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TRANSPORTATION ELEMENT

NOTES FOR ALL ELEMENTS

The General Plan will call out policies and actions that address specific topics of concern raised by the community. For the reader's ease, policies and actions related to these topics of concern are identified throughout the General Plan using the following icons. The policies and actions related to each topic will be compiled in an appendix to the General Plan.



Community Health



Environmental Justice



Economic Development



Sustainability

In addition, the draft policy guidance uses the term “Impacted Community” to identify what are called “disadvantaged communities” under Senate Bill (SB) 1000. SB 1000 defines these communities as low-income areas that are disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation.

Goals, Policies, and Actions

A. SAFE AND SUSTAINABLE TRANSPORTATION

Goal TR-1

A transportation system that promotes active transportation, supports the effective and equitable provision of transit services, and reduces greenhouse gases and other environmental harm. (5-L, 8-AE, 8-106)

Policies

TR-P1.1



In addition to any required California Environmental Quality Act (CEQA) review, evaluate the traffic operations effects of proposed projects in accordance with the County's Transportation Analysis Guidelines and other appropriate policy supplements and best practices. When operational deficiencies are identified, the treatments to address those



deficiencies should first prioritize reducing the project's vehicular trips and reducing collision risks, and may secondarily consider adding vehicular capacity so long as the safety and movement of active modes are not compromised. Exceptions to the level of service (LOS) thresholds presented in the Transportation Analysis Guidelines may be granted if the treatments necessary to address operational deficiencies would conflict with other priorities in this General Plan and if the project is otherwise consistent with this Plan.

TR-P1.2



Reduce single-occupant vehicle usage, at a minimum using strategies defined in the Transportation Demand Management Ordinance. (5-I, 5-J, 5-11, 8-dr)

TR-P1.3



Ensure new highways and expressways constructed outside the Urban Limit Line are not growth-inducing through land use controls, access limitations, and other appropriate measures. (8-af)

TR-P1.4

Partner with the Contra Costa Transportation Authority (CCTA) and Caltrans to better manage traffic operations on the State highway system in Contra Costa through application of ramp metering, construction of high-occupancy vehicle (HOV)/Express Lanes, and other capacity-management techniques. (5-x)

TR-P1.5



Leverage the County's position as a major employer to demonstrate leadership in enhancing workforce mobility.

TR-P1.6



Partner with transit providers, cities, and CCTA to develop a countywide transit stop program that takes a holistic approach to transit stop planning and construction. Push for the program to address right-of-way adequacy (i.e., sufficient space for bus pullouts and amenities), amenities (e.g., shelters, seating), and improvements around stops to increase accessibility (curb ramps, sidewalk widening, etc.).

TR-P1.7



Encourage transit use by expanding first-mile/last-mile programs, including micromobility. (5-l)

TR-P1.8



Support improving and expanding passenger and commuter rail service. (5-26, 5-89, 5-q, 5-ad)

TR-P1.9



Enhance access to all transit stops, including local routes as well as passenger and commuter rail stations. (5-27, 5-p)

TR-P1.10



Prioritize investments in existing bicycle and pedestrian infrastructure before focusing on implementation of new transportation technologies. Ensure new transportation technologies and travel options support the County's goals of increasing equitable mobility, reducing emissions, reducing reliance on automobiles, and improving transportation safety.

TR-P1.11



Continue to improve electric vehicle charging infrastructure within new development and public rights-of-way, and incorporate electric vehicle charging infrastructure into appropriate projects on the County's Capital Improvement Program.

TR-P1.12



Require new parking facility designs to incorporate zero-emission vehicle infrastructure and maximize opportunities for adaptive reuse.

TR-P1.13



Support transitioning all on-road vehicles, including personal vehicles and business, government, and public transit fleets, to being powered by electricity from renewable sources or other zero-emission fuels.

Actions

TR-A1.1



Implement programs to encourage transit use, bicycling, walking, telecommuting, and use of alternative vehicle fuels by County employees.

TR-A1.2



Conduct a survey of County offices and facilities to identify gaps in the alternative transportation network and seek grants or other funding sources for projects that will fill those gaps and improve the availability of alternative transportation for County employees.

TR-A1.3



Review and update the County's Transportation Demand Management Guidelines at least every five years to incorporate current best practices. (5-o)

TR-A1.4

Update the Contra Costa County Transportation Analysis Guidelines on an as-needed basis.



TR-A1.5



Pursue funding and other resources to implement the Accessible Transportation Services Strategic Plan and similar plans and initiatives that expand the hours of operation, operational boundaries, convenience, and quality of accessible transit to improve mobility for seniors, people with disabilities, and other vulnerable populations. (5-u)

TR-A1.6



Partner with transit agencies and CCTA to develop “Safe Routes to Transit” guidance that could be applied in new development areas and existing neighborhoods.

TR-A1.7



Work with transit agencies to provide convenient ways for residents to report transit shelters and other improvements (e.g., lighting, seating) that are in disrepair. Encourage and promote reporting countywide, especially in Impacted Communities.

TR-A1.8



Support establishment of a Bay Area-wide transit fare equity program that includes free or means-based transit passes for qualifying residents of Impacted Communities.

TR-A1.9



Create an equitable pricing program for on-street parking in commercial corridors throughout the county. Such a

program would allocate parking revenue to improvement projects in Impacted Communities.

TR-A1.10



Update the County Ordinance Code as necessary to support advances in electric vehicle charging infrastructure.

TR-A1.11



Coordinate with CCTA and other local and regional agencies to implement the Contra Costa Electric Vehicle Readiness Plan and related policies, and apply best practices in electric vehicle infrastructure requirements.

See also the Health and Safety Element for policies and actions related to greenhouse gas emissions, air quality, and parking lot shading.

Goal TR-2

A transportation system that protects human life.

Policies

TR-P2.1



Pursue the priorities identified in the County's Vision Zero and other safety programs, through prioritization of safety projects and incorporation of safety considerations into all transportation planning efforts. (5-14, 5-18, 5-39, 5-40)

TR-P2.2



Minimize the potential for conflicts between vehicles and people who walk, bike, or roll through careful site planning, paying particular attention to driveway locations and internal pedestrian circulation, and prioritizing safety for active modes of travel. (3-84)

TR-P2.3



Require or provide energy-efficient street lighting for traveler safety and comfort. Prioritize installation in Impacted Communities, particularly at parks, transit stops, alleyways, bicycle and pedestrian paths, and other appropriate areas, consistent with community desires. (5-15)

Actions

TR-A2.1



Maintain a Vision Zero Working Group to regularly review collision data and evaluate the effectiveness of Vision Zero and other safety strategies. (5-bb)

TR-A2.2



Identify and address neighborhood issues and needs, prioritizing development and maintenance of sidewalks, enhanced crosswalks, street lighting, street trees, bicycling infrastructure, transit stop amenities, traffic calming, and other safety improvements in Impacted Communities, including in residential areas and near schools, libraries, and recreational facilities. Engage school districts, neighborhood groups, and the local Safe Routes to School Program in implementing this action. (5-42)

TR-A2.3

Coordinate with the California Public Utilities Commission and railroads to design and implement projects that address safety concerns and conflicts from at-grade rail crossings. (5-az, 5-ba)

B. COORDINATED PLANNING

Goal TR-3

Transportation facilities and services that are planned, funded, and built in a coordinated, cooperative, and effective manner. (8-104)



Policies

TR-P3.1



Coordinate construction and maintenance of streets, transit infrastructure, non-motorized rights-of-way and associated facilities, the countywide bicycle network, and Pedestrian Priority Areas with neighboring jurisdictions and CCTA. (5-1, 5-p, 5-r, 5-t)

TR-P3.2

Maintain an inclusive and systematic approach to inter-departmental and stakeholder coordination on long-range capital planning and the design of specific transportation projects, including consultation with affected community and stakeholder organizations and appropriate commissions and committees. (5-F)

TR-P3.3

Work with developers and property owners to establish community facilities districts or other funding mechanisms to pay for construction, operation, and maintenance of new transportation infrastructure and programs without creating a financial burden on existing residents. Consider the lack of a mechanism to fund ongoing maintenance and other costs as a potential reason to deny a development application.

TR-P3.4

Aggressively pursue regional, State, and federal funding to augment locally generated funds to construct and maintain transportation infrastructure.

Actions

TR-A3.1

Actively participate in the cooperative, multi-jurisdictional transportation planning committees in Contra Costa County, as well as in the development of the Countywide Comprehensive Transportation Plan and other countywide and subregional planning activities. (5-F, 5-1, 5-b, 5-r)

TR-A3.2



Coordinate with neighboring jurisdictions, CCTA, and the Regional Transportation Planning Committees to plan, design, and implement Complete Streets concepts on regional routes of significance. (5-B)

TR-A3.3

Partner with CCTA, neighboring and regional agencies, stakeholders, and the public to explore and implement options for transportation system funding, including assessment districts, county service areas, impact fees, tax revenue, and other funding sources. (5-91, 5-e, 5-f)

TR-A3.4

Continue updating the County's Area of Benefit impact fee programs as a mechanism to collect fair-share contributions from new development and to fund needed transportation improvements. (5-d, 5-f)

See also the Public Facilities and Services Element for policies and actions related to general infrastructure and infrastructure funding.

C. MULTIMODAL ROADWAY NETWORK

Goal TR-4

A roadway network that accommodates active, safe, reliable, comfortable, convenient, affordable, and resilient multi-modal travel options for all county residents, businesses, and visitors, regardless of age, ability, race, culture, or economic status.
(5-A, 5-M, 5-N, 5-O, 5-P)

Policies

TR-P4.1



Plan, design, and maintain improvement projects involving County roadways in accordance with the County's adopted Complete Streets Policy, other applicable policies (e.g., Vision Zero and other safety initiatives), planning documents such as the County Active Transportation Plan and CCTA Countywide Bicycle and Pedestrian Plan, and best practices (e.g., National Association of City Transportation Officials guidance).
(5-16, 5-46, 5-j, 5-ag, 5-am, 5-aq, 5-ar, 5-ay, 5-bd, 5-be, 5-bg)

TR-P4.2

Minimize speeding through residential neighborhoods by implementing appropriate traffic-calming or other holistic solutions, as well as enforcement. (5-29)

TR-P4.3

Protect residential neighborhoods from outside or cut-through traffic by implementing appropriate design solutions aimed at keeping through traffic on arterials and collectors. (5-30)

TR-P4.4



Require transportation infrastructure serving new development to be designed using best practices, contemplating existing and planned land uses, roadways, bicycle and pedestrian facilities, transit facilities, and pathways of adjoining areas, and use available public and semi-public rights-of-way where feasible. (5-3, 5-13, 5-k)

TR-P4.5

Require installation of or provide wayfinding signage, where necessary, to help people navigate to desired destinations. (5-44)

TR-P4.6



Make non-residential areas more pedestrian friendly by reducing parking and setback requirements and augmenting traffic-calming measures.



TR-P4.7



Encourage walkability by streamlining implementation of traffic-calming measures through the Neighborhood Traffic Management Program.

TR-P4.8



Create connections between neighborhoods in unincorporated areas and adjacent jurisdictions to improve multi-modal access to local destinations, such as schools, parks, shopping, health services, and workplaces. (5-K, 5-ak)

TR-P4.9



Manage access points along arterial and collector roadways to minimize the number of new driveway or street-type intersections. Consolidate existing street and driveway intersections as opportunities arise. (5-G, 5-7, 5-8)

TR-P4.10



Require roadway infrastructure within new development areas, including traffic-calming and Complete Streets features, within new development area to accommodate emergency response vehicles while not compromising active mode safety. (5-17, 7-70)

Actions

TR-A4.1

Update the County Standard Plans on an as-needed basis to reflect best practices in context sensitivity, Complete Streets,

travel safety, environmental sustainability, and the general state of the practice. (5-23, 5-31, 5-32, 5-33, 5-m)

TR-A4.2

Partner with other agencies to advocate for legislation that results in shared mobility and other transportation technology providers taking responsibility for and mitigating the physical, operational, and financial impacts of their services.

TR-A4.3



Develop guidance for managing curb space in ways that are sensitive to the land use context, with considerations for freight deliveries, parking, active transportation use, users with limited mobility, transportation network companies, outdoor dining, and other curb uses. (5-w)

TR-A4.4

Develop the Capital Road Improvement and Preservation Program (CRIPP) such that it:

- (a) Reflects contemporary transportation planning practices.
- (b) Implements adopted transportation and land development policies.
- (c) Complies with public review requirements.
- (d) Prioritizes construction of transportation system improvements with an implementation schedule. (5-c, 5-bg)

D. ACTIVE TRANSPORTATION

Goal TR-5

Support people who walk, bike, roll, or use mobility devices by creating safe, equitable, connected, and comfortable facilities for all ages and abilities. (5-j, 8-107, 8-108, 9-l)

Policies

TR-P5.1



Plan, design, and construct facilities for walking, biking, and rolling to serve people of all ages, abilities, and income levels, including children, seniors, families, and people with limited mobility. (5-ar)

TR-P5.2



Coordinate with Caltrans to provide safe and comfortable highway interchange crossings for people of all ages and abilities who walk, bike, or roll.

TR-P5.3



Prioritize construction of capital improvement projects identified in the County's Active Transportation Plan.

TR-P5.4



Encourage walking, bicycling, and rolling as the travel modes of choice for short to medium-length trips, such as trips to schools, parks, transit stops, and neighborhood services. (5-43, 5-ai)

TR-P5.5



Partner with transit agencies, community, and business organizations to plan sustainable streets in business and commercial zones. Consider forming a community facilities district (CFD) or business improvement district to help fund and maintain improvements.

TR-P5.6



Support expansion of active shared mobility options such as bike-share, e-bike share, and e-scooter share.

TR-P5.7

Support use of temporary, quick-build, demonstration, or pilot pedestrian and bicycle improvements to test the effectiveness of active transportation strategies.

TR-P5.8

Require new development to contribute funds and/or provide active transportation facilities where feasible, and ensure that fee programs include those facility types. (5-21)



TR-P5.9



Require adequate parking for bicycles and other mobility devices at key destinations, such as shopping centers, schools, workplaces, transit stations, and multifamily housing. (5-ao)

Actions

TR-A5.1



Partner with CCTA and local jurisdictions to build out the countywide bicycle and pedestrian network, prioritizing completion of the Low-Stress Countywide Bicycle Network and pedestrian safety improvement projects in the County's Pedestrian Priority Areas, as described in the Countywide Bicycle and Pedestrian Plan. (5-B, 5-45, 5-M, 5-36, 5-37, 5-al, 5-an, 5-ap)

TR-A5.2



Construct innovative bicycle and pedestrian facilities, including Class IV separated bikeways, bicycle superhighways, and other low-stress facility types, as described in the Countywide Bicycle and Pedestrian Plan and in contemporary transportation planning and engineering guidance. Use green infrastructure and street trees to separate vehicular lanes from bicycle and pedestrian facilities when appropriate. (5-M)

TR-A5.3



Develop a Local Access Score to identify top priorities for active transportation projects, including criteria that prioritize projects in Impacted Communities.

TR-A5.4



Regularly maintain active transportation facilities, including cleanup of bikeways and shared use pathways, using private and local community resources when feasible. (5-38, 5-av)

TR-A5.5



Partner with the cities and CCTA to develop uniform guidance to manage active shared mobility services.

TR-A5.6



Allow temporary and permanent re-orientation of public space towards increased outdoor activity, including walking, bicycling, rolling, and other public uses when recommended by public health or other authorities.

E. GOODS MOVEMENT

Goal TR-6

Safe and efficient movement of goods consistent with the County's goals to reduce emissions, protect public safety, and support economic development, local access, and circulation.

Policies

TR-P6.1



Partner with adjacent jurisdictions, CCTA, and the Metropolitan Transportation Commission to manage regional movement of goods through unincorporated areas, minimizing impacts on residents and other sensitive receptors.

TR-P6.2



Encourage trucks to use designated routes.

TR-P6.3



Work with railroads to preserve non-operational contiguous railroad rights-of-way, and highly encourage construction of grade-separated railroad crossings along active lines, to support current and future rail operations and ensure the long-term viability of these rail corridors. When no longer in

operation, maintain options for future use of the corridors for trails or other public purposes.

(5-U, 5-85, 5-87, 5-h, 5-bv, 5-bw, 5-bx, 5-by)

TR-P6.4



Support development of short-line railroad infrastructure in industrial districts to facilitate rail access to Class I railroad lines, attract potential businesses seeking rail-served developments, ease traffic congestion caused by goods movement on regional highways, and reduce greenhouse gas emissions.

TR-P6.5



Support deepening and ongoing maintenance of the deep-water ship channels between San Francisco Bay and Stockton, and continued deep-water access to the county's Northern Waterfront. (5-82, 5-bt, 8-Z)

TR-P6.6



Support continued operation, maintenance, and further development of ports and proprietary wharves consistent with federal, State, and County environmental policies and economic priorities. (5-T, 5-79, 5-81, 8-Z)

Actions

TR-A6.1



Develop a program to establish and maintain truck routes in the unincorporated county, with the goal of minimizing impacts on residents and other sensitive receptors. This



program should provide engineering solutions to divert trucks from Impacted Communities and establish criteria for designating truck routes and installing signage.



TR-A6.2

Facilitate enforcement of idling restrictions by promoting community-based reporting through the use of phone and online apps for offenses that would trigger immediate enforcement agency follow up.

TR-A6.3

Amend Title 9 of the County Ordinance Code to require new multi-family residential, commercial, and mixed-use developments to designate areas adequate for package and goods deliveries, and passenger loading and unloading.



TR-A6.4

Develop regulations responding to technological advancements in freight movement, such as autonomous vehicles, robotics, and drone deliveries, while supporting the County's goals for reducing emissions, improving public safety, and increasing equitable mobility.

See also the Health and Safety Element for policies and actions related to protecting the transportation network, including rail, from sea-level rise.

F. AIRPORTS

Goal TR-7

Safe general and commercial aviation activities in Contra Costa County.

Policies



TR-P7.1

Partner with appropriate agencies in obtaining funding for development, improvement, operation, and maintenance of general and commercial aviation facilities. (5-R, 5-71)



TR-P7.2

Work with the Federal Aviation Administration and aviation operators to minimize conflicts with residential areas and other sensitive receptors. (5-60, 5-bq)



TR-P7.3

Regulate the location of private airfields and heliports to protect public safety and minimize impacts on nearby residents and sensitive receptors. (5-57)



TR-P7.4



Partner with the Cities of Concord and Pleasant Hill in making land use decisions that support Buchanan Field Airport's ongoing viability while protecting public safety, consistent with the Airport Master Plan and Airport Land Use Compatibility Plan. (5-59, 5-62, 5-72, 5-73, 5-74, 5-77, 5-br)

TR-P7.5



Enhance Byron Airport's viability by protecting it from incompatible urban encroachment, such as large-scale residential development, and providing infrastructure that supports airport activities, consistent with the Airport Master Plan and Airport Land Use Compatibility Plan. (5-58, 5-64, 5-65, 5-72, 5-73, 5-74, 5-77)

Actions

TR-A7.1



Update the Airport Land Use Compatibility Plan every 5 to 10 years to maintain consistency with applicable federal and State requirements, regional plans, and this General Plan, and to achieve the County's goals for Buchanan Field Airport and Byron Airport.