

Market Avenue Complete Streets

Fred Jackson Way to 7th Street

North Richmond



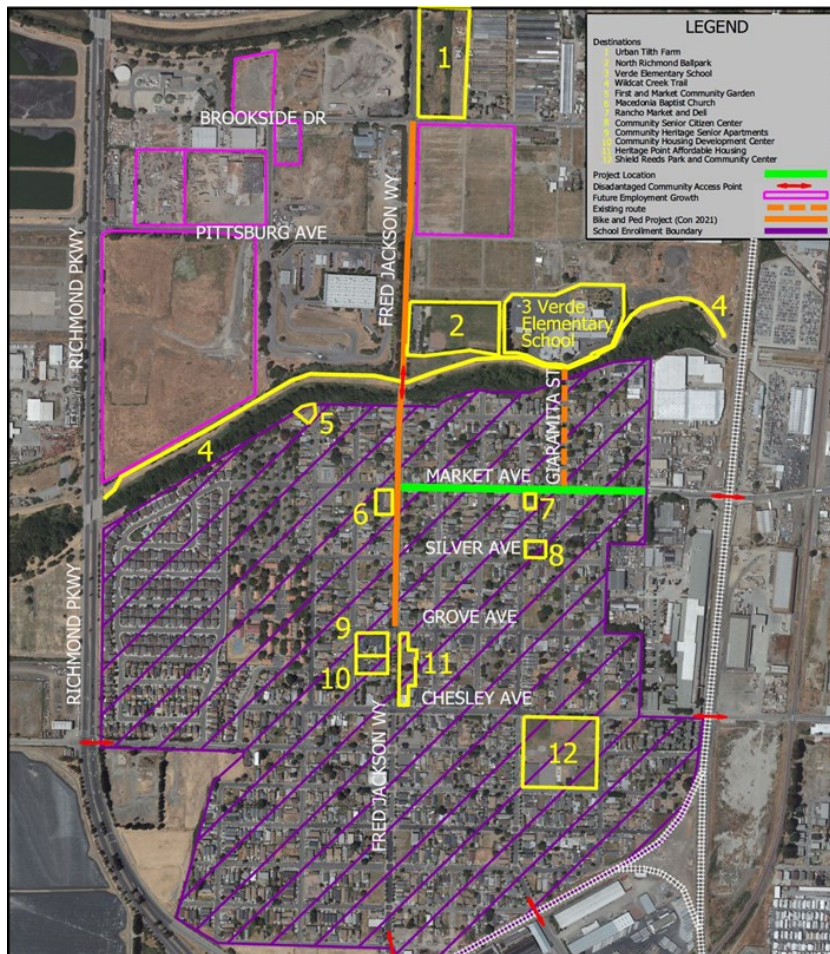
Contra Costa County
Public Works
Department

MARCH 2021

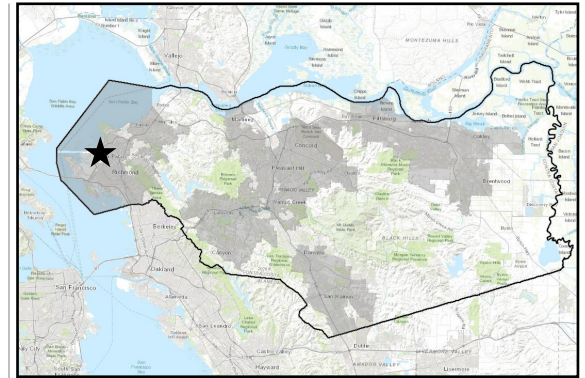
PROJECT OVERVIEW

Market Avenue is one of two major thoroughfares in the underserved community of North Richmond. The existing pedestrian infrastructure on Market Avenue is deficient, and bicycle infrastructure doesn't exist on a street corridor where vehicle lanes are wide and sidewalks are narrow and failing. The emphasis on vehicle travel is no longer the cultural trend and this community needs an investment in infrastructure to promote active modes of travel. Market Avenue Complete Streets project will provide a pedestrian friendly corridor to connect residents to Verde Elementary School, transit, market, community services and places of worship to uplift this community and promote a more sustainable community and healthy lifestyles.

PROJECT LOCATION



Key destinations near project (green line)



PROJECT BENEFITS

The proposed Market Avenue Complete Streets Project from Fred Jackson Way to 7th Street would provide the following benefits:



Improve safety for all travelers along the roadway including motorists, bicyclists and pedestrians.



Install and improve the network of sidewalks and bike facilities



Improve capacity and provide congestion relief at key intersections



Improved connectivity access to bus stops, schools, Post Office, and Local Business

Market Avenue Complete Streets

Fred Jackson Way to 7th Street

North Richmond

CONTACT

Contra Costa County

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PROJECT FEATURES

- Sidewalk Widening
- Shared-Lane Bike Facilities
- Narrow Travel Lanes
- Signing and Striping
- Curb Ramp Reconstruction
- Increased Access to Local Destinations
- Planting Street Trees

WHAT ARE COMPLETE STREETS?

Complete Streets are **streets for everyone**. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bike to work.

Implementing Complete Streets allows communities to direct their transportation planning efforts to **design and operate the entire right of way to enable safe access for all users**, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists.



COST BREAKDOWN

Construction	\$2,880,000
Plans, Specification, and Estimate	\$240,000
Right of Way and Environmental	\$80,000
Total	\$3,200,000

PROJECT SCHEDULE

Environmental Study Complete	Summer 2021
Plans, Specification, and Estimate	Winter 2022
Right of Way	Winter 2022
Construction	Summer 2023



San Pablo Avenue Complete Street/ Bay Trail Gap Closure Project

Rodeo/Crockett



Contra Costa County
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PROJECT OVERVIEW

The San Pablo Avenue Complete Street/Bay Trail Gap Closure Project will implement a road diet on San Pablo Avenue between the unincorporated communities of Rodeo and Crockett. This road diet will narrow the existing four lanes of San Pablo Avenue to three. With the space created by removing the fourth lane, a path separated from the road will be constructed giving bicyclists and pedestrians a safe means of transportation along San Pablo Avenue.

There are currently no existing pedestrian and bicycle infrastructure on the 3.2 miles of San Pablo Avenue that connect Rodeo and Crockett. As a result, non-motorized users are forced to use the travel lane as shown in the picture to the right. The path created from this project is classified as a class I shared used path and will be 10 feet wide with a 2-foot-wide physical barrier separating the path from the road.

Not only does this path provide safer travel for pedestrians and bicyclists but this path also further adds to the San Francisco Bay Trail. Currently the Bay Trail has approximately 350 miles of trail in place out of 500 miles. This path will close a 3.2-mile gap in the Bay Trail while also completing a 29 continuous miles stretch of the Bay Trail from Oakland to Vallejo. By giving residents the ability to access the Bay Trail, they will be connected to the larger Bay Area through the numerous connections of the Bay Trail.

PROJECT LOCATION

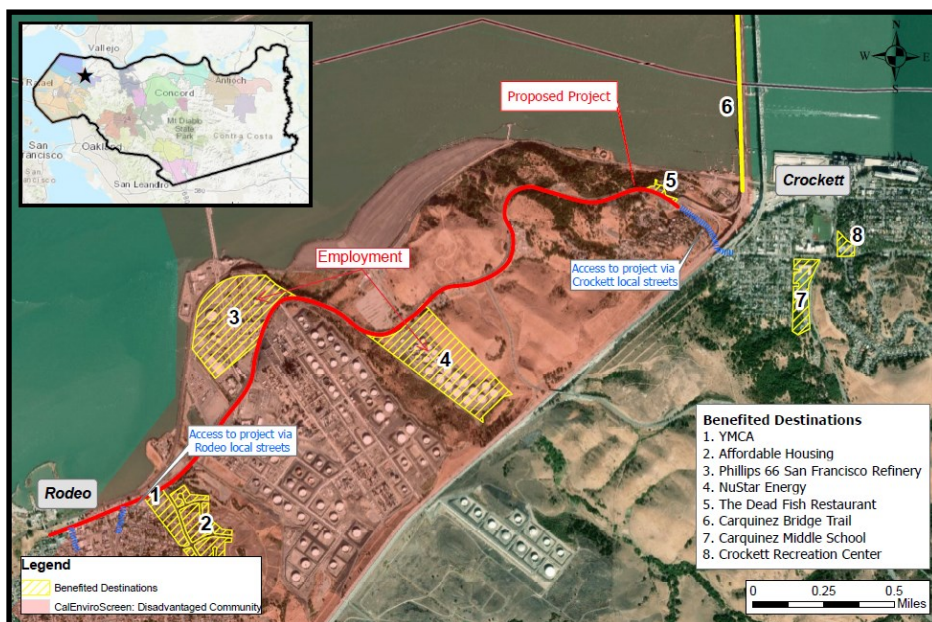
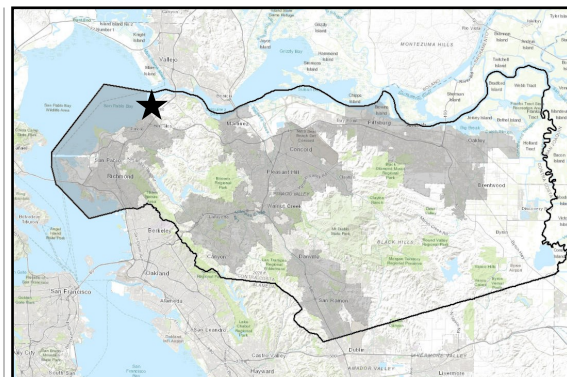


Photo (right): No shoulders or sidewalks exist on San Pablo Avenue between the Rodeo and Crockett communities. Pedestrians or bicyclists are forced to use the vehicle travel lanes such as the one in this picture.



PROJECT BENEFITS



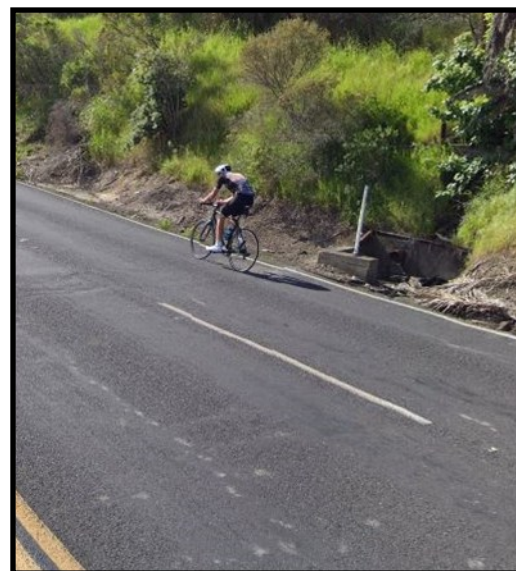
Road diets typically provide traffic calming which reduces speeds and increases safety



Separated Class I bike and pedestrian path will give residents safe and easy means of traveling on San Pablo Avenue and the San Francisco Bay Trail



Hercules Intermodal Station accessible through the Bay Trail



San Pablo Avenue Complete Street/ Bay Trail Gap Closure Project

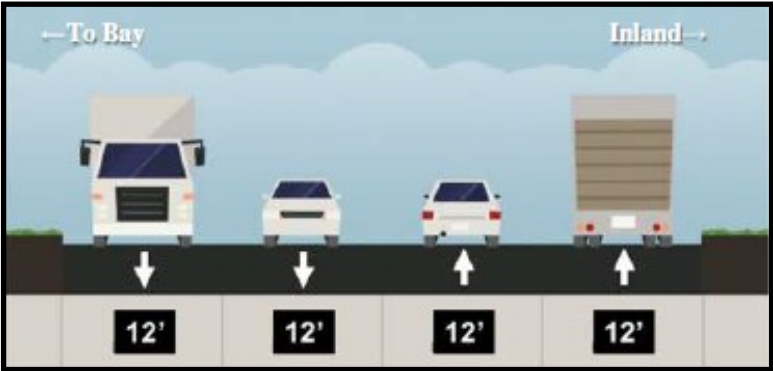
Rodeo/Crockett

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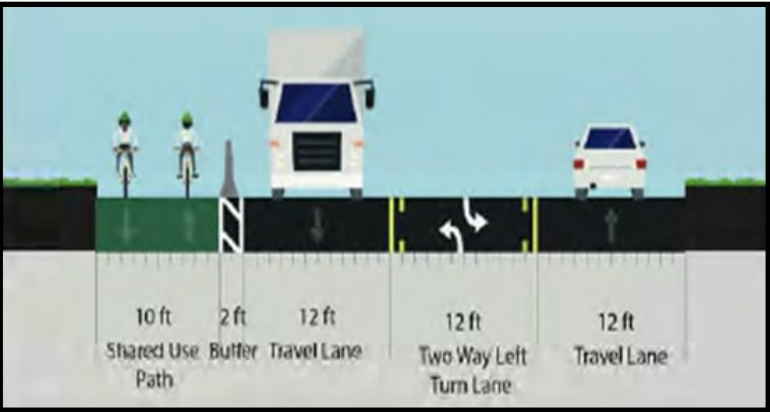
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PROJECT GOALS

The San Pablo Avenue Complete Street project will provide residents with improved access to safely walk or bike along the San Pablo Avenue corridor. The project will improve access for all users, encourage active transportation modes, improve access to key destinations such as employment, restaurants, or businesses, and as a result will reduce GHG emissions and will improve public health by fighting obesity with an active lifestyle. Residents of Rodeo can walk or bike to their destination to Crockett instead of driving and vice versa. This project aims to create a safe means for non-motorized users to travel along San Pablo Avenue and for them to be connected the greater Bay Area through the San Francisco Bay Trail.



Existing Cross-Section

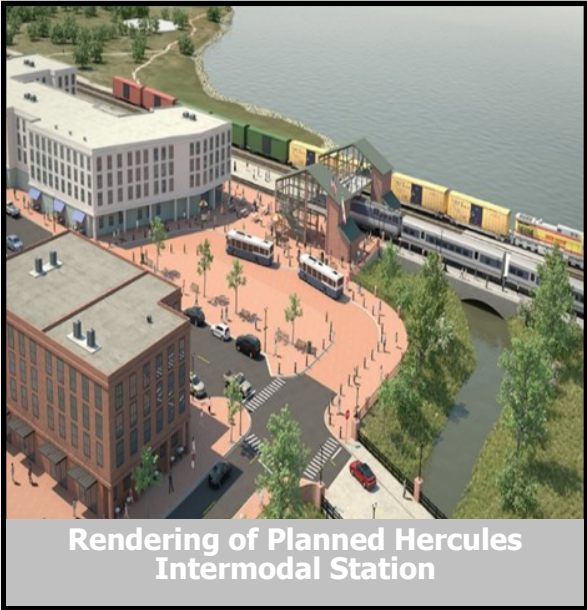


Proposed Cross-Section

CONNECTIONS VIA PROPOSED PATH

Phillips 66 Refinery and NuStar Energy, are major employment destinations for this area and are located within the Project Limits. With the construction of the path, employees will be able to walk or bike to work safely. This path will also close a 3.2-mile gap in the San Francisco Bay Trail and complete the segment from Vallejo to Oakland. The San Francisco Bay Trail circles the entire nine county Bay

Area, traveling through 47 cities. The ultimate goal of the Bay Trail is to build a continuous shoreline bicycle and pedestrian path for all to enjoy. The future Hercules Intermodal Station is directly accessible from the Bay Trail and will provide Amtrak and Ferry services, giving residents of this community easier access to anywhere throughout the Bay Area.



Rendering of Planned Hercules Intermodal Station

COST BREAKDOWN

Construction	\$7,685,000
Plans, Specification, and Estimate	\$680,000
Right of Way and Environmental	\$1,480,000
Total	\$9,845,000

PROJECT SCHEDULE

Environmental Study Complete	Winter 2022
Plans, Specification, and Estimate	Winter 2023
Right of Way	Fall 2023
Construction	Summer 2024

Pacheco Boulevard Corridor Improvements

Blum Road to Morello Avenue

Martinez



Contra Costa County
Public Works
Department

MARCH 2021

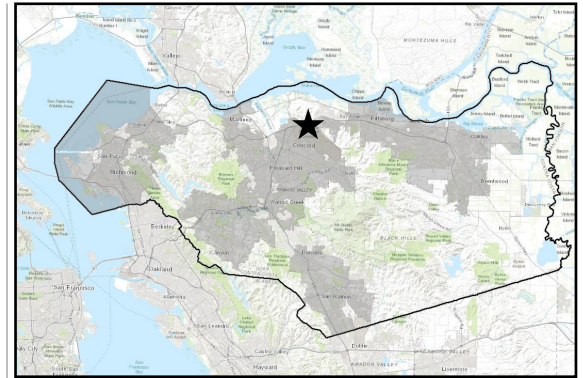
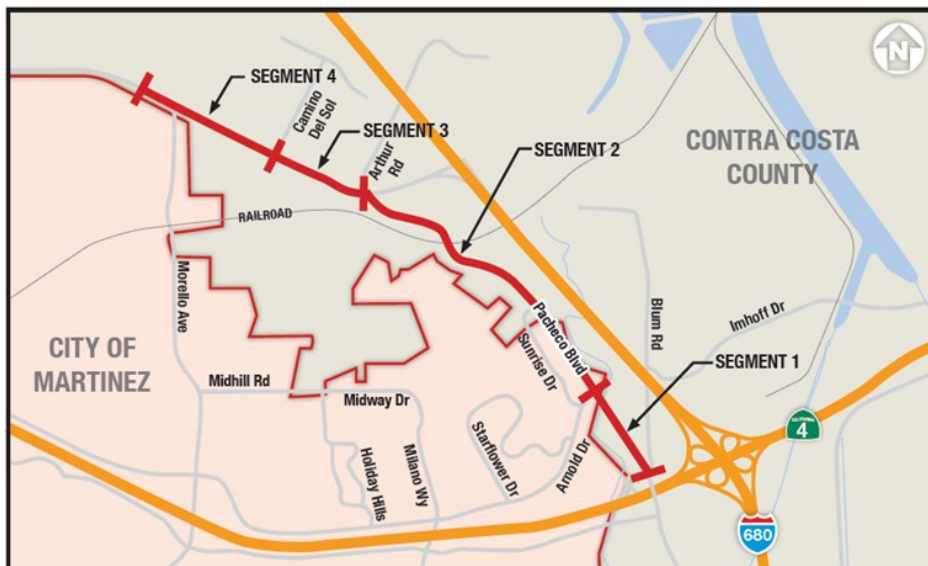
PROJECT OVERVIEW

Contra Costa County has conducted a study in partnership with the City of Martinez to coordinate roadway improvements along Pacheco Boulevard between Blum Road and Morello Avenue. The proposed improvements support Complete Streets for continuous bicycle and pedestrian access while improving traffic flow through a corridor that runs parallel to I-680. The study considered realignments at the railroad crossing, different roadway widenings and configurations, intersection improvements, continuous sidewalks, and the addition of bike lanes.

PROJECT LOCATION

The study analyzed four segments Pacheco Boulevard:

- Segment 1: Blum Road to Arnold Avenue
- Segment 2: Arnold Drive to Arthur Road
- Segment 3: Arthur Road to Camino del Sol
- Segment 4: Camino Del Sol to Morello Avenue



PROJECT BENEFITS

The proposed Pacheco Boulevard Improvements project would provide the following benefits:



Improve safety for all travelers along the roadway including motorists, bicyclists and pedestrians.



Install a network of sidewalks and bike lanes



Improve capacity and provide congestion relief at key intersections



Improved connectivity access to bus stops, schools, Post Office, and Local Business

Pacheco Boulevard Corridor Improvements

Blum Road to Morello Avenue

Martinez

CONTACT

Contra Costa County

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PROJECT FEATURES

The project will implement "Complete Street" principles by providing continuous sidewalks and bike lanes throughout the corridor.

WHAT ARE COMPLETE STREETS?

Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bike to work.

Implementing Complete Streets allows communities to direct their transportation planning efforts to design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists.

FUNDING AND SCHEDULING

This project is funded by the Contra Costa County Measure C/J Transportation sales tax.

The project study underway considers Alternative Analysis concerning the railroad crossing as well as other alternatives coordinated with the City of Martinez.

The City and the County will continue to coordinate their effort in this corridor.

Improvement projects will commence as soon as projects are prioritized and project costs are identified.

WEBSITE

<https://www.contracosta.ca.gov/6103/Pacheco-Blvd-Improvements---Blum-Road-to>

COST BREAKDOWN

Construction	\$X,XXX,000
Plans, Specification, and Estimate	\$XXX,000
Right of Way and Environmental	\$XXX,000
Total	\$X,XXX,000

PROJECT SCHEDULE

Environmental Study Complete	Summer 2022
Plans, Specification, and Estimate	Winter 2023
Right of Way	Winter 2023
Construction	Summer 2024



Kirker Pass Road Southbound Truck Climbing Lane

Concord/Pittsburg

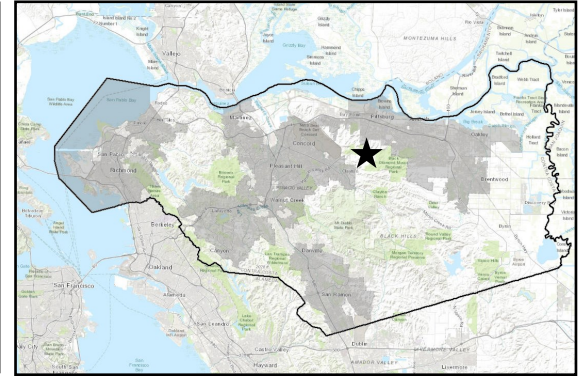


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PROJECT OVERVIEW

Kirker Pass Road is an interregional route between Central and East Contra Costa County. The roadway is used by commuters and approximately 1,200 trucks each day. The mountainous terrain features a number of sustained grades greater than 8%. The speed differential between high speed passenger cars and trucks climbing an 8% grade results in safety concerns. Kirker Pass Road has experienced \times fatal collisions over the past \times years. The addition of truck lanes will reduce congestion and improve safety along the roadway.



The project will improve safety and reduce congestion along Kirker Pass Road by constructing a truck climbing lane in the southbound direction. The project is located between the City of Pittsburg and the City of Concord. Pavement widening is proposed on the west side of the roadway to provide a 12-foot truck lane and 8-foot paved shoulder. Widening will require retaining structures due to the existing topography adjacent to the roadway.

PROJECT LOCATION

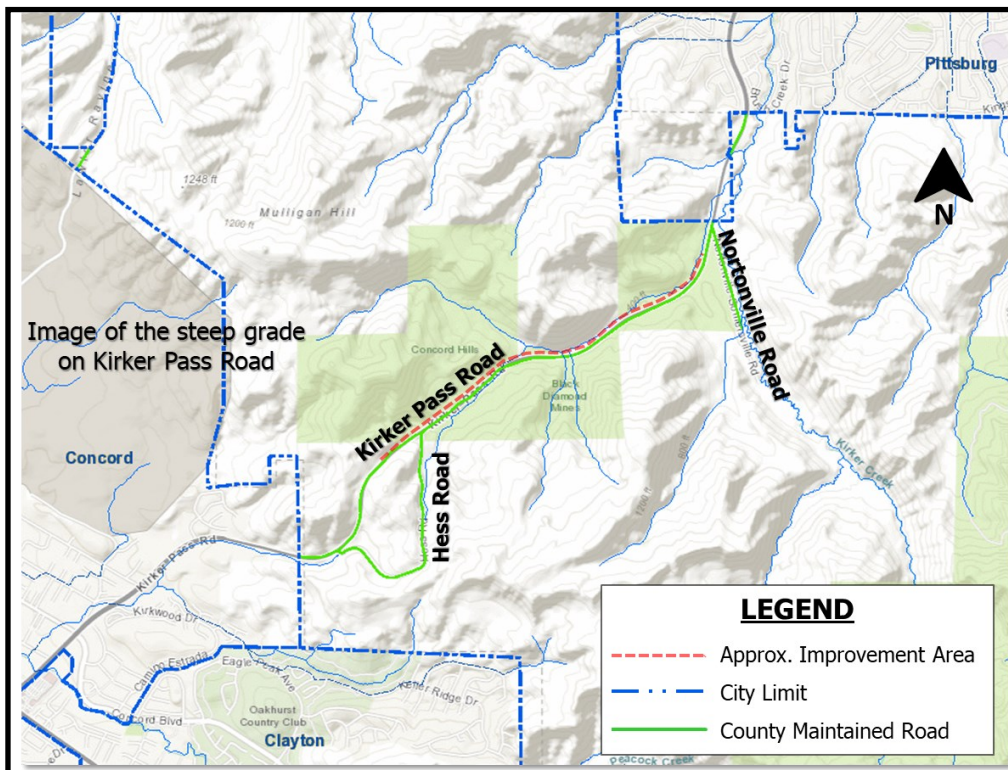


Image of the steep grade on Kirker Pass Road

Kirker Pass Road Southbound Truck Climbing Lane

Concord/Pittsburg

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CONSTRUCTION COMPONENTS

- Pavement Widening
- Earthwork
- Retaining Walls
- Storm Drainage
- Stormwater Treatment
- Signing and Striping
- Utility Relocation



PROJECT PARTNER



COST BREAKDOWN

Construction	\$25,000,000
Plans, Specification, and Estimate	\$3,000,000
<u>Right of Way and Environmental</u>	<u>\$2,000,000</u>
Total	\$30,000,000

PROJECT SCHEDULE

Environmental Study Complete	Summer 2022
Plans, Specification, and Estimate	Winter 2023
Right of Way	Winter 2023
Construction	Summer 2024

Boulevard Way Pedestrian Improvements

Del Hambre Circle to Olympic Boulevard

Walnut Creek



Contra Costa County
Public Works
Department

MARCH 2021

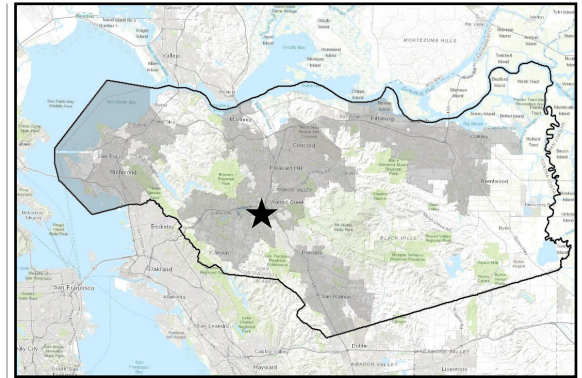
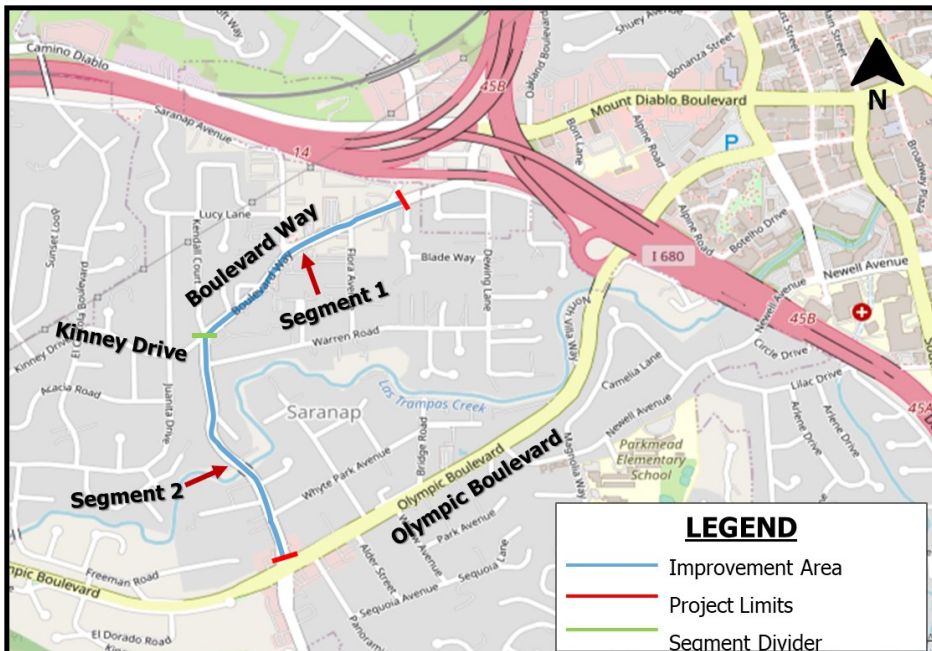
PROJECT OVERVIEW

The Saranap area of Walnut Creek is perfectly situated to be a walkable community due to proximity to schools, mass transit, and the office and commercial core of downtown Walnut Creek. The only element that is missing is the pedestrian network. This project will improve safety and access along Boulevard Way by constructing continuous pedestrian improvements. Boulevard Way is a major collector roadway that links the surrounding neighborhood to local businesses, schools, transit, and Interstate 680. Once complete, it is anticipated that the number of students that walk or bike to school will double. The project consists of two distinctively different segments of roadway. ADA-compliant sidewalk and pedestrian path are proposed for both project segments along with crossing improvements to increase safety.

PROJECT LOCATION

There are two segments for this project:

- Segment 1: Del Hambre Circle to Kinney Drive
- Segment 2: Kinney Drive to Olympic Boulevard



EXISTING CONDITIONS



Segment 1: Del Hambre Circle to Kinney Drive



Segment 2: Kinney Drive to Olympic Boulevard

Boulevard Way Pedestrian Improvements

Olympic Boulevard to Del Hambre Circle

Walnut Creek

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PROJECT FEATURES

- Segment 1: Del Hambre Circle to Kinney Drive

Construct safety improvements at crossing locations, including curb extensions and Rectangular Rapid Flashing Beacons and fill gaps in sidewalk to provide continuous sidewalk and access to downtown Walnut Creek.

Estimated cost: \$3.5 million

- Segment 2: Kinney Drive to Olympic Boulevard

Construct continuous ADA-compliant pedestrian path for recreation and to access business centers

Estimated cost: \$4.5 million

COST BREAKDOWN

Construction	\$6,000,000
Plans, Specification, and Estimate	\$1,000,000
Right of Way and Environmental	\$1,000,000
Total	\$8,000,000

PROJECT SCHEDULE

Environmental Study Complete	Summer 2022
Plans, Specification, and Estimate	Summer 2023
Right of Way	Summer 2023
Construction	Summer 2024

Norris Canyon Road Widening

West of Ashbourne Road

San Ramon



Contra Costa County
Public Works
Department

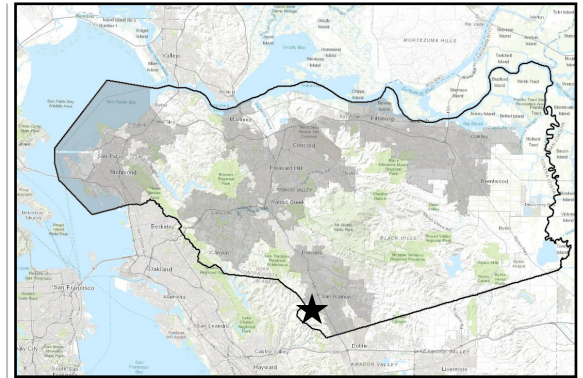
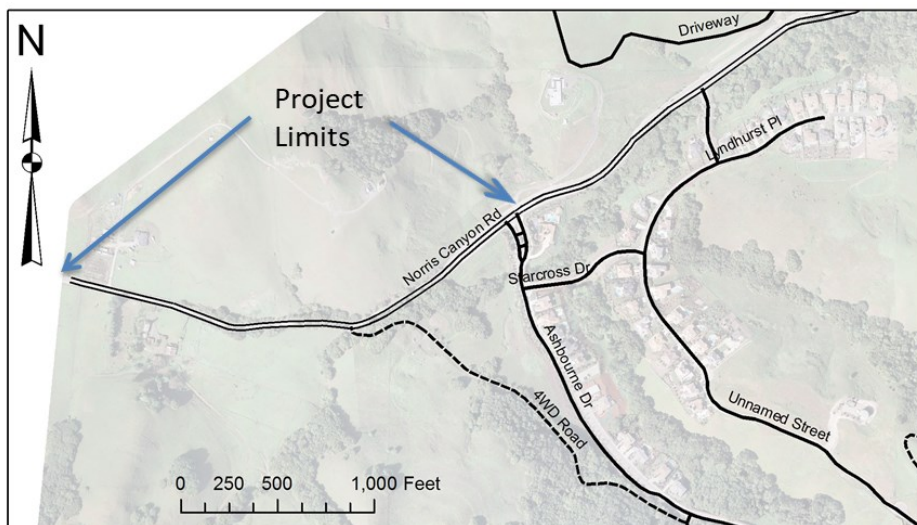
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PROJECT OVERVIEW

Norris Canyon Road is a narrow rural road that winds through the hills of Bollinger Canyon along the banks of San Catanio Creek. The existing road width is 20 feet, with 10-foot wide travel lanes and limited to non existent road shoulders. At several locations, severe incisions of San Catanio Creek has resulted in a steep creek bank immediately adjacent to the rural road. During the last decade, two run-off-the-road collisions resulted in fatalities as the adjacent creek drops approximately twenty feet or more below the roadway. The proposed widening project that includes 11-foot lanes, 5-foot shoulders, retaining walls, and a metal beam guard-rail is intended to: keep motorists from leaving the roadway to minimize injury as a result of collisions.

Roadway widening is proposed to occur from Ashbourne Road to 3,000 feet east of Ashbourne Road. To accommodate widening from two 10-foot lanes to two 11-foot lanes with 5-foot shoulders, the project includes roadway excavation and construction of a soil -nail and shotcrete type wall on the north side of the road into a substantial upslope. Depending on the ultimate alignment, the project may also include a retaining wall near the downslope of the south side of the road above San Catanio Creek. The project also includes installation of a metal beam guard rail on the south side of the road to protect errant vehicles from driving into the Creek.

PROJECT LOCATION



EXISTING CONDITIONS



Narrow shoulders that drop into San Catanio Creek



Narrow travel lanes and limited shoulder width for recoveries from lane departures

Norris Canyon Road Widening

West of Ashbourne Road

San Ramon

CONTACT
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MARCH 2021

PROJECT STATUS

The project is presently in its planning phase as all potential environmental impacts are being evaluated.

FUNDING SOURCES

This project is partially funded by the Contra Costa County Measure C/J Transportation sales tax (\$750,000) and local road funds (\$1,000,000). There is a remaining shortfall of \$3,650,000 to construct this shovel-worthy project.

PROJECT PARTNER



COST BREAKDOWN

Construction	\$4,000,000
Plans, Specification, and Estimate	\$1,000,000
<u>Right of Way and Environmental</u>	<u>\$400,000</u>
Total	\$5,400,000

PROJECT SCHEDULE

Environmental Study Complete	Spring 2024
Plans, Specification, and Estimate	Fall 2025
Right of Way	Fall 2025
Construction	Summer 2026



PROJECT OVERVIEW

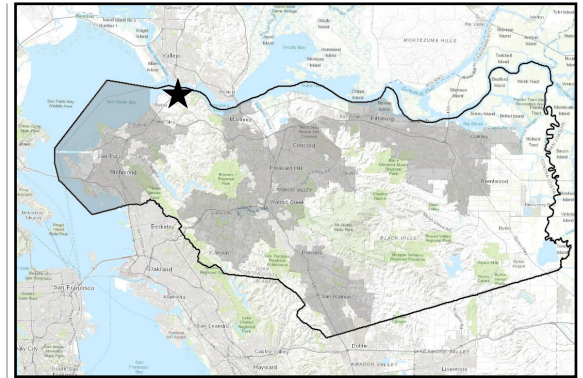
The Carquinez Middle School Trail Connection project includes construction of a multi-use trail to close a gap in the Carquinez Strait Scenic Loop Trail (CSSLT), which is a spur of the greater Bay Trail. This multi-use trail will provide bicycle and pedestrian access along the east side of the Carquinez Middle School from Crockett Boulevard to Willow High School in the Crockett community. The project also includes a high visibility crosswalk across Crockett Boulevard with rectangular rapid flashing beacons (RRFB). This project will serve the local school community to improve safety for walking and biking to school as well as serve the greater Crockett community and also serve the region as this will close a key link in the CSSLT which provides a popular bridge to bridge bike route that loops from the Benicia/Martinez Bridge to the Carquinez Bridge.

Contra Costa County is partnering with the John Swett Unified School District (JSUSD) on this project. The project will encourage pedestrian and bicycle use and will provide a safe, convenient, and accessible trail for pedestrians who travel along the west side of the busy, high-speed Crockett Boulevard.

The Carquinez Middle School Trail Connection project will remove a barrier to pedestrians and bicyclists who access local schools and trail facilities within the Crockett community.

The ADA accessible perspective of the project will be highly valuable as parents, grandparents and other family members can more easily participate in school events as the existing option of either a three story staircase or a route on the road shoulder is burdensome not only for wheelchair users but those who have only mild mobility challenges.

The multi-benefit of this project is that it provides a much needed safe and accessible connection for the school community but it also provides a critical 1300-foot segment for bicyclists and pedestrians along the planned Carquinez Strait Scenic Loop Trail (CSSLT). The trail will connect users to over 10,000 acres of open space lands. In addition, completing the CSSLT will create public health, economic, and social equity benefits for the residents and communities around the Carquinez Strait and the region.



PROJECT LOCATION



Carquinez Middle School Trail Connection

Crockett

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MARCH 2021

EXISTING CONDITIONS AND RENDERING



COST BREAKDOWN

Construction	\$3,700,000
Plans, Specification, and Estimate	\$750,000
<u>Right of Way and Environmental</u>	<u>\$250,000</u>
Total	\$4,700,000

PROJECT SCHEDULE

Environmental Study Complete	Spring 2022
Plans, Specification, and Estimate	Fall 2023
Right of Way	Fall 2023
Construction	Summer 2024

PROJECT PARTNER



Appian Way Complete Streets

Allview Avenue to San Pablo Dam Road

El Sobrante



Contra Costa County
Public Works
Department

MARCH 2021

PROJECT OVERVIEW

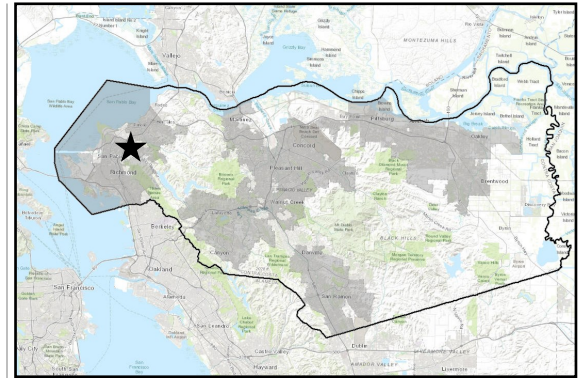
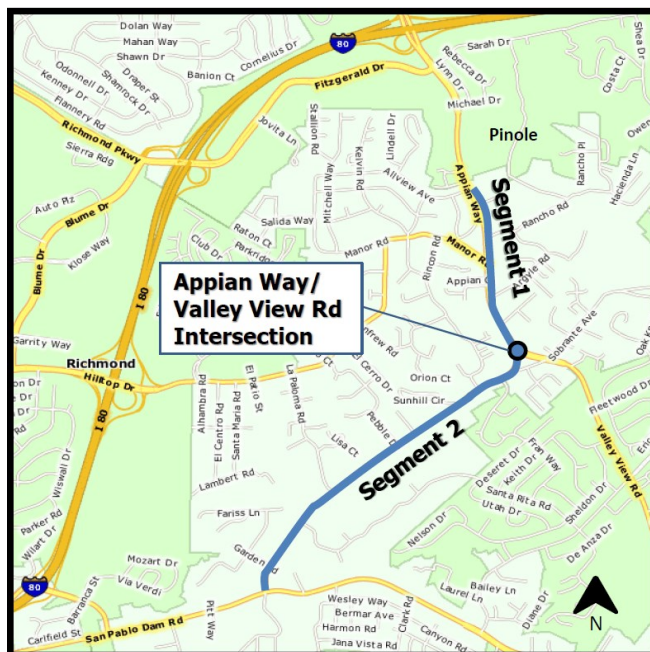
Once a two-lane rural road, Appian Way has been improved incrementally in segments as Contra Costa County has developed. Consequently, physical conditions within the corridor are varied. There are numerous existing gaps in pedestrian and bicycle facilities.

The Appian Way Complete Streets Project will transform this heavily travelled corridor into a community space that provides a low stress network to serve various modes travel for residents with varying abilities. The scope includes continuous accessible pedestrian facilities, continuous bike facilities and features such as bulb outs, pedestrian refuge islands, and roundabout to foster traffic calming and increase safety. During the past \times years, there has been $\times \times \times$ serious collisions on Appian Way including \times pedestrian, \times bicycle, and $\times \times$ motor vehicle crashes. This project will not only increase safety, but also encourage multi modal travel and has potential to uplift the economic viability of the commercial core in El Sobrante.

PROJECT LOCATION

This project is separated into three areas:

- Appian Way/Valley View Intersection
- Segment 1: Residential corridors from Allview Avenue to Valley View Road
- Segment 2: Commercial/mixed land use corridor from Valley View Road to San Pablo Dam Road



PROJECT BENEFITS

The proposed Appian Way Complete Streets Project from Allview Avenue to San Pablo Dam Road would provide the following benefits:



Improve safety for all travelers along the roadway including motorists, bicyclists and pedestrians.



Install a network of sidewalks and bike lanes



Concrete Sidewalk terminates at tree. Inadequate pedestrian facilities with cars parking on path in Segment 2.

Appian Way Complete Streets

Allview Avenue to San Pablo Dam Road

El Sobrante

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PROJECT FEATURES

- Appian Way/Valley View Road Intersection

Construct a roundabout to improve traffic circulation for all modes of transportation and reduce collision severity of future collisions

Estimated cost: \$4 million

- Segment 1: Allview Avenue to Valley View Road

Provide Class II bike lanes and fill gaps in sidewalk infrastructure to provide continuous sidewalk to the commercial corridor.

Estimated cost: \$6.5 million

- Segment 2: Fran Way to San Pablo Dam Road

Construct continuous ADA-compliant sidewalk and driveways with bulb-outs and pedestrian enhancements to improve pedestrian circulation and safety.

Estimated cost: \$7.5 million

WEBSITE

<http://www.contracosta.ca.gov/6031/Appian-Way-Complete-Streets-Project>

COST BREAKDOWN

Construction	\$16,000,000
Plans, Specification, and Estimate	\$1,800,000
<u>Right of Way and Environmental</u>	<u>\$200,000</u>
Total	\$18,000,000

PROJECT SCHEDULE

Environmental Study Complete	Summer 2022
Plans, Specification, and Estimate	Winter 2023
Right of Way	Winter 2023
Construction	Summer 2024