



**MEETING OF THE CITY OF CONCORD
BICYCLE, PEDESTRIAN AND SAFE ROUTES TO TRANSIT
PLAN ADVISORY COMMITTEE**

**Monday, August 24, 2015
5:30 p.m., Regular Meeting
PERMIT CENTER CONFERENCE ROOM
1950 Parkside Drive, Bldg. D**

www.cityofconcord.org/bikeandped

Plan Advisory Committee Members

Laura Hoffmeister, Chair and City Council Representative
Carlyn Obringer, Planning Commission Representative
Mark Sinclair, Parks Recreation and Open Space Committee Representative
Sergio Huerta, At-Large Representative
Clair Linder, At-Large Representative

AGENDA

PUBLIC COMMENT PERIOD - NON-AGENDA ITEMS

ADDITIONS/CONTINUANCES/WITHDRAWALS

STAFF REPORTS / DISCUSSION ITEMS

- 1. Salvio Streetscape Project Discussion (35 Minutes)**
 - a. Presentation, Ryan Lenhardt, Senior Planner**
 - b. Input and Discussion**
 - c. Advisory Committee Motion**

- 2. Follow-up on the Policy Workshop held on July 30 (20 minutes)**
 - a. Consistent themes identified:**
 - ✓ Safety
 - ✓ Network
 - ✓ Access
 - ✓ Education
 - ✓ Maintenance
 - b. Comments and Feedback**
 - c. Moving forward with Working Paper #3: Goals, Objectives, Policies**

- 3. Upcoming Events (brief item):**

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- a. Franquette Ave. Pedestrian and Bike Trail Connector– Neighborhood Meeting**
- **Tuesday, August 25, 2015 from 5:30pm-7:00pm, Permit Center Conference Room at Civic Center, 1950 Parkside Drive, Concord, CA**
- b. Next PAC meeting - Monday September 28, 2015**

PUBLIC COMMENTS - AGENDA ITEMS

COMMITTEE MEMBER CONSIDERATIONS/ANNOUNCEMENTS

STAFF ANNOUNCEMENTS

ADJOURNMENT

NOTICE TO PUBLIC

No item will be considered after 9 P.M. Items remaining on the agenda will be rescheduled. Should the Permit Center Conference Room reach capacity, the meeting will be held in the adjacent Council Chambers. Members of the audience who wish to address the Plan Advisory Committee are requested to complete a speaker's card inclusive of their name and address. Public comments should be limited to three minutes.

The Bicycle, Pedestrian, and Safe Routes to Transit Plan Advisory Committee is a temporary ad-hoc committee. Staff will not provide written summaries of the Plan Advisory Committee's discussions on agenda items. Attendees should be prepared to take all necessary notes regarding any comments, suggestions, and directions. For additional information regarding the role of the Plan Advisory Committee, please contact the Planning Division at (925) 671-3152.

In accordance with the Americans with Disabilities Act and California Law, it is the policy of the City of Concord to offer its public programs, services and meetings in a manner that is readily accessible to everyone, including those with disabilities. If you are disabled and require a copy of a public hearing notice, or an agenda and/or agenda packet in an appropriate alternative format; or if you require other accommodation, please contact the ADA Coordinator at (925) 671-3031, at least five (5) days in advance of the hearing. Advance notification within this guideline will enable the City to make reasonable arrangements to ensure accessibility.

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

August 24, 2015

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

FROM: G. Ryan Lenhardt, Senior Planner
Ryan.lenhardt@cityofconcord.org

Andrew J. Mogensen, AICP, Principal Planner
Andrew.mogensen@cityofconcord.org

SUBJECT: Salvio Street Streetscape Design

Background

Although the primary role of the Plan Advisory Committee (PAC) is to provide guidance and consensus building on various policy topics related to the development of the Bicycle, Pedestrian, and Safe Routes to Transit Plan, from time to time the Committee will also need to serve as the City's interim Bicycle and Pedestrian Advisory Committee (BPAC) until a permanent standing committee is created at a later date. The City of Concord previously relied upon Contra Costa County's Bicycle and Pedestrian Advisory Committee for this role; however the City is no longer able to do so due to the lack of a Concord resident seated on that Committee.

The Bicycle, Pedestrian, and Safe Routes to Transit Plan will examine and recommend best practices used by other cities in the formation and role of their BPACs. Those recommendations will be relied upon for the formation and staffing of a future standing committee for the City of Concord. The item before the PAC today should be considered a test run of how such a committee would operate in the future. For today's item, the Committee is being requested to examine the bicycle and pedestrian aspects of the project and to make a recommendation in favor of the proposed project. The Committee serves as solely an advisory body and is unable to impose conditions of approval or require modifications. Grant funded projects are generally ineligible for modification or expansion outside of their scope of work or grant requirements.

Project Description

On May 28, 2014, The City received a Metropolitan Transportation Commission (MTC) grant to create streetscape improvement construction documents to improve pedestrian access and circulation on the Salvio Street block at Todos Santos Plaza. The design of the

project would continue the same street frontage design currently on Salvio Street in front of EJ Phair.

The Salvio Street Streetscape Project would improve circulation around Todos Santos Plaza by reducing frequent backing movements of vehicles into traffic (the 13 existing angled parking spaces would be removed), widen the sidewalk to improve accessibility for pedestrians, extend the street frontage to mirror the eastern half of the block, and accommodate stormwater runoff and improve non-compliant ADA improvements near the corner of Mt. Diablo and Salvio Streets. The City's Transportation Manager determined that the City's parking garage can accommodate this loss of parking.

The plans include:

1. Removal of 13 existing diagonal on-street parking spaces on the south side of Salvio Street in front of Salvio Pacheco Square,
2. Aligning the street frontage and moving out the curb line, and expanding the sidewalk in front of the building arcade to allow for outdoor dining and additional sidewalk,
3. Providing way-finding signs to City garages, and
4. Improving the sidewalk area, accessibility and aesthetics at the southwest corner of Salvio and Mt. Diablo Streets (the "Peets corner").

Construction funds for the project have not been yet identified but staff believes that when the design documents are completed, the project would compete well for several grant opportunities.

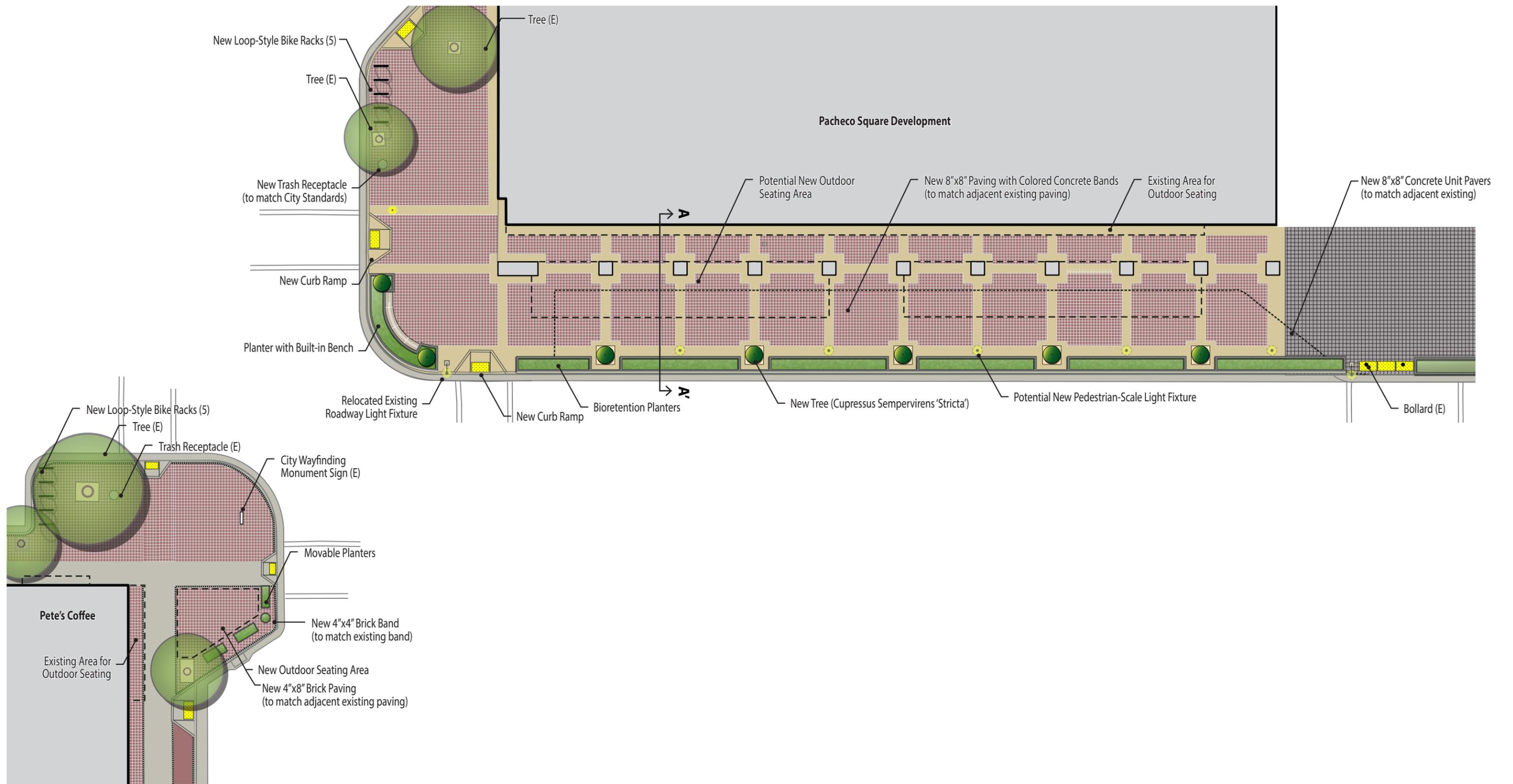
On June 10, staff presented the preliminary drawings to approximately 15 members of the Todos Santos Business Association (TSBA) for their input. TSBA was supportive of the project and asked questions regarding the outdoor dining areas and business owner's responsibility to maintain/monitor them. A request was made to incorporate a power source along the Salvio Street frontage to accommodate "plug-in" speakers and lighting for use during downtown events such as the Fourth of July parade.

Minute Motion

Staff Recommends the Plan Advisory Committee move to recommend approval of the Salvio Street Streetscape Improvements project. Any additional comments or recommendations made by the Committee are welcome.

Attachments:

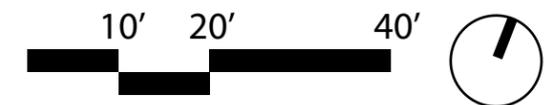
1. Conceptual site plan
2. Conceptual seating layout
3. Conceptual street section

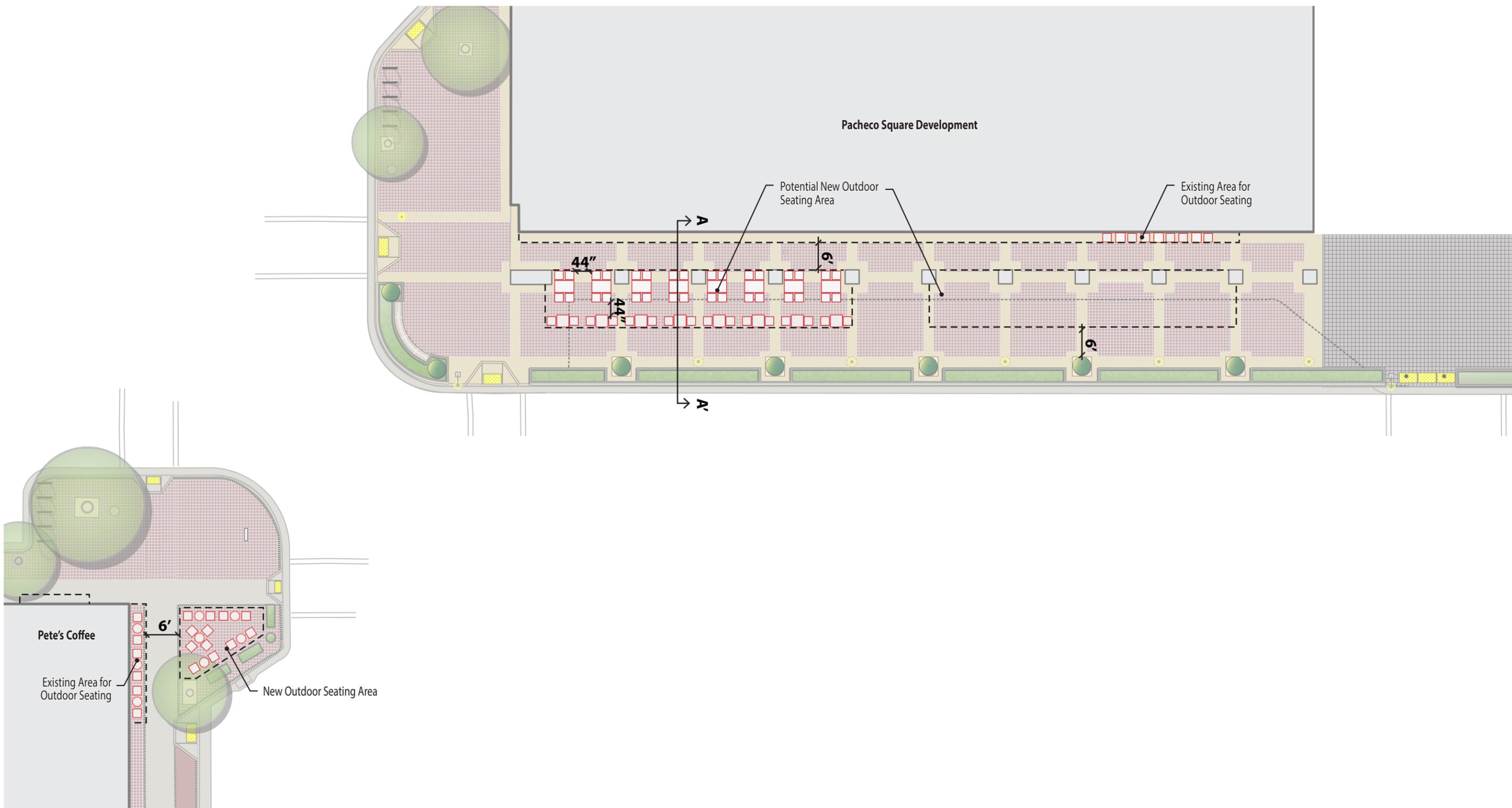


SALVIO STREET IMPROVEMENTS DRAFT CONCEPT

City of Concord

MAY 20, 2015

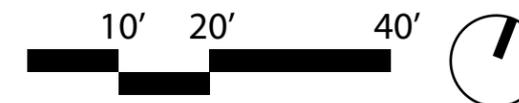


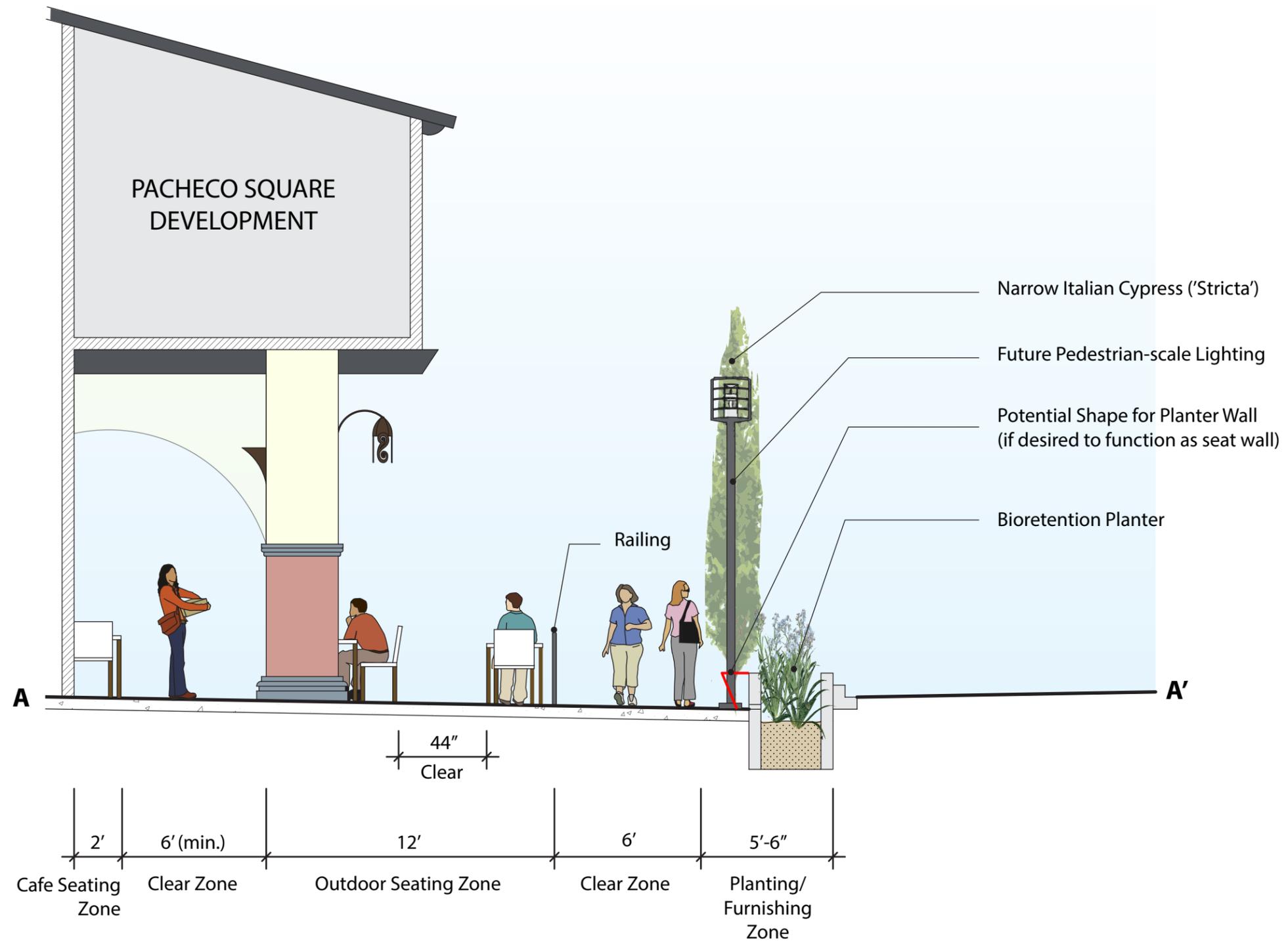


SALVIO STREET IMPROVEMENTS DRAFT CONCEPT /SEATING LAYOUT

City of Concord

MAY 20, 2015





SALVIO STREET IMPROVEMENTS DRAFT CONCEPT / SECTION A - A'

City of Concord

MAY 20, 2015

To: Andrew Mogensen

From: Jennifer Donlon Wyant

Date: August 4, 2015

Re: Concord BP~SR2T Plan Community Workshop #2 2015.07.30 Notes

Introduction

The July 30, 2015 community workshop was attended by approximately 70 community members.

The purpose of the workshop was to introduce how Plan goals, objective and policies (GOP) are developed and facilitate community identified GOPs. The workshop included a Plan goal, objective and policy development exercise. The workshop participants, led by facilitators, identified suggestions that were then organized into themes. The outcomes of the exercise are listed below organized by goals, objectives and policy ideas.

Suggested Plan Goals, Objectives, and Policies

Table 1 presents the recorded community identified GOPs. Not all submissions fall within the respective definitions and Alta will review and consider how all submissions can fit into the Plan's goals, objectives and policies.

Table 1: Community Identified Goals, Objectives and Policies

Goal	Objective	Policy
Better/clear information regarding bike & ped paths, maps for the public (accurate information)	Provide clear signage on all preferred routes, color-coded consistent by 2020	Provide maps and information on website
Build a complete network for bicyclists and pedestrians	Prioritize streets that fill gaps in the bicycle network	
Cars drive at safe speeds	Cars travel speed reduced by 5-10 mph on problem roads	Prioritize streets close to schools
Comprehensive bike network that links up schools, recreation, residential areas	Establish bike lanes on artery streets, with 50% implemented by 2025	Include pedestrian and bicycle facilities in CIP
Comprehensive bike network that links up schools, recreation, residential areas	Establish bike lanes on 100% of artery streets by 2035	Include pedestrian and bicycle facilities in CIP
Comprehensive signage for sharing the road		
Connect our Complete Streets to transit nodes & activity hubs	Class II bike lane on ALL arterials	

Goal	Objective	Policy
Connect our Complete Streets to transit nodes & activity hubs	Prioritize bike lanes on streets	
Connect to neighboring communities, and transit, paths, sidewalks, regional trails	Connection from regional trails, e.g. Iron Horse, to regional shopping & education destinations for all trails by 2025	Coordinate with EBRPD and other adjacent cities to connect to BART, DVC, Parks
Connectivity	Bike lanes in existing roads; safe; best practice designs	
Connectivity	Linking communities. Key Areas.	
Connectivity	Focus on downtown, BART, buses, schools	
Connectivity	Existing trailways	
Convenient & connected network	Connected, direct network for pedestrians	
Convenient & connected network	Schools, transit, libraries, BART, parks - all destinations	
Convenient & connected network	Buffer/physical separation for bicycles	
Convenient & connected network	Safety - injuries	
Convenient & connected network	Safety - security	
Create connections from BART with specific, important destinations for bike paths	Focus on areas that are high conflict/high collisions	
Create connections from BART with specific, important destinations for bike paths	Connect existing bike lanes (make continuous)	
Decrease pedestrian stress levels	Increase the overall number of crosswalks	Identify intersections with only three crosswalks, add fourth
Decrease pedestrian stress levels	Increase the overall number of crosswalks	Fewer "beg buttons"
Decrease pedestrian stress levels	Increase the overall number of crosswalks	Safer crosswalks: higher visibility
Decrease pedestrian stress levels	Automatic pedestrian signals at intersections (can also improve bike recognition)	
Decrease pedestrian stress levels	Keep sidewalks clear	Develop tree-trimming and maintenance schedule
Decrease pedestrian stress levels	Filling in network gaps	Identify blocks without sidewalks
Decrease pedestrian stress levels	Filling in network gaps	Develop plan to add new sidewalk facilities
Designated right of way for bicyclists and pedestrians	Make space for bikes on roads	
Develop a well-connected network of bike facilities based on best practices	Identify priority routes	Consult with local residents
Develop a well-connected network of bike facilities based on best practices	Identify priority routes	Improve wayfinding signage to include time to destination
Develop a well-connected network of bike facilities based on best practices	Identify priority routes	Add new wayfinding signage to increase overall # of signs

Goal	Objective	Policy
Develop a well-connected network of bike facilities based on best practices	No sharrows on streets with 30+ mph speed limit - adopt official policy	
Develop a well-connected network of bike facilities based on best practices	Road Diets	Complete feasibility study for road diets
Develop a well-connected network of bike facilities based on best practices	Road Diets	Adopt a 10.5 foot lane width standard with bus or truck traffic; 10 feet without bus or truck traffic
Educate drivers on best/safe practices for sharing roads with pedestrians, bicyclists, and transit	increase traffic-calming measures (signage, striping, and rumble strips) on all roads	
Education	Driver's ed/school and/or volunteer programs	
Education for motorists to share the road, especially for pedestrians, disabled, kids with special needs, seniors		
Empower Concord residents to bike, walk, and take transit more	Establish a bike co-operative by [no date provided]	
Empower Concord residents to bike, walk, and take transit more	Bike education through schools	
Encourage/increase biking and walking	Increase mileage of bikeway facilities - water, lockers, shade, bathrooms - by 50% by 2020	Research Davis and other non-US standards for facilities
Encourage/increase biking and walking	Increase mileage of bikeway facilities - water, lockers, shade, bathrooms - by 50% by 2021	Provide dedicated bike lanes for every 35 mph or over street
Encourage/increase biking and walking	Increase mileage of bikeway facilities - water, lockers, shade, bathrooms - by 50% by 2022	Create more direct routes. Monument corridor to Todos Santos Plaza
Encourage/increase biking and walking	Increase mileage of bikeway facilities - water, lockers, shade, bathrooms - by 50% by 2023	Improve tree cover on pedestrian routes
Improve Active Transportation accommodations on all streets	Promote street design standards that prioritize the safety of vulnerable users	Better lighted intersections
Improve Active Transportation accommodations on all streets	Promote street design standards that prioritize the safety of vulnerable users	Class II bike lanes
Improve Active Transportation accommodations on all streets	Promote street design standards that prioritize the safety of vulnerable users	Share the Road signs
Improve actual & perceived safety for people walking and bicycling	Reduce # of collisions & traffic related injuries and fatalities	Work with partner agencies, such as law enforcement, to develop incentive programs for good behavior
Improve and encourage "Share the Road" education for all users	More Share the Road signs everywhere	
Improve and encourage "Share the Road" education for all users	Public Awareness: Banners, flyers, web presence	
Improve and encourage "Share the Road" education for all users	Education programs: Car drivers, bus drivers	

Goal	Objective	Policy
Improve and encourage "Share the Road" education for all users	Partner with transit agencies	
Improve and encourage "Share the Road" education for all users		Boost bike user (all user) signal!
Improve bike and pedestrian access and safety	Better signage for drivers/cyclists/pedestrians	
Improve bike and pedestrian access and safety	More sidewalks	
Improve bike and pedestrian access and safety	Safe bicycle path to all high schools by 2020	
Improve bike and pedestrian access and safety	Safe bicycle path to all schools by 2035	
Improve bike and pedestrian access and safety		Improve maintenance of existing facilities and roadways.
Improve bike and pedestrian access and safety		Increase automatic lights + reduce 'triggered' lights so that pedestrians & bikes are not stuck when a button or sensor doesn't work, or set all triggers to respond to bikes & pedestrians at a distance
Improve bike and pedestrian access and safety		Sharrows on 25 mph streets to calm traffic
Improve bike and pedestrian access and safety		Follow NACTO standards for bike facilities in city's code
Improve connectivity between transit, bike, and pedestrian modes	By 2020 all major roads will have dedicated lanes for bikes, pedestrians, and transit	Create a parking management plan
Improve disabled access	Increased signal time for pedestrians	
Improve disabled access	Police education on wheelchair rules	
Improve disabled access	Share crash data to identify difficult intersections	
Improve motorists' safe driving	Accidents reduced by X% by 2025	
Improve Safety		
Improve secure bike parking		
Incentives	Incentives for big business	
Incentives	For school kids - health facilities	
Incentives	Insurance - apps that are in existence	
Increase active transportation	Increase the number of bike trips for commuting, recreation, utility, and schools by 50% over baseline conditions	Employer incentive for commuting
Increase Active Transportation and transit options		
Increase safe bike/walking paths near schools	install/improve traffic signals/signs and crossing lanes/complete bike lanes	
Increase safe bike/walking paths near schools	Increase number of bike racks/storage	

Goal	Objective	Policy
Increase safety for all modes of transportation	Decrease bike and pedestrian related accidents by 100% (o accidents/Vision Zero)	Increase the number of dedicated bike & pedestrian lanes by [no date or quantity provided]
Prioritize the safety of pedestrians and cyclists always without exception to vehicles	Reduce accidents by 50% annually to reach 0% in 2020	Add roads for cyclists in bright colors and a better design for crosswalks following the rules of NACTO
Prioritize the safety of pedestrians and cyclists always without exception to vehicles	Reduce accidents by 50% annually to reach 0% in 2021	Evaluate/review existing roads with bicycle lanes, primarily in streets with heavy traffic (Monument, Galindo, Meadow Lane, Port Chicago)
Prioritize the safety of pedestrians and cyclists always without exception to vehicles	Reduce accidents by 50% annually to reach 0% in 2022	Add paths for cyclists and crosswalks for pedestrians when a street is redesigned or built
Prioritize the safety of pedestrians and cyclists always without exception to vehicles	Reduce accidents by 50% annually to reach 0% in 2023	Pedestrians should be able to cross the street safely - create stations in medians on very wide streets where there is not enough time to cross
Promotion & Communication	Education	
Promotion & Communication	Web-awareness - trail map	
Promotion & Communication	Community events	
Reduced speeds when bikes share roads/bike lanes		
Safe pedestrian infrastructure on all streets	Focus improvements on major streets as opposed to smaller, neighborhood streets	
Safe pedestrian infrastructure on all streets	Ensure that streets have adequate, safe crossings for pedestrians	
Safe pedestrian infrastructure on all streets	Focus on dangerous streets first	
Safer stations for bikes (less theft)	Better pick-up of abandoned bicycles	
Safety	Level II on major arterial roads near to downtown - major corridors	
Safety	Safe places to park and enforcement	
Safety	Increase/enable safety for bikes/pedestrians	
Safety	Install facilities with demonstrated safety benefit	
Safety	Vision Zero - zero traffic fatalities	
Safety	Pavement quality	
Safety	Personal security	
Safety		35 mph or higher dedicated/separated bike lane
Safety		Install continuous sidewalks
Safety		Countdown signals

Goal	Objective	Policy
Support Facilities	Lighting - call boxes - bike lockers, racks	
Support Facilities	Signal actuation for bikes	
Support Facilities	Bike parking - secure	
Support Facilities	Wayfinding/directional	
Support Facilities	Shade - bus shelters	
Transit	Frequency of bus service	
Transit	BART - enhance connection	
Transit	Bus - bike capacity	
Transit	Bus service/destination	
Transit service is frequent and reliable and affordable		
Transit stops that are safe and comfortable and accessible		

Additional Comments

Additional comments received at the workshop through comment cards or other notes include:

- Key streets with pedestrian issues:
 - Monument/Oak Grove
 - Grant/Solano to Iron Horse Trail
 - Pedestrians under freeway
 - Meadow Lane
 - Willow Pass/Market (Chucky Cheese)
- Need policy for right-of-way dedications that result in uniform street width and linear sidewalks. On Detroit Ave sidewalks don't connect, or jog in and out. Pedestrians desire to walk in straight lines, sidewalks should be connected in straight lines. Plans for Poetry Gardens development on Detroit Ave will introduce jog in sidewalk, should keep existing sidewalk built with CDBG funds.
- Develop bikeway network. Increase safe bike infrastructure with prioritization of connecting existing infrastructure & a service level that supports any point in Concord being able to connect to any other point within 4x the time a car takes with at least 50% level 2 bike infrastructure on the route.
- Notice future workshops on NextDoor.