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***BICYCLE PEDESTRIAN AND SAFE ROUTES TO TRANSIT  
PLAN ADVISORY COMMITTEE MEMORANDUM***

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December 19, 2016

**TO:** Bicycle, Pedestrian, and Safe Routes to Transit  
Plan Advisory Committee (PAC)

**FROM:** Robert Ovadia, PE, City Engineer  
[Robert.ovadia@cityofconcord.org](mailto:Robert.ovadia@cityofconcord.org)

Mario Camorongan, PE, CIP Manager  
[Mario.camorongan@cityofconcord.org](mailto:Mario.camorongan@cityofconcord.org)

**SUBJECT:** West Concord Bikeway Improvements

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Background

The Metropolitan Transportation Commission (MTC) will soon be soliciting applications for 2017/2018 Transportation Development Act (TDA) Article 3 funds for pedestrian and bicycle projects. Eligible projects are defined as projects that eliminate or improve an identified problem area (specific safety hazards such as high-traffic narrow roadways or barriers to travel) on routes that would otherwise provide relatively safe and direct bicycle or pedestrian travel use. On October 20, 2016 a call for projects was issued by Contra Costa County to local agencies for the TDA grant. Each city in Contra Costa County may submit one project for consideration. MTC has not yet released the estimated allocation for Contra Costa County. Last year's total allocation for Contra Costa County was approximately \$805,000.

MTC requires the review of TDA project proposals by a Pedestrian/Bicycle Advisory Committee. In the past, the City has used the Countywide Bicycle Committee to review its applications. The City is no longer able to do so due to the lack of a Concord resident seated on that Committee. Although the primary role of the City's Bicycle, Pedestrian and Safe Routes to Transit Plan Advisory Committee (PAC) was to provide guidance and consensus building on various policy topics related to the development of the Bicycle, Pedestrian, and Safe Routes to Transit Plan, in the creation of the City's PAC, the City Council authorized the PAC to serve as the City's interim Bicycle and Pedestrian Advisory Committee (BPAC) until a permanent standing committee is created.

The Bicycle Pedestrian and Safe Routes to Transit Master Plan was adopted on September 27, 2016. The master plan identified and prioritized desired improvements throughout the Concord.

## Discussion

The Engineering staff proposes to submit an application to construct the West Concord Bikeway Improvements Project, to implement improvements on the following streets: Meridian Park Boulevard, Galaxy Way, and John Glenn Drive. The improvements to these streets are identified as Tier 1 priority projects in the City of Concord Bicycle, Pedestrian, & Safe Routes to Transit Plan. Tier 1 projects are intended for implementation within approximately five years of plan adoption.

Currently, there are no bicycle facilities on Meridian Park Boulevard, Galaxy Way or John Glenn Drive. Many street sections include four lanes of traffic and parking on both sides of the street. See Figure 1 for Project Location in relation to the City of Concord Bicycle, Pedestrian, & Safe Routes to Transit Plan.

City staff has reviewed daily and peak hour traffic volumes on these streets and confirmed that the streets are built with reserve capacity for existing and future traffic volumes, with the exception of the segment of Galaxy Way between Meridian Park Blvd and Burnett Avenue.

## Project Description

West Concord Bikeway Improvements Project would reduce number of vehicle lanes on Meridian Park Boulevard from four (4) travel lanes to two (2) travel lanes and convert one of the travel lanes in each direction into a buffered Class II bike lane. Similar road diets are proposed on John Glenn Drive and on Galaxy Way between Meridian Park Boulevard and Diamond Boulevard. The streets will continue to operate acceptably with the proposed lane reduction. Due to limited street width and the need to maintain a center two-way left turn lane to safely serve commercial driveway access, a Class 3 Bike Route with sharrows and corresponding signage is proposed along Galaxy Way from Burnett Avenue to Meridian Park Boulevard. All improvements are proposed within the City's right-of-way. A schematic of the proposed work is shown on Figure 2 with typical cross-sections on Figure 3.

The project will provide access to potentially high walking and bicycle demand areas including the Iron Horse Trail, the new Veranda Shopping Area via Willow Way, and the various businesses in the Diamond Boulevard Corridor area. Separately, the developer of Veranda is conditioned to construct buffered Class II bike lanes on Willow Way from Diamond Boulevard to the Iron Horse Trail and Meridian Park Boulevard. The proposed improvements will greatly increase the safety of bicyclists accessing businesses in West Concord.

## Project Elements

- Maintain one 11-ft vehicular travel lane in each traffic direction and re-stripe the following roadway segments to accommodate Class II bike lanes with buffers:

- Meridian Park Boulevard (between Concord Ave. and Willow Way)
- John Glenn Drive (between Concord Ave. and Burnett Ave.)
- Galaxy Way (between Diamond Blvd. and Meridian Park Blvd)
- Install Class II bike route with sharrows and signage along Galaxy Way between Meridian Park Boulevard and Burnett Avenue.

The total estimated project costs for design and construction for this project is \$150,000. See Figure 4. The City will be requesting \$120,000 (80% of the costs) to be funded by the TDA grant with the remaining 20% (\$30,000) as the City's local match.

Any additional comments or recommendations made by the Committee are welcome.

Staff is requesting a Minute Motion that can be submitted with the grant application indicating the BPAC's approval.

#### Minute Motion

Staff recommends the Bicycle and Pedestrian Advisory Committee move to recommend in favor of the proposed West Concord Bikeway Improvements Project to provide buffered Class II bike lanes on Meridian Park Boulevard (between Concord Avenue and Willow Way), John Glenn Drive (between Concord Avenue and Burnett Avenue), and Galaxy Way (between Diamond Boulevard. and Meridian Park Boulevard); and a Class III Bike Route with sharrows and signage on Galaxy Way (between Burnett Avenue and Meridian Park Boulevard).

#### Attachments:

1. Figure 1 – Location Map on Recommended Bikeway Network
2. Figure 2 – Proposed Improvements Schematic
3. Figure 3 – Typical Cross-sections
4. Figure 4 – Budgetary Cost Estimates

# RECOMMENDED BIKEWAY NETWORK

## RECOMMENDED

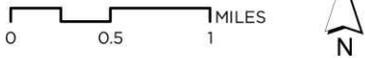
- Class I Shared Use Path
- Class II Buffered Bike Lane
- Class II Bike Lane
- Class III Bike Route
- Class III Shared Lane Marking
- Class III Bike Boulevard
- Complete Street Study
- Shared Use Path Study
- Corridor Conceptual Plan
- Bicycle Access Study

## EXISTING

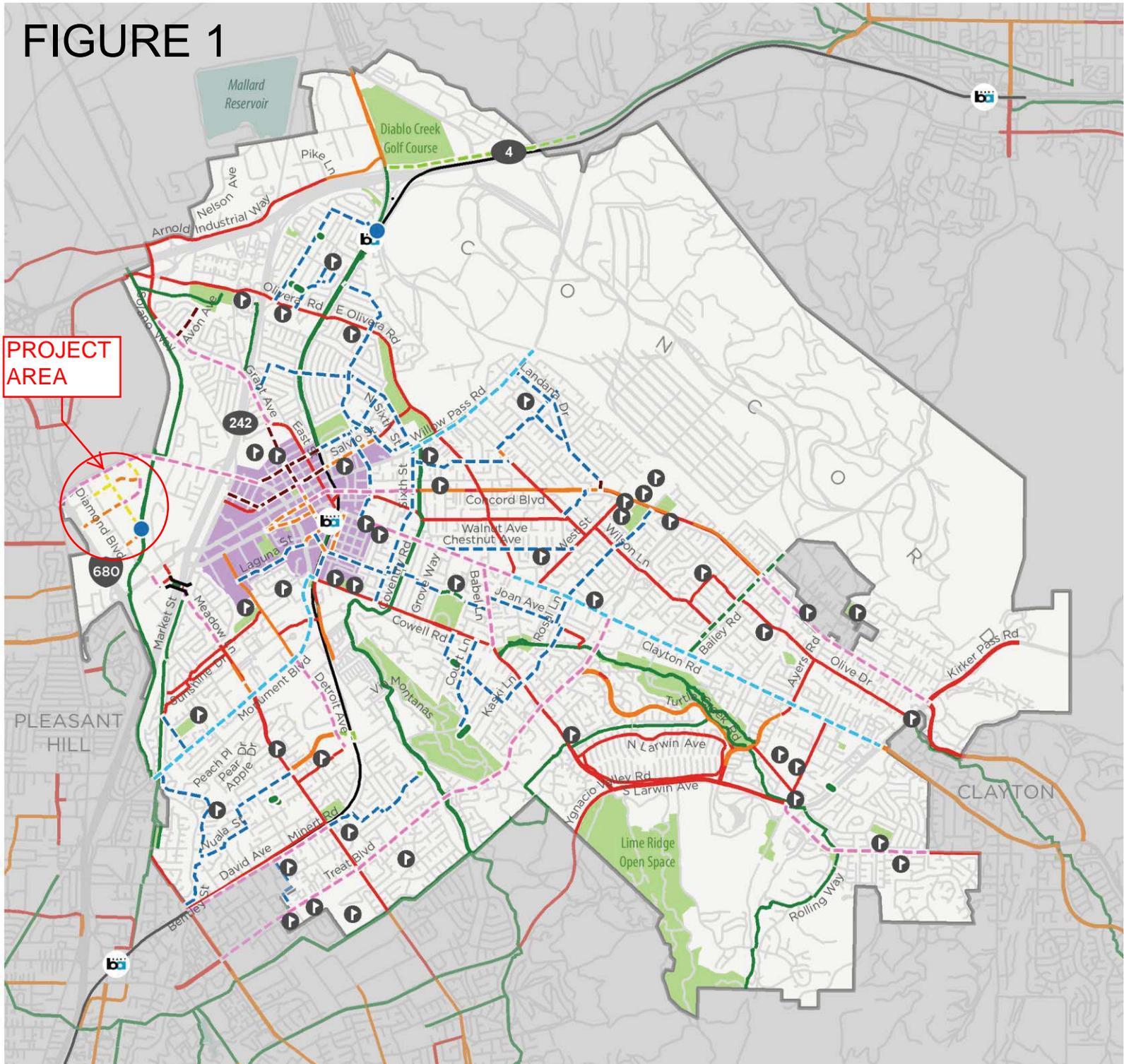
- Class I Shared Use Path
- Class II Bike Lane
- Class III Bike Route
- Neighborhood Connector
- Undercrossing

- School
- BART Station
- BART Track
- Downtown
- City Limit

**Figure 5-5: Recommended Bikeway Network**



# FIGURE 1



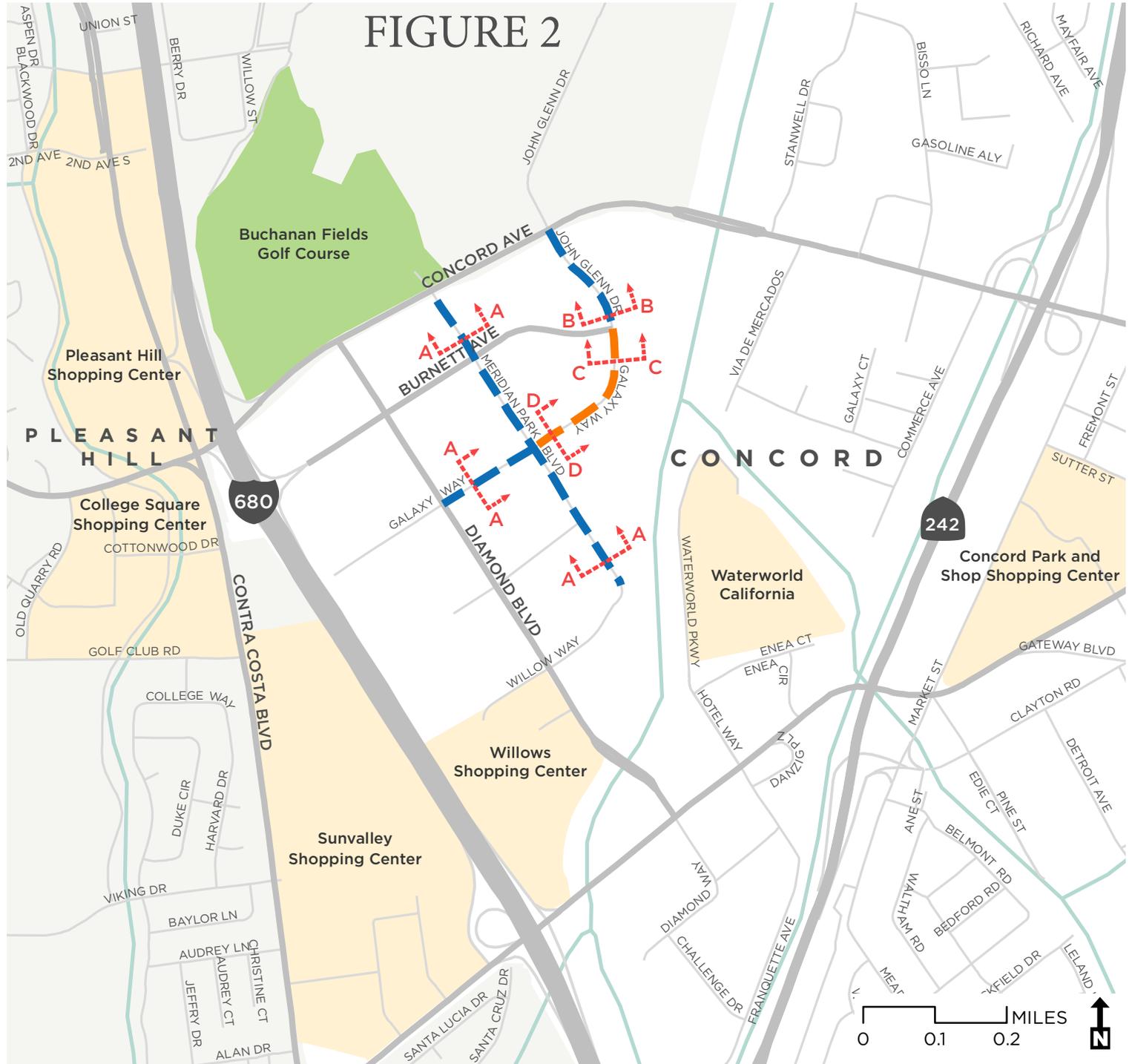
# West Concord Bikeway Improvements

## Facility Recommendations

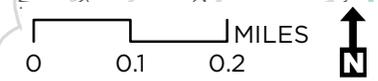
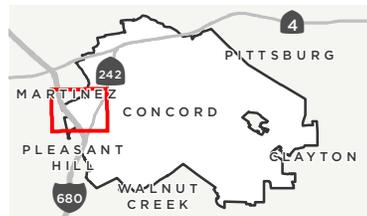
-  Class II Buffered Bike Lane
-  Class III Bike Route

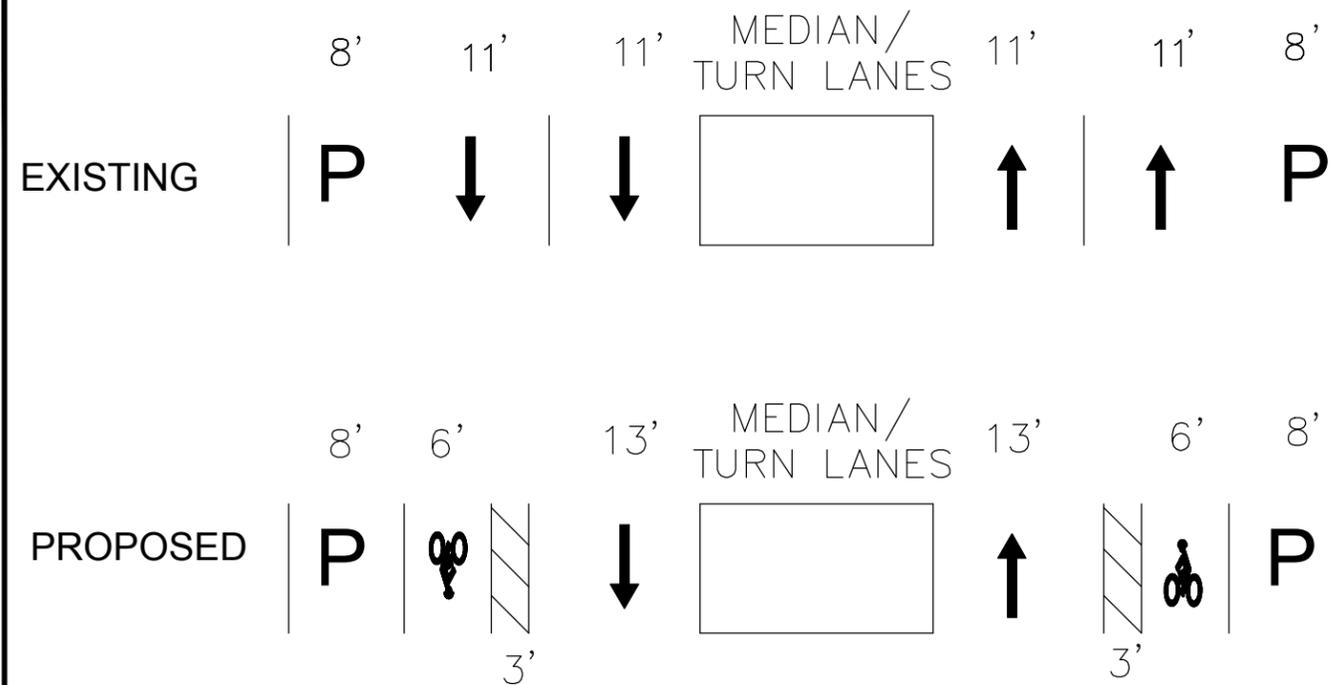
 Cross-Sections

### FIGURE 2

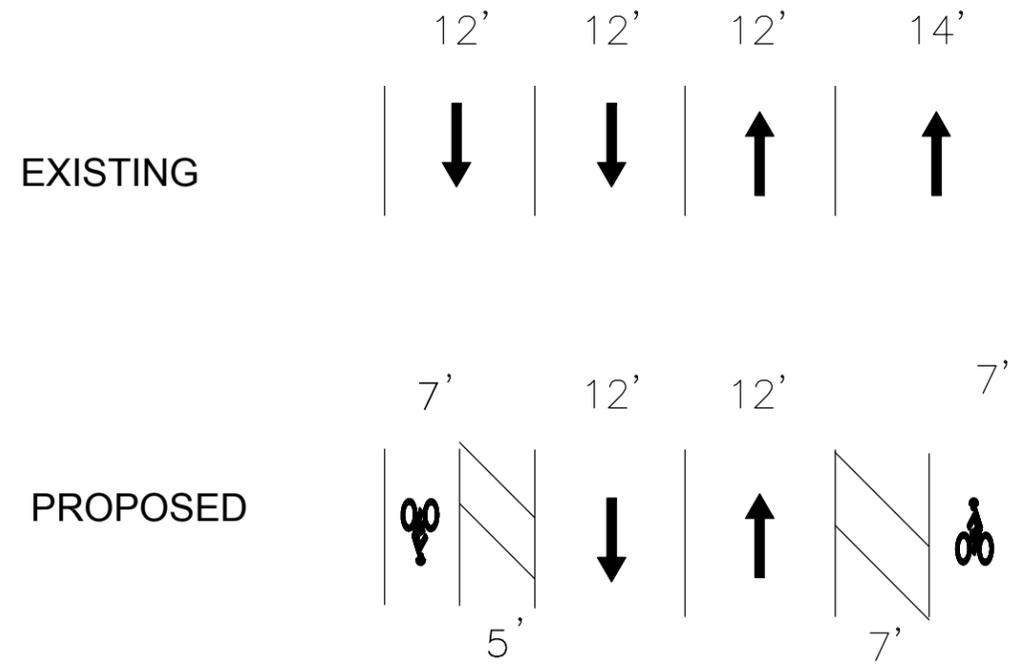


## MAP EXTENT

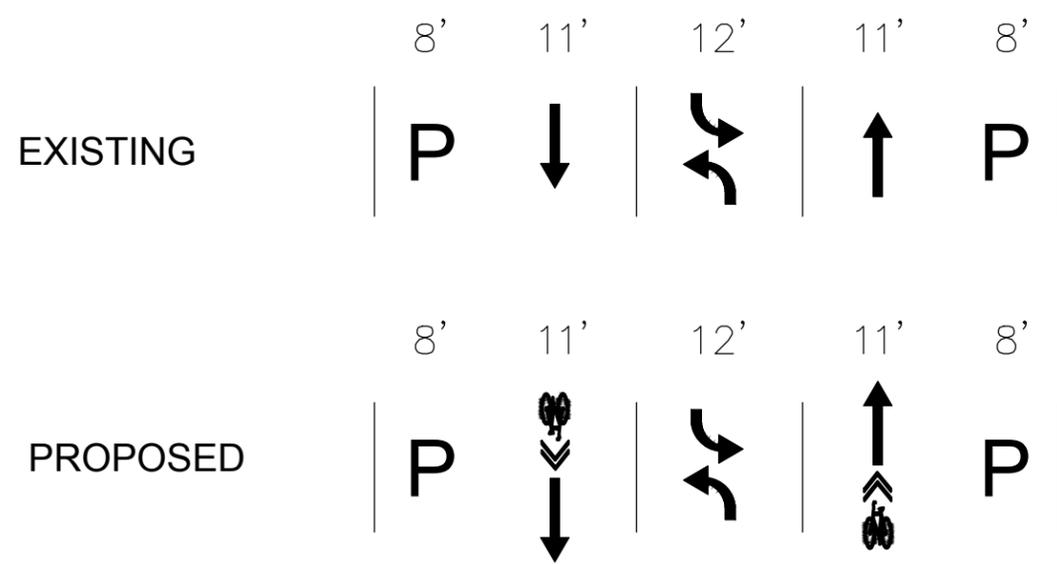




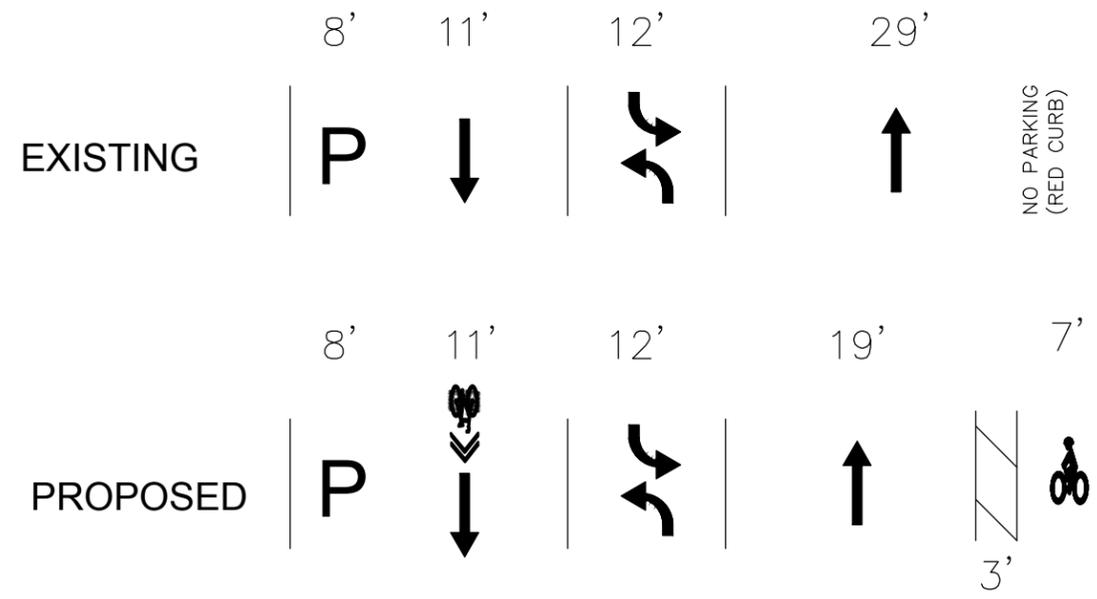
**SECTION A-A**  
(MERIDIAN PARK BLVD/GALAXY WAY)  
NOT TO SCALE



**SECTION B-B**  
(JOHN GLEN DRIVE)  
NOT TO SCALE



**SECTION C-C**  
(GALAXY WAY)  
NOT TO SCALE



**SECTION D-D**  
(GALAXY WAY)  
NOT TO SCALE

DESIGNED:	REVISIONS
REVIEWED:	NO DATE ITEM
DRAWN:	
2014-301 PROJECT NO.	12/8/16 DATE
SCALE	FILE



**PROPOSED CROSS SECTIONS**  
**WEST CONCORD BIKEWAY IMPROVEMENTS**  
CITY OF CONCORD, CALIFORNIA

# FIGURE 4

## Preliminary Construction Cost Estimate

12/8/2016

Engineer's Estimate  
Project: West Concord Bikeway Improvements  
City of Concord  
Estimate By M.Sampson  
Checked By L.Dusciuc

Item	Description	Unit	Quantity	Unit Price	Amount
1	Mobilization	LS	1	\$ 6,000	\$ 6,000
2	Traffic Control	LS	1	\$ 6,900	\$ 6,900
3	Install Striping	LF	25700	\$ 1.2	\$ 30,840
4	Install Pavement Markings	SF	1900	\$ 4	\$ 7,600
5	Install Sign and Post	EA	30	\$ 300	\$ 9,000
6	Remove Striping	LF	13600	\$ 1.5	\$ 20,400
Sub Total					\$ 80,740
Contingency (20%)					\$ 16,100
<b>Total Construction Cost</b>					<b>\$ 96,840</b>
Design (15%)					\$ 14,500
Administration (15%)					\$ 14,500
Construction Management (15%)					\$ 14,500
Cost Recovery (10%)					\$ 9,700
<b>Total Estimated Contract Cost</b>					<b>\$ 150,040</b>