

Circulation Element

6.0 CIRCULATION

6.1 Introduction

The Circulation Element addresses the movement of people and goods in and around the City of Martinez. The Circulation Element goes beyond the transportation infrastructure and looks at transportation issues and how Martinez is connected to the region. The City of Martinez (City) is a community that embraces and promotes accessibility, and environmentally and economically viable sound transportation options. The community promotes bicycling, walking and other transit options to connect neighborhoods, commercial centers and transit hubs such as the Amtrak Station and the possible inclusion of ferry service, linking the community to adjacent communities throughout the Bay Area. Martinez will continue to be a transit hub and will attract and maintain a reliable public transit system.

The City's community mobility value is based on creating "a sense of place" with a strong walkable Downtown, distinct traditional and suburban neighborhoods and mixed-use corridors, and accessible commercial and employment centers. Increasing vehicular and non-vehicular mobility as well as public transportation, while preserving the local environment, remaining mindful of the City's fiscal responsibilities, and utilizing the City's strategic location within Contra Costa County and overall Bay Area regions are key values reflected in this Circulation Element.

The Circulation Element presents a set of policies correlated with the Land Use Element of the General Plan to guide the City's transportation related infrastructure growth over the next twenty (20) years. A safe and efficient transportation system is an important contributor to a community's quality of life and economic vitality. The circulation system provides access to homes, employment and educational opportunities, public services, commercial and recreational centers, and regional destinations. The circulation system accommodates travel by automobile, transit, walking, and

CIRCULATION

State law requires the general plan include a Circulation Element that addresses...“the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.” The General Plan addresses public utilities and facilities in the Public Facilities element, allowing this element to focus on transportation related functions.

cycling; and it integrates the needs of railway and truck transport, as well as future discussion and introduction of a ferry service.

6.2 Regulatory Framework

California Government Code

California Government Code §65302 mandates that the General Plan include:

“A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan (§65302(b)).”

In addition, Section 65302(b) requires that the circulation element plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan, including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

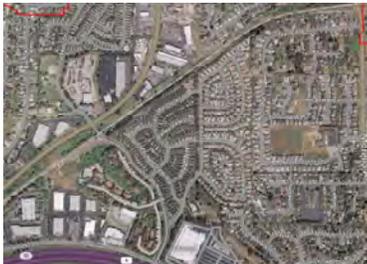
Transportation Impact Fees

The City currently charges impact fees as a condition of approval to defray the cost of public services, facilities, improvements and amenities that are created as a result of the new development. Each development pays only for construction of those public transportation facilities where there is a reasonable relationship between the facilities funded and the need for the new transportation facilities created by the development. The amount of transportation impact fee is based on the percentage of the cost of the public facilities improvements attributable to the new development.

Related Transportation Agencies

California Department of Transportation (Caltrans)

Caltrans is responsible for planning, designing, building, operating



Aerial view of typical auto oriented development pattern

and maintaining California's state highway system. Interstate 680, bordering Martinez on a north to south orientation, and State Highway 4, traversing the City on an east to west orientation, are managed by Caltrans as part of the California state transportation system.

Metropolitan Transportation Commission

The Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area, including Contra Costa. On April 22, 2009, the Metropolitan Transportation Commission (MTC) adopted the *Transportation 2035 Plan for the San Francisco Bay Area*, which specifies how some \$218 billion in anticipated federal, state and local transportation funds will be spent in the nine-county Bay Area during the next 25 years. The vision for Transportation 2035 is to support a prosperous and globally competitive Bay Area economy, provide for a healthy and safe environment, and promote equitable mobility opportunities for all residents. Among the cornerstones of the new plan are a joint regional planning initiative known as FOCUS, which provides incentives for cities and counties to promote future growth near transit in already urbanized portions of the Bay Area. The plan also launches a Transportation Climate Action Campaign to reduce transportation-related greenhouse gas emissions. In addition, a new market-based pricing system would — with legislative authorization — convert and expand current carpool lanes into a Regional Express Lane Network that continues to grant carpoolers and buses free access to the lanes but permits solo drivers to pay to use available space in the carpool lanes for a price. Revenue generated by the tolls would pay for the completion of the planned express lane network sooner and fund other mobility improvements like more express bus and rail services in the region's most heavily traveled corridors.



Contra Costa Transportation Authority

The Contra Costa Transportation Authority (CCTA) is a public agency formed by Contra Costa voters in 1988 to manage the county's transportation sales tax program and to do county-wide transportation planning.

CCTA is responsible for maintaining and improving the county's transportation system by planning, funding, and delivering critical transportation infrastructure projects and programs that connect



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our communities, foster a strong economy, increase sustainability, and safely and efficiently get people where they need to go. The Authority is also the county’s designated Congestion Management Agency, responsible for putting programs in place to keep traffic levels manageable

State law recognizes the close relationship between transportation and land use and requires that policies be established creating a mutually beneficial relationship. As noted above, California Government Code §65302(b) (1) requires the Circulation Element to be correlated to the General Plan Land Use Element. Integrating transportation policies with land use, the General Plan ensures adequate roadway capacity to accommodate travel demands generated by future planned development. This integration helps to promote walking, cycling and transit use for shorter trips thereby reducing the air quality impacts and greenhouse gas emissions associated with automobile use.

The Circulation Element also complies with Government Code §65302(b)(2) in planning for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, which includes bicyclists, pedestrians, children, motorists, persons with disabilities, the elderly, users of public transportation, and commercial goods movers. This requirement is sometimes referred to in this Element as “Complete Streets”.

Local transportation planning is a coordinated effort involving multiple agencies. The goals and policies set forth in this document are intended to not only promote local planning, but also foster cooperation between jurisdictional partners such as the County of Contra Costa (County), Contra Costa Transportation Authority (CCTA), Association of Bay Area Governments (ABAG), Metropolitan Transportation Commission (MTC), the California Department of Transportation (Caltrans), Water Emergency Transit Authority (WETA), National Railroad Passenger Corporation (Amtrak), and adjacent local jurisdictions.

6.3 Local Setting

The City is an incorporated community located in northwest Contra Costa County, about 25 miles northeast of San Francisco. The City is about 12.62 square miles in land area and is at an elevation range

of 10 to nearly 700 feet. Based on the data provided by Census 2010, population in the City has remained relatively stable in recent years, decreasing by 400 from 35,866 in 2000 to 35,424 in 2010.

The City is the County seat, located on the south side of the Carquinez Strait, facing the City of Benicia in neighboring Solano County.

The City of Martinez is located west of the Interstate 680 and is bisected by State Route 4. Traffic to and from the I-680 corridor is served by State Route 4, Pacheco Boulevard, Arthur Road and Marina Vista Avenue. Traffic to and from the State Route 4 corridor is served by Pacheco Boulevard, Morello Avenue, Center Avenue-Pine Street, and Alhambra Avenue. Access to and from the North Bay, including the Counties of Solano and Sonoma, is provided via I-680 (via the Martinez-Benicia Bridge) or State Route 4 via I-80. Access to and from Contra Costa County both east and west is provided by State Route 4. Additionally, access to and from the south is provided by I-680 which serves both Contra Costa County and Alameda County. .

Local and regional public transportation is provided by Western Contra Costa Transit Authority (WCCTA) via nine (9) Western Contra Costa Area Transit (WestCAT) routes.

Rail transportation in the immediate vicinity is currently operating multiple daily trips through Martinez via the Amtrak station located Downtown on Main Street.

Local Travel Trends

The U.S. Census Bureau provides data on the “Journey to Work” in its decennial census and American Community Survey databases. Using the most current available travel-related statistics available from the U.S. Census Bureau, Table 1 presents the various means of transportation reported in the City in 1990, 2000, and 2010.



Martinez is located west of Interstate 680 and bisected by State Route 4

**TABLE 1:
MEANS OF TRANSPORTATION AND CARPOOLING STATISTICS**

Means of Transportation and Carpooling	1990 ¹		2000 ²		2010 ³	
	Number	Percent	Number	Percent	Number	Percent
Workers 16 and over	17,226	100.0%	18,820	100.0%	18,201	100.0%
Car, Truck, or Van						
Drove Alone	13,215	76.7%	14,575	77.4%	13,852	76.1%
Carpooled	2,005	11.6%	1,960	10.4%	1,790	9.8%
Public Transportation (all types)	1,020	5.9%	1,082	5.7%	970	5.3%
Motorcycle or Other Means	165	1.0%	141	0.7%	242	1.3%
Bicycle	80	0.5%	57	0.3%	N/A ⁴	
Walked	375	2.2%	267	1.4%	223	1.2%
Worked at home	366	2.1%	738	3.9%	1,124	6.2%

Sources:

1. U.S. Census Bureau; 1990 Summary Tape File 3
2. U.S. Census Bureau; Census 2000 Summary File 3
3. U.S. Census Bureau; 2007-2011 American Community Survey 5-Year Estimate
4. Bicycle Data Not Available for Year 2010 Data (included in "Other Means")

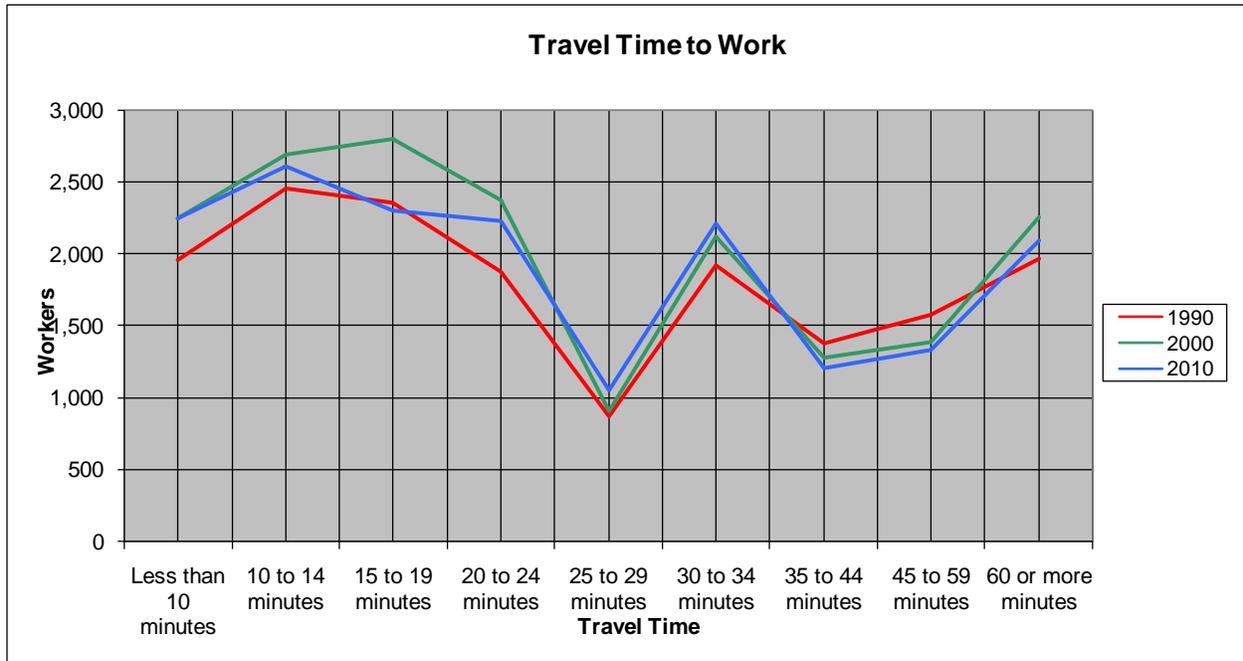
The number of workers in the City decreased slightly between 2000 and 2010, after increasing significantly between 1990 and 2000. The slight decrease in workers is consistent with the population decrease in the same ten (10) year time period. The biggest change in the last ten (10) year time frame is the increase in workers that work from home. Between 2000 and 2010, the percent of commuters that drove alone, carpoled, took public transportation, or walked decreased slightly, while the number of commuters that used other means (including motorcycles and bicycles) increased slightly.

**TABLE 2:
TRAVEL TIME TO WORK**

Travel Time to Work	1990 ¹		2000 ²		2010 ³	
	Number	Percent	Number	Percent	Number	Percent
Did not work at home:	16,860	100.0%	18,082	100.0%	17,283	100.0%
Less than 10 minutes	1,959	11.6%	2,250	12.4%	2,247	13.0%
10 to 14 minutes	2,461	14.6%	2,697	14.9%	2,610	15.1%
15 to 19 minutes	2,364	14.0%	2,807	15.5%	2,299	13.3%
20 to 24 minutes	1,881	11.2%	2,377	13.1%	2,230	12.9%
25 to 29 minutes	871	5.2%	906	5.0%	1,054	6.1%
30 to 34 minutes	1,926	11.4%	2,121	11.7%	2,212	12.8%
35 to 44 minutes	1,377	8.2%	1,280	7.1%	1,210	7.0%
45 to 59 minutes	1,584	9.4%	1,385	7.7%	1,331	7.7%
60 or more minutes	1,968	11.7%	2,259	12.5%	2,091	12.1%
Mean Travel Time (minutes)	31.0		31.5		27.7	
Sources:						
1. U.S. Census Bureau; 1990 Summary Tape File 3						
2. U.S. Census Bureau; Census 2000 Summary File 3						
3. U.S. Census Bureau; 2010-2012 American Community Survey 3-Year Estimate						

Table 2 presents the reported travel times for commuters in 1990, 2000 and 2010. From the data presented in Table 2, one can observe a significant decrease in average travel time to work between 2000 and 2010, after a slight increase between 1990 and 2000. The mean travel times to work for 1990 and 2000 were 31 and 31.5 minutes respectively. In 2010, the mean travel time to work was 27.7 minutes. More than 50% of commuters spent less than 25 minutes traveling to work in 2010, and more than 25% spent less than 15 minutes traveling to work. The distribution of commute times in total numbers of workers is presented in Figure 1.

**FIGURE 1:
TRAVEL TIME TO WORK**



6.4 Existing Streets and Highways

A hierarchy of streets provides access to and from residential, commercial, and industrial uses throughout the City and beyond (See Circulation Map). A route’s design, including number of lanes needed, is determined by its functional classification and its projected traffic levels to achieve “safe and convenient movement at the development intensity anticipated in the as part of buildout of the city.

State Freeways

Controlled access roadways whose junctions are free of at-grade crossing with other roads, railways or pedestrian pathways, and instead are served by interchanges are classified as freeways. Freeways can either be toll or non-toll roads, with speed limits usually ranging from 60 to 70 mph. The following freeways service the surrounding Martinez community.

I-680 is the main freeway that directly serves the City of Martinez. I-680 is a north-south eight-lane facility and is a major link in the state highway system providing regional access to the cities between San Jose, Walnut Creek, Martinez, Benicia, and Fairfield. Interchanges serving Martinez are located at I-680’s junctions of SR 4, Pacheco Boulevard, and Marina Vista Avenue.

State Highways

A controlled access roadway whose junctions with cross streets are characterized by at grade intersections or a combination of at grade intersections and interchanges rather than exclusively interchanges are classified as highways. Highways can either be divided or undivided roadways, with speed limits usually ranging from 40 to 55 mph. The following highways service the surrounding Martinez community.

State Route 4 (SR 4) is an east-west 4-lane facility providing regional access between Hercules, Martinez, Concord, Antioch, and beyond into the Central Valley and foothills. Within Martinez, SR 4 has three (3) interchanges that are located at Morello Avenue, Center Avenue-Howe Road, and Alhambra Avenue. Just east of the City, Pacheco Boulevard also forms a full access interchange with SR 4.

Principal Arterial Streets

Principal arterial facilities serve to connect areas of major activity within the urban area and function primarily to distribute cross-town traffic between freeways / highways, to collector streets, and to and from adjacent jurisdictions. Within the City, principal arterial streets are mostly four lane facilities with maximum operating speeds ranging from 30 to 45 mph. In addition, principal arterial facilities generally have limited access to adjacent land uses. The following principal arterials exist in the City's General Plan circulation system:

- Alhambra Avenue (north of SR 4)
- Berrellesa Street
- Escobar Street (east of Berrellesa Street)
- Marina Vista Avenue

Minor Arterial Streets

Minor arterial roadways serve a similar purpose to principal arterial facilities, except carrying less traffic volume, and are usually two lane facilities. As with principal arterials, minor arterial facilities generally have limited access to adjacent land uses. However, minor arterials may provide on-street parking if sufficient roadway width is available. The following minor arterials exist in the City's General Plan circulation system:

- Alhambra Avenue (south of SR 4)
- Alhambra Valley Road
- Alhambra Way (north of SR 4)



Alhambra Avenue at Wildcroft Drive

- Center Avenue
- Chilpancingo Parkway
- Court Street (north of Green Street)
- Escobar Street (Talbart Street to Berrellesa Street)
- Franklin Canyon Road
- Muir Road
- Pacheco Boulevard
- Pine Street
- Pleasant Hill Road East
- Shell Avenue
- Talbart Street (north of Escobar Street)

Collectors

Collectors function as connector routes between local and arterial streets and provide access to residential, commercial, and industrial property. According to the Circulation Element, collector streets within the City are designated as two-lane facilities. The following Collector roadways are located in the City.

- Arnold Drive
- Howe Road
- Morello Avenue
- Reliez Valley Road
- Vine Hill Way
- Green Street, Susana Street, and Brown Street

Local Streets

Local streets provide direct access to abutting properties and allow for localized movement of traffic. Local streets are characterized by low daily traffic volumes and low operating speeds of 25 to 30 mph.

All roadways not identified in the General Plan circulation system map (Figure 2) as freeways, highways, arterials, or collectors are designated local streets.

Scenic Roadways

The following roadways are designated as scenic roadways in the City:

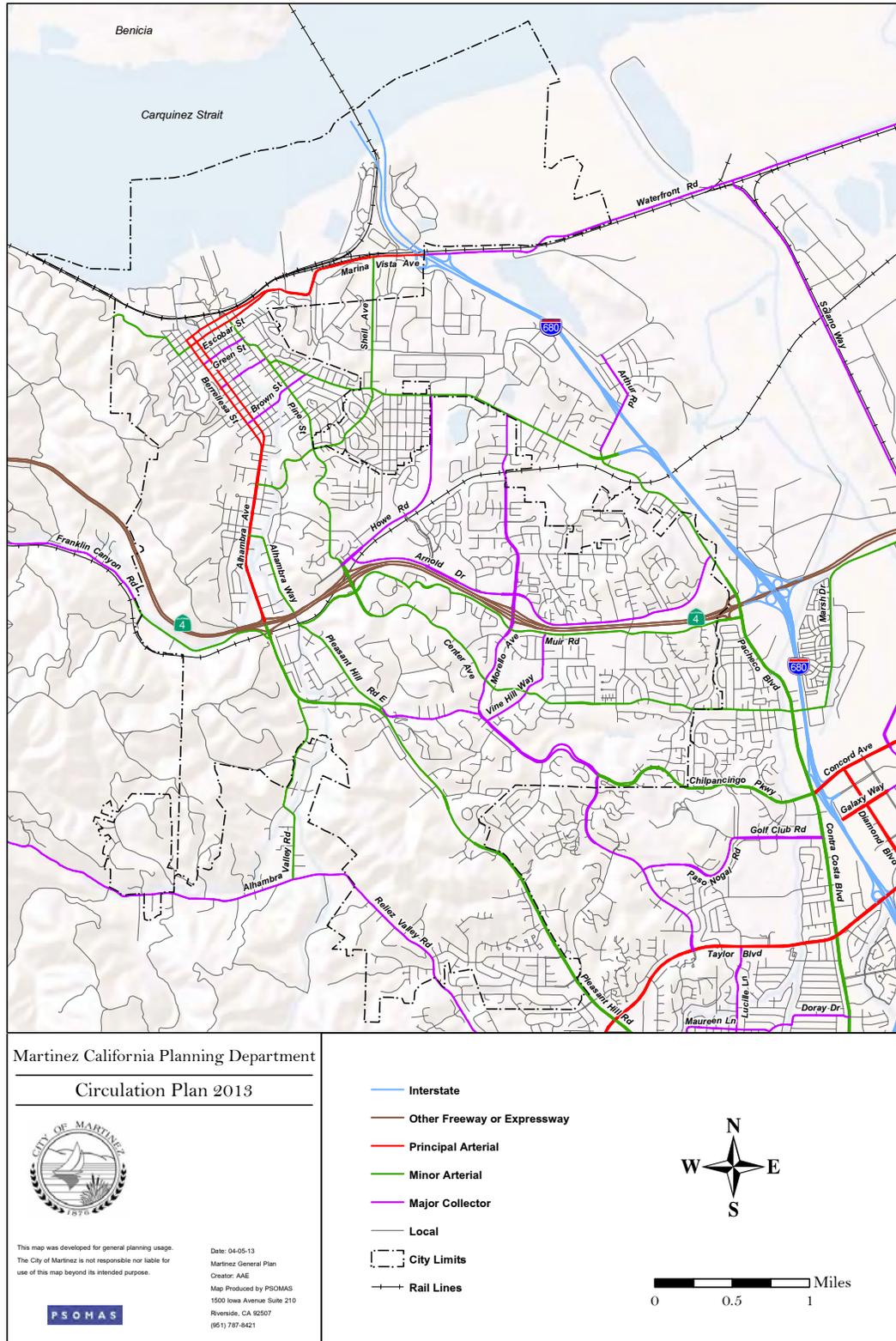
- Carquinez Scenic Drive snakes along the Carquinez Straits bluffs. This roadway closed in 1983, but is now reopened as a multi use trail and connects Martinez to Port Costa and Crockett. The multi use trail is for pedestrians, cyclists and equestrians. Continued eastward extension of this Route along the Carquinez Straits should be given further consideration by the County and State.
- California State Route 4, from its eastern junction with I-680 to its western terminus with I-80.
- Alhambra Avenue from its junction with Taylor Boulevard to its intersection with SR 4.
- Alhambra Valley Road from its junction with Alhambra Avenue westward to its junction with I-80

Reliez Valley Road from its junction with Alhambra Valley Road, southeast to its junction with Grayson Road, through to the junction with Taylor Boulevard.



Carquinez Scenic Drive along the Carquinez Straits

CIRCULATION SYSTEM MAP



6.5 Planned Street and Highway Improvements

In order to correlate existing and planned land uses within the City, traffic carrying capacity improvements to the roadway network will be needed. Arterials and new collector roads will provide access to the residential, commercial, and industrial areas, connecting those areas with the existing local and regional transportation system. Minor collector streets will include residential frontage, whereas major collector streets generally will not. New local roads in neighborhoods will serve those residents. The new roadways will continue to expand the existing network of roadways that characterize the City’s circulation network.

Major street improvements planned for the City are listed in Table 3. Additionally, intersection improvements will be required at major intersections along new roadways and improved roadways, including but not limited to turn channelization, signalization, and/or construction of traffic circles/roundabouts.

**Table 3:
PLANNED Major Circulation Improvements**

Roadway	From	To	Roadway Improvement Description
Pacheco Boulevard	City Limits	Sunrise Drive	Widen Pacheco Boulevard from a two lane 25 foot wide road to a two to four lane road with medians, bike lanes, sidewalks and bus turn-outs.
Alhambra Avenue	Walnut Avenue	Franklin Canyon Road	Add southbound through lane, with bike lane and sidewalk.
Alhambra Avenue	Franklin Canyon Road	Alhambra Hills Drive	Wide, where needed, Alhambra Avenue from a two lane road to a four lane road with bike lanes, bus turn-outs, traffic signals, sidewalk and possibly sound walls.
Morello Avenue	Marie Avenue	Pacheco Boulevard	Widen Morello Avenue from a two lane road to a two lane road with medians, bike lanes, and sidewalks including the widening of the BNSF railroad trestle.
Traffic Signal Improvements			
Alhambra Avenue @ “C” Street			Alhambra Avenue @ Franklin Canyon Road
Alhambra Avenue @ Green Street			Alhambra Avenue @ Wildcroft Drive
Arnold Drive @ Fig Tree Lane			Arnold Drive @ Milano Way
Arnold Drive @ Pacheco Boulevard			Arnold Drive @ Starflower Drive

City of Martinez

Arnold Drive @ Village Oaks Shopping Center	Berrellesa Street @ Green Street
Morello Avenue @ Center Avenue	Morello Avenue @ Chilpancingo Parkway
Morello Avenue @ Elderwood Drive	Morello Avenue @ Midhill Drive
Muir Road @ Glacier Drive	Pacheco Boulevard @ Arreba Street
Pacheco Boulevard @ Bush Street	Reliez Valley Road @ Blue Ridge Drive
Reliez Valley Road @ Horizon Drive	
Multimodal Improvements	Improvement Description
Ferry Terminal	Construct Ferry Terminal to accommodate ferry service to and from San Francisco. Linked service may include stops at Antioch and Richmond.
Intermodal Parking & Access Improvements	Complete future phases of the Intermodal Parking facility located north of UP tracks including multimodal bridge from Berrellesa Street, Pedestrian overcrossing bridge to Amtrak Station, Realigned Ferry Street access and expanded parking areas.
Bike Improvements	Install both Class II and Class III bike lane and path improvements identified in the Countywide Bicycle Plan.
***improvements are currently planned but not guaranteed to occur and are dependent on funding and other considerations	

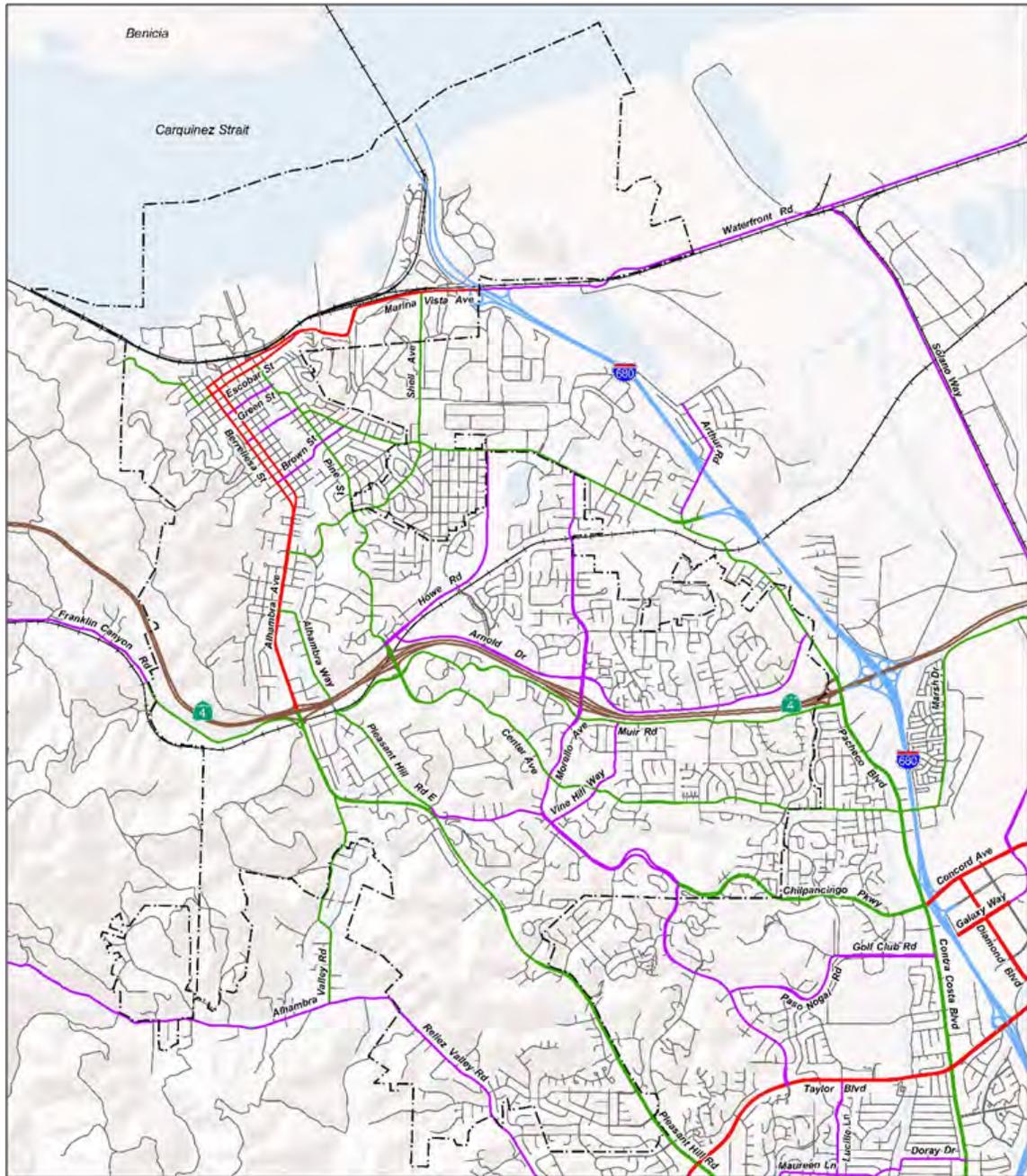
**Table 4:
Standard Street Cross sections**

Classification	Lanes	Median	Bike Lanes	Parking	Sidewalk	Speed (mph)	Roadway Width ^{3,4}	Right of Way ^{3,4}
Principal Arterial	4	≤ 16'	Yes	No	7'	40 – 55	80'	100'
Principal Arterial (One Way)	2	No	One Side	One Side	7'	40 – 55	38'	48'
Minor Arterial	2	≤ 16'	Yes	Allowed ²	7'	40 – 55	44' – 64'	64' – 84'
Minor Arterial (One Way)	1	No	One Side	Yes	7'	40 – 55	34'	44'
Collector	2	No	Yes	Allowed ²	5.5'	30 – 40	36' – 50'	46' – 70'
Local	2	No	No	Allowed ²	5.5'	25 – 30	24' – 36'	44' – 56'
Rural / Hillside Local	2	No	Allowed ¹	Allowed ² (One Side)	5.5' (One Side)	25 – 30	32' – 38'	52' – 58'

Notes:

1. *Bike lanes can be provided or excluded.*
2. *Parking can be provided on both sides of street, one side only, or excluded.*
3. *Additional right of way for bus stops, turn lanes, etc. shall be considered on case by case basis.*
4. *Standard widths - see City of Martinez Standard Details for minimum widths and design specifications.*

**Figure 3:
Circulation Improvement Map**



6.6. Goals, Policies, and Implementation Programs for Street and Highway Circulation

Goal

- C-G-1 Encourage safe and convenient access to activities in the community and provide a well designed local roadway system as well as pedestrian pathways and bicycle lanes.

Policy

- C-P-1.1 Provide safe and well-connected neighborhood streets that balance automotive circulation with neighborhood design and bicycle and pedestrian users' safety.
- C-P-1.2 Foster a strong sense of community with a "small town" character by supporting thoughtful circulation planning.
- C-P-1.3 Provide efficient citywide automobile circulation by maintaining and, where necessary, improving local and regional roadway facilities.
- C-P-1.4 Provide a comprehensive citywide system of bicycle lanes and recreational trails that improve accessibility without the use of an automobile.

Implementation

- C-1.1a When and where determined necessary, use the Circulation Map (Figure 3) and Table 3 to identify, schedule, and implement roadway and complimentary intersection improvements to meet the projected transportation demands under buildout of the General Plan Land Use Element.
- C-1.1b Update the Circulation Map when making improvements to the overall circulation system in order to support multimodal travel of all users and transportation of goods within and through the City.

Goal

- C-G-2 Maintain and/or improve mobility in the City by considering alternative circulation system improvements beyond those identified within Table 3 Planned Major Improvements that increase system capacity and are found acceptable to the City, its residents, and where applicable, Caltrans or other applicable agency.



The County Connection has several routes that leave from the Amtrak Station.

Policy

- C-P-2.1 Achieve and maintain an intersection level-of-service (LOS) D or better during peak hours where possible. Recognizing that LOS D may not be feasibly achieved or maintained upon full buildout of the Land Use Element, due to neighborhood context, multi-modal access considerations, impacts to existing uses, and/or regional factors outside control of the City, the City Council shall maintain discretion to require mitigation measures that will reduce impacts but may not achieve target LOS when considering new development projects.
- C-P-2.2 Strive to reduce total vehicle-miles traveled by City residents by planning an efficient circulation system that complements existing and planned land uses, improves access to alternative transportation modes for bicycle, pedestrian, and transit users, and provides more direct routes to City and regional destinations.
- C-P-2.3 Ensure compatibility and complimentary relationships between the circulation system and existing and planned land uses, promoting environmental objectives such as safe and uncongested neighborhoods, energy conservation, reduction of air and noise pollution, and access bicycle, pedestrian, and transit facilities.

Implementation

- C-I-2.1a Provide and maintain a citywide circulation system that is correlated with planned land uses in the City and surrounding areas in the region consistent with Government Code §65302(b).
- C-I-2.1b Develop a transportation financing program that will fully fund the planned expansion of the existing transportation network consistent with the General Plan. The financing program will include an update to

the existing transportation impact fee (TIF) program consistent with AB 1600.

- C-I-2.1c As both City and regional travel increase transportation demand, work cooperatively with regional partner agencies including Caltrans, Contra Costa Transportation Authority, Association of Bay Area Governments, Metropolitan Planning Commission, and others to plan and fund improvement projects that increase roadway capacity while maintaining or improving access to multi-modal facilities following the City's community & circulation priorities.
- C-I-2.1d Coordinate local actions with State, regional, County, and neighboring agencies to encourage consistency between local and regional actions.
- C-I-2.1e Request regional contributions to major street improvement projects that improve not only citywide circulation but also interregional travel and goods movement.
- C-I-2.1f Continue to work with Caltrans, CCTA, ABAG, MTC, County Connection, and the County to plan, design, fund and construct programmed improvements to State Highways and major regional roadways in a timely, context-sensitive manner.
- C-I-2.1g Encourage Caltrans, CCTA, ABAG, MTC, and the County to refine and maintain a regional transportation demand model to assist in regional and local circulation and transportation planning, CIP funding and new development project environmental analysis.
- C-I-2.1h Correlate City CIP projects with most current estimates of available outside funding from Federal, State, and regional sources. Continue to participate in the effort to develop and coordinate a regional financing mechanism for major regional transportation improvements.



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Goal

- C-G-3 Maintain an updated circulation map that can be used to define, update and revise the existing City and Regional roadway network.

Policy

- C-P-3.1 Make efficient use of existing transportation facilities, and improve these facilities and build new facilities as necessary in accordance with the Circulation Map.
- C-P-3.2 The street facility classifications indicated on the Circulation Map shall be the standard to which new roads are built and existing roads are improved. City Council shall, however, maintain discretion in modifying roadway standards as otherwise indicated in the Circulation Element or as determined appropriate.
- C-P-3.3 Variation from the depicted alignments for these facilities based on detailed engineering studies will not require a General Plan amendment.
- C-P-3.4 Planned improvements may be phased as development occurs and need for increased capacity is identified.
- C-P-3.5 Alternative improvements to those identified on the Circulation Map, such as traffic circles/roundabouts or other innovative street designs, that provide equivalent or increased mobility for automobiles and/or other roadway users may be considered in lieu of traffic signals and/or roadway or intersection widening projects.

Implementation

- C-I-3.1a Build arterials, collector and local streets in accordance with adopted City standards. Improve existing facilities to conform to classification standards where possible. Exceptions to the standards may be allowed by the City Engineer where mitigation is infeasible or would impact general safety, right of way needs, visual aesthetics, air quality and noise impacts and or overall quality of life.

Goal

- C-P-4 The City will strive to create and improve City streets and scenic roadways in a manner that serves multiple modes of transportation while enhancing the City's appearance and character through street standards and design that enhance and optimize the streetscape.

Policy

- C-P-4.1 All street standards shall be reviewed and revised as determined appropriate, including optional features such as landscaped medians, traffic calming features, and parkways or street trees, and other similar design amenities when approved by the City. When reviewing new development consider alternative local street designs that meet the needs of vehicles, pedestrians and bicyclists.
- C-P-4.2 Maintain and develop scenic roadways (as identified in the Streets and Highways section of the Circulation Element) and regulate the enhancement and protection of their scenic appearance. Actions to implement the scenic roadway system include regulation of land use, landscaping and architectural design, detailed land site planning, control of outdoor advertising, and coordination of roadway, drainage, lighting, traffic signals, and road sign improvements.
- C-P-4.3 Sides of scenic roadways should be fully landscaped in accordance with the established character of the areas. In non-urbanized areas, plant materials and placement of these materials should be consistent and integrated with the native vegetation. Within urbanized areas more formal landscaping and use of exotic or introduced plant species is appropriate.
- C-P-4.4 Where luminaries are provided they should be consistent in scale with neighborhood buildings or landscape features. The basic intent shall be to subordinate these vertical elements to surrounding conditions.
- C-P-4.5 Buildings sited along the scenic roadways shall be placed at a sufficient distance from the roadway to ensure retention of the major scenic attributes associated with the respective roadway section. The selection of building materials, colors and signing shall also be consistent with this aim. During review of projects applicants will be required to provide improvements to roadways and underground utilities when appropriate

Implementation

- C-I-4.1a Periodically review existing infrastructure to insure all lights, and landscaping enhance and improve roadways.
- C-I-4.1b Apply the specific design guidelines and landscaping standards appropriate to a designated connected system of “Scenic Roadways” for resident and visitor enjoyment.

Goal

- C-G-5 Consider alternative improvements to traditional streets that may vary from City standards to balance the desire to make neighborhoods walkable and enhance a sense of place within Downtown Martinez.

Policy

- C-P-5.1 Plan and prioritize Downtown area improvements that reduce congestion and promote non-motorized travel between nearby complimentary uses.
- C-P-5.2 As funding permits, develop adequate public or shared off-street parking lots conveniently located behind and beside buildings in the Downtown area, consistent with area design guidelines.
- C-P-5.3 Utilize the circulation system as a positive element of community design, including street trees and landscaped parkways and medians, special and unique streetscape features, and undergrounding of utilities, particularly along major streets within the Downtown area.
- C-P-5.4 Consider reduced street widths, increase in width of bicycle lanes and sidewalks as well as reduction in vehicular speed to create a greater sense of community and place.

Implementation

- C-I-5.1a Require new development to construct projects that maximize opportunities for alternative transportation modes such as bicycle and pedestrian paths as well as public transit opportunities to create easy access to and from Downtown.
- C-I-5.1b Adopt a formalized procedure for evaluating and analyzing roadways for speed, safety in order to consider the needs of all modes of transportation and adjacent land uses.
- C-I-5.1.c Consider traffic circles/roundabouts or other innovative designs, if and where appropriate, as alternatives to stop signs and traffic signals when studying corridor and intersection configuration options.
- C-I-5.1d Where feasible, separate sidewalks from streets on arterials and collectors with landscaping. Consider tree canopies where feasible to create shade.
- C-I-5.1e Improve the existing street network to minimize travel times and improve mobility

for transit, bicycle, and walking trips between new projects and surrounding land uses in an effort to reduce vehicle trips.

- C-I-5.1f Update the Regional Transportation Plan (RTP) to include the City of Martinez Circulation Element Update.

Goal

- G-C-6-1 Establish and implement programs to help maintain satisfactory roadway performance and safety at intersections and along roadway segments.

Policy

- C-P-6.1 Minimize, where possible, the number of access points along arterial roadways, including by consolidating or relocating driveways to provide for more efficient traffic movement.
- C-P-6.2 Design standards should limit cul-de-sac lengths, provide a logical grid or connected system of local streets providing at least two directions of neighborhood access, and minimize through traffic on local streets, particularly traversing single family residential neighborhoods.

Implementation

- C-I-6.1a Provide and maintain coordinated traffic control systems that move traffic within and through the City in an efficient and orderly manner. Upgrade systems where feasible as technology evolves.
- C-I-6.1b Perform periodic evaluations of the City's (and Caltrans) traffic control system, with emphasis on traffic signal timing, phasing, and coordination to optimize flow along arterial corridors.
- C-I-6.1c Continue to coordinate the City's design standards for regional roadways with the standards of adjacent and overlapping agencies to provide smooth transitions for roadway users between jurisdictional boundaries.
- C-I-6.1d Utilize the CCTA Congestion Management Program (CMP) to determine the timing and degree of regional roadway facility improvements in accordance with regional plans.
- C-I-6.1e Bi-annually develop a prioritized five-year Capital Improvement Program (CIP) that identifies improvements by facility type, project extents, right-of-way



In August 2009 four lanes of south-bound traffic as well as a new bicycle and pedestrian pathway was opened

requirements, required physical improvements, and preliminary cost estimates.

C-I-6.1f Review and update the City Transportation Impact Fee (TIF) associated with new development in Martinez to fund and construct prioritized improvements projects in the CIP, having established a nexus between new development and future infrastructure needs.

C-I-6.1g Utilize assessment and improvement districts and other supplemental private funding to correct local area deficiencies such as inadequate parking, transit, and streetscape enhancement or completion of local street or trail segments that benefit the area.

6.7 Complete Streets/Pedestrian and Bicycle Routes

In 2009 CCTA adopted the Countywide Bicycle and Pedestrian Plan, presented in Figure 4. The plan includes proposed bicycle and pedestrian trails, as well as on-street bicycle facilities to complete the partial network already in place in the City and County. The plan encourages the use of walking and bicycling and recognizes three classes of bikeways: Complete streets can improve safety, create a stronger sense of place, and make streets more accessible for persons with disabilities. Complete streets help emphasize the importance of streets as a public place and part of the city's character. Adding bike lanes, pedestrian walkways, and landscaping can enhance the image of the city as well as make the street a place for positive social interaction.

One of the important facets of "complete streets" is a comprehensive bicycle and pathway system to encourage the use of alternative transportation modes.

Class I Multi Use Path. Typically known as bike paths, Class I facilities are multi-use facilities that provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.

Class II Bike Lane. Known as bike lanes, Class II facilities provide

a striped and signed lane for one-way bicycle travel on each side of a street or highway. The minimum width for bike lanes ranges between four and five feet depending upon the edge of roadway conditions (curbs).

Class III Bike Route. Known as bike routes, Class III facilities provide signs for shared use with motor vehicles within the same travel lane on a street or highway. Bike routes may be enhanced with warning or guide signs and shared lane marking pavement stencils. While Class III routes do not provide measures of separation, they have an important function in providing continuity to the bikeway network.

Based on the current Countywide Bicycle and Pedestrian Plan, the City's existing (and proposed) bikeway network has been shown in Figure 4. The following roadways currently provide Class 1, II, or III bikeways:

Class I bikeway/pedestrian path:

Benicia-Martinez Bike path (Marina Vista Avenue to Park Road)
Contra Costa Canal Trail (Muir Road to Chilpancingo Parkway [Martinez only])
Ferry Street (north of Marina Vista Avenue)
North Court Street

Class II bikeways:

Alhambra Avenue (Marina Vista Avenue to Haven and Berrellesa Street to Paso Nogal Road)
Arnold Drive (Howe Road to Glacier Drive)
Berrellesa Street (Marina Vista Avenue to Alhambra Avenue)
Center Avenue (Howe Road to Hidden Lakes Drive)
Chilpancingo Parkway (Morello Boulevard to Glen Circle)
Elderwood Drive (Alhambra Avenue to Skyview Drive)
Escobar (Court Street to Marina Vista Avenue)
Glacier Drive (Muir Road to Eagle Lake Court)
Marina Vista Avenue (I-680 to Escobar)
Morello Avenue (Pacheco Boulevard to Chilpancingo Parkway)
Muir Road (Center Avenue to Pacheco Boulevard)
Pacheco Boulevard (Jones Street to Morello Boulevard)

Class III bikeways:

Alhambra Avenue (Haven to Berrellesa Street)
Elderwood Drive (Morello Avenue to Bramblewood Lane)



Bicycle lane along Marina Vista

City of Martinez

Muir Station Road (Alhambra Way to Center Avenue)
 Pacheco Boulevard (Morello Avenue to State Route 4)

Local bicycle networks | **Martinez**

Contra Costa Countywide Bicycle and Pedestrian Plan (2009)

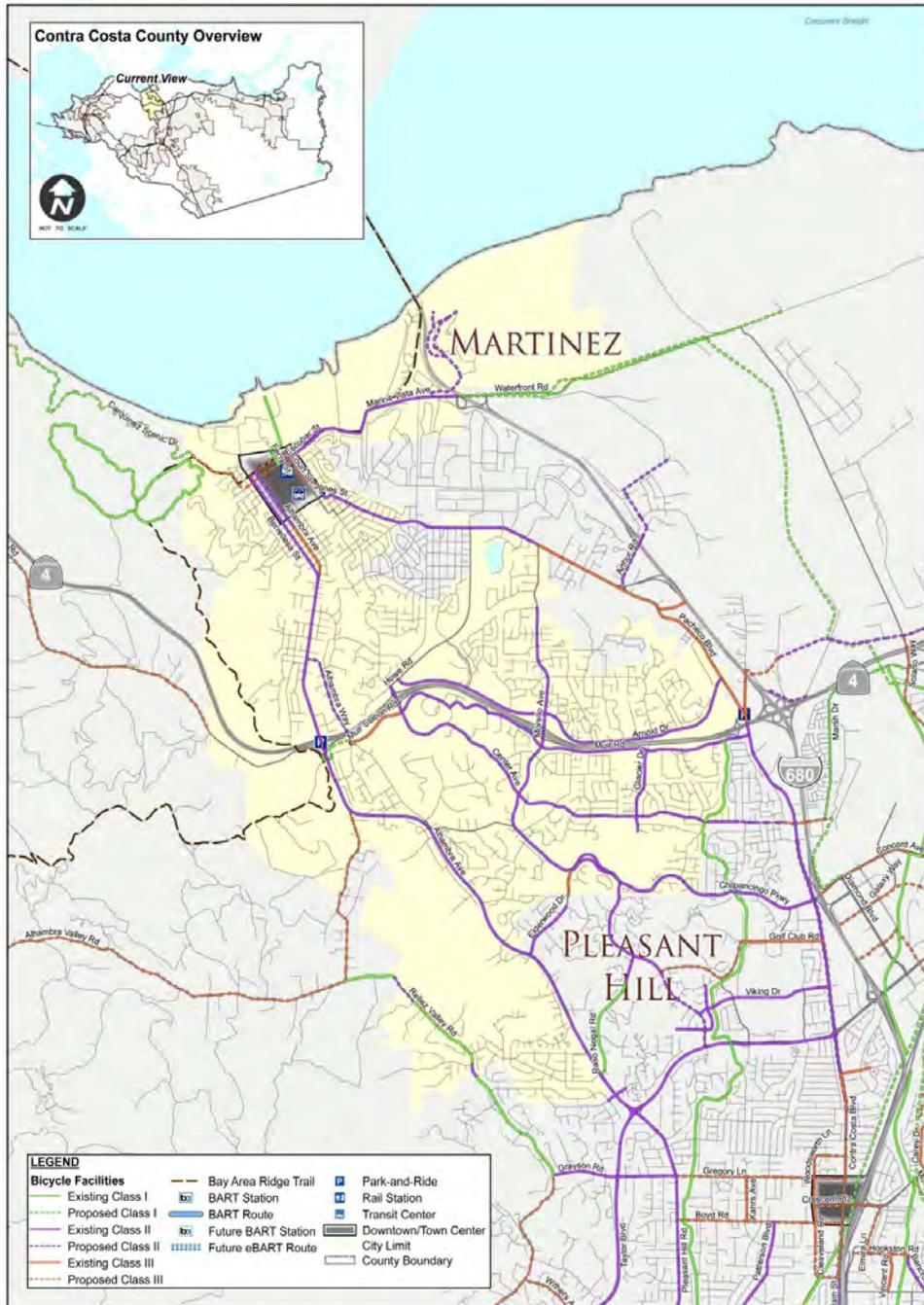


Figure 4: Martinez Bicycle and Pedestrian Plan

In addition to existing facilities, other local projects are listed in the CWBP that would enhance bicycle and pedestrian circulation throughout the City of Martinez. Improving countywide and local bicycle pathways improves safety of bicyclists and reduces bicycle and parking conflicts and promotes safe routes to schools and commercial destinations. These projects were listed briefly under remaining CTP projects for the City and are outlined directly from the CWBP as follows:

Bay Trail in Martinez: Close gaps;

Phase 1: construct trail from existing staging area east along south edge of the Martinez Regional Shoreline to existing Shoreline Trail near Ferry Street. Relocate and repave parking lot;

Phase 2: construct trail from Nejedley staging area on the Carquinez Scenic Drive to Berrellesa Street along the south side of UPRR ROW and improve existing trail along Berrellesa Street to Granger's Wharf parking lot and existing section of Bay Trail;

Phase 3: construct new bicycle and pedestrian bridge over the UPRR tracks at North Court Street from the existing trail in the Martinez Regional Shoreline Park to the Escobar-Court Street intersection in downtown Martinez.

Contra Costa Canal Trail: Extend, Muir Road to Martinez Reservoir

Extension of Contra Costa Canal Trail—extend the existing trail from Concord, Willow Pass Road near 6th Street to Evora Road.

Howe Street Bicycle Lanes:

Howe Street bicycle lanes: Add bicycle lanes.

Marina Vista Avenue Bike Lanes: Extend

Extend bicycle lanes eastward from current terminus at SB I-680 off and on-ramps under I-680 along Waterfront Road to Point Edith Wildlife Area. This section of Waterfront Road is primarily in the County, except for a 1/2-mile segment about 3/4 of a mile east of I-680 that is within City Limits.

North Court Street Bicycle Lanes:

North Court Street bicycle lanes connect the Martinez Intermodal Facility to the Martinez Shoreline Park and future ferry terminal.

Pacheco Boulevard Bike Lanes:

Pacheco Boulevard bike lanes between Arnold Drive and Muir Road. This section of Pacheco Boulevard is primarily in the County, except for a 280 foot segment immediately south of Arnold Drive that is within City Limits.

Vine Hill Walkway:

Construct a separated pedestrian/bicycle path on a street currently without pedestrian or bicycle improvements, improving safety and providing better access to schools, parks, and other destinations on connecting streets. The project will provide a separated 5-foot wide asphalt concrete path approximately 2,200 feet in length along the north side of Vine Hill Way. The path will connect to a 600 foot section of path being built by a developer extending east from Alhambra Avenue and an existing 600 foot section of path extending west from Morello Avenue. The existing roadway will be widened by 6 feet to provide a total of 28-30 feet of pavement to provide two 11-12 foot travel lanes and a 6 foot shoulder. A 6-inch asphalt concrete berm will be placed between the shoulder and adjoining travel lane.

6.8 Goals, Policies and Implementation Programs for Bicycle and Pedestrian Circulation

Goal

- C-G-7 Maintain and update street standards for design, construction, and maintenance of “Complete Streets”. When constructing or modifying transportation facilities, strive to provide for a balanced system for the movement of vehicles, commercial trucks, alternative and low energy vehicles, transit and its users, bicyclists, pedestrians, children, persons with disabilities, and seniors appropriate for the road classification and adjacent land use.

Policy

- C-P-7.1 Plan for safe, complete, well connected neighborhood streets. Modify the existing street network where possible to enable direct physical connections within and between residential areas, shopping destinations, employment centers, and neighborhood parks/open spaces including, where appropriate, connections accessible only by pedestrians and bicycles to and/or from existing cul-de-sacs. Evaluate projects to ensure that the safety, comfort, and convenience of pedestrians, bicyclists and transit users are given equal level of consideration to motor vehicle operators.
- C-P-7.2 Design and implement “Complete Streets” that enable safe, comfortable, and attractive access for all users – pedestrians, motorists, bicyclists, and transit riders of all ages and abilities – in a manner that is compatible with and complimentary to adjacent development and promotes connectivity between complimentary land uses. New development projects to contribute to or construct transit facilities where they would induce or increase demand on nearby arterial and collector streets, as determined through a Transportation Impact Analysis funded and

completed by the project proponent.

Implementation

- C-I-7.1a C-9.1a Implement land use policies designed to create a development pattern that facilitates shopping, working, socializing, and recreation within walkable distances.
- C-I-7.1b Encourage the development of a network of continuous walkways within new commercial, public, and industrial uses to improve employees' ability to walk safely around, to, and from their workplaces.
- C-I-7.1c Require new community care facilities and senior housing projects with over 25 beds to provide accessible transportation services for the convenience of residents.
- C-I-7.1d Require new development projects to contribute to or construct transit facilities where they would induce or increase demand on nearby arterial and collector streets, as determined through a Transportation Impact Analysis funded and completed by the project proponent.

Goal

- C-G8 Promote Safe and Convenient Pedestrian and Bicycle Circulation

Policy

- C-P-8.1 Promote walking and bicycling for transportation, recreation, and improvement of public and environmental health.
- C-P-8.2 Recognize and meet the mobility needs of pedestrians and bicyclers of all skill levels and ages, persons using wheelchairs, and those with other mobility limitations.
- C-P-8.3 Develop off street pedestrian linkages, including approaches such as connections allowing pedestrians to travel through the ends of cul-de-sacs, pedestrian paths, bridges over creeks and roadways, and pedestrian circulation throughout the City.
- C-P-8.4 Provide safe and direct pedestrian routes and bicycle facilities between destinations to enhance non-motorized circulation network and interface with regional systems.

Implementation

- C-8.1a Provide pedestrian facilities that are accessible to persons with disabilities and

ensure that roadway improvement projects address accessibility by employing universal design concepts consistent with ADA requirements.

- C-8.1b Ensure that landscaping plans consider street trees to provide shade and comfort for pedestrians and bicyclists.
- C8.1c Install clearly marked crosswalks at intersections near all commercial uses, as well as clearly marked pedestrian paths within parking areas. Mid-block crossings are discouraged. However, if conditions warrant and are approved by the City Engineer, crosswalks and signage indicating pedestrian activity should be installed at mid-block entrances where existing commercial uses are adjacent to other high-intensity uses, such as parks and schools where necessary for safety.
C-9.4a Encourage further expansion of the existing network of continuous walkways, and encourage the development of new continuous walkways, between schools and residential areas.
- C-8.1d Facilities for bicycle travel (Class I bike/multiuse paths, Class II bike lanes, and Class III bike routes) shall be provided to complete a continuous system, consistent with the Countywide Bicycle & Pedestrian Plan presented in Figure 4. Deviations from the routing shown on the Bicycle & Pedestrian Master Plan may be permitted with approval of the City Engineer.
- C-8.1e Bike lane widths shall follow State standards. In cases where existing right of way constraints limit development of Class II facilities, Class III signage and demarcation may be permitted at the discretion of the City Engineer. Deviations from these standards may be permitted with approval of the City Engineer.
- C-I-8.1f Use visual cues, such as brightly-colored paint on bike lanes or a one-foot painted buffer strip, along bicycle routes to provide a visual signal to drivers to watch out for bicyclists.
- C-I-8.1g In order to increase awareness of bicyclists sharing the roadway with motorized vehicles; demarcate Class III bicycle facilities, where appropriate, by painting “sharrows” on streets. Because of maintenance costs associated with “sharrows”, their use should be prioritized in areas of higher bicycle use frequency, areas with increased bicycle-vehicle conflict zones, or where the bikeway may be obscured by traffic, or natural or built environment.
- C-I-8.1h Establish a program to encourage bicycle use among City employees. Consider incentives that encourage private employers to facilitate and promote bicycle use by employees.

- C-I-8.1i Provide safe bicycle access to and from parking facilities at all community parks.
- C-I-8.1j Continue to designate a portion of the City's street construction and improvement fund for financing bikeway design and construction.
- C-I-8.1k Ensure that City facilities within the Countywide Bicycle and Pedestrian Plan maintain consistency with the requirements of the Streets and Highway Code in order to be eligible for further funding for improvements from the State, such as the Bicycle Transportation Account funds.
- C-I-8.1l Include funding for City facilities within the Countywide Bicycle & Pedestrian Plan updates and bikeway improvements consistent with the plan in the City's TIF, recognizing the multi-modal travel needs of the City.

Goal

- G-9 Provide Complete Streets integrating a comprehensive transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorist, movers of commercial goods, users and operators of public transportation, seniors, children, youth and families.

Policies

- P-C-9.1 Review Street Construction, development projects and utility projects to identify opportunities to implement complete streets.
- P-C-9.2 Create a complete street network that provides facilities for users to travel throughout Martinez.

Implementation

- I-C-9.1a Develop a check list to identify development projects so that the plan(s) include trails and bicycle and or pedestrian paths that could be included in the network of transportation routes wherever feasible.
- I-C-9.1b Train City staff who reviews applications to integrate multimodal infrastructure in street design, as appropriate.
- I-C-9.1c Prioritize limited funds among potential complete street improvement projects taking into account safety, sidewalk and bicycle access, and access to trails.

6.9 Public Transportation



City of Martinez public transportation is provided by Central Costa County Transit Authority (CCCTA) County Connection transit service. CCCTA weekday routes 16, 18, 19, 28, and 98X serve Downtown and major arterial roadways in the City as shown in Figure 5. On weekends, CCCTA route 316 services the area in a more limited capacity. The Downtown Amtrak station is served by all Downtown stops. The nearby Bay Area Rapid Transit (BART) stations at North Concord/Martinez, Concord, Pleasant Hill, and Walnut Creek are all accessible via the provided CCCTA routes from Downtown Martinez and the Amtrak station.

Route 16 – AMTRAK/BART Concord runs on weekdays between 5:22 AM and 10:05 PM with the following major time point stops:

- Bart Concord
- Monument Boulevard/Meadow Lane
- Crescent Plaza/Crescent Drive
- Pleasant Hill Road/Taylor Boulevard
- Alhambra Avenue/Bertola Street
- Amtrak

Route 18 – AMTRAK/BART Pleasant Hill runs on weekdays between 5:45 AM and 9:32 PM with the following major time point stops:

- Amtrak
- Morello Avenue/Arnold Drive
- Pacheco Boulevard/Center Avenue
- Diablo Valley College
- Pleasant Hill Road/Taylor Boulevard
- Crescent Plaza/Crescent Drive
- Bart Pleasant Hill

Route 19 – AMTRAK/BART Concord runs on weekdays between 6:05 AM and 7:55 PM with the following major time point stops:

Amtrak

- Pacheco Boulevard/Arthur Road
- John Glenn Drive/Concord Avenue
- Bart Concord

Route 28 – BART North Concord/Martinez runs on weekdays between 5:45 AM and 8:56 PM with the following major time point stops:

- Amtrak
- Pacheco Boulevard/Bush Street
- VA Clinic
- Pacheco Boulevard/Center Avenue
- Diablo Valley College
- Arnold Industrial Way/Peralta Road
- Bart North Concord/Martinez

Route 98X – Martinez/BART Walnut Creek runs on weekdays between 5:38 AM and 7:35 PM with the following major time point stops:

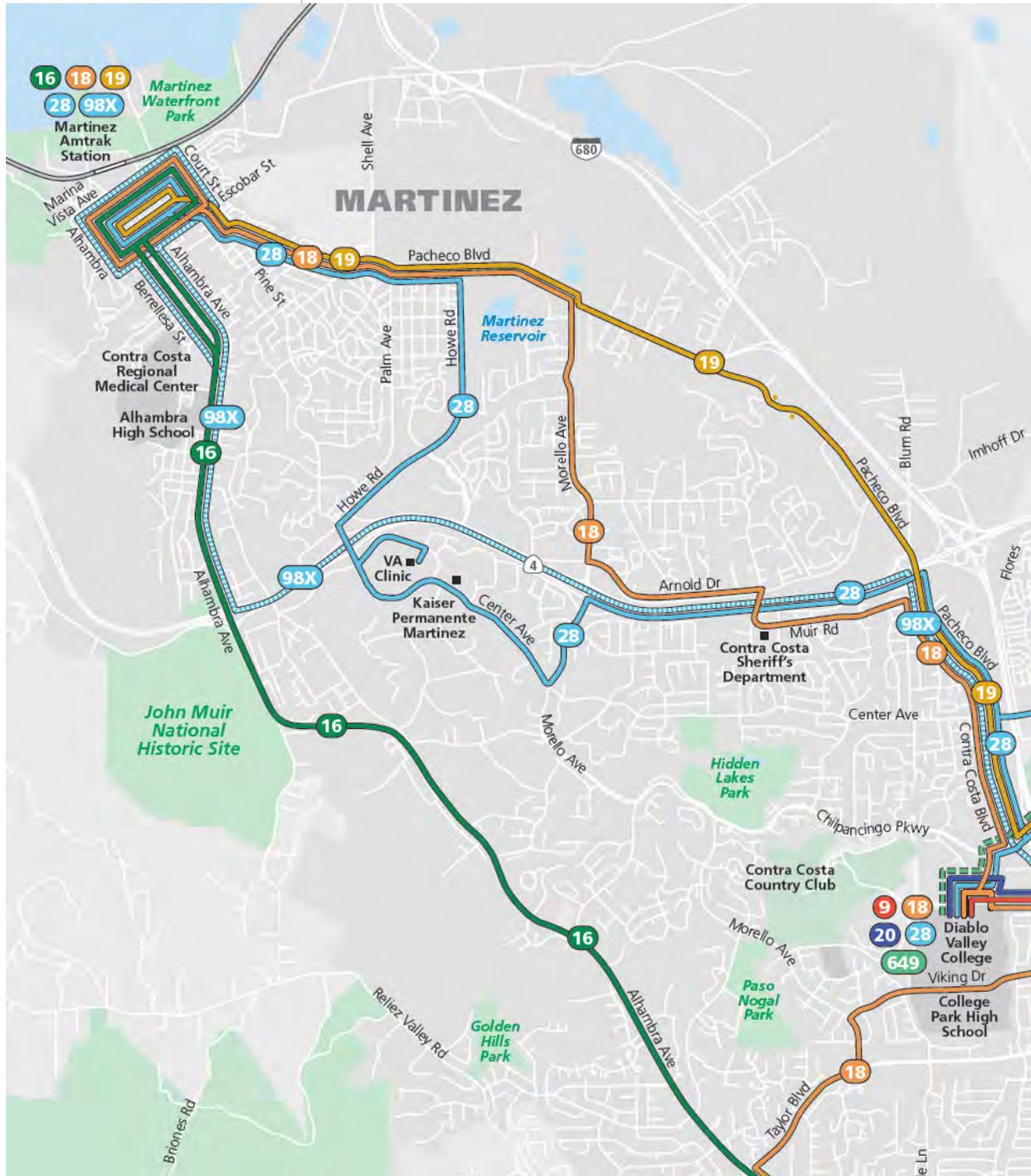
- Amtrak
- County Regional Medical Center
- Contra Costa Boulevard/Viking Drive
- Bart Walnut Creek

Route 316 – Martinez AMTRAK/BART Pleasant Hill runs on weekends between 8:20 AM and 7:59 PM with the following major time point stops:

- Bart Pleasant Hill
- Crescent Plaza/Crescent Drive
- Contra Costa Boulevard/Viking Drive
- Diablo Valley College
- Pacheco Boulevard/Center Avenue
- Morello Avenue/Arnold Drive
- Amtrak
- County Regional Medical Center
- Alhambra Avenue/Walnut Avenue



Figure 5:
CCCTA Transit Services in Martinez



Source: The County Connection, System Map, Weekday Routes, 2013.

6.10 Goals, Policies and Implementation Programs for Public Transportation Circulation

Goal

C-G-10 Promote a Well Integrated and Coordinated Transit Network

Policy

C-P-10.1 Promote the use of public transportation for daily trips, including to schools and workplaces, as well as other purposes.

C-P-10.2 Continue to cooperate with other partner agencies and jurisdictions to promote local and regional public transit, including CCCTA.

C-P-10.3 Collaborate with Martinez Unified School District to plan improved school bus transportation system, including parking and loading areas, maintenance and storage facilities, and bicycle and sidewalk facilities.

C-P-10.4 Coordinate with public transit agencies to facilitate safe, efficient and convenient pedestrian and bicycle access to transit stops and work with agencies to relocate stops if necessary.

C-P-10.6 Encourage transit use, by working with regional transportation providers to install bus stops, shelters, benches, turnouts, park and ride lots, transfers, and other necessary facilities on arterial and collector streets.

Implementation

C-10.1a Work with CCCTA to continue to support and expand transit routes that serve regional destinations within the City like the Downtown area, medical centers, Amtrak.

- C-I-10.1b Work with CCCTA to continue to support and expand transit loops to serve medical centers, schools, shopping, employment and recreational destinations and regional shopping, employment, and recreational destinations
- C-I-10.1c Funding for transit services. Work with CCTA and MTC to continue to pursue federal and State funds to subsidize capital and operating costs associated with local transit operations. If federal funds are reduced and capital needs are not being met, transit may be added to the TIF through a Nexus Study that after a public hearing process is approved by the City Council.
- C-I-10.1d Encourage ridership on public transit systems through marketing and promotional efforts. Provide information to residents and employees on transit services available for local and regional trips.
- C-I-10.1e Coordinate with partner agencies to implement regional transit solutions as part of the SB 375 Sustainable Communities Strategy.
- C-I-10.1f Support existing regional transit services. Continue to support the County Connection service provided by CCCTA.
- C-I-10.1g Support efforts to improve the coordination and efficiency of bus service on a regional level and, if appropriate, the regionalization of transit service delivery.

6.11 Railroads

Rail transportation in the City currently encompasses commuter and freight services. Union Pacific Railroad Company (UP) operates the existing railroad tracks that parallel the waterfront area on the City's western edges (just west of Marina Vista Avenue). These tracks make up the service corridor for all passenger movement and the majority of freight traffic traveling to Sacramento, the Central Valley, and to areas along the West Coast. Burlington Northern Santa Fe (BNSF) also operates freight trains along the corridor but on a reduced basis. Additionally, BNSF operates the existing railroad tracks that bisect the City about 2 to 1.5 miles south of the UP tracks. Based on a recent analysis conducted for the Martinez Railroad Quiet Zone Study, freight and commuter rail operations in the City can be described as follows:¹

Freight Traffic

UP operates the majority of freight traffic through the Martinez rail corridor. Currently, at-grade crossings of the UP tracks are located at Berrellesa Street and Ferry Street near the downtown waterfront area and Fairmont Road/Rococo Road to the northeast that serves industrial areas. The BNSF track, south of the UP track, has less activity and no public at-grade railroad crossings. The BNSF track is elevated through the City Limits. There is a need to widen the trestles over Morello

1 *Wilber Smith Associates, Martinez Railroad Quiet Zone Study, City of Martinez, February 10, 2010.*

Avenue and Pacheco Boulevard to make way for multimodal and/or roadway improvements on those streets.

On a daily basis, there is an average of eight (8) freight trains that travel through the Martinez corridor either on a regional or local basis. In addition, there are twelve (12) switching trains per day as a result of operations at the UP switching yard west of Berrellesa Street. The freight trains vary in length and speed, but typically average approximately 5000 feet in length and with speeds through the corridor of 20-30 mph. Trains are active throughout the day (or night) with no clear peaking hour. The UP railroad tracks that parallel the waterfront are also used by Amtrak passenger rail, served by the Martinez Intermodal Station (located north of Marina Vista Avenue and west of Ferry Street).

Commercial/Commuter Traffic

Commuter rail transportation is currently provided by Amtrak in the City of Martinez. The Martinez Amtrak Station is a major regional, interregional, and interstate rail hub located in Downtown Martinez. Regional transit connections to the station are provided through multiple CCCTA County Connection routes. The following regional Amtrak routes have stops in Downtown Martinez:

California Zephyr runs daily between Chicago and San Francisco, with multiple stops in the States of Illinois, Iowa, Nebraska, Colorado, Utah, Nevada, and California. Service to the San Francisco and Oakland stations is provided via Thruway Bus Service at the Emeryville station. The following train stations are served:

Coast Starlight runs daily between Los Angeles and Seattle, with multiple stops along the coast of California, through Oregon and Washington. The following train stations are served:

San Joaquin runs multiple times a day through the California Central Valley between the Bay Area, Sacramento, and Bakersfield. The following train stations are served:

Capital Corridor runs multiple times a day between the Sacramento Valley and Bay Area. The Capital Corridor is a frequent commuter train with Thruway bus service to San Francisco from Emeryville. The following train stations are served:

The trans-continental trains such as the Coast Starlight and California Zephyr make up four (4) trains per day through the Martinez corridor. Commuter trains are contributing 32 trains per day for the Capital Corridor and 8 trains per day for the San Joaquin. During each of the AM and PM peak hours, this equates to approximately 4-5 trains passing through or stopping in the corridor.² On a daily basis, the commuter trains operate between 5:00 a.m. and 11:00 p.m. with the majority of trains (30) operating during the daylight hours. In addition to weekday train operations, the Capital Corridor service also operates on weekends (including holidays) with 22 trains. Compared to freight trains, commuter trains are shorter in length at approximately 700 feet and have higher

2 *Wilber Smith Associates, Martinez Railroad Quiet Zone Study, City of Martinez, February 10, 2010.*

travel speeds ranging up to 40 mph.

Airport

There are no commercial airports in the City of Martinez. The nearest major airports near the City are the Oakland International Airport (37 miles), San Francisco International Airport (46 miles), Norman Y. Mineta San Jose International Airport (56 miles), Sacramento Metropolitan Airport (68 miles) -and Stockton Metropolitan Airport (60 miles). The airports in Oakland, San Francisco, and San Jose provide international and domestic flights while only domestic service is provided in Stockton. Rail access to the Oakland International Airport is provided via the Amtrak Capital Corridor route.



Buchanan Field Airport - a county owned public use airport mainly used for recreational purposes.

The Buchanan Field Airport is located in unincorporated Contra Costa County community of Pacheco, situated southeast of Martinez, adjacent to the City of Concord boundary. It is a county-owned public-use airport used mainly for recreational purposes. The airport has a control tower and a high volume of general aviation traffic, with over 500 aircraft based on the field.

Truck Routes

Truck routes are intended to carry heavyweight commercial, industrial, and agricultural vehicles through and around the community with minimum disruption to local auto traffic and minimum annoyance to residential areas. Due to the higher level of existing industrial activity in the northern portion of the City (Pacheco Boulevard, Shell Avenue), truck routes should be clearly designated so that intrusion of heavy vehicle traffic into residential areas can be avoided. Today, State Route 4 (SR 4) and Interstate 680 (I-680) carry significant truck traffic and are designated as a Surface Transportation Assistance Act (STAA) terminal access route. The 1982 Surface Transportation Assistance Act set standards for large trucks, known as STAA trucks, and set minimum truck sizes that states must allow on the National Network including the Interstate System and other defined routes. In addition to SR4 and I-680, the following streets with minimal residential frontage are designated as primary truck routes providing the least disruption to both commercial and residential activities:

- Alhambra Avenue – Marina Vista Avenue to SR 4
- Berrellesa Street – Marina Vista Avenue to Alhambra Avenue (at Bertola Street)

- Center/Pine Street – Howe Road to SR 4
- Escobar Street – Berrellesa Street to Marina Vista Avenue (at Miller Avenue)
- Howe Road – Pacheco Boulevard to Center/Pine Street
- Marina Vista Avenue – Berrellesa Street to eastern City Limits
- Pacheco Boulevard – Shell Avenue to eastern City Limits
- Shell Avenue – Marina Vista Avenue to Pacheco Boulevard

6.12 Goals, Policies and Implementation Programs for Truck and Goods Movement

Goal

- C-G-12 Promote the safe and efficient movement of goods with minimum disruptions to residential areas.

Policy

- C-P-12.1 Promote off-peak truck deliveries Downtown to improve mobility for other roadway users.
- C-P-12.2 All highways, arterials, and industrial streets shall be designated truck routes.
- C-P-12.3 Continue industrial expansion in the north industrial area to minimize the neighborhood impacts of truck movements.
- C-P-12.4 Encourage secure off-street parking for tractor-trailer rigs in industrial designated areas where possible.

Implementation

- C-I-12.1a Locate truck parking in areas with demonstrated need and where police patrol can be provided. High visibility, including good lighting, should be
- C-I-12.1b In the Downtown area, and within other designated areas identified by City ordinance, where on-site truck circulation is limited, restrict truck delivery times to off-peak hours when there is less conflict



with adjacent street traffic for truck access provided.

- C-12.11c Incorporate provisions for trucks in the design of Industrial Collector streets and other designated truck routes
- C-12.11d Transit stops should be spaced no further than 1,000 feet apart, if spaced for continuous service on city streets. Spacing may deviate from the general standard in industrial areas where individual businesses occupy large parcels (greater than 20 acres) and where stops should serve employee entrances directly as approved by the City Engineer.
- C-12.11e Continue to sign truck routes. Ensure that clear signage is provided from regional gateways to truck routes in the City.