | 0 | 0 | 0 | 5 | **5** | **3** | $5,000 |
| RRFB | Lacey Ln. | S side of Cambridge Elementary driveway loop | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $50,000 |
| High Visibility Crosswalk | Laguna St. | Mt Diablo St. | | N | | | | 0 | 20 | 0 | 0 | 0 | 5 | **25** | **3** | $5,000 |
| Sidewalk | Laguna St. | San Jose Ave. | San Carlos Ave. | N | | 656 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $203,400 |
| Sidewalk | Laurel Dr. | Leo Ln. | Laurelview Ct. | SW | | 322 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $99,800 |
| Sidewalk | Laurel Dr. | Paul Ln. | SE of Yvonne Dr. | NE | | 551 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $170,800 |

| Project | Location | Cross Street A | Cross Street B | Side | Notes | Length (ft) | Length (mi) | Safety | Project Readiness | Challenge Area | Activity Generator | Transit Connection | Est. Demand | Total Score | Tier | Est. Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sidewalk | Leonard Dr. | W of Roslyn Dr. | W of Kerman Dr. | S | | 370 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $114,500 |
| Sidewalk | Lexington Rd. | Waltham Rd. | Leland Way | NE | | 1,898 | | 0 | 0 | 0 | 15 | 0 | 0 | **15** | **3** | $588,500 |
| Sidewalk | Lillian Dr. | Joyce Dr. | Nulty Dr. | NW | | 611 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $189,400 |
| Sidewalk | Lillian Dr. | Tulare Dr. | Nulty Dr. | SE | | 274 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $85,000 |
| Sidewalk | Lindero Dr. | Granada Dr. | NE of Noemi Dr. | NW | | 636 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $197,200 |
| Class III Bike Boulevard | Liscome Way | St Francis Dr. | E terminus | | | | 0.08 | 0 | 20 | 0 | 0 | 0 | 0 | **20** | **3** | $5,900 |
| Sidewalk | Liscome Way | Ridgewood Dr. | St Francis Dr. | N | | 574 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $178,000 |
| Sidewalk | Los Flores Ave. | San Vincente Dr. | Carlotta Dr. | NW | | 213 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $66,000 |
| Sidewalk | Los Flores Ave. | Granada Dr. | San Vincente Dr. | NW | | 433 | | 1 | 0 | 0 | 0 | 0 | 0 | **1** | **3** | $134,100 |
| Class III Bike Boulevard | Lyon Cir. | Wilmore Ave. | Culdesac | | | | 0.16 | 0 | 20 | 0 | 0 | 0 | 0 | **20** | **3** | $12,200 |
| Class III Bike Boulevard | Lyon Cir. | Culdesac | Minert Rd. | | | | 0.09 | 0 | 20 | 0 | 0 | 0 | 0 | **20** | **3** | $6,900 |
| Sidewalk | Margo Dr. | James Ln. | Hammond Pl. | SW | | 470 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $145,600 |
| Sidewalk | Margo Dr. | Hammond Pl. | N of Concord Blvd. | SW | | 418 | | 0 | 0 | 20 | 0 | 0 | 0 | **20** | **3** | $129,600 |
| Sidewalk | Maria Ave. | Dover Way | Mt Diablo St. | NW | | 524 | | 0 | 0 | 20 | 7 | 0 | 0 | **27** | **3** | $162,400 |
| Sidewalk | Maria Ave. | Mt Diablo St. | N of Mt Diablo St. | E | | 98 | | 0 | 0 | 20 | 7 | 0 | 0 | **27** | **3** | $30,400 |
| Class III Bike Boulevard | Marice Ct. | Hitchcock Rd. | W terminus | | | | 0.06 | 0 | 20 | 0 | 0 | 0 | 0 | **20** | **3** | $4,300 |
| Sidewalk | Marilyn Way | San Miguel Rd. | E of San Miguel Rd. | N | | 62 | | 0 | 0 | 0 | 0 | 0 | 5 | **5** | **3** | $148,300 |
| Sidewalk | Marilyn Way | San Miguel Rd. | E of San Miguel Rd. | N | | 146 | | 0 | 0 | 0 | 0 | 0 | 5 | **5** | **3** | $148,300 |
| Sidewalk | Mayette Ave. | Darlene Dr. | May Ct. | N | | 319 | | 0 | 0 | 0 | 0 | 7 | 0 | **7** | **3** | $98,900 |
| Sidewalk | Mayette Ave. | William Way | Meadow Ln. | N | | 239 | | 0 | 0 | 20 | 0 | 7 | 0 | **27** | **3** | $74,000 |
| Sidewalk | Mayette Ave. | May Ct. | W of May Ct. | N | | 22 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $6,800 |
| Sidewalk | Mayette Ave. | Darlene Dr. | William Way | N | | 1,257 | | 1 | 0 | 0 | 0 | 0 | 0 | **1** | **3** | $389,600 |
| Sidewalk | Mendocino Dr. | NW of Modoc Ct. | SW of Carson St. | NW | ROW challenges | 831 | | 0 | 0 | 0 | 0 | 7 | 0 | **7** | **3** | $257,500 |
| Bicycle Access Study | Meridian Park Blvd. | Willow Way | | | The Iron Horse Trail meets Meridian Parkway at this location, however there is no access to the trail | | | 0 | 20 | 0 | 0 | 0 | 5 | **25** | **3** | $20,000 |
| Crossing Study | Meridian Park Blvd. | Burnett Ave. | | | | | | 1 | 20 | 0 | 0 | 0 | 5 | **26** | **3** | $20,000 |
| Sidewalk | Mohr Ln./Mohr Ct. | S of Amhurst Way | End of Mohr Ct. | E/N | ROW challenges | 175 | | 0 | 0 | 20 | 0 | 0 | 0 | **20** | **3** | $156,000 |
| Sidewalk | Mt Diablo St. | Coventry Rd. | Maria Ave. | N | | 187 | | 0 | 0 | 20 | 7 | 0 | 0 | **27** | **3** | $58,000 |

| Project | Location | Cross Street A | Cross Street B | Side | Notes | Length (ft) | Length (mi) | Safety | Project Readiness | Challenge Area | Activity Generator | Transit Connection | Est. Demand | Total Score | Tier | Est. Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sidewalk | Myrtle Dr. | E of Karas Ct. | E of Renee Way | N | | 1,341 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $415,700 |
| Sidewalk | Myrtle Dr. | Saddlewood Dr. | NW of Saddlewood Dr. | SW | | 273 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $84,800 |
| Sidewalk | Myrtle Dr. | Saddlewood Dr. | NW of Saddlewood Dr. | NE | | 197 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $60,900 |
| Sidewalk | Myrtle Dr. | Ayers Rd. | Oakridge Ct. | NE | | 536 | | 0 | 0 | 0 | 15 | 0 | 0 | **15** | **3** | $166,200 |
| Sidewalk | Myrtle Dr. | NW of Brownwood Ct. | SW of Brownwood Ct. | N | | 463 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $143,500 |
| Sidewalk | N Larwin Ave. | Smoke Tree Ct. | W of Striped Maple Ct. | N | | 974 | | 0 | 0 | 20 | 7 | 0 | 0 | **27** | **3** | $301,800 |
| Sidewalk | Nelson Ave. | Laura Alice Way | Bates Ave. | W | | 2,747 | | 0 | 0 | 20 | 0 | 0 | 0 | **20** | **3** | $851,600 |
| Sidewalk | Nelson Ave. | Bates Ave. | Laura Alice Way | E/S | | 2,516 | | 0 | 0 | 20 | 0 | 0 | 0 | **20** | **3** | $779,900 |
| Sidewalk | Oasis Dr. | Sargent Rd. | S end | W | | 208 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $64,400 |
| Crossing Study | Olivera Rd. | Terraza del Sol | | | Pedestrian Crossing. Park access from housing to the north. Desire line. | | | 1 | 10 | 0 | 7 | 7 | 0 | **25** | **3** | $20,000 |
| High Visibility Crosswalk | Olivera Rd. | Sanford St. | | N | School | | | 0 | 20 | 0 | 0 | 0 | 5 | **25** | **3** | $5,000 |
| Sidewalk | Olivera Rd. | Arnold Industrial Pl. | Peralta Rd. | N | | 1,186 | | 0 | 0 | 0 | 15 | 15 | 0 | **30** | **3** | $367,600 |
| Sidewalk | Olivera Rd. | Sanford St. | Thunderbird Dr. | N | | 297 | | 0 | 0 | 0 | 0 | 15 | 5 | **20** | **3** | $92,100 |
| Sidewalk | Orchard Ave. | NW end of Orchard Ave. | Grove Way | S | | 542 | | 0 | 0 | 20 | 7 | 0 | 0 | **27** | **3** | $167,900 |
| Sidewalk | Orchard Ave. | Grove Way | W end of Orchard Ave. | N | | 488 | | 0 | 0 | 20 | 7 | 0 | 0 | **27** | **3** | $151,400 |
| Short Term Bike Parking | Pacheco St. | 120 ft W of Mt Diablo St. | | | 2 racks | | | 0 | 20 | 0 | 0 | 0 | 5 | **25** | **3** | $1,300 |
| Sidewalk | Pacheco St. | Beach St. | Parkside Dr. | S | | 1,107 | | 0 | 0 | 20 | 0 | 0 | 5 | **25** | **3** | $343,300 |
| Sidewalk | Pacific St. | San Jose Ave. | San Carlos Ave. | N | | 648 | | 0 | 0 | 0 | 15 | 0 | 5 | **20** | **3** | $201,000 |
| Sidewalk | Pacific St. | San Jose Ave. | San Carlos Ave. | S | | 659 | | 0 | 0 | 0 | 0 | 0 | 5 | **5** | **3** | $204,200 |
| Sidewalk | Pancho Via St. | Dina Dr. | Barbis Way | N | | 159 | | 0 | 0 | 0 | 0 | 0 | 5 | **5** | **3** | $49,200 |
| Sidewalk | Pancho Via St. | Dina Dr. | W end of Pancho Via St. | N | | 304 | | 0 | 0 | 0 | 0 | 0 | 5 | **5** | **3** | $94,100 |
| Sidewalk | Pancho Via St. | Dina Dr. | W end of Pancho Via St. | S | | 284 | | 0 | 0 | 0 | 0 | 0 | 5 | **5** | **3** | $88,100 |
| Sidewalk | Path to Crosswalk | Oak Grove Rd. | | N | | 575 | | 0 | 0 | 20 | 0 | 0 | 5 | **25** | **3** | $178,200 |
| Sidewalk | Peach Pl. | SW end of Peach Pl. | Rosemary Ln. | SW | | 283 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $87,800 |

| Project | Location | Cross Street A | Cross Street B | Side | Notes | Length (ft) | Length (mi) | Safety | Project Readiness | Challenge Area | Activity Generator | Transit Connection | Est. Demand | Total Score | Tier | Est. Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sidewalk | Peach Pl. | Reganti Dr. | SW end of Peach Pl. | NW | | 1,915 | | 0 | 0 | 0 | 0 | 0 | 5 | **5** | **3** | $593,800 |
| Sidewalk | Peach Pl. | Reganti Dr. | SW of Apricot Ln. | NW | | 773 | | 0 | 0 | 0 | 0 | 0 | 5 | **5** | **3** | $239,600 |
| Sidewalk | Peach Pl. | Apricot Ln. | SW of Oak Grove Rd. | NW | | 665 | | 0 | 0 | 20 | 0 | 0 | 5 | **25** | **3** | $206,000 |
| Sidewalk | Pear Dr. | Orange St. | Plum Ln. | N | | 1,691 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $524,200 |
| Sidewalk | Pear Dr. | Plum Ln. | Willy Way | NW | | 387 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $119,800 |
| Sidewalk | Peralta Rd. | Olivera Rd. | Arnold Industrial Pl. | W | | 1,085 | | 0 | 0 | 0 | 15 | 15 | 0 | **30** | **3** | $336,500 |
| Sidewalk | Placer Dr. | Calaveras Dr. | SW of Salem St. | NW | | 331 | | 0 | 0 | 0 | 0 | 0 | 5 | **5** | **3** | $102,500 |
| Sidewalk | Prospect St. | San Jose Ave. | San Carlos Ave. | S | | 655 | | 0 | 0 | 0 | 0 | 0 | 5 | **5** | **3** | $203,200 |
| Sidewalk | Prospect St. | San Jose Ave. | San Carlos Ave. | N | | 656 | | 0 | 0 | 0 | 0 | 0 | 5 | **5** | **3** | $203,400 |
| Sidewalk | Ranchito Dr. | NW of Port Chicago Hwy. | NW of Port Chicago Hwy. | SW | | 178 | | 0 | 0 | 0 | 15 | 0 | 0 | **15** | **3** | $55,100 |
| Sidewalk | Ranchito Dr. | San Michelle Dr. | NW of San Lisa Ct. | SW | | 246 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $76,400 |
| Sidewalk | Ranchito Dr. | Port Chicago Hwy. | San Michelle Dr. | NE | | 829 | | 0 | 0 | 0 | 15 | 0 | 0 | **15** | **3** | $257,000 |
| Sidewalk | Reed Way | Grove Way | Craig Dr. | S | | 224 | | 0 | 0 | 20 | 7 | 0 | 0 | **27** | **3** | $69,600 |
| Sidewalk | Reed Way | Grove Way | E end of Reed Way | N | | 959 | | 0 | 0 | 20 | 7 | 0 | 0 | **27** | **3** | $297,400 |
| Sidewalk | Reed Way | Hale Dr. | E end of Reed Way | S | | 130 | | 0 | 0 | 20 | 7 | 0 | 0 | **27** | **3** | $40,300 |
| Sidewalk | Reed Way | Craig Dr. | Glenwood Dr. | S | | 213 | | 0 | 0 | 20 | 7 | 0 | 0 | **27** | **3** | $66,000 |
| Sidewalk | Reed Way | Glenwood Dr. | Hale Dr. | S | | 229 | | 0 | 0 | 20 | 7 | 0 | 0 | **27** | **3** | $70,900 |
| Sidewalk | Rhoda Way | N of Hitchcock Rd. | N of Hitchcock Rd. | N | | 412 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $127,700 |
| Sidewalk | Ridgewood Dr. | S of Ridgewood Ct. | Liscome Way | W | | 140 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $43,400 |
| Sidewalk | Ridgewood Dr. | S of Ridgewood Ct. | N of Liscome Way | E | | 60 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $18,600 |
| Sidewalk | Risdon Rd. | Getoun Dr. | Faned Way | N | | 230 | | 0 | 0 | 20 | 0 | 0 | 0 | **20** | **3** | $71,400 |
| Sidewalk | Risdon Rd. | Faned Way | NE of Faned Way | N | | 99 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $30,700 |
| Sidewalk | Risdon Rd. | SW of Marcella Ct. | NE of Marcella Ct. | S | | 90 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $28,000 |
| Sidewalk | Risdon Rd. | NE of Faned Way | SW of Woodmoor Dr. | S | | 698 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $216,500 |
| Class I Shared Use Path | Rolling Woods Way | Rolling Woods Way | | W | | | 0.85 | 1 | 10 | 0 | 15 | 0 | 0 | **26** | **3** | $959,900 |

| Project | Location | Cross Street A | Cross Street B | Side | Notes | Length (ft) | Length (mi) | Safety | Project Readiness | Challenge Area | Activity Generator | Transit Connection | Est. Demand | Total Score | Tier | Est. Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sidewalk | Rosal Ln. | S of Golden Ave. | Slino Ave. | W | | 1,199 | | 0 | 0 | 0 | 7 | 0 | 0 | **7** | **3** | $371,600 |
| Sidewalk | Rose Ln. | Treat Blvd. | Loop around S end of Rose Ln. | NE/ NW | | 1,769 | | 0 | 0 | 20 | 0 | 0 | 0 | **20** | **3** | $663,300 |
| Sidewalk | Rose Ln. | Treat Blvd. | Loop around S end of Rose Ln. | NE/ NW | | 150 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $663,300 |
| Sidewalk | Roslyn Dr./Leonard Dr. | N of Leonard Dr. | W of Roslyn Dr. | N/ W | | 214 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $66,300 |
| Sidewalk | Rustic Rd. | Saddlehill Ln. | Waterfall Way | W | | 373 | | 0 | 0 | 0 | 15 | 0 | 0 | **15** | **3** | $115,700 |
| Class III Bike Boulevard | Ryan Rd. | Wilmore Ave. | Serpa Dr. | | | | 0.37 | 0 | 20 | 0 | 0 | 0 | 0 | **20** | **3** | $27,800 |
| Sidewalk | S Larwin Ave. | N Larwin Ave. W end | N Larwin Ave. E end | S | | 6,652 | | 0 | 0 | 20 | 7 | 0 | 0 | **27** | **3** | $2,062,200 |
| Sidewalk | Saddlehill Ln. | Fallbrook Rd. | Rustic Rd. | N | | 241 | | 0 | 0 | 0 | 15 | 0 | 0 | **15** | **3** | $74,800 |
| Sidewalk | San Carlos Ave. | Laguna St. | Pacific St. | E | | 1,002 | | 0 | 0 | 0 | 0 | 0 | 5 | **5** | **3** | $310,700 |
| Sidewalk | San Carlos Ave. | Laguna St. | Pacific St. | W | | 940 | | 0 | 0 | 0 | 0 | 0 | 5 | **5** | **3** | $291,400 |
| Sidewalk | San Jose Ave. | Prospect St. | Atlantic St. | E | | 295 | | 0 | 0 | 0 | 0 | 0 | 5 | **5** | **3** | $91,300 |
| Sidewalk | San Jose Ave. | Atlantic St. | Pacific St. | E | | 298 | | 0 | 0 | 0 | 0 | 0 | 5 | **5** | **3** | $92,300 |
| Sidewalk | San Jose Ave. | Laguna St. | Prospect St. | E | | 234 | | 0 | 0 | 0 | 0 | 0 | 5 | **5** | **3** | $72,500 |
| Crossing Study | San Miguel Rd. | Corte Miguel | | | Marked crossing with RRFB | | | 0 | 20 | 0 | 0 | 0 | 0 | **20** | **3** | $20,000 |
| Sidewalk | San Miguel Rd. | SW of Scotnell Pl. | Brookdale Ct. | SW | | 557 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $172,600 |
| Sidewalk | San Miguel Rd. | S of Galloway Dr. | NE of Bonnie Clare Ln. | NE | | 1,343 | | 0 | 0 | 0 | 0 | 15 | 0 | **15** | **3** | $416,400 |
| Sidewalk | San Miguel Rd. | San Miguel Rd. | SW of Scotnell Pl. | S | | 426 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $132,200 |
| Sidewalk | San Vincente Dr. | Los Flores Ave. | SE of Willow Pass Rd. | NE | | 406 | | 1 | 0 | 0 | 0 | 0 | 0 | **1** | **3** | $125,700 |
| Sidewalk | Sanford St. | Olivera Rd. | SW of Floyd Ln. | NW | | 1,585 | | 0 | 0 | 0 | 0 | 0 | 5 | **5** | **3** | $491,200 |
| Sidewalk | Sanford St. | Olivera Rd. | SW of Floyd Ln. | SE | | 1,227 | | 0 | 0 | 0 | 0 | 0 | 5 | **5** | **3** | $380,300 |
| Sidewalk | Sanford St. | NE of Billy Ln. | SW of Floyd Ln. | SE | | 382 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $118,400 |
| Sidewalk | Sanford St. | Floyd Ln. | SW of Ranchito Dr. | SE | | 576 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $178,700 |
| Sidewalk | Sanford St. | Ranchito Dr. | SW of Ranchito Dr. | NW | | 200 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $62,000 |
| Sidewalk | Santa Maria Dr. | Santa Ana Ln. | NE end of Rd. | N | ROW challenges | 908 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $336,900 |
| Sidewalk | Santa Maria Dr. | E of Santa Ana Ln. | S of end of Rd. | S | ROW challenges | 768 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $237,900 |
| Sidewalk | Sargent Rd. | Oasis Dr. | Glasgow Rd. | NW | | 286 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $88,800 |
| Sidewalk | Sargent Rd. | Oasis Dr. | NE of Oasis Dr. | SW | | 93 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $28,700 |

| Project | Location | Cross Street A | Cross Street B | Side | Notes | Length (ft) | Length (mi) | Safety | Project Readiness | Challenge Area | Activity Generator | Transit Connection | Est. Demand | Total Score | Tier | Est. Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Shared Use Path Study | Sierra Dr. | Sierra Dr. | San Miguel Rd. | | | | 0.04 | 0 | 20 | 0 | 0 | 0 | 0 | **20** | **3** | $35,000 |
| Sidewalk | Sierra Rd./Fox Way | Fox Meadow Way | N of Fox Meadow Way | NE/ SW | | 991 | | 0 | 0 | 0 | 15 | 0 | 0 | **15** | **3** | $307,200 |
| Sidewalk | Smith Ln. | NE of Niagara Ct. | Sean Pl. | SE | | 94 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $29,100 |
| Sidewalk | Smith Ln. | NE of Brittany Ln. | SW of Grenola Dr. | SE | | 189 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $58,600 |
| Sidewalk | Smith Ln. | Weaver Ln. | W of Bethany Ct. | NW | | 515 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $159,600 |
| Class III Bike Boulevard | St George Dr. | Hillsborough Dr. | Panoramic Dr. | | | | 0.28 | 0 | 20 | 0 | 0 | 0 | 0 | **20** | **3** | $20,800 |
| Sidewalk | Stanford St. | 5th St. | The Alameda | NW | | 953 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $295,300 |
| Sidewalk | Stanford St. | 5th St. | The Alameda | SE | | 1,035 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $320,900 |
| Sidewalk | Stanford St. Loop | Stanford St. | Stanford St. | NW ES | | 398 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $123,500 |
| Sidewalk | Sunrise Hill | Hitchcock Rd. | N end of Sunrise Hill | E | | 712 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $220,700 |
| Sidewalk | Sunrise Hill | Hitchcock Rd. | N of Hitchcock Rd. | NW | | 171 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $53,000 |
| Class III Bike Route | Sutter St. | Market St. | Mira Vista Ter. | | | | 0.23 | 0 | 0 | 20 | 0 | 0 | 5 | **25** | **3** | $4,600 |
| Sidewalk | Sutter St. | SE of Fremont St. | SW of Broadway St. | N | | 233 | | 1 | 0 | 20 | 0 | 0 | 5 | **26** | **3** | $72,300 |
| Sidewalk | Systron Dr. | San Miguel Rd. | Trailside Ln. | S | | 584 | | 0 | 0 | 20 | 0 | 7 | 0 | **27** | **3** | $181,000 |
| Sidewalk | The Alameda | 6th St. | 2915 The Alameda | N | | 1,318 | | 0 | 0 | 20 | 0 | 0 | 0 | **20** | **3** | $185,200 |
| Sidewalk | The Alameda | Stanford St. | 5th St. | S | | 353 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $109,300 |
| Sidewalk | The Alameda | El Monte Way | 6th St. | SW | | 875 | | 0 | 0 | 20 | 0 | 0 | 0 | **20** | **3** | $271,300 |
| Sidewalk | The Alameda | El Monte Way | Clayton Rd. | W | | 237 | | 0 | 0 | 20 | 0 | 0 | 0 | **20** | **3** | $73,400 |
| Sidewalk | The Alameda | 5th St. | Deardorff Ln. | S | | 284 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $88,100 |
| Sidewalk | The Alameda | Stanford St. | SE of Stanford St. | S | | 107 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $33,200 |
| Sidewalk | The Alameda | Deardorff Ln. | W of Deardorff Ln. | S | | 348 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $107,900 |
| High Visibility Crosswalk | Thornwood Dr. | Satinwood Dr. | | NW | School | | | 0 | 20 | 0 | 0 | 0 | 0 | **20** | **3** | $5,000 |
| Sidewalk | Trailside Ln. | Systron Dr. | S of Systron Dr. | SW | | 148 | | 0 | 0 | 20 | 0 | 0 | 0 | **20** | **3** | $45,900 |
| Sidewalk | Traynor Rd. | Leland Way | S of Blackfield Dr. | NE | | 562 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $174,100 |
| Sidewalk | Traynor Rd. | Blackfield Dr. | S of Blackfield Dr. | NE | | 111 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $34,400 |
| Sidewalk | Tulare Dr. | Lillian Dr. | Mendocino Dr. | NE | | 327 | | 0 | 0 | 0 | 0 | 7 | 0 | **7** | **3** | $101,200 |
| Sidewalk | Tuolumne Way | Rising Dawn Ln. | Deerfield Ct. | S | | 847 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $262,500 |

| Project | Location | Cross Street A | Cross Street B | Side | Notes | Length (ft) | Length (mi) | Safety | Project Readiness | Challenge Area | Activity Generator | Transit Connection | Est. Demand | Total Score | Tier | Est. Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sidewalk | Turtle Creek Rd. | E of Swallow Tail Rd. | NW of Ayers Rd. | NE | | 2,267 | | 0 | 0 | 20 | 7 | 0 | 0 | **27** | **3** | $702,600 |
| Shared Use Path Study | Turtle Creek Rd. | Turtle Creek Rd. | Galindo Creek Trail | N | | | 0.02 | 0 | 20 | 0 | 7 | 0 | 0 | **27** | **3** | $35,000 |
| Class III Bike Boulevard | Unmarked Rd. | Maria Ave. | Terminus Unmarked Rd. | | | | 0.05 | 0 | 20 | 0 | 7 | 0 | 0 | **27** | **3** | $3,900 |
| Sidewalk | Unnamed Rd. | Treat Blvd. | End of Rd. | NE | | 801 | | 0 | 0 | 0 | 0 | 7 | 5 | **12** | **3** | $248,400 |
| Sidewalk | Unnamed Road | Detroit Ave. | Driveway | NW | | 355 | | 0 | 0 | 20 | 0 | 0 | 0 | **20** | **3** | $110,100 |
| Sidewalk | Via Montanas | Scotnell Pl. | NE of Tyler Ct. | SW | | 699 | | 0 | 0 | 0 | 15 | 0 | 0 | **15** | **3** | $978,500 |
| Sidewalk | Via Montanas | Scotnell Pl | NE of Tyler Ct. | SW | | 2,079 | | 0 | 0 | 0 | 7 | 7 | 0 | **14** | **3** | $978,500 |
| Sidewalk | Village Rd. | NE of Queens Rd. | SW of Boxwood Dr. | NW | | 1,158 | | 0 | 0 | 20 | 0 | 0 | 0 | **20** | **3** | $359,000 |
| Sidewalk | W St. | Wesley Ct. | Denver St. | N | | 757 | | 0 | 0 | 20 | 0 | 7 | 0 | **27** | **3** | $234,500 |
| Sidewalk | W St. | Clayton Rd. | SW of Salem St. | S | | 984 | | 0 | 0 | 20 | 0 | 7 | 0 | **27** | **3** | $305,000 |
| Sidewalk | Waltham Rd. | Belmont Rd. | N of Belmont Rd. | NE | | 903 | | 0 | 0 | 0 | 0 | 0 | 5 | **5** | **3** | $280,100 |
| Sidewalk | Waltham Rd. | Belmont Rd. | N of Belmont Rd. | NE | | 293 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $90,800 |
| Sidewalk | Waterfall Way | Fallbrook Rd. | E of Fallbrook Rd. | N | | 330 | | 0 | 0 | 0 | 15 | 0 | 0 | **15** | **3** | $102,300 |
| Sidewalk | Waterfall Way | Rustic Rd. | W of Rustic Rd. | S | | 311 | | 0 | 0 | 0 | 15 | 0 | 0 | **15** | **3** | $96,400 |
| Sidewalk | Weaver Ln. | S of Minert Rd. | Smith Ln. | NE | | 522 | | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **3** | $161,900 |
| Sidewalk | Whitman Rd. | SW of Honister Ln. | Claremont Dr. | N | | 478 | | 0 | 0 | 20 | 0 | 0 | 0 | **20** | **3** | $148,100 |
| Sidewalk | Whitman Rd. | NE of Bridgcrossing Way | Detroit Ave. | NW | | 1,271 | | 0 | 0 | 20 | 0 | 7 | 0 | **27** | **3** | $393,900 |
| Sidewalk | Whitman Rd. | Bridgcrossing Way | NE of Bridgcrossing Way | S | | 519 | | 0 | 0 | 0 | 0 | 7 | 0 | **7** | **3** | $160,800 |
| Sidewalk | Whitman Rd. | Gilardy Dr. | NE of Whitman Ln. | N | | 427 | | 0 | 0 | 20 | 0 | 0 | 0 | **20** | **3** | $132,300 |
| Sidewalk | William Way | Meadow Ln. | Darlene Dr. | W | | 396 | | 0 | 0 | 20 | 0 | 7 | 0 | **27** | **3** | $122,800 |
| Sidewalk | William Way | Meadow Ln. | Mayette Ave. | NE | | 1,256 | | 0 | 0 | 20 | 0 | 7 | 0 | **27** | **3** | $389,300 |
| Sidewalk | Willow Pass Rd. | E of Natoma Dr. | E of Lynwood Dr. | N | ROW may be a challenge | 631 | | 0 | 10 | 20 | 0 | 0 | 0 | **30** | **3** | $195,500 |
| Sidewalk | Willow Way | Bend at Willow Way and Meridian Park Blvd. | | SE | | 122 | | 0 | 0 | 0 | 7 | 7 | 5 | **19** | **3** | $37,900 |
| Class III Bike Boulevard | Wilmore Ave. | Lyon Cir. | Ryan Rd. | | | | 0.05 | 0 | 20 | 0 | 0 | 0 | 0 | **20** | **3** | $3,700 |

# Conceptual Plans

Appendix E

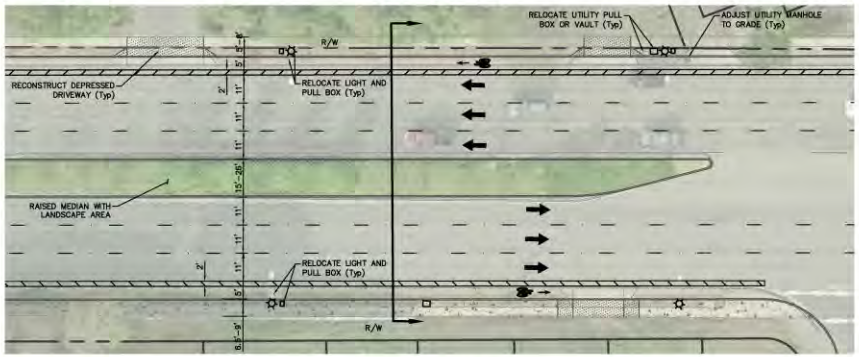
# Conceptual Plans

## Conceptual Plans

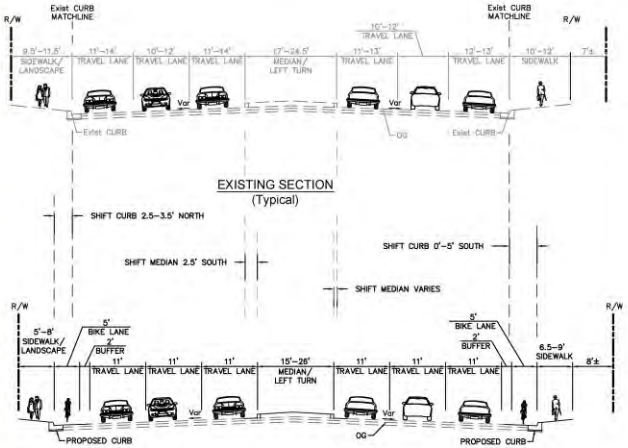
A number of corridors were selected to provide more in-depth recommendations for improving the walking and bicycling environment. These corridors were selected because they provide key connectivity and have high potential for walking and bicycling. The corridors include:

- Clayton Road: Farm Bureau Road to Ygnacio Valley Road (Kirker Pass)
- Monument Boulevard: City Limit to Cowell Road
- Willow Pass Road: Lynwood Drive to North 6th Street

EXISTING




PROPOSED




IMPORTANT NOTES:

- UTILITY BOXES LOCATED SB NEAR INTERSECTION OF FARM BUREAU RD AND CLAYTON RD
- LANDSCAPING LOCATED NB AND SB ALONG LENGTH OF SEGMENT
- LIGHT POLES LOCATED NB AND SB AND MEDIAN ALONG LENGTH OF SEGMENT
- PALM TREE LOCATED NB BETWEEN ROSAL LN AND CAPE COD WAY
- UTILITY BOXES LOCATED NB NEAR INTERSECTION OF DENKINGER RD AND CLAYTON RD
- UTILITY BOXES LOCATED NB NEAR INTERSECTION OF THORNWOOD DR AND CLAYTON RD
- DUAL LEFT TURN LANES SB AT DENKINGER ROAD. ONLY 108' OF R/W AVAILABLE IN THIS LOCATION, AND 112' IS REQUIRED.
  1. EXCLUDE BIKE LANE BUFFERS
  2. ACQUIRE 4' OF LAND FOR NB SIDEWALK, APPROXIMATE AREA= 2800 SQF
  3. NO MEDIAN NOSE, TRANSITION RAISED MEDIAN TO STRIPED MEDIAN.
  4. IF MEDIAN IS REQUIRED FOR POLES, AND ADDITIONAL 2' WILL HAVE TO BE ACQUIRED. APPROXIMATE AREA= 1400 SQF
- SHENONE CT INTERSECTION DESING EXCEPTIONS (TO COMPLY WITH PROJECT No.2284):
  1. SHIFT SB CURB NORTH 2'
  2. SHIFT NB CURB SOUTH 3.5'
  3. PROVIDE 8' SB SIDEWALK
  4. PROVIDE 6.5' NB SIDEWALK
  5. 5' BIKE LANES PROVIDED IN NB AND SB DIRECTIONS
  6. BIKE LANE BUFFERS EXCLUDED IN THIS LOCATION

SIDEWALK GAPS:

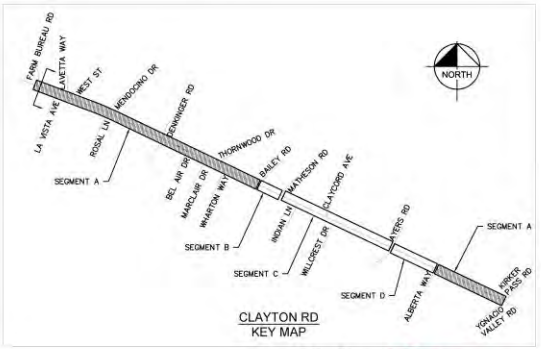
- NONE

BUS STOPS TO BE RELOCATED:

- EB BUS STOP BETWEEN FARM BUREA ROAD AND LA VISTA LANE
- EB BUS STOP BETWEEN WEST STREET AND ROSAL LANE
- WB BUS STOP BETWEEN WEST STREET AND ROSAL LANE
- WB BUS STOP BETWEEN ROSAL LANE AND CAPE COD WAY
- EB BUS STOP BETWEEN CAPE COD WAY AND DENKINGER COURT
- WB BUS STOP BETWEEN CAPE COD WAY AND DENKINGER COURT
- EB BUS STOP BETWEEN GLAZIER DRIVE AND BEL AIR DRIVE
- WB BUS STOP BETWEEN GLAZIER DRIVE AND BEL AIR DRIVE
- WB BUS STOP MARCLAIR DRIVE AND THORNWOOD DRIVE
- EB BUS STOP BETWEEN THORNWOOD DRIVE WHARTON WAY
- EB BUS STOP BETWEEN RISHELL DRIVE AND BAILEY ROAD
- WB BUS STOP BETWEEN RISHELL DRIVE AND BAILEY ROAD
- EB BUST STOP BETWEEN BALHAN DRIVE AND SCHENONE COURT
- WB BUST STOP BETWEEN BALHAN DRIVE AND SCHENONE COURT
- EB BUST STOP BETWEEN ALLEGRO AVENUE AND KIRKER PASS ROAD
- WB BUST STOP BETWEEN ALLEGRO AVENUE AND KIRKER PASS ROAD

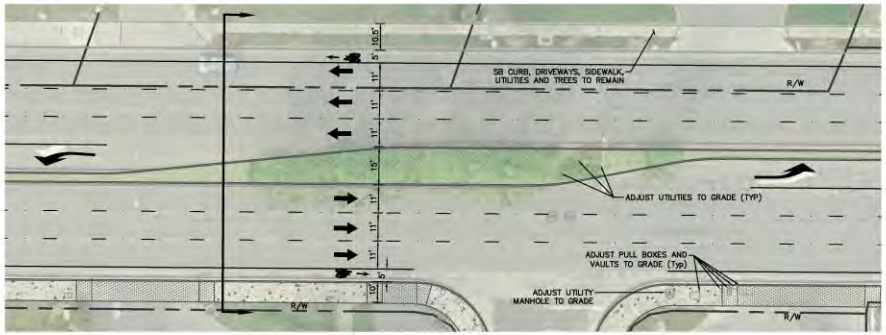
NORTH

CLAYTON RD (SEGMENT A): TYPICAL
(BETWEEN FARM BUREAU RD AND BAILEY RD)




Kimley»Horn

EXISTING

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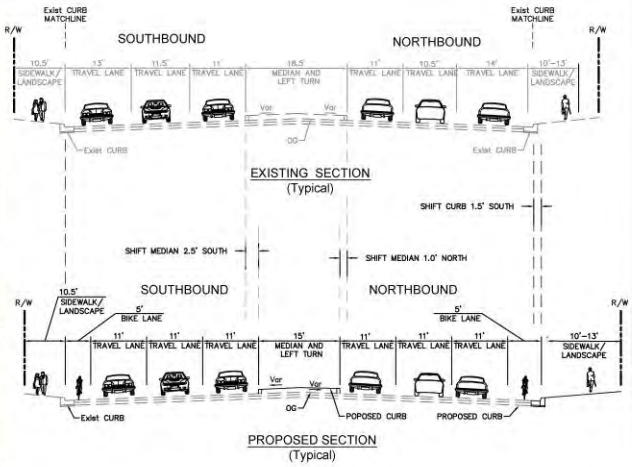
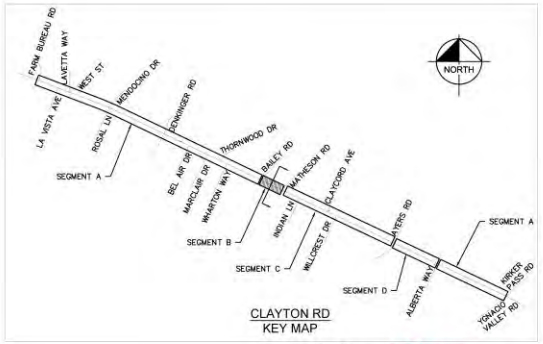



IMPORTANT NOTES:

–

SIDEWALK GAPS:

– NONE

BUS STOPS TO BE RELOCATED:

– NONE

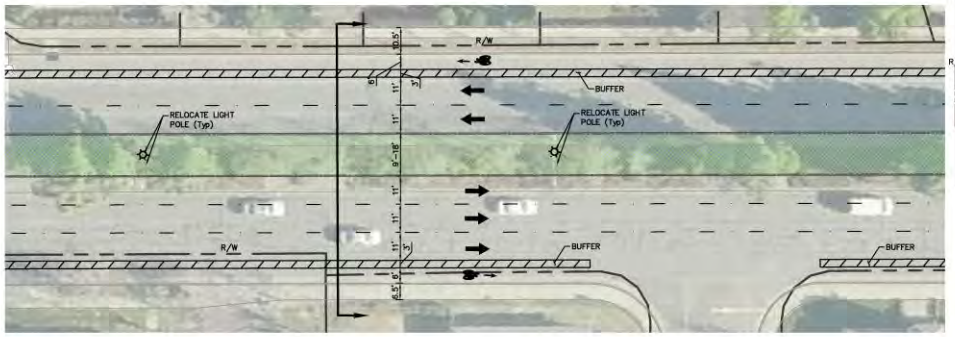
NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

CLAYTON RD (SEGMENT B): TYPICAL
(BETWEEN BAILEY RD AND MATHESON RD)

Kimley»Horn

EXISTING

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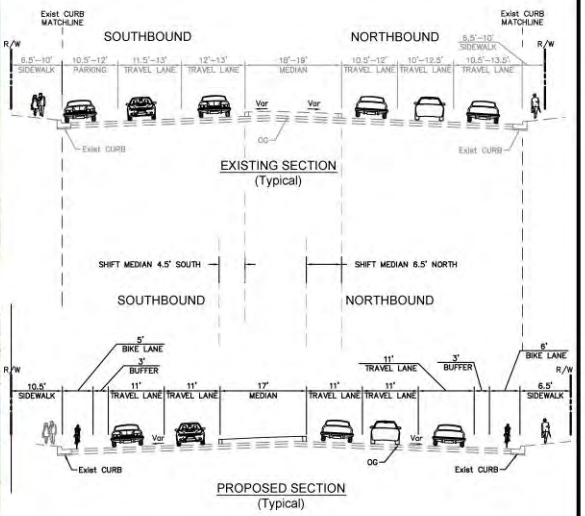
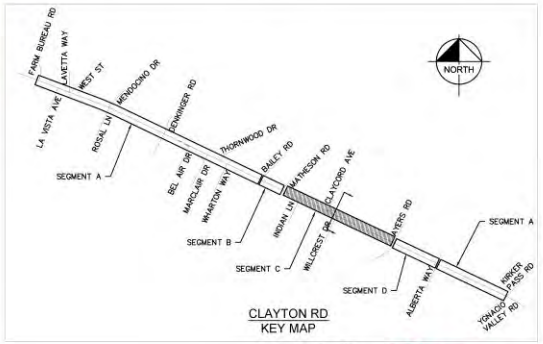



IMPORTANT NOTES:

- ON STTREET PARKING NB TO BE REMOVED
- LANDSCAPING AND TREES LOCATED NB

SIDEWALK GAPS:

- NONE

BUS STOPS TO BE RELOCATED:

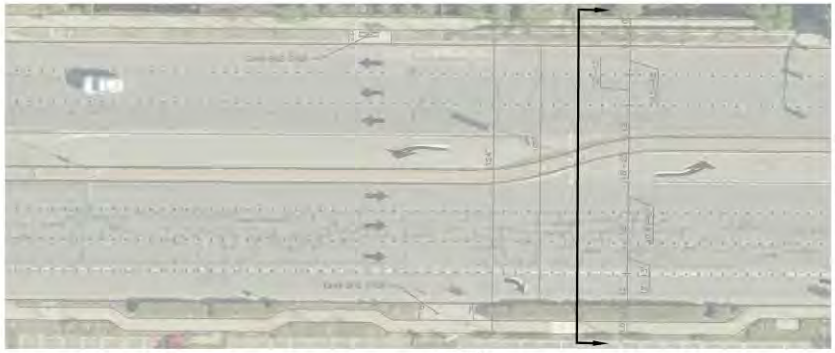
- WB BUS STOP BETWEEN MATHESON ROAD AND INDIAN LANE
- WB BUS STOP BETWEEN BASSET DRIVE AND CLAYCORD AVENUE
- WB BUS STOP BETWEEN NEWHALL DRIVE AND HEATHER PARKWAY

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

CLAYTON RD (SEGMENT C): TYPICAL
(BETWEEN MATHESON RD AND AYERS RD)

Kimley»Horn



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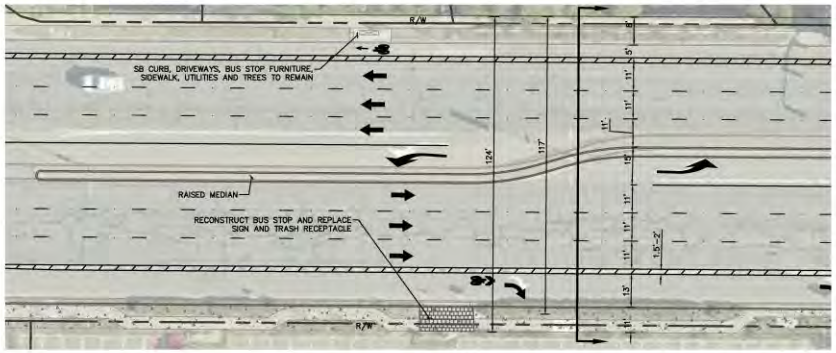


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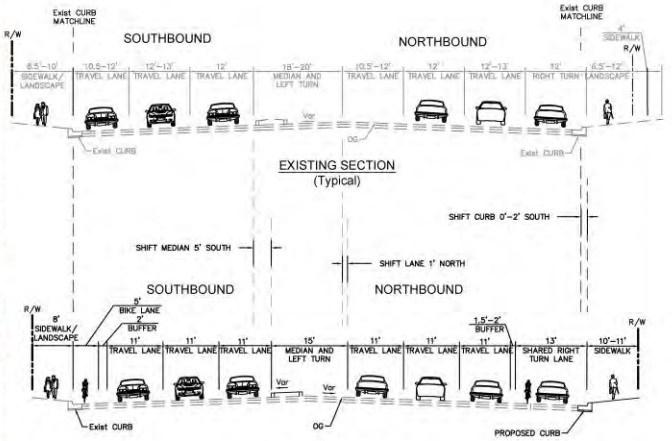



**IMPORTANT NOTES:**

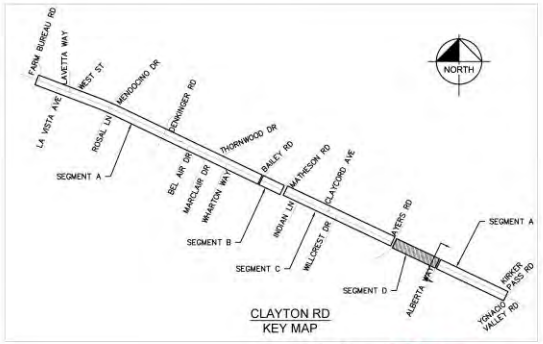
- BUS STOP LOCATED SB NEAR THE INTERSECTION OF AYERS RD AND CLAYTON RD
- LARGE TREE LOCATED NB NEAR THE INTERSECTION OF AYERS AND CLAYTON RD

**SIDEWALK GAPS:**

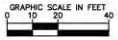
- NONE

**BUS STOPS TO BE RELOCATED:**

- EB BUS STOP BETWEEN AYERS ROAD AND TALISMAN WAY
- EB BUS STOP BETWEEN TALISMAN WAY AND TERRY LYNN LANE



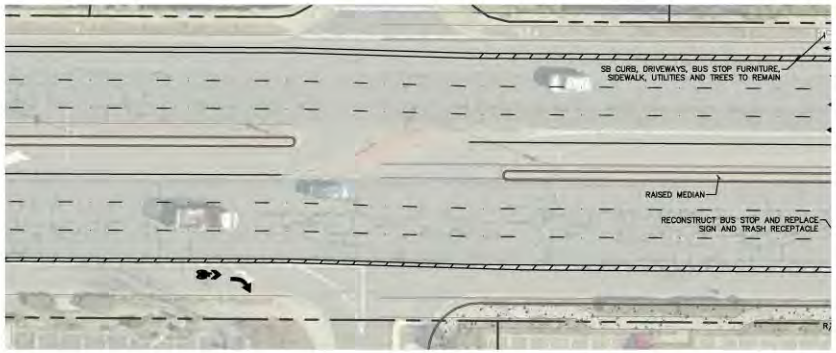





## CLAYTON RD (SEGMENT D): TYPICAL (BETWEEN AYERS RD AND ALBERTA WAY)

Kimley»Horn

EXISTING

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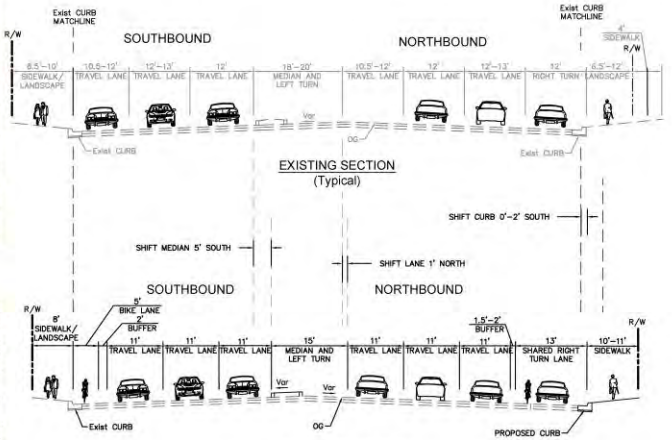
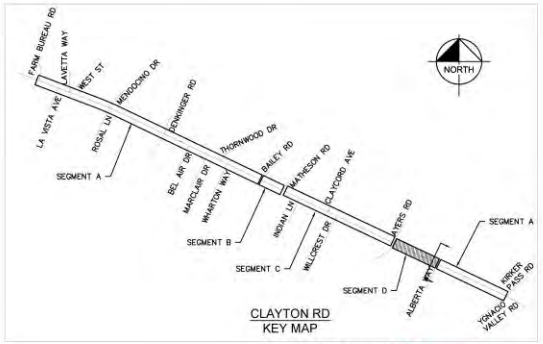



IMPORTANT NOTES:

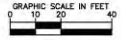
- BUS STOP LOCATED SB NEAR THE INTERSECTION OF AYERS RD AND CLAYTON RD
- LARGE TREE LOCATED NB NEAR THE INTERSECTION OF AYERS AND CLAYTON RD

SIDEWALK GAPS:

- NONE

BUS STOPS TO BE RELOCATED:

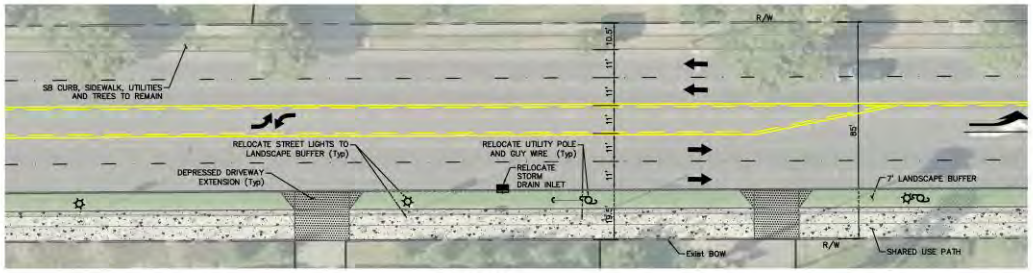
- EB BUS STOP BETWEEN AYERS ROAD AND TALISMAN WAY
- EB BUS STOP BETWEEN TALISMAN WAY AND TERRY LYNN LANE


CLAYTON RD (SEGMENT D): TYPICAL
(BETWEEN AYERS RD AND ALBERTA WAY)

Kimley»Horn

EXISTING

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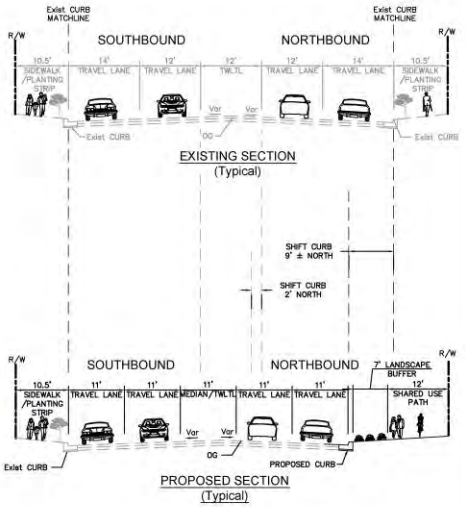
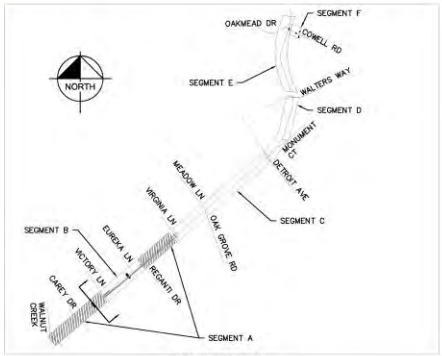



MONUMENT BLVD
KEY MAP

IMPORTANT NOTES:

- UTILITY BOX LOCATED SB IN THE NE MOST CORNER OF MOHR LANE INTERSECTION
- UTILITY AND LIGHT POLES LOCATED NB THROUGH LENGTH OF SEGMENT
- LANDSCAPING AND TREES LOCATED NB FROM NURSERY LANE TO VICTORY LANE.
- ADDITIONAL SB MERGING LANE NEAR INTERSECTION OF VIRGINIA LANE
- ADDITIONAL SB RIGHT TURN LANE BEFORE LACEY LANE

SIDEWALK GAPS:

- NONE

BUS STOPS TO BE RELOCATED:

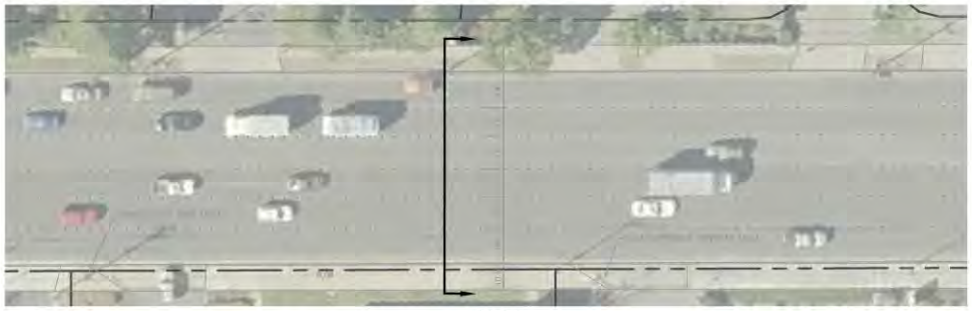
- NB BUS STOP BETWEEN WALNUT CREEK AND MOHR LANE
- SB BUS STOP BETWEEN WALNUT CREEK AND MOHR LANE
- NB BUS STOP BETWEEN REGANTI DRIVE AND VIRGINIA LANE
- SB BUS STOP BETWEEN REGANTI DRIVE AND VIRGINIA LANE

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

MONUMENT BLVD (SEGMENT A): TYPICAL
(BETWEEN CAREY DR AND VICTORY LN)

Kimley»Horn



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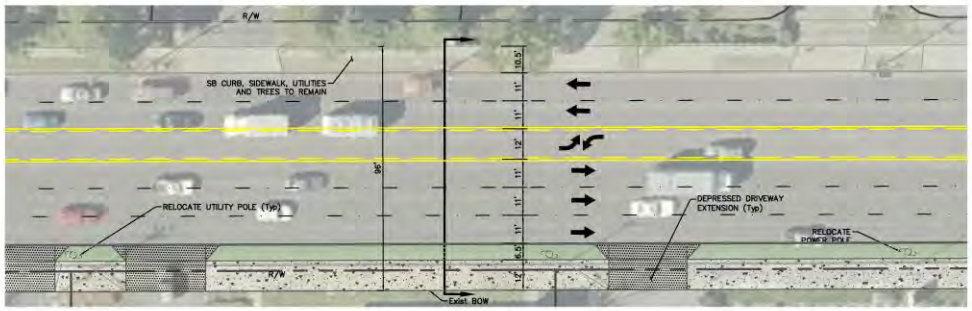


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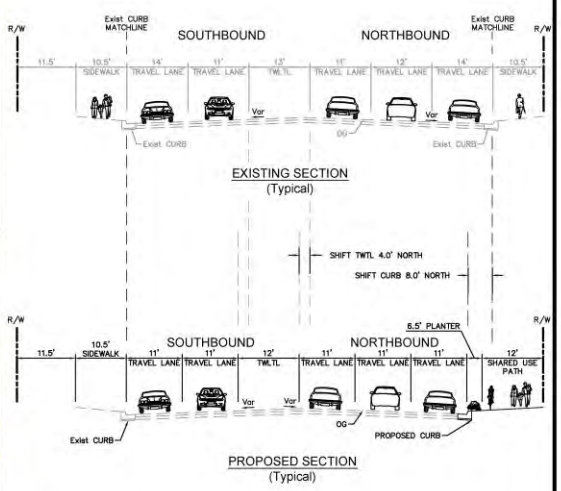



EXISTING SECTION
(Typical)




PROPOSED SECTION
(Typical)

IMPORTANT NOTES:

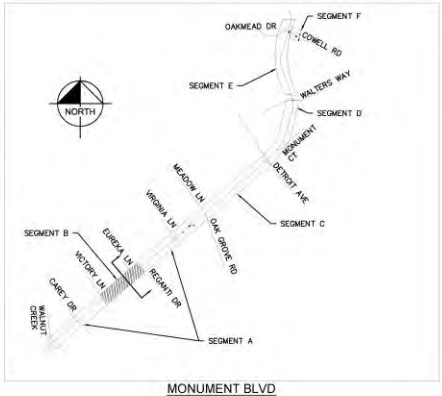
- POWER POLES LOCATED SB THROUGH LENGTH OF SEGMENT

SIDEWALK GAPS:

- NONE

BUS STOPS TO BE RELOCATED:

- NB BUS STOP BETWEEN VICTORY LANE AND EUREKA LANE
- SB BUS STOP BETWEEN VICTORY LANE AND EUREKA LANE
- NB BUS STOP BETWEEN EUREKA LANE AND REGANTI DRIVE



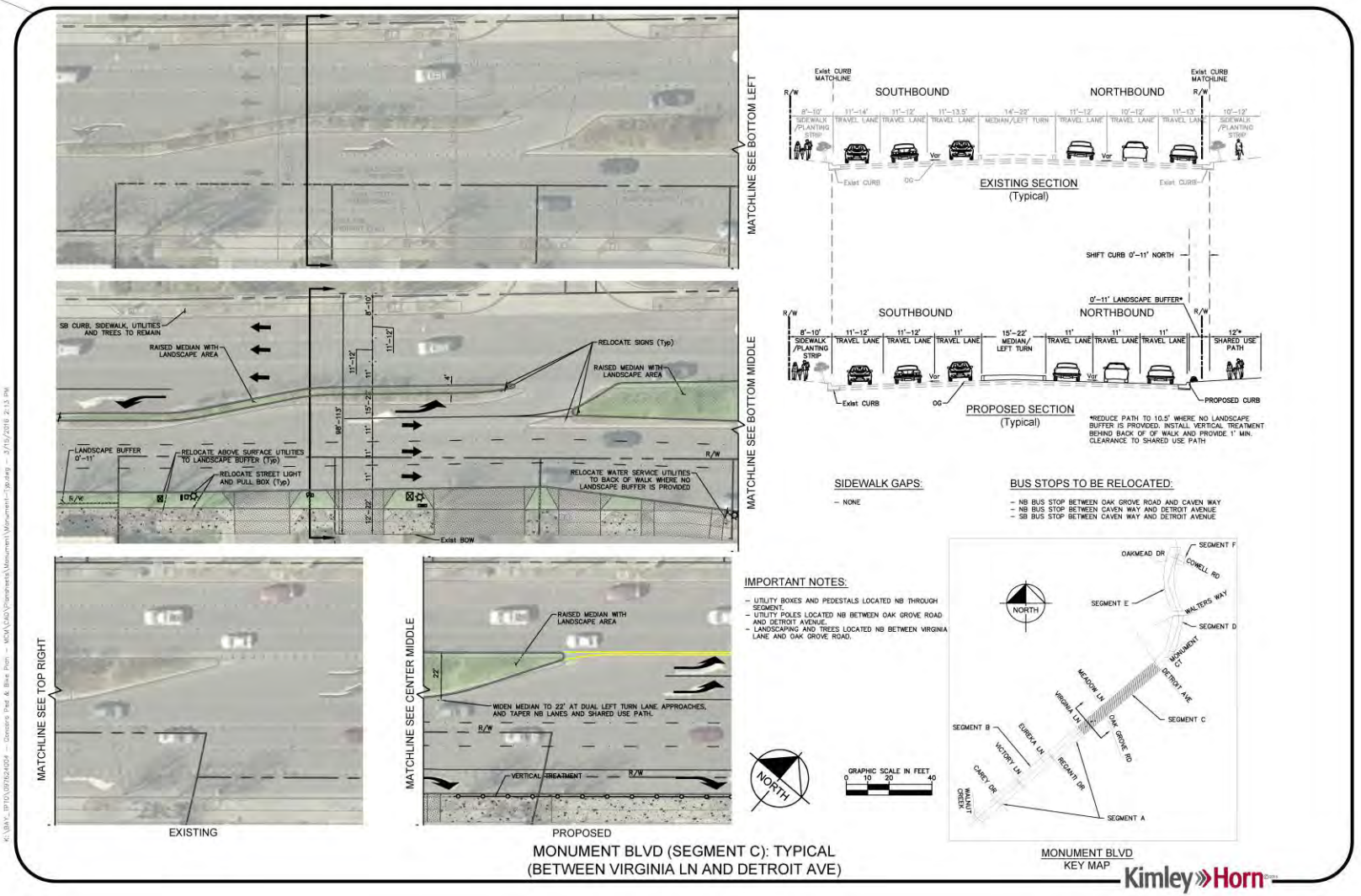

MONUMENT BLVD
KEY MAP

NORTH

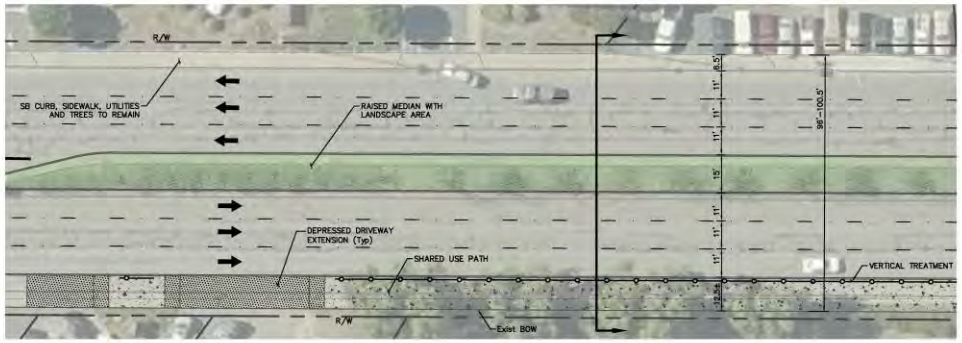
GRAPHIC SCALE IN FEET
0 10 20 40

MONUMENT BLVD (SEGMENT B): TYPICAL
(BETWEEN VICTORY LN AND REGANTI DR)

Kimley»Horn


MATCHLINE SEE BOTTOM LEFT
MATCHLINE SEE BOTTOM MIDDLE
MATCHLINE SEE TOP RIGHT
MATCHLINE SEE CENTER MIDDLE
SB CURB: SIDEWALK, UTILITIES AND TREES TO REMAIN
RAISED MEDIAN WITH LANDSCAPE AREA
RELOCATE SIGNS (Typ)
LANDSCAPE BUFFER 0'-11'
RELOCATE ABOVE SURFACE UTILITIES TO LANDSCAPE BUFFER (Typ)
RELOCATE STREET LIGHT AND PULL BOX (Typ)
RELOCATE WATER SERVICE UTILITIES TO BACK OF WALK WHERE NO LANDSCAPE BUFFER IS PROVIDED
Exist BOW
EXISTING
WIDEN MEDIAN TO 22' AT DUAL LEFT TURN LANE APPROACHES, AND TAPER NB LANES AND SHARED USE PATH.
VERTICAL TREATMENT
PROPOSED
Exist CURB MATCHLINE
SOUTHBOUND
NORTHBOUND
SIDEWALK /PLANTING STRIP
TRAVEL LANE
MEDIAN/LEFT TURN
EXISTING SECTION
(Typical)
SHIFT CURB 0'-11' NORTH
0'-11' LANDSCAPE BUFFER*
SHARED USE PATH
PROPOSED CURB
PROPOSED SECTION
(Typical)
*REDUCE PATH TO 10.5' WHERE NO LANDSCAPE BUFFER IS PROVIDED. INSTALL VERTICAL TREATMENT BEHIND BACK OF OF WALK AND PROVIDE 1' MIN. CLEARANCE TO SHARED USE PATH
SIDEWALK GAPS:
- NONE
BUS STOPS TO BE RELOCATED:
- NB BUS STOP BETWEEN OAK GROVE ROAD AND CAVEN WAY
- NB BUS STOP BETWEEN CAVEN WAY AND DETROIT AVENUE
- SB BUS STOP BETWEEN CAVEN WAY AND DETROIT AVENUE
IMPORTANT NOTES:
- UTILITY BOXES AND PEDESTALS LOCATED NB THROUGH SEGMENT.
- UTILITY POLES LOCATED NB BETWEEN OAK GROVE ROAD AND DETROIT AVENUE.
- LANDSCAPING AND TREES LOCATED NB BETWEEN VIRGINIA LANE AND OAK GROVE ROAD.
NORTH
GRAPHIC SCALE IN FEET
0 10 20 40
OAKMEAD DR
COWELL RD
WALTERS WAY
SEGMENT F
SEGMENT E
SEGMENT D
MONUMENT CI
MEADOW LN
VIRGINIA LN
DETROIT AVE
OAK GROVE RD
SEGMENT C
SEGMENT B
EUREKA LN
VICTORY LN
REGENT DR
CAREY DR
WALNUT GREEN
SEGMENT A
MONUMENT BLVD
KEY MAP
MONUMENT BLVD (SEGMENT C): TYPICAL
(BETWEEN VIRGINIA LN AND DETROIT AVE)
Kimley»Horn

EXISTING

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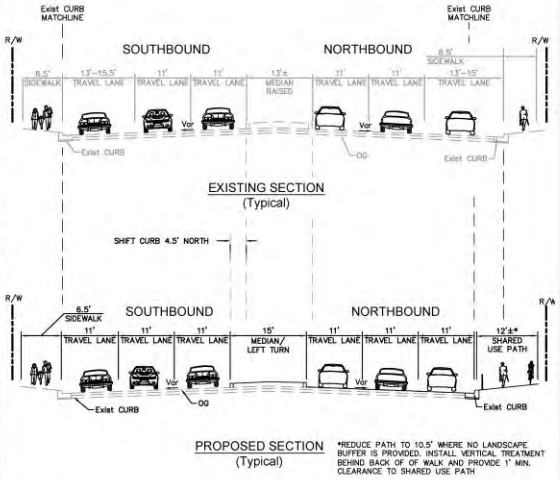



IMPORTANT NOTES:

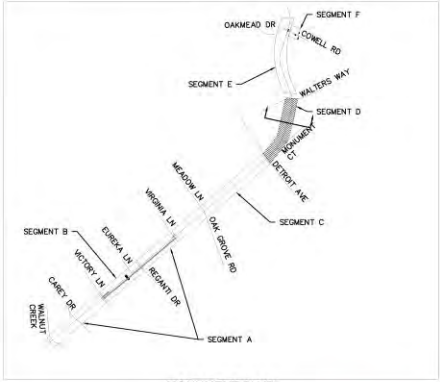
- POWER POLES LOCATED NB BETWEEN DETROIT AVENUE AND MONUMENT COURT

SIDEWALK GAPS:

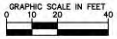
- NONE

BUS STOPS TO BE RELOCATED:

- NB BUS STOP BETWEEN MONUMENT COURT AND WALTERS WAY
- SB BUS STOP BETWEEN MONUMENT COURT AND WALTERS WAY

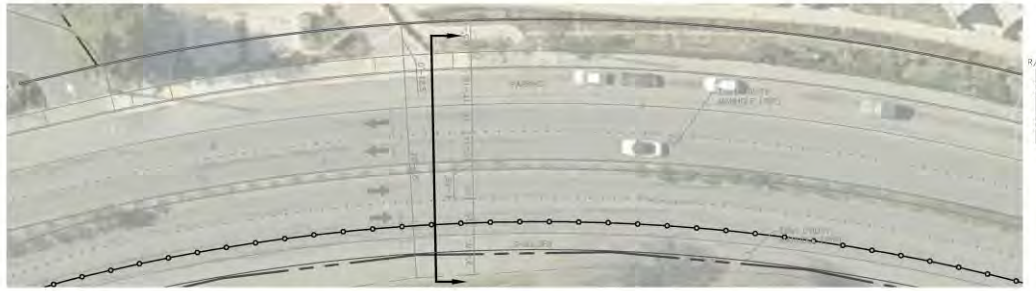



MONUMENT BLVD
KEY MAP


MONUMENT BLVD (SEGMENT D): TYPICAL
(BETWEEN DETROIT AVE AND WALTERS RD)

Kimley»Horn



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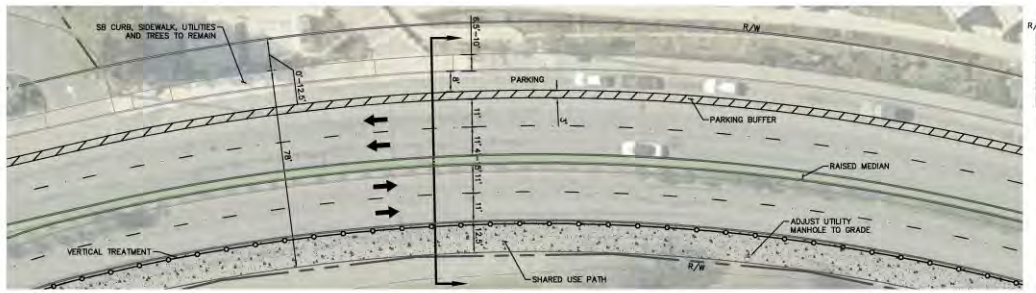


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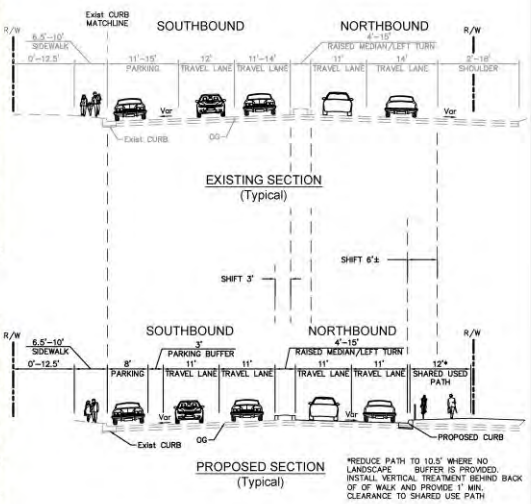
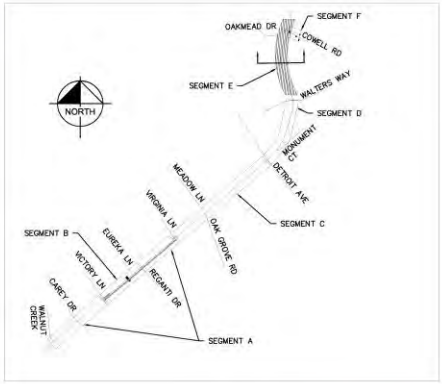



IMPORTANT NOTES:

- LARGE TREES NB ALONG LENGTH OF SEGMENT, DESIGN PHASE WILL NEED TO VERIFY CLEARANCE
- SB PARKING AND PARKING BUFFER BECOMES A RIGHT TURN LANE AT WALTERS WAY

SIDEWALK GAPS:

- NB BETWEEN WALTERS WAY AND COWELL ROAD

BUS STOPS TO BE RELOCATED:

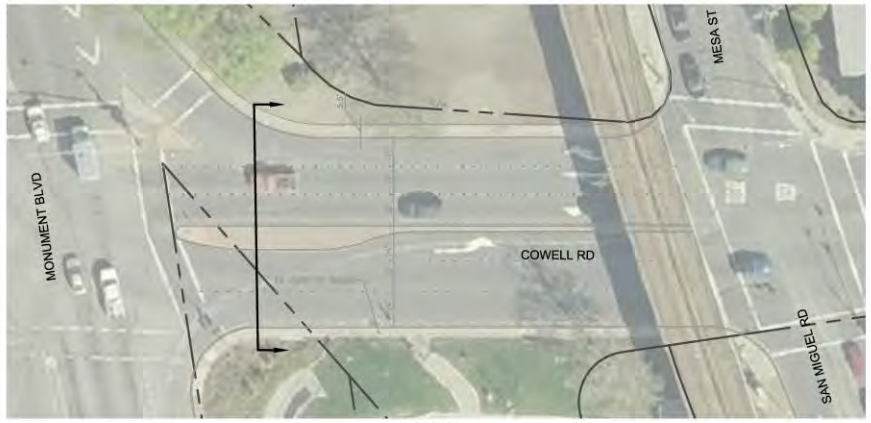
- NB BUS STOP BETWEEN WALTERS WAY AND COWELL ROAD
- SB BUS STOP BETWEEN WALTERS WAY AND COWELL ROAD

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

MONUMENT BLVD (SEGMENT E): TYPICAL
(BETWEEN WALTERS WAY AND COWELL RD)

Kimley»Horn

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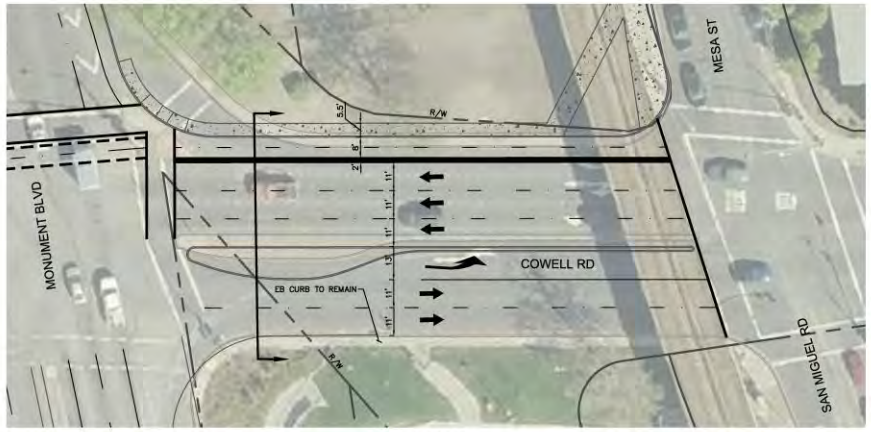


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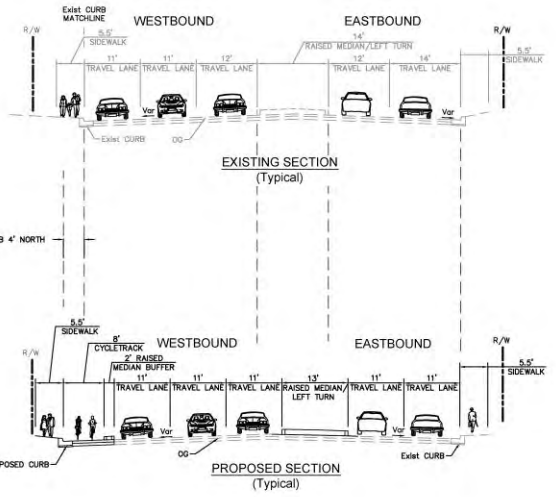
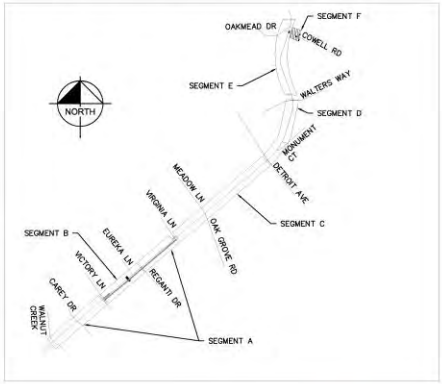



NORTH

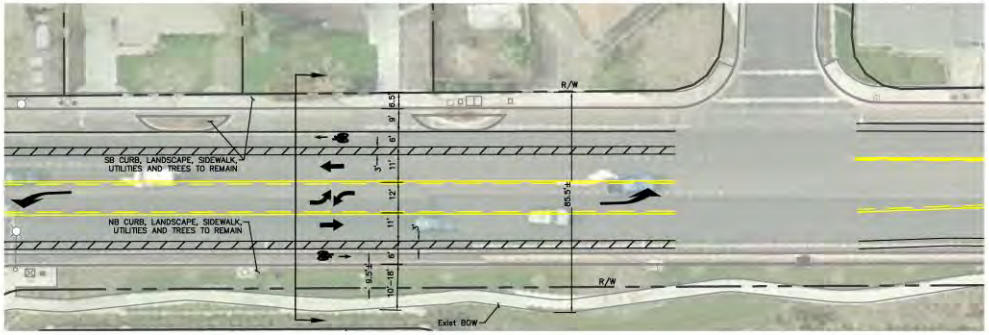
GRAPHIC SCALE IN FEET
0 10 20 40

COWELL RD (SEGMENT F): TYPICAL
(BETWEEN MONUMENT BLVD AND MESA ST)

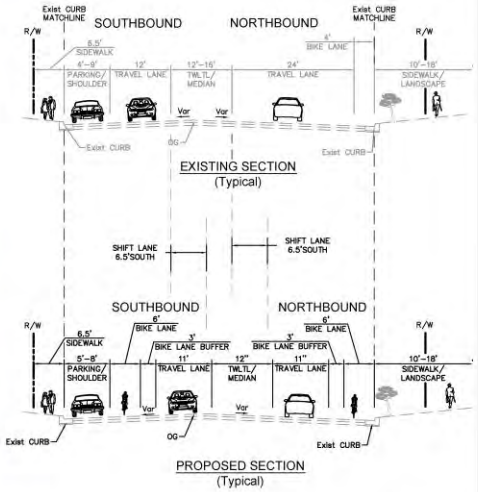
Kimley»Horn

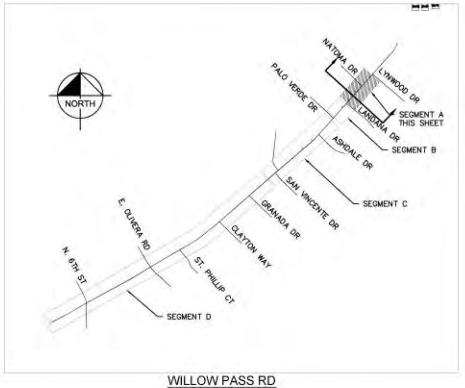
SHARED USE PATH

EXISTING




PROPOSED




WILLOW PASS RD
KEY MAP

**IMPORTANT NOTES:**

- NONE

**SIDEWALK GAPS:**

- WB BETWEEN NATOMA DRIVE AND LYNWOOD DRIVE

**BUS STOPS TO BE RELOCATED:**

- NONE

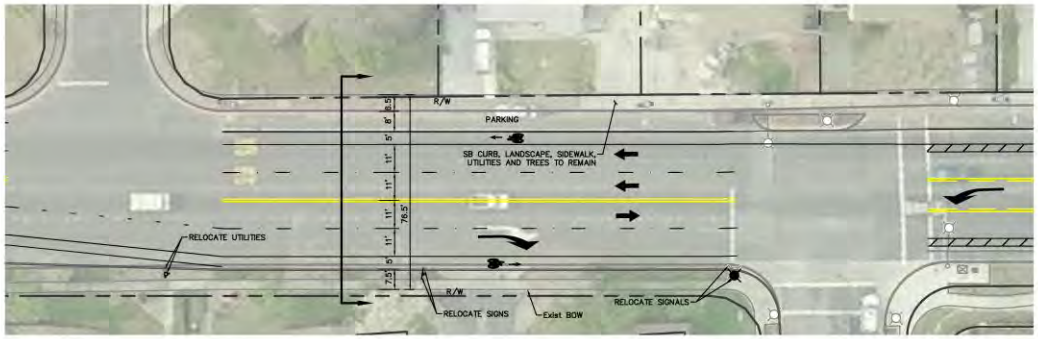
NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

## WILLOW PASS RD (SEGMENT A): TYPICAL (BETWEEN LYNWOOD DR AND LANDANA DR)

Kimley»Horn

EXISTING




PROPOSED

IMPORTANT NOTES:

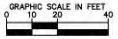
- TREES LOCATED NB IN CONFLICT WITH ROAD WIDENING TO BE REMOVED

SIDEWALK GAPS:

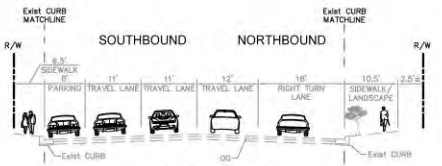
- WB BETWEEN PALO VERDE DRIVE AND 200' BEYOND PALO VERDE DRIVE

BUS STOPS TO BE RELOCATED:

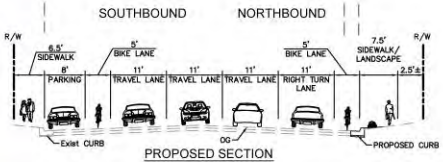
- NONE

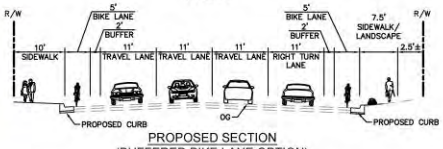

WILLOW PASS RD (SEGMENT B): TYPICAL
(BETWEEN LANDANA DR AND PALO VERDE DR)



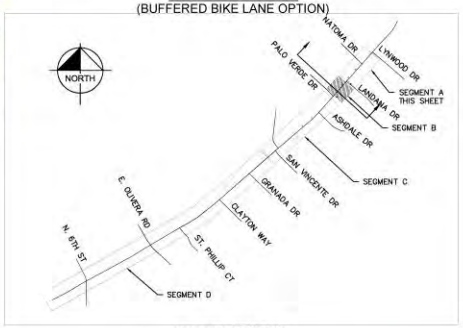

EXISTING SECTION
(Typical)




PROPOSED SECTION
(Typical)

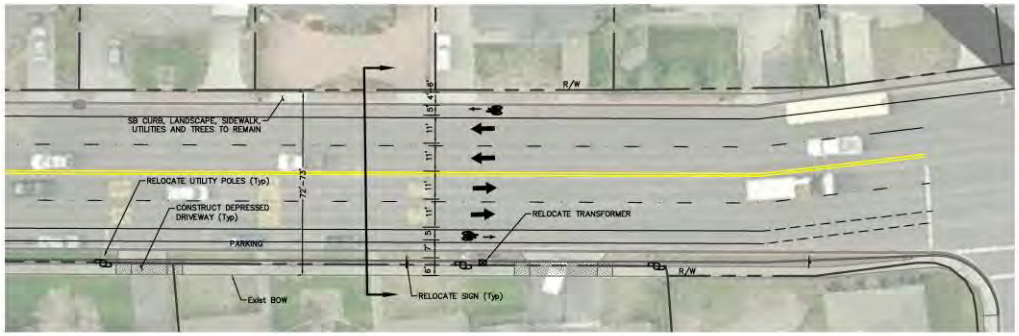



PROPOSED SECTION
(BUFFERED BIKE LANE OPTION)

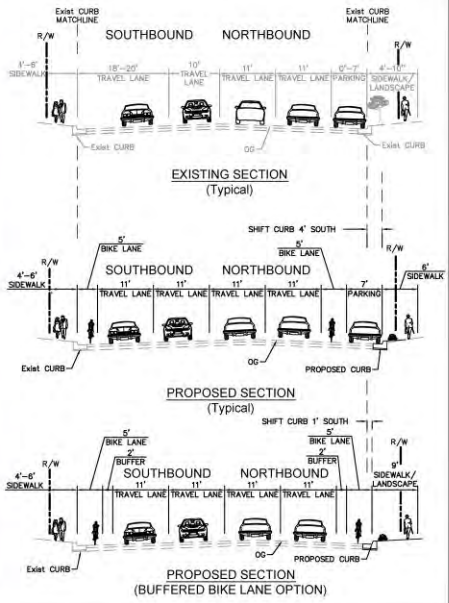


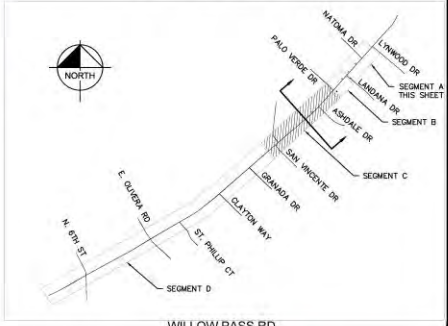

WILLOW PASS RD
KEY MAP

Kimley»Horn


PROPOSED




**IMPORTANT NOTES:**

- UTILITY POLES LOCATED NB THROUGH LENGTH OF SEGMENT
- TREES LOCATED NB IN CONFLICT WITH ROAD WIDENING
- STORM DRAIN INLETS LOCATED NB THROUGH LENGTH OF SEGMENT
- DRIVEWAYS LOCATED NB THROUGH LENGTH OF SEGMENT TO BE RECONSTRUCTED

**SIDEWALK GAPS:**

- WB BETWEEN SAN VINCENTE DRIVE TO PALO VERDE DRIVE

**BUS STOPS TO BE RELOCATED:**

- EB BUS STOP BETWEEN SAN VINCENTE DRIVE AND ASHDALE DRIVE

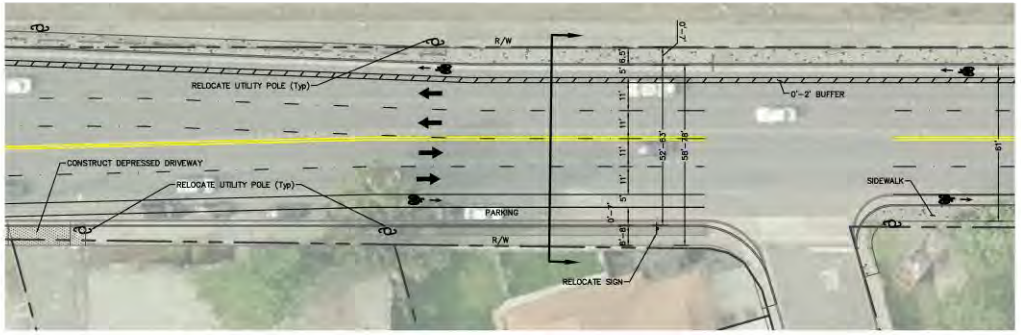
NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

WILLOW PASS RD (SEGMENT C): TYPICAL
(BETWEEN ASHDALE DR AND SAN VINCENTE DR)

Kimley»Horn

EXISTING




PROPOSED

**IMPORTANT NOTES:**

- UTILITY POLES LOCATED NB AND SB THROUGH LENGTH OF SEGMENT.
- DRIVEWAYS LOCATED NB THROUGH LENGTH OF SEGMENT TO BE RECONSTRUCTED.
- TRANSITION BIKE LANE BUFFER TO 0' BEFORE GRANADA DR.

**SIDEWALK GAPS:**

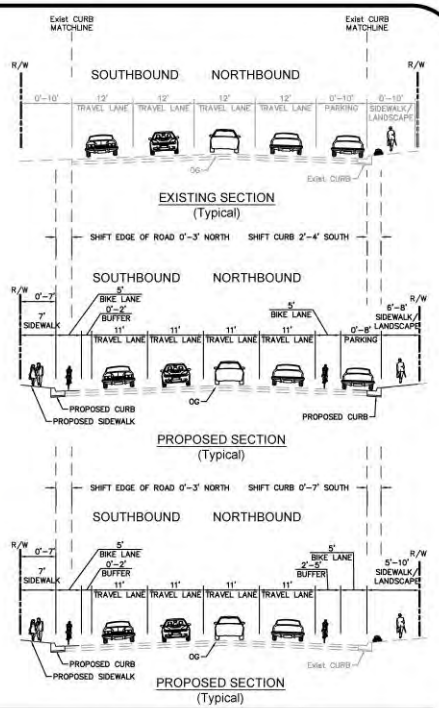
- WB BETWEEN NORTH 16TH STREET AND 245' BEYOND GRANADA DRIVE
- EB BETWEEN ST PHILLIP COURT AND 180' BEYOND MALTA CIRCLE
- EB BETWEEN GRANADA DRIVE AND 345' BEYOND GRANADA DRIVE

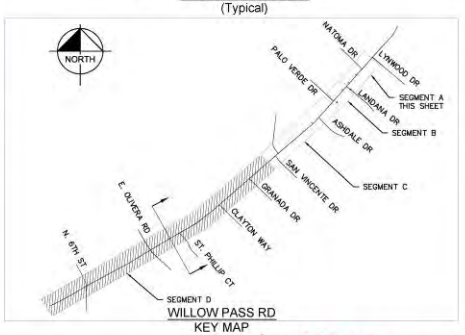
**BUS STOPS TO BE RELOCATED:**

- EB BUS STOP BETWEEN NORTH 5TH STREET AND NORTH 6TH STREET
- WB BETWEEN NORTH 6TH STREET AND EAST OLIVER ROAD
- EB BETWEEN NORTH 6TH STREET AND EAST OLIVER ROAD
- WB BETWEEN EAST OLIVER ROAD AND SAINT PHILLIP COURT

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40




WILLOW PASS RD (SEGMENT D): TYPICAL
(BETWEEN SAN VICENTE DR AND N. 6TH ST)

Kimley»Horn

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# Municipal Code Revisions

Appendix F

# Municipal Code Revisions

This appendix presents recommended changes to Concord Municipal Code. Deletions are shown with a strike through and additions are underlined.

Chapter 10.45 Bicycles

~~10.45.010 License required.~~

~~No person shall operate or use a bicycle propelled wholly or in part by muscular power upon any streets or public highways of the city without first obtaining from the Chief of Police a license therefor.~~

~~10.45.020 Issuance of license and identification symbol.~~

~~(a) The Chief of Police is hereby authorized and directed to issue bicycle licenses upon written application therefor.~~

~~(b) The Chief of Police is hereby authorized and directed to stamp or imprint a Concord identification symbol on the bicycle frame.~~

~~(Code 1965, § 3301; Code 2002, § 106-482. Ord. No. 778; Ord. No. 886; Ord. No. 870)~~

~~10.45.030 Form of license; record of licenses; attachment of license to bicycle.~~

~~The city shall provide appropriate licenses for each license period. The licenses shall be numbered serially and shall indicate the license period for which they are issued. The license shall be attached to the frame of the licensed bicycle. The license shall remain attached during the license period. The Chief of Police shall keep a record of the date of issuance of each license, the person to whom issued, the number thereof, and the frame number and name of manufacturer, if any, of said bicycle.~~

~~(Code 1965, § 3302; Code 2002, § 106-483. Ord. No. 139; Ord. No. 687)~~

~~10.45.060 Report of change of ownership; transfer of license.~~

~~It shall be the duty of every person who sells or transfers ownership of any bicycle to report such sale or transfer to the Chief of Police, together with the name and address of the person to whom the bicycle was sold or transferred. The report shall be made within five~~

~~days of the date of sale or transfer. It shall be the duty of the purchaser or transferee of the bicycle to apply for a transfer of registration therefor, within five days of sale or transfer.~~

~~(Code 1965, § 3305; Code 2002, § 106-486. Ord. No. 139; Ord. No. 687)~~

~~10.45.070 Removal of identification number or symbol.~~

~~It shall be unlawful for any person to willfully remove, destroy, mutilate, or alter the bicycle manufacturer's serial number or identifying mark, or the city's identification symbol.~~

~~(Code 1965, § 3306; Code 2002, § 106-487. Ord. No. 870)~~

~~10.45.080 Removing or altering license.~~

~~No person shall remove, destroy, mutilate, or alter any license during the license period.~~

~~(Code 1965, § 3307; Code 2002, § 106-488. Ord. No. 139; Ord. No. 687; Ord. No. 778)~~

10.45.090 License fees.

~~License fees shall be paid as follows:~~

~~(1) Three dollars for the issuance of a permanent license while such bicycle is in the possession of the owner to whom the license is issued herein. In the event of a change or transfer of ownership of the bicycle, a new permanent license fee of $1.50 shall be paid by the new owner or transferee to the city.~~

~~(2) Fifty cents for the issuance of a duplicate license to replace a license which has been destroyed, obliterated, or removed from the bicycle.~~

~~(Code 1965, § 3308; Code 2002, § 106-489. Ord. No. 870; Ord. No. 929)~~

10.45.120 Riding in group.

~~Persons riding or operating bicycles in the city shall not ride more than two abreast, except on paths or parts of a roadway set aside for the exclusive use of bicycles; provided, further, that persons riding bicycles on the sidewalk shall do so in single file.~~

10.45.190 Parking.

No person shall park any bicycle ~~against windows or parking meters or~~ on the main traveled portion of the sidewalk~~, nor~~ or in such manner as to constitute a hazard to pedestrians, traffic, or property. If there are no bicycle racks or other facilities intended to be used for parking of bicycles in the vicinity, bicycles may be parked on the sidewalk in an upright position parallel to and within 24 inches of the curb, so long as a clear walkway is maintained that meets current Americans with Disabilities Act (ADA) guidance. Bicycles shall not be parked against trees.

10.45.240 Riding on sidewalks. It shall be unlawful for any person to ride or operate any bicycle ~~with the wheel size in excess of 20 inches~~ on any sidewalk ~~in front of stores, schools, or buildings used for business purposes.~~ except for juveniles twelve (12) years of age, or under, exercising due care and yielding to all pedestrians the right-of-way.

# Funding Sources

**Appendix G**

# Funding Sources

## FEDERAL SOURCES

### Fixing America's Surface Transportation Act (FAST Act)

The FAST Act, which replaced Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2015, provides long-term funding certainty for surface transportation projects, meaning States and local governments can move forward with critical transportation projects with the confidence that they will have a Federal partner over the long term (at least five years).

The law makes changes and reforms to many Federal transportation programs, including streamlining the approval processes for new transportation projects and providing new safety tools. It also allows local entities that are direct recipients of Federal dollars to use a design publication that is different than one used by their State DOT, such as the *Urban Bikeway Design Guide by the* National Association of City Transportation Officials.

*More information:* https://www.transportation.gov/fastact

#### Surface Transportation Block Grant Program (STBGP)

The Surface Transportation Block Grant Program (STBGP) provides states with flexible funds which may be used for a variety of highway, road, bridge, and transit projects. A wide variety of bicycle and pedestrian improvements are eligible, including trails, sidewalks, bike lanes, crosswalks, pedestrian signals, and other ancillary facilities. Modification of sidewalks to comply with the requirements of the Americans with Disabilities Act (ADA) is also an eligible activity. Unlike most highway projects, STBGP-funded pedestrian facilities may be located on local and collector roads which are not part of the Federal-aid Highway System.

Fifty percent of each state's STBGP funds are suballocated geographically by population. In Concord, funds are funneled through the California Department of Transportation (Caltrans) to the Metropolitan Transportation Commission (MTC) and the other MPOs in the state. The remaining 50 percent may be spent in any area of the state.

## STBGP Set-Aside: Transportation Alternatives Program

Transportation Alternatives Program (TAP) has been folded into the Surface Transportation Block Grant Program (STBGP) as a set-aside funded at $835 million for 2016 and 2017, and $850 million for 2018, 2019, and 2020. Up to 50 percent of the set-aside is able to be transferred for broader STBGP eligibility.

Improvements eligible for this set-aside fall under three categories: Transportation Enhancements (TE), Safe Routes to School (SR2S), and the Recreational Trails Program (RTP). These funds may be used for a variety of pedestrian and streetscape projects including sidewalks, multi-use paths, and rail-trails. TAP funds may also be used for selected education and encouragement programming such as Safe Routes to School.

Non-profit organizations (NGOs) are now eligible to apply for funding for transportation safety projects and programs, including Safe Routes to School programs and bike share.

Complete eligibilities for TAP include:

1. **Transportation Alternatives**. This category includes the construction, planning, and design of a range of pedestrian infrastructure including "on–road and off–road trail facilities for pedestrians, bicyclists, and other active forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety–related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990." Infrastructure projects and systems that provide "Safe Routes for Non-Drivers" is still an eligible activity.

2. **Recreational Trails.** TAP funds may be used to develop and maintain recreational trails and trail-related facilities for both active and motorized recreational trail uses. Examples of trail uses include hiking, in-line skating, equestrian use, and other active and motorized uses. These funds are available for both paved and unpaved trails, but may not be used to improve roads for general passenger vehicle use or to provide shoulders or sidewalks along roads.

3. **Safe Routes to School.** The Safe Routes to School (SRTS) program aims to increase the number of children walking and bicycling to school by making it safer for them to do so. All school levels are eligible, from Transitional Kindergarten through 12$^{th}$ grade.

4. **Planning, designing, or constructing roadways within the right-of-way of former Interstate routes or divided highways.** At the time of writing, detailed guidance from the Federal Highway Administration on this new eligible activity was not available.

These programs are funding in California through the Active Transportation Program.

### 405 National Priority Safety Program

Approximately $14 million annually (5 percent of the $280 million allocated to the program overall) will be awarded to States to decrease bike and pedestrian crashes with motor vehicles. States where bike and pedestrian fatalities exceed 15 percent of their overall traffic fatalities will be eligible for grants that can be used for:

- Training law enforcement officials on bike/pedestrian related traffic laws
- Enforcement campaigns related to bike/pedestrian safety
- Education and awareness programs related to relevant bike/pedestrian traffic laws

### Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) provides $2.4 billion nationally for projects that help communities achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways, and walkways. Non-infrastructure projects are no longer eligible. Eligible projects are no longer required to collect data on all public roads. Pedestrian safety improvements, enforcement activities, traffic calming projects, and crossing treatments for active transportation users in school zones are examples of eligible projects. All HSIP projects must be consistent with the state's Strategic Highway Safety Plan.

*The 2015 California SHSP is located here:* http://www.dot.ca.gov/hq/traffops/shsp/docs/SHSP15_Update.pdf

## Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) provides funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide, and particulate matter which reduce transportation related emissions. These federal dollars can be used to build pedestrian and bicycle facilities that reduce travel by automobile. Purely recreational facilities generally are not eligible.

To be funded under this program, projects and programs must come from a transportation plan (or State (STIP) or Regional (RTIP) Transportation Improvement Program) that conforms to the SIP and must be consistent with the conformity provisions of Section 176 of the Clean Air Act. States are now given flexibility on whether to undertake CMAQ or STBGP-eligible projects with CMAQ funds to help prevent areas within the state from going into nonattainment.

In the Bay Area, CMAQ funding is administered through the Metropolitan Transportation Commission (MTC) on the local level. These funds are eligible for transportation projects that contribute to the attainment or maintenance of National Ambient Air Quality Standards in non-attainment or air-quality maintenance areas. Examples of eligible projects include enhancements to existing transit services, rideshare and vanpool programs, projects that encourage pedestrian transportation options, traffic light synchronization projects that

improve air quality, grade separation projects, and construction of high-occupancy vehicle (HOV) lanes. Projects that are proven to reduce direct PM2.5 emissions are to be given priority.

*More information:* https://www.fhwa.dot.gov/map21/guidance/guidecmaq.cfm

## Surface Transportation Program (STP)

The Surface Transportation Program (STP) provides states with flexible funds which may be used for a variety of highway, road, bridge, and transit projects. A wide variety of pedestrian and bicycle improvements are eligible, including trails, sidewalks, crossings, pedestrian signals, and other ancillary facilities. Modification of sidewalks to comply with the requirements of the Americans with Disabilities Act (ADA) is also an eligible activity. Unlike most highway projects, STP-funded facilities may be located on local and collector roads which are not part of the Federal-aid Highway System. Fifty percent of each state's STP funds are suballocated geographically by population. These funds are funneled through Caltrans to the MPOs in the state. The remaining 50 percent may be spent in any area of the state.

*More information:* https://www.fhwa.dot.gov/map21/guidance/guidestprev.cfm

## Pilot Transit-Oriented Development Planning

MAP-21 establishes a new pilot program to promote planning for Transit-Oriented Development. At the time of writing the details of this program are not fully clear, although the bill text states that the Secretary of Transportation may make grants available for the planning of projects that seek to "facilitate multimodal connectivity and accessibility," and "increase access to transit hubs for pedestrian and bicycle traffic."

*More information:*

## Partnership for Sustainable Communities

Founded in 2009, the Partnership for Sustainable Communities is a joint project of the Environmental Protection Agency (EPA), the U.S. Department of Housing and Urban Development (HUD), and the U.S. Department of Transportation (USDOT). The partnership aims to "improve access to affordable housing, more transportation options, and lower transportation costs while protecting the environment in communities nationwide." The Partnership is based on five Livability Principles, one of which explicitly addresses the need for pedestrian infrastructure ("Provide more transportation choices: Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health").

The Partnership is not a formal agency with a regular annual grant program. Nevertheless, it is an important effort that has already led to some new grant opportunities (including the TIGER grants). Citrus Heights should track Partnership communications and be prepared to respond proactively to announcements of new grant programs.

*More information:* http://www.epa.gov/smartgrowth/partnership/

## Community Transformation Grants

Community Transformation Grants administered through the Center for Disease Control support community–level efforts to reduce chronic diseases such as heart disease, cancer, stroke, and diabetes. Active transportation infrastructure and programs that promote healthy lifestyles are a good fit for this program, particularly if the benefits of such improvements accrue to population groups experiencing the greatest burden of chronic disease.

*More information:* http://www.cdc.gov/communitytransformation/

## STATE SOURCES

### Active Transportation Program (ATP)

In 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP). This program is a consolidation of the Federal Transportation Alternatives Program (TAP), California's Bicycle Transportation Account (BTA), and Federal and California Safe Routes to School (SRTS) programs.

The ATP program is administered by Caltrans Division of Local Assistance, Office of Active Transportation and Special Programs. Program goals include:

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for nonmotorized users,
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals,
- Enhance public health,
- Ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

The California Transportation Commission ATP Guidelines are available here:
http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html

The minimum request for non-SRTS projects is $250,000. There is no minimum for SRTS projects. Eligible pedestrian and Safe Routes to School projects include:

- Infrastructure Projects: Capital improvements that will further program goals, typically including planning, design, and construction.
- Non-Infrastructure Projects: Education, encouragement, enforcement, and planning activities that further program goals. The focus of this category is on pilot and start-up projects that can demonstrate funding for ongoing efforts.
- Infrastructure projects with non-infrastructure components

*More information:* http://www.dot.ca.gov/hq/LocalPrograms/atp/

## Office of Traffic Safety (OTS) Grants

Office of Traffic Safety Grants are supported by Federal funding under the National Highway Safety Act and SAFETEA-LU. In California, the grants are administered by the Office of Traffic Safety. Grants are used to establish new traffic safety programs, expand ongoing programs or address deficiencies in current programs. Eligible grantees are governmental agencies, state colleges, state universities, local city and county government agencies, school districts, fire departments, and public emergency services providers. Grant funding cannot replace existing program expenditures, nor can traffic safety funds be used for program maintenance, research, rehabilitation, or construction. Grants are awarded on a competitive basis, and priority is given to agencies with the greatest need. Evaluation criteria to assess need include potential traffic safety impact, crash statistics and rankings, seriousness of problems, and performance on previous OTS grants. The California application deadline is January of each year. There is no maximum cap to the amount requested, but all items in the proposal must be justified to meet the objectives of the proposal.

*More information:* http://www.ots.ca.gov/

## REGIONAL & LOCAL SOURCES

### Metropolitan Transportation Commission OneBayArea Grant (OBAG)

The Bay Area Metropolitan Transportation Commission (MTC) OBAG program is a funding approach that aligns the Commission's investments with support for focused growth. Established in 2012, OBAG taps federal funds to maintain MTC's commitments to regional transportation priorities while also advancing the Bay Area's land-use and housing goals.

OBAG includes both a regional program and a county program that targets project investments in Priority Development Areas and rewards cities and counties that approve new housing construction and accept allocations through the Regional Housing Need Allocation (RHNA) process. Cities and counties can use these OBAG funds to invest in:

- Local street and road maintenance
- Streetscape enhancements
- Bicycle and pedestrian improvements
- Transportation planning
- Safe Routes to School projects
- Priority Conservation Areas

In late 2015, MTC adopted a funding and policy framework for the second round of OBAG grants. Known as OBAG 2 for short, the second round of OBAG funding is projected to total about $800 million to fund projects from 2017-18 through 2021-22.

*More information:* http://www.mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2

### Regional Active Transportation Program

The Regional ATP targets projects that increase walking, improve safety, and benefit disadvantaged communities. In the Bay Area, regional ATP funding is distributed through MTC. The Active Transportation Program (ATP) was created to fund bicycle and pedestrian infrastructure and non-infrastructure projects. The ATP combines many federal and state funding streams previously used for pedestrian, safety, and other related purposes into one funding stream with broad eligibilities.

Regional ATP applications are generally the same as the application for the statewide program, with a few additional questions. Applications not funded in the statewide program are automatically considered for the regional program, provided they complete the additional questions.

*More information:* http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation

## Contra Costa Transportation Authority

The Contra Costa Transportation Authority (CCTA) oversees two funding programs for bicycle and pedestrian projects, and works with local governments, organizations, and residents to identify projects for funding allocations.

***Measure J***, passed in 2004, continued a countywide half-cent sales tax through 2034. The funds support transportation projects throughout the county, including investments to improve bicycling and walking. It is anticipated to provide approximately $2.5 billion for countywide and local transportation projects and programs over its lifetime. CCTA is currently considering a proposal to allow Measure J funds to be spent on program implementation in the county in addition to its current focus on infrastructure improvements.

The ***Transportation for Livable Communities*** program was created by MTC in 1998 to fund small-scale community and transit oriented projects. TLC provides funding for projects that provide for a range of transportation choices, support connectivity between transportation investments and land uses, and are developed through an inclusive community planning effort.

*More information:* http://www.ccta.net/funding/measure_j

## Developer Impact Fees

As a condition for development approval, municipalities can require developers to provide certain infrastructure improvements, which can include bicycle and pedestrian projects. The type of facility that should be required to be built by developers should reflect the greatest need for the particular project and its local area. Legal challenges to these types of fees have resulted in the requirement to illustrate a clear nexus between the particular project and the mandated improvement and cost.

## New Construction

Future road widening and construction projects are one means of providing sidewalks and other pedestrian facilities. To ensure that roadway construction projects provide pedestrian facilities where needed, it is important that the review process includes input pertaining to consistency with the proposed system. In addition, California's 2008 Complete Streets Act and Caltrans's Deputy Directive 64 require that the needs of all roadway users be considered during "all phases of state highway projects, from planning to construction to maintenance and repair."

*More information:* http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html

## Restoration

Cable TV and telephone companies sometimes need new cable routes within public rights of way. Recently, this has most commonly occurred during expansion of fiber optic networks. Since these projects require a significant amount of advance planning and disruption of curb lanes, it may be possible to request reimbursement for affected pedestrian facilities to mitigate construction impacts. In cases where cable routes cross undeveloped areas, it may be possible to provide for new facilities following completion of the cable trenching, such as sharing the use of maintenance roads.

## Bank of America Charitable Foundation, Inc.

The Bank of America Charitable Foundation is one of the largest in the nation. The primary grants program is called Neighborhood Excellence, which seeks to identify critical issues in local communities. Another program that applies to greenways is the Community Development Programs, and specifically the Program Related Investments. This program targets low and moderate income communities and serves to encourage entrepreneurial business development.

*More information:* http://www.bankofamerica.com/foundation

## Robert Wood Johnson Foundation

The Robert Wood Johnson Foundation was established as a national philanthropy in 1972 and today it is the largest U.S. foundation devoted to improving the health and health care of all Americans. Grant making is concentrated in four areas:

- To assure that all Americans have access to basic health care at a reasonable cost
- To improve care and support for people with chronic health conditions
- To promote healthy communities and lifestyles
- To reduce the personal, social and economic harm caused by substance abuse: tobacco, alcohol, and illicit drugs

*More information:* http://www.rwjf.org/applications/

## Community Action for a Renewed Environment (CARE)

CARE is a competitive grant program that offers an innovative way for a community to organize and take action to re-duce toxic pollution in its local environment. Through CARE, a community creates a partnership that implements solutions to reduce releases of toxic pollutants and minimize people's exposure to them. By providing financial and technical assistance, EPA helps CARE communities get on the path to a renewed environment. Transportation and "smart-growth" types of projects are eligible. Grants range between $90,000 and $275,000.

*More information:* http://www.epa.gov/care/

## Corporate Donations

Corporate donations are often received in the form of liquid investments (i.e. cash, stock, bonds) and in the form of land. Employers recognize that creating places to walk is one way to build community and attract a quality work force. Municipalities typically create funds to facilitate and simplify a transaction from a corporation's donation to the given municipality. Donations are mainly received when a widely supported capital improvement program is implemented. Such donations can improve capital budgets and/or projects.

## Other Sources

Additional local sales or property taxes, fees, or permits may be implemented as new funding sources for pedestrian projects. However, any of these potential sources would require a local election. Volunteer programs may be developed to substantially reduce the cost of implementing some routes, particularly multi use paths. For example, a local college design class may use such a multi-use route as a student project, working with a local landscape architectural or engineering firm. Work parties could be formed to help clear the right of way for the route. A local construction company may donate or discount services beyond what the volunteers can do. A challenge grant program with local businesses may be a good source of local funding, in which the businesses can "adopt" a route or segment of one to help construct and maintain it.

# Active Transportation Program Compliance

APPENDIX H

Appendix H

# Active Transportation Program Compliance

This Plan meets eligibility criteria as laid out by the Active Transportation Program. Table H-1 lists these criteria and identifies the location(s) in this Plan where the relevant information can be found.

**Table H-1: Active Transportation Program Criteria**

| Subject | ATP Compliance Checklist | Location in Plan |
|---|---|---|
| **Future Trip Estimates** | The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan. | Chapter 3 and Appendix C |
| **Collision Report** | The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan. | Chapter 2 and Appendix A |
| **Land Use Patterns** | A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations. | Appendix B |
| **Existing and Proposed Facilities and Programs** | A map and description of existing and proposed bicycle transportation facilities, including a description of bicycle facilities that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of bicycling to school. | Chapter 2, Chapter 5, Chapter 6, and Appendix D |
| **End-of-Trip Bicycle Parking** | A map and description of existing and proposed end-of-trip bicycle parking facilities | Chapter 2, Chapter 5, and Appendix D |
| **Bicycle Parking Policy** | A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments. | Chapter 5, Appendix A, and Appendix F |
| **Bicycle Connections to other Modes** | A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels. | Chapter 2, Chapter 5, and Appendix D |
| **Pedestrian Connections to other Modes** | A map and description of existing and proposed pedestrian facilities at major transit hubs. These must include, but are not limited to, rail and transit terminals, and ferry docks and landings. | Chapter 2, Chapter 5, and Appendix D |

| Subject | ATP Compliance Checklist | Location in Plan |
|---|---|---|
| **Wayfinding** | A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations. | Chapter 2, Chapter 5, and Appendix D |
| **Maintenance** | A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting. | Chapter 7 |
| **Education Programs** | A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on accidents involving bicyclists and pedestrians. | Chapter 2 and Chapter 6 |
| **Community Involvement** | A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities. | Chapter 3 and Appendix A |
| **Regional Plan Coordination** | A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan. | Appendix B |
| **Project List** | A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation. | Chapter 7 and Appendix D |
| **Past Expenditures and Future Financial Needs** | A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses. | Appendix A and Appendix G |
| **Implementation** | A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan. | Chapter 7 |
| **Adoption Resolution** | A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located. | Forthcoming |

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