



Agenda

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

April 9, 2018
9:00 A.M.

651 Pine Street, Room 101, Martinez

Supervisor Karen Mitchoff, Chair
Supervisor Candace Andersen, Vice Chair

Agenda Items:

Items may be taken out of order based on the business of the day and preference of the Committee

1. Introductions
2. Public comment on any item under the jurisdiction of the Committee and not on this agenda (speakers may be limited to three minutes).
3. **Administrative Items, if applicable.** (John Cunningham, Department of Conservation and Development), Pg. 4.
4. **REVIEW record of meeting for March 12, 2018, Transportation, Water and infrastructure Committee Meeting.** This record was prepared pursuant to the Better Government Ordinance 95-6, Article 25-205 (d) of the Contra Costa County Ordinance Code. Any handouts or printed copies of testimony distributed at the meeting will be attached to this meeting record. (John Cunningham, Department of Conservation and Development), Pg. 5.
5. **REVIEW record of meeting for December 11, 2017, Transportation, Water and infrastructure Committee Meeting.** This record was prepared pursuant to the Better Government Ordinance 95-6, Article 25-205 (d) of the Contra Costa County Ordinance Code. Any handouts or printed copies of testimony distributed at the meeting will be attached to this meeting record. (John Cunningham, Department of Conservation and Development), Pg. 13.
6. **RECEIVE report on the Contra Costa Centre I-680/Treat Boulevard Bicycle and Pedestrian Plan, provide COMMENT and DIRECT staff as appropriate including bringing the report to the full Board of Supervisors with a Committee recommendation, and to pursue funding opportunities for project implementation.** (Jamar Stamps, Department of Conservation and Development), Pg. 19.

7. **CONSIDER report on Local, Regional, State, and Federal Transportation Related Legislative Issues and take ACTION as appropriate including CONSIDERATION of specific recommendations in the report.** (John Cunningham, Department of Conservation and Development), Pg. 112.
8. **CONSIDER Fiscal Year 2018/2019 Road Maintenance and Rehabilitation Account Project List for Unincorporated Contra Costa County, and DIRECT staff as appropriate including bringing the report full Board of Supervisors with a recommendation from the Transportation, Water, and Infrastructure Committee.** (Steve Kowalewski, Department of Public Works), Pg. 146.
9. **RECEIVE Communication, News, Miscellaneous Items of Interest to the Committee and DIRECT staff as appropriate.** (John Cunningham, Department of Conservation and Development), Pg. 162.
10. The next meeting is currently scheduled for May 14, 2018, 9:00 A.M.
11. Adjourn

The Transportation, Water & Infrastructure Committee (TWIC) will provide reasonable accommodations for persons with disabilities planning to attend TWIC meetings. Contact the staff person listed below at least 72 hours before the meeting.

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Public comment may be submitted via electronic mail on agenda items at least one full work day prior to the published meeting time.

For Additional Information Contact:

John Cunningham, Committee Staff
Phone (925) 674-7833, Fax (925) 674-7250
john.cunningham@dcd.cccounty.us

Glossary of Acronyms, Abbreviations, and other Terms (in alphabetical order): Contra Costa County has a policy of making limited use of acronyms, abbreviations, and industry-specific language in meetings of its Board of Supervisors and Committees. Following is a list of commonly used abbreviations that may appear in presentations and written materials at meetings of the Transportation, Water and Infrastructure Committee:

AB Assembly Bill	HOT High-Occupancy/Toll
ABAG Association of Bay Area Governments	HOV High-Occupancy-Vehicle
ACA Assembly Constitutional Amendment	HSD Contra Costa County Health Services Department
ADA Americans with Disabilities Act of 1990	HUD United States Department of Housing and Urban Development
ALUC Airport Land Use Commission	IPM Integrated Pest Management
AOB Area of Benefit	ISO Industrial Safety Ordinance
BAAQMD Bay Area Air Quality Management District	JPA/JEPA Joint (Exercise of) Powers Authority or Agreement
BART Bay Area Rapid Transit District	Lamorinda Lafayette-Moraga-Orinda Area
BATA Bay Area Toll Authority	LAFCo Local Agency Formation Commission
BCDC Bay Conservation & Development Commission	LCC League of California Cities
BDCP Bay-Delta Conservation Plan	LTMS Long-Term Management Strategy
BGO Better Government Ordinance (Contra Costa County)	MAC Municipal Advisory Council
BOS Board of Supervisors	MAF Million Acre Feet (of water)
CALTRANS California Department of Transportation	MBE Minority Business Enterprise
CalWIN California Works Information Network	MOA Memorandum of Agreement
CalWORKS California Work Opportunity and Responsibility to Kids	MOE Maintenance of Effort
CAER Community Awareness Emergency Response	MOU Memorandum of Understanding
CAO County Administrative Officer or Office	MTC Metropolitan Transportation Commission
CCTA Contra Costa Transportation Authority	NACo National Association of Counties
CCWD Contra Costa Water District	NEPA National Environmental Protection Act
CDBG Community Development Block Grant	OES-EOC Office of Emergency Services-Emergency Operations Center
CEQA California Environmental Quality Act	PDA Priority Development Area
CFS Cubic Feet per Second (of water)	PWD Contra Costa County Public Works Department
CPI Consumer Price Index	RCRC Regional Council of Rural Counties
CSA County Service Area	RDA Redevelopment Agency or Area
CSAC California State Association of Counties	RFI Request For Information
CTC California Transportation Commission	RFP Request For Proposals
DCC Delta Counties Coalition	RFQ Request For Qualifications
DCD Contra Costa County Dept. of Conservation & Development	SB Senate Bill
DPC Delta Protection Commission	SBE Small Business Enterprise
DSC Delta Stewardship Council	SR2S Safe Routes to Schools
DWR California Department of Water Resources	STIP State Transportation Improvement Program
EBMUD East Bay Municipal Utility District	SWAT Southwest Area Transportation Committee
EIR Environmental Impact Report (a state requirement)	TRANSPAC Transportation Partnership & Cooperation (Central)
EIS Environmental Impact Statement (a federal requirement)	TRANSPLAN Transportation Planning Committee (East County)
EPA Environmental Protection Agency	TWIC Transportation, Water and Infrastructure Committee
FAA Federal Aviation Administration	USACE United States Army Corps of Engineers
FEMA Federal Emergency Management Agency	WBE Women-Owned Business Enterprise
FTE Full Time Equivalent	WCCTAC West Contra Costa Transportation Advisory Committee
FY Fiscal Year	WETA Water Emergency Transportation Authority
GHAD Geologic Hazard Abatement District	WRDA Water Resources Development Act
GIS Geographic Information System	
HBRR Highway Bridge Replacement and Rehabilitation	



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

3.

Meeting Date: 04/09/2018

Subject: Administrative Items, if applicable.

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE
COMMITTEE,

Department: Conservation & Development

Referral No.: N/A

Referral Name: N/A

Presenter: John Cunningham, DCD

Contact: John Cunningham
(925)674-7833

Referral History:

This is an Administrative Item of the Committee.

Referral Update:

Staff will review any items related to the conduct of Committee business.

Recommendation(s)/Next Step(s):

CONSIDER Administrative items and Take ACTION as appropriate.

Fiscal Impact (if any):

N/A

Attachments

No file(s) attached.



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

4.

Meeting Date: 04/09/2018
Subject: REVIEW record of meeting for March 12, 2018, Transportation, Water and Infrastructure Meeting.
Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,
Department: Conservation & Development
Referral No.: N/A
Referral Name: N/A
Presenter: John Cunningham, DCD
Contact: John Cunningham
(925)674-7833

Referral History:

County Ordinance (Better Government Ordinance 95-6, Article 25-205, [d]) requires that each County Body keep a record of its meetings. Though the record need not be verbatim, it must accurately reflect the agenda and the decisions made in the meeting.

Referral Update:

Any handouts or printed copies of testimony distributed at the meeting will be attached to this meeting record. Links to the agenda and minutes will be available at the TWI Committee web page: <http://www.cccounty.us/4327/Transportation-Water-Infrastructure>

Recommendation(s)/Next Step(s):

Staff recommends approval of the attached Record of Action for the March 12, 2018, Committee Meeting with any necessary corrections.

Fiscal Impact (if any):

N/A

Attachments

03-12-18 TWIC Sign-In Sheet
03-12-18 TWIC Mtg Minutes
HANDOUT - ofo Dockless Bikeshare
HANDOUT - ofo Fact Sheet

Transportation, Water and Infrastructure Committee Meeting

March 12, 2018

SIGN-IN SHEET

Signing in is voluntary. You may attend this meeting without signing in. (If front is filled, please use back.)

Name	Representing	Email	Phone
Chris Romero	Costa Costa Centre Transit Village		935-6337
STEPHAN KOWALCZYK	PUBLIC WORKS CC	SKOWA@PW.CCOWNTY.IL	313-2225
John Linder	Dept. of Cars and Det.		
GEORGE SMITH	HEALTH COMM. SSION	GEORGE@GRLSMITH.COM	925-932-1045
Leahie Stewart	Hot Hat Commission	lwrlstie@gmail.com	925-765-6064
Maureen O'Donnell	DCD	Maureen.tong@cccounty.IL	
John Cunningham	CC County-DCD-TWIC		925-674-7833

DRAFT



TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

March 12, 2018

9:00 A.M.

651 Pine Street, Room 101, Martinez

Supervisor Karen Mitchoff, Chair
Supervisor Candace Andersen, Vice Chair

Agenda Items:

Items may be taken out of order based on the business of the day and preference of the Committee

Present: Candace Andersen, Vice Chair

Attendees: Chris Romero, Contra Costa Centre Transit Village

Leslie Stewart, CC County Haz-Mat Commission

George Smith, CC County Haz-Mat Commission

Stephen Kowalewski, CC County Public Works Dept.

Jody London, CC County DCD

Maureen Toms, CC County DCD

John Cunningham, CC County DCD

1. Introductions
2. Public comment on any item under the jurisdiction of the Committee and not on this agenda (speakers may be limited to three minutes).

No public comment.
3. CONSIDER Administrative items and Take ACTION as appropriate.

No administrative items.
4. Staff recommends approval of the attached Record of Action for the December 11, 2017, Committee Meeting with any necessary corrections.

Action on this item was deferred to the next Committee meeting.
5. CONSIDER recommendations on referrals to the Committee for 2018, REVISE as necessary, and DIRECT staff to bring the list to the full Board of Supervisors for approval.

The Committee APPROVED the list of 2018 list of referrals and DIRECTED staff to bring the item to the full Board of Supervisors.
6. **RECEIVE Communication from the Hazardous Materials Commission regarding school siting and safety (re: proximity to rail lines, industrial facilities), DISCUSS options and DIRECT staff as appropriate.**

The Committee RECEIVED the report, APPROVED the staff recommendation, and DIRECTED staff as follows: in the recommended communication to the State include a proposal that would have the state adopting templates or a model process in order to limit the cost exposure to local school districts for any new regulations, look for opportunities to include concepts proposed by the Collaborative for High Performance Schools in new school siting requirements, in any communication or proposed policy, emphasize a collaborative approach with the state and school districts where possible, and proceed with the development of an ordinance in consultation with County Counsel regarding the ability for local agencies to impose requirements on school districts.

7. RECEIVE report, DISCUSS options, and DIRECT staff as appropriate.

The Committee RECEIVED the report on dockless bikeshare and DIRECTED staff as follows, proceed with the development of policies and agreements, during the development process consult with dockless vendors and accommodate their business model where appropriate, address examine opportunities to coordinate with the City-County Engineering Advisory Committee.

8. CONSIDER report on Local, State, and Federal Transportation Related Legislative Issues and take ACTION as appropriate including specific recommendations in the report above.

The Committee RECEIVED the report, APPROVED the staff recommendation, and further DIRECTED staff as follows, with the SB 914 support recommendation express concern for the exclusion of roads from CMAR eligible project types, and ensure that the weight limitations being sought by the Coalition Against Bigger Trucks does not impede deployment of electric busses.

Staff Note: CABT representatives confirmed that the limitations being sought are strictly for tractor trailer vehicle types, not busses.

9. REVIEW, REVISE as appropriate, and ADOPT the 2018 Calendar.

The Committee approved the 2018 Calendar with the exception of the August meeting which presented a conflict.

Staff Note: The August meeting was subsequently moved to Monday, August 20th at 2:00pm.

10. The next meeting is currently scheduled for April 9, 2018, 9:00 a.m.

11. Adjourn

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Public comment may be submitted via electronic mail on agenda items at least one full work day prior to the published meeting time.

John Cunningham, Committee Staff



March 9, 2018

Contra Costa County Board of Supervisors
Transportation, Water & Infrastructure Committee
John Cunningham, Committee Staff
Supervisor Karen Mitchoff, District IV, Chair
Supervisor Candace Andersen, District II, Vice Chair
651 Pine Street, Room 101
Martinez, CA 94553

Re: March 12, 2018 Agenda Item 7 - Dockless Bikeshare

Dear Supervisors and Committee Staff,

Thank you for your leadership in taking a proactive look at innovative, sustainable and active transportation options, like ofo's dockless bike-sharing, in Contra Costa County. We appreciate the opportunity to provide you with additional details about our company, and stand ready to work with you and community partners to discuss delivering a bike-share program that will enhance the region's transit system and provide students and residents with more mobility options.

Founded in 2014, ofo is the world's largest dockless bike-sharing platform, with a fleet of more than 10 million bikes in more than 250 cities and 200 campuses across 21 countries. Our 200 million+ global users have taken more than 4 billion trips since inception and over 2 billion trips in 2017 alone, contributing to a reduction in carbon emissions by over 2 billion tons worldwide.

At ofo, we strive to empower "anyone, anywhere" with access to sustainable, convenient, and affordable transportation options. We believe that when you place bicycles within arms' reach of residents at a low cost, they will simply start using them – and in lots of new ways. We have a proven track record of operational excellence and a commitment to serving our communities through philanthropic endeavors. In addition, it is important to us to work closely with cities and counties prior to launching bikes on the ground as we know this provides for a more successful partnership.

There are many benefits to bringing ofo to Contra Costa County, including: improving access to public transit, promoting sustainable and alternative modes of transportation, introducing a low-cost (\$1/hour) mobility option, strengthening

connectivity across communities and neighborhoods, helping reduce motor vehicle traffic and creating jobs.

We would value the opportunity to further discuss how we can partner with the County to provide our mobility services to your residents and visitors, and contribute to creating a seamless transportation network for all.

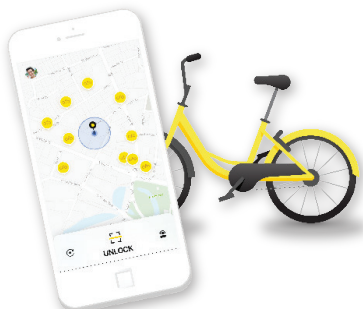
Sincerely,

Katie Stevens
Head of Public Policy - West
ofo US
katie@ofobike.com

A BETTER BIKE SHARE

ofo is a unique dockless bike-sharing system that revolutionizes the way we get around. Users lock and unlock shared bikes through the ofo mobile app.

HOW IT WORKS



DOWNLOAD
THE ofo APP

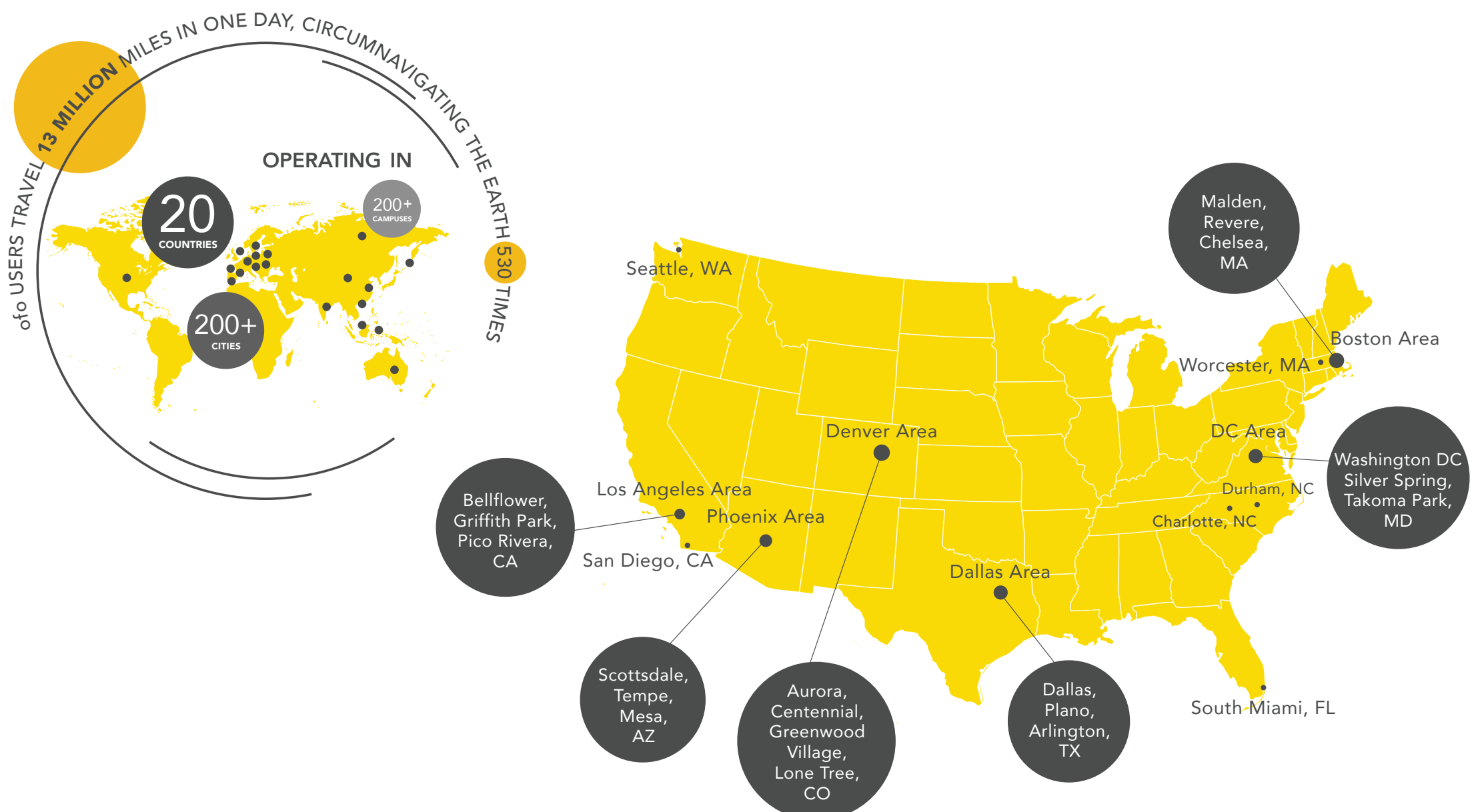


UNLOCK
A NEARBY BIKE, AFTER LOCATING
IT THROUGH THE APP



GO!
SIMPLY LOCK THE BIKE
TO END YOUR TRIP

ofo CITIES IN THE WORLD & U.S.



IMPACT

SMALLER CARBON FOOTPRINT

ofo riders have saved **more than 2 million** tons of carbon emissions - the equivalent of **over 160 million** gallons of gas.



ofo riders



160 million
gallons of gas

HIGHER EFFICIENCY

Instead of one bike serving one person, ofo bikes serve about **10 unique users** each day.



1 ofo bike



10 different users

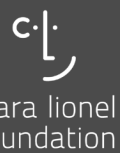
TRAFFIC REDUCTION

In Q2 2017, Beijing's traffic congestion dropped **4.1%**, with a similar reduction across the top 20 ofo cities worldwide.



traffic
dropped 4.1%

OUR PARTNERS



clara lionel
foundation

Clara Lionel Foundation

ofo joined forces with Rihanna's Clara Lionel Foundation to fund a comprehensive five-year partnership called "1 KM Action." The initiative provides funding to CLF's Global Scholarship Program that helps hundreds of girls attend secondary schools in Malawi; it also donates bikes to those scholarship recipients to combat the regional transportation challenges contributing to Malawi's high drop-out rate.



UNDP

The United Nations Development Programme (UNDP) and ofo have joined forces to raise public awareness about climate change. The partnership, which provides financial support to innovative projects that address urban environmental challenges, will reach 100 million people with campaign messages about the adverse effects of climate change and ways to reduce CO2 emissions.



STUDIO ROOSEGAARDE

Studio Roosegaarde

ofo has entered into an exclusive partnership with the design innovators at Studio Roosegaarde to develop the first smog-free bicycle in China. Similar to Studio Roosegaarde's Smog Free Tower, the bicycles provide a healthy and energyfriendly solution to both traffic congestion and pollution issues in the city.



C40 Cities

ofo signed an agreement with C40 to support research studies in mobility, especially 'walkability' and 'bikeability'.



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

5.

Meeting Date: 04/09/2018

Subject: REVIEW record of meeting for December 11, 2017, Transportation, Water and Infrastructure Meeting.

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: N/A

Referral Name: N/A

Presenter: John Cunningham, DCD

Contact: John Cunningham
(925)674-7833

Referral History:

County Ordinance (Better Government Ordinance 95-6, Article 25-205, [d]) requires that each County Body keep a record of its meetings. Though the record need not be verbatim, it must accurately reflect the agenda and the decisions made in the meeting.

Referral Update:

Action on this item was deferred until the full Committee meets in April.

Any handouts or printed copies of testimony distributed at the meeting will be attached to this meeting record. Links to the agenda and minutes will be available at the TWI Committee web page: <http://www.cccounty.us/4327/Transportation-Water-Infrastructure>

Recommendation(s)/Next Step(s):

Staff recommends approval of the attached Record of Action for the December 11, 2017, Committee Meeting with any necessary corrections.

Fiscal Impact (if any):

N/A

Attachments

12-11-17 TWIC Sign-In Sheet

12-11-17 TWIC Mtg Minutes

Transportation, Water and Infrastructure Committee Meeting

December 11, 2017

SIGN-IN SHEET

Signing in is voluntary. You may attend this meeting without signing in. (If front is filled, please use back.)

Name	Representing	Phone	EMAIL
John Cunningham	CCDCD - TWIC	925-674-7833	
Daniel Valdez	Mobility Matters	925-284-6689	elamda@mobilitymatterscc.com
Sam Sotelo	Mobility Matters	925 284 2215	Sam@mobilitymatterscc.com
Lexa Hammond	Choice in Aging	925 682 6343	Lexa@choiceinaging.org
Steve Kowalewski	CCCPWD	925-313-2225	SKOWA@PW.CCcounty.us
Brian Barras	CCCPWD	925-313-2204	BRIAN.BARRAS@PW.CCcounty.us
Mark Seedell	CCWD	925 688-8119	mscedell@ccwefor.com
Tanya Drlik	HSD	925-335-3214	tdrlik@hisd.cccounty.us
Jody London	DCD	925-674-2871	
MARK WATTS	ADVOCATE	916-446-5508	mwatts@swmconsult.com
Eric Avila	CCWD	925-688-8000	
Ryan Hernandez	DCD/CCWA	925-646-7824	ryan.hernandez@dcd.cccounty.us
Maureen Tomes	DCD	925-674-7878	Maureen.Tomes@dcd.cccounty.us
Rebekah Johnson	CCCPWD	925-313 2299	Rebekah.Johnson@pw.cccounty.us
Carl Rone	CCCPWD	925 313 -2213	Carl.rone@pw.cccounty.us
Lia Bristol	Supervisor Mitchell	(925) 521-7100	lia.bristol@pos.cccounty.us

Jill Bay

Pos 01812



TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

December 11, 2017

9:00 A.M.

651 Pine Street, Room 101, Martinez

Supervisor Diane Burgis, Chair
Supervisor Karen Mitchoff, Vice Chair

Agenda Items:

Items may be taken out of order based on the business of the day and preference of the Committee

Present: Diane Burgis, Chair
Karen Mitchoff, Vice Chair

Attendees: Elaine Welch, Mobility Matters
Sam Sotelo, Mobility Matters
Lisa Hammon, Choice in Aging
Lia Bristol, Office of Supervisor Karen Mitchoff
Jill Ray, Office of Supervisor Candace Andersen
Carl Romer, CC PWD
Steve Kowalewski, CC PWD
Brian Balbas, CC PWD
Rochelle Johnson, CC PWD
Tanya Drlik, HSD
Mark Seedall, CC WD
Ernie Avila, CC WD
Mark Watts, Advocate
Jody London, DCD
Ryan Hernandez, DCD
Maureen Toms - DCD
John Cunningham - DCD

1. Introductions
2. Public comment on any item under the jurisdiction of the Committee and not on this agenda (speakers may be limited to three minutes).

Leyland Frayseth, a Contra Costa Resident, provided a copy to TWIC of his comments to the California Water Commission regarding the Los Vaqueros Proposition 1 funding application. Those comments are attached. Subsequently, Contra Costa County Water Agency staff advised that no response from the County is necessary.

3. CONSIDER Administrative items and Take ACTION as appropriate.

N/A

4. Staff recommends approval of the attached Record of Action for the October 9, 2017, Transportation, Water, and Infrastructure Committee meeting with any necessary corrections.

The Committee unanimously APPROVED the meeting record.

5. Staff recommends approval of the attached Record of Action for the November 7, 2017, Transportation, Water, and Infrastructure Committee Special Meeting with any necessary corrections.

The Committee unanimously APPROVED the meeting record.

6. RECEIVE the report on Mobility Matters Ride's 4 Veteran's Program, and DIRECT staff as appropriate.

The Committee received the report and provided the following feedback to Mobility Matters representatives, 1) explore opportunities to expand the rider/volunteer base, 2) improve the cost per ride, 3) regularly provide the Supervisor's staff announcement text for newsletters, email blasts, etc, 4) document the need for service in the community. The Committee indicated to TWIC staff that at this time the report should not be forwarded to the Board of Supervisors but that a final/close out report should come before TWIC when it is ready.

7. RECEIVE Report on Sustainable Groundwater Management in Contra Costa County and DIRECT staff as appropriate.

The Committee RECEIVED the report and took no action.

8. ACCEPT Integrated Pest Management report, and take ACTION as appropriate.

The Committee RECEIVED the update and DIRECTED staff to 1) bring the report to the full Board of Supervisors in early 2018 on consent, 2) use the District office communication channels to distribute information regarding bed bugs, and 3) develop a comprehensive report for the Board of Supervisors regarding water saving measures including turf conversion, graywater, and other, related landscaping issues, the report will include analysis of current costs, conversion cost estimates, projected savings, proposed prioritization scheme, and running list of conversion projects.

9. RECEIVE this status report on the light coordination effort between PG&E and the County Public Works Department and Cities for street light maintenance.

The Committee RECEIVED the report and DIRECTED staff to: 1) bring the report to the Board of Supervisors on consent, and 2) ensure the database of locations is available to staff.

10. CONSIDER report on Local, State, and Federal Transportation Related Issues: Legislation, Studies, Miscellaneous Updates, take ACTION as appropriate, including CONSIDERATION of any specific recommendations in the report above.

The Committee RECEIVED the report and DIRECTED staff to work with staff in the County Administrator's office relative to a taxicab ordinance for the unincorporated area specifically to explore an expedited local solution while the regional effort is developed.

11. REVIEW Status Report and DIRECT staff to forward the report to the Board of Supervisors with revisions as appropriate.

The Committee RECEIVED the year-end Committee report and DIRECTED staff to bring the report to the Board of Supervisors.

12. RECEIVE information and DIRECT staff as appropriate.

13. Adjourn to the next Transportation, Water and Infrastructure meeting, to be announced at a later date for 2018.

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John Cunningham, Committee Staff



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

6.

Meeting Date: 04/09/2018

Subject: RECEIVE report on the Contra Costa Centre I-680/Treat Boulevard Bicycle and Pedestrian Plan.

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: 17

Referral Name: Review Transportation Plans

Presenter: Jamar Stamps - AICP, Senior Planner **Contact:** Jamar Stamps
(925)674-7832

Referral History:

12/07/2015: ACCEPT report on I-680/Treat Boulevard Bike/Pedestrian Plan and take ACTION as appropriate.

Staff provided an update to the TWIC indicating additional analysis was required to complete the Plan. Estimated cost of additional work was \$20,705, eventually funded by Measure J Subregional Transportation Needs funds.

Referral Update:

Project Area

The approximately ½-mile study segment (Exhibit A) encompasses Treat Boulevard from the North Main Street intersection (City of Walnut Creek), through the I-680 Over-crossing and Contra Costa Centre BART Station Transit Oriented Development ("TOD"), to the Jones Road/Iron Horse Trail Bridge (County).

Background

The Contra Costa Centre I-680/Treat Boulevard Bicycle and Pedestrian Plan ("Plan" or "Study") was undertaken to address challenges and barriers to bicycling and walking within the ½-mile Study segment by developing concepts that emphasize a higher level of comfort for bicyclists and pedestrians.

The Contra Costa Transportation Authority ("CCTA") Measure J – Transportation for Livable Communities Grant program (2014) and Measure J Subregional Transportation Needs (2017) funded the Study.

Study development was in collaboration with the City of Walnut Creek, with participation from

interested agencies like Caltrans, CCTA, TRANSPAC and transit service providers. Alta + Planning & Design (“consultant”), with assistance from sub-consultant DKS Associates, developed technical work for the Plan. County staff and the consultant team also gained valuable public input through multiple meetings and community workshops held between 2014 and 2017.

Overall, six Corridor Concepts (1A, 1B, 2, 3, 4, 4A) and five focused-analysis Off-Ramp Alternatives (A, B, C, D, E) were considered. The “Preferred Project” is Corridor Concept 4A combined with Off-Ramp Alternative C (i.e. “Concept 4A/Alternative C”).

Summary: Preferred Project Analysis (Concept 4A/Alternative C)

- Preferred Project design based on agency staff and public input and technical analysis.
- Provides better multi-modal balance while maintaining optimum corridor performance, minimizes pedestrian discomfort, and avoids Caltrans design exceptions.
- Includes geometric modifications to the Oak Road and I-680 Off-Ramp intersections to improve pedestrian and bicycle crossings.

Tables 1, 2 and 3 (Exhibit B) show traffic data from key locations along the Study Corridor in “existing” and “future” year scenarios. These locations would undertake the most dramatic improvements under the Preferred Project. The analysis shows each key location performs optimally under the Preferred Project. Additionally, Caltrans commented that conversion of the outside (#4) travel lane, between the eastbound Buskirk Avenue and Jones Road segment, would move a bottleneck closer to the freeway intersection thereby increasing delay. However, the analysis shows a reduction in delay despite Caltrans assertion, due to the following:

1. This bottleneck occurs because the lane configuration between Treat Boulevard and Cherry Lane reduces from four through lanes, to three through lanes and one right turn-only lane (up to Cherry Lane).
2. The Preferred Project creates lane uniformity on Treat Boulevard (three through lanes), therefore eliminating the bottleneck instead of moving it.
3. Jones Road (south of Treat Boulevard) is a low volume collector street that primarily serves as access to the Renaissance Hotel. The Preferred Project has no impact on the right turn movement from Treat Boulevard.

In the “No Build” scenario, the Study Corridor will inevitably experience higher future traffic volumes due to typical increases in background traffic. Implementing the Preferred Project has nominal impact to overall corridor performance (Exhibit B, Table 4), and in fact improves performance at key points in the Study corridor while providing better multi-modal balance.

Next Steps

Estimated Project Cost – \$2.5 million

Staff will provide updates to the Board, through the Transportation, Water, and Infrastructure Committee, at key milestones during implementation.

1. *Secure Funding*: Staff will pursue grants and other eligible sources to fund activities identified below.

2. *Preliminary Design*: Preliminary design will include detailed plans, including relatively accurate locations, dimensions, materials, and features, which will assist in developing a corresponding refined preliminary cost estimate. The preliminary plans would be the basis for environmental documents for the project. Following the preliminary design County staff may conduct additional community outreach.

3. *Environmental Studies and Documentation*: Environmental studies and findings are required to comply with the California Environmental Quality Act (“CEQA”). If using federal funds, additional documents would be required to address the National Environmental Policy Act (“NEPA”). The environmental studies must review and address a broad range of potential environmental issues.

4. *Permits*: The County will obtain the necessary permits and agreements for the project to proceed, such as an Encroachment Permit from Caltrans.

5. *Construction Documents*: The preliminary plans will be refined into final design plans that contain construction drawings, specifications, and cost estimates.

6. *Right-of-Way Acquisition*: If necessary, Real Estate Services will work with property owners to acquire easement or other type of temporary or permanent land rights to allow project implementation.

7. *Bidding and Contracting*: Contract bid documents will be prepared and the project will be advertised for public bid. The County will analyze bids and contract with the most qualified contractor.

8. *Construction*: The contractor will construct the project with County oversight.

Recommendation(s)/Next Step(s):

CONSIDER the report, provide COMMENT and DIRECT staff as appropriate including 1) bringing the Contra Costa Centre I-680/Treat Boulevard Bicycle and Pedestrian Plan to the full Board of Supervisors for approval, and 2) pursue funding opportunities for implementation, as directed by the Committee.

Fiscal Impact (if any):

None to the General Fund. A Contra Costa Transportation Authority – Transportation for Livable Communities (Measure J) grant and Subregional Transportation Needs (Measure J) funds, funded development of the Contra Costa Centre I-680/Treat Boulevard Bicycle and Pedestrian Plan. Staff time for recommended activities are covered under existing budgets (50% Road Fund and 50% Measure J Fund).

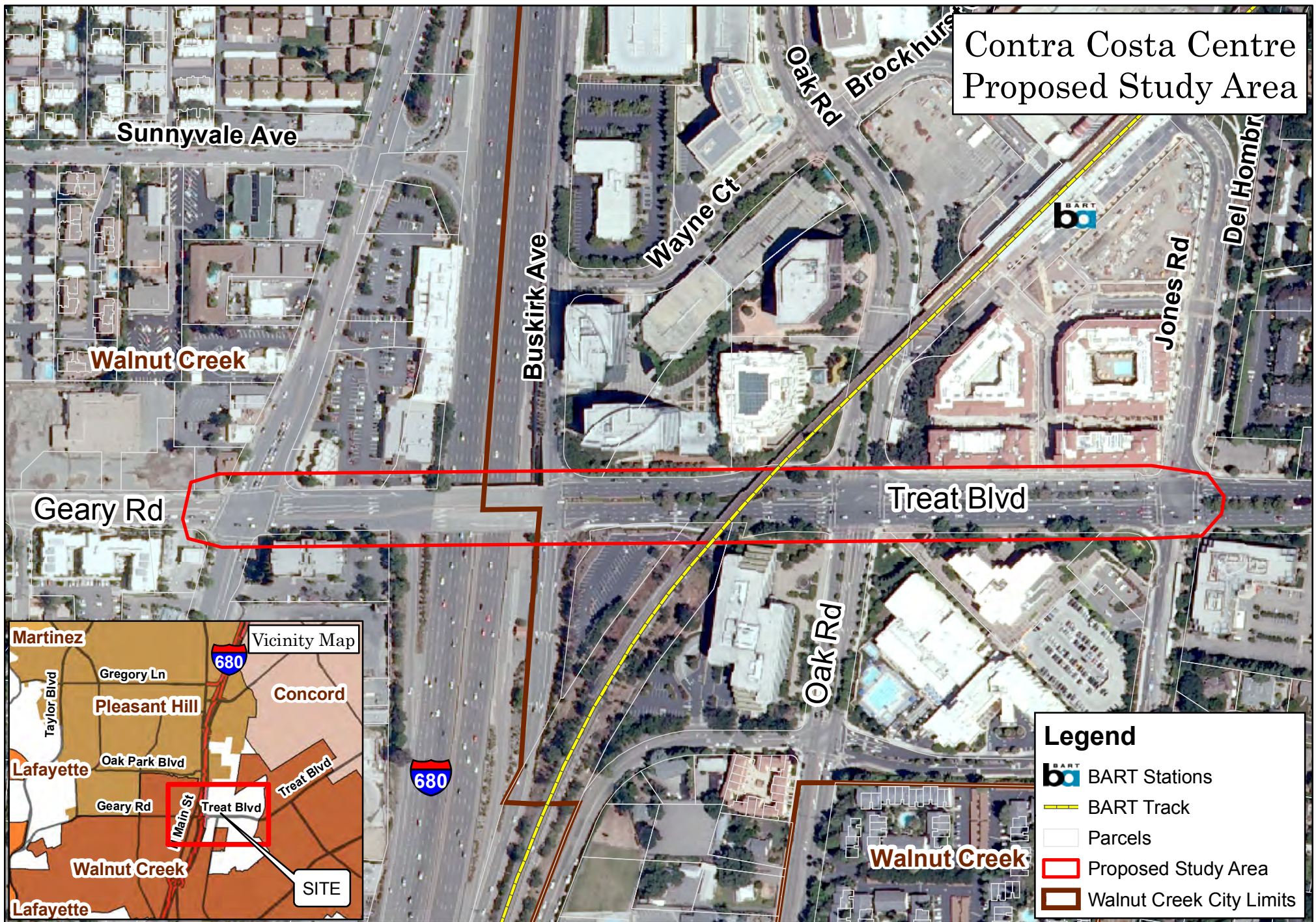
Attachments

Exhibit A – Project Study Area Map

Exhibit B – Traffic Data Tables

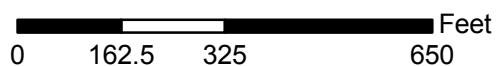
Exhibit C - DRAFT FINAL TreatBikePedPlan(mod plan set).

Contra Costa Centre Proposed Study Area



Legend

- BART Stations
- BART Track
- Parcels
- Proposed Study Area
- Walnut Creek City Limits







Map created 11/3/2011
by Contra Costa County Department Conservation and Development
Community Development Division-GIS Group
651 Pine Street, 4th Floor North Wing, Martinez, CA 94553-0095
37:59:48.455N 122:06:35.384W
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Table 1

Treat Boulevard/Northbound I-680 Off-Ramp ¹	(2014)						
	Northbound I-680 Off-Ramp/Treat Boulevard						
	Peak Hour	Existing No Build			Alternative 4C		
		Ramp Queue Length (ft.)	Delay (sec)	LOS	Ramp Queue Length (ft.)	Delay (sec)	LOS
	A.M.	0	30.3	C	687	44.4	D
	P.M.	0	17.5	B	510	41.6	D
	(2040)						
	Northbound I-680 Off-Ramp/Treat Boulevard						
	Peak Hour	Future No Build			Alternative 4C		
		Ramp Queue Length (ft.)	Delay (sec)	LOS	Ramp Queue Length (ft.)	Delay (sec)	LOS
	A.M.	0	31.4	C	1036	61.2	E
	P.M.	0	19.9	B	604	40.2	D

Table 2

Buskirk Avenue to Jones Road Segment (Eastbound) ²	(2014)						
	Oak Road/Treat Boulevard – Eastbound Through						
	Peak Hour	Existing No Build			Existing + Proposed		
		Lane Configuration	Delay (sec)	LOS	Lane Configuration	Delay (sec)	LOS
	A.M.		46.8	D		51.9	D
	P.M.		11.6	B		54.8	D
	(2040)						
	Oak Road/Treat Boulevard – Eastbound Through						
	Peak Hour	Future No Build			Future + Proposed		
		Lane Configuration	Delay (sec)	LOS	Lane Configuration	Delay (sec)	LOS*
	A.M.		70.4	E		74.6	E
	P.M.		51.6	D		29.6	C

¹ DKS Traffic Analysis of Revised Concept 4 (10/9/2017)

² DKS Feasibility Study and Evaluation Traffic Analysis of Revised Concept 4 (3/6/2017)

Table 3





Buskirk Avenue to Jones Road Segment (Eastbound)	(2014)						
	Jones Road/Treat Boulevard – Eastbound Through						
	Peak Hour	Existing No Build			Existing + Proposed		
		Lane Configuration	Delay (sec)	LOS	Lane Configuration	Delay (sec)	LOS
	A.M.		35.8	D		17.0	B
	P.M.		44.0	D		34.1	C
	(2040)						
	Jones Road/Treat Boulevard – Eastbound Through						
	Peak Hour	Future No Build			Future + Proposed		
		Lane Configuration	Delay (sec)	LOS	Lane Configuration	Delay (sec)	LOS
A.M.		86.8	F		34.4	C	
P.M.		162.0	F		144.3	F	

Table 4

Existing vs. Preferred Project ³							
Approach	Peak Hour	Total Delay/Vehicle (sec/veh)		Average Speed (mph)		Arterial Level of Service ("LOS")	
		Existing	Preferred Project	Existing	Preferred Project	Existing	Preferred Project
Westbound	A.M.	22	20	15	15	D	D
	P.M.	23	19	13	15	E	E
Eastbound	A.M.	36	36	9	9	F	F
	P.M.	32	27	10	11	E	E

³ DKS Alternatives Traffic Analysis Report (7/22/2015)



Contra Costa County Department of Conservation and Development

Contra Costa Centre I-680/Treat Boulevard Bicycle and Pedestrian Plan

OCTOBER 2017



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Separately available: full Traffic Analysis Report with modeling output and traffic count data tables (DKS Associates)

Summary

The Contra Costa Centre Transit Village is a Transit Oriented Development (“TOD”) in unincorporated Walnut Creek, clustered around the Pleasant Hill BART station. It is characterized by mixed commercial, office and residential land uses. Pedestrians and cyclists access the area principally via the Iron Horse Trail or a narrow (5’) sidewalk along the north side of the I-680 overcrossing bridge.

Treat Boulevard creates challenges for the users of transit as the wide roadways (up to nine lanes) and intersections become barriers for pedestrians to cross. Without bicycle infrastructure, the first/last mile for transit users becomes even more constrained.

The Contra Costa Centre I-680/Treat Boulevard Bicycle and Pedestrian Plan (“Plan” or “Study”) was undertaken to address challenges and barriers to bicycling and walking within the ½- mile Study segment by developing concepts that emphasize a higher level of comfort for bicyclists and pedestrians.

The Contra Costa Transportation Authority (“CCTA”) Measure J – Transportation for Livable Communities Grant program (2014) and Subregional Transportation Needs (2017) funded the Study.

Study development was in collaboration with the City of Walnut Creek, with participation from interested agencies like Caltrans, CCTA, TRANSPAC and transit service providers. Alta + Planning & Design, with assistance from sub-consultant DKS Associates, developed technical work for the plan. County staff and the consultant team also gained valuable public input through multiple meetings and community workshops held between 2014 and 2017.

Overall, six Corridor Concepts (1A, 1B, 2, 3, 4, 4A) and five focused-analysis Off-Ramp Alternatives (A, B, C, D, E) were considered. The “Preferred Project” is Corridor Concept 4A combined with Off-Ramp Alternative C (i.e. “Concept 4A/Alternative C”).

Preferred Project Highlights – Concept 4A/Alternative C

- Preferred Project design based on agency staff and public input and technical analysis.
- Includes geometric modifications to the Oak Road and I-680 Off-Ramp intersections to improve pedestrian and bicycle crossings.
- Provides better multi-modal balance while maintaining optimum corridor performance, minimizes pedestrian discomfort, and avoids Caltrans design exceptions.

In the “No Build” scenario, the Study Corridor will inevitably experience higher future traffic volumes due to typical increases in background traffic. Implementing the Preferred Project has nominal impact to overall corridor performance, and in fact improves performance at key points in the Study corridor while providing better multi-modal balance.

1. Introduction

The Contra Costa Centre Transit Village is a Transit Oriented Development (TOD) in unincorporated Walnut Creek, characterized by mixed commercial and office land uses. Bicycle parking at the BART station is plentiful and heavily utilized. Despite these trip generators, the I-680 overcrossing has a narrow (5') sidewalk on the north side only, and no bicycle facilities. Other than the regional Iron Horse Trail, there are no bicycle facilities along or across the corridor.

This study intends to assess active transportation improvement options, recommend a phased approach to implementation, and provide concept plans and cost estimates for funding programming.

Figure 1-1 shows a vicinity map of the study corridor.

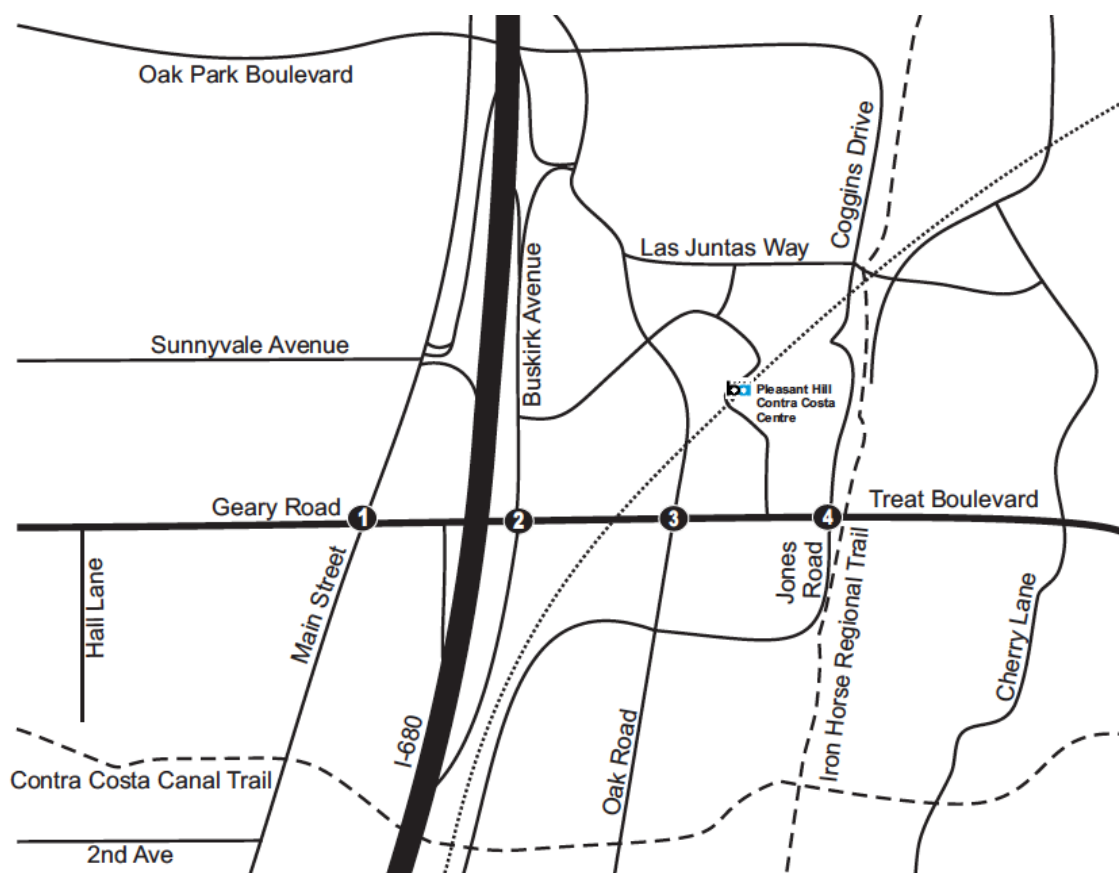


Figure 1-1: Project Locality

This project includes the following intersections:

1. Treat Boulevard/Geary Road and N. Main Street
2. Treat Boulevard and Buskirk Avenue/I-680 northbound ramps
3. Treat Boulevard and Oak Road
4. Treat Boulevard and Jones Road/Iron Horse Trail

2. Plan Development Process

Plan Initiation

The Plan was funded with a \$75,000 grant from Contra Costa Measure J (2004) Transportation for Livable Communities (TLC) program, administered through the Contra Costa Transportation Authority (CCTA).

In April 2014, the consultant team met with Contra Costa County at a “kick-off” meeting to review the overall scope, data needs, schedule, vision and goals of the Plan. The Team collected necessary geographic, design and vehicle, bicycle and pedestrian data for analysis.

Outreach

A Technical Advisory Committee (TAC) including staff from Contra Costa County, Walnut Creek, and Caltrans was convened three times (see Appendix A for a list of TAC members). In addition to the TAC, meetings were held with the following stakeholders:

- 7/27/14 Lamorinda Development
- 12/12/14 Contra Costa Centre property management
- 2/20/15 Bike East Bay

Design Alternatives

The summer and fall of 2014 were dedicated to the analysis of existing plans, GIS data, field research, traffic analysis and the development of three design concepts. The design concepts, described in further detail below, were evaluated and reviewed by the TAC and the Walnut Creek Transportation Commission.

Recommended Concept

In May 2015, the TAC met to review the recommended concept. Principal topics included highway network planning, freeway access constraints, design details, and traffic modeling. Based on TAC input and a multi-criteria analysis Concept 4 was selected as the recommended alternative, offering balance between bicycle and pedestrian improvements with motorist level of service and cost effectiveness.

A Draft Plan was released in September 2015. Based on public comments on the draft document, a revised version of the Concept 4 design was developed in 2016, and additional traffic analysis was conducted. This current plan identifies Revised Concept 4 as the recommended alternative.

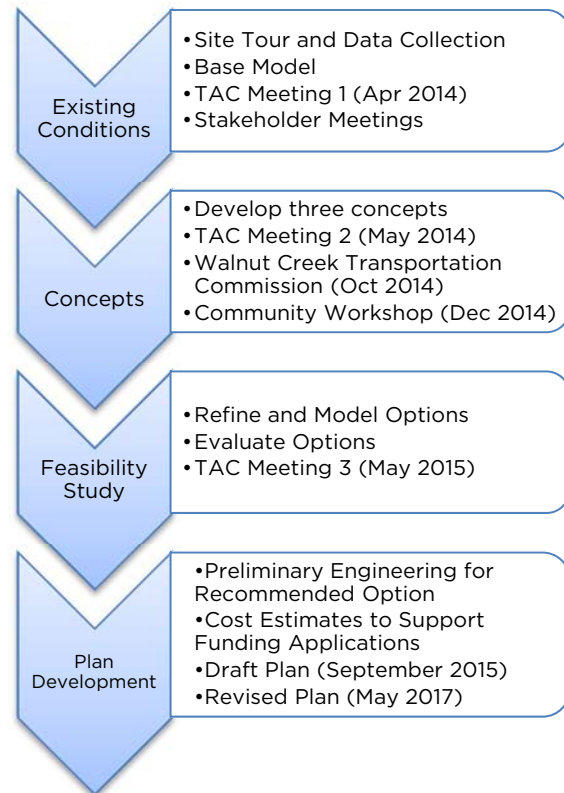


Figure 2-1: Plan Process

3. Planning Context

Previous plans in the area identify proposed pedestrian and bicycle improvements, policies, and priorities for Treat Boulevard and the nearby area. A brief description of each related plan is listed below.

3.1. City of Walnut Creek Bicycle Master Plan (2011)

According to this plan, the City of Walnut Creek allows bicyclists to use sidewalks along heavily travelled arterials, including Treat Boulevard. Various segments of Treat Boulevard within the city limits are designated as Class III bicycle routes, although sharing a lane with high volumes of traffic on a 35 mph roadway is not a condition that will suit most people.

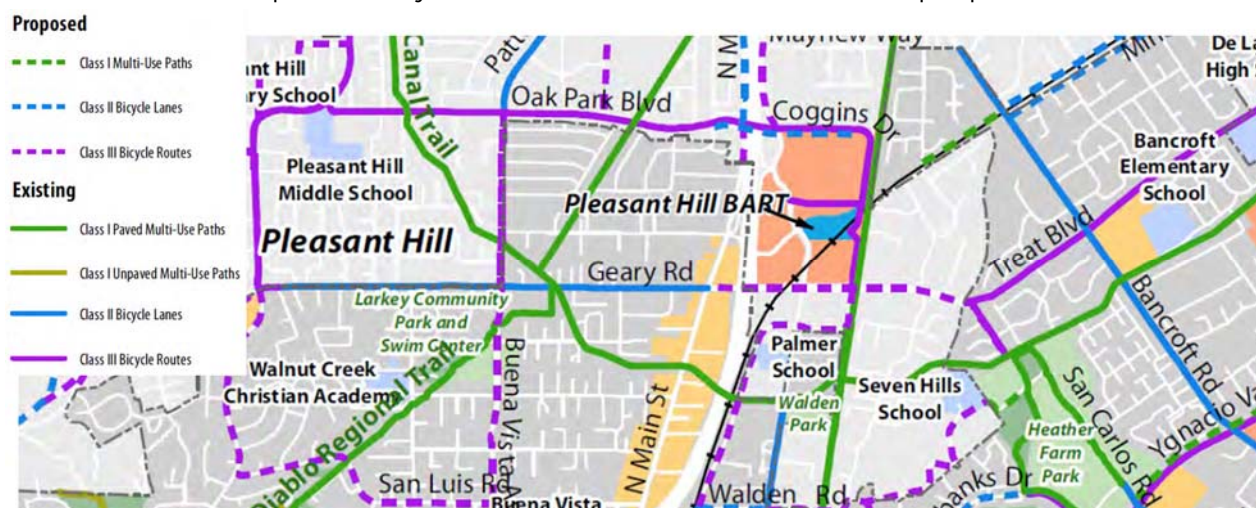


Figure 3-1: Extract of Walnut Creek Bicycle Master Plan showing Treat Boulevard as a proposed Class III

3.2. Contra Costa Bicycle and Pedestrian Plan (2009)

The Contra Costa Bicycle and Pedestrian Plan names “Routes to transit” as one of three types of pedestrian priority locations. The Pleasant Hill BART station is mentioned as a priority location along with the other BART stations in Contra Costa County. No specific improvements are prescribed for the Treat Boulevard study corridor.

The Contra Costa Bicycle and Pedestrian Plan identifies Treat Boulevard as a part of the Countywide Bicycle Network (CBN) but does not propose a specific treatment.

3.3. Pleasant Hill BART Station Area Specific Plan (1998)

The Pleasant Hill BART Station Area Specific Plan states that a circulation system for bicycles and pedestrians will be provided to support travel between parking areas, transit stops, buildings, the Iron Horse Trail, and the Bart Station.

The Pleasant Hill BART Station Area Specific Plan cites the following bicycle and pedestrian objectives for transportation and circulation:

- **Transportation and Circulation Objective #5** Provide for safe and convenient pedestrian and bicycle movement between the BART Station, Station Area parking, local transit boarding areas, and major facilities in the Station Area and between the Station Area and nearby residential and commercial areas.”
- **Urban Design Objective #8** Develop areas intensively used by pedestrians at a human scale with adjoining uses which will visually and functionally enliven the area.

The Specific Plan design concepts identify Treat Boulevard as the major entranceway to the Station Area and encourage a pedestrian-friendly environment:

- Emphasize Treat Boulevard as the major entranceway to the Station Area and visually identify this role by the placement of the pedestrian overpass at Oak Road and the pedestrian/bicycle overpass at Jones Road, and the provision of elevated public plazas or pedestrian corridors in the vicinity of the northeast and southeast corners of the intersection (Subareas 12 and 15). Provide sufficient public outdoor space to accommodate the pedestrian activities focused at this location as a result of adjoining office development, BART parking and local transit stop.
- Create a pedestrian-friendly street-level environment by discouraging blank building walls and encouraging windows, doors, and other building facade features.

The Specific Plan identifies policies for bicycle and pedestrian circulation that relate to Treat Boulevard. The policies are shown in Table 3-1.

Table 3-1: Pleasant Hill BART Station Area Specific Plan Policies

Policy	Description	Status
Policy 1	A pedestrian overpass shall be provided at the intersection of Treat Boulevard and Oak Road.	No longer supported and has been removed from Plan
Policy 2	A pedestrian and bicycle overpass should be provided at Jones Road for the Iron Horse Trail.	Complete
Policy 3	If feasible, development on Area 12 should provide for a continuous pedestrian-way from the north end of the pedestrian overpass at Oak Road to the BART Station.	Complete
Policy 7	Undertake a community design program for both pedestrian and bicycle overcrossings as soon as feasible given availability of funding and reasonably defined site geometrics.	Complete

4. Existing Conditions

A site tour was held with the TAC on May 19, 2014. The consultant team also performed several additional field reviews through the month of May.

4.1. Design Assumptions

During the site tour meeting, the design assumptions were confirmed as follows:

- Lane widths shall be no less than 11' or 10.5' for turn lanes
- Medians can be narrowed
- All proposals are to remain within the public right of way

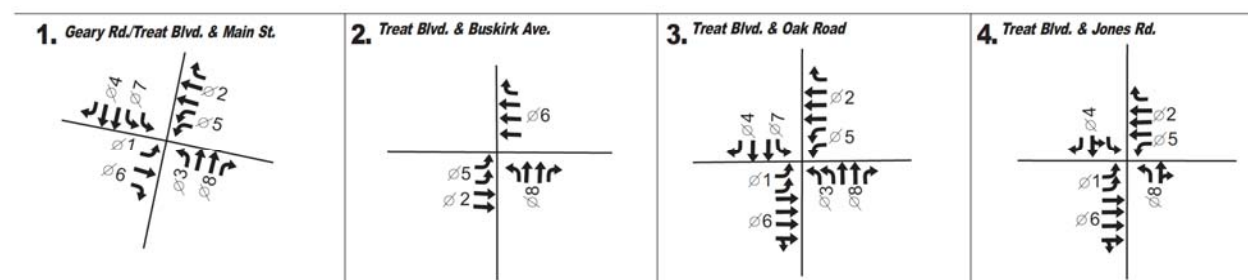
4.2. General Traffic Conditions

The corridor has a 35 mph speed limit. The roadway has excess capacity during off-peak hours as it is sized based on level of service and demand during peak hours.

There are nine lanes in some locations (Figure 4-1), presenting a long distance for pedestrians to cross the street. Reducing this distance, providing longer walk times, or reducing wait times for pedestrians can improve the pedestrian experience. Lane widths within the study area are typically 12' but vary from 11' to 17'.

Long cycle lengths provide higher motor vehicle capacity for the main movements, but delays for other movements and for pedestrians can cause frustration. Long cycle lengths also lead to risk taking such as red-light running.

Figure 4-1: Existing Conditions Lane Configurations and Signal Phasing



Yield controlled channelized right turns are present at all westbound intersections and eastbound at Jones Road. Northbound Buskirk Avenue and southbound Oak Road also have channelized right turns. Dedicated receiving lanes for continuous free flow are present at westbound right turn at Main Street, the southbound right turn at Oak Road, and the northbound right turn at Buskirk Avenue. Although channelized right turns are advantageous for automobile traffic, they present a less comfortable and safe environment for pedestrians and cyclists, who must cross faster moving right turning traffic that frequently does not expect to conflict with pedestrians.

Appendix B presents a more detailed description of existing conditions by location along the corridor, along with traffic count and base model data.

4.3. Land Use and Urban Design

The land uses on Treat Boulevard include office, retail, hotel, and mixed-use residential. The Walgreens shopping center on the northeast corner of Treat Boulevard and North Main Street is not slated for expansion, although the parking lot may be reconfigured to connect to BevMo, a beverage retail establishment directly north.

The Pleasant Hill BART Station Area Plan identifies urban design objectives for building height, form and mass, public spaces, pedestrian circulation, landscaping, signage, building design, and defensible space. Buildings on Treat Boulevard have a minimum three-story height and setback of 20 feet from the street.

The most recent mixed-use development on the north side of Treat Boulevard, between Jones Road and Oak Road, has continuous sidewalks, pedestrian lighting, benches, and trees. A Starbucks on the easternmost corner provides outdoor seating. A parking lane separates pedestrians from the traffic on Treat Boulevard. The light colored concrete on the parking strip and extended right-turn lane is a de-facto space for bicycling.



Photo 1 The north side of Treat Boulevard between Jones Road and Oak Road has continuous building frontage and a pedestrian-friendly public realm.

The south side of the block between Jones Road and Oak Road is reminiscent of typical suburban design. The office buildings are set back approximately 50 feet away from the street. Unlike the north side, which has a continuous building frontage along the sidewalk, the south building's V-shape sets the entrance to the building back even further. The sidewalk is separated from the traffic by a landscape strip and occasional trees.



Photo 2 The south side of Treat Boulevard has a meandering 6' wide sidewalk

This style is consistent along the majority of the study corridor, with and without the landscape strip, with sidewalk widths varying between 4-8 feet. Along the Embassy Suites frontage on the north side of Treat Boulevard between Oak Road and Buskirk Avenue, there is an 8' wide sidewalk separated from traffic by an 8' wide landscape strip. Trees line both sides of the sidewalk, providing a shade canopy during the summer.



Photo 3 The north side of Treat Boulevard has a tree-lined 8' wide sidewalk

4.4. User Analysis

A field review of the study corridor was conducted in July 2014 during peak hours to observe pedestrian, driver, and bicyclist behavior. The fieldwork included interviews with pedestrians.

The majority of pedestrians were observed walking on the north side of the study corridor. When asked about their experience walking on Treat Boulevard, pedestrians noted that the walk across the I-680 overbridge is “unpleasant” and “always seems to take longer than it should.” Another pedestrian noted that the signals along Treat Boulevard are “really slow,” and can take “double the time if you have to cross two ways.”

The pedestrian phases were timed during field observations. Pedestrians waited up to 120 seconds before receiving a walk indication. At the Treat Boulevard and Oak Road intersection, pedestrians were observed crossing the street during the do-not-walk phase. These pedestrians would cross to the center median, and then wait for the walk signal, presumably to get a head start (Figure 4-2). This suggests that the signal phasing may be too long to accommodate pedestrian commuters, particularly those traveling to catch a BART train.

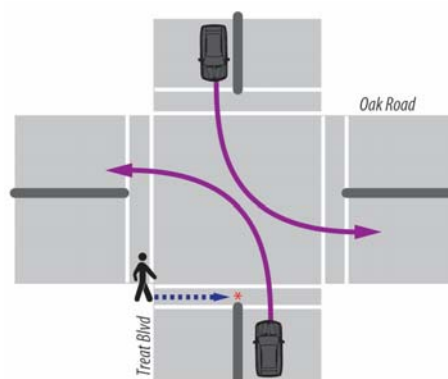


Figure 4-2: Some pedestrians cross to the median on a Do Not Walk signal to get a head start on the next ped phase

The pedestrian plaza between the Embassy Suites Hotel and Vodafone Building north of Treat Boulevard (Figure 4-3) serves as a common path for pedestrians and bicyclists traveling to and from the BART Station.

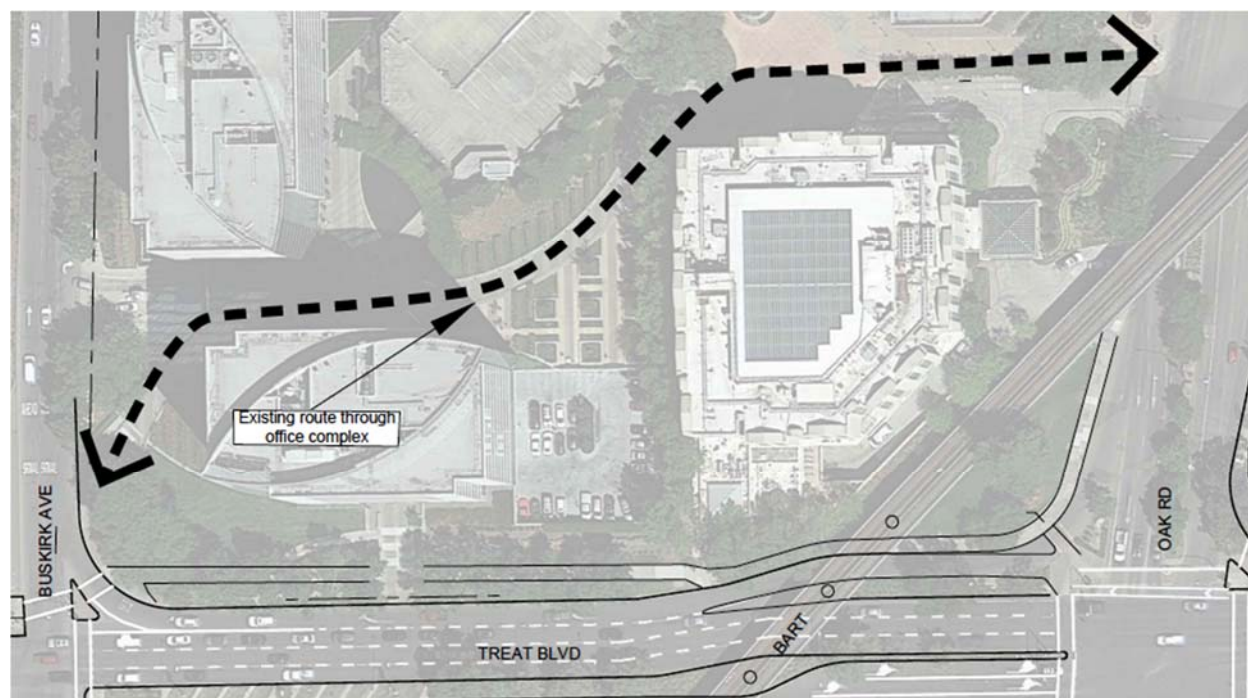


Figure 4-3: Plaza route

Few people were observed bicycling on Treat Boulevard, choosing instead to ride on the sidewalk. On the I-680 overbridge, the majority of riders used the narrow (5') north sidewalk. In some instances, the bicyclist or pedestrian would step into the street to pass a group.

Drivers were observed failing to yield to pedestrians in channelized right turn lane crosswalks, particularly at the northeast corner of Treat Boulevard and Oak Road. Some drivers blocked pedestrian movement by pausing in crosswalks while waiting in a traffic queue.

4.5. Collisions

Recent collision data was requested through Contra Costa County and collected from the Statewide Integrated Traffic Records System (SWITRS). Violation type was recorded for 13 of the 16 total collisions (Table 4-1). Automobile Right of Way was the most common violation for a bicycle/vehicle collision, and Pedestrian Right of Way was the most common violation for a pedestrian/vehicle collision.

The cluster of collisions at Jones Road shown in Figure 4-4 may precede the construction of the Iron Horse Trail overbridge.

The next most frequent location is around Buskirk Avenue, where three bicycle collisions have been reported.

Table 4-1: Bicycle and Pedestrian Collisions Crash Type

Violation	Bicycle	Pedestrian
Automobile Right of Way	2	1
Improper Turning	2	0
Other Hazardous Violation	1	0
Other Improper Driving	0	1
Pedestrian Right of Way	0	3
Unsafe Lane Change	1	0
Unsafe Starting or Backing	2	0
Total	8	5

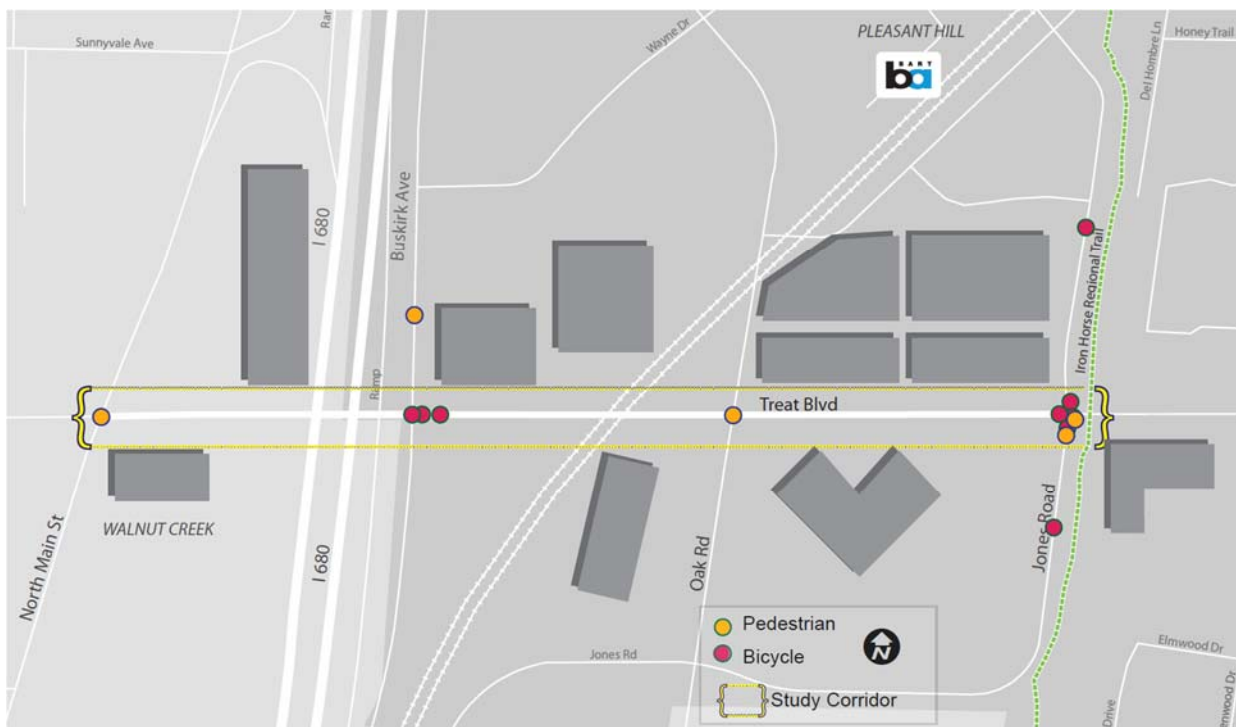


Figure 4-4: Reported Collisions Map

5. Alternative Concepts

5.1. Concept Overview

Three concepts were initially developed for the Treat Boulevard Bicycle and Pedestrian Plan. For Concept 1, a lower cost, lower impact version of 1A was also considered.

Concept 4 was developed after conducting traffic modeling and outreach.

Following the release of the public draft plan, Concept 4A was developed, along with alternatives 4B-4E.

Principal elements of each concept are given in Table 5-1; more details and plan view graphics are provided in Appendix D. An evaluation of the concepts is provided in section O of this document.

Table 5-1 Concept Comparisons

Concept	Location	Main Street to Buskirk Avenue	Buskirk Avenue to Oak Road	Oak Road to Jones Road
Concept 1A (short term)	North side / Westbound	Bike lane	Sharrows	Sharrows
	South side / Eastbound	Bike lane	Sharrows	Sharrows
Concept 1B	North side / Westbound	Buffered bike lane	Buffered bike lane	Buffered bike lane
	South side / Eastbound	Buffered bike lane	Buffered bike lane	Buffered bike lane
Concept 2	North side / Westbound	Two way shared path	Two way shared path	Buffered bike lane
	South side / Eastbound	Bike lane	Buffered bike lane	Buffered bike lane
Concept 3	North side / Westbound	Two way shared path	Two way shared path	Cycle track
	South side / Eastbound	Sidewalk	Sidewalk	Sidewalk
Concept 4	North side / Westbound	Two way shared path	Two way shared path	Sharrows
	South side / Eastbound	Sidewalk	No change	No change
Concept 4A	North side/ Westbound	Bike lane	Two way shared path and bike lane	Bike lane
	South side/ Eastbound	Buffered bike lane	Buffered bike lane	Buffered bike lane

5.2. Pedestrian Improvements

All concepts, with the exception of 1A, propose pedestrian enhancements at crosswalks along the study corridor. These improvements include:

- Enhancing the existing crosswalks at channelized free right turns along the study corridor with high visibility continental or ladder striping, “sharks-teeth” yield markings and signs
- Reconstructing the channelization island at Treat Boulevard and Buskirk Avenue to meet Americans with Disabilities Act (ADA) standards.

A sample graphic showing a channelized right turn lane with “shark’s teeth” yield markings, high visibility ladder style crosswalk, and tactile ground surface indicators on the ADA standard curb ramps is shown in Figure 5-1. For those concepts where bicycle lanes are provided, this graphic indicates how a bike lane would be configured where the turn lane is an “add-lane.” The bike lane is straight and motorists must merge across the path of bicyclists.

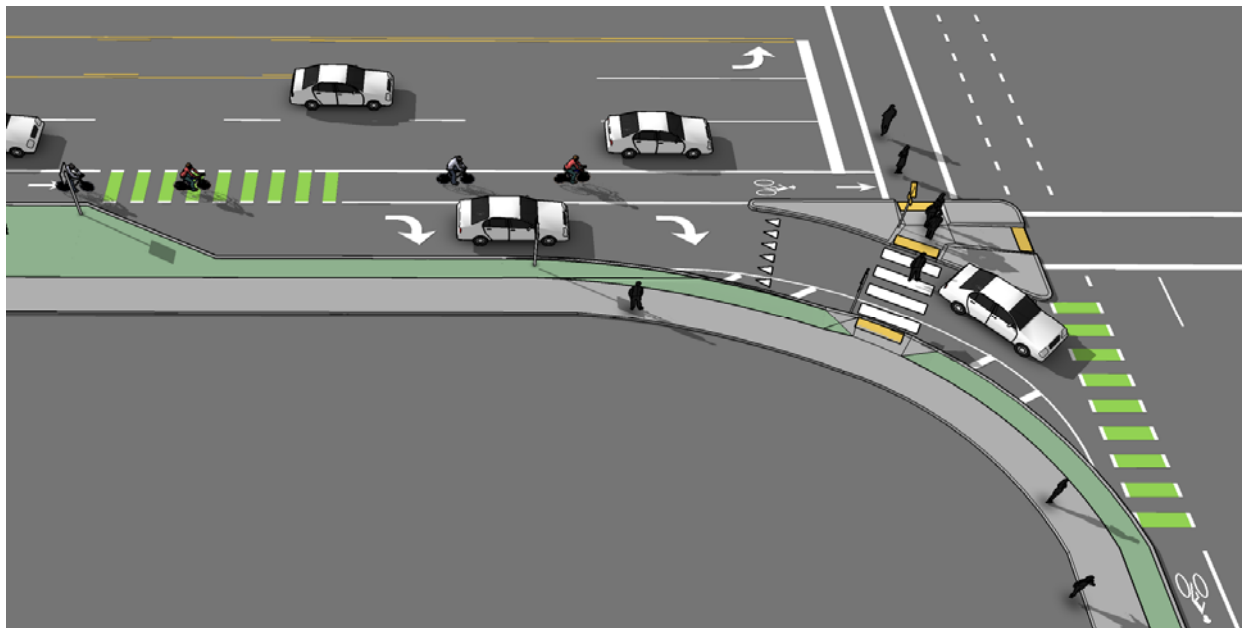


Figure 5-1: Conceptual provisions for pedestrians and bicyclists at a channelized right turn lane

5.3. Concept 1A: Standard Bicycle Lanes

Concept 1A proposes bike lanes on Treat Boulevard between Main Street and Buskirk Avenue by narrowing travel lanes to the County specified minimum 11' width. East of Buskirk Avenue, bike lanes could only be accommodated if travel lanes were reduced to 10' width (below the County specified minimum). Accordingly, sharrows could be employed. While sharrows are permitted on roadways with 35 mph speed limits, they are not an ideal solution as few people will "take the lane" with motorists traveling at that speed. Green paint would be provided at the bike lane entrances and at conflict points to make the bike lanes more visible to motorists.

Altogether, the Concept 1A enhancements would be easy to implement and less costly than the other alternatives; however, they would offer limited improvement to the bicycle and pedestrian experience on Treat Boulevard. Concept 1A does not remove any travel lanes and would have minimal impact on the driving experience or traffic movements. Concept 1A could be considered as an option for short-term improvements.

5.4. Concept 1B: Buffered Bike Lanes

Concept 1B proposes buffered bike lanes along the full extent of the study corridor. The buffer between the bike lane and adjacent motor vehicle lane offers bicyclists an increased sense of safety. Green paint at the bike lane entrances and the conflict zones make the bike lanes more visible to motorists. These enhancements can be done by converting the outside travel lanes into the buffered bike lanes.



Figure 5-2: Concept 1B buffered bike lanes at I-680

Concept 1B would remove the outside eastbound and westbound travel lanes, remove the eastbound channelized right-turn lane at Treat Boulevard and Jones Road, and narrow the curb radius at the eastbound I-680 on-ramp between Main Street and Buskirk Avenue. Although removing the southbound channelized right turn at Oak Road reduces capacity, it also eliminates the weaving operation between Oak Road and the I-680 ramps, which improves traffic operation and safety along Treat Boulevard.

5.5. Concept 2: Shared Use Path and Buffered Bike Lanes

Concept 2 proposes converting the existing north side sidewalk into a shared use path between Main Street and Oak Road, adding buffered westbound bike lanes between Oak Road and

Jones Road, and adding eastbound buffered bike lanes for the full extent of the study area. The vertical curb provides an enhanced sense of safety for pedestrians and bicyclists.



Figure 5-3: Concept 2 shared use path (north side) and buffered bike lane (south side) at I-680

At Treat Boulevard and Oak Road, bicyclists would be partially separated from motor vehicles with curbs and islands to reduce the risk of collisions between bicyclists and right-turning vehicles. Channelized right turns at Oak Road and Jones Road would be removed.



Figure 5-4: Concept 2 at Oak Road

Concept 2 can be implemented by narrowing lanes, and converting the outside eastbound lane between Buskirk Avenue and Jones Road into a buffered bike lane. Although capacity is reduced by removing the southbound channelized right turn at Oak Road, this also eliminates the weaving operation between Oak Road and the I-680 ramps, which improves traffic operation and safety along Treat Boulevard. The expansion of the north sidewalk into a two-way shared-use path, the construction of the protected intersection, and the removal of the channelized right turns would result in higher costs than Concept 1A and 1B.

5.6. Concept 3: Shared Use Path, Cycle Track and Sidewalk

Concept 3 proposes converting the existing north sidewalk into a shared use path between Main Street and Oak Road, and adding a westbound cycle track between Oak Road and Jones Road. The shared use path is used by both pedestrians and bicyclists. It provides bicyclists with a grade separation from motor vehicles and therefore a greater sense of safety. The cycle track would be a bike lane separated from the travel lanes by a row of parked cars. This physical separation from the travel lanes provides bicyclists with a greater sense of safety. The eastbound outside lane would have sharrows, which are a marginal but low cost solution on roadways with speed limits up to 35 mph (as with Treat Boulevard).

Concept 3 proposes removing channelized right turns at Oak Road and Jones Road, designating the sidewalk between Main Street and Buskirk Avenue as a 10-foot wide two-way shared-use path, adding a sidewalk to the south side between Main Street and Buskirk Avenue, and expanding the existing south sidewalk with a landscape strip between Buskirk Avenue and Oak Road. The south sidewalk would offer pedestrians an alternative walking option to the new shared-use path, where pedestrians would share the same space with bicyclists.



Figure 5-5: Concept 3 shared use path (north side) and sidewalk (south side) at I-680

Concept 3 can be done by narrowing lanes, removing channelized right turns, and converting the right-turn lane between Oak Road and Jones Road into the cycle track. Although capacity is reduced by removing the southbound channelized right turn at Oak Road, this also removes the weaving operation between Oak Road and the I-680 ramps, which improves traffic operation and safety along Treat Boulevard. This design results in some impact to the intersection level of service (LOS) and results in more overall network delay and higher travel times due to the removal of one eastbound and one westbound travel lane. Concept 3 has a small delay impact at Oak Road during the morning peak hour and Main Street during the

afternoon peak hour. The expansion of the north sidewalk into a two-way shared-use path, the removal of the channelized right turns, and the construction of the south side sidewalk would result in higher costs than Concept 1A and 1B.

5.7. Concept 4: Shared Use Path and Sidewalk

This study originally was to include development of up to three concepts. Through an iterative development process and with stakeholder input, selected elements of the original three concepts were combined into Concept 4. While this concept does not provide as substantial an improvement for bicyclists and pedestrians as might be achieved with some elements not carried forward from the other concepts, it is a compromise predicated on the assumption that all travel lanes must be retained and must be at least 11' wide. Plans are provided for this concept in Appendix D.

5.7.1. Main Street to Buskirk Avenue

The concepts that included traffic lane removals are not supported by the traffic modeling, but lane *width* reductions enable the installation of paths on both sides of the bridge:

- On the north side, the existing sidewalk would be replaced with a 12' wide shared use path. Minor improvements would be made to reduce potential conflicts at the Walgreens driveways.
- On the south side, Treat Boulevard has enough space for either an on-street eastbound bike lane or a new southern sidewalk facility without removing travel lanes. Concept 4 includes a south side sidewalk to improve pedestrian connectivity, because eastbound bicyclists will be able to use the north side shared-use path or the curbside traffic lanes.



Figure 5-6: Concept 4 shared use path (north side) and sidewalk (south side) at I-680 (as per Concept 3)

5.7.2. Buskirk Avenue to Oak Road

All travel lanes remain in Concept 4 due to the heavy traffic volume at Buskirk Avenue turning right towards northbound I-680. As such, the cycle track element was not included.

5.7.3. Oak Road to Jones Road

Neither bike lanes, sharrows nor cycle tracks were chosen for this section of Treat Boulevard for the following reasons:

- Eastbound bike lanes cannot be accommodated without removal of a traffic lane or reduction of lane widths below the County's minimum to 10'. Modeling indicates an unacceptable impact on motorist level of service. Furthermore, Treat Blvd is currently not a hospitable route for bicycling east of Jones Road and there is low demand relative to the rest of the corridor; therefore, this portion of the route is likely to attract only more confident "vehicular" bicyclists.
- Eastbound sharrows were not chosen for this section because the volume and speed of traffic would not provide a comfortable environment for bicyclists. Instead, bicyclists should be encouraged to use the shared-use path on the north side of the road.
- Westbound sharrows were chosen for this section to accommodate and direct bicyclists either westbound onto the shared-use path or northbound toward the BART station once they reach the Oak Street and Treat Boulevard intersection. The sharrows will be located on the dedicated westbound right-turn lane, which will have lower traffic volumes and provide a more comfortable environment for people on bikes.
- The landing points for the Iron Horse Trail overcrossing are approximately 500 feet north and south of the intersection.

Implementation of a separate bikeway along Treat Boulevard in this block may be possible in the long-term, depending on the motor traffic volume and wider network changes that may occur.

5.8. Concept 4A: Enhanced Bike Lanes and Shared Use Path

Concept 4A was developed based on public comments, and balances bicycle and pedestrian improvements with motorist level of service and cost effectiveness. Improvements along the corridor include:

- From Main Street to Buskirk Avenue, buffered bicycle lanes with green markings at conflict points are provided by narrowing existing lanes
- From Buskirk Avenue to Oak Road, buffered green bicycle lanes are provided in addition to a new shared use path on the north side
- From Oak Road to Jones Road, a bicycle lane is provided on the north side while a buffered bicycle lane is provided on the south side; both directions have green markings at conflict points

Because of right-turn conflicts and traffic delays caused by Concept 4A, four alternative concepts were evaluated for the I-680 offramp intersection at Treat Boulevard and Buskirk Road.

Alternative 4B

Alternative concept 4B closes the free right turn lane from the I-680 onramp onto Treat Boulevard by creating a curb extension. This eliminates a conflict point with motor vehicles merging across the bike lane. The I-680 approach is reconfigured to accommodate one left-turn lane, two through lanes, and one right-turn lane within the existing travelway.

The elimination of the free right-turn lane created substantial traffic delay, and as a result Alternative 4B was excluded from some analyses as a nonviable option. Subsequent alternatives 4C, 4D, and 4E were developed in an attempt to reduce this traffic delay.

Alternative 4C

In addition to the modifications described in Alternative 4B, Alternative 4C changes the right-hand through lane to a through/right-turn lane. The resulting approach includes one left-turn lane, one through lane, one through/right-turn lane, and one right-turn lane.

This improves traffic conditions slightly, but reduces pedestrian comfort by adding a lane of cars that will be turning across the crosswalk.

Alternative 4D

In addition to the modifications described in Alternative 4B, Alternative 4D adds a second right-turn lane by removing shoulders and narrowing all lanes to 11 feet. The resulting approach includes one left-turn lane, two through lanes, and two right-turn lanes.

This improves traffic conditions, but reduces pedestrian comfort with two lanes of traffic turning across the crosswalk. It would also create a longer crosswalk across the I-680 ramp, increasing pedestrian exposure, and require either a Caltrans design exception or a ramp widening.

Alternative 4E

In addition to the modifications described in Alternative 4C, Alternative 4E adds a second right-turn lane by removing shoulders and narrowing all lanes to 11 feet. The resulting approach includes one left-turn lane, one through lane, one through/right-turn lane, and two right-turn lanes.

This improves traffic conditions, but reduces pedestrian comfort with three lanes of traffic turning across the crosswalk. It would also create a longer crosswalk across the I-680 ramp, increasing pedestrian exposure, and require either a Caltrans design exception or a ramp widening.

6. Concept Evaluation

6.1. Traffic Analysis for All Concepts

This section includes a summary of the separate detailed traffic report. When looking at the average intersection LOS, the design concepts result in little impact for the current year (2014) traffic volumes (Table 6-1) or for the future year (2040) traffic volumes (Table 6-2). Concept 1A was not analyzed because it does not involve any changes to the number of lanes or intersection layouts. Alternatives to Concept 4A are shown in Table 6-3 (current year) and Table 6-4 (future year).

Table 6-1: All Concepts - Intersection LOS Comparison for Current Year (2014)

Intersection	Peak Hour	Existing		Concept 1B		Concept 2		Concept 3		Concept 4		Concept 4A	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Main Street*	A.M.	55.7	E	60.0	E	60.1	E	60.1	E	60.1	E	53.1	D
	P.M.	42.9	D	41.1	D	42.2	D	42.2	D	42.2	D	42.9	D
I-680 NB and Buskirk Ave	A.M.	30.3	C	32.9	C	30.3	C	30.3	C	30.3	C	34.7	C
	P.M.	17.5	B	17.7	B	17.4	B	17.4	B	17.4	B	19.5	B
Oak Road	A.M.	46.8	D	55.5	E	53.6	D	53.6	D	49.3	D	49.2	D
	P.M.	19.3	B	39.4	D	40.1	D	40.1	D	34.1	C	36.8	D
Jones Road*	A.M.	37.6	D	28.8	C	29.8	C	29.8	C	29.9	C	32.8	C
	P.M.	49.8	D	37.7	D	38.2	D	38.2	D	37.9	D	48.3	D

Table 6-2: All Concepts - Intersection LOS Comparison for Future Year

Intersection	Peak Hour	No Build		Concept 1B		Concept 2		Concept 3		Concept 4		Concept 4A	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Main Street*	A.M.	83.1	F	86.0	F	83.3	F	83.3	F	83.3	F	60.1	E
	P.M.	67.9	E	67.4	E	75.9	E	75.9	E	75.9	E	60.0	E
I-680 NB and Buskirk Ave	A.M.	31.4	C	36.4	D	30.5	C	30.5	C	30.5	C	36.5	D
	P.M.	19.9	B	24.9	C	13.7	B	13.7	B	13.8	B	26.1	C
Oak Road	A.M.	63.8	E	63.3	E	67.3	E	67.3	E	67.5 (67.6) [61.9] ¹	E	53.8	D
	P.M.	46.3	D	48.9	D	45.5	D	45.5	D	36.7 (29.3) [30.5] ¹	D	42.7	D
Jones Road*	A.M.	61.9	E	61.9	E	49.6	D	49.6	D	49.6	D	59.7	E
	P.M.	211.9	F	212.4	F	212.1	F	212.1	F	212.1	F	143.9	F

¹Free right turn removal at Oak Road Mitigation 1, (Mitigation 2), and [Mitigation 3]

Table 6-3: Concept Alternatives 4A-4E – Intersection LOS Comparison for Current Year (2014)

Intersection	Peak Hour	Existing		Concept 4A		Concept 4B		Concept 4C		Concept 4D		Concept 4E	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
I-680 NB and Buskirk Ave	A.M.	30.3	D	34.7	C	112.9	F ¹	44.4	D ²	43.1	D	-	-
	P.M.	17.5	C	19.5	B	62.1	E ¹	41.6	D ²	41.3	D	-	-

¹This alternative failed, and was therefore not included in future year analyses

²HCM 2000 analysis due to HCM 2010 limitations.

Table 6-4: Concept Alternatives 4A-4E – Intersection LOS Comparison for Future Year

Intersection	Peak Hour	No Build		Concept 4A		Concept 4B		Concept 4C		Concept 4D		Concept 4E	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
I-680 NB and Buskirk Ave	A.M.	31.4	C	36.5	D	-	-	61.2	E ¹	88.3	F	46.9	D*
	P.M.	19.9	B	26.1	C	-	-	40.2	D ¹	52.6	D	31.7	C*

¹HCM 2000 analysis due to HCM 2010 limitations.

6.2. Multi-Criteria Analysis

All concepts were evaluated for future conditions based on a list of criteria described below. For each concept, the reallocation of the eastbound curbside lane to a bike lane has been omitted as the traffic impact was estimated to be unacceptable. The evaluation criteria are described below; the scores can be seen in Table 6-5 on the next page.

- Bicycle Experience: the perceived safety and convenience of traveling the corridor by bike.
- Pedestrian Experience: the perceived safety and convenience of traveling the corridor by foot.
- Driving Experience: the comfort and convenience of traveling the corridor by automobile.
- Ease of Implementation: the amount of planning, design and construction required to implement the concept.
- Cost: the amount of funding required to implement the concept.
- Traffic Impacts (level of service): defined in the separate Traffic Report and relates to the amount of delay in travel speeds along the corridor and at intersections.

Concept 4 scores highest – a balance between bicycle and pedestrian improvements with motorist level of service and cost effectiveness.

Table 6-5: Concept Evaluation











































Criterion	No Build	Concept 1A	Concept 1B	Concept 2	Concept 3	Concept 4	Concept 4A
	No change	Limited Bike Lanes	Buffered Bike Lanes	Shared Use Path and Buffered Bike Lanes	Shared Use Path, Cycle Track and South side Sidewalk	Shared Use Path and South side Sidewalk	Enhanced Bike Lanes and Shared Use Path
Bicycle Experience							
Pedestrian Experience							
Driving Experience							
Ease of Implementation							
Cost							
Traffic Impacts (level of service)							
Total Score	1	2	3	2	2	4	4

Table 6-6 Scoring Levels


















































Very Significant Negative	Significant Negative	Minor Negative	Neutral	Minor Positive	Significant Positive	Very Significant Positive
-3	-2	-1	0	1	2	3
						

Table 6-7: Concept Alternatives Evaluation

Criterion	No Build	Concept 4A	Concept 4B	Concept 4C	Concept 4D	Concept 4E
	No change	Enhanced bike lanes and shared use path	Eliminates free right-turn lane	Adds right-turn option to #3 lane	Adds second right-turn lane	Adds second right-turn lane and right-turn option to #3 lane
I-680 Approach Configuration						
Bicycle Experience	 0	 2	 3	 3	 3	 3
Pedestrian Experience	 0	 1	 3	 2	 2	 1
Driving Experience	 0	 2	 2	 2	 2	 2
Ease of Implementation	 3	 1	 -1	 -1	 -2	 -2
Cost	 -1	 -2	 -3	 -3	 -3	 -3
Traffic Impacts (level of service)	 -1	 0	 -3	 -2	 -2	 -1
Total Score	1	4	1	1	0	0

Appendix A: Study Participants

Client

Jamar Stamps	Planner, Contra Costa County Department of Conservation and Development
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Technical Advisory Committee

Jeremy Lochiro	City of Walnut Creek
Angela Villar	Engineer, Contra Costa County Public Works
Coire Reilly	Contra Costa County Health Services Department
Anh Phan Nguyen	Caltrans
Denise Seib	Contra Costa Centre Association
Laura Case	Contra Costa County Board of Supervisors Office
John Vallor	Contra Costa County MAC
Brad Beck	Contra Costa County Transportation Authority

Alta Planning + Design

Brett Hondorp, AICP	Principal-In-Charge
John Lieswyn, PTP, MET	Consultant Team Project Manager
Alexandra Sweet	Senior Planner

DKS

Thomas Krakow, P.E.	Principal-In-Charge
David Mahama, P.E.	Project Manager
Maria Tribelhorn, E.I.T	Assistant Transportation Engineer

Others

IDAX	Data Collection
Quality Counts, LLC	Data Collection

Appendix B: Existing Conditions by Location

North Main Street

Both the westbound left turn/U-turn and westbound right turn movements are heavy at this intersection. Due to the high turning volumes and high left lane utilization, the queue from westbound traffic turning into N. Main Street backs to the I-680 ramps during the A.M. peak hour. The westbound left turn bays are not adequate for the forming left turn queues and vehicles sometimes queue in the through lanes, creating potential for rear-end collisions and congestion.

The southbound left turn volumes are high at N. Main Street during both the morning and afternoon peak periods. Queues spill back beyond the turn bays during both time periods.

Currently N. Main Street operates in coordination with Ygnacio Valley Road (coordinated north-south), rather than in coordination with the Treat Boulevard corridor, which may contribute to the formation of westbound queues. East-west coordination could be considered as a potential alternative for this location. Ygnacio Valley Road is about 3 miles south of the Treat Boulevard/N. Main Street intersection. There are four traffic signals on N. Main Street between Ygnacio Valley Road and Treat Boulevard. Additionally, Ygnacio Valley Road, N. Main Street and Treat Boulevard have interchanges with the I-680 freeway.



Photo 4 View of westbound Treat Boulevard approaching N. Main Street. Existing bicyclist use of sidewalk in conflict with Walgreens driveway turning movements.



Photo 5 View of Treat Boulevard and N. Main Street. Right-turn slip lane creates two points of potential conflict between motorists and pedestrians.

The City of Walnut Creek will be paving North Main Street from Treat Boulevard northward in 2015 and from Treat Boulevard southward in 2016. Minor configuration and/or striping changes may be accommodated at that time.

I-680 Overcrossing

The bridge that crosses over I-680 between N. Main Street and I-680 Northbound off-ramp has no sidewalk on the south side and a narrow (5' to 8') sidewalk on the north side. Despite the fact the sidewalk is not wide enough to comfortably accommodate two pedestrians walking side-by-side, it is also shared by cyclists due to the roadway traffic conditions and lack of separate bicycle facilities. The I-680 overcrossing has three westbound through lanes and two eastbound through lanes and two eastbound left-turn lanes. The bridge carries over 20,000 vehicles per day in each direction, for a total average daily traffic of about 40,000 motor vehicles.

The bridge has wide shoulders in both directions, but particularly in the westbound direction, which presents an opportunity to increase the pedestrian and bicycle space. This could be accomplished through one or a combination of the following: lane adjustment, addition of a sidewalk on the south side of the bridge, widening of the existing sidewalk, and/or addition of bicycle lanes or a cycle track. The construction of a shared path on one side would provide service to both pedestrians and bi-directional travel for cyclists on one side of the road. The path provides excellent service to non-automobile modes, but requires 15' of space including path, shoulder, and traffic buffer.



Photo 6 View east along the existing 5' wide sidewalk on the I-680 overcrossing. Pedestrians are observed walking in the traffic lane to overtake one another.

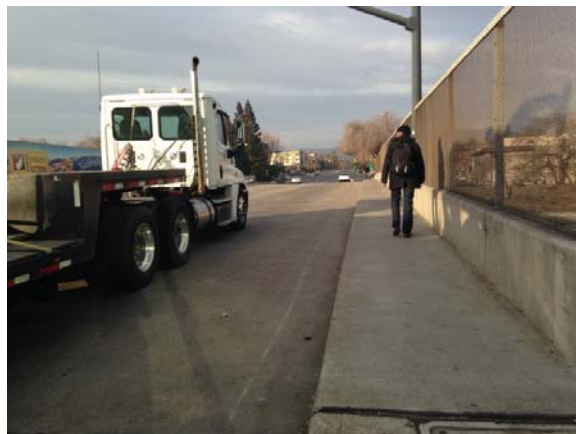


Photo 7 View west along the sidewalk on the overcrossing. A pedestrian commented that the walk on the overcrossing "is unpleasant and always seems to take longer than it should."

I-680 Ramps/Buskirk Avenue

The I-680 northbound ramps at Buskirk Avenue present a challenge to pedestrians wishing to cross the intersection. The northbound right turn traffic onto Treat Boulevard is heavy and due to channelization does not always yield to pedestrians and bicycles.

During the morning peak period, the northbound left turn queues occasionally exceed the left turn lane storage capacity. During the evening peak period, the eastbound Treat Boulevard traffic turning left onto the I-680 ramp was observed to exceed the left turn storage.



Photo 8 View west of the I-680 overcrossing sidewalk from Buskirk Avenue. Current 5' wide sidewalk is insufficient for two-way pedestrian use. Bicyclists were observed using this facility to travel east and west instead of using the roadway.



Photo 9 View west of the I-680 overcrossing, south side from Buskirk Avenue. No sidewalk or bike lane exists along this side of the overcrossing.



Photo 10 North crosswalk of Buskirk Avenue typifies some of the existing curb ramps with uneven surfaces difficult to traverse for those with mobility impairments.



Photo 11 The northbound I-680 offramp has heavy right turn volumes at peak times

Treat Boulevard between Oak Road and the I-680 Ramps/Buskirk Avenue

Westbound

The southbound right turn lane at Oak Road has its own receiving lane westbound, which immediately becomes a right turn only onto Buskirk Avenue and the I-680 NB on ramp. This layout causes weaving conflicts on westbound Treat Boulevard due to the high demand for northbound I-680. Further exacerbating this issue, the BART support columns separate the lanes of travel and limit visibility for traffic merging from the right lane.

These conditions contribute to the formation of a westbound queue during the afternoon peak hour. Weaving conflicts demand driver attention, often taking away driver awareness of pedestrians and bike riders. Due to this lack of attention, bike riders are currently safest riding in the middle of the lane rather than at the edge of the lane, which is ideally where a bicycle lane would be located. As indicated by low bicycle volumes on this segment (three westbound during the P.M. peak hour), few cyclists brave this environment. Weaving traffic and high right lane utilization through this segment cause traffic to spill back to Oak Road, reducing the number of vehicles that can travel westbound through the Oak Road and Jones Road intersections during a green light, effectively “wasting” green time at these intersections.



Photo 12 View of westbound Treat Boulevard from Oak Road. Traffic from Oak Road merges into the right lane for I-680 northbound.

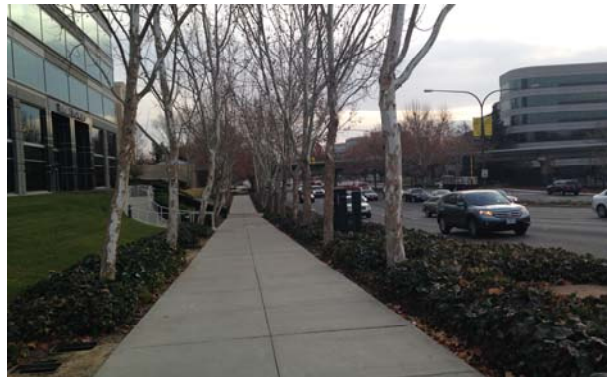


Photo 13 View looking east on the north side of Treat Boulevard. The 8' wide treelined sidewalk is also used by bicyclists traveling both directions.

Eastbound

The eastbound segment on Treat Boulevard between the I-680 ramps and Oak Road is also characterized by high weaving volumes during the morning and afternoon peak periods. Heavy traffic from the I-680 northbound ramp merge into the eastbound lanes where weaving conflicts arise between motorists turning at Oak Road or Jones Road. The BART support columns separate the lanes and limit visibility, exacerbating this issue.



Photo 14 View east towards Oak Road on the south side of Treat Boulevard.

Oak Road

Oak Road is commonly used for pedestrian access to the BART station. About 90 pedestrians cross Treat Boulevard at Oak Road during the morning peak hour. Because the cycle length is long (160 seconds in the morning), some pedestrians cross illegally against the light by finding gaps in queued traffic or between platoons of cars. During the morning peak period, the westbound left turn and northbound left turn queues occasionally exceed the left turn lane storage capacity.



Photo 15 View north along Oak Road. Cyclists accessing BART use the shared path on the west side of Oak Road, cross at Coggins Drive to the east side of Oak Road to continue north to BART or cross Oak Road and continue up the path on the east side of Oak Road.



Photo 16 View west on the east side of Oak Road, showing northbound free right turn lane and splitter island: cars speed around the corner, or block the crosswalk while waiting to merge.



Photo 17 At the intersection of Oak Road and Treat Boulevard, pedestrians have up to a two-minute wait time to cross the street. One pedestrian commented on the length of the crosswalk and time required to cross. Several pedestrians were observed walking down the Treat Boulevard median.



Photo 18 Pedestrians can wait in the middle of the roadway if they started crossing late in the phase and did not make it across before the end of the phase. While the pushbutton is in reach of wheelchair users, the relatively narrow median and lack of protection from turning vehicles makes it an intimidating place to wait.

Treat Boulevard between Jones Road and Oak Road

Westbound

During the P.M. peak period, about 70 vehicles complete the westbound right turn movement from Treat Boulevard to Oak Road. There is an existing free right turn for this movement. This volume could be accommodated without the existing free right turn.

The pace speed during periods ranges between 21 – 35 mph in both directions.



Photo 19 Bicyclists are likely to be currently utilizing the lighter colored concrete strip to the right of the dashed lane line

Eastbound

East of Jones Road the number of eastbound through lanes drops from four to three, and based on field observations it appears most through vehicles avoid the rightmost lane for this reason. With fewer destinations and the limited bicycling facilities east of Jones Road, this segment is a lower priority for bikeway improvements.



Photo 20 Treat Boulevard looking east toward Jones Road. A non-compliant MUTCD sign tells drivers to "observe pedestrian right of way."

Jones Road

Few pedestrians and bicyclists are observed using the Treat Boulevard crosswalk at Jones Road, perhaps electing to use the Iron Horse Trail overcrossing. Westbound Treat Boulevard traffic making a left turn into Jones Road occasionally exceeds the left turn storage capacity during the morning and evening peak period.

Appendix C: Concept 4A and 4B Traffic Study and Alternative Concepts 4C, 4D, and 4E Memorandum

The following traffic study and analysis memo was prepared for this plan by DKS, and is reproduced here in its entirety.



1970 Broadway, Suite 740
Oakland, CA 94612
510.763.2061
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DATE: October 9, 2017¹
TO: Brett Hondorp, AICP, Alta
FROM: David Mahama, PE, DKS
CC: Erin Vaca, DKS
SUBJECT: Contra Costa County I-680 / Treat Blvd Bicycle and Pedestrian Plan – Feasibility Study and Evaluation Traffic Analysis of Concepts 4a and 4b #14070-001

Introduction

With the goal of providing more livable communities, Contra Costa County Department of Conservation and Development has decided to complete the I-680/Treat Boulevard Bicycle and Pedestrian Plan. To finish the bicycle and pedestrian transportation network, Contra Costa County has targeted Treat Boulevard between Main Street and Jones Road to provide safe and convenient access from the Iron Horse Trail to businesses and restaurants on Main Street, focusing especially on the I-680 interchange. The Transportation for Livable Communities (TLC) program is the funding source for this project, which is managed by the Contra Costa Transportation Authority (CCTA).

This project includes the following intersections:

- Treat Boulevard/Geary Road and Main Street
- Treat Boulevard and Buskirk Avenue/I-680 northbound ramps
- Treat Boulevard and Oak Road
- Treat Boulevard and Jones Road/Iron Horse Trail

The field observations on this corridor indicate that there are high vehicle turning volumes that conflict with pedestrians, high weaving volumes that create a challenging environment for cyclists, and that the current infrastructure could be improved to better serve pedestrians and cyclists.

The performance of the four study intersections was evaluated for AM and PM peak periods for the current year (2014) traffic conditions and future year (2040) traffic conditions. Four initial study concepts (Concept 1B, Concept 2, Concept 3, and Concept 4), geometric improvements as well as traffic signal timing improvements were evaluated to determine the performance of the network. Once the initial alternatives were evaluated by the stakeholders, a final concept (Concept 4a) was developed.

¹ This document has been revised from the version dated March 6, 2017 to reflect standardized naming conventions for the design alternatives.

This report presents a traffic impact evaluation for the Concept 4a pedestrian and bicycle related improvements to the transportation environment along Treat Boulevard. This final design is a modified version of Concept 4 and can be found in Appendix A. This revision includes the elimination of the free southbound right turn lane at the Treat Boulevard/Oak Road intersection, which is expected to eliminate traffic weaving along the segment of Treat Boulevard between Oak Road and Buskirk Avenue in the westbound direction.

Current Year Analysis (2014)

For the current year (2014 volumes), overall network performance is not largely impacted as compared to the existing condition for the revised concept. Individual intersection level of service (LOS) was analyzed to assess the potential impacts of the revised concept. A queuing analysis was also included for traffic movements of concern and Table 1 presents the results of the analysis. As shown in Table 1, intersection delay is high in general under existing conditions. LOS generally remains the same, except at Oak Road, which deteriorates. The biggest impact occurs at the Treat Boulevard/Oak Road intersection in the P.M. This is due to the reconfiguration of the southbound movement – the free right is removed as well as one of the through lanes.

The queuing analysis shows little to no impact at the Treat Boulevard/Main Street intersection. At the Treat Boulevard/Oak Road intersection, southbound through queues are expected to increase in the A.M. and in the P.M. This is due to the reconfiguration of the southbound approach. It should be noted that the southbound right turning vehicles are expected to experience shorter queue lengths. This is due to the additional right turn lane. Furthermore, queuing is expected to increase for the westbound right turn at the Treat Boulevard/I-680 ramps/Buskirk Avenue intersection during the P.M. peak hour.

For the proposed alternatives the signal timing parameters were optimized to benefit the overall performance of the Treat Boulevard corridor in the westbound and eastbound directions. Optimization of the corridor is expected to result in improved performance of the Treat Boulevard/Jones Road intersection but decreased efficiency of the Treat Boulevard/Oak Road intersection.

Lastly, a variation of the Concept 4a was assessed. The variation includes the removal of one eastbound lane between the Treat Boulevard/I-680 ramps/Buskirk Avenue and Treat Boulevard/Oak Road intersections and modifying the two intersections described as follows: 1) Eliminate the northbound free right-turn at the Treat Boulevard/I-680 ramps/Buskirk Avenue intersection. 2) Remove the eastbound right turn lane at the Treat Boulevard/Oak Road intersection, which will result in converting the curbside through lane to a shared through-right lane. The traffic analysis results of this Alternative 4b are shown in Table 1. Because the Treat Boulevard/I-680 ramps/Buskirk Avenue intersection is expected to operate unacceptably in the A.M., the alternative was excluded from future considerations. Furthermore, the expected queues for the northbound right turning vehicles was shown to extend back on the ramp all the way to NB I-680 in the A.M. and extend almost all the way to the freeway in the P.M.

Future Year Analysis (2040)

Individual intersection delay and LOS were analyzed to assess the potential impacts of the revised concept for the future year (2040). A queuing analysis was also completed for movements of concern. Table 2 presents the findings for this analysis. As shown, intersection delay is high in general for the future year.

In general, the removal of the free right turn (Concept 4a) has a negative impact on delay and queuing at Oak Road during the morning and evening peak periods. Since the improvement involves the removal of the SB free right turn as well as a removal of one of the through lanes, SB through movements are subject to much queueing, especially in the A.M.

For the future year alternatives, the signal timings were optimized to benefit the overall performance of the Treat Boulevard corridor in the westbound and eastbound directions. This optimization results in higher delays for side street and left turn movements, as indicated by the high delay at Treat Boulevard/Jones Road during the p.m. peak hour. Although performance degrades slightly with the free right turn removal at Oak Road, the high weaving volumes observed between Oak Road and the I-680 ramps are mitigated. Removing the inefficient and unsafe weaving behavior on this segment reduces the potential negative impact of the improvements at the corridor level.

Conclusion

Implementation of Concept 4a is expected to result in some increased delay and queuing for motorists at specific intersections on Treat Boulevard. The alternative Concept 4b has been shown to be ineffective as it leads to unacceptable LOS levels even with 2014 volume levels. Therefore, this alternative was not considered in future analysis. The reconfiguration of the southbound approach at the Treat Boulevard/Oak Road intersection is expected to result in increased delay and queuing. This is to be expected as one of the southbound through lanes is removed, the free southbound right turn is removed and replaced with two southbound right turn lanes. As a result, the southbound through queue is expected to increase and vehicles in this movement experience higher delays. It should be noted that the removal of free right-turn is expected to achieve the goal of eliminating the potentially dangerous weaving along Treat Boulevard between Oak Road and Buskirk. Furthermore, the queues for the southbound right turning vehicles are expected to decrease. When compared to the benefits for other transportation modes, the increased delay for motorists is relatively small.

Table 1: Intersection LOS Comparison for Current Year (2014)

Intersection	Peak Hour	Existing				Concept 4a				Concept 4b			
		Control Delay (s)	LOS	Movmt. of Interest	Queue Length (ft)	Control Delay (s)	LOS	Movmt. of Interest	Queue Length (ft)	Control Delay (s)	LOS	Movmt. of Interest	Queue Length (ft)
Treat Boulevard and Main Street*	A.M.	55.7	E	WBLT	356	53.1	D	WBLT	378	Not Applicable			
				WBRT	0			WBRT	0				
	P.M.	42.9	D	WBLT	174	42.9	D	WBLT	160				
				WBRT	890			WBRT	0				
Treat Boulevard and I-680 Northbound Ramps/Buskirk Avenue	A.M.	30.3	C	WBRT	126	34.7	C	WBRT	130	112.9	F	WBRT	640
				NBRT	0			NBRT	0			NBRT	1446
	P.M.	17.5	B	WBRT	169	19.5	B	WBRT	638	62.1	E	WBRT	638
				NBRT	0			NBRT	0			NBRT	1308
Treat Boulevard and Oak Road	A.M.	46.8	D	SBRT	140	49.2	D	SBRT	68	49.7	D	SBRT	69
				SBTH	295			SBTH	681			SBTH	731
	P.M.	19.3	B	SBRT	382	36.8	D	SBRT	161	41.6	D	SBRT	163
				SBTH	127			SBTH	323			SBTH	323
Treat Boulevard and Jones Road*	A.M.	37.6	D	No movement of interest		32.8	C	No movement of interest		Not Applicable			
	P.M.	49.8	D			48.3	D						

Notes: HCM 2010 analysis unless specified by *.

*HCM 2000 analysis due to HCM 2010 limitations.

Queue Length = 95th Percentile Queue Length

Table 2: Intersection LOS Comparison for Future Year (2040)

<i>Intersection</i>	<i>Peak Hour</i>	<i>Concept 4a</i>			
		<i>Control Delay (s)</i>	<i>LOS</i>	<i>Movmt. of Interest</i>	<i>Queue Length (ft)</i>
Treat Boulevard and Main Street*	A.M.	60.1	E	WBLT	410
				WBRT	0
	P.M.	60.0	E	WBLT	410
				WBRT	0
Treat Boulevard and I-680 Northbound Ramps/Buskirk Avenue	A.M.	36.5	D	WBRT	131
				NBRT	0
	P.M.	26.1	C	WBRT	193
				NBRT	0
Treat Boulevard and Oak Road	A.M.	53.8	D	SBRT	82
				SBTH	706
	P.M.	42.7	D	SBRT	189
				SBTH	557
Treat Boulevard and Jones Road*	A.M.	59.7	E	No movement of interest	
	P.M.	143.9	F		

Notes: HCM 2010 analysis unless specified by *.
 *HCM 2000 analysis due to HCM 2010 limitations.
 Queue Length = 95th Percentile Queue Length

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IDAX

Data Collection

Quality Counts, LLC

Data Collection

MEMORANDUM

DATE: October 9, 2017¹
TO: Laurentiu Duscic, PE, Alta
FROM: David Mahama, PE, DKS
Erin Vaca, TE, DKS
SUBJECT: **Contra Costa County I-680 / Treat Boulevard Bicycle and Pedestrian Plan
Feasibility: Traffic Analysis of Alternative 2 and Alternative 3 of Revised
Concept 4**

INTRODUCTION AND BACKGROUND ON CONCEPTS 4A AND 4B

Previous analysis of Concepts 4a and 4b for this project was documented in a memorandum dated March 6, 2017 (revised October 9, 2017). This previously completed analysis assessed the Concept 4a which involved the removal of one eastbound lane between the Treat Boulevard/I-680 ramps/Buskirk Avenue and Treat Boulevard/Oak Road intersections and modifications of the two intersections. Under this alternative, the Treat Boulevard/I-680 ramps/Buskirk Avenue intersection was modified to eliminate the northbound free right turn lane.

Under existing (2014) traffic conditions, Concept 4b was shown to result in excessively long queues and unacceptable delay during the AM peak hour as shown below in **Table 1**. Because the Treat Boulevard/I-680 ramps/Buskirk Avenue intersection would be expected to operate unacceptably in the A.M., this alternative was excluded from future consideration. Furthermore, the expected queues for the northbound right turning vehicles were expected to extend back on the ramp all the way to NB I-680 in the A.M. and extend almost all the way to the freeway in the P.M.

CONCEPTS 4C AND 4D

Despite the results described above, interest remained in Concept 4a because of the potential safety benefits to bicyclists of eliminating the free right turn lane at the Treat Boulevard/I-680 ramps/Buskirk Avenue intersection. Two additional variations were developed which retained the removal of the free right turn lane but supplemented the capacity of the northbound right turn movement. Under Concept 4c, the northbound approach of the intersection consists of one left turn lane, one through lane, one shared through-right lane, and a right turn lane. Under

¹ This document has been revised from the version dated September 12, 2017 to reflect standardized naming conventions for the design alternatives.



Table 1. Concepts 4a and 4b under Current Year (2014) Traffic for Treat Boulevard and I-680 Northbound Ramps/Buskirk Avenue Intersection

Peak Hour	Existing				Alternative 4a				Alternative 4b			
	Control Delay (s)	LOS	Movmt. of Interest	Queue Length (ft)	Control Delay (s)	LOS	Movmt. of Interest	Queue Length (ft)	Control Delay (s)	LOS	Movmt. of Interest	Queue Length (ft)
A.M.	30.3	C	WBRT	126	34.7	C	WBRT	130	112.9	F	WBRT	640
			NBRT	0			NBRT	0			NBRT	1446
P.M.	17.5	B	WBRT	169	19.5	B	WBRT	638	62.1	E	WBRT	638
			NBRT	0			NBRT	0			NBRT	1308

Notes: HCM 2010 analysis unless specified by *.

*HCM 2000 analysis due to HCM 2010 limitations.

Queue Length = 95th Percentile Queue Length

Concept 4d, the cross section includes one left turn lane, two through lanes, and two right turn lanes. Diagrams of these designs can be found in Appendix A.

This memorandum documents the analysis of these two alternatives with respect to overall performance, delay, and queuing at the Treat Boulevard/I-680 ramps/Buskirk Avenue intersection. A modified version of Concept 4d, Concept 4e, is presented as the best option for this intersection.

ANALYSIS OF CONCEPTS 4C AND 4D UNDER FUTURE YEAR (2040) TRAFFIC

While Concepts 4c and 4d perform adequately under existing traffic conditions (see Table 2), neither would operate acceptably under future traffic conditions (see Table 3). As shown in Table 3, both alternatives show a high level of delay and a 95th percentile northbound right turn queue in excess of 1000 feet during the AM peak hour. As stated previously, this length queue will reach back to the I-680 freeway.

A modification to the proposed alternatives was tested whereby the second through lane in Concept 4d was changed to a shared through-right lane. This modification is termed Concept 4e. The triple right turn lanes can be accommodated by three receiving lanes on Treat Boulevard. With this modification, the intersection would operate at an acceptable LOS with the northbound right turn queue under 600 feet, a length contained within the ramp north of the split to the weigh station.



Table 1: Concepts 4c and 4d under Current Year (2014) Traffic for Treat Boulevard and I-680 Northbound Ramps/Buskirk Avenue Intersection

Peak Hour	Concept 4c				Concept 4d			
	Control Delay (s)	LOS	Movmt. of Interest	Queue Length (ft)	Control Delay (s)	LOS	Movmt. of Interest	Queue Length (ft)
A.M.	44.4	D*	WBRT	633	43.1	D	WBRT	698
			NBRT	687			NBRT	611
P.M.	41.6	D*	WBRT	218	41.3	D	WBRT	495
			NBRT	510			NBRT	484

Notes: HCM 2010 analysis unless specified by *.

*HCM 2000 analysis due to HCM 2010 limitations.

Queue Length = 95th Percentile Queue Length

Table 3: Concepts 4c - 4e under Future Year (2040) Traffic for Treat Boulevard and I-680 Northbound Ramps/Buskirk Avenue Intersection

Peak Hour	Concept 4c				Concept 4d				Concept 4e			
	Control Delay (s)	LOS	Movmt. of Interest	Queue Length (ft)	Control Delay (s)	LOS	Movmt. of Interest	Queue Length (ft)	Control Delay (s)	LOS	Movmt. of Interest	Queue Length (ft)
A.M.	61.2	E*	WBRT	735	88.3	F	WBRT	332	46.9	D*	WBRT	332
			NBRT	1036			NBRT	1002			NBRT	536
P.M.	40.2	D*	WBRT	853	52.6	D	WBRT	459	31.7	C*	WBRT	401
			NBRT	604			NBRT	534			NBRT	323

Notes: HCM 2010 analysis unless specified by *.

*HCM 2000 analysis due to HCM 2010 limitations.

Queue Length = 95th Percentile Queue Length



Conclusion

By 2040, Concepts 4c and 4d are expected to result in unacceptable operating conditions at the intersection of Treat Boulevard and I-680 off ramp/Buskirk Avenue during the AM peak hour. Instead, Concept 4e with two dedicated right turn lanes and one shared through-right lane presents a reasonable tradeoff between vehicle delay and improved conditions for bicyclists and is the recommended option for this intersection. Implementing this alternative will likely require some modifications to the median and shifts in striping on Treat Boulevard in order to create comfortable dimensions for motorists using the three receiving lanes. If desired, the shared through-right lane can operate on an as-needed basis during the AM peak hour with implementation of a variable lane assignment control sign installed at the intersection. Alternatively, the shared through-right movement may be allowed at all times with appropriate lane legends and striping.

Appendix D: Additional Traffic Data

The following traffic data and motor traffic level of service modeling is summarized from the separate Traffic Technical Memorandum.

Traffic Data

Data was collected as follows:

- Turning movement counts for all users collected with a 24-hour video count during a sunny, dry day on Tuesday May 13, 2014 along Treat Boulevard at North Main Street, Buskirk Avenue, Oak Road and Jones Road
- Weekday and weekend motor traffic counts collected with pneumatic tube counters placed on Treat Boulevard between the Jones Road and Oak Road intersections over the seven-day period between May 31 to June 5, 2014

Based on the tube counts, approximately 48,000 vehicles per average weekday use Treat Boulevard (both directions). Figure C-1 presents the peak period turning movement counts for the four study intersections. Full datasets are available in the separate traffic analysis report.

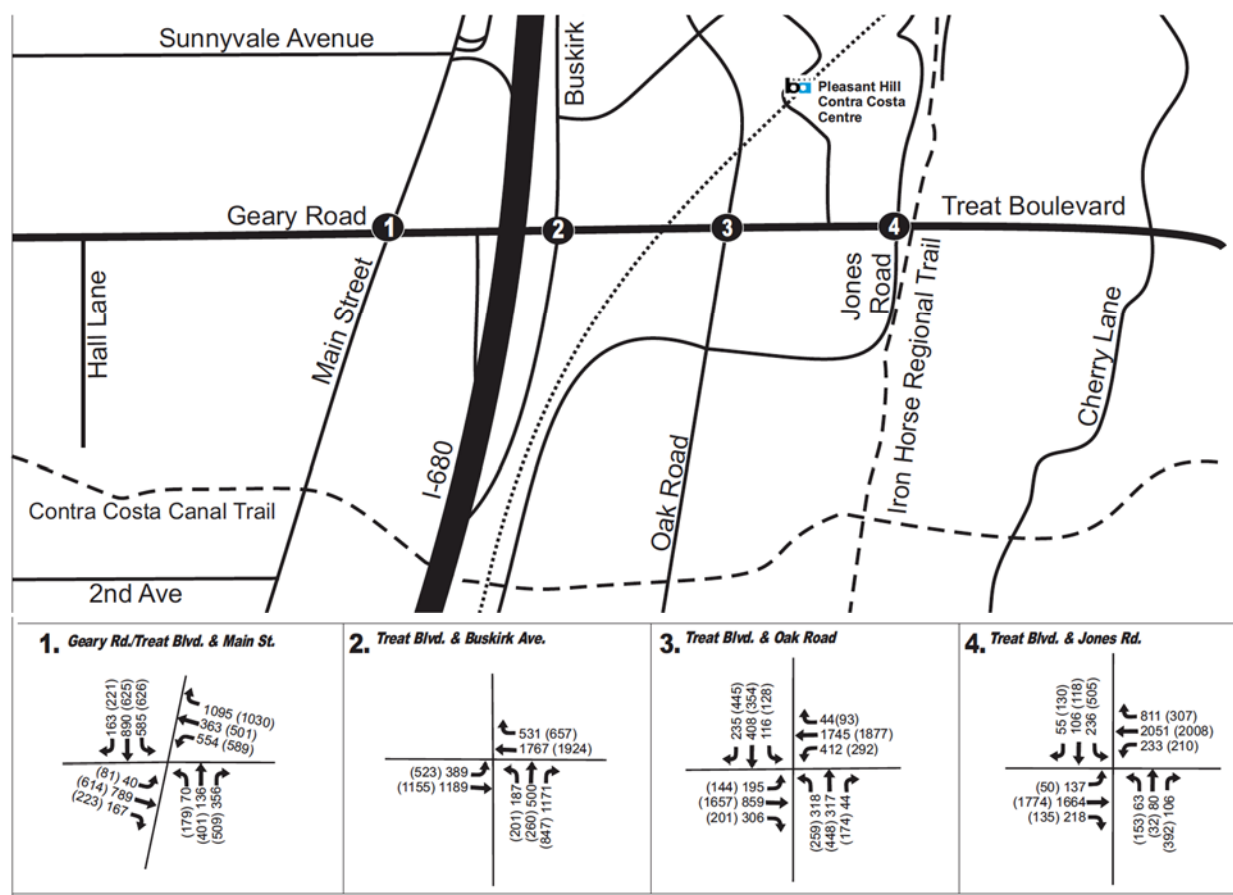


Figure C-1: AM (PM) peak period turning movement counts

Table C-6-8 and Table C-6-9 summarize the morning and afternoon peak period pedestrian and bicycle counts for the study intersections.

Table C-6-8: Existing Pedestrian Count Summary

<i>ID</i>	<i>Intersection</i>	<i>Peak Period (1-hour counts)</i>	<i>South Crosswalk</i>	<i>North Crosswalk</i>	<i>East Crosswalk</i>	<i>West Crosswalk</i>	<i>Total</i>
1	Treat Blvd/ Main St	A.M.	5	27	4	8	44
		P.M.	7	36	4	17	64
2	Treat Blvd/ Buskirk Ave	A.M.	--	51	2	--	53
		P.M.	1 --	44	0	1 --	46
3	Treat Blvd/ Oak Rd	A.M.	6	29	84	6	125
		P.M.	26	23	46	27	122
4	Treat Blvd/ Jones Rd	A.M.	18	10	13	20	61
		P.M.	23	13	17	19	72

Notes:

-- Crosswalk does not exist

1-- Crosswalk does not exist but one pedestrian crossed illegally

n/a – Data not available

Table C-6-9: Existing Bicycle Count Summary

<i>ID</i>	<i>Intersection</i>	<i>Peak Period (1-hour counts)</i>	<i>Southbound</i>	<i>Northbound</i>	<i>Eastbound</i>	<i>Westbound</i>	<i>Total</i>
1	Treat Blvd/ Main St	A.M.	1	0	2	2	5
		P.M.	1	1	3	0	5
2	Treat Blvd/ Buskirk Ave	A.M.	--	0	0	1	1
		P.M.	--	0	0	3	3
3	Treat Blvd/ Oak Rd	A.M.	0	2	0	1	3
		P.M.	0	2	1	0	3
4	Treat Blvd/ Jones Rd	A.M.	0	0	0	2	2
		P.M.	2	1	0	13	16

Notes:

-- Direction does not exist at intersection

Motorist Traffic Level of Service Model

This data was used to build an existing conditions traffic model that evaluates motorist level of service (LOS), which will be one of the metrics used to evaluate potential improvements. The corridor measures of effectiveness are presented in Table C-6-10. The intersection average control delay and corresponding LOS grade values are presented in Table C-6-11. For context, the length of the study segment is 0.43 miles. Under 35 mph free flow conditions with no stops for traffic signals, it would take about 45 seconds to traverse the segment.

Table C-6-10: Measures of Effectiveness from Existing Conditions Synchro Model

Roadway	Approach	Peak Hour	Total Delay/ Vehicle (sec/veh)	Stops/ Vehicle	Total Travel Time (hr)	Average ¹ Speed (mph)	CO Emissions (kg)	NOx Emissions (kg)	Arterial LOS
Treat Boulevard	Westbound	A.M.	22	0.43	103	15	9.27	1.80	D
		P.M.	23	0.43	91	13	8.07	1.57	E
	Eastbound	A.M.	36	0.53	99	9	8.16	1.59	F
		P.M.	32	0.55	95	10	8.18	1.59	E

Notes: Total Delay/Vehicle (sec/veh) = The control delay plus the queue delay experienced per vehicle.

Travel Time (hr) = The total time taken for all vehicles to travel through the corridor.

CO Emissions (kg) = The amount of Carbon Monoxide emissions by all vehicles traveling along the corridor in a period of one hour.

NOx Emissions (kg) = The amount of Nitrogen Monoxide emissions by all vehicles traveling along the corridor in a period of one hour.

¹Average speed accounts for traffic signal delay at the study intersections and queuing delay.

Table C-6-11: Intersection Average Level of Service from Existing Conditions Synchro Model

Intersection	Peak Hour	Control Delay (s)	LOS
Treat Boulevard and Main Street*	A.M.	55.7	E
	P.M.	42.9	D
Treat Boulevard and I-680 Northbound Ramps/Buskirk Avenue	A.M.	30.3	C
	P.M.	17.5	B
Treat Boulevard and Oak Road	A.M.	46.8	D
	P.M.	19.3	B
Treat Boulevard and Jones Road*	A.M.	37.6	D
	P.M.	49.8	D

Notes: HCM 2010 analysis unless specified by *.

*HCM 2000 analysis due to HCM 2010 limitations.

LOS “D” is defined in the HCM as “approaching unstable/tolerable delay: drivers may have to wait through more than one red signal. Queues may develop but dissipate rapidly”. With all intersections modeled to be operating at LOS “D” or better (with the exception of Main Street, which is “E” in the morning peak), there is some excess capacity before excessive delay conditions would be expected to develop. However, the County has advised that with predicted future volumes in mind, no reduction in the number of lanes will be considered in this corridor.

Multi-Modal Level of Service Model

Multi-modal level of service (MMLOS) for Treat Boulevard in the current condition has been calculated for motorized and non-motorized modes of traffic using ARTPLAN 2012, the arterial street component of the LOSPLAN software suite. The underlying analysis methods are based on HCM 2010 procedures, which are the first attempt to quantify the inter-relationship of modes. These procedures are currently being revised to better account for a wider range of user types and environments.

The HCM MMLOS methods are based on user perceptions of various conditions as assessed through video labs. The model omits consideration of the variety in bicyclist types and impacts of various crossing facilities. Bicycle LOS is gauged based on the average effective width of the outside through lane, motorized vehicle volumes, motorized vehicle speeds, heavy vehicle (truck) volumes, and pavement condition. Pedestrian LOS is gauged based on the existence of a sidewalk, lateral separation of pedestrians from motorized vehicles, motorized vehicle volumes, and motorized vehicle speeds. For all modes, a letter grade of “A” indicates superior LOS. LOS results for autos are not comparable to LOS as calculated by other traffic analysis / simulation methods.

A summary of the results is provided in Table C-6-12. It should be noted that it is not necessary to have a dedicated bicycle facility for a roadway to be assigned a LOS grade, because a bicyclist may ride anywhere except where explicitly prohibited. These grades do not necessarily reflect what all people may consider acceptable, rather they are a relative grade based on the method’s video lab participant perceptions of conditions. While a grade of “D” may be acceptable to some confident bicyclists, it is not likely that most members of the general public would consider sharing a traffic lane with motorists along Treat Boulevard.

In comparing the bicycle and pedestrian grades for various segments and peak periods, the values are intuitive in that the segment between Main Street and Buskirk Avenue has fewer provisions for these modes. The better bicycle grades for the eastbound direction during the afternoon peak are due to the lower eastbound traffic volumes at that time of day.

Table C-6-12: Multi-Modal Level of Service - Base Condition

Segment	Direction	Peak Hour	Auto	Bike	Ped
Main Street to Buskirk Avenue	EB	PM	D	D	D
	WB	AM	D	E	D
Buskirk Avenue to Oak Road	EB	PM	D	C	C
	WB	AM	D	D	C
Oak Road to Jones Road	EB	PM	D	C	C
	WB	AM	D	D	C

Appendix E: Concept Plans and Features

The following pages of this appendix contain:

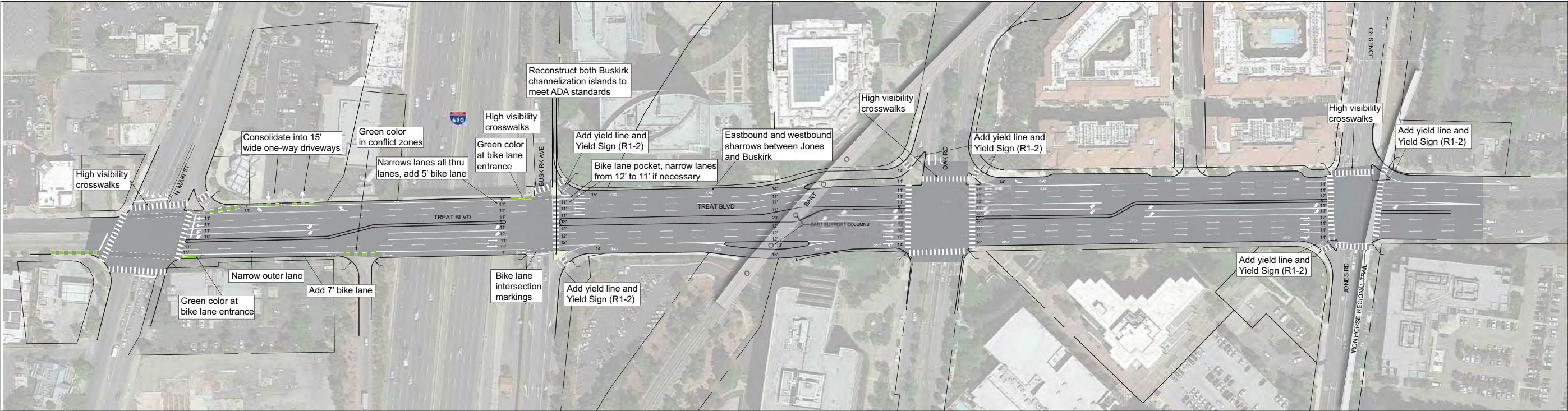
- Table describing the principal features of each concept
- Concept 1A, 1B, 2, and 3 sketch plans, visual simulations and cross sections
- Concept 4 Preliminary CAD plans
- Concept 4A and I-680 Off-Ramp Alternatives 4B, 4C, 4D, and 4E
- Concept 4A/Alternative 4C (Preferred Project)
- Design Renderings (Preferred Project)

Table B-6-13 Treat Boulevard Detailed Concept Descriptions

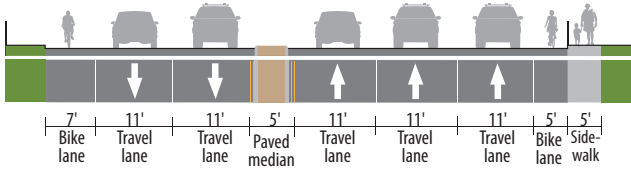
Mode	Concept 1A: Bike Lanes	Concept 1B: Buffered Bike Lanes	Concept 2: Shared Use Path and Buffered Bike Lanes	Concept 3: Shared Use Path, Cycle Track and Southside Sidewalk	Concept 4: Shared Use Path and Southside Sidewalk	Concept 4A: Enhanced Bike Lanes and Shared Use Path
Main Street to Buskirk Avenue						
Bicycle	<ul style="list-style-type: none">o Add 5-foot WB bike laneo Add 7-foot EB bike lane	<ul style="list-style-type: none">o Add WB buffered bike laneo Add EB buffered bike lane	<ul style="list-style-type: none">o Expand north side sidewalk to 12-foot two-way shared-use path	<ul style="list-style-type: none">o Expand north side sidewalk to 12-foot two-way shared-use patho Add sharrows to EB outer lane	<ul style="list-style-type: none">o Expand north side sidewalk to 12-foot two-way shared-use path	<ul style="list-style-type: none">o Add 5 foot WB bike laneo Add 5 foot EB buffered bike lane with 2 foot striped buffer
Pedestrian	<ul style="list-style-type: none">o No change	<ul style="list-style-type: none">o No change	<ul style="list-style-type: none">o Expand north side sidewalk to 12-foot two-way shared-use path	<ul style="list-style-type: none">o Expand north side sidewalk to 12-foot two-way shared-use patho Add 7-foot sidewalk on south side	<ul style="list-style-type: none">o Expand north side sidewalk to 12-foot two-way shared-use patho Add 7-foot sidewalk on south side	<ul style="list-style-type: none">o No changes
Automobile	<ul style="list-style-type: none">o Narrow WB lanes (keep all lanes)o Narrow outer eastbound lane (keep all lanes)o Convert Walgreens driveways into two 15-foot one-way driveways	<ul style="list-style-type: none">o Remove outside WB lane (two WB lanes)o Narrow outer EB lane (keep all lanes)o Convert Walgreens driveways into two 15-foot one-way driveways	<ul style="list-style-type: none">o Narrow WB lanes (keep all lanes)o Narrow outer EB lane (keep all lanes)o Convert Walgreens driveways into two 15-foot one-way driveways	<ul style="list-style-type: none">o Narrow WB lanes (keep all lanes)o Narrow outer EB lane (keep all lanes)o Convert Walgreens driveways into two 15-foot one-way driveways	<ul style="list-style-type: none">o Narrow WB lanes (keep all lanes)o Narrow outer EB lane (keep all lanes)o Convert Walgreens driveways into two 15-foot one-way driveways	<ul style="list-style-type: none">o Narrow all lanes
Buskirk Avenue to Oak Road						
Bicycle	<ul style="list-style-type: none">o Update pedestrian islands to meet ADA standards	<ul style="list-style-type: none">o Add WB buffered bike laneo Add EB buffered bike lane	<ul style="list-style-type: none">o Expand north side sidewalk to 8-10-foot two-way shared-use patho Add EB buffered bike laneo Create protected intersection separating bikes from turning vehicles at Oak Road	<ul style="list-style-type: none">o Expand north side sidewalk to 8-10-foot two-way shared-use patho Add sharrows to EB outer lane	<ul style="list-style-type: none">o Expand north side sidewalk to 8-10-foot two-way shared-use path	<ul style="list-style-type: none">o Add WB bike laneo Add EB bike lane (buffered beginning near BART overcrossing)
Pedestrian	<ul style="list-style-type: none">o No change	<ul style="list-style-type: none">o No change	<ul style="list-style-type: none">o Expand north side sidewalk to 8-10-foot two-way shared-use path	<ul style="list-style-type: none">o Expand north side sidewalk to 8-10-foot two-way shared-use path	<ul style="list-style-type: none">o Expand north side sidewalk to 8-10-foot two-way shared-use path	<ul style="list-style-type: none">o Designate existing north side sidewalk as shared patho Update pedestrian islands to meet ADA standards
Automobile	<ul style="list-style-type: none">o No change	<ul style="list-style-type: none">o Remove SB right channelized right turn lane and convert to buffered bike lane (Treat Blvd / Oak Rd)o Convert curbside travel lanes to buffered bike lanes	<ul style="list-style-type: none">o Remove SB right channelized right turn lane convert WB outer lane to two-way shared-use path from Oak Road to BART overpasso Remove EB outer travel lane and convert to buffered bike laneo Convert third WB travel lane to right-turn pocket	<ul style="list-style-type: none">o Remove SB channelized right turno Convert WB outer lane to two-way shared-use path from Oak Road to BART overpasso Narrow EB outer lane to accommodate expanded sidewalko Convert third WB travel lane to right-turn pocket	<ul style="list-style-type: none">o Remove northwest corner channelized right turn laneo Convert WB outer lane to two-way shared-use path from Oak Road to BART overpasso Remove northeast corner channelized right turn lane	<ul style="list-style-type: none">o Remove SB right channelized right turn lane convert WB outer lane to two-way shared-use path from Oak Road to BART overpass

Mode	Concept 1A: Bike Lanes	Concept 1B: Buffered Bike Lanes	Concept 2: Shared Use Path and Buffered Bike Lanes	Concept 3: Shared Use Path, Cycle Track and Southside Sidewalk	Concept 4: Shared Use Path and Southside Sidewalk	Concept 4A: Enhanced Bike Lanes and Shared Use Path
Oak Road to Jones Road						
Bicycle	o No change	o Add WB buffered bike lane o Add EB buffered bike lane	o Add WB buffered bike lane o Add EB buffered bike lane	o Add WB cycle track (protected bike lane) o Add EB sharrows	o Add WB sharrows	o Add WB bike lane o Add EB buffered bike lane
Pedestrian	o No change	o No change	o No change	o No change	o No change	o No change
Automobile	o No change	o Convert WB right turn lane into buffered bike lane o Convert outer EB lane into buffered bike lane o Remove WB channelized right turn at Treat Blvd / Jones Rd intersection	o Convert WB right turn lane into buffered bike lane o Convert outer EB lane into buffered bike lane o Remove WB channelized right turn at Treat Blvd / Jones Rd intersection	o Convert WB right turn lane into cycle track o Move parking to create “floating” parking lane o Remove WB channelized right turn at Treat Blvd / Jones Rd intersection	o No change	o Convert outer EB lane into buffered bike lane o Remove WB channelized right turn at Treat Blvd / Jones Rd intersection

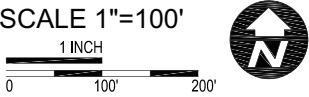
Concept 1A



Concept 1A Treat Blvd: Main to Buskirk



Treat Boulevard - Concept 1A: Short Term Improvement Option



Concept 1B

Concept 2



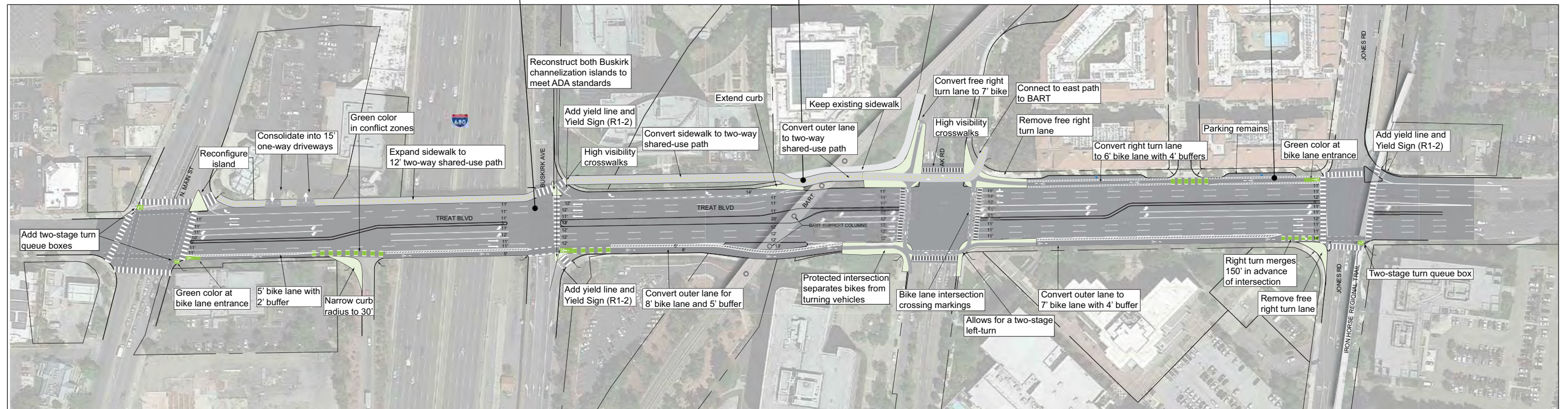
View west along Treat Blvd near Buskirk Ave



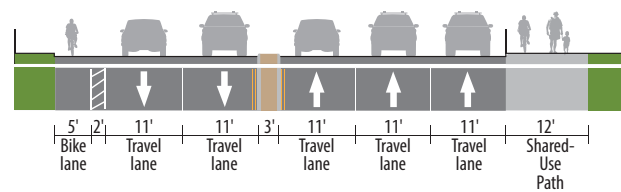
View west along Treat Blvd near the BART overpass



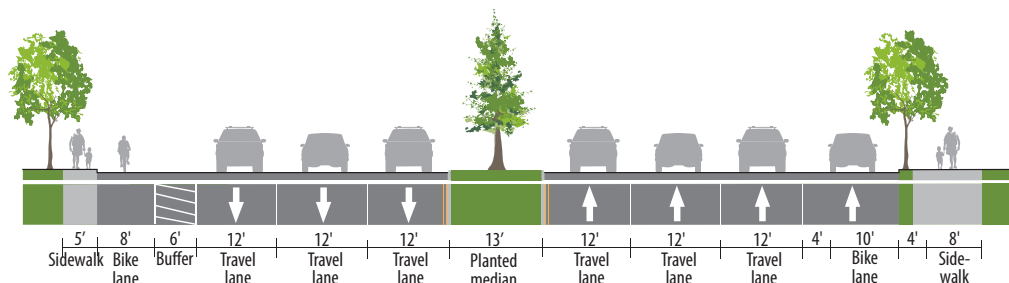
View west along Treat Blvd near Jones Rd



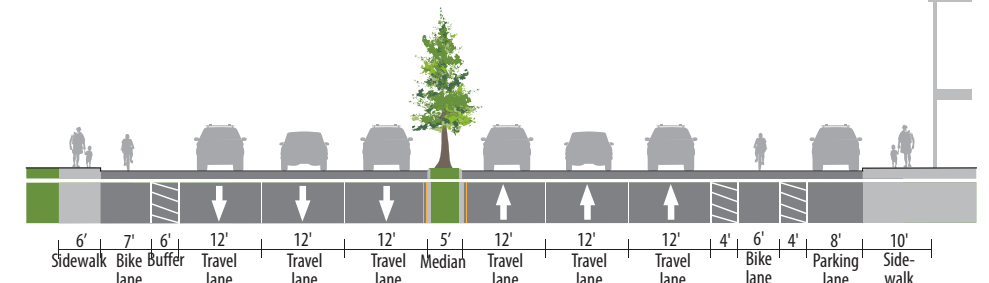
Treat Blvd: Main to Buskirk



Treat Blvd: Buskirk to Oak



Treat Blvd: Oak to Jones



Treat Boulevard - Concept 2: Shared Use Path and Buffered Bike Lanes

SCALE 1"=100'



Concept 3



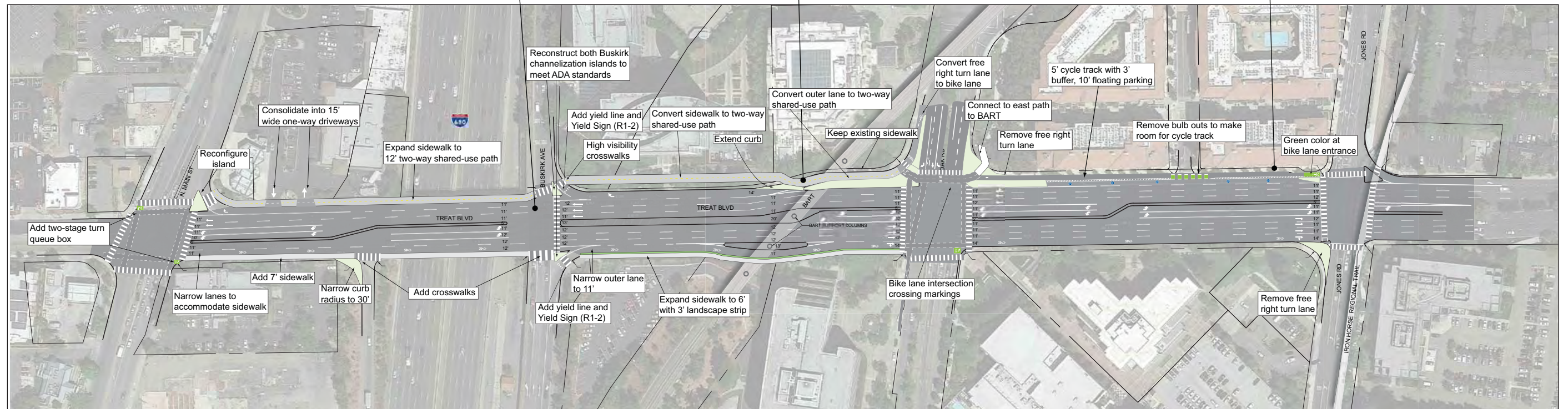
View west along Treat Blvd near Buskirk Ave



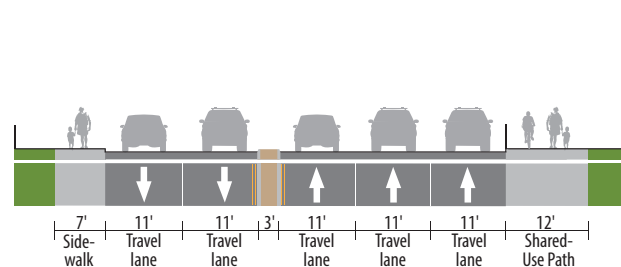
View west along Treat Blvd near the BART overpass



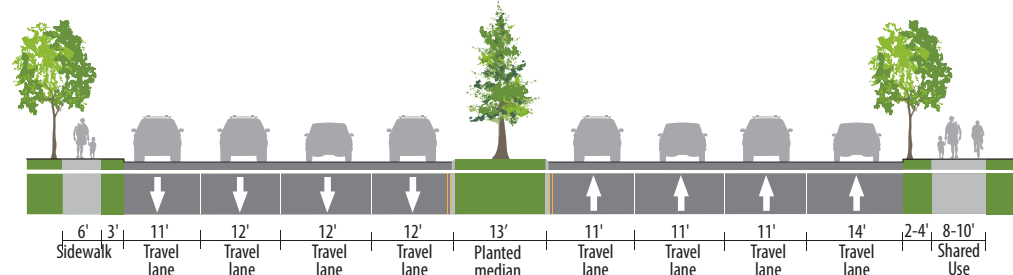
View west along Treat Blvd near Jones Rd



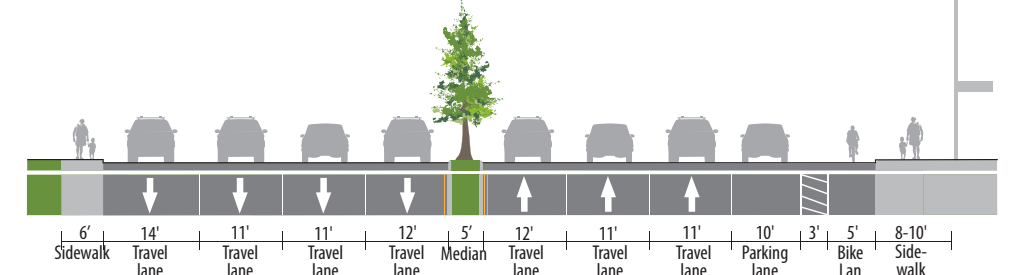
Treat Blvd: Main to Buskirk (remix)



Concept 3 Treat Blvd: Buskirk to Oak



Concept 3 Treat Blvd: Oak to Jones

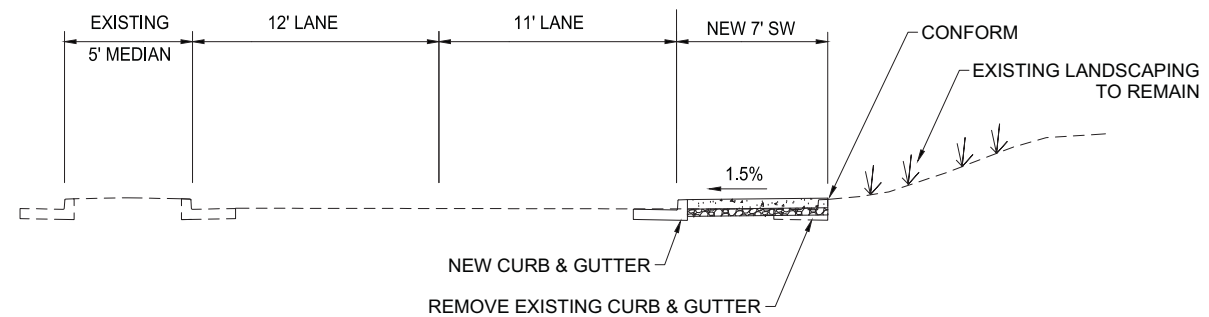
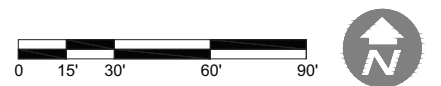
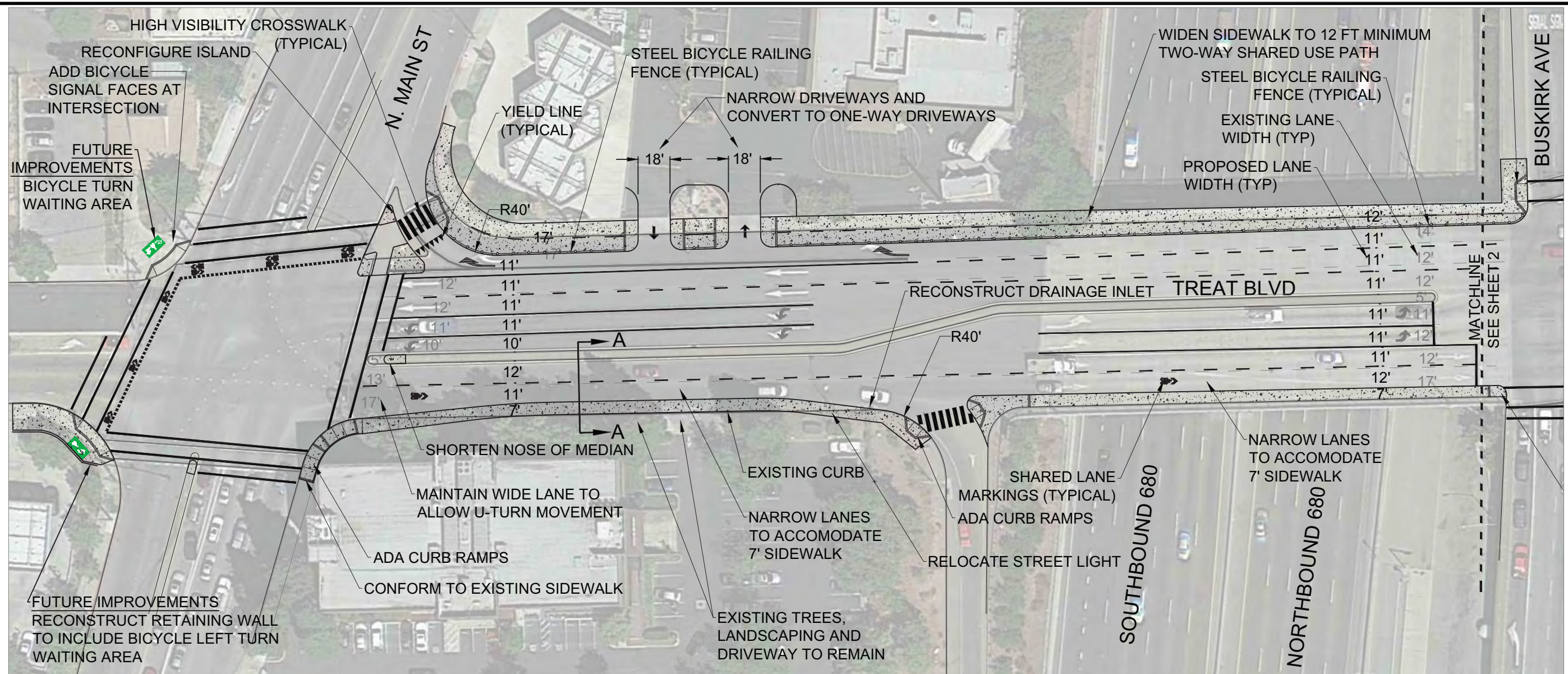


Treat Boulevard - Concept 3: Shared Use Path, Cycle Track and Sidewalk

SCALE 1"=100'

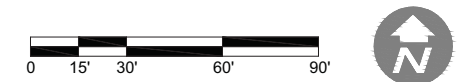
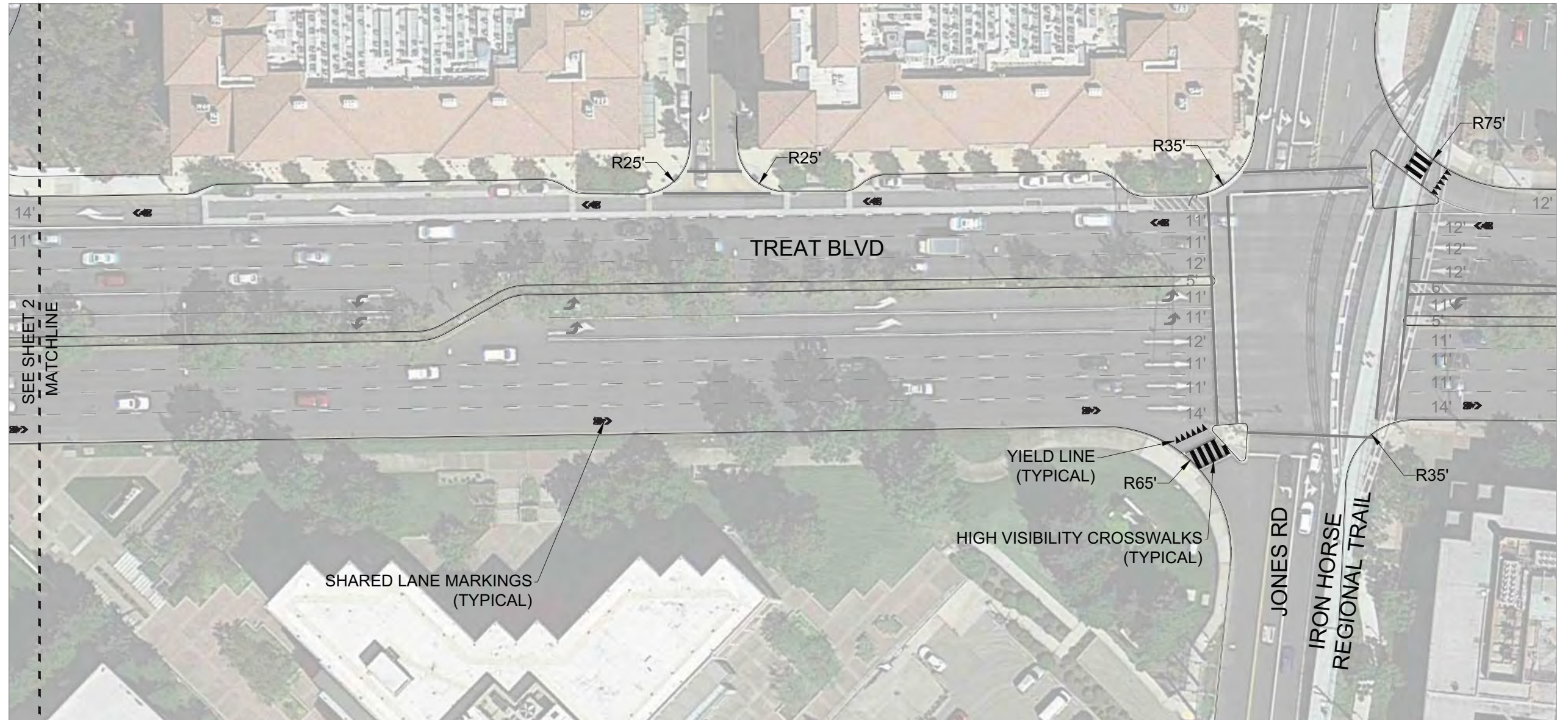


Concept 4



SECTION A-A
NTS

		DESIGNED: JL DRAWN: LD REVIEWED: JL PROJECT NO.: 2014-122	TREAT BOULEVARD BICYCLE AND PEDESTRIAN PLAN PROJECT NUMBER C49472 Concept 4 - PHASE 1 SCALE: AS SHOWN DATE: JUNE 4, 2015	SHEET 1 OF 4
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DESIGNED: JL
 DRAWN: LD
 REVIEWED: JL
 PROJECT NO.: 2014-122

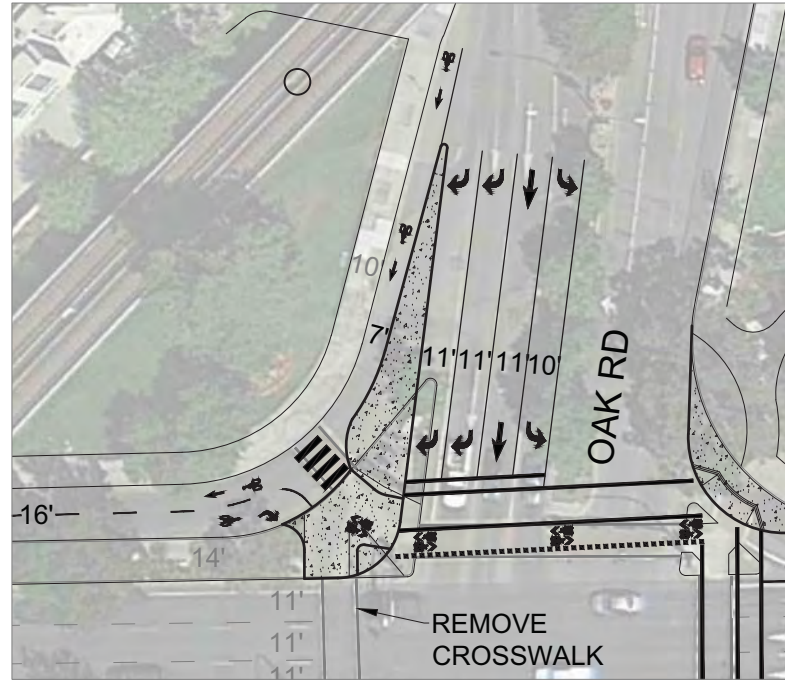
TREAT BOULEVARD BICYCLE AND PEDESTRIAN PLAN
PROJECT NUMBER C49472
Concept 4 - PHASE 1

SHEET
3
 OF
4

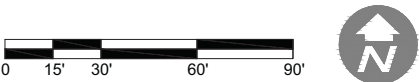
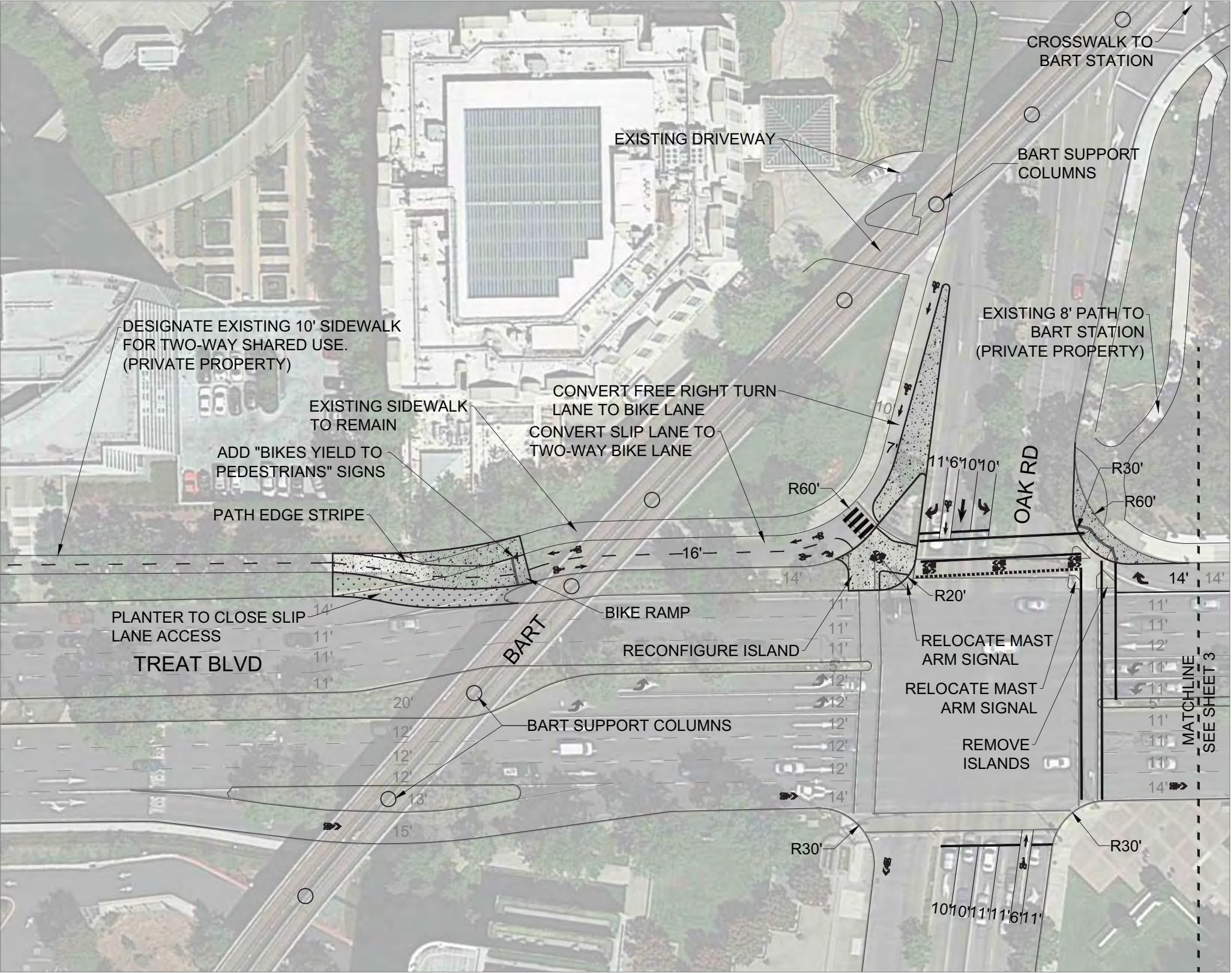
POTENTIAL VARIATIONS (REFER TO SECTION 7 OF THE PLAN):

- MITIGATION 1:**
- SIGNAL TIMING ADJUSTMENTS ONLY (NO GEOMETRIC CHANGES)

- MITIGATION 2:**
- 1 SOUTHBOUND LEFT TURN LANE
 - 1 SOUTHBOUND THROUGH LANE
 - 2 SOUTHBOUND RIGHT TURN LANES
 - REMOVAL OF WEST CROSSWALK
 - NO BIKE LANE POCKET



- MITIGATION 3:**
- 1 SOUTHBOUND LEFT TURN LANE
 - 2 SOUTHBOUND THROUGH LANES
 - 1 SOUTHBOUND RIGHT TURN LANE
 - RETAIN WEST CROSSWALK
 - NO BIKE LANE POCKET
 - SOUTHBOUND RIGHT / EASTBOUND LEFT OVERLAP

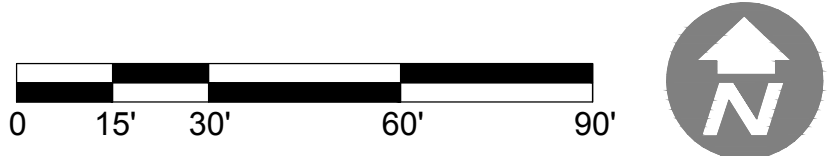
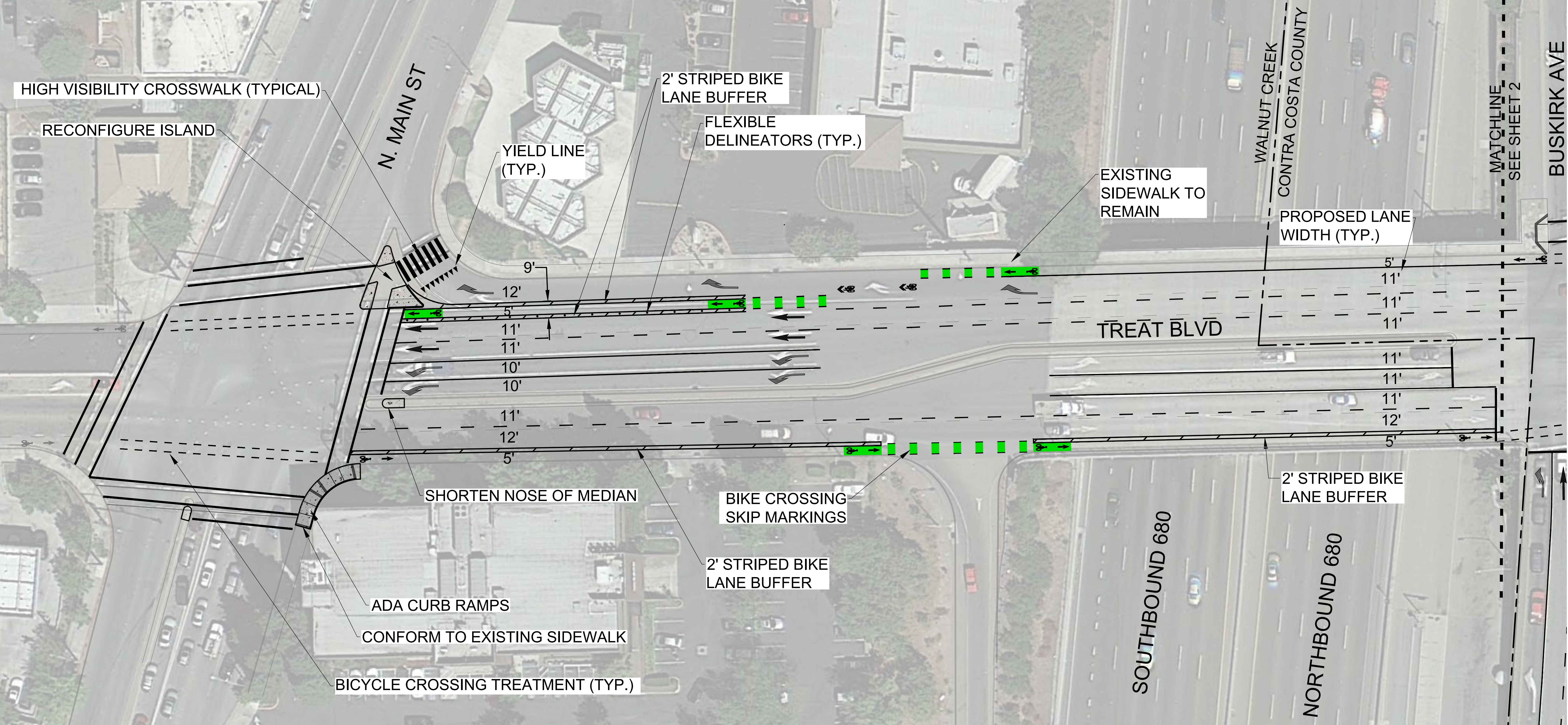


DESIGNED:	JL
DRAWN:	LD
REVIEWED:	JL
PROJECT NO.:	2014-122

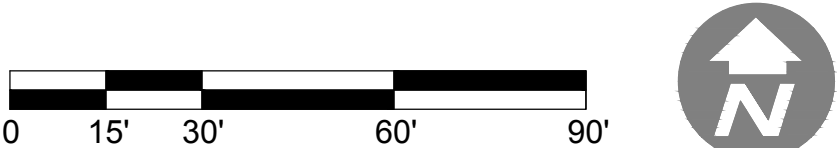
TREAT BOULEVARD BICYCLE AND PEDESTRIAN PLAN	
PROJECT NUMBER C49472	
Concept 4 - FUTURE IMPROVEMENTS	
SCALE: AS SHOWN	DATE: AUGUST 14, 2015

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OF	4

Concept 4A



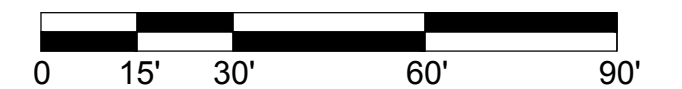
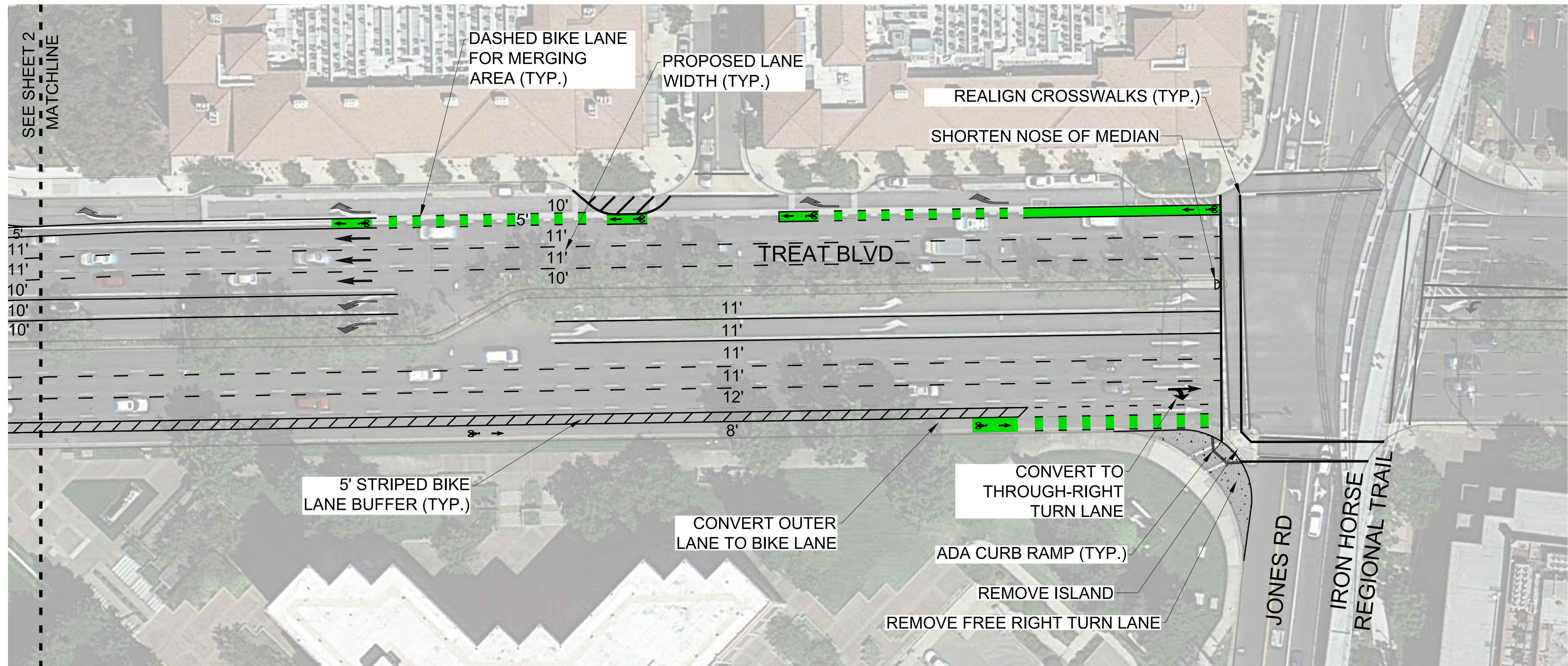
	 PLANNING + DESIGN www.altaplanning.com	DESIGNED: LD	TREAT BOULEVARD BICYCLE AND PEDESTRIAN PLAN PROJECT NUMBER C49472 Concept 4A	SHEET 1 OF 3
		DRAWN: JP		
		REVIEWED: BH		
		PROJECT NO.: 2016-355		
SCALE: AS SHOWN		DATE: JULY, 2017		



TREAT BOULEVARD BICYCLE AND PEDESTRIAN PLAN
PROJECT NUMBER C49472
Concept 4A

DATE: JULY, 2017

SHEET
2
3
OF



DESIGNED:	LD
DRAWN:	JP
REVIEWED:	BH
PROJECT NO.:	2016-355

TREAT BOULEVARD BICYCLE AND PEDESTRIAN PLAN
PROJECT NUMBER C49472
Concept 4A

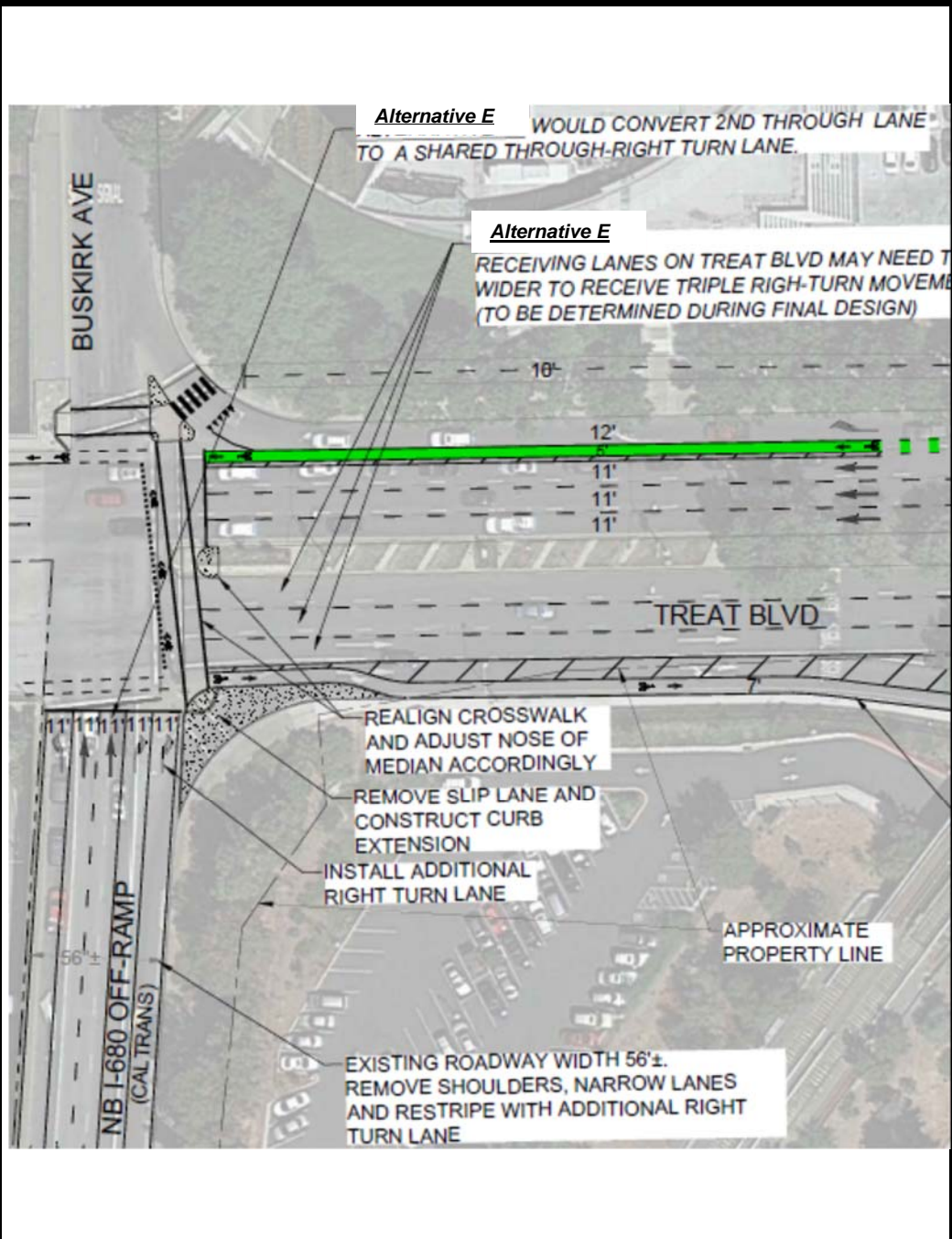
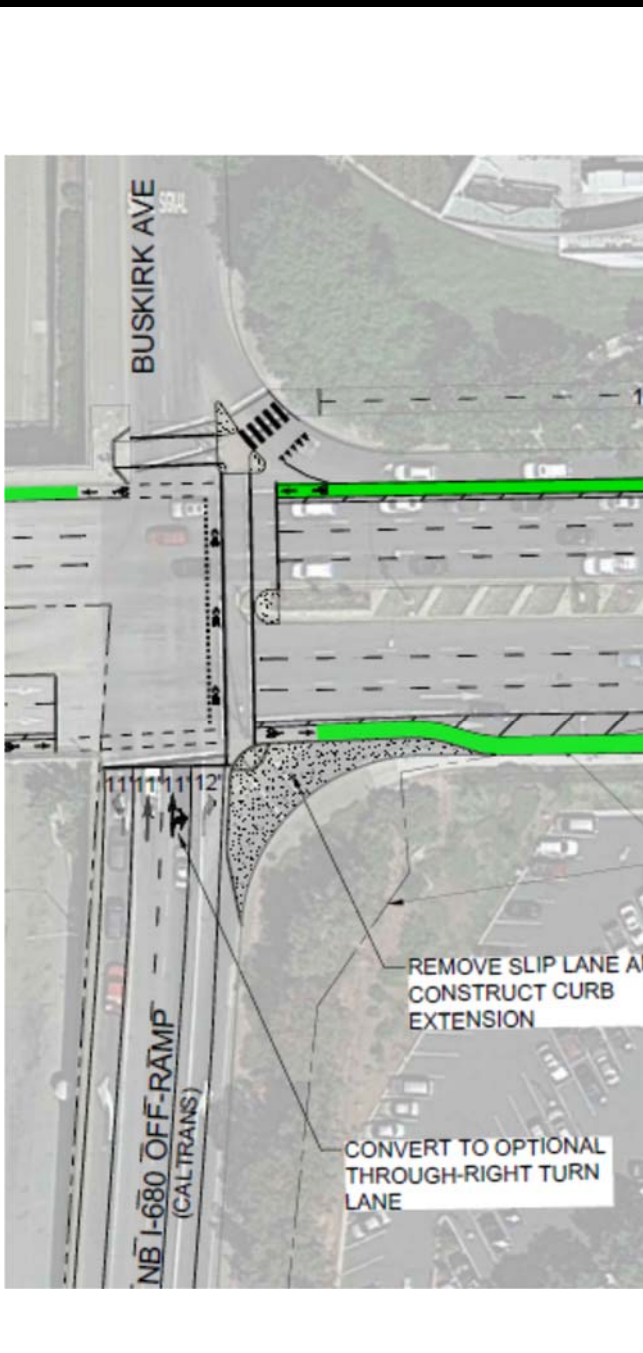
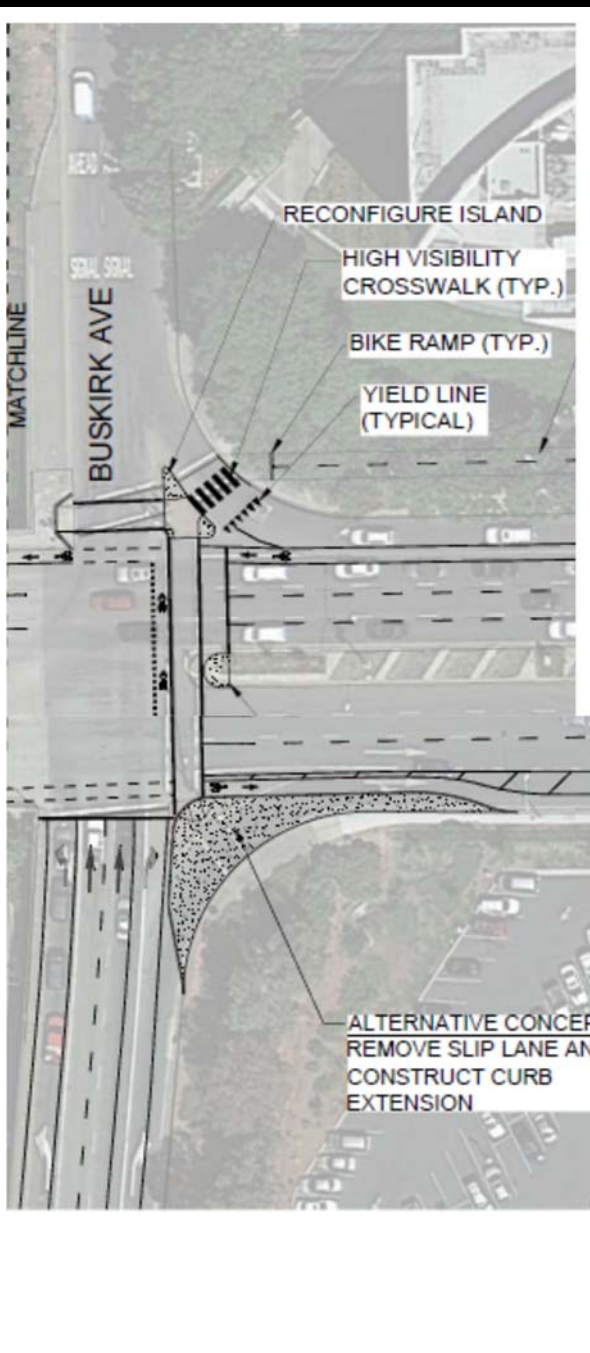
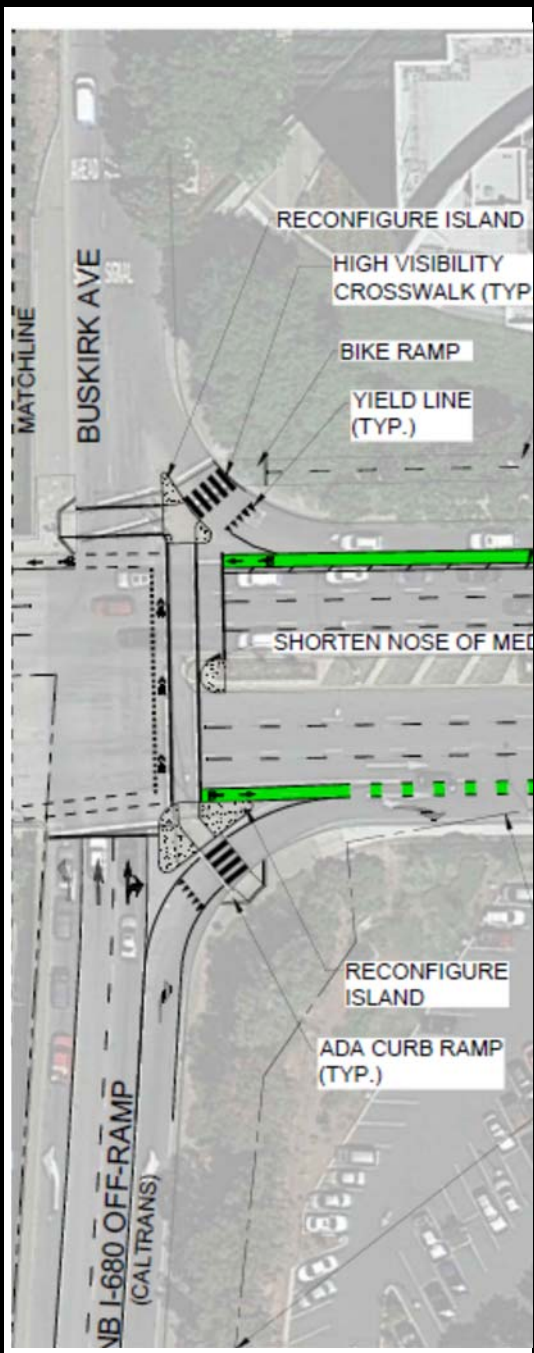
SCALE: AS SHOWN

DATE: JULY, 2017

SHEET
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I-680 Off-Ramp Alternatives

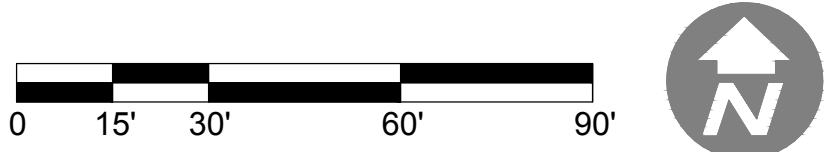
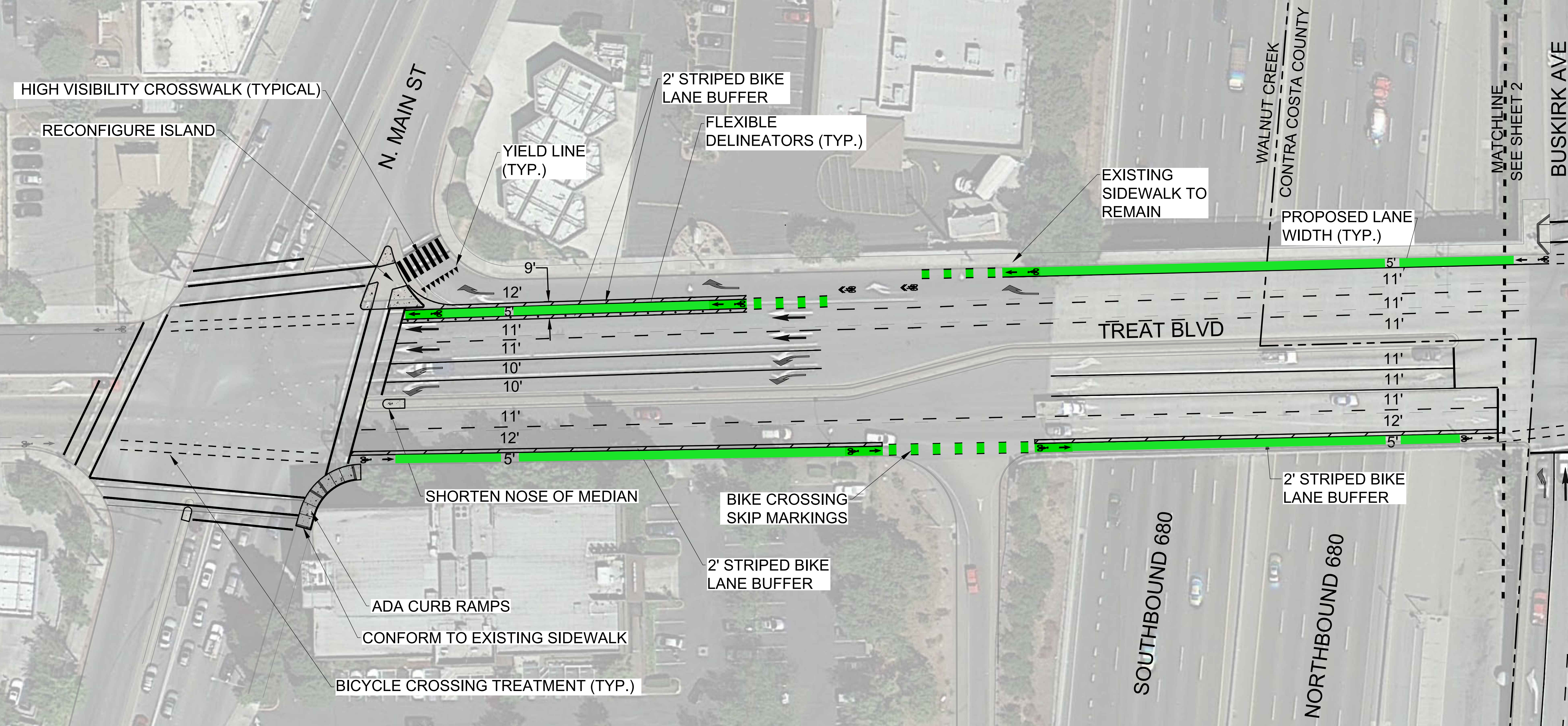
Contra Costa Centre I-680/Treat Boulevard Bicycle and Pedestrian Plan
I-680 Off-Ramp Alternatives



Alternative A		Alternative B		Alternative C		Alternative D and Alternative E	
1 L, 1 T, 1 T/R, 1 R		1 L, 2 T, 1 R		1 L, 1 T, 1 T/R, 1 R		1 L, 2 T, 2 R (Con. D)	1 L, 1 T/R, 2 R (Con. E)

Lane Configurations: L = Left, T = Through, R = Right

Concept 4A/Alternative 4C (Preferred Project)

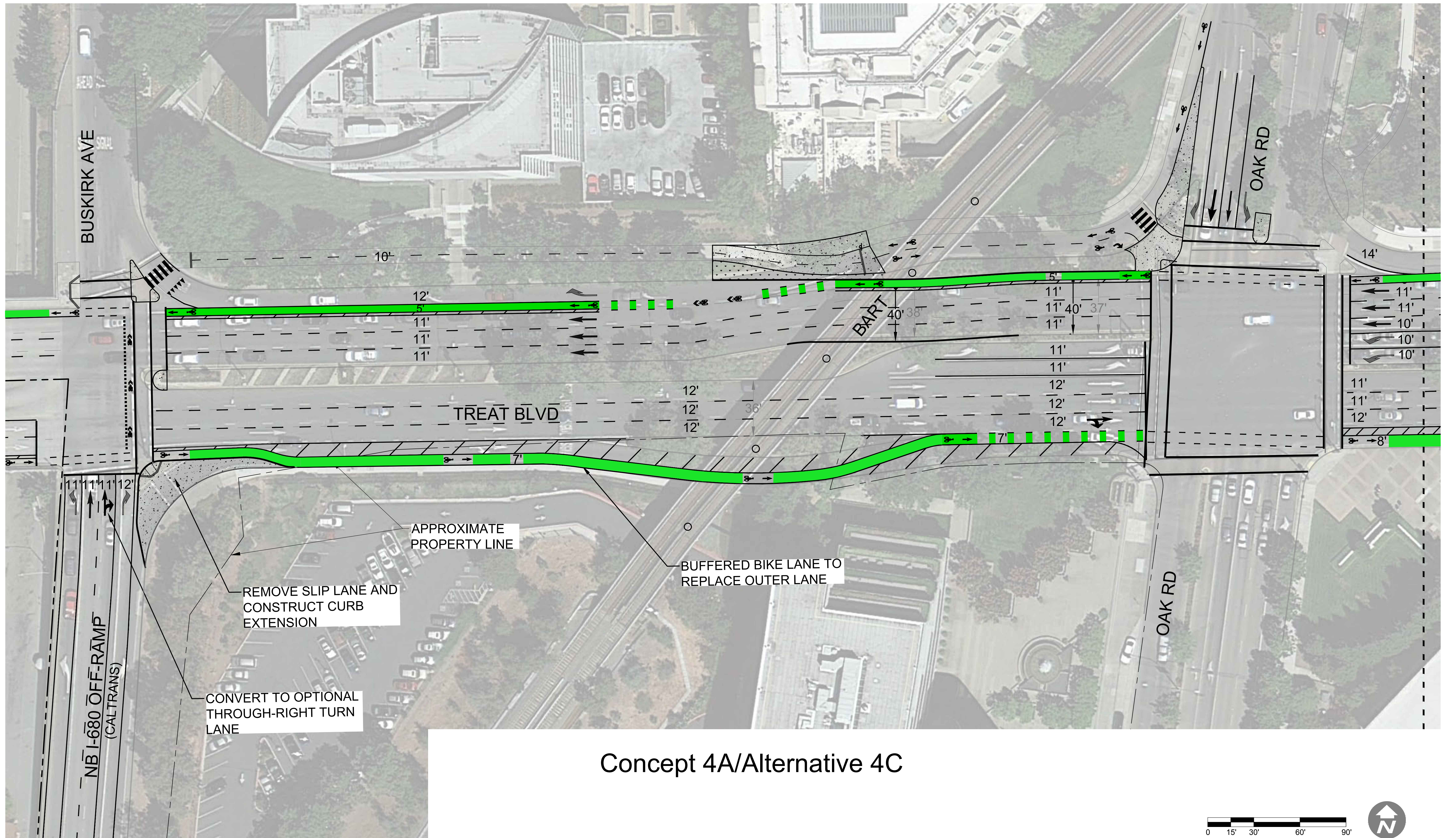


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DRAWN:	JP
REVIEWED:	BH
PROJECT NO.:	2016-355

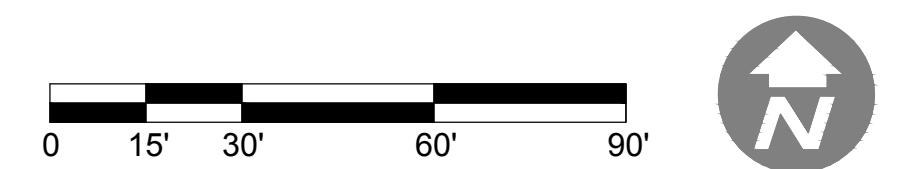
TREAT BOULEVARD BICYCLE AND PEDESTRIAN PLAN
PROJECT NUMBER C49472
Concept 4A

SCALE: AS SHOWN DATE: JULY, 2017

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OF
3



Concept 4A/Alternative 4C



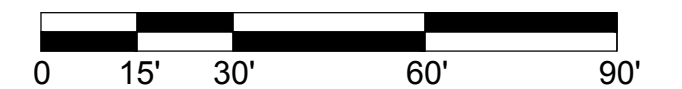
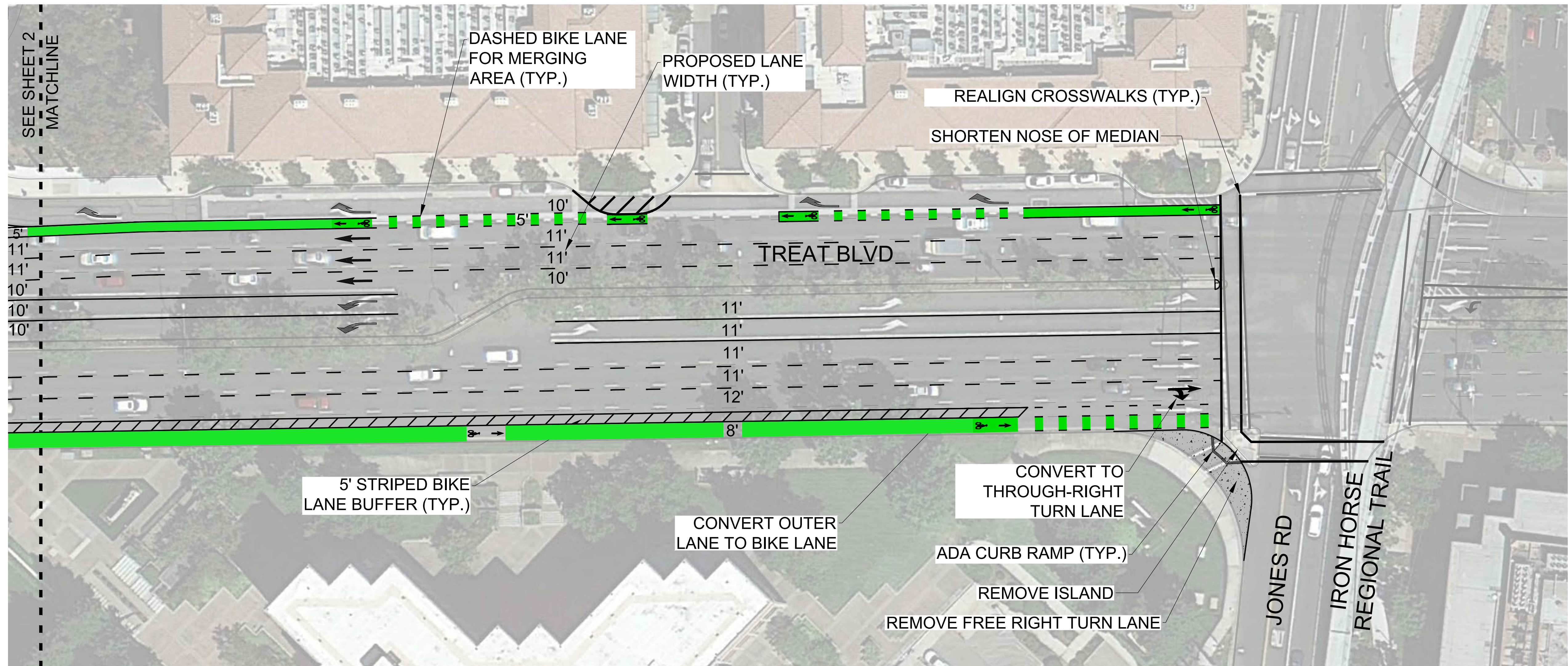
DESIGNED: LD
 DRAWN: JP
 REVIEWED: BH
 PROJECT NO.: 2016-355

TREAT BOULEVARD BICYCLE AND PEDESTRIAN PLAN
 PROJECT NUMBER C49472
 Concept 4A/Alternative 4C

SCALE: AS SHOWN

DATE: JULY, 2017

SHEET
 2B



DESIGNED:	LD
DRAWN:	JP
REVIEWED:	BH
PROJECT NO.:	2016-355

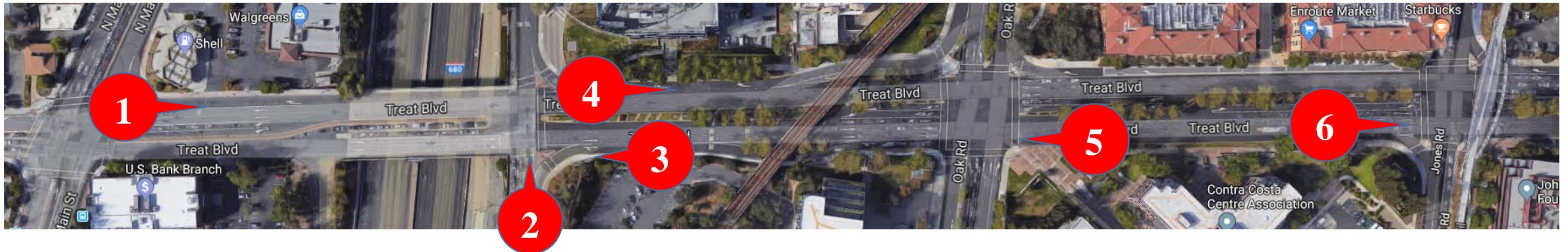
TREAT BOULEVARD BICYCLE AND PEDESTRIAN PLAN
PROJECT NUMBER C49472
Concept 4A

SCALE: AS SHOWN

DATE: JULY, 2017

SHEET	3
OF	3

Design Renderings (Preferred Project)



1. Treat Boulevard/North Main Street Intersection (view looking east)
2. Treat Boulevard/Buskirk Ave Intersection (view looking north)
3. Treat Boulevard/Buskirk Avenue Intersection (view looking west)
4. Treat Boulevard (view looking east toward Oak Road Intersection)
5. Treat Boulevard/Oak Road Intersection (view looking west)
6. Treat Boulevard/Jones Road Intersection (view looking east)



Treat Boulevard/North Main Street Intersection
(view looking east)



Contra Costa Centre I-680/Treat Boulevard
Bicycle and Pedestrian Plan



Treat Boulevard/North Main Street Intersection
(view looking east)



Contra Costa Centre I-680/Treat Boulevard
Bicycle and Pedestrian Plan



Treat Boulevard/Buskirk Ave Intersection
(view looking north)

2

Contra Costa Centre I-680/Treat Boulevard
Bicycle and Pedestrian Plan



Treat Boulevard/Buskirk Ave Intersection
(view looking north)

Contra Costa Centre I-680/Treat Boulevard
Bicycle and Pedestrian Plan

2



Treat Boulevard/Buskirk Avenue Intersection
(view looking west)

Contra Costa Centre I-680/Treat Boulevard
Bicycle and Pedestrian Plan





Treat Boulevard/Buskirk Avenue Intersection
(view looking west)

3

Contra Costa Centre I-680/Treat Boulevard
Bicycle and Pedestrian Plan



Treat Boulevard
(view looking east toward Oak Road Intersection)



Contra Costa Centre I-680/Treat Boulevard
Bicycle and Pedestrian Plan



Treat Boulevard
(view looking east toward Oak Road Intersection)

Contra Costa Centre I-680/Treat Boulevard
Bicycle and Pedestrian Plan





Treat Boulevard/Oak Road Intersection
(view looking west)

Contra Costa Centre I-680/Treat Boulevard
Bicycle and Pedestrian Plan





Treat Boulevard/Oak Road Intersection
(view looking west)

Contra Costa Centre I-680/Treat Boulevard
Bicycle and Pedestrian Plan





Treat Boulevard/Jones Road Intersection
(view looking east)



Contra Costa Centre I-680/Treat Boulevard
Bicycle and Pedestrian Plan



Treat Boulevard/Jones Road Intersection
(view looking east)



Contra Costa Centre I-680/Treat Boulevard
Bicycle and Pedestrian Plan

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Appendix F: Concept 4A/Alternative C Cost Estimate

NO.	Description	Quantity	Unit	Unit Cost	Cost
1	Mobilization & Demobilization	1	LS	\$143,000	\$143,000
2	Traffic Control	1	LS	\$85,000	\$85,000
3	Water Pollution Control	1	LS	\$21,000	\$21,000
4	Remove Concrete	11900	SF	\$10	\$119,000
5	Remove Curb	1600	LF	\$20	\$32,000
6	Remove Asphalt Concrete	23200	SF	\$6	\$139,200
7	Remove Striping	1	LS	\$28,000	\$28,000
8	Miscellaneous Demo	1	LS	\$15,000	\$15,000
9	Adjust Utilities to Grade	45	LS	\$800	\$36,000
10	Steel Railing Fence	900	LF	\$90	\$81,000
11	Drainage Inlet and Pipe Connection	8	EA	\$8,000	\$64,000
12	Asphalt Concrete Pavement	5750	SF	\$12	\$69,000
13	Concrete (Sidewalk, Median, Curb Ramp)	22400	SF	\$15	\$336,000
14	Concrete Curb	1000	LF	\$25	\$25,000
15	Curb and Gutter	1870	LF	\$55	\$102,850
16	Retaining Wall	330	SF	\$90	\$29,700
17	Landscape and Irrigation	1	LS	\$10,000	\$10,000
18	Green Pavement Marking	10760	SF	\$15	\$161,400
19	Signage and Striping	1	LS	\$90,000	\$90,000
20	Signal Improvements	1	LS	\$170,000	\$170,000

Sub Total \$1,757,150

Contingency (25%) \$439,288

Design & Env. (15%) \$263,573

TOTAL (In 2017 \$) \$2,460,010

ABBR.	Unit
LF	Linear Foot
LS	Lump Sum
SF	Square Foot



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

7.

Meeting Date: 04/09/2018

Subject: CONSIDER report on Local, State, and Federal Transportation Related Issues: Legislation, Studies, Miscellaneous Updates, take ACTION as Appropriate

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: 1

Referral Name: REVIEW legislative matters on transportation, water, and infrastructure.

Presenter: John Cunningham, DCD

Contact: John Cunningham (925)
674-7883

Referral History:

This is a standing item on the Transportation, Water, and Infrastructure Committee referral list and meeting agenda.

Referral Update:

In developing transportation related issues and proposals to bring forward for consideration by TWIC, staff receives input from the Board of Supervisors (BOS), references the County's adopted Legislative Platforms, coordinates with our legislative advocates, partner agencies and organizations, and consults with the Committee itself.

Recommendations are summarized in the Recommendation(s)/Next Step(s) section at the end of this report. Specific recommendations, if provided, are underlined in the report below. This report includes up to four sections, 1: **LOCAL**, 2: **REGIONAL**, 3: **STATE**, and 4: **FEDERAL**.

1. LOCAL

No written report in April.

2. REGIONAL

No written report in April.

3. STATE

3.1: Legislative Report

The April State legislative reports from the County's advocate, Mark Watts, is attached. The report covers the following issues:

- Senate Leadership Changes
- State Transportation Improvement Program (STIP), State Highway Operation and Protection Program (SHOPP)
- Update: Proposition 69 and Status of SB 1 Repeal Initiative

Note that the Board of Supervisors is taking this issue up at their April 10th meeting with the following recommendation:

ADOPT Resolution No. 2018/130 which establishes; SUPPORT for Proposition 69, a constitutional amendment (Assembly Constitutional Amendment 5) to prevent new transportation funds from being diverted for non-transportation purposes, and OPPOSITION to the proposed November ballot proposition (Proposed Initiative 17-0033) that would repeal the new Senate Bill 1 (2017) transportation funds and make it more difficult to raise state and local transportation funds in the future, as recommended by the Transportation, Water, and Infrastructure Committee.

- AB 2923 (Chiu) Bay Area Rapid Transit (BART) - Transit Oriented Development (TOD). A copy of the bill is attached.
- SB 827 (Wiener) – Transit Rich Housing Bonus. A copy of the bill is attached.

RECOMMENDATION: DISCUSS state issues of note, and take ACTION as appropriate.

4. FEDERAL

No written report in April.

Recommendation(s)/Next Step(s):

CONSIDER report on Local, State, and Federal Transportation Related Legislative Issues and take ACTION as appropriate including CONSIDERATION of any specific recommendations in the report above.

Fiscal Impact (if any):

There is no fiscal impact.

Attachments

April TWIC 2018 Report

TWIC Legislation of Potential Interest April 2018

AB2923(Chiu) BART-TOD

SB827(Wiener)Planning&Zoning-TransitRichHousingBonus

Smith, Watts & Hartmann, LLC.

Consulting and Governmental Relations

MEMORANDUM

TO: Transportation, Water, and Infrastructure Committee
c/o John Cunningham, Committee Staff

FROM: Mark Watts

DATE: March 23, 2018

SUBJECT: April 2018 TWIC Report

New Senate Leadership

On March 21, State Senator Toni Atkins (D - San Diego) replaced Senator Kevin DeLeon as the President pro Tem of the Senate. Previously, Senator Atkins served as Speaker of the State Assembly and was a member of the San Diego City Council.

It is anticipated that there will be changes in senior Senate positions as Senator Atkins pulls together her "team" and this will also likely include shifts in the chairs and membership of several committees.

California Transportation Commission Acts to Approve 2018 STIP and SHOPP

The California Transportation Commission (CTC) was also busy at work on Wednesday, March 21st. Among other actions taken, the CTC approved the 2018 State Transportation Improvement Program (STIP), which designates over \$3 billion in funding in the next five years. The plan reverses \$1.5 billion in cuts that had to be made in the 2016 STIP due to falling transportation revenues. The passage of SB 1 now allows the previously dropped projects to be restored and a host of new capacity-enhancing state highway, intercity rail, and transit projects to be added.

For Contra Costa County two key projects will now be able to move forward:

- ⇒ Route 4 Operational Improvements, \$7.5 million
- ⇒ Restore the Route 680/4 Interchange, \$18.8 million.

In addition, the CTC also adopted the 2018 State Highway Operation and Protection Program (SHOPP) of \$18 billion over the next four years. Once again, SB 1 revenues will provide the critical underpinning of the program which features essential maintenance and repairs to the state highway system. This allocation also underscores the emphasis in SB 1 on "fix it first" projects that will help increase safety and reduce operating costs for highway users.

Proposition 69 and Status of SB 1 Repeal Initiative - Updates

Proposition 69 – The COALITION TO PROTECT LOCAL TRANSPORTATION IMPROVEMENTS (CPLTI) was formed by the Fix Our Roads (FOR) coalition to support this measure on the June 2018 ballot.

At present, key members of the CPLTI include the League of Cities, CSAC and a growing group of allied organization such as Transportation California, labor, and individual communities. In essence, the Coalition members come from business, labor, local government, transportation advocates and taxpayers.

Recent polling by the coalition indicates that there are key messages for the campaign effort: (1) Prop 69 protects new transportation funds from being diverted, (2) ensuring they may only be used for transportation purposes.

SB 1 Repeal Initiative - The proponents of the initiative measure to repeal SB 1 appear to have re-engaged in their efforts after a hiatus of funded signature gathering.

CPTLI will also continue to mobilize against this repeal initiative measure should it receive the requisite number of acceptable signatures

New Legislation of Interest

AB 2923 (Chiu) – BART TOD

This bill directs the BART Board to develop new TOD guidelines that establish new local zoning requirements for property controlled by BART within ½ mile of a BART station and would then require that local jurisdictions to adopt an ordinance that accepts the application of the guidelines within 2 years of the BART Board approval.

Beyond this, in the event that local zoning remains out of consistency, BART is authorized to approve local zoning standards for BART-owned property within ½ mile of a station entrance.

SB 827 (Wiener) – Transit Rich Housing Bonus

This bill requires local governments to grant a “bonus” for transit rich housing projects that incorporate a range of planning standards such as inclusionary housing requirements and relocation programs. The bill defines “transit-rich” housing projects as residential projects within either ½ mile of a major transit stop or ¼ mile of a ‘high quality transit corridor’.

Zoning exemptions to be considered as part of the bonus include relief from controls on residential density, maximum parking standards, and maximum building height limits. On this last point, the bill has been amended to specify the bill’s allowable maximum building height at 85’, except for parcels facing streets less than 70’ in width; these would have maximum building height standards of 55’.

Legislative Calendar *Upcoming Hearings of Interest:*

Senate

March 22 – April 2 - Legislative Spring Recess (no hearings or meetings)

April 3 – Joint Transportation and Budget Subcommittee #2 meeting to consider the High-Speed Rail Authority (HSRA) *Draft* 2018 Business Plan.

Assembly

April 2 – Assembly Transportation Committee is set to consider the High-speed Rail Authority *Draft* Business Plan

California

1. CA AB 1436

County Highways

Authorizes the board of supervisors of a county to adopt a resolution relating to specified activities relating to streets by a certain number of votes. Makes nonsubstantive changes to existing law.

Latest Action

- 06/28/2017
In SENATE Committee on GOVERNANCE AND FINANCE: Not heard.

Private File: TWIC-TransLeg

CSAC: Watch

2. CA AB 1745

Vehicles: Clean Cars 2040 Act

Requires all new passenger vehicles to be zero emissions vehicles after a specified date. States that zero emissions vehicles cannot produce exhaust emissions of any criteria pollutant or greenhouse gas under any operational mode or condition. Exempts large commercial vehicles (larger than a specified number of pounds) and does not apply to vehicles owned by people moving into California from other states.

Latest Action

- 01/16/2018
To ASSEMBLY Committee on TRANSPORTATION.

Private File: TWIC-TransLeg

CSAC: Pending, Watch

LCC: Watch

3. CA AB 1756

Transportation Funding

Repeals the Road Repair and Accountability Act of 2017 which establishes, among other things, a comprehensive transportation funding program by increasing the motor vehicle fuel (gasoline) tax.

Latest Action

- 01/16/2018
To ASSEMBLY Committee on TRANSPORTATION.

Private File: TWIC-TransLeg

CSAC: Pending

LCC: Watch

4. CA AB 1759

General Plans: Housing Element: Production Report

Requires the Department of Housing and Community Development to review each

production report submitted by a city or county in accordance with specified provisions to determine whether that city or county has met the applicable minimum production goal for that reporting period.

Latest Action

- 02/12/2018
To ASSEMBLY Committees on TRANSPORTATION and HOUSING AND COMMUNITY DEVELOPMENT.

Private File: TWIC-TransLeg

CSAC: Pending

LCC: Watch

5. CA AB 2206

Vehicles: Registration Information

Requires the registration card issued for a vehicle to display, as a separate line item, the amount of the transportation improvement fee that is included in the cost of registration for the vehicle.

Latest Action

- 03/15/2018
To ASSEMBLY Committee on TRANSPORTATION.
- 03/15/2018
From ASSEMBLY Committee on TRANSPORTATION with author's amendments.
- 03/15/2018
In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.

Private File: TWIC-TransLeg

CSAC: Watch

LCC: Watch

6. CA AB 2272

State Highways: Relinquishment

Authorizes the State Transportation Commission to relinquish to the City of Palm Springs any portion, or the entirety, of Route 111 within its city limits or sphere of influence, upon terms and conditions the Commission finds to be in the best interests of the state, if the Department and the city enter into an agreement providing for that relinquishment.

Latest Action

- 03/15/2018
To ASSEMBLY Committee on TRANSPORTATION.
- 03/15/2018
From ASSEMBLY Committee on TRANSPORTATION with author's amendments.

- 03/15/2018
In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.

Private File: TWIC-TransLeg

LCC: Watch

7. CA AB 2307

High Speed Rail Authority: Senate Confirmation

Provides that the members of the Authority appointed by the Governor are subject to appointment with the advice and consent of the Senate.

Latest Action

- 03/15/2018
To ASSEMBLY Committee on TRANSPORTATION.
- 03/15/2018
From ASSEMBLY Committee on TRANSPORTATION with author's amendments.
- 03/15/2018
In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.

Private File: TWIC-TransLeg

CSAC: Watch

LCC: Watch

8. CA AB 2712

Bonds: Safe, Reliable High Speed Passenger Train

Amends the Safe, Reliable High Speed Passenger Train Bond Act for the 21st Century. Requires redirection of the unspent proceeds received from outstanding bonds issued and sold for other high speed rail purposes prior to the effective date of these provisions, for distribution as refunds to state taxpayers in the manner prescribed at the time an appropriation is made.

Latest Action

- 03/12/2018
From ASSEMBLY Committee on TRANSPORTATION with author's amendments.
- 03/12/2018
In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.

Private File: TWIC-TransLeg

CSAC: Watch

LCC: Watch

Franchise Tax Board: Collection Of Delinquent Tolls

Removes the Franchise Tax Board's authority to collect unpaid tolls, toll evasion penalties, and any related administrative service fees by issuance of an order and levy for earning withholding and by notice for withholding to a depository institution.

Latest Action

- 03/22/2018
From ASSEMBLY Committee on REVENUE AND TAXATION with author's amendments.
- 03/22/2018
In ASSEMBLY. Read second time and amended. Re-referred to Committee on REVENUE AND TAXATION.

Private File: TWIC-TransLeg

CSAC: Watch

LCC: Watch

California Transportation Commission

Excludes the California Transportation Commission from the Transportation Agency. Establishes it as an entity in state government, and requires it to act in an independent oversight role.

Latest Action

- 03/15/2018
To ASSEMBLY Committees on TRANSPORTATION and ACCOUNTABILITY AND ADMINISTRATIVE REVIEW.

Private File: TWIC-TransLeg

CSAC: Watch

LCC: Watch

Regional Traffic Signal Optimization Plans

Requires all moneys, except for fines and penalties, collected by the State Air Resources Board from a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. Requires each city located within the jurisdiction of a metropolitan planning organization to develop and implement a traffic signal optimization plan. Creates the Traffic Signal Optimization Fund.

Latest Action

- 03/19/2018
To ASSEMBLY Committee on TRANSPORTATION.

- 03/19/2018
From ASSEMBLY Committee on TRANSPORTATION with author's amendments.
- 03/19/2018
In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.

Private File: TWIC-TransLeg

CSAC: Watch

LCC: Watch

12. CA AB 2877

Vehicular air pollution: nonemergency medical transport

Requires the state board to develop and implement a program, as a part of the Air Quality Improvement Program, to provide grants to a county with rural, desert, or mountain regions for the purchase of clean vehicles to provide seniors and disabled populations located in a rural, desert, or mountain region with nonemergency medical transportation services.

Latest Action

- 03/19/2018
To ASSEMBLY Committee on TRANSPORTATION.
- 03/19/2018
From ASSEMBLY Committee on TRANSPORTATION with author's amendments.
- 03/19/2018
In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.

Private File: TWIC-TransLeg

13. CA AB 2919

Transportation: Permits

Requires the Department of Fish and Wildlife, the State Water Resources Control Board, and the California Coastal Commission, upon receipt of a completed request from the Department of Transportation for a permit for a project, to complete its review of the request no later than two years after receipt.

Latest Action

- 03/19/2018
To ASSEMBLY Committee on TRANSPORTATION.
- 03/19/2018
From ASSEMBLY Committee on TRANSPORTATION with author's amendments.
- 03/19/2018
In ASSEMBLY. Read second time and

amended. Re-referred to Committee on
TRANSPORTATION.

Private File: TWIC-TransLeg

CSAC: Pending

LCC: Watch

14. CA AB 2923

**San Francisco Bay Area Rapid Transit
District**

Requires the BART board of directors to adopt a new transit-oriented development (TOD) guidelines by a majority vote at a duly noticed public meeting that establish minimum local zoning requirements for BART-owned land that is located on contiguous parcels larger than 0.25 acres, within 1/2 mile of an existing or planned BART station entrance, in areas having representation on the BART board of directors.

Latest Action

- 03/12/2018
To ASSEMBLY Committees on LOCAL GOVERNMENT and NATURAL RESOURCES.

Private File: TWIC-TransLeg

CSAC: Pending

LCC: Watch

15. CA AB 3019

**Attorneys: Voluntary Donation:
Substance Abuse Recovery**

Relates to the licensure and regulation of attorneys. Requires the mandatory membership fees billing statement to include a voluntary checkoff box for members to make an optional donation to the Other Bar, which is an existing specified program designed for attorneys in substance abuse recovery, and would require the State Bar to transfer any funds collected to the Other Bar.

Latest Action

- 03/12/2018
To ASSEMBLY Committee on JUDICIARY.

Private File: TWIC-TransLeg

CSAC: Watch

LCC: Watch

16. CA AB 3246

Transportation Omnibus Bill

Requires the Controller to inform the Department of Motor Vehicles on or before February 1 that a county's authority to collect the fee imposed on motor vehicles is suspended. Deletes the provision which requires the Division of Aeronautics within the Department of Transportation to coordinate and disseminate specified information to pilots to increase awareness of wire hazards

and to communicate techniques for identifying and avoiding wires.

Latest Action

- 03/22/2018
To ASSEMBLY Committee on TRANSPORTATION.

Private File: TWIC-TransLeg

CSAC: Watch

LCC: Watch

17. CA SB 578

Highways: Safety Enhancement-Double Fine Zone

Designates the segment of county highway known as Vasco Road, between the State Highway Route 580 junction in Alameda County and the Marsh Creek Road intersection in Contra Costa County, as a Safety Enhancement-Double Fine Zone upon the approval of the boards of supervisors of Alameda County and Contra Costa County.

Latest Action

- 02/01/2018
In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.

Private File: TWIC-TransLeg

CSAC: Watch

LCC: Watch

18. CA SB 760

Bikeways: Design Guides

Authorizes a city, county, regional, other local agency, when using alternative minimum safety design criteria for the planning and construction of bikeways, to consider additional design guides, including the Urban Street Design Guide of the National Association of City Transportation Officials. Authorizes a state entity that is responsible for the planning and construction of roadways to consider additional design guides.

Latest Action

- 01/29/2018
In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY.

Private File: TWIC-TransLeg

CSAC: Watch

LCC: Watch

19. CA SB 775

Global Warming: Market-Based Compliance Mechanisms

Amends the California Global Warming Solution Act of 2006 which designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emission of greenhouse

gases. Requires the Board to adopt a regulation establishing as a market-based compliance mechanism a market-based program of emission limits for covered entities. Relates to funds.

Latest Action

- 02/01/2018
In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.

Private File: TWIC-TransLeg

CSAC: Pending

LCC: Watch

20. CA SB 827

Planning and zoning: transit-rich housing bonus

Requires a local government to grant a development proponent of a transit-rich housing project a transit-rich housing bonus if that development meets specified planning standards. Defines transit-rich housing. Requires an applicant who receives a transit-rich housing bonus to provide benefits to eligible displaced persons who are displaced persons for moving and related expenses as well as for relocation benefits.

Latest Action

- 03/01/2018
From SENATE Committee on TRANSPORTATION AND HOUSING with author's amendments.
- 03/01/2018
In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION AND HOUSING.

Private File: TWIC-TransLeg

CSAC: Pending

LCC: Oppose

21. CA SB 1262

Construction Manager/General Contractor Project

Removes the cap on the number of projects for which the Department of Transportation is authorized to use the Construction Manager/General Contractor (CM/GC) method, eliminates the minimum construction costs limitation, and makes conforming changes to existing provisions.

Latest Action

- 03/20/2018
From SENATE Committee on TRANSPORTATION AND HOUSING with author's amendments.
- 03/20/2018
In SENATE. Read second time and amended. Re-referred to Committee on

TRANSPORTATION AND HOUSING.

Private File: TWIC-TransLeg

CSAC: Watch

LCC: Watch

22. CA SB 1328

Mileage-Based Road Usage Fee

Extends the operation of the California Transportation Commission to create a Road Usage Charge (RUC) technical Advisory Committee until a specified date. Requires the technical advisory committee to assess the potential for mileage-based revenue collection for California's roads and highways as an alternative to the gas tax system.

Latest Action

- 03/01/2018
To SENATE Committee on
TRANSPORTATION AND HOUSING.

Private File: TWIC-TransLeg

CSAC: Watch

LCC: Watch

23. CA SB 1384

Repatriation Infrastructure Fund

Relates to federal corporate repatriation statute pursuant to which foreign earnings of United States-based corporations that are currently invested abroad are moved to the United States. Requires the remaining repatriation revenues to be transferred to the Repatriation Infrastructure Fund in the State Treasury, which the bill would create.

Latest Action

- 03/08/2018
To SENATE Committees on
GOVERNANCE AND FINANCE and
RULES.

Private File: TWIC-TransLeg

CSAC: Watch

LCC: Watch

24. CA SB 1427

High-Occupancy Vehicle and High-Occupancy Toll Lanes

Provides the intent of the Legislature to enact legislation to improve the performance of High-Occupancy Vehicles and High-Occupancy Toll lanes by providing additional resources for the enforcement of lane occupancy requirements.

Latest Action

- 03/08/2018
To SENATE Committee on RULES.

Private File: TWIC-TransLeg

BAAQMD: Support

CSAC: Watch

LCC: Watch

25. CA SCA 6

Local Transportation Measure: Special Taxes: Voter

Requires that the imposition, extension, or increase by a local government of a special tax as may otherwise be authorized by law, whether a sales or transactions and use tax, parcel tax, or other tax for the purpose of providing funding for transportation purposes be submitted to the electorate by ordinance and approved by a certain percentage of the voters voting on the proposition.

Latest Action

- 05/25/2017
In SENATE Committee on
APPROPRIATIONS: Held in committee.

Private File: TWIC-TransLeg

CSAC: Support

LCC: Watch

MTC: Support

ASSEMBLY BILL

No. 2923

**Introduced by Assembly Members Chiu and Grayson
(Coauthor: Assembly Member Mullin)**

February 16, 2018

An act to add Sections 28765.5 and 28765.7 to the Public Utilities Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 2923, as introduced, Chiu. San Francisco Bay Area Rapid Transit District: transit-oriented development.

(1) Existing law establishes the San Francisco Bay Area Rapid Transit District (BART) with various powers and duties and establishes a board of directors as the legislative body of the district. Existing law requires the board to determine all questions of district policy and what transit facilities should be acquired or constructed, and authorizes the board to establish zones within the district to undertake the acquisition or construction of any transit facilities.

This bill would require the board to adopt new transit-oriented development (TOD) guidelines by a majority vote at a duly noticed public meeting that establish minimum local zoning requirements for BART-owned land that is located on contiguous parcels larger than 0.25 acres, within $\frac{1}{2}$ mile of an existing or planned BART station entrance, in areas having representation on the BART board of directors. The bill would require that the approval or amendment of TOD guidelines comply with specified requirements and would require local jurisdictions to adopt an ordinance that approves the application of TOD guidelines within 2 years of the date that the TOD guidelines are approved by the board. The bill would provide that the board's approval

of TOD guidelines is subject to the California Environmental Quality Act (CEQA) and would designate the board as the lead agency for CEQA review.

The bill would require the board, where local zoning remains inconsistent with the TOD guidelines after this 2-year period, to approve local zoning standards for any BART-owned land within ½ mile of any existing or planned BART station entrance within the BART district in areas represented on the board. The bill would require the board to adopt a permit streamlining process for specified TOD project applicants and would provide that a TOD project shall include a specified 20% affordable housing requirement and comply with specified labor requirements.

By increasing the duties of local public officials, the bill would impose a state-mandated local program.

(2) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: yes.

The people of the State of California do enact as follows:

1 SECTION 1. Section 28765.5 is added to the Public Utilities
2 Code, to read:
3 28765.5. (a) Notwithstanding any other law, the San Francisco
4 Bay Area Rapid Transit District (BART) board of directors shall
5 adopt transit-oriented development (TOD) zoning standards by a
6 majority vote at a duly noticed public meeting that establish
7 minimum local zoning requirements for BART-owned land that
8 is located on contiguous parcels larger than 0.25 acres, within
9 one-half mile of an existing or planned BART station entrance, in
10 areas having representation on the BART board of directors.
11 (1) Zoning standards published in the current BART Guidelines
12 shall serve as the baseline for BART TOD zoning. Approved TOD
13 zoning standards shall establish the lowest permissible height
14 limits, lowest permissible density limits, and the highest

1 permissible parking maximums, as established by Table 1 and
2 Figure 1 of BART TOD Guidelines (2017).

3 (2) In approving TOD zoning standards, the board shall establish
4 and include the lowest permissible floor-area-ratio limits for each
5 TOD place type.

6 (3) TOD zoning standards shall be approved by the board by
7 April 1, 2019, and may be amended by the board thereafter
8 pursuant to this section. If the board fails to approve new guidelines
9 by April 1, 2019, the existing Table 1 of BART TOD Guidelines
10 (2017) shall serve as the minimum local zoning requirements for
11 local jurisdictions, with the Transit Oriented Place Types indicated
12 in Figure 1 of the BART TOD Guidelines (2017).

13 (b) The approval of, and amendments to, the TOD zoning
14 standards shall comply with all of the following:

15 (1) The board shall hold a public hearing to receive public
16 comment on proposed standards or proposed changes to standards.
17 The district shall conduct direct outreach to communities of
18 concern.

19 (2) Not less than 30 days before a public hearing of the board
20 to consider the standards, the district shall provide public notice
21 and make the draft guidelines available to the public.

22 (3) The board shall approve or reject any proposed standards at
23 a publicly noticed meeting of the board not less than 30 days
24 following the original public hearing.

25 (c) Before or at the same time as approving TOD zoning
26 standards, the board shall approve travel demand management
27 requirements for TOD projects on district-owned real property.

28 (d) (1) Where local zoning is inconsistent with the TOD zoning
29 standards, the local jurisdiction shall adopt an ordinance that
30 approves the application of the TOD zoning standards within two
31 years of the date that the TOD zoning standards were approved
32 by the board.

33 (2) The local zoning ordinance shall conform to the TOD zoning
34 standards without the application of any bonuses or waivers
35 allowable under any state or local density bonus provisions.

36 (e) The board shall make a finding as to whether the local zoning
37 ordinance is consistent with the TOD zoning standards. Local
38 zoning shall remain in place unless the board determines that it is
39 inconsistent with TOD zoning standards. If, according to the
40 board's finding, the local zoning ordinance remains inconsistent

1 with the TOD guidelines after the two-year period specified in
2 paragraph (1) of subdivision (d), the TOD zoning standards shall
3 become the local zoning standards for any BART-owned land
4 within one-half mile of any existing or planned BART station
5 entrance in areas represented on the board. A jurisdiction may
6 update zoning to comply with TOD zoning standards until such
7 time that a BART TOD developer enters into the development
8 process.

9 (f) (1) The board's approval of TOD zoning standards and local
10 zoning standards shall be subject to the California Environmental
11 Quality Act (Division 13 (commencing with Section 21000) of
12 the Public Resources Code). The board shall serve as the lead
13 agency for CEQA review.

14 (2) Any CEQA review of rezoning to conform with TOD zoning
15 standards, and of TOD projects proposed on BART-owned land
16 shall incorporate the CEQA review for approval of TOD zoning
17 standards to the greatest degree possible. An agency may not
18 prepare CEQA documents on rezoning to implement TOD zoning
19 standards subsequent to BART's CEQA review of the approval
20 of TOD zoning standards absent a finding of substantial evidence
21 that the rezoning creates a significant negative impact, based on
22 standards in effect at the time that the CEQA review on the
23 approval of the TOD zoning standards was performed.

24 (g) A TOD development proponent may submit an application
25 for a development that is subject to the streamlined, ministerial
26 approval process not subject to a conditional use permit if the
27 development satisfies the objective planning standards specified
28 in subdivision (a) of Section 65913.4 of the Government Code that
29 are consistent with the BART TOD zoning standards regardless
30 of a local jurisdiction's status regarding its regional housing needs
31 allocation.

32 SEC. 2. Section 28765.7 is added to the Public Utilities Code,
33 to read:

34 28765.7. (a) Notwithstanding Section 65913.4 of the
35 Government Code, in the event that TOD zoning standards,
36 objective planning standards, general plan, or design review
37 standards are mutually inconsistent, the TOD zoning standards
38 shall be the controlling standards. To the extent that the zoning
39 standards do not resolve inconsistencies, the general plan shall be
40 the controlling standard.

1 (b) The board may waive any requirement that it finds to be
2 inconsistent with Section 65913.4 of the Government Code.

3 (c) The board shall do all of the following to avoid the loss of
4 affordable housing units and to prevent the direct displacement of
5 tenants:

6 (1) Require that parcels that currently have residential uses, or
7 within the past five years have had residential uses that have been
8 vacated or demolished, that are or were subject to a recorded
9 covenant, ordinance, or law that restricts rents to levels affordable
10 to persons and families of low or very low income, or subject to
11 any other form of rent or price control through a public entity's
12 valid exercise of its police power, shall be subject to a policy that
13 requires the replacement of all those affordable housing units to
14 the same or lower income level as a condition of any development
15 on the parcel within the TOD project area.

16 (2) Require that tenants directly displaced from affordable
17 housing units by a TOD project be prioritized for placement in
18 affordable housing units within new developments located on
19 BART-owned land.

20 (3) Develop a plan to do both of the following:

21 (A) Increase affordable housing options for very low and
22 low-income residents within and around a TOD project area,
23 particularly in communities of concern, as defined in MTC's
24 regional transportation plan, where there is potential for residential
25 displacement due to changing market and development conditions.

26 (B) Deliver housing for essential workers within and around
27 TOD projects.

28 (d) A TOD project shall do both of the following:

29 (1) Include at least a 20-percent minimum of the affordable
30 residential housing units for very low, low-, and moderate-income
31 households and subject to a recorded affordability restriction for
32 at least 55 years with a priority on residential units for very low,
33 low-, and moderate-income households.

34 (2) Comply with the labor requirements of Section 65913.4 of
35 the Government Code and any other applicable BART labor
36 policies.

37 (e) The board may identify specific TOD projects that are in
38 the approval process with a local jurisdiction on or before
39 imposition of the TOD zoning standards adopted pursuant to
40 subdivision (a) of Section 28765.5 that are proceeding with local

1 zoning approval and entitlement pursuant to existing local zoning
2 authority.

3 SEC. 3. If the Commission on State Mandates determines that
4 this act contains costs mandated by the state, reimbursement to
5 local agencies and school districts for those costs shall be made
6 pursuant to Part 7 (commencing with Section 17500) of Division
7 4 of Title 2 of the Government Code.

AMENDED IN SENATE MARCH 1, 2018

SENATE BILL

No. 827

Introduced by Senator Wiener
(Principal coauthor: Senator Skinner)
(Principal coauthor: Assembly Member Ting)
(Coauthor: Senator Hueso)

January 3, 2018

An act to add ~~Section 65917.7 to~~ *Chapter 4.35 (commencing with Section 65918.5) to Division 1 of Title 7 of the Government Code*, relating to land use.

LEGISLATIVE COUNSEL'S DIGEST

SB 827, as amended, Wiener. Planning and zoning: transit-rich housing bonus.

The Planning and Zoning Law requires, when an applicant proposes a housing development within the jurisdiction of a local government, that the city, county, or city and county provide the developer with a density bonus and other incentives or concessions for the production of lower income housing units or for the donation of land within the development if the developer, among other things, agrees to construct a specified percentage of units for very low, low-, or moderate-income households or qualifying residents.

~~This bill would authorize a~~ *require a local government to, if requested, grant a development proponent of a transit-rich housing project to receive a transit-rich housing bonus: bonus if that development meets specified planning standards, including complying with demolition permit requirements, local inclusionary housing ordinance requirements, preparing a relocation benefits and assistance plan, any locally adopted objective zoning standards, and any locally adopted minimum unit mix*

requirements. The bill would define a transit-rich housing project as a residential development project the parcels of which are all within a ½ mile radius of a major transit stop or a ¼ mile radius of a stop on a high-quality transit corridor, as those terms are further defined. corridor. The bill would exempt a project awarded a housing opportunity bonus an eligible applicant who receives a transit-rich housing bonus from various requirements, including maximum controls on residential density or floor area ratio, density, maximum controls on floor area ratio that are lower than a specified amount, minimum automobile parking requirements, maximum height limitations, and zoning or design standards that restrict the applicant's ability to construct the maximum number of units consistent with any applicable building code, and maximum height limitations, as provided. controls that have the effect of limiting additions onto existing structures or lots that comply with those maximum floor area ratios and height limitations. The bill would require an eligible applicant who receives a transit-rich housing bonus to provide benefits to eligible displaced persons who are displaced by the development, including requiring the applicant to offer a right to remain guarantee to those tenants, and to make payments to eligible displaced persons for moving and related expenses as well as for relocation benefits. The bill would also require an eligible applicant to submit a relocation benefit and assistance plan for approval to the applicable local government to that effect, and to provide specified information and assistance to eligible displaced persons.

The bill would declare that its provisions address a matter of statewide concern and apply equally to all cities and counties in this state, including a charter city.

By adding to the duties of local planning officials, this bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: yes.

The people of the State of California do enact as follows:

1 SECTION 1. The Legislature finds and declares that this act
2 addresses a matter of statewide concern and shall apply equally to
3 all cities and counties in this state, including charter cities.

4 SEC. 2. *Chapter 4.35 (commencing with Section 65918.5) is*
5 *added to Division 1 of Title 7 of the Government Code, immediately*
6 *following Chapter 4.3, to read:*

7
8 *CHAPTER 4.35. TRANSIT-RICH HOUSING BONUS*
9

10 65918.5. *For purposes of this chapter:*

11 (a) *“Development proponent” means an applicant who submits*
12 *an application for a transit-rich housing bonus pursuant to this*
13 *chapter.*

14 (b) *“Eligible applicant” means a development proponent who*
15 *receives a transit-rich housing bonus.*

16 (c) *“FAR” means floor area ratio.*

17 (d) *“High-quality transit corridor” means a corridor with fixed*
18 *route bus service that has service intervals of no more than 15*
19 *minutes during peak commute hours.*

20 (e) *“Local government” means city, including a charter city, a*
21 *county, or city and county.*

22 (f) *“Transit-rich housing project” means a residential*
23 *development project the parcels of which are all within a one-half*
24 *mile radius of a major transit stop or a one-quarter mile radius*
25 *of a stop on a high-quality transit corridor. A residential*
26 *development project does not qualify as a transit-rich housing*
27 *project if that project would result in the construction of housing*
28 *in zoning districts that prohibit the construction of housing as a*
29 *principal or conditional use, including, but not limited to,*
30 *exclusively industrial or manufacturing zoning districts. A project*
31 *shall be deemed to be within a one-half mile radius of a major*
32 *transit stop or a one-quarter mile radius of a stop on a high-quality*
33 *transit corridor if both of the following apply:*

34 (1) *All parcels within the project have no more than 25 percent*
35 *of their area outside of a one-half mile radius of a major transit*
36 *stop or a one-quarter mile radius of a stop on a high-quality transit*
37 *corridor.*

1 (2) No more than 10 percent of the residential units or 100 units,
2 whichever is less, of the project are outside of a one-half mile
3 radius of a major transit stop or a one-quarter mile radius of a
4 stop on a high-quality transit corridor.

5 65918.6. (a) Notwithstanding any local ordinance, general
6 plan element, specific plan, charter, or other local law, policy,
7 resolution, or regulation, a local jurisdiction shall, if requested,
8 provide an eligible applicant with a transit-rich housing bonus
9 that shall exempt the project from all of the following:

10 (1) Maximum controls on residential density.

11 (2) Maximum controls on FAR lower than those specified in
12 paragraph (4) of subdivision (c).

13 (3) Minimum automobile parking requirements.

14 (4) Maximum building height limits that are less than those
15 specified in subdivision (b).

16 (5) Zoning or design controls that have the effect of limiting
17 additions onto existing structures or lots if such additions comply
18 with the height and FAR limits established in subdivision (b) or
19 paragraph (4) of subdivision (c).

20 (b) An eligible applicant shall be exempt from local maximum
21 height limits as follows:

22 (1) If the transit-rich housing project is within a one-quarter
23 mile radius of either a major transit stop or a stop on a high-quality
24 transit corridor, the maximum height limitation shall not be less
25 than 85 feet, except in cases where a parcel facing a street that is
26 less than 70 feet wide from property line to property line, in which
27 case the maximum height shall not be less than 55 feet. If the
28 project is exempted from the local maximum height limitation, the
29 maximum height limitation for a transit-rich housing project shall
30 be 85 feet or 55 feet, as provided in this paragraph.

31 (2) If the transit-rich housing project is within one-half mile of
32 a major transit stop, but does not meet the criteria specified in
33 paragraph (1), any maximum height limitation shall not be less
34 than 55 feet, except in cases where a parcel facing a street that is
35 less than 70 feet wide from property line to property line, in which
36 case the maximum height shall not be less than 45 feet. If the
37 project is exempted from the local maximum height limitation, the
38 maximum height limitation for a transit-rich housing project shall
39 be 55 feet or 45 feet, as provided in this paragraph.

1 (3) For purposes of this subdivision, if a parcel has street
2 frontage on two or more different streets, the maximum height
3 limitation pursuant to this subdivision shall be based on the widest
4 street.

5 (c) A development proponent may submit an application for a
6 development to be subject to the transit-rich housing bonus process
7 provided by subdivision (b) if the application satisfies all of the
8 following planning standards:

9 (1) Any demolition permit that is related to an application for
10 a transit-rich housing project is subject to all demolition permit
11 controls, restrictions, and review processes enacted by the
12 applicable local government. Additionally, an applicant shall be
13 ineligible for a transit-rich housing bonus if the housing
14 development is proposed on any property that includes a parcel
15 or parcels on which existing rental units that are subject to any
16 form of rent or price control through a local government's valid
17 exercise of its police power would need to be demolished, unless
18 the local government passes a resolution explicitly authorizing a
19 review process for demolition permit applications.

20 (2) The development complies with any local inclusionary
21 housing ordinances. For purposes of this paragraph, local
22 inclusionary housing ordinances include either of the following:

23 (A) A mandatory requirement, as a condition of the development
24 of residential units, that the development include a certain
25 percentage of residential units affordable to, and occupied by,
26 households with incomes that do not exceed the limits for
27 moderate-income, lower income, very low income, or extremely
28 low income households specified in Sections 50079.5, 50093,
29 50105, and 50106 of the Health and Safety Code. The ordinance
30 may provide alternative means of compliance that may include,
31 but are not limited to, in-lieu fees, land dedication, off-site
32 construction, or acquisition and rehabilitation of existing units. If
33 the ordinance is adopted after January 1, 2018, it shall meet all
34 the requirements of Section 65850.01.

35 (B) For the purposes of this section, if a community does not
36 have a mandatory requirement as described in subparagraph (A),
37 a locally adopted voluntary incentive-based program that grants
38 a range of incentives to developments that include an objective
39 and knowable amount of on-site affordable housing. The knowable
40 amount of on-site affordable housing and number of incentives

1 shall be calculated based on the project's proximity to different
2 types of public transportation, and include proximity to both
3 regular bus lines, bus rapid transit, and rail stations. In the case
4 that a local inclusionary housing ordinance is a voluntary or
5 incentive-based program as described in this subparagraph, on-site
6 affordable housing requirements for a transit-rich housing project
7 shall be calculated based on the height, density, floor area ratio,
8 bulk, and automobile parking included in the final design of the
9 transit-rich housing project.

10 (3) The development proponent prepares and submits to the
11 applicable local government a relocation assistance and benefits
12 plan as described in subdivision (d) of Section 65918.8.

13 (4) Except as specified in subdivision (a), the transit-rich
14 housing project complies with all local objective zoning design
15 standards that were in effect at the time that the applicant submits
16 its first application to the local government pursuant to this section,
17 except as provided in Section 65918.10, provided that those local
18 zoning design standards shall not result in a FAR for the
19 development that received the bonus that is less than the following:

20 (A) 2.5 FAR for lots with a maximum height limit of 45 feet
21 pursuant to this section.

22 (B) 3.25 FAR for lots with a maximum height limit of 55 feet
23 pursuant to this section.

24 (C) 4.5 FAR for lots with a maximum height limit of 85 feet
25 pursuant to this section.

26 (5) Any locally adopted objective zoning standard that involves
27 no personal or subjective judgment by a public official and is
28 uniformly verifiable by reference to an external and uniform
29 benchmark or criterion available and knowable by both the
30 development applicant or proponent and public officials before
31 the application is submitted, including but not limited to essential
32 bulk and FAR requirements, except as specified in paragraph (4),
33 codified design standards, and development fees.

34 (6) Any locally adopted minimum unit mix requirements,
35 provided that those requirements do not have the effect of requiring
36 more than 40 percent of all units in a transit-rich housing project
37 to have two bedrooms or more.

38 (d) An eligible applicant who receives a transit-rich housing
39 bonus pursuant to this section may also apply for a density bonus,
40 incentive or concession, or waiver or reduction, pursuant to Section

1 65915. For purposes of calculating any base development standard,
2 including maximum allowable residential density, for purposes of
3 granting a density bonus, incentive or concession, or a waiver or
4 reduction of a development standard pursuant to that section, any
5 transit-rich housing bonus granted pursuant to this chapter shall
6 be used as that base development standard.

7 (e) An eligible applicant who receives a transit-housing bonus
8 pursuant to this section, and who requests a streamlined,
9 ministerial, approval process pursuant to Section 65913.4, shall
10 be deemed to be in compliance with local zoning requirements for
11 purposes of determining eligibility pursuant to paragraph (5) of
12 subdivision (a) of Section 65913.4, and for purposes of enforcing
13 legal protections for new developments under Section 65589.5.

14 65918.7. In the event that a transit-rich housing project is
15 issued a demolition permit by a local government as described in
16 paragraph (1) of subdivision (c) of Section 65918.6, the project
17 shall comply with any state or local tenant relocation benefit and
18 assistance program or ordinance serving residential tenants living
19 in the units that will be demolished. Moreover, in the event that
20 issuance of a demolition permit would result in the direct
21 displacement of a residential tenant or tenants, the local
22 government may not issue demolition permits for rental housing
23 units as a part of the application for a transit-rich housing project,
24 unless the development proponent complies with relocation benefits
25 and assistance and a right to remain guarantee, as follows:

26 (a) The development proponent prepares and submits a
27 relocation assistance and benefits plan to the jurisdiction as
28 described in subdivision (d) of Section 65918.8.

29 (b) The development proponent offers all eligible displaced
30 persons a right to remain guarantee that is a right of first refusal
31 for a comparable unit in the transit-rich housing project after it
32 finishes construction, and a new lease for that unit at a rate not
33 to exceed the base rent defined in paragraph (2) of subdivision (f)
34 of Section 65918.9.

35 65918.8. (a) An eligible applicant that receives a transit-rich
36 housing bonus shall comply with the procedures and requirements
37 in this section in providing relocation benefits and a right to remain
38 guarantee to any eligible displaced person.

39 (b) For purposes of this chapter, “eligible displaced person”
40 means the following:

1 (1) Any person who occupies property that is located within the
2 development, and who will become displaced by the development.

3 (2) Any person who moves from property located within the
4 boundaries of the development after an application for a
5 development proposal subject to a transit-rich housing bonus is
6 deemed complete.

7 (c) An eligible applicant shall inform all eligible displaced
8 persons regarding the projected date of displacement and,
9 periodically, should inform those persons of any changes in the
10 projected date of displacement.

11 (d) A development proponent shall prepare a detailed relocation
12 benefits and assistance plan, and submit that plan to the applicable
13 local government for approval to determine whether the plan
14 complies with the requirements of this section. That plan shall
15 include all of the following:

16 (1) A diagrammatic sketch of the project area.

17 (2) Projected dates of displacement.

18 (3) A written analysis of the aggregate relocation needs of all
19 eligible displaced persons and a detailed explanation as to how
20 these needs are to be met.

21 (4) A written analysis of relocation housing resources, including
22 vacancy rates of the neighborhood and surrounding areas.

23 (5) A detailed description of relocation payments to be made
24 and a plan for disbursement.

25 (6) A cost estimate for carrying out the plan.

26 (7) A standard information statement to be sent to all eligible
27 displaced persons who will be permanently displaced.

28 (8) Plans for public review and comment on the development
29 project and relocation benefits and assistance plan.

30 (e) A development proponent shall provide notice of the
31 relocation benefits and assistance plan to all eligible displaced
32 persons at least 30 days before submitting the plan to the local
33 government for approval pursuant to subdivision (d).

34 (f) After the applicable local government approves the relocation
35 benefits and assistance plan pursuant to subdivision (d), the eligible
36 applicant shall do all the following:

37 (1) Notify all eligible displaced persons of the following:

38 (A) The availability of relocation benefits and assistance.

39 (B) The eligibility requirements of relocation benefits and
40 assistance.

1 (C) The procedures for obtaining relocation benefits and
2 assistance.

3 (2) Determine the extent of the need of each eligible displaced
4 person for relocation benefits and assistance.

5 (3) Provide the current and continuing information on the
6 availability, prices and rentals of comparable sales and rental
7 housing, and as to security deposits, closing costs, typical down
8 payments, interest rates, and terms for residential property in the
9 area to all eligible displaced persons.

10 (4) Assist each eligible displaced person to complete
11 applications for payments and benefits.

12 (5) Assist each eligible displaced person to obtain and move to
13 a comparable replacement dwelling.

14 (6) Supply to each eligible displaced person information
15 concerning federal and state housing programs.

16 (7) Inform all persons who are expected to be displaced about
17 the eviction policies to be pursued in carrying out the project,
18 which policies shall be in accordance with the relocation benefits
19 and assistance plan approved pursuant to subdivision (d).

20 (g) An eligible applicant's obligation to provide relocation
21 benefits and assistance to an eligible displaced person shall cease
22 if any of the following occurs:

23 (1) An eligible displaced person moves to a comparable
24 replacement dwelling and receives all assistance and payments to
25 which he or she is entitled.

26 (2) An eligible displaced person moves to substandard housing,
27 refuses reasonable offers of additional assistance in moving to a
28 decent, safe and sanitary replacement dwelling, and receives all
29 payments to which he or she entitled.

30 (3) The eligible applicant has failed to trace or locate the
31 eligible displaced person after making all reasonable efforts to do
32 so.

33 (4) An eligible displaced person from his or her dwelling refuses,
34 in writing, reasonable offers of assistance, payments and
35 comparable replacement housing.

36 (h) An eligible applicant shall not evict an eligible displaced
37 person from property, except as a last resort. If an eligible
38 displaced person is evicted as a last resort pursuant to this
39 subdivision, that eviction in no way affects the eligibility of that
40 person for relocation payments.

1 65918.9. *An eligible applicant that receives a transit-rich*
2 *housing bonus shall make relocation payments to or on behalf of*
3 *eligible displaced persons that otherwise meets all basic eligibility*
4 *conditions set out in Section 65918.8, for all actual reasonable*
5 *expenses incurred for moving and related expenses to move*
6 *themselves, their family, and their personal property, and for*
7 *relocation benefits. In all cases, the amount of payment shall not*
8 *exceed the reasonable cost of accomplishing the activity in*
9 *connection with a claim that has been filed. In making payments*
10 *under this section, the eligible applicant shall comply with all of*
11 *the following:*

12 *(a) For purposes of this section, “moving and related expenses”*
13 *include all of the following:*

14 *(1) Transportation of persons and property, not to exceed a*
15 *distance of 50 miles from the site from which they were displaced,*
16 *except where relocation beyond 50 miles is justified.*

17 *(2) Packing, crating, unpacking and uncrating personal*
18 *property.*

19 *(3) Storage of personal property, for a period not to exceed 12*
20 *months.*

21 *(4) Insurance of personal property while in storage or transit.*

22 *(5) The reasonable replacement value of property lost, stolen*
23 *or damaged (not through the fault or negligence of the displaced*
24 *person, his agent, or employee) in the process of moving, where*
25 *insurance covering such loss, theft or damage is not reasonably*
26 *available. A claim for payment hereunder shall be supported by*
27 *written evidence of loss which may include appraisals, certified*
28 *prices, bills of sale, receipts, canceled checks, copies of*
29 *advertisements, offers to sell, auction records, and other records*
30 *appropriate to support the claim.*

31 *(b) An eligible applicant may pay an eligible displaced person*
32 *for their anticipated moving expenses in advance of the actual*
33 *move. An eligible applicant shall provide advance payment as*
34 *described in this subdivision whenever later payment would result*
35 *in financial hardship to the eligible displaced person. In*
36 *determining financial hardship for purposes of this subdivision,*
37 *particular consideration shall be given to the financial limitations*
38 *and difficulties experienced by low and moderate income persons.*

39 *(c) This section does not preclude an eligible applicant from*
40 *relying upon other reasonable means of relocating an eligible*

1 *displaced person, including contracting to have that eligible*
2 *displaced person moved to satisfy the requirements of this section,*
3 *and arranging for assignment of moving expense payments by*
4 *eligible displaced persons.*

5 *(d) An eligible displaced person who elects to self-move may*
6 *submit a claim for their moving and related expenses to the eligible*
7 *applicant in an amount not to exceed an acceptable low bid or an*
8 *amount acceptable to the displacing entity. An eligible displaced*
9 *person is not required to provide documentation of moving*
10 *expenses actually incurred.*

11 *(e) Except in cases of a displaced person conducting a self-move*
12 *as provided in subdivision (d) above, an eligible displaced person*
13 *who submits a claim for relocation payments under this section*
14 *shall include a bill or other evidence of expenses incurred. An*
15 *eligible applicant may enter into a written arrangement with the*
16 *eligible displaced person and the mover so that the eligible*
17 *displaced person may present to the eligible applicant an unpaid*
18 *moving bill, and the eligible applicant can then pay the mover*
19 *directly for any moving expenses incurred.*

20 *(f) For purposes of this section, “relocation benefits” means a*
21 *payment of an amount necessary to enable that person to lease or*
22 *rent a replacement dwelling for a period not to exceed 42 months,*
23 *as follows:*

24 *(1) The amount of payment necessary to lease or rent a*
25 *comparable replacement dwelling shall be computed by subtracting*
26 *42 times the base monthly rental of the displaced person, from 42*
27 *times the monthly rental for a comparable replacement dwelling,*
28 *provided, that in no case may such amount exceed the difference*
29 *between 42 times the base monthly rental as determined in*
30 *accordance with this subdivision and 42 times the monthly rental*
31 *actually required for the replacement dwelling occupied by the*
32 *eligible displaced person.*

33 *(2) The base monthly rental shall be the lesser of the average*
34 *monthly rental paid by the eligible displaced person for the*
35 *three-month period before the eligible applicant submitted the*
36 *relocation benefits and assistance plan pursuant to subdivision*
37 *(d) of Section 65918.8, or 30 percent of the eligible displaced*
38 *person’s average monthly income.*

39 *(3) A dependent who is residing separate and apart from the*
40 *person or family providing support, whether that residence is*

1 permanent or temporary shall be entitled to payment under this
2 section, but that payment shall be limited to the period during
3 which the displaced dependent resides in the replacement dwelling.
4 At the time the displaced dependent vacates that dwelling, no
5 further payment under this section shall be made to that person.

6 (4) Except where specifically provided otherwise, the eligible
7 applicant may disburse payments for relocation benefits under
8 this section in a lump sum, monthly or at other intervals acceptable
9 to the displaced person.

10 (g) Upon request by an eligible displaced person who has not
11 yet purchased and occupied a replacement dwelling, but who is
12 otherwise eligible for a replacement housing payment, the eligible
13 applicant shall certify to any interested party, financial institution,
14 or lending agency, that the eligible displaced person will be eligible
15 for the payment of a specific sum if they purchase and occupy a
16 dwelling within the time limits prescribed.

17 65918.10. (a) If, on or after January 1, 2018, a local
18 government adopts an ordinance that eliminates residential zoning
19 designations or decreases residential zoning development capacity
20 within an existing zoning district in which the development is
21 located than what was authorized on January 1, 2018, then that
22 development shall be deemed to be consistent with any applicable
23 requirement of this chapter if it complies with zoning designations
24 that were authorized as of January 1, 2018.

25 (b) The Department of Housing and Community Development
26 may, at any time, review any new or revised zoning or design
27 standards after the operative date of the act adding this section to
28 determine if those local standards are consistent with the
29 requirements of this section. If the department determines that
30 those standards are inconsistent, the department shall issue, in a
31 form and manner provided by the department, a finding of
32 inconsistency, and those standards shall be rendered invalid and
33 unenforceable as of the date that finding is issued.

34 SEC. 3. No reimbursement is required by this act pursuant to
35 Section 6 of Article XIII B of the California Constitution because
36 a local agency or school district has the authority to levy service
37 charges, fees, or assessments sufficient to pay for the program or
38 level of service mandated by this act, within the meaning of Section
39 17556 of the Government Code.

1 SEC. 2.— Section 65917.7 is added to the Government Code, to
2 read:

3 65917.7. (a) As used in this section, the following definitions
4 shall apply:

5 (1) “Block” has the same meaning as defined in subdivision (a)
6 of Section 5870 of the Streets and Highways Code.

7 (2) “High-quality transit corridor” means a corridor with fixed
8 route bus service that has service intervals of no more than 15
9 minutes during peak commute hours.

10 (3) “Transit-rich housing project” means a residential
11 development project the parcels of which are all within a one-half
12 mile radius of a major transit stop or a one-quarter mile radius of
13 a high-quality transit corridor. A project shall be deemed to be
14 within a one-half mile radius of a major transit stop or a one-quarter
15 mile radius of a high-quality transit corridor if both of the following
16 apply:

17 (A) All parcels within the project have no more than 25 percent
18 of their area outside of a one-half mile radius of a major transit
19 stop or a one-quarter mile radius of a high-quality transit corridor.

20 (B) No more than 10 percent of the residential units or 100 units,
21 whichever is less, of the project are outside of a one-half mile
22 radius of a major transit stop or a one-quarter mile radius of a
23 high-quality transit corridor.

24 (4) “Major transit stop” has the same meaning as defined in
25 Section 21064.3 of the Public Resources Code.

26 (b) Notwithstanding any local ordinance, general plan element,
27 specific plan, charter, or other local law, policy, resolution, or
28 regulation, a transit-rich housing project shall receive a transit-rich
29 housing bonus which shall exempt the project from all of the
30 following:

31 (1) Maximum controls on residential density or floor area ratio.

32 (2) Minimum automobile parking requirements.

33 (3) Any design standard that restricts the applicant’s ability to
34 construct the maximum number of units consistent with any
35 applicable building code.

36 (4) (A) If the transit-rich housing project is within either a
37 one-quarter mile radius of a high-quality transit corridor or within
38 one block of a major transit stop, any maximum height limitation
39 that is less than 85 feet, except in cases where a parcel facing a
40 street that is less than 45 feet wide from curb to curb, in which

1 ~~case the maximum height shall not be less than 55 feet. If the~~
2 ~~project is exempted from the local maximum height limitation, the~~
3 ~~governing height limitation for a transit-rich housing project shall~~
4 ~~be 85 feet or 55 feet, as provided in this subparagraph.~~

5 ~~(B) If the transit-rich housing project is within one-half mile of~~
6 ~~a major transit stop, but does not meet the criteria specified in~~
7 ~~subparagraph (A), any maximum height limitation that is less than~~
8 ~~55 feet, except in cases where a parcel facing a street that is less~~
9 ~~than 45 feet wide from curb to curb, in which case the maximum~~
10 ~~height shall not be less than 45 feet. If the project is exempted~~
11 ~~from the local maximum height limitation, the governing height~~
12 ~~limitation for a transit-rich housing project shall be 55 feet or 45~~
13 ~~feet, as provided in this subparagraph.~~

14 ~~(C) For purposes of this paragraph, if a parcel has street frontage~~
15 ~~on two or more different streets, the height maximum pursuant to~~
16 ~~this paragraph shall be based on the widest street.~~

17 ~~SEC. 3. No reimbursement is required by this act pursuant to~~
18 ~~Section 6 of Article XIII B of the California Constitution because~~
19 ~~a local agency or school district has the authority to levy service~~
20 ~~charges, fees, or assessments sufficient to pay for the program or~~
21 ~~level of service mandated by this act, within the meaning of Section~~
22 ~~17556 of the Government Code.~~



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

8.

Meeting Date: 04/09/2018

Subject: CONSIDER Fiscal Year 2018/2019 Road Maintenance and Rehabilitation Account Project List for Unincorporated Contra Costa County.

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: 1

Referral Name: Review Legislative matters on transportation, water, and infrastructure.

Presenter: Steve Kowalewski **Contact:** Jerry Fahy (925)313-2276

Referral History:

On April 28, 2017, the Governor signed Senate Bill 1 (SB1), which is known as the Road Repair and Accountability Act of 2017. SB1 creates the Road Maintenance and Rehabilitation Account (RMRA) which provides much needed transportation funding for California to address basic road maintenance, rehabilitation, and critical safety needs on both the state highway and local streets and road system.

SB1 includes new performance and reporting requirements in order to be eligible for the RMRA funds. The Transportation, Water, and Infrastructure Committee (TWIC) reviewed the project list for Fiscal Year 2017/2018 on August 14, 2017. The information and recommendations in this report, once approved by the TWIC and the Board of Supervisors, will fulfill these new requirements.

Referral Update:

SB1 Funds were available to cities and counties starting in Fiscal Year 2017/2018. The California State Association of Counties has provided the estimated revenues the County can expect that will be generated from this transportation bill. The first year of the program was a partial year and the County expects to receive about \$4.9 million from the RMRA program under SB1. We expect the RMRA amount to increase to \$13.8 million for Fiscal Year 2018/2019 and steadily grow with the built-in inflationary index in future years.

SB1 emphasizes the importance of accountability and transparency in the delivery of California's transportation programs. Therefore, in order to be eligible for RMRA funding, state statute requires cities and counties to provide basic RMRA project reporting to the California Transportation Commission (CTC).

Prior to receiving an apportionment of RMRA funds from the State Controller in a fiscal year, a city or county must submit to the CTC a list of projects proposed to be funded with these funds. All projects proposed to receive funding must be reviewed and approved the applicable city council or county board of supervisors at a regular public meeting.

The list of projects must include a description and location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement (see Attachment A – a project list using the CTC recommended template, and Appendix B for location maps of the various projects). The project list does not limit the flexibility of an eligible city or county to fund projects in accordance with local needs and priorities so long as the projects are consistent with RMRA priorities as outlined in the applicable code sections. Some example projects and uses for RMRA funding include, but are not limited to the following:

- Road Maintenance and Rehabilitation
- Safety Projects
- Railroad Grade Separations
- Complete Streets Components (including active transportation purposes, pedestrian and bicycle safety projects, transit facilities, and drainage and stormwater capture projects in conjunction with any other allowable project)
- Traffic Control Devices

Streets and Highways Code Section 2030(b)(2) states that funds made available by the program may also be used to satisfy a match requirement in order to obtain state or federal funds for projects authorized by this subdivision.

Recommendation(s)/Next Step(s):

REVIEW the recommended list of Road Maintenance and Rehabilitation Account (RMRA)(Senate Bill 1) funded road projects, RECEIVE public comment and DIRECT staff to perform any changes or revisions to the recommended project list. RECOMMEND the Board of Supervisors receive public comment, revise as appropriate, approve project list, and direct staff to proceed with submitting the Fiscal Year 2018/2019 list of projects to the California Transportation Commission prior to the May 1, 2018 submittal deadline for approval.

Fiscal Impact (if any):

If a project list is not reviewed by the TWIC, forwarded to the Board of Supervisors for approval, and submitted to the CTC by the May 1, 2018 deadline, the County will not be eligible to receive its portion of RMRA funds and the projects listed above will not be constructed.

Attachments

2018-03-30 TWIC Memo on SB1 Project List Submittal 2018 - Appendix A

2018-03-29 RMRA maps - Appendix B

Appendix A

Local Streets and Roads Project List

As required by the Road Repair and Accountability Act of 2017 – Local Streets and Roads Funding, Road Maintenance and Rehabilitation Account (RMRA)

General Information

Name: Unincorporated Contra Costa County

Point of Contact:

Steve Kowalewski
Deputy Director
Contra Costa County Public Works Department
255 Glacier Drive
Martinez, CA 94553
(925) 313-2225
steve.kowalewski@pw.cccounty.us

Legislative Districts:

- Senate – 3, 7, 9
- Assembly – 11, 14, 15, 16

Jurisdiction's Average Network PCI and date/year of measurement:

- County Average PCI = 72 (as of September 2017)

Fiscal Year: 18/19

Rationale for Project List Selection for FY 18/19 RMRA allocation

Staff has developed a recommended list of projects for the Transportation Water and Infrastructure Committee and the Board of Supervisors to consider for submitting to the Commission.

When developing the recommended project list for RMRA funds, staff considered:

- Eligibility criteria for RMRA funds
- Emergency storm damage projects that exceeded existing road fund revenue capacity
- Maintenance and rehabilitation priorities
- Roadway safety
- Expiring grants where local funds are necessary to complete the funding package
- Geographic equity
- Projects where expenditures had already occurred for design of the project and had been shelved due to declining revenues
- Multi-modal benefits in accordance with the Board of Supervisor's Complete Streets policy
- Positive impact to Road Program performance metrics
- Clearing the queue of delayed projects that were a result of declining gas tax revenues
- Meeting customer expectations

It should be noted that this project list is a small subset of the proposed project delivery list that is outlined in the adopted Capital Road Improvement and Preservation Program document and only focuses on how the RMRA funds will be expended as required by the Commission.

PROPOSED PROJECTS (Total RMRA = \$13.8M)

Proposed Project 1: Road Drainage Maintenance (RMRA = \$1.1 M)

Description:

- **Ditch Cleaning** – This routine maintenance item is to perform drainage ditch cleaning from flood control channels and ditches to remove debris and vegetation which may obstruct the passage of stormwater and cause local flooding. (RMRA = \$200k) County Project No.: 0672-6U2303
- **Clean Catch Basin** – This routine maintenance item is to perform cleaning of sediment and prevent obstructions of catch basins (drainage inlets) and related pipe systems. The county has over twenty thousand catch basins throughout the unincorporated portions of the County. (RMRA = \$600k) County Project No.: 0672-6U2308
- **Inspect Catch Basin** – This routine maintenance item is to perform inspections of catch basins and associated systems. This includes a visual inspection of the drainage inlet and any clean water inserts. Follow-up video inspections may be required for deeper inlets and/or suspected structural issue concerning the inlets. (RMRA = \$300k) County Project No.: 0672-6U2308
- RMRA Priority: Road Maintenance and Rehabilitation

Location:

- Countywide
- Latitude: 37.7° to 38.1°
- Longitude: -121.5° to -122.4°

Proposed Schedule for Completion:

- Anticipated construction year – 2018

Estimated Useful Life:

- 15 - 40 years (ditch – dirt roadway to concrete V-ditch)
- 40 years (concrete structures)

Proposed Project 2: Traffic Safety Devices Maintenance (RMRA = \$800k)

Description:

- **Traffic Signing** – This routine maintenance item is to perform sign repair, replacement, and installation along the unincorporated County roadways. (RMRA = \$300k) County Project No.: 0672-6U2504

- **Traffic Striping** – This routine maintenance item is to perform new painting, routine painting and replacement of pavement striping along the unincorporated County roadways to enhance public safety. (RMRA = \$500k) County Project No.: 0672-6U2504
- RMRA Priority: Road Maintenance and Rehabilitation

Location:

- Countywide
- Latitude: 37.7° to 38.1°
- Longitude: -121.5° to -122.4°

Proposed Schedule for Completion:

- Anticipated construction year – 2018

Estimated Useful Life:

- 10 years (roadway signage)
- 2 - 4 years (roadway striping - thermoplastic)

Proposed Project 3: Pavement Repairs and Preparation (RMRA = \$5.0M)

Description:

- **Pot Hole Patching** – This routine maintenance item is to perform spot pavement repairs of pot holes along the unincorporated County roadways to eliminate surface hazards. (RMRA = \$700k) County Project No.: 0672-6U2101
- **Pavement Fabric Patching** – This routine maintenance item is to perform pavement fabric patching along the unincorporated County roadways to correct minor pavement defects and prevent further cracking. The patch will remove an area of existing damaged asphalt and excavate to the roadway fabric portion. The roadway base will be compacted and leveled to support the new fabric layer and asphalt layer. (RMRA = \$500k) County Project No.: 0672-6U2102
- **Pavement Failure Repair - Backhoe** – This routine maintenance item is to conduct pavement failure repair along the unincorporated County roadways. This task requires the removal of a larger area of cracked or damaged pavement with a backhoe. The roadway base will be compacted and overlaid with new asphalt. (RMRA = \$600k) County Project No.: 0672-6U2103
- **Pull Box Paving** – This is a roadway paving operation to place asphalt on localized roadway depressions to provide a smooth riding surface for the motorized public along the unincorporated County roadways. (RMRA = \$625k) County Project No.: 0672-6U2104
- **Hand Patching** – This is similar to pot hole patching to conduct spot pavement repairs along unincorporated County roadway, but on a smaller scale. (RMRA=\$600k) County Project No.: 0672-6U2105

- **Crack Sealing** – This pavement preservation task is to seal cracks in the roadway. Cracks are typically filled in to seal the roadway structural section from water penetration. The goal is to prolong the service life of the pavement and/or prepare the roadway surface for an overlay. (RMRA = \$700k) County Project No.: 0672-6U2106
- **Leveling** – This task is associated with leveling of large settlements, depressions, surface irregularities and recent large pavement repairs. This is to provide a smooth riding surface for the motorized public along unincorporated County roadways. (RMRA = \$500k) County Project No.: 0672-6U2107
- **Grinder Follow-up Paving** – This task is associated with placing roadway asphalt on localized settlements and pavement repairs. This is conducted as a follow-up to grinding operations to provide a smooth riding surface. (RMRA = \$80k) County Project No.: 0672-6U2107
- **Pavement Failure Repair – Grinder** – This task is to remove badly cracked or broken pavement. The roadway is then replaced with new asphalt and roadway base rock. This task supports pavement preservation operations and also extends the service life of the roadway pavement. (RMRA = \$600k) County Project No.: 0672-6U2123
- **Pavement Grinding – Bobcat** – This task is to remove flaws and tripping hazards in the roadway or curb edge through machine grinding. (RMRA = \$90k) County Project No.: 0672-6U2108
- RMRA Priority: Road Maintenance and Rehabilitation

Location:

- Countywide
- Latitude: 37.7° to 38.1°
- Longitude: -121.5° to -122.4°

Proposed Schedule for Completion:

- Anticipated construction year – 2018

Estimated Useful Life:

- 7 years (pavement surface treatment)

Proposed Project 4: County-Wide Surface Treatments (RMRA = \$5.3M)

Countywide:

Description:

- **Double Chip Seal Project (2018)** – This project will apply a double chip seal to various roads as a pavement preservation project in the unincorporated Contra Costa County. Work will also include surface preparation and pavement striping and markings. (RMRA = \$1.30M) County Project No. 0672-6U2162

- **Slurry Seal Project (2018)** – This project will apply a slurry seal to various roads as a pavement preservation project in the unincorporated Contra Costa County. Work will also include surface preparation and pavement striping and markings. (RMRA = \$500k) County Project No. 0672-6U2163
- **Single Chip Seal Project (2018)** – This project will apply a single chip seal to various roads as a pavement preservation project in the unincorporated Contra Costa County. Work will also include surface preparation and pavement striping and markings. (RMRA = \$500k) County Project No. 0672-6U2162
- RMRA Priority: Road Maintenance and Rehabilitation

Location:

- Countywide (Bay Point and Central County)
- Latitude: 37.7° to 38.1°
- Longitude: -121.5° to -122.4°

Proposed Schedule for Completion:

- Anticipated construction year – 2018

Estimated Useful Life:

7 years (pavement surface treatment)

Bay Point Area and Central County:

- **Asphalt Rubber Cape Seal Project (2018)**

Description:

- The project will apply an asphalt rubber chip seal covered with a type II slurry seal to various roadways in the Bay Point (76 streets), Martinez (6 streets), Walnut Creek Overlook (24 streets), Parkmead (33 streets) areas and a type II slurry seal on roadways in Bay Point and Clyde areas (18 streets) and the Bella Vista and Clyde Trails. Work will also include surface preparation and pavement striping and markings. (RMRA = \$3M) County Project No. 0672-6U2154
- RMRA Priority: Road Maintenance and Rehabilitation

Location:

- Cape Seal: Bay Point (76 streets), Martinez (6 streets), Walnut Creek Overlook (24 streets), Parkmead (33 streets)
- Slurry Seal: Bay Point and Clyde areas (18 streets) and the Bella Vista and Clyde Trails

Proposed Schedule for Completion:

- Anticipated construction year – 2018

Estimated Useful Life:

- 7 years (pavement surface treatment)

Proposed Project 5: Pomona Street Pedestrian Safety Improvement Project – Phase II (RMRA = \$175k)

Description:

- The project will improve two pedestrian crossings on Pomona Street near three schools and a community center. At Pomona Street and 3rd Avenue, Pedestrian-Actuated Rectangular Rapid-Flashing Beacons (RRFB) and other pedestrian improvements will be added. At Pomona Street and Rolph Avenue, bulb outs and ramps will be added. County Project No. 0622-6U4090
- RMRA Priority: Complete Streets Components

Location:

- Pomona Street at 3rd Avenue
 - 38.052399°, -122.222940°
- Pomona Street at Rolph Avenue
 - 38.052394°, -122.219860°

Proposed Schedule for Completion:

- Anticipated construction year – 2018

Estimated Useful Life:

- 50 years (concrete)
- 12 years (RRFB)

Proposed Project 6: Tara Hills Pedestrian Infrastructure Project (RMRA = \$420k)

Description:

- The project will construct 20+ ADA compliant curb ramps on the roads surrounding the Tara Hills Elementary School and North Campus Continuation High School. County Project No. 0662-6R4211
- RMRA Priority: Complete Streets Components

Location:

- Dolan Way, Flannery Road, Shamrock Drive, Tara Hills area
- 37.993478°, -122.316368°

Proposed Schedule for Completion:

- Anticipated construction year – 2018

Estimated Useful Life:

- 50 years (concrete)

Proposed Project 7: Pedestrian Crossing Enhancements Project – Central & East County (RMRA = \$350k)

Description:

- The project will install ten RRFB's at uncontrolled crosswalks at seven school sites in Central and East County. County Project No. 0662-6R4112
- RMRA Priority: Complete Streets Components

Location:

- 1 – Delta Road, Knightsen Elementary School, Knightsen area
 - 37°58'7.72"N 121°39'38.55"W
- 2 – Newport Drive, Timber Point Elementary School, Discovery Bay area crossing
 - Two crossing sites
 - 37°54'28.43"N 121°37'13.99"W
 - 37°54'19.35"N 121°37'10.82"W
- 3 – Willow Lake Road, Discovery Bay Elementary School, Discovery Bay area
 - 37°54'2.50"N 121°35'56.17"W
- 4 – Marina Road, Shore Acres Elementary School, Bay Point area
 - Two crossing sites
 - 38° 2'10.26"N 121°58'14.53"W
 - 38° 2'10.29"N 121°58'11.49"W
- 5 – Pacifica Avenue, Riverview Middle School, Bay Point area
 - Two crossing sites
 - 38° 2'2.52"N 121°58'2.55"W
 - 38° 2'2.53"N 121°57'56.32"W
- 6 – Castle Rock Road, Northgate High School, Walnut Creek area
 - 37°54'27.44"N 122° 0'25.22"W
- 7 – Magnolia Way, Parkmead Elementary School, Walnut Creek area
 - 37°53'13.37"N 122° 4'6.83"W

Proposed Schedule for Completion:

- Anticipated construction year – 2018

Estimated Useful Life:

- 12 years (flashing beacons)

Proposed Project 8: Blackhawk Road Bikeway Project (RMRA = \$210k)

Description:

- The project will stripe a class 2 bike lane for 3.3 miles and class bikeway for 0.3 miles (a portion at each end of the project) and connect to existing class 2 and class 3 bikeways using thermoplastic striping. The bikeway will also use green pavement markings at transition areas. County Project No. 0662-6R4018
- RMRA Priority: Complete Streets Components

Location:

- Blackhawk Road, between Camino Tassajara and Mount Diablo Scenic Drive, Blackhawk/Danville area
- 37.799376°, -121.921493°

Proposed Schedule for Completion:

- Anticipated construction year – 2018

Estimated Useful Life:

- 2 - 4 years (thermoplastic striping)

Proposed Project 9: Alhambra Valley Road Embankment Repair (\$450k)

Description:

- The project will reconstruct the creek embankment and the roadway. The creek embankment that supported Alhambra Valley Road eroded during a severe storm event several years ago. Since then, traffic has been routed to one lane with stop control in both directions. The remainder of Alhambra Valley Road is a rural two-lane roadway winding through the hills between Martinez and Pinole. The proposed project length is about 800 feet with a road widening to support two 12-foot wide travel lanes and 4-foot shoulders for bicyclists. County Project No. 0662-6U4095
- RMRA Priority: Roadway Safety, Road Maintenance and Rehabilitation

Location:

- Alhambra Valley Road between Castro Ranch Road and Bear Creek Road
- 37.966073°, -122.207126°

Proposed Schedule for Completion:

- Anticipated construction year – 2018

Estimated Useful Life:

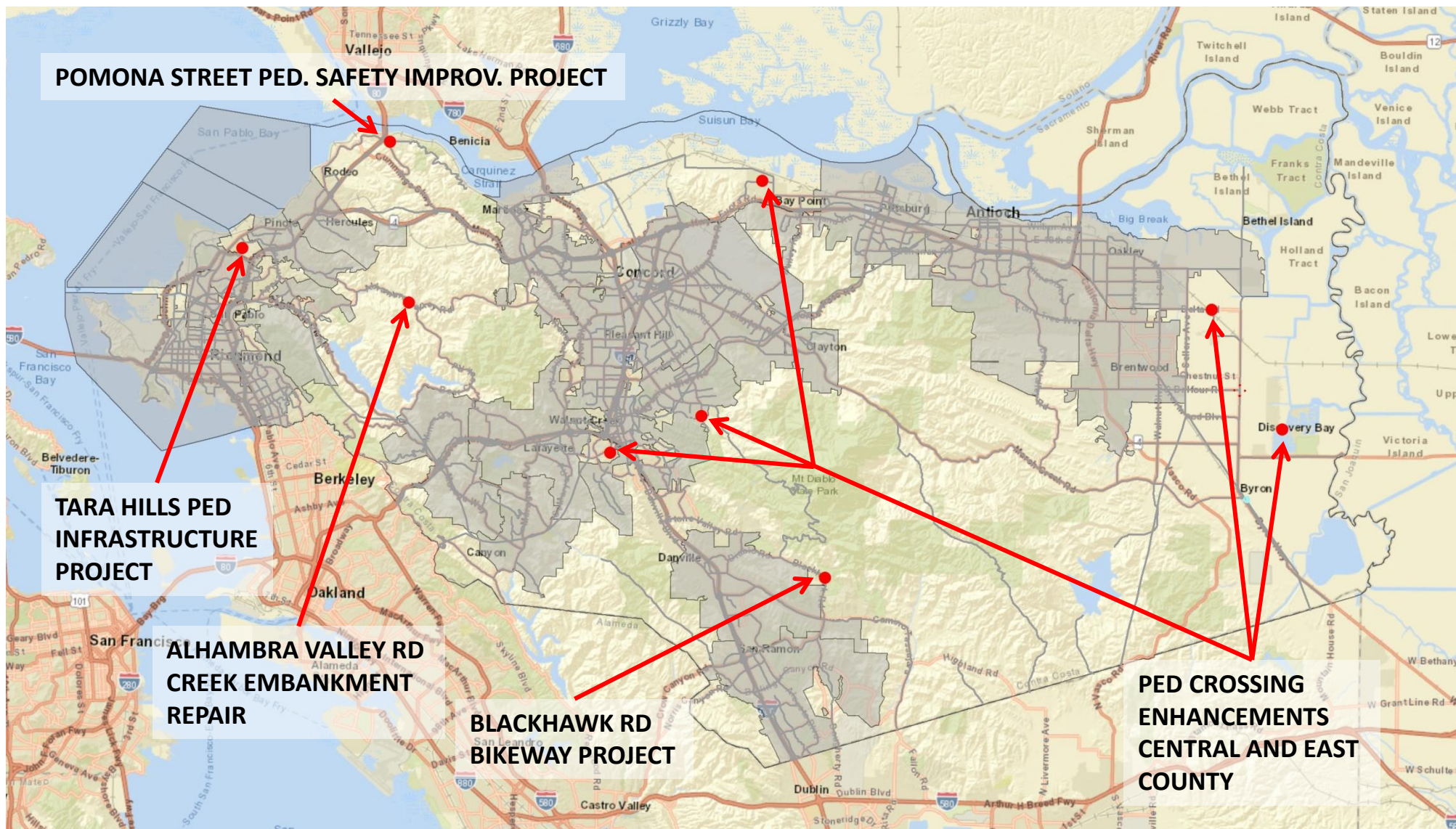
- 40 years (roadway re-construction)

NW:sr

G:\transeng\BUDGET\RMRA\RMRA reporting\2018-03-30 TWIC Memo on SB1 Project List Submittal 2018 - Appendix A - 04-02-18.docx

APPENDIX B

LOCAL STREETS AND ROADS OVERALL PROJECT MAP



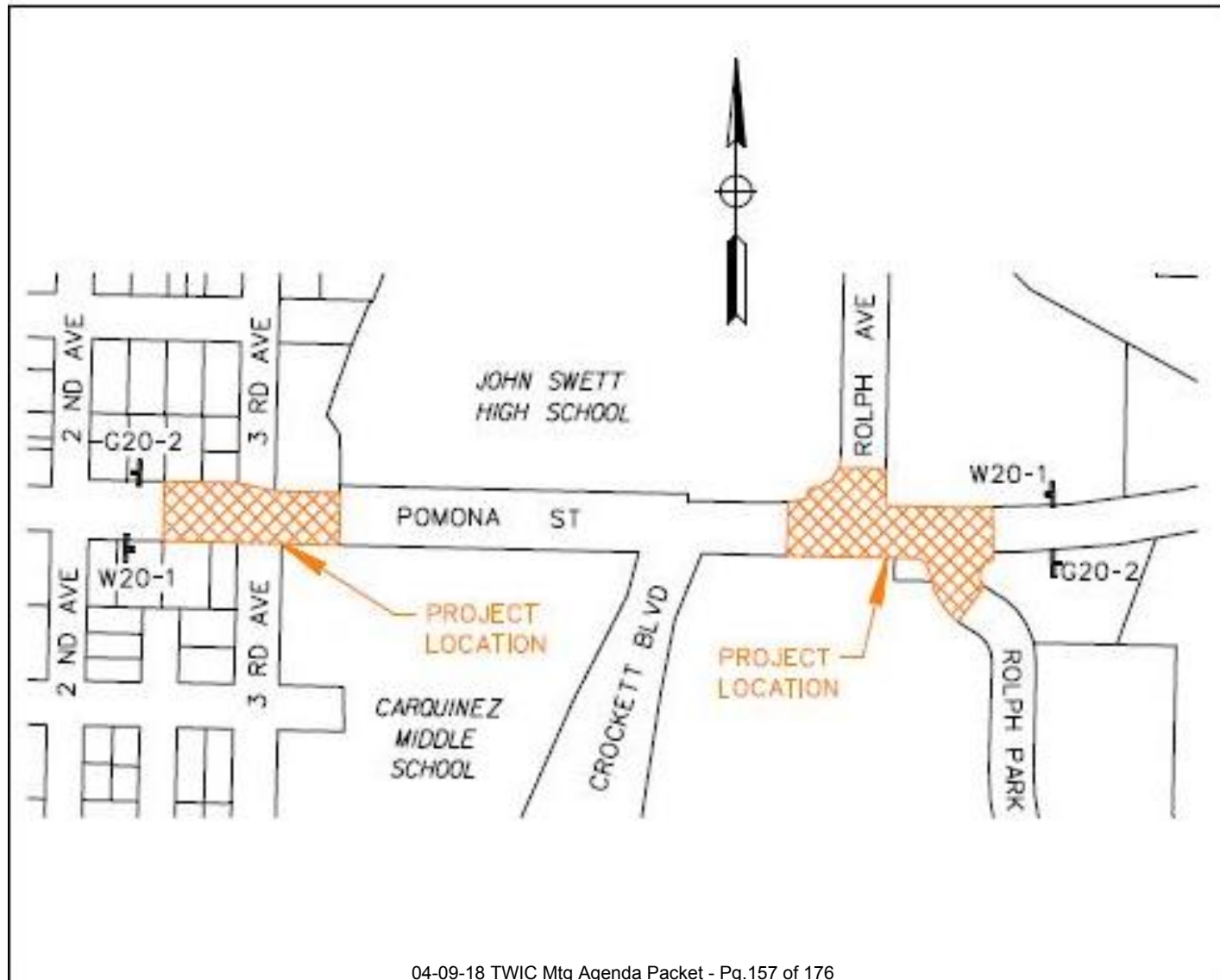
Notes:

- See the following pages for detailed map of each individual project shown above.
- Detailed maps for Countywide Projects are not provided.

RMRA PROJECT #5

POMONA STREET PEDESTRIAN SAFETY IMPROVEMENT PROJECT

COUNTY PROJECT NO. 0662-6U4090



RMRA PROJECT #6

TARA HILLS PEDESTRIAN INFRASTRUCTURE PROJECT

COUNTY PROJECT NO. 0662-6R4211



RMRA PROJECT #7

PEDESTRIAN CROSSING ENHANCEMENTS CENTRAL AND EAST COUNTY

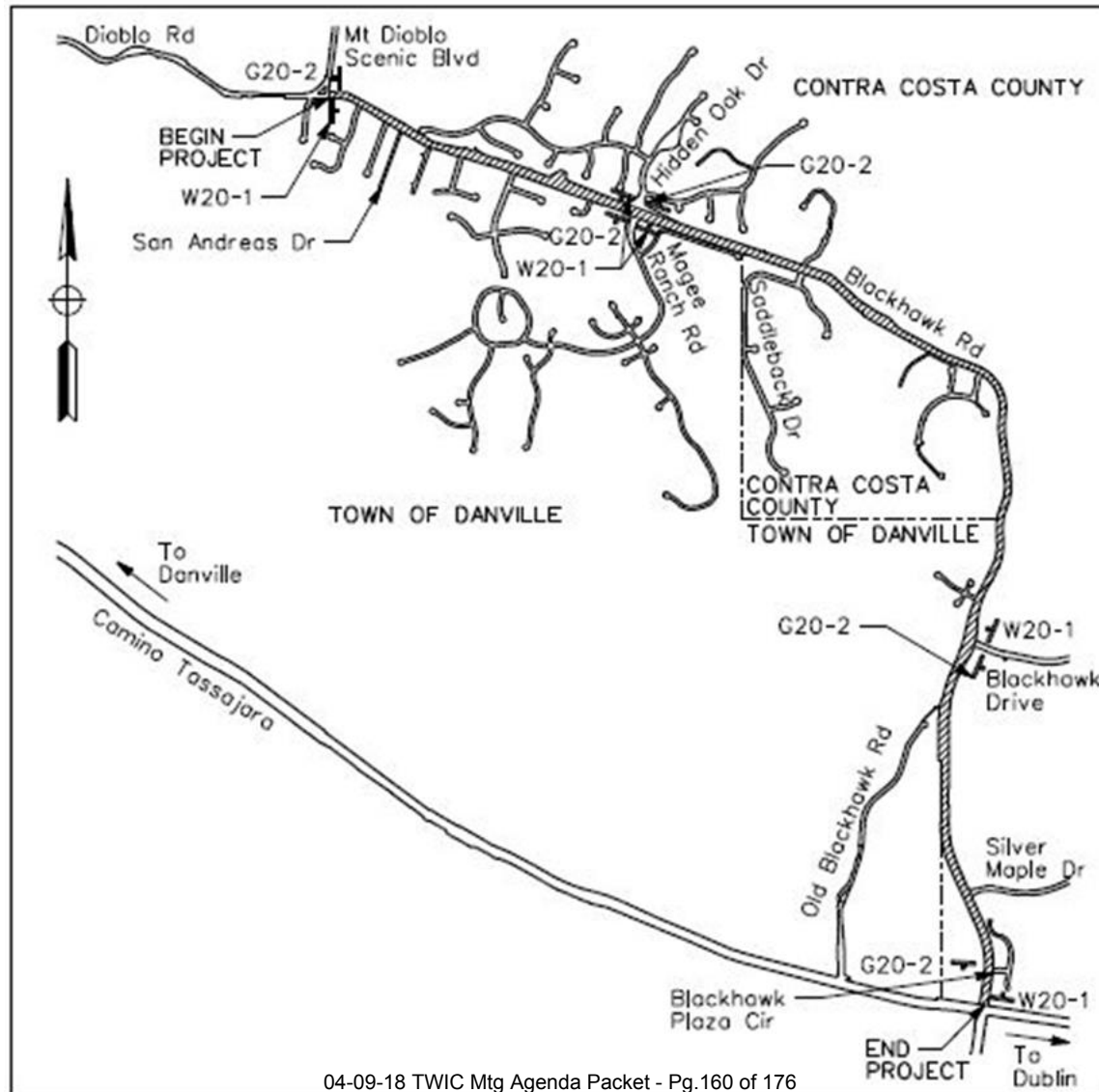
COUNTY PROJECT NO. 0662-6R4112



RMRA PROJECT #8

BLACKHAWK ROAD BIKEWAY PROJECT

COUNTY PROJECT NO. 0662-6R4018

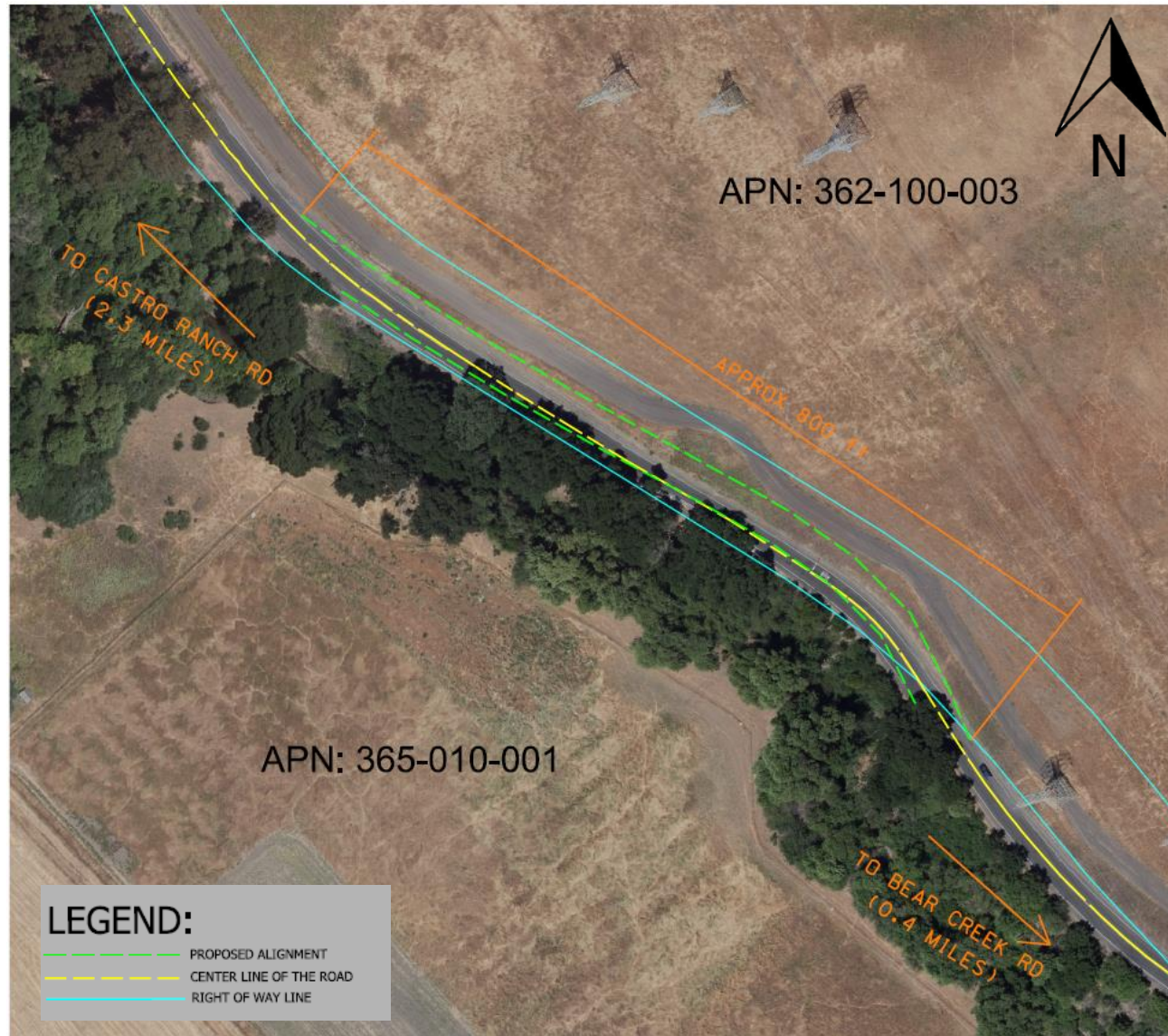


RMRA PROJECT #9

ALHAMBRA VALLEY ROAD

CREEK EMBANKMENT REPAIR

COUNTY PROJECT NO. xxxx-6U4095





Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

9.

Meeting Date: 04/09/2018

Subject: REVIEW Communication, News, Miscellaneous Items of Interest to the Committee and DIRECT staff as appropriate.

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: N/A

Referral Name: N/A

Presenter: John Cunningham, DCD

Contact: John Cunningham
(925)674-7833

Referral History:

Items of interest are a standing item on the TWIC agenda.

Referral Update:

Communication Received:

03-21-18 RTPC Memo summary of items discussed at the same dated Contra Costa Transportation Authority Board Meeting.

News/Articles/Editorials/Etc:

03-28-18: Mercury News: *BART to crack down on Limebikes left at station* This article is provided by Warren Lai of Public Works.

03-21-18: Washington Post: *Falling transit ridership poses an 'emergency' for cities, experts fear* The article is being provided with the comment that County staff has had conversations with Contra Costa transit leaders on this topic in which similar concerns are expressed. Public transit may be facing a print journalism level adjustment.

Miscellaneous:

03-16-18 email from Leland Frayseth to the California Department of Water Resources regarding a Los Vaqueros Inundation map.

Recommendation(s)/Next Step(s):

RECEIVE information and DIRECT staff as appropriate.

Fiscal Impact (if any):

N/A

Attachments

03-16-18 Leland F. to CA Dept. of Water Resources

03-21-18 RTPC Memo

03-28-18 BART Limebike Crackdown

03-21-18 WaPo-Falling transit ridership poses 'emergency' for cities

Anna Battagello

Subject: FW: Division of Safety of Dams (DSOD) 21 Feb 2018 presentation to the California Water Commission (CWC) meeting
Attachments: LosVaquerosInundationMap.pdf

From: Leland Frayseth [leland.frayseth@gmail.com]

Sent: Friday, March 16, 2018 6:45 AM

To: sharon.tapia@water.ca.gov

Cc: Yun, Joseph@DWR; Orrock, Chris@DWR; armando.quintero@cw.ca.gov; Jennifer Allen; Marguerite Patil; Jerry Brown; John Burgh; eavila@avilaassociates.com; Rainger, Lisa; rwoodley@usbr.gov; Gerringer, Teresa; Sponsler, Michael; John Cunningham

Subject: Re: Division of Safety of Dams (DSOD) 21 Feb 2018 presentation to the California Water Commission (CWC) meeting

Dear Sharon,

Copy Joseph, Chris, Commissioner Quintero, Jennifer, Marguerite, Jerry, John, Ernie, Lisa, Richard, Michael, Teresa, John

I downloaded the attached Los Vaqueros Inundation Map PDF from your web site. As I understand the process the map is approved before it is published on the web site. The drawing is missing PE stamps from Marguerite, Jerry, Ernie and John. The drawing title "Maximum Depth of Inundation for Proposed Expansion of Los Vaqueros Reservoir" is vague and probably should read 160,000 acre-feet (AF) if it is suppose to reflect what is presently built. I think for planning purposes the drawing submitted should be for the worst case scenario. I read in Reclamation's recently released feasibility report the worst case for Los Vaqueros would be 500,000. AF They wrote that would be expensive to build because it would require removing the current dam however that is the worst case and I think 500,000 AF should be published as the inundation map so city and county planners can get out in front of the flood wave as they approve new housing developments and infrastructure in the area.

I did some spot checking and I think Crystal reservoir was the only map that had a PE stamp you might want to request others submit stamped drawings.

Thank you, Leland

On Sun, Feb 25, 2018 at 10:17 AM, Leland Frayseth <leland.frayseth@gmail.com> wrote:

Dear Sharon,

Copy Joseph, Chris, Commissioner Quintero, Jennifer, Marguerite, Jerry, John, Ernie,

I thoroughly enjoyed your

presentation https://cw.ca.gov/Documents/2018/02_February/February2018_Agenda_Item_8_Attachment_1.pdf to the 21 Feb 2018 California Water Commission meeting I watched via recorded webcast. I am a concerned citizen, 30+ year Contra Costa Water District (CCWD) customer and rate payer. I thought your slides and presentation were excellent.

I would like to follow-up with a rebuttal to Marguerite Patil's public comment after your presentation. You do not need to staff up to review a slug of design documents as a result of the Water Storage Investment Program (WSIP). I heard loud and clear from the elected representatives who spoke immediately before you, we will

need to fund Sites and Temperance Flat. The sum of Sites and Temperance Flat funding requests totally consumes the amount of money WSIP has to allocate. So your team will only need to review those 2 projects.

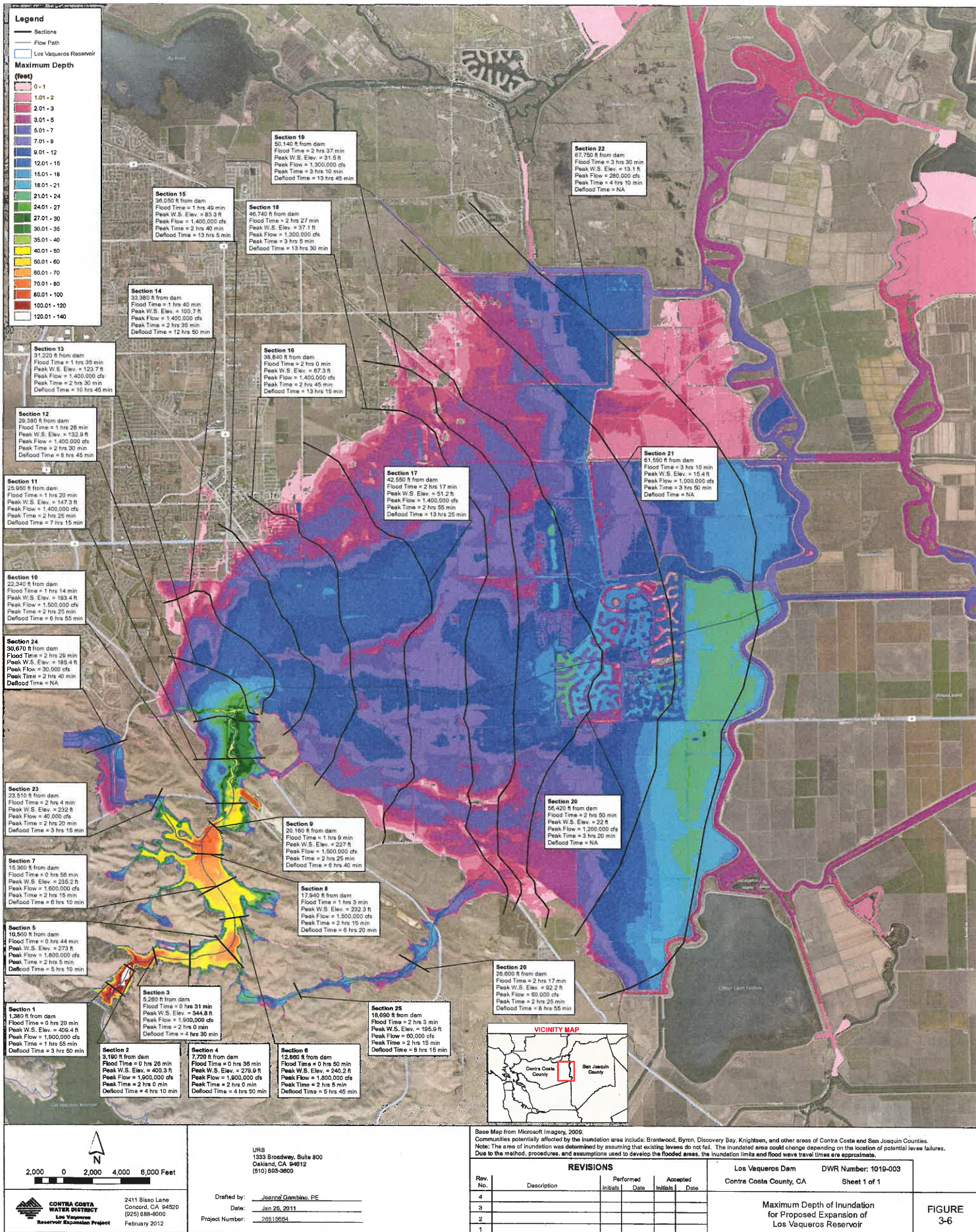
I also disagree with Marguerite's comment your group might become a bottle neck in 2022 because your group does a very thorough review. If Marguerite thought the review you did for Los Vaqueros 100,000 AF and 160,000 AF expansion built in 2011 was very thorough it needed to be even more thorough. In light of what is now known an even deeper dive into the Los Vaqueros geology and design documents is required because of recent above ground mud slides blocking roads, trails and under water mudslides fouling raised outlet facility gates as documented in the following comments I submitted to the CWC. As a rate payer and concerned citizen I certainly don't want to be on the hook for the risk and liability if mudslides cause a calamity. I want your group to feel comfortable taking all the time you need to review design documents and geology reports for past, present and future dams.

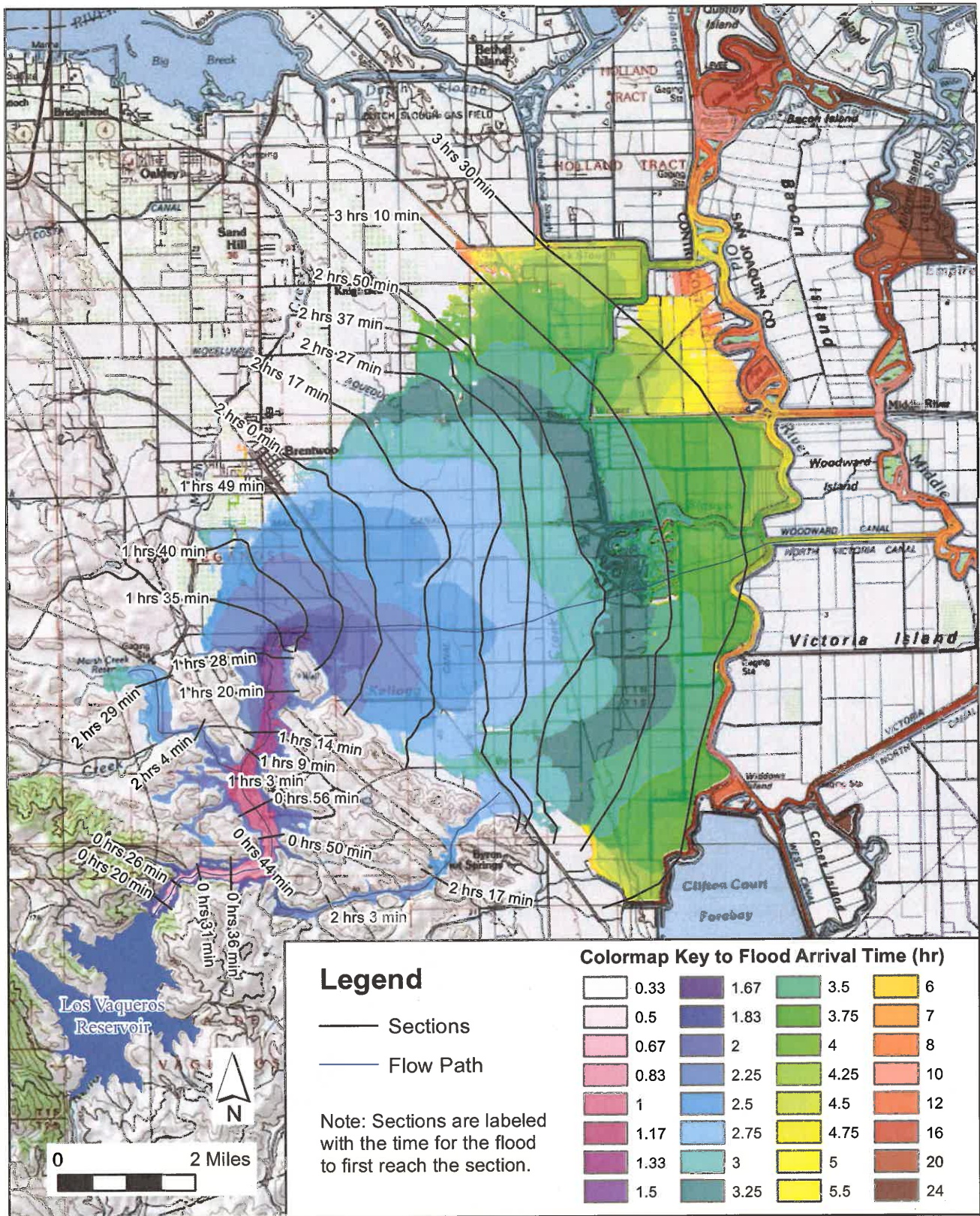
https://cwc.ca.gov/Documents/2018/Correspondence/011718_LelandFrayseth_LosVaqueros.pdf see also CalEPA complaint case 36301

https://cwc.ca.gov/Documents/2017/Correspondence/100517_LelandFrayseth_LosVaqueros.pdf

Thank you again Sharon for your DSOD presentation and thank you to whomever invited you to speak at the CWC meeting Joe, Chris or Commissioner Quintero.

Leland





X:\x_geol\VE FRTTask 50220 - Dam Break\GIS\mxd\Fig3-7_LVE_flood_arrival_map_topo.mxd

URS

Los Vaqueros
Reservoir Expansion Project

26815664

Flood Arrival Times for Hypothetical
Dam Break with Expansion
of Los Vaqueros Reservoir

**FIGURE
3-7**

Feb 2012



CONTRA COSTA
transportation
authority

COMMISSIONERS

Federal Glover,
Chair

Robert Taylor,
Vice Chair

Janet Abelson

Newell Americh

Tom Butt

Loella Haskew

David Hudson

Karen Mitchoff

Julie Pierce

Kevin Romick

Dave Trotter

Randell H. Iwasaki,
Executive Director

2999 Oak Road
Suite 100
Walnut Creek
CA 94597
PHONE: 925.256.4700
FAX: 925.256.4701
www.ccta.net

MEMORANDUM

To: Matt Todd, TRANSPAC
Lisa Bobadilla, SWAT
Jamar Stamps, TRANSPLAN
Debbie Bell, TVTC
John Nemeth, WCCTAC
Derek Farmer, LPMC

From: *RE for:* Randell H. Iwasaki, Executive Director

Date: March 26, 2018

Re: Items of interest for circulation to the Regional Transportation Planning Committees (RTPCs)

At its March 21, 2018 meeting, the Authority discussed the following items, which may be of interests to the Regional Transportation Planning Committees:

1. **Senate Bill 1 (SB 1) – Local Partnership Program (LPP) – Approval to Revise Project Nomination.** Staff sought approval of Resolution 18-08-P, which would authorize staff to program \$4.799 million in formulaic LPP funds to the I-680/SR4, Phase 3 project, which will add a third lane to SR-4 through the interchange and extend the east bound HOV lane. *The Authority Board approved Resolution 18-08-P authorizing staff to program \$4.799 million in formulaic LPP funds to the I-680/SR4, Phase 3 project.*
2. **Review Draft 2017 Multimodal Transportation Service Objective (MTSO) Monitoring Report.** Through the Countywide Transportation Plan, the Authority establishes performance measures and regularly monitors them to assess performance of Contra Costa's transportation system and evaluate the impacts of new development on system performance. The monitoring data informs the development and refinement of the Action Plan MTSOs and associated actions in advance of the next Action Plan updates. The Authority's on-call transportation monitoring consultant, Iteris Inc. (Iteris) prepared a draft report, which shows the 2017 monitoring results and describes the methodologies used. The draft report will now be circulated to the Regional Transportation Planning Committees (RTPCs) for local review and comment.

The Authority Board approved the release of the Draft 2017 MTSO Monitoring Report to the RTPCs for review and comment.

3. **Release of Draft 2018 Countywide Bicycle and Pedestrian Plan.** The Authority Board adopted the first Countywide Bicycle and Pedestrian Plan (CBPP) in 2003 and updated it in 2009. Working together, the Countywide Bicycle and Pedestrian Advisory Committee (CBPAC), a consultant team, and Authority staff developed a proposed Draft 2018 CBPP for release to the public and our partners for a two-month review. The 2018 CBPP refocuses the Countywide Bikeway Network (CBN) on low-stress facilities, clarifies the Pedestrian Priority Areas, refines the actions needed to implement the CBPP, and updates the best practices for bicycle and pedestrian facility development. *The Authority Board approved release of the Draft 2018 CBPP for public review. The report will be available at keepcontracostamoving.net in early May.*

BART to crack down on LimeBikes left at stations

By [Erin Baldassari](#) | ebaldassari@bayareanewsgroup.com | Bay Area News Group

PUBLISHED: March 28, 2018 at 6:29 am | UPDATED: March 29, 2018 at 6:09 pm



LimeBikes are left — some scattered and some parked — at the South San Francisco BART station in this undated photo by BART's bike program manager, Steve Beroldo. (Courtesy BART)

With the growing popularity of shared, dockless bikes in the Bay Area comes a new problem for BART: bicycles carelessly strewn at stations, discarded on platforms or left in front of entrances.

The transit agency is cracking down on the growing phenomenon, said Steve Beroldo, BART's bike program manager, by forcing LimeBike and similar companies to remove recklessly discarded or broken bikes, paint bike parking areas at stations so it's clear where users should leave them and ensure the companies have enough insurance in case someone trips over a bike and wants to sue BART.

Although dockless bikes are relatively new to the United States and the Bay Area, the trend has exploded in China, where [heaps of bikes](#) clutter sidewalks and public parks.

Since it rolled out in 2017, LimeBike has launched in [Alameda](#), South San Francisco, [Walnut Creek](#), Albany and El Cerrito and is looking to [expand elsewhere](#). The company introduced [electric bikes](#) earlier this year and began offering electric kick scooters this month.

Unlike the baby blue Ford GoBikes, which require users to return the bikes to a designated docking station, the bright green self-locking LimeBikes can be left anywhere.

That's led to 20 to 30 bikes left at stations at any given time, sometimes in an orderly fashion, and sometimes not, Beroldo said. Robert Raburn, a BART board director, said he's seen an increasing number of incidents at the Fruitvale and MacArthur stations with the dockless bikes being left on station platforms or right in front of fare gates.

“There haven’t been any incidents where someone has tripped over a bike yet,” Beroldo said. “But I think it’s potentially a problem, and we need to operate the stations in a way that’s safe and orderly.”

But that doesn’t mean BART wants to block the dockless bikes from parking at stations — after all, Beroldo’s main goal is to increase the number of people ditching their cars and opting for alternative modes of travel to and from the transit system.

For it’s part, LimeBike say it’s happy to cooperate. Jack Song, a spokesman for the company, said it’s been “a positive, collaborative effort” working with BART.

“This partnership allows more convenience to the riders who are looking for additional transportation options,” Song said in a statement.

The pending contract between BART and LimeBike comes on the heels of news from the shared scooter company, [Bird](#), that is deploying roughly 350 dockless, electric kick-scooters Tuesday in San Francisco and San Jose, adding [another provider to the shared mobility mix](#).

Bird CEO and founder Travis VanderZanden on Tuesday appealed to other shared bike and scooter providers to take his “Save our Sidewalks” pledge: a promise to pick up discarded bicycles daily, not increase the number of bikes or scooters unless they’re actually being used, share usage information with cities and return \$1 per bicycle or scooter to cities where they operate to help those cities “build more bike lanes, promote safe riding, and maintain our shared infrastructure.”

“We’ve all seen the results of out-of-control deployment in China,” VanderZanden said in a letter to the leaders of shared bike and scooter companies LimeBike, Ofo, Mobike, LimeBike and [Jump](#). “We cannot let this happen to our cities here in the U.S.”

- Tags:
- [Apps](#)
- [BART](#)
- [Bicycles](#)
- [Bike Sharing](#)
- [PM Report](#)
- [Regional](#)
- [Technology](#)
- [Transit](#)
- [Transportation](#)

Transportation

Falling transit ridership poses an ‘emergency’ for cities, experts fear

By **Faiz Siddiqui** March 21

Transit ridership fell in 31 of 35 major metropolitan areas in the U.S. last year, including each of the seven cities that serve the majority of riders, with losses largely stemming from buses, but punctuated by reliability issues on systems like Metro, according to an annual overview of public transit usage.

The analysis by the New York-based TransitCenter advocacy group, using data from the U.S. Department of Transportation’s National Transit Database, raises alarm about the state of “legacy” public transit systems in the Northeast and Midwest and rising vehicle ownership and car-based commuting in cities nationwide.

Researchers concluded that factors such as lower fuel costs, increased teleworking, higher car ownership and the rise of alternatives such as Uber and Lyft are pulling people off trains and buses at record levels.

The data also showed 2017 was the lowest year of overall transit ridership since 2005, according to TransitCenter, and bus ridership alone fell 5 percent.

“I think it needs to be considered an emergency,” said Jarrett Walker, a transit planner who served as a consultant on a top-down bus network redesign to curb cratering ridership in Houston. “When we don’t share space efficiently we get in each other’s way. And that is a problem for the livelihood, the viability, the livability and the economy of a city. ... It means more traffic, more congestion.”

D.C.’s Metro fell in the middle of the pack with a 3.2 percent decline in overall trips between 2016 and 2017. The trend was largely driven by a six percent decline in bus ridership. Dramatic losses to subway ridership, including a 10 percent decline in 2016 had appeared to level off by 2017, when the total number of trips fell by about a percent and a half.

Metro has said about 30 percent of its ridership losses are tied to reliability issues, with telework, a shrinking federal workforce, Uber and Lyft and other factors to blame for the rest.

Exceptions to the trend, Seattle, Phoenix and Houston, either expanded transit coverage and boosted service or underwent ambitious network overhauls, as in Houston’s case. (New Orleans ridership stayed flat.) In 2015, the Houston bus system was transformed overnight from a traditional hub-and-spoke design focused on downtown to a grid that apportioned equal service

to other parts of the city. In the aftermath of the redesign, the system saw significant weekend ridership gains and quelled a trend of dramatic losses that included losing a fifth of its ridership over a little more than a decade.

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That was not the case for the majority of U.S. cities. Between 2016 and 2017, ridership fell in each of the seven largest transit markets: New York, Chicago, Los Angeles, D.C., San Francisco, Boston and Philadelphia.

Transit researchers said it is crucial for cities and transit agencies to slow the losses even amid declining revenue, as alternatives threaten to lure people back into cars, particularly as shared rides become cheaper with the arrival of autonomous vehicles. The problem: the declines mean a decrease in farebox recovery, which can often lead to fare increases and reduced service, as in Metro’s case.

“The thing that’s perhaps a little bit more scary about this downturn [is] the prospect of technology will continue to nibble away [riders],” said Steven Polzin, program director for mobility policy research at the University of South Florida’s Center for Urban Transportation Research, laying out the factors responsible: online shopping, distance learning, teleworking, ride-share apps and alternatives such as bikeshare.

Polzin described what he called a “tough political sell” for agencies faced with decreasing ridership.

“Ridership declines, and then fare revenue declines, and then you have to cut service which means ridership declines more,” he said. “So folks get nervous about the cyclical nature of the decline because of lost fare revenue. But they also undermine kind of the public will to invest additional subsidy dollars and service as well. It’s very hard to go to your government and say ‘my ridership is down 10 percent, and I need more money to subsidize 10 percent less riders.’”

Planners warn that cities simply do not have the capacity to handle a wholesale shift to other modes — whether today’s version of ride-hailing, driving or eventual ride sharing through autonomous vehicles. Those alternatives, Walker said, are no match for “the basic geometry problem that only transit can solve — which is to move large numbers of people through a city in very little space.”

However, some researchers said declining ridership is not always indicative of transit’s failures.

Los Angeles-area transit agencies have seen dramatic bus ridership declines since the mid-2000s, with overall bus ridership falling about 30 percent over the course of a decade, according to the TransitCenter analysis.

Michael Manville, an assistant professor of Urban Planning at the University of California, Los Angeles co-authored a January 2018 study that found many of the losses could be attributed to increased car ownership, particularly among low-income and immigrant populations, who were in a better position to afford cars following the Great Recession.

“I think it puts transportation planners in a bit of an unusual position ... if in fact the reason for that departure is low-income people are doing better, getting the ability to move around like everyone else, it’s hard to say that what we should do is get them to remove themselves from their cars and back on trains and buses,” Manville said. “Transit systems should deliver quality service to low-income people. But low-income people do not owe us a transit system.”

(Researchers also pointed out the increased ease of obtaining a car, through factors such as subprime auto loans.)

Walker warned of the future the trends could portend.

“That can’t just be a free market conversation of transit losing ridership, that’s fine, let the best mode win,” he said. “City governments have an urgent imperative to do what’s necessary to make it attractive for people to use modes that use space efficiently.”

Metro’s and other systems’ reliability issues have hit low-income riders hardest, and now those systems are having a tough time winning them back in the face of increasing alternatives, advocates say.

Kristen Jeffers, founder and editor of [The Black Urbanist](#) blog, said riders are leaving because of declining service and the increased availability of other options to fill the gaps.

“Now that you have a car or a bike or a scooter on an app in your hand, and it’s right there — in a lot of major cities, why not use that?” Jeffers said. “Now you don’t have the indignity of being stuck on the side of the road for a bus that never comes.”

She said transit systems need to regain trust through community outreach and going out of their way to cater to riders who might previously not have had a choice.

“Treating the bus like a prestige system,” she said, similar to their treatment of heavy rail systems in the past.

Metro is pondering a wholesale redesign of its bus system, with a study “to examine travel patterns, customer demand, technology opportunities and how to most cost-effectively deliver Metrobus service to riders,” according to agency spokeswoman Sherri Ly. The agency has yet to award a contract for the study, she said.

Meanwhile another West Coast city, Seattle, is viewed as the model for how transit agencies can recoup ridership in an era of population growth, an improving economy and rapid technological change — in part because of the popularity of buses. The city’s bus ridership has steadily grown from 92 million to 119 million trips over 16 years, the TransitCenter analysis shows. Meanwhile light-rail ridership has ballooned amid expansions, to 32 million trips last year.

The city, which has some of the worst traffic congestion in the country, hosts about 45,000 Amazon employees and had added 60,000 workers to its center city core since 2010, according to Andrew Glass-Hastings, director of transit and mobility for the Seattle Department of Transportation.

Meanwhile Seattle voters have approved three high-dollar, transit-friendly initiatives that in the eyes of public officials have paid dividends and will continue to boost ridership: a \$50 million annual funding boost to bus service, a billion-dollar bus rapid transit expansion and a \$54-billion light-rail expansion plan that would build 62 miles of light-rail in a project that will extend into the 2030s. The improved bus service has meant the build-out of priority bus lanes and higher frequencies, with buses coming every four to six minutes, Glass-Hastings says. The state also requires large employers to [enact programs that encourage alternatives](#) to workers driving alone to work, resulting in commuter-benefit programs.

The lesson, says Glass-Hastings: “You can’t neglect your transit system for decades, have it be in disrepair and expect people to continue to use it, especially in a day and age when alternatives are so readily available.”

The Washington, D.C. region, like many transit-centric cities, is a major player in the battle for Amazon’s second headquarters, which brings the promise of about 50,000 jobs. Glass-Hastings said H2Q could be a coup for whichever city lands it. About 95 percent of workers to the new Center City jobs commute by a mode other than driving alone, he said, and in Amazon’s case its workers’ transit costs are company-covered.

But there was a message for cities in Amazon’s preference of Seattle, he said:

“You can’t just drop 50,000 people in sort of a transit desert and expect them to seek out the bus.”

Faiz Siddiqui is a reporter with The Washington Post's transportation team. His coverage includes Metro, Uber and Lyft. 🐦 Follow @faizsays