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**MEETING OF THE CITY OF CONCORD  
BICYCLE, PEDESTRIAN AND SAFE ROUTES TO TRANSIT  
PLAN ADVISORY COMMITTEE**

**Monday, July 25, 2016  
5:30 p.m., Regular Meeting  
PERMIT CENTER CONFERENCE ROOM  
1950 Parkside Drive, Bldg. D**

[www.cityofconcord.org/bikeandped](http://www.cityofconcord.org/bikeandped)

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*Plan Advisory Committee Members*

Laura Hoffmeister, Chair and City Council Representative  
Carlyn Obringer, Planning Commission Representative  
Mark Sinclair, Parks Recreation and Open Space Committee Representative  
Sergio Huerta, At-Large Representative  
Clair Linder, At-Large Representative

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**AGENDA**

**PUBLIC COMMENT PERIOD - NON-AGENDA ITEMS**

**ADDITIONS/CONTINUANCES/WITHDRAWALS**

**STAFF REPORTS / DISCUSSION ITEMS**

**1. Presentation of the Bicycle, Pedestrian and Safe Routes to Transit Plan**

**Hard copies of the Plan will be available for the PAC. Jeff Knowles of Alta Planning + Design will present an overview of the final Plan.**

**PUBLIC COMMENTS - AGENDA ITEMS**

**COMMITTEE MEMBER CONSIDERATIONS/ANNOUNCEMENTS**

**STAFF ANNOUNCEMENTS**

**ADJOURNMENT**

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**NOTICE TO PUBLIC**

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No item will be considered after 9 P.M. Items remaining on the agenda will be rescheduled. Should the Permit Center

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Conference Room reach capacity, the meeting will be held in the adjacent Council Chambers. Members of the audience who wish to address the Plan Advisory Committee are requested to complete a speaker's card inclusive of their name and address. Public comments should be limited to three minutes.

The Bicycle, Pedestrian, and Safe Routes to Transit Plan Advisory Committee is a temporary ad-hoc committee. Staff will not provide written summaries of the Plan Advisory Committee's discussions on agenda items. Attendees should be prepared to take all necessary notes regarding any comments, suggestions, and directions. For additional information regarding the role of the Plan Advisory Committee, please contact the Planning Division at (925) 671-3152.

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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 (5) days in advance of the hearing. Advance notification within this guideline will enable the City to make reasonable arrangements to ensure accessibility.

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***BICYCLE PEDESTRIAN AND SAFE ROUTES TO TRANSIT  
PLAN ADVISORY COMMITTEE MEMORANDUM***

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July 25, 2016

**TO:** Bicycle, Pedestrian, and Safe Routes to Transit Plan  
Plan Advisory Committee (PAC)

**FROM:** Laura Simpson, AICP Planning Manager  
[Laura.Simpson@cityofconcord.org](mailto:Laura.Simpson@cityofconcord.org)

**SUBJECT:** Final Bicycle, Pedestrian and Safe Routes to Transit Plan

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The Final Bicycle, Pedestrian and Safe Routes to Transit Plan has been prepared and printed for your review and will be available at the PAC meeting at 5:30 on Monday. In addition, it has been uploaded onto the City's website at:  
<http://www.cityofconcord.org/page.asp?pid=7008>

The City's consultant Jeff Knowles from Alta Planning + Design will be presenting an overview of the revisions to the Plan since the Draft Plan was published. Almost 400 comments were received, analyzed and reviewed to create the final Plan document and companion documents. I am attaching the Powerpoint that will be presented on Monday and the consultant will be available for questions regarding the Plan.

In addition, the following are several items that were noted as incorrect in this printed version of the Plan and will be corrected in the final printed Plan.

**Figure 5-3 Recommended Walking Spot Improvements**

Add Rectangular Rapid Flashing Beacon recommendation to Lacey Lane (mid-block)

**Figure 5-2 Recommended Sidewalk Projects**

Move sidewalk improvement recommendation to north side of Cowell Road between Monument Blvd and Mesa St.

**Figure 5-5 Recommended Bikeway Network**

Change Complete Street Study to Recommended Class III on Diamond Blvd between Burnett Ave and Willow Way

**Figure 5-6 Recommended Bikeway Network - Downtown**

Add Class III Recommendation on 3rd Street between Willow Pass and Concord Blvd  
Add Class III Recommendation on Euclid Ave between Parkside Dr. and 3rd St.

Change Existing Class III to Recommended Class III on Salvio Street between E. Olivera Rd and Esperanza Dr.

Change Existing Class III to Recommended Class III on E. Olivera Rd.

Change Existing Class III to Existing Class II within a short segment of Farm Bureau Rd between Willow Pass Rd and Wren Ave

Change Existing Class III to Recommended Class III on The Alameda between Walnut Ave and Parkside Dr.

**Bicycle Network Improvements - Conceptual Plans (Page 5-14)**

Willow Pass Corridor Conceptual Plan will include new text to reflect recently completed engineering design concept between San Vincente Dr and N. Sixth St.

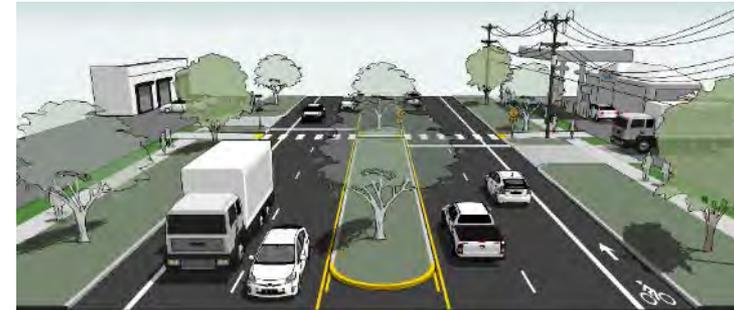
# City of Concord Bicycle, Pedestrian and Safe Routes to Transit Plan

## Plan Advisory Committee Final Plan



# Our Task

The City of Concord's Bicycle, Pedestrian, and Safe Routes to Transit Plan will be inspired by and reflect **community vision**, informed by **best practices**, and a blueprint for **successful grant applications**.



# Why develop this plan?

- This Plan will provide:
  - Broad vision
  - Strategies and actions for improving the walking and bicycling environment
- This Plan will be a Blueprint for:
  - Walking and bicycling improvements
  - Securing funding

# Bicycle, Pedestrian & Safe Routes to Transit Plan

## Plan Elements:

- 1. Introduction**
  2. Concord Now
  3. Why? Need for Improvements
  - 4. Vision, Goals, Objectives & Policies**
  - 5. Projects and Studies**
  6. Programs
  7. Action Plan
- **Design Guidelines**



# Introduction (New Safety Section)

The City of Concord envisions a safe and efficient multi-modal transportation system. To achieve that goal and deliver complete streets that meet the needs of all users, the City recognizes new streets will need to be developed and existing streets selectively retrofitted by means of road diets, lane narrowing, traffic calming, or other safety improvements.

# Introduction (New Safety Section)

This Plan places safety as its highest priority in developing project recommendations and seeks to address known safety challenges based on available crash data. Where there is existing safe space, this Plan recommends immediate bicycle and pedestrian improvements. Where additional space or improvements may be required, this Plan recommends specific locations for further study. These studies should prioritize improvements that help more residents and visitors feel safe and comfortable riding a bicycle or walking to meet their transportation needs.

# Vision, Goals, Objectives & Policies

## Public Draft

Objective 4.C: Evaluate how well the City of Concord is progressing towards meet this Plan's goals.

Policy 4.C.1: Review this Plan's recommendations at regular intervals to review progress and update priorities as necessary.

## Public Draft

Policy 4.C.1: Review this Plan's recommendations **annually** with the Bicycle and Pedestrian Advisory Committee to evaluate progress and update priorities as necessary.

# Identified Walking Needs



Pedestrian network that connects neighborhoods to destinations



Improved access for pedestrians with mobility challenges



Added separation for pedestrians on arterials



Improved access to and amenities at transit stops



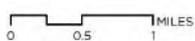
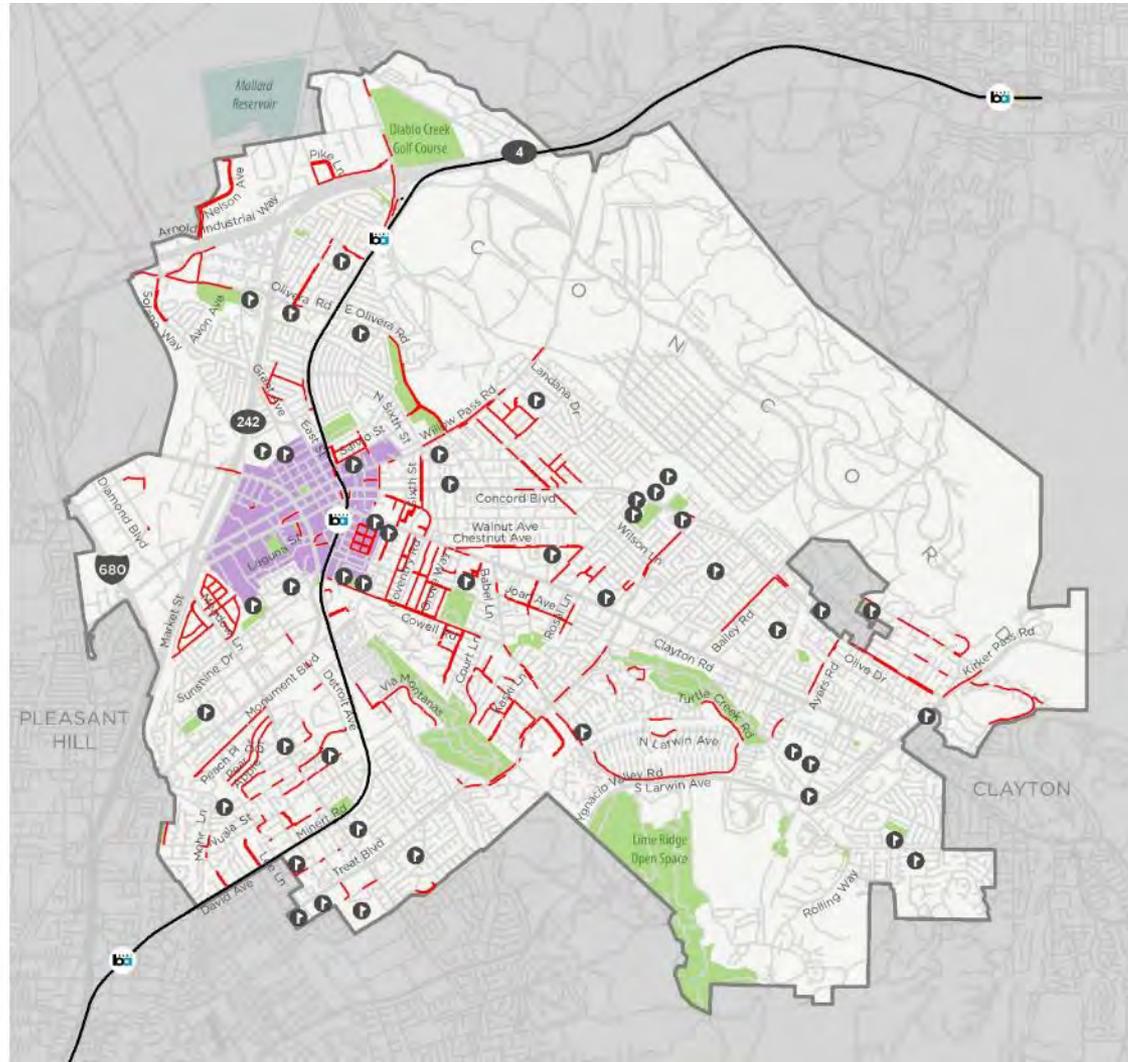
Improved pedestrian crossings

# Walking Network Improvements (Draft Plan)

## RECOMMENDED SIDEWALK PROJECTS

— Recommended Sidewalk

-  School
-  BART Station
-  BART Track
-  Downtown
-  City Limit

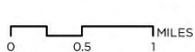
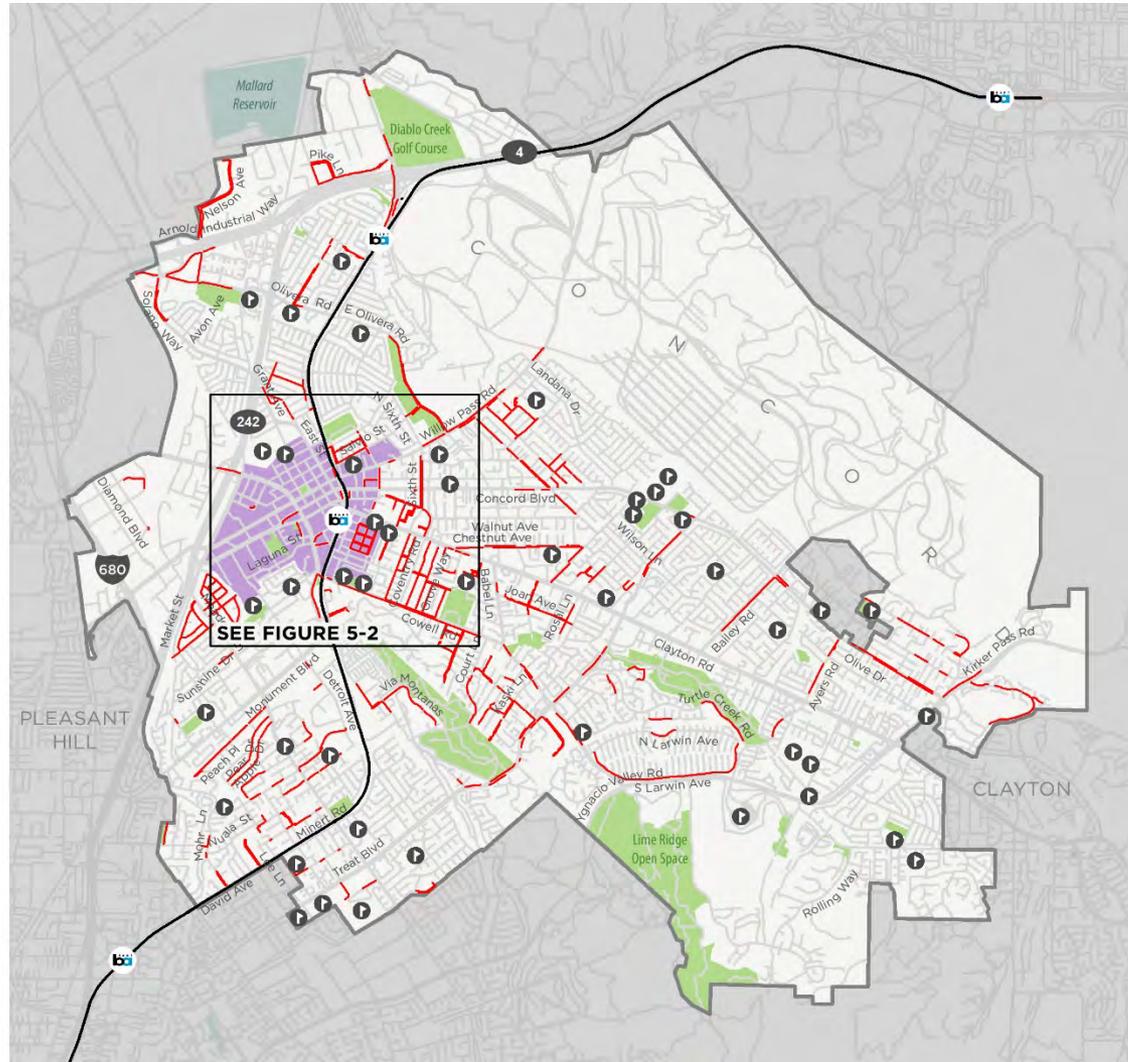


# Walking Network Improvements (Final Plan)

## RECOMMENDED SIDEWALK PROJECTS

— Recommended Sidewalk

-  School
-  BART Station
-  BART Track
-  Downtown
-  City Limit



# Walking Network Improvements (Draft Plan)

## RECOMMENDED SIDEWALK PROJECTS

### DOWNTOWN AREA

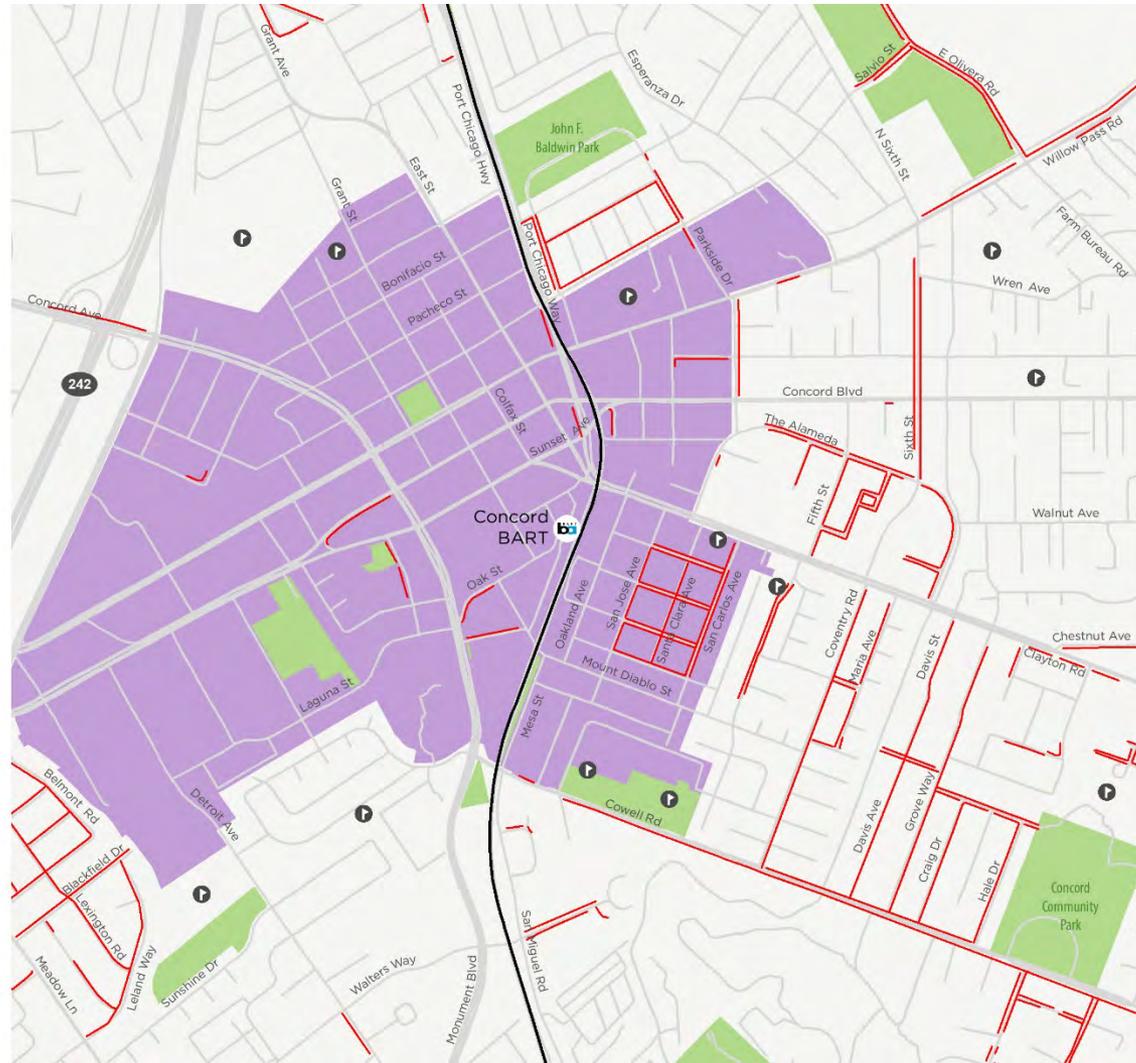
— Recommended Sidewalk

🏫 School

🚇 BART Station

— BART Track

■ Downtown



0 0.1 0.2 MILES



# Walking Network Improvements (Final Plan)

## RECOMMENDED SIDEWALK PROJECTS

### DOWNTOWN AREA

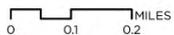
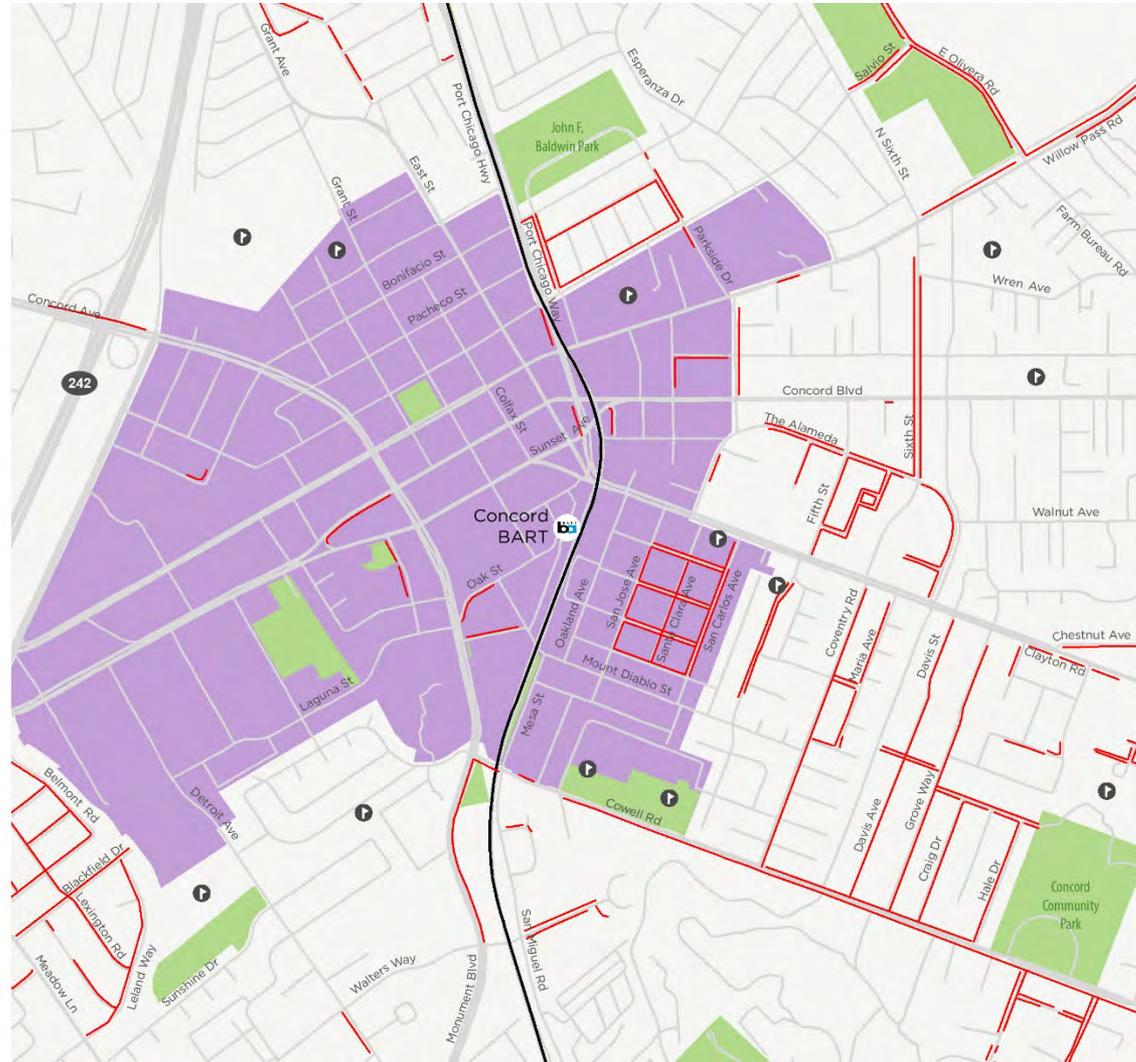
— Recommended Sidewalk

🏫 School

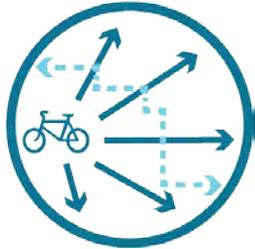
🚇 BART Station

— BART Track

■ Downtown



# Identified Bicycling Needs



Bikeway network with arterial spokes and neighborhood connections



Improved bikeway crossings at freeway ramps and intersections



Improved access to BART



Maintenance of path and debris in bikeways



Traffic calming on some collector and local streets



Bikeway wayfinding



Bicycle parking at key destinations



Additional separated paths, or trails through green spaces

# Bicycling Network Improvements (Public Draft)

## RECOMMENDED BIKEWAY NETWORK

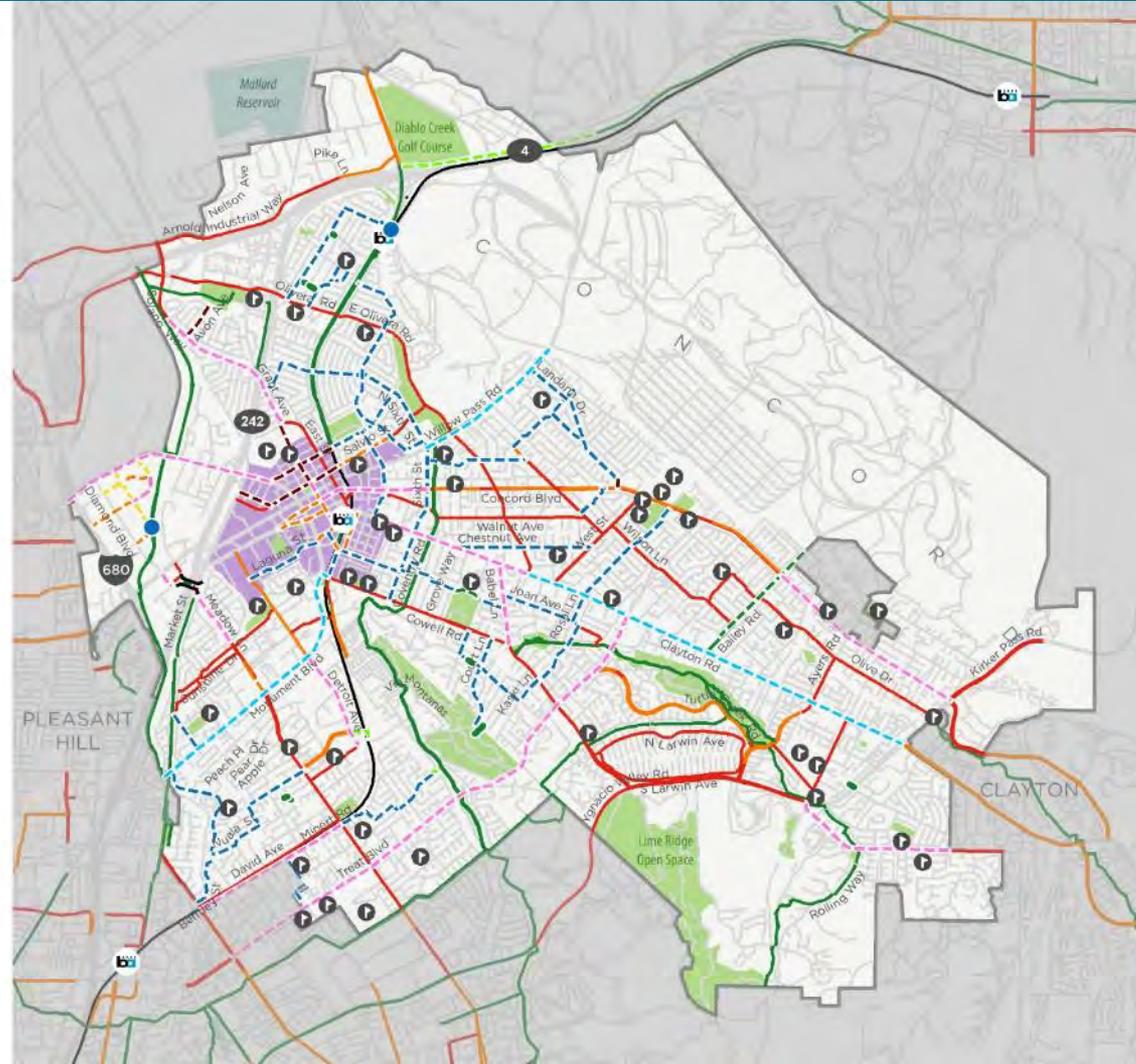
### RECOMMENDED

-  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
-  Bicycle Access Study

### EXISTING

-  Class I Shared Use Path
-  Class II Bike Lane
-  Class III Bike Route
-  Neighborhood Connector
-  Undercrossing
-  School
-  BART Station
-  BART Track
-  Downtown
-  City Limit

0 0.5 1 MILES



# Bicycling Network Improvements (Final Draft)

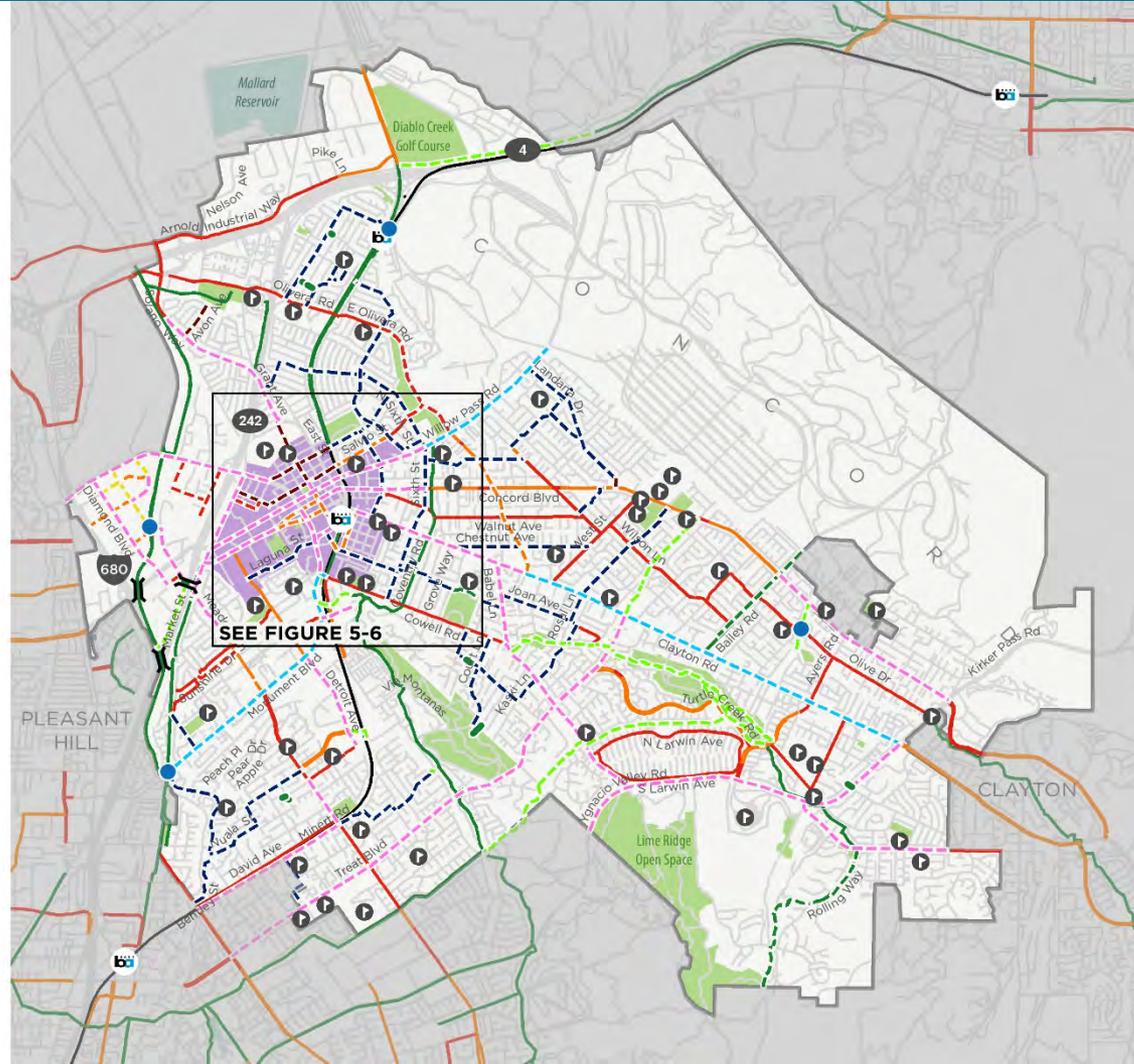
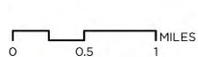
## RECOMMENDED BIKEWAY NETWORK

### RECOMMENDED

- Class I Shared Use Path
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- Bicycle Access Study

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- Neighborhood Connector
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- School
- BART Station
- BART Track
- Downtown
- City Limit



# Bicycling Network Improvements (Public Draft)

## RECOMMENDED BIKEWAY NETWORK

### DOWNTOWN AREA

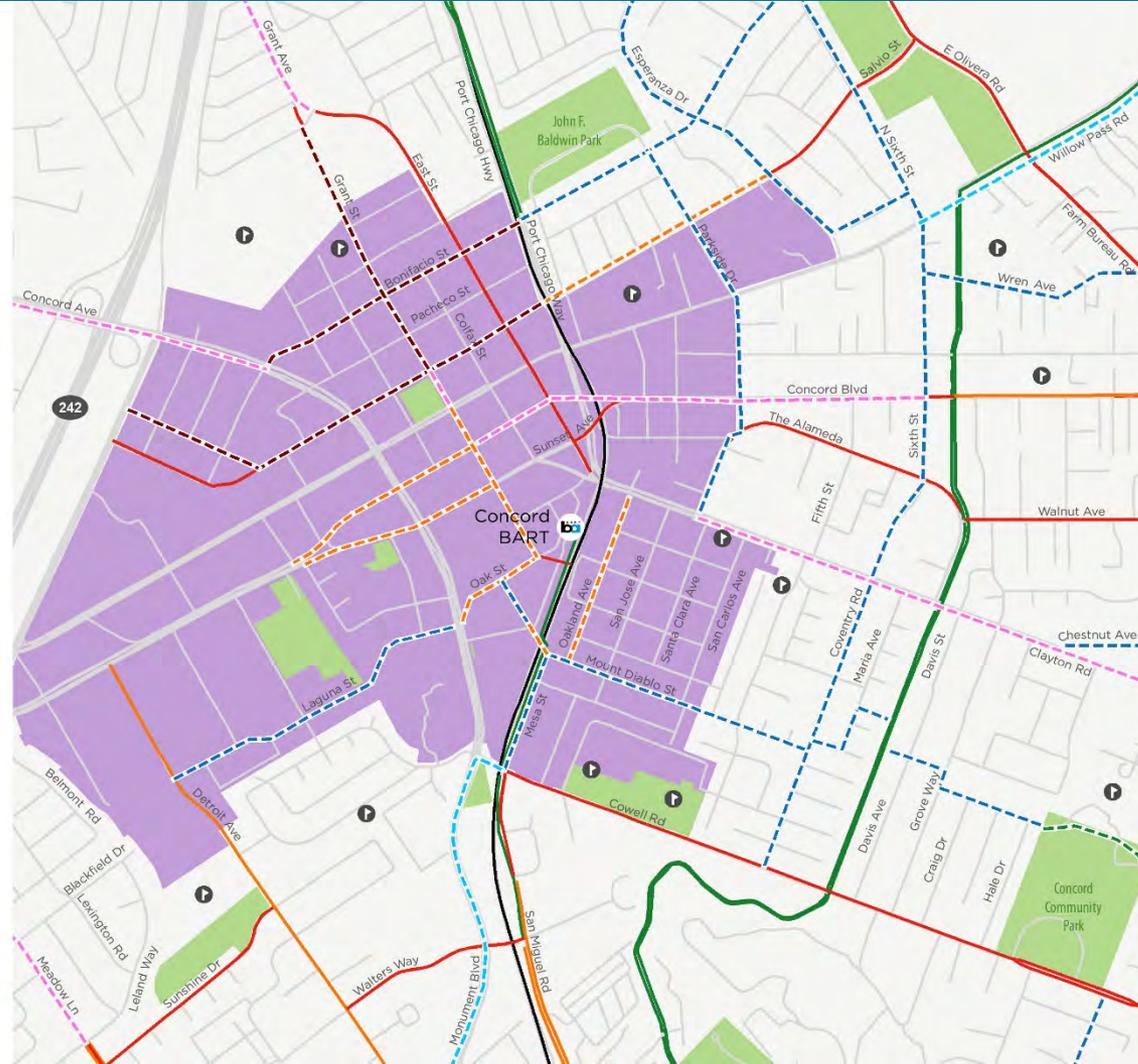
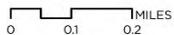
#### RECOMMENDED

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#### EXISTING

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- Downtown



# Bicycling Network Improvements (Final Draft)

## RECOMMENDED BIKEWAY NETWORK

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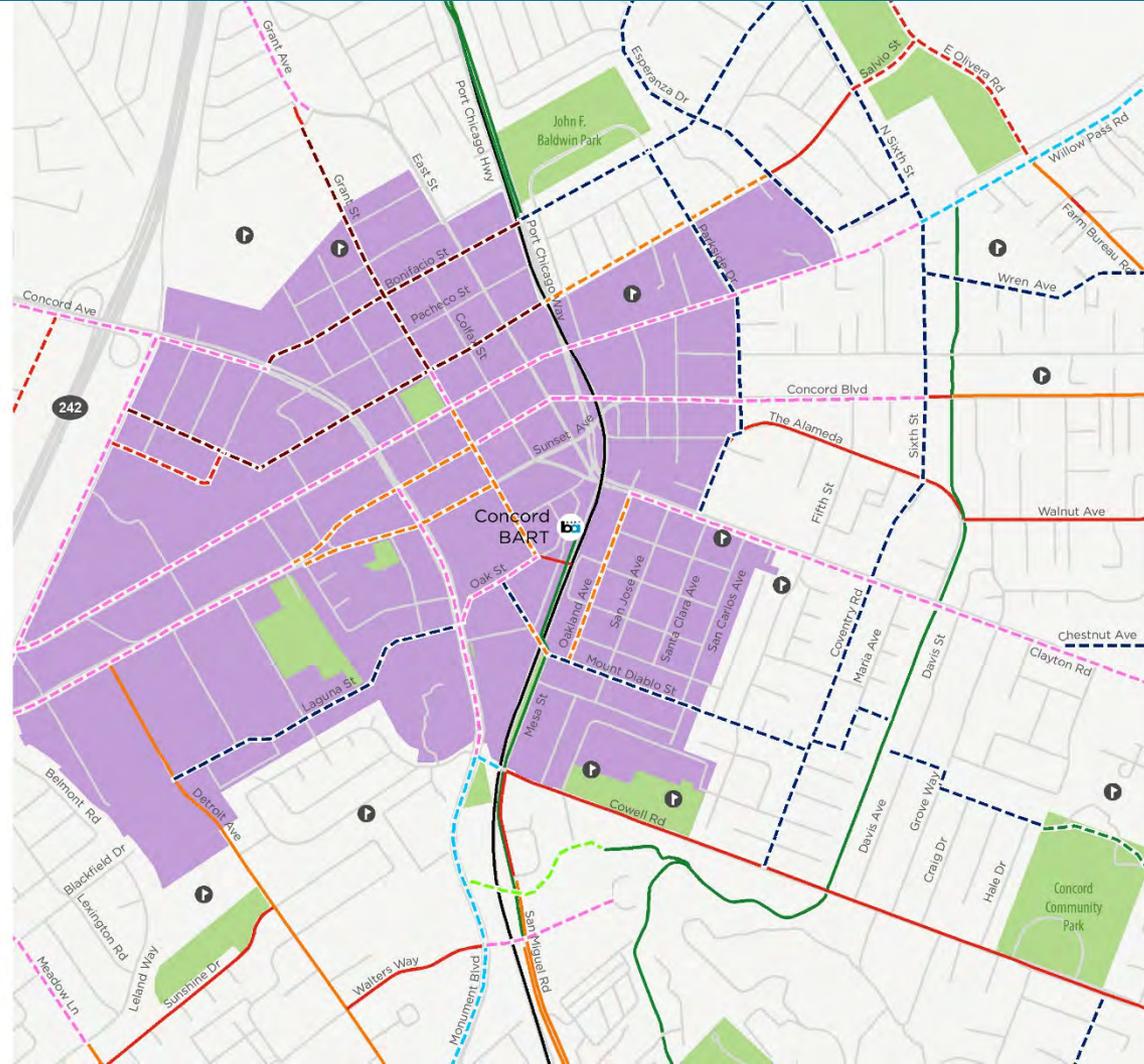
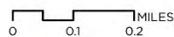
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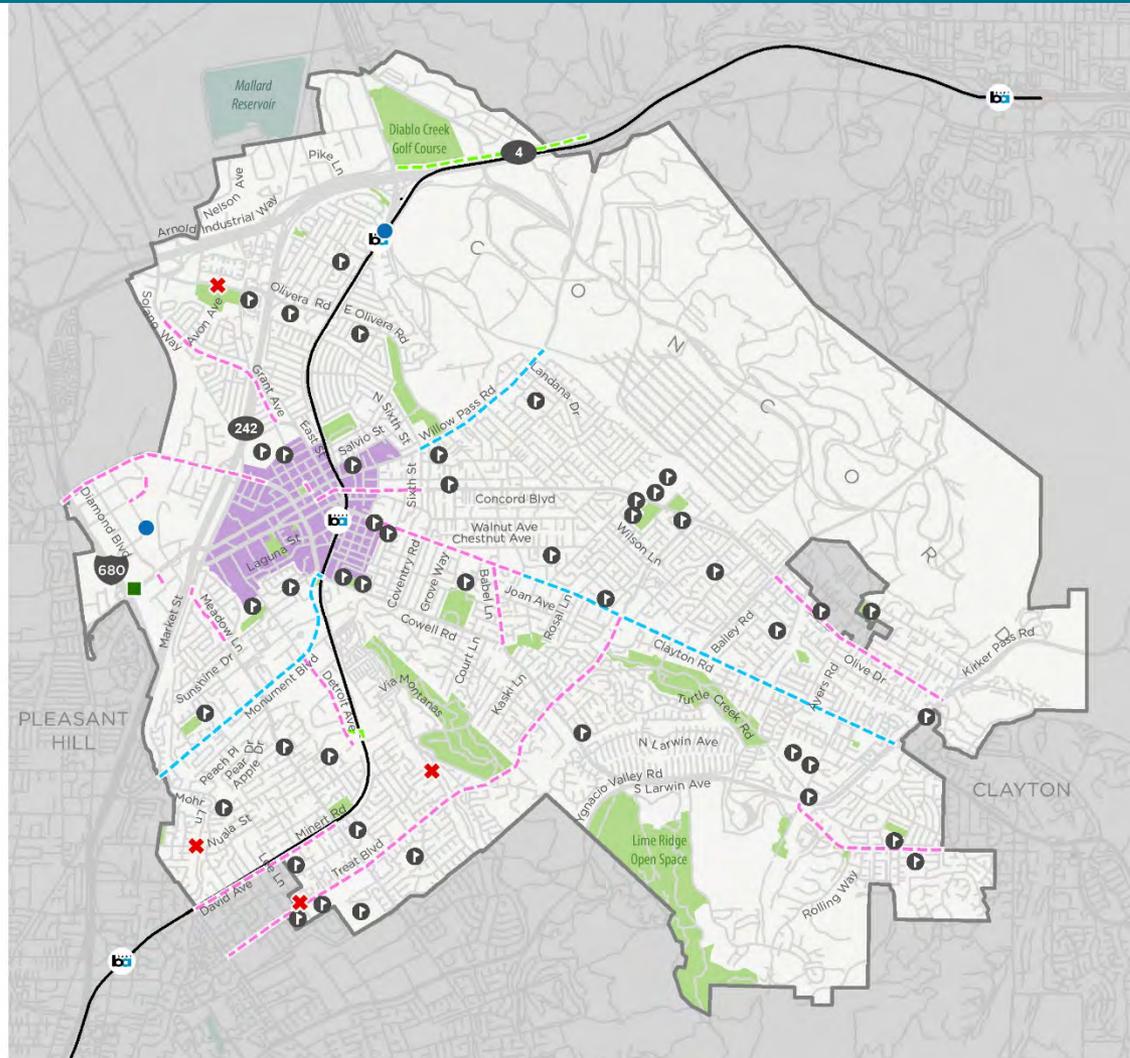


# Recommended Studies (Draft Plan)

## RECOMMENDED STUDIES

- Bicycle Access Study
- ✘ Crossing Study
- Shared Use Path Study
- Shared Use Path Study
- Complete Streets Study
- Corridor Conceptual Plan

- P School
- BART BART Station
- BART Track
- Downtown
- City Limit

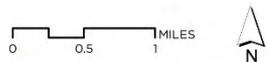
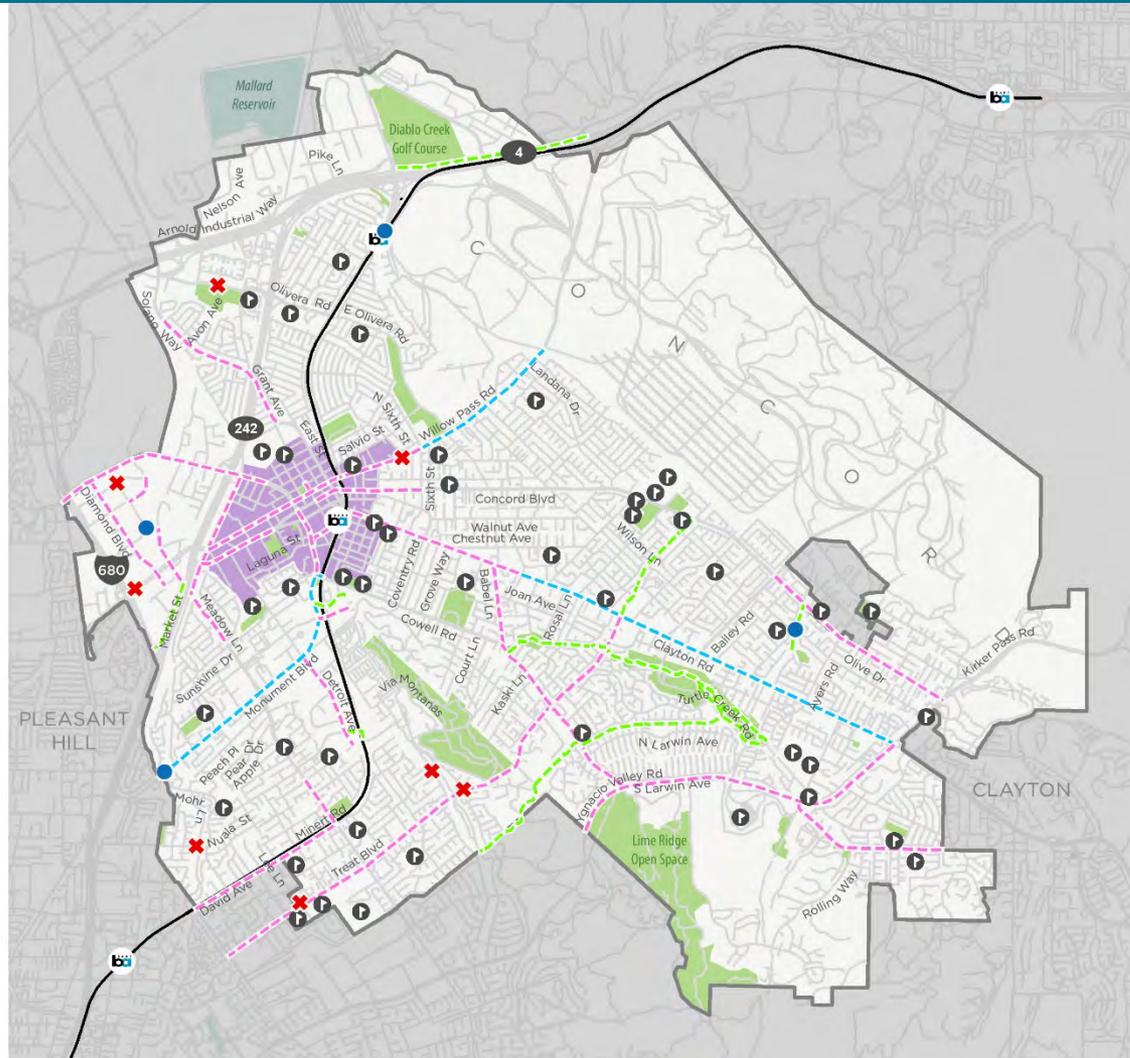


# Recommended Studies (Final Plan)

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- Complete Street Study
- Shared Use Path Study
- Corridor Conceptual Plan

-  School
-  BART Station
-  BART Track
-  Downtown
-  City Limit



# Action Plan

## Project evaluation

- Safety (25 points)
- Community identified challenge area (20 points)
- Public Right of Way (20 points)
- Activity Generators (15)
- Transit (15)
- Demand (5)

# Action Plan (Draft Plan)

**Table 7-4: Cost Estimate Summary by Priority**

Project	Total Estimated Cost
<b>Tier 1</b>	
Bike Parking	\$10,400
Bikeways	\$12,949,700
Class II Bike Lane	\$156,600
Class II Buffered Bike Lane	\$144,800
Class III Shared Lane Marking	\$33,300
Class III Bike Boulevard	\$231,000
Corridor Conceptual Plan Implementation	\$12,384,000
Sidewalks	\$1,208,300
Studies: Complete Streets	\$835,000
High Visibility Crosswalk	\$185,000
<b>Total for Tier 1</b>	<b>\$15,188,400</b>
<b>Tier 2</b>	
Bike Parking	\$40,300
Bikeways	\$30,370,700
Class I Shared Use Path	\$1,150,400
Class II Bike Lane	\$74,400
Class III Shared Lane Marking	\$31,900
Class III Bike Boulevard	\$1,049,000
Corridor Conceptual Plan Implementation	\$28,063,000
Signs	\$2,000
Sidewalks	\$25,593,100
Studies: Bicycle Access	\$50,000
Studies: Complete Streets	\$480,000

Project	Total Estimated Cost
Studies: Crossing	\$170,000
Studies: Shared Use Path	\$300,000
Walking Spot Improvements	\$8,870,300
High Visibility Crosswalk	\$685,000
Pedestrian Scale Lighting	\$7,884,300
Rectangular Rapid Flashing Beacons	\$300,000
Signs	\$1,000
<b>Total for Tier 2</b>	<b>\$65,874,400</b>
<b>Tier 3</b>	
Bike Parking	\$1,300
Bikeways	\$297,000
Class I Shared Use Path	\$40,200
Class III Bike Route	\$2,200
Class III Bike Boulevard	\$254,600
Sidewalks	\$56,593,800
Studies: Bicycle Access	\$20,000
Studies: Crossing	\$40,000
Studies: Shared Use Path	\$35,000
Walking Spot Improvements	\$1,204,700
High Visibility Crosswalk	\$65,000
Pedestrian Scaled Lighting	\$1,039,700
Rectangular Rapid Flashing Beacons	\$100,000
<b>Total for Tier 3</b>	<b>\$58,191,800</b>
<b>Grand Total</b>	<b>\$139,254,600</b>

# Action Plan (Final Plan)

**Table 7-4: Cost Estimate Summary by Priority**

Project	Total Estimated Cost
<b>Tier 1</b>	
Bike Parking	\$10,400
Bikeways	\$13,013,700
Class II Bike Lane	\$227,000
Class II Buffered Bike Lane	\$144,800
Class III Bike Route	\$7,500
Class III Shared Lane Marking	\$33,300
Class III Bike Boulevard	\$216,100
Corridor Conceptual Plan Implementation	\$12,384,000
Sign	\$1,000
Sidewalks	\$3,508,700
Studies: Complete Streets	\$1,425,000
Studies: Shared Use Paths	\$250,000
High Visibility Crosswalk	\$200,000
<b>Total for Tier 1</b>	<b>\$18,407,800</b>
<b>Tier 2</b>	
Bike Parking	\$40,300
Bikeways	\$31,133,600
Class I Shared Use Path	\$1,831,900
Class II Bike Lane	\$60,700
Class III Bike Route	\$39,100
Class III Shared Lane Marking	\$31,900
Class III Bike Boulevard	\$1,106,000
Corridor Conceptual Plan Implementation	\$28,063,000
Sign	\$1,000

Project	Total Estimated Cost
Sidewalks	\$31,530,300
Studies: Bicycle Access	\$120,000
Studies: Complete Streets	\$945,000
Studies: Crossing	\$270,000
Studies: Shared Use Path	\$675,000
Walking Spot Improvements	\$9,925,000
High Visibility Crosswalk	\$700,000
Pedestrian Scale Lighting	\$8,924,000
Rectangular Rapid Flashing Beacons	\$300,000
Signs	\$1,000
<b>Total for Tier 2</b>	<b>\$74,639,200</b>
<b>Tier 3</b>	
Bike Parking	\$1,300
Bikeways	\$1,202,900
Class I Shared Use Path	\$1,000,100
Class III Bike Route	\$5,200
Class III Bike Boulevard	\$197,600
Sidewalks	\$51,601,100
Studies: Bicycle Access	\$20,000
Studies: Crossing	\$60,000
Studies: Shared Use Path	\$70,000
Walking Spot Improvements	\$135,000
High Visibility Crosswalk	\$35,000
Rectangular Rapid Flashing Beacons	\$100,000
<b>Total for Tier 3</b>	<b>\$53,090,300</b>
<b>Grand Total</b>	<b>\$146,237,300</b>

# Design Guidelines

## PEDESTRIAN INFRASTRUCTURE

### PEDESTRIAN SIGNAL STRATEGIES

Enhancements may be made to signalized intersections to reduce pedestrian-vehicle conflicts and increase user comfort and usability.



# Design Guidelines

## PEDESTRIAN INFRASTRUCTURE

### PEDESTRIAN SIGNAL ACTUATION

Pedestrian signals can be actuated either manually using a pedestrian push button, passively using automated detection equipment, or automatically during each signal cycle using pedestrian recall.

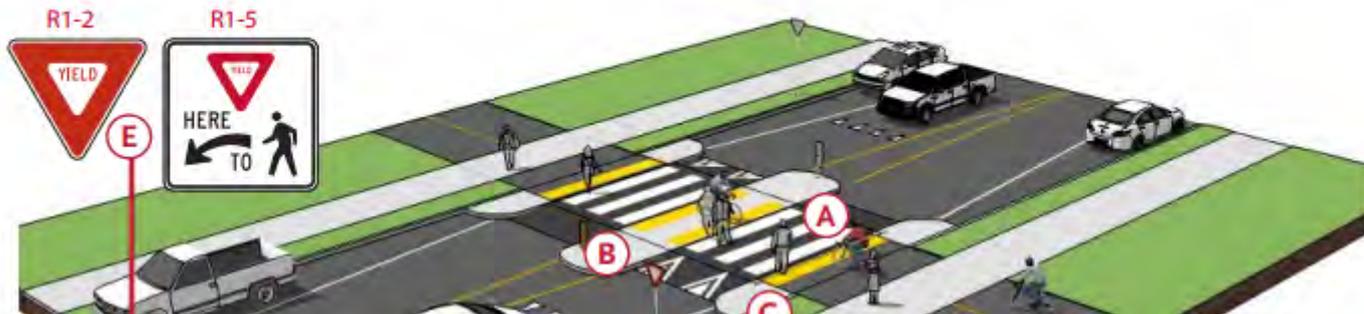


# Design Guidelines

## ON-STREET BICYCLE LANES

### RAISED PATH CROSSINGS

The California Vehicle Code requires that motorists yield right-of-way to pedestrians within crosswalks. This requirement for motorists to yield is not explicitly extended to bicyclists, and the rights and responsibilities for bicyclists within crosswalks is ambiguous. Where shared-use paths intersect with minor streets, design solutions such as raised crossings help resolve this ambiguity where possible by giving people on bicycles priority within the crossing.

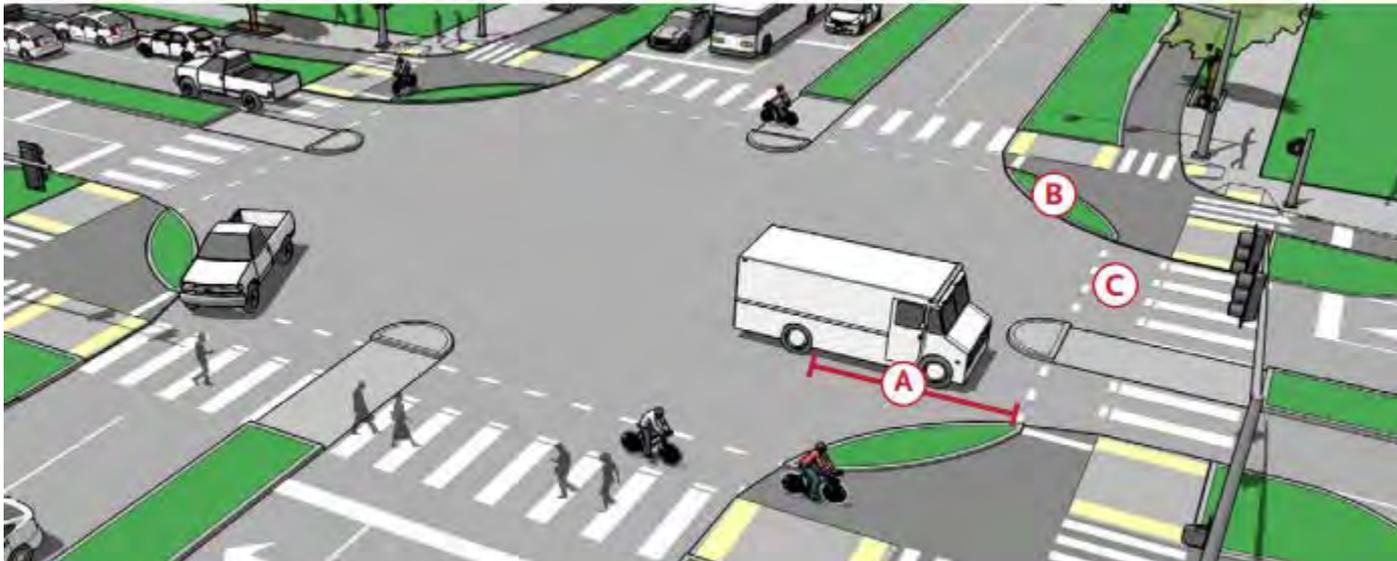


# Design Guidelines

## BIKEWAY INTERSECTION TREATMENTS

### PROTECTED INTERSECTION

A protected intersection uses a collection of intersection design elements to maximize user comfort within the intersection and promote a high rate of motorists yielding to people bicycling. The design maintains a physical separation within the intersection to define the turning paths of motor vehicles, slow vehicle turning speed, and offer a comfortable place for people bicycling to wait at a red signal.



# Design Guidelines

## SHARED ROADWAYS

### TRAFFIC CALMING

Traffic calming may include elements intended to reduce the speeds of motor vehicle traffic to be closer to bicyclist travel speeds, or may include design elements that restrict certain movements for motorized travel to discourage the use of bicycle boulevard corridors for through travel by automobiles.

Traffic calming treatments can cause drivers to slow down by constricting the roadway space or by requiring careful maneuvering. Such measures may reduce the design speed of a street, and can be used in conjunction with reduced speed limits to reinforce the expectation of lowered speeds. They can also lower vehicle volumes by physically or operationally reconfiguring corridors and intersections along the route.

#### Traffic Calming Treatments to Reduce Motor Vehicle Speeds



# Design Guidelines

## BIKEWAY INTERSECTION TREATMENTS

### ROUNDABOUTS

At roundabouts it is important to indicate to motorists, bicyclists and pedestrians the right-of-way rules and correct way for them to circulate, using appropriately designed signage, pavement markings, and geometric design elements.



# Next Steps

- **Planning Commission Review:**  
Wednesday, August 3<sup>rd</sup>
- **City Council Adoption:**  
Tuesday, September 27<sup>th</sup>

