

Appendix B: Matrix of Relevant Planning Goals, Objectives and Policies

Document	Highlights
<p>Safe Trips to BART: An Action Plan for Safer Roadways (2025)</p>	<p>Vision:</p> <ul style="list-style-type: none"> • Safe Trips to BART: An Action Plan for Safer Roadways establishes a vision in which riders can get to and from BART stations safely, comfortably, conveniently, and reliably, no matter how they travel. The goal of this Plan is to eliminate fatalities and severe injuries resulting from traffic crashes on public streets that provide access to BART stations. Designing roadways to prioritize the safety of vulnerable road users leads to better safety for everybody — transit users, drivers and their passengers, pedestrians, motorcyclists, wheelchair users, scooter riders and bicyclists alike. <p>Systemic Safety Strategies — Four-Tier Toolbox:</p> <ul style="list-style-type: none"> • Tier 1 — Remove Severe Conflicts: grade separation, protected intersections, road diets converting vehicle lanes to bicycle and pedestrian space, median barriers, and shared-use paths. • Tier 2 — Reduce Vehicle Speeds: lane narrowing, road diets, raised crosswalks, speed tables, curb extensions and bulb-outs, and signal retiming to encourage lower operating speeds. • Tier 3 — Manage Conflicts in Time: protected signal phasing, Leading Pedestrian Intervals (LPis), and pedestrian hybrid beacons separating pedestrian and vehicle movements temporally. • Tier 4 — Increase Attentiveness and Awareness: high-visibility continental crosswalk markings, advance stop bars, Rectangular Rapid Flashing Beacons (RRFBs), pedestrian-scale lighting, and wayfinding signage.
<p>Contra Costa County Complete Streets Safety Assessment (2024)</p>	<p>Strategies:</p> <ul style="list-style-type: none"> • Prioritize safe target speeds and change road geometry to manipulate crash angles reducing fatal and severe injuries • Conduct off-cycle speed surveys after complete streets improvements to determine if speed limit reductions are needed • Consider 15 mph school zones where appropriate • Form Safe Routes to Schools steering committees with county staff, school district staff, and PTA leaders

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	<ul style="list-style-type: none"> • Implement FHWA proven safety countermeasures including Leading Pedestrian Intervals, protected left turns, roundabouts, and medians • Use green pavement markings to highlight conflict zones at large intersections • Review design of slip/trap-right lanes and implement improvements • Identify and create inventory of pedestrian barriers with phased improvement recommendations • Conduct formal education campaigns targeting drivers, pedestrians, and bicyclists with focus on speed and safe driving • Implement sustained pedestrian safety enforcement involving media and distributing safety pamphlets • Include regular walking and bicycling audits in countywide safety programs

	Goals and Strategies:
Pine Hollow Road Complete Streets Feasibility Study (2023)	<ul style="list-style-type: none"> • Create a safe and complete pedestrian and bicycle network along the 2.2-mile corridor. • Reduce traffic speed and improve safety. • Enhance trail connectivity. • Address challenges associated with high traffic speeds, heavy truck traffic, and frequent collisions. • Provide continuous sidewalks and bike lanes where currently lacking.

Vision Statement:

Roadway safety impacts the health and comfort of all those who live and travel in the City of Concord, and it is imperative to make the transportation system safer and more equitable for users of all transportation modes.

Concord Local Roadway Safety Plan (2022)

The City of Concord is committed to eliminate traffic deaths and severe injuries by 2033. As part of this commitment, the City will prioritize safety when trade-off decisions are necessary between competing demands and visions for the roadway network.

The City of Concord will form a standing Local Roadway Safety Working Group that will meet regularly to implement this Local Roadway Safety Plan, monitor progress towards the City's goal of eliminating traffic deaths and severe injuries, and communicate outcomes to the public regularly.

Safety Goals:

- Equity: Commit to equity in all aspects of Vision Zero, including data analysis that acknowledges and addresses reporting biases, project prioritization efforts that promote projects in historically under-invested communities rather than providing unequal opportunities to those with the historically “loudest” voices or most resources for civic participation, and enforcement strategies that follow data-driven approaches.
- Eliminating Collisions: Eliminate fatal and serious injury collisions, particularly those involving people walking and biking.
- Crossings: Enhance roadway crossings, especially near commercial areas, schools, and other high pedestrian activity areas, to promote and support safe travel for people walking and biking.
- Nighttime Visibility: Improve the visibility of roadway users traveling at night, especially for people walking.
- Safe Speeds and Safer Streets: Encourage safe driving practices (such as driving at lower speeds, obeying signal controls at intersections, and avoiding driving under the influence) through roadway design, outreach, and enhanced enforcement, including considerations of automated enforcement methods.

**City of Concord
Complete Streets
Feasibility Study:
Willow Pass Road,
Galindo Street &
Cowell Road (2020)**

Key Issues:

1. Visual quality of corridors lacking safe and comfortable pedestrian environment
2. Auto-centric infrastructure with excessive lane widths and corner radii
3. Perceived safety concerns from high speeds and lack of buffering mechanisms
4. Lack of connectivity with excessive block sizes (1,000+ feet) limiting access
5. Lack of well-distributed open space network along corridors
6. Lack of place type and building type variety limiting community identity

Key Design Strategies:

1. Establish distinct identity along each corridor and segments based on context

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	<ol style="list-style-type: none"> 2. Support walkability and bikeability prioritizing space-efficient transportation modes 3. Include frontages and gifts-to-the-street activating public realm and encouraging social interaction 4. Ensure 5-minute walk access to daily goods and services with 300-foot block faces 5. Provide smaller, high-quality, well-distributed public open spaces and trails 6. Define place types as destinations and building types as ingredients of place

Vision:

The City of Concord envisions an environment that supports walking, bicycling and active living, and enables people of all ages and abilities to comfortably access jobs, schools, recreation, shopping and transit by foot or on bicycle as a part of daily life.

Goals, Objectives and Policies:

GOAL 1: Safety

Prioritize travel safety for all modes of transportation.

Bicycle, Pedestrian & Safe Routes to Transit Plan (2016)

Objective 1.A: Seek to eliminate all traffic fatalities and reduce the number of bicycle and pedestrian related injuries by 50 percent by 2020, consistent with the City's adopted Climate Action Plan.

- **Policy 1.A.1:** Annually review most recent available crash data, including causes, to implement ongoing improvements throughout the transportation network.
- **Policy 1.A.2:** Identify viable funding for an enforcement campaign targeting violations associated with severe and fatal injuries, high injury areas and corridors, schools and housing for seniors and people with disabilities.
- **Policy 1.A.3:** Prioritize suggested roadway improvements at intersections and corridors with significant numbers of injuries and fatalities.



- **Policy 1.A.4:** Identify viable funding for an education campaign focusing on road safety for all users and the City's objective to reduce traffic fatalities.

GOAL 2: Design

Design active transportation projects that are accessible and comfortable for people of all ages and abilities.

Objective 2.A: Utilize designs that emphasize safety and comfort on all vulnerable road users.

- **Policy 2.A.1:** Apply state of the practice & emerging designs including Design Guidelines supplemented to this plan, the California Manual on Uniform Traffic Control Devices, and national manuals such as NACTO (National Association of City Transportation Officials) guides.
- **Policy 2.A.2:** Incorporate sustainable designs into transportation projects, recognizing limited maintenance resources.
- **Policy 2.A.3:** Prioritize pedestrian and bikeway designs to address the needs and safety for people of all ages and abilities, considering issues such as street design speed, hierarchy of streets, connectivity and level of stress experienced.
- **Policy 2.A.4:** Seek to provide enhanced walking and bicycling facilities that may require separation on higher volume and higher speed roads such as the City's Downtown, Community, Regional, and Service streets, and in school areas.

Objective 2.B: Preserve and enhance access to bicycle and pedestrian facilities for all new construction.

- **Policy 2.B.1:** Consider developing a policy to ensure new development plans do not block access to existing trails or active transportation facilities.

GOAL 3: Network

Identify and develop a complete and convenient active transportation network.

Objective 3.A: Develop 5-year, 10 year, and 20 year strategies to realize this Plan's recommendations.

Objective 3.B: Improve school and transit access.

- **Policy 3.B.1:** Prioritize transportation projects that improve school and transit access.

Objective 3.C: Seek to implement this Plan's recommended bikeways on Downtown, Neighborhood and Community streets by 2026.

- **Policy 3.C.1:** Develop an implementation strategy for this Plan's recommended bikeway facilities on Downtown, Neighborhood, and Community streets by 2026.

Objective 3.D: Strive to implement this Plan's priority sidewalk projects by 2026.

- **Policy 3.D.1:** Develop an implementation strategy for this Plan's priority sidewalk projects by 2026.

Objective 3.E: Aim to complete this Plan's recommended studies by 2026.

- **Policy 3.E.1:** Develop an implementation strategy for this Plan's recommended studies on arterial and collector streets by 2026.

Objective 3.F: Seek recommendations for pedestrians.

- **Policy 3.F.1:** Seek to provide marked crossings at reasonable intervals in areas with existing or potential high pedestrian activity and establish vehicle speed and volume thresholds for appropriate treatments such as crossing control, curb extensions, and refuge islands.

Objective 3.G: Provide plentiful, high quality support facilities that complement the travel network.

- **Policy 3.G.1:** Identify viable funding to build support facilities such as bicycle parking and community/bikeway wayfinding.

Objective 3.H: Identify viable funding to realize this Plan's recommendations.

- **Policy 3.H.1:** Apply for available regional and state grants to implement this Plan's recommendations.
- **Policy 3.H.2:** Integrate bicycle and pedestrian facilities as part of new street design and resurfacing projects where feasible.

GOAL 4: Programs

Increase awareness and support of walking and bicycling through education, encouragement, and evaluation programs.

Objective 4.A: Support educational opportunities for those who drive, bicycle, and walk about their rights and responsibilities.

- **Policy 4.A.1:** Support Contra Costa Transportation Authority and the Mt. Diablo Unified School District to implement Safe Routes to School programs.
- **Policy 4.A.2:** Support the development of adult bicycling education programs.
- **Policy 4.A.3:** Support the development of a Safe Routes to Transit program that will facilitate walking and bicycling to transit.

Objective 4.B: Support encouragement opportunities that promote walking and bicycling as viable travel choices.

- **Policy 4.B.1:** Incorporate messaging in all City of Concord social media that promotes the benefits of active transportation and raises awareness of walking and bicycling opportunities.
- **Policy 4.B.2:** Support encouragement programs sponsored by regional agencies and local employers to encourage walking or bicycling.

Objective 4.C: Evaluate how well the City of Concord is progressing towards meet this Plan's goals.

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Concord 2030 General Plan - Transportation Element (2015)

1. **Policy 4.C.1:** Review this Plan's recommendations annually with the Bicycle and Pedestrian Advisory Committee to evaluate progress and update priorities as necessary.
- GOAL T-1: A Safe and Efficient Multi-Modal Transportation System
 - Principle T-1.1: Provide an Easily Accessible, Functional, and Attractive Circulation Network
 - Policy T-1.1.1: Maintain streets and pavement in optimal physical condition to provide safe and efficient travel.
 - Policy T-1.1.2: Continue to promote a wide variety of transportation alternatives and modes to serve all residents and businesses to enhance the quality of life. The City will strive to shift auto trips to walking, bicycling, and transit use, particularly in Downtown Concord and on the Concord Reuse Project site where other modes of travel are (or will be) available.
 - Policy T-1.1.3: Ensure that streets are designed to balance the needs of multiple travel modes, including vehicles, pedestrians, bicycles, and transit. This policy supports the concept of "complete streets," consistent with AB 1358. New streets should be designed to balance the needs of motorists with the needs of other travelers and should recognize the special needs of children, seniors, and persons with disabilities.
 - Policy T-1.1.4: Maintain and upgrade transportation systems to provide smooth flow of traffic, minimize vehicle emissions, and save energy. Transportation improvements should be consistent with statewide greenhouse gas reduction goals established by Assembly Bill 32.
 - Policy T-1.1.5: Maintain transportation levels of service benchmarks which consider not only vehicle speed and intersection delay, but also broader goals relating to environmental quality and community character. Lower levels of service may be acceptable in Downtown Concord, within one-half mile of the City's two BART stations, along designated transit routes, and in other locations as deemed appropriate by the City Council.
 - Policy T-1.1.8: Develop and operate a circulation system that directs the flow of vehicle traffic on residential streets to collector and arterial streets.
 - Policy T-1.1.9: Provide a high level of multimodal connectivity in the design of the citywide circulation system, particularly in the Concord Reuse Project area.

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	<ul style="list-style-type: none"> • Policy T-1.1.14: Enhance the visual quality of public space through the design and landscaping of streets, and the control of visual and functional aspects of abutting improvements. The City desires to ensure that streets provide an aesthetic driving, walking, and bicycling experience. • Policy T-1.1.16: Prioritize funding of pedestrian and bicycle safety improvements for designated truck routes that are in close proximity to schools. • Principle T-1.5: Provide a Safe and Convenient Pedestrian Circulation System • Policy T-1.5.1: Prioritize pedestrian safety in the design of new streets and the retrofit of existing streets. • Policy T-1.5.2: Support programs and infrastructure improvements which create an attractive and safe pedestrian environment, particularly in Downtown and around BART stations. Examples include wide sidewalks, illuminated crosswalks, signalized crossings, bulb-outs, and street lighting. • Policy T-1.5.3: Facilitate pedestrian circulation near high activity centers. • Policy T-1.5.4: Encourage new development to provide pedestrian connections to adjacent open spaces and trails. • Policy T-1.5.5: Identify critical deficiencies in the City's pedestrian circulation system and implement strategies, actions, and funding programs to address them. This will be done in concert with the Safe Routes to Schools program, the Capital Improvement Program and the Transportation Improvement Program, with priority given to pedestrian circulation improvements that will enhance pedestrian safety and promote walkability. • Policy T-1.5.6: Incorporate urban design measures in commercial and mixed use districts which accommodate pedestrians and support walking. Examples include ample shade trees, buildings constructed to the front setback line, ground floor storefronts with window displays, frequent building entrances, benches and other street furniture, and parking lots located behind buildings. • Principle T-1.6: Provide a Safe and Comprehensive Bicycle Network • Policy T-1.6.1: Implement strategies and actions for enhanced bicycle circulation throughout the City. • Policy T-1.6.2: Require provision of bicycle facilities in new developments, where appropriate. Examples include weather

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	<p>protected bicycle parking and direct and safe access for pedestrians and bicyclists to adjacent routes.</p> <ul style="list-style-type: none"> • Policy T-1.6.4: Encourage, and where appropriate require, new development to provide bicycle access to parks, schools, and transit stops in the design of new residential neighborhoods.

CIRCULATION

Objectives:

- Develop a green street framework of pedestrian friendly streets to promote healthy, active lifestyles.
- Design and Construct Streets that integrate walking, biking, transit and other 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.

Downtown Specific Plan (2014)

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.



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- Provide more public parking near existing downtown uses- people like to once and walk to their other destinations.

**Citywide Climate
Action Plan (2013)**

Climate Action Strategies: Transportation Systems:

Strategy TL1: Develop a pedestrian master plan consistent with Citywide Complete Streets Standards to minimize barriers to pedestrian access and maximize pedestrian interconnectivity throughout the City.

Strategy TL2: Implement programs and enforcement for safer active transportation with specific targets: 25% reduction in accidents involving pedestrians and bicyclists compared to baseline by 2017, 50% by 2020, 75% by 2035.

Strategy TL2: Work with Police Department to prioritize traffic enforcement efforts in strategic locations to protect the safety and rights of cyclists and pedestrians.

Strategy TL2: Develop and implement training programs to inform drivers of the need to respect cyclists and pedestrians.

Strategy TL3: Implement pedestrian and bicycle-friendly traffic calming measures including curb bulb-outs, additional street trees, raised crosswalks, roundabouts, smaller corner radii, pavement treatments, and lane narrowing.

Strategy TL3: Require traffic calming measures as a condition of development approvals where appropriate.

Strategy TL4: Develop a bicycle master plan to make it more convenient and safe to ride bicycles throughout the City, identifying and addressing barriers and dangers, and maximizing connectivity to key destinations like transit stations, schools, medical services, and grocery stores.

Strategy TL4: Leverage the off-road trails network and increase connections to the on-street network. A bicycle master plan could be developed as part of an update to the existing Concord Trails Master Plan.

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	<p>Strategy TL5: Require bike parking facilities for all multi-family projects and non-residential uses. Provide secure and convenient bicycle parking at City facilities.</p> <p>Strategy TL6: Create a comprehensive Safe Routes to Schools program using the "five E's" framework: engineering, enforcement, encouragement, education, and evaluation.</p> <p>Strategy TL6: Implement 5 projects per year beginning 2017 improving pedestrian and bicycle access to schools, with goal of 80% of children walking or bicycling to school by 2035.</p> <p>Strategy TL8: Develop multi-modal wayfinding system to facilitate use of bicycles and walking by making it easier to find best routes to key destinations such as transit stations, schools, medical services, and grocery stores.</p> <p>Strategy TL9: Develop a street tree master plan for Downtown Concord and key street corridors specifying shade trees to provide traffic calming effects, make walking and bicycling more pleasant, and reduce heat island effect.</p> <p>Strategy TL10: Prioritize active modes in engineering and design by reviewing street reconstruction, development projects, and utility projects to identify opportunities to implement complete streets principles.</p> <p>Strategy TL10: Develop and apply a streamlined complete streets checklist for review of proposed transportation improvement projects.</p> <p>Strategy TL10: Design and improve streets to facilitate safe crossings, including accessible curb ramps, crosswalks, refuge islands, and pedestrian signals designed to meet needs of people with different abilities and ages.</p> <p>Strategy TL10: Use innovative and effective walkway features including buffers between pedestrians and vehicle traffic, wide sidewalks, illuminated crosswalks, signalized crossings, bulb-outs, pedestrian-scale lighting, benches, and street furniture.</p> <p>Strategy TL11: Prioritize active transportation in 10-year Capital Improvement Program and project funding to ensure systematic investment in bicycle and pedestrian infrastructure.</p>

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<p>Concord Trails Master Plan (2002)</p>	<p>Policy: All Transportation Systems and Land Use strategies (TL1-TL26) are mandatory for the City, ensuring systematic integration of safety and climate goals into transportation planning and investment decisions.</p> <p>Goals:</p> <ul style="list-style-type: none"> • Create a comprehensive network for recreation and alternative transportation modes including hiking, biking, and equestrian use. • Provide access to BART stations through dedicated trail connections enabling safe multimodal travel. • Provide access to schools throughout the city via safe walking and biking routes. • Create historic walking tours encouraging pedestrian activity and community connection. <p>Purpose:</p> <ul style="list-style-type: none"> • Support outdoor recreation providing healthy activity options for residents. • Provide transportation for commuters to get to work and school as alternative to driving, reducing vehicle miles traveled. • Improve public health by encouraging active transportation and outdoor physical activity. • Support education through environmental and historical interpretive opportunities along trails. • Enhance social and economic well-being by increasing economic benefit and property values through quality trail amenities. • Provide alternative emergency access and egress routes enhancing community resilience. <p>Strategies:</p> <ul style="list-style-type: none"> • Identify need for new bridges and filling roadway gaps to provide continuous safe pedestrian and bicycle facilities. • Include plans for pedestrian underpass under Highway 242 to eliminate dangerous at-grade crossings. • Develop trails within Naval Weapons Station development to provide connectivity for future residents. • Present regional trail connectors to Walnut Creek, Pleasant Hill, Clayton, Martinez, and East Bay Regional Parks for seamless regional active transportation network.

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- Detail bike parking requirements at trail access points to encourage multimodal connectivity.
- Ensure bus and BART bicycle access through coordinated planning of trail connections to transit facilities.
- Develop promotional materials including bikeway mapping, wayfinding signage, and basic trail information to encourage use and ensure safety.
- Provide school bicycle safety education through Police Department in-class presentations and school newspaper features reaching grades 1-3.
- Implement bicycle rodeo program providing hands-on safety training for youth.
- Develop school district programming integrating bicycle and pedestrian safety into curriculum.
- Deploy police officers on bikes for community engagement and safety enforcement on trails.
- Develop auto trip reduction programs encouraging shift from driving to active transportation.
- Implement adult bicycle safety and education programs addressing identified gap in safety training.