



Contra
Costa
County

To: Board of Supervisors
From: Brian M. Balbas, Public Works Director/Chief Engineer
Date: August 16, 2022

Subject: Submission of Grant Applications to Caltrans under the Highway Safety Improvement Program, Countywide.

RECOMMENDATION(S):

APPROVE and AUTHORIZE the Public Works Director, or designee, to submit grant applications to the State Department of Transportation (Caltrans) under the Highway Safety Improvement Program (HSIP), Countywide.

FISCAL IMPACT:

If awarded, it is estimated that the recommended projects will be funded by 90% Highway Safety Improvement Program (HSIP) Funds and 10% Local Road Funds.

BACKGROUND:

On May 9, 2022, Caltrans announced the Call for Projects for Cycle 11 of the Highway Safety Improvement Program (HSIP). This potential award of state funding will augment local road funds, stretching local dollars to build improvements that would not be possible otherwise.

HSIP is a core federal-aid program to the states for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. HSIP focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs) and must be identified

☒ APPROVE

☐ OTHER

☒ RECOMMENDATION OF CNTY ADMINISTRATOR

☐ RECOMMENDATION OF BOARD COMMITTEE

Action of Board On: **08/16/2022** ☒ 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: August 16, 2022

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

By: Stacey M. Boyd, Deputy

Contact: Jeff Valeros,
925-313-2031

cc:

on the basis of collision history. Senate Bill 137 allows the exchange of state funds with federal funds, and it is expected that state funds will be used for all projects selected for funding in HSIP Cycle 11.

BACKGROUND: (CONT'D)

Examples of eligible type of projects may include, but are not limited to, the following list:

- Intersection safety improvement
- Pavement and shoulder widening
- Installation of rumble strips or other warning devices
- Installation of a skid-resistant surface
- Improvement for bicycle or pedestrian safety
- Elimination of hazards at a railway-highway crossing
- Traffic calming feature
- Elimination of a roadside obstacle
- Highway signage and pavement markings
- Traffic control or other warning device
- Installation of guardrails, barriers, and crash attenuators

There are two application categories in HSIP Cycle 11: Benefit Cost Ratio (BCR) and Funding Set-Asides. One-hundred seventy-four million (\$174,000,000) will be for BCR applications and \$36 million for five(5) Funding Set-asides (Guardrail Upgrades, Pedestrian Crossing Enhancements, Installing Edgelines, Bike Safety Improvements and Tribes). This is a \$10 million reduction in funding from HSIP Cycle 10. BCR calculation is not required for applications pursuing funding set-asides.

RECOMMENDED CANDIDATE PROJECTS:

The Public Works Department recommends the following projects as candidates for Cycle 11 of HSIP funding (in no particular order), based upon collision history, appropriateness for a Funding Set-Aside and initial project scoping:

COUNTYWIDE GUARDRAIL UPGRADES – PHASE 2 (FUNDING SET-ASIDE) (COUNTYWIDE)

This project proposes to upgrade existing guardrails along arterials and major collectors at various locations countywide. This project is a continuation of systemically upgrading all guardrails in the unincorporated County. The rail height and the end treatments of the guardrails will be upgraded to current Caltrans standards. Guardrails are typically installed in locations where the terrain is steep and where running off the roadway is likely to lead to serious injury. The new Flared Energy Absorbing Terminal (FLEAT) end treatments are designed to absorb the impact and direct errant vehicles back towards the traveled way, reducing the injury severity of vehicles hitting the guardrail. Areas under consideration for this project are: West County, Lamorinda, Martinez, Pleasant Hill, Saranap, Alamo, South Walnut Creek, Bay Point, Tassajara, Byron, and Bethel Island. The final guardrails will be selected to assure cost effectiveness.

APPIAN WAY AT FRAN WAY PEDESTRIAN CROSSING ENHANCEMENTS

(FUNDING SET-ASIDE) (DISTRICT 1)

This project proposes to upgrade the existing crosswalk at the intersection of Appian Way and Fran Way in unincorporated El Sobrante. The purpose of the project is to slow down vehicle traffic and increase pedestrian safety. Improvements include installing rectangular rapid flash beacons (RRFBs), bulb-outs, and a median refuge island. Curb ramps will be upgraded to meet Americans with Disability Act standards.

WALNUT BOULEVARD BIKE SAFETY IMPROVEMENTS (FUNDING SET-ASIDE) (DISTRICT 3)

This project will improve bicyclist safety by widening the roadway shoulder for the southbound direction along approximately 850 feet of Walnut Boulevard between the intersections of Marsh Creek Road and Vasco Road in unincorporated Brentwood. This route serves as a natural bicycling connector between urban Brentwood and Oakley, and the lack of shoulder width along the road makes it difficult for bicyclists to safely navigate. Adding the additional pavement will improve the safety of bicyclists by providing increased separation between bicyclists and vehicles.

CAMINO TASSAJARA STREET LIGHTING SAFETY IMPROVEMENTS (DISTRICT 2)

This project proposes to install street lighting at various locations along Camino Tassajara between Finley Road and Windemere Parkway in San Ramon, California. The new street lighting poles will be installed along 6,000 linear feet at different road segments of Camino Tassajara. These locations involved four collisions with serious injuries and four collisions with animals crossing the roadway, all taking place between 2016 and 2021 during the nighttime. The new streetlights will follow the County's Street Light Design Guidelines developed based on Caltrans lighting standards and national standard practices. The new streetlights will provide both vehicle and non-motorized users with better visibility in the dark while using energy-efficient technology with low-energy consumption and costs, improving safety along this corridor.

CAMINO DIABLO ROAD SAFETY IMPROVEMENTS (DISTRICT 3)

This project proposes to install street lighting and rumble stripes along Camino Diablo Road between Vasco Road and McCabe Drive. Fourteen (14) nighttime collisions occurred along this segment within a five-year span. Providing roadway lighting improves safety at night by making drivers aware of the surroundings, which improves drivers' perception-reaction times, and enhances drivers' sight distance. Installing edgeline rumble stripes will alert drivers that they are drifting out of their travel lane. Rumble stripes are one of 20 proven safety countermeasures by the Federal Highway Administration (FHWA). On July 27, 2020, this project was presented to the Byron MAC to obtain their feedback. The community demonstrated support.

DEER VALLEY ROAD SAFETY IMPROVEMENTS (DISTRICT 3)

This project proposes to install safety improvements along several of the horizontal roadway curves of Deer Valley Road where severe collisions have occurred. Improvements such as curve advance warning signs and widening shoulders are being considered. The goal of this project is to improve driver awareness at these curves to prevent lane departures and cars from running off the road.

VASCO ROAD SAFETY IMPROVEMENTS (DISTRICT 3)

This project proposes to install safety improvements along Vasco Road between Walnut Boulevard and Camino Diablo in unincorporated Brentwood. These improvements include constructing a 0.75-mile-long no-passing zone with median striping, centerline rumble strip, and delineators along the Vasco Road median. Within a five-year span, two collisions that resulted in fatalities and two collisions that caused severe and minor injuries took place along the 0.75-mile-long roadway segment where passing is currently allowed. Installing the improvements will eliminate the collisions caused by unsafe passing maneuvers. The project also proposes installing signal hardware upgrades at the intersections of Vasco Road with Walnut Boulevard and Camino Diablo. Twenty-eight (28) collisions occurred within the five-year span at these two intersections due to failures to stop on red. Installing the signal hardware upgrades will increase the traffic signals' visibility and consequently reduce the number of collisions.

BYRON HIGHWAY SAFETY IMPROVEMENTS (DISTRICT 3)

This project proposes to construct safety improvements along Byron Highway between Clifton Court Road and Bruns Road. Improvements such as street lighting, edgeline rumble strips and curve advance warning flashing beacons are being considered. Forty-two (42) collisions were recorded within a five-year span. Of those collisions, twenty (20) nighttime collisions occurred along this segment, accounting for 48% of all collisions. Providing roadway lighting improves safety at night by making drivers aware of the surroundings, which improves drivers' perception-reaction times, and enhances drivers' sight distance. Installing edgeline rumble strips and curve advance warning flashing beacons will alert drivers that they are drifting out of their travel lane.

During project research and prior to the application deadline, if staff discovers a critical constraint that would result in the project being cost prohibitive or will not meet the eligibility requirements of the grant funding program, staff will hold the application for further study to increase project readiness for the following grant cycle.

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.