AGENDA
Bicycle and Pedestrian Advisory Committee Meeting

Wednesday, October 9, 2019  6:00 p.m.  Permit Conference Room
1950 Parkside Drive

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

2. PUBLIC COMMENT PERIOD

3. APPROVAL OF July 10, 2019 ANNOTATED MINUTES

4. REPORTS
   a) Complete Street Recommendations
      I. Complete Street Near-Term Recommendations Willow Pass Road
         Presented by Winnie Chung, TE, Transportation Program Manager
      II. Complete Street Study Recommendations for Willow Pass Road, Galindo Street, Cowell Road
         Presented by Winnie Chung, TE, Transportation Program Manager
   b) Downtown Corridor Bicycle and Pedestrian Improvement Project (Project No. 2424) Presented by Eman Bidokhti, PE, Associate Civil Engineer
   c) Salvio Street Bikeway Improvements Project (Project No. 2441) Presented by Tianjun Cao, PE, Associate Civil Engineer
   d) Proposed Projects for TDA Grant Cycle 2020 Application Presented by Tianjun Cao, PE, Associate Civil Engineer

5. ADJOURNMENT

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) 671-3031, 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, Vice Chair, Michelle Hernandez, Jack Grant, and David Pitman
   
   Members Absent: Ana Villalobos, Chair
   
   Staff Present: Abhishek Parikh, Bernard Enrile, Aldrich Bautista, Ali Hatefi, Coleman Frick and ZeeLaura Page

2. **PUBLIC COMMENT PERIOD**

   Smitty Ardrey from Bike Concord announced that Bike Concord will participate in National Night Out, the Brew Fest and provided an update on the Bike Kitchen.

3. **APPROVAL OF FEBRUARY 13, 2019 ANNOTATED MINUTES**

   **ACTION:** Approved 3-0 with one minor correction

   a) Monument Corridor Community-Based Transportation Plan Update. Presented by James Hinkamp, CCTA Associate Transportation Planner

   Recommend in favor of the development of transportation and mobility strategies for the Monument Corridor Community-Based Transportation Plan study area. The committees input along with other outreach feedback will inform the potential transportation and mobility
strategies for consideration in the Draft CBTP, which is anticipated to be released for public review in fall 2019 and adopted in early 2020.

**ACTION: Approved 3-0**

b) Willow Pass Road Complete Street Feasibility Study. Winnie Chung, TE, Transportation Program Manager

Alta Planning + Design presented on the complete street feasibility study for Willow Pass Road, Cowell Road, and Galindo Street. Concord was awarded a $177,060 California Department of Transportation (Caltrans) Sustainable Transportation Planning (STP) grant to fund a complete street feasibility study for Willow Pass Road, Cowell Road, and Galindo Street. The Committee’s feedback and recommendations regarding the design alternatives like a cycle track, buffered lanes and shared use paths for Willow Pass Road will be incorporated in that portion of the study.

**ACTION: Approved 3-0**

c) Oak Grove Road Pavement Rehabilitation Phase II (Project No. 2423) Presented by Ali Hatefi, PE, Associate Civil Engineer

Staff presented the project plans to the Committee regarding the inclusion of proposed improvements, such as high visibility crosswalks and new sidewalk. Based on the traffic volumes, speed, and trucks using Oak Grove Road, the recommended bike facility to design and construct, per the Bicycle, Pedestrian, and Safe Routes to Transit Plan – Infrastructure Design Guidelines, is a buffered bike lane.

**ACTION: Approved 2-0**

d) Willow Pass Road Repaving Road Safe Route to Transit (SR2T) Improvement Project (Project No. 2449) Presented by Aldrich Bautista, PE, Associate Civil Engineer

Staff presented the Willow Pass Safe Route to Transit project that will address several sidewalk gap closures and driveway modifications to achieve ADA compliance. The project addresses both accessibility and walkability throughout the corridor, from the edge of the Downtown Area to San Vicente Drive. Recommend in favor of the additional safety and usability for users.

**ACTION: Approved 2-0**

4. ADJOURNMENT

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Distribution: Kevin Marstall, City Engineer
Report in Brief

The City of Concord was awarded a $177,060 California Department of Transportation (Caltrans) Sustainable Transportation Planning (STP) grant to fund a complete street feasibility study for Willow Pass Road, Cowell Road, and Galindo Street.

Near-term recommendations have been developed for Willow Pass Road to coordinate with the Willow Pass Repaving Safe Route to Transit (SR2T) project (Project No. 2449). Near-term recommendations focus on restriping options within the existing roadway and will be incorporated into the Willow Pass Repaving SR2T project design.

Project Background

In December, 2017 the City was awarded a competitive STP grant in the amount of $177,060 from Caltrans. In November, 2018, after a competitive proposal process, staff selected and the City Council approved a professional services agreement with Alta Planning + Design (Alta) to conduct a complete street feasibility study for Willow Pass Road, Cowell Road, and Galindo Street. The study focuses on developing context-sensitive design concepts with the goal of improving comfort and safety for all users, including bicyclists, pedestrians, transit users, and vehicles on Willow Pass Road from Ashdale Drive to Market Street, Cowell Road from Ygnacio Valley Road to Galindo Street, and Galindo Street between Cowell Road and Willow Pass Road.
In February and March, 2019, Alta conducted walking tours with staff and interviews with interested community stakeholders to gather existing conditions, constraints, and opportunities for complete street improvements on each corridor. An on-line platform was also launched to gather community input.

In April and May, 2019, Design Lab workshops were conducted to further solicit feedback from the community regarding desired complete street elements for each corridor. Attendees expressed a desire to slow traffic as well as a need for direct access to goods and services by way of low-cost, space efficient mobility options (walk, bike and transit).

The Alta team led a visioning exercise with members of the public engaged in laying out desired street components on scaled roadway cross sections representing four distinct contexts, or typologies, along Willow Pass Road. Participants explored options to reduce the number of travel lanes, narrow the width of the travel lanes, integrate street trees, and introduce buffered bike lanes or cycle tracks and wide sidewalks. Additionally, participants considered current and future transit routes and supporting infrastructure along the corridor.

The Design Lab workshop, together with input gathered from the on-line platform and stakeholder interviews provided the basis for preliminary design alternatives for Willow Pass Road.

On July 9, 2019, the Alta study team presented the Willow Pass Road alternatives at a pop-up workshop in Todos Santos Plaza to gather community feedback on the preliminary alternatives. Based on this feedback, the alternatives were refined and presented at a second pop-up workshop on September 26.

Discussion

Once completed, the City will seek funding to implement the conceptual designs developed under this feasibility study. There is an early (near-term) opportunity to coordinate implementation of some complete street elements on Willow Pass Road with the Willow Pass Repaving SR2T project (Project No. 2449) currently in design.

The study team considered three near-term alternatives to accommodate a bicycle facility within the current street right-of-way:

- Alt. 1: Reduce by one travel lane in each direction along entire length of Willow Pass Road
- Alt. 2: Reduce by one travel lane in westbound direction from Landana Drive to Parkside Drive
- Alt. 3: Reduce by one travel lane in westbound direction from Landana Drive to Farm Bureau Road
Alternative 1 would result in significant vehicle delays along the entire corridor, more than doubling the time it takes to travel the three miles from Landana Drive to Market Street during the peak commute hours. Alternative 1 was deemed infeasible and removed from further consideration.

Alternative 2 could accommodate a bike facility to Parkside Drive and on-street parking, but would impact morning travel times (+3 minutes) for drivers traveling westbound toward Downtown.

Alternative 3 could accommodate a wider bike facility to Parkside Drive, but would limit on-street parking to east of Farm Bureau Road and impact morning travel times (+2.5 minutes) for drivers traveling westbound toward Downtown.

Based on the feasibility analysis conducted for Willow Pass Road, and community feedback received from the pop-up workshops, staff recommends incorporating Near-term Alternative 3 into the Willow Pass Repaving SR2T project design.

The scope of Alternative 3 includes the following elements:

- Reduce by one travel lane westbound (from 2 lanes to 1 lane) to Farm Bureau Road
- Maintain the same number of travel lanes as existing eastbound, and westbound west of Farm Bureau Road
- Narrow vehicle lane widths to 10'-11' throughout
- Formalize on-street parking east of Farm Bureau Road
- Add two-way cycle track from Landana Drive to Parkside Drive

Additional right-of-way would be required to continue the cycle track on Willow Pass Road beyond Parkside Drive, and is not recommended as part of this project. Bicycle connections to Downtown and BART could be accommodated via Salvio and Grant Street by closing the gaps in the network on Parkside drive between Willow Pass Road and Salvio Street, and on Salvio Street from Port Chicago Highway to Grant Street.

**Recommended Action**

Review the attached drawings, consider the information discussed in this report, identify any additional issues, and provide near-term recommendations for City Council consideration.

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

**Attachments**
1. Location Map
2. Willow Pass Road Near-Term Alternatives
Attachment 1

Location Map

Complete Street Feasibility Study
WILLOW PASS:
NEAR-TERM ROADWAY

EXISTING & PROPOSED ROADWAYS

TYPE A

NO CHANGE TO NUMBER OF TRAVEL LANE
LANE WIDTHS NARROWED AS PART OF REPAVING PROJECT

TYPE B

NO CHANGE TO NUMBER OF TRAVEL LANE
LANE WIDTHS NARROWED AS PART OF REPAVING PROJECT

TYPE C

EXISTING
PROPOSED, ALT 2
PROPOSED, ALT 3

TYPE D

EXISTING
PROPOSED

ELEMENTS

NEAR-TERM ALT 2
- Alternative 2 reduces one travel lane in the westbound direction from Landana Drive to Parkside Drive enabling a two-way bike facility on the north side of the roadway to Parkside Drive as well as on-street parking.

NEAR-TERM ALT 3
- Alternative 3 reduces one travel lane in the westbound direction from Landana Drive to Farm Bureau Road enabling a wider two-way bike facility on the north side of the roadway to Parkside Drive.

TRADE-OFFS

ALT 2: OPPORTUNITIES
- Increases bicycle connectivity
- Traffic calming through narrowing of travel lanes
- Reduces cut through traffic
- Formalizes on-street parking

ALT 3: OPPORTUNITIES
- Increases bicycle connectivity
- Wider two-way cycle track and buffer
- Traffic calming through narrowing of travel lanes
- Reduces cut through traffic

ALT 2: CONSTRAINTS
- Parking and two-way cycle track at minimum dimension
- Morning travel time increase of 3 minutes for drivers traveling westbound

ALT 3: CONSTRAINTS
- Removal of on-street parking
- Morning travel time increase of 2.5 minutes for drivers traveling westbound
Report in Brief

The City of Concord was awarded a $177,060 California Department of Transportation (Caltrans) Sustainable Transportation Planning (STP) grant to fund a complete street feasibility study for Willow Pass Road, Cowell Road, and Galindo Street.

The City contracted with Alta Planning + Design (Alta) to develop context-sensitive design concepts for the study streets with the goal of improving comfort and safety for bicyclists, pedestrians, and transit users along with vehicles. The study has progressed through an initial data gathering and visioning exercise, concept development incorporating feasibility analysis, and community feedback.

The recommended concepts for each street are being presented to the Bicycle and Pedestrian Advisory Committee for review and comment.

Project Background

In December, 2017 the City was awarded a competitive STP grant in the amount of $177,060 from Caltrans. In November, 2018, after a competitive proposal process, staff selected and the City Council approved a professional services agreement with Alta Planning + Design (Alta) to conduct a complete street feasibility study for Willow Pass
Road, Cowell Road, and Galindo Street. The study focuses on developing context-sensitive design concepts with the goal of improving comfort and safety for all users, including bicyclists, pedestrians, transit users, and vehicles on Willow Pass Road from Ashdale Drive to Market Street, Cowell Road from Ygnacio Valley Road to Galindo Street, and Galindo Street between Cowell Road and Willow Pass Road.

In February and March, 2019, Alta conducted walking tours with staff and interviews with interested community stakeholders to gather existing conditions, constraints, and opportunities for complete street improvements on each corridor. An on-line platform was also launched to gather community input.

In April and May, 2019, Design Lab workshops were conducted to further solicit feedback from the community regarding desired complete street elements for each corridor. Attendees expressed a desire to slow traffic as well as a need for direct access to goods and services by way of low-cost, space efficient mobility options (walk, bike and transit).

The Alta team led a visioning exercise with members of the public engaged in laying out desired street components on scaled roadway cross sections representing distinct contexts, or typologies, along each street. Participants explored options to reduce the number of travel lanes, narrow the width of the travel lanes, integrate street trees, and introduce buffered bike lanes or cycle tracks and wide sidewalks. Additionally, participants considered current and future transit routes and supporting infrastructure along the corridor.

On July 9, 2019, the Alta study team presented near-term Willow Pass Road alternatives at a pop-up workshop in Todos Santos Plaza to gather community feedback on the preliminary alternatives. Based on this feedback, the alternatives were refined and presented at a second pop-up workshop on September 26. Proposed treatments for Galindo Street and Cowell Road were also presented at the second workshop on September 26.

Discussion

Except for an early (near-term) opportunity to coordinate implementation of some complete street elements on Willow Pass Road with the Willow Pass Repaving SR2T project (Project No. 2449), there is currently no funding identified for improvements on Galindo Street and Cowell Road. Once the feasibility study is completed and final recommendations adopted by City Council, the City will seek funding for future implementation.

Willow Pass Road Concept
Near-term: Reduce one travel lane in the westbound direction from Landana Drive to Farm Bureau Road, enabling a two-way bicycle track on the north side of the roadway to Parkside Drive.

Future: Move the curb line toward the center of the roadway to complete infrastructure changes within the public realm (from back-of-curb to back-of-sidewalk); including, but not limited to, shade trees, green infrastructure and transit infrastructure.

Galindo Street Concept
Recommended concept design looks at the simplification of Galindo Street: Two through lanes are provided in each direction with varied turn lanes at intersections to support traffic operations. By removing or stacking turn pockets, the curb line can move toward the center of the roadway, thereby making room for shared spaces and pedestrian amenity zones to support Downtown foot and bicycle traffic, and green infrastructure.

Cowell Road Concept
Recommended concept design looks at providing enhanced pedestrian and bike facilities and green infrastructure along the length of Cowell Road: Maintain the number of travel lanes as they currently exist, except for a portion south of Treat Boulevard that converts from 4 through lanes to 2 through lanes with a center turn lane. Narrowed travel lanes from the existing 12’-18’ width to 10’-11’ along with raised roadbed treatment adjacent to Community Park serves to calm traffic and create space for bike and pedestrian facilities.

Recommended Action

Review the attached drawings, consider the information discussed in this report, identify any additional issues, and provide staff with recommendations for City Council approval.

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

Attachments
1. Location Map
2. Willow Pass Road Concept
3. Galindo Street Concept
4. Cowell Road Concept
Attachment 1

Location Map

Complete Street Feasibility Study
WILLOW PASS: LONG-TERM ROADWAY

EXISTING & PROPOSED ROADWAYS

ELEMENTS

LONG-TERM ALTS 1 & 2
- Long-term alternatives remain in line with the near-term alternatives within the roadway. The curb line moves toward the center of the roadway in order to focus on infrastructure changes within the public realm (from back-of-curb to back-of-sidewalk). Including, but not limited to, shade trees, green infrastructure and transit infrastructure.

TRADE-OFFS

OPPORTUNITIES
- Increases bicycle connectivity
- Supports two people walking side-by-side
- Traffic calming through enclosure from street trees and narrowing of travel lanes
- Ability to integrate green infrastructure into amenity zone
- Supports transit
- Reduces cut through traffic

CONSTRAINTS
- See Near-Term Willow Pass
GALINDO STREET

EXISTING & PROPOSED ROADWAYS

**TYPE A**
- **EXISTING**
- **PROPOSED**

**TYPE B**
- **EXISTING**
- **PROPOSED**

**TYPE C**
- **EXISTING**
- **PROPOSED**

**TYPE D**
- **EXISTING**
- **PROPOSED**

**ELEMENTS**

**LONG-TERM**
- Recommended concept design comprehensively looks at the simplification of Galindo Street. Two through lanes are provided in each direction with varied turn lanes at intersections to support traffic operations. Varying shared spaces and pedestrian amenity zones are provided to support Downtown foot and bicycle traffic, green infrastructure, as well as transit.

**TRADE-OFFS**

**OPPORTUNITIES**
- Increases bicycle connectivity
- Supports two people walking side-by-side
- Traffic calming through enclosure from street trees and narrowing of travel lanes
- Ability to integrate green infrastructure into amenity zone
- Supports transit
- Traffic operations are simplified along corridor and at intersections

**CONSTRAINTS**
- Roadway imbalance along Types A and B due to queuing at intersections and one-way directionality of Concord Blvd. and Clayton Rd.

Attachment 3
COWELL ROAD

EXISTING & PROPOSED ROADWAYS

TYPE A

EXISTING

PROPOSED

TYPE B

EXISTING

PROPOSED

TYPE C

EXISTING

PROPOSED

TYPE D

EXISTING

PROPOSED

ELEMENTS

LONG-TERM

• Recommended concept design comprehensively looks at providing enhanced pedestrian and bike facilities and green infrastructure along the length of Cowell Road. Three of the four types keep the number of travel lanes as they are. Type C recommends a conversion from 4 through lanes to 2 through lanes with a center turn lane.

TRADE-OFFS

OPPORTUNITIES

• Increases bicycle connectivity
• Supports two people walking side-by-side
• Traffic calming through enclosure from street trees, narrowing of travel lanes and a shared space adjacent to Community Park
• Ability to integrate green infrastructure into amenity zone

CONSTRAINTS

• Slight increase in delay at the intersection of Cowell and Treat (PM), Cowell and Mesa (AM), and Cowell and Galindo (PM)

MAP CONTINUED BELOW

Attachment 4
Staff Report

Date: October 9, 2019

To: Bicycle Pedestrian Advisory Committee

From: Kevin Marstall, PE, City Engineer

Reviewed by: ZeeLaura Page, Administrative Analyst
Bernard Enrile, PE, CIP Manager

Prepared by: Eman Bidokhti, PE, Associate Civil Engineer
Eman.Bidokhti@cityofconcord.org
(925) 671-3422

Subject: Downtown Corridor Bicycle and Pedestrian Improvement Project (Project No. 2424)

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Report in Brief

The Downtown Corridors Bicycle and Pedestrian Improvement Project will design bicycle and pedestrian safety improvements to three corridors connecting Downtown Concord to regional transit, senior housing, and low income communities as described in the City Council approved Downtown Corridor Plan (2016). The project is funded by State ATP funds for design. Construction funds have not yet been identified.

The project design is at 30% completion. Staff is presenting the project 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).

Project Background

In early 2015, the City of Concord accepted a Priority Development Area (PDA) Planning Grant to prepare a Downtown Corridors Plan. The City’s Downtown Corridors Plan, adopted on September 13, 2016, implemented the recommendations from the Concord Downtown Specific Plan (adopted in June 2014) to prepare conceptual streetscape drawings and design guidelines to enhance three critical street segments or “corridors” in the downtown area along Oak, Grant and Salvio Streets within the existing public right-of-way. In addition, the City-wide Bicycle, Pedestrian, and Safe Routes to
Transit Plan was adopted on September 27, 2016; the Downtown Corridors Plan is consistent with that plan.

In June 2016, Community and Economic Development staff prepared and submitted a grant application to Caltrans and MTC for the ATP Grant to implement construction of the City’s Downtown Corridors Plan (Plan). The grant application, requesting approximately $3.7 million dollars, but did not receive funding, and was ranked #3 on Caltrans/MTC’s contingency list.

In April 2017, the Governor signed SB1, which provides an infusion of funds through the Road Maintenance and Rehabilitation Account to the ATP grant program. The augmentation of SB1 funds included $200 million dollars total in FY17-18 and FY18-19, allowing some projects previously awarded to be potentially expedited and providing previously-rejected projects another opportunity for funding through the “2017 ATP Augmentation” program. On July 24, 2017, the City’s Engineering staff submitted the supplementary materials requested for the 2017 ATP Augmentation Funding, in an effort to move off of the contingency list and into a funded project.

On November 14, 2017, City council adopted Resolution No. 17-78 and Resolution No. 17-79 accepting $632,000 in Active Transportation Program (ATP) state grant funds from the California Transportation Commission (CTC) and committing $106,000 in matching funds to fund the design phase of the Downtown Corridors Bicycle and Pedestrian Improvements Project (Project No. 2424).

On March 26, 2019, City Council approved the Agreement for Professional Services with Harrison Engineering Inc. to provide preliminary design and environmental services for Project No. 2424.

On August 28, 2019, Staff invited property owners and residents who live near the project area to an open house community meeting to review the preliminary plans and answer questions about the project, and solicit input to consider for the design process.

Funding for the construction phase of this project has not been identified, however, staff will continue to pursue grant funds for the construction portion and has the potential to come from Federal Grants. The estimated cost for construction is approximately $3.8 Million.

**Project Description**

This project comprises of bicycle and pedestrian safety improvements to three corridors connecting Downtown Concord to regional transit, senior housing, and low income communities. The three corridors identified are Oak Street from Galindo Street to Grant Street, Grant Street from Oak Street to Salvio Street, and Salvio Street from Grant Street to Broadway Street and Broadway from Salvio St to Harrison St. The project will install high-visibility crosswalks, pedestrian-oriented lighting, curb ramp improvements along the corridor, and widened sidewalks on Salvio Street. It will install new bicycle
facilities on Oak Street, upgrade portions of Salvio Street to full bicycle lanes, and close a gap on Grant Street by installing a contraflow bicycle lane. The project builds on several completed projects to implement bicycle lanes on Grant Street and shared lane markings to Salvio Street near Todos Santos Plaza.

**Discussion**

Preliminary design for the Downtown Corridor Bicycle and Pedestrian Improvement Project (Project No. 2424) started in April 2019 and is now 30% complete. Attachment 1 provides the project limits for this project.

The 30% plans were prepared with respect to the Downtown Corridor Bicycle and Pedestrian Improvement Plan. The project corridor is located within a “High Demand” Walking and Bicycling area per the Plan.

On Grant St between Salvio St and Willow Pass Rd, the project will install a contra-flow bike lane on the existing one-way street. The parking on this section of Grant St will be converted to parallel parking to provide adequate space for a bike lane buffer between the parked cars and the southbound bike lane.

Throughout the project corridor, ADA curb ramps will be reconstructed to meet the most current ADA regulations. In all locations, the preferred option is to install directional curb ramps, however at certain locations, directional ramps may not be feasible due to existing conditions. In order to provide directional curb ramps, certain crosswalk alignments may need to be altered, in order to fit ADA compliant ramps in all crossing directions. The curb ramps will be designed in later stages of design.

An Open House public meeting was held at the Concord Civic Center on Wednesday, August 28, 2019. Members of the public were mailed postcards in advance of the meeting.

Public feedback from the committee, residents, and other stakeholders will be documented and evaluated to determine if implementation of the comments are feasible.

**Recommended Action**

Provide input to Staff for the Downtown Corridor Bicycle and Pedestrian Improvement Project (Project No. 2424) to consider for conformity with the City’s Bicycle, Pedestrian and Safe Routes to Transit Plan.

**Public Contact**

The Bicycle and Pedestrian Advisory Committee Agenda was posted.

**Attachments**

1. Location Map
2. 30% Plans
Downtown Corridors Bicycle and Pedestrian Improvements Project

Project Location

- Project extents
- BART station
- BART tracks
- Project Area of Influence
- Concord Boundary

Map date: June 8, 2016
### Pedestrian Curbs

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<th>Pedestrian Curbs</th>
<th>Description</th>
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### Residential Driveway

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**NOTE:** This is a technical drawing for the improvement of Concord's street network, focusing on the installation of pedestrian curbs and residential driveways. The project is part of the city's ongoing efforts to enhance safety and accessibility for residents. For more details, please refer to the full report available on the city's official website.
Caltrans Standard Detail ES-7B
Type 1B Pole Standard

Caltrans Standard Type 1B Foundation
per Caltrans Standard
Plan ES-7B
Staff Report

Date: October 9, 2019

To: Bicycle Pedestrian Advisory Committee

From: Kevin Marstall, City Engineer

Reviewed by: Bernard Enrile, CIP Manager

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

Subject: Salvio Street Bikeway Improvements (Project No. 2441)

Report in Brief

The Salvio Street Bikeway Improvements will improve bicycle access along Salvio Street between Colfax Street and Port Chicago Highway, while providing a connection to the recently placed buffered bike lanes on the north side of Port Chicago Hwy.

This project is being presented to the Bicycle and Pedestrian Advisory Committee for review of the final design of the proposed bicycle improvements and for the committee to provide input to staff for conformity with the City’s Bicycle, Pedestrian and Safe Routes to Transit Plan, adopted in September 2016 (Plan).

Project Background

The Metropolitan Transportation Commission (MTC) awarded Transportation Development Act (TDA) Article 3 funds in the amount of $75,000 to the City of Concord for the Salvio Street Bikeway Improvements on August 1, 2018. The awarded funds were significantly lower than the requested amount of $160,000. The local match for the project is $70,000. The original total project cost estimate was $230,000 and the current
total cost is $145,000. This shortfall has resulted in a significant reduction in scope for the project, with sections 1 and 2 (out of 5) remaining in the project scope. Furthermore, limited funding has resulted in section 1 (Colfax St to East St) being constructed in Summer of 2020 and section 2 (East St to Port Chicago) completing design but not being constructed with section 1. Section 3 (Parkside Dr to Esperanza Dr), section 4 (Esperanza Dr to Sixth St), and section 5 (Sixth St to East Olivera Rd) will need additional funding in order to move forward.

**Project Description**

Salvio Street Bicycle Improvements would remove parking on both sides of Salvio Street between East Street and Port Chicago Highway (Section 2), and install Class 2 Bike lanes on both sides of the street from Colfax Street to Port Chicago Highway (Section 1 and Section 2). The proposed Class 2 Bike Lanes will connect with the already installed Class 2 Bike Lanes on Salvio Street between Port Chicago Highway and Parkside Drive. A slurry seal will be applied in addition to striping. Two video detection cameras, for both vehicles and bicyclists, will be installed at the intersections of Salvio/East and Salvio/Port Chicago. All improvements are proposed within the City’s right-of-way.

The project will connect with the previously installed Class 2 Bike Lanes on Salvio Street between Port Chicago Highway and Parkside Drive and Class 3 Bike Route from Colfax Street to the downtown area. The Project will provide access to potentially high bicycle demand areas and the various businesses in Todos Santos Plaza all the way to City Hall and Concord Library. The proposed improvements will greatly increase the safety of bicyclists crossing the busy intersections on Port Chicago Highway and East Street.

**Discussion**

Project Elements

- Maintain 10-ft minimum vehicular travel lane in each traffic direction and re-stripe the following roadway segments to accommodate Class 2 bike lanes;
  - Remove parking on both sides of the street in Section 2:
    - Section 1 (between Colfax Street to East Street)
    - Section 2 (between East Street to Port Chicago Highway)
- Slurry seal between Colfax St and East St
- Video detection cameras at East St and Port Chicago Hwy on Salvio St

Any additional comments or recommendations made by the Committee are welcome.
Recommended Action

Staff recommends the Bicycle and Pedestrian Advisory Committee move to recommend in favor of the current design so that Section 1 can be advertised in November 2019 and be constructed in Summer of 2020. Section 2 would be constructed as a condition of approval for the upcoming Concord Village development with an unknown construction date.

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

Attachments
1. Location Map on Recommended Bikeway Network
2. Section 1 95% Plans
3. Section 2 65% Plans
4. Cost Estimates
RECOMMENDED
BIKEWAY NETWORK

DOWNTOWN AREA

RECOMMENDED
- Class I Shared Use Path
- Class II Buffered Bike Lane
- Class II Bike Lane
- Class III Bike Route
- Class III Shared Lane Marking
- Class III Bike Boulevard
- Complete Street Study
- Shared Use Path Study
- Corridor Conceptual Plan

EXISTING
- Class I Shared Use Path
- Class II Bike Lane
- Class III Bike Route

School
BART Station
BART Track
Downtown

Figure 5-6: Recommended Bikeway Network - Downtown

Data provided by the City of Concord or developed by Alta.
Map produced April 2016.
**PAVING NOTES**

1. **Existing Slurry Seal:** All existing slurry seal shall be removed in accordance with the approved plans and specifications. Additional stripping shall be performed as needed to facilitate the construction of new pavement.

2. **Excavation Depth:** Excavation depths shall be determined by the contractor and in accordance with the approved plans and specifications. No additional excavation shall be performed.

3. **Grading and Compaction:** All subgrade shall be compacted in accordance with the approved plans and specifications. Compaction shall be performed in accordance with the approved plans and specifications.

4. **Paving Operations:** Paving operations shall be performed in accordance with the approved plans and specifications. Any paving materials shall be laid in accordance with the approved plans and specifications.

5. **Quality Control:** Quality control shall be performed in accordance with the approved plans and specifications. Quality control procedures shall be approved by the owner’s representative.

6. **Closure:** The project shall be closed and turned over to the owner in accordance with the approved plans and specifications. The contractor shall be responsible for the protection of all existing infrastructure.

**NOT FOR CONSTRUCTION**

PRELIMINARY 95% - 09/30/19
### CONDUCTOR SCHEDULE

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### POLE & EQUIPMENT SCHEDULE

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All poles and equipment are electric.

Not for Construction.

City of Concord
PRELIMINARY 95% - 09/30/19
TS-02
SALVO STREET AND EAST STREET TRAFFIC SIGNAL SCHEDULE

NOT FOR CONSTRUCTION
### CONDUCTOR SCHEDULE

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### POLE & EQUIPMENT SCHEDULE

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- **All poles and equipment are existing.**
- **Legend:**
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  - **XREF2:** Reference to other drawing.
  - **XREF3:** Reference to other drawing.
  - **XREF4:** Reference to other drawing.
  - **XREF5:** Reference to other drawing.

---

**City of Concord**

**2018.06.01**

**PRELIMINARY 65% - 06/07/19**

**TS-02**

**SALVIO STREET AND EAST STREET TRAFFIC SIGNAL SCHEDULE**
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### POLE & EQUIPMENT SCHEDULE

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**ALL TYPES AND EQUIPMENT ARE CIRCULAR.**

**CHANGES PROPOSED ARE COVERED BY NOTES, LABELS, SPECIAL PROVISIONS AND CHARTS SHOWN ON BLUEPRINT SCHEDULE.** FOR TYPE OF CHANGES, UNDERS AND INSTRUCTIONS INCLUDING, SEE CHANGES STANDARD PLANS.
## PROJECT COST ESTIMATE

**City of Concord**  
**Salvio Street Bikeway Improvements**  
**Section 1 - Colfax St to East St**  
**Project No. 2441**

<table>
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<tr>
<th>Item</th>
<th>DESCRIPTION</th>
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**SUBTOTAL BASE PROJECT CONSTRUCTION ITEMS**  
$65,370.00

**CONTINGENCY @ 20%**  
$13,074.00

**TOTAL PROJECT**  
$78,444.00

**SAY**  
$80,000.00

**95% PRELIMINARY ESTIMATE**

Mariam Munshi Virani, R.C.E. No. 71,568  
Dated 9/30/2019

NOTE: This construction cost estimate is an opinion of probable construction cost based upon reasonable professional judgement and experience and does not constitute a warranty, expressed or implied, that the Contractor's bid or the negotiated price of the work will not exceed the total amount set forth above.
Staff Report

Date: October 9, 2019
To: Bicycle Pedestrian Advisory Committee
From: Kevin Marstall, City Engineer
Reviewed by: Bernard Enrile, CIP Manager
Prepared by: Tianjun Cao, Associate Civil Engineer
Tianjun.Cao@cityofconcord.org
(925) 671-3243

Subject: Proposed Projects for TDA Grant Cycle 2020 Application

Report in Brief
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 2019 for the TDA 3 Grant Cycle 2020 funds.

Staff would like for the Bicycle and Pedestrian Advisory Committee to recommend which project to consider submitting an application for TDA 3 Grant Cycle 2020 funds. Staff recommends submitting an application for the West Concord Bikeways Improvements Phase 2 project. The proposed West Concord Bikeways Phase 2 project will provide bikes access to Concord Avenue and Iron Horse Trail from recently installed bike lanes on Meridian Park Boulevard and Galaxy Way. The project would install Class II buffered bike lanes on John Glenn Drive/Galaxy Way between Concord Avenue and Meridian Park Boulevard, and on Burnett Avenue between Diamond Boulevard and John Glenn Drive. Pedestrian crossing improvements will also be installed at the intersection of Burnett Avenue and Meridian Park Boulevard.

Another project to consider submitting an application for TDA 3 Grant Cycle 2019 funds is the Chestnut Avenue Bike Boulevard project. The project will install Class III bicycle
pavement markings and signs to complement the existing traffic calming, creating a bike boulevard. Pedestrian crossing improvements such as ADA curb ramps and striping may also be part of the project. This project will be in accordance with the recommendations by the City of Concord Bicycle, Pedestrian, and Safe Routes to Transit Plan adopted in September 2016.

The final project to consider is the David Avenue Enhancement Project. This project will install Class II bike lanes eastbound between Bancroft Road and Helix Drive, add ADA curb ramps at six intersections, and slurry seal the road. The project will improve upon the current designation of a Class III bike route by the City of Concord Bicycle, Pedestrian, and Safe Routes to Transit Plan adopted in September 2016.

**Background**

Each year the Metropolitan Transportation Commission (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.

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 $900,000. MTC requires that proposed TDA 3 grant funded projects be reviewed and recommended by the agency’s Pedestrian/Bicycle Advisory Committee.

On January 10, 2017 the City Council adopted Resolution No. 17-4 authorizing the application to apply for TDA 3 Grant Cycle 2017 funding for Fiscal Year 2017-18 for the West Concord Bikeway Improvements Project, which had already been reviewed by the City’ Bicycle, Pedestrian, and Safe Routes to Transit Plan Committee. MTC advised Staff that the City’s 2017 TDA 3 grant application had been approved with a full allocation of requested funds. The project was approved, the grant accepted, and local funds in the amount of $30,000 were allocated on October 24, 2017 by City Council. The West Concord Bikeway Improvements Project involves installing Class II bike lanes at Meridian Park Boulevard, Galaxy Way, and John Glenn Drive.

On January 9, 2018, City Council adopted Resolution No. 18-2 authorizing the application to apply for TDA 3 grant funding for Fiscal Year 2018-19 for the Salvio Street Bikeway Improvements Project. MTC advised Staff that the City was award a partial allocation of what was requested in the application for the 2018 TDA 3 Grant Cycle for Project No. 2441. While the City did not receive the full funding amount, there were enough funds to install buffered bike lanes on Salvio Street, between Colfax Street and Port Chicago Highway. Local funds in the amount of $70,000 were allocated on May 8, 2018 by City Council.
On January 9, 2019, City Council adopted Resolution No. 19-1 authorizing the application to apply for TDA 3 grant funding for fiscal year 2019-2020 for the West Concord/Iron Horse Trail Connection project. MTC advised Staff that the City was awarded a partial allocation of what was requested in the application for the 2019 TDA 3 Grant Cycle for Project No, 2499. While the City did not receive the full funding amount, there were enough funds to install pedestrian and bicycle crossing improvements at the Iron Horse Trail entrance off Willow Way/Meridian Park Boulevard. Local funds in the amount of $38,000 will be allocated on October 15, 2019 by City Council.

**Project Description**

City Staff recommends the Bicycle and Pedestrian Advisory Committee to consider which project Staff should prepare a TDA 3 application for the 2020 Grant Cycle, with project locations provided in Attachments 1, 2, and 3.

**West Concord Bikeways Improvements Phase 2 project**

The West Concord Bikeways Improvements Phase 2 project would provide safe and continuous access from the Iron Horse Trail to Concord Avenue by connecting with the recently installed bikes lanes on Meridian Park Boulevard and Galaxy Way in July 2019. The proposed improvements would provide a connection to the Willows Shopping Center and the recently developed Veranda Shopping Center, and to business in the Diamond Boulevard corridor area.

**Chestnut Avenue Bike Boulevard project**

The Chestnut Avenue Bike Boulevard project would be in accordance with the recommendations by the City of Concord Bicycle, Pedestrian, and Safe Routes to Transit Plan adopted in September 2016. Pedestrian crossing improvements such as ADA curb ramps and striping may also be part of the project.

**David Avenue Enhancement Project**

The David Avenue Enhancement Project would improve upon the current designation of David Avenue as a Class III bike route by the City of Concord Bicycle, Pedestrian, and Safe Routes to Transit Plan adopted in September 2016. This project would also install ADA curb ramps at six intersections and slurry seal the road. The project would provide enhancements for all modes of travel along David Avenue.

**Discussion**

All three projects are listed as recommended improvements in the City of Concord’s Bicycle, Pedestrian & Safe Routes to Transit Plan (Plan) adopted in September 2016. West Concord Bikeways Improvements Phase 2 and David Avenue Enhancement Project would connect to existing networks recently installed.

The project selected for Staff to apply for TDA 3 Grant Cycle 2020 funds will be scoped to be in conformance with the City’s Bicycle, Pedestrian, & Safe Routes to Transit Plan.
The selected project will be presented by Staff to the Bicycle and Pedestrian Advisory Committee in a future meeting requesting a vote in favor of applying for the TDA 3 Grant Cycle 2020 funds. If voted in favor, Staff will ask City Council to adopt a new resolution authorizing the application for TDA 3 Grant Cycle 2020 funds.

**Recommended Action**
Recommend Staff to prepare a TDA 3 Grant Cycle 2020 application for one of the following projects:

- West Concord Bikeways Improvements Phase 2
- Chestnut Avenue Bike Boulevard
- David Avenue Enhancement Project

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

**Attachments**
1. West Concord Bikeways Improvements Phase 2 Location Map and Plans
2. Chestnut Avenue Bike Boulevard Location Map
3. David Avenue Enhancement Project Location Map
4. City of Concord’s Bicycle, Pedestrian & Safe Routes to Transit Plan, Recommended Bikeway Network
West Concord Bikeways Improvements Phase 2
Location Map and Plans for John Glenn Dr/Galaxy Wy Portion
Attachment 3

David Avenue Enhancement Project

Location Map