



Contra
Costa
County

To: Board of Supervisors

From: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

Date: May 1, 2018

Subject: Approval of the Contra Costa Centre I-680/Treat Boulevard Bicycle and Pedestrian Plan

RECOMMENDATION(S):

APPROVE the Contra Costa Centre I-680/Treat Boulevard Bicycle and Pedestrian Plan, AUTHORIZE staff to pursue funding opportunities for implementation.

FISCAL IMPACT:

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 Plan. Staff time for recommended activities is covered under existing budgets (50% Road Fund and 50% Measure J Fund).

BACKGROUND:

On 4/9/18, staff provided an update to the Transportation, Water and Infrastructure Committee (TWIC) with a recommendation that the Committee 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.

☒ APPROVE

☐ OTHER

☐ RECOMMENDATION OF CNTY ADMINISTRATOR

☒ RECOMMENDATION OF BOARD COMMITTEE

Action of Board On: **05/01/2018** ☒ APPROVED AS RECOMMENDED ☐ OTHER

Clerks Notes:

VOTE OF SUPERVISORS

AYE: John Gioia, District I Supervisor
Candace Andersen, District II Supervisor
Diane Burgis, District III Supervisor
Karen Mitchoff, District IV Supervisor
Federal D. Glover, District V Supervisor

I hereby certify that this is a true and correct copy of an action taken and entered on the minutes of the Board of Supervisors on the date shown.

ATTESTED: May 1, 2018

David Twa, County Administrator and Clerk of the Board of Supervisors

By: June McHuen, Deputy

Contact: Jamar Stamps (925)
674-7832

cc: Monish Sen, PWD, Jerry Fahy, PWD

BACKGROUND: (CONT'D)

On 12/7/15, staff provided an update to the TWIC indicating additional analysis was required to complete the I-680/Treat Boulevard Bike/Pedestrian Plan. Estimated cost of additional work was \$20,705, eventually funded by Measure J Subregional Transportation Needs funds.

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 better safety 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. Though comment was received

during the process that removal of lanes could cause congestion impacts or shift a bottleneck, the analysis shows each key location performs optimally under the Preferred Project. Currently, Treat Boulevard from Buskirk Avenue to Jones Road is four lanes. After Jones Road, through-traffic lanes reduce from four to three. This creates congestion with vehicles needing to merge into the eastbound through lanes. The Preferred Project would create lane uniformity in the Buskirk Avenue to Jones Road segment, which will smooth traffic throughput and improve overall corridor performance in terms of delay and level of service.

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.

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

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.

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.

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

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

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.

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.

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

CONSEQUENCE OF NEGATIVE ACTION:

The pedestrian and bicycle gap along the Treat Boulevard Corridor between North Main Street in the City of Walnut Creek, through the I-680 over-crossing, to the Iron Horse Trail will continue to exist. Goals and policies of the General Plan and other policies will not be implemented relative to this project.

CLERK'S ADDENDUM

Speakers: Bruce Ohlson, Delta Pedalers Bicycle Club

ATTACHMENTS

Exhibit A – Project Study Area Map

Exhibit B – Traffic Data Tables

Exhibit C - DRAFT FINAL_TreatBikePedPlan

Exhibit D - Revised Concept 4 Analysis (3/6/17)

Exhibit E - Alternatives Traffic Analysis Report (7/22/15)