

## **Contra Costa Centre Area Municipal Advisory Council Minutes of Tuesday August 16th, 2005**

**The meeting was called to order at 5:00 p.m.**

**Board Members present:** Jim Hunt, Chair; Lynette Busby, Vice Chair; Kathy Boswell; Gerry DeRuyte; Bob Roth; and Jeffrey Peckham, Secretary.

1. **Motion and second were made to approve the minutes for July 19th, 2005** and were passed unanimously.
2. **Public Comment:**

**Craig Cheslog – District Director for Senator Torlakson bill** – Welcomed the CCC MACs comments on the Torlakson bill SB521, and encouraged members to call with any questions at 925 602 6593. Senator Torlakson would appreciate in future the opportunity to work with the CCC MAC when they consider decisions regarding the content and intent of SB521, or any other government matter that might interest the Committee. Craig further explained that Senator Torlakson was introducing SCA12 – a Senate Constitutional Amendment – the California Homeowners Protection Act. If passed, this bill will specifically protect homeowners’ rights in the area of Transit Village activities, as well as other areas where governmental eminent domain rights could be invoked.

**MAC Comments<sup>1</sup>:** Busby indicated that a meeting with Supervisor DeSaulnier and BART Director Murray to discuss further changes needed to amend the BART station name is planned, but has not yet taken place.

3. **Traffic issues** – Jim Hunt presented this topic with the context that traffic around BART needs to be addressed in a manner that holistically deals with issues that cross various city and county boundaries. Hunt presented four areas to be addressed initially:
  - a. Westbound traffic on Treat Boulevard heading for I-680 on ramps in right most land backing up to Jone Road and sometimes Cherry Lane.
  - b. Southbound traffic along Bancroft to Mayhew to Las Junitas towards the BART station.
  - c. Through traffic on Cherry Lane from north to south of Treat Boulevard.
  - d. The lack of traffic along Oak Road in front of the PMI building such that on street parking might be feasible.
- **Steve Goetz – CCC Transportation Planning** responded by explaining his role, and pledged support to respond to the issues noted. He gave some additional detail about the intersection of Mayhew and Bancroft before turning over the discussion to his peer from Walnut Creek.
- **John Hall – Walnut Creek Transportation Planning** introduced himself and explained his role. WC is updating their strategic plan and the indicators are that traffic will increase. The intersection of Mayhew and Bancroft is being analyzed to see if it warrants a traffic signal. To complicate matters, three jurisdictions will be involved – Concord, County, and Walnut Creek.

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<sup>1</sup> The reader should note that all references to the BART MAC will now be referred to as the CCC MAC, due to the name change which occurred in July.

- **Bill Fernandez – CCC Public Works Department - Traffic Planning** – commented he will come back in the future with recommendations regarding the issues brought forward.

**Public Comment:**

- AJ Buttacavoli (a member of the Walden Association) commented that there is a lot of noise from motorcycles, sirens, and boom boxes. Is there a central coordination point for controlling noise? Getz responded that new development is controlled, but not the sort of noise described. AJ further commented that no one is forcing the Ambulances to use lights, not sirens. The CHP refuses to enforce this law, according to AJ, who has pursued the matter with them as well as local police agencies.
- Leslie Hunt – West bound traffic flow on Treat causes problems for pedestrians. Getz responded that the additional development in the area will allow for enhancements to encourage better traffic and pedestrian flow around the BART station. This will include signage at a minimum.
- Don Huggins – Commented that option D of the shortcut path could possibly assist in some of the traffic issues around Mayhew, Bancroft, and Las Juntas.
- Linda Hunt – traffic is increasing heavily at the intersection of Las Juntas, and Mayhew. Drivers are moving too fast – over the speed limit. An accident could easily happen given the change in driving habits. John Hall said he would pass it on to Walnut Creek police. However, this intersection is literally the junction of 3 jurisdictions, and he could not address the other jurisdictions.
- A resident near the intersection of Las Juntas, Mayhew, and Bancroft, presented concerns around these two intersections. She reinforced her recent memo to the committee, detailing safety concerns around the increase in traffic, speeding in the area, and the need for traffic calming devices to increase safety there.
- A citizen (no name given) said that the Sheriffs, in his opinion, are not helpful (in general), and he has had negative experience with them.
- AJ took exception to the previous comment, indicating he is and has been very active with the police and sheriff agencies – and has had a very positive experience (and many of them) with these organizations.

**MAC Comment**

- Gerry – Related to Oak Road east side parking, please look at pedestrian crossing convenience to prevent dangerous pedestrian jaywalking habits.
- Bob – Requested Bill Fernandez to further review the possibility of permanent PMI parking on Oak Road in front of the PMI building.
- Jim Hunt – Can citizens propose/impose traffic calming devices in their neighborhood? John Hall indicated that, taking Los Junitas as an example, it is designated as a collector street, so calming devices have to be balanced against this function. Jim Hunt asked if the vehicle load was too heavy for a collector street. – 5500 vehicles per day. John Hall responded – no, this is typical. Steve Getz expanded on this topic stating that calming devices are typical and supported by County. The proposed Coggins Crosswalk recently approved by the CCC MAC is an example of this kind of device in play.
- Peckham asked whether a roundabout would be appropriate for the traffic problems blooming at Mayhew and Bancroft. John Hall could not answer – and indicated that a roundabout could be very expensive to build if landscaping is extensive. Also, a roundabout must take into consideration the potential size of the vehicles that use the intersection, and the street space available.

**4. Remaining 2005 Objectives – Discussion and Proposal for action**

There was no public commentary on this item.

- a. Landscaping guidelines need to be identified. Don Huggins commented that it should include BART track landscaping. Kathy said the landscaping subcommittee will look into the county codes as a way to research what enforcement can be obtained, and come back with some proposals.

**Decision: The Landscape Subcommittee will research and prepare guidelines for further discussion; unanimously approved.**

- b. Policy guidelines for handling development proposals need to be identified and documented. The CCC MAC currently has no policy when considering new developments proposed in the area. It was confirmed that Walden does review development proposals, but itself has no policy either.

**Decision: The Landuse Subcommittee will research and prepare draft policy guidelines for further discussion; unanimously approved.**

- c. Timing and conditions for annexation to WC. The CCC MAC will take up this issue with the various governing bodies, particularly Supervisor DeSaulnier and Mayor Gary Skrel of Walnut Creek. Kathy and Lynette commented that Walden is currently assessing public interest and the CCC MAC should perhaps wait until interest in this idea has been freshly assessed.

**Decision: Any decisions were postponed, as Jim Hunt tabled this item for a future meeting.**

*The meeting was temporarily adjourned at 5:55P.M. so that the separate, County-sponsored, meeting on the Pleasant Hill BART Shortcut Path could be held. During this interlude, the public was encouraged to bring their concerns to the attention of the County planners after a presentation of their analysis. The County reported that Option B, which utilizes the BART land North of the tracks between Las Juntas and Bancroft, and borders Clemson Court, had been confirmed as their recommended choice, of four options considered. There was a lively discussion during which the community members in attendance raised many concerns. The CCC MAC meeting was then reconvened at 7:35P.M.*

## **5. Discussion and possible recommendation on the PH BART Shortcut Path**

### **Public Comment**

- Will the comments used in the other meeting be used in consideration of the path proposal? Hunt responded in the affirmative.
- Could the committee instead recommend option D – it has none of the issues brought up about security and safety.
- Don Huggins commented that the landscaping won't be maintained unless there is a specific contract made to ensure it will be maintained properly. BART has broken its promise of landscaping maintenance for the past 20 years.
- A citizen forcefully stated that the CCC MAC should say no to the County, because there has not been a proper public discussion of the options – and option D was not discussed at all, in his opinion.
- Don Huggins additionally indicated that no costs have been really presented. How will it be paid for, can it be afforded, and will it have a protected maintenance budget.
- A representative from BART staff indicated that BART would allow use of the land, but would require a jurisdictional body to take over the cost of maintaining and securing the trail once built. Budget for maintenance would not come from BART.

### **MAC Comment**

- Boswell – security for the trail, given its isolated nature is not clear; there is not enough clarity to make a recommendation.

- Busby – not enough clarity to make a recommendation. There is not enough information about costs, etc.
- Roth – Agreeing with previous comment; there is not enough information to make a recommendation.
- Peckham – support the notion of enhancing the trail system, the direction of the County recommendation, but landscaping and security make it impossible to make a positive recommendation to support the path route at this point.
- DeRuyte – supportive of trails also, but security, bridge safety, and details about the trail access need to be clarified before making a recommendation.
- Hunt – should the committee recommend that County staff gather more information at a detail level about all routes, or is Option B the best route in the opinion of the committee? The cost of forcing detailed analysis of the alternative paths would be potentially very expensive and resource intensive.

#### **Decision**

**The CCC MAC concurs with the County recommendation that Option B (on the BART right of way, along Clemson Court) is the most feasible for a trail. However, approval of this route is contingent on several significant concerns generally held by the committee being resolved. It is requested that the County staff respond in more detail how the issues surfaced around security, landscaping, fencing, bridge safety, jurisdictional control, and cost - especially related to maintenance of the trail landscape - can be managed acceptably.**

**6. Next Meeting:** After some discussion related to allowing Mayor Gary Skrel of Walnut Creek to attend by changing the normal meeting time, the next CCC MAC meeting will be on **September 27<sup>th</sup>**. The meeting was unanimously ended by the Committee at 8 p.m.