



**Walnut
Creek 2050**
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Mobility

Existing Conditions Report

OCTOBER 2026

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Introduction

This Existing Conditions Report (ECR) summarizes the current transportation system and recent trends in mobility for the City of Walnut Creek. It provides an overview of Walnut Creek's roadways, transit, bicycle and pedestrian networks, and travel patterns. This report provides baseline data and key issues and trends relevant for the Walnut Creek 2050 General Plan Update (GPU).

Summary of Key Findings

The following are key findings from the Mobility ECR that will be further explored in subsequent phases of the GPU.

- **Multimodal Transportation Safety.** The City has adopted a Vision Zero goal of eliminating traffic deaths and severe injuries by 2034. The most severe collisions are concentrated on high-volume connector corridors and within Downtown Walnut Creek, and unsafe speed is the most common primary collision factor in injury collisions. There are opportunities to build on projects and actions identified in the Local Roadway Safety Plan (2023).
- **Traffic Flow and Congestion.** As Walnut Creek continues to grow and evolve, demand on the transportation network is likely to change. Traffic on key corridors such as Ygnacio Valley Road peaks sharply during commute hours. Focusing on multimodal travel within the already built network by considering transit, vehicle, truck, bicycle, and pedestrian volumes on key corridors will help improve traffic flow for everyone. The City currently uses strategies such as advanced signal timing and transit priority to manage traffic flow.
- **Downtown Curb Management and Parking.** Downtown Walnut Creek continues to be a major regional destination, as well as a home and workplace for many Walnut Creek residents. The Curbside Management Plan (2025) set the groundwork for understanding parking supply, parking demand, and loading needs.
- **Emerging Mobility.** New and emerging mobility, including e-bikes, micromobility, autonomous vehicles, and rideshare, are increasingly shaping travel on Walnut Creek roads and trails. The City is working on plans and policies to encourage safe and efficient use of these modes, including regulating Class 3 e-bike usage on City-maintained trails and re-evaluating curb space to manage the various needs.
- **Bicycle and Pedestrian Network Gaps.** Walnut Creek has an existing bicycle and pedestrian spine network with more than 14 miles of shared-use paths and trails, such as the Iron Horse Trail and Contra Costa Canal Trail (operated by the East Bay Regional Park District). The existing network provides connections to schools and parks; however,

there are opportunities to improve connections to these trails, as well as to Downtown and BART. Roughly 30% of local auto trips are short enough to be made by walking or biking, while active transportation and transit together account for about 10% of commute trips. There are also opportunities to close sidewalk and crossing gaps citywide, with an emphasis on gaps near schools, parks, and other pedestrian generators.

- **Transit Ridership.** BART and County Connection transit services provide connections for local and regional trips. Walnut Creek BART has some of the highest ridership in the county, and there are opportunities to improve multimodal connections to and from the station. Walnut Creek continues to collaborate with County Connection to improve rider experience and increase ridership within Walnut Creek.

Transportation Context

The Walnut Creek transportation system supports multimodal local and regional circulation and goods movement. Walnut Creek is centered around a Downtown area that serves as a regional destination for retail, dining, and employment. There are 195 miles of street centerline in the city, multiple regional shared-use trails, and an extensive pedestrian network. Walnut Creek is served by two Bay Area Rapid Transit (BART) stations and has direct access to State Route 24 (SR 24) and Interstate 680 (I-680).

General Plan 2025 established goals for minimizing congestion on regional corridors, expanding and improving an all-ages-and-abilities network, increasing transit ridership, and promoting a pedestrian-friendly downtown. Since then, Walnut Creek has implemented projects related to these goals, including the construction of new and improved bicycle and pedestrian facilities, enhanced service on County Connection Route 4 (Downtown Trolley),¹ signal retiming and repaving on Ygnacio Valley Road, and the adoption of a new transportation demand management program. Since that plan's adoption in 2006, the transportation environment has evolved. There is new legislation that changes requirements for general plans, vehicle miles traveled (VMT) has replaced level of service (LOS) as the standard metric in environmental reviews, and travel behavior has shifted following the COVID-19 pandemic. Understanding the transportation system today is an essential foundation for developing goals and policies for the next 25 years.

¹ County Connection. "Service Equity Analysis: Proposed Route 4." <https://countyconnection.com/wp-content/uploads/2025/10/8.a.-Service-Equity-Analysis-Proposed-Route-4.pdf>.

Regulatory Framework

State Legislation

The following is a review of recent transportation-related state legislation, including expectations for reducing vehicle travel and related greenhouse gas emissions, incorporation of the FHWA Safe System Approach and Vision Zero policies, and managing truck routes and access. Several laws have been enacted since the previous Walnut Creek General Plan that directly affect requirements related to California general plans.

SB 375: Greenhouse Gas Emissions Targets

The Sustainable Communities and Climate Protection Act of 2008 (SB 375) directs the California Air Resources Board (CARB) to set greenhouse gas emissions targets for each Metropolitan Planning Organization region in the state.² Each MPO is required to develop a Sustainable Communities Strategy as part of its regional transportation plan to demonstrate how the region can achieve its emissions targets by coordinating its housing, land use, and transportation strategies.

SB 743: VMT in CEQA

SB 743, signed into law in 2013, changes how local governments and agencies evaluate transportation impacts under the California Environmental Quality Act.³ The law mandated that, starting in July 2020, agencies must measure transportation impacts of new projects using Vehicle Miles Traveled (VMT) instead of Level of Service (LOS). A VMT analysis measures the additional driving miles generated by a new project, rather than vehicle delay (as measured by the previous LOS metric). SB 743 changes the focus of transportation impact analysis in CEQA from measuring impacts to drivers to measuring the environmental impact of driving. This places greater emphasis on reducing greenhouse gas emissions and encourages mode shift, infill development, and mixed-use projects that reduce vehicle miles driven.

² California Air Resources Board. Sustainable Communities and Climate Protection Program. <https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-climate-protection-program/about>.

³ Governor's Office of Land Use and Climate Innovation. SB 743 Frequently Asked Questions. <https://www.lci.ca.gov/ceqa/sb-743/faq/#what-is>.

SB 932: Safe System Approach in General Plans

SB 932, signed into law in 2022, requires California cities and counties, when making a substantive update to the circulation element of their general plan on or after January 1, 2025, to incorporate the principles of the FHWA's Safe System Approach and develop bicycle, pedestrian, and traffic calming plans.⁴ The law also requires local governments to begin implementation within two years of adopting the plan, and to consider revising the circulation element if they determine they will not meet the set goals within 25 years.

AB 98 and SB 415: Truck Route Plans

AB 98, signed into law in 2024, sets certain statewide warehouse design and build standards for new or expanded logistics use developments, beginning January 1, 2026.⁵ This bill also requires facility operators to submit a truck routing plan to and from the state highway system based on the latest truck route map available. SB 415,⁶ signed in 2025, revised AB 98 to permit jurisdictions outside the Warehouse Concentration Region to adopt an ordinance rather than adopting a full general plan circulation element amendment. SB 415 also exempts cities and counties with no existing or approved logistics facilities from amending their circulation elements until they approve their first logistics project. Once such a project is approved, the jurisdiction has two years to complete its ordinance or plan update.

AB 2097: Parking Minimums

AB 2097, signed into law in 2022, removes mandatory parking minimums for most residential, commercial, and industrial projects within one-half mile of major transit stops, beginning January 1, 2023. A major transit stop, as defined by this bill and accompanying AB 2553 signed in 2024, includes any rail or bus rapid transit station, ferry terminal served by bus or rail, or the intersection of two or more major bus routes with headways no greater than 20 minutes during the morning and afternoon peak hours.⁷ As of 2026, Walnut Creek BART and Pleasant Hill/Contra Costa Centre BART are the only two qualifying stops within one-half mile of city limits.

⁴ California Legislative Information. SB-932 General plans: circulation element: bicycle and pedestrian plans and traffic calming plans. https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220SB932.

⁵ California Legislative Information. AB-98 Planning and zoning: logistics use: truck routes. Bill Text - AB-98 Planning and zoning: logistics use: truck routes.

⁶ California Legislative Information. SB-415 Planning and zoning: logistics use developments: truck routes. https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB415.

⁷ California Department of Housing and Community Development. On the Implementation of AB 2097, Prohibition on Minimum Parking Requirements https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202120220AB2097.

AB 894: Shared Parking

AB 894, signed into law in 2023, allows entities to share parking spaces with places that have underutilized parking with 2,000 feet by right, including for the purposes of meeting local parking requirements.⁸ The entities must enter into a shared parking agreement, which is to be approved by the local agency if the agreement includes a parking analysis and plans for either a long-term provision of parking spaces or for periodic review by the local agency. Shared parking agreements that meet the requirements of AB 894 can no longer be subject to a requirement for a dedicated Use Permit.

AB 43: Speed Limit Reform

AB 43, signed into law in 2021, allows agencies to lower speed limits under specific conditions. Speed limits may be lowered by up to five miles per hour below an engineer's recommendation on safety corridors or on roads adjacent to land that generates high amounts of active transportation trips. The posted speed limit may be lowered to 20 or 25 miles per hour in a business activity district with some restrictions.⁹

AB 1358: Circulation Element Multimodal Planning

AB 1358, signed into law in 2008, requires cities and counties to plan for a multimodal transportation system that meets the needs of all road users in the circulation element of their general plans.¹⁰ The law specifically names motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation as being included in the definition of road users.

Regional and Local Legislation

The following summarizes recent regional and local legislation related to transportation planning in Walnut Creek.

⁸ AB-894 Parking requirements: shared parking.

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB894.

⁹ AB-43 Traffic safety. https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB43.

¹⁰ AB-1358 Planning: circulation element: transportation.

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200720080AB1358.

MTC's Transit Oriented Communities Policy

In September 2022, MTC adopted a Transit-Oriented Communities (TOC) Policy, replacing an earlier Transit-Oriented Development policy originally adopted in 2005.¹¹ The TOC Policy applies within a half mile of BART, Caltrain, SMART, Capitol Corridor, ACE, and light-rail stations, as well as bus rapid transit stops and ferry terminals. The policy establishes minimum residential and commercial density requirements for new development, station access improvements, parking management requirements, affordable housing policies, and ties compliance to eligibility for regional discretionary transportation funding through programs such as the One Bay Area Grant TOC set-aside fund. The Walnut Creek and Pleasant Hill/Contra Costa Centre BART stations fall within the policy's purview.

The West Downtown Specific Plan, adopted in 2018, established an initial transit-oriented development framework for the Walnut Creek BART station area. Recent development such as The Waymark Apartments adjacent to the BART station reflects the type of transit-proximate housing that the policy is intended to encourage.

For more information on this regional policy, see the Land Use and Community Design Existing Conditions Report.

Walnut Creek Resolution No. 15-54

Resolution No. 15-54, adopted by the City Council in December 2015, established a complete streets policy and mandated that the next substantial general plan revision include complete streets policies and principles. The policy mandates that all projects involving streets intended for public use include consideration for complete streets infrastructure, and that the approach be implemented across all City departments.

Walnut Creek Resolution No. 23-51

Resolution No. 23-51, adopted by the City Council in August 2023, established a Vision Zero goal of eliminating all transportation-related deaths and severe injuries by December 31, 2034. The resolution also adopted the Walnut Creek Local Roadway Safety Plan (2023) and established a Traffic Safety Working Group that meets regularly to oversee the plan and progress towards the Vision Zero goal.

¹¹ MTC Resolution No. 4530. <https://mtc.legistar.com/LegislationDetail.aspx?ID=5737016&GUID=9E0BAAAC-AD2C-4257-BEAE-CE1D260125B5>.

Existing Plan and Policy Review

The City of Walnut Creek has adopted and updated several area and subject plans since the adoption of General Plan 2025. The following summarizes key documents with mobility-related findings and recommendations.

General Plan 2025: Transportation Chapter (2006)

The transportation chapter of General Plan 2025, adopted in 2006, established a multimodal framework for managing Walnut Creek's transportation system while responding to increased travel demand and congestion. The plan identified congestion, particularly in Downtown Walnut Creek and along major corridors such as Ygnacio Valley Road, as a primary transportation challenge. Building on a shift that began with the 1989 General Plan, the chapter emphasized improving the efficiency of the existing transportation system rather than expanding roadway capacity, while promoting coordination between transportation and land use planning and greater consideration of transit, bicycling, and walking.

The chapter organized transportation policy around five focus areas: regional roadways, local roadways, transit, transportation demand management, and downtown mobility. Regional and local policies emphasized maintaining acceptable traffic operations through level of service standards, coordinating with regional agencies, improving signal timing, implementing neighborhood traffic calming, and expanding bicycle and pedestrian infrastructure. Transit and transportation demand management (TDM) policies sought to increase transit ridership, strengthen regional transit connections, improve passenger amenities, and encourage alternatives to single-occupant vehicle travel through employer programs, ridesharing, and other demand management strategies.

Recognizing Downtown Walnut Creek as the City's primary activity center, the plan included a dedicated mobility strategy focused on balancing vehicle access with a more pedestrian-oriented environment. Policies supported improved walking and bicycling connections, enhanced transit access, and parking strategies such as "park once" facilities and more efficient loading and parking management. Overall, the transportation chapter established a multimodal transportation vision that expanded travel choices while continuing to prioritize roadway operations and congestion management as key measures of system performance.

Bicycle Plan (2011)

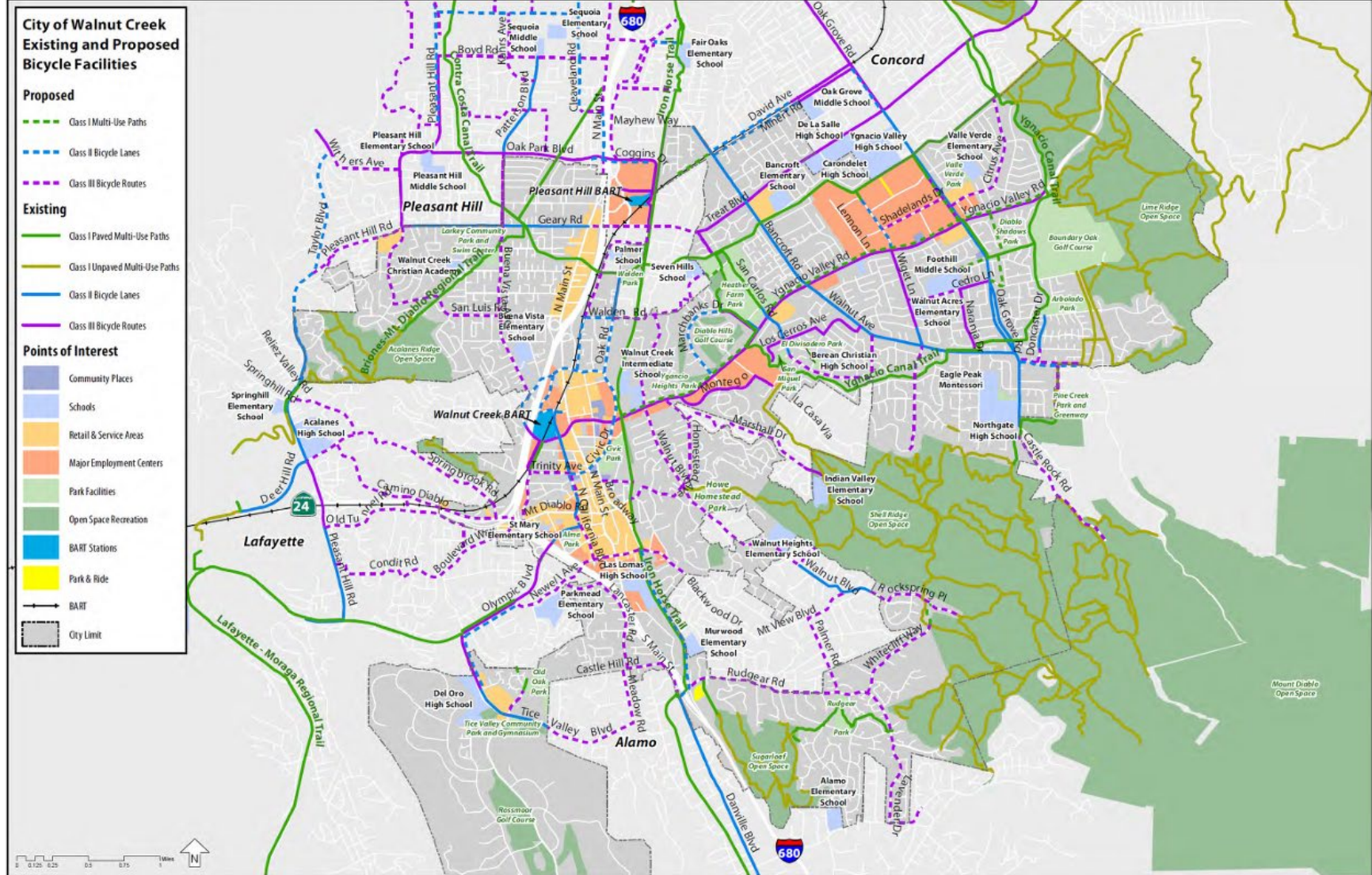
The Walnut Creek Bicycle Plan, adopted in August 2011, aimed to create a comprehensive, long-term vision to improve biking in Walnut Creek. It provided recommendations to encourage bicycle use, improve bicyclist safety, and identify needs.

The plan was built around a series of goals, policies, and actions aligned with the Walnut Creek General Plan 2025. One goal was to maintain a comprehensive and coordinated bicycle network with policies that ensure facilities provide safe conditions for bicyclists by minimizing construction-related disruptions, regularly clearing debris, and updating the bicycle plan to include new facilities. Other goals included enhancing bicyclists' safety and security through education, enforcement, and anti-theft programs and encouraging bicycle use through an attractive network of bike facilities and events to promote cycling. Key infrastructure-related actions included studying how to reduce hazards near freeways and intersections, improving connectivity between transit and major destinations, and increasing bicycle parking.

At the time of the plan's adoption, Walnut Creek had nearly 31 miles of bicycle facilities, shown in **Figure 1**. The review of the City's existing bike network found that there was a lack of sufficient connections to downtown, transit, and other employment centers. The proposed bicycle network included approximately 37 miles of new bicycle facilities, increasing the total network from about 31 miles to more than 68 miles. Much of this expansion consisted of shared-use bicycle routes, totaling 23.9 additional miles or nearly 65% of proposed facilities. This means that the proposed network relied heavily on facilities where bicycles share a lane with vehicles or share a sidewalk with pedestrians, rather than separated paths or striped bike lanes.

The plan devoted a detailed section to Ygnacio Valley Road, identifying it as a key obstacle to bicycle travel because of high vehicle volumes. Recommendations included widening sidewalks to create a more comfortable shared pedestrian and bicycle environment, improving the existing sidewalk-based bicycle accommodation, and channeling bicycle traffic onto a parallel residential street in one segment.

Figure 1. 2011 Bicycle Plan Existing and Proposed Facilities



Source: City of Walnut Creek, 2011

Pedestrian Master Plan (2016)

The Walnut Creek Pedestrian Master Plan, adopted in September 2016, provided a framework for implementing pedestrian facilities and programs. The plan is organized around high-level pedestrian policies and an implementation plan with key elements including a policy framework, existing conditions analysis, pedestrian improvement concepts, support programs, implementation guidance, and crosswalk improvement guidelines. The plan's vision statement is that "Walnut Creek will provide safe, convenient, and well-maintained pedestrian facilities for all ages and abilities." The goals of the plan, aligned with General Plan 2025, included providing a citywide walking network, improving pedestrian safety, encouraging walking, and ensuring that the Core Area and Pedestrian Retail District continue to be premier walking environments.

Public outreach identified a variety of desired improvements, including better lighting, landscaping to provide shade, longer walk periods at intersections, improved safety at freeway ramps, reduced right-turn speeds, increased enforcement, improved connections to trails, additional sidewalks, and safer routes for children walking to school. The plan organized improvement concepts by pedestrian zone.

In the Pedestrian Retail District, recommendations included wider sidewalks, landscape buffers, more mid-block connections, and better wayfinding. In the broader Core Area, the plan proposed similar recommendations but placed greater emphasis on improving major arterial crossings through pedestrian-activated beacons, median refuges, curb extensions, and new crosswalks to close gaps. In Commercial and Employment Center zones, the recommendations included providing more continuous sidewalks and crosswalk improvements. In public school zones, recommendations included more sidewalks or enhanced walkways on routes to school, including in rural contexts, improved school-zone speed-limit signage, and crosswalk improvements. For routes accessing parks, trails, and open space, recommendations included rural pedestrian paths, curb ramps, crosswalks near trails and parks, pedestrian-scale lighting, and better wayfinding.

Rethinking Mobility Transportation Strategic Plan (2020)

The Rethinking Mobility Transportation Strategic Plan, adopted in October 2020, is a five-year transportation demand management strategic plan for Walnut Creek that provides strategies to reduce automobile trips, manage parking demand, and enhance access for those walking, biking, and using public transit. Public outreach identified key concerns related to gaps in bicycle and pedestrian connectivity, particularly between BART, Downtown, and regional facilities such as the Iron Horse Trail, as well as safety issues along major corridors

like Ygnacio Valley Road. The existing conditions analysis found that most trips to, from, and within Walnut Creek are made by automobile; although some commuters use transit, the majority still drive to BART stations, demonstrating a need for improved first- and last-mile connections. The report also highlighted that biking remains relatively uncommon despite favorable conditions due to a lack of a connected, low-stress bicycle network, and that many trips originate from areas with limited transit access, requiring regional coordination to shift travel behavior.

The plan established a framework with guiding principles, with targets to achieve these goals within a five-year timeline. Targets included reducing drive-alone commute trips for those who live and work in Walnut Creek, achieving a walking and bicycling mode share of 15% for non-commute trips made by residents, and a walking and bicycling mode share of 23% for trips to Walnut Creek BART.

The plan outlined strategies to achieve these targets for each category: commute, non-commute, school, and parking. Commute trip strategies included strengthening TDM programs, incentivizing BART use by encouraging subsidies, promoting the system, and improving transit infrastructure. Non-commute trip strategies included enhancing bicycle amenities, supporting mobility programs such as car sharing and micromobility, and coordinating with the East Bay Regional Park District to improve trails. School trip strategies included promoting safe routes to school and improving school transit access. Finally, parking strategies included improving curb signage, reducing or “right-sizing” parking requirements for developments, implementing demand-based pricing for on-street parking to achieve occupancy goals, and increasing municipal garage parking pricing.

Local Roadway Safety Plan (2023)

The Local Roadway Safety Plan, approved in August 2023, established Walnut Creek’s approach to improving roadway safety and working toward Vision Zero, using the Safe System Approach, which is based on the principle that no one should be killed or seriously injured (KSI) while traveling.

The plan analyzed collision data in Walnut Creek from 2015 to 2021 to identify major safety trends. The data showed that while overall injury collisions dropped in 2020 and 2021 during the COVID-19 pandemic, serious and fatal collisions remain a major concern. People walking and biking are especially vulnerable; although they make up a smaller share of total collisions, they account for a much larger share of KSI collisions. Based on this analysis, the plan developed 10 collision profiles that describe the most common safety issues in Walnut Creek. For each profile, the plan recommended a series of potential infrastructure, operational, and educational countermeasures.

The plan also detailed a series of conceptual projects applying these countermeasures to specific roadways, including Bancroft Road, Broadway, California Boulevard, Walnut Avenue, Ygnacio Valley Road, and Treat Boulevard. These concepts included treatments such as enhanced bicycle facilities, traffic calming, sidewalk gap closures, and additional pedestrian crossings.

Curbside Management Plan (2025)

The Curbside Management Plan, adopted in December 2025, was designed to optimize Downtown Walnut Creek curb space to accommodate different needs, such as parking, loading, and pedestrian and bicycle infrastructure. A 2024 parking inventory of on-street and off-street parking found that there is sufficient parking capacity downtown even during the busiest times of the year. While on-street parking is sometimes limited, downtown has three times as many off-street spaces as on-street spaces, and many of those spaces are underutilized. Walnut Creek has minimum parking requirements for many different land uses; however, AB 2097, passed in 2022, prohibits the City from imposing minimum parking requirements for most projects within a half mile of a major transit stop, including BART stations. This area encompasses a large proportion of Downtown Walnut Creek.

The plan included a series of recommendations for optimizing curb use Downtown while achieving goals such as reducing VMT, making loading and the process of finding parking more orderly and efficient, and improving pedestrian and cyclist safety. Recommendations included improving wayfinding to underutilized garages, standardizing curb signage and meter instructions, enhancing garage access and safety, and better managing loading zones for freight deliveries as well as food and passenger pickup. For example, many commercial loading zones are enforced between 6 a.m. and 8 p.m., despite limited commercial loading later in the day. Those commercial loading restrictions could be ended earlier to allow for more food and passenger pickup during the dinner rush. Other recommendations included maintaining ADA parking, expanding shared and employee parking options, adding more secure bicycle parking and low-stress bike facilities, and improving bus stop access and transit signage. The plan also recommended preparing for emerging mobility options and technologies, including micromobility, rideshare, autonomous vehicles, and new parking technologies.

North Downtown Specific Plan (2019)

The North Downtown Specific Plan was adopted in October 2019 as a vision for the area just north of Downtown and east of the Walnut Creek BART station. Building on the General Plan 2025, the goal of the plan is to better connect the area with Downtown Walnut Creek, BART, Civic Park, and the Iron Horse Trail through multimodal facilities. The City Council established

a list of project goals, including facilitating multimodal transportation and non-vehicular connections, as well as reinvesting in the overall transportation network.

The transportation aspect of the plan included providing high-level circulation network policies, a network vision for pedestrian and bicyclist facilities, street and intersection design concepts, transportation demand management (TDM), and parking management policies. Specific recommendations included new buffered and conventional bike lanes on streets including North Broadway, Arroyo Way, and Parkside Drive, as well as new signed bicycle routes on Civic Drive and North Main Street. The plan also identified deficiencies in the sidewalk network, recommending wider sidewalks on parts of North Broadway as well as new sidewalks on parts of Pine Street, Arroyo Way, and North Broadway. New shared-use paths are recommended on several east-west corridors, including Pine Street, Pringle Avenue, Ygnacio Valley Road, Arroyo Street, and an off-street mid-block pathway between North Main Street and North California Boulevard to improve connections between BART and the Iron Horse Trail. The plan also recommended new north-south connections, including North Main Street and North California Boulevard.

West Downtown Specific Plan (2018)

The West Downtown Specific Plan was adopted in September 2018 and laid out a roadmap to improve the areas of Walnut Creek around the BART station and Downtown area based on the goals identified in General Plan 2050. The plan focused on how to adequately accommodate significant population and job growth in the area, with an emphasis on improving connectivity for pedestrians, bicycles, and vehicles and transit-oriented development (TOD) potential surrounding the Walnut Creek BART station. The plan detailed a vision for the community and provided specific implementation strategies to achieve that vision.

The plan found that traffic within the Specific Plan Area operates at an acceptable level of service except for the Olympic Boulevard/I-680 northbound ramp intersection. Sidewalk gaps were identified at various locations, including Alpine Road and Trinity Avenue. Key bicycle facilities in the Specific Plan Area are located on North California Boulevard and Olympic Boulevard; however, the plan noted that high vehicle volumes on Mt. Diablo Boulevard and Ygnacio Valley Road can make biking uncomfortable. The parking assessment found that off-street parking options are readily available in the area; the greatest demand is seen at the Walnut Creek BART parking lot in the morning.

The plan set guiding principles for the development of West Downtown that included enhancing east-west pedestrian connectivity between West Downtown and Downtown and creating a balanced multimodal transportation network. Specific recommendations to achieve

these goals include enhancing multiuse streets and pedestrian pathways as new development is built, bicycle- and pedestrian-focused intersection improvements along California Boulevard, and investments in transit stop improvements. The plan includes proposed pedestrian and bicycle circulation concepts for the Specific Plan Area.

Shadelands Multimodal Plan

The Shadelands Multimodal Plan was adopted in February 2021 as a vision for the Shadelands business community in northeast Walnut Creek. The plan focused on improving connectivity to the community from other areas of Walnut Creek, internal circulation, and transportation safety for all users. There was an emphasis on improving mobility for employees and visitors across all age groups and abilities, and on enhancing the economic vitality of the area.

The plan recommended short-term solutions such as removing parking to allow for separated bikeways on streets within Shadelands, closing sidewalk gaps to improve connectivity and safety for pedestrians, and adding wayfinding signage directing to key destinations. Long-term solutions for pedestrians included widening sidewalks to ten feet to create greater separation between modes and increase the comfort level for all users, as well as buffering sidewalks from the vehicle lane by 10 feet with either a bicycle lane or landscaping. For all users, the plan recommended introducing bulb-outs, reduced curb radii, and roundabouts at intersections to reduce crossing distance and exposure for pedestrians, reduce vehicle speeds, and increase comfort for bicyclists.

Locust Street/Mt. Diablo Specific Plan

The Locust Street/Mt. Diablo Boulevard Specific Plan was adopted in 2010 as a guiding document for the future of Walnut Creek's downtown core. The specific plan builds on the ideas expressed in the City's General Plan 2025, with a focus on expanding the pedestrian network, easing public parking needs, and increasing service access in the area.

The plan's circulation chapter focuses heavily on the pedestrian network, suggesting policies such as widening sidewalks throughout the area, developing a new pedestrian passage, and looking into mid-block crossings. In pursuit of service needs, the plan suggested that Commercial Lane be reconfigured to better suit pedestrian comfort, and that an alley be developed between Cypress Street and Mt. Diablo Boulevard on the west block. The chapter also establishes streetscape design standards for the surrounding streets, including paving, landscaping, lighting, furniture, and street tree guidance.

Other Specific Plans

There are 16 adopted specific plans in Walnut Creek, including the Locust Street/Mt. Diablo Boulevard, West Downtown, and North Downtown specific plans discussed above. All specific plans are consistent with the General Plan and provide development standards and policies within geographic boundaries. The additional 13 adopted specific plans are as follows:

- SP-1 Montego Way and La Casa Via
- SP-2 Shadelands Business Park
- SP-3 Shell Ridge
- SP-4 Walnut Boulevard and Whitecliff Way
- SP-5 Bridle Lane
- SP-6 La Casa Via
- SP-7 South Newell Avenue
- SP-8 Geary Road, Hall Lane, and First Avenue
- SP-9 Alma Avenue
- SP-10 North Gate Specific Plan
- SP-11 East Mt. Diablo Specific Plan (1996)
- SP-12 North Main Street/Ygnacio Valley Road Specific Plan
- SP-14 Shadelands Gateway Specific Plan

CIP/Transportation Projects in Progress

The City is currently planning and implementing many of the recommended transportation improvements outlined in the planning documents summarized above.

Table 1 presents selected projects from the Walnut Creek Fiscal Year 2026–2035 Capital Improvement Plan.

Table 1. Selected Fiscal Year 2026–2035 CIP Transportation Projects

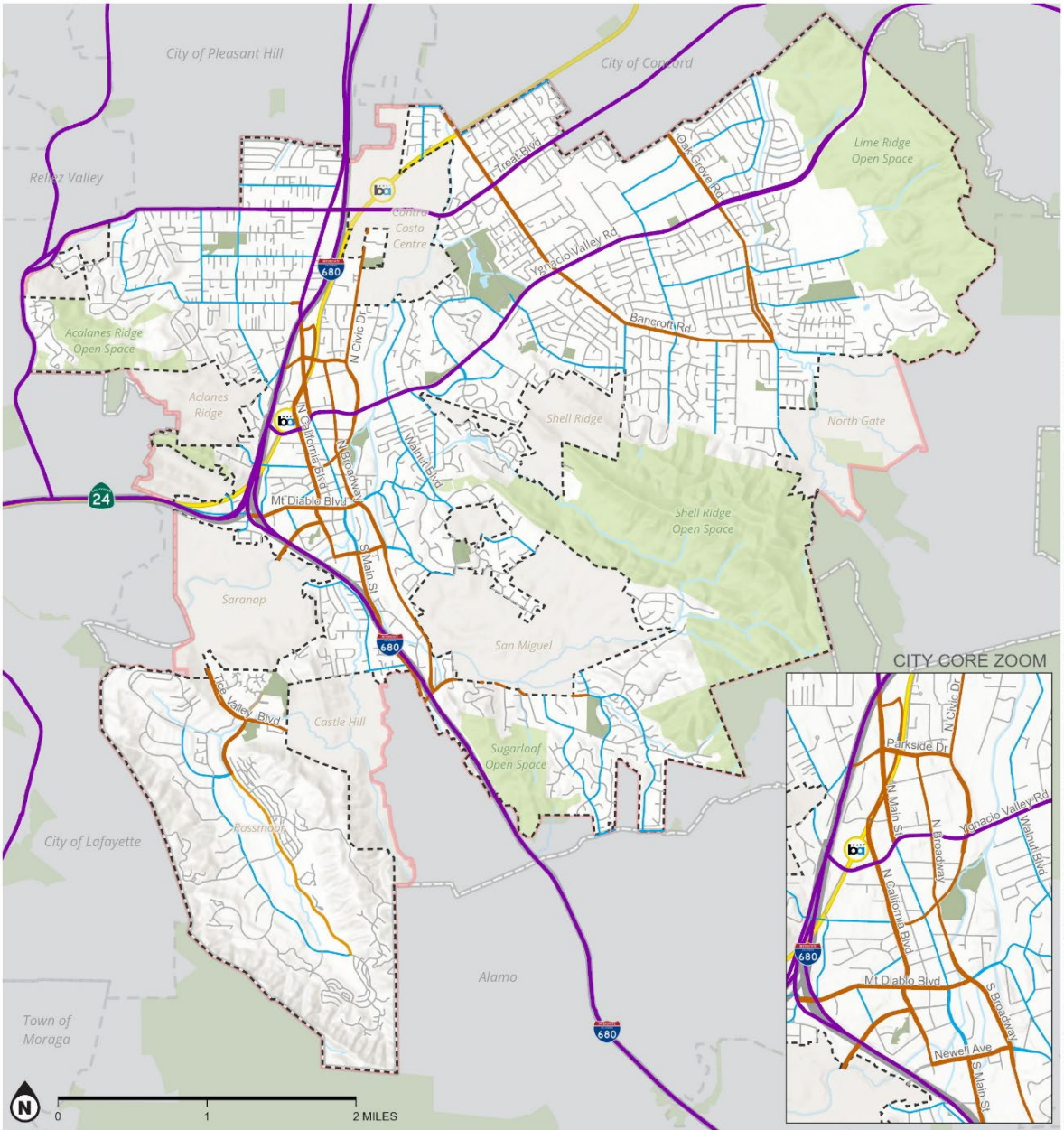
Project	Total Capital Costs (\$)
Oakland Boulevard and Mt Diablo Corridor Reconstruction	11,350,000
Ygnacio Valley Road Off-Street Bike and Pedestrian Facility from San Carlos to Iron Horse Trail	11,000,000
Olympic Corridor Trail Connector Study and Improvements	7,700,000
Ygnacio Valley Road/Bancroft-Walnut Intersection Improvements	4,500,000
Ygnacio Valley Road Off-Street Bike and Pedestrian Facility from Via Monte to San Carlos	3,600,000
Ygnacio Valley Road Soundwall Replacement and New Sidewalk	2,000,000
Traffic Signal Master Replacement	2,000,000
Main Street Intersections Redesign	1,450,000
Treat Boulevard Corridor Improvements	1,317,000
Shadelands Multimodal Improvements – Bike Lanes and Sidewalk Gap Closures	1,200,000
Local Road Safety	1,000,000
School Area Active Transportation	450,000

Existing Transportation Conditions

Roadways

Walnut Creek is served by a well-developed roadway network consisting of local roads, collectors, arterials, and Routes of Regional Significance. There are approximately 195 miles of street centerline and 400 lane miles in the city. **Table 2** provides explanations of the roadway classifications in Walnut Creek, as designated in General Plan 2025. **Figure 2** presents the roadway network.

Figure 2. Roadway Network



Data Sources: City of Walnut Creek (2020), BART (2020), California Department of Technology GIS (2020), CPAD (2020), CCTA (2020), Fehr & Peers (2020). Date saved: 10/2/2020.

ROADWAY NETWORK

CITY OF WALNUT CREEK
GENERAL PLAN UPDATE



ROADWAY
CLASSIFICATIONS

- Routes of Regional Significance
- Arterials
- Collectors
- Local Roads

FEATURES + BOUNDARIES

- City Boundary
- Within
 - City Boundary
 - Sphere of Influence
- BART
 - BART Stations
 - BART Track

Table 2. Roadway Classifications

Roadway Classification	Description	Representative Roadways
Local Streets	Streets otherwise not classified. They typically have lower vehicular speeds and volumes and provide direct access to fronting land use.	Shuey Avenue 1st Avenue Gill Port Lane Hutchison Road
Collectors	Streets that provide access within and between neighborhoods and carry trips between local streets and arterials.	Buena Vista Avenue San Carlos Drive San Luis Road Walnut Boulevard
Arterials	Streets that provide intra-city travel and access to the regional roadway network.	California Boulevard Broadway Tice Valley Boulevard Mt. Diablo Boulevard
Routes of Regional Significance	Major corridors identified through regional action plans that provide regional connections, carry significant volumes of traffic, or provide access to highways or transit centers.	Ygnacio Valley Road Treat Boulevard North Main Street

Freeways

State Route 24 (SR 24) and Interstate 680 (I-680) are the two regional freeways in Walnut Creek.

- **SR 24** is a major east-west freeway that provides regional access between Walnut Creek, Lafayette, Orinda, Oakland, and the broader East Bay to the west. Within Walnut Creek, SR 24 approaches the I-680 interchange with up to 12 lanes before splitting into connector ramps to I-680 and local Walnut Creek access, including a direct connection to Ygnacio Valley Road. SR 24 is also part of the state highway truck network with a posted speed limit of 65 mph.
- **I-680** is a major north-south freeway that provides regional access through Walnut Creek between San Ramon, Danville, San Jose, and other communities to the south, and

Pleasant Hill, Concord, and other communities in Contra Costa and Solano Counties to the north. Within Walnut Creek, I-680 is generally a 10- to 12-lane freeway, with a major interchange at SR 24 and local access points at North Main Street, South Main Street, Ygnacio Valley Road, Treat Boulevard, and Geary Road. I-680 is part of the state highway truck network with a posted speed limit of up to 65 mph.

Walnut Creek participates in the Innovate 680 Program, a CCTA-led program that seeks to improve efficiency within the corridor. Planned projects within the program include shared mobility hubs, express lane completion, and part-time highway transit lanes.

Routes of Regional Significance

Routes of Regional Significance within Walnut Creek connect Downtown, I-680, SR 24, and Concord.

- **Ygnacio Valley Road** is a major east-west roadway in Walnut Creek that provides regional access between I-680 and SR 24 to the west, and Concord, Clayton, and other communities to the east. Within Walnut Creek city limits, Ygnacio Valley Road generally provides three travel lanes in each direction. The posted speed limit varies by segment, ranging from 30 mph in Downtown Walnut Creek to 55 mph farther east. Ygnacio Valley Road is designated as a truck route by the City of Walnut Creek.
- **Treat Boulevard** is a major east-west roadway in Walnut Creek that provides access between the I-680/North Main Street area and destinations to the east, including Pleasant Hill, Concord, and surrounding communities. Within Walnut Creek, Treat Boulevard has three travel lanes in each direction and a posted speed limit of 40 mph. Treat Boulevard is designated as a truck route by the City of Walnut Creek.
- **North Main Street** is a major north-south roadway in Walnut Creek that connects Downtown Walnut Creek to the south, and Pleasant Hill, Contra Costa Centre, and surrounding communities to the north. The road also provides multiple access points to I-680. Within Walnut Creek, North Main Street generally provides two travel lanes in each direction, with a posted speed limit of 35 mph along the northernmost and southernmost segments, 30 mph in northern and southern downtown, and 25 mph in the Downtown core from Civic Drive to Mt. Diablo Boulevard, where only one travel lane is available in each direction. North Main Street is designated as a truck route by the City of Walnut Creek.
- **Pleasant Hill Road** is a major north-south roadway in Lafayette. A short portion of the roadway is within Walnut Creek. Pleasant Hill Road provides access between Geary Road and Taylor Boulevard to the north, and Lafayette and SR 24 to the south. Within

Walnut Creek, Pleasant Hill Road provides two travel lanes in each direction, with a posted speed limit of 35 mph.

- **Geary Road** is a major east-west roadway in Walnut Creek that connects Treat Boulevard to the east and Pleasant Hill Road to the west. The route serves as an important connection between northwestern Walnut Creek, Pleasant Hill, the Contra Costa Centre/Pleasant Hill BART area, Lafayette, and surrounding communities. Geary Road is considered a secondary arterial, given its connection between Taylor Road/Pleasant Hill Road and North Main Street, both of which are Routes of Regional Significance. Within Walnut Creek, Geary Road is generally a two-lane roadway, apart from a very brief four-lane segment near North Main Street. The road has a posted speed limit of 35 mph and is designated as a truck route by the City of Walnut Creek.

Routes of Regional Significance Action Plan Progress

Since the adoption of the Central County Action Plan (2017), several projects have been completed on Routes of Regional Significance. Goals for these roadways within Central Contra Costa County included managing arterial traffic flow, supporting the implementation of complete streets, and freeway improvements. Notable progress highlights include the following:

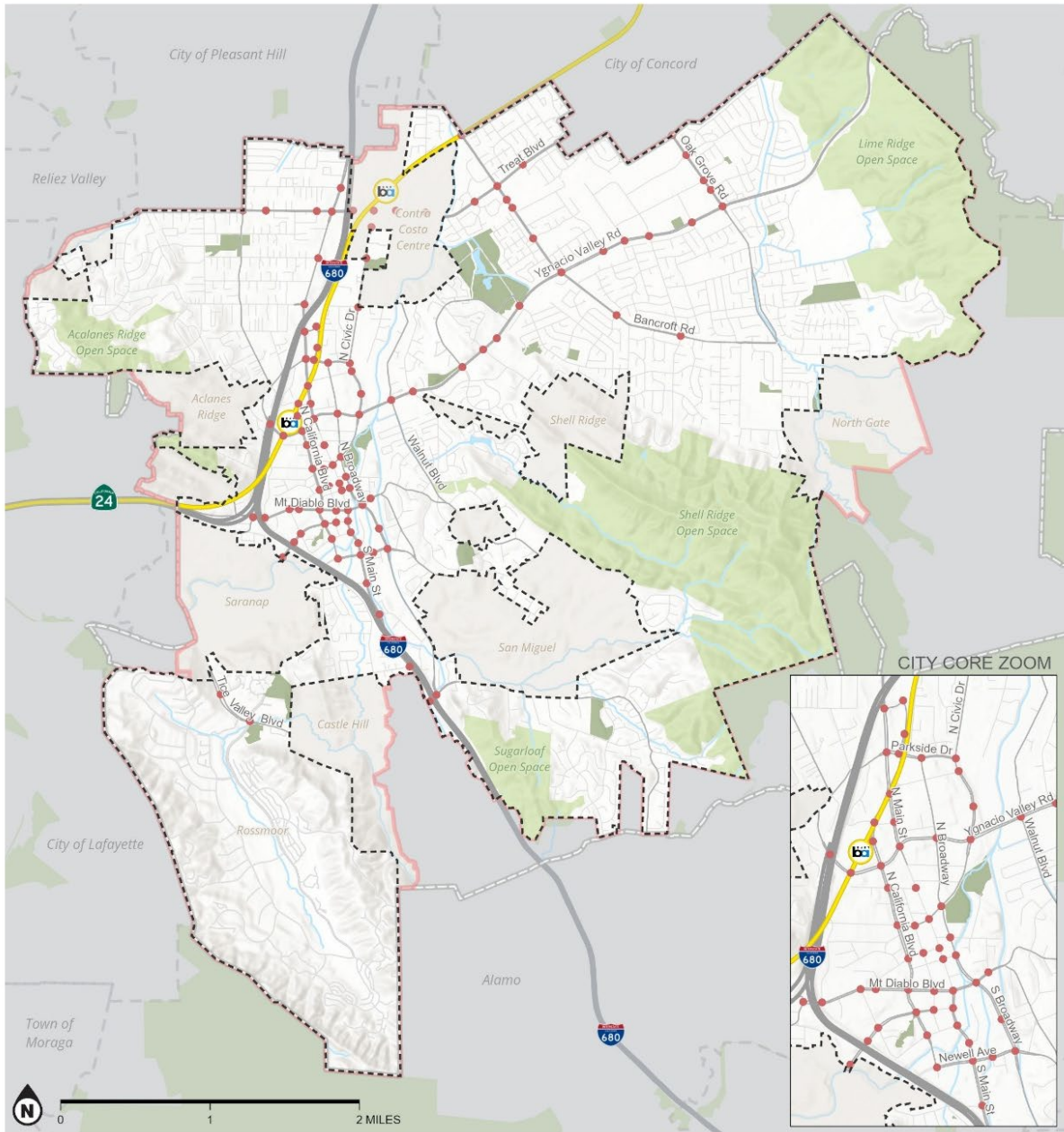
- Deployment of transit signal priority, including on a segment of Ygnacio Valley Road in the vicinity of the Walnut Creek BART station.
- Completion of the Geary Road Widening project, including shoulder widening, new sidewalks, Class II bike lanes, traffic signal replacement, and street lighting installation without changes to roadway capacity.
- Funding County Connection Routes 4 and 5, which connect the Walnut Creek BART station with Downtown and large employment centers, to reduce vehicle trips along major arterials (e.g., North Main Street, California Boulevard).

Traffic Signals

Figure 3 illustrates all 100 signalized intersections managed by the city. As shown, most of the city's signalized intersections are in Downtown Walnut Creek and along major roadways including Ygnacio Valley Road, North Main Street, Treat Boulevard, and Bancroft Road.

Adjustments to signal timing are a strategy used by the City to improve traffic flow and pedestrian safety at signalized intersections. Signals with transit signal priority in Downtown improve transit travel time reliability and on-time performance for County Connection bus routes.

Figure 3. Signalized Intersections



Data Sources: City of Walnut Creek (2020), BART (2020), California Department of Technology GIS (2020), CPAD (2022), Fehr & Peers (2020). Date saved: 7/1/2026.

SIGNALIZED INTERSECTIONS

CITY OF WALNUT CREEK
GENERAL PLAN UPDATE

TRAFFIC SIGNALS

- Signal

FEATURES + BOUNDARIES

Within

- City Boundary
- Sphere of Influence

BART

- BART Stations
- BART Track



Traffic Speed

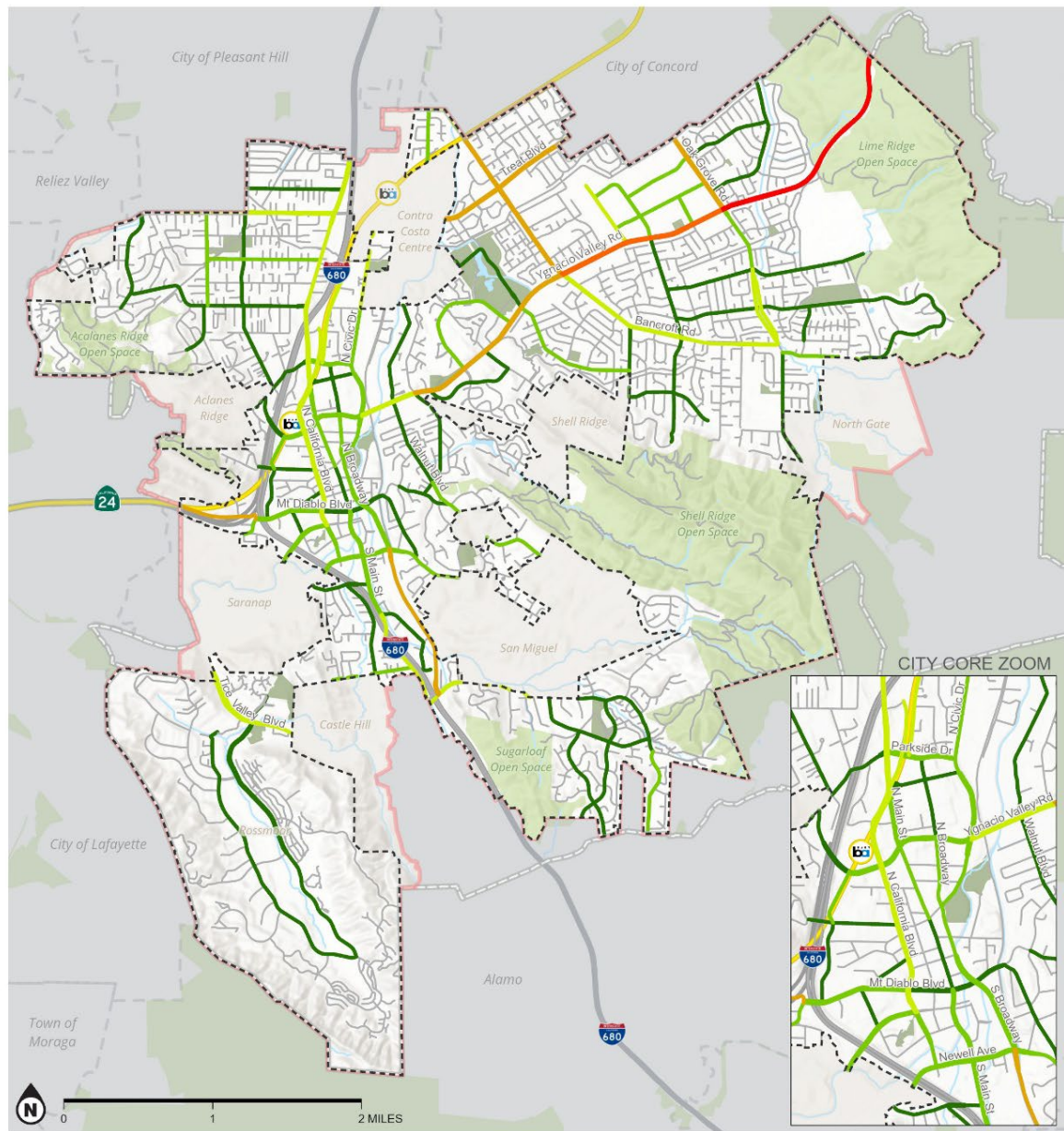
Speed is an important factor in the severity and frequency of collisions and also indicates how comfortable a roadway feels for people walking and biking. Speed data can be used to understand traffic flow and congestion.

Speed Limits

Figure 4 illustrates posted speed limits on most main corridors in the city. As shown, most city streets have a posted speed limit of 35 mph or lower; however, Ygnacio Valley Road, Bancroft Road, South Broadway, and Treat Boulevard have roadway portions with a speed limit of 40 mph or higher. The California Vehicle Code also sets the following statutory speed limits, and these speeds may be posted or unposted:

- 15 mph in alleys, at blind intersections, and at blind railroad crossings.
- 25 mph in residential and business districts, school zones (which may have a 20 mph limit) and playground areas when children are present, and at senior citizen facilities.

Figure 4. Posted Speed Limits



Data Sources: City of Walnut Creek (2020), BART (2020), California Department of Technology GIS (2020), GPAD (2022), Fehr & Pears (2020). Date saved: 7/1/2026.

POSTED SPEED LIMITS

SPEED LIMITS (MPH)				
— No Data	30	40	55	
25	35	45		

FEATURES + BOUNDARIES

- Within
- City Boundary
 - Sphere of Influence
- BART
- BART Stations
 - BART Track

CITY OF WALNUT CREEK
GENERAL PLAN UPDATE



Operating Speed

Operating speed represents the actual speed that vehicles are traveling on a roadway. The operating speed of a roadway may be higher or lower than the posted speed limit. The 85th percentile speed represents the speed at or below which 85 percent of the drivers travel on a road segment.

Table 3 presents the roadway segments with the highest weekday AM, midday, and PM 85th percentile speeds in Walnut Creek based on data from Streetlight, a big data platform that includes corridor speed data. In the AM and midday periods, all segments have an 85th percentile operating speed greater than the posted speed limit. In the PM period, only Ygnacio Valley Road between Tampico and La Casa Via has an 85th percentile speed below the posted limit, likely due to congestion experienced along the corridor.

Table 3. Weekday 85th Percentile Speeds

Location	AM 85 th Percentile Speed	Midday 85 th Percentile Speed	PM 85 th Percentile Speed	Posted Speed Limit
Ygnacio Valley Road east of Oak Grove Road	62 mph	62 mph	56 mph	55 mph
Ygnacio Valley Road between Wiget Lane and Via Monte	49 mph	46 mph	48 mph	40 mph
South Broadway between Newell Avenue and Murwood Drive	48 mph	46 mph	44 mph	40 mph
Ygnacio Valley Road between Tampico and La Casa Via	46 mph	42 mph	38 mph	40 mph
Treat Boulevard between Sheppard Road and Candelerio Drive	48 mph	48 mph	45 mph	40 mph

Source: StreetLight, 2026. Fehr & Peers, 2026.

Notes: **Bold** represents segments with an 85th percentile speed greater than the posted speed limit.

Travel Patterns

The following provides an overview of existing travel patterns in Walnut Creek, with a focus on both commute trips and overall travel behavior. In addition to local trips, Walnut Creek is a major regional destination and job center that generates trips from across the Bay Area and beyond. These regional leisure and commute trips impact travel patterns within the city. For more information on commute patterns to and from Walnut Creek, see the **Economic Development Existing Conditions Report**.

Traffic Volumes

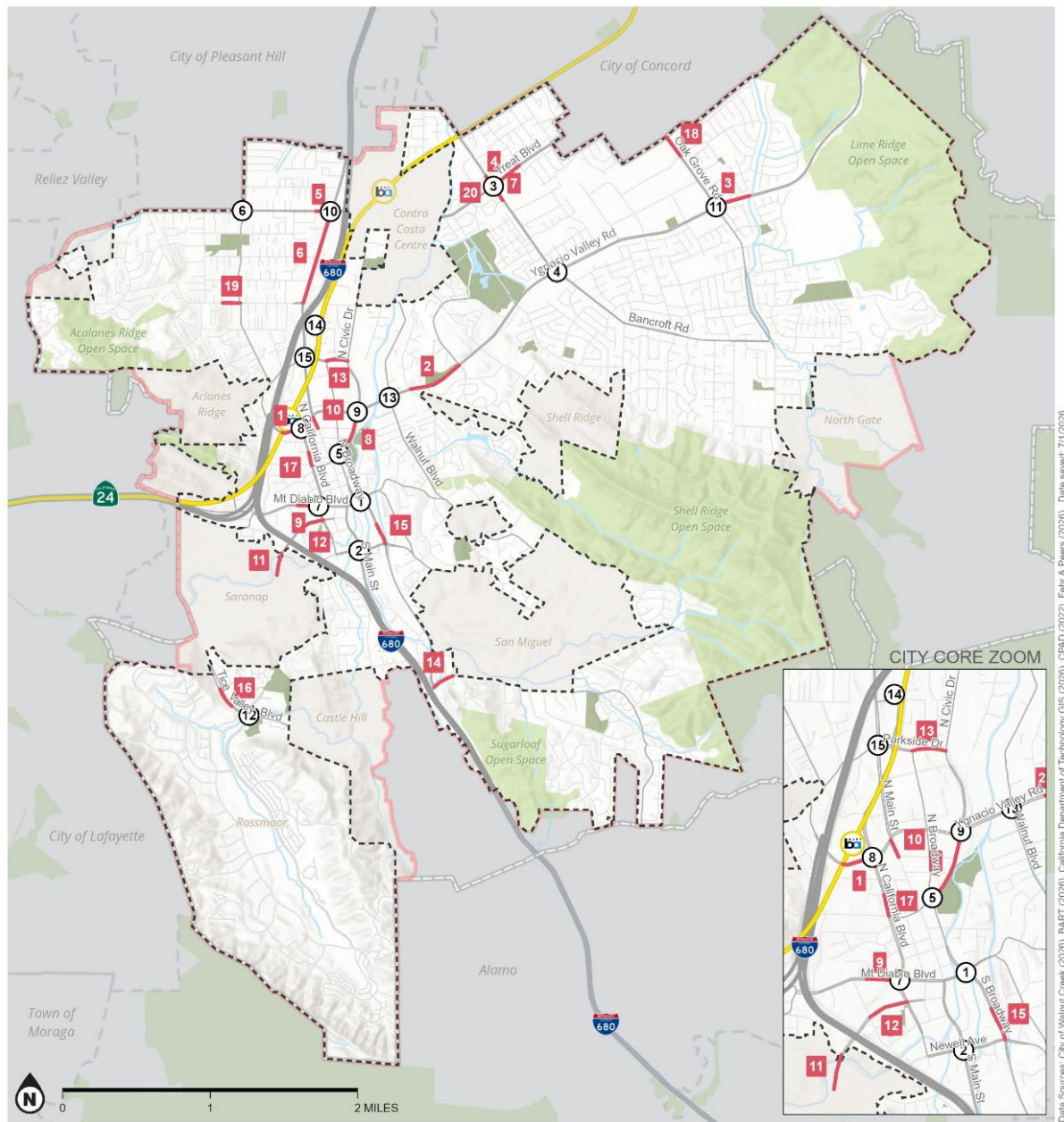
Traffic counts were collected for 15 intersections in the weekday morning (7 to 9 a.m.) and afternoon (4 to 6 p.m.) peak periods and 20 segments in 24-hour periods. All traffic counts were collected in spring 2026 in clear weather while schools were in session. Based on conversations with City staff, study segments and intersections were selected because they establish a baseline for major corridors and key routes within the city. Full traffic counts are included in **Appendix B. Table 4** and **Figure 5** illustrate the study locations.

Table 4. Study Locations

Location Type	ID	Location
Intersections	Int-1	Broadway & Mt. Diablo Boulevard
	Int-2	South Main Street & Newell Avenue
	Int-3	Bancroft Road & Treat Boulevard
	Int-4	Bancroft Road/Walnut Avenue & Ygnacio Valley Road
	Int-5	Broadway & Civic Drive
	Int-6	Buena Vista Avenue & Geary Road/Putnam Boulevard
	Int-7	North California Boulevard & Mt. Diablo Boulevard
	Int-8	North California Boulevard & Ygnacio Valley Road
	Int-9	Civic Drive & Ygnacio Valley Road
	Int-10	North Main Street & Geary Road/Treat Boulevard
	Int-11	Oak Grove Road & Ygnacio Valley Road
	Int-12	Rossmoor Parkway & Tice Valley Boulevard
	Int-13	Walnut Boulevard & Ygnacio Valley Road
	Int-14	Lawrence Way & Penniman Lane/I-680 On-Ramp
	Int-15	North Main Street & Parkside Drive
Segments	S-1	Ygnacio Valley Road between Oakland Boulevard and California Boulevard
	S-2	Ygnacio Valley Road between Homestead Avenue and Marchbanks Drive /Tampico
	S-3	Ygnacio Valley Road east of Oak Grove Road
	S-4	Treat Boulevard between Carriage Drive and Bancroft Road
	S-5	Geary Road west of North Main Street
	S-6	North Main Street between San Luis Road and Geary Road

Location Type	ID	Location
Segments (Cont.)	S-7	Bancroft Road south of Treat Boulevard
	S-8	Civic Drive between Ygnacio Valley Road and Broadway
	S-9	Mt. Diablo Boulevard between Bonanza Street and California Boulevard
	S-10	North Main Street south of Ygnacio Valley Road
	S-11	Olympic Boulevard west of I-680 SB Ramps
	S-12	Olympic Boulevard between Alpine Road and California Boulevard
	S-13	Parkside Drive between Broadway and Civic Drive
	S-14	Rudgear Road east of Broadway
	S-15	South Broadway north of Newell Avenue
	S-16	Tice Valley Road south of Rolling Hills Drive
	S-17	North California Boulevard between Cole Avenue and Civic Drive/Trinity Avenue
	S-18	Oak Grove Road between City Limits and Mitchell Drive/Peachwillow Lane
	S-19	San Luis Road west of Buena Vista Avenue
	S-20	Bancroft Road north of Treat Boulevard

Figure 5. Traffic Count Locations



Data Sources: City of Walnut Creek (2026), BART (2026), California Department of Technology (SIS (2026), CPAD (2022), Fehr & Piers (2026), Date saved: 7/1/2026.

TRAFFIC COUNT
STUDY LOCATIONS

CITY OF WALNUT CREEK
GENERAL PLAN UPDATE



STUDY LOCATIONS

- Segments
- Intersections

FEATURES + BOUNDARIES

- Within
- City Boundary
- Sphere of Influence
- BART
- BART Stations
- BART Track

Table 5 presents the total average daily traffic (ADT) for the study segments. The greatest volumes are seen on Ygnacio Valley Road, Treat Boulevard, and Oak Grove Road. ADT is a measure of vehicular demand as well as an indicator of pedestrian and cyclist comfort. ADT is one of the key factors in determining appropriate bicycle facilities for a roadway.

Table 5. Segment Average Daily Traffic

ID	Segment Location	Total Average Daily Traffic
S-1	Ygnacio Valley Road between Oakland Boulevard and California Boulevard	47,210
S-2	Ygnacio Valley Road between Homestead Avenue and Marchbanks Drive/Tampico	63,250
S-3	Ygnacio Valley Road east of Oak Grove Road	41,700
S-4	Treat Boulevard between Carriage Drive and Bancroft Road	40,700
S-5	Geary Road west of Main Street	15,360
S-6	North Main Street between San Luis Road and Geary Road	19,200
S-7	Bancroft Road between Treat Boulevard and Pomar Way	27,780
S-8	Civic Drive between Ygnacio Valley Road and Broadway	21,220
S-9	Mt. Diablo Boulevard between Bonanza Street and California Boulevard	18,440
S-10	North Main Street south of Ygnacio Valley Road	16,550
S-11	Olympic Boulevard west of I-680 SB Ramps	22,050
S-12	Olympic Boulevard between Alpine Road and California Boulevard	21,930
S-13	Parkside Drive between Broadway and Civic Drive	11,990
S-14	Rudgear Road east of Broadway	10,550

ID	Segment Location	Total Average Daily Traffic
S-15	S. Broadway north of Newell Avenue	15,960
S-16	Tice Valley Road south of Rolling Hills Drive	20,580
S-17	North California Boulevard between Cole Avenue and Civic Drive/Trinity Avenue	15,480
S-18	Oak Grove Road between City Limits and Mitchell Drive/Peachwillow Lane	24,450
S-19	San Luis Road west of Buena Vista Avenue	5,450
S-20	Bancroft Road north of Treat Boulevard	17,340

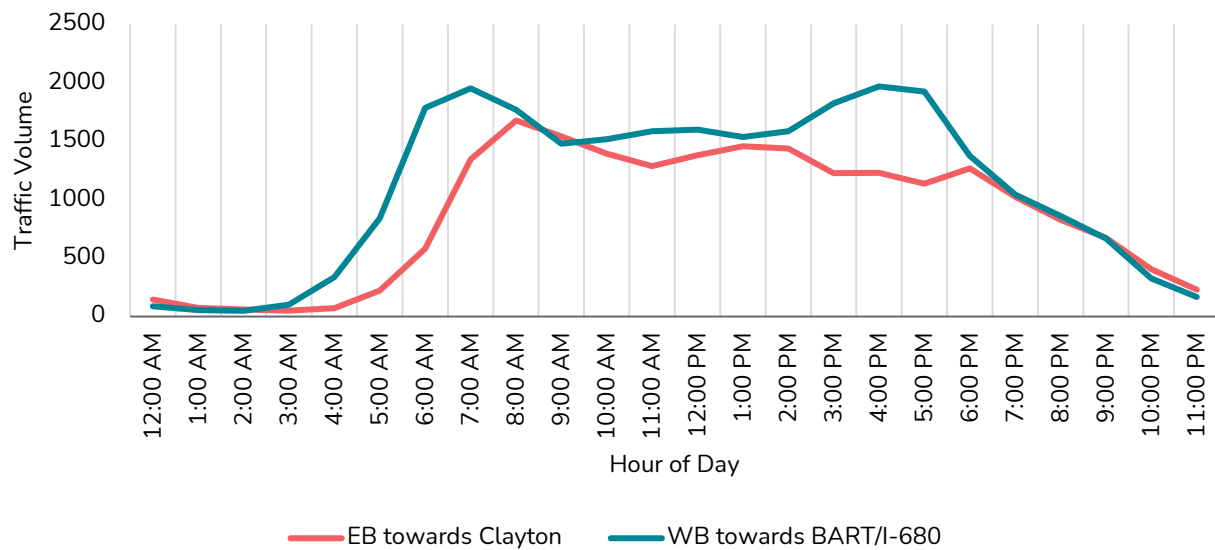
Source: Fehr & Peers, 2026. Traffic volumes collected in spring 2026.

Traffic Flow

As of 2026, Ygnacio Valley Road has the greatest daily and peak volumes in the city. Traffic on portions of Ygnacio Valley Road experiences high AM and PM peaks due to heavy commute volumes. To better understand these peak commute periods, traffic flow on Ygnacio Valley Road was analyzed for three segments.

As shown in **Figure 6**, Ygnacio Valley Road between Oakland Boulevard and California Boulevard, which is near Walnut Creek BART and I-680, experiences the highest traffic volumes in the westbound direction during both AM and PM periods. The weekday morning traffic peaks from 7 to 8 a.m., and the weekday evening traffic peaks from 4 to 5 p.m. However, traffic volumes along this segment of Ygnacio Valley Road remain relatively high throughout the day.

Figure 6. Ygnacio Valley Road between Oakland Boulevard and California Boulevard

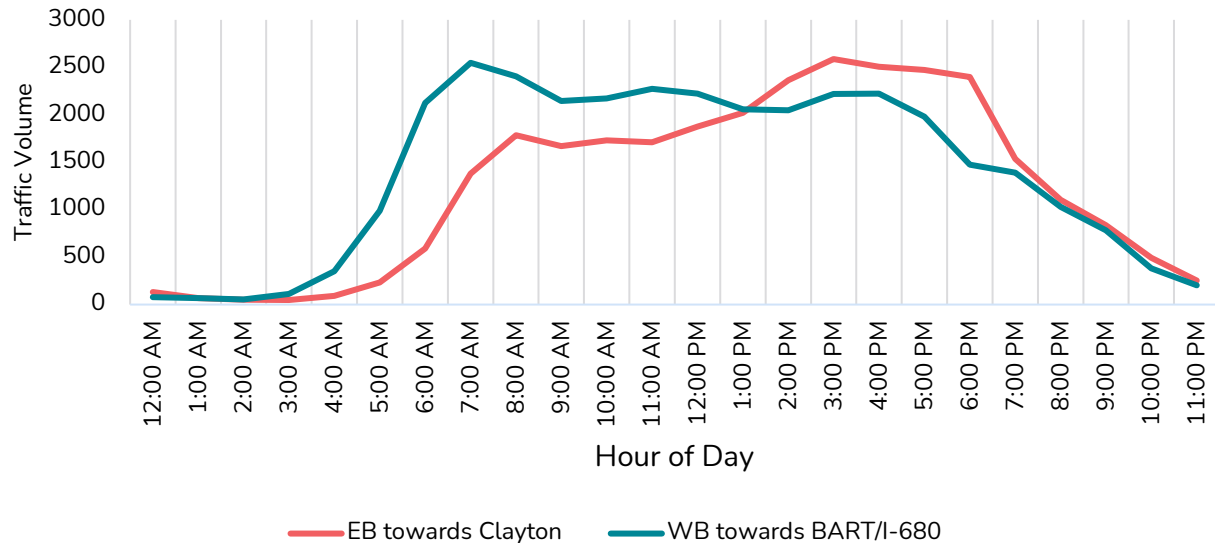


Source: Fehr & Peers, 2026. Traffic volumes collected in spring 2026.

As shown in **Figure 7**, Ygnacio Valley Road between Homestead Avenue and Marchbanks Drive/Tampico, which is near Downtown Walnut Creek, experiences the highest traffic volumes in the westbound direction during the AM period, while the eastbound direction sees the highest traffic volumes for the PM period. This segment of Ygnacio Valley Road experiences peak weekday morning traffic between 7 and 8 a.m. and peak evening traffic between 3 and 4 p.m. Similar to the segment between Oakland Boulevard and California

Boulevard, this segment of Ygnacio Valley Road experiences high traffic volumes throughout most of the day.

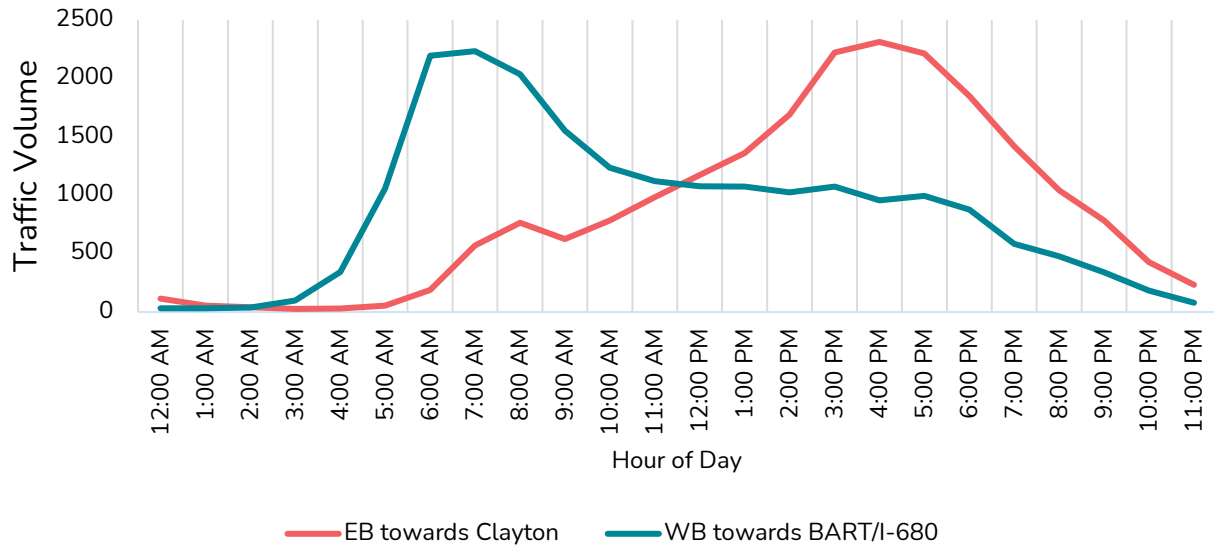
Figure 7. Ygnacio Valley Road between Homestead Avenue and Marchbanks Drive/Tampico



Source: Fehr & Peers, 2026. Traffic volumes collected in spring 2026.

As shown in **Figure 8**, Ygnacio Valley Road, east of Oak Grove Road, which is near Shadelands, experiences the highest traffic volumes in the westbound direction during the AM period, while the eastbound direction sees the highest traffic volumes for the PM period. The AM peak traffic hours are 7 to 8 a.m., and the PM peak traffic hours are 4 to 5 p.m. Outside of the peak hours, traffic volumes are low in the segment. As a result, the segment experiences directional imbalance, with commute-driven peak demand in one direction and underutilized capacity in the other, reversing between the AM and PM peak hours.

Figure 8. Ygnacio Valley Road east of Oak Grove Road



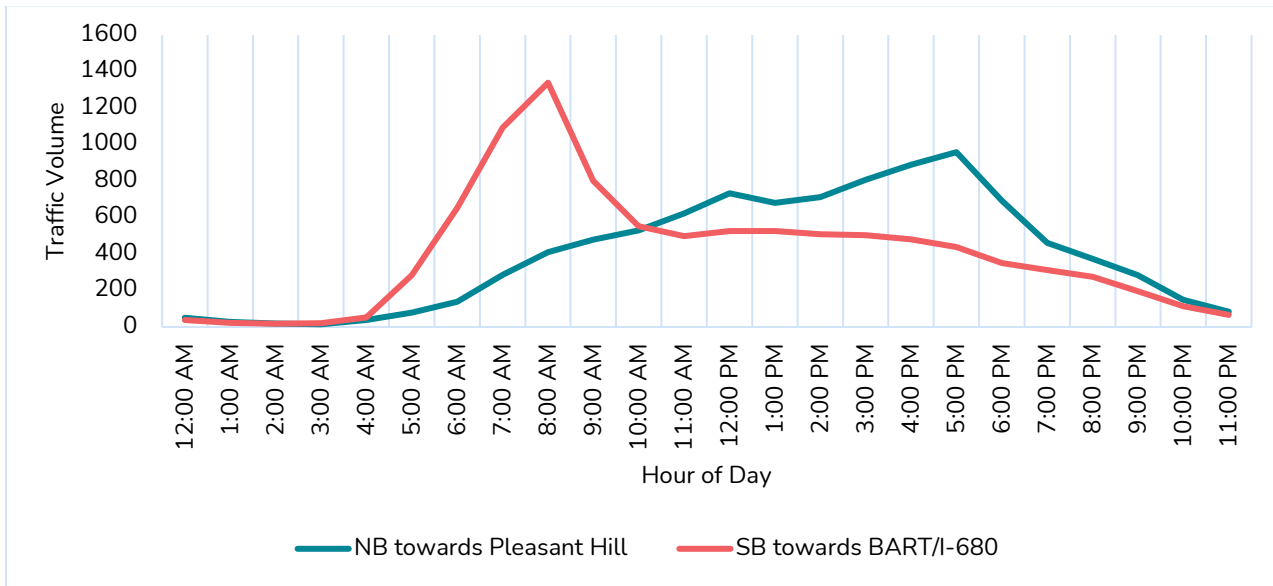
Source: Fehr & Peers, 2026. Traffic volumes collected in spring 2026.

Traffic volumes collected on Ygnacio Valley Road show that traffic remains high throughout the day near I-680, Walnut Creek BART, and Downtown. The segment of Ygnacio Valley Road between Homestead Avenue and Marchbanks Drive/Tampico experiences the highest traffic volumes of the three segments. Traffic volumes along the eastern portion of the corridor are concentrated during the AM and PM peak periods.

Traffic flow was also analyzed on three major north-south corridors: North Main Street, Oak Grove Road, and South Broadway, shown in **Figures 9, 10, and 11**.

Figure 9, North Main Street between San Luis Road and Geary Road experiences the highest traffic volumes in the southbound direction during the AM period, while the northbound direction sees the highest traffic volumes for the PM period. The AM peak traffic hours are 8 to 9 a.m., and the PM peak traffic hours are 5 to 6 p.m.

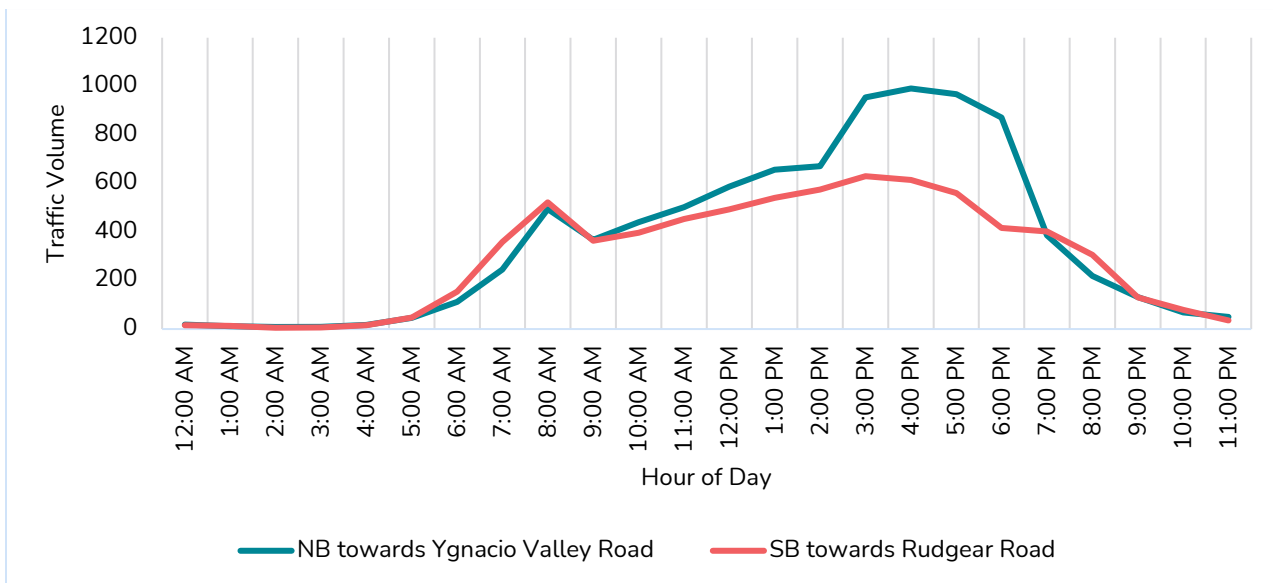
Figure 9. North Main Street between San Luis Road and Geary Road



Source: Fehr & Peers, 2026. Traffic volumes collected in spring 2026

Figure 10, South Broadway between Newell Avenue and Mt. Diablo Boulevard, which is near Downtown and Los Lomas High School, experiences the highest traffic volumes in both northbound and southbound directions during the PM period, likely due to its proximity to Downtown. The slight peak in the AM peak hour is likely due to a mix of commute and local school traffic. The AM peak traffic hours are 8 to 9 a.m., and the PM peak traffic hours are 4 to 5 p.m.

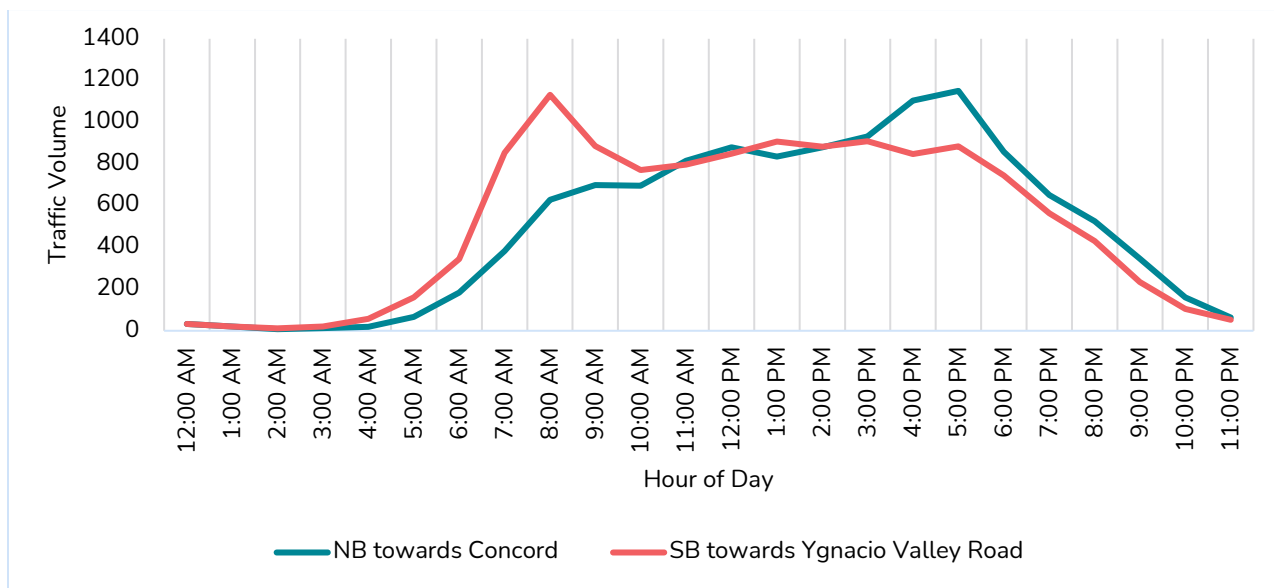
Figure 10. South Broadway between Newell Avenue and Mt. Diablo Boulevard



Source: Fehr & Peers, 2026. Traffic volumes collected in spring 2026.

Figure 11, Oak Grove Road between the city limits and Mitchell Drive/Peachwillow Lane, which is near Shadelands, experiences the highest traffic volumes in the southbound direction during the AM period, while the northbound direction sees the highest traffic volumes for the PM period, reflecting typical commute period traffic. Similar to portions of Ygnacio Valley Road, the segment experiences directional peaks, with commute-driven peak demand in one direction and underutilized capacity in the other. The AM peak traffic hours are 8 to 9 a.m., and the PM peak traffic hours are 5 to 6 p.m. This segment of Oak Grove Road experiences moderate traffic volumes throughout most of the day.

Figure 11. Oak Grove Road between the city limits and Mitchell Drive/Peachwillow Lane



Source: Fehr & Peers, 2026. Traffic volumes collected in spring 2026

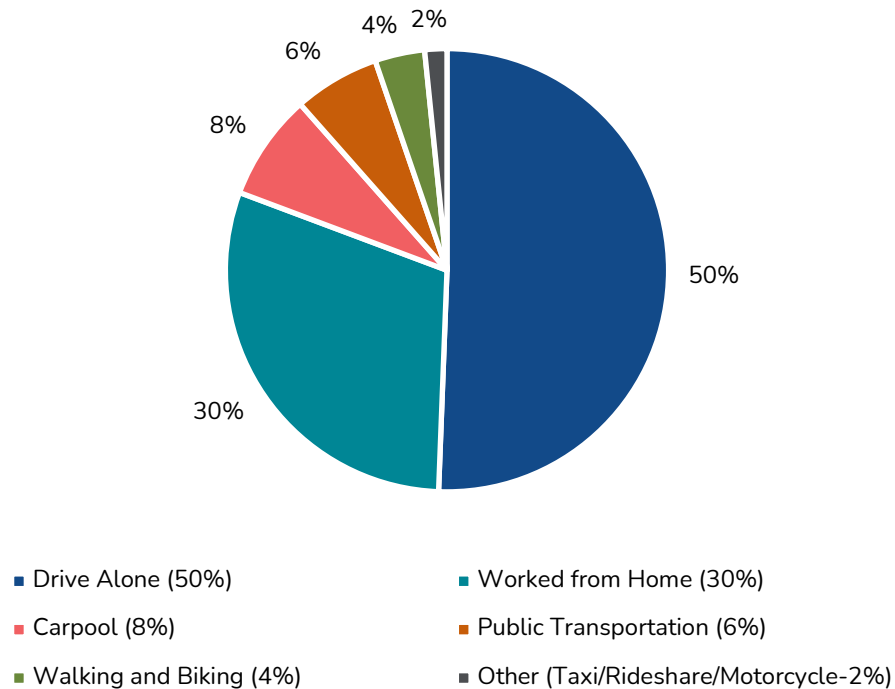
Traffic volumes collected on North Main Street, South Broadway, and Oak Grove Road reveal AM and PM commute-driven peak demand, similar to Ygnacio Valley Road. South Broadway north of Newell Avenue experiences a higher PM traffic peak given its proximity to Broadway Plaza and Los Lomas High, which are locations that tend to generate more activity in the afternoon.

Mode Share

Commute travel mode data for Walnut Creek reflects both longstanding auto-oriented patterns and the lasting impact of the COVID-19 pandemic. According to the U.S. Census

Bureau’s 5-Year Estimates, the mean travel time to work for Walnut Creek residents is approximately 30 minutes.¹² As shown in **Figure 12**, driving alone is the dominant commute mode for approximately 50% of workers, and working from home is the second-most-common mode at about 30%. Carpooling accounts for about 8% of commutes and taxis, rideshares, and motorcycles for 2%. The combined active transportation share is just under 4% (walking at 3% and bicycling at less than 1%), and public transit accounts for 6% of commute trips.

Figure 12. Walnut Creek Commute Travel Mode, 2024



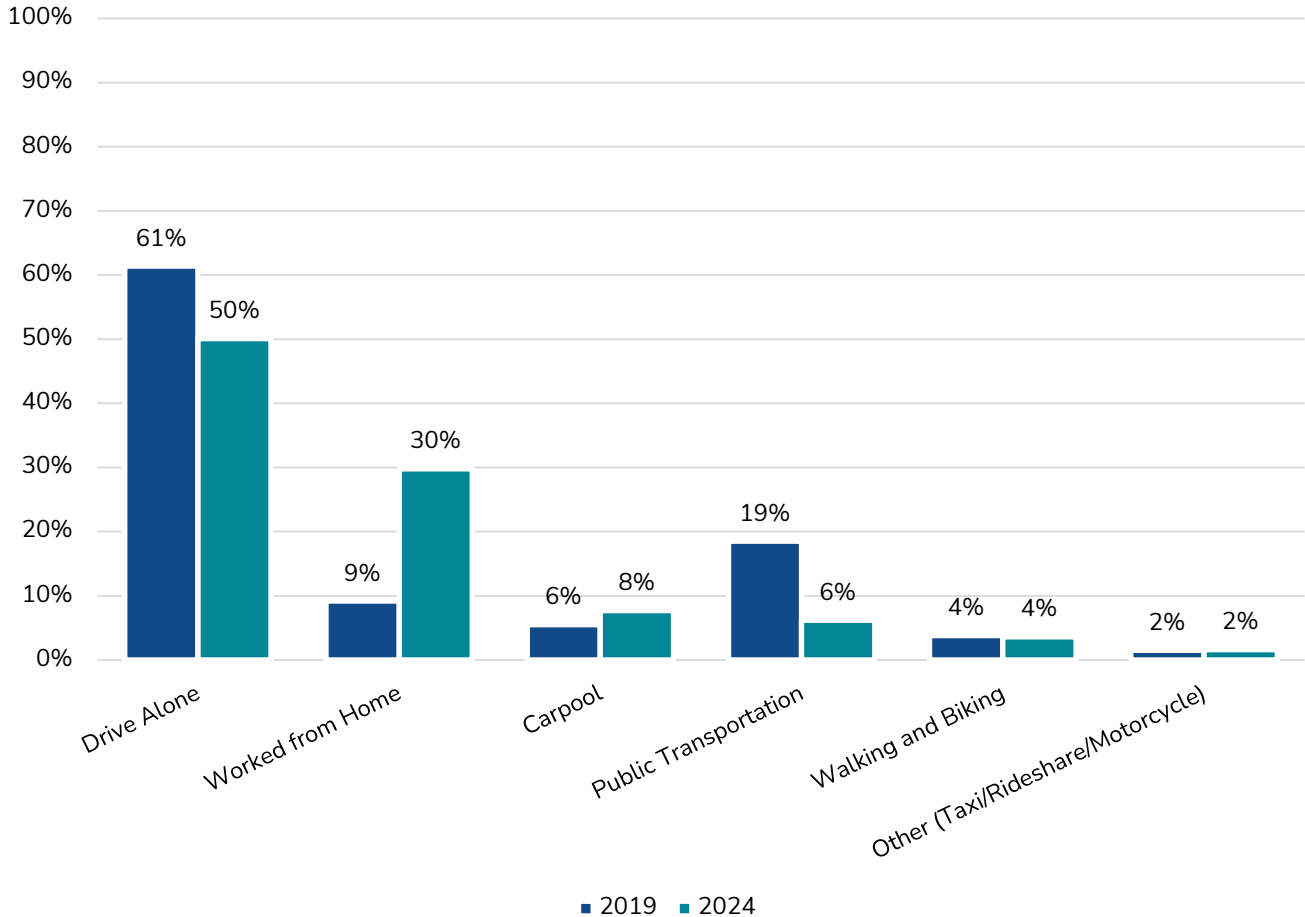
Source: 2024 American Community Survey 5-Year Estimates. Fehr & Peers, 2026.

Figure 13 compares citywide commute mode choice between 2019 and 2024. Compared to the 2019 commute mode choice percentages, which reflect pre-COVID conditions, Walnut Creek has seen increases in the share of commuters who carpool and who work from home and decreases in the shares who drive alone and use public transportation. Walking, biking, and other modes remained about the same. The largest increase is seen in the work-from-home group (up 21 percentage points), and the largest decrease is seen in public transportation users (down 13 percentage points). Increased remote work and decreased transit ridership are patterns seen throughout the region and state as travel behavior has

¹² U.S. Census Bureau. 2024. American Community Survey (ACS) 5-Year Estimates. <https://www.census.gov/quickfacts/fact/table/walnutcreekcitycalifornia#>

shifted following the COVID-19 pandemic. Transit ridership in the region is growing but has not returned to pre-COVID levels.

Figure 13. Commute Travel Mode in Walnut Creek, 2019 and 2024



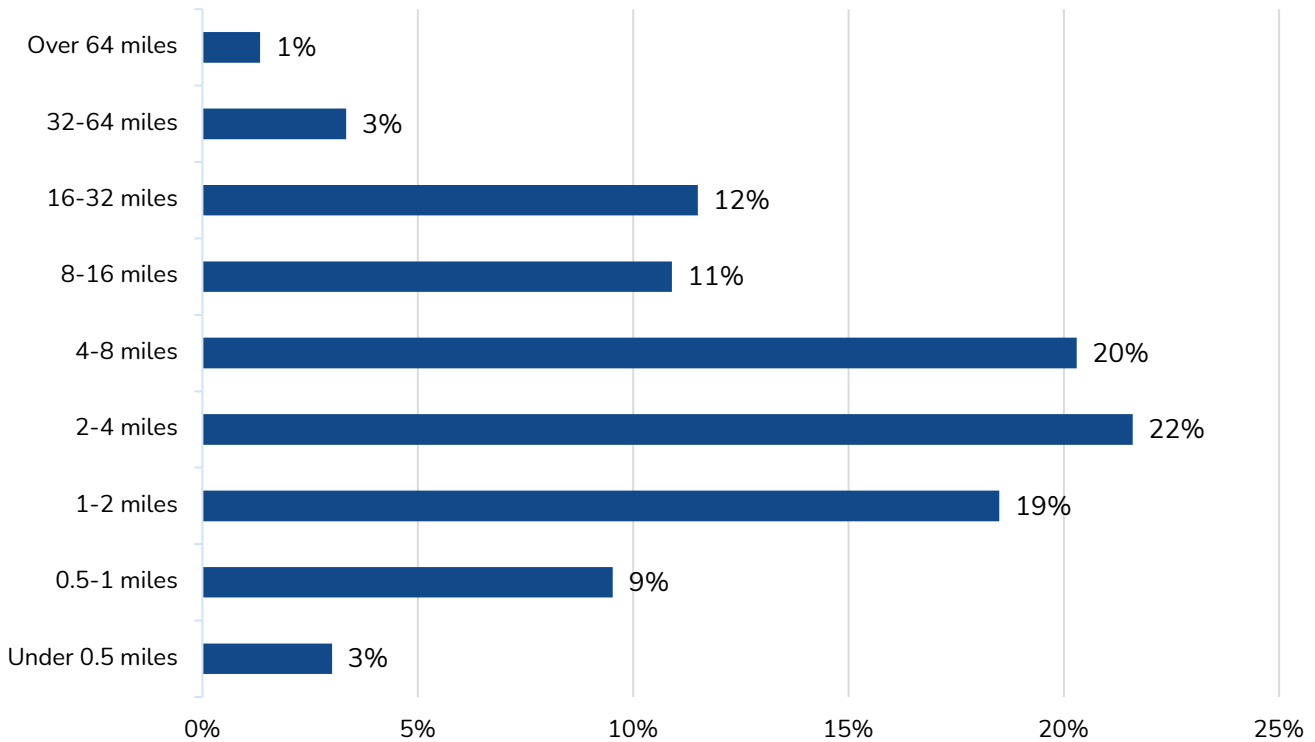
Source: 2019 and 2024 American Community Survey 5-Year Estimates. Fehr & Peers, 2026.

Trip Distance

Trip distance can be a measure of latent potential for mode shift. Trips less than two miles can often be made by walking or biking, as opposed to by car. As shown in **Figure 14**, roughly 30% of all private auto trips made by Walnut Creek residents were less than two miles. This share stands in contrast to the citywide active transportation mode share of under 4% described above. These local, sub-two-mile trips can include travel to schools, retail, work, and BART.

The same pattern holds for Downtown travel. In October 2024, 28% of visitors traveled less than two miles to get to Downtown.¹³

Figure 14. Private Auto Trip Distance for Walnut Creek Residents, 2025



Source: Replica. Fehr & Peers, 2026.

Goods Movement and Truck Routes

Goods movement refers to the transport and distribution of goods and freight. Traditionally, goods movement involved large trucks, trains, or midsize delivery trucks. In recent years, the type of vehicles used for goods movement has expanded to accommodate the increased delivery of small items such as online merchandise or groceries. Truck routes are designated routes designed to support large trucks and limit intrusion into neighborhoods, improve community health, reduce traffic conflicts caused by truck travel, and ensure the safe and efficient movement of heavy vehicles.

¹³ Placer Labs. 2025. (Data provided by City of Walnut Creek)

Figure 15 displays the designated truck routes throughout Walnut Creek. All state highways are also considered truck routes.

Table 6 presents the heavy truck volume percentages for selected study segments. Citywide, truck volumes are generally higher in the AM period, representing approximately 5% of peak-hour traffic, compared to about 2% to 3% of traffic during the PM peak hour. Truck traffic varies throughout the day, and in some areas may be higher outside of peak hours. Designated truck routes, such as Ygnacio Valley Road, tend to experience higher truck volumes. However, trucks still travel on non-designated routes for local loading and services.

Table 6. Segment-Level Heavy Truck Volume Percentages

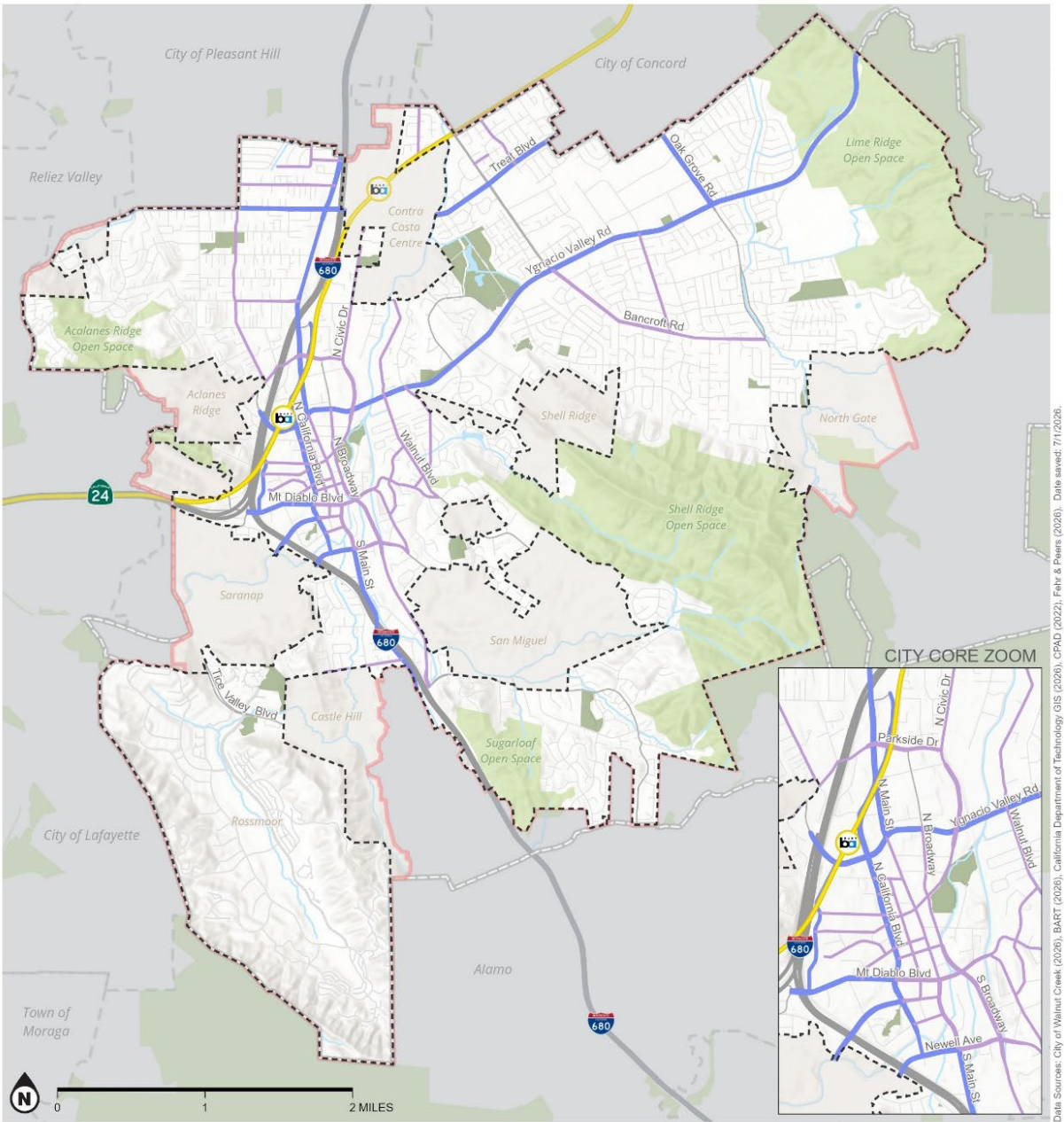
ID ¹	Location	Designated Truck Route?	AM Heavy Truck %	PM Heavy Truck %
S-1	Ygnacio Valley Road between Oakland Boulevard and California Boulevard	Yes	5%	3%
S-2	Ygnacio Valley Road between Homestead Avenue and Marchbanks Drive/Tampico	Yes	5%	2%
S-3	Ygnacio Valley Road east of Oak Grove Road	Yes	3%	1%
S-4	Treat Boulevard between Carriage Drive and Bancroft Road	Yes	2%	2%
S-5	Geary Road west of North Main Street	Yes	4%	2%
S-6	North Main Street between San Luis Road and Geary Road	Yes	6%	2%
S-7	Bancroft Road between Treat Boulevard and Pomar Way	No	4%	2%
S-8	Civic Drive between Ygnacio Valley Road and Broadway	No	2%	1%
S-9	Mt. Diablo Boulevard between Bonanza Street and California Boulevard	Yes	3%	1%
S-13	Parkside Drive between Broadway and Civic Drive	No	4%	3%

ID ¹	Location	Designated Truck Route?	AM Heavy Truck %	PM Heavy Truck %
S-15	S. Broadway north of Newell Avenue	No	4%	1%
S-16	Tice Valley Boulevard south of Rolling Hills Drive	No	4%	1%
S-17	North California Boulevard between Cole Avenue and Civic Drive/Trinity Avenue	Yes	5%	3%
S-20	Bancroft Road north of Treat Boulevard	No	5%	2%

Source: Fehr & Peers, 2026. Traffic volumes collected in Spring 2026.

Notes: Truck percentages were not available for all study segments.

Figure 15. Designated Truck Routes



Data Sources: City of Walnut Creek (2026), BART (2026), California Department of Technology GIS (2026), CPAD (2026), Fair & Peers (2026). Date saved: 7/1/2026.

CITY TRUCK ROUTES

CITY OF WALNUT CREEK
GENERAL PLAN UPDATE



Vehicle Miles Traveled

SB 743 introduced vehicle miles traveled (VMT) as the primary performance measure in the environmental review process. VMT is calculated by multiplying the number of trips by the length of those trips during a specified time and in a specified area. Cities with greater accessibility to key destinations and job centers tend to generate less VMT on a per capita basis compared to locations farther away from job centers. VMT can also serve as a proxy to evaluate whether residents use local services or travel farther for those services. Reducing VMT, which can include incorporating transportation demand management (TDM) strategies, can contribute to fewer and less severe traffic collisions, lower infrastructure costs, and improved air quality.

VMT Metrics

A variety of VMT metrics may be used for planning or impact analysis. **Table 7** presents methods of analyzing VMT.

Table 7. VMT Metrics

Metric	Definition	Visualization
Total VMT	All vehicle trips with their origin or destination within a geographic boundary	
Residential VMT per Resident	All vehicle trips are traced back to the residence of the trip-maker, even trips that do not start or end at home	

Work VMT per Employee	All vehicle trips made by employed persons are traced back to the workplace of the trip-maker, even trips that are not part of the work commute	
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Source: Fehr & Peers, 2026.

Walnut Creek VMT

The Contra Costa Transportation Authority (CCTA) develops and maintains a countywide travel demand model. A travel demand model uses information on current and future population and employment, transit ridership, expected roadway improvements, and observed travel behavior to forecast traffic on the regional transportation system.¹⁴ The CCTA model is used to analyze impacts of new development and transportation improvements. Local jurisdictions, CCTA, and Caltrans use the model for transportation planning purposes.

Table 8 illustrates the VMT per resident and VMT per employee for the City of Walnut Creek and Contra Costa County based on the CCTA travel demand model.

Table 8. VMT Per Capita

Location	CCTA Travel Model (2026) ¹		
	Residential VMT per Resident ²	Work VMT per Employee ³	Total VMT Within Walnut Creek
City of Walnut Creek	13.3	14.3	4,824,965
Contra Costa County	16.9	15.0	N/A

Source: CCTA Travel Model. Fehr & Peers, 2026.

Notes:

¹⁴ CCTA. “Planning Tools.” <https://ccta.ca.gov/planning/tools/>

1. Interpolated between 2020 and 2040 from the off-the-shelf CCTA trip-based travel demand model.
2. Home-based daily VMT per resident.
3. Home-based daily work VMT per employee.

As shown in **Table 8**, the average VMT per resident and VMT per employee in Walnut Creek are less than the countywide average by approximately 20% and 5%, respectively. Walnut Creek's lower per-capita VMT relative to the countywide average indicates that Walnut Creek residents generally drive less than the average county resident. This provides context for the City's existing transportation network, including its concentration of jobs and services, regional transit connections, pedestrian and bicycle facilities, and proximity to other major destinations.

Transportation Demand Management

Transportation Demand Management (TDM) consists of policies and strategies intended to reduce single-occupant vehicle trips and manage travel demand, thereby lowering VMT and greenhouse gas emissions. Strategies can include operational components such as employer shuttles, bike share, and charging for parking separately from rent, and infrastructure components such as facilities improvements to the transit, bicycle, or pedestrian network. As discussed in the **Existing Plan and Policy Review** section, Walnut Creek has a TDM program outlined in the Rethinking Mobility Transportation Strategic Plan (2020). As part of the program, the City requests annual or bi-annual TDM program reporting from Walnut Creek's largest employers. The City also requires developers of certain projects, including all transit-proximate projects, to create project-specific TDM plans to manage trips coming to and from new housing and commercial projects.

Transit Facilities

The following section summarizes the transit services in Walnut Creek provided by BART and County Connection.

BART

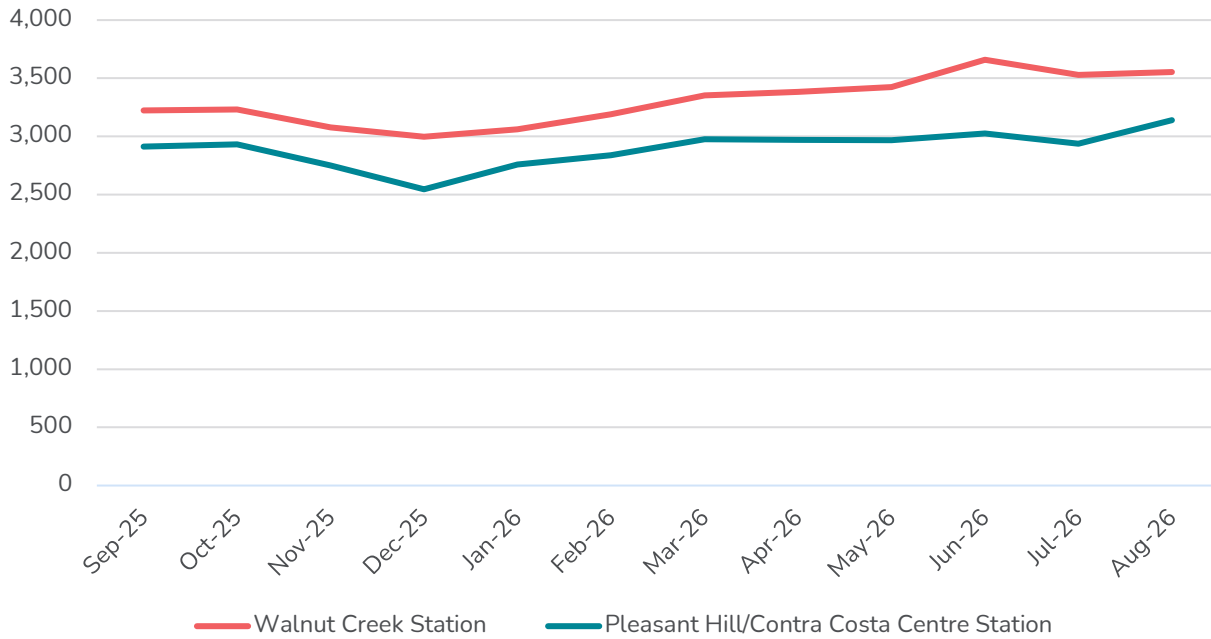
BART provides heavy-rail service throughout the Bay Area. The Walnut Creek BART station is located near Downtown, adjacent to Ygnacio Valley Road and I-680. The Pleasant Hill/Contra Costa Centre BART station is in unincorporated Contra Costa County but serves Walnut Creek's northern neighborhoods and has direct access to the Iron Horse Trail and Treat Boulevard. Each station provides vehicular parking, lockers and storage for bicycles, bus bays with connections to local transit, elevators, and accessible fare gates. There is transit-oriented development around both stations, including housing, retail, and office space. The first phase of housing at the Walnut Creek transit village was completed in 2023. Phase 1 and Phase 2 of the Contra Costa Centre transit village housing were completed in 2008 and 2020, respectively.

Ridership

As shown in **Figure 16**, the Walnut Creek Station experiences slightly higher ridership than the Pleasant Hill/Contra Costa Centre Station. 12-month average weekday ridership is approximately 3,300 at Walnut Creek Station and 2,900 at Pleasant Hill/Contra Costa Centre Station.¹⁵ Systemwide ridership decreased after the COVID-19 pandemic, which altered travel patterns and increased the prevalence of working from home. Since Fiscal Year (FY) 1999, weekday average ridership at Walnut Creek Station was highest in FY 2017, at 7,175. Weekday average ridership at Pleasant Hill/Contra Costa Centre Station was highest in FY 2019, at 7,610. As described under the Mode Share section, ridership at these stations, and systemwide, has not yet recovered to pre-2020 levels due to the increase in full-time and hybrid remote work schedules. However, in August 2026, Walnut Creek and Pleasant Hill/Contra Costa Centre BART stations had the second- and third-highest weekday ridership in the county, behind El Cerrito Del Norte.

¹⁵ BART. "Monthly Ridership Snapshot." <https://www.bart.gov/sites/default/files/2026-06/202605%20Monthly%20Ridership%20Snapshot.pdf>.

Figure 16. 12-Month Average Weekday Station Ridership

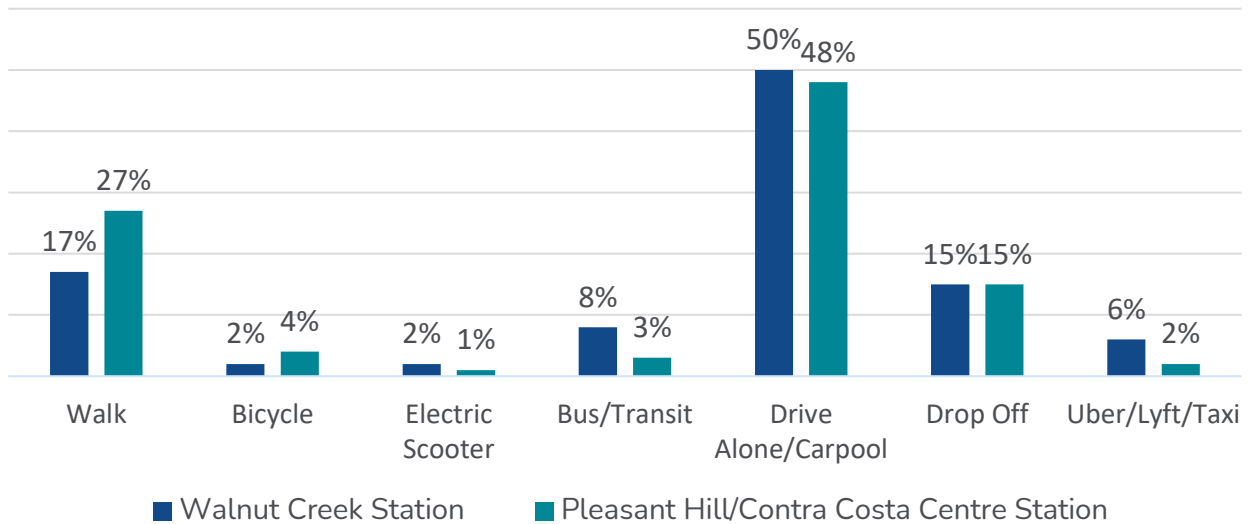


Source: BART, 2026.

Trips to BART

BART conducted a 2024 Station Profile Study that surveyed riders on how they travel from home to the station. As shown in **Figure 17**, roughly 50% of riders drive alone or carpool to each station. Walking and biking are more common at Pleasant Hill/Contra Costa Centre Station, representing 31% of riders, likely influenced by its direct access to the Iron Horse Trail and nearby residential uses. All other modes at Pleasant Hill/Contra Costa Centre Station are less than 5% each. Walking and biking represent about 19% of Walnut Creek Station riders, and bus or other transit users represent about 8% of riders.

Figure 17. Travel Mode to Station, 2024



Source: BART, 2024.

County Connection

County Connection provides fixed-route bus and paratransit services throughout the city, connecting passengers to destinations throughout the county, including the Walnut Creek and Pleasant Hill/Contra Costa Centre BART stations. There are 185 County Connection bus stops in Walnut Creek. Stop amenities vary, but can include shelters, benches, posted signs, and real-time travel information.

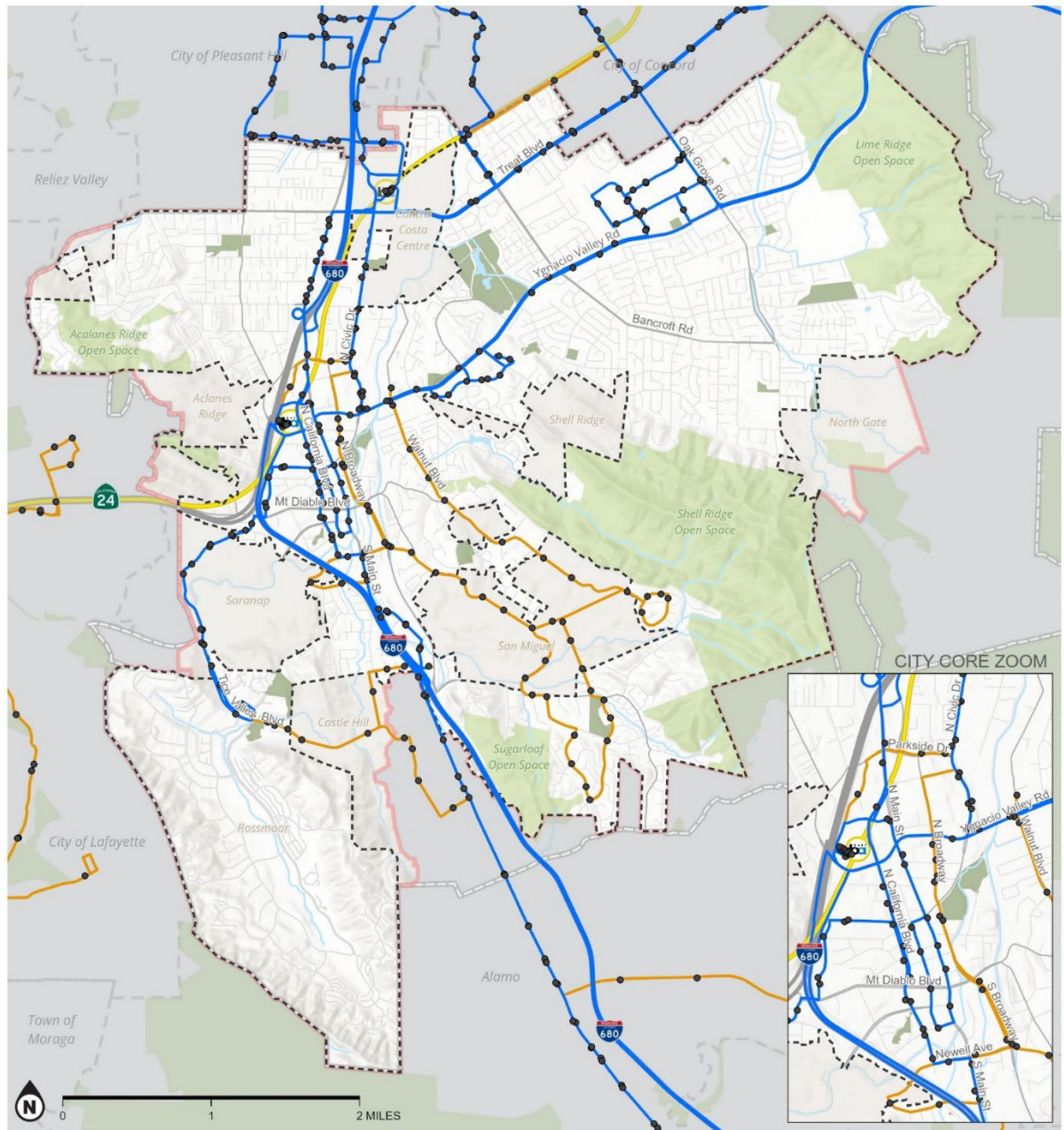
Service is provided from approximately 6 a.m. to 9 p.m. on weekdays and from approximately 9 a.m. to 7 p.m. on weekends and includes express routes. County Connection also provides designated 600-series school routes for students in the Walnut Creek School District, which operate during the weekday morning and midday afternoon peaks while schools are in session. **Table 9** provides information for key weekday local routes within Walnut Creek. **Figure 18** illustrates the County Connection services in Walnut Creek.

Table 9. County Connection Key Local Routes

Route	Main Destinations	General Frequency
1 - Rossmoor/Shadelands	• Mitchell Drive Park-and-Ride • John Muir Medical Center • Walnut Creek BART • Rossmoor Shopping Center	60 min (weekdays)
4 - Broadway Plaza/BART Walnut Creek	• Walnut Creek BART • Broadway Plaza	15 min (weekdays) 20 min (weekends)
5 - Creekside/BART Walnut Creek	• Creekside Drive • Walnut Creek BART • John Muir Medical Center	45 min (weekdays)
7 - Shadelands/BART Pleasant Hill	• Pleasant Hill BART • Mitchell Drive Park-and-Ride	20 min – peak only (weekdays)
9 - DVC/BART Walnut Creek	• Diablo Valley College • Ellinwood Way and Contra Costa Employment and Human Services • Pleasant Hill BART • Walnut Creek BART	60 min (weekdays)
14 - Monument Boulevard	• Concord BART • Pleasant Hill BART • Walnut Creek BART	30 min (weekdays)
21 - BART Walnut Creek/San Ramon	• Walnut Creek BART • Danville Park and Ride • San Ramon Transit Center	30 min (peak weekdays) 60 min (off-peak weekdays)

Source: County Connection, 2026. Fehr & Peers, 2026.

Figure 18. County Connection Transit Facilities



Data Sources: City of Walnut Creek (2020), BART (2020), California Department of Technology GIS (2020), CPAD (2022), Fehr & Peers (2020). Date saved: 9/29/2020.

COUNTY CONNECTION TRANSIT

CITY OF WALNUT CREEK
GENERAL PLAN UPDATE



COUNTY CONNECTION FACILITIES

- School Routes
- Local and Express Routes
- Bus Stops

FEATURES + BOUNDARIES

- Within
- City Boundary
 - Sphere of Influence
- BART
- BART Stations
 - BART Track

Ridership

County Connection Route 4 and Route 5 are free routes that run entirely within the City’s limits. Route 4 is known as the Downtown Trolley route, which connects the Walnut Creek BART station to Downtown with 446 average daily boardings in FY 2025–2026. Route 5 connects Walnut Creek BART and Creekside Drive, with 210 average daily boardings in FY 2025–2026. Route 14 (Monument Boulevard), Route 1 (Rossmoor/Shadelands), and Route 21 (BART Walnut Creek/San Ramon) also see high ridership within Walnut Creek.

Table 10 presents the top stop-level ridership in the city. Stops at Walnut Creek BART have the highest ridership by a significant margin due to their connections to other routes and the regional BART network. The stops with the next-highest ridership include South Main Street and Olympic Boulevard (Downtown Walnut Creek), Walnut Boulevard and Ygnacio Valley Road (Walnut Creek Intermediate School), North Civic Drive and Brio Drive (Walnut Creek Intermediate School), and Minert Road and Weaver Lane (Oak Grove Middle School).

Table 10. Top Walnut Creek County Connection Stops FY 2025

Stop Name	Average Daily Boardings
Walnut Creek BART (All Bus Bays Combined)	1,035
South Main Street + Olympic Boulevard	69
Walnut Boulevard + Ygnacio Valley Road	58
North Civic Drive + Brio Drive	54
Minert Road + Weaver Lane	50

Source: County Connection, 2026. Fehr & Peers, 2026.

County Connection Speed

The California Integrated Travel Project (Cal-ITP) provides data on the speed of transit service between stops. Speed can be a measure of congestion and efficiency. Slower transit travel times can lead to lower ridership, as riders may choose other modes out of convenience.

According to Cal-ITP data¹⁶, the County Connection routes serving Walnut Creek with the slowest average transit speeds during peak periods are on Routes 4, 5, 20, 14, and 1. in and around Downtown, I-680, and the Walnut Creek BART station. Specifically, travel on North California Boulevard, North Main Street, North Civic Drive, and Ygnacio Valley Road near Downtown, I-680, and Walnut Creek BART experience 20th percentile speeds between 0 and 12 mph. Slower speeds in these areas affect travel times for local trips and trips to key destinations such as BART and Downtown.

Paratransit and Senior Transportation

Paratransit and senior transportation services in Walnut Creek are designed for people who have challenges using typical fixed-route transit service.

LINK

LINK is a shared-ride paratransit service operated by County Connection. LINK service is available within 1.5 miles of a County Connection fixed-route bus or within three-quarters of a mile of a BART station when County Connection fixed-route buses are not in operation. Both the start and end of the trip must be within the service area. Eligibility for the service is based on an individual's inability to use regular bus service due to a disability or health condition.

Walnut Creek Transportation Program

As an additional service, Walnut Creek operates a transportation program that serves older adults and people with disabilities and health conditions. The City of Walnut Creek, along with Measure J grant funding from the Transportation Partnership and Cooperation Committee, subsidizes a portion of rides to expand its transportation services. Service includes Lyft Self-Access, Lyft Concierge, and Walnut Creek Mini Bus:

- **Lyft Self-Access Pass:** With a Lyft Self-Access Pass, users can arrange Lyft rides using their computer or smartphone. Users are able to book drivers who use their personal vehicles.
- **Lyft Concierge:** The Lyft Concierge Pass is for users who do not have a smartphone to access the Lyft app. Instead, they call a reservation line, and a dispatcher schedules a ride for them.

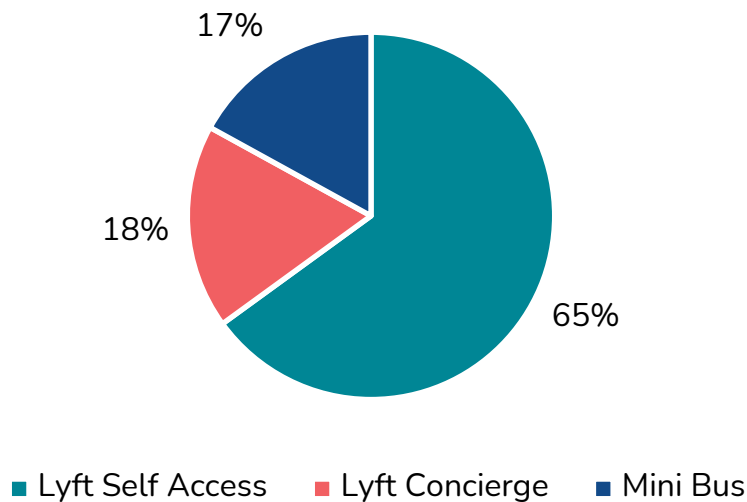
¹⁶ Cal-ITP. 2026. Average Transit Speeds by Stop, 2026.
https://gis.data.ca.gov/datasets/4937eeb59fdb4e56ae75e64688c7f2c0_0/about.

- **Walnut Creek Mini Bus:** Walnut Creek Mini Bus is a five or six-passenger city vehicle and is helpful for people who do not use rideshare services. Mini Bus drivers provide rides only to locations in Walnut Creek on Tuesdays, Wednesdays, and Thursdays between 9 a.m. and 2 p.m.

Ridership

In FY 2025–2026, the program provided 6,942 one-way passenger trips. As shown in **Figure 19**, 65% of the total trips were Lyft Self-Access trips, 18% were Lyft Concierge trips, and the remaining 17% were Mini Bus trips. The program is projected to provide 7,150 trips in FY 2026–2027, a 3% increase from the prior fiscal year.

Figure 19. Walnut Creek Transportation Program Ridership Share



Bicycle Facilities

Table 11 presents the bicycle facility classifications in Walnut Creek. Class IV facilities are a recent addition to the city bicycle network and were not included as a facility type in the Walnut Creek Bicycle Plan (2011). North Wiget Lane and Lennon Lane are among the first roads in the city to provide Class IV facilities.

Table 11. Bicycle Facility Classes in Walnut Creek

Class	Description	Example
Bicycle paths and trails (Class I)	Provide a completely separate right-of-way and are designated for the exclusive use of bicycles and pedestrians, with vehicle cross-flow minimized.	
Bicycle lanes (Class II)	Provide designated street space for bicyclists, typically adjacent to the outer vehicle travel lanes. Bike lanes include special lane markings, pavement legends, and signage.	

Class	Description	Example
Bicycle routes (Class III)	Provide right-of-way designated by signage, striping, or traffic calming measures for shared use with motor vehicles. These include “sharrows” or shared-lane markings to highlight the presence of bicyclists.	
Separated bikeways (Class IV)	Provide a right-of-way designated exclusively for bicycle travel within a roadway and are protected from other vehicle traffic by physical barriers, including, but not limited to, grade separation, flexible posts, or inflexible vertical barriers such as raised curbs or parked cars.	

Source: Fehr & Peers, 2026.

As shown in **Table 12**, there are over 14 miles of Class I facilities in Walnut Creek. The Iron Horse Regional Trail, which spans 32 miles between Concord and Pleasanton, and the Contra Costa Canal Regional Trail, which spans 13 miles between Walnut Creek and Martinez, are major Class I facilities in the city, although they are managed and operated by the East Bay Regional Park District. The 5.7-mile Ygnacio Canal Trail Class I facility is maintained by the City and connects to the Contra Costa Canal Trail on both ends. There are 10 miles of Class II bicycle lanes, including those on North California Boulevard, Bancroft Road, and Oak Grove Road. There are currently approximately 25 miles of Class III facilities and 1 mile of Class IV facilities. **Figure 20** illustrates the existing bicycle facilities.

Table 12. Existing Bicycle Facilities Mileage

Facility Type	Existing Mileage in Walnut Creek ¹
Class I	14.2 miles
Class II	10 miles
Class III	25.12 miles
Class IV	1.03 miles

Source: City of Walnut Creek, 2026. Fehr & Peers, 2026.

Notes: Mileage provided in the table may vary from the bicycle facilities map presented in Figure 20.

Low-Stress Facilities

Low-stress bicycle facilities are designed to be comfortable for all ages and abilities. Class I facilities are low stress because they provide dedicated space for pedestrians and bicycles with no vehicle conflicts. Class II, III, and IV facilities can also be considered low-stress, depending on the context of a roadway and the design of a facility. For example, a well-marked Class II bike lane on a two-lane residential road with low speeds may feel comfortable for all riders. However, a Class II bike lane on a four-lane high-speed arterial roadway does not feel comfortable for most riders.

Bicycle Parking

The Walnut Creek Municipal Code sets minimum bicycle parking requirements for retail, residential, office, school, and other land uses, with each land use category requiring a different proportion of accessible short-term bicycle parking and secure long-term parking. These requirements are intended to provide bike parking throughout the city so riders can securely park at their destinations. Public bike lockers are located at both BART stations, on sidewalks around Downtown, as well as City Hall and certain Downtown parking garages.

Connectivity and Gaps

Regional trails make up a large portion of the low-stress walking and biking network in the city. The Iron Horse Trail provides direct connections to Pleasant Hill/Contra Costa Centre BART, Civic Park, and Las Lomas High School. The Contra Costa Canal Trail connects to Walden Park, Heather Farm Park, and Bancroft Elementary School. The Ygnacio Canal Trail connects to Heather Farm Park, John Muir Medical Center, and Arbolado Park. The Briones to Mount Diablo Trail connects to Larkey Park and Contra Costa Christian Schools. Regional

trails have limited hours of access, generally between 5 a.m. and 10 p.m., meaning that the majority of Walnut Creek’s low-stress bike network is not available at all hours.

There are few low-stress bicycle connections in and around Downtown and Walnut Creek BART. Bicycle facilities within the core of Downtown are limited to Class II bike lanes on North California Boulevard. Walnut Creek BART is less than a mile from Downtown and the Iron Horse Trail; however, limited east-west bicycle facilities can make the connection challenging, especially for younger or less experienced riders. Ygnacio Valley Road is one of the main east-west connections between Walnut Creek BART and the Iron Horse Trail. As described in the Travel Patterns section, Ygnacio Valley Road experiences high speeds and vehicle volumes throughout the day, which can make walking and biking uncomfortable. There are no dedicated bicycle facilities on the street on Ygnacio Valley Road; however, guidance signage allows bicycles to travel one-way on the sidewalk. Limited low-stress parallel routes on Shadelands Drive, Montego, and the Ygnacio Canal Trail provide alternatives to some eastern sections of Ygnacio Valley Road but do not close the gap between the Iron Horse Trail and Walnut Creek BART. Outside of Downtown, hilly terrain, such as near Shell Ridge, and poor pavement conditions on narrow roads can make bike facilities harder to implement and riding less comfortable for casual riders.

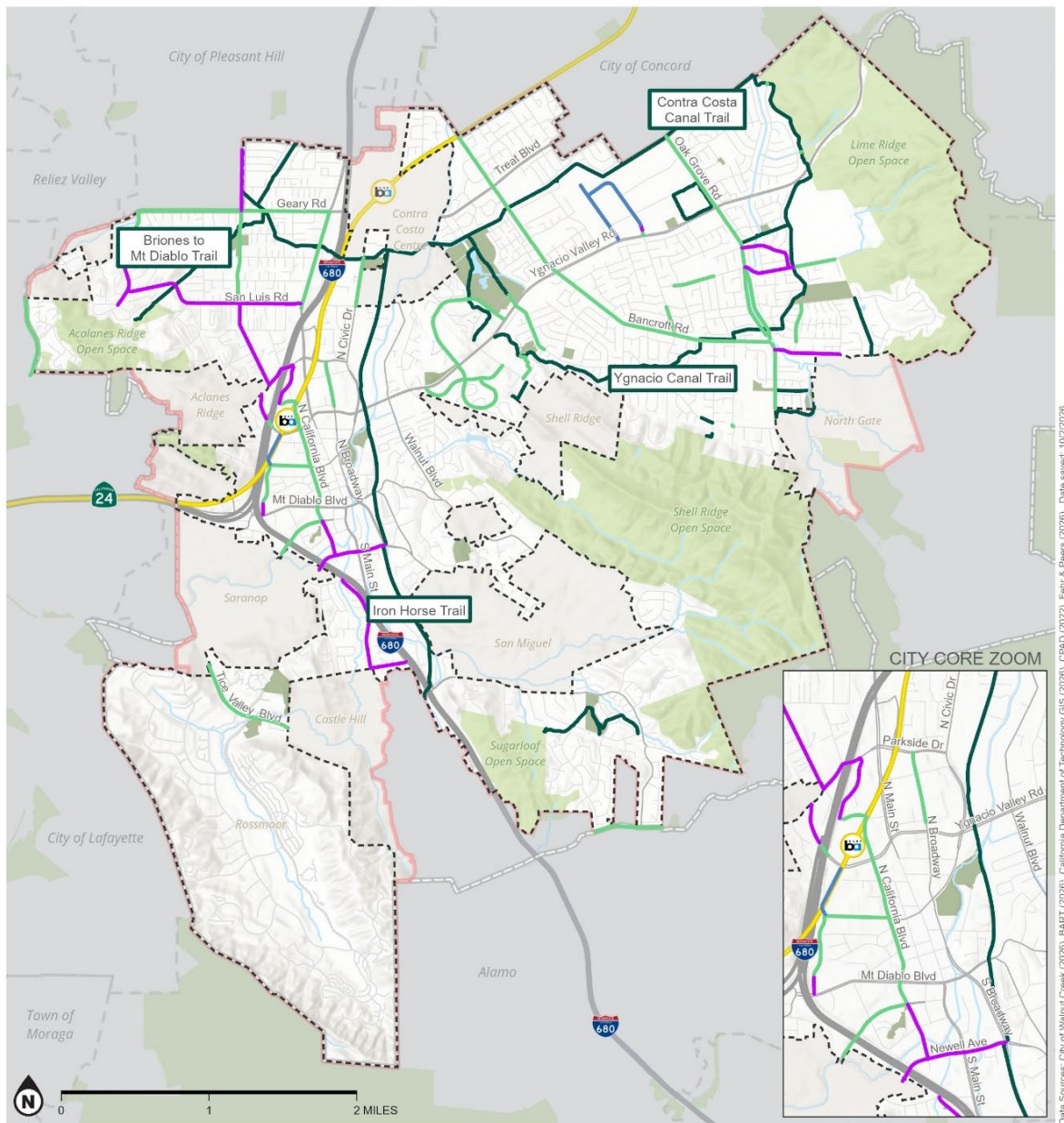
E-Bikes and Micromobility

In recent years, electric bicycles (e-bikes) and other micromobility devices such as e-scooters have become more common in Walnut Creek. By reducing the physical effort required to ride, e-bikes make bicycling more accessible for people of all ages and abilities.

California law currently recognizes three classes of e-bikes, each with different operating characteristics and speed capabilities as shown in **Table 13**.

Under state law, these e-bikes are generally treated as bicycles, meaning they are subject to the same rules of the road and are permitted on most bicycle facilities unless otherwise restricted. In Walnut Creek, Class 1 e-bikes are permitted on all trails where regular bikes are allowed. Class 2 e-bikes are allowed on paved regional trails. Class 3 e-bikes and e-scooters are prohibited in Walnut Creek open space and City-maintained park trails.

Figure 20. Existing Bicycle Facilities



Data Sources: City of Walnut Creek (2025), BART (2025), California Department of Technology GIS (2025), CPAD (2022), Feir & Peers (2026). Date saved: 10/2/2026.

**BIKE FACILITIES
(EXISTING)**

CITY OF WALNUT CREEK
GENERAL PLAN UPDATE



BICYCLE FACILITY TYPE

- Class I
- Class II
- Class III
- Class IV

FEATURES + BOUNDARIES

- Within
- City Boundary
- Sphere of Influence
- BART
- BART Stations
- BART Track

Table 13. California E-Bike Classifications

Classification	Description
Class 1	Operates via pedal-assist and has a max power speed of 20 mph
Class 2	Operates via pedal-assist or throttle and has a max power speed of 20 mph
Class 3	Operates via pedal-assist and has a max power speed of 28 mph. Riders must be at least 16 years of age.

Source: Fehr & Peers, 2026.

Pedestrian Facilities

Pedestrian facilities in Walnut Creek include walkways (i.e., sidewalks, pathways, and trails) and crossings.

Walkways

Width and continuity of sidewalks are critical to pedestrian comfort and accessibility, especially for people with mobility impairments or people using strollers or carts. There are over 245 miles of sidewalks in Walnut Creek. The width of sidewalks in the city typically varies between four and ten feet; however, several streets lack sidewalks altogether. The inclusion of typical sidewalk features such as trees, signs, and lights can affect the amount of clear space available for pedestrian travel. Maintaining adequate clear space is important for comfortable and accessible pedestrian travel, particularly for people with mobility impairments and people using strollers or carts. The Americans with Disabilities Act (ADA) generally requires a minimum clear width of four feet, subject to applicable standards and exceptions.¹⁷ Several streets in the city lack sidewalks altogether. Communities are more walkable if sidewalks do not end abruptly and are present on both sides of a roadway.

Trails

Paved regional trails such as the Iron Horse Trail, Contra Costa Canal Trail, Ygnacio Canal Trail, and Briones to Mount Diablo Trail are shared-use facilities for people walking and

¹⁷ Caltrans. Permanent Pedestrian Facilities ADA Compliance Handbook. <https://dot.ca.gov/-/media/dot-media/programs/civil-rights/documents/permanent-pedestrian-facilities-ada-compliance-handbook-a11y.pdf>

biking. In addition to these facilities, there are many recreational hiking and off-road biking trails in the over 3,000 acres of parks, open space, and recreational areas in Walnut Creek, including Shell Ridge Open Space, Lime Ridge Open Space, Acalanes Ridge Open Space, Sugarloaf Open Space, and Diablo Foothills Regional Park.

Crossings

Crosswalks can be marked or unmarked. Marked crosswalks alert road users to expect pedestrians and designate preferred crossing locations. There are 826 marked crossings in Walnut Creek with over 2,600 curb ramps. Unmarked crosswalks are legal crossings at intersections not identified by pavement markings. Crossings are also either controlled, meaning a traffic control device like a stop sign or traffic signal, or uncontrolled, meaning no control device, but vehicles are required to yield to pedestrians. Of the marked crossings in Walnut Creek, 33% are signalized, 31% are stop-controlled, and 36% are uncontrolled.

Figure 21 illustrates the existing sidewalks and shared-use trails. Note that sidewalk data are not provided for Rossmoor.

Connectivity and Gaps

Pedestrian generators (i.e., places where people frequently walk) in Walnut Creek include schools, transit, retail, civic and cultural facilities, parks, and other open spaces. Connections within and near these locations are especially important for pedestrian comfort and safety.

Figure 22 shows pedestrian generators in Walnut Creek.

In Downtown and near Shadelands, pedestrian facilities are generally well connected. Most streets in these areas have adequate sidewalks and frequent marked crossings. Gaps in pedestrian facilities are more frequent in residential areas in the northwest and southeast portions of the city. Notable sidewalk gaps occur within a half-mile of Buena Vista Elementary School, Indian Valley Elementary School, Murwood Elementary School, and Larkey Park, making it more challenging for residents to reach local-serving uses on foot. Nearly all existing sidewalks in Walnut Creek meet ADA standards for width, but data on possible obstructions or street furnishings that create a narrower path of travel are not available at a citywide scale.

Pedestrian Volumes

Pedestrian volumes were collected at the 15 study intersections during the weekday AM and PM peak hours. These volumes were used to classify intersections as low, medium, or high pedestrian activity. Low pedestrian activity is less than 15 people crossing the intersection in

the peak hour. Medium activity is 15 to 50 pedestrians, and high activity is more than 50 pedestrians. **Table 14** presents the pedestrian activity level for each study intersection.

Table 14. Intersection Pedestrian Activity

ID	Location	AM Peak Pedestrian Activity ¹	PM Peak Pedestrian Activity ¹
Int-1	Broadway & Mt. Diablo Boulevard	Medium	High
Int-2	South Main Street & Newell Avenue	High	High
Int-3	Bancroft Road & Treat Boulevard	Medium	Low
Int-4	Bancroft Road/Walnut Avenue & Ygnacio Valley Road	Low	Low
Int-5	Broadway & Civic Drive	High	High
Int-6	Buena Vista Avenue & Geary Road/Putnam Boulevard	Low	Low
Int-7	North California Boulevard & Mt. Diablo Boulevard	High	High
Int-8	North California Boulevard & Ygnacio Valley Road	High	High
Int-9	Civic Drive & Ygnacio Valley Road	Medium	Medium
Int-10	North Main Street & Geary Road	Medium	Medium
Int-11	Oak Grove Road & Ygnacio Valley Road	Medium	Low
Int-12	Rossmoor Parkway & Tice Valley Boulevard	Medium	Low
Int-13	Walnut Boulevard & Ygnacio Valley Road	High	Medium

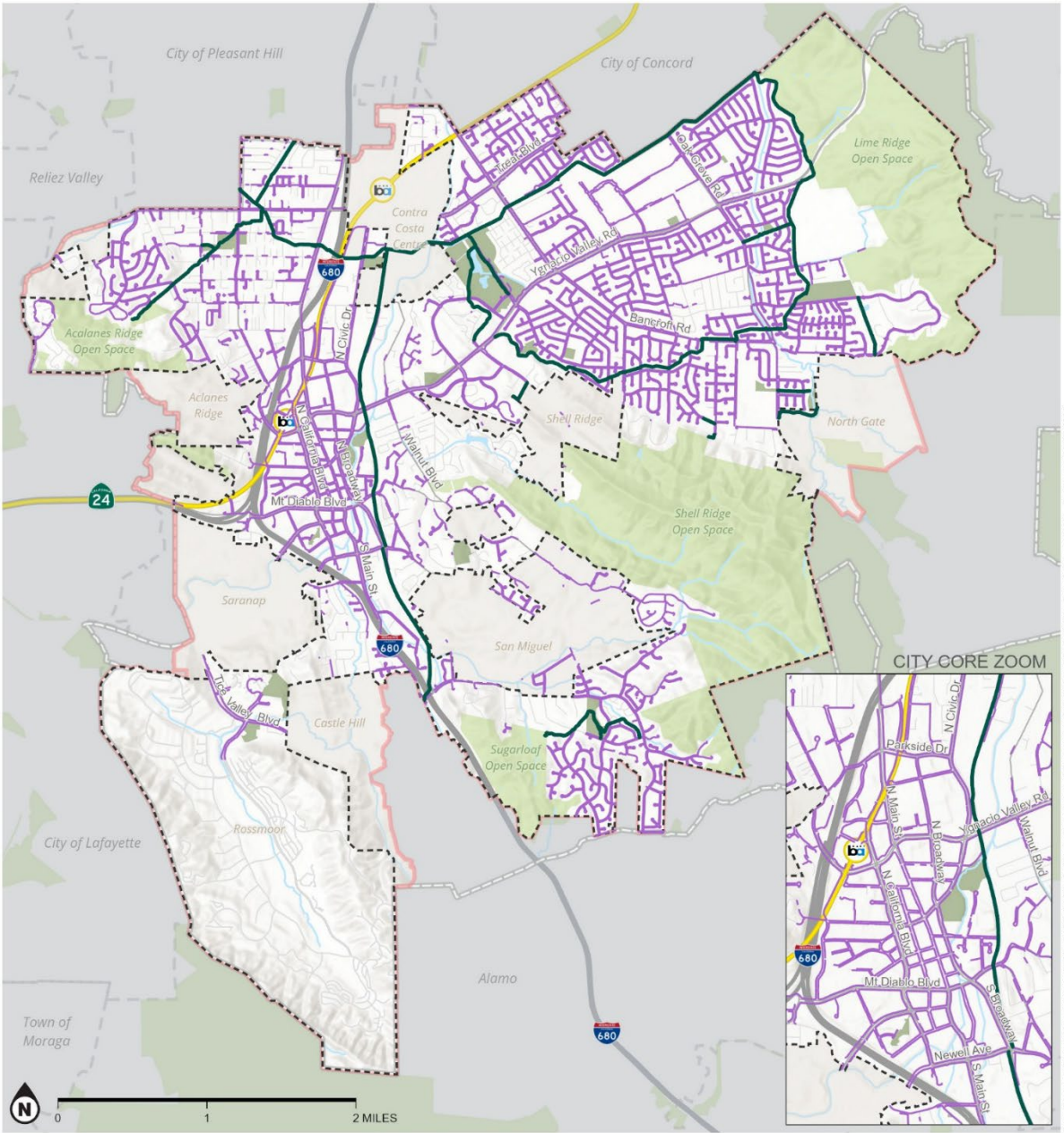
ID	Location	AM Peak Pedestrian Activity ¹	PM Peak Pedestrian Activity ¹
Int-14	Lawrence Way & Penniman Lane/I-680 On-Ramp	Low	Low
Int-15	North Main Street & Parkside Drive	High	Medium

Source: Fehr & Peers, 2026. Traffic counts collected in spring 2026.

Notes: Low is considered less than 15 pedestrians, medium is 15 to 50 pedestrians, and high is greater than 50 pedestrians.

Table 14 illustrates that the intersections with the highest pedestrian activity are in the Downtown area and near Walnut Creek BART. North California Boulevard/Ygnacio Valley Road, South Main Street/Newell Avenue, and North California Boulevard/Mt. Diablo Boulevard have the highest pedestrian activity. Walnut Boulevard/Ygnacio Valley Road has high pedestrian activity in the morning, likely reflecting its proximity to Walnut Creek Intermediate School.

Figure 21. Existing Pedestrian Facilities



Data Sources: City of Walnut Creek (2020), BART (2020), California Department of Technology GIS (2020), CPAD (2022), Fehr & Peers (2020). Date saved: 9/30/2026.

PEDESTRIAN FACILITIES
(EXISTING)

CITY OF WALNUT CREEK
GENERAL PLAN UPDATE

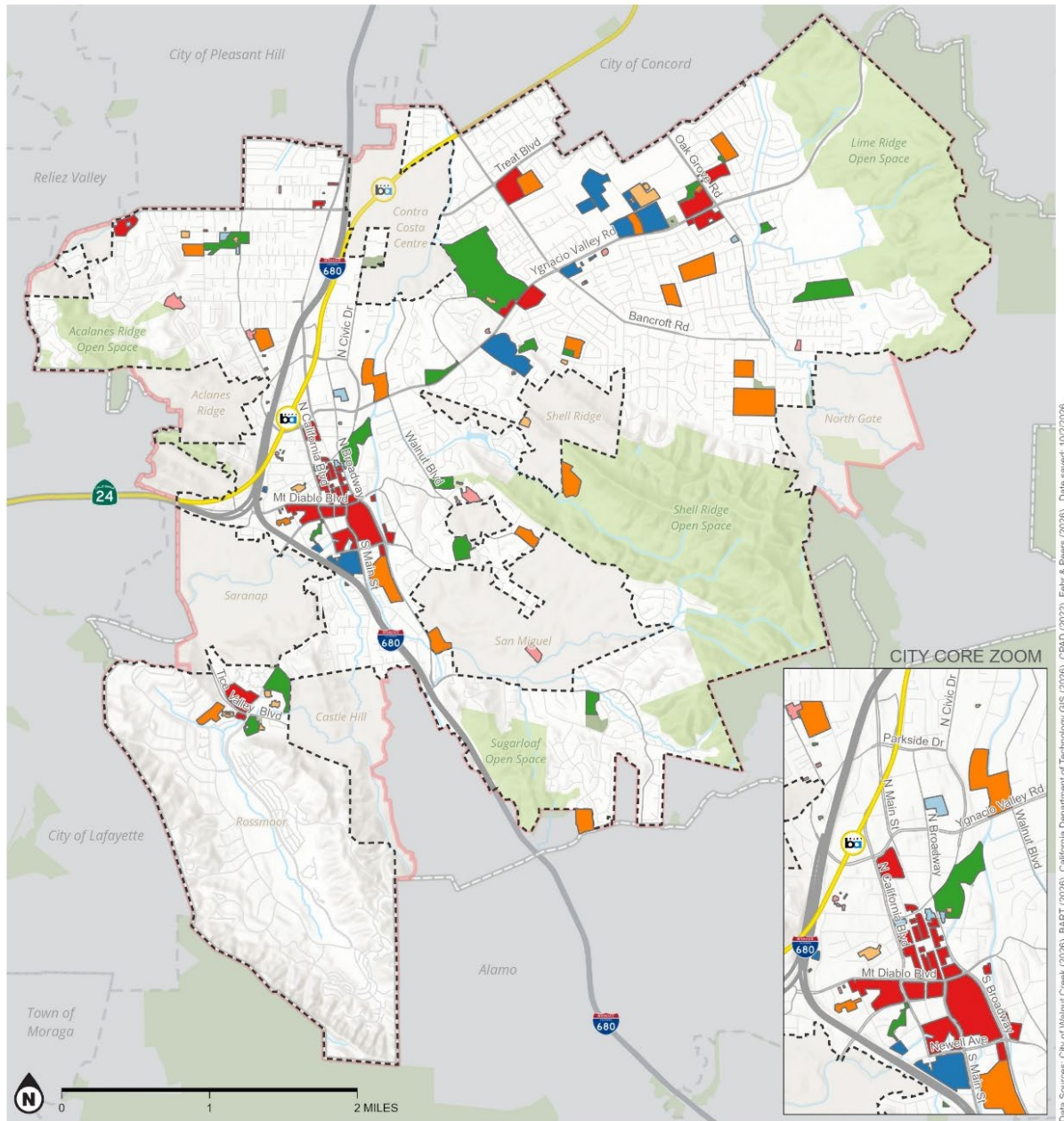
- FACILITY TYPE
- Sidewalk
 - Class I Shared-Use Trails

- FEATURES + BOUNDARIES
- Within
- City Boundary
 - Sphere of Influence
- BART
- BART Stations
 - BART Track



Sidewalk data not available for Rossmoor

Figure 22. Pedestrian Generators



Data Sources: City of Walnut Creek (2020), BART (2020), California Department of Technology GIS (2020), CPAD (2022), Fair & Partners (2020). Date saved: 10/2/2026.

PEDESTRIAN GENERATORS

CITY OF WALNUT CREEK
GENERAL PLAN UPDATE



GENERATOR TYPE

- Civic & Cultural
- Hospitals & Medical
- Parks & Open Space
- Places of Worship
- Shopping & Retail
- Senior & Community Centers
- Schools

FEATURES + BOUNDARIES

- Within
- City Boundary
- Sphere of Influence
- BART
- BART Stations
- BART Track

Parking and Curbside Management

Parking, loading, and pedestrian and bicycle infrastructure all need to be balanced to optimize curb space and improve accessibility. This section focuses on Downtown Walnut Creek, a regional destination with many competing curb uses.

Parking

The City of Walnut Creek primarily regulates parking by outlining minimum off-street parking requirements for many land uses. Some land uses such as affordable housing developments and uses located close to major transit stops may be exempt from parking minimums due to state and local regulations. Downtown Walnut Creek sees the greatest parking demand in the city.

Table 15 shows the parking spaces available in the Downtown area of Walnut Creek, including 1,506 on-street spaces and 5,366 publicly owned and privately owned off-street spaces available to the public. It is not a complete accounting of all private parking spaces within the study area.

Table 15. Downtown Parking Inventory

Type	Location	Spaces
On-Street	Downtown Core	975
	BART Station Area	363
	Downtown Periphery	168
	Total On-Street	1,506
Off-Street	Broadway Plaza mall garages	3,263
	Broadway Garage	422
	Leshner Center Garage	641
	South Locust Garage	230
	Library Garage	140
	Other private garages and lots open to the public (approximate)	670
	Total Off-Street	5,366

Source: Walnut Creek Curbside Management Plan, 2025

Parking occupancy counts from the Walnut Creek Curbside Management Plan (2025), summarized in **Table 16**, indicate that there is parking capacity in garages and peripheral blocks, even during the busiest times.

Table 16. Downtown Parking Occupancy

Data Collection Area	Type of Space	Average Weekday Occupancy	Average Weekend Occupancy
Downtown Core	On-street	78%	77%
	All off-street	37%	49%
	Major garages ¹	34%	47%
BART Station Area	On-street	61%	45%
Downtown Periphery	On-street	49%	32%

Source: Walnut Creek Curbside Management Plan, 2025

Notes: Major garages include the Broadway Plaza mall garages and the City-owned Broadway, Leshner Center, South Locust, and Library garages.

Overall, the Curbside Management Plan found that the total parking supply meets current demand. However, many on-street block faces in this area have nearly full occupancy at times. Most of the available parking spaces in the Downtown Core are off-street in parking garages.

Preferential Residential Permit Parking

The Preferential Residential Permit Parking (PRPP) program sets aside sections of neighborhoods to help ensure residents have a place to park near their homes. Residents within these areas are eligible to apply for a parking permit. PRPP passes are available in 14 of Walnut Creek's neighborhoods:

- Almond/Shuey
- Baldwin/Second
- Pioneer
- San Miguel
- Carmel
- Clemson
- First/Coralie

- Carriage Square
- Jillian
- Casa
- Northgate
- Hillside
- Andrea
- Hutchinson

Curbside Management

Curb space encompasses street parking, bus stops, and loading zones, but can also be used for bike lanes, curb extensions, street furniture, outdoor dining areas, and parklets. Curb management involves organizing uses along the curb in a deliberate way that finds a balance among all users and aligns with the goals and vision of the community.

Emerging Vehicle Technologies

Transportation Network Companies (TNCs) provide personal transportation services by using web-based applications to connect riders to drivers using their personal vehicles.¹⁸ Popular TNCs include Uber and Lyft. TNCs use curb space for passenger pickup and drop-off, sometimes stopping in commercial loading zones or driveways or double parking to do so.

Autonomous vehicle technology has advanced significantly since General Plan 2025, with commercial robotaxi services now operating in multiple Bay Area cities. In November 2025, the California Department of Motor Vehicles approved Waymo for autonomous vehicle testing and deployment across Contra Costa County, including Walnut Creek, as part of a major statewide expansion.¹⁹ While no commercial AV service has launched in Walnut Creek as of the preparation of this report, the implications for parking demand, curb management, and roadway design remain uncertain and will likely evolve over the planning horizon.

Since 2010, electric vehicle (EV) sales in California have surpassed 2.5 million. Walnut Creek's Sustainability Action Plan supports a pathway to net-zero emissions by 2045, in part through increased adoption of EVs and increased EV charging availability. As EVs become

¹⁸ California Assembly Committee on Communications and Conveyance. Transportation Network Companies (TNCs) in California (2025): <https://acom.assembly.ca.gov/system/files/2025-06/final-hearing-background.pdf>.

¹⁹ California Department of Motor Vehicles. Waymo Approved Areas of Operation for Driverless Testing and Deployment. <https://www.dmv.ca.gov/portal/vehicle-industry-services/autonomous-vehicles/autonomous-vehicle-testing-permit-holders/waymo-approved-areas-of-operation-for-driverless-testing-and-deployment/>.

more common, demand for supporting infrastructure, such as charging, is likely to grow. While EVs reduce tailpipe emissions, they do not reduce traffic volumes or VMT²⁰. Congestion, parking demand, and safety issues remain. EV charging is one consideration for parking and curbside management in the city.

Loading Zones

Existing loading regulations in the Walnut Creek Municipal Code largely focus on freight loading, specifying large loading zone spaces to accommodate box trucks or tractor-trailers, and requiring loading to occur in alleys where feasible and to be screened from the street when not in commercial areas. However, these loading regulations generally do not address on-street non-freight loading, such as passenger pickup and drop-off, especially by TNCs. They also do not address food and package delivery pickup and drop-off, which are less likely to use a freight loading zone located in an alley or at the back of properties. However, the 15-minute Curbside Pickup loading spaces established in the municipal code are placed throughout Downtown on streets to serve multiple retail establishments and can assist with food delivery and passenger loading. The challenges and limitations of these Curbside Pickup spaces are further detailed in the Curbside Management Plan (2025).

Curbside Management Plan Strategies

The increase in transportation options, delivery services, and e-commerce has led to increased loading activity Downtown. As online retail has expanded, delivery vehicle activity on residential and commercial streets has increased, raising concerns about curb management, loading zone capacity, and pedestrian conflicts. As discussed in the **Existing Plan and Policy Review** section, the Curbside Management Plan proposed several recommendations to improve Downtown area curb space:

- Improve parking garage infrastructure and wayfinding.
- Improve and standardize signage, curb markings, and parking meter instructions.
- Establish and promote designated staging zones for delivery drivers.
- Additional low-stress bicycle facilities connecting Downtown.
- Additional placemaking features, such as dining and seating areas and parklets, at key locations.

²⁰ Yang, S.; Zhou, L.; Wang, Y.; He, H.; Sun, X.; Guo, L.; and Witlox, F. 2026. "Do electric vehicles increase driving? Behavioral and spatial evidence of rebound effects from causal and spatial machine learning."

<https://www.sciencedirect.com/science/article/abs/pii/S0966692326002577>.

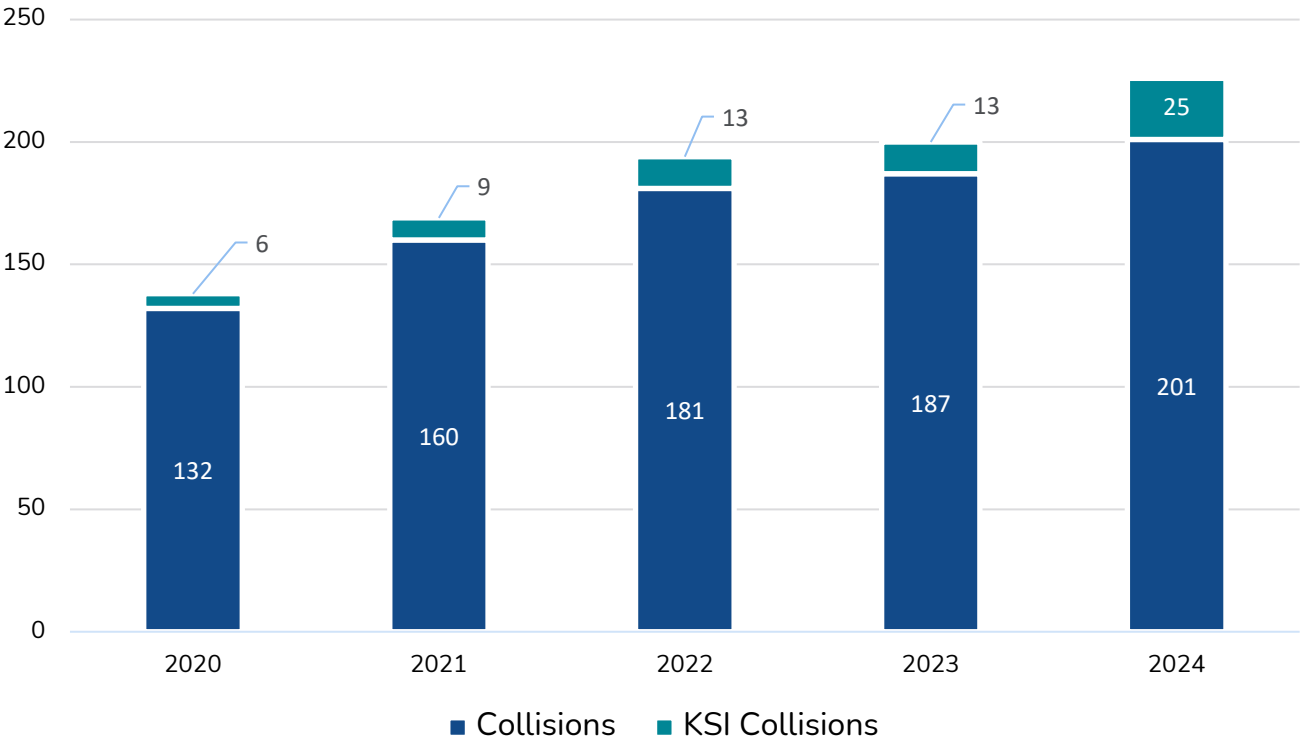
Hensher, D. A. 2020. "Electric cars – they may in time increase car use without effective road pricing reform and risk lifecycle carbon emission increases." <https://www.tandfonline.com/doi/full/10.1080/01441647.2020.1709273>.

Collision Analysis

Collision records on local roadways from 2020 to 2024 were analyzed to identify collision trends and patterns. As of this report, 2025 and 2026 data were provisional and therefore were not included in the analysis. Consistent with the City’s Local Roadway Safety Plan (2023), collision data were collected from the Transportation Injury Mapping System (TIMS). TIMS reports injury collisions from the Statewide Integrated Traffic Records System (SWITRS) but excludes collisions that cause property damage only and no injuries. Thus, this analysis only includes collisions resulting in injuries or fatalities. **Figure 23** and **Figure 24** summarize the five-year collision records.

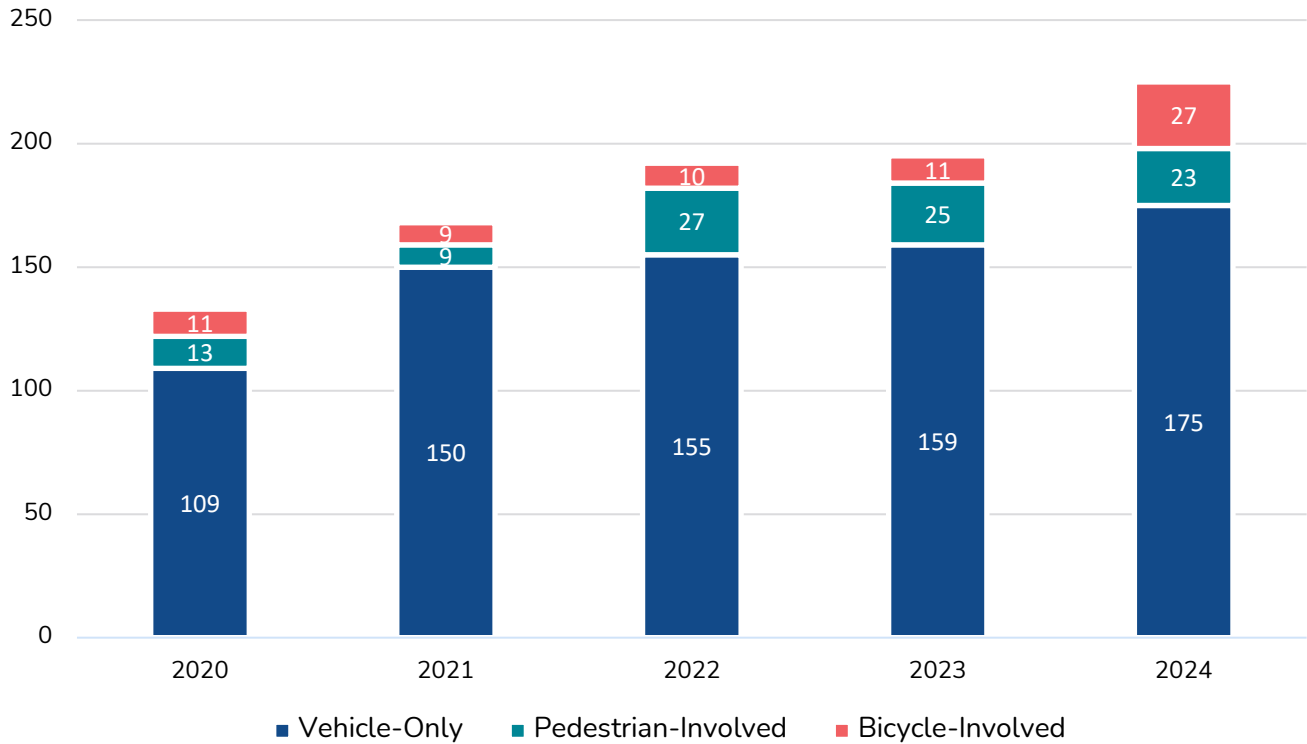
From 2020 to 2024, there were 927 injury collisions, including 66 collisions where someone was killed or seriously injured (KSI). Of these, 68 KSIs involved a bicyclist and 97 involved a pedestrian. Both total and KSI collisions increased year over year during the study period, as did bicycle- and pedestrian-involved collisions, though changes in population, rising traffic volumes, and evolving travel patterns may also be contributing to this trend.

Figure 23. Injury Collisions by Severity, 2020–2024



Source: TIMS, 2026. Fehr & Peers, 2026.

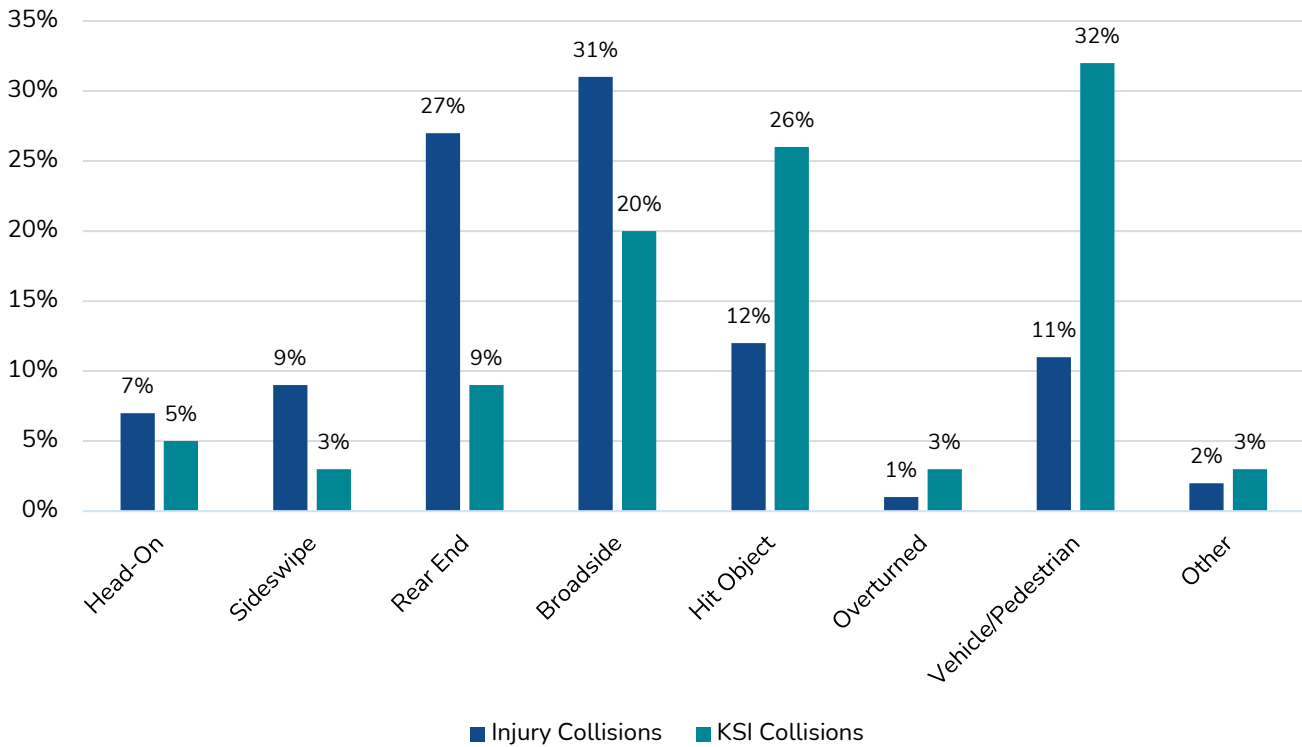
Figure 24. Injury Collisions by Mode, 2020–2024



Source: TIMS, 2026. Fehr & Peers, 2026.

Figure 25 illustrates the share of collisions in the study period that fall into each collision type. The most common collision types across all injury or fatal collisions in Walnut Creek are broadside at 31%, rear-end at 27%, and hit object at 12%. For KSI collisions, however, the most common types are vehicle-pedestrian collisions at 32%, hit object at 26%, and broadside at 20%. This indicates that collision type is associated with severity, and that vehicle-pedestrian collisions make up a larger share of KSI collisions than of all injury collisions.

Figure 25. Percent of Injury Collisions by Collision Type, 2020–2024



Source: TIMS, 2026. Fehr & Peers, 2026.

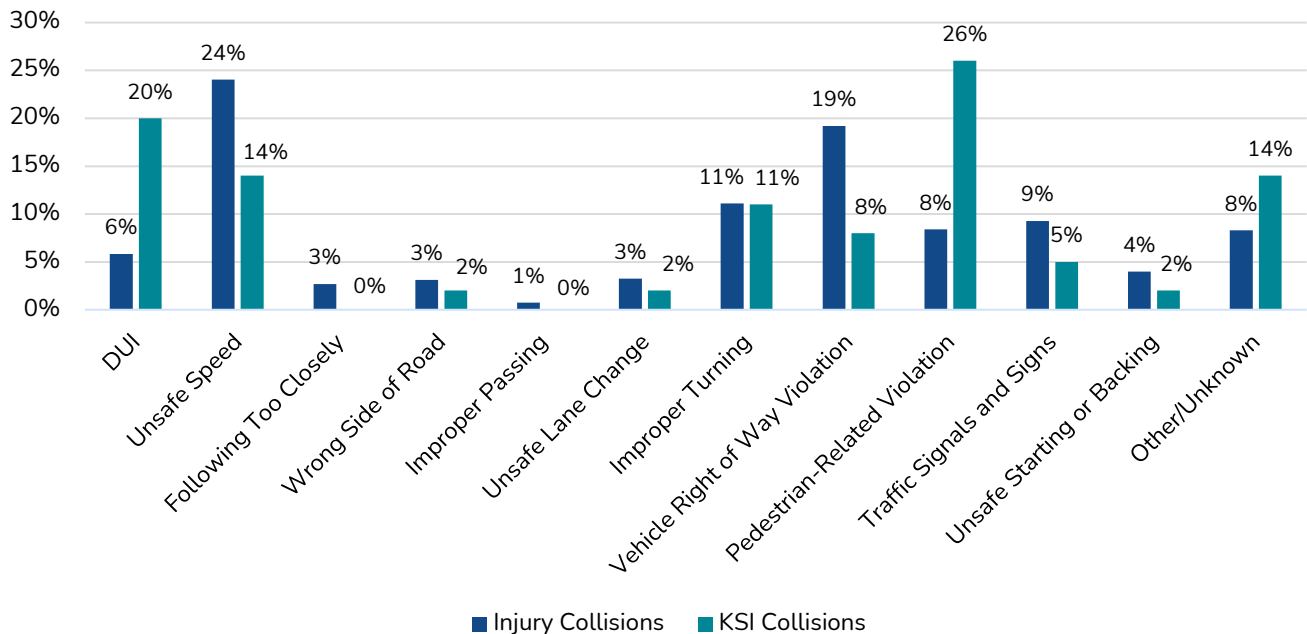
Figure 26 illustrates the share of collisions in the study period classified under each Primary Collision Factor (PCF). A PCF is the element or driving action that, in the investigating officer’s opinion, best describes the primary cause of a collision. As shown, the most common PCFs for all injury collisions are unsafe speed at 24%, vehicle right-of-way violation at 19%, and improper turning at 11%. KSI collisions disproportionately occur when the PCF is a pedestrian-related violation at 26% and driving under the influence (DUI) at 20%. As described earlier in **Table 3**, the top five roadway segments with the highest weekday AM and PM peak 85th percentile speeds are about 10% to 20% higher than the posted speed limit. Speed is a major factor in the severity and frequency of collisions.

Pedestrian-related violations include both pedestrian violations and pedestrian right-of-way violations. The former indicates that the pedestrian violated a rule of the road, such as crossing outside of a crosswalk,²¹ whereas the latter indicates the driver of a vehicle violated the pedestrian’s right-of-way. However, the pedestrian violation category may be overrepresented due to a lack of clear information related to collision circumstances, and the

²¹ Note: AB 2147 (The Freedom to Walk Act) was passed in 2022 and decriminalized “jaywalking” or crossing outside of a crosswalk when it is considered safe to do so.
https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB2147.

increased likelihood that the pedestrian party may be unable to provide their explanation of the incident at the time of the collision. Therefore, this analysis examines the two together.

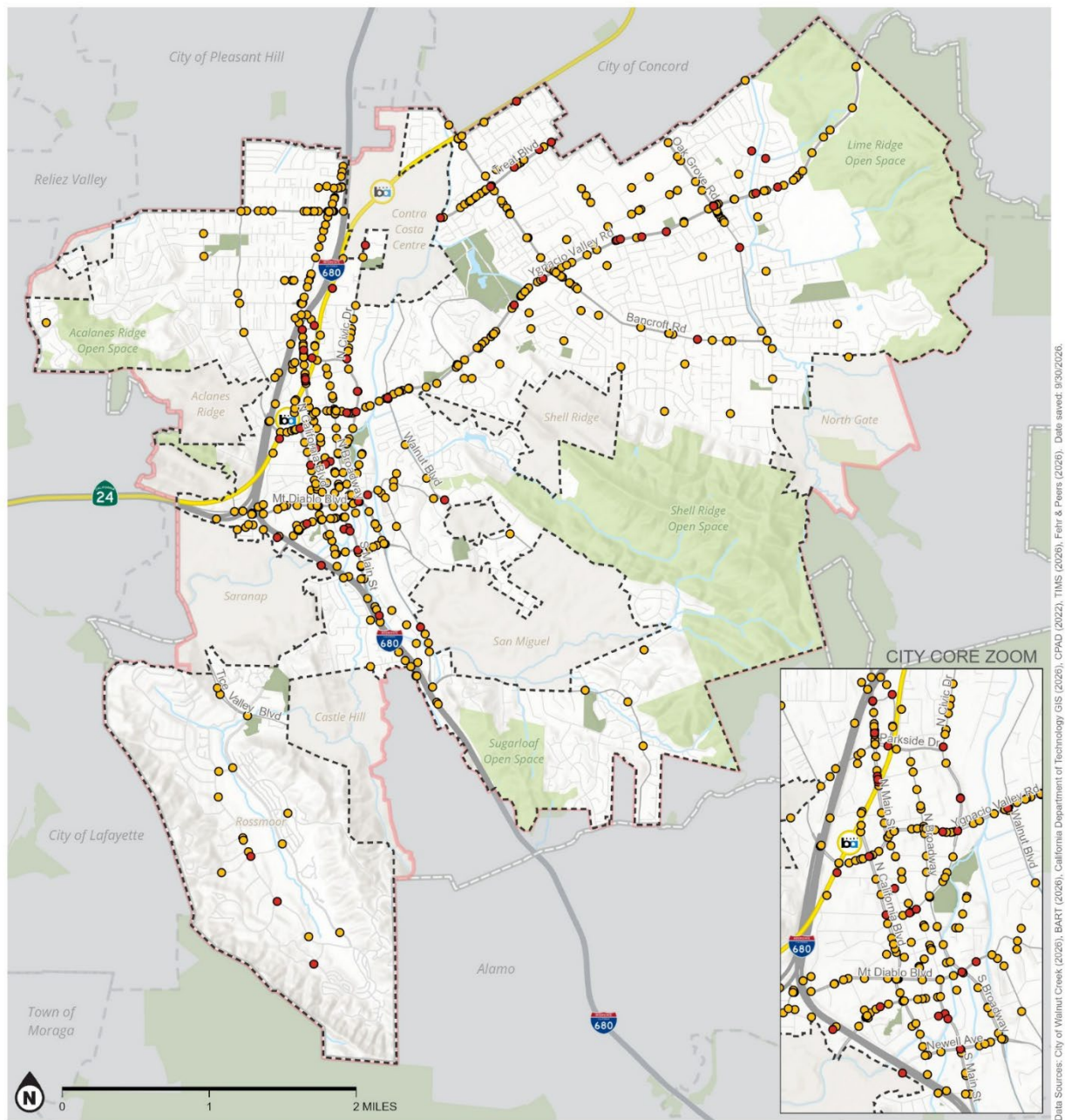
Figure 26. Percent of Injury Collisions by PCF, 2020–2024



Source: TIMS, 2026. Fehr & Peers, 2026.

Figure 27 illustrates the locations of the injury collisions during the study period. Freeway collisions are not included in the analysis. **Figure 28** illustrates the locations of bicycle and pedestrian collisions. Collisions are concentrated in Downtown Walnut Creek and along major arterials and connector streets including Ygnacio Valley Road and Treat Boulevard. Based on the data presented throughout this ECR, the roadway segments that are experiencing the highest concentration of collisions include corridors with the highest volumes and speeds, which are typically wider corridors (i.e., more travel lanes). In Downtown specifically, vehicle speeds may be high relative to the level of pedestrian and bicycle activity.

Figure 27. Injury Collision Locations



Data Sources: City of Walnut Creek (2020), BART (2020), California Department of Technology (2020), CPAD (2022), TMS (2020), Fehr & Peers (2020), Date saved: 9/30/2020.

2020-2024
INJURY COLLISIONS

CITY OF WALNUT CREEK
GENERAL PLAN UPDATE



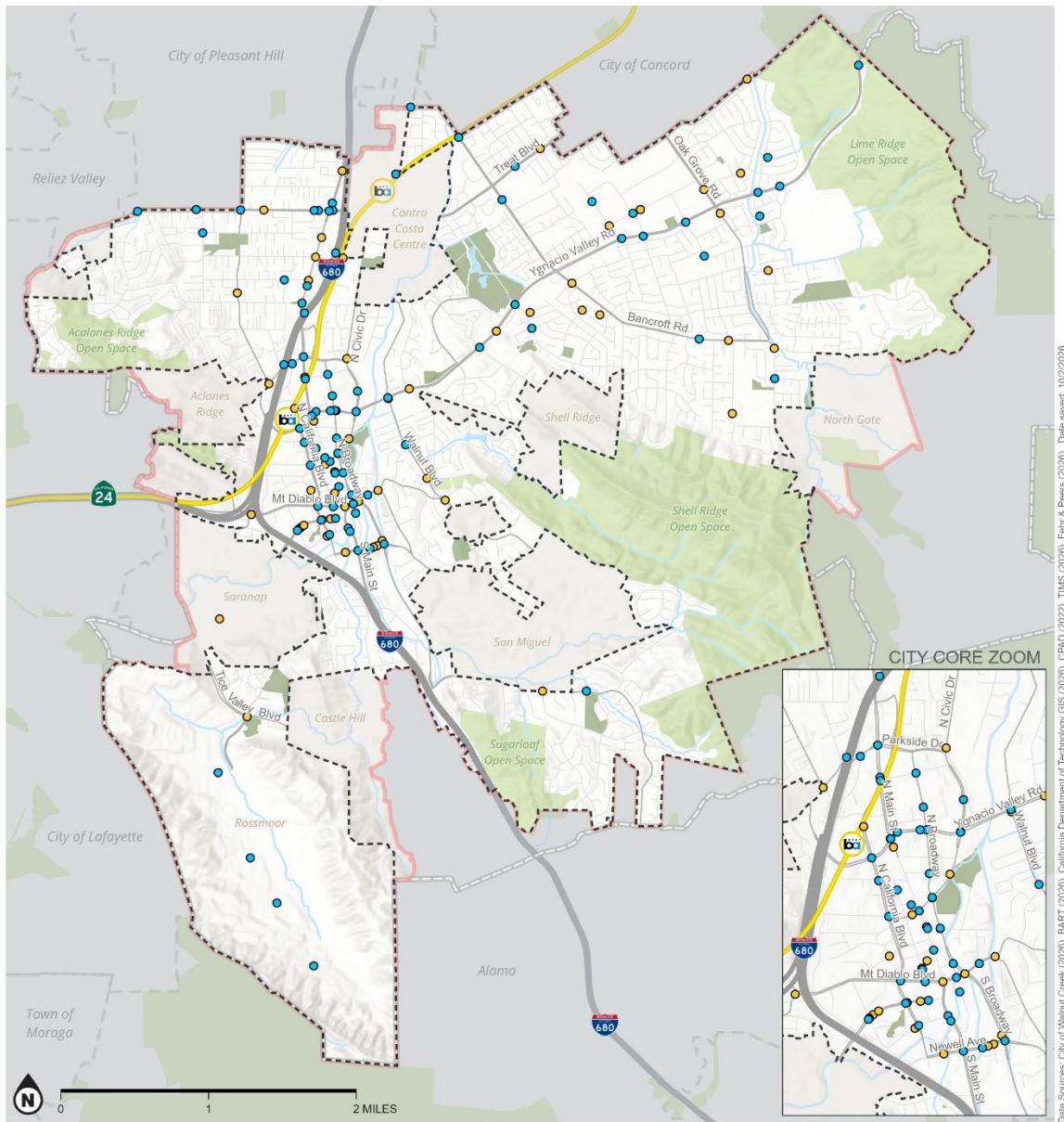
COLLISIONS BY SEVERITY

- Injury Collisions
- KSI Collisions

FEATURES + BOUNDARIES

- City Boundary
- Within
- City Boundary
- Sphere of Influence
- BART
- BART Stations
- BART Track

Figure 28. Bicycle and Pedestrian Injury Collision Locations



2020-2024
PEDESTRIAN AND
BICYCLE COLLISIONS
CITY OF WALNUT CREEK
GENERAL PLAN UPDATE

COLLISION TYPE
● Bicycle Collision
● Pedestrian Collision

FEATURES + BOUNDARIES
City Boundary
Within
City Boundary
Sphere of Influence
BART
● BART Stations
BART Track



High Injury Network

A high injury network is a tool that uses collision data to identify where the most severe collisions are concentrated. CCTA created a countywide high injury network as part of the Countywide Transportation Safety Action Plan.²² The network complements the collision analysis in this report and provides another way of looking at collisions across the city. As shown in **Figure 29**, many of the city's Routes of Regional Significance and Downtown roadways appear on the countywide network, including Ygnacio Valley Road, Treat Boulevard, Mt. Diablo Boulevard, Broadway, and North California Boulevard. The high injury network helps to identify corridors where risk factors may be focused.

Collision Profiles

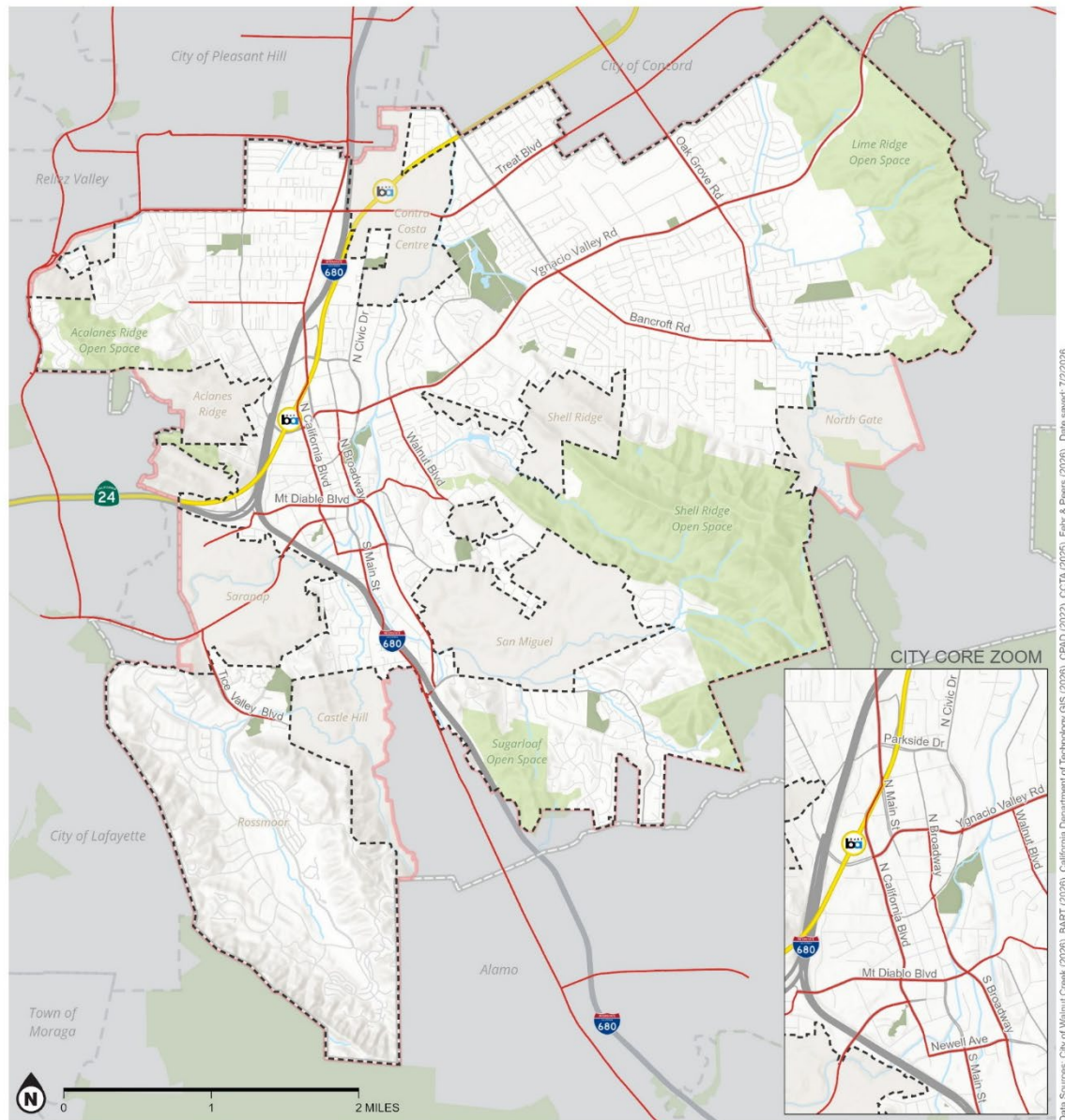
As discussed in the **Existing Plan and Policy Review** section, the 2023 Local Roadway Safety Plan (LRSP) identified 10 collision profiles and potential engineering countermeasures to address safety concerns. Profiles acknowledge that the context of a roadway or a collision can inform potential systemic safety risks. Countermeasures present opportunities to mitigate these hazards. Many of the profiles and countermeasures remain relevant for the updated collision data presented in this report. The 2023 LRSP profiles are as follows:

1. Driving Under the Influence (DUI)
2. Large Intersections with Slip Lanes
3. Speeding Along Large Roadways
4. Large Roadways Around Downtown
5. Intersections with Permissive Left Signals
6. Red Light Running
7. Pedestrians in the Dark
8. Pedestrians in Residential Areas
9. Bicycles Along Wide Roadways
10. Right-of-Way Violations in Rossmoor

Updated collision data show that DUI, speeding, bicycle, and pedestrian collisions remain some of the most severe collisions. Potential countermeasures for these and other collisions include raised crosswalks, lane narrowing, curb extensions, right-turn-on-red restrictions, slip lane closures, protected intersections, and separated bikeways.

²² CCTA. Countywide Vision Zero. <https://ccta.ca.gov/planning/countywide-vision-zero/>.

Figure 29. Countywide High Injury Network



Data Sources: City of Walnut Creek (2020), BART (2020), California Department of Technology GIS (2020), CPAD (2022), CCTA (2025), Fair & Penn (2020). Date saved: 7/2/2026.

CCTA HIGH INJURY NETWORK

CCTA HIGH INJURY NETWORK

— High Injury Network

CITY OF WALNUT CREEK
GENERAL PLAN UPDATE



FEATURES + BOUNDARIES

City Boundary

Within

City Boundary

Sphere of Influence

BART

BART Stations

BART Track

Relevant and Emerging Transportation Trends

Since General Plan 2025 was adopted in 2006, local, regional, and statewide transportation conditions have shifted. Changes in demographics, travel behavior, land use and transportation policy, and funding priorities have collectively altered how people move. This section summarizes these key transportation trends in Walnut Creek and the region.

Shifts in Walnut Creek Demographics

As of 2025, Walnut Creek's estimated population is about 70,700 residents. The population has grown about 4.4% over the past 10 years.²³ The following is a general overview of the city's demographic characteristics that influence transportation planning.

- The city's age profile has important implications for transportation planning. The median age in Walnut Creek was 46.8 years old in 2024, and approximately 41% of the population is 55 or older.²⁴ The high share of older residents reflects the presence of retirement communities such as Rossmoor, which is about 2.5 miles from Downtown Walnut Creek and BART. An aging population creates a growing demand for transportation options that provide independence from driving. As residents age out of driving, access to transit, paratransit, and nonmotorized connections becomes more important for maintaining independence and mobility. Currently, the City operates a Transportation Program that supports older adults and people with disabilities by providing the Mini Bus for local trips and partnering with Lyft to extend service hours.²⁵
- Walnut Creek's youth population (under 18) represents approximately 15.5% of the overall population. Younger children depend on safe walking and biking routes to school, crossing guards, and traffic calming along those routes. Safe Routes to School infrastructure, school zone safety improvements, and student-oriented active transportation facilities support these trips.

²³ California Department of Finance, 2026.

²⁴ U.S. Census Bureau. 2024. American Community Survey 5-Year Estimates (2020–2024).

²⁵ City of Walnut Creek. Resources for Seniors. <https://www.walnutcreekca.gov/government/departments/housing-programs/services-and-resources/resources-for-seniors>.

Safe System Approach

The Safe System Approach began internationally as part of the Vision Zero proclamation that no one should be killed or seriously injured on the roadway system. A Safe System recognizes the vulnerability of the human body and its limited ability to withstand the forces generated in a collision. Transportation networks are therefore designed to reduce the likelihood of collisions and minimize the severity of injuries when they do occur. The Safe System Approach is founded on the principle that people make mistakes, and that the road system should be adapted to anticipate and accommodate human mistakes and human physiological and psychological limitations.²⁶

The Safe System Approach addresses the five elements of a safe transportation system (Safe Road Users, Safe Vehicles, Safe Speeds, Safe Roads, and Post-Crash Care) in an integrated manner through a wide range of interventions, as shown in **Figure 30**.

Figure 30. Safe System Approach



Source: FHWA, 2025.

²⁶ U.S. Department of Transportation. Zero Deaths and Safe System. <https://highways.dot.gov/safety/zero-deaths>.

The Institute of Transportation Engineers (ITE) and the Road to Zero Coalition’s Safe System Explanation and Framework²⁷ articulate that to anticipate human mistakes, a Safe System seeks to:

- Separate users in physical space, such as sidewalks and dedicated bicycle facilities;
- Separate users in time using such measures as pedestrian scrambles and dedicated turn phases at signalized intersections;
- Alert users to potential hazards; and
- Accommodate human injury tolerance through interventions that reduce speed or impact force.

The Safe System Pyramid was introduced as a new framework for traffic safety in a 2023 paper by David Ederer of the Centers for Disease Control and Prevention and coauthors. The paper adapts a population health framework into a system for roadway safety. The pyramid, shown in **Figure 31**, illustrates how interventions that have the largest reach and require the least individual effort will be the most impactful. According to the authors, interventions that change the quality of people’s lives and the built environment in which they travel more broadly, such as affordable housing near transit, zoning reform, traffic calming, and limiting crossing distances at intersections, have the greatest impact on safety.

Figure 31. Safe System Pyramid



Source: Ederer et al. “The Safe System Pyramid: A New Framework for Traffic Safety.” *Journal of Transport & Health*, Elsevier ScienceDirect, September 2023.

²⁷ Institute of Transportation Engineers and Road to Zero Coalition. Safe System. <https://www.ite.org/technical-resources/topics/safe-systems/>.

Safety Risk Factors

Serious injury risk can be determined by three factors:

- Exposure (how often and how far people travel in a car or truck)
- Severity (how fast and how heavy cars or trucks are when collisions happen)
- Likelihood (how often users meet in the same space and time)

The Safe System Approach provides interventions for each of these risk factors. Interventions work to reinforce one another in an integrated manner. For example, lower vehicle volumes reduce opportunities for conflicts and expand opportunities for speed management tools. Slower speeds make collisions less severe, and fewer conflict points make collisions less likely. By considering each risk factor, streets have layers of protection that work to make transportation safer by design.

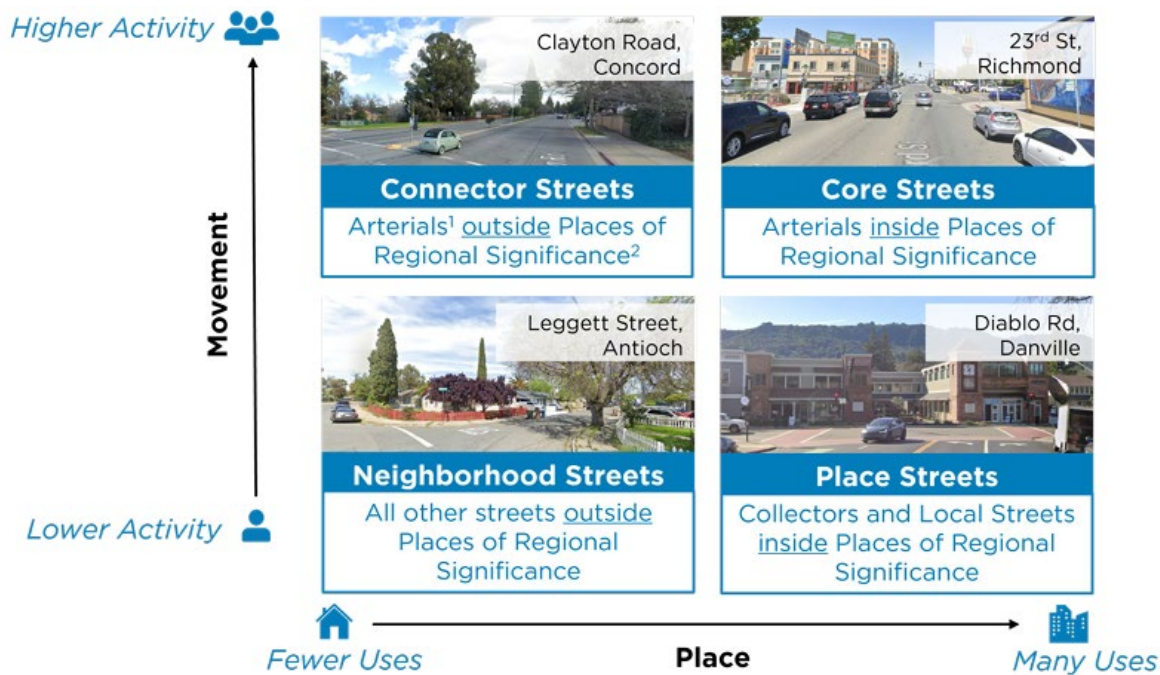
Under SB 932, cities must incorporate the principles of the Safe System Approach when substantively updating the circulation element of their general plans. This requirement provides a framework for advancing Walnut Creek's commitment to its Vision Zero goal and policies.

CCTA Movement and Place Framework

A Movement and Place Framework is an approach to transportation planning that considers how different modes use roadway facilities. The framework acknowledges that roadways serve as movement corridors that carry cars, trucks, buses, bikes, and pedestrians, while also serving as places where people live, shop, eat, and socialize. The framework is intended to help agencies plan and design streets for their varying levels of movement and place. The Movement and Place Framework considers the current and future performance of a corridor.

At the countywide level, CCTA developed the Livable Streets Policy, based on the Movement and Place Framework, as part of the Draft Countywide Transportation Plan. As part of this effort, every roadway in Contra Costa County has been classified into street types based on its levels of movement and place. Movement is determined by the functional classification of each roadway. Places are determined by Places of Regional Significance, defined as areas within an MTC Transit-Oriented Community, MTC Priority Development Area, or CCTA Pedestrian Priority Area. **Figure 32** shows the CCTA Movement and Place Framework.

Figure 32. CCTA Movement and Place Framework



Source: CCTA, 2026.

This CCTA framework reflects a broader shift in how agencies across the region are approaching multimodal corridor planning and land use. As county and regional policies continue to evolve, they may increasingly shape how transportation investments and priorities are evaluated.

Conclusion

This Existing Conditions Report establishes the baseline understanding of how people move within Walnut Creek and how transportation has changed since General Plan 2025 was adopted in 2006. Walnut Creek is a community whose travel patterns remain auto-oriented yet are increasingly shaped by new bicycle and pedestrian infrastructure, an aging population, the lasting effects of remote work, growing e-commerce and curbside demand, and rapidly advancing vehicle technology. Walnut Creek has taken significant steps to identify roadway collision trends with a toolbox of countermeasures to address collision profiles and work towards zero serious injuries and collisions. The existing conditions and trends documented in this report will provide the foundation for the goals, policies, and implementation actions developed through the General Plan Update. They establish a shared, data-informed starting point for the GPU process.

Appendix A: Terms and Definitions

This section defines key transportation planning terms and acronyms used throughout this report.

- **Active Transportation.** Human-powered transportation, including walking, biking, skateboarding, and other micromobility.
- **Americans with Disabilities Act (ADA).** A 1990 federal civil rights law that prohibits discrimination against people with disabilities and establishes accessibility standards for public infrastructure, including sidewalks, curb ramps, and pedestrian crossings.
- **Autonomous Vehicle (AV).** A vehicle capable of operating with limited or no input from a human driver, using sensors and software to navigate roadways.
- **Average Daily Traffic (ADT).** The average number of vehicles that travel a given roadway segment over a 24-hour period, typically used to characterize traffic volumes on a corridor.
- **Bay Area Rapid Transit (BART).** The regional heavy-rail transit system serving the San Francisco Bay Area. Two BART stations, Walnut Creek and Pleasant Hill/Contra Costa Centre, serve the city.
- **Complete Streets.** Roadways that are planned and designed to provide safe and comfortable travel for all users, including vehicles, trucks, transit, pedestrians, and bicyclists.
- **Contra Costa Transportation Authority (CCTA).** The countywide transportation planning and funding agency responsible for the Countywide Transportation Plan. CCTA is the designated Congestion Management Agency for the county.
- **Federal Highway Administration (FHWA).** The federal agency within the U.S. Department of Transportation responsible for administering the national Safe System Approach and other roadway safety programs.
- **Goods Movement.** The movement of goods and freight by truck, train, or delivery vehicle.
- **Killed or Severely Injured (KSI) Collisions.** Collisions in which one or more people were killed or sustained a serious injury, used as a key measure of roadway safety performance.
- **Level of Service (LOS).** A metric historically used to evaluate vehicle congestion at intersections and roadway segments, graded on a scale from A (free-flowing) to F (heavily congested). LOS has been replaced by vehicle miles traveled (VMT) for evaluating transportation impacts under the California Environmental Quality Act (CEQA).

- **Metropolitan Planning Organization (MPO).** A federally designated regional agency responsible for transportation planning and programming; the Metropolitan Transportation Commission (MTC) serves as the MPO for the nine-county Bay Area region.
- **Metropolitan Transportation Commission (MTC).** The regional planning and financing agency for the nine-county San Francisco Bay Area, responsible for programs including the Transit-Oriented Communities Policy.
- **Movement and Place Framework.** A countywide transportation planning approach that classifies roadways based on their level of movement (carrying travel) and level of place (serving as a destination), used to guide street design and target operating speeds.
- **Primary Collision Factor (PCF).** The element or driving action that, in the investigating officer's opinion, best describes the primary cause of a collision.
- **Routes of Regional Significance.** Roadways designated by CCTA that provide regional connections, carry significant traffic volumes, or provide access to highways or transit centers.
- **Safe System Approach.** A transportation safety framework, adopted internationally as part of the Vision Zero proclamation, based on the principle that people make mistakes and that the road system should be designed to anticipate and accommodate human error. The approach addresses three risk factors: exposure, likelihood, and severity.
- **Statewide Integrated Traffic Records System (SWITRS).** The California Highway Patrol database of statewide collision records, from which the Transportation Injury Mapping System (TIMS) reports injury and fatal collisions.
- **Sustainable Communities Strategy (SCS).** A strategy required of each MPO under Senate Bill (SB) 375 to demonstrate how a region can meet its greenhouse gas emissions targets by coordinating housing, land use, and transportation planning.
- **Transit-Oriented Development (TOD).** Compact, walkable development concentrated near transit stations.
- **Transit-Oriented Communities (TOC).** MTC's TOC Policy establishes minimum density, parking, and affordable housing requirements within a half mile of major transit stations, including the Walnut Creek and Pleasant Hill/Contra Costa Centre BART stations.
- **Transportation Demand Management (TDM).** Strategies intended to reduce single-occupant vehicle trips and manage travel demand, such as transit incentives, ridesharing, and parking management.
- **Vehicle Miles Traveled (VMT).** A measure of the total distance traveled by vehicles, used since 2020 in place of LOS to evaluate the transportation impacts of new development under CEQA.

- **Vision Zero.** A policy commitment, adopted by the City of Walnut Creek, that no one should be killed or seriously injured on the road system.

Appendix B: Traffic Counts