



**Contra  
Costa  
County**

To: Board of Supervisors  
From: Brian M. Balbas, Public Works Director/Chief Engineer  
Date: May 24, 2022

Subject: Submission of Grant Applications to Caltrans and MTC under the Active Transportation Program, Countywide.

**RECOMMENDATION(S):**

APPROVE the submission of seven grant applications to the State of California Department of Transportation (Caltrans) and the Metropolitan Transportation Commission (MTC) under the Active Transportation Program (ATP), Countywide.

**FISCAL IMPACT:**

If awarded, grant matching requirements are funded by Local Road Funds.

**BACKGROUND:**

A potential award of state and federal funding will augment local road funds, stretching local dollars to build improvements that would not be possible otherwise.

The competitive rating criteria for the ATP emphasizes the following goals:

1. Increase proportion of trips accomplished through walking and biking;
2. Increase safety and mobility for non-motorized users;

☒ APPROVE

☐ OTHER

☒ RECOMMENDATION OF CNTY

☐ RECOMMENDATION OF BOARD

ADMINISTRATOR

COMMITTEE

Action of Board On: **05/24/2022** ☒ 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 24, 2022

Monica Nino, County Administrator and Clerk of the Board of Supervisors

By: June McHuen, Deputy

Contact: Craig Standafer,  
925-313-2018

cc:

3. Advance active transportation efforts to achieve green-house gas reduction goals as established pursuant to Senate Bill 375 (Chapter

## BACKGROUND: (CONT'D)

728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009);

4. Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding;
5. Ensure that disadvantaged communities fully share in the benefits of the program; and
6. Provide a broad spectrum of projects to benefit many types of active transportation users.

Competitive projects must also demonstrate the ability to deliver the project within the required time constraints and must provide the California Conservation Corps with an opportunity to partner on the project during the construction phase.

On May 9, 2022, the Transportation, Water & Infrastructure Committee (TWIC) reviewed the candidate projects listed below and recommended that the Board of Supervisors approve their submission as grant applications.

## RECOMMENDED CANDIDATE PROJECTS

Staff recommends the following candidate projects be submitted for ATP funding consideration. These projects are recommended based upon their competitiveness, project readiness, and staff availability to complete each application. Should any of the following projects be awarded, staff will then assess funding availability to meet the local funding match requirements of the grant. The projects recommended below are all within disadvantaged communities or provide a benefit to service a population within a disadvantaged community to assure competitiveness. The following projects are being resubmitted from the 2020 call for projects: Appian Way Pedestrian Crossing Enhancements (previously called Appian Way Complete Streets), Carquinez Middle School Trail Connection, Market Avenue Complete Streets, and San Pablo Avenue Complete Streets/Bay Trail Gap Closure. Although these previous applications were not awarded in the previous cycle, staff has received feedback from the review committee and has improved the applications accordingly. The following new projects are being submitted: Fourth Street Crosswalk Enhancement, Pacifica Avenue Safe Routes to School, and Port Chicago Highway Corridor Study. A description of each project is included below.

## APPIAN WAY PEDESTRIAN CROSSING ENHANCEMENTS - EL SOBRANTE

Staff has worked with the El Sobrante community and City of Pinole staff on planning studies for Appian Way over the past six years. Afterwards, staff developed the complete streets concept for Appian Way that was first identified in a study conducted by the Contra Costa Transportation Authority (CCTA) in collaboration with the County and the City of Pinole. The Board approved this study in December 2013, which included adoption of the

Complete Streets Alternative as the preferred alternative. This planning study was an initial step towards implementation of the El Sobrante General Plan Amendment. Preliminary layouts have been prepared to identify the scope and location of proposed bicycle and pedestrian improvements on Appian Way. The plans were presented at two public workshops and to the El Sobrante Municipal Advisory Council. During the public outreach, community members identified the priority for improvements should be at the intersection of Appian Way at Valley View Road and the segment of Appian Way from Valley View Road to San Pablo Dam Road.

The planning efforts include the full extent of Appian Way from San Pablo Dam Road to the City of Pinole. During the course of applying for this grant, public outreach will be conducted at the areas of crosswalk enhancements along Appian Way from Valley View Road to San Pablo Dam Road and the proposed traffic signal improvement at the intersection of Argyle Road and Appian Way. Once community feedback is received, these public improvements will better serve the local businesses and will also support the original Appian Way Corridor study for Complete Streets. Appian Way is a main roadway arterial, and the corridor consists of small businesses that serve within a largely residential community. The proposed crosswalk enhancements include pedestrian-actuated flashing beacons, and the Public Works Department is reviewing site conditions for pedestrian refuge islands and curb extensions/bulb-outs at various locations along Appian Way. The proposed warranted traffic signal at Argyle Road and Appian Way improves the traffic circulation to and from the El Sobrante Christian School during peak drop off and pick up times. These improvements are invaluable to members of this community who are seeking a better walking experience and improved connectivity to the local business, school, bus routes, and other places of interest.

## CARQUINEZ MIDDLE SCHOOL TRAIL CONNECTION - CROCKETT

The Public Works Department is partnering with the John Swett Unified School District (JSUSD), to close a 1,000-foot gap on the multi-use Carquinez Strait Scenic Loop Trail (CSSLT). This trail connection will provide safe access for pedestrians along the west side of Crockett Boulevard from Pomona Street to Carquinez Middle School, Willow High School, and beyond to the East Bay Regional Park District (EBRPD) Crockett Hills Regional trail.

The trail connection will serve residents of the community of Crockett, regional visitors, and students who attend either of the two schools. Currently, students who attend Carquinez Middle School access the campus from the southwest corner of Pomona Street and Crockett Boulevard down a staircase. The school site is located approximately twenty feet below the elevation of the roadway. There is currently no direct access for mobility-impaired individuals. In addition, the students of Willow High School who depart the Regional transit bus at the intersection of Crockett Boulevard and Pomona Street must walk 1,200 feet along the roadway shoulder of busy Crockett Boulevard to access their school.

The project will include grading and paving an ADA-compliant separated path that runs

parallel to Crockett Boulevard through Carquinez Middle School to Willow High School and beyond to the EBRPD staging area. The JSUSD will maintain the trail, potentially in partnership with the EBRPD. Since this project serves students of Carquinez Middle School and Willow High School as well as closes a gap in a regional trail, this project is expected to be competitive.

#### FOURTH STREET CROSSWALK ENHANCEMENT - RODEO

The goal of the Fourth Street Crosswalk Enhancement Project is to improve pedestrian safety along Fourth Street between Parker Avenue and Garretson Avenue in Rodeo. This is a primary route to access Rodeo Hills Elementary School for students and their parents. Rodeo Hills Elementary School is the only elementary school in the John Swett Unified School District, which serves the residents of Rodeo, Crockett, and Port Costa. Presently, students walk on substandard sidewalks and in some cases non-existent curb ramps for several blocks of Fourth Street in order to access the school.

Fourth Street currently has a pavement width of 40 feet, consisting of two 12-foot travel lanes and two 8-foot parking strips. Sidewalks are a substandard four (4) feet wide on each side of the street for most of the project length, and there is a sidewalk gap of about 100 feet on the south side of Fourth Street east of Lake Avenue.

The project proposes to slow vehicle traffic by narrowing traffic lanes and constructing bulb-outs. Rectangular rapid-flashing beacons will be installed at the crosswalks on Fourth Street. ADA-compliant curb ramps will be constructed at all intersections and sidewalks will be upgraded to meet ADA standards. A sidewalk will be constructed to close the gap at Lake Avenue. Utility relocation will be needed in order to construct ADA-compliant sidewalks.

Potential outreach targets include the administration of Rodeo Hills Elementary School and the Rodeo MAC. Previous projects in the area include the Parker Avenue Reconstruction Project in 2005, which consisted of a road diet and other pedestrian safety features, and the Rodeo Pedestrian Enhancement Project in 2021, which added a crosswalk and flashing beacon system at the intersection of Parker Avenue and Sixth Street.

#### MARKET AVENUE COMPLETE STREETS - NORTH RICHMOND

The Market Avenue Complete Streets Project is located along Market Avenue between Fred Jackson Way and 7th Street. Market Avenue is a minor arterial commonly utilized to travel between residences, community facilities, Verde Elementary School, and the neighboring City of San Pablo. The existing condition of Market Avenue includes wide travel lanes, substandard sidewalk conditions, and substandard curb ramps. The overall purpose of the project is to increase accessibility and support safer routes for users of active transportation. In July 2018, staff from the Public Works Department presented multiple multi-modal alternatives for Market Avenue between Fred Jackson Way and 7th Street to the North Richmond Municipal Advisory Council, and there was overwhelming support for widened,

ADA-accessible sidewalks.

The proposed project includes construction of ADA-compliant curb ramps, bulb-outs, sidewalk widening, and Class III shared-lane markings for bicyclists. The ADA-compliant curb ramps and sidewalk widening will improve accessibility for people with disabilities. The bulb-outs will reduce the crosswalk travel distance at the intersection of Market Avenue and Giaramita Street, where students typically cross on their commute to Verde Elementary School. The addition of shared-lane markings is intended to alert drivers to share the road with bicyclists and encourage the use of active modes of transportation.

The improvements to Market Avenue will connect to nearby similar improvement projects. Wider sidewalks and buffered Class II bicycle lanes are planned for Fred Jackson Way between Grove Avenue and Pittsburg Avenue. Wider sidewalks have already been constructed on both sides of Giaramita Street, from Market Avenue to Verde Elementary School and on Market Avenue, from 7th Street to 300 feet past Soto Street. The Market Avenue Complete Streets Project will connect to these adjacent improvement projects to establish a multi-modal corridor for the local community. This project is anticipated to be competitive for funding due to the location within a Community of Concern and a Priority Development Area.

## PACIFICA AVENUE SAFE ROUTES TO SCHOOL - BAY POINT

The Pacifica Avenue Safe Routes to School Project is located along Pacific Avenue between Driftwood Drive and Port Chicago Highway. Pacifica Avenue is a key connection to schools and community destinations in Bay Point while being classified as a major collector. With four schools on the corridor, a community garden, the YWCA, health centers, the library, and multiple faith organizations, Pacifica Avenue is a critical corridor for walking and biking. There are trail connections on either end of Pacifica Avenue linking the roadway to the Delta De Anza Trail. The existing conditions of Pacifica Avenue include two travel lanes, Class II bike lanes, substandard sidewalk east of Riverview Middle School, on-street parking, and a number of bus stops. The goal of this project is to increase access, connectivity, and provide safety improvements for students utilizing active forms of transportation to get to school.

As part of outreach efforts for Contra Costa County's Active Transportation Plan, a pop-up event was held at Riverview Middle School in 2021, where dozens of students provided feedback on what type of challenges they face traveling to school. The improvements included in this project aim to solve those challenges and concerns, creating a more comfortable and safe route to school.

The proposed project includes construction of a Class IV two-way cycle track on the south side of the Pacifica Avenue between Port Chicago Highway and Riverview Middle School, pedestrian safety enhancements at uncontrolled crossing locations, sidewalk gap closure, lane width reduction, and wayfinding signage. The Class IV separated bikeway will provide dedicated space for children biking along Pacifica Avenue trying to reach their desired

destination. Crossing enhancements aim to increase pedestrian safety by making pedestrians more visible and lowering speeds of oncoming traffic. Closing sidewalk gaps will increase access and connectivity to the already improved pedestrian facilities west of Riverview Middle School. The implementation of these improvements will provide a safe multi-modal friendly route for the community and encourage active transportation.

## PORT CHICAGO HIGHWAY CORRIDOR STUDY - ACTIVE TRANSPORTATION PLAN GRANT APPLICATION

The Port Chicago Highway Corridor Study will assess the current traffic conditions on Port Chicago Highway between Driftwood Drive to Willow Pass Road in Bay Point, California. The study's traffic condition assessment will include vehicular counts and turning movements along this main route that connects the Bay Point community to significant destinations, such as schools, businesses, places of worship, and public transit. The study will also evaluate existing and proposed land uses, pedestrian and bicyclist counts, and collisions along this corridor. The Bay Point community will be involved in this study to highlight the challenges that they face when they walk and/or bike. The engagement of this disadvantaged community will help shape the much-needed pedestrian and bicycle improvements.

The study findings will not only address the barriers to bicycling and walking, but will also provide the basis for the planning of the proposed Port Chicago Highway Complete Street project listed in the Active Transportation Plan. This project will extend between Willow Pass Road and McAvoy Road, and will explore converting Port Chicago Highway's four lanes between Willow Pass Road and Kevin Drive to two lanes, with a center lane that allows left turns. This three-lane lane reconfiguration would provide the necessary space for continuous pedestrian and bicycle facilities that will offer non-motorized users a safe and convenient route and will encourage active modes of transportation in the Bay Point area.

## SAN PABLO AVENUE COMPLETE STREETS/BAY TRAIL GAP CLOSURE - RODEO/CROCKETT

The San Pablo Avenue corridor between Rodeo and Crockett has been recognized in numerous prior planning documents as a key route and targeted for multi-modal improvements. The County's 2005 General Plan designates this portion of the corridor as a Scenic Route, given its surrounding landscape and views of San Pablo Bay, the Carquinez Strait, and the Briones Hills. The 2009 Countywide Bicycle and Pedestrian Plan proposes a Class II bicycle facility on this portion of San Pablo Avenue and noted that this facility is part of the county's larger bicycle and pedestrian network. The West Contra Costa Transportation Advisory Committee 2017 Action Plan designated the San Pablo Avenue corridor as a Route of Regional Significance and has identified an action to implement a complete streets/Bay Trail project connecting Rodeo and Crockett.

In 2014, a feasibility study was commissioned by the County through a Priority Development Area planning grant from MTC and CCTA for this segment of San Pablo

Avenue to identify a preferred complete street alternative and set of improvements for the roadway. The study incorporated a series of technical studies, field work, public outreach, and engineering analysis, which provided the basis for the recommended alternative. A shared use path on the northern side with a road diet was determined as this recommended alternative. On June 5, 2018, the Board of Supervisors approved the feasibility report for the San Pablo Avenue Complete Streets Study and authorized the Public Works Director to seek funding.

This project aims to provide a shared bicycle and pedestrian path on the northern side of the corridor, separated by a physical barrier. This will be accomplished by reducing the existing four travel lanes to one travel lane in each direction with center left-turn lanes, dedicated left-turn pockets, and truck climbing lanes. The addition of a shared bicycle and pedestrian path will close a 3-mile gap of the San Francisco Bay Trail, further connecting these two towns, as well as the other amenities tied to the San Francisco Bay Trail. The anticipated benefits are numerous as the new infrastructure will not only provide an option for local residents to use an active mode of transportation for their commute but also extends well beyond these two towns to provide to the existing San Francisco Bay Trail, a 29-mile connection between Vallejo and Oakland.

#### CONSEQUENCE OF NEGATIVE ACTION:

If staff is not authorized to submit applications, grant funding will not be available, which will delay the design and construction of these projects.