

## **Central County Transportation Workshop June 2, 2015**

### **Comments & Responses**

**Comment: Meadow Road needs sidewalks so children can walk safely to the school bus stop on Tice Valley Boulevard. There are a high number of pedestrians and bicyclists using Meadow Road. The drainage ditches and shadows from trees cause a great deal of concern for pedestrian and bicyclist safety.**

**Response:** The County recognizes the importance of having safe routes to school and recognizes that pedestrian infrastructure is lacking in this area. Unfortunately it is not feasible to cover the roadside ditches along Meadow Road due to historical flooding from Tice Creek. The ditches that are along the roadway were designed to mitigate flooding concerns and if sidewalks were to be constructed over them, the properties along Meadow Road would be subject to flood damage. If sidewalks were to be built with the ditches remaining intact, property acquisition along all of the frontages would be required to obtain adequate width for both the ditch and the sidewalk improvements. This would increase the project cost, perhaps making it infeasible. However, the fronting property owners may independently clear a path across their frontage if they choose to allow people to walk on their property, separated from motor vehicles.

**Comment: Tice Valley Boulevard needs sidewalks and bicycle lanes due to non-motorized users being at risk to motorists speeding and lack of shoulders. The new Pulte development will only compound this issue by increasing the number of drivers using this road.**

**Response:** A Tice Valley Boulevard pedestrian and bicycle improvement project will be added to the list of potential projects for the Central County AOB project list. As for impacts from the Pulte development, residents can direct their comments to the City of Walnut Creek to request that the developer contribute towards pedestrian and bicycle facilities on Tice Valley Boulevard.

**Comment: Traffic calming measures are needed along Tice Valley Boulevard. Stop signs at every intersection, speed bumps, and reducing the speed limit should be used to combat speeding issues.**

**Response:** Tice Valley Boulevard serves as a minor arterial and carries high vehicle volumes; thus, traffic calming measures must be carefully selected for this location. The installation of speed feedback signs may be the best option to combat the speeding issue along Tice Valley Boulevard. Other traffic calming measures, such as speed bumps, additional stop signs or posting a reduced speed limit are not feasible for this location as described below. Speed bumps are not appropriate for an arterial roadway as it would increase emergency response times for the entire community. Stop signs are not intended to be used to control speeding, but rather as a means of

distinguishing the right of way at an intersection. Stop sign warrants must be met to validate installation of stop signs or traffic signals. Warrants were considered at intersections with Monticello Drive, Coventry Court, and Castle Glen Road and none of the locations met the criteria needed to install a stop sign. Finally, the option of reducing the posted speed was considered; however, the posted speed is currently at the 85th percentile per a documented speed survey for Tice Valley Boulevard. If the speed limit is posted below the 85th percentile, law enforcement cannot enforce the posted speed limit. For these reasons, the speed feedback signs are the most appropriate option. This location will be included in the list of traffic device priorities which will allow installation to occur more quickly than if the project is added to the AOB project list.

**Comment: Please put pedestrian sidewalks on Walnut Boulevard from Walnut Heights to Walnut Creek Intermediate for the safety of our children.**

**Response:** The portion of Walnut Boulevard within the Central County AOB boundary is from View Lane to about 250 feet northwest of Walnut Court, a total length of 1,720 feet. A pedestrian sidewalk project can be added to the list of potential projects for the Central County project list; however, if the project moves forward, significant environmental assessment and community outreach would be required before moving forward with a pedestrian path at this location. The remaining portions of Walnut Boulevard between the two schools are within the City of Walnut Creek's jurisdiction and cannot be funded by AOB funds. Please contact the City of Walnut Creek in regards to the portions of Walnut Boulevard that are within their jurisdiction.

**Comment: There is no room for pedestrians and bicyclists on Mountain View Boulevard and speeding is out of control. Making a turn off of Laurel Drive onto Mountain View is very dangerous because the line of site is so limited.**

**Response:** A pedestrian and bicycle improvement project on Mountain View Boulevard will be added to the list of potential projects for the Central County AOB project list. The intersection of Laurel Drive and Mountain View Drive does not meet the criteria needed to install a stop sign. The County will provide additional signage on eastbound Mountain View Boulevard to warn drivers of an upcoming T-intersection at Laurel Drive.

**Comment: Resident requests for bicycle and pedestrian facilities on San Miguel Drive.**

**Response:** A pedestrian and bicycle improvement project on San Miguel Drive will be added to the list of potential projects for the Central County AOB project list.

**Comment: Residents within Contra Costa Centre would like to see various improvements made to improve traffic such as: a dedicated northbound right turn lane on Jones Road, remove the left turn lane out of the Renaissance Sport Club parking garage, eliminating the crosswalk underneath the pedestrian bridge at Jones Road and Treat Boulevard, a wayfaring sign be placed at the Treat/Cherry intersection advising motorists of the limited number of cars that will be able to turn left from Westbound Treat onto Southbound Cherry, and traffic calming measures be installed on Cherry Lane south of Treat Boulevard.**

**Response:** The proposed AOB project list includes a project to improve intersection operations at Treat Boulevard and Jones Road. These specific improvements will be determined at a later date after extensive traffic and environmental analysis. The potential for cut through traffic on Jones Road will be considered as part of this study. The County does not have the authority to request the removal of lanes or turn pockets on private property such as the Renaissance Sport Club. Eliminating the crosswalk under the pedestrian bridge at Jones and Treat would result in a considerable inconvenience to many users that walk to access BART facilities, commercial areas such as Starbucks, and the facilities at John Muir. The County will be posting an informational sign stating that there will be limited green time for the left turn lane on westbound Treat Boulevard onto southbound Cherry Lane during commute hours. Traffic calming measures would not be included in the project list, as Area of Benefit projects typically are planned for several years in the future.

**Comment: Resident requests for the Olympic Corridor Trail to be added to project list.**

**Response:** The Olympic Corridor Trail from Tice Valley Boulevard to Paulsen Lane will be added to the list of potential projects for the Central County AOB project list.

**Comment: Resident requests for bicycle lanes to be added to Concord Boulevard east of Ayers Road.**

**Response:** On Concord Boulevard, east of Ayres Road, the County has jurisdiction over the westbound direction (the city boundary extends down the centerline of the road) up to Dixon lane. There is approximately a 70 foot segment east of Ayres Road within the County that does not currently include bike lanes. Staff will keep this location in mind for a future grant application; however, the limited size of the improvements within the County's jurisdiction would not justify placement on the AOB project list. After further review of this road segment, this project will be removed from the Central County AOB project list as the most substantial potential improvements are within the City of Concord.

**Comment: Resident requests that protected bicycle lanes are added on Danville Boulevard.**

**Response:** Danville Boulevard already includes bike lanes throughout the unincorporated area.

**Comment: Residents in Rudgear area would like to see traffic issues addressed such as pedestrian and bicycle safety due to speeding. Residents would also like to see increased signage, speed bumps, and enforcement at stop signs and for speeding.**

**Response:** The County has jurisdiction of the north end of Rudgear Road from 80 feet east of Vanderslice Avenue to Garron Court. A project at the intersection of Rudgear Road and San Miguel Drive was presented at the workshop on June 1<sup>st</sup> and will remain on the list of potential projects for the Central County AOB project list. Any traffic concerns regarding speeding or signage should be forwarded to the County Traffic Engineer (925-313-2000).

**Comment: Resident requests for pedestrian and bicycle improvements on Castle Hill Road.**

**Response:** Unfortunately Castle Hill Road is not within the limits of the Central County AOB and Contra Costa County. Please contact the City of Walnut Creek for concerns on Castle Hill Road.

**Comment: Resident requests for pedestrian and bicycle improvements on Springbrook Road.**

**Response:** A pedestrian and bicycle project on Springbrook Road has been added to the list of potential projects for the Central County AOB project list.

**Comment: The County should move away from LOS-orientated criteria for road design.**

The Area of Benefit Program is a traffic mitigation program which allows fees to be collected from developers to fund transportation improvements necessary to serve that development. The AOB program should not be confused with the County's sidewalk priority list or the Countywide Bicycle and Pedestrian Plans which are intended for the sole purpose of improving non-motorized travel for constituents countywide. The legislative basis of the AOB program is the Traffic Mitigation Fee Act which generally states that congestion cannot be allowed to increase without development paying its fair share to relieve increased congestion. This program is inherently based upon vehicle level of service (LOS); however, in 2011, Contra Costa County achieved legislative action which allows the mitigation fee program to also include transit, pedestrian and bicycle modes of travel which allows this AOB update to include bicycle and pedestrian projects.

Staff's initial generation of potential projects were based upon projected areas of deficiency per the traffic model. We added to that list projects that are on the Countywide Bicycle and Pedestrian Plan as well as arterials and collector roadways that do not meet current county standards. The projects identified as "widen to meet County Standards" on the project list means that the roadway would be widened to include standard shoulders and lane widths. Standard shoulders typically are four to five feet wide in order to accommodate bike lanes. It's important to review the potential project list, recognizing that those projects identified as Bicycle and Pedestrian Improvements and those projects listed as "widen to meet County Standards" also provide a roadway that accommodates bicycle and pedestrian facilities.

As staff has scrutinized the project list for feasibility and considered all of the feedback from the public, several projects that have low feasibility due to inadequate right of way, excessive cost or physical constraints will not be moving forward for inclusion in the Nexus Study. Many projects were also added to the list per the community's request. Twenty nine projects were listed as potential projects at the workshop: eighteen projects to improve vehicle capacity and safety and eleven projects for bicycle and pedestrian improvements. The final list of projects to be included in the Nexus analysis will be posted in September 2015 and is anticipated to be weighted towards multi-modal projects per community feedback. Please look for the posting of the amended list of potential projects and contact County staff if you have any questions or concerns regarding the projects included, or not included, on this future list.

### **How residents can address concerns about traffic enforcement in their area.**

The County coordinates with the California Highway Patrol (CHP) for enforcement along County roads. Please contact CHP in regards to traffic enforcement in your area. The Contra Costa CHP office can be reached at (925)-646-4980.