

**COMMITTEE
MEMBERS**
Sarah Allen, Chair
Rebekah
McMenamin
Aneta Sperber
Jon Nguyen
Michael Maestras



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

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

**Wednesday,
September 13,
2023**

6:00 p.m.

**Permit Center
Conference Room
1950 Parkside Drive**

This meeting is being held in person only.

Information for the public on participation at Committee meetings can be found on the back of the Speaker Identification Card. Should you have any questions after consulting the Speaker Identification Card, please contact staff prior to the Committee 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.

1. ROLL CALL

Members Present: Sarah Allen, Chair; Rebekah McMenamin, Vice Chair; Aneta Sperber, Committee Member; Jon Nguyen, Committee Member & Michael Maestras, Committee Member

Staff Present: Bernard Enrile, Andrea Moreira, Deyuanne Lei, Justine Gee, Justin Bosch, Virendra Patel, and Cynthia DeLeon (Ltd)

2. PUBLIC COMMENT PERIOD

This is a 15-minute Public Comment Period for items within the Committee's subject matter jurisdiction that are not on this agenda. Each speaker will be limited to approximately three minutes. State law prohibits the Committee from acting at this meeting on any matter raised during the Public Comment Period.

a. Public Comment from 3/3/2023.

Smitty Ardrey, Bike Concord - presented upcoming ride: Go with The Flow on Sunday, 10/15/23 9:30-11:30 am called - partnership with Bike Concord & Central Contra Costa Sanitary District. Ride along the right way of their flow to the wastewater treatment plant; headphones provided for the story of the facility & begin @ Bike Concord's Community Bike Shop; flyers will be provided. Thankful for the bike lanes on Concord Blvd. & rides route every day. States it has become much safer although not perfect (e.g., bike box on the left turn). Might take a while for people to catch on as it just opened.

Bruce "Ole" Ohlson, a resident of Pittsburg - rode the bike to the meeting which is about 13 miles from Pittsburg mostly on the bike path except for the piece of the freeway. Describes currently have Delta DeAnza Regional Trail that goes from Oakley through Antioch, maybe a corner of Brentwood through Pittsburg through Bay Point over the hill of Willow Pass on the north side of the freeway, and dead ends at Willow Pass interchange. States then bicyclists are faced with 2 routes, neither of which is very good - 1) bicyclists can ride down Willow Pass Road into central Concord and go over the WWII Era Bridge known as the "suicide bridge" & Caltrans agrees that it is a suicide bridge because they have opened up the shoulder of Hwy. 4 between Willow Pass interchange & Port Chicago Hwy. interchange a 1.5-mile segment of the freeway to allow bicyclists on that segment of freeway with 8 lanes 80mph traffic, is it okay that bicyclists are safer there than then on the suicide bridge? As the Bicycle Advisory Committee, please advise the City of Concord, Caltrans or East Bay Regional Park District, or somebody to give us a reasonable alternative. Called it a death trap.

Robert Prinz, Director of East Bay Coalition – shared a letter by East Bay that was submitted to the City Council on 07/06/23 regarding 2 very serious crashes that occurred in Concord the previous months.

- 1) Willow Pass/Diamond Blvd. 05/31/23 – A bicyclist critically injured by a drunk driver.
- 2) Treat Blvd. 06/13/23 A young child was hit by a driver, and critically injured but luckily survived; the parent of the child also attended City Council to speak in favor of increased protection for bike riders and pedestrians. Received a response from staff and some Council members that we should be interacting in the form of the Bicycle and Pedestrian Advisory Committee.

Stated with that being said this meeting hasn't met since April and there are some very serious & ongoing safety issues in Concord that need more immediate attention than what this quarterly meeting can provide. Mr. Prinz has reached out to staff in hopes of setting up an ongoing meeting schedule so we can coordinate with them practically both on behalf of with East Bay and Concord Leadership and they have not accepted it yet so went to Kurt Hue to encourage them to at least talk to us so we can share a lot of the knowledge and resources that we have as a 50+ year organization, working in 2 counties, over 33 cities throughout the East Bay to bring more resources, more expertise from other stations throughout Concord to help address these ongoing safety issues.

Mr. Prinz also stated we also have funding from Bay Area Air Quality Management District and are in the second year of the program. During the first year, we had hoped to work with staff closely for some quick builds & pop-up bikeways as we've done in other cities but unfortunately, due to the inability to work with city staff directly, we have then shifted that partnership to focus on Mt. Diablo School District formation instead. Would still like to have an open invitation to coordinate with city staff on this program even though we are now working with the school district because there is a lot of young leadership we would like to encourage to get involved in this planned process as well.

Dan Lanis, Vice Chair of Regional Bicycle Advisory Committee & Advocacy/Manager of Bike East Bay – Just here to say hello and put a face with the emails & phone calls that we're going to have. Looking forward to making safer streets in the area.

3. APPROVAL OF April 10, 2023, ANNOTATED MINUTES

Motion by Sarah Allen, Second by Rebekah McMenammin, and Third by Aneta Sperber, All in favor. Approved 3-0

4. WELCOMING THE TWO NEW BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE MEMBERS

Jon Nguyen and Michael Maestras

5. REPORTS

a. Residential Pavement Maintenance – Phase C (Project No. 2606 and 2618)

Presented by Justin Bosch, Associate Civil Engineer

Luis Martin, HDR Project Engineer

The project recommended as the City's Five-Year Plan in 2018 to repair & maintain our streets = pavement overlay & curb ramp/ADA improvements
Project 2606

Ayers Road currently has no bike striping; Ayers Road between Clayton Road and Olive Drive proposed share roadway (center lane), striping & signage improvements at every other block/intersection; overlay & curb ramp/ADA improvements.

Project 2618

Pavement overlay throughout segments of Concord Blvd. & Olive Drive & curb ramp/ADA improvements which are approximately 58 of them.

The whole stretch of Concord Blvd. starting from Kirker Pass Rd. to Cam Estrada varies different lanes proposed share roadway to be placed either on the outer lane or in the center lane, wherever the lane shift changes & will be implemented bikes may use full lane signs throughout the segment of Bailey Road all the way to Cam Estrada

Project Schedule

Bidding/Project Advertisement: November 2023

Construction Start & End: March 2024 – November 2024

Committee Comments:

Chair Allen stated just to preface, providing input and feedback but not acting on this tonight.

Jon Nguyen, the Committee Member stated that Concord Blvd. seems like a fast street so curious about the choice of using a shared road vs. something else to consider using other options as well.

Justin Bosch, Associate Civil Engineer - replied to Mr. Nguyen stating that they're just planning to add share roads right now.

Bernard Enrile, CIP Manager – rephrased Mr. Nguyen's question to Luis Martin, Project Engineer HDR, asking if reconsidered striping on Concord Blvd.

Mr. Luis stated they're following the 2016 Bicycle and Pedestrian Safety Routes and Transit Plan that has been approved by Council so that's something they are following as a guidance rule for the decision of the share road.

Chari Allen stated following up on that, it looks like it is a proposed complete study of this section of Concord Blvd. but the remainder of Concord Blvd. is a class 2 bike lane, and is curious if there is a thought of

not doing the complete street now due to no money now but can't imagine the treatment on that section of the road would be the same as Olive Dr. which is a much slower street. Curious about the choice and that we can anticipate that it will be more than shared roads?

Mr. Bosch replied that it depends on the complete street study when we do the analysis for that.

Chair Allen inquired if there's funding for the complete street study. Mr. Enrile responded that isn't a complete street study for Concord Blvd. that's funded.

Chair Allen inquired if we're actively pursuing funding opportunities or keeping our eyes open for them as they become available for that project. Mr. Enrile stated yes, we are.

Chair Allen inquired so nothing has come up yet.

Mr. Enrile responded that that is correct, for Concord Blvd.

Chair Allen inquired if improvements are included in the budget when asking Council.

Mr. Enrile rephrased the question of the funding for this project, what is being allocated for that funding to go to

Chair Allen asks more broadly about the pavement expenditure plan, are the bike & pedestrian improvements included?

Mr. Enrile states it is to an extent that we must implement whatever we can that's on the biking path masterplan we'll try to include it. However, for the most part, the funding just pays for the pavement and minor curb & gutter drainage issues; the ADA ramps are definitely included because it's a requirement; and staff always try to include as much as they can in every project.

Chair Allen asked what is the cost of a complete street study.

Virendra Patel, Transportation Program Manager mentions it depends on the components you look at/depends on the stretch of section but can cost from \$5,000,000-\$7,000,000.

Mr. Enrile stated that the cost Mr. Patel stated is the cost for the project, not the study, so the cost of the study is approximately \$200,000.

Chair Allen asked how often are streets repaved.

Mr. Enrile states there is a 5-year master plan that determines which streets are to be paved. However, there really isn't a rule on when the streets are going to be paved, basically whenever it wears out.

Chair Allen confirmed that when work is done, we're not precluding to do more in the future. Mr. Enrile confirms that is correct.

Public Comments:

Smitty Ardrey, Bike Concord stated that the bike world refers to the shared roads as the shared roads of death and wants a study done for shared roads. Mr. Smith answers Mr. Ngyuen's earlier question that there is an alternative that's located in the 2016 Bicycle Pedestrian Plan – a bridge across the creek at Olive Drive which would be a perfect bypass for both Concord Blvd. & Clayton Road due to quiet & easy access, Mr. Smith mentioned he talked to Laura Hoffmeister & that she is to talk to staff; can provide links if needed.

Bruce "Ole" Ohlson, a resident of Pittsburg stated that share roads are not a good idea and want to see bicycle facilities used by people between the ages of 8-80; according to the Caltrans Design Manual, Chapter 1000 states narrowest vehicle lane that can be put that still allows trucks & buses is 11ft. wide and is suggesting to put a traffic lane on segments that don't have bike lanes and then put a 4" wide shoulder marking the lane.

Robert Prinz, Director of East Bay Coalition agrees that share roads on Concord Blvd. are inappropriate. Sign speed is 35mph which is the actual limit for shared roads. 2016 Bike Plan typical cycle you want updated to stay irrelevant is 5 years while Concord is at 7 years so well overdue for an update. These updates are necessary to stay relevant for funding to provide safety benefits. Would have liked to see a study in place ahead of the paving schedule and coordinate with staff to give them opportunities and connect them with resources. Even on neighborhood streets shared roads are not adequate and working with w/other cities to develop routine designs.

Committee Comments:

Chair Allen inquired how much are shared roads/is there possibility to reallocate money towards something else that would be more beneficial. Mr. Enrile responded it's a possibility; if funding is there and gearing to the project and not putting shared roads in - policy question and something that is not typically done.

Chair Allen suggested considering starting building up funds for things that make more sense and Mr. Enrile agreed.

Mr. Ngyuen asked if the 2016 Bike Plan recommendations are restricted to doing only what's written or have the option to do beyond that.

Mr. Enrile responded that the plan is used as a guide so not restricted to what's in the plan.

Mr. Nguyen interprets that the staff has fallen back on that and Chair Sarah states that the staff uses it as a baseline, then the committee decides and the staff reports back if the budget is enough within regulations.

Michael Maestras, Committee Member confirmed not a proposal not creating a bike path but putting shared roads.

Anita Sperber, the Committee Member asked if there's solid research on what shared roads do for safety as she heard references that they don't increase safety.

Chair Allen interprets what they do along with conjunction of other aspects and on specific roads that have a certain mile per hour limit.

Ms. Sperber asks if shared roads were completely removed from Concord Blvd. would it be a good or bad thing?

Chari Allen suggests if we could allocate it to a different purpose, it might be beneficial in this case and Mr. Enrile to take note of it.

Mr. Maestras take is that there are 3 different speeds and that he would not go on Concord Blvd. with or without signage due to it being fast, Olive Drive seems slow and more residential; seems that Ayers Road is partly in the middle & thinks that the share roads will be a positive step in Olive Drive & Ayers Road; Mr. Enrile to note Mr. Maestras opinion.

Ms. Sperber inquired where is the dedicated bike path and was told on Bailey Road.

b. Alberta Way Pavement Rehabilitation (Project No. 2615)

Presented by Justin Bosch, Associate Civil Engineer

Manny Abucay, Bellecci Civil Design Consultant Bellecci
Jingping Bai, Bellecci Civil Design Consultant Bellecci

The main objective is the pavement rehabilitation and looking to improve any pedestrian & bike features in the corridor – limits of Alberta Way from Clayton Road and Ygnacio Valley Road

Pavement Improvements: dig-out repairs, crack & slurry seals

Pedestrian Improvements: higher visibility crosswalks; LED enhanced flashing signs

Bicyclist Improvements: buffered Class 2 bike lanes, new striping & signage

In order to install the buffered bike lanes need to remove existing turn lanes

Advanced stop bar - white stripe before crosswalk indicating for the vehicles to stop a few feet before the upcoming crosswalk

Community Workshop held on September 7, 2023 with 6 residents in attendance. Overall feedback that they were not in support of the buffered bike lanes due to the removal of the center turn lanes.

Committee Comments:

Ms. McMenamain asks what is the impact of traffic with the removal of the center lane and Mr. Abucay states that existing turn lanes are being used as a bypass and traffic gridlock due to any school events.

Mr. Maestras asked about traffic for drop-offs pick-ups and Mr. Abucay's response was that based on the workshop the residents' response stated that the traffic is severe.

Ms. McMenamain inquired if anyone is using shared roads, Mr. Abucay states it is a Class 3 but currently no shared roads.

Mr. Abucay defines that the non-residents are the ones trying to jump traffic/lane jumping.

Mr. Nguyen mentioned the comment feedback of those asking about the people who are crossing unsafely to get to the store if there is something that addresses that in the plans and Mr. Abucay mentions that the nearest crosswalks from the Arcadian apartments are ~200ft. from crosswalks therefore crossing illegally but no feedback yet.

Ms. Sperber asks if there is any data on how many students/staff who ride bikes to school.

Mr. Abucay did not receive any official data but based on feedback there's a concern that there are not a lot of bicyclists using them.

Confirmed there is a place for students/staff to store their bicycles during the day to Ms. Sperber's inquiry and also told there's one way in/out so no alternate route.

Chair Allen clarifies that this is allocated as a Class 3 in the plan and the proposal is for a Class 2.

Mr. Abucay working with the City to accommodate different stakeholders; having analysts establish existing conditions/share roads to look into changing to Class 2, and looking to increase bike facilities.

Ms. Sperber asked if it connects to existing bike lanes or only lanes.

Mr. Bosh explained nothing on Clayton but 1 on Iganacio Valley.

Chair Allen asks about 3 safety potential risks if kept at Class 3.

Mr. Abucay's response was that if shared roads were to take place it would be better than the current condition & improve the corridor.

Mr. Maestras inquired about any history of accidents that can provide any guidance. Per Mr. Abucay there was nothing brought to their attention but can look into it since there is public info out there that can be available that has been within the last 10 years.

Chair Allen viewed public comments that the flashing beacons not working. Mr. Abucay mentioned that in the past solar panels were installed to function properly.

Chair Allen asking how measures of success are actually working
Virendra Patel, Transportation Program Manager states they are currently working on the dashboard; waiting for data to properly measure effectively.

Ms. Sperger asked for the ratios of students more local and informed that due to it being a charter school students are from all over and not just the Clayton area.

Public Comments:

Ian Butler, a Concord resident who lives on corner Green Meadow & Alberta sat out today and watched between 3-4 pm that 3 people on bicycles riding the wrong way did not stop due to no light; states he responds to accidents faster than fast responders; better to spend money on street lights than bike lane; talks about the postcards sent out at least 120 people who live on dead end so a lot of them did not receive info for the ones he came in contact with. Believes that this already causes a giant lineup for parents to park causing backup for others to come in if emergency and if no center lane parents will be parking farther out causing people to stop for those who all need to get by. Mr. Butler's suggestions to Chair Allen are that amount of cars and trucks should not be allowed, amount that bicyclists are so few that the bike lane isn't needed.

Richard Newacheck, Concord resident has been residing on Park Glen Court off of Alberta for 37yrs. Seen school to the local population of students to commuter population ~90% commuters based on those who park on his court; with school there it impacts side streets; own study indicates there are very few riding bikes on Alberta Road mostly getting dropped off...asking who are these bike lanes really for and believes it's a waste of time and money for tax payers for the community. Mr. Newacheck asks if there has been a study made for the traffic patterns coming into Alberta Way. Along with wife saw cars blocking for 2 minutes and would probably be blocking Ygnacio Valley which would be impacted the most and recommends best to use calming bumps.

Kevin King, Concord resident who has lived near the school for over 25 years and whose challenges haven't changed; 1 resident who rides a bike & occasionally +/- 5 students who ride their bikes every year – information provided by the wife who works at school. Mr. King stated that the parents parked in the red zone & Concord Police Department did nothing and loose half of the road.

Currently takes 10 minutes from Green Meadow for a right or left turn onto Alberta when kids are out of school due to kids crossing. Mr. King in

support of bicycles but not in this area. Suggests to repave, crosswalks invisible so needs lights, remove some bushes.

Nyree Melancon, Concord resident 22yrs. of Park Highlands for nearly 22 years who is an avid walker who walks the neighborhood every day. Attended the Sept. 7, 2023 meeting and was in shock that the committee is thinking about removing the center lanes. The center lane is critical to keep the traffic moving. Not sure what traffic or feasibility study was completed as part of the design change. Reviewed Alta 2016 study, which stated a Class 3 shared road. Ms. Melancon states that the feasibility completed for Pine Hollow was not included. Pine Hollow is a community school that has 650 students. Pine Hollow Road in front of the school is about 56 feet wide according to Google Maps It includes lanes on either side, a center turn lane, and an area off for the bus to pick up kids. Whereas Clayton Valley is not a community school, it is a commuter school. The street in front of Clayton Road, Alberta study area according to Google Maps is 40 feet wide and has the 3 lanes. The school has a population of 2,200 students. Four entrances into Clayton Valley from Alberta that use the center lane as a turn lane to turn into the parking lot, two for the senior lot, and one for the faculty lot. Feasible study done on August 22, 2023.

Kelly King, Concord resident lives off of Alberta for over 25 years/an employee @ Clayton Valley Charter School who was asked to represent the Board Members since they are not present due to their meeting. Stated that Clayton Valley Charter School was not informed of the pavement project per their Chief of Operations. Reminder 8-to 9 years ago meeting was held with the City Traffic Division and Concord Police Department and received approval to upgrade crosswalks along Alberta Way that the Charter paid for; provided paint and signage with blinking lights. Even with improved visibility since then had 2 students hit by cars within the last few years. Traffic delays are in abundance due to cars picking up and dropping off at times would be severely impacted if the turn lanes were removed and the bike lanes were added. Removal of the center lane will cause a back up on Ignacio Road & Clayton Valley cluster of cars off of Academy Lane turning into a gridlock which sometimes has security to somewhat due to traffic control. Less than a dozen bikes on a bike rack.

Ole" Ohlson, a resident of Pittsburg mentions that sharing the road is important; the average center lane is about 13-14' wide but if you narrow it down to about 9' wide average cars would be able to drive on it. The skilled garbage truck drivers are the ones using the center lane and would fit with no problem at all. So with a 9' wide street then there's room for a 4' bike lane.

Smitty Ardrey, Bike Concord concerned if there is no bike lane then how it will be able to change, suggests traffic calming would help fix the problem.

Committee Comments:

Ms. Sperber notes that sidewalks are spotty; and suggests it would help the situation along with signs but knows the budget is not enough to cover all, mentions that the blocks surrounding Clayton Valley High landscape area would certainly accommodate generous sidewalks. Also suggests speed bumps for this project

Mr. Nguyen recommends crosswalks and a balance of transportation; Pay attention to the pedestrian accommodations.

Ms. McMenamin with Mr. Nguyen with some focus on the pedestrians and if some sidewalks were possible would be a better solution as well as speed bumps. Is hearing that the bike lanes is an unpopular idea and saying we should be listening to the community?

Mr. Maestras notes that losing the center lane will back up traffic, suggests that the middle road would be best for shared roads without having the full commitment of bicycle lanes; and that traffic calming would be a good solution. Finding the balance for everyone and is in favor of bike lanes.

Chair Allen asks if there is a current drop-off zone and if are there ever any drop-off zones in the public right of way or if it is always on the private side.

Mr. Bosh states there aren't any drop-off zones currently and well as no budget to create one. Tends to agree with colleagues, share roads with accommodations to other things can be more effective. And brings up if there is just another way to reorganize the street that would altogether make an improvement, i.e. shifting all the cars to one side.

c. Pavement Maintenance – Zone 3N (Project No. 2623)

Presented by Justine Gee, Associate Civil Engineer

Project Description – pavement maintenance: HMA overlay on all streets & pedestrian improvements: 22 curb ramps
Gelbke is a recommended Class III bike route.
Currently in design and scheduled to be completed in January 2024 and construction is to begin in Spring 2024.

Public Comments:

Robert Prinz, Director of East Bay Coalition points out the terminology of bikeway classifications.

Class 3 bikeways can be a broad range of facility types – bike lanes with signage...better to focus on design details and not the design number. Mentions to focus on vehicle speeds and daily traffic especially at peak hours not just overall. Recommended standards in design guidelines like the NACTO. HWA recommends having speed bumps to be 300-500 feet to have the impact on vehicle speeds, individual speed bumps aren't as effective as if they are in series.

Committee Comments:

Ms. Sperber wanted to know the rationale for adding Gelbke Lane as a bike route. Ms. Gee stated that it is a part of the bike-pedestrian safe route to the transit plan, providing more connectivity from Meadow Lane to the Monument corridor trail/adding another avenue to the bike route.

Mr. Maestras suggests that a positive thing would be if there's a bypass route alongside Monument to provide more bicycle access. Ms. Gee mentions there is a future recommended study for bikes and pedestrians.

Mr. Nguyen asked if any other markings on the roads other than the signs Ms. Gee answers that there are none for this portion of the street but there are near Sunshine Drive, existing speed bumps on Gelbke Lane.

Is there any other kind of way of finding or tools that can be added or considered other than those types of signs? Ms. Gee stated there are no other types of signs but pointed out that the bike signs have arrows (i.e. turn left, straight).

d. Proposed Projects for TDA Grant Cycle 2024 Application

Presented by Bernard Enrile, CIP Manager
(Presenting on behalf of Tianjun Cao)

Transportation Development Act Grant that is strived to get every year, typically a 2 yr. process, recommending Grants will vote in December 2023 to formally approve and go to Council in January 2024 to pass a resolution and will get a response the following year if the Grant was approved. Typically projects focused on bike and pedestrian improvements are administered by the Metropolitan Transportation

Commission (MTC) and available to all local agencies in Contra Costa County. Range reward can be as low as \$5,000 - \$200,000

- 1) Concord Crossing Improvements Project – install new Rapid Flashing Rectangular Beacons (RRFBs) located at Cowell Rd. at Quail Court & Village Road at Silverwood Drive
- 2) Court Lane and Joan Avenue Bicycle Improvements Project - Install Class III bike route on Joan Ave between Babel Lane and Canterbury Drive consists of mostly striping and signage
- 3) Olivera Road School Safety Project – close sidewalk gap closure along Olivera Road on the northeast side adjacent to Sanford Street; new ADA curb ramps; install new RRFBs
- 4) Newhall Parkway Trail Connection (not on Master Plan, previously submitted with another project) - install trail at West Newhall Parkway from Clayton Road to Newhall Park + landscape elements if affordable

Mr. Enrile mentioned that the TDA Grant never awards 100% of the Grant funds requested. So must always overplan and adjust the project depending on how much money is provided by MTC. Once approved staff would come up with a better cost estimate and more appropriate design to present to the Committee.

Mr. Cao recommends #1 - Concord Crossing Improvements Project
Mr. Nguyen questions why that one is recommended vs. the other projects.

Mr. Enrile states the staff recommendation is for Project #1 as it affects two different locations (school and park) that are both adjacent to foot traffic areas. More beneficial with the amount that will be awarded.

Committee Comments:

Chair Allen asked where the lists of projects come from and if there are opportunities to add to the list. Mr. Enrile states that Projects # 1 & #3 come from the public and Projects #2 & #4 come from the plan.

Mr. Enrile provides the criteria for the Grant process that Chair Allen asked about. Criteria consist of the selection process, field visits for each application submitted, and the committee that reviews the applications. The passing improvements are the more successful types of projects that are presented and get funding for. Any other opportunities that come up will provide a chance for the projects that weren't chosen for the Grant and crosswalk enhancements to be more easy and favorable.

Public Comments:

Smitty Ardrey, Bike Concord in favor of Project #4
East Bay Regional Park District to open a park in 2025 and Bailey Road
needs pedestrian and bike lanes to get to the park; Project #2 mentions
that it's a dirt road but still able to ride

Committee Comments - continued:

Ms. Sperber in favor of Project #1

Mr. Maestras likes the looks of Project #4 but is in favor of Project #1

Ms. Sperber mentions that there are swim meets at the pool so street
crossing would be an issue

Mr. Nguyen said all sounded good but Project #3 stood out

Chair Allen agrees in favor of Project #1

Mr. Maestras - is there any way to measure the impact of foot traffic to
guide

Virendra Patel, Transportation Program Manager answers Mr. Maestras'
question regarding how to measure the impact of foot traffic which are the
2 top projects that have enough foot traffic.

ACTION: Motion by 1) Rebekah 2) Michael

All in favor. Approved 4 - 0

e. Residential Pavement Maintenance, Phase B (Project No. 2607-2608)

Presented by Deyuanne Lei, Associate Civil Engineer

2607 Central Concord (across Concord Bart Station), residential zone 4O

2608 North Concord, residential zones 5C & 5D

- Pavement maintenance, upgrading curb ramps, and installing new
striping & signage, new Class 3 bike routes

65% plans completed, final design expected to be completed in

November, project out to bid in January/February 2024, construction

expected to begin April 2024, completion expected by December 2024

Ms. Lei will look into signage regarding Ms. Sperber's locations that are in
question for additional signage and speed bumps. States that private road
is not part of the project but wanted to showcase the connection to the
trail.

Mr. Nguyen questioned if Hillsborough is a more substantial road due to it
being wide with more separation. Ms. Lei to look into it but currently
designing it based on the transit plan for the Class 3 bike route.

Mr. Maestras in favor of Bart's access.

6. COMMITTEE ANNOUNCEMENTS/COMMENTS

Chair Allen noticed improvements in roads and acknowledged that the Committee was working and thanked the community & staff.
Mr. Patel states there is no plan to update projects completed on how much has been progressed.

7. ADJOURNMENT

Next Special Meeting: Wednesday, October 18, 2023

ADA NOTICE AND HEARING-IMPAIRED PROVISIONS

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