

1 EXISTING CONDITIONS

CONCORD, CALIFORNIA

The City of Concord, California is the largest city by population in Contra Costa County, located 22 miles northeast of Oakland, and south of Suisun Bay. Concord was incorporated in 1905 and became a hub of agriculture soon after. The City of Concord, as well as many other central Contra Costa County communities, experienced substantial development when BART began service in 1973. The regional commuter rail prompted commercial and office development.¹ Today, the highest number of jobs are within retail trade, and health care and social assistance.²

Commercial and retail development was accompanied by an influx of residential development. Today, more than 70% of Concord land use is single-family residential. Commercial development clusters along Concord's main transportation corridors – Monument Boulevard, Clayton Road, and Willow Pass Road.³

STUDY AREA OVERVIEW – THE MONUMENT CORRIDOR

The Monument Corridor Study Area is primarily centered on Monument Boulevard, which runs from Galindo Street and Cowell Road to the east and Mohr Lane to the west. The Study Area is a mix of residential, office, and retail land uses. The main public facilities and services within the area include grocery stores, elementary schools, religious organizations, and La Clinica, a medical center located on the southeast corner of the Study Area. While there are many preschools, elementary schools, and youth afterschool programs in the Corridor, high school students must travel outside of the neighborhood to attend either Ygnacio Valley High School or Mt. Diablo High School.

The Study Area includes four open space designated areas including Cambridge Park, Meadow Homes Park, Ellis Lake Park, and Todos Santos Plaza.

Community-Based Transportation Plan (CBTP)

The Metropolitan Transportation Commission (MTC) has allocated funds to develop Community-Based Transportation Plans (CBTPs) for the Bay Area's Communities of Concern, including the Monument Corridor in the City of Concord. The concept of the CBTP was born out of MTC's Lifeline Transportation Network and environmental justice

¹ City of Concord. *Concord 2030 General Plan*. Retrieved from <http://www.cityofconcord.org/pdf/dept/planning/generalplan/ch2-ecovitality.pdf>

² Data USA: Concord, CA (2019). *Concord, CA*. Retrieved from <https://datausa.io/profile/geo/concord-ca/#economy>

³ City of Concord. *Concord 2030 General Plan*. Retrieved from <http://www.cityofconcord.org/pdf/dept/planning/generalplan/ch3-landuse.pdf>

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efforts nearly 20 years ago. While much has changed since the release of those reports, transportation challenges remain and may become more severe unless addressed with strategic planning alternatives. Foreseeable challenges to be addressed in the CBTP include public agencies facing significant fiscal obstacles to delivering adequate mobility services, the over 80-year-old population continuing to grow at a faster rate than other age cohorts, and consistently meeting mobility and accessibility needs of individuals with disabilities.

Communities of Concern

MTC's Plan Bay Area 2040 defines Communities of Concern (COC) as census tracts that have a concentration of *both* minority *and* low-income households at specified thresholds of significance.⁴ The Monument Corridor is qualified as a COC based on the aforementioned definition, as well as the potential impact that population growth and economic development will have on the Study Area. COC are categorized as high, higher, and highest based on the degree of concentration above the regional population of a "disadvantage factor." In addition to low-income and minority, disadvantage factors are: limited English proficiency, zero-vehicle household, seniors 75 years and over, people with a disability, single-parent family, and severely rent-burdened households⁵. For each factor there is a standard deviation and a tract is designated a "Higher" COC if it is 1 standard deviation above the regional population and is considered "Highest" if it is 1.5 standard deviations above the regional population.

Priority Development Areas

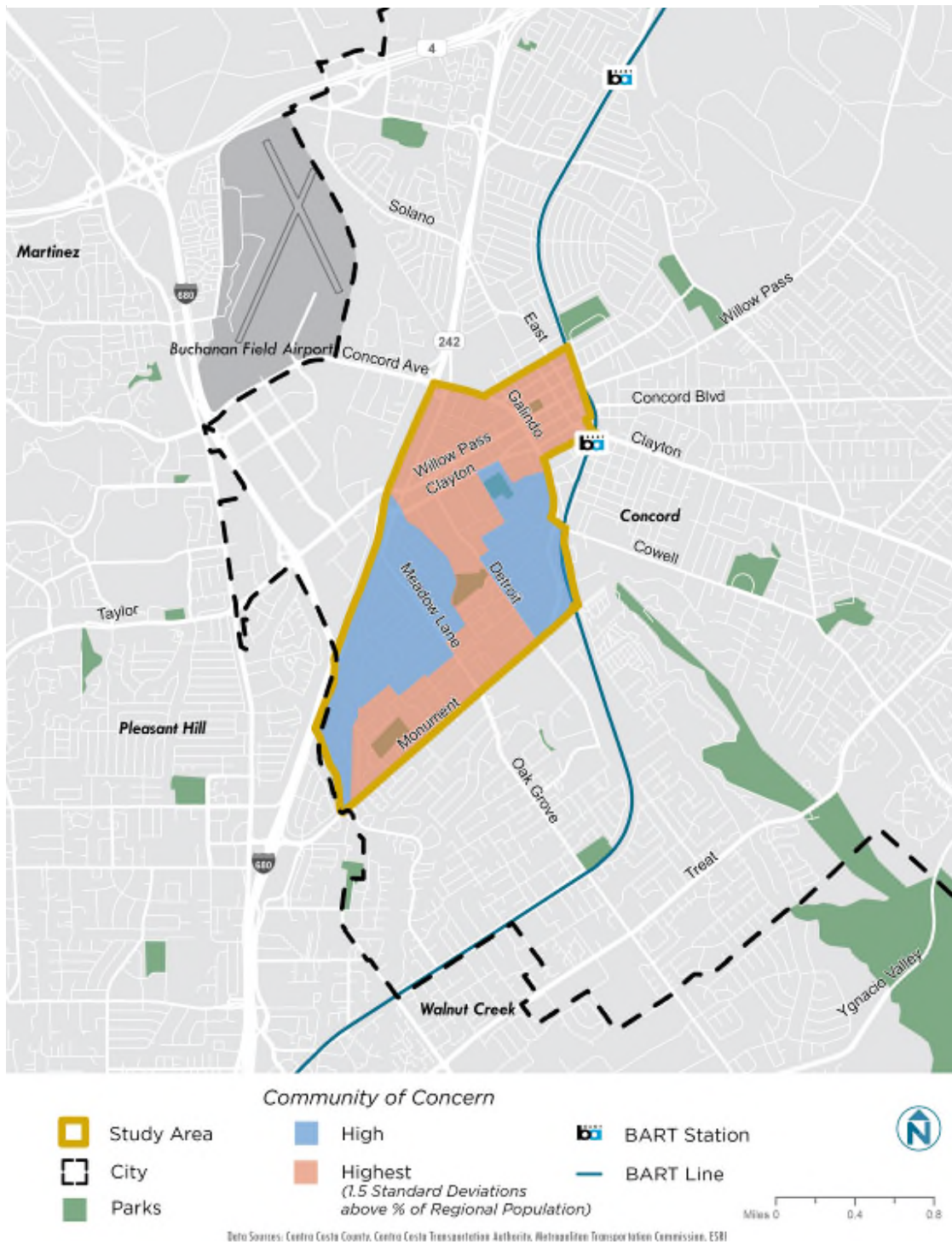
Cities and counties within the nine county Bay Area designate areas within existing communities as Priority Development Areas (PDAs). The regional long range plan *Plan Bay Area* estimates that 78% of new housing and 62% of new jobs by 2040 will be built within PDAs. PDAs typically have existing transit services and are near established job centers, retail districts, and other service. Local governments create land-use plans and policies for their PDAs. Downtown Concord is a designated PDA and overlaps with the northern portion of the Monument Corridor study area. For more information on the land-use plan for Downtown Concord, see the City of Concord Downtown Specific Plan in Chapter 3.

⁴ Metropolitan Transportation Commission. *2040 Plan Bay Area Equity Analysis*. Retrieved from <https://www.planbayarea.org/2040-plan/plan-details/equity-analysis>

⁵ MTC Communities of Concern Spatial-Analysis-Mapping-Projects. Retrieved from: <https://bayareametro.github.io/Spatial-Analysis-Mapping-Projects/Project-Documentation/Communities-of-Concern/>

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Figure 1 Study Area Map – Monument Corridor



POPULATION AND HOUSING

The 2010 population of the Monument Corridor was approximately 24,400 people, comprising 20% of Concord’s total population. As shown in Table 1 the population of the Study Area is likely to increase; however, the surrounding area within the City and Contra Costa County will experience even more rapid growth relative to the Study Area. The influx of residents mirrors trends found across the Bay Area. Factors include a likely rebound effect following the 2008 foreclosure crisis, expansion of job opportunities across numerous sectors including manufacturing, health and education, and professional services, as well as the development of affordable residential housing.⁶⁷

Table 1 Population Change (Estimated), 2010 to 2040⁸

	2010 Population	2040 Population	% Change
Monument Corridor	24,397	31,095	27.5%
Concord	123,829	180,036	45.4%
Contra Costa County	1,049,335	1,381,646	31.7%

More recent data indicate that the city of Concord continued to grow slowly to 129,783 in 2017 (4.6% increase since 2010), while the County showed a faster growth rate to 1,147,000 in 2017 (9.3% increase).⁹

The population density of the Study Area is currently above 10,000 persons per square mile. In the future, the neighborhood is likely to see more density, particularly north of Clayton Road, where the City has slated the Downtown for mixed-use redevelopment, per the Downtown Specific Plan¹⁰. Refer to **Error! Reference source not found.3** and **Error! Reference source not found.4** for additional visual detail.

The number of households living in the Monument Corridor (Table 2) is estimated to increase more than the total population. Population and households are projected to increase in the Monument Corridor, Concord, and the County but, compared to Concord and the County, Monument anticipates a decrease in household size from 3.14 people per household in 2010 to 2.98 in 2040 (

Table 3). This indicates the growth of number of households will outpace the population growth. Monument Corridor will still have a larger household average size than Concord and Contra Costa County in 2040, but to a lesser degree than at present.

⁶East Bay Times (2015). *Census: Bay Area Leads States in Population Growth*. Retrieved from <https://www.eastbaytimes.com/2015/03/26/census-bay-area-leads-state-in-population-growth/>

⁷BART (2019). *Transit-Oriented Development (TOD) – North Concord*. Retrieved from <https://www.bart.gov/about/business/tod/northconcord>

⁸ Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) “Projections 2017,” February 2018; 2010 figures are from *US Census Data, 2010*.

⁹ US Census (2017 ACS 5-Year Survey): [Table S0101](#)

¹⁰ City of Concord (2014). *Downtown Concord Specific Plan*. Retrieved from <http://www.ci.concord.ca.us/page.asp?pid=6110>

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Table 2 Household Change (Estimated) 2010 to 2040¹¹

	2010	2040	% Change
Monument Corridor	7,763	10,447	34.6%
Concord	44,757	61,868	38.2%
Contra Costa County	375,364	475,483	26.7%

Table 3 Average Household Size (Estimated) 2010 to 2040¹²

	2010	2040	% Change
Monument Corridor	3.14	2.98	-5.3%
Concord	2.77	2.91	5.2%
Contra Costa County	2.80	2.91	3.9%

Despite having larger average household size than Concord and Contra Costa County, Monument Corridor residents live primarily in multi-family residential buildings (Table 4). Although much of the land area is developed as single-family housing, there are multiple large apartment complexes along the major arterials of the Study Area that house more people than single-family houses. Concord and Contra Costa County have much higher ratios of households living in single-family units to multi-family units. The proportion of households living in multi-family units is expected to grow across all three areas. In the Monument Corridor, MTC/ABAG forecast an estimated 9% decrease in the total number of single-family households in the Study Area by 2040. This is based upon MTC’s UrbanSim Model, which is used to forecast the location and extent of redevelopment in the Bay Area.

Table 4 Residential Housing Type (Estimated) 2010 to 2040¹³

	Single-Family Households			Multi-Family Households		
	2010	2040	% change	2010	2040	% change
Monument Corridor	2,202	2,001	-9%	5,561	8,446	52%
Concord	30,504	36,246	19%	14,253	25,622	80%
Contra Costa County	283,362	333,102	18%	92,002	142,381	55%

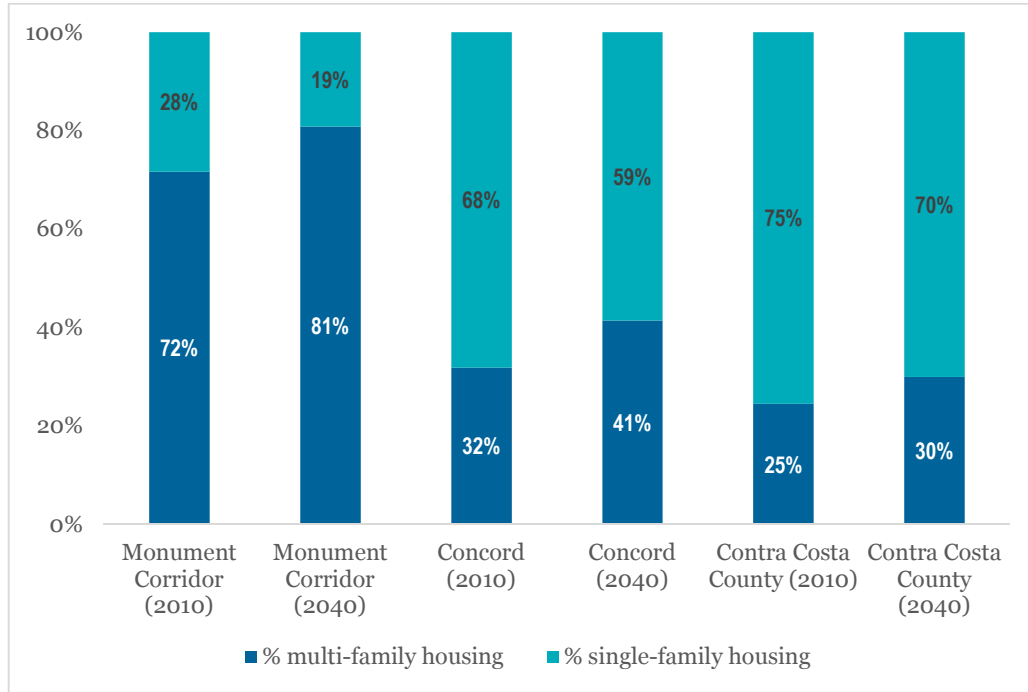
¹¹ Op. Cit. 8.

¹² Ibid.

¹³ Ibid.

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Figure 2 Ratio of Multi-family to Single-family Housing (Estimated), 2010 to 2040¹⁴



¹⁴ Ibid.

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Figure 3 2010 Population Density

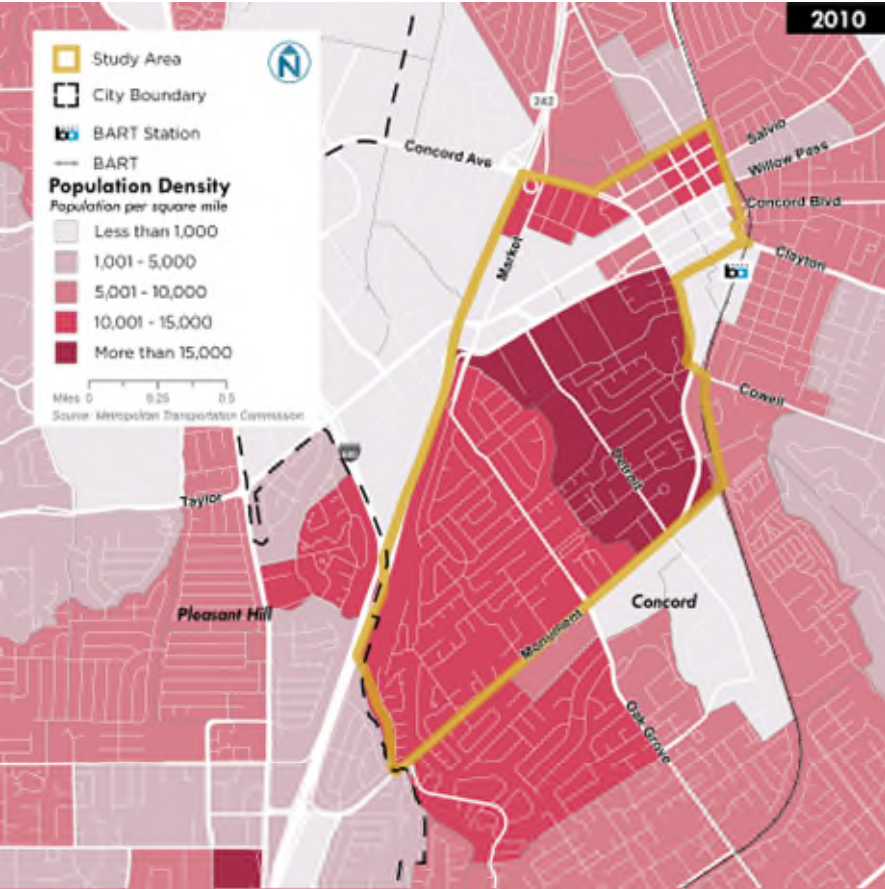
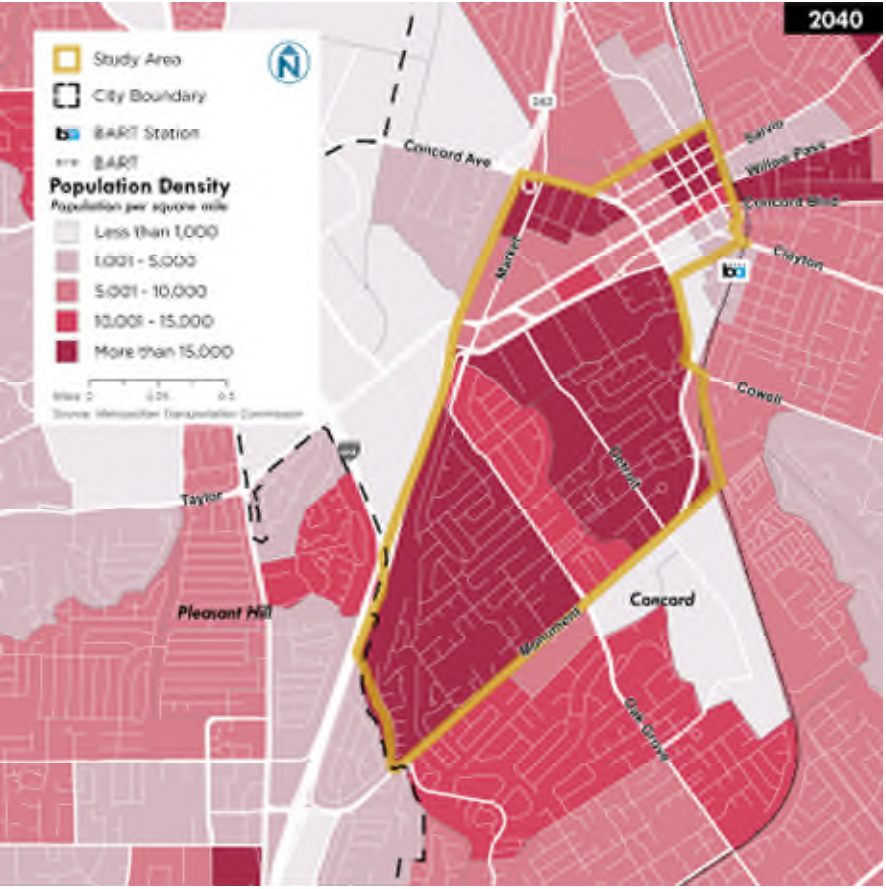


Figure 4 2040 Population Density



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Figure 5 2010 Household Density

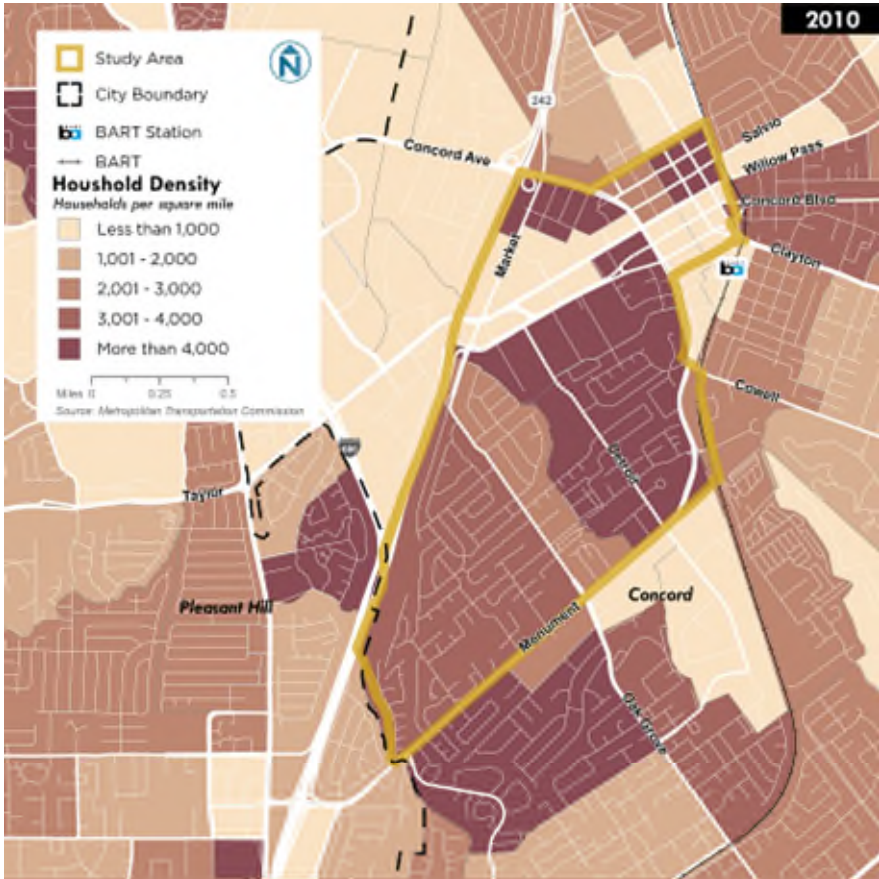
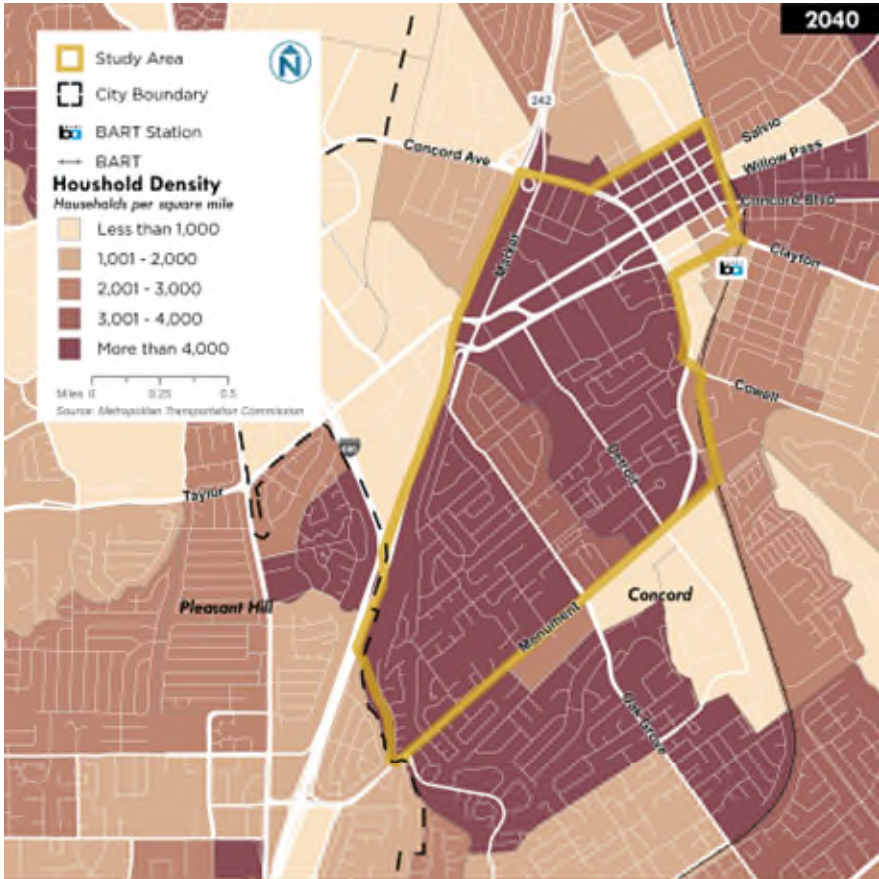


Figure 6 2040 Household Density



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Figure 7 2010 Percent of Multi-family Households

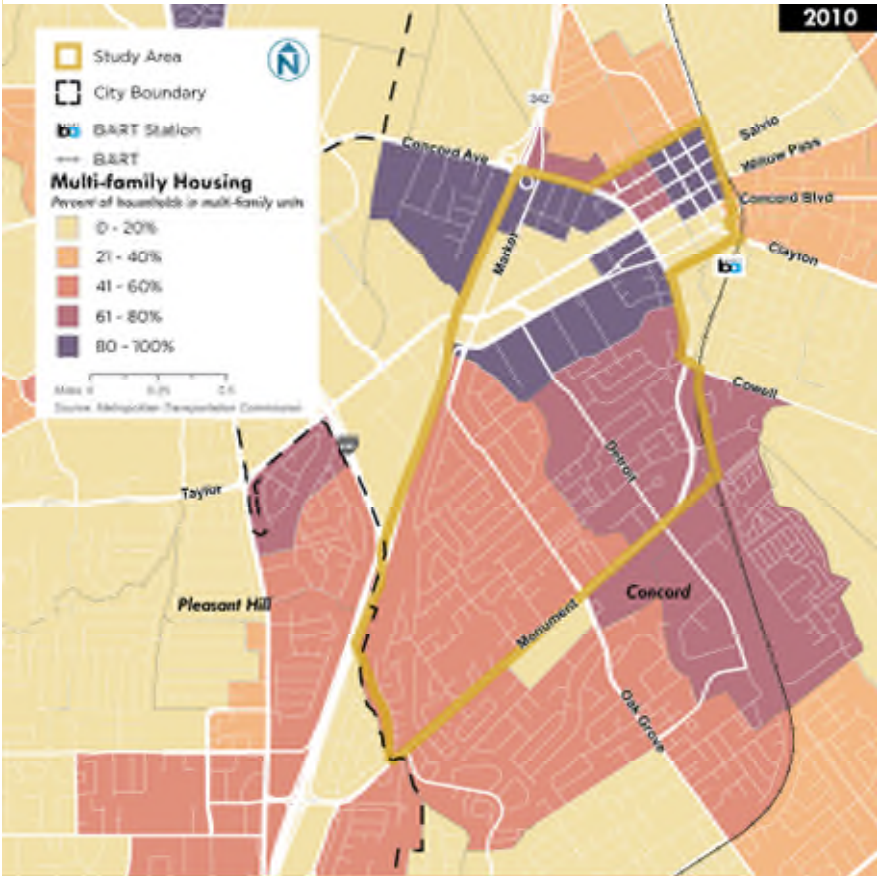
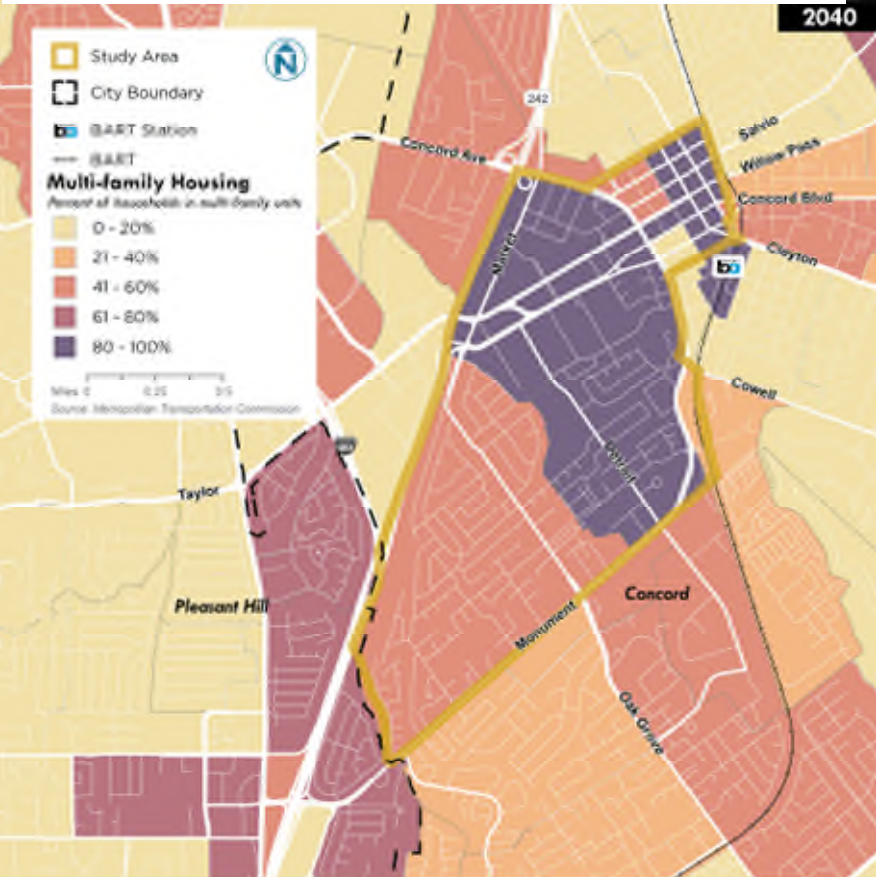


Figure 8 2040 Percent of Multi-family Households



INCOME AND POVERTY STATUS

Poverty Status

The U.S. Census Bureau determines poverty level using a set of income thresholds that vary by family size and age of the household’s members. There are 48 different poverty thresholds based on a household’s composition. If a family’s income is less than the poverty threshold, then that family and every individual in it is considered to be living in poverty. In 2018, the federal poverty level for a family of four was set at an annual income of \$25,100 or less. Given the higher cost of living in the Bay Area compared to the United States average, MTC has adopted a poverty threshold that is 100% greater than the federal level. As such, 200% of the federal poverty level (\$50,200 for a family of four) is used in this analysis. According to these standards, 55% of the Corridor’s households are at or below the poverty line. This is more than double Concord’s poverty status of 27%, and 140% above the overall average for Contra Costa County.¹⁵¹⁶

Household Income

Median household income in the Monument Corridor is about \$45,000. As shown in Table 5 this is significantly lower than the median household income for both Concord and the County – \$76,500 and \$88,460 respectively.

Table 5 Poverty Status (Last 12 Months, 2017) and Median Household Income (ACS 2013-2017 5-Year Estimate)¹⁷

	Below 200% of the Poverty Level (2017)	At or Above 200% of the Poverty Level	Population for whom poverty status is determined	Median Household Income (2013-2017 5 Year ACS)
Monument Corridor	55%	45%	26,753	\$44,614
Concord	27%	73%	127,269	\$76,500
Contra Costa County	23%	77%	1,114,128	\$88,456

Data provided by MTC provides complementary information and 2010 and 2040 estimates of residents’ household incomes and is mapped for the Study Area in Figures 9 and 10. Unlike the American Community Survey, MTC data does not reflect household

¹⁵ The federal poverty level is a guideline used by the U.S. Census to determine the number of households that were in poverty the previous year. 200% of the Federal Poverty Level is \$50,200 for a family of four. (2018)

¹⁶ FamiliesUSA (2018). *Federal Poverty Guidelines*. Retrieved from <https://familiesusa.org/product/federal-poverty-guidelines>

¹⁷ U.S. Census Bureau (2018). *Poverty Status in the Last 12 Months, 2013- 2017 American Community Survey 5-Year Estimates*. Retrieved from https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_17_5YR_S1701&prodType=table

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size and divides household incomes into quartiles: under \$30,000; \$30,000-\$60,000; \$60,001-\$100,000; and more than \$100,000. The most closely aligned range to the 200% of federal poverty level was based on the first two quartiles i.e., households making \$60,000 a year or less. This data shows that in 2010, 60% of households had incomes below \$60,000 in the Study Area. (This excludes the commercial and retail corridor north of Clayton Road.) MTC data indicates that by 2040, while households located southwest of Meadow Lane will have increased household incomes, residents living northeast of Meadow Lane will likely stay in the same income bracket. See Figures 9 and 10.

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Figure 9 2010 Households with Incomes below \$60,000

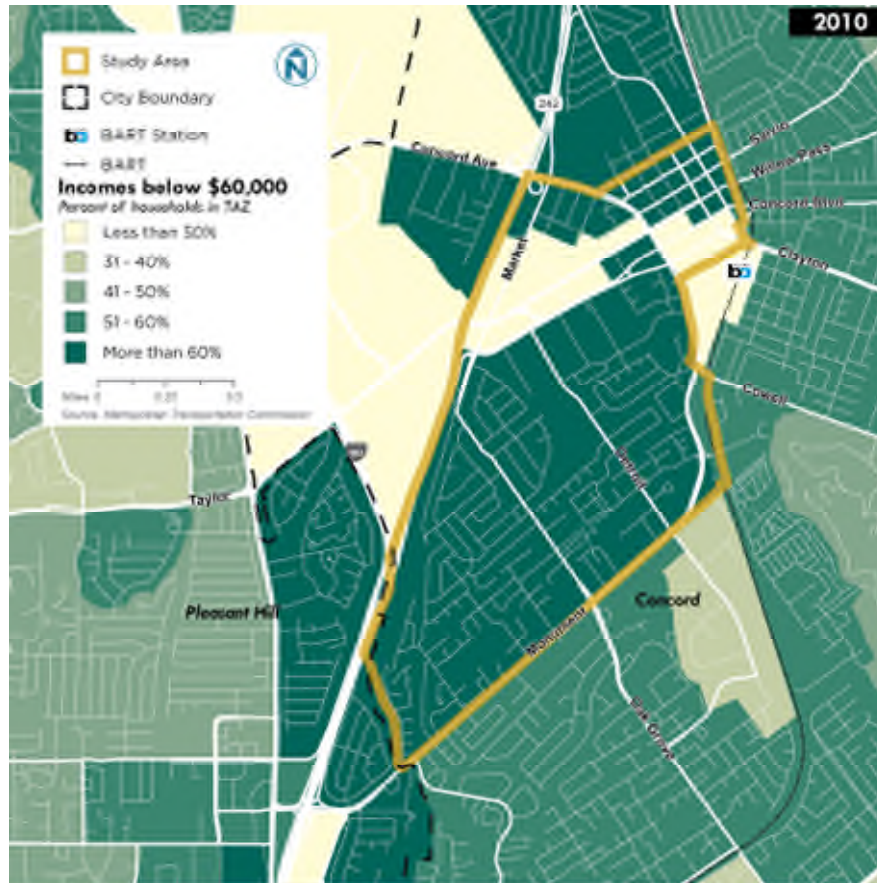
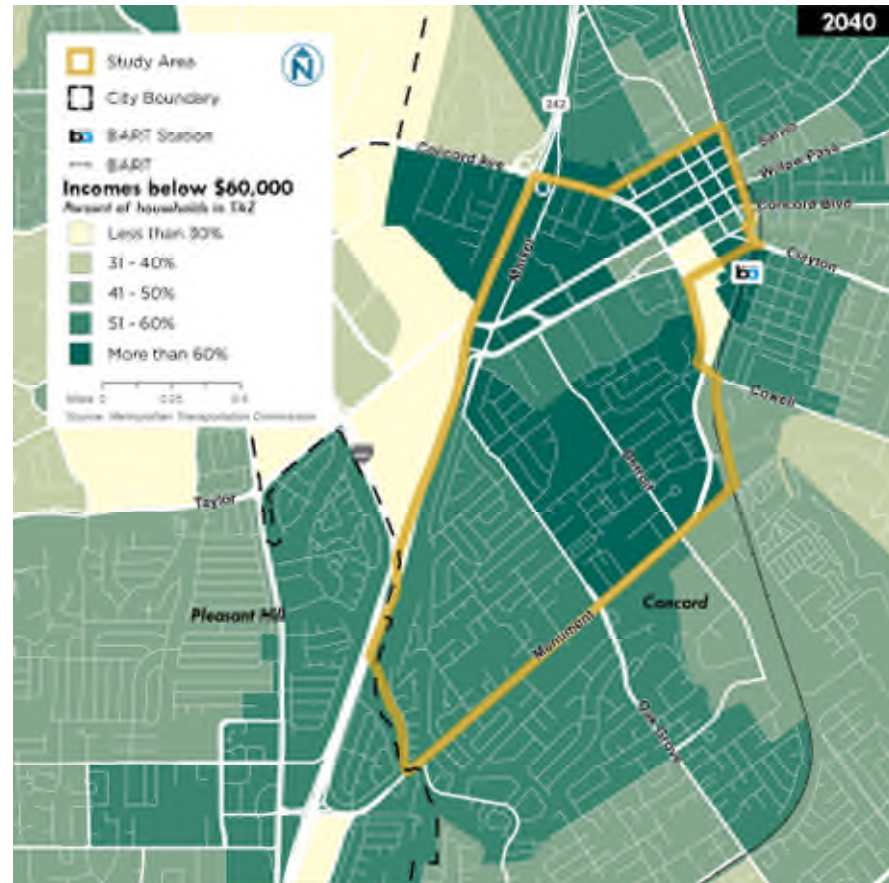


Figure 10 2040 Households with Incomes below \$60,000



RACE AND ETHNICITY

According to the American Community Survey (2013-2017 5-year estimates), the largest group of residents in the City of Concord identify as White, at 48% of the city’s population. Hispanic and Latino populations rank as the second largest group (32%), followed by Asians (11%). In the Monument Corridor, Hispanics and Latinos make up the largest population, at 59%, while 20% identify as White, and 12% identify as Asian.

The Monument Corridor has almost double the percentage of Hispanics and Latinos compared to the City and more than double compared to the County. Table 6 shows the full race and ethnicity proportions of the population.

Table 6 Race and Ethnicity, by Geography (ACS 2013-2017 5-Year Estimates)¹⁸

	Monument Corridor	% of Population	Concord	% of Population	Contra Costa	% of Population
Hispanic/Latino	15,308	59%	41,239	32%	298,307	27%
African American	1,282	5%	5,267	4%	93,809	8%
White	5,149	20%	62,062	48%	504,792	45%
Asian	3,029	12%	14,012	11%	169,695	15%
Two or more races	935	4%	5,475	4%	50,468	4%
Native Hawaiian/Pacific Islander	190	1%	666	1%	5,177	0%
American Indian/Alaska Native	53	0%	304	0%	2,823	0%
Total	25,946	100%	129,025	100%	1,125,071	100%

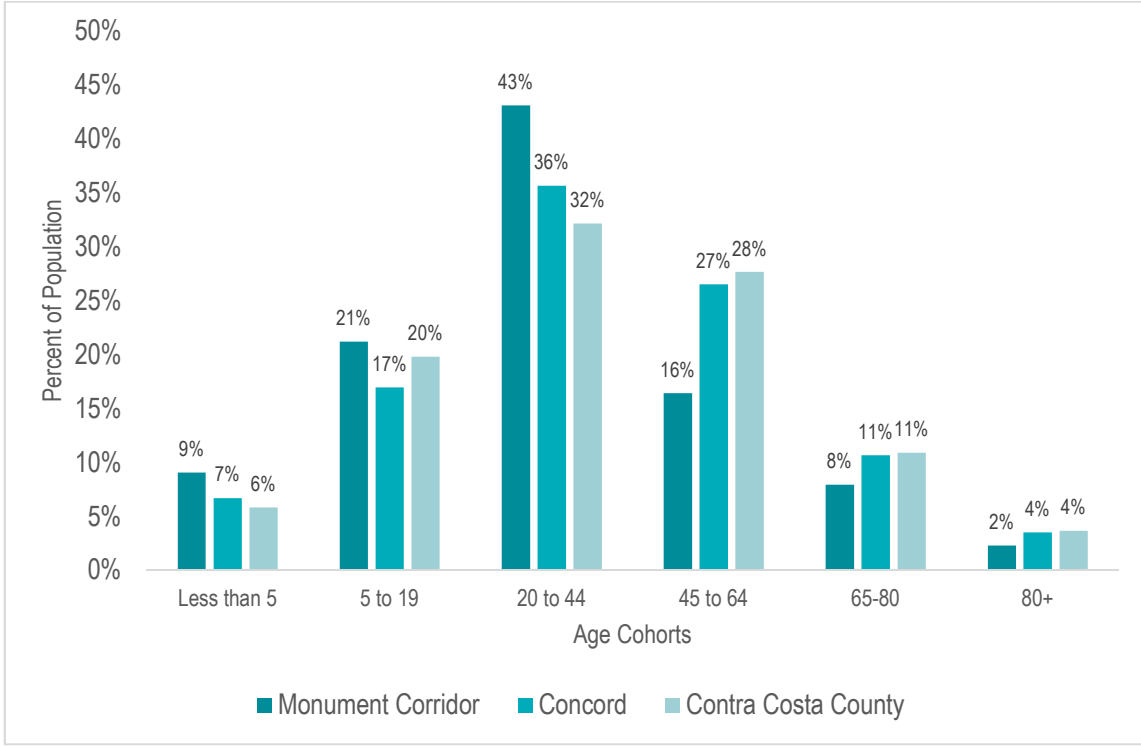
AGE DISTRIBUTION

As shown in Figure 11, the age distribution of all three geographies – the Monument Corridor, Concord, and Contra Costa County – have similar age representation. The Study Area has a smaller proportion of seniors (65 and older), relative to the rest of the City and County. This could be attributed to several factors. The Corridor has a significant proportion of Latinos and recent immigrants, who tend to have larger families and a lower median age. All geographies have a similar proportion of seniors that are 80 and older (less than 5%).

¹⁸ U.S. Census Bureau (2018) *ACS Demographic and Housing Estimates 2013-2017 5-Year Estimates*. Retrieved from https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_17_5YR_DP05&prodType=table

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Figure 11 Age Distribution (2013-2017 5 Year ACS)



The following maps show year 2010 and projected 2040 senior population density for the Study Area. As noted above, the existing senior population in the Corridor is 10%. Concord Avenue, Willow Pass Road and Market Street bound the area with the highest concentration of seniors. This is likely attributable to Carton Senior Living residences, a community that offers independent and assisted living options for older residents and those that need frequent medical attention. While the senior population across Monument Corridor is projected to increase by 2040, the areas with the highest concentrations of seniors (more than 25% of residents) will continue to be adjacent to the commercial and retail corridor, between Concord Avenue and Clayton Road. See Figures 12 and 13 for 2010 and 2040 estimates of the proportion of adults age 65 and above.

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Figure 12 2010 Proportion of Adults Age 65+ (2013-2017 5 Year ACS)

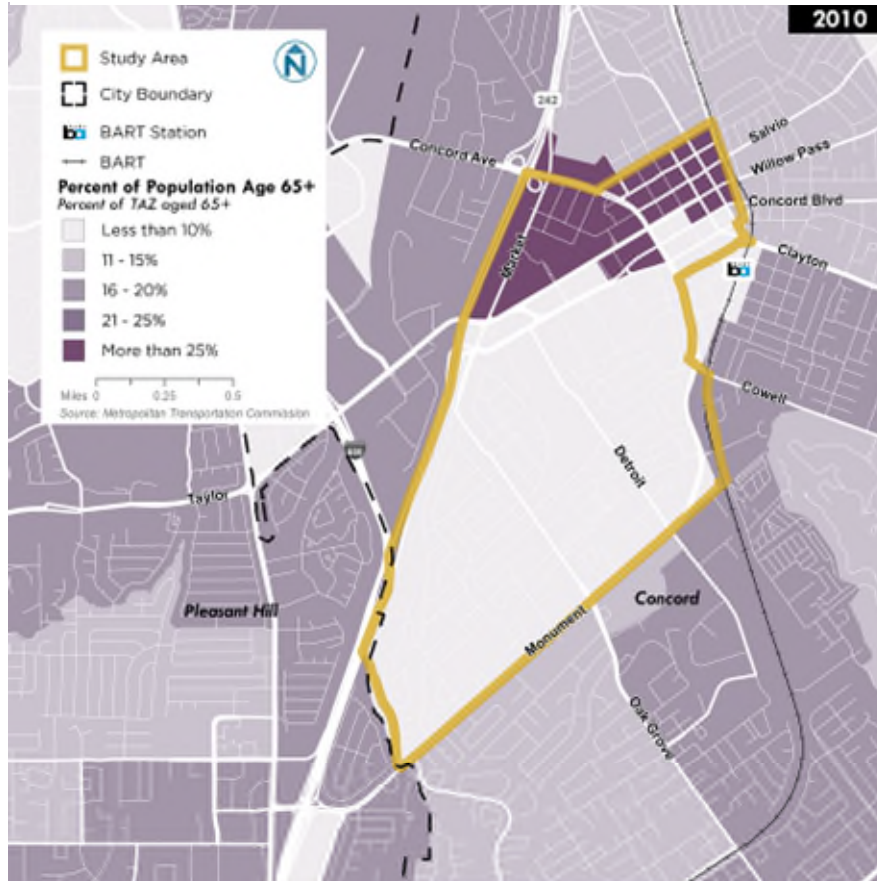
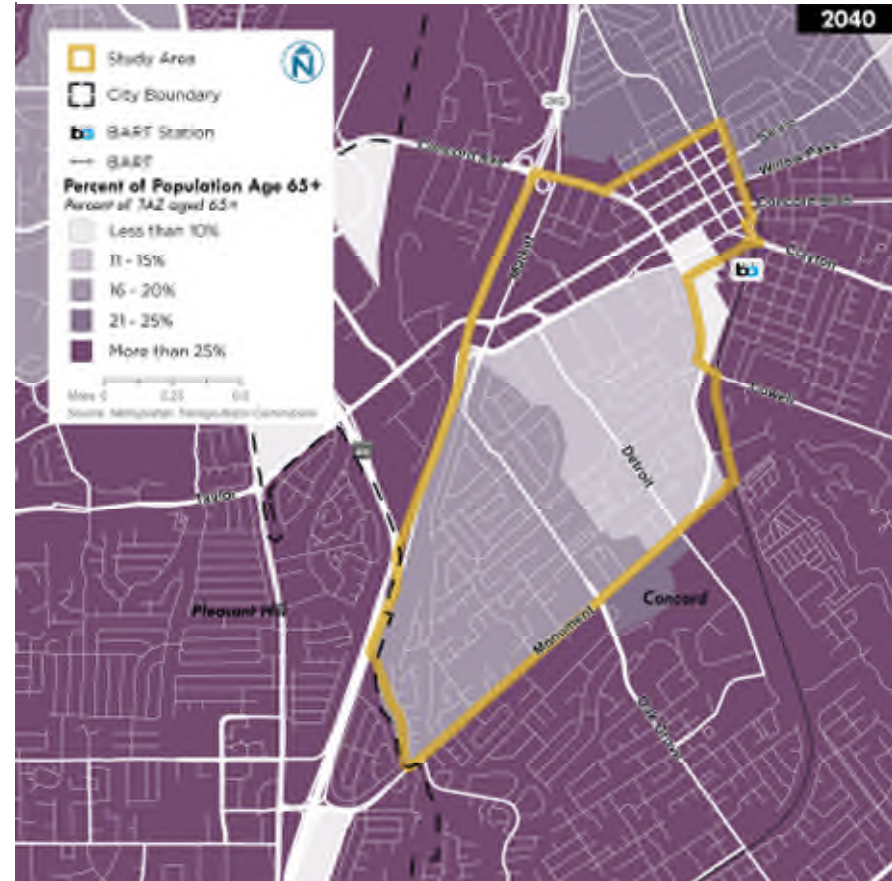


Figure 13 2040 Proportion of Adults Age 65+ (2013-2017 5 Year ACS)

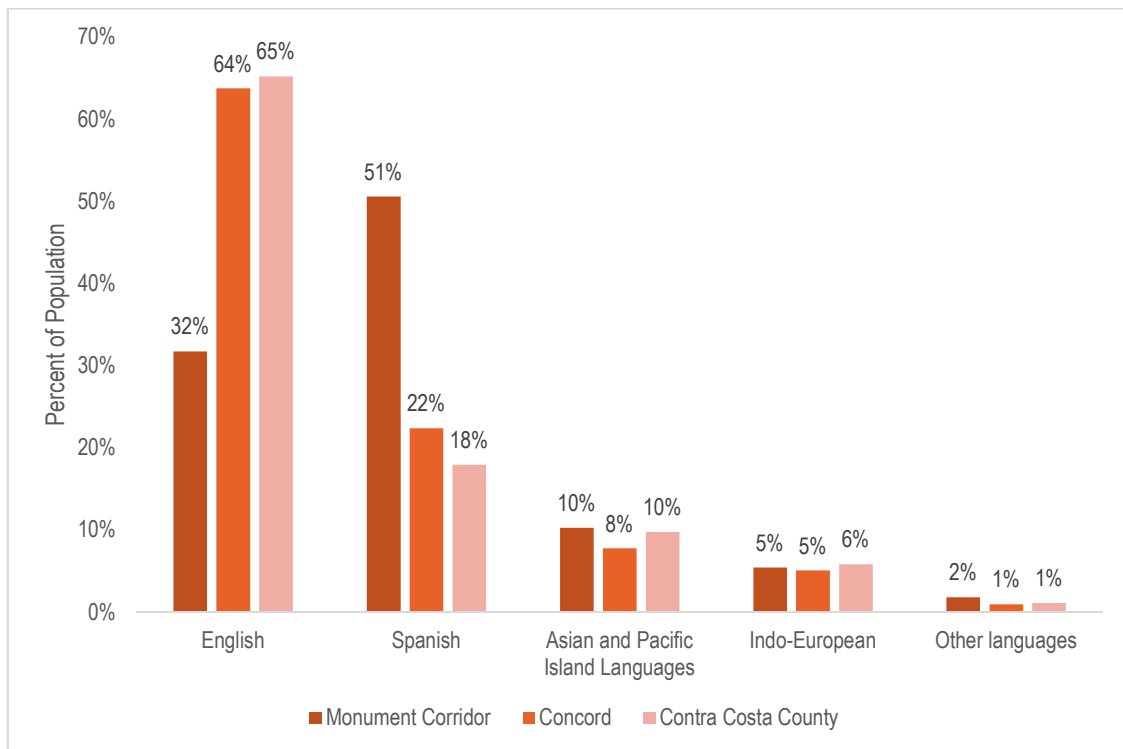


LANGUAGE

About 65% of Concord and Contra Costa residents speak English as their primary language at home, as shown in **Error! Reference source not found.14**. Spanish is the second most common language spoken, by around 20% of households. However, it is noteworthy that in the Monument Corridor, more than half of the population speaks Spanish as their primary language (51%), while English is the second most common language. This reflects the high population of Hispanic/Latino residents (59%) in the Corridor.

About 10% of all County households speak an Asian/Pacific Island language at home. This is comparable to the Asian population in each of the other two geographies of between 11-16%.

Figure 14 Language Spoken at Home, Five Years or Older (2013-2017 5 Year ACS)



LINGUISTIC ISOLATION

Another important measure of language is linguistic isolation. As defined by the Census Bureau, “A household in which all members age 14 years and over speak a non-English language and also speak English less than “very well” (have difficulty with English) is ‘linguistically isolated.’” In the Monument Corridor, more than a third of all people are linguistically isolated, 38%. This is significantly higher than the percentage of residents that are linguistically isolated in Concord and the County, as a whole. Please refer to Table 7 for additional detail.

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Table 7 Population Language by Linguistic Isolation (2013-2017 5 Year ACS)¹⁹

	Monument Corridor	%	Concord	%	Contra Costa	%
English	7,384	32%	76,219	64%	690,049	65%
Non-English, Not Linguistically Isolated	7,007	30%	22,748	19%	218,432	21%
Non-English, Linguistically Isolated	8,853	38%	20,599	17%	149,642	14%

TRANSPORTATION RELATED DEMOGRAPHICS

Vehicle Availability

According to the American Community Survey, 1,366 households (of 8,586 total households) in the Monument Corridor do not have access to a car – about 16% of the Study Area population. This represents a significant mobility barrier due in large part to the absence of high frequency transit service or other alternative modes. Furthermore, about 20% more households in Concord have access to more than one vehicle versus those in the Study Area. We can infer that residents of the Corridor are more dependent on transit and shared or non-motorized modes of travel, since the proportion of households with no vehicle or only one vehicle is higher than the City and County overall.

Table 8 Vehicles per Household²⁰ (2013-2017 5 Year ACS)²¹

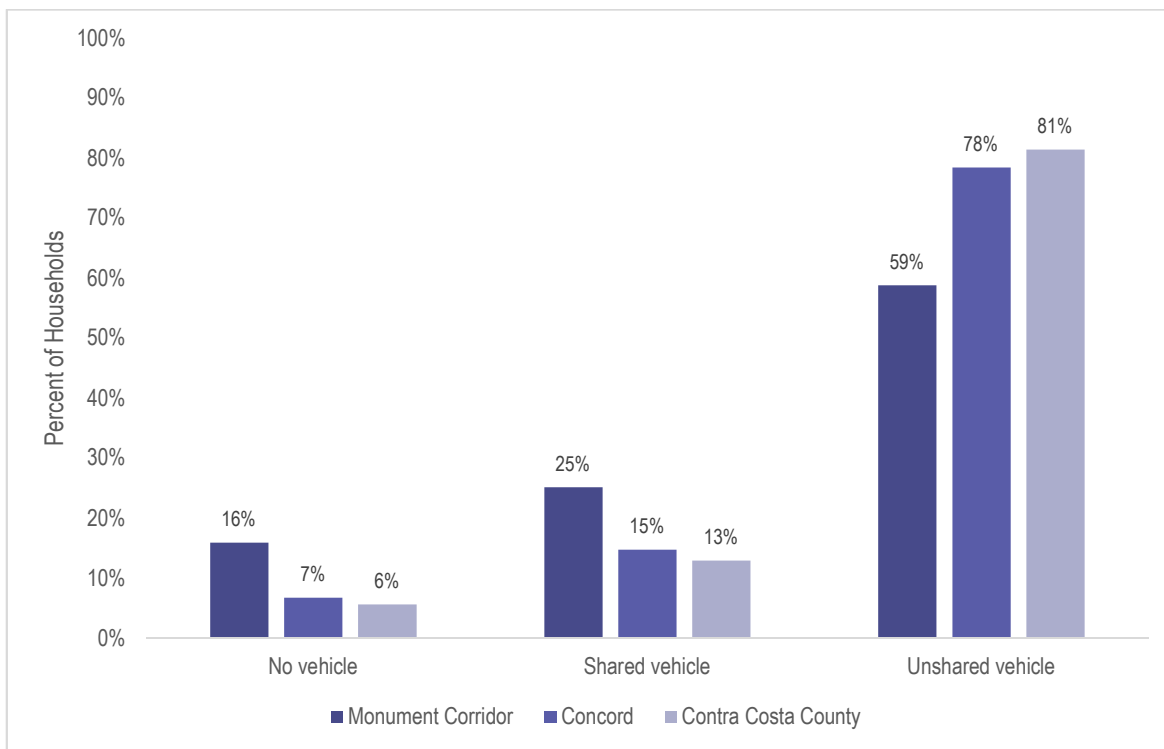
	No vehicle	%	One vehicle, shared	%	One vehicle, one person household	%	More than one vehicle per household	%
Monument Corridor	1,366	16%	2,160	25%	1,155	13%	3,887	45%
Concord	3,113	7%	6,773	15%	6,553	14%	29,466	64%
Contra Costa County	21,869	6%	50,518	13%	57,021	15%	260,189	67%

¹⁹ Ibid.

²⁰ Total households (8,586) are higher in the 2017 ACS than in Table 2 (7,763 households estimated in the 2010 ABAG/MTC projections) due to the difference in data source and year.

²¹ U.S. Census Bureau (2018). Household Size by Vehicle 2013-2017 5-Year Estimates. Retrieved from https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_17_5YR_B08201&prodType=table

Figure 15 Percent of Vehicles Available, By Household (2013-2017 5 Year ACS)²²



In addition to Table 8, which suggests that residents living in the Corridor are more dependent on non-auto modes, Figure 15 illustrates that the percentage of residents who have their own vehicle (unshared vehicle) is about 20 percentage-points higher in both the City and the County. This suggests that Monument Corridor residents who drive are more likely to be using a vehicle shared with multiple people in a household.

EMPLOYMENT CHARACTERISTICS

The Bureau of Labor Statistics provided the most recent estimate of unemployment in January 2019. However, the agency’s analysis provides estimates for cities of 25,000 or higher. Consequently, the Study Area does not have a recent unemployment estimate. The 2017 American Community Survey provides census tract level estimates, however, the data is a rolling 5-year estimate that takes into account substantial variations in unemployment levels over the multi-year sample. For the sake of comparison, both sources are shown in Table 9. The labor force is the combination of employed and unemployed population. The category unemployed persons counts everyone aged 16 years and older who had no employment during the reference week, were available for work, except for temporary illness, and had made specific efforts to find employment sometime during the 4-week period ending with the reference week. In the ACS sample, unemployment in the Study Area is slightly higher than Concord and Contra Costa County. Comparing the ACS period of 2013-2017 with the data from 2019,

²² Ibid.

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unemployment in Concord and Contra Costa County has decreased. Whether that trend applies to the Study Area, however, cannot be determined.

The number of jobs located in the Study Area is shown in Table 10. Job growth in the Monument Corridor is estimated to increase slightly less than population, 24% and 34% respectively. In contrast, Concord’s employment is expected to increase by 85% from 2010 to 2040. Due to the Monument Corridor’s land use pattern – a mostly residential neighborhood – any change to employment density will likely occur in the area’s existing commercial corridor, which is located north of Clayton Road. Outside of the Monument Corridor, employment options are likely to be located around BART stations and downtown centers including Pleasant Hill, Concord BART, and downtown Concord. Please refer to Figures 16 and 17 for additional detail.

Table 9 Unemployment Estimates²³

	Labor Force		Employed Population		Unemployment Rate	
	2013-2017	2019	2013-2017	2019	2013-2017	2019
Monument Corridor	12,628	N/A	11,588	N/A	8.1%	N/A
Concord	68,414	67,147	63,388	64,937	7.1%	3.3%
Contra Costa County	575,759	570,377	535,590	549,627	6.9%	3.6%

Table 10 Jobs (Estimated), 2010 to 2040

	2010	2040	% Change
Monument Corridor	8,352	10,319	23.6%
Concord	47,444	87,673	84.8%
Contra Costa County	344,900	498,113	44.4%

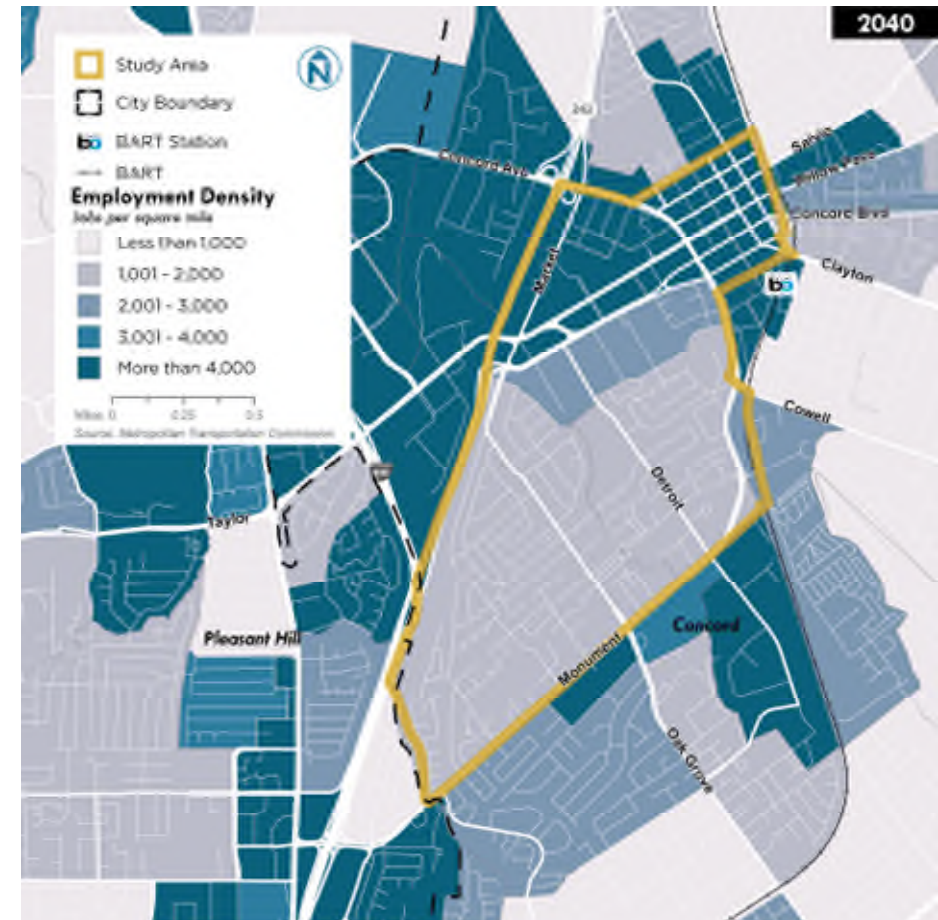
²³ 2017 estimates are from U.S. Census Bureau. Table S2301 Employment Status 2013-2017 5-Year Estimates. 2019 estimate are from Bureau of Labor Statistics, Local Area Unemployment Statistics, January 2019.

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Figure 16 2010 Employment Density – Monument Corridor



Figure 17 2040 Employment Density – Monument Corridor



2 EXISTING TRANSPORTATION NETWORK

LOCAL TRANSPORTATION SERVICE

Fixed-Route Transit

Central Contra Costa Transit Authority (CCCTA) operates County Connection, a fixed-route transit network that operates in ten jurisdictions and the unincorporated areas of Central Contra Costa County. County Connection serves Concord's Monument Corridor, as well as adjacent cities including Pleasant Hill, Martinez, and Walnut Creek. County Connection serves about 3.5 million people annually on 19 local routes (1-35), seven express routes (91x-99x), nine weekend routes (300s), and nineteen school routes (600s).²⁴ County Connection's paratransit service is described later in this document.

Several of the agency's routes travel through the Monument Corridor, providing residents of the area access to local amenities and the broader region with stops at BART, Amtrak, and the Pleasanton ACE train. Weekday service is between 5:30 AM and 11 PM, with different start and end times based on demand, budget, and scheduling efficiency. Weekend service is typically between 7 AM and 9 PM.²⁵ Along Clayton Road and Willow Pass Road, a bus is scheduled for every 15 minutes on weekdays. Meadow Lane/Oak Grove Road have a bus scheduled every 45 minutes during weekday peak and every 90 minutes off peak. Monument Boulevard has a 14 or 16 bus scheduled to arrive every 10-30 minutes depending on the time of day. The 14 or 16 buses within the study area do not have a staggered schedule and often arrive at the same time. On a typical weekday, County Connection has an average of 13,653 boardings within its service area²⁶. Due to limited weekend service, the typical ridership is 2,558 per weekend day.

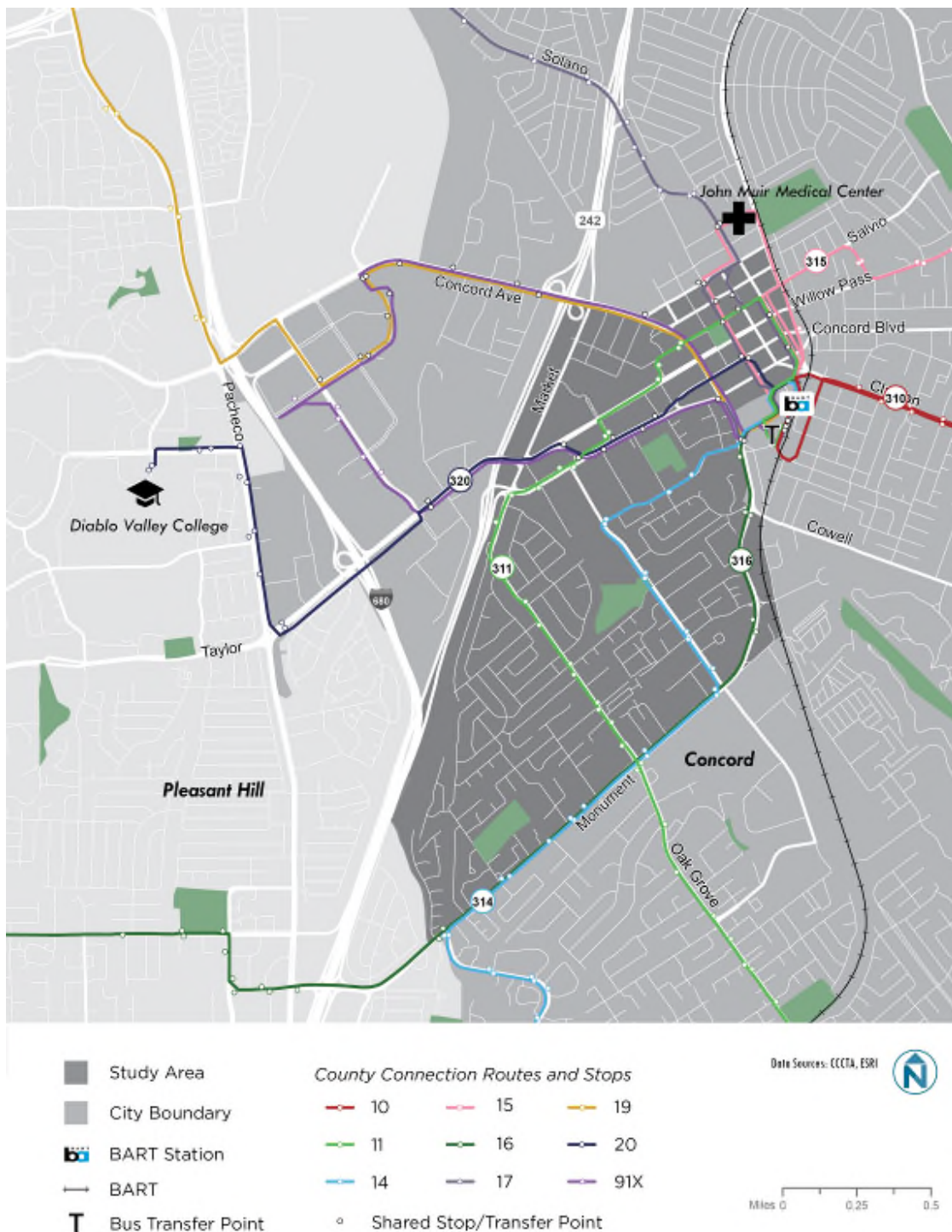
²⁴ CCCTA – County Connection (2016). *Short Range Transit Plan, Final Draft*. Retrieved from <https://countyconnection.com/wp-content/uploads/2010/06/2016-2025-Short-Range-Transit-Plan-3-16-16.pdf>, pp. 15

²⁵ Ibid.

²⁶ County Connection Fixed Route Operating Reports, September 2017.

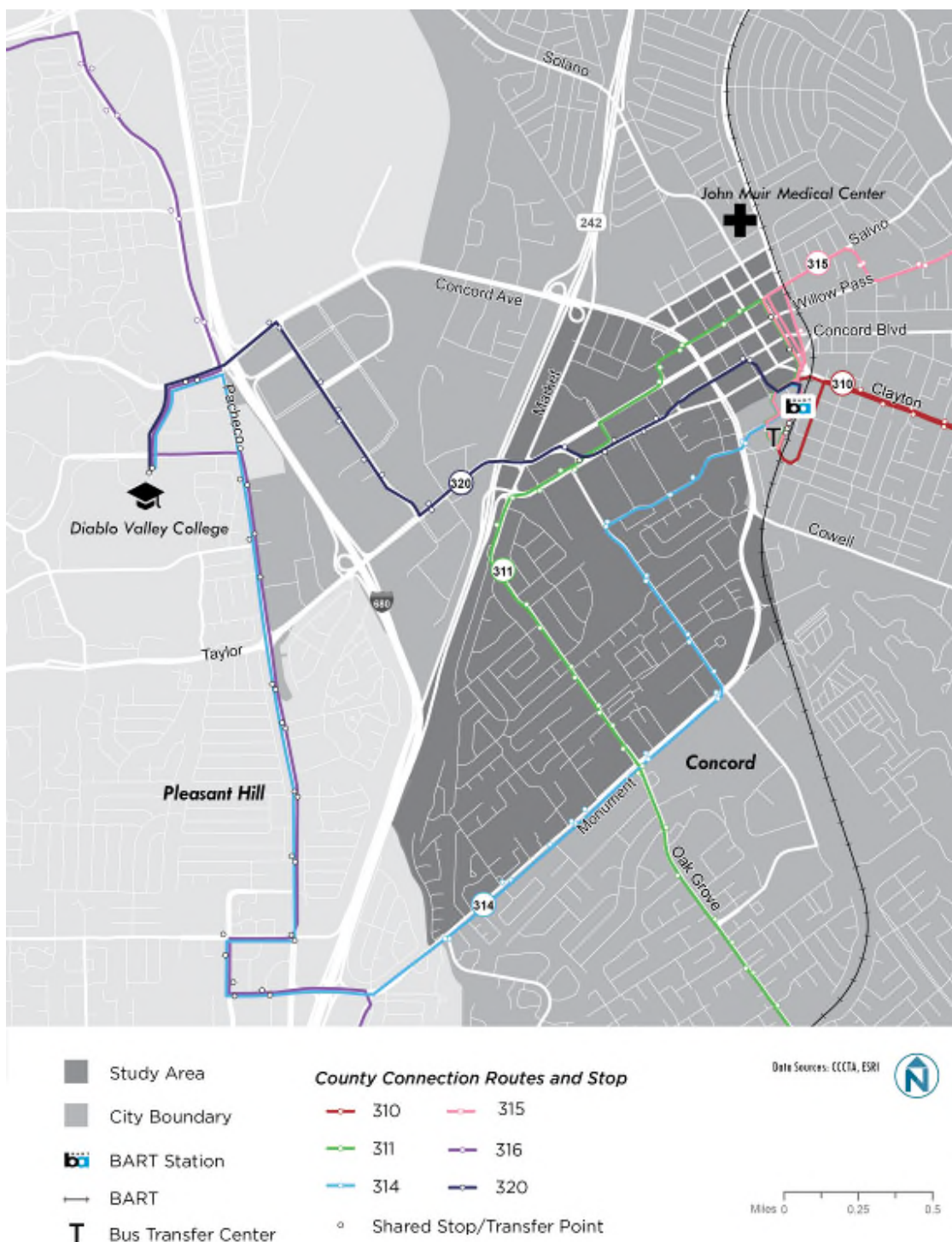
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Figure 18 County Connection – Weekday Transit Routes that serve Monument Corridor



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Figure 19 County Connection – Weekend Transit Routes that serve Monument Corridor



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Table 11 Fixed-Route Service in Monument Corridor, Concord

County Connection	Route	Hours of Operation	Frequency Peak / Off Peak
Weekday Service			
Route 10	Concord BART to Clayton along Clayton Blvd.	5:00 AM to 11:00 PM	15 mins / 30 mins
Route 11	Pleasant Hill BART to Concord BART, along Treat, Oak Grove Rd, and Clayton Blvd.	6:00 AM to 8:00 PM	45 mins / 90 mins
Route 14	Walnut Creek BART to Pleasant Hill BART to Concord BART, along Monument Blvd.	5:30 AM to 9:30 PM	30 mins
Route 15	Concord BART, to Pleasant Hill via Treat Blvd.	5:00 AM to 8:00 PM	60 mins
Route 16	Martinez Amtrak to Concord BART, via Alhambra Ave., Gregory Lane, and Monument Blvd.	5:30 AM to 10:00 PM	40 mins
Route 17	Concord BART to North Concord BART, via Solano Way and Olivera Road	6:15 AM to 7:30 PM	30 mins / 75 mins
Route 19	Amtrak/BART Concord, via Pacheco	7:00 AM to 7:30 PM	90 mins
Route 91X	BART Concord Loop, via Airport Plaza and UFCW and Employers Plaza	6:30 AM to 8:30 AM; 3:30 – 6:00 PM	30 mins (peak only)
Weekend Service			
310	Concord BART To Clayton along Clayton Blvd.	7:30 AM – 7:45 PM	Every 25-40 mins
311	Concord BART to Pleasant Hill BART and Walnut Creek BART via Treat, Oak	7:30 AM to 7:45 PM	90 mins

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County Connection	Route	Hours of Operation	Frequency Peak / Off Peak
	Grove, and Willow Pass		
314	Diablo Valley College to Concord BART via Monument Blvd.	7:00 AM to 8:30 PM	40 mins
320	Diablo Valley College to Concord BART, via Diamond and Clayton	10:00 AM to 7:00 PM	45 mins
315	Concord BART to Landana, via Willow Pass, Landana, and Treat Blvd.	8:30 AM to 6:30 PM	80 mins

Fare Structure

The regular fare for local service was increased in March 2019 to \$2.50 (\$2.25 on Clipper), with a 50% discount given to seniors and people with disabilities. County Connection also offers a variety of monthly fare passes on Clipper at a reduced cost for frequent travelers. Refer to **Error! Reference source not found.** for more information on County Connection’s current fare structure.²⁷

Table 12 County Connection – Fare Structure

Fare Types	Cost	Details
Cash Fares		
Adult/Youth	\$2.50	Regular -routes-Clipper \$2.00, Express Routes – Clipper \$2.25
Under 6 Years Old	Free	When accompanied by an adult
Seniors (65+) RTC/Medicare	\$1.25	Clipper fare \$1.00
Adult/Youth BART-to-Bus Transfer	\$1.00	Transfer credit automatically given on Clipper
Senior/RTC/Medicare BART-to-Bus Transfer	\$0.50	Transfer credit automatically given on Clipper
Discount Bus Passes		
Adult/Youth Day Pass Accumulator	\$3.75	Unlimited rides on any regular fixed-route bus for one service day (Clipper only)
Senior/RTC/Medicare Day Pass Accumulator	\$1.75	Unlimited rides on any regular fixed-route bus for one service day (Clipper only)

²⁷ Ibid. Pp. 24

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Fare Types	Cost	Details
Monthly Pass	\$60.00	Unlimited rides on any regular fixed-route bus for one calendar month (Clipper only)
Express Monthly	\$70.00	Unlimited rides on any Express route bus for one calendar month

Fixed-Route Coordination and Partnerships

Five other public bus operators provide service in County Connection’s service area: Eastern Contra Costa Transit Authority (Tri Delta), Western Contra Costa Transit Authority (WestCAT), Fairfield Suisun Transit (FAST), Solano County Transit (SolTrans), and Livermore Amador Valley Transit Authority (LAVTA). County Connection works with each operator to remove duplicative service and ensure that timed transfers are as seamless as possible.²⁸

CCTA also partners with Contra Costa 511 to offer transit fare incentives. Now through June 30, 2019, County Connection and 511 are sponsoring a buy one get one offer. Commuters (home-to-work and/or work-to-home trips) can receive a free Clipper Express Pass with the purchase of another pass.²⁹

Existing Facilities and Annual Budget

County Connection currently has one maintenance facility at 2477 Arnold Industrial Drive in Concord. This facility accommodates all of County Connection’s revenue and non-revenue fleet for maintenance and storage of vehicles. County Connection does not own the bus stops that it serves, although they may install and maintain them.

The fixed-route and paratransit network has an annual ridership of 3.5 million passengers. In 2019, the agency has proposed an operational budget of \$39.5 million.³⁰

REGIONAL TRANSPORTATION SERVICES

Amtrak

The nearest Amtrak station to Monument Corridor is located 8.5 miles away in Martinez, CA. The station hosts several Amtrak routes – the Capitol Corridor, the Coast Starlight, the San Joaquin, and the California Zephyr.³¹

- *Capitol Corridor* provides intercity train service with 30 daily trips between Sacramento and San Jose. Stops made in Martinez are between 30 minutes and 2 hours frequency, depending on the time of day.

²⁸ Ibid. Pp. 25

²⁹ CCCTA – County Connection (2019). *Buy One Get One Offer*. Retrieved from <https://countyconnection.com/fares/buy-one-get-one-offer/>

³⁰ CCCTA – County Connection (2019). *Revised Fiscal Year 2019 Draft Budget and Ten-Year Forecast*. Retrieved from https://countyconnection.com/wp-content/uploads/2019/01/FY-2019_Budget.pdf

³¹ Amtrak (2019). *Train Routes in California*. Retrieved from

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- *The Coast Starlight* spans the entire West Coast, from Los Angeles to Seattle. Amtrak runs one northern-bound train and one southern-bound train per day. The train arrives in Martinez 7: 30 AM (southbound) and 10:45 PM (northbound), respectively.
- *The San Joaquin* operates round-trip trains between Bakersfield and Stockton. At Stockton, the San Joaquin splits and travels to either Oakland or Sacramento. Trains terminating in Oakland stop at the Martinez Amtrak station between 6:30 AM and 6:30 PM.
- *The California Zephyr* is an east-west train that starts in Emeryville and goes all the way to Chicago, Illinois, stopping in Martinez twice per day at 3:30 PM (southbound) and 9:50 PM (northbound).

The Martinez Amtrak station is reachable by public transit via route 99x from North Concord BART Station. Route 16 provides a 52 minute single-seat ride via Pleasant Hill to Martinez. The route is every 30 minutes between 6:00 AM to 9:00 AM and 3:30 PM to 6:30 PM, Monday through Friday.³² On weekends, Amtrak is accessible from Contra Costa Centre via Route 316, which runs every 80 minutes between the hours of 7:30 AM and 8:00 PM.³³

BART

Bay Area Rapid Transit (BART) is the Bay Area’s regional transit service, with stops between Millbrae, San Francisco, Richmond, Antioch, Dublin/Pleasanton, and Fremont. The nearest station to the Monument Corridor is the Concord station, which is located just northeast of the Study Area along Oakland Avenue between Clayton Road and Mt. Diablo Street (refer to Figure 20). Residents within the Study Area can reach the station by foot or can take County Connections Routes 16, 14, or 11.

On weekdays, BART’s first and last trains leave their origin stations between 5:00 AM and 12:00 AM, respectively. Early Bird Express bus service runs from 3:50 to 5:30 a.m., serving the BART network since February 19, 2019 to allow for extended nighttime closure of the Transbay Tube for seismic retrofit. The seismic retrofit project is supposed to last 2.5 years. On Saturdays, trains run between 6:00 AM and 12:00 AM, and Sunday service is between 8:00 AM and 12:00 AM. Refer to Table 13 for information on departures specific to Concord BART.

Trains are every 15 minutes on weekdays and every 20 minutes on weekends and nights.

Table 13 Hours of Operation and Cost, Concord BART

Origin	Destination	Hours of Operation (Weekday Service)	Hours of Operation (Saturday)	Hours of Operation (Sunday Service)	Clipper Cost
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³² CCCTA – County Connection (2019). *Martinez Amtrak/North Concord BART*. Retrieved from <https://countyconnection.com/routes/99x/>

³³ CCCTA – County Connection (2019). *Martinez Amtrak/BART Pleasant Hill*. Retrieved from <https://countyconnection.com/routes/316/>

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			y Service)		
Concord BART	Downtown San Francisco	4:58 AM to 12:06 AM	6:08 AM to 12:06 AM	8:06 AM to 12:10 AM	\$6.45
	San Francisco Airport	4:58 AM to 12:06 AM	6:08 AM to 12:06 AM	8:06 AM to 12:10 AM	\$11.60
	Antioch	6:11 AM to 1:11 AM	6:42 AM to 1:11 AM	8:51 AM to 1:12 AM	\$4.15
	Richmond	5:13 AM to 12:06 AM	6:08 AM to 12:06 AM	8:54 AM to 12:06 AM	\$5.24
	Warm Springs/South Fremont	5:13 AM to 12:06 AM	6:08 AM to 12:06 AM	7:57 AM to 11:57 PM	\$7.00

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Figure 20 Access to Regional Transit via Monument Corridor



ADDITIONAL TRANSPORTATION SERVICES & PROGRAMS

Paratransit

County Connection provides ADA paratransit service for people with disabilities who are unable to take fixed-route transit services. This service, called LINK, is a door-to-door program operated by County Connection. Advance reservations are required and service runs Monday through Friday between 4:30 AM and 11:00 PM. Weekend service operates between 7:00 AM and 10:30 PM consistent with the County Connection fixed route services. Additionally, County Connection provides ADA service on behalf of BART at select hours and an area defined to be within $\frac{3}{4}$ of a mile of fixed route bus service or a BART station.

LINK is \$5.00 for each one-way trip. LINK fare can be paid in cash or riders have the option of setting up an account to prepay for their trip. Riders send a check of at least \$50.00 to County Connection to establish the use of the agency's Advance Fare Payment System. Funds are automatically deducted from a patron's account after each trip. Patrons are notified when the balance of their account drops below \$25.00.³⁴

LINK eligibility is determined in accordance with the requirements of the Americans with Disability Act, which states that eligibility is strictly limited to those who have specific limitations that prevent them from using accessible fixed route public transportation some or all of the time.³⁵

Monument Community Shuttle

Monument Impact is a community-based non-profit located in the Monument Corridor. The organization provides resources and skill-building opportunities for low-income, refugee, and immigrant populations who live in the corridor. Opportunities include workforce development and the promotion of mental and physical health.

Monument Impact offers a free weekday shuttle (9:00 AM to 5:00 PM with extended hours on Tuesdays) to help residents travel to key services and destinations, which include BART, La Clinica Monument, Cambridge Elementary School, and the Senior Center. The Monument Community Shuttle is funded through Contra Costa Transportation Authority (CCTA) Measure J sales tax funds.³⁶

Taxis

The City of Concord regulates taxis and issues licenses to operate them. A taxicab owner is required to have at least five cabs in the fleet; however, based on the City's protocols only a certain number of vehicles can circulate based on the day of the week and time of

³⁴ CCCTA – County Connection (2016). *Short Range Transit Plan*. Retrieved from <https://countyconnection.com/wp-content/uploads/2010/06/2016-2025-Short-Range-Transit-Plan-3-16-16.pdf> Pp. 25.

³⁵ County Connection. Eligibility and Registration. Retrieved from <https://countyconnection.com/paratransit/eligibility-registration/>

³⁶ Monument Impact. *Community Engagement – Programs “Monument Community Shuttle*. Retrieved from <http://monumentimpact.org/en/community-engagement/>

day. For more information in specifics of the ordinance, refer to the City’s municipal code.³⁷

Get Around Taxi Program

The Concord Commission on Aging developed this program to supplement other transportation options available to Concord seniors. This door to door option, allows seniors to get taxi service at an affordable rate. Concord residents that are 65 and above are eligible. Applications will be accepted weekdays from 10:00 AM to 12:00 PM at the Concord Senior Center. Each book is \$15 with a scrip value of \$30. Registered seniors may purchase a maximum of 2 books per month. Limited books are available each year.³⁸

Transportation Network Companies (TNCs)

Several new mobility services have launched or expanded in recent years and offer travelers an increasing array of options for getting around.

Transportation network companies (TNCs) such as Lyft and Uber have become an important travel option for all manner of trips. Lyft and Uber’s basic service offering allows an individual party to request a private ride from origin to destination. Fare-splitting service offerings like Lyft Line and UberPool, which aggregate trips with origins and destinations along similar routes into fewer vehicles, have grown significantly in recent years.³⁹ Lyft and Uber each also have large-vehicle and luxury versions of their services. Some of the issues related to use of these TNCs by the study’s target population groups include whether individuals are “banked”, are able to use and have access to smart phones, affordability, and the availability of accessible vehicles.

Private Airport Shuttles

BayPorter Express⁴⁰, East Bay Shuttle⁴¹, and Walnut Creek Airport Service⁴² all offer door-to-door shuttle service between residents’ homes and the regional airports. Service is available between 2:00 AM and 10:00 PM (other times may be available for a surcharge) and rates are between \$62 and \$140.

Contra Costa 511 Services

Contra Costa Transportation Authority (CCTA), in partnership with TRANSPAC and the Bay Area Air Quality Management District (BAAQMD), sponsors 511 Contra Costa – a

³⁷ City of Concord (2019). *Municipal Code: 5.95 Taxicabs*. Retrieved from <https://www.codepublishing.com/CA/Concord/>

³⁸ Get Around Taxi Program (2019). *Brochure*. Retrieved from <http://www.cityofconcord.org/DocumentCenter/View/932/Get-Around-Taxi-Program-Brochure-PDF>.

³⁹ Forbes (2015, August 18). *The Case for Carpooling: Inside Lyft and Uber’s Quest to Squeeze More People in the Backseat*. Retrieved 24 August 2017 from <https://www.forbes.com/sites/ellenhuet/2015/08/18/inside-lyfts-and-ubers-carpooling-quest-uberpool-lyft-line/#6251628233f4>

⁴⁰ BayPorter Express (2019). *BayPorter*. Retrieved from <http://www.bayporter.com>

⁴¹ East Bay Shuttle (2019). *East Bay Shuttle*. Retrieved from <http://eastbayshuttle.net>

⁴² Walnut Creek Airport Service (2019). *Walnut Creek Airport Service*. Retrieved from <https://walnutcreekairport-taxi.com/>

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comprehensive transportation guide for the County’s commuters and residents. 511 Contra Costa offers information on how to navigate public transportation, utilize rideshare programs, and plan pedestrian and bike trips. Additionally, the program offers incentives to commute more sustainably – carpooling, vanpooling, taking transit, bicycling, and walking.

Drive Less Commuter Program

To incentivize Contra Costa residents to commute more sustainably, 511 introduced the Drive Less Commuter Program. Until June 2019, residents are eligible for a \$25.00 cash reward when they swap their drive-alone commute for an alternative mode. The benefit is limited to one person per household and is for work commute trips only. Residents who use employer provided and paid buses and shuttles do not qualify.⁴³

Try Transit

Try Transit is a program for individuals who live or work in Contra Costa County. Between July 1, 2018 and June 20, 2019, one person per household is eligible to receive a \$15 pre-loaded Clipper card to take them between home and work, and participating school campuses. (CSU Eastbay, Contra Costa College, Diablo Valley College Pleasant Hill, and Los Medanos.) The benefit encourages those who would otherwise drive-alone to try transit.⁴⁴

Guaranteed Ride Home

Guaranteed Ride Home is an “emergency” or “back-up” ride for individuals who use commute alternatives to single occupancy vehicles. The program is a free service but participants must pre-register via the 511 website. As stated on the website, only rides for commutes that originate in Contra Costa are eligible for reimbursement. There are similar GRH programs in most neighboring counties operated by other public agencies.⁴⁵

Carpooling

511 Contra Costa encourages residents and workers to carpool, whether it’s through a ridesharing service like Lyft and Uber, or with carpooling apps like Scoop, Waze Carpool, or Duet which pair commuters in advance of their trip. When commuters opt-in to a carpool, they are eligible for the Drive Less Commuter Program. Additionally, the 511 website has information on Park and Ride locations, carpool services, and recent commuter news and programs.⁴⁶

Vanpooling

The Bay Area Vanpool Program partnered with Enterprise to subsidize vanpooling with a monthly subsidy of up to \$250. Enterprise provides a group (seven passengers) access to a low-mileage van or SUV with roadside assistance. Those that vanpool have access to

⁴³ 511 Contra Costa (2019). *Commuter Incentive*. Retrieved from <https://511contracosta.org/commuterprogram/>

⁴⁴ 511 Contra Costa (2019). *Try Transit Offer*. Retrieved from <https://511contracosta.org/public-transit/transit-offer/>

⁴⁵ 511 Contra Costa (2019). *Guaranteed Ride Home*. Retrieved from <https://511contracosta.org/guaranteed-ride-home/>

⁴⁶ 511 Contra Costa (2019) *Carpool*. Retrieved from <https://511contracosta.org/driving/carpool/>

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Express Lanes and HOV lanes, save money on gas and parking, reduce vehicle wear and tear, and reduce greenhouse gas emissions by commuting together. As an additional incentive, drivers who start a vanpool and keep it on the road for at least one year may qualify for a \$1,000 bonus. 511 Contra Costa is available to answer questions regarding how to start a vanpool, how to fill empty seats, and explain the pre-tax benefits.⁴⁷

Mobility Matters – Contra Costa’s Mobility Management Center

Mobility Matters facilitates transportation options for the County’s seniors, persons with disabilities, and low-income individuals. The organization connects people who need transportation with those that can volunteer their time to provide transportation services.

Rides for Veterans and Seniors

Rides for Veterans and Rides for Seniors are two programs sponsored by Mobility Matters that give access to residents of Contra Costa County who are unable to take fixed-route transit. The service is free and provided by trained volunteer drivers. Rides are primarily for medical trips, dental appointments, grocery shopping, and other essential errands. To participate, veterans and seniors can either apply via an online form or call Mobility Matters directly.⁴⁸

John Muir Health Caring Hands Volunteer Caregivers Program

Caring Hands creates long term, one-on-one matches between dedicated volunteers and seniors who need support and companionship. In addition to providing free transportation and escort to medical appointments, shopping and errands, our screened and trained volunteers also provide friendly visiting, social outings, reading mail, letter writing and respite care to give a break to a family caregiver. To be eligible, seniors need to be over the age of 60 and living independently in their own home. A phone interview and a home assessment by a social worker are required. Due to high demand there is usually a waiting list for services.⁴⁹

Older Driver Resources

The AARP (American Association for Retired Persons) conducts several online and classroom safety courses for older drivers. Most courses require a time commitment of eight hours; classes are two four-hour sessions, though the program occasionally covers the course in one day. Online classes cost \$16 per person for AARP members and \$20 per person for non-members. Classroom courses are available in Contra Costa County and online through the AARP website.⁵⁰

The Future of Mobility: Autonomous Vehicles

Automobile manufacturers and technology companies are investing heavily into developing autonomous vehicle (AV) technology, alternatively known as driverless cars.

⁴⁷ 511 Contra Costa (2019) *Vanpool*. Retrieved from <https://511contracosta.org/driving/vanpool/>

⁴⁸ Mobility Matters (2019). *Volunteer*. Retrieved from <http://www.mobilitymatterscc.com/volunteer/>

⁴⁹ Caring Hands (2019). *Description*. Retrieved from http://www.waytogocc.com/services_type.php?id=4#descprov_12

⁵⁰ AARP (2019). *Drive Safety*. Retrieved from <https://www.aarpdriversafety.org/>

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Research and development activity started to show results in 2016 with AV pilots in a number of cities across the United States and internationally. In addition to the potential to reduce the cost of providing transit service itself, AVs present a new set of opportunities for bridging the first/last mile gap between high capacity transit stations and people's home or work front doors.

While it may take several years before driverless cars are deployed for use on public roads,⁵¹ they are expected to steadily gain market share and to ultimately carry a significant portion of motorized passenger travel within several decades. Estimates by a range of technology and transportation theorists predict that AVs will have 70% to 90% penetration in the market for motorized travel sometime between 2035 and 2055.⁵² However, given many unknowns about the AV technology itself and the regulatory efforts at the state and federal levels that will shape it, all of these estimates are subject to a significant margin of error.

GOALS AND POLICIES FOR PEDESTRIAN AND BICYCLE IMPROVEMENTS – CONCORD, CA

The current development pattern of the Monument Corridor creates barriers for walking and biking. The neighborhood abuts the I-680 / SR 242 freeways to the west and major arterial roadways to the east. The relatively wide crossing distances, and deferred maintenance on pedestrian and bicycle facilities, along with relatively high vehicular traffic volumes on the arterials, represent physical barriers to active transportation mobility.

While current barriers exist, CCTA and the City of Concord are committed to planning and implementing streetscape improvements to address the aforementioned active transportation issues. Concord's 2030 General Plan states the City's commitment to Complete Streets – a street design concept that enables all users, regardless of age and ability, to use the street safely with their chosen mode of transportation – biking, walking, taking transit, or driving.⁵³

In 2018, CCTA adopted an update to the Countywide Bicycle and Pedestrian Plan (CBPP), which establishes countywide goals and objectives for bicycling and walking,

⁵¹ Bliss, Laura (2017, January 6) *The Future of Autonomous Vehicles is Shared* retrieved from <http://www.citylab.com/tech/2017/01/the-future-of-autonomous-vehicles-is-shared/512417>

⁵² Rocky Mountain Institute (2016). *Estimates from "Peak Car Ownership: The Market Opportunity of Electric Automated Mobility Services* retrieved from <https://rmi.org/insights/reports/peak-car-ownership-report> and http://www.aon.com/japan/product_services/by_specialty/reinsurance/report/20160911-ab-analytics-gimo.pdf and McKinsey & Company (2015 June). *Ten ways autonomous driving could redefine the automotive world* retrieved from <http://www.mckinsey.com/industries/automotive-and-assembly/our-insights/ten-ways-autonomous-driving-could-redefine-the-automotive-world>

Fehr and Peers (2014 February). *Effects of Next-Generation Vehicles on Travel Demand and Highway Capacity* retrieved from http://www.fehrandpeers.com/wp-content/uploads/2015/07/FP_Think_Next_Gen_Vehicle_White_Paper_FINAL.pdf

VTPI (2017 February 2). *Autonomous Vehicle Implementation Predictions: Implications for Transport Planning* retrieved from <http://www.vtpi.org/avip.pdf>.

⁵³ City of Concord (2007). *General Plan 2030*. Retrieved from <http://www.cityofconcord.org/pdf/dept/planning/generalplan/vol-1.pdf>, pp. 5-20

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identifies gaps in the system network, and establishes best practices to engineer streets that are more mindful of pedestrian and bicycle design elements.⁵⁴

Moreover, the CBPP identifies the Monument Corridor as a Pedestrian Priority Area – an area within the County where pedestrian improvements are integral based on a set of criteria including high residential density, high employment density, and whether the neighborhood is a Priority Development Area (PDA).⁵⁵⁵⁶

City of Concord - Downtown Specific Plan: Bicycle and Pedestrian Element

Concord's Downtown Specific Plan, published in 2014, emphasizes the City's goals and policies to better accommodate pedestrians and bicyclists. The Plan envisions an integrated pedestrian network with complete sidewalks and crosswalks that improve connectivity, particularly in pedestrian priority zones.⁵⁷

Action items identified in the Plan include rehabilitating approximately 30 crosswalks within the downtown area, adding signalization at pedestrian crossings, and enhancing intersections with ADA ramps, curb extensions, and advanced stop bars.⁵⁸



Boundaries for Downtown Specific Plan (Perkins + Will)

In regards to biking, the Plan seeks to improve bicycle travel for all experience levels. Key highlights in the Plan include enhancing bicycle facilities at high-use intersections, increasing bicycle parking, and exploring the feasibility of a citywide bike share program. Currently, the City's Planning Code requires long-term and short-term bicycle parking for employees, residents, and visitors, and new developments slated for construction in the downtown area will be required to provide off-street bicycle parking.⁵⁹

EXISTING FACILITIES

Bicycle Facilities and Trails

The 2018 CBPP identifies a network of bicycle facilities that when complete, will be a low-stress network available to people of all ages and abilities, providing connections to

⁵⁴ Contra Costa Transportation Authority (2018). *Countywide Bicycle and Pedestrian Plan*. Retrieved from http://keepcontracostamoving.net/site/wp-content/uploads/2018/09/2018_CBPP_final_CCTA_optimized-1.pdf

⁵⁵ Priority Development Areas (PDAs) are earmarked for future growth and are typically near transit and job centers.

⁵⁶ <https://mtc.ca.gov/our-work/plans-projects/focused-growth-livable-communities/priority-development-areas>

⁵⁷ City of Concord. *Downtown Concord Specific Plan*. Retrieved from <http://www.cityofconcord.org/301/Downtown-Concord-Specific-Plan>

⁵⁸ Ibid. pp. 103

⁵⁹ Ibid. pp.124

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key destinations throughout the County. Several proposed bike routes are planned through or adjacent to the Monument Corridor.⁶⁰

Existing Bicycle Infrastructure

The Contra Costa Canal Regional Trail

The Contra Costa Canal Regional Trail, named after the canal it follows, forms a horseshoe path through Martinez, Pleasant Hill, Walnut Creek, and Concord. The route passes through several regional parks and intersects with other regional trails including the California State Riding and Hiking Trail, Briones to Mt. Diablo Trail, and the Iron Horse Regional Trail, which meets just south of the Concord BART station, a 20-minute bike ride from Monument Corridor.⁶¹

The Iron Horse Trail

The Iron Horse Trail begins adjacent to Marsh Drive, parallel to Walnut Creek and just south of Highway 4. The 32-mile route travels south through several residential areas, schools, Pleasant Hill/Contra Costa Center BART Station, the eastern edge of downtown Walnut Creek, and the town centers of Danville and Los Alamos. The trail terminates at the eastern edge of Pleasanton. In the future, the Iron Horse Trail will extend through Livermore, connecting 12 cities from Livermore in Alameda County to Suisun Bay in Contra Costa County.⁶²



Monument Corridor Trail (2017)

The Concord Monument Corridor Trail

The Monument Corridor Trail is a 1.3-mile paved recreational path that is fully within the boundaries of the neighborhood, spanning between Meadow Lane and Monument Boulevard. The trail connects to the Iron Horse Trail.

On-Street Bicycle Facilities

The residential streets in the Monument Corridor are designed in a conventional cul-de-sac pattern. Excluding Meadow Lane, Detroit Avenue, Clayton Road, and Lynn Avenue, the streets do not have any bicycle facility designations (e.g. class II bike lanes or class III bike sharrows).

Detroit Avenue Complete Streets Project

In 2013⁶³, the East Bay Times published an article about Concord's Monument Corridor and the need for street safety improvements. At the time, parents took part in a

⁶⁰ Ibid. pp. 52

⁶¹ East Bay Regional Park District. (2019). *Contra Costa Canal Trail*. Retrieved from https://www.ebparks.org/parks/trails/contra_costa.htm

⁶² East Bay Regional Park District. (2019). *Iron Horse Regional Trail*. Retrieved from https://www.ebparks.org/parks/trails/iron_horse/default.htm

⁶³ Article updated in 2016.

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grassroots effort to improve some of the neighborhoods' busiest streets.⁶⁴ Concerns included the quality of the sidewalks, the lack of crosswalks, and motorists disobeying the law. In 2015, funding was set aside for the Detroit Avenue Complete Streets Project. The project, funded through the Metropolitan Transportation Commission's One Bay Area Grant program, included the installation of buffered bike lanes, construction of sidewalk and access ramps, installation of additional street lighting, and pavement rehabilitation. between Clayton Road and Via Del Monte, crosswalks, and new sidewalk infrastructure.⁶⁵

Safe Routes Programs

While improved facilities are necessary for improved bicycle and pedestrian safety, efforts must also include increased education, encouragement, evaluation, and enforcement.

Safe Routes to School and Transit

In recent years, Safe Routes to School (SR2S) programs have gained traction as a way to address traffic safety among children and within school areas. As stated in the updated CBPP plan and the City of Concord's Bicycle Pedestrian, and Safe Route to Transit Plan, CCTA and the City continue to promote walking and biking to school through 511 Contra Costa and the County's Safe Routes to School programs. While CCTA financially supports many bike and walk programs, there is a gap in available funding resources for SR2S. CCTA's SR2S Needs Assessment estimates this funding shortfall at \$243 million in capital improvements, and \$57 million in annual operating costs.⁶⁶ CCTA prioritizes projects that complete gaps in the transportation network, alleviate traffic stress, and have the greatest impact on equity and socioeconomics.⁶⁷

Cambridge Elementary and Meadow Homes Elementary, both located in the Monument Corridor, participate in the County's SR2S program. The League of American Bicyclists and Contra Costa Health Services lead programming, which includes bicycle rodeos, on-campus kiosks, in-class presentations, and walking school buses.^{68,69}

Evaluation and Monitoring

Bicycle and pedestrian safety is a prominent concern for Concord and it is a determining factor for how to improve existing infrastructure and programs. The City frequently

⁶⁴ East Bay Times (2013). *Safety Improvements in Concord's Monument Corridor*. Retrieved from <https://www.eastbaytimes.com/2013/07/24/safety-improvements-in-concords-monument-corridor/>

⁶⁵ East Bay Times (2016). *Concord Avenue Complete Streets*. Retrieved from https://bikeeastbay.org/sites/default/files/blog_files/Concord_Detroit_Avenue_Complete_Streets.pdf

⁶⁶ CCTA, *Contra Costa Safe Routes to School: Understanding Needs, Moving Ahead, Attachment 2, Needs Assessment*, pp. 7 and 10, February 2014.

⁶⁷ Contra Costa Transportation Authority (2016). *Countywide Bicycle and Pedestrian Plan*. Retrieved from http://keepcontracostamoving.net/site/wp-content/uploads/2018/09/2018_CBPP_final_CCTA_optimized-1.pdf

⁶⁸ Contra Costa Health Service (2019). *Safe Routes to School*. Retrieved from <https://cchealth.org/injury-prevention/safe-routes.php>

⁶⁹ City of Concord (2016). *Bicycle and Pedestrian Safe Routes to Transit Plan*. Retrieved from <https://cityofconcord.org/DocumentCenter/View/1044/Bicycle-Pedestrian-and-Safe-Routes-to-Transit-Plan---Appendices-PDF>

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reviews data from the Statewide Integrated Traffic Records System (SWITRS) to gauge the type and severity of local collisions. Based on data collected between 2009 and 2013, the top bicycle and pedestrian collision corridors are Clayton Road, Concord Avenue, Monument Boulevard, and Willow Pass Road, all of which pass through the Monument Corridor.⁷⁰

The collision reports suggest that the primary factors in bicycle-involved collisions include, but are not limited to, automobile right-of-way violations, bicyclists traveling on the wrong side of the road, improper turning, and driving or bicycling under the influence.⁷¹ The majority of pedestrian collisions occur when motorists violate a pedestrian’s right-of-way. This happens most often when pedestrians are in a crosswalk crossing an intersection.⁷²

Table 14 Top Bicycle and Pedestrian Collisions, City of Concord

Street	Bicycle Collisions	Pedestrian Collisions
Clayton Road	41	43
Concord Boulevard	22	20
Monument Boulevard	36	17
Willow Pass Road	34	18

As stated in the 2018 CBPP, CCTA and the City of Concord are committed to regularly monitoring the transportation network to observe bicycle and pedestrian injuries. These monitoring efforts will be used to refine existing policies and approaches.

⁷⁰ Ibid. pp. A-12

⁷¹ Ibid. pp. A-14

⁷² Ibid. pp. A-17

3 REVIEWED TRANSPORTATION PLANS AND STUDIES

LITERATURE REVIEW – RELEVANT PLANNING REPORTS

The following section is a review of previously written reports and studies that are relevant to the development of a new Community-Based Transportation Plan for the Monument Corridor in Concord. The summarized information identifies transportation gaps and offers recommendations and implementation steps to improve mobility for the targeted populations: low-income, seniors, and people with disabilities.

LOCAL PLANS

2030 General Plan

The 2030 General Plan, adopted in 2007, details citywide goals and policies to guide future development. In regards to transportation, the project team reviewed the Transportation Element to review specific policies that Concord seeks to achieve within the 2030 planning horizon. Since adoption, updates to the General Plan have been made to include the redevelopment of the former Naval Weapons Station, however, changes made to the plan to include the redevelopment site are unlikely to directly impact the Monument Corridor Study Area.

Two planned but unbuilt projects for the Study Area are identified in the Transportation Element: widening Meadow Lane to four lanes between Monument Boulevard and Clayton Road and widening Monument Boulevard to six lanes from Systron Drive to Cowell Road.

Transportation Goals and Policies

Per California's government code, Concord is required to have a balanced and multimodal transportation network. The streets need to meet the needs of all users and provide a safe and convenient experience -- suitable for children, persons with disabilities, pedestrians, users of public transportation, and seniors.

Policy T-1.1.3 speaks to citywide initiatives to reduce vehicle-miles traveled and the improvement of bicycle, pedestrian, and transit facilities. The Plan is committed to the

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design and implementation of Complete Streets – a design concept that streets should be safe for all users, regardless of their age, ability, or their mode of transportation.⁷³

Bicycle and Pedestrian Element

The Transportation Element of the City of Concord’s General Plan is focused on making transportation more efficient, reducing the impact transportation can have on the environment. This includes providing a comprehensive program with provisions for pedestrians and bicyclists. The City of Concord is committed to the designing and constructing Complete Streets to stay compliant with state law. Complete Streets are designed for all users of a street, including motorists, transit users, bicyclists, and pedestrians, and for those of all ages and abilities.

In residential areas, a Complete Street should consist of signed routes for bicycles, well-maintained sidewalks, tree coverage, and neighborhood traffic management. In a downtown, Complete Streets should include on-street striped bicycle lanes or off-street paths, wide sidewalks, pedestrian lighting, and effective crosswalk treatments.⁷⁴ As stated in the General Plan, the City seeks to improve existing bicycle and pedestrian facilities to improve connectivity to retail centers, schools, recreation areas, as well as enhanced access to the nearby BART stations.

Downtown Specific Plan - 2016

Adopted in 2016, the Downtown Specific Plan (Downtown Plan) articulates a vision to revitalize Downtown Concord and accommodate growth in future population and employment. The northern end of the Monument Corridor Study Area contains a significant portion of Downtown Concord, a Priority Development Area and BART Station Planning Area.

Circulation Objectives

The Downtown Plan contains the following objectives regarding circulation: to develop a green street framework, to design and construct streets that integrate the green streets framework that supports pedestrian, biking, transit, and green infrastructure, and to improve access to and from Downtown Concord BART Station⁷⁵.

Transportation Gaps

To support the Downtown Plan’s vision, Downtown Concord needs a multimodal transportation network that emphasizes walking, biking, and transit. The complete streets update identifies pedestrian priority streets, bicycling streets, and transit priority streets that need redesign to realize the goals of the Downtown Plan. Street redesign is intended to improve transit, incorporate bike lanes into major streets, and improve the connection between major open spaces such as Ellis Park and Todos Santos Plaza and

⁷³ City of Concord (2007). *General Plan 2030*. Retrieved from <http://www.cityofconcord.org/pdf/dept/planning/generalplan/vol-1.pdf>, pp. 5-20

⁷⁴ <http://www.cityofconcord.org/DocumentCenter/View/1080/Chapter-5-Transportation-PDF>

⁷⁵ City of Concord (2016). *Downtown Concord Specific Plan*. Retrieved from <http://www.ci.concord.ca.us/pdf/projects/downtownPlan/06042014.pdf>

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Downtown/BART. Additionally, the Downtown Plan identifies the goal of creating a “park one time” district that encourages people who drive to Downtown to only park once and then walk to their other destinations.

Transportation Strategies

Using the complete streets framework established in the Downtown Plan and General Plan, the City identified ways to improve multimodal transportation such as closing gaps in the sidewalk network, improving intersection crossings, and potential road diets to remove a vehicle travel lane and dedicate more space for sidewalks in pedestrian priority areas. Another strategy is the reversion of one-way street to two-way streets that could improve the safety and pedestrian experience in Downtown Concord, since two-way streets can reduce vehicle driver speeds.

Additional strategies identified in the Downtown Plan are to create a business improvement district to help fund a circulator shuttle for downtown and BART and establish a “park one time” district.

Downtown Corridors Plan - 2016

The Downtown Corridors Plan was a follow up to the Downtown Concord Specific Plan and adopted in 2016. The proposed complete streets framework from the Downtown Plan is applied to three streets in the downtown, creating designs that connect open space such as Todos Santos Plaza to commercial streets, residents, and BART. The Downtown Corridors Plan establishes design guidelines and identifies corridor improvements to create pedestrian focused streets with green infrastructure. Todos Santos Plaza and most of Downtown Concord is part of the northern section of the Monument Corridor Study Area.

Bicycle, Pedestrian, and Safe Routes to Transit Plan - 2016

The 2016 Bicycle, Pedestrian, and Safe Routes to Transit Plan envisions Concord as a place where bicycling, walking, and transit can serve the transportation needs of the community. The Plan identifies a pedestrian and bicycle network for the City of Concord, including the Monument Corridor Study Area. Pedestrian network improvements are identified such as existing sidewalk gaps and intersections in need of crossing improvements to reduce collisions. Within the Study Area, Monument Boulevard is identified as a key corridor for improving bicycling and walking facilities. Additionally, the Plan recommends a Class II bike lane for Meadow Lane, and complete street studies for Willow Pass Road and Concord Boulevard.

The study does not identify specific improvements needed to improve access to transit such as the BART Stations or County Connection routes.

COUNTYWIDE PLANS

CCTA Comprehensive Transportation Plan – 2017 Update

The Comprehensive Transportation Plan (CTP)⁷⁶ sets the framework for transportation investments over the next two decades. The plan updates Contra Costa's transportation vision, goals, and strategies and incorporates new data and growth forecasts. Concord is in the Central County TRANSPAC Action Plan, a sub-regional transportation investment plan. Proposed major new actions in Central County are to build Express Lanes (high occupancy toll lanes) on I-680 and SR-4, expanding interchanges, and widening portions of SR-4⁷⁷.

County Connection Comprehensive Operations Analysis – 2018

In the summer of 2017 County Connection initiated a process to restructure service throughout Central County in an effort to increase productivity and modernize the agency's fare structure. This process started with a Comprehensive Operations Analysis (COA), a passenger survey, interactions of staff on the buses, and six public hearings. As a result, a significant number of routes were restructured, including those serving the Martinez area, and the fare proposal was approved by the Board in January 2019, and implemented in March 2019.

Contra Costa Countywide Bicycle and Pedestrian Plan – 2018

Contra Costa's first bicycle plan was written in 2003, and it has since been updated in 2009 and in 2018. With only 1% of Contra Costa residents traveling to work by bike, the Plan builds upon the Countywide Transportation Plan (CTP), setting goals to increase walking and bicycling across the County. The 2018 effort included a comprehensive public outreach component where residents and stakeholders shared their views via online surveys and interactive maps, pop-up events, and an online town hall. Upon hearing from their constituents, CCTA set a broad vision with five goals and objectives, including creating a safe, connected, and comfortable network of bikeways and walkways for all ages and abilities, and equitably serving all of Contra Costa's communities.⁷⁸ Figure 21 shows existing and proposed facilities in Central Contra Costa County. Monument Boulevard is identified as a candidate for a complete streets corridor study and Class III bike routes are proposed for the study area.

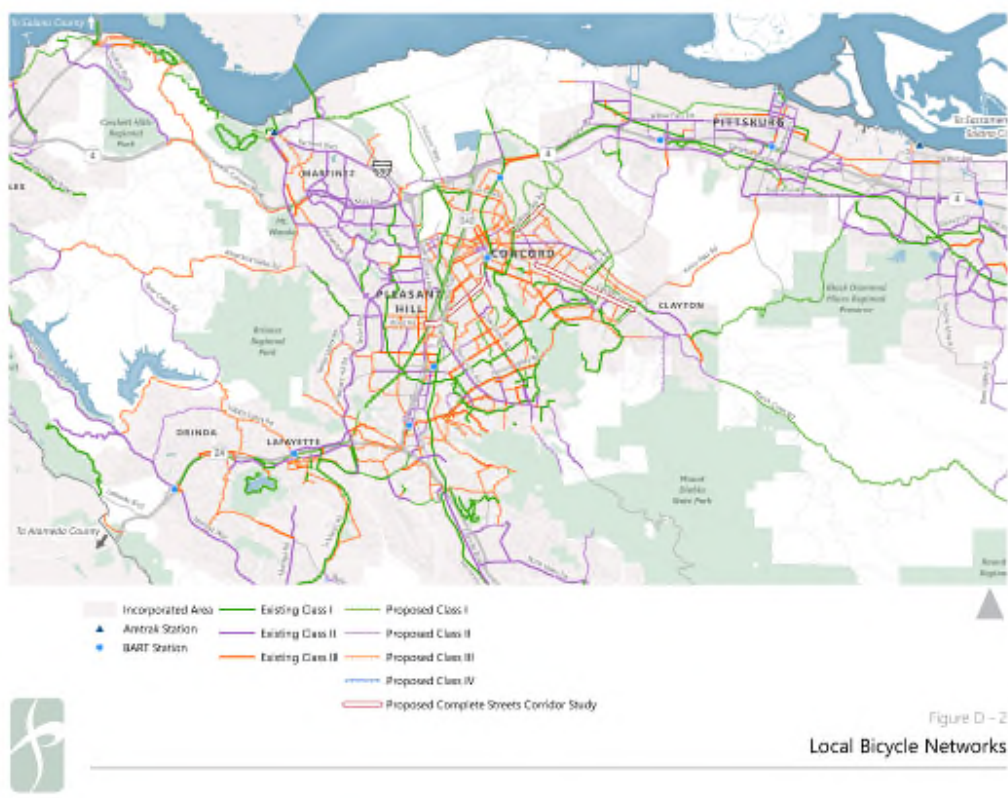
⁷⁶ CCTA (2017) *Countywide Comprehensive Transportation Plan Summary*, September 2017. Retrieved from: https://2017ctpupdate.net/wp-content/uploads/CCTA-CTP-Summary-10.20.17_11x17.pdf

⁷⁷ CCTA (2017) *Countywide Comprehensive Transportation Plan Volume 2*, p 23-24, September 2017. Retrieved from: <https://2017ctpupdate.net/wp-content/uploads/2017-CTP-Vol-2.2017.12.11.pdf>

⁷⁸ CCTA (2018). *Countywide Bicycle and Pedestrian Plan*. Retrieved from <http://keepconracostamoving.net/documents/>

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Figure 21 Contra Costa County, Local Bicycle Network Map



Source: 2018 Countywide Bicycle and Pedestrian Plan

Transportation Gaps

The number of bicyclists in the County is rising and cities need to implement bicycle designs that improve safety and accommodate more user groups.⁷⁹ Pedestrians need well-designed and well-maintained walkways and crosswalks, and safe access to jobs and amenities. As stated in the report, “...walking and biking makes up 11% of trips, but pedestrians and bicyclists account for about 30% of all traffic fatalities in Contra Costa.”⁸⁰ Existing barriers are especially apparent in Contra Costa’s suburban neighborhoods where bike and pedestrian routes are interrupted by freeways, railways, and larger arterials.

Transportation Recommendations and Resources

The 2018 report recommends that improvements to the bicycle and pedestrian network be a combination of capital investments and supportive programs. In term of

⁷⁹ CCTA (2018). *Countywide Bicycle and Pedestrian Plan*. Retrieved from <http://keepcontracostamoving.net/documents/>. Pp. 13

⁸⁰ CCTA (2009). *Downtown Martinez Community-Based Transportation Plan*. Retrieved from <http://www.cityofmartinez.org/civicax/filebank/blobload.aspx?BlobID=5840>, Pp.13

infrastructure, CCTA endorses pedestrian priority areas (PPAs) – zones where improvements are needed and/or long-term development is anticipated. The criteria for a PPA include high residential and employment density, within .5 miles of a major transit stop, and within .25 miles of a public school.

The Plan recommends a backbone of low-stress routes, arguing that an increase in the number of protected lanes and bicycle boulevards will limit bicyclists from having to travel on larger arterials. A safer riding experience will likely make the mode more appealing to a wider range of commuters.

Improvements to pedestrian and bicycle infrastructure requires supportive programming – education, encouragement, enforcement and evaluation. The Plan recommends a series of programs to improve the transportation experience for disadvantaged groups.

Safe Routes to School: SR2S, a program that is becoming more ubiquitous across the U.S., is an interactive curriculum for school-aged children designed to explain bicycle safety, rules-of-the-road, and provide a hands-on, technical education. In addition to school programming, CCTA recommends that the County pursue outreach events and programs for adults.⁸¹

Transit Access: Biking and walking are often first-and-last mile connections for those that take transit. Therefore, improving safe access to transit will likely increase ridership and reduce parking demand. CCTA is encouraging jurisdictions to prioritize pedestrian and bicycle connections near transit hubs – BART stations, Amtrak, and bus transit centers.⁸²

Enforcement: The Countywide Bicycle and Pedestrian Plan notes a targeted approach that eliminates the root causes of collisions, such as speeding and running traffic lights at specific intersections.⁸³

Accessible Transit Vehicles: Per requirements set by the Americans with Disabilities Act, CCTA recommends continued efforts to ensure that transit vehicles are accessible to people with disabilities. Updates include “kneeling” or low-floor buses, dedicated space for wheelchairs, and audio stop announcements for the benefit of the visually impaired.⁸⁴

To implement the abovementioned recommendations and others, CCTA plans to work with a technical steering committee and local and regional agencies involved in pedestrian and bicycle planning, and offer up-to-date best practices to make informed policy decisions.

Contra Costa Safe Routes to School: Understanding Needs, Moving Ahead – 2016

The Safe Routes to School (SR2S) Needs Assessment is a comprehensive assessment of existing projects and programs occurring throughout Contra Costa County. The purpose

⁸¹ Ibid. Pp. 55

⁸² Ibid. Pp. 61

⁸³ Ibid. ppg. 63

⁸⁴ Ibid. Pp. 62

of the assessment is to estimate the funding needed to support future SR2S capital projects, programs, and provide resources to communities as they plan and deliver improvements. The Needs Assessment estimated \$243 million in unmet capital improvements.

REGIONAL PLANS

BART Station Access Policy – 2016

In 2006, the Bay Area Rapid Transit District (BART) formalized a station access policy to support the region’s livability goals. Goals include advancing the region’s safety and sustainability goals, as well as increasing the system’s capacity to connect more riders. Moreover, BART is prepared to work in collaboration with municipalities, access providers, and technology companies to reduce regional drive-alone rates. BART is prioritizing investments based on station access goals. The agency is committed to prioritizing station access in the following hierarchy: walk, bike, transit and shuttle, drop-off and pick-up, and auto parking.

The Plan has labeled both Concord and North Concord stations as “intermodal/auto reliant.” As such, BART will primarily invest, as well as work with partners, to improve pedestrian access.⁸⁵

Plan Bay Area 2040 Equity Analysis Report - 2017

MTC’s Plan Bay Area Equity Analysis was created to help inform policymakers, local jurisdictions, and the public on how existing and future development directly affects the Bay Area’s disadvantaged communities. It was developed under consideration of California Senate Bill (SB) 375 – a policy that integrates land use and transportation planning as a way to lower GHG emissions and vehicles miles traveled across all socio-economic groups.⁸⁶

Transportation Gaps

The Equity Analysis included MTC identifying the mobility needs of low-income and minority communities. The project team’s findings suggest that regardless of income and race/ethnicity, transportation-disadvantaged populations - youth, seniors, and people with disabilities -- face greater mobility challenges. For example, low-income populations account for 25% of the population, yet, they make up 53% of all transit trips, indicating their dependence on public transportation.

⁸⁵ BART (20196). *BART Station Access Policy*. Retrieved from https://www.bart.gov/sites/default/files/docs/E-%20BART%20Access%20Policy%20-%20Adopted%206-9-16_0.pdf

⁸⁶ The Bay Area has a goal to reduce GHG emissions by 7% by 2020 and 15% by 2035 from 2005 levels.

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Table 15 Share of Bay Population and Mode of Transportation, 2014

Population Subgroup	Share of Population	Share of Transit Trips	Share of Roadway Trips	Share of All Trips
Low-income Population	25%	53%	27%	28%
Minority Population	59%	61%	52%	52%

Source: U.S. Census American Community Survey 2010-2014, 2012/2013 California Household Travel Survey, 2012-2015 MTC Transit Surveys.

RESOURCES FOR FUNDING FUTURE TRANSPORTATION INVESTMENTS

Senate Bill (SB) 375

The following competitive grants are available to cities across the Bay Area to help fulfill SB 375 and mend transportation gaps in disadvantaged communities.

Lifeline Transportation Program (LTP)

In 2005, MTC created the Lifeline Transportation Program that funds transportation projects in low-income communities across the Bay Area. Since its launch, MTC has awarded more than \$225 million; however, there are limitations on sponsor and project eligibility. A Lifeline project must address existing transportation gaps and fund certain programs: fixed-route bus service, transit stop improvements, pedestrian and bicycle access, and transportation services for children and seniors.

One Bay Area Grant Program

MTC's OBAG program is a grant program that incentivizes local jurisdictions to fund transportation projects within Priority Development Areas. Funds can be used for a myriad of investments including bicycle and pedestrian paths, bicycle lanes, Safe Routes to Transit, and Safe Routes to School projects. Eligibility is confined to cities that have adopted a Complete Streets policy.

Active Transportation, Complete Streets and Safe Routes to School Program

In addition to the LTP and OBAG, MTC sponsors the Active Transportation, Complete Streets and Safe Routes to School Programs. This effort helps finance Complete Streets, Bay Trail development, and pedestrian and bicycle connectivity across the region. Safe Routes to School, a component of OBAG, distributes \$5 million to cities, counties, and congestion management agencies to fund local projects that improve students' access to schools. Projects include bicycle racks and secure parking, traffic calming, and bicycle safety trainings. Active transportation programs can be particularly beneficial in Communities of Concern where access to a vehicle is limited.

Other Transportation Funding Sources

Contra Costa County Measure J

Approved by voters in 2004, Measure J⁸⁷ provides dedicated sales tax revenue (half-cent) for transportation projects through 2034. The expenditure plan includes \$360 million for local streets and roads and \$123 million for transit for seniors and people with disabilities.

TRANSPAC Subregional Transportation Mitigation Program

This program is intended to fulfill the requirements for a Subregional Mitigation Program (STMP) established by CCTA as part of the Measure J Growth Management Program. STMP requirements are applicable to local jurisdiction in the Central Contra Costa (TRANSPAC) area, including the City of Concord.⁸⁸

Concord Transportation Impact and In-Lieu Parking Fees

Since the Study Area includes Downtown, the City can use transportation impact fees from Downtown projects to fund improvements in the Study Area. The City's transportation impact fee needs to be updated to use the funds on non-motorized improvements, as recommended in the *Downtown Concord Specific Plan*⁸⁹. Additionally in-lieu parking fees in the Downtown Parking District can fund, in addition to new parking facilities, a Downtown Transportation Management Association, transit and bicycle/pedestrian improvements⁹⁰. These improvements would directly impact the northern part of the Study Area and could indirectly impact the entire Study Area depending on the level of development.

⁸⁷ Contra Costa Transportation Authority. *Measure J Expenditure Plan (adopted 2004, amended through 2011)*. Retrieved from <https://ccta.net/wp-content/uploads/2018/10/5297b121d5964.pdf>

⁸⁸ CCTA, *Final Central County Action Plan*, p 44, September 2017

⁸⁹ City of Concord. *Downtown Concord Specific Plan* (2014). Retrieved from <http://www.ci.concord.ca.us/page.asp?pid=6110>

⁹⁰ City of Concord Ordinance: 18.160.060 Parking requirements for the DP and DMX districts