

Appendix C: Road Safety related Projects from Existing Planning

SAFE TRIPS TO BART: AN ACTION PLAN FOR SAFER ROADWAYS (2025)

1. Galindo Street Signal Timing Coordination, Shared-Use Path Planning, and Pedestrian Refuge

Location: Galindo Street from Salvio Street to Clayton Road/Willow Pass Road

FHWA Tier 1 Safety Countermeasure to Remove Severe Conflicts:

- A shared use path that is physically separated from vehicle traffic will provide safety and access benefits for people to bicycle to and from BART.
- Road diets reduce the number and width of vehicle lanes, which can help reduce vehicle speeds and allow for additional pedestrian and bicyclist safety treatments.

FHWA Tier 2 Safety Countermeasure to Reduce Vehicle Speeds:

- Coordinated signal timing can manage vehicle speeds, increasing pedestrian safety. It can also create a steady and predictable flow of traffic, minimizing abrupt stops and starts that can lead to rear-end collisions.

Estimated Cost: \$40,000

2. Clayton Road Class IV Cycle Track, Bus Boarding Island, and Crossing Enhancements

Location: Clayton Road from Sutter Street to Grant Street

FHWA Tier 1 Safety Countermeasure to Remove Severe Conflicts:

- Physically separated bicycle lanes will provide more separation between bicyclist and vehicles to reduce chance for severe conflicts.

FHWA Tier 4 Safety Countermeasure to Increase Attentiveness and Awareness:

- High-visibility crosswalks and advance stop bars increase the visibility of pedestrians at marked crosswalks.
- Advance stop bars improve visibility of crossing pedestrians by increasing the distance between stopped motorists and crossing pedestrians.

Estimated Cost: \$100,000

3. Clayton Road Pedestrian Safety and Complete Street Improvements

Location: Clayton Road from Park Street to the Alameda; Sunset Street and East Street

FHWA Tier 1 Safety Countermeasure to Remove Severe Conflicts:



- Bus bulbs reduce pedestrian crossing distance and minimize conflicts caused by buses pulling into and out of the travel lane.

FHWA Tier 2 Safety Countermeasure to Reduce Vehicle Speeds:

- Edge lines reduce the width of the travel lane, encouraging slower speeds.

FHWA Tier 3 Safety Countermeasure to Manage Conflicts in Time:

- Leading Pedestrian Intervals (LPIs) allow pedestrians to begin crossing before vehicles are given the green signal.

FHWA Tier 4 Safety Countermeasure to Increase Attentiveness and Awareness:

- High-visibility crosswalks increase the visibility of pedestrians at marked crosswalks.
- Advance stop bars improve visibility of crossing pedestrians by increasing the distance between stopped motorists and crossing pedestrians.

Estimated Cost: \$100,000

4. Salvio Street Class IV Cycle Track, Bus Bulb, and Intersection Safety Improvements

Location: Salvio Street from East Street to Parkside Drive

FHWA Tier 1 Safety Countermeasure to Remove Severe Conflicts:

- Physically separated bicycle lanes will provide physical barrier between bicyclist and vehicles to reduce chance for severe conflicts.
- A pedestrian refuge reduces exposure and allows pedestrians to focus on crossing one direction of traffic at a time.
- Bulb-outs reduce the distance pedestrians need to cross, decreasing the time they are exposed to traffic.

FHWA Tier 4 Safety Countermeasure to Increase Attentiveness and Awareness:

- High-visibility crosswalks make crossing pedestrians more visible to drivers.
- Bulb-outs improve sight lines between pedestrians and drivers.

Estimated Cost: \$200,000

5. Willow Pass Road and East Street Intersection Safety Improvements

Location: Willow Pass Road and East Street intersection

FHWA Tier 1 Safety Countermeasure to Remove Severe Conflicts:

- Bus bulbs reduce pedestrian crossing distance and exposure to conflicts with vehicles.

FHWA Tier 2 Safety Countermeasure to Reduce Vehicle Speeds:

- Bus bulbs reduce the width of the roadway and encourage drivers to reduce speed.

FHWA Tier 4 Safety Countermeasure to Increase Attentiveness and Awareness:



- High-visibility continental crosswalks make crossing pedestrians more visible to drivers.

Note: This intersection is adjacent to the Concord Village mixed-use development site (approximately 230 residential units), where increased pedestrian demand is anticipated upon project completion.

Estimated Cost: \$100,000

6. Willow Pass Road and Parkside Drive Intersection Safety Improvements

Location: Willow Pass Road and Parkside Drive intersection, near the Concord Civic Center

FHWA Tier 2 Safety Countermeasure to Reduce Vehicle Speeds:

- Bulb-outs reduce the turn radii and vehicle turning speed by forcing vehicles to make sharper turns.

FHWA Tier 4 Safety Countermeasure to Increase Attentiveness and Awareness:

- High-visibility crosswalks make crossing pedestrians more visible to drivers.
- Advance stop bars improve visibility of crossing pedestrians and increase distance between crossing pedestrians and stopped motorists.

Estimated Cost: \$20,000 (Quick Build) – \$200,000

CONTRA COSTA COUNTY COMPLETE STREETS SAFETY ASSESSMENT (2024)

Focus Area #1: Concord Avenue/Contra Costa Boulevard to Diamond Boulevard - Install continuous sidewalks minimum 6-foot width, ADA-compliant curb ramps, pedestrian-scale lighting at 30-foot spacing, street trees, protected bicycle facilities (Class II or IV), high-visibility crosswalks with refuge islands, curb extensions, countdown pedestrian timers, Leading Pedestrian Intervals, and narrowed travel lanes (10-11 feet).

Focus Area #2: Concord Avenue/John Glenn Drive to Via Mercados (Iron Horse Trail Access) - Enhance trail access with clear wayfinding signage, accessible pathways, bicycle parking, improved visibility at crossings with high-visibility markings and Rectangular Rapid Flashing Beacons, separated bicycle facilities connecting to trail network, pedestrian-scale lighting at access points, traffic calming with speed feedback signs, and consider grade-separated crossing at high-volume locations.

Focus Area #3: Concord Avenue at SR-242 Interchange - Redesign interchange ramps with tighter corner radii, install protected bicycle facilities with physical separation, provide high-quality lighting throughout undercrossing, implement pedestrian refuge islands, upgrade signal timing for adequate crossing time, add green conflict zone markings, coordinate with Caltrans, and consider long-term grade-separated crossing.

Countywide Safe Routes to School Program - Conduct walking/biking audits, prioritize infrastructure improvements including sidewalk extensions, crossing guards, enhanced crosswalks with beacons, traffic calming near schools, implement education programs, provide enforcement, encourage active transportation, and evaluate program effectiveness.



Systemic Signalized Intersection Enhancement Program - Implement Leading Pedestrian Intervals (3-7 seconds), protected left turn phasing, pedestrian countdown signals, accessible pedestrian signals, bicycle detection, signal timing optimization, high-visibility crosswalks, advance stop bars, green conflict zone markings, and Rectangular Rapid Flashing Beacons at uncontrolled crossings.

FY2025-FY2029 CAPITAL IMPROVEMENT PLAN (2024)

School Safety Assessment Program (Project 2539) - Location: Citywide. Ongoing proactive safety assessment for 50 schools focusing on pedestrian and bicycle infrastructure conditions near schools, providing recommendations for engineering solutions, education, and enforcement to address traffic calming for school-related transportation issues including drop-off/pick-up operations, traffic circulation, and parking in residential and commercial neighborhoods.

Streetlighting and Safety Improvement (Project 2695) - Location: Citywide with arterial lighting improvements on Port Chicago Highway, Clayton Road, Cowell Road, Monument Boulevard, Galindo Street, Kirker Pass Road, Treat Boulevard, Ygnacio Valley Road, and Concord Boulevard. Project updates streetlights to LED fixtures and adds streetlights where feasible to address the critical safety issue that 46 percent of pedestrian crashes and 66 percent of fatal and severe injury pedestrian collisions occur in dark conditions. Funded through HSIP Cycle 11 with total grant award of \$7,409,470.

Traffic Safety and Traffic Calming Program (Project 2464) - Location: Citywide. Provides traffic calming for school-related transportation issues and neighborhood safety concerns, ensuring overall traffic safety through engineering interventions and systematic implementation of proven countermeasures.

Citywide Traffic Monitoring (Project 2537) - Location: Citywide. Collects average daily traffic data at all major streets every two years, updates citywide radar speed surveys for up to 30 segments annually, and deploys 35-40 devices to identify cut-through traffic using anonymous Bluetooth and Wi-Fi data to continuously monitor routes and implement mitigation measures.

West Concord Bikeways Phase 2 (Project 2524) - Location: West Concord area. Continues implementation of dedicated bicycle facilities to provide safe connectivity for cyclists in western portions of the city.

Sun Terrace Elementary School Crossing Enhancements (Project 2712) - Location: Sun Terrace Elementary School vicinity. Implements safety improvements at school crossings to protect students walking and biking to school.

Village Road/Cowell Road Crossing Improvements (Project 2717) - Location: Village Road and Cowell Road intersection. Enhances pedestrian and bicycle crossing safety at this key intersection through infrastructure improvements.

David Avenue Bicycle Improvements (Project 2605) - Location: David Avenue corridor. Provides dedicated bicycle facilities along this corridor to improve cyclist safety and connectivity.



Court Lane Bicycle Improvements (Project 2617) - Location: Court Lane corridor. Implements bicycle infrastructure improvements to create safer cycling conditions and fill network gaps.

Salvio Street Bikeway Improvements Phase 2 (Project 2619) - Location: Salvio Street corridor. Continues implementation of bicycle facilities on this important downtown connector street.

Pine Hollow Road Complete Street Project (Project TRA-30-003) - Location: Pine Hollow Road and Alberta Way, 2.2-mile segment from Clayton Valley Charter High School to Mount Diablo Elementary School. Constructs pedestrian and bicycle improvements including continuous sidewalks and bike lanes, implements multi-modal and operational strategies to improve safety, transit connections, and circulation. Based on 2022 feasibility study recommendations.

HSIP Cycle 11 RRFB Crossing Enhancements (Project 2696) - Location: Various high-priority crossing locations citywide. Implements Rectangular Rapid Flashing Beacon systems at pedestrian crossings to improve visibility and driver yielding behavior at uncontrolled crossings.

Citywide Bike Lane Enhancements (Project 2697) - Location: Citywide. Systematic improvements to existing bike lane network including upgraded striping, signage, and pavement markings to improve safety and comfort for cyclists.

Willow Pass Road Cycle Track (Project 2572) - Location: Willow Pass Road corridor. Provides protected cycle track facility on this major arterial to create safe separated space for cyclists.

East Downtown Concord PDA Access and Safe Routes to Transit Project (Project 2457) - Location: East Downtown Concord Priority Development Area. Improves pedestrian and bicycle access to transit facilities including BART station with focus on complete streets improvements and connectivity.

ADA Transition Plan Update (Project 2377) - Location: Citywide. Updates the citywide ADA transition plan to systematically identify and prioritize accessibility improvements throughout the pedestrian network.

Citywide Sidewalk Repair Program (Project 2666) - Location: Citywide. Ongoing program to repair damaged sidewalks and maintain pedestrian infrastructure in safe, accessible condition.

Citywide Sidewalk Replacement Program (Project 2341) - Location: Citywide. Systematic replacement of deteriorated sidewalk segments to maintain continuous, safe pedestrian facilities throughout the city.

PINE HOLLOW ROAD COMPLETE STREET FEASIBILITY STUDY (2023)

The Study identified a set of recommended improvements that would create a safe and connected transportation network for all users, prioritizing the needs of those most vulnerable and to encourage use of alternative modes. Improvements are proposed throughout the study area, in both the cities of Concord and Clayton:

- Sidewalk Improvements
- Protected Bike Lane
- Crosswalk Improvements
- Traffic Calming Features



Approach to developing potential Improvement Concepts: These inputs led to the development of the three, key improvement objectives:

- Reduce auto speeds and improve traffic safety
- Continuous, safer, and more comfortable pedestrian facilities
- Connected bicycle facilities throughout the corridor

Proposed Pedestrian Infrastructure Improvements:

- New sidewalks
- New crosswalks
- High-visibility crosswalk markings and advanced stop bars
- Raised crosswalks/raised intersections
- Rapid rectangular flashing beacons
- Median refuges
- Pedestrian lighting at crossings
- Upgrading curb ramps to current standards
- Tighten curb radii
- Landscape trimming and utility pole relocation to increase pedestrian visibility
- Adding leading pedestrian intervals to improve accessibility and safety

Bicycle Infrastructure Improvements:

A two-way cycle track on one side of the street, as proposed west of Indiana Drive, while the image on the bottom represents a one-way cycle track on both sides of the road, which is proposed east of Pennsylvania Boulevard. Note that these examples are representative of the basic concept only and differ in landscaping widths and roadway configuration from what is proposed for Pine Hollow Road.

Focused Intersections:

- Mitchell Canyon Road and Pine Hollow Rd
- Pine Hollow Road and Indiana Dr
- Pine Hollow Road and Pennsylvania Blvd
- Kaiser Quarry Road and Pine Hollow Road
- Rolling Woods Way and Pine Hollow Road
- Pine Hollow Road and Campus Dr
- Pine Hollow Road/ Albert Way and Ygnacio Valley Road
- Albert Way and Academy Road

CITY OF CONCORD LOCAL ROADWAY SAFETY PLAN (2022)

No Safety Projects Identified.

COMPLETE STREETS FEASIBILITY STUDY: WILLOW PASS ROAD, GALINDO STREET & COWELL ROAD (2020)

Willow Pass Road Enhanced Cycle Track (CIP #2449 Integration) - Location: Landana Drive to Parkside Drive, north side. Implement two-way protected cycle track with vertical delineators, special pavement markings, public realm improvements including street trees and lighting, and enhanced crossings with green conflict zone markings.



Willow Pass Road Long-Term Complete Streets Transformation - Location: Galindo Street to Market Street. Implement road diet removing one westbound lane, wider two-way cycle track on north side, move curb line toward center allowing sidewalk widening to 8-10 feet, street tree double rows at 25-30 foot spacing, green infrastructure bioswales, enhanced transit stops, traffic calming through lane width reduction, and enhanced crossings with curb extensions and refuge islands.

Willow Pass Road Bicycle Network Connectivity - Location: Parkside Drive to Salvio Street, Salvio Street to Grant Street and Galindo Street. Create continuous low-stress bicycle network connecting downtown corridors with dedicated facilities, wayfinding signage, bicycle parking at destinations, and coordination with downtown circulation plans.

Galindo Street Complete Street Redesign - Location: Willow Pass Road to Monument Boulevard/Cowell Road (1.2 miles). Maintain two through lanes each direction with varied turn lanes, implement varying shared spaces and pedestrian amenity zones (8-12 feet wide), install street trees at 30-foot spacing with double rows, integrate green infrastructure bioswales, implement bicycle facilities connecting to downtown, simplify intersection designs, enhance transit infrastructure, and evaluate transitioning Concord Boulevard and Clayton Road to two-way operation.

Cowell Road Complete Street Implementation - Location: Monument Boulevard to Ygnacio Valley Road (2.1 miles). Maintain existing lanes on most segments, implement road diet on Community Park area converting four lanes to two lanes with center turn lane, develop combination of shared-use paths and shared spaces between Mesa Street and Treat Boulevard, install enhanced bike lanes between Treat Boulevard and Ygnacio Valley Road, extend Community Park into roadway as shared space, upgrade Cowell Road/Treat Boulevard intersection, install street trees at 30-foot spacing, and enhance trail connections to East Bay Regional Parks.

Corridor-Wide Intersection Safety Improvements - Location: All intersections along three study corridors. Implement high-visibility crosswalk markings, curb extensions reducing crossing distances by 10-20 feet, ADA-compliant curb ramps, pedestrian countdown signals, advance stop bars setback 4-8 feet, green conflict zone markings, signal timing optimization with protected/permissive left turns, Leading Pedestrian Intervals, Rectangular Rapid Flashing Beacons at uncontrolled crossings, refuge islands, and tight corner radii (10-15 feet).

Wayfinding and Connectivity Enhancements - Location: All three corridors connecting downtown, BART, schools, parks, and regional trails. Implement directional signage for pedestrians and bicyclists, distance and time information to key destinations, bicycle route signage with pavement markings, interpretive signage at gateway features, maps at key decision points, integration with transit information, connectivity improvements filling gaps, and coordination with Downtown Specific Plan and Bicycle Pedestrian Plan.

Green Infrastructure and Streetscape Program - Location: All three corridors with focus at Community Park, downtown gateway, and neighborhood sections. Implement bioswales and rain gardens managing stormwater, permeable pavements, street trees at 25-30 foot spacing providing 50-60% canopy coverage, pedestrian-scale lighting at 30-40 foot spacing, street furniture including benches at 200-300 foot spacing, bicycle parking, wayfinding kiosks, public art and gateway features, and coordination with frontage improvements for outdoor dining and active uses.



MONUMENT CORRIDOR COMMUNITY-BASED TRANSPORTATION PLAN (2020)

The Metropolitan Transportation Commission (MTC) has allocated funds to develop Community- Based Transportation Plan (CBTP) updates for the Bay Area’s Communities of Concern, including the Monument Corridor in the City of Concord.

Recommended Transportation Strategies (Tier I):

- **Safe Routed to School Improvements:**

Concord has been actively supporting a local Safe Routes to School (SR2S) Program to make it easier, safer, and more enjoyable to walk or bike to school. The program consists of constructing bicycle and pedestrian infrastructure, in-classroom bicycle and pedestrian safety education, encouragement programs and contests to promote walking and biking. The City should continue its SR2S program, including applying for grant funding to construct further school-related infrastructure improvements.

- **Walkway Improvements:** This strategy recommends reviewing existing bus stops that are in close proximity to schools, and the pedestrian infrastructure around the stops, including nearby crosswalks, sidewalks, curb ramps, traffic signals, etc., to catalog those which need improvement, and then making the changes necessary to make all stops in the areas around schools accessible.
- **Walking School Bus/Bicycle Train:** Safety is one of the most common reasons parents who live within walking or bicycling distance to school are reluctant to allow their children to walk to school. Providing adult supervision may help reduce those worries for families. Two ways to help alleviate parents’ concerns are to encourage parents to start a walking school bus or a bicycle train.
- **Low- Stress Bikeways:** Adding and improving bike lanes will help guide bicyclists and alert cars to their presence. Bicycle network improvements should be targeted towards several different street segments with a goal of enhancing the City’s network of bicycle facilities to provide continuous access to key destinations in and beyond the Monument Corridor.
- **Transit youth Passes:** Outreach indicated community support for a discounted transit pass program for youth for CCCTA, BART, and other bus services. Such a program could help improve the mobility and transit use of youth who have difficulty affording transit fares. While this strategy should be sponsored and coordinated on a County-wide level, community groups, such as Monument Impact, youth groups, or local churches, could be responsible for disseminating passes from CCCTA, BART, or other transit agencies to eligible youth.
- **Mobility Education:** This strategy recommends creating transportation information centers at schools, with up-to-date materials in English and Spanish including local and intercity transit information and maps, car sharing bulletin boards, school carpool matching services, walking or biking programs, and, potentially, internet access for adults.

- **Infrastructure Improvements:**

- **Improve intersections, enhanced crossings at specific distances, and traffic signal coordination:** Intersections pose challenges to bicyclists/pedestrians, including long crossing distances, uncontrolled free right-turn movements. Bike lane treatments at intersections are inconsistent. The City should consider evaluating and improving selected

signalized intersections (for example, intersections with a history of bicycle-pedestrian-motor vehicle conflict, intersections located near schools, and intersections adjacent to major transit stops and centers). In particular, the City lanes, when necessary, so that they are located to the left of right turn lanes. Consider ways to eliminate conflicts between bicycle traffic and motor traffic (e.g. advanced or separate signal phases for bicycles).

- **Sidewalk gaps and consolidation of commercial driveways:** There was a strong interest in improved pedestrian facilities including safer roadway crossings and slower traffic speeds. Broken and misaligned sidewalks, and commercial driveways were also a significant concerns expressed.
 - **Bus stop amenities:** Adding bus stop amenities is both relatively inexpensive and popular within the community as a very tangible improvement in the quality of the public transit experience. Although the solution does not necessarily improve origin-to-destination mobility in the community, it improves the experience of using transit service which can in turn encourage increased use of transit.
- **Bicycle Improvements:**
 - **Bike share:** The system is expected to expand to 7,000 bicycles around 540 stations in San Francisco, Oakland, Berkeley, Emeryville, and San Jose. Concord, on behalf of the Monument Corridor area, could reach out to Bay Wheels and private providers to gauge the feasibility of stationing docked or dockless bicycles in the Study Area.
 - **Separated Bikeways:** Community outreach indicated interest in improving bicycle safety and wayfinding through Monument Corridor streets by creating separated bikeways. Ideally, “separated” means protected by vertical separation elements, but it could also include paint-only facilities where motor traffic speeds and volumes are low enough.
 - **“Bike Kitchens”:** Bike Kitchen teaches people of all ages and backgrounds how to repair bicycles. Bike Concord offers a community bicycle shop as well as a pop-up repair shop known as the “The Bike Tent”.

CITY OF CONCORD BICYCLE, PEDESTRIAN & SAFE ROUTES TO TRANSIT PLAN (2016)

The City of Concord envisions an environment that supports walking, bicycling and active living, and enables people of all ages and abilities to safely and comfortably access jobs, schools, recreation, shopping and transit.

- **High Visibility Crosswalk Project:**
 - Babel Lane and Clayton Road
 - Bacon St and East Street
 - Bel Air Dr and Treat Blvd
 - Clayton Road and Kirker Pass Road
 - Clayton Road and Farm Bureau Road
 - Commerce Avenue Concord Avenue
 - Concord Blvd and Landana Drive
 - Cowell Rd and Monument Blvd
 - Clayton Rd and Denkinger Ct (Shared Use Path Study)
 - Detroit Avenue and Monument Blvd
 - East St and Willow Pass Rd
 - Fairfield Avenue and Grant St

- Franquette Avenue and Willow Pass Road
- Fry Way and Willow Pass Rd
- Grant St and Olivera Rd
- Harrison St and Concord Avenue
- Mesa St and Cowell Road
- Oak Grove Road and Treat Blvd
- Palm Lake E and Oak Grove Road
- Port Chicago Highway and Willow Pass Rd
- Sutter St and Willow Pass Road
- Clayton Road and Terry Lynn Lane
- Clayton Road and Thornwood Dr
- 6th St and Concord Blvd
- Almond Avenue and East St
- Ayers Rd and Concord Blvd
- Ayers Rd and Clayton Rd
- Bailey Rd and Clayton Rd
- Bailey Rd and Concord Blvd
- Bonifacio St and East St
- Cary Dr and Monument Blvd
- Chestnut Ave and Clayton Rd
- Clayton Avenue and Clayton Rd
- Clayton Rd and Oakland Avenue
- Clayton Rd and Treat Blvd
- Clayton Rd and Park St
- Clayton Rd and Concord Blvd
- Concord Ave and Market St
- Concord Blvd and Kirker Pass Road
- Concord Blvd and Farm Bureau Rd
- Concord Blvd and West St
- Concord Blvd and Mendocino Dr
- Coventry Rd and Clayton Rd
- Coventry Rd and Cowell Rd
- Treat Blvd and Cowell Rd
- Babel Lane and Cowell Rd
- Cowell Rd and Ygnacio Valley Rd
- David Ave and Oak Grove Rd
- Denkinger Rd and Concord Blvd
- Diamond Blvd and Willow Pass Rd
- East St and Salvio St
- Esperanza Rd and Monument Blvd
- Erickson Rd and Monument Blvd
- Fredrick St and Grant St
- High School Ave and Grant St
- Hillside Avenue and Solano Way
- Hookston Rd and Creek
- Huron Dr and Ronald Way



- Keswick Lane and Oak Grove Rd
 - Market St and Willow Pass Rd
 - Michigan Blvd and Ygnacio Valley Rd
 - Minert Rd and Oak Grove Rd
 - Mohr Lane and Monument Blvd
 - Monument Blvd and Mohr Lane
 - Monument Blvd and Detroit Ave
 - Monument Blvd and Walters Way
 - Monument Blvd and Systron Dr
 - Monument Blvd and Erickson Rd
 - Monument Blvd and Carey Dr
 - Moretti Dr and Esperanza Dr
 - 6th St and Willow Pass Rd
 - N Larwin Ave and Cowell Rd
 - Navaronne Way and Treat Blvd
 - Oak Grove Road and Minert Rd
 - Oak Grove Road and Whitman Rd
 - Oak Grove Road and David Ave
 - Olivera Rd and Hillsborough Dr
 - Pacheco St and Concord Ave
 - Pacheco St and East St
 - Park Highlands Blvd and Ygnacio Valley Rd
 - Parkside Dr and Concord Blvd
 - Parkside Dr and Willow Pass Rd
 - Salvio St and Treat Blvd
 - San Simeon Dr and Treat Blvd
 - Solano Way and Broadmoor Avenue
 - Systron Dr and Monument Blvd
 - Terry Lynn Lane and Clayton Rd
 - The Alameda and Clayton Rd
 - West St and Clayton Rd
 - West St and Concord Blvd
 - Whitman Rd and Oak Grove Rd
 - Willow Pass Rd and Farm Bureau Rd
 - Willow Pass Rd and Diamond Blvd
 - Willow Pass Rd and Market St
 - Willow Pass Rd and Parkside Dr
 - Clayton Rd and Colfax St
 - Clayton Rd and Sunset Avenue
 - Greenbush D and Thornwood Dr
 - Lacey Lane and S Side of Cambridge Elementary Driveway Loop
 - Olivera Rd and Sanford St
- **Complete Street Study Project:**
 - Babel Lane and Cowell Road

- Clayton Road and The Alameda
 - Clayton Road and Market St
 - Concord Ave and Contra Costa Blvd
 - Concord Blvd and Grant St
 - Diamond Blvd and Concord Avenue
 - Galindo St and Concord Blvd
 - Grant St and Fairfield Avenue
 - Grant St and Willow Pass Road
 - Oak St and Galindo St
 - Solano Way and Hilltop Road
 - Systron Dr and Trailside Cir
 - Treat Blvd and Clayton Road
 - Willow Pass Road and Market St
 - Willow Pass Road and 6th St
 - Detroit Avenue and Monument Blvd
 - Franquette Ave/ Waterworld Pkwy and CA-242 Undercrossing
 - Galaxy Way and Meridian Park Blvd
 - Market St and Meadow Lane
 - Meadow Lane and Leland Way
 - Minert Rd and Bancroft Rd
 - Oak Grove Road and Chalomar Rd
- **Class I Bike Boulevard Project:**
 - Bailey Rd and 180ft SW of Laura Dr
 - Concord Community Park
 - Market St and Meadow Lane
 - Rolling Woods Way and Vista Point Lane
 - Franquette Ave and Franquette Ave
- **Class II Bike Boulevard Project:**
 - Clayton Road and Ashbury Drive
 - Concord Blvd and Sattler Drive
 - Fairfield Avenue and Crystal Avenue
 - Galaxy Way and Meridian Park Blvd
 - Grant St and Willow Pass Road
 - John Glenn Dr and Concord Avenue
 - Meridian Park Blvd and Concord Blvd (Buffered)
 - Port Chicago Hwy and Salvio St
 - Willow Way and Meridian Park Blvd
 - Burnett Avenue and Meridian Park Blvd
 - Clayton Rd and Village Rd
 - Farm Bureau Rd and Wren Avenue
 - Meadow Lane and 500ft NW of Oak Grove Rd
 - Oakland Ave and Clayton Rd

- **Class III Bike Boulevard Project:**
 - Bonifacio St and Port Chicago Highway
 - Bonifacio St and Concord Avenue (Shared Lane Marking)
 - Burnett Avenue and Diamond Blvd
 - Chestnut Avenue and Clayton Road
 - Commerce Avenue Concord Avenue
 - Fairfield Avenue and Crystal Avenue
 - Laguna St and Detroit Avenue
 - Concord Blvd and Landana Drive (Shared Lane Marking)
 - Parkside Dr and Bonifacio St
 - Salvio St and Broadway St (Shared Lane Marking)
 - Victory Lane and Linden Dr
 - 6th St and Willow Pass Rd
 - Argonne Dr and Biscay Way
 - Avon venue and Solano Way
 - Babel Lane and Merridan Dr
 - Bantley St and Bancroft Rd
 - Broadway St and Market St
 - Cape Cod Way and Cowell Rd
 - Clayton Rd and Diamond Blvd
 - Concord Blvd and Bailey Rd
 - Consuelo Rd and Esperanza Dr
 - Coventry Rd and Cowell Rd
 - Court Lane and S Terminus
 - Diamond Avenue and Burnett Avenue
 - Esperanza Dr and W Terminus
 - Grant St and Gill Dr
 - Grove Way and Orchard Avenue
 - Hickroy Dr and Birch Avenue
 - Hillsborough Dr and Olivera Rd
 - Kaski Lan and Hitchcock Rd
 - Landana Dr and Willow Pass Rd
 - Live oak Avenue and Clayton Way
 - Maria Avenue and Dover Way
 - Clayton Rd and Mendocino Dr
 - Merridan Dr and Lancashire Dr
 - Minert Rd and Oak Grove Rd
 - Mohr Lane and Monument Blvd
 - Mt Diablo St and Mesa St
 - Mt Diablo St and Oak St
 - Mt Diablo St and Coventry Rd
 - Mt Diablo St and Laguna St
 - 6th St and Port Chicago Hwy
 - Nuala St and Mohr Lane
 - Oasis Dr and Whitman Rd
 - Olivera Rd and Solano Way

- Olivera Rd and Esperanza Dr
 - Orchard Ave and W Terminus
 - Panoramic Dr and St George Dr
 - Reed Way Grove Way
 - Rosal Lane and Joan Avenue
 - Salvio St and Esperanza Dr
 - Silverwood Dr and Village Rd
 - St Francis Dr and Liscome Way
 - The Alameda and Clayton Rd
 - The Alameda and Walnut Avenue
 - Third St and Willow Pass Rd
 - Via De Mercados and Concord Ave
 - Clayton Way and Village Rd
 - Weaver Lane and Minert Rd
 - Whitman Rd and Oasis Dr
 - Wren Ave and 6th St
 - Birch Avenue and Fairfield Ave
 - Biscay Way and Weaver Lane
 - Cardinal Dr and Thunderbird Dr
 - Euclid Ave and Third St
 - Falcon Dr and Cardinal Dr
 - Galaxy Way and Via De Mercados
 - Gelbke Lane and Evergreen Dr
 - Hitchcock Rd and Court Lane
 - Joan Ave and Babel Lane
 - Liscome Way and St Francis Dr
 - Lyon Cir and Wilmore Ave
 - Marice Ct and Hitchcock Rd
 - Ryan Rd and Wilmore Avenue
 - St George Dr and Hillsborough Dr
 - Sutter St and Market St
 - Wilmore Ave Lyon Cir
- **Sidewalk Improvement Project:**
 - Concord Blvd and Galindo Street
 - E Olivera Rd and Salvio St
 - E Olivera Rd and Mars St
 - Oak St and Laguna St
 - Willow Pass Road and Granada Dr
 - Willow Pass Road and 6th St
 - Willow Pass Road and Olivera Rd
 - 5th Street and S of Marvalle Lane
 - 5th Avenue and Clayton Rd
 - Amador Avenue and Clayton Rd
 - Arnold Industrial Way and Industrial Way

- Arnold Industrial Way and Pike Lane
- Arnold Industrial Way and Port Chicago Hwy
- Ayers Rd and Kenmore Dr
- Bailey Rd and Hakimi Ct
- Barbis Way and Gerald Dr
- Barbis Way and Pancho Via St
- Beach St and Bonifacio St
- Belmont Rd and Waltham Rd
- Bonifacio St and Port Chicago Hwy
- Chalomar Rd and Oak Grove Rd
- Chestnut Avenue and W of McCarl Lane
- Chestnut Avenue and Calyton Rd
- Chestnut Avenue and W of Stillman Ct
- Clayton Rd and S Willow Pass Rd
- Concord Avenue and W of Commerce Ave
- Concord Blvd and Vincente Rd
- Concord Blvd and NW of Kirker Pass Rd
- Concord Blvd and Denkinger Rd
- Concord Blvd and Yvonne Dr
- Concord Blvd and Mahoo Lane
- Concord Blvd and Princeton Ct
- Concord Blvd and Bailey Rd
- Coventry Rd and Cowell Rd
- Cowell Rd and Hale Dr
- Cowell Rd and Almendra Ct
- Cowell Rd and Monument Blvd
- Cowell Rd and Babel Lane
- Cowell Rd and S of Plumleigh Lane
- Cowell Rd and S of Treat Blvd
- Cowell Rd and Kaski Lane
- Cowell Rd and Almar St
- Craig Dr and Cowell Rd
- Crystal Avenue and Fairfield Ave
- David Ave and Cowell Rd
- Detroit Avenue and Monument Blvd
- Detroit Avenue and Walters Way
- E Olivera Rd and S of Montgomery Avenue
- East St and Crescent Dr
- Fabian Way and Clayton Rd
- Granada Dr and Willow Pass Rd
- Gross Lane and Orchard Avenue
- Grove Way and Orchard Ave
- Grove Way and Cowell Rd
- Hampton Dr and Hookston Rd
- Hilltop Rd and Solano Way
- Keswick Lane and Honister Lane

- Laguna St and Galindo St
- Laura Alice Way and Arnold Industrial Way
- Lee Lane and David Avenue
- Leland Way and Backfield Dr
- Maria Avenue and Dover Way
- March Dr and Iron Horse Regional Trail
- Mohr Lane and N of Mohr Ct
- Mohr Lane and N of Bentley St
- Mohr Lane and N of David Avenue
- Monument Blvd and Cowell Rd
- Navaronne Way and NW of Viola Pl
- Oak Grove Road and Whitman Rd
- Olivera Rd and Peralta Rd
- Parkside Dr and Concord Blvd
- Parkside Dr and Salvio St
- Parkside Dr and Bonifacio St
- Peach Pl and Oak Grove Rd
- Pear Dr and Oak Grove Rd
- Port Chicago Hwy and S of Bates Ave
- Port Chicago Hwy and S of S of Salvio St
- Port Chicago Hwy and S of S of Kinne Blvd
- Port Chicago Hwy and S of S of Concord Blvd
- Ridgewood Dr and Ridgewood Ct
- Ridgewood Dr and Cowell Rd
- Risdon Rd and Risdon Ct
- Rose Lane and Treat Blvd
- Salvio St and 160ft W of Grant St
- Salvio St and Beach St
- Salvio St and N 6th St
- San Carlos Ave and Laguna St
- San Miguel Rd and Systron Dr
- Solano Way and Hilltop Rd
- St Francis Dr and Cowell Rd
- The Alameda and Corvada Way
- Thompson Dr and N of Thompson Dr
- Thunderbird Dr and Olivera Rd
- Treat Blvd and N of Thompson Dr
- Treat Blvd and Navaronne Way
- Treat Blvd and Vista Kelly Oaks Ct
- Treat Blvd and S of Marietta Ct
- Treat Blvd and N of Kingswood Dr
- Treat Blvd and Lynn Dr
- Treat Blvd and Cobblestone Dr
- Treat Blvd and NE of Cowell Rd
- Treat Blvd and E of Navaronne Way
- Whitman Rd and Oak Grove Rd

- Willow Pass Rd and St Phillips Ct
- **Corridor Conceptual Plan Project:**
 - Monument Blvd and Walnut Creek
 - Clayton Rd and Farm Bureau Rd
 - Willow Pass Rd and Lynwood Dr
- **Short Term Bike Parking Project:**
 - Mt Diablo St and 130ft S of Salvio St
 - Pacheco St and 18ft E of Mt Diablo St
 - Willow Pass Road and Mt. Diablo St
 - Willow Pass Road and 200ft E of Grant St
 - Willow Pass Road and Grant St
 - Concord Community Park
 - Meadow Home Park
 - Parkside Cir and Between Beach St/ Parkside Dr
 - Parkside Cir and 600ft NE of Beach St
 - Parkside Cir and 600ft NW of Parkside Dr
 - Salvio St and 160ft W of Grant St
 - Victory Lane and Rea Anne Rd
 - Willow Pass Community Park and N of Salvio Dr
 - Willow Pass Community Park and S of Salvio Dr
- **Rectangular Rapid Flashing Beacon Project:**
 - Alberta Way and N of Valmer Dr
 - Alberta Way and Academy Rd
 - Cowell Rd and Quail Ct
 - Olivera Rd and Sanford St
 - West St and Forest view Ave
 - Floyd Lane and Cardinal Dr
 - Lacey Lane and S Side of Cambridge Elementary Driveway Loop
- **Wayfinding/Sign Improvement Project:**
 - Bonifacio St and Port Chicago Hwy
 - CA-242 N and Undercrossing
 - Wren Ave and Contra Costa Canal Trail
- **Pedestrian Scaled Lighting Project:**
 - Clayton Rd and Sunset Avenue
 - Colfax St and Pacheco St
 - Concord Blvd and Galindo St
 - East St and Pacheco St
 - Grant St and Oak St
 - Mt Diablo St and Concord Blvd
 - Oakland Ave and Clayton Rd

- Pacheco St and Concord Ave
 - Park St and Grant St
 - Salvio St and Concord Ave
 - Sunset Ave and Galindo St
 - Willow Pass Rd and Concord Ave
- **Bicycle Access Study Project:**
 - Monument Blvd and Iron Horse Trail
 - Olive Dr and Mt Diablo Creek
 - Panoramic Dr and Port Chicago Hwy
 - Meridian Park Blvd and Willow Way

CONCORD COMPLETE STREETS STUDY (2014)

The City of Concord, located in Contra Costa County, faces a number of challenges in providing safe and accessible biking and walking facilities. The purpose of this study is to provide preliminary support in starting the process of creating a safer, bike friendly, walkable and livable Concord.

Proposed Treatments:

- **Galindo Street and Salvio Street Intersection (Intersection Improvement):**
 - Intersections create the biggest risk factors for bicyclists.
 - At intersections, right turning vehicle soften cross the bicycle lane to turn creating a conflict zone with bicycles. The most successful solution to this problem is the protected intersection design with refuge islands, also called Dutch intersection design because it was first developed and tested in the Netherlands.
 - Protected intersections resolve conflicts between bicyclists, pedestrians and vehicles by improving visibility and minimizing vehicle-bicycle conflicts.
- **Babel Lane and Cowell Road (Intersection Improvement):**
 - Bicyclist and pedestrian volume for this particular intersection is very low. However, to plan for future growth and greater use of the facilities, there appears to be a need for specific treatments. An addition of grade-separated sidewalks through much of this intersection will allow for safe use for both pedestrians and bicyclists.
 - Grade separated sidewalks will encourage walking and greater use by the residents living in the neighborhood. Next, striped signalized crossings will reinforce yielding of vehicles turning during a green signal phase.
 - Striping the crosswalks as wide as or wider than the walkway it connects to will ensure that when people walk, they can comfortably pass.
 - The use of high-visibility, zebra crosswalk markings are more visible to approaching vehicles. In addition, the crossing distances should be as short as possible for pedestrians.
 - For bicyclists, a clearly demarcated Class II bicycle lane with green striping in the existing pathway would help to alleviate confusion for pedestrians, cyclists and drivers. The high volume traffic and speeds along Cowell pose a risk to the safety of cyclists.
 - A "trail of bread crumbs" will guide the bicyclist across the intersection, while alerting drivers to approaching cyclist crossing. In the future, when bike path circulation is further coordinated and connected, implementing a buffered bike path with flexible delineators would help to shield cyclists from high volume and high-speed traffic.

- A Class I facility would be appropriate for Babel as there were few bicyclists turning in from Babel onto Cowell. Most cyclists used Cowell.
- **Meadow Lane/Oak Grove Road Intersections and Monument Boulevard (Intersection Improvements):**
 - Add a protected/buffered Class II (Bike Lane) facility on Monument Blvd and improve the current.
 - Class II (Bike Route) on Oak Grove Rd/Meadow Lane to a protected/buffered Class II (Bike Lane). In order to achieve this, a road diet will need to be performed to allocate proper widths of the bike lanes and vehicular lanes. Add a Standard Crosswalk to complement the current textured crosswalk.
 - This will help to contrast the textured crosswalk, make pedestrians more visible, and cars will stop ahead of time. Since, cars were noticed to stop directly on the textured crosswalk adding a solid white border can help prevent cars from doing so. Add a bus shelter and bench on each bus stop to improve transit rider usage.
- **Clayton Road and The Alameda (Intersection Improvements):**
 - This is true for the existing advance stop lines at this intersection as well. It is also suggested that higher visibility pedestrian and cyclist warning signs and rectangular rapid flashing beacons to be installed to improve driver awareness of the trail crossing ahead.
 - Larger more visible signs, and the flashing beacons at the crosswalk can increase visibility for oncoming traffic when activated by pedestrians or cyclists.
- **Willow Pass Road and Diamond Boulevard (Intersection Improvements):**
 - This report strongly urges the city of Concord to reduce the overall width of automobile lanes, to under ten feet, and introduce highly visible Class II bicycle facilities throughout the corridor. As shown above, the Class II bicycle facilities will strategically utilize green paint throughout the intersection to increase bicycle visibility.
 - As the bicycle lanes approach the intersection, the design pattern shifts from a stripe pattern where the bicycle lane is marked with green paint every 10-15 feet, to a solid green line.
 - This is done to further increase bicyclist visibility near the intersection and to act as a traffic calming device. At turning lanes, where it is much more difficult to implement a bike-only lane, we introduce "sharrows"; large green arrows that let automobile drivers know that bicyclists are equally as able to utilize that lane to turn as they are.
- **Clayton Road and Fry Way (Intersection Improvements):**
 - A fully painted, dashed Class II bicycle lane is proposed, possible with textured pavement to visuals and physically inform drivers that they are crossing the bicycle lane. Due to the lower traffic volumes and a fewer number of lanes on Fry Way, sharrows are a more appropriate measure as there is not enough room for a full 5 foot Class II bicycle lane immediately off the intersection with the raised median further down the road.
 - Additional, and alterations at this intersection could include textured pavement along the crosswalk across Clayton Rd, the development of an elevated pedestrian bridge from the bus stop along eastbound Clayton Rd to the opposite side, and a Class II bicycle lane between the two turning lanes on southbound Fry Way.
 - These alternatives would be more costly than the initially proposed intersection alterations, but can have a greater effect on increasing pedestrian and bicycle comfort and safety.
- **Willow Pass Road and Galindo Street (Intersection Improvements):**

- Diagonal crossings stop all vehicular traffic at the intersection and safety allow pedestrians and cyclists alike to cross diagonally as they please.
- Furthermore, in order to accommodate bicyclists and pedestrian safety, this suggests highly visible Class II bicycle lanes along both Galindo Street and Willow Pass Road.
- **Galindo Street and Laguna Street (Intersection Improvements):**
 - A “zebra crossing” at this crosswalk in particular will help to increase the visibility of the intersection for pedestrians and drivers. Zebra crossings are recommended for all other crosswalks at this intersection.
 - The distance between these corners is approximately 101 feet in length. Because the average person walks at 3.4 feet per second, it would take approximately 30 seconds for the average person to cross the proposed diagonal crossing.
 - Bulb-outs are proposed on each corner of the intersection to reduce pedestrian crossing distance and the speed of turning vehicles. Improvements to signal timing would better accommodate pedestrian mobility at every crossing at this intersection, especially along the southern crosswalk on Galindo Street.
 - Class II bicycle lanes with green striping for both Galindo and Laguna streets increase bicyclist safety and help to guide bicyclists through the intersection. Although class II bicycle lanes may currently conflict with existing automobile traffic volumes, they should be considered for future implementation as Concord’s bicycle path circulation network is further developed.
- **Mt Diablo Street/Oakland Avenue and Mt Diablo Street/Mesa Street: (Intersection Improvements):**
 - To convert both intersections into roundabouts. This will improve traffic flow, and improve motorist satisfaction which will likely improve the chances of them yielding to pedestrians.
 - To further improve pedestrian safety at these two intersections the crosswalks should also include bulb outs and high visibility crosswalks.
- **Clayton Road and Grant Street: (Intersection Improvements):**
 - In order to embrace the TOD, higher visibility be given to crosswalks. Although there are different pavers to alert drivers of crossing an intersection, more visibility can be given in a zebra-like manner as shown in the image above. The design pattern would be striping every 16 inches to 2 feet along the crosswalk.
 - This allows for pedestrians to be clearly seen from further away, as well as accommodate for an increase in pedestrian usage. This in turn encourages more pedestrian-oriented development within the area and emphasizes on the TOD overlay of the site.
- **Panoramic Drive and Port Chicago Highway: (Intersection Improvements):**
 - Multiple interventions are suggested for the intersection at Port Chicago Highway and Panoramic Drive.
 - These suggested improvements are made based on observations and pedestrian and bicycle traffic counts made during AM and PM peak hours on May 7th and 8th. Measures are necessary to increase bicycle and pedestrian access, visibility, and safety. It is recommended that the sidewalk is continued on the east side of Port Chicago Highway north of Panoramic Drive.
 - This should continue to the north in order to connect with the existing sidewalk at the Hwy 4 North off ramp. In order to shorten crossing time and create a safer pedestrian crossing, improvements need to be made to the crosswalks.

- The crosswalks with the highest pedestrian volumes should have their medians extended into the crosswalks and pedestrian islands should be included.
- A crosswalk should also be added to the north side of the intersection. All crosswalks should have zebra stripping in order to increase visibility.
- This will improve access for pedestrians. In order to create a more comfortable transit riding experience, a shelter and bench should be added to the bus stop on southwest corner of the intersection. The class I bike path that travels along the BART line and Port Chicago Highway needs substantial improvement.
- This path is the key bicycle connection between the North Concord BART station and the surrounding neighborhoods with the rest of the city.
- It is underutilized and has the potential to increase bicycle usage throughout Concord. The path needs to be clearly marked with painted bicycle symbols and lanes. It must be connect to the rest of the path through proper street crossings and way-finding signage. Way-finding signage needs to be prominent at all cross streets and within the BART station to direct people to the class I path and the destinations found near the route.
- The path needs to be fully connected throughout the route. There should be no gaps in this path.
- This means that there needs to be a clear bicycle crossing within the BART station. Also the gap in the path to the north, between the intersection and the freeway entrance ramp, must be filled in. These improvements will become more necessary as the Naval Weapons Station Reuse Plan comes into effect. It is recommended that these improvements are made before development construction begins.

CONCORD DOWNTOWN SPECIFIC PLAN (2014, AMENDED 2021)

Central Concord Pedestrian Improvements and Streetscape Project - Location: Downtown area at 30 intersections. Rehabilitate crosswalks including pothole repair and re-staining of colored concrete crosswalks, improve curb ramps on Grant and Salvio Streets, install bicycle racks and lanes on Grant Street, add striping and sharrows on Salvio Street, update wayfinding at BART plaza, refurbish pedestrian light poles and tree lighting on Grant Street to improve pedestrian safety and visibility.

Concord BART Plaza Improvements - Location: Concord BART Station area, Grant Street, and Oak Street. Install bicycle lanes on Grant and Oak Streets, provide additional pedestrian lighting along Grant Street, create new pedestrian walkway from BART entrance to Grant Street, relocate taxi and Kiss 'N Ride parking for improved pedestrian flow, install new wayfinding signage to enhance pedestrian orientation and safety.

Downtown Concord Bicycle Lane Improvements - Location: Clayton Road, Concord Boulevard, Grant Street, Oakland Avenue, and Mt. Diablo Street. Implement bicycle routes and lanes throughout downtown corridor, construct and widen sidewalks on Clayton Road and Grant Street (east side between Concord Boulevard and Willow Pass Road) to provide dedicated safe space for cyclists and pedestrians.

Downtown Sewer and Streetscape Improvements - Location: Grant Street and surrounding downtown streets. Phased project combining sewer system replacement with street paving and striping, sidewalk



repair on portions of Grant Street, selected curb replacements to improve overall pedestrian and bicycle infrastructure quality during utility work.

Salvio Street Improvements at Mt. Diablo Street - Location: Salvio Street east of Mt. Diablo Street. Remove diagonal parking along north side of Salvio Street to improve sight lines and safety, enhance sidewalk conditions at intersection to create safer pedestrian environment.

Salvio Street Bicycle Lanes - Location: Salvio Street from Port Chicago Highway to Parkside Drive. Install bicycle sharrows to provide designated bicycle space and improve cyclist safety along this key downtown connector.

Willow Pass Road and Nearby Intersections Traffic Signal Upgrades - Location: Willow Pass Road and downtown intersections. Upgrade traffic signals and install new signals at multiple downtown intersections, add protected left turn phasing to reduce vehicle-pedestrian conflicts, implement ADA upgrades on Willow Pass Road including accessible curb ramps and crossing infrastructure.

Grant Street Two-Way Conversion - Location: Grant Street between BART Station and Todos Santos Plaza. Convert one-way street segments to two-way operation with consistent travel lanes, dedicated bike lanes, and wider sidewalks to reduce vehicle speeds and improve safety for all users.

BART Linear Park and Greenway - Location: Along BART tracks from North Concord BART station to Downtown Concord BART station. Develop open space and bicycle/pedestrian path beneath BART elevated tracks to create safe grade-separated active transportation connection providing direct access to BART station from surrounding neighborhoods.

Pedestrian Priority Zone Treatments - Location: Downtown core area within 10-minute walk of BART. Implement raised crosswalks, signal timing changes limiting traffic speeds, curb extensions, decorative pavement treatments, enhanced lighting, and other traffic calming measures to prioritize pedestrian safety in high-activity areas.

Clay Alley Pedestrian District - Location: Clay Alley and Salvio Street near Pacheco Adobe. Create pedestrian-oriented retail and dining environment with enhanced sidewalks, outdoor seating areas, pedestrian-scale lighting, and traffic calming measures centered around historic Pacheco Adobe.

CITYWIDE CLIMATE ACTION PLAN (2013)

The Climate Action Plan does not identify specific project locations but establishes mandatory programmatic safety strategies to be implemented citywide:

Pedestrian Master Plan Development - Location: Citywide. Develop comprehensive pedestrian master plan to strategize and prioritize efforts making walking easier, safer, and more comfortable, establishing bicycle and pedestrian mode share goals and monitoring provisions.

Safer Active Transportation Programs and Enforcement - Location: Citywide with focus on high-injury areas, schools, and senior housing. Implement enforcement campaigns targeting violations associated with



severe and fatal injuries in strategic locations, with annual collision data review and cause analysis to implement ongoing safety improvements.

Traffic Calming Implementation - Location: Citywide as conditions of development approval. Implement measures including curb bulb-outs, additional street trees, raised crosswalks, roundabouts, smaller corner radii, pavement treatments, and lane narrowing to slow traffic and encourage walking and bicycling.

Bicycle Master Plan Development and Implementation - Location: Citywide connecting transit stations, schools, medical services, grocery stores, and key destinations. Identify and address barriers and dangers to bicycling, maximize connectivity, increase local access to dedicated bicycle lanes and trails, coordinate infrastructure investments with pedestrian master plan.

Bike Parking Installations - Location: All new multi-family and non-residential development, City facilities citywide. Require and install secure, convenient bicycle parking within 30 feet of entrances, well-lit at night, to increase safety and visibility of bicycling as travel option.

Safe Routes to Schools Comprehensive Program - Location: All 50 schools citywide with priority for high-need areas. Implement engineering improvements including walkways, crossings, bike lanes, traffic calming; enforcement at schools; encouragement programs like walking school buses; education including bicycle safety training; evaluation through walk and bike audits identifying key safety improvements.

Multi-Modal Wayfinding System - Location: Citywide with emphasis on connections to transit stations, schools, medical services, grocery stores. Install directional signage helping pedestrians and cyclists find safest, most convenient routes across town and to key destinations.

City Forest Plan/Street Tree Implementation - Location: Downtown Concord and key street corridors citywide. Plant street trees strategically to provide traffic calming effects, shade sidewalks and bike lanes to make active travel more pleasant and safe, reduce heat island effect.

Complete Streets Checklist Application - Location: All street reconstruction, development projects, and utility projects citywide. Apply streamlined complete streets review ensuring safe crossings with accessible curb ramps, crosswalks, refuge islands, pedestrian signals, buffers between pedestrians and vehicles, wide sidewalks, illuminated crosswalks, bulb-outs, pedestrian-scale lighting.

Active Transportation CIP Priority Projects - Location: Citywide prioritized through 10-year Capital Improvement Program. Systematically fund bicycle and pedestrian infrastructure improvements identified through master plans, with coordination across all City infrastructure investments.

