

COMMITTEE MEMBERS
Sarah Allen, Chair
David E. Pitman, Vice Chair
Rebekah McMenamin
Aneta Sperber
Victor Benedict Tiglao



Civic Center
1950 Parkside Drive
Concord, CA 94519
www.cityofconcord.org

AGENDA Bicycle and Pedestrian Advisory Committee Meeting

Wednesday, December 14, 2022

6:00 p.m.

Permit Center
Conference Room
1950 Parkside Drive

This meeting is being held in-person only.

How to Submit Public Comments:

Please note that emailed comments will not be read aloud by staff.

Written Comments: All comments received **before 3:00 pm the day of the meeting** will be posted on the City's website as "Correspondence" under the relevant agenda item and provided to the Committee members at the meeting.

- Email your comments to Melanie.Short@cityofconcord.org.

In-Person Comments: Blue Speaker Identification Cards are located near the entrance to the Permit Center Conference Room. Please complete a Speaker Card and give it to the Recording Secretary prior to the agenda item you wish to speak on and preferably prior to the start of the meeting. When the Chair opens a public comment period, the Recording Secretary will call speakers to provide comment in the order the Speaker Cards are received. Should you have any questions after consulting the Speaker Identification Card, please contact the Recording Secretary prior to the start of the meeting.

AGENDIZED ITEMS – The public is entitled to address the Committee on items appearing on the agenda before or during the Committee's consideration of that item. Each speaker will be limited to approximately three minutes. **Please see "How to Submit Public Comments" above.**

1. ROLL CALL

2. PUBLIC COMMENT PERIOD

3. APPROVAL OF August 10, 2022 and September 14, 2022 ANNOTATED MINUTES

4. REPORTS

- a) **Sun Terrace Elementary School Crossing Enhancements, TDA Grant Cycle 2023** Presented by Tianjun Cao, PE, Associate Civil Engineer

5. 2023 MEETING SCHEDULE

6. COMMITTEE ANNOUNCEMENTS/COMMENTS

7. ADJOURNMENT

- **Next Regular Meeting: Wednesday, March 8, 2023**

ADA NOTICE AND HEARING IMPAIRED PROVISIONS

In accordance with the Americans with Disabilities Act and California Law, it is the policy of the City of Concord to offer its public programs, services and meetings in a manner that is readily accessible to everyone, including those with disabilities. If you are disabled and require a copy of a public hearing notice, or an agenda and/or agenda packet in an appropriate alternative format; or if you require other accommodation, please contact the ADA Coordinator at (925) 671-3243, at least five days in advance of the hearing. Advance notification within this guideline will enable the City to make reasonable arrangements to ensure accessibility.

Distribution: Kevin Marstall, PE, Director of Community Development;
Abhishek Parikh, Deputy Director Public Works – Transportation;
Carlton Thompson, PE, City Engineer

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David E. Pitman
Aneta Sperber

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**ANNOTATED
Special Meeting
AGENDA
Bicycle and
Pedestrian Advisory
Committee Meeting**

Wednesday, August 10, 2022

6:00 p.m.

Various
telephonic/electronic
locations (see below)

This meeting is only being held virtually via Zoom.

Pursuant to AB 361, the City is authorized to hold public meetings via teleconferencing and to make public meetings accessible telephonically or otherwise electronically to all members of the public, without making available any physical location for the public.

City of Concord Rules: City of Concord officials and staff will conduct this meeting telephonically or otherwise electronically. The City will **not** make available any physical location from which members of the public may observe the meeting and offer public comment. Instead, members of the public may observe and address the meeting remotely. Below is information on how to participate in this remote meeting.

Join from a PC, Mac, iPad, iPhone or Android device:

- <https://cityofconcord.zoom.us/j/84461418802?pwd=SUN3ZWVsN2VGMzB1cldZNCtaeUJGUT09>
- Webinar ID: 844 6141 8802
- Passcode: 986554
- By Phone: US: +1 669 900 6833

Under California law, public comments at special meetings are limited to subjects on the agenda only. Therefore, public comment will only be taken prior to the Committee's consideration of items specifically listed on tonight's Agenda. There will be no General Public Comment Period.

How to Submit Public Comments:

Written: All comments received **before 3:00 pm the day of the meeting** will be posted on the City's website as "Correspondence" under the relevant agenda item and provided to the Committee members at the meeting.

- Email your comments to Stefanie.Ananthan@cityofconcord.org.

When the Chair opens the public comment period for each item listed on the agenda, please use the "raise hand" feature (or press *9 if connecting via telephone) which will alert staff that you have a comment to provide.

AGENDIZED ITEMS – The public is entitled to address the Committee on items appearing on the agenda before or during the Committee's consideration of that item. Each speaker will be limited to approximately three minutes. **Please see "How to Submit Public Comments" above.**

1. ROLL CALL

Members Present: Sarah Allen, Chair, David E. Pitman, Aneta Sperber

Staff Present: Bruce Davis, Bernard Enrile, Kevin Wheat, Tianjun Cao, Virendra Patel, Winnie Chung, Abhishek Parikh, Melanie Short, Stefanie Ananthan

2. APPROVAL OF June 21, 2022 ANNOTATED MINUTES

ACTION: Motion by David E. Pitman, Second by Aneta Sperber, All in favor.

Approved 3-0

3. REPORTS

- a) **Local Roadway Safety Plan (LRSP)** Presented by Winnie Chung, Transportation Program Manager

ACTION: Motion by David E. Pitman, Second by Aneta Sperber, All in favor.

Approved 3-0

Winnie Chung, Transportation Program Manager and consultants Terence Zhao and Ryan McClain both with Fehr & Peers presented on the Local Roadway Safety Plan (LRSP). An LRSP proactively evaluates collision history citywide to identify trends and hotspots to be addressed, as well as countermeasures that can be implemented to prioritize safety and reduce the number of traffic-related deaths and serious injuries on City streets. This is the first comprehensive safety plan for the City, and provides a blueprint for a safe and more accessible community. Included in the Plan is a Vision Statement toward reducing and ultimately eliminating traffic deaths and severe injuries by 2033. This LRSP will also assist the City when it applies for safety infrastructure funding. For example, the Cycle 11 Highway Safety Improvement Program (HSIP) funding cycle with applications due in September will require an LRSP for eligibility. Staff is presenting the draft Plan to the Bicycle and Pedestrian Advisory Committee for input.

Public Comments:

Claire Linder, resident of Concord provided public comment regarding Fehr & Peers informative presentation and recognition of pedestrian safety. Focus should be on efficacy first and expense second. Stressed the importance of human lives should be at the forefront of efforts and far too many injuries and deaths occurring in the streets of Concord. Questioned next steps, assuming the document is adopted by council, how would members of the public and concerned citizens help make sure this is a living document.

Robert Prinz of Bike East Bay provided public comment regarding the speeding map, in relation to the amount of speeding over the posted limit. Stated that the impact on vulnerable road users is not related to how much somebody is speeding over the limit but the total speed. Curious if there will be analyses of what the total speed is regardless of the limit and whether this will help inform future speed limit changes, as is now currently allowed based on recent changes by state law.

Committee Comments:

Chair Allen inquired about the LRSP being a living document and curious of the process for modifications.

Mr. Zhao responded the intent is for the document to be a guide and serve as overarching mission statement and statement of safety goals for the city. The document will establish a goal for eventual elimination of fatalities and severe injuries on the city's roadways, that is subject to ongoing tracking and progress monitoring as needed which would include revisiting recommendations to suit city needs, as those needs may arise. The document is not meant to be revised but serves as a step 1 to kick-off the implementation.

Abhishek Parikh, Deputy Director of Public Works noted the intent of the document is the first step to figure out the patterns of collisions that are occurring within Concord. Next steps will include a way to track and report; corridor by corridor, intersection by intersection basis, to re-evaluate implementation for short- or long-term measures and separated into their own projects. Depending on the costs, these projects will eventually apply for funding. There will be different phases of this project and will continue to add information into the document in terms of improvements, which will be reported to Council on a yearly basis. Eventual goal is Vision Zero, the document is step 1.

Chair Allen commented her concerns about the implementation. Helpful to clarify that this is the first step, imagined this is a general plan and at some point, go towards zoning. Inquired about the working group mentioned within the LRSP on page 14 and asked who the stakeholder group and the other remaining members of working group. Asked and confirmed when the City Council meeting is scheduled for the LRSP.

Mr. Parikh responded the intent is to address the initial issues and then look beyond to see where the most impact be made to address collision prevention. Staff is still looking at how to create a working group and will look to Council for direction. He further stated staff still needs to give thought as to who would be included within the working group

that will be tracking, reporting, and measuring the impact of improvements. There will be some level of BPAC reporting.

The LRSP is going before Council on September 23, 2022, and mentioned grants that are applied in September require an adopted LRSP. Most cities in Contra Costa are not there yet, Concord has gone ahead and completed the process with its own plan.

Committee Member Pitman mentioned this is for Vision Zero and he is in support of this approach. He mentioned a new signal between Lacey Lane and Monument Boulevard intersection to be considered.

Committee Member Sperber gave her support for Vision Zero and mentioned part of page 54, Seattle's arterial speed limit of 25 MPH that gained her attention to lower the speed limit on Clayton Road to 25 MPH. She gave her support for the LRSP and the other large arterial roadways, which are speeding zones. Lowering the speed limit of arterial roadways would be a major protective move for pedestrians, bicyclists, and motorists.

Chair Allen gave her support and is glad to see the LRSP before the City of Concord. She noted some feedback to help decision makers by looking at some helpful tools to make best decisions by balancing factors. She suggested adding to staff reports how this project does or does not comply with the plan. She is interested to see how the implementation plan and working group will prioritize or give some more direction of implementation measures.

The Committee unanimously expressed support for the LRSP and forwarding it to City Council with the minor comments and feedback provided.

b) Oak Grove Road Pavement Rehabilitation Phase 3 (Project No. 2557)

Presented by Tianjun Cao, PE, Associate Civil Engineer

ACTION: Motion by Aneta Sperber, Second by David E. Pitman, All in favor.
Approved 3-0

Tianjun Cao, Associate Civil Engineer presented on the Oak Grove Road Pavement Rehabilitation Phase 3 project (Project No. 2557). The project will extend the recently completed pavement rehabilitation work on Oak Grove Road, from Treat Boulevard to Walnut Creek city limits. This and final phase of pavement rehabilitation along this arterial. The primary purpose of the project is to pave the roadway, with minor scope additions such as upgrading curb ramps for entrances to Palm Lake Apartments and new striping due to new pavement. The first phase of pavement rehabilitation on Oak Grove Road (Monument Boulevard to Whitman Road) was completed in 2016, while the second phase of pavement rehabilitation on Oak Grove Road (Whitman Road to Treat Boulevard) was completed in 2020. The project is funded with local funds for the design phase, with construction funding made available following the new fiscal year that began on July 1, 2022. The project design is at 90-percent completion. Staff is presenting the project striping plans to the Bicycle and Pedestrian Advisory Committee regarding the plan's conformance with the City's Bicycle, Pedestrian, and Safe Routes to Transit Plan adopted in September 2016 (Plan).

Public Comments:

Erik Owens of Bike Concord provided public comment regarding a proposed bike lane in front of Trader Joes. Mentioned that the intersection between Oak Grove Road and Treat Boulevard is dangerous and requested a no right turn on red. He further commented this is by an entrance to Ygnacio Valley Highschool and questioned why is there not more than a sharrow installed by this section which connects to the canal trail. Stressed that more must be done in this section and is incredibly unsafe.

Robert Prinz provided public comment regarding the sharrow usage is only permitted at street signs at 35 MPH or lower and the sign on Oak Grove Road is at 40 MPH. Unless the speed limit was adjusted, recommends the city to look into this and that the sharrow installation would not be allowed. Recommends a dedicated bike facility to connect each side of the trail.

Claire Linder provided public comment echoing Mr. Owens and Mr. Prinz comments, the speed differential on Oak Grove Road between cars and bicyclists is dangerous by a school. Should have safe routes to school funding available and fully supports to get better facilities. Pointed out that Oak Grove Road crosses under the Bart tracks also does not have a bike lane.

Committee Comments:

Committee Member Sperber acknowledged the difficult intersection and inquired if there are any plans for flashers to support the pedestrian crosswalk north of Ygnacio Valley Highschool. It will be used particularly before and after school.

Mr. Cao responded the mentioned intersection is within the City of Walnut Creek city limits and therefore within the City of Walnut Creek's jurisdiction.

Chair Allen referenced sharrow markings and inquired why the use of sharrow markings may or may not be used for this project.

Mr. Cao responded he would look into what was previously decided and inform the Committee

Committee Member Sperber referenced the public comments received and agreed the dangers and possibility of injuries of the intersection and that she agrees to add a no right turn on red on Oak Grove Road. She further stated the bike lane should be on the agenda due to the proximity of the trail and shopping areas; an area to be considered more seriously.

Chair Allen referenced the Vision Zero from the previous LRSP item discussed and inquired how that would be achieved with this intersection.

Mr. Cao responded that this particular project is more focused on paving, he understands the dangers of the intersection, mentioned that the same treatment be applied to the entirety of Oak Grove Road to Walnut Creek city limits oppose to segments; if an appropriate bike facility is installed this would require a lane reduction or

lane removal which would entail a more in depth study in addition to what staff is currently proposing in order to move forward in making it a safer intersection.

Virendra Patel, Transportation Program Manager provided additional detail about how to address the dangers of the intersection and comprehensively look at the traffic along Oak Grove Road from Monument Boulevard to Walnut Creek city limits at this corridor to reduce the speed, a new bike facility, and pedestrian improvements. Needs to be a comprehensive study to be part of the master plan; will include in the LRSP did not suffice as a location. Mentioned that there is a localized impact between Oak Grove Road and Treat Boulevard.

Chair Allen stated she understands staff's responses regarding how to address the intersection, but the need exists, and she appreciates staff looking into how to address this at some point. Questioned if whole corridor can be broken up to sections for separate fundings. Inquired if the section is repaved will it impact other modifications in the future and what are the options to include a 'No Turn on Red' at the intersection.

Mr. Patel and Mr. Cao responded that they could phase it up for funding, matter of completing the project but overall view the project comprehensively. There would not be a large impact in making other modifications despite restriping this section. Additional analysis and performance data collection to see the queuing impacts on the neighboring approaches to better understand how to improve the area with the least amount of impact to the other intersections.

Committee Member Sperber referenced there may currently signage indicating pedestrian right of way which raises concern of the right turn.

Mr. Patel acknowledged the comment was the first sign that motorists are aware of pedestrians

Chair Allen inquired the next step and the status for the project.

Mr. Cao responded the item would be brought before Council likely in March or April of 2023 to accept grant funding.

The Committee unanimously provided support and all in favor, motion is carried.

- c) **Pavement Maintenance – Zone 5J (Project No. 2526)** Presented by Kevin Wheat, PE, Associate Civil Engineer

ACTION: Motion by Aneta Sperber, Second by David E. Pitman, All in favor.
Approved 3-0

Kevin Wheat, Associate Civil Engineer presented on the Pavement Maintenance – Zone 5J project (Project No. 2526). The project will improve the pavement condition with minor pedestrian and bike lane improvements throughout the residential neighborhood streets south of Hillcrest Community Park and around Solano Way (see Attachment 1 for streets included in project). The primary purpose of the project is to perform

pavement maintenance on the various streets, while also upgrading curb ramps and installing new striping and signage. Avon Avenue is currently a designated as a Class 3 bike route, it is the only street in this project that is included in the City's Bicycle, Pedestrian, and Safe Routes to Transit Plan, and it is designated as a Class III bike facility. See Attachment 2 for the proposed striping and signage layout that is still under City review. The project design is at 65 -percent completion by November, advertised by December construction by April-September 2023. Staff is presenting the proposed striping and signage plan for Avon Avenue, as well as locations of curb ramp upgrades throughout the project, regarding the project's conformance with the City's Bicycle, Pedestrian, and Safe Routes to Transit Plan adopted in September 2016 (Plan). The project is funded by Measure V, with construction expected to begin in April 2023. Brought up resident concerns from Community Workshop that was held on August 1, 2022. Concerns about ramps changing drainage and requested ADA improvements.

Public Comments:

There were no requests for public comment.

Committee Comments:

Chair Allen acknowledged the improvement to the neighborhood.

4. ELECTION OF VICE CHAIR FOR THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE FOR 2022

ACTION: Motion by Sarah Allen, Second by Aneta Sperber, All in favor.

Approved 3-0

Election of Vice Chairperson of the Bicycle Pedestrian Advisory Committee. Committee Member Pitman was elected Vice Chair through December 30, 2022.

Committee Member Pitman volunteered to act as Vice Chair for the remainder of the calendar year 2022.

5. COMMITTEE ANNOUNCEMENTS/COMMENTS

6. ADJOURNMENT

- **Next Regular Meeting: Wednesday, September 14, 2022**

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Distribution: Kevin Marstall, PE, Director of Community Development;
Abhishek Parikh, Deputy Director Public Works – Transportation;
Bruce Davis, PE, Interim City Engineer

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1. ROLL CALL

Members Present: Rebekah McMenamin, Aneta Sperber, Victor Benedict Tiglao, David E. Pitman, Vice Chair

Staff Present: Bruce Davis, Bernard Enrile, Kevin Wheat, Tianjun Cao, Aldrich Bautista, Virendra Patel, Abhishek Parikh, Melanie Short, Joshua Clendenin, Stefanie Ananthan

2. PUBLIC COMMENT PERIOD

Claire Linder, Concord resident, provided public comment regarding two items: the bicycle signalization at Sunshine Drive and Meadow Lane is not working, which is part of her regular commute and she mentioned the need to wait for cars or use the push button to activate the signal; the encroachment on Market Street sidewalk where the new carwash is located, the sidewalk was narrow to begin with and construction is removing the minimal space in the current location. She mentioned if there was a pedestrian on this portion of sidewalk, it would not give enough room for a wheelchair, walker or other types of mobility, and will not be able to navigate the fencing.

Smitty with Bike Concord provided public comment and referenced an item he previously provided public comment on regarding his request for bicycle lane signage to include City of Concord logo; he referenced City of Oakland signage which he feels would enhance bicycle infrastructure and suggested retrofitting the City of Concord signage. He mentioned this does not change Caltrans standards and concluded with his request to have staff further investigate the City of Oakland standard.

Laura Nakamura, Concord resident, provided public comment regarding the bulb out on Concord Boulevard at West, which will be removed soon due to many vehicles hitting it. She mentioned it is also a safety issue for bicyclists on Concord Blvd heading East, who are forced to stay in between the two existing curbs and bulb out; in order to make a right turn and proceed to go straight, bicyclists will hit the bulb out or are forced into the traffic lane, which is about 35 MPH, or might be 25 MPH since it is near three schools, and mentioned vehicles often do not drive at 25 MPH in this intersection. She referenced recent comments on Nextdoor, and that the public is uncertain why this intersection was completed with this design. She provided staff and the committee written public comments that had been compiled from the Nextdoor post.

3. APPROVAL OF August 10, 2022 ANNOTATED MINUTES

Item was moved to next regular meeting due to a lack of quorum to vote on approval of the meeting minutes.

4. INFORMATION

- a) **Brown Act Presentation** Presented by Joshua Clendenin, Senior Assistant City Attorney

Joshua Clendenin, Senior Assistant City Attorney provided a presentation on the Brown Act.

Public Comments:

There were no public comments provided on this item.

Committee Comments:

Committee Member Tiglao inquired who would enforce removal of individuals presenting inappropriate behavior.

Mr. Clendenin responded the Committee Members would not be expected to physically remove an individual from a meeting, however, could call the police if the behavior escalated or assistance was needed to remove individuals from a meeting.

5. REPORTS

- a) **Residential Pavement Design, Phase A** Presented by Aldrich Bautista, PE, Associate Civil Engineer

Aldrich Bautista, Associate Civil Engineer presented on the Residential Pavement Design, Phase A project. Residential Pavement Design, Phase A consists of Pavement Maintenance - Zone 1B (Project No. 2516), Pavement Maintenance - Zones 2B & 2E (Project No. 2517), Pavement Maintenance - Zone 3B (Project No. 2561), Pavement Maintenance – Zone 4Q (Project No. 2562), and Pavement Maintenance - Zone 5L (Project No. 2563). The projects will rehabilitate pavement in six residential neighborhoods. The primary purpose of the project is to perform pavement maintenance on the various streets, while also upgrading curb ramps and installing updated striping and signage. The project design is at 65-percent completion. Staff is presenting the project plan, as well as locations of curb ramp upgrades throughout the project, regarding the project’s conformance with the City’s Bicycle, Pedestrian, and Safe Routes to Transit Plan adopted in September 2016 (Plan). The project is funded by Measure V and Measure J Local, with construction expected to begin in April 2023.

Public Comments:

Smitty with Bike Concord provided public comment and agreed with Committee Member Tiglao’s comment on page 31 of 39 to reduce a lane on Cowell Road and mentioned this intersection is dangerous. He referenced a middle sharrow on the proposed plans, which does not clearly suggest where a bicyclist should be traveling, and suggested two sharrows should be installed, one going straight and one for turning. He then referenced page 33 of 39 near Monument Boulevard and Cowell Road, depicting a new law that a bicyclist can go straight through a right-turn lane, and he concluded a sharrow should be installed in the right turn lane.

Laura Nakamura, Concord resident, provided public comment regarding the lack of additional sharrows, and mentioned including ‘Share the Road’ signage or additional roadway markings for bicyclists to bring awareness of the other users of the roadways. In addition to her request, she mentioned additional roadway markings for bicycles on all future projects.

Committee Comments:

Committee Member Sperber inquired about the proposed plan for Pavement Maintenance - Zone 3B (Project No. 2561), and whether the bicycle trail is included in this project and the reason for a cutout around Kelly Glen Estates, which does not include the bicycle trail on the Contra Costa Canal Trail.

Mr. Bautista responded the City of Concord does not maintain the Contra Costa Canal Trail, however, it is maintained by Contra Costa Water District. Kelly Glen Estates roads are private and maintained by their Homeowners Association.

Committee Member Tiglao inquired if the project would be enhancing the roads, page 31 of 39 referencing Systron Drive and whether staff would be repainting the portion of the roadway. Raised concerns noting the area is narrow for two lanes and suggested reducing Systron Drive turning right onto San Miguel Road from two lanes into one lane. Bicycles and vehicles cannot share the lane if they are side-by-side.

Mr. Bautista responded this is primarily a pavement maintenance project and will include updates of the roads. Further stated, if the project's scope is greater than the slurry seal, it triggers the city to include ADA curb ramps. He will look further into the suggestion of reducing the lanes onto San Miguel Road.

Vice Chair Pitman inquired if there are plans for upgrading any crosswalk signals.

Mr. Bautista responded this project is primarily in residential areas with little impact to traffic signals. The only exception is Denkinger Road on Concord Boulevard, which includes restoring high visibility crosswalk. Stated there are other locations within the City that will be addressing install of high visibility signals.

Committee Member Tiglao referenced page 33 of 39 the south corner turning onto Cowell Road from Galindo Street, Monument Boulevard or Oakmead Drive; three lanes: one turning left, a middle lane, and a right lane going straight into a merge onto Cowell Road. This intersection is located near Bart and Loma Vista Adult Center, suggested to reduce the existing vehicle lanes from three to two and create a feasible Class 2 or Class 4 bike lane. Additional roadway markings can provide added safety to bicyclists and pedestrians between San Miguel Road and Monument Boulevard. Concluded that reducing a vehicle lane from three to two and installing a bike lane can help aid in bicycle safety between the intersections on Cowell Road, San Miguel Road, and Systron Drive.

Committee Member McMenamain referenced the project would connect to the new Monument Boulevard pathway and Krueger Fields by Loma Vista Adult Center. The area currently does not have a sidewalk or a bike lane.

Committee Member Pitman referenced a postcard he received in the mail regarding this project and that there will be impacts to his street.

b) **Proposed Projects for TDA Grant Cycle 2023 Application** Presented by Tianjun Cao, PE, Associate Civil Engineer

ACTION: Committee Member Tiglao moved to recommend the Sun Terrace Elementary School project for TDA Grant Cycle application.

Committee Member McMenamain second; All in favor

Tianjun Cao, Associate Civil Engineer presented on the Proposed Projects for TDA Grant Cycle 2023 Application. The Transportation Development Act Article 3 (TDA 3) Grant provides funding annually for bicycle and pedestrian projects. Each agency in Contra Costa County may submit one project for consideration. The Metropolitan Transportation Commission (MTC) reviews applications and allocate funds to eligible projects. Staff anticipates MTC to issue a call for projects to local agencies in November 2022 for the TDA 3 Grant Cycle 2023 funds.

Staff would like for the Bicycle and Pedestrian Advisory Committee (BPAC) to recommend which project to consider submitting an application for TDA 3 Grant Cycle 2023 funds. There will be three projects recommended for BPAC consideration. Staff recommends submitting an application for the Willow Pass Park Crossing Project. The proposed Willow Pass Park Crossing Project will install crosswalks along Salvio Street between the two fields of the park, Rapid Rectangular Flashing Beacons (RRFBs), sidewalk, and curb ramps. This project would provide users of Willow Pass Park with a safe crossing so they can access amenities at both fields within the park.

The second project to consider is the Port Chicago Highway Sidewalk Gap Closure project. This project would install concrete sidewalk starting just north of Panoramic Drive and continue until Caltrans right-of-way at the SR-4 on-ramp. This project meets what is shown in the City of Concord Bicycle, Pedestrian, and Safe Routes to Transit Plan (Plan) adopted in September 2016. This project was recommended by the County BPAC in 2021.

The final project to consider is the Sun Terrace Elementary School Crossing Enhancements project. This project would install RRFBs on Floyd Lane at Cardinal Drive and Falcon Drive in front of the school. Curb ramp upgrades would also be constructed. This project meets what is shown in the City of Concord Bicycle, Pedestrian, and Safe Routes to Transit Plan adopted in September 2016.

Public Comments:

Smitty of Bike Concord provided public comment referencing the sidewalk along Port Chicago Highway used to be a bike lane with a shared path. Installing a new sidewalk

will force bicyclists into the street and recommends a shared path instead. Stated how dangerous it is for bicyclists to ride along the shoulder and suggests a sharrow installed in this location.

Claire Linder provided public comment about a bicyclist that was killed on Port Chicago Highway crosswalk on January 2020. There is a pathway that runs parallel to the Bart tracks and suggested this location is a good candidate for robust safety infrastructure.

Committee Comments:

Committee Member Tiglao inquired why staff is recommending the Willow Pass Park Crossing Project. What happens with the remaining projects that are not selected and will they be re-applied next year.

Mr. Cao responded the three reasons staff is recommending this project because it meets the bicycle and pedestrian criteria improvements, there is part of the sidewalk that will be closing a gap which is included in the master plan and the city has received numerous requests throughout the years. The remaining projects can be saved as options next year. Staff will keep remaining projects as a future Transportation Development Act option or potential project on its own.

Committee Member McMenamain agrees with public comments and inquired if the Port Chicago Highway project connects to anything else besides Bart other than the highway. Should be more inclusive for bicycles and not just pedestrians. The Willow Pass project does not have a higher in use compared to Port Chicago Highway and Sun Terrace project. School safety is most important. Sun Terrace is first choice.

Mr. Cao responded the south connects to an existing sidewalk if walking south bound which leads to North Concord Bart.

Committee Member Sperber mentioned she has walked this route and a person cannot walk along Port Chicago Highway. Extending the sidewalk will not benefit pedestrians. This is the lowest of her choices, the school crossing is viable, however, the Willow Pass Park Crossing is the best project to solve an existing problem. First choice is Willow Pass, second choice is Sun Terrace and Port Chicago is third.

Committee Member Tiglao acknowledged the three projects and referenced the Sun Terrace Elementary school crossing solves the biggest issue. Expressed concerns that the crosswalk will be used by children every day, which is an opportunity to assist children to get to school safely.

Vice Chair Pitman is in favor of the Willow Pass Park Crossing project, this location is difficult for someone wheelchair accessible.

Treat Boulevard Pavement Rehabilitation Project (Project No. 2559) Presented by Kevin Wheat, PE, Associate Civil Engineer

Kevin Wheat, Associate Civil Engineer, and Alex Croskey with BKF Engineers presented on the Treat Boulevard Pavement Rehabilitation Project (Project No. 2559). The Treat Boulevard Pavement Rehabilitation Project primarily focuses on pavement rehabilitation on Treat Boulevard from Walnut Creek City Limits to Clayton Road. Along with pavement rehabilitation, the project will construct curb ramps to meet accessibility standards, adjust utilities for pavement construction, install bicycle lanes where feasible within the existing roadway, install conduits for future fiber optic, and update traffic striping and pavement markings to current standards. Construction will take place in two phases, with one phase between Walnut Creek City Limits and approximately San Miguel Road, and the other phase between San Miguel Road and Clayton Road. The project is currently in the design phase, with construction of Phase 1 expected to begin Spring 2023, and Phase 2 in Spring 2024. The project is funded by Measure V, with construction of Phase 1 fully funded for Spring 2023. The project design is now at 65-percent completion. Staff is presenting the project plans to the Bicycle and Pedestrian Advisory Committee (BPAC) regarding the plan's conformance with the City's Bicycle, Pedestrian and Safe Routes to Transit Plan adopted in September 2016 (Plan).

Public Comments:

Smitty of Bike Concord provided public comments about his excitement of Phase 2 project and mentioned he no longer uses this path of travel because of past safety issues. Suggested a bike lane from Clayton Road to the Canal Trail. San Miguel Road and Navaronne Way cuts across the Canal Trail which is flatter and easier to use as the proposed additional bicycle lane. He inquired about the buffered lanes and how staff proposes to maintain the area from glass and debris. Questioned if Clayton Road to Cowell Road will have buffered bicycle lane the entire way. Expressed concern that bicyclists are not sharing a sidewalk and suggested a dedicated bicycle lane.

Mr. Wheat responded the buffered lane would not be the entire length but is possible in many of the areas with wide existing shoulders.

Laura Nakamura, member of Vision Zero working group and member of Bike Concord provided public comment, Treat Boulevard is a roadway she takes to bike home from work. Expressed concerns on Navaronne Way, increase safety by stopping traffic in all directions and install red light cameras. There are safety measures that can be placed, this location is dangerous to bicyclists' due vehicles speeding. Treat Boulevard is wide, has plenty of room for a protected bike lane, and the roadway provides room for walkable infrastructure. Suggested AB43 to reduce speed in the area, slow speed of the streets, and calm streets within the City.

Claire Linder acknowledged the project and provided public comment on AB43. The movement to narrow lanes or reduce speed as a design choice, referencing other jurisdictions have made safety improvements for bicyclists by reducing speed or making design changes to reduce speed. Expressed her experience of harassment by fast moving vehicles on Treat Boulevard. Mentioned the faster the road is, the more likely bicyclists will be harassed by drivers, especially as a woman. Project does not provide anything to mitigate speed. Brought up intersection at Treat Boulevard and Navarrone Way is dangerous and has witnessed similar situations. Recommends that additional thoughts should be spent on calming the streets, considering the budget of this project is \$7MIL.

Committee Comments:

Committee Member McMenamin inquired why Phase 1 is three lanes on both sides as opposed to Phase 2 with two lanes with a bike lane.

Alex Croskey of BKF Engineering and Mr. Wheat responded the project does not include reduction of lanes, existing will remain. Phase 1 is currently a six-lane facility due to high population of schools and residential which will remain as is. Phase 2 is currently a four-lane facility with extra space, which will be utilized as a new bike facility. West of San Miguel Road has higher traffic volume and necessitates need for additional lanes.

Committee Member Sperber referenced the speed limit from San Miguel Road to Clayton Road is 45MPH, which is excessive for bicyclists and pedestrians. Inquired if any recommendation to reduce the speed in this section.

Mr. Wheat responded an initiation of a speed study to analyze the eighty-fifth percentile on Treat Boulevard and to evaluate from there.

Committee Member McMenamin inquired how long the pavement would last in the section before this is looked at as a study. Mentions the project does not match what is currently in the 2016 Master Plan and lack of funding does not identify the project as a Complete Streets study. Expressed concern that it will take another 20 years to look into this project again.

Mr. Croskey and Mr. Wheat responded Phase 1 pavement is in such repair that will be completely rebuilt with a 20-year lifespan before it is redone. The remainder of the corridor would depend upon the maintenance and upkeep. In addition, the pavement would last 10-12 years for the type of treatment placed. The pavement 20-year life span does not necessarily mean it will take this long before the study is done. The Transportation Division will be looking into further funding options for future Complete Streets studies.

Committee Member Tiglaio inquired about whether city staff is seeking other funding opportunities for additional bike lanes for this to become a Complete Streets study.

Abhishek Parikh, Deputy Director Public Works responded that staff is constantly seeking funding on several corridors to perform Complete Streets study and other safety improvements. However, this project is ahead of being able to find funding for a Complete Streets project. Staff has previously completed two other projects on Pine Hollow Road and Willow Pass Road, Galindo Street and Cowell Road. The process of seeking funding is a long process which involves staff developing project concepts with community input which is then taken to council for approval before staff seeks funding for the project. Once concept is received; design process starts, and another round of funding is required. To match with the existing timeline with Treat Boulevard improvements is nearly impossible because this project will already be in construction before concepts are received. In addition, the funding source for Treat Boulevard is Measure V and is required to be spent in a certain time frame which will not be met. Staff is looking ahead to other projects in the future and where to conduct Complete Streets projects.

Vice Chair Pitman asked and suggested a push button on traffic signals by Contra Costa Canal Trail near San Miguel Road. He confirms there is an existing pedestrian facility at this intersection.

Committee Member Sperber echoed public comment to attempt to reduce speed along Treat Boulevard.

Committee Member Tiglao acknowledged staff's work on the project and should address the speed limit issue by either reducing speed or add speed limit camera.

6. COMMITTEE ANNOUNCEMENTS/COMMENTS

7. ADJOURNMENT

- **Next Regular Meeting: Wednesday, December 14, 2022**

ADA NOTICE AND HEARING IMPAIRED PROVISIONS

In accordance with the Americans with Disabilities Act and California Law, it is the policy of the City of Concord to offer its public programs, services and meetings in a manner that is readily accessible to everyone, including those with disabilities. If you are disabled and require a copy of a public hearing notice, or an agenda and/or agenda packet in an appropriate alternative format; or if you require other accommodation, please contact the ADA Coordinator at (925) 671-3243, at least five days in advance of the hearing. Advance notification within this guideline will enable the City to make reasonable arrangements to ensure accessibility.

Distribution: Kevin Marstall, PE, Director of Community Development;
Abhishek Parikh, Deputy Director Public Works – Transportation;
Bruce Davis, PE, Interim City Engineer



Staff Report

Date: December 14, 2022

To: Bicycle Pedestrian Advisory Committee

From: Carlton Thompson, PE, City Engineer

Reviewed by: Bernard Enrile, PE, CIP Manager

Prepared by: Tianjun Cao, PE< Associate Civil Engineer
Tianjun.Cao@cityofconcord.org
(925) 671-3243

Subject: **Sun Terrace Elementary School Crossing Enhancements
TDA Grant Cycle 2023**

Report in Brief

On November 4, 2022, Contra Costa County Public Works Department issued a call for projects to local agencies in the county for the 2023-2024 Transportation Development Act Article 3 (TDA 3) grant cycle. Each agency in Contra Costa County may submit one project for consideration.

Staff is requesting a Committee Motion in favor of the Sun Terrace Elementary School Crossing Enhancements and submitting an application for TDA 3 Grant 2023 funds.

Background

On November 4, 2022 a call for projects was issued by Contra Costa County Public Works Department to local agencies for the 2023/2024 Transportation Development Act Article 3 (TDA 3) cycle in advance of solicitation by the Metropolitan Transportation Commission (MTC). Each year MTC releases a call for bicycle and pedestrian projects to be funded with Transportation Development Act Article 3 (TDA 3) grant funds. Eligible projects are described as projects that eliminate or improve an identified problem area (specific safety hazards such as high-traffic narrow roadways or barriers to travel) on routes that would otherwise provide relatively safe and direct bicycle or pedestrian travel use, and projects ready for design and construction.

Each agency in Contra Costa County may submit one project for consideration. MTC has not yet released the estimated allocation for Contra Costa County. Last year's total allocation for Contra Costa County was approximately \$1,400,000. MTC requires that proposed TDA 3 grant funded projects be reviewed and recommended by the agency's Pedestrian/Bicycle Advisory Committee.

The Bicycle Pedestrian and Safe Routes to Transit Master Plan was adopted on September 27, 2016. The master plan identified and prioritized desired improvements throughout the City of Concord.

On September 14, 2022, the Bicycle and Pedestrian Advisory Committee (BPAC) considered the following project options: Willow Pass Park Crossing Project, Port Chicago Highway Sidewalk Gap Closure, and Sun Terrace Elementary School Crossing Enhancements Project. The committee recommended Staff prepare an application for crossing enhancements on Floyd Lane in front of Sun Terrace Elementary School. The proposed Sun Terrace Elementary Crossing Enhancements Project will provide safe crossings for students and parents accessing Sun Terrace Elementary School.

Project Description

The Sun Terrace Elementary School Crossing Enhancements Project will enhance and provide safe crossings for students and parents accessing Sun Terrace Elementary School along Floyd Lane. The proposed improvements will also help slow down vehicle traffic driving through the area.

Proposed improvements for the Sun Terrace Elementary School Crossing Enhancements Project will include installing bulb-outs on Floyd Lane at the intersections of Falcon Drive and Cardinal Drive, upgrading the curb ramps at both intersections to current standards, and installing new high-visibility crosswalks across Floyd Lane and the side streets. The proposed bulb-outs will shorten the crossing distances for users of the crossings.

Discussion

The City of Concord Bicycle, Pedestrian & Safe Routes to Transit Plan, adopted in 2016, recommends crossing improvements in front of Sun Terrace Elementary School. Since the adoption of the Plan, the City installed Rapid Rectangular Flashing Beacons (RRFBs) in 2021 on Floyd Lane at Falcon Drive and Cardinal Drive. However, the existing curb ramps at both intersections are out of compliance with current American with Disabilities Act (ADA) standards.

The proposed improvements shown in Attachment 2 are located within the City's right-of-way. The total estimated project cost for design and construction is \$300,000, as shown in Attachment 3. The City will be requesting \$240,000 (80% of the project costs) to be funded by the Transportation Development Act Article 3 (TDA 3) grant with the remaining \$60,000 (20% of the project costs) as the City's local match.

Bicycle and Pedestrian Advisory Committee Agenda Report
Sun Terrace Elementary School Crossing Enhancements
December 14, 2022

If BPAC votes in favor of the Sun Terrace Elementary School Crossing Enhancements Project and submitting a TDA 3 Grant application, Staff will ask City Council on January 10, 2023 to adopt a new resolution authorizing the application for TDA 3 Grant Cycle 2023 funds.

Recommended Action

Committee Motion:

Recommend in favor of the Sun Terrace Elementary School Crossing Enhancements Project and TDA 3 Grant application to provide safe and enhanced crossings along Floyd Lane in front of Sun Terrace Elementary School per the Bicycle, Pedestrian & Safe Routes to Transit Plan.

Public Contact

The Bicycle and Pedestrian Advisory Committee Agenda was posted.

Attachments

1. Project Location Map
2. Proposed Improvements Conceptual Plan
3. Cost Estimate



Legend:
● Proposed bulb-out with new curb ramp

Conceptual Cost Estimate
TDA-3 Grant Application for 2023-2024 Grant Funds
Sun Terrace Elementary School Crossing Enhancements Project

Prepared By: Tianjun Cao

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
Galaxy Way/John Glenn Drive					
1	Traffic Control	LS	1	\$15,000.00	\$15,000.00
2	Bulb-Outs	EA	6	\$15,000.00	\$90,000.00
3	Curb Ramp	EA	6	\$12,000.00	\$72,000.00
4	Thermoplastic Marking	SF	1200	\$12.00	\$14,400.00
5	Thermoplastic Striping	LF	100	\$20.00	\$2,000.00
	Subtotal				\$193,400.00
	Contingency (10%)				\$19,340.00
	TOTAL Construction Cost				\$212,740.00

Design Cost (20%)	\$38,680
Administration (5%)	\$9,670
Construction Management (20%)	\$38,680
Total Estimated Cost	\$299,770



TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 (TDA 3) GRANT

Tianjun Cao, Associate Civil Engineer

Bicycle Pedestrian Advisory Committee
Wednesday, December 14, 2022

TDA 3 Grant

Grant Application Overview

**Sun Terrace Elementary School Crossing
Enhancements Project**

Committee Motion In Favor of Project/Application

TDA 3 Grant

Overview

- For projects to provide bicycle and pedestrian improvements/use
- For projects ready for design/construction
- Application reviewed and funds allocated by MTC
- One project per agency in Contra Costa County
- Call for projects every November
- Application support by local Pedestrian/Bicycle Advisory Committee
- Council resolution authorizing application

September 14, 2022 BPAC Meeting Recap

- Three project options were presented to BPAC
 - Willow Pass Park Crossing Project
 - Port Chicago Highway Sidewalk Gap Closure
 - Sun Terrace Elementary School Crossing Enhancements Project
- Committee voted in favor of Sun Terrace Elementary School Crossing Enhancements Project

TDA 3 Grant

Project to Apply for Grant Cycle 2023 Funds

Sun Terrace Elementary School Crossing Enhancements Project

(Discussed September 14, 2022)

- Two crossings on Floyd Lane at Falcon Drive and Cardinal Drive
- Improvements would further enhance crossing to Sun Terrace Elementary School, with Rapid Rectangular Flashing Beacons (RRFBS) installed in 2021
- Improvements would be for both bicyclists and pedestrians

Scope of Project

- Refresh high-visibility crosswalks on Floyd Lane and add new high-visibility crosswalks on Falcon Drive and Cardinal Drive
- New bulb-outs with upgraded curb ramps at 3 of 4 corners of both intersections

TDA 3 Grant



Sun Terrace Elementary School Crossing Enhancements Project

TDA 3 Grant

Costs

Construction Cost Estimate (Project Scope):	\$193,400
Design/Management/Administration/Contingency:	\$106,600
Total Project Cost:	\$300,000

Funding

TDA 3 Grant Request:	\$240,000
Local Match (20%):	\$60,000
Total Funding:	\$300,000

Sun Terrace Elementary School Crossing Enhancements
Project

TDA 3 Grant

Recommendation

Committee Motion in favor of the Sun Terrace Elementary School Crossing Enhancements Project and TDA 3 Grant Application for 2023 Funds

Next Steps/Schedule

- | | |
|---|---------------------|
| - City Council Resolution authorizing application for TDA 3 Grant | January 10, 2023 |
| - Submit TDA 3 Grant Application to MTC | end of January 2023 |
| - Allocation of TDA 3 Funds | July 2023 |
| - Start Project Design Package | October 2023 |
| - Advertise for Construction | Spring 2024 |
| - Award Project | Summer 2024 |
| - Accept Project | Fall 2024 |



TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 (TDA 3) GRANT

Sun Terrace Elementary School Crossing Enhancements
Project

FINAL SLIDE/QUESTIONS?



2023 Bicycle and Pedestrian Advisory Committee (BPAC)

Meeting Schedule

Quarterly- 2nd Wednesday of the month @ 6:00PM Permit Center Conference Room, Wing D
1950 Parkside Drive, Concord CA 94519

- Wednesday, March 8, 2023
- Wednesday, June 14, 2023
- Wednesday, September 13, 2023
- Wednesday, December 13, 2023