



Curb Management Planning that Integrates Holistic Transportation Priorities

July 1, 2026
Bellevue, Washington



Walnut Creek, CA

- Contra Costa County
- East Bay region of the Bay Area,
- Resident Population 70,000
 - Daytime Population 135,000
- Average household income \$191k
- Regionally-Serving Land Uses:
 - Regional shopping destination
 - Office, dining, theater, arts & recreation, hospitals, Mt. Diablo State Park, auto dealerships, Bay Area Rapid Transit (BART) station



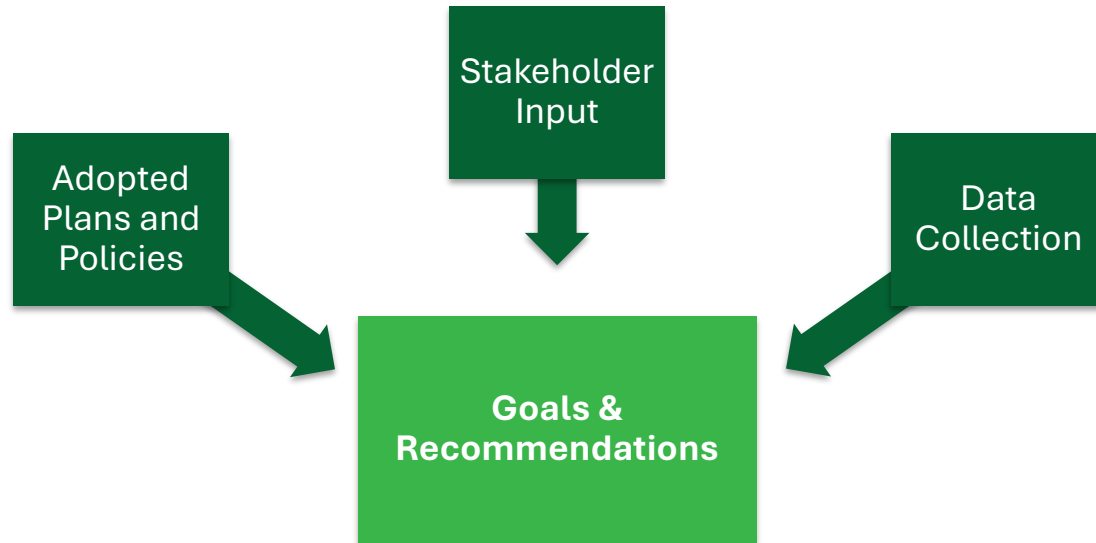


Setting Goals for Downtown

This Plan would set **data-driven** standards to **optimize** the curb by balancing **parking, loading, pedestrian and bicycle infrastructure, placemaking, accessibility, and safety** — while considering the needs of people of all ages, physical abilities, and economic backgrounds.



Setting Goals for Downtown





Regional Policies

- City received \$195,000 in grant funds from Metropolitan Transportation Commission (MTC) to prepare plan.
- MTC has a Transit-Oriented Communities (TOC) Policy aims to improve connections and access to transit in the region. Adoption supports TOC action to implement complementary parking management policies.

Transit-Oriented Communities (TOC) Policy

Transit-oriented communities (TOCs) feature housing and business development that is near to transportation, putting public transit in reach for more people and improving the quality of life in the Bay Area.



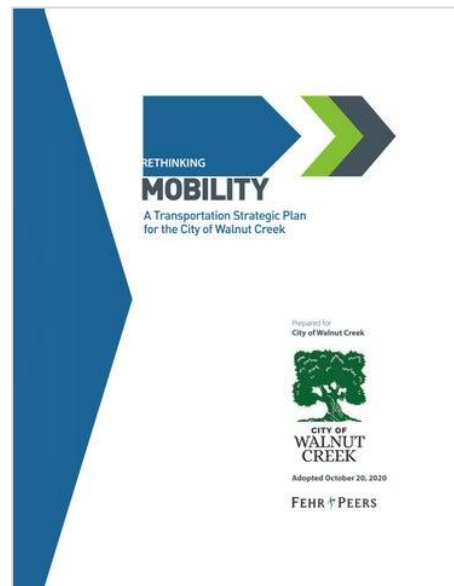


Adopted Plans and Policies

Local Plans and Policies

The City's Rethinking Mobility Plan commits to strategies to reduce automobile trips, manage parking demand, and enhance access for those walking, biking, and using public transit.

- Strategy: Improve parking and curb management signage
- Strategy: Evaluate Zone- and Demand-based pricing
- Strategy: Consider municipal garage pricing and demand





Adopted Plans and Policies

Local Plans and Policies

- The City's Parking Utilization Policy aims for 85% utilization for all parking.
- At this rate, parking is easy to find, and assets are utilized effectively.





Adopted Plans and Policies

Local Plans and Policies

- Walnut Creek is a Vision Zero City with the stated goal of **zero fatal or serious injury collisions** by 2035.
- Our *Local Roadway Safety Plan: A Path to Vision Zero* identified collision trends specific to Walnut Creek, along with appropriate countermeasures.

Trend: Large Roadways Around Downtown

22%

of All Bicycle Collisions

19%

of All Collisions

27%

of All Pedestrian Collisions

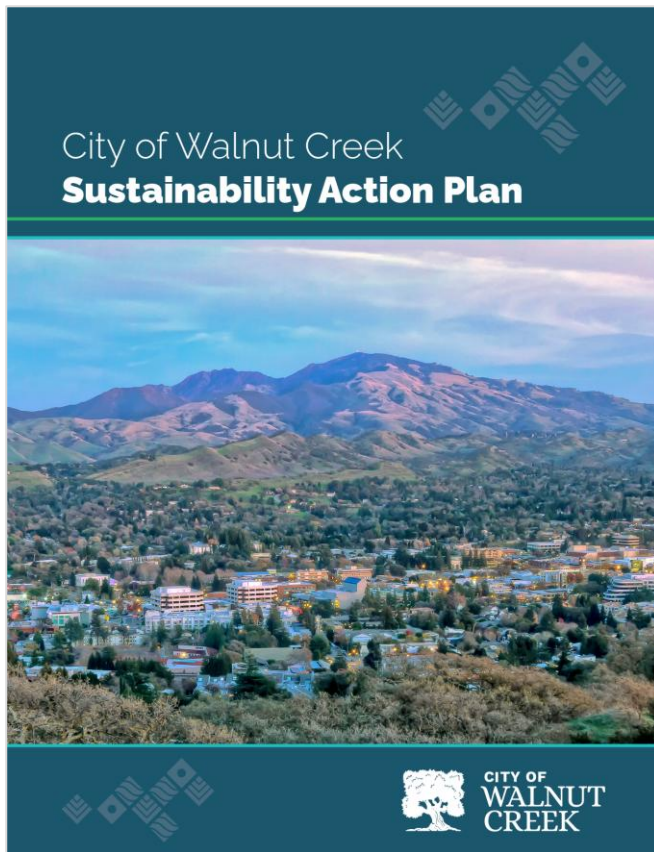


Adopted Plans and Policies

Local Plans and Policies

Sustainability Action Plan set goals and milestones to address climate change by reducing greenhouse gases. Transportation strategies include:

- Expand adoption and accessibility of electric vehicle modes (includes micromobility). Increase the availability of electric vehicle charging
- Ensure safe and efficient, and reliable mobility options throughout the community





Local Plans and Policies

Our *Economic Development Action Plan* provides actions to improve economic vitality in the Downtown, including:

- Promote Walnut Creek as the premier East Bay location for offices, which includes promoting the transportation access
- Ensure success of outdoor dining, streetscape improvements, future construction
- Enhance Downtown Attractions and Infrastructure
- Improve walkability and connectivity between BART, the Golden Triangle, and the Downtown Core to support office tenant growth



Outreach and Engagement

- Stakeholder group provided feedback.
- Public engagement via online survey.
- In-person engagement at Locust Street Fair.



List of Stakeholders

- Parking Enterprise Group (parking operators)
- Parking Enforcement
- Economic Development group
- Sustainability group
- Transportation Commission
- Walnut Creek Downtown (Downtown business group)
- County Connection (bus provider)
- Bicycle and pedestrian advocacy groups
- Youth Commission
- City Council



Outreach and Engagement

Common Trends, Challenges, and Desires



**Loading and
Curbside Pickup**



**Parking For
Merchants**



**Pedestrian and
Bicycle Spaces**



Wayfinding



**Street
Parking**



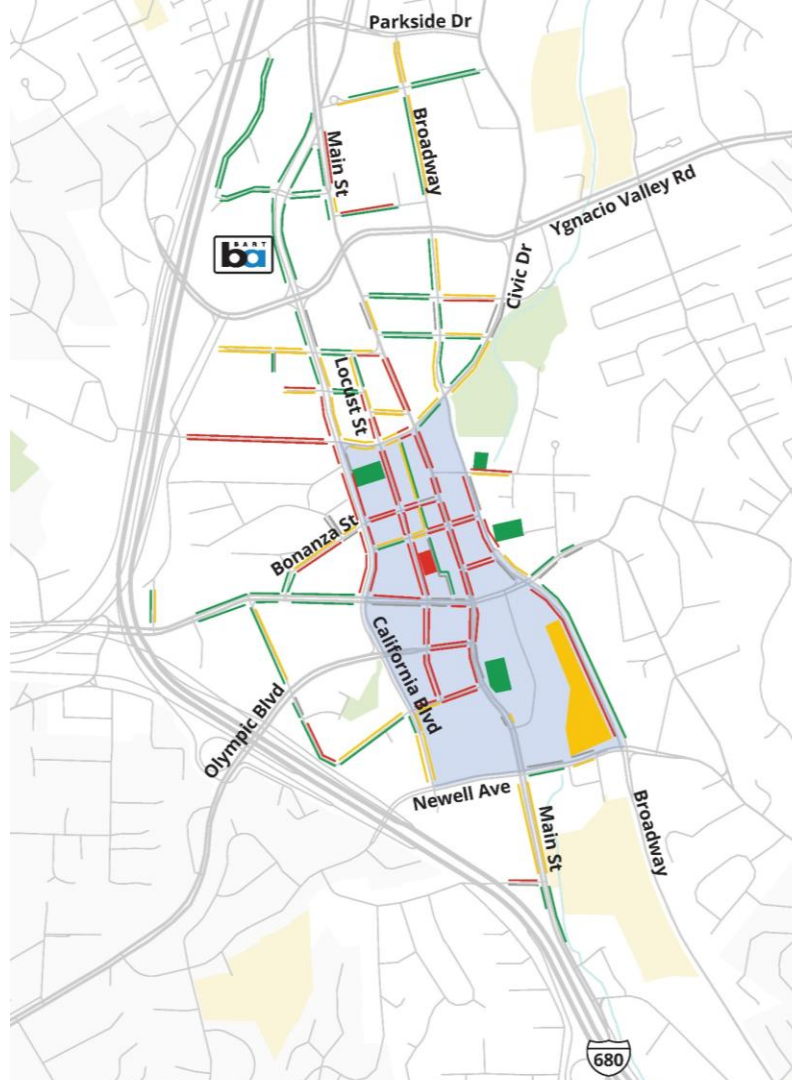
Data Collection

Existing Weekend Demand

- Green Zone - \$2/hour for 3-hours (blue on this map)
- Purple Zone - \$1/hour for 10-hours
- Meters enforced 10am – 8pm
- Municipal Garages – First hour free; \$1.25/hour for 24 hours

Weekend Average October

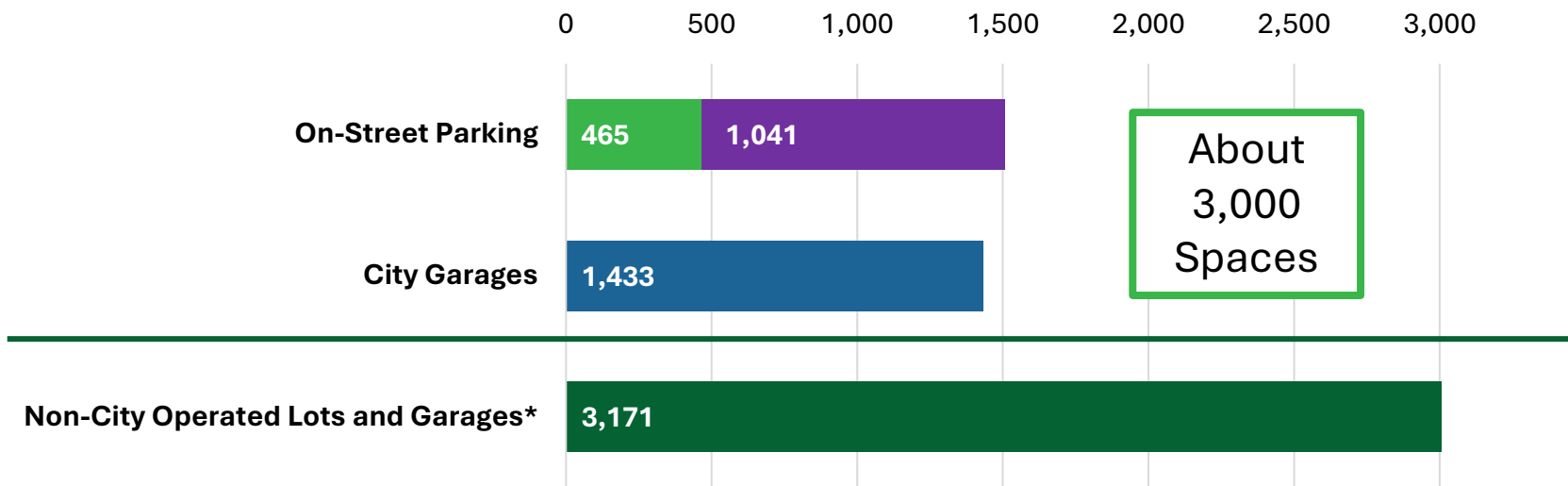
0 – 50% 50 – 85% 85%+





Data Collection

Inventory: How many parking spaces are there?



*Includes Broadway Plaza (Main Street and Broadway locations). Meter data from certified private lots as available



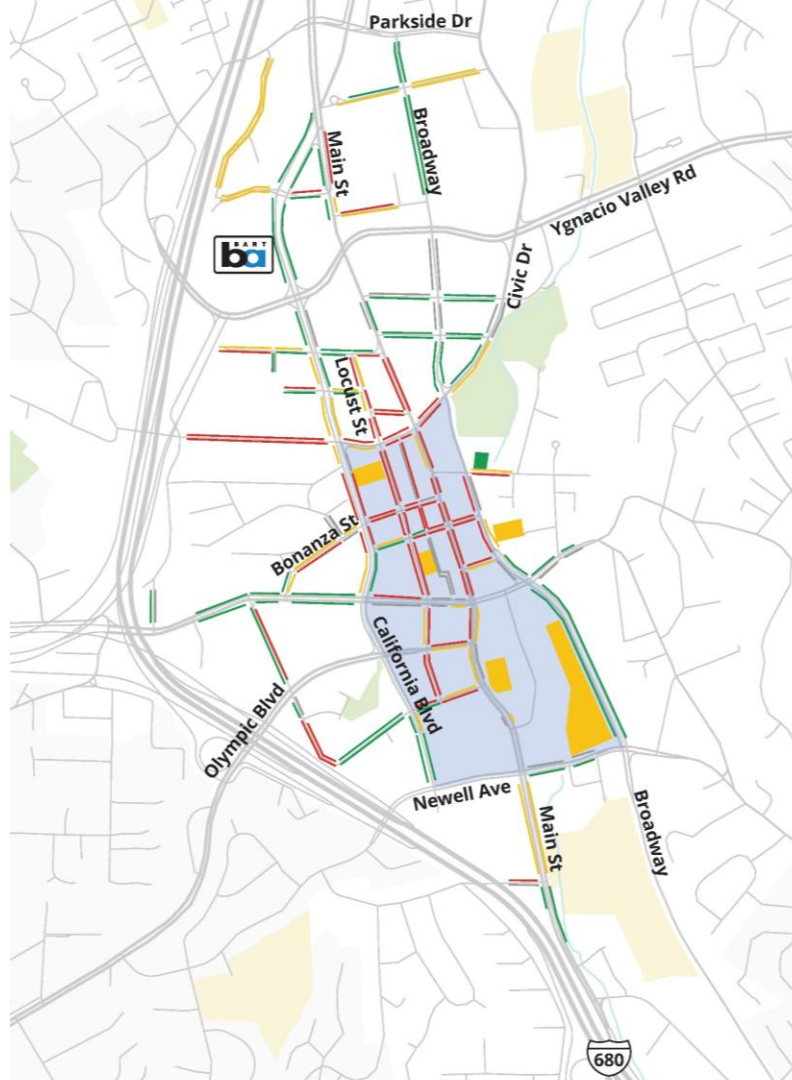
Data Collection

Data Collection Takeaways

- Parking demand exceeds 85% utilization in the core downtown area, especially on-street
- City garages have available capacity
- Areas surrounding downtown have available capacity

Weekday Peak October

0 – 50% 50 – 85% 85%+





The Plan

Walnut Creek Curbside Management Plan

Chapters and Presentations

1 - Background and Introduction

TC: March 20, 2025

2 - Parking Inventory, Occupancy and Duration Data

TC: March 20, 2025

3 - Existing Parking Policy

4 - Transit-Orientated Communities Policy Compliance

5 - Community and Stakeholder Engagement

TC: May 15, 2025

6- Recommendations

TC: July 17, 2025 & CC: September 2, 2025





The Plan

Plan Goals





The Plan

Recommendations

Recommendation

“Improve Wayfinding”

High-Level Details

- Timeline
- Effect
- Cost
- Funding Source
- Effort

1 Improving Wayfinding

Timeline Within 5 years
Effect Medium
Cost \$10,000 – \$100,000
Funding Funded operational project
Effort Medium

Improving wayfinding for drivers to parking garages can reduce demand for on-street parking spaces, especially in the Downtown Core. Occupancy data shows that certain off-street parking garages have more availability than on-street parking spaces, especially those in the Downtown Core. Directing vehicles to garages with available capacity better utilizes this excess parking capacity, freeing curb space for other uses. Because the larger garages and less-used on-street parking are located on the edges of Downtown, directing drivers to utilize these spaces first can also reduce

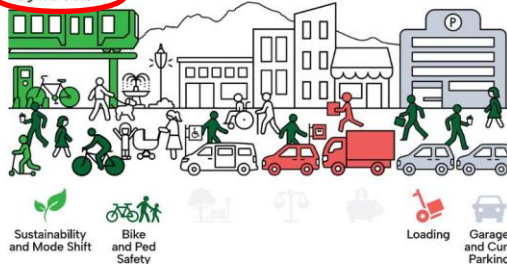
congestion in the Downtown Core, improving conditions for bicyclists and pedestrians while reducing Vehicle Miles Traveled (VMT) while circling for parking.

Recommendations

1a Place additional and specific signage at major arterials, especially at key gateways into Downtown (i.e. Broadway, Ygnacio Valley Rd), directing visitors to garages as their first stop. This is a key part of a “park-once” strategy to encourage residents and visitors to park their vehicle and walk to all their destinations, and only return to their cars to leave Downtown.

1b Explore coordination with mapping providers to route visitors to garages instead of individual storefronts.

Aligned Goals

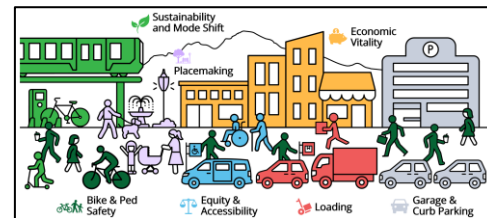


Sub-Recommendation Numbering

1a Place additional and specific signage at major arterials

1b Explore coordination with mapping providers to route visitors to garages

Plan goals that align with the recommendation





Implementation Strategy Overview



5-Year Action Plan

- Loading and curbside pick-up
- Merchant parking
- Transit and downtown activation
- Programmatic and opportunistic safety improvements
- Bike parking and funded new bikeways
- Parking wayfinding and branding



Infrastructure & Policy

- New/enhanced bikeways and amenities
- Bus stop and pedestrian infrastructure
- Continue to implement Vision Zero

As-needed

Evaluate effectiveness of 5-Year Action Plan implementation



Implementation So Far



5-Year Action Plan

- Loading and curbside pick-up
- Merchant parking
- Transit and downtown activation
- Programmatic and opportunistic safety improvements
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- Municipal code updates
- Auditing existing monthly permit program
- 95% design plans for transit improvements and a grant to encourage more outdoor dining participants
- New long-term bicycle parking
- Engaging Youth Commission to help with branding



Project Team



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TRANSPORTATION
COMMISSION**

Consultant Team



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