The Contra Costa County Health Department has ordered individuals in Contra Costa County to “shelter in place”. The California Department of Public Health issued its “Mass Gatherings Guidance on Novel Coronavirus or COVID-19” followed by a recommendation that certain gatherings in California be postponed or canceled. The Governor of the State of California issued Executive Order N-25-20 which, among other things, orders that all California residents are to “. . . heed any orders and guidance of state and local public health officials, including but not limited to the imposition of social distancing measures, to control the spread of COVID-19” and pursuant to Executive Order N-33-20 has ordered all individuals in California to stay home or at their place of residence with very limited exceptions. That means residents must obey State, County, and City of Concord rules and guidelines.

**City of Concord Rules:** The City of Concord has declared a local state of emergency due to COVID-19 and is closed to the public. 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 remotely.

To view the meeting remotely
Join Zoom Meeting
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Password: 013246
Find your local number: https://cityofconcord.zoom.us/u/acZJ537Tf6

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. Please email your comments to Zeelaura.page@cityofconcord.org.

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 March 11, 2020 ANNOTATED MINUTES

4. INFORMATION
   a) West Concord/Iron Horse Trail Connection Project (Project No. 2499)
      informational written response provided by Tianjun Cao, PE, Associate Civil Engineer

5. REPORTS
   a) East Downtown Concord PDA Access & Safe Routes To Transit (Project No. 2457) Presented by Bernard Enrile, PE, Senior Civil Engineer

6. COMMITTEE ANNOUNCEMENTS/COMMENTS

7. ADJOURNMENT

   Next Meeting: September 9, 2020

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, City Engineer
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.

1. ROLL CALL
   Members Present: Sarah Allen, Chair, Ana Villalobos, Vice Chair, Michelle Hernandez and David Pitman

   Staff Present: Kevin Marstall, Bernard Enrile, Virendra Patel, Tianjun Cao, ZeeLaura Page and Joshua Clendenin

2. PUBLIC COMMENT PERIOD

3. APPROVAL OF December 11, 2019 ANNOTATED MINUTES
   ACTION: Approved 3-0

   Dave Kamlin of Bike Concord spoke to clarify the location of Clair Linder of Bike Concord’s public comment at the previous meeting, as the intersection of Bancroft Road and Hookston Road to be corrected in the December 11, 2019 minutes.

4. INFORMATION
   a) Brown Act Presentation Presented by Joshua Clendenin, Senior Assistant City Attorney

   Member Michelle Hernandez arrived to the meeting.

   Mr. Clendenin presented on the Brown Act- State law that governs meetings and the actions of the Committee. The goal is to ensure that the Committee acts, and deliberates in public. The Committee members were familiar with the content of the presentation but it was a good refresher for everyone.
5. REPORTS
   a) West Concord/Iron Horse Trail Connection Project (Project No. 2499) Presented by Tianjun Cao, PE, Associate Civil Engineer

ACTION: Approved 4-0

Committee Comments:
Committee Member Villalobos ask to receive an update on the bike park idea that was presented to BPAC sometime last year. Kevin Marstall, responded that CCTA is moving forward with the recommendation for the Park and there is a presentation on the Bike Park at the next Parks and Recreation Council subcommittee meeting. He stated that staff would email the Committee to share the details of the upcoming meeting.

Committee Member Villalobos asked staff to provide the Committee with updated information on bicycle and pedestrian accidents and deaths data in the City of Concord. She stated that this report would help the Committee to see how the Community needs BPAC to work on these issues. Staff responded that the Transportation Division would provide this information to the Committee at a future meeting, this year.

Committee Member Pittman ask staff to provide a response to his past inquiry on the cross walk push buttons article that he previously shared. He stated that he would like to receive more information on the effectiveness of cross walk pushbutton. Staff will provide a response to this at a future BPAC meeting.

6. ADJOURNMENT

Next Meeting: June 10, 2020

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, City Engineer
Memorandum

Date: May 8, 2020

To: Tianjun Cao, PE
Associate Civil Engineer
City of Concord - Engineering Division (CIP)

From: T. Ryan O’Kane, PE
Senior Project manager
Harrison Engineering Inc.

Re: West Concord/Iron Horse Trail Connection Project; City Project No. 2499
BPAC Comment Summary Memo, March 11, 2020

The following comments were collected by City Staff during the BPAC meeting on March 11, 2020. The City may have addressed several of these comments during the meeting. Below are draft responses for the City’s Engineering and Transportation groups to review and to expand upon as needed.

- The public requested for a tighter curve radius, especially in the southbound direction. Concerned about vehicles not going posted speed and cutting corners.

  Response: A tighter curve radius would be too small for the posted speeds. The existing radius is 68-feet with a 3% cross slope. The minimum radius per Table 202.1A of the Highway Design Manual, with a cross slope of 3% and design speed of 20 MPH is a 251-feet radius. There is no accident data to support additional safety measures at this location, but the City will review the improvements after construction is complete to determine if additional safety measures are warranted under a future project.

- The public requested for plastic bollards to be placed within the buffered bike lane on the west side to prevent vehicles from cutting the corner and driving in the bike lane.

  Response: A rigid plastic bollard would not be appropriate in the roadway at this location. Any delineator in the roadway would need to be flexible since cars can potentially hit the delineators and would need to be replaced. Replacing delineators is a City maintenance concern. There is no accident data to support additional safety measures at this location, but the City will review the improvements after construction is complete to determine if additional safety measures are warranted under a future project.

- The public requested for thermoplastic rumble strips to be placed in advance of the crosswalk. It was mentioned the rumble strips are more effective than rapid flashing beacons.

  Response: HEI is not aware of any technical guidance stating that transverse rumble strips are more effective nor may be used in lieu of RRFBs. Current FHWA and MUTCD guidelines contain no provisions regarding the design and placement of longitudinal rumble strips. According to older FHWA literature, it states that rumble strips should be used sparingly, and can be used where documented crash problem where conventional treatments have failed to solve the safety problem.
There is no accident data to support additional safety measures at this location, but the City will review the improvements after construction is complete to determine if additional safety measures are warranted under a future project.

- **The public brought up the use of passive detection for the rapid flashing beacons.**
  
  Response: Passive detection could be an option at this location, but it may be cost prohibitive as two bollards would be required at each side of the crosswalk plus an additional push button for bicycles on the west side of the crosswalk. Passive detection could also be activated by passersby whom do not intend to use the crossing. The misactivation would lead to driver frustration and a subsequent tendency to ignore the signal over time.

- **The public asked the question of how bikes would access the push button on the west side of the crosswalk.**
  
  Response: A second push button for bicyclists will be added adjacent to the bike lane for bicyclists to be able to push the button without dismounting.

- **The public preferred keeping concrete medians over the rapid flashing beacons if reduction of project scope were to occur.**
  
  Response: Comment noted. The proposed concrete medians will be maintained on both sides of the crosswalk, but reduced in size.

- **The public requested for part of the asphalt dike to be removed so that there would be more direct access for bicyclists traveling northbound and want to go onto the Iron Horse Trail.**
  
  Response: The asphalt dike will be shortened to allow a 5’ clear space between the face of curb and end of dike to allow bicyclists a more direct route to the Ironhorse Trail. If the gap was wider than 4’ or 5’, automobiles could mistakenly try to access the same space.

- **BPAC committee members requested for a wider entrance at the Iron Horse Trail, with emphasis for accessibility for everyone. The idea of BPAC sending East Bay Regional Parks a letter for this request was favored by all.**
  
  Response: This comment will need to be addressed by East Bay Regional Park District.

- **BPAC mentioned that if concrete medians were to be removed due to budget shortfall, the preference would be for the south median to be removed before the north median.**
  
  Response: Comment noted. Both concrete medians will be maintained on both sides of the crosswalk, but reduced in size.

- **One BPAC committee member preferred rapid flashing beacons over thermoplastic rumble strips while another wanted whichever option was considered the safest.**
  
  Response: Comment noted. RRFB’s will be utilized for this project.
Staff Report

Date: July 9, 2020

To: Bicycle Pedestrian Advisory Committee

From: Kevin Marstall, City Engineer

Reviewed by: ZeeLaura Page, Administrative Analyst

Prepared by: Bernard Enrile, Capital Improvement Program Manager
Bernard.Enrile@cityofconcord.org
(925) 671-3031

Subject: East Downtown Concord PDA Access and Safe Routes to Transit (Project No. 2457)

Report in Brief
The East Downtown Concord Priority Development Area (PDA) Access and Safe Routes to Transit Project was approved as part of the FY 2018-2019 Capital Improvement Program (CIP) on June 27, 2017, with Measure J Local and Measure J Bond funding. This project consists of sidewalk gap closures within and to/from the Downtown Concord PDA that provide access to the BART Station, PDA, bus stops, schools, and parks, including on two segments of Parkside Drive, two segments on The Alameda, one segment on 6th Street, one segment on Bonifacio Street, and one segment on Salvio Street, totaling 4,520 feet of new sidewalk in locations where no sidewalk exists today. The project also includes 1.4 miles of new bicycle routes on Parkside Drive, The Alameda and 6th Street. This project is being presented to the Bicycle and Pedestrian Advisory Committee for review of the 35% design and proposed improvements.

Background
In December 2016, the City of Concord submitted six grant applications to the Contra Costa Transportation Authority (CCTA) with a total funding request of $13.6 million in federal OBAG 2 funds and regional Measure J funds to implement pedestrian, bicycle, safe routes to school, and pavement rehabilitation projects within the City limits. At its June 13, 2017 meeting, the Concord City Council adopted Resolution 17-49, which laid the groundwork for the City to receive $9,084,000 in federal funding through the OBAG 2 program and $4,211,000 in regional Measure J Funds to implement numerous projects. One of these projects was the East Downtown Concord PDA Access and Safe Routes to Transit project, Project No. 2457, which is funded by regional Measure J.
funds and no federal funds. This resolution stipulates that the project must be completed by June 2022.

On May 15, 2019, Contra Costa Transportation Authority Approved Resolution 19-19-G which allocated $485,000 to the City of Concord, funding the Design Phase of Project No. 2457. An additional $1,846,000 of Measure J TLC Funds are programmed to this project for the construction phase with the City contributing $486,000 of Measure J Local funds as a match for the grant funds received for this project.

Project Description
This complete streets project consists of sidewalk gap closures on two segments of Parkside Drive in the Downtown Concord PDA, two segments on The Alameda that provide access to the BART Station and PDA, and one segment on 6th Street, totaling 4,520 feet of new sidewalk in locations where no sidewalk exists today. The project also includes 1.4 miles of new Class 3 bicycle routes on Parkside Drive, The Alameda and 6th Street.

The Alameda
The Alameda, a two-lane street, currently has no sidewalks, curb, or designated bikeway. This project would construct: (1) a 105-foot segment of five-foot wide sidewalk with curb and gutter on the east side between 2870 The Alameda and the curb return at the intersection of Cordova Way and (2) a 1,400-foot segment of five-foot wide sidewalk on the north side between 6th Street and 250' east of Parkside Drive. Drainage inlets will be installed to collect runoff from the north side of the street and carry it to the existing 12” storm drain line immediately east of 5th Street. ADA-compliant curb ramps will be added at Cordova Way, 5th Street, and 6th Street, and driveways will be constructed to maintain access to private property.

Parkside Drive
Parkside Drive, a two lane street, currently has short stretches of discontinuous sidewalk and no bicycle facilities. The project would create a continuous sidewalk on the east and west sides of Parkside Drive on two different segments: (1) 190 feet of six-foot wide sidewalk between the curb return at the intersection of Salvio Street and the existing sidewalk at 1957 Parkside Drive and (2) 580 feet of six-foot wide sidewalk between 1880 Parkside Drive and Concord Boulevard. ADA-compliant curb ramps will be added at Salvio Street and Euclid Avenue and driveways will be constructed to maintain access to private property. Additionally, one drainage structure would be removed and replaced, and grading work along the back of the sidewalk would be performed to enhance drainage in this area.

6th Street
The project includes construction of a 2,000-foot long segment of five-foot wide sidewalk on the west side of 6th Street between The Alameda and about 200 feet south
of Willow Pass Road. Currently, there is no sidewalk on either side of this segment. Drainage inlets would be installed to collect runoff from the west side of the street and carry it to the storm drain collection pipes located on adjacent cross-streets. Approximately 27 driveways will be constructed along 6th Street and four ADA-compliant curb ramps will be installed at the crossings at The Alameda, Concord Boulevard and Euclid Avenue.

**Bonifacio Street**
The project adds a five-foot wide sidewalk on the south side of Bonifacio Street from Port Chicago Highway to Beach Street, for a total length of approximately 115 feet. One ADA-compliant curb ramp will be installed at the intersection of Bonifacio Street and Beach Street.

**Salvio Street**
The project adds a five-foot wide sidewalk, replacing an existing asphalt path behind the existing curb on the north side of Salvio Street, extending from approximately 70’ east of North 6th Street to the existing asphalt path leading to the Community Center, for a total length of approximately 130 feet.

All locations include grading along the back of the new sidewalk and driveways to provide a transition between the residential frontages to improvements and enhance drainage in this area. It is anticipated that all sidewalk improvements will take place within City right-of-way. However, construction easement or right-of-entry may be required for construction of curb ramps. Boundary surveys must be performed to locate exact property lines.

This project will assist in building the City of Concord’s Bicycle, Pedestrian and Safe Routes to Transit Plan, through the installation of a Class 3 bicycle route on The Alameda between Walnut Avenue and Clayton Road, on 6th Street between The Alameda and Willow Pass Road, and on Parkside Drive between Salvio Street and The Alameda. Bike routes will be designated with sharrow pavement legends and signs.

**Recommended Action**

Committee Motion:
Staff recommends the Bicycle and Pedestrian Advisory Committee move to recommend in favor of the current design for the East Downtown PDA Access and Safe Routes To Transit Project No. 2457.

**Public Contact**
The Bicycle and Pedestrian Advisory Committee Agenda was posted.

**Attachments**
1. Project Location Map on Recommended Bike Network
2. 35% Plans
Figure 1

East Downtown Concord PDA Access and Safe Routes to Transit Project Vicinity Map
CITY OF CONCORD

GROUNDWATER PROTECTION REGULATIONS

1. The City of Concord shall maintain and enforce requirements for the protection of groundwater resources. These requirements shall be consistent with the requirements of the State Water Resources Control Board (SWRCB) and the California Department of Fish and Wildlife (CDFW).

2. The City of Concord shall ensure that all new development and existing development that may impact groundwater resources are properly monitored and managed. This includes the installation of monitoring wells, the collection of groundwater data, and the implementation of best management practices to protect groundwater resources.

3. The City of Concord shall regulate activities that have the potential to contaminate groundwater resources, such as landfills, industrial facilities, and stormwater management systems.

4. The City of Concord shall work with other local governments and stakeholders to develop and implement strategies for the sustainable use and management of groundwater resources.

5. The City of Concord shall encourage the use of water conservation practices, such as xeriscaping, water-efficient landscaping, and the use of recycled water.

6. The City of Concord shall establish a groundwater protection program that includes regular monitoring, assessment, and reporting of groundwater conditions.

7. The City of Concord shall provide public education and outreach to inform residents and businesses about the importance of protecting groundwater resources.

8. The City of Concord shall advise residents and businesses about the importance of protecting groundwater resources.

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### CONDUCTOR & CONDUIT SCHEDULE

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GENERAL CONSTRUCTION NOTES:

1. These plans are designed for Electrical Work only.
2. AllURY Types 59 and 970 electric wire shall conform to the Type "D" California Standards Plan and Specifications.
3. The street construction plans are subject to change. The final construction plans shall be used for construction specifications.
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5. All work shall be done in accordance with the specifications of this project.
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PRELIMINARY PLANS NOT FOR CONSTRUCTION

CITY OF CONCORD

EAST DOWNTOWN CONCORD TTRACTION SIGNAL MODIFICATION PLAN

Sheet No: T-2

City of Concord, Contra Costa County, California