

# 1 EXISTING CONDITIONS

## MARTINEZ, CALIFORNIA

The City of Martinez, California is located alongside the southern shore of the Carquinez Straight 27 miles northeast of Oakland. The City has a population of approximately 38,000 and a land area of approximately 12 square miles. Martinez was incorporated in 1876 and soon became a hub for trade and petroleum. In 1915, Shell Oil Company opened a refinery along the water, processing 20,000 barrels of crude oil per day. Today, Shell occupies more than 1,000 acres of Martinez land and employs 700 people.<sup>1</sup> The highest number of jobs in Martinez are within gas extraction, health and social assistance, and educational services.<sup>2</sup> The majority of commercial and retail development is within the downtown district; however, Martinez's suburban neighborhoods are also adjacent to main thoroughfares with retail centers such as Arnold Drive and Alhambra Ave.

## STUDY AREA OVERVIEW

### 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 Downtown Martinez. The concept of the CBTP was born out of MTC's Lifeline Transportation Network and environmental justice 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 continued growth of the over 80-year-old population 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.<sup>3</sup> Downtown Martinez is qualified as a COC based on the aforementioned

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<sup>1</sup> City of Martinez. *About Martinez*. Retrieved from <http://www.cityofmartinez.org/about/default.asp>

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

<sup>3</sup> Metropolitan Transportation Commission. *2040 Plan Bay Area Equity Analysis*. Retrieved from <https://www.planbayarea.org/2040-plan/plan-details/equity-analysis>

definition, as well as the potential impact that population growth and economic development will have on the Study Area.

### **Downtown Martinez Study Area - Census Tract 3160**

The Carquinez Strait bounds the Study Area to the north. To the west, the Study Area runs along Talbart Street and Green Street. Willow Street and Pine Street are the farthest extents to the east, and Mellus Street is the southernmost boundary. As shown in Figure 1, Census Tract 3160 includes Waterfront Park, a 28-acre recreational space.

The neighborhood is a mix of civic, commercial, and residential development. The main public facilities and services within the area include restaurants, grocery stores, religious centers, retail shops and cafés, and government buildings including the Contra Costa Superior Court, Martinez Detention Facility, and the Sheriff's office. While the local middle school (Martinez Junior High School) is Downtown, elementary and high school students travel outside of the Downtown Martinez area to attend one of three elementary schools (John Muir, Morello Park, or Los Juntas) or Alhambra High School.

### **Sphere of Influence – Census Tract 3170**

Census Tract 3170 is located just south of the Study Area and has similar characteristics, including a mix of commercial and residential land uses and government facilities. Residents travel seamlessly between the two tracts, as there are no clear geographic or land use distinctions. Census Tract 3170 is included in this study to assess socio-economic differences and identify discrepancies in transportation commute patterns across Martinez's neighborhoods.

#### 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.<sup>4</sup> Downtown Martinez 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 households<sup>5</sup>. 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*

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

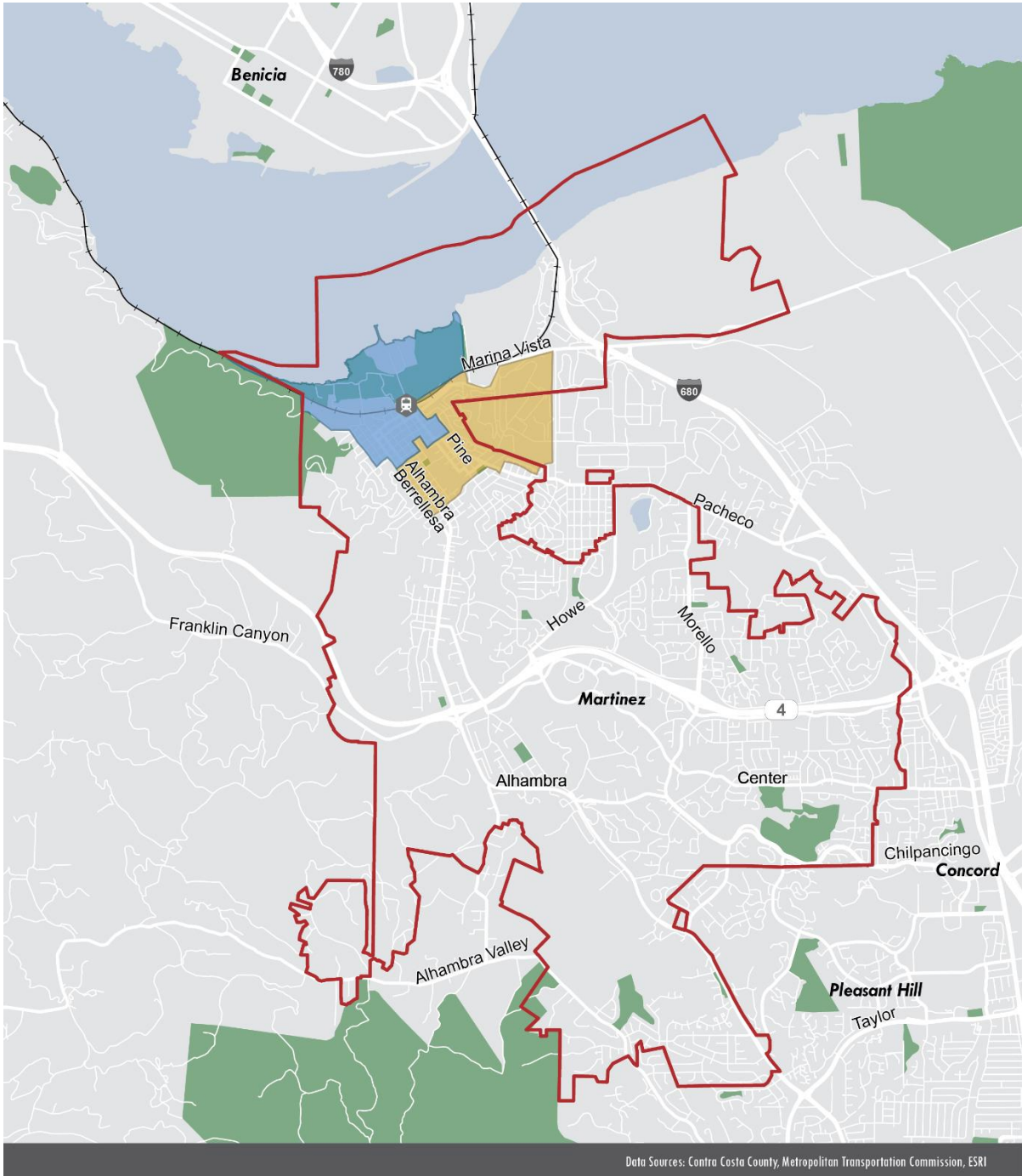
<sup>5</sup> MTC Communities of Concern Spatial-Analysis-Mapping-Projects. Retrieved from: <https://bayareametro.github.io/Spatial-Analysis-Mapping-Projects/Project-Documentation/Communities-of-Concern/>

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*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 Martinez is a designated PDA and overlaps with the Study Area and the Sphere of Influence. For more information on the land-use plan for Downtown Martinez, see the City of Martinez Specific Plan in Chapter **Error! Reference source not found.**

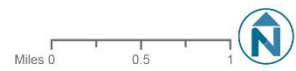
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**Figure 1 Study Area Map - Downtown Martinez, CA**



Data Sources: Contra Costa County, Metropolitan Transportation Commission, ESRI

- |   |  |
|---|--|
|  Study Area          |  Amtrak Station |
|  Sphere of Influence |  Amtrak         |
|  City                |  Parks          |



## POPULATION AND HOUSING

The current population of the Study Area is approximately 1,000 people<sup>6</sup> – comprising 3% of Martinez’s total population. As shown in **Error! Reference source not found.**, the population of the Study Area is likely to increase over the next twenty years at a greater pace than the anticipated population growth for both Martinez and Contra Costa County. The influx of residents mirrors trends found across the Bay Area. Factors include, but are not limited to, the following:

- The housing distribution requirements stated in the Regional Housing Need Plan necessitates that the City of Martinez add nearly 470 housing units by 2023<sup>7</sup>
- Martinez jobs are projected to grow by 18%, according to the Association of Bay Area Governments (ABAG). 20% of all new positions will be in health, education services, and recreational services.<sup>8</sup>

**Table 1      Population Change (Estimated), 2010 to 2040<sup>9</sup>**

	2010 Population	2040 Population	% Change
<b>Downtown Martinez – Study Area</b>	946	1,385	46%
<b>Sphere of Influence</b>	2,095	2,511	20%
<b>Martinez</b>	35,604	38,333	8%
<b>Contra Costa County</b>	1,049,335	1,381,643	32%

In 2010, the U.S. Census counted 1,483 residents in Downtown Martinez; however, more than 500 residents were institutionalized at the Martinez Detention Facility. Note: the institutionalized population has been omitted from the MTC/ABAG (Table 1) data used to estimate population growth. As illustrated in Figures 3 and 4, population growth is expected to increase in both the Study Area the Sphere of Influence -- upwards of 10,000 persons per square mile in some areas.

Along with population, data provided by MTC suggests that the housing supply in Downtown Martinez will increase -- upwards of 40% between 2010 and 2040. While the Sphere of Influence, the surrounding City, and the County will experience housing growth as well, the proportional change will not be as significant compared to the rate of development

<sup>6</sup> U.S. Census Bureau (2018). *Demographic and Housing Estimates. 2013-2017 American Community Survey 5-Year Estimates*. Retrieved from

[https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS\\_17\\_5YR\\_DP05&prodType=table](https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_17_5YR_DP05&prodType=table)

<sup>7</sup> Association of Bay Area Governments (2015). *Regional Housing Need Plan, San Francisco Bay Area: 2015-2023*. Retrieved from [https://abag.ca.gov/planning/housingneeds/pdfs/2015-2023\\_RHNA\\_Allocations.pdf](https://abag.ca.gov/planning/housingneeds/pdfs/2015-2023_RHNA_Allocations.pdf)

<sup>8</sup> City of Martinez. *2015-2023 Housing Element*. Retrieved from <http://www.cityofmartinez.org/civicax/filebank/blobdload.aspx?BlobID=12231>

<sup>9</sup> Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) “Projections 2017,” February 2018.

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slated for the Study Area. This is due in large part to a zoning modification approved in 2017, which increased medium residential and downtown core zoning density.<sup>10</sup>

As shown in Table 2, by 2040, the number of households in the Study Area is expected to grow at a significantly faster rate than each of the surrounding Sphere of Influence, City, and County. However, despite that increase in absolute number of households, relative to the Study Area, MTC data estimates average household size will remain larger in the Sphere of Influence, City, and County respectively.

**Table 2 Household Unit Growth (Estimated) 2010 to 2040<sup>11</sup>**

	2010	2040	% Change
<b>Downtown Martinez</b>	497	702	41%
<b>Sphere of Influence</b>	958	1,1,101	15%
<b>Martinez</b>	14,376	14,951	4%
<b>Contra Costa County</b>	375,364	475,483	27%

**Table 3 Average Household Size (Estimated) 2010 to 2040<sup>12</sup>**

	2010	2040	% Change
<b>Downtown Martinez</b>	1.90	1.97	3.6%
<b>Sphere of Influence</b>	2.19	2.25	2.7%
<b>Martinez</b>	2.48	2.56	3.5%
<b>Contra Costa County</b>	2.80	2.91	3.9%

Martinez and Contra Costa County currently have much higher ratios of households living in single-family units to multi-family units than the Study Area; this pattern will continue as more multi-family developments are planned for the Study Area and the Sphere of Influence proportional to the City and County. While multifamily residential units will remain the majority in Downtown Martinez, the number of single-family residences is estimated to increase by 126 units by 2040, an 88% increase. MTC/ABAG forecast an estimated 23% increase in the total number of multi-family housing units 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.

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<sup>10</sup> East Bay Times (2017). *Changes OK'd for downtown Martinez land use, density*. Retrieved from <https://www.eastbaytimes.com/2017/07/12/changes-okd-for-downtown-martinez-land-use-density/>

<sup>11</sup> Op. Cit. 4.

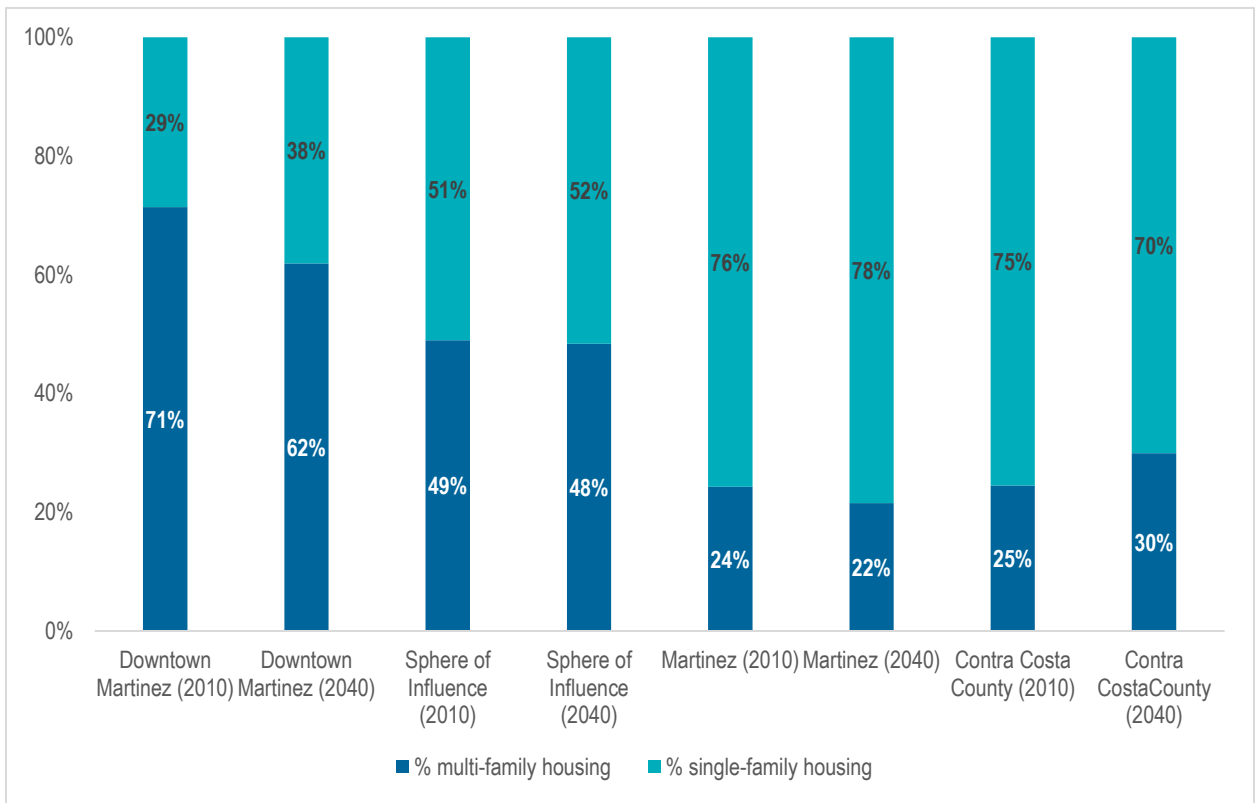
<sup>12</sup> Ibid.

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**Table 4 Residential Housing Type (Estimated) 2010 to 2040<sup>13</sup>**

	Single-Family Households			Multi-Family Households		
	2010	2040	% change	2010	2040	% change
<b>Downtown Martinez</b>	142	268	88%	355	435	23%
<b>Sphere of Influence</b>	489	568	16%	469	533	14%
<b>Martinez</b>	10,883	11,728	8%	3,493	3,223	-8%
<b>Contra Costa County</b>	283,362	333,102	18%	92,002	142,381	55%

**Figure 2 Ratio of Multi-family to Single-family Housing (Estimated), 2010 to 2040<sup>14</sup>**

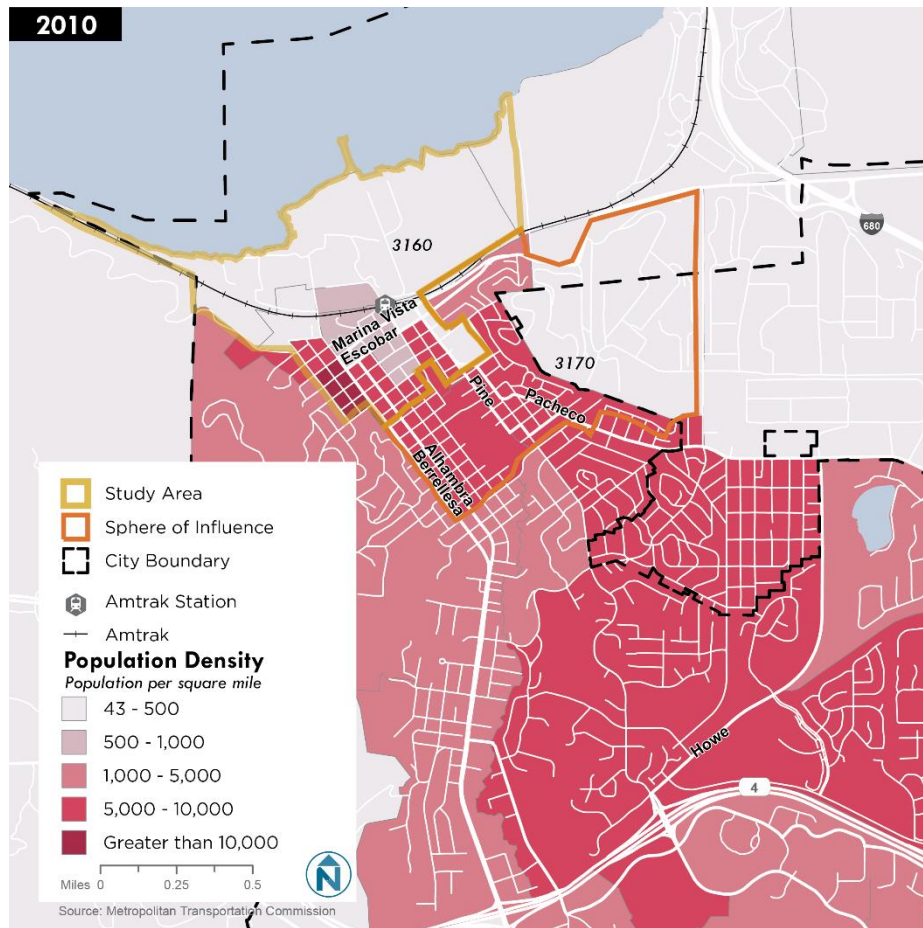


<sup>13</sup> Ibid.

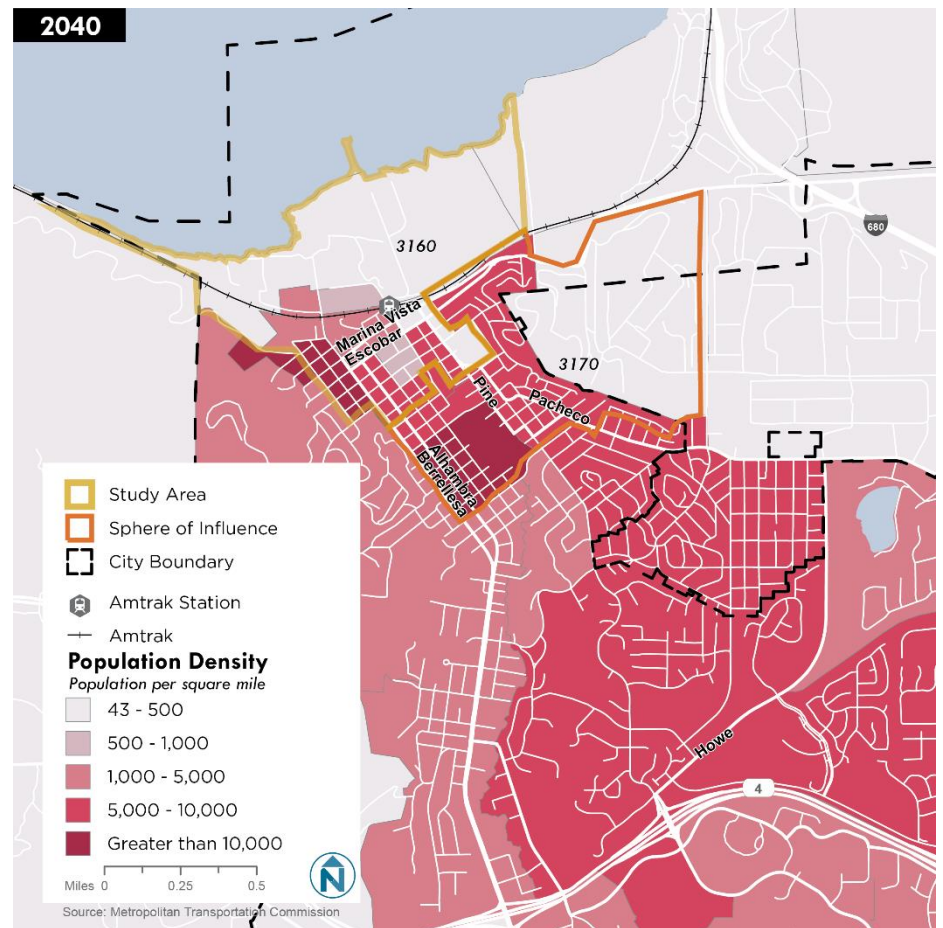
<sup>14</sup> Ibid.

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**Figure 3 2010 Population Density**



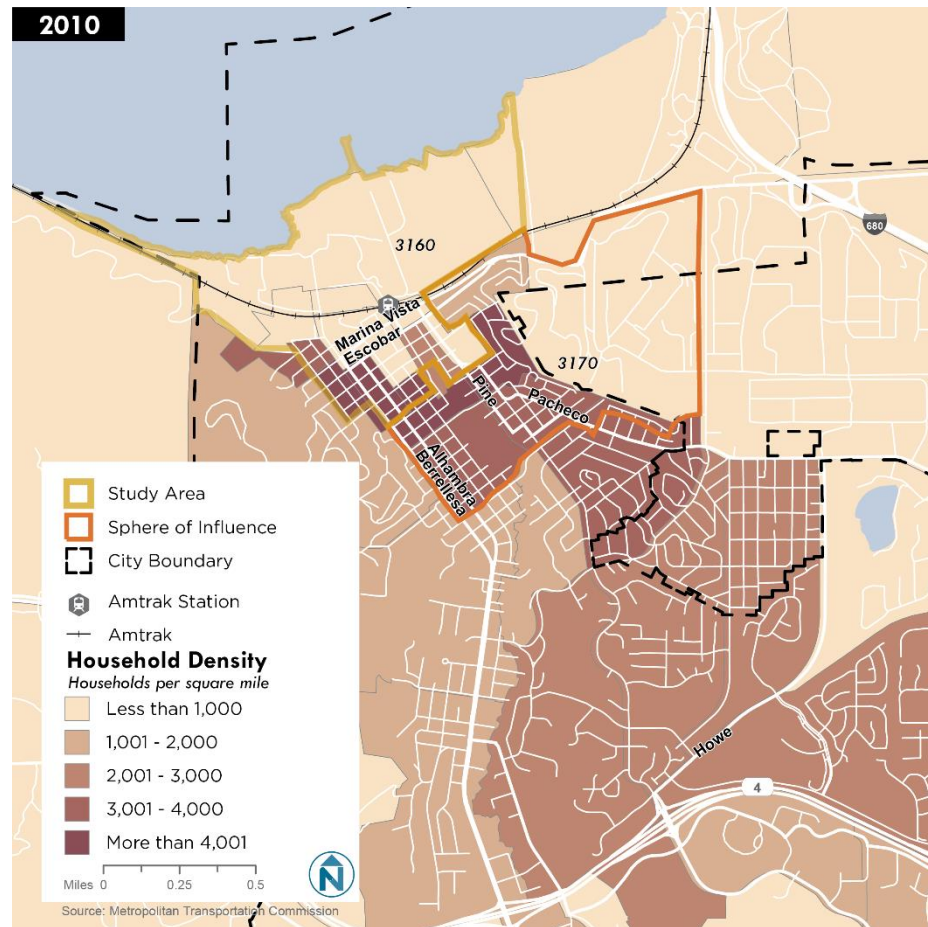
**Figure 4 2040 Population Density**



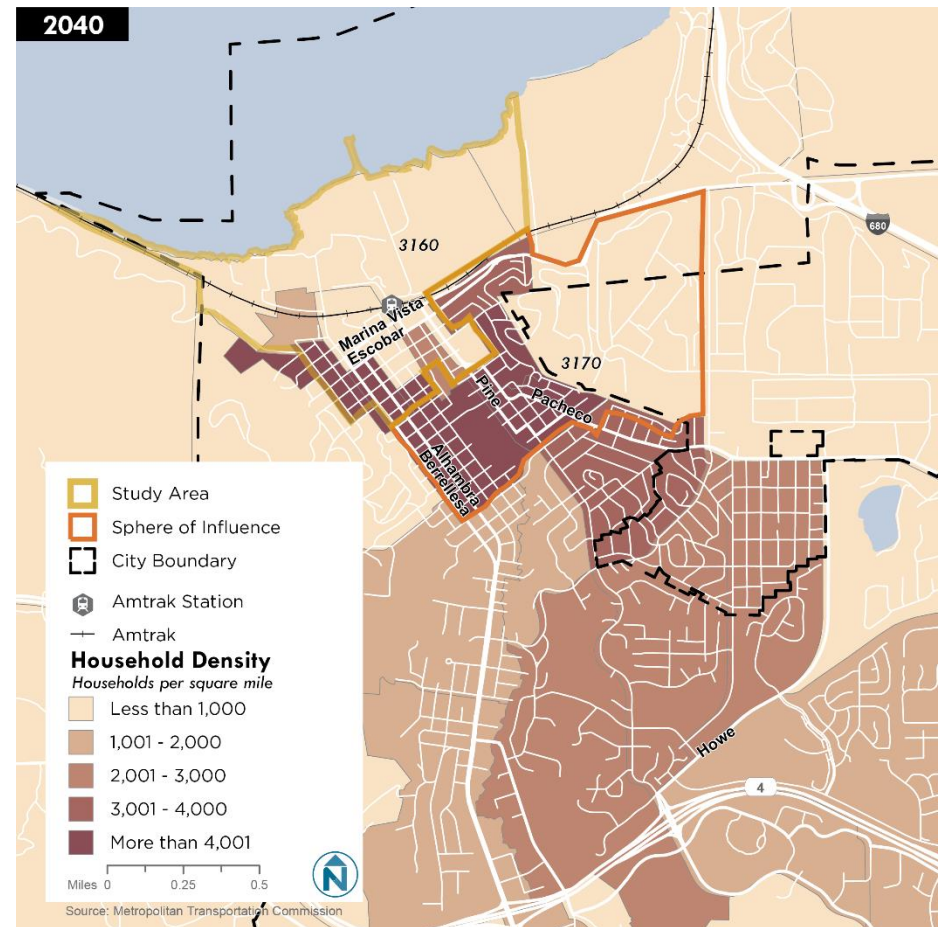
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**Figure 5** 2010 Household Density



**Figure 6** 2040 Household Density



## 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 significantly higher cost of living in the Bay Area compared to the United States average, MTC has adopted a poverty threshold 100% greater than the federal line. As such, 200% of the federal poverty level (\$50,200 for a family of four) is used in this analysis. According to these standards, 53% of the Study Area households are at or below the MTC poverty threshold. This is more than double the poverty status within the Sphere of Influence.<sup>15</sup>

### Household Income

Median household income in the Study Area is about \$31,000. As shown in **Error! Reference source not found.**, this is significantly lower than the median household incomes of the three geographic comparisons. The difference between the Study Area and Martinez is about \$67,000 per year.<sup>16</sup>

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

	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)
<b>Downtown Martinez</b>	53%	47%	935	\$31,042
<b>Sphere of Influence</b>	33%	67%	2,300	\$70,793
<b>Martinez</b>	16%	84%	37,347	\$98,102
<b>Contra Costa County</b>	23%	77%	111,4128	\$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 7

<sup>15</sup> 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)

<sup>16</sup> 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](https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_17_5YR_S1701&prodType=table)

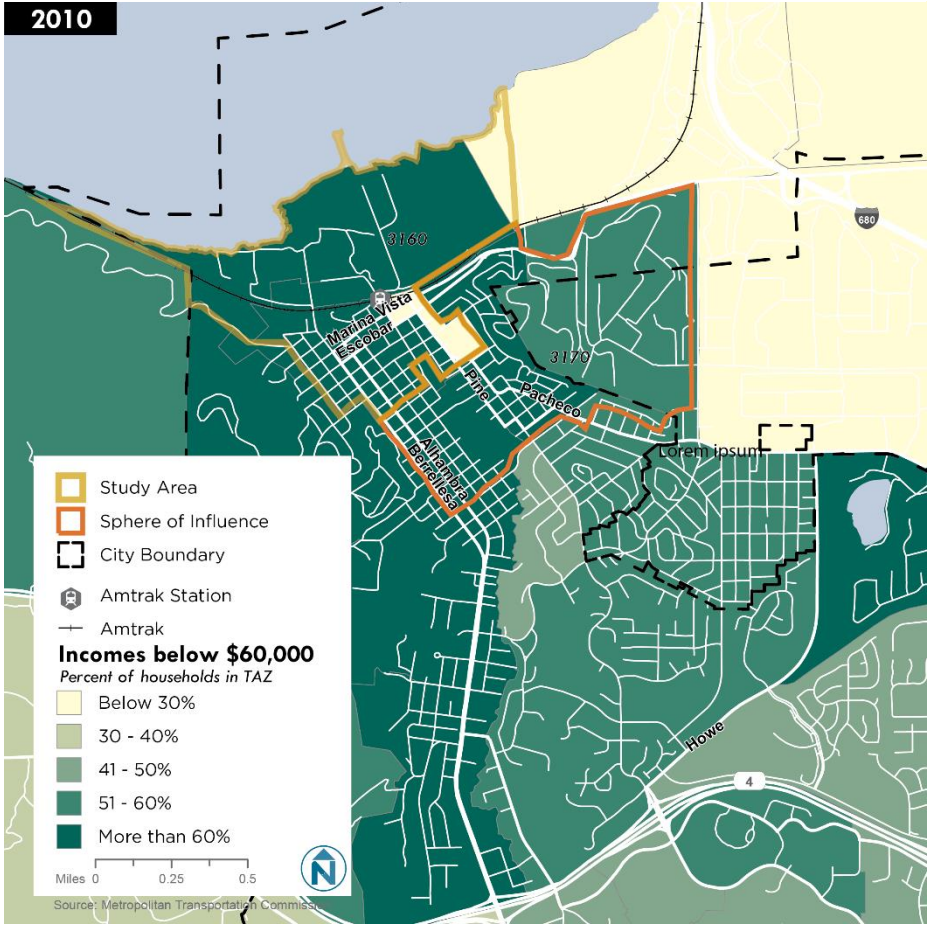
<sup>17</sup> Ibid.

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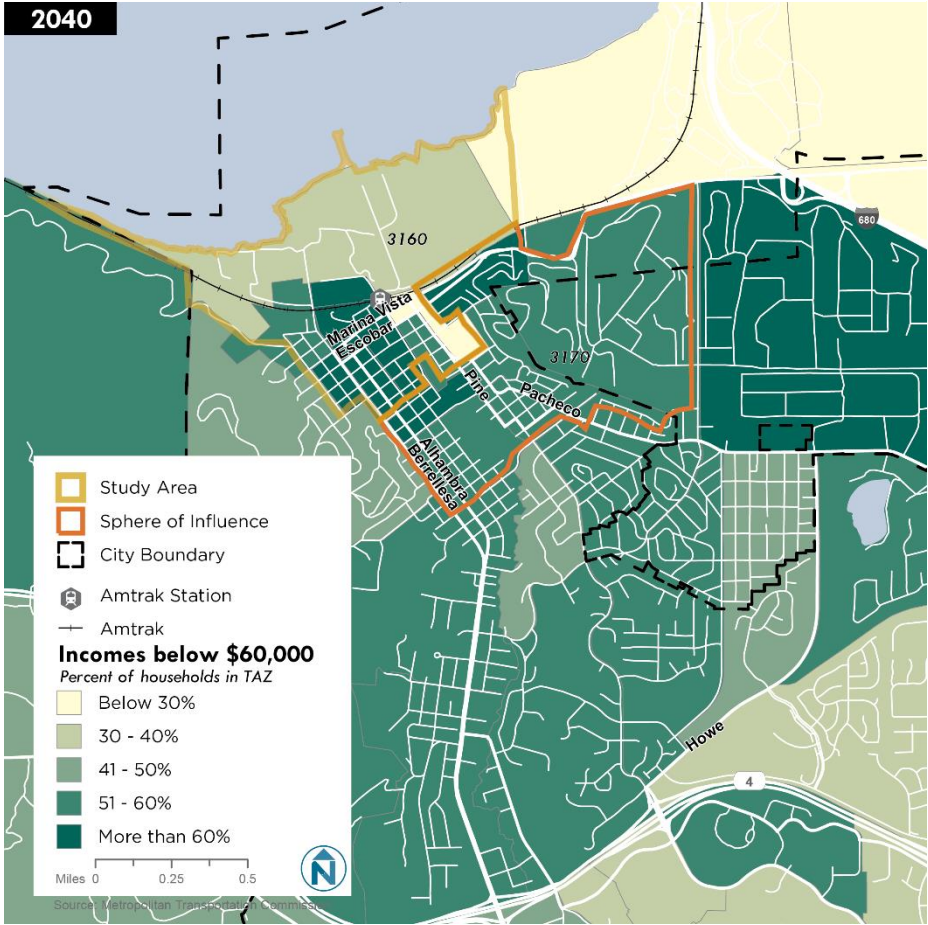
and 8. Unlike the American Community Survey, MTC data does not reflect household size and divides household incomes into quartiles: under \$30,000; \$30,000-\$60,000; \$60,001-\$100,000; and more than \$100,000. The most closely aligned range to the 200% of federal poverty level was based on the first two quartiles, i.e. households making \$60,000 a year or less. This data shows that in 2010, more than 60% of households in the Study Area had incomes below \$60,000. (This excludes the municipal and commercial corridor east of Court Street.) MTC data indicates that by 2040, household incomes across much of the Study Area and Sphere of Influence will have increased.

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**Figure 7 2010 Households with Incomes below \$60,000**



**Figure 8 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 Martinez identify as White, at 45% of the City’s population. Hispanic and Latino populations rank as the second largest group (27%), followed by Asians (15%). The Study Area shows a much higher proportion of White residents than the City as a whole. The White population makes up the largest sub-group, at 71% while 21% identify as Hispanic/Latino. Table 6 shows the full race and ethnicity proportions of the population for each geographic area relevant to this study.

**Table 6 Race and Ethnicity, by Geography (ACS 2013 – 2017 5-Year Estimates)<sup>18</sup>**

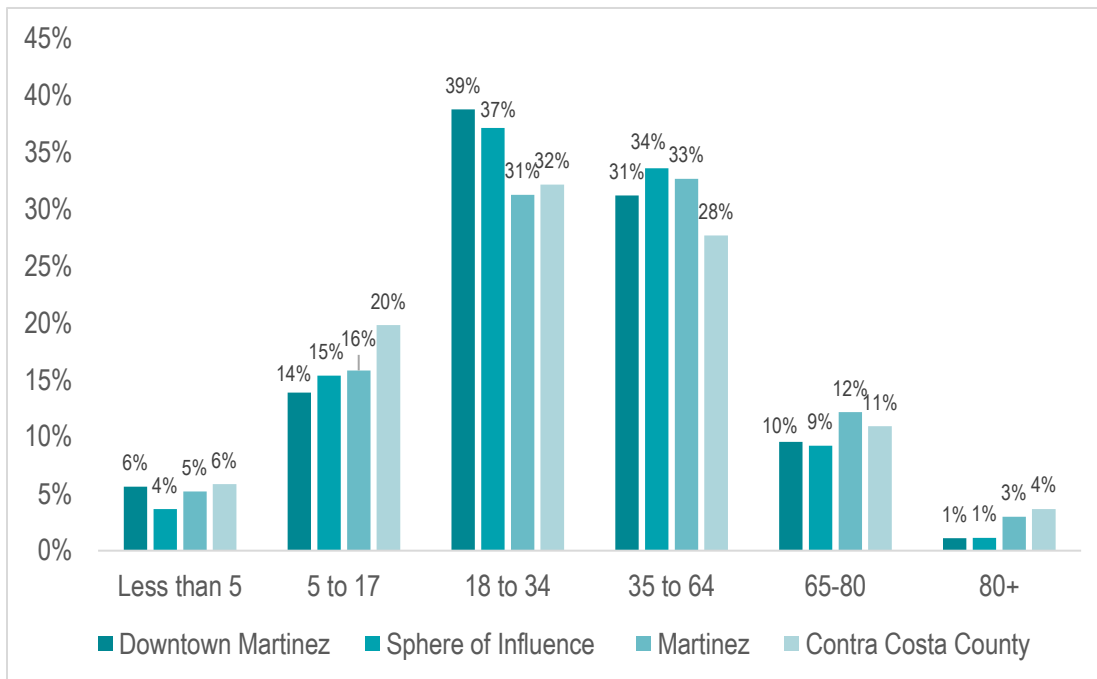
	Study Area	%	Sphere of Influence	%	Martinez	%	Contra Costa	%
<b>Hispanic/Latino</b>	220	21%	268	10%	6,719	18%	298,307	27%
<b>African American</b>	46	4%	72	3%	939	2%	93,809	8%
<b>White</b>	729	71%	1,864	71%	25,968	68%	504,792	45%
<b>Asian</b>	11	1%	186	7%	2,730	7%	169,695	15%
<b>Two or more races</b>	6	1%	139	5%	1,567	4%	50,468	4%
<b>Native Hawaiian/Pacific Islander</b>	0	0%	0	0%	156	0%	5,177	0%
<b>American Indian/Alaska Native</b>	17	2%	92	4%	33	0%	2,823	0%
<b>Total</b>	1,029	100%	2,621	100%	38,112	100%	1,125,071	100%

<sup>18</sup> 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](https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_17_5YR_DP05&prodType=table)

## AGE DISTRIBUTION

As shown in Figure 9 **Error! Reference source not found.**, the 18-34 cohort is the largest by share across three of the four geographies, with the exception of the City of Martinez itself. This can likely be attributed to several factors, including access to education, employment, and frequent public transportation. Of note, according to the American Community Survey, of the 18-25 population living in the Downtown Study Area, 25% live below the poverty level. All geographies have a similar proportion of seniors that are 80 and older (less than 4%).<sup>19</sup>

**Figure 9 Age Distribution (2013-2017 5 Year ACS)**



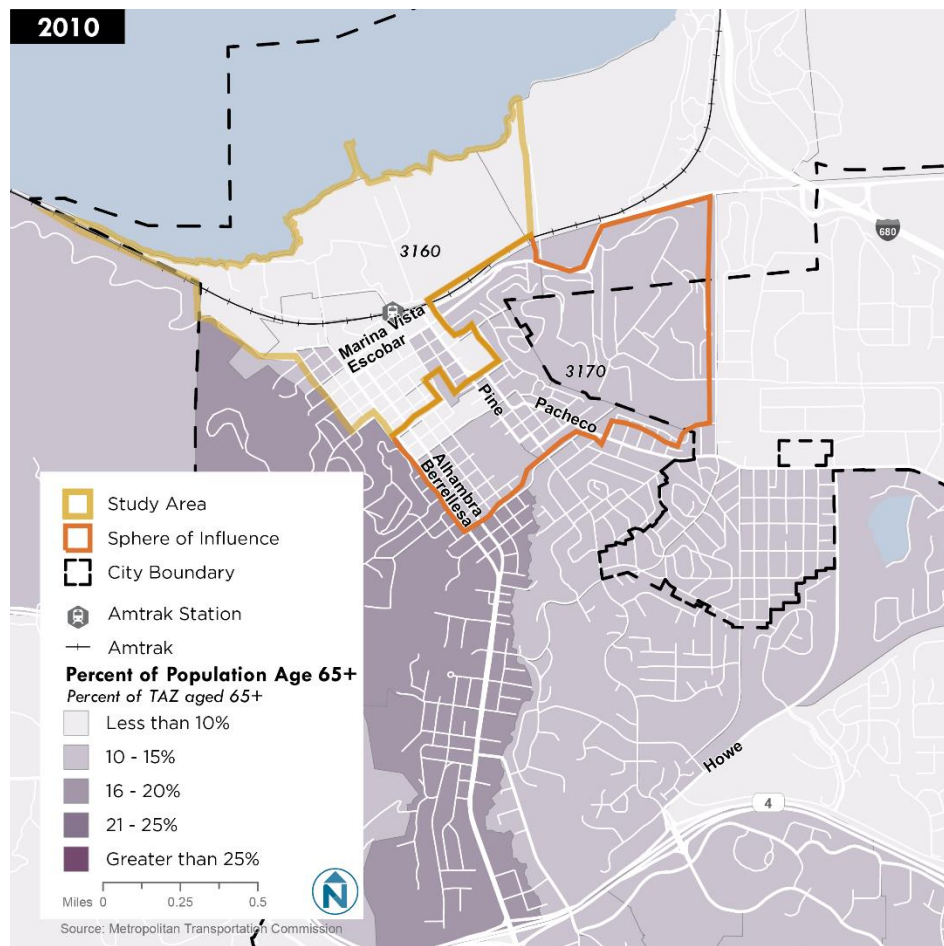
The existing senior population in the Study Area is 11%. There are two concentrations of seniors located within the Study Area. Berrellesa Palms Apartments, an affordable senior housing apartment complex, is located in the northwest corner of the Study Area off Berrellesa Street, and Carlton Senior Living, an assisted living facility, is located just north of the City’s municipal buildings. The senior population will continue to grow with the highest concentrations of seniors (more than 25% of residents) located throughout the Sphere of Influence and the adjacent hillside neighborhoods, particularly along the City’s eastern boundary. See Figures 10 and 11 for further details.

<sup>19</sup> U.S. Census Bureau (2018) *Poverty Status in the Past 12 Months 2013-2017 5-Year Estimates*. Retrieved from [https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS\\_17\\_5YR\\_S1701&prodType=able](https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_17_5YR_S1701&prodType=able)

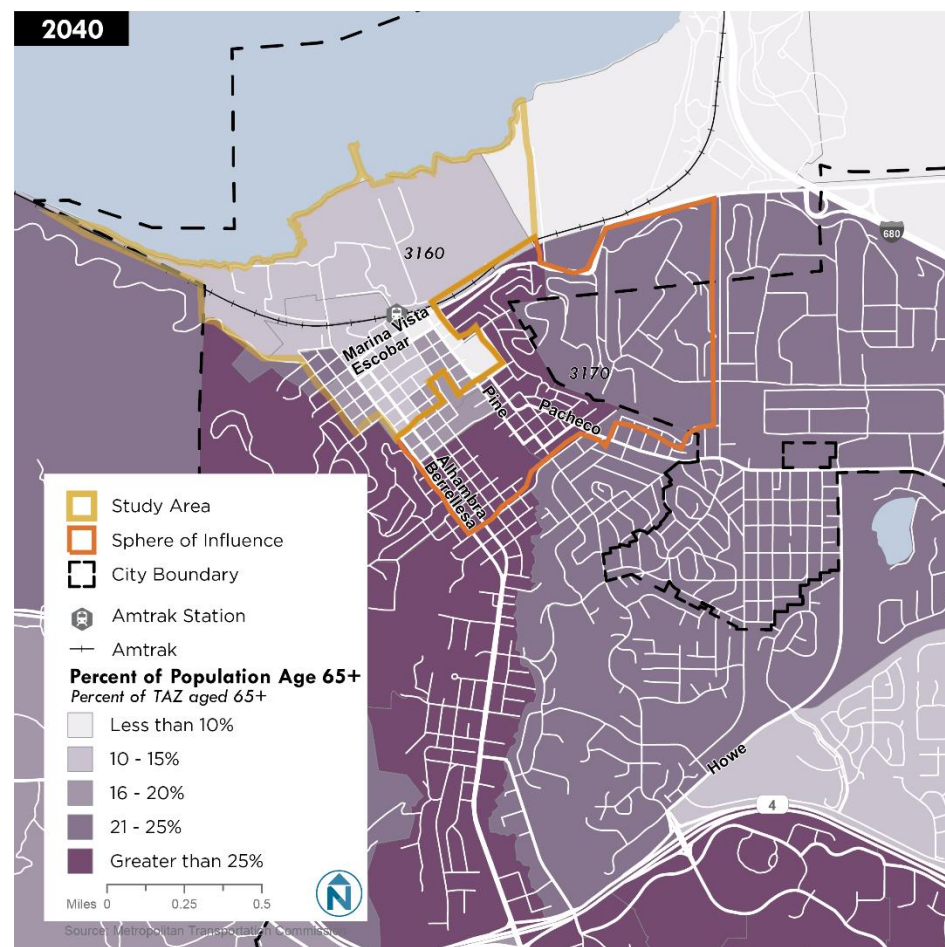
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**Figure 10** 2010 Proportion of Adults 65+



**Figure 11** 2040 Proportion of Adults 65+

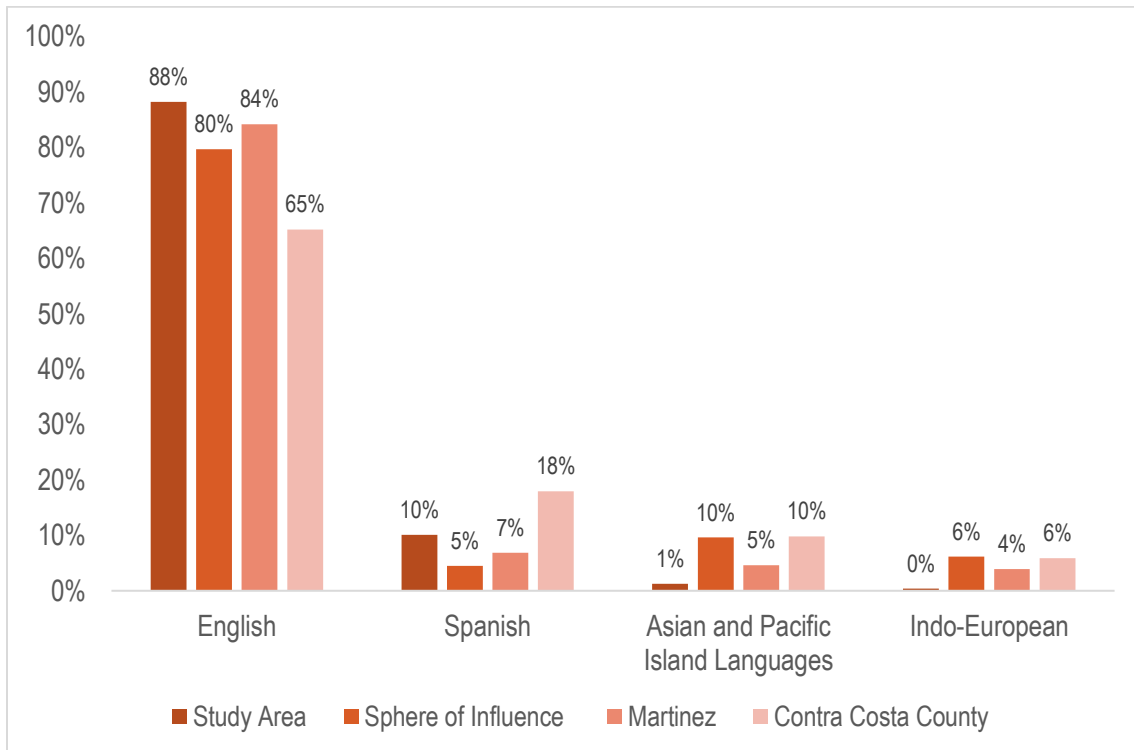


## LANGUAGE

Nearly 90% of Study Area residents speak English as their primary language at home. While Spanish is the second most common language spoken in Downtown Martinez, it is only spoken by about 10% of the population -- about 100 people. This is slightly higher than the proportion of Spanish-speaking households across the City (7%). Both are lower than the County (18%).

Additionally, 10% of County households speak an Asian/Pacific Island language at home, and while the same proportion is true for the Sphere of Influence, only 1% of households in the Study Area speak an Asian/Pacific language as their primary language. This is on par with the area's demographic composition as only 1% of the Study Area identifies as Asian and 0% as Pacific Islander.

**Figure 12 Language Spoken at Home, Five Years or Older (2013-2017 5 Year ACS)<sup>20</sup>**



## 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

<sup>20</sup> U.S. Bureau (2018). *Language Spoke at Home, Five Years or Older 2013-2017 5-Year Estimates*. Retrieved from [https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS\\_17\\_5YR\\_S1601&prodType=table](https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_17_5YR_S1601&prodType=table)

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language and also speak English less than “very well” (have difficulty with English) is “linguistically isolated.” In the Study Area only 5% of households are linguistically isolated. A smaller proportion of residents in Martinez, including both the Study Area and the Sphere of Influence, are linguistically isolated compared to the County as a whole. Refer to **Error! Reference source not found.**

**Table 7 Population Language by Linguistic Isolation (2013-2017 5 Year ACS)<sup>21</sup>**

	Study Area	%	SOI	%	Martinez	%	Contra Costa	%
<b>English</b>	847	88%	1766	80%	30,247	84%	690,049	65%
<b>Non-English, Not Linguistically Isolated</b>	67	7%	300	14%	3,715	10%	218,432	21%
<b>Non –English, Linguistically Isolated</b>	46	5%	150	7%	218,432	5%	149,642	14%

## TRANSPORTATION RELATED DEMOGRAPHICS

### Vehicle Availability

According to the American Community Survey, 165 households (of 493 total households) in the Study Area do not have access to a car – about 33% of all households. This is substantially higher than the other geographic areas, which share a similar proportion of zero-vehicle houses. This data infers that residents of Downtown Martinez 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 in the City and County overall.

**Table 8 Vehicles per Household (2013-2017 5 Year ACS)<sup>22</sup>**

	No Vehicles per Household	%	Shared Vehicle	%	Unshared Vehicle	%	Total HH
<b>Study Area</b>	165	33%	57	12%	148	30%	493
<b>Sphere of Influence</b>	15	1%	150	14%	344	32%	1,065
<b>Martinez</b>	572	4%	1676	11%	2,918	20%	14,773

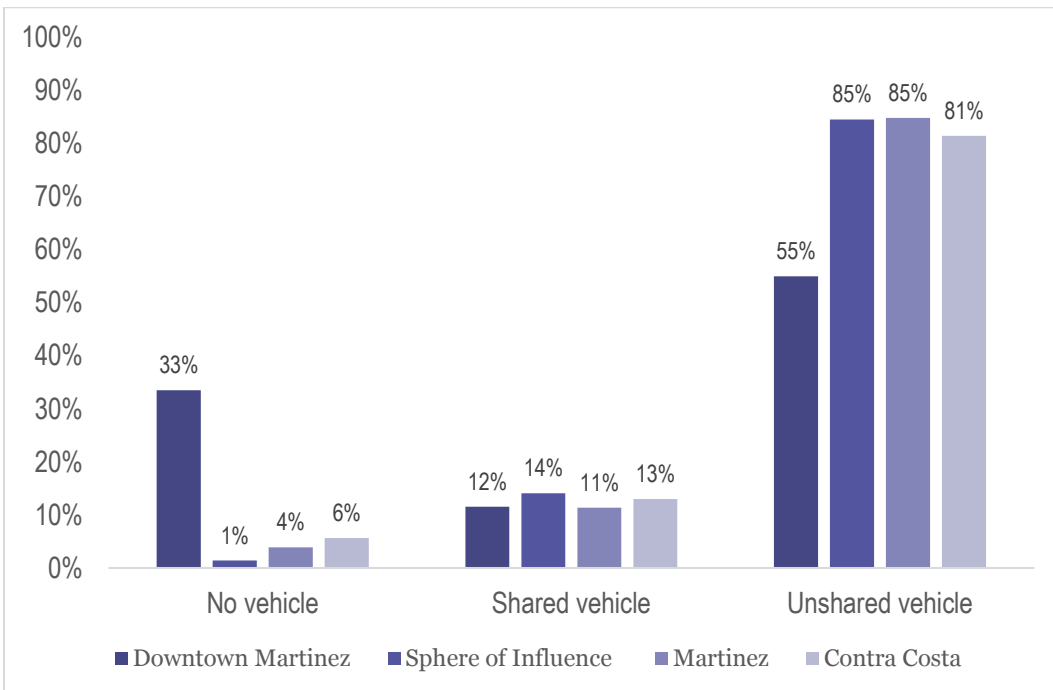
<sup>21</sup> Ibid.

<sup>22</sup> 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](https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_17_5YR_B08201&prodType=table)

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	No Vehicles per Household	%	Shared Vehicle	%	Unshared Vehicle	%	Total HH
<b>Contra Costa County</b>	21869	6%	50518	13%	57,021	15%	389,597

**Figure 13** Percent of Vehicles Available, By Household (2013-2017 5 Year ACS)<sup>23</sup>



In addition to **Error! Reference source not found.**, which suggests that residents living in Downtown Martinez are more dependent on non-auto modes, **Error! Reference source not found.** illustrates that the percentage of residents who have their own vehicle (unshared vehicle) is about 30% higher in both the City and the County. This suggests that Downtown Martinez residents who drive are more likely to be using a vehicle shared by 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 from the Bureau. The 2017 American Community Survey does provide 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

<sup>23</sup> Ibid.

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of comparison, both sources are shown in Table 9. The labor force is the combination of employed and unemployed population. The category Unemployment Rate 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 higher than Martinez and Contra Costa County. Comparing the ACS period of 2013-2017 with the data from 2019, unemployment in Martinez and Contra Costa County appears to have decreased. Whether that trend applies to the Study Area, however, cannot be determined.

The Downtown and Sphere of Influence are subject to continued job growth – 84% and 162% respectively. As shown in Error! Reference source not found., the proportional change is higher than the County. Moreover, due to the Study Area’s commercial land use, any change to employment density will likely occur in the Study Area and the Sphere of Influence, which contain the bulk of the area’s commercial and retail enterprises.

**Table 9 Unemployment Estimates<sup>24</sup>**

	Labor Force		Employed Population		Unemployment Rate	
	2013-2017	2019	2013-2017	2019	2013-2017	2019
<b>Downtown Martinez</b>	464	N/A	422	N/A	9.10%	N/A
<b>Sphere of Influence</b>	1,524	N/A	1,438	N/A	5.60%	N/A
<b>Martinez</b>	21,674	21,022	20,367	20,296	6.00%	3.5%
<b>Contra Costa County</b>	575,759	570,377	535,590	549,627	6.90%	3.6%

**Table 10 Jobs (Estimated), 2010 to 2040<sup>25</sup>**

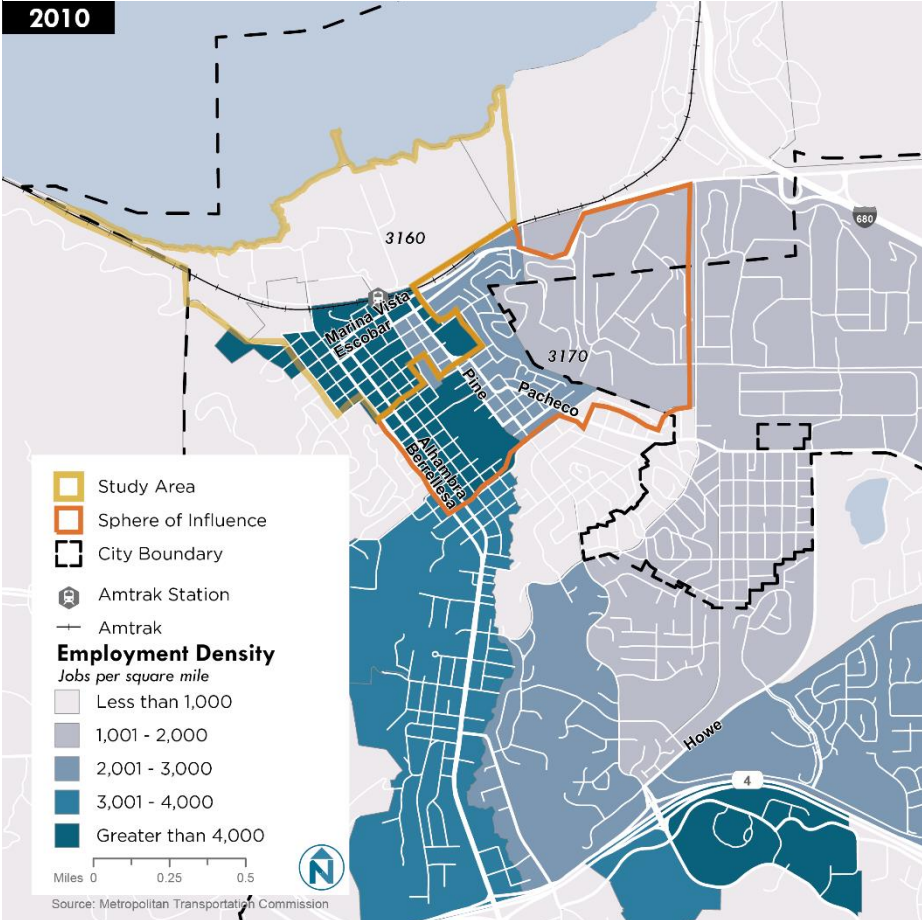
	2010	2040	% Change
<b>Downtown Martinez</b>	2,720	4,995	84%
<b>Sphere of Influence</b>	1,160	2,266	95%
<b>Martinez</b>	16,227	21,470	32%
<b>Contra Costa County</b>	344,900	498,113	44%

<sup>24</sup> 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, and January 2019.

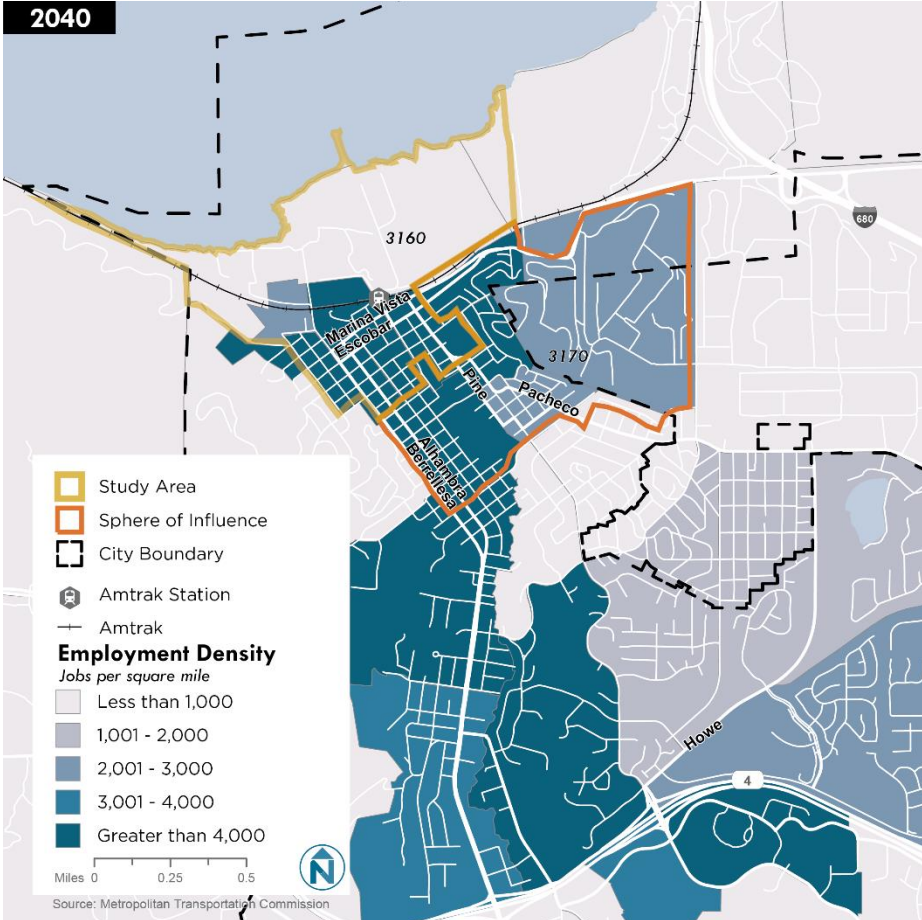
<sup>25</sup> Association of Bay Area Governments (2015). *Regional Housing Need Plan, San Francisco Bay Area: 2015-2023*. Retrieved from [https://abag.ca.gov/planning/housingneeds/pdfs/2015-2023\\_RHNA\\_Allocations.pdf](https://abag.ca.gov/planning/housingneeds/pdfs/2015-2023_RHNA_Allocations.pdf)

**Downtown Martinez Community-Based Transportation Plan**  
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**Figure 15 2010 Employment Density**



**Figure 14 2040 Employment Density**



## 2 EXISTING TRANSPORTATION NETWORK

### LOCAL TRANSIT 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 Martinez, as well as adjacent cities including Pleasant Hill, Concord, 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).<sup>26</sup> County Connection’s paratransit service is described later in this document.

Several of the agency’s routes travel through the Study Area (Route 16, 18, 19, 28, and 99x) providing residents of the area access to local amenities and the broader region with stops at Martinez Amtrak Station and BART stations (North Concord/Martinez, Concord, Pleasant Hill, and Walnut Creek stations). Weekday service is between 5:30 AM and 11 PM, with different start and end times based on demand, budget, and scheduling efficiency. Weekday service frequency, or “headways”, also varies between 30 – 120 minutes, depending on the route. Only one route provides weekend service to the Study Area, Route 316, which runs between 7 AM and 8 PM.<sup>27</sup> The service headway on this particular route is 80 minutes. Further details regarding service routes and headways are provided in Table 11 below.

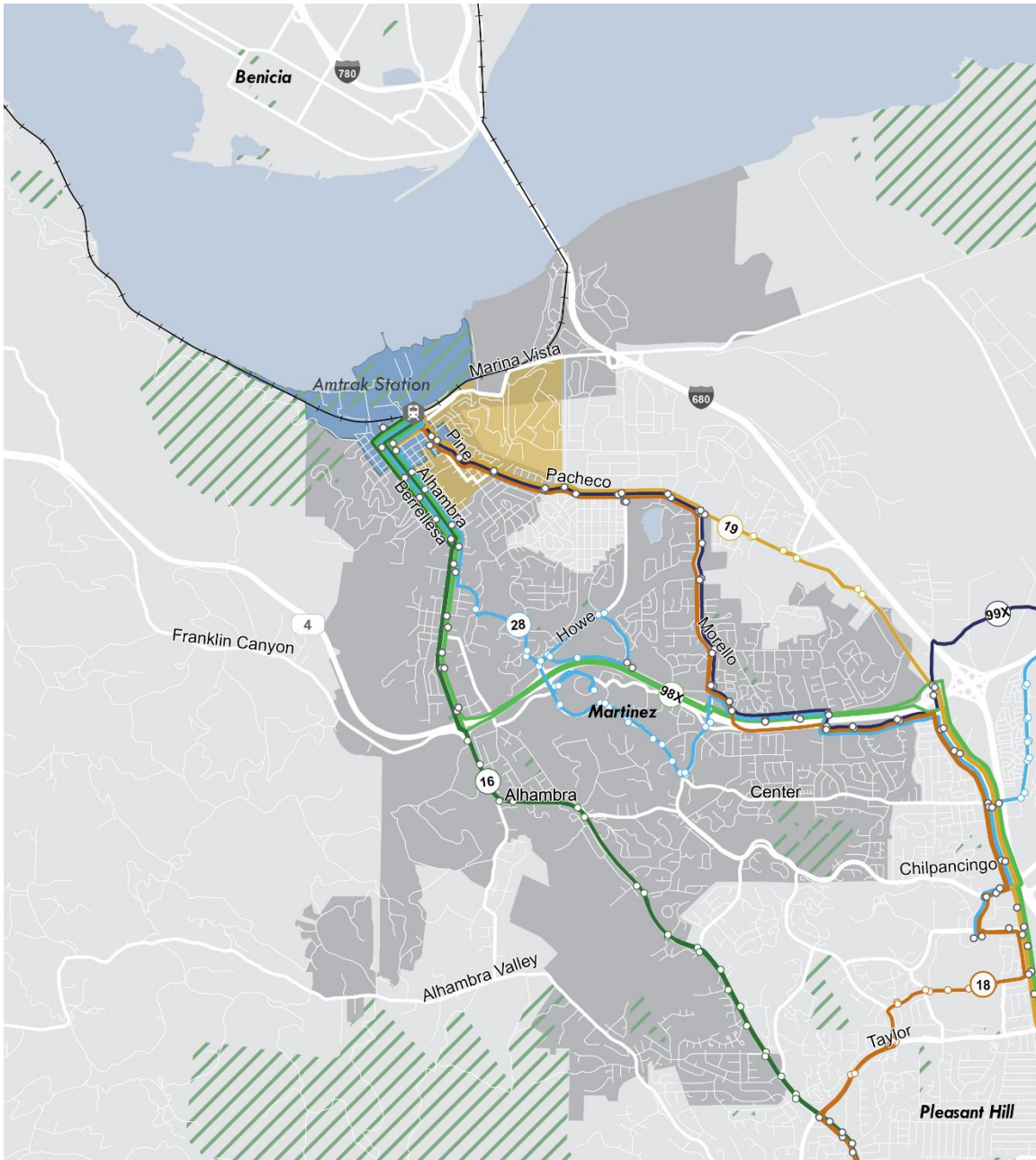
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<sup>26</sup> CCCTA – County Connection (2016). *Short Range Transit Plan, Final Draft*. Retrieved from <https://countyconnection.com/wp-content/uploads/2010/06/2016-2025-Short-Range-Transit-Plan-3-16-16.pdf>, pp. 15

<sup>27</sup> Ibid.

**Downtown Martinez Community-Based Transportation Plan**  
 Contra Costa Transportation Authority

**Figure 16 County Connection – Weekday Transit Routes that serve Downtown Martinez**



- Study Area
- Sphere of Influence
- City
- Parks

**County Connection Routes & Stops**

- |  |   |
|--|---|
| <span style="display: inline-block; width: 15px; height: 15px; border: 1px solid #2e8b57; border-radius: 50%; margin-right: 5px;"></span> 16 | <span style="display: inline-block; width: 15px; height: 15px; border: 1px solid #4169e1; border-radius: 50%; margin-right: 5px;"></span> 28  |
| <span style="display: inline-block; width: 15px; height: 15px; border: 1px solid #ff8c00; border-radius: 50%; margin-right: 5px;"></span> 18 | <span style="display: inline-block; width: 15px; height: 15px; border: 1px solid #32cd32; border-radius: 50%; margin-right: 5px;"></span> 98X |
| <span style="display: inline-block; width: 15px; height: 15px; border: 1px solid #ffd700; border-radius: 50%; margin-right: 5px;"></span> 19 | <span style="display: inline-block; width: 15px; height: 15px; border: 1px solid #483d8b; border-radius: 50%; margin-right: 5px;"></span> 99X |

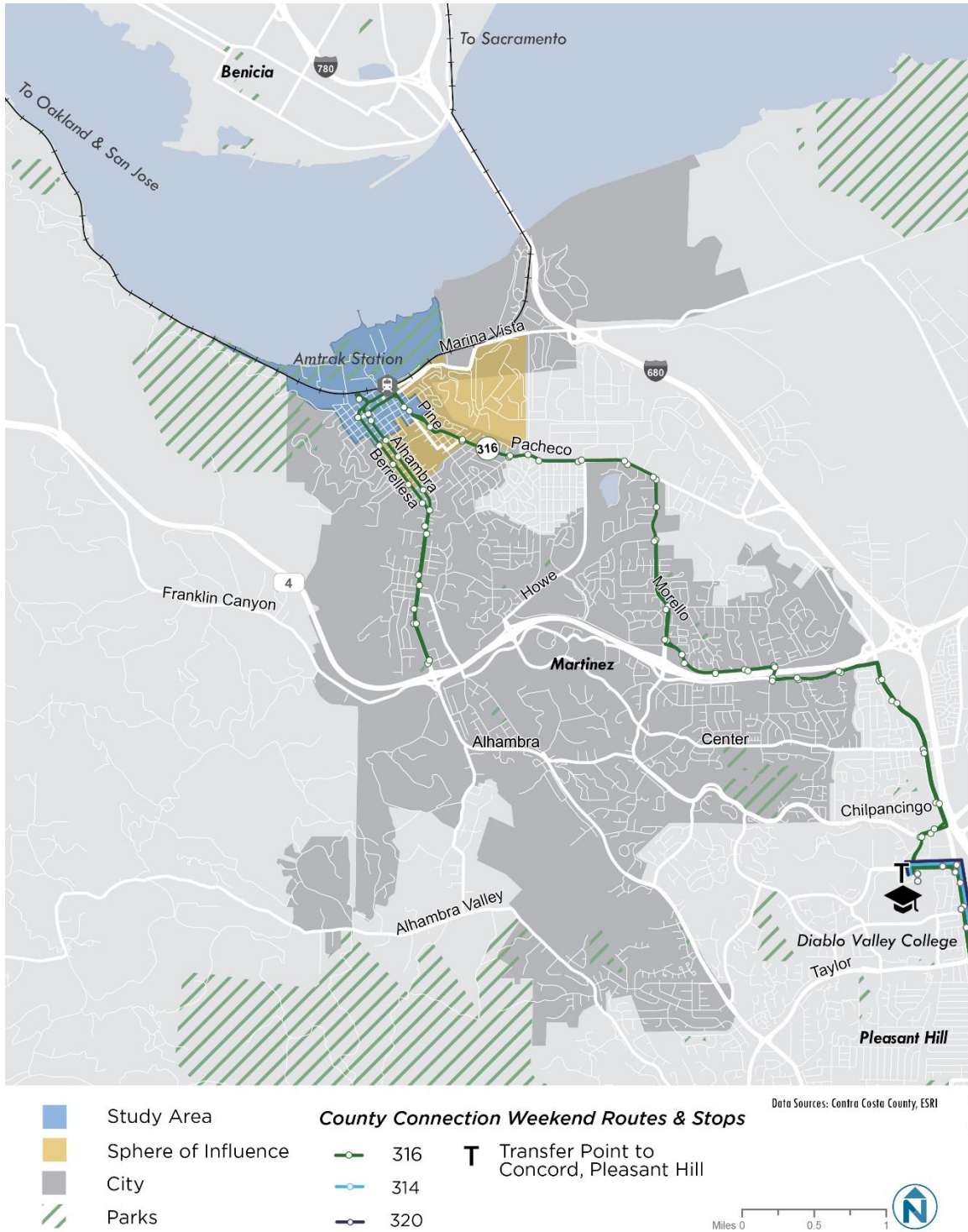
Data Sources: Contra Costa County, ESRI



## Downtown Martinez Community-Based Transportation Plan

Contra Costa Transportation Authority

**Figure 17 County Connection – Weekend Transit Routes that Serve Downtown Martinez**



**Downtown Martinez Community-Based Transportation Plan**  
Contra Costa Transportation Authority

**Table 11 Fixed-Route Service in Downtown Martinez**

County Connection	Route	Hours of Operation	Frequency Peak/Off-Peak
<b>Weekday Service</b>			
<b>Route 16</b>	Martinez Amtrak Station to Concord BART Downtown Pleasant Hill	5:30 AM to 9:00 PM (to Martinez) 5:30 AM to 10:00 PM	40 mins
<b>Route 18</b>	Martinez Amtrak Station to Pleasant Hill BART	5:50 AM to 9:30 PM	40 mins/80 mins
<b>Route 19</b>	Martinez Amtrak to Concord BART via Pacheco Blvd	7:00 AM to 7:30 PM	90 mins
<b>Route 28</b>	Martinez Amtrak to Diablo Valley College	7:00 AM to 7:30 PM	60 mins/110 mins
<b>Route 98X</b>	Martinez Amtrak Station to Walnut Creek	5:30 AM to 7:30 PM	30 mins/60 mins
<b>Route 99X</b>	Martinez Amtrak Station to North Concord BART	6:00 AM to 9:00 AM & 3:30 PM to 6:30 PM	30 mins, peak only
<b>Weekend Service</b>			
<b>316</b>	Martinez Amtrak Station to Pleasant Hill BART station via Diablo Valley College	7:30 AM to 8:00 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

**Downtown Martinez Community-Based Transportation Plan**  
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Table 12 for more information on County Connection’s current fare structure.<sup>28</sup>

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<sup>28</sup> Ibid. Pp. 24

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**Table 12 County Connection – Fare Structure**

Fare Types	Cost	Details
<b>Cash Fares</b>		
<b>Adult/Youth</b>	\$2.50	Regular -routes-Clipper \$2.00, Express Routes – Clipper \$2.25
<b>Under 6 Years Old</b>	Free	When accompanied by an adult
<b>Seniors (65+) RTC/Medicare</b>	\$1.25	Clipper fare \$1.00
<b>Adult/Youth BART-to-Bus Transfer</b>	\$1.00	Transfer credit automatically given on Clipper
<b>Senior/RTC/Medicare BART-to-Bus Transfer</b>	\$0.50	Transfer credit automatically given on Clipper
<b>Discounted Bus Passes</b>		
<b>Adult/Youth Day Pass Accumulator</b>	\$3.75	Unlimited rides on any regular fixed-route bus for one service day (Clipper only)
<b>Senior/RTC/Medicare Day Pass Accumulator</b>	\$1.75	Unlimited rides on any regular fixed-route bus for one service day (Clipper only)
<b>Monthly Pass</b>	\$60.00	Unlimited rides on any regular fixed-route bus for one calendar month (Clipper only)
<b>Express Monthly</b>	\$70.00	Unlimited rides on any Express route bus for one calendar month

**Fixed-Route Coordination and Partnerships**

In addition to County Connection, one other public bus operator provides service in the Study Area. The Eastern Contra Costa Transit Authority (Tri Delta) provides limited fixed route service on weekdays only between Martinez and Pittsburg.

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.<sup>29</sup>

**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.

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

**Downtown Martinez Community-Based Transportation Plan**  
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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.<sup>30</sup>

## REGIONAL TRANSPORTATION SERVICES

### Amtrak

The Martinez Amtrak station is located in the heart of the Study Area, between Berrellesa Street and Ferry Street. The station hosts several Amtrak routes – the Capitol Corridor, the Coast Starlight, the San Joaquin, and the California Zephyr.<sup>31</sup>



Google Maps - 2019

- *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, depending on the time of day.
- *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 foot for residents living within the Study Area. For those that live in the Sphere of Influence or other areas of Martinez, the station is accessible via County Connection bus routes 16, 18,19, 28, 98x, and 99x as well as Tri Delta bus route 200. On weekends, County Connection Route 316 loops through the Study Area and stops at the station.

### 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 stations to the Study Area are Concord and North Concord BART stations.

<sup>30</sup> 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](https://countyconnection.com/wp-content/uploads/2019/01/FY-2019_Budget.pdf)

<sup>31</sup> Amtrak (2019). *Train Routes in California*. Retrieved from <https://www.amtrak.com/regions/california.html>

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Residents within the Study Area can reach the Concord station via County Connection Routes 16 and 19. North Concord station is accessible via Route 99x.

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 run every 15 minutes on weekdays and every 20 minutes on weekends and nights.

**Table 13 Hours of Operation and Cost, Concord BART Stations**

Origin	Destination	Hours of Operation (Weekday Service)	Hours of Operation (Saturday Service)	Hours of Operation (Sunday Service)	Clipper Cost
<b>Concord BART</b>	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	\$12.10
	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
	Fremont	5:13 AM to 12:06 AM	6:08 AM to 12:06 AM	7:57 AM to 11:57 PM	\$7.00
<b>North Concord BART</b>	Downtown San Francisco	5:09 AM to 12:07 AM	6:04 AM to 12:03 AM	8:03 AM to 12:06 AM	\$6.65
	San Francisco Airport	5:09 AM to 12:03 AM	6:05 AM to 12:03 AM	8:03 AM to 12:06 AM	\$12.30
	Antioch	6:14 AM to 1:15 AM	6:45 AM to 1:14 AM	8:26 AM to 1:38 AM	\$3.95
	Richmond	5:09 AM to 12:07 AM	6:04 AM to 12:03 AM	8:03 AM to 12:06 AM	\$5.50
	Warm Springs/South Fremont	5:09 AM to 12:07 AM	6:04 AM to 12:03 AM	8:03 AM to 12:06 AM	\$7.20

**WestCAT – Western Contra Costa Transit Authority**

WestCat’s Route 30Z, the Martinez Link, is a weekday service that runs between the Hercules Transit Center and the Martinez Amtrak station. The VA hospital, Contra Costa

Regional Medical Center, and Martinez Courthouse are also on the route. Route 30Z runs hour headways between 6:30 AM and 7:45 PM.<sup>32</sup>

### **Tri Delta Transit**

Tri Delta runs Route 200 between the Pittsburg/Bay Point BART station and the Martinez Amtrak station. The route is weekday only and runs about every hour between 7:40 AM and 6:00 PM. Stops include the Kaiser Medical Center, Veterans Medical Center, and the Regional Medical Clinic.<sup>33</sup>

## **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.<sup>34</sup>

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.<sup>35</sup>

### **Taxis**

The City of Martinez regulates taxis and issues licenses to operate them. Taxis are examined by the City annually. The City's taxi ordinance does not require wheelchair accessible vehicles.<sup>36</sup>

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<sup>32</sup> WestCat (2019) *Route 30Z: Martinez Link*. Retrieved from <https://www.westcat.org/schedules/route-30z/>

<sup>33</sup> *Tri Delta Transit (2019) Eastbound (from Martinez) – Weekday Service*. Retrieved from [http://trideltatransit.com/route\\_2008\\_numbered.aspx?route=route\\_200\\_e](http://trideltatransit.com/route_2008_numbered.aspx?route=route_200_e)

<sup>34</sup> 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.

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

<sup>36</sup> Martinez Municipal Code: 5.60.010 Retrieved from: <http://www.cityofmartinez.org/civicax/filebank/blobdload.aspx?BlobID=5316>

## **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.<sup>37</sup> 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 Express<sup>38</sup>, East Bay Shuttle<sup>39</sup>, and Walnut Creek Airport Service<sup>40</sup> 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 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.<sup>41</sup>

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<sup>37</sup> 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>

<sup>38</sup> BayPorter Express (2019). *BayPorter*. Retrieved from <http://www.bayporter.com>

<sup>39</sup> East Bay Shuttle (2019). *East Bay Shuttle*. Retrieved from <http://eastbayshuttle.net>

<sup>40</sup> Walnut Creek Airport Service (2019). *Walnut Creek Airport Service*. Retrieved from <https://walnutcreekairport-taxi.com/>

<sup>41</sup> 511 Contra Costa (2019). *Commuter Incentive*. Retrieved from <https://511contracosta.org/commuterprogram/>

### **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.<sup>42</sup>

### **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.<sup>43</sup>

### **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.<sup>44</sup>

### **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 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.<sup>45</sup>

### **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.

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<sup>42</sup> 511 Contra Costa (2019). *Try Transit Offer*. Retrieved from <https://511contracosta.org/public-transit/transit-offer/>

<sup>43</sup> 511 Contra Costa (2019). *Guaranteed Ride Home*. Retrieved from <https://511contracosta.org/guaranteed-ride-home/>

<sup>44</sup> 511 Contra Costa (2019) *Carpool*. Retrieved from <https://511contracosta.org/driving/carpool/>

<sup>45</sup> 511 Contra Costa (2019) *Vanpool*. Retrieved from <https://511contracosta.org/driving/vanpool/>

### 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.<sup>46</sup>

### **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.<sup>47</sup>

### **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 of 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.<sup>48</sup>

### **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. 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,<sup>49</sup> 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%

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<sup>46</sup> Mobility Matters (2019). *Volunteer*. Retrieved from <http://www.mobilitymatterscc.com/volunteer/>

<sup>47</sup> Caring Hands (2019). *Description*. Retrieved from [http://www.waytogocc.com/services\\_type.php?id=4#descprov\\_12](http://www.waytogocc.com/services_type.php?id=4#descprov_12)

<sup>48</sup> AARP (2019). *Drive Safety*. Retrieved from <https://www.aarpdriversafety.org/>

<sup>49</sup> 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>

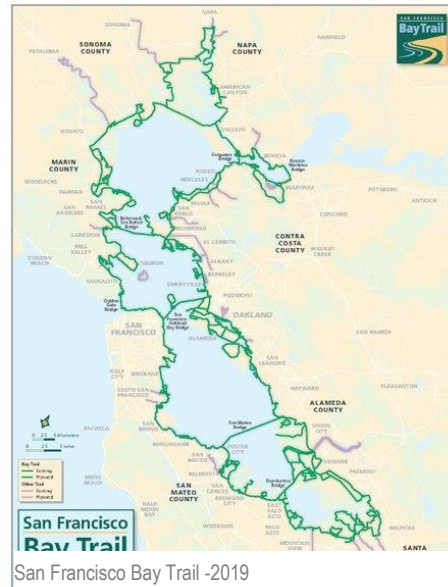
penetration in the market for motorized travel sometime between 2035 and 2055.<sup>50</sup> However, given many unknowns about the AV technology itself and the regulatory efforts at the state and federal levels that will shape it, all of these estimates are subject to a significant margin of error.

## PEDESTRIAN AND BICYCLE FACILITIES AND PROGRAMS

### Existing Bicycle Infrastructure

#### San Francisco Bay Trail – Benicia – Martinez Bridge

In 2009, a protected lane for pedestrians and bike riders opened on the Benicia-Martinez Bridge (George Miller Bridge), connecting Contra Costa and Solano Counties across the Carquinez Strait. The project completed a gap in the San Francisco Bay Trail, a planned 500-mile walking and cycling path around the Bay Area, which when complete, will extend to all nine Bay Area counties and 47 cities. As illustrated on the map, the trail offers users access to parks, open spaces, and communities along the Bay Area shoreline.



#### Radke Martinez Regional Shoreline Park Trails

Martinez’s regional park is located just beyond the Study Area and the Amtrak station. Formally known as Radke Martinez Regional Shoreline Park, the space is available to the public for recreational activities. About 3-miles of Class 1 multi-use paths are available to bicyclists and pedestrians.<sup>51</sup>

### On-Street Bicycle Facilities

Within the Downtown, there are Class II bike lanes on Alhambra Ave (southbound), Berellesa Street (northbound), Marina Vista Ave (westbound) from Court Street to Ferry Street, and on Escobar Street (eastbound), and a segment on Ferry Street between Escobar Street, heading north towards the Martinez Regional Shoreline Park. While traffic is relatively calm in the Downtown, the majority of the streets do not have a designated

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<sup>50</sup> 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](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](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.vtpe.org/avip.pdf>.

<sup>51</sup> <https://www.ebparks.org/parks/martinez/default.htm#about>

bicycling facility; however, local and regional planning efforts are seeking to improve bike safety.

As stated in the 2035 General Plan, Martinez is committed to providing a comprehensive citywide system of bicycle lanes to decrease total vehicle-miles traveled within the Study Area, as well as the broader area within its jurisdiction.<sup>52</sup> Additionally, CCTA's Countywide Bicycle and Pedestrian Plan (CBPP) provides guidance on policies and best practices to engineer streets that are more mindful of bicycle design elements, complimenting goals and policies stated in the General Plan.

### **Pedestrian Facilities**

Streets within the Study Area are typically lined with sidewalks, which for the most part, are well maintained and have been recently updated. Crosswalks are located at high-use intersections within the Downtown, including crossings from Marina Vista Avenue to the Amtrak Station and bus depot. The City's 2035 General Plan is committed to improving the pedestrian environment, ensuring that all routes are safe and accessible for all users. This is further highlighted in the CBPP, which offers design recommendations including walkways, curb ramps, safer crossings, and streetscape improvements.<sup>53</sup>

### **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*

During the 2018 election cycle, Martinez voters passed Measure X, a local half cent sales tax measure to fund a variety of local improvement needs, including the provision of safe routes to school. The half-cent sales tax will provide \$3.2 million over the next 15 years. As stated in the ballot measure, residents will have oversight have how the funds are spent.<sup>54</sup>

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. 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.<sup>55</sup> CCTA prioritizes projects

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<sup>52</sup> City of Martinez (2016). *General Plan Circulation Element*. Retrieved from <http://www.cityofmartinez.org/civicax/filebank/blobdload.aspx?BlobID=12230>; pp. 6 – 18.

<sup>53</sup> 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](http://keepcontracostamoving.net/site/wp-content/uploads/2018/09/2018_CBPP_final_CCTA_optimized-1.pdf)

<sup>54</sup> City of Martinez (2018). *Quality of Life & Essential Services -- Measure X*. Retrieved from [http://www.cityofmartinez.org/gov/measure\\_x.asp](http://www.cityofmartinez.org/gov/measure_x.asp)

<sup>55</sup> CCTA, *Contra Costa Safe Routes to School: Understanding Needs, Moving Ahead, Attachment 2, Needs Assessment*, pp. 7 and 10, February 2014.

that complete gaps in the transportation network, alleviate traffic stress, and have the greatest impact on equity and socioeconomics.<sup>56</sup>

### **Enforcement**

Law enforcement exists at the county-level to reduce and ultimately eliminate pedestrian and bicycle fatalities. 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.<sup>57</sup>

### **Evaluation and Monitoring**

Bicycle and pedestrian safety is a prominent concern for Martinez and it is a determining factor for how to improve existing infrastructure and programs. According to data from the Statewide Integrated Traffic Records System (SWITRS), between 2010 and 2015, there were 423 reported collisions in Martinez – 15% of which were either pedestrian or bicycle-related. Comparing this to the American Community Survey (2013-2017 5-year estimates) data on commute mode, it could be argued there is a disproportionate number of bicycle and pedestrian collisions compared to the number of Martinez workers that commute by foot or bike, see Table 14.<sup>58</sup> It is worth noting that the commute mode split may not be representative of the mode split for all trips. CCTA and the City of Martinez are committed to improving these outcomes by regularly monitoring the transportation network to observe bicycle and pedestrian injuries. These monitoring efforts may be used to refine existing policies and approaches.

**Table 14 Commuting to Work, by Mode (2013 – 2017 5-Year ACS Estimates)**

	Workers	Drive Alone	Carpool	Public Transport	Walk	Bike	Taxi and other	Telecommute
<b>Study Area</b>	379	73%	4%	5%	6%	2%	5%	5%
<b>Sphere of Influence</b>	1,430	76%	14%	5%	0%	0%	0%	2%
<b>Martinez</b>	19,787	75%	7%	7%	2%	0%	2%	7%

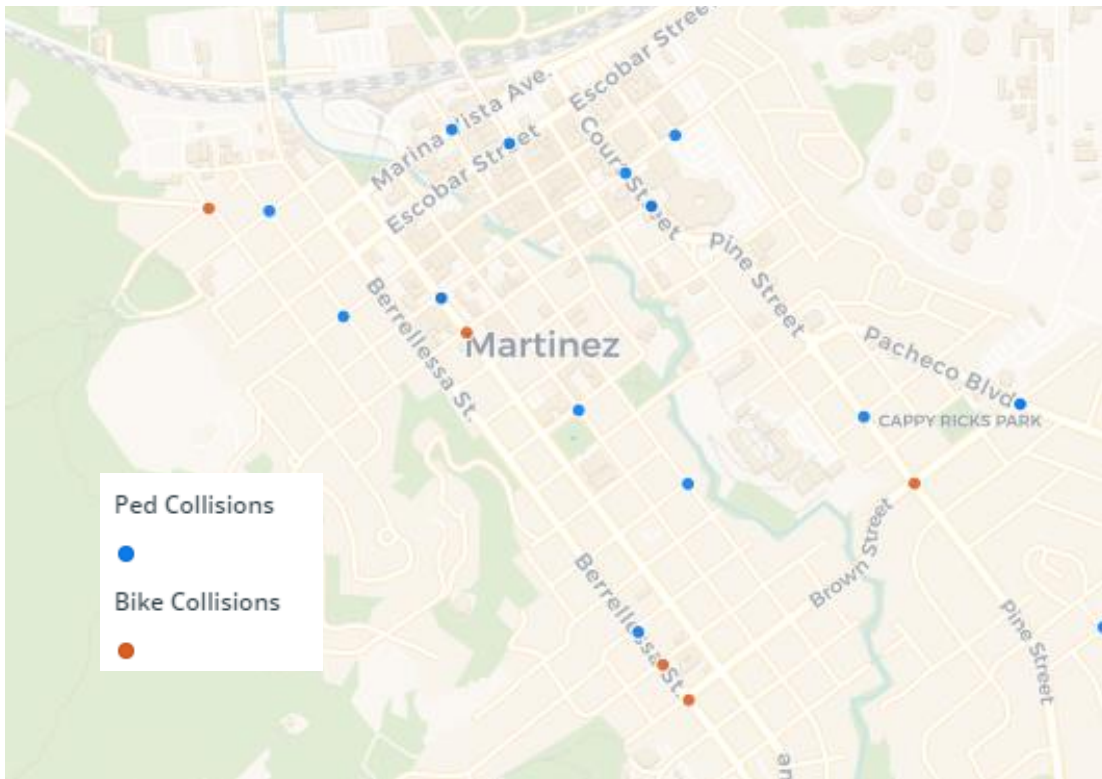
<sup>56</sup> Contra Costa Transportation Authority (2016). *Countywide Bicycle and Pedestrian Plan*. Retrieved from [http://keepcontracostamoving.net/site/wp-content/uploads/2018/09/2018\\_CBPP\\_final\\_CCTA\\_optimized-1.pdf](http://keepcontracostamoving.net/site/wp-content/uploads/2018/09/2018_CBPP_final_CCTA_optimized-1.pdf)

<sup>57</sup> Ibid. ppg. 63

<sup>58</sup> U.S. Census Bureau (2018). *Commuter Characteristics 2013-2017 5-Year Estimates*. Retrieved from [https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS\\_17\\_5YR\\_S0801&prodType=table](https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_17_5YR_S0801&prodType=table)

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**Figure 18 Bike and Pedestrian Collisions within and adjacent to Study Area (2010 – 2015)  
SWITRS Data**

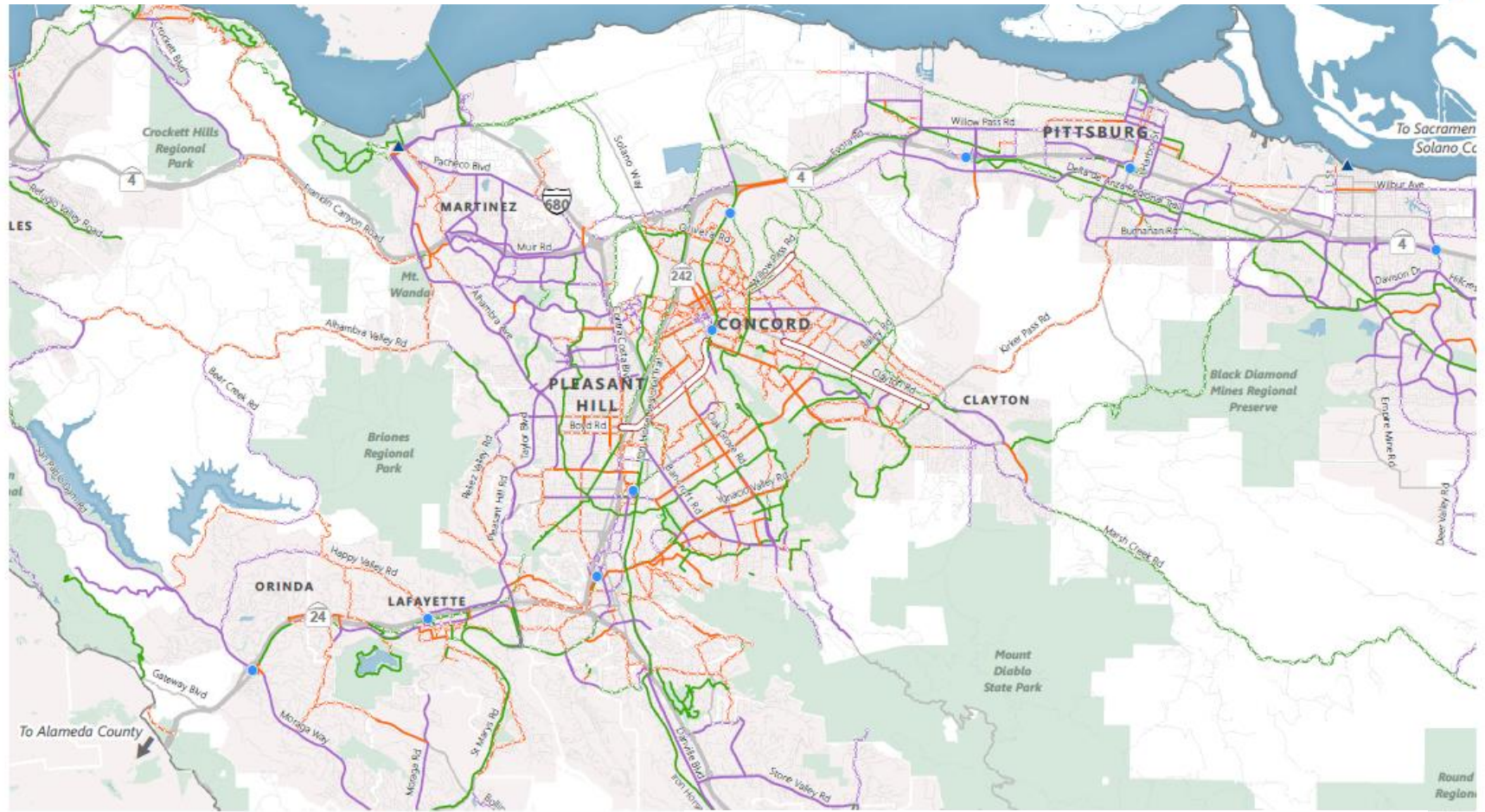


During this time, collisions were isolated to perimeter streets including Court Street, Marina Vista Avenue, and Escobar Street.

<sup>59</sup> UC Berkeley (2019) *Transportation Injury Mapping System*. Retrieved from <https://tims.berkeley.edu/tools/query/summary.php>

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**Figure 19 Existing and Proposed Bicycle Routes in Martinez and Surrounding Area (Fehr and Peers, 2018)**



[http://keepcontracostamoving.net/site/wp-content/uploads/2018/09/2018\\_CBPP\\_Appendix\\_D-1.pdf](http://keepcontracostamoving.net/site/wp-content/uploads/2018/09/2018_CBPP_Appendix_D-1.pdf)

- |                   |  |                    |
|-------------------|--|--------------------|
| Incorporated Area | Existing Class I                         | Proposed Class I   |
| Amtrak Station    | Existing Class II                        | Proposed Class II  |
| BART Station      | Existing Class III                       | Proposed Class III |
|                   | Proposed Class IV                        |                    |
|                   | Proposed Complete Streets Corridor Study |                    |



## **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 Downtown Martinez. 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**

#### **2016 General Plan -- Circulation Element**

The draft General Plan, adopted in 2016, details citywide goals to guide future development. In regards to transportation, the project team reviewed the Circulation Element to review specific policies that Martinez seeks to achieve by 2035.

Per California’s government code, Martinez 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 C-P-2.2** speaks to citywide initiatives to reduce vehicle-miles traveled and the improvement of bicycle, pedestrian, and transit facilities. The Plan is committed to the design and implementation of Complete Streets – a design concept that constructs streets, regardless of their age, ability, or their mode of transportation.<sup>61</sup>

#### **Downtown Martinez Community-Based Transportation Plan (CBTP) - 2009**

In 2009, a Community-Based Transportation Plan (CBTP) was written for Downtown Martinez. The effort, led by the Contra Costa Transportation Authority (CCTA), the Metropolitan Transportation Commission (MTC), and the City of Martinez, identifies barriers to mobility based on a comprehensive review of existing conditions and an in-depth stakeholder outreach effort. The project team concluded that while the majority of Martinez residents travel by car, Study Area residents own proportionally fewer cars than residents residing in Martinez or the County. As such, Study Area residents are more likely to ride transit, bike, and walk to work.<sup>62</sup>

#### **Transportation Gaps**

The report notes the City’s transportation strengths – sidewalks throughout the Downtown, an active intermodal station to service rail-to-bus and bus-to-bus transfers, and readily available regional transit. However, during the outreach effort, respondents

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<sup>61</sup> City of Martinez (2016). *DRAFT General Plan 2035*. Retrieved from <http://www.cityofmartinez.org/civicax/filebank/blobdload.aspx?BlobID=12224>, pp. 6-1

<sup>62</sup> CCTA (2009). *Downtown Martinez Community-Based Transportation Plan*. Retrieved from <http://www.cityofmartinez.org/civicax/filebank/blobdload.aspx?BlobID=5840>, pp. 8

shared their concerns and suggestions for how to improve the area's mobility. Survey respondents deemed local transit infrequent, and requested that the City and County Connection amend or add routes to improve access to essential amenities including grocery stores and medical establishments.<sup>63</sup>

### **Transportation Recommendations and Resources**

The 2009 CBTP addresses gaps in Martinez's transportation system by offering recommendations for future capital and programmatic investments. Beyond recommendations to expand pedestrian and bicycle infrastructure and the County Connection service area, the plan offers programmatic recommendations to improve access for Martinez's disadvantaged sub-populations. Programs include implementation of the Martinez Community Shuttle, transit fare provisions, and transit vouchers.

### **City of Martinez Specific Plan - 2006**

A Specific Plan is a tool for systematic implementation of a General Plan and is created with public input through a series of workshops and group discussions. The most recent Specific Plan for Martinez was written in 2006 with two principal goals in mind. (1) Enhance the quality of life for Martinez residents and (2) bring back commercial dynamism to the downtown business area. Analogous to other local and regional plans, the Martinez Specific Plan speaks to the promotion of smart growth and sustainable development.

### **Transportation Gaps**

The Martinez Specific Plan emphasizes the need for convenient access to and from the Downtown district, which includes a multimodal approach for all users of the road. City staff see a gap in wayfinding and signage as a continued need for connectivity improvements to and from the Intermodal Station.

### **Transportation Recommendations and Resources**

City staff recommend pedestrian improvements achievable with simple design elements including updated sidewalks and pedestrian-scale lighting. In regards to transit, the Plan recommends the installation of bus stop shelters and a better dissemination of transit boarding and departure times, at stations and via the internet.<sup>64</sup>

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<sup>63</sup> Ibid. pp.43

<sup>64</sup> City of Martinez (2006) *Downtown Specific Plan*. Retrieved from <http://www.cityofmartinez.org/depts/planning/dsp2006.asp>

## COUNTYWIDE PLANS

### **CCTA Comprehensive Transportation Plan – 2017 Update**

The Comprehensive Transportation Plan (CTP)<sup>65</sup> 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. Martinez is in the TRANSPAC Regional Transportation Planning Committee, which oversees the Central County Action Plan, a sub-regional transportation 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 widen portions of SR-4.<sup>66</sup>

### **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 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 in the Plan 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.<sup>67</sup>

#### **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.<sup>68</sup> Pedestrians need well-designed and well-maintained walkways and crosswalks, and safe access to jobs and

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<sup>65</sup> 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](https://2017ctpupdate.net/wp-content/uploads/CCTA-CTP-Summary-10.20.17_11x17.pdf)

<sup>66</sup> 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>

<sup>67</sup> CCTA (2018). *Countywide Bicycle and Pedestrian Plan*. Retrieved from <http://keepcontracostamoving.net/documents/>

<sup>68</sup> CCTA (2018). *Countywide Bicycle and Pedestrian Plan*. Retrieved from <http://keepcontracostamoving.net/documents/>. Pp. 13

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.<sup>69</sup> 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 Plan recommends that improvements to the bicycle and pedestrian network be a combination of capital investments and supportive programs. In terms of 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 0.5 miles of a major transit stop, and within 0.25 miles of a public school.

The Plan recommends a backbone of low-stress routes, arguing that an increase in the number of protected bicycle lanes and bicycle boulevards will help bicyclists from having to travel on larger arterials which typically feature higher vehicular driver speeds. A safer riding experience on alternate, parallel routes 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, including the following:

**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.<sup>70</sup>

**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.<sup>71</sup>

**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.<sup>72</sup>

To implement the abovementioned recommendations and others, CCTA plans to work with a technical steering committee and local and regional agencies involved in

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<sup>69</sup> CCTA (2009). *Downtown Martinez Community-Based Transportation Plan*. Retrieved from <http://www.cityofmartinez.org/civicax/filebank/blobdload.aspx?BlobID=5840>, Pp.13

<sup>70</sup> Ibid. Pp. 55

<sup>71</sup> Ibid. Pp. 61

<sup>72</sup> Ibid. Pp. 62

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 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 nearest BART stations to Martinez are North Concord and Concord. The Plan has labeled these stations as “intermodal/auto reliant.” As such, BART will primarily invest, as well as work with partners, to improve pedestrian access.<sup>73</sup>

### **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 as required by 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.<sup>74</sup>

### **Transportation Gaps**

The Equity Analysis identifies the mobility needs of low-income and minority communities. The report findings suggest that regardless of income and race/ethnicity, transportation-disadvantaged populations - youth, seniors, and people with disabilities -

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<sup>73</sup> 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](https://www.bart.gov/sites/default/files/docs/E-%20BART%20Access%20Policy%20-%20Adopted%206-9-16_0.pdf)

<sup>74</sup> The Bay Area has a goal to reduce GHG emissions by 7% by 2020 and 15% by 2035 from 2005 levels.

- face greater mobility challenges than the rest of the general population. 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.

**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%

## 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 J<sup>75</sup> 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.

### *Local Martinez Sales Tax – Measure X*

A local half-cent sales tax measure funds a variety of local improvement needs, including the provision of safe routes to school. The half-cent sales tax will provide \$3.2 million over the next 15 years.

### *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 Martinez.<sup>76</sup> The TRANSPAC STMP is explained in greater detail within the Central County Action Plan.

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<sup>75</sup> 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>

<sup>76</sup> CCTA, *Final Central County Action Plan*, p 44, September 2017