



Train at Amtrak Station Downtown

6.1 | INTRODUCTION

The Circulation Element addresses the movement of people and goods in and around the City of Martinez. It also goes beyond the transportation infrastructure and looks at transportation issues and how Martinez is connected to the region. Martinez is a community that embraces and promotes accessibility and environmentally and economically viable 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 potential ferry service, within the City and with 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 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 the Bay Area region, are key values reflected in this Circulation Element.

6

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 and program growth into the year 2035. 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. Martinez's circulation system accommodates travel by automobile, transit, walking, and cycling, and it integrates the needs of railway and truck transport, as well as future discussion and introduction of a ferry service. The multifaceted impacts and relationship of the circulation system with other aspects of a community requires not only a correlation between the Circulation Element and the Land Use Element, but also a coordination and consistency between other required and optional general plan elements and plans including safety, housing, air quality, noise, environmental justice, climate action and growth management.



Bicyclists in Downtown (Source: Kevin Murray)

The Circulation Element includes the following sections:

- 6.2 Regulatory Framework:** This section describes the regulatory requirements for the Circulation Element.
- 6.3 Local Setting:** This section describes Martinez’s location and local travel trends.
- 6.4 Existing Streets and Highways:** This section discusses the hierarchy of streets in Martinez’s Circulation Plan.
- 6.5 Planned Street and Highway Improvements:** This section lists the planned major circulation improvements and standard cross sections for each street type.
- 6.6 Complete Streets/Pedestrian and Bicycle Routes:** This section discusses regional bicycle and pedestrian routes in Martinez; describes the types of bicycle and pedestrian facilities; and lists the projects in the Countywide Bicycle and Pedestrian Plan (CBPP).
- 6.7 Public Transportation:** This section briefly describes the public transportation accessible to Martinez residents.
- 6.8 Railroads, Airports, and Truck Routes:** This section describes freight traffic, passenger/commuter traffic, and truck routes in Martinez. It also discusses airports located near Martinez.
- 6.9 Utilities:** This section describes water, wastewater, sewer, solid waste, and energy utilities in Martinez.
- 6.10 Circulation Element Goals, Policies, and Measures:** This section lists the goals, policies, and implementation measures for the Circulation Element.

6.2 | REGULATORY FRAMEWORK

California Government Code Section 65302 mandates that a 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 Government Code 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.

Senate Bill 743 (Steinberg, 2013), which was codified in Public Resources Code section 21099, required changes to the guidelines implementing the California Environmental Quality Act (CEQA) regarding the analysis of transportation impacts. Pursuant to Section 21099, the criteria for determining the significance of transportation impacts must “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” To that end, in developing the criteria, the Governor’s Office of Planning and Research proposed, and the California Natural Resources Agency certified and adopted, changes to the CEQA Guidelines that identify vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project’s transportation impacts. Automobile delay, as measured by “level of service” and other similar metrics, generally no longer constitutes a significant environmental effect under CEQA. The Martinez goals for VMT reduction and mitigation targets have been established through a planning process involving the Contra Costa Transportation Authority and are discussed below in the Related Transportation Agencies section of this element.

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 because of 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 fees 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 and maintaining California’s state highway system. Interstate 680, bordering Martinez on a north to south orientation, and State Route 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 County. On October 21, 2021, the Metropolitan Transportation Commission (MTC) adopted the [Plan Bay Area 2050](#). Plan Bay Area 2050 is a state-mandated, integrated long-range transportation and land use plan. As required by Senate Bill 375, all metropolitan regions in California must complete a Sustainable Communities Strategy (SCS) as part of a Regional Transportation Plan. In the Bay Area, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are jointly responsible for developing and adopting a SCS that integrates transportation, land use and housing to meet greenhouse gas reduction targets set by the California Air Resources Board (CARB). MTC allocates funds for local and regional transportation improvements from a variety of sources including federal and state grants, and on-going regional sources such as bridge tolls. Plan Bay Area 2050 is a land use and transportation roadmap for future regional growth. It prioritizes funding to focus growth and maintain infrastructure. The Plan has the following transportation goals and performance targets that are related to Martinez circulation and other means of mobility:

- Reduce per capita carbon dioxide emissions and Vehicle Miles Traveled (VMT) to reduce climate change;
- Increase non-auto mode share;
- Reduce vehicle operating and maintenance costs due to poor pavement conditions;
- Reduce per rider transit delay due to aged infrastructure;
- Provide funding for upgrading and maintaining local road; and
- Provide funding and resources for local planning of transit, bicycle and pedestrian facilities, and Transportation Demand Measures (TDM) such as carpooling, and transit fare subsidies.

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 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. As members of the CCTA, the jurisdictions in Contra Costa County cooperatively determined routes of regional significance and set level of service (LOS) standards for

intersections and roadway segments on these routes. With the passage of Senate Bill 743, the County jurisdictions, coordinated by the CCTA, created the VMT Implementation Guide and set VMT mitigation targets. Member jurisdictions need to follow the Implementation Guide and VMT mitigation target when preparing California Environmental Quality Act (CEQA) documents to comply with the GMP. The standards for the VMT reduction goals for new developments in Martinez were adopted as follows:

Martinez 2020 Average VMT per Capita

- VMT per Resident (Residential): 15.9
- Screening Threshold (15% below county average): 14.7
- Mitigation Target (15% below county average): 14.7

- VMT per Worker (Commercial): 17.3
- Screening Threshold (15% below regional average): 13.2
- Mitigation Target (15% below city average): 14.7

The Implementation Guide with Mitigation Targets above will be updated periodically by the CCTA through a cooperative effort of the member jurisdictions.

State General Plan Requirements

State law recognizes the close relationship between transportation and land use and requires that policies be established to create a mutually beneficial relationship. As noted above, California Government Code Section 65302(b)(1) requires the circulation element to be correlated to the general plan land use element. Integrating transportation policies with land use, the Martinez 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 Section 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 Element are intended to not only promote local planning, but also to 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.

Downtown Community-Based Transportation Plan

In December 2019 the City released the [Downtown Community-Based Transportation Plan](#). (DCBTP). This plan was funded by the Metropolitan Transportation Commission (MTC), which has allocated funds to develop Community-Based Transportation Plans (CBTPs) for the Bay Area’s Communities of Concern, including Downtown Martinez. MTC’s Plan Bay Area 2050 defines Communities of Concern (COC) as census tracts that have a concentration of both minority and low-income households at specified thresholds of significance. Downtown Martinez is qualified as a COC and is also defined as a disadvantaged community in the Environmental Justice Element.

The Regional Transportation Plan (RTP) developed by MTC, called Plan Bay Area, estimates that 78% of new housing and 62% of new jobs by 2040 will be built within Priority Development Areas (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. The DCBTP identifies barriers to mobility based on a comprehensive review of existing conditions and an in-depth stakeholder outreach effort. It was found that while most Martinez residents travel by car, Downtown area residents own proportionally fewer cars than residents residing in Martinez or the County. As such, Downtown Area residents are more likely to ride transit, bike, and walk to work. The DCBTP 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 bus 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.

6.3 | LOCAL SETTING

Martinez is an incorporated city 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 2020, population in the City has remained relatively stable in recent years, increasing by 2,866 from 35,424 in 2010 to 38,290 in 2020. The Census number used for the redistricting process completed in 2022 was 37,349. The City is the County seat, located on the south side of the Carquinez Strait, facing the City of Benicia in neighboring Solano County.

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 Central Contra Costa Transit Authority (CCCTA, [County Connection](#)) and Western Contra Costa Transit Authority (WCCTA, [WestCAT](#)). County Connection has six weekday routes and one weekend route serving the City. WCCTA service consists of one route serving the Martinez Amtrak Station and locations in west Contra Costa County. 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 “Means of Transportation 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 6-1 on the following page presents the various means of transportation reported in the City in 1990, 2000, 2010, and 2018.

Table 6-1: Means of Transportation

Means of Transportation	1990		2000		2010		2018	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Workers, 16 and over	17,226	100.0%	18,820	100.0%	17,840	100.0%	19,786	100.0%
Car, Truck, Or Van								
Drove Alone	13,215	76.7%	14,575	77.4%	13,291	74.5%	14,788	74.7%
Carpooled	2,005	11.6%	1,960	10.4%	1,820	10.2%	1,730	8.7%
Public Transportation	1,020	5.9%	1,082	5.7%	1,070	6.0%	1,221	6.2%
Motorcycle or Other Means	165	1.0%	141	0.7%	178	1.0%	356	1.8%
Bicycle	80	0.5%	57	0.3%	89	0.5%	99	0.5%
Walked	375	2.2%	267	1.4%	268	1.5%	376	1.9%
Worked at Home	366	2.1%	738	3.9%	1,142	6.4%	1,227	6.2%

6

CIRCULATION ELEMENT

Source: U.S. Census Bureau, 1990 Summary Tape File 3, Census 2000 Summary Tape File 3, 2010 American Community Survey 5-Year Estimates, 2018 American Community Survey 5-Year Estimates

The number of employed residents in the City increased 15% between 1990 and 2018. The biggest change in this time frame is the increase in residents that work from home, which has more than tripled. Between 2010 and 2018, the percent of commuters that drove alone, took public transportation, and biked to work was virtually unchanged, while the percent of people who carpoolled declined slightly and the percent of people who walked to work increased slightly.

Table 6-2 on the following page presents the reported travel times for commuters in 1990, 2000, 2010, and 2018. Average travel time to work increased from 31 minutes in 1990 to 32 minutes in 2018. The great change is in the number and percent of people traveling 60 minutes or more to work. This increased from an historical average of about 12% of employed residents to 19% in 2018. This trend may be due to the relative affordability of Martinez housing in relation to the other cities closer to the Oakland, San Jose and San Francisco employment centers. The trend may contribute to the generation of greenhouse gasses since single occupant vehicles account for 75% of the mode of transit to work per Table 6-1. Increasing access to regional transit and increasing carpooling and van pooling may be an appropriate response, in addition to supporting regional policies to create additional affordable housing closer to employment centers. About half of commuters spent less than 25 minutes traveling to work in 2018.

Table 6-2: Travel Time to Work

Travel Time to Work	1990		2000		2010		2018	
	No.	Pct.	No.	Pct.	No.	Pct.	No.	Pct.
Total:	16,391	100.0%	18,082	100.0%	16,706	100.0%	18,561	100.0%
Less than 10 mins.	1,959	12.0%	2,250	12.4%	2,491	14.9%	1,973	10.6%
10-14 mins.	2,461	15.0%	2,697	14.9%	2,556	15.3%	2,614	14.1%
15-19 mins.	2,364	14.4%	2,807	15.5%	2,423	14.5%	2,652	14.3%
20-24 mins.	1,881	11.5%	2,377	13.1%	1,777	10.6%	1,892	10.2%
25-29 mins.	871	5.3%	906	5.0%	1,063	6.4%	1,044	5.6%
30-34 mins.	1,926	11.8%	2,121	11.7%	1,782	10.7%	1,871	10.1%
35-44 mins.	1,377	8.4%	1,280	7.1%	1,448	8.7%	1,209	6.5%
45-59 mins.	1,584	9.7%	1,385	7.7%	1,199	7.2%	1,751	9.4%
60 or more mins.	1,968	12.0%	2,259	12.5%	1,967	11.8%	3,555	19.2%
Mean Travel Time (mins.)	31.0		31.5		26.4		32.0	

Source: U.S. Census Bureau, 1990 Summary Tape File 3, Census 2000 Summary Tape File 3, 2010 American Community Survey 5-Year Estimates, 2018 American Community Survey 5-Year Estimates

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 [Figure 6-2](#)). 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 General Plan 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. Interstate 680 is the main freeway that directly serves the City of Martinez.

Interchange 680: Interstate 680 is a north-south eight-lane facility and is a major link in the state highway system providing regional access to the cities that are employment centers including San Jose and Walnut Creek. 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 65 mph.

State Route 4: State Route 4 is an east-west 4-lane facility providing regional access between Hercules, and the Central Valley and foothills. Within Martinez, State Route 4 has three 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 State Route 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 Martinez's circulation system:

- Alhambra Avenue (north of State Route 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 Martinez's circulation system:

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



Alhambra Avenue

Collectors

Collectors function as connector routes between local and arterial streets and provide access to residential, commercial, and industrial property. 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 [Figure 6-2](#) as freeways, highways, arterials, or collectors are designated local streets.



Bicyclist at Carquinez Strait Regional Shoreline Trail

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. The City supports continued eastward extension of this route along the Carquinez Straits 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 toward 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.

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 6-3 below. 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. The implementation of the street improvements in Table 6-3 will support the land uses and growth set forth in the Land Use Element, while maintaining the City policy of intersection performance of LOS "D" or better (most intersections are projected to operate at LOS "C").

The on-going maintenance of the existing street system and planned improvements in Table 6-3 is funded by a variety of local and county-wide revenues including Gas Tax, City Measure D one-half cent sales tax supported street repair program, and County Measure J one-half cent sales tax supported Transportation and Growth Management Program. The County program requires City participation in county-wide growth management (urban limit lines) and transportation improvement planning for regional circulation routes and transit.

Table 6-3: 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 turnouts.
Alhambra Avenue	Walnut Avenue	Franklin Canyon Rd	Add southbound through lane, with bike lane and sidewalk.
Alhambra Avenue	Franklin Canyon Road	Alhambra Hills Drive	Widen, where needed, Alhambra Avenue from a two lane road to a four lane road with bike lanes, bus turnouts, 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			

6

CIRCULATION ELEMENT

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
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 Improvement Description	
Improvements	
Ferry Terminal	Construct Ferry Terminal to accommodate ferry service to and from San Francisco. Linked service may include stops at Antioch and Richmond.
Bike Improvements	Install both Class II and Class III bike lanes 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 6-4: Standard Street Cross Section

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.



Bicycle at Downtown Martinez Plaza (Source: Kevin Murray)

6.6 | COMPLETE STREETS/PEDESTRIAN AND BICYCLE ROUTES

Regional Bicycle and Pedestrian Routes

In 2018 the CCTA adopted the updated [Countywide Bicycle and Pedestrian Plan \(CBPP\)](#). The plan is based on the following goals:

- Encourage more people to walk and bicycle
- Increase safety and security for pedestrians and bicyclists
- Create a safe, connected, and comfortable network of bikeways and walkways for all ages and abilities
- Increase the livability and attractiveness of Contra Costa's communities and districts

- Equitably serve all of Contra Costa’s communities while ensuring that public investments are focused on projects with the greatest benefits

The CBPP 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. [Figure 6-3](#) shows existing regional bicycle/pedestrian trails, and proposed trails. There is only one existing regional trail that approaches Martinez and it ends at Highway 4 at the edge of the city. There are four proposed trails that traverse the City and converge at the Amtrak train station in the Downtown. The CBPP designates the Downtown area as a Pedestrian Priority Area where the need for pedestrian facilities is greatest where residential, employment, or retail densities are higher. The CCTA prioritizes funding to these areas. 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.

Complete Streets Bicycle and Pedestrian Facilities

One of the important facets of complete streets is a comprehensive bicycle and pathway system to encourage the use of alternative transportation modes. 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. The complete streets system includes the following types of facilities:

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. The following roadways currently provide Class I bikeways in Martinez:

- 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 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, or on one side of a street in the case of a one-way street. The minimum width for bike lanes ranges between four and five feet depending upon the edge of roadway conditions (curbs). The following roadways currently provide Class II bikeways in Martinez:

- Alhambra Avenue (Marina Vista Avenue to Haven Street)
- Alhambra Avenue (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 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. The following roadways currently provide Class III bikeways in Martinez:

- Alhambra Avenue (Haven to Berrellesa Street)
- Elderwood Drive (Morello Avenue to Bramblewood Lane)
- Muir Station Road (Alhambra Way to Center Avenue)
- Pacheco Boulevard (Morello Avenue to State Route 4)

Class IV Bike Lane: Known as a separated bikeway is a bike lane on a street or highway that includes a separation between the bike lane and the through vehicular traffic. There are currently no roadways in Martinez providing separated bikeways.

Projects Listed in the CBPP

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

- **Bay Trail in Martinez (Close gaps):** Phase 1: Construct trail from existing staging area east along south edge of the Radke 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.
- **Contra Costa Canal Trail (Extend, Muir Road to Martinez Reservoir):** Extend the existing trail from its current terminus at SR4/I-680 into Martinez to Evora Road.
- **Marina Vista Avenue/Waterfront Rd Bike Lanes:** 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 ½-mile segment about ¾ of a mile east of I-680 that is within City limits.
- **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.

6.7 | 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, 98X, and 99X serve Downtown and major arterial roadways in the City as shown on the County Connection's [website](#). 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. BART serves the Bay Area's major employment and entertainment centers including Walnut Creek, Oakland, San Francisco, and San Jose.

6.8 | RAILROADS, AIRPORTS, AND TRUCK ROUTES

Rail transportation in the City currently encompasses passenger and freight services. The Union Pacific Railroad (UP) operates the existing railroad tracks that parallel the waterfront area west

of Marina Vista Avenue. These tracks make up the service corridor for all passenger movement and most of the freight traffic traveling to Sacramento, the Central Valley, and areas along the West Coast. Burlington Northern Santa Fe (BNSF) also operates freight trains along the corridor on a reduced basis. Additionally, BNSF operates the existing railroad tracks that bisect the City about 1.5 to 2 miles south of the UP tracks. The following subsections describe freight and commuter rail operations, based on an analysis conducted for the Martinez Railroad Quiet Zone Study¹.

Freight Traffic

Union Pacific operates most of the 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 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 freight trains that travel through the Martinez corridor either on a regional or local basis. In addition, there are twelve 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 5,000 feet in length and travel at speeds 20-30 mph through the corridor of. 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).

Passenger/Commuter Traffic

Passenger and 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:

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

- **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.
- **Coast Starlight** runs daily between Los Angeles and Seattle, with multiple stops along the coast of California, through Oregon and Washington.
- **San Joaquin** runs multiple times a day through the California Central Valley between the Bay Area, Sacramento, and Bakersfield.
- **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 trans-continental trains such as the Coast Starlight and California Zephyr make up four 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 most 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 travel speeds ranging up to 40 mph.

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



Buchanan Field Airport Runway (Source: Inspection Services Inc.)

Airports

There are no commercial airports in Martinez. The nearest major airports are 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, Sacramento, 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.

The Buchanan Field Airport is in the 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. Jet Blue Airways schedules commercial flights from Buchanan to Burbank, California.

Truck Routes

Truck routes are intended to carry heavy weight commercial, industrial and agricultural vehicles through and around the community with minimum disruption to local auto traffic and 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 Surface Transportation Assistance Act (STAA) terminal access routes. 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 State Route 4
- Berrellesa Street – Marina Vista Avenue to Alhambra Avenue (at Bertola Street)
- Center/Pine Street – Howe Road to State Route 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

6.11 | UTILITIES

Water

The City of Martinez operates its own water treatment plant through the Martinez Water Department (MWD). The Department's service area is about 10,000 acres which covers most of the City as well as areas outside the City limits including the PBF Refinery, Mountain View neighborhood, and portions of Alhambra Valley. Residents not served by MWD get their water from Contra Costa Water District (CCWD), which provides water to approximately 500,000 people in Contra Costa County. The City buys raw water from CCWD and withdraws it from the Martinez Reservoir, which holds a "few days" water supply. The water is filtered at a plant at the corner of Pacheco Avenue and Howe Road. The water is then distributed to customers through over 100 miles of pipeline with the assistance of six pump stations located throughout the City.

Water Demand and Conservation

Water demand has declined significantly in recent years in response to drought conditions and in concert with ongoing water conservation and efficiency regulations, programs, and incentives. In 2005, water use for MWD customers was 5,229 acre-feet. In 2015, this number declined to 3,524 acre-feet, a reduction of 32.6%. Projected water use is 4,093 acre-feet for 2030 and 3,936-acre feet for 2040. According to the City of Martinez 2020 [Urban Water](#)

[Management Plan](#), there are sufficient water supplies expected to be reasonably available in 2030 and 2040 to meet projected demand.

Similarly, total per-capita water use has dropped from 161.8 gallons per capita per day (gpcd) to 110.5 in 2015, a reduction of 31.7%. Continued water conservation retrofits for existing development is expected to further reduce per-capita water use for existing households to 108.0 gpcd in 2040. New construction subject to ongoing green building and water efficient landscape regulations is expected to consume less water at 102.6 gpcd.

Water conservation has significantly reduced water use levels throughout the CCWD's service area and will reduce the need for future supplies. CCWD served less water in 2015 than in the early 1990s, despite a 40% increase in population. Water use declined from 183 gpcd in 2005 to 114 gpcd, a reduction of 37.7%.

The Contra Costa Water District [Urban Water Management Plan 2020](#) states that CCWD does not anticipate any supply deficits in normal years or single-dry years through 2040. In future years, multiple-dry year conditions may result in supply shortfalls of up to approximately 30,000 acre-feet, or 15% of demand. Any potential supply shortfalls experience during dry year conditions will be met through a combination of a short-term conservation program or short-term water purchases. The Districts' capital improvement projects are not expected to address any issues other than routine maintenance.

Water Service Area

Martinez's water service area is depicted in [Figure 6-4](#). The map shows the City water service area boundaries, the City limits, and major pumping and storage facilities within the City. The water service boundaries for the City's water system are not contiguous with the City limits. The water service area extends outside City limits along the northeast, southeast, and southwest borders of the City. These areas include County areas and part of the City of Pleasant Hill. Along the eastern side of the City, CCWD provides retail water service to a number of customers within the Martinez City limits.

Wastewater and Sewer

Wastewater services are provided by Central Contra Costa Sanitary District (CCCSD) and Mt. View Sanitary District (MVSD). CCCSD treats about two-thirds of the wastewater generated within Martinez. MVSD treats the central eastern portion of the City.

In 1992, Contra Costa Sanitation District No. 6 (SD-6) was formed to provide sanitary sewer to the Stonehurst subdivision in the Alhambra Valley area. The Contra Costa County Board of

Supervisors Resolution 92/57, which formed the district, named the County Board of Supervisors as the governing board of SD-6. At the time the district did not include any territory within the City of Martinez. The City recently annexed a portion of SD-6, including the entire inhabited area within the Stonehurst Subdivision. On March 31, 2015 the Contra Costa County Board of Supervisors adopted Resolution No 2015/108 designating the Martinez City Council as the Board of Directors of Contra Costa County Sanitation District No.6.

Solid Waste

Allied Waste is responsible for the collection and disposal of solid waste and recyclable items. It operates both the Contra Costa Transfer Station and the Keller Canyon Landfill, which is projected to be capped in 2030. The company offers weekly curbside commercial and residential pick-up services as well as a drop-off service for a limited variety of household hazardous waste materials.

As a joint effort, Central Contra Costa Sanitary District and Mt. View Sanitary District operate the Household Hazardous Waste Collection Facility. All hazardous waste materials can be dropped off for free by residents or for a small fee by businesses.

Future Demand and Infrastructural Upgrades

Systemwide, aging infrastructure is of far greater concern than increased demands due to population growth. Pipes are routinely damaged by vegetation root intrusion, grease buildup, and structural deterioration. In coming years, the single most significant project will be CCCSD's replacement of nearly 2,000 feet of pipeline along Alhambra Avenue that is, at peak usage time, reaching 130% capacity. Additionally, MVSD plans to replace several hundred miles of pipeline and retrofit infrastructure to better withstand seismic activity.

Recycled water is not currently used in Martinez. CCCSD's sanitation plant effluent meets Title 22 of the California Code of Regulations standards which means it can be used for irrigation purposes. While the District plans to eventually supply the City with recycled water, the required infrastructure is not planned to be built during the lifetime of the General Plan. Still, it is important to orient current goals to make that future intervention easier. MVSD's effluent does not meet Title 22 standards and is instead used to maintain the adjacent marshland habitat. The facility produces about twice as much water as is needed to sustain the marsh. While there has been discussion about if the facility should be updated to meet the Title 22 standards, little, if any, action is expected to take place in the next few decades to move that project forward. See the City's 2020 Urban Water Management Plan for more information.

Energy

PG&E provides residents of Martinez with natural gas and electricity. Their electricity is generated from power plants that utilize both renewable and non-renewable energy sources, while natural gas is sourced from natural gas fields in Northern California. The City's projected growth is not expected to affect PG&E's ability to provide reliable energy to residents. Martinez is also served by the Marin Clean Energy (MCE). MCE is a not-for-profit public agency that has been providing clean energy options since 2010. MCE offers more renewable power at stable rates, significantly reducing energy-related greenhouse emissions and reinvesting millions of dollars in local energy programs. MCE provides electricity service and energy programs to more than one million residents and businesses in 37 member communities across four Bay Area counties: Contra Costa, Marin, Napa, and Solano.

6.10 | CIRCULATION ELEMENT GOALS, POLICIES, AND MEASURES

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 user safety.

Measure C-I-1.1a: When and where determined necessary, use the Planned Circulation Improvements Table 6-3 to identify, schedule, and implement roadway and complementary intersection improvements to meet the projected transportation demands under buildout of the General Plan Land Use Element.

Measure C-I-1.1b: Update the Circulation System Map ([Figure 6-2](#)) 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.

Policy C-P-1.2: Foster a strong sense of community with a “small-town” character by supporting thoughtful circulation planning.

Policy C-P-1.3: Provide efficient citywide automobile circulation by maintaining and, where necessary, improving local and regional roadway facilities.

Policy C-P-1.4: Provide a comprehensive citywide system of bicycle lanes and recreational trails that improve accessibility without the use of an automobile.

Policy C-P-1.5: Implement short and long-term recommendations set forth in the June 2022 Downtown Martinez Parking Study. Among other things, the study recommends adjusting parking rates and limits along the most popular streets in Downtown; improve parking wayfinding to guide drivers to “right-fit” parking options; explore expanding the supply of parking spaces via private-sector investments; deploy innovative meter technologies; expand bike and micro-mobility infrastructure and amenities; improve the pedestrian experience; consider the implementation of a local circulator and improvements to existing transit routes; and continue to expand city policies that support the use of parklets.

GOAL C-G-2: Maintain and/or improve mobility in the City by considering alternative circulation system improvements beyond those identified within Table 6-3 Planned Major Improvements that increase system capacity and are found acceptable to the City, its residents, and where applicable, Caltrans or other agency.

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 the 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.

Measure 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).

Measure 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.

Measure 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 Transportation 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 and circulation priorities.

Measure C-I-2.1d: Coordinate local actions with state, regional, county, and neighboring agencies to encourage consistency between local and regional actions.

Measure 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.

Measure 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.

Measure 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.

Measure 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.

Measure C-I-2.1i: Require proposed developments meeting trip generation thresholds to study the LOS impacts of the development and provide appropriate improvements to lessen their impacts. Engineering Department to approve study methodology. Require proposed developments meeting CEQA thresholds to provide appropriate mitigation measures to lessen their VMT. VMT study methodology should follow the CCTA Implementation Guide and VMT limits.

Policy C-P-2.2: Strive to reduce total vehicle miles traveled (VMT) 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.

Policy C-P-2.3: Ensure compatibility and complementary relationships between the circulation system and existing and planned land uses, promoting environmental

6

CIRCULATION ELEMENT

objectives such as safe and uncongested neighborhoods, energy conservation, reduction of air and noise pollution, and access to bicycle, pedestrian, and transit facilities.

GOAL C-G-3: Maintain circulation system and 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 System Map ([Figure 6-2](#)) and Planned Circulation Improvements Table 6-3.

Measure 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, or overall quality of life.

Policy C-P-3.2: The street facility classifications indicated on the Circulation System Map ([Figure 6-2](#)) shall be the standard to which new roads are built and existing roads are improved. The City Council shall, however, maintain discretion in modifying roadway standards as otherwise indicated in the Circulation Element or as determined appropriate.

Policy C-P-3.3: Variation from the depicted alignments for these facilities based on detailed engineering studies will not require a General Plan amendment.

Policy C-P-3.4: Planned improvements may be phased as development occurs and need for increased capacity is identified.

Policy C-P-3.5: Alternative improvements to those identified on the Planned Circulation Improvements Table 6-3, 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.

GOAL C-G-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.

Measure C-I-4.1a: Periodically review existing infrastructure to ensure all lights and landscaping enhance and improve roadways.

Measure C-I-4.1b: Apply the specific design and landscaping standards appropriate to a designated connected system of "Scenic Roadways" for resident and visitor enjoyment.

Policy 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.

Policy 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. Landscaping in non-urbanized areas with limited road width should be designed to increase emergency vehicle access pursuant to the Safety Element. Within urbanized areas more formal landscaping and use of exotic or introduced plant species is appropriate.

Policy 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.

Policy 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

6

CIRCULATION ELEMENT

required to provide improvements to roadways and underground utilities when appropriate.

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 complementary uses.

Measure 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.

Measure C-I-5.1b: Adopt a formalized procedure for evaluating and analyzing roadways for speed and safety in order to consider the needs of all modes of transportation and adjacent land uses.

Measure C-I-5.1c: 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.

Measure C-I-5.1d: Where feasible, separate sidewalks from streets on arterials and collectors with landscaping. Consider tree canopies where feasible to create shade.

Measure 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.

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

Policy 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 standards and /or guidelines.

Policy 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.

Policy C-P-5.4: Consider reduced street widths, increases in width of bicycle lanes and sidewalks, as well as reduction in vehicular speed to create a greater sense of community and place.

GOAL C-G-6: 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.

Measure 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.

Measure 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.

Measure 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.

Measure 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.

Measure C-I-6.1e: Bi-annually develop a prioritized five-year Capital Improvement Program (CIP) that identifies improvements by facility type, project extent, right of way requirements, required physical improvements, and preliminary cost estimates.

Measure C-I-6.1f: Review and update the City Transportation Impact Fee (TIF) associated with new development in Martinez to fund and construct prioritized improvement

projects in the CIP, having established a nexus between new development and future infrastructure needs.

Measure 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.

Policy 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.

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 emissions 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, and 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.

Measure C-I-7.1a: Implement land use policies designed to create a development pattern that facilitates shopping, working, socializing, and recreation within walkable distances.

Measure 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.

Measure 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.

Measure 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 applicant.

Measure C-I-7.1e: Develop Bike and Pedestrian Master Plan for the City of Martinez that documents the existing conditions for bicycling and walking and outlines steps needed to improve safety, act on community needs, and improve mobility options for Martinez residents, workers, and visitors.

Policy 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 complementary to adjacent development and promotes connectivity between complementary land uses. New development projects must contribute to or construct transit facilities where the project would induce or increase demand on nearby arterial and collector streets, as determined through a Transportation Impact Analysis funded and completed by the project applicant.

Goal C-G-8: 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.

Measure C-I-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.

Measure C-I-8.1b: Ensure that landscaping plans consider street trees to provide shade and comfort for pedestrians and bicyclists.

Measure C-I-8.1c: 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 may be installed at mid-block entrances where existing commercial uses are adjacent to other high-intensity uses, such as parks and schools.

Measure C-I-8.1d: Encourage further expansion of the existing network of continuous walkways, and encourage the development of new continuous walkways, between schools and residential areas.

Measure C-I-8.1e: Facilities for bicycle travel (Class I bike/multiuse paths, Class II bike lanes, Class III bike routes, and Class IV bikeways) shall be provided to complete a continuous system, consistent with the Countywide Bicycle & Pedestrian Plan presented in [Figure 6-3](#). Deviations from the routing shown on the Bicycle & Pedestrian Master Plan may be permitted with approval of the City Engineer.

Measure C-I-8.1f: Bike lane widths shall follow state standards. In cases where existing right of way constraints limit development of Class II or Class IV 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.

Measure C-I-8.1g: Use visual cues, such as green colored paint on bike lanes, bike boxes, or painted buffer strip, along bicycle ways to provide a visual signal to drivers to watch out for bicyclists.

Measure C-I-8.1h: In order to increase awareness of bicyclists sharing the roadway with motorized vehicles, demarcate Class III bicycle facilities, where appropriate, by painting “sharrows” on the pavement. Because of maintenance costs associated with “sharrows,” their use should be prioritized in areas of higher bicycle use frequency or increased bicycle-vehicle conflict zones, or where the bikeway may be obscured by traffic, or the natural or built environment.

Measure C-I-8.1i: Establish a program to encourage bicycle use among City employees. Consider incentives that encourage private employers to facilitate and promote bicycle use by employees.

Measure C-I-8.1j: Provide safe bicycle access to and from parking facilities at all community parks.

Measure C-I-8.1k: Continue to designate a portion of the City’s street construction and improvement fund for financing bikeway design and construction.

6

CIRCULATION ELEMENT

Measure C-I-8.1l: 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 or Federal sources, such as the Bicycle Transportation Account funds.

Measure C-I-8.1m: Include funding for City facilities within the Countywide Bicycle & Pedestrian Plan updates and bikeway improvements to assist with funding Martinez projects listed in the plan and the City's Transportation Impact Fee program, recognizing the multi-modal travel needs of the City.



(Source: Kevin Murray)

Measure C-I-8.1n: Ensure the support of bicycle use through the installation of bike racks as part of capital improvement projects, and as a zoning requirement for private development approvals.

Policy C-P-8.2: Recognize and meet the mobility needs of pedestrians and bicyclists of all skill levels and ages, persons using wheelchairs, and those with other mobility limitations.

Policy C-P-8.3: Develop off-street pedestrian linkages, including connections that allow pedestrians to travel through the ends of cul-de-sacs, pedestrian paths, bridges over creeks and roadways, and pedestrian circulation improvements throughout the City.

Policy C-P-8.4: Provide safe and direct pedestrian routes and bicycle facilities between destinations to enhance the non-motorized circulation network and interface with regional systems.

Goal C-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, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth and families.

Policy C-P-9.1: Review street construction, development projects and utility projects to identify opportunities to implement complete streets.

Measure C-I-9.1a: Ensure development projects construct adjacent or nearby portions of trails, bicycle and or pedestrian paths set forth in the improvements table and map, to complete the network of transportation routes.

Measure C-I-9.1b: Ensure staff review of development applications integrate multimodal infrastructure in street design, as conditions of approval.

Measure C-I-9.1c: Prioritize the allocation of limited funds among potential complete street improvement projects considering safety, sidewalk and bicycle access, and access to trails.

Measure C-I-9.1d: Recognize the multi-modal travel needs of the City by allocating revenue from the City's Transportation Impact Fee for bikeway and pedestrian facilities. These facilities should be consistent with the Countywide Bicycle & Pedestrian Plan until the City adopts its own master plan. Explore whether the impact fees can be automatically increased with the annual cost of living adjustment.

Measure C-I-9.1e: Establish zoning standards for safe bike storage/parking in private development and public facilities.

Policy C-P-9.2: Create a complete street network that provides facilities for users to travel throughout Martinez.

Policy C-P-9.3: As part of the Capital Improvement Program (CIP), identify and close sidewalk gaps throughout the city.

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.

Measure C-I-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, and the Amtrak station.

Measure C-I-10.1b: Work with CCCTA to continue to support and expand transit loops to serve local and regional medical centers, schools, and shopping, employment and recreation destinations.

Measure C-I-10.1c: Work with CCTA and MTC to continue to pursue federal and state funds to subsidize capital and operating costs associated with local transit operations.

Measure 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.

Measure C-I-10.1e: Coordinate with partner agencies to implement regional transit solutions as part of the MTC SB 375 Sustainable Communities Strategy, and the City's Climate Action Plan.

Measure C-I-10.1f: Support existing regional transit services, and promote Martinez commuter use of transit to lower greenhouse gas production from long distance single occupant vehicle commuting. Continue to support the County Connection bus service provided by CCCTA.

Measure 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

CIRCULATION ELEMENT

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

Policy 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.

Policy 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.

Policy C-P-10.5: 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.

Policy C-P-10.6: Implement the intermodal transportation strategies set forth in the Downtown Martinez Community-Based Transportation Plan.

GOAL C-G-11: Promote the safe and efficient movement of goods with minimum disruptions to residential areas.

Policy C-P-11.1: Promote off-peak truck deliveries Downtown to improve mobility for other roadway users.

Measure C-I-11.1a: Locate truck parking in areas with demonstrated need and where police patrol can be provided. High visibility, including good lighting, should be prioritized.

Measure C-I-11.1b: 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.

Measure C-I-11.1c: Incorporate provisions for trucks in the design of industrial collector streets and other designated truck routes.

Measure C-I-11.1d: 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.

Measure C-I-11.1e: Continue to sign truck routes. Ensure that clear signage is provided from regional gateways to truck routes in the City.

Policy C-P-11.2: All highways, arterials, and industrial streets shall be designated truck routes.

Policy C-P-11.3: Continue industrial expansion in the north industrial area to minimize the neighborhood impacts of truck movements.

Policy C-P-11.4: Encourage secure off-street parking for tractor-trailer rigs in industrial designated areas where possible.

Policy C-P-11.5: Require new development and roadway projects to provide and maintain railroad crossings that include safety measures, such as grade separations for major thoroughfares, improving existing at-grade crossings, and/or providing adequate lighting, signage, and fencing.

Policy C-P-11.6: Study the feasibility of establishing Railroad Quiet Zones to improve neighborhood quality of life for residents who live in the vicinity of railroad at-grade crossings.

Policy C-P-11.7: Amend the Zoning Ordinance to require that new or significantly modified developments include efficient locations for garbage pickup and a centralized location for personal pickups and deliveries (such as Doordash, Uber, Lyft, Amazon, etc.)

GOAL C-G-12: Continue to provide water service to residents by maintaining City water infrastructure and work with Contra Costa Water District (CCWD), Central Contra Costa Sanitary District (CCCSD), Contra Costa Sanitation District No. 6 (SD-6), and Mt. View Sanitary District (MVSD) so that demand for existing and future residents can be met.

6

CIRCULATION ELEMENT

Policy C-P-12.1: Continue working with CCWD, CCCSD, SD-6, and MVSD to ensure the demand can be met for existing and future residents.

Policy C-P-12.2: Support the efficient use of water, encourage conservation of water by updating the water conservation ordinances in Martinez, and reduce water use in public facilities by developing policies and schedules for retrofitting existing facilities with water-saving irrigation systems and upgrading plumbing as facilities are remodeled.

Policy C-P-12.3: Work with property owners to increase awareness and reduce water use through public education.

Measure C-I-12.3a: Reduce water consumption where possible through the use of artificial turf, native plants, drought-tolerant landscaping, water conservation technology (such as efficient timers, and water heads), and possible use of recycled water in parks and recreation facilities.

Measure C-I-12.3b: Proactively work with the Contra Costa Water District for the installation of recycled water distribution infrastructure.

Goal C-G-13: Provide safe, sanitary and environmentally responsible solid waste management and recycling, and increase opportunities for recycling through education.

Policy C-P-13.1: Continue to promote recycling programs throughout Martinez.

Policy C-P-13.2: Require new construction sites, as required by state law, to provide for salvage, reuse, or recycling of construction and demolition materials.

Policy C-P-13.3: Require public buildings to incorporate on-site storage facilities for recyclable materials.

Policy C-P-13.4: Encourage and increase opportunities for safe disposal of electronic waste and hazardous materials by residents and businesses in Martinez.

Policy C-P-13.5: Continue efforts to reduce litter throughout the City.

Measure C-I-13.5a: Continue to participate in green building practices and promote recycling and reuse through outreach and educational programming whenever possible.

Measure C-I-13.5b: Consider an outreach program to educate residents and businesses about the use of more durable, local and low-impact goods.

Measure C-I-13.5c: Consider the inclusion of a municipal purchasing policy to reduce the purchase of disposable items, such as bottled water, whenever practical.

Measure C-I-13.5d: Continue providing community workshops on backyard composting and home management of organics programs as funding permits.

GOAL C-G-14: Continue to seek economical and dependable ways to serve the community and improve energy efficiency and reduce energy demand wherever possible.

Policies

Policy C-P-14.1: Continue to educate the community on energy conservation and promote alternative solutions wherever possible.

Policy C-P-14.2: Support the installation of solar panels on new development and investigate and encourage solar energy on public buildings and new developments.

Measure C-I-14.2a: Maintain the current fee structure that gives a reduction in fees for solar and grey water systems and evaluate the fee structure when possible, to adjust those fees or amend to add incentives.

Policy C-P-14.3: Continue to support electric vehicle charging stations throughout the City to promote the use of energy-efficient vehicles.

Measure C-I-14.3a: Where practical, utilize bicycles or low-emission vehicles for park maintenance and operations.

Policy C-P-14.4: Support energy efficiency in City operations where practical and feasible.

Measure C-I-14.4a: When possible, replace existing equipment with more efficient heating, cooling, computer and lighting systems within City facilities.

GOAL PCU-G-15: Provide adequate public infrastructure and services to meet the needs of existing and future development.

Policy C-P-15.1: Ensure there is adequate water supply and associated infrastructure to meet the needs of existing and future development.

Measure C-I-15.1a: Periodically review and update the various City master plans for the provision and/or extension of public services to serve existing and future development. These plans include, but are not limited to, the Urban Water Management Plan and the Capital Improvement Program.

Measure C-I-15.1b: Coordinate with the Contra Costa Water District (CCWD) to ensure that the CCWD Urban Water Management Plan addresses City growth and demand for treated and untreated water supply.

Measure C-I-15.1c: As part of the development review process, determine the potential impacts of development and infrastructure projects on public infrastructure, and ensure that new development contributes its fair share toward necessary on and off-site infrastructure.

Measure C-I-15.1d: Routinely assess the City's ability to meet demand for potable water by periodically updating the City of Martinez Urban Water Management Plan.

Measure C-I-15.1e: As part of the development review process, require development projects to demonstrate that adequate water supply is available to serve the project.

Measure C-I-15.1f: Coordinate with internet service providers to provide high-speed internet throughout the entire City to support working from home and thereby reducing automobile trips and the need for additional auto-related capital improvements.

Policy C-P-15.2: Require all development projects to mitigate their infrastructure service impacts or demonstrate that the infrastructure, public services, and utilities serving the City can accommodate the increased demand for services, and that service levels for existing users will not be degraded or impaired.