



**Contra
Costa
County**

To: Board of Supervisors
From: Brian M. Balbas, Public Works Director/Chief Engineer
Date: June 5, 2018

Subject: APPROVE the Feasibility Report for the San Pablo Avenue Complete Streets Study between Rodeo and Crockett area.

RECOMMENDATION(S):

ACCEPT the Feasibility Report for the San Pablo Avenue Complete Streets Study, and APPROVE and AUTHORIZE the Public Works Director, or designee, to seek funding for a potential future complete streets project identified as the preferred alternative in the report, as recommended by the Public Works Director.

FISCAL IMPACT:

The study is funded by 88.53% Federal Priority Development Area (PDA) Planning Grant Funds and 11.47% Local Road Funds.

BACKGROUND:

On May 8, 2017, the Transportation, Water and Infrastructure Committee (TWIC) accepted the Feasibility Report for the San Pablo Avenue Complete Streets Study and recommended the Board for Supervisors approve the Feasibility Report.

On July 8, 2014, the Board of Supervisors approved submittal of a PDA Planning grant application for the San Pablo Avenue Complete Streets Project. In September 2014, the

☒ APPROVE ☐ OTHER
☒ RECOMMENDATION OF CNTY ADMINISTRATOR ☐ RECOMMENDATION OF BOARD COMMITTEE

Action of Board On: **06/05/2018** ☒ 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: June 5, 2018

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

By: Stacey M. Boyd, Deputy

Contact: Nancy Wein,
925.313.2275

cc:

Contra Costa Transportation Authority (CCTA) approved

BACKGROUND: (CONT'D)

the recommended list of projects for the PDA Planning Grant Program along with a list of on-call consultant teams to perform the work. The San Pablo Avenue Complete Streets Project was awarded \$300,000 in grant funds and Contra Costa County selected ARUP as the consultant to conduct the planning study.

The goal of the planning study was to determine the feasibility of incorporating complete street improvements along San Pablo Avenue between Rodeo and Crockett. This segment is approximately three (3) miles and could provide connection to existing bicycle and pedestrian facilities on either end of the project, Lone Tree Point on the west end and the Alfred Zampa Bridge on the east end, and also serve as a segment of the San Francisco Bay Trail alignment.

In July 2016, the County adopted a Complete Streets Policy directing staff to incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience for all users and to maximize opportunities for Complete Streets, connectivity, and cooperation. In accordance with the County's Complete Streets Policy, this study aims to improve safety along a segment of San Pablo Avenue for all users.

The existing 4-lane roadway has little to no shoulders, no separation between opposing travel lanes, and approximately 10% of the entire corridor has pedestrian or bicycle facilities. Existing traffic volumes along the corridor are only approximately 25% of the total capacity and are not expected to increase significantly in the future. This provides an opportunity to reduce the travel lanes and reconfigure the roadway to provide space for bicycle and pedestrian facilities and create an interchangeable middle lane that could be utilized for left turn pockets, center turn lanes, medians, or truck climbing lanes.

The study is intended to identify a preferred alternative for implementation. Three alternatives were developed as part of the study: 1) Bike Lanes Alternative, 2) Share Use Path Alternative, and 3) Widened Shared Use Path Alternative. The alternatives were assessed using a range of evaluation criteria that included safety and experience for all modes of travel (pedestrians, bicyclists, vehicles, trucks, transit); traffic impacts; right-of-way impacts; utility impacts, environmental impacts, and estimated costs.

The study incorporated a series of technical studies, field work, public outreach, and engineering analysis which provided the basis for the recommended alternative. The recommended alternative incorporates Alternative 2 – Shared Use Path with some modifications to maintain the existing on-street bike lanes between Lone Tree Point and California Street and implement a shared bicycle/pedestrian path on the north side of the roadway for the remainder of the corridor.

The study included a community outreach process consisting of community workshops, online surveys, project website, stakeholder meetings, and formation of a Technical Advisory Committee. In March 2017, the Draft Report was made available for public

comment. A wide range of comments has been received about the study and response to these comments can be found in the appendix of the Feasibility Report.

In summary, the recommended alternative provides the best overall complete streets performance by incorporating a range of safety benefits for all modes of travel while minimizing project impacts. The estimated cost for the recommended alternative is \$8.2 million.

CONSEQUENCE OF NEGATIVE ACTION:

The study will not be approved by the Board of Supervisors and recommendations from the study would not be implemented.

ATTACHMENTS

Feasibility Report

Appendices