

**7. CCTA Call for Projects for the Measure J Contra Costa-Transportation for Livable Communities (CC-TLC) and Pedestrian, Bicycle and Trail Facilities (PBTF) programs**

**Attachment:**

- September 7, 2011 CCTA Planning Committee Staff report on the Release of the CC-TLC and PBTF Call for Projects. The full call for projects for both programs is on the Authority's website at this address: <http://ccta.net/EN/footer/fundingopportunities.html>

**7A. Attachments:**

- Contra Costa County Department of Conservation and Development: Transportation for Livable Communities Proposals: *Olympic Corridor Trail Connector Study* short description and initial draft application; and
- I-680/Treat Boulevard Bicycle and Pedestrian Improvement Plan short description and initial draft application





## Planning Committee **STAFF REPORT**

Meeting Date: September 7, 2011

<b>Subject</b>	<b>Approval to Release CC-TLC and PBTF Call for Projects</b>
<b>Summary of Issues</b>	In July, the Authority approved guidelines for the Measure J Transportation for Livable Communities (CC-TLC) and Pedestrian, Bicycle and Trail Facilities (PBTF) programs. Staff has prepared a draft call for projects for review and approval to release.
<b>Recommendations</b>	Issue the call for projects to the RTPCs and local jurisdictions
<b>Financial Implications</b>	The CC-TLC program receives five percent and the PBTF program receives 1.5 percent of Measure J revenues; an additional 0.04 percent of revenues for pedestrian and bicycle facilities is allocated by WCCTAC
<b>Options</b>	n/a
<b>Attachments</b>	A. Draft Call for Projects for CC-TLC and PBTF Programs
<b>Changes from Committee</b>	

### Background

In July, 2011, the Authority adopted guidelines for the Measure J Transportation for Livable Communities (CC-TLC) and Pedestrian, Bicycle and Trail Facilities (PBTF) programs. Measure J allocates 6.5 percent of the sales tax revenues received — 6.94 percent if additional funds allocated specifically to West County are added in — to these two programs. The 2011 Measure J Strategic Plan estimates that about \$21.6 million is available for allocating through the two programs during the FY 2011–2015 funding cycle, as outlined in the following table.

#### ESTIMATED AVAILABLE FUNDING, , FY 2011–2015

<i>Transportation for Livable Communities Program</i>		<i>Pedestrian, Bicycle and Trail Facilities Program</i>	
West	\$6,038,000	Countywide Share	\$3,973,000
Central	\$5,742,000	EBRPD Share	\$1,986,000
Southwest	\$3,741,000	Additional West County	\$159,000
<b>Total</b>	<b>\$15,520,000</b>	<b>Total</b>	<b>\$6,118,000</b>

Authority staff prepared a draft call for projects that was reviewed by the TCC. The call for projects expands on the process established in the guidelines and sets a specific schedule for the review and selection of the project applications.

#### **TCC COMMENTS**

While generally supportive of the call for projects as proposed, the TCC recommended that the "ability to meet criteria" section for the CC-TLC program be revised to require only checkboxes where applicants would identify which CC-TLC goals are met and what phases of project development have been completed. They also asked that the language from the PBTF application on matching funds be substituted for that in the draft CC-TLC application.

While staff supports simplification wherever possible, we do not believe that a simple checklist adequately conveys to reviewers, to the Authority and, most important, to the public how the proposed project would achieve the goals that the voters set for the CC-TLC program when they approved it in 2004. As one TCC member stated, when one sees a checkbox marked to indicate a project would further a goal, the first question that springs to mind is, "How?" Consequently, the proposed application continues to ask how the project would help achieve the goals, though it asks that the focus be on only those goals that would be affected and that the explanation be brief.



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## COMMISSIONERS

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## MEMORANDUM

**Date** September 23, 2011

**To** Potential Applicants

**From** Brad Beck

**RE** Call for Projects for Measure J Transportation for Livable Communities and Pedestrian, Bicycle and Trail Facilities Programs

The Authority is pleased to announce a call for applications for funding through two Measure J programs: the Transportation for Livable Communities (CC-TLC) program and the countywide competitive component of the Pedestrian, Bicycle and Trail Facilities (PBTf) program.

Completed applications and all other required materials are due by **1:00 pm on Monday, November 14, 2011**. Deliver your completed application — by mail, delivery service or hand — to:

Contra Costa Transportation Authority

2999 Oak Road, Suite 100

Walnut Creek, CA 94597

*Attn: Brad Beck, Senior Transportation Planner*

Applications may also be transmitted electronically to the following address:

[dbodon@ccta.net](mailto:dbodon@ccta.net)

Electronically transmitted applications must be sent by **1:00 pm on Monday, November 14, 2011**.

The forms for applying for funding through these two programs are reproduced as Exhibits A and B. Application forms for these two programs may be downloaded from Authority's website at [www.ccta.net](http://www.ccta.net).

2999 Oak Road  
 Suite 100  
 Walnut Creek  
 CA 94597  
 PHONE: 925.256.4700  
 FAX: 925.256.4701  
[www.ccta.net](http://www.ccta.net)

*Potential Applicants**September 23, 2011**Page 2***GUIDELINES**

In July, 2011, the Authority adopted guidelines for both the CC-TLC and PBTF programs. They are included in this call for projects as Exhibits C and D. The guidelines outline which sponsors and projects are eligible, minimum and maximum funding requests, and the process and criteria for selecting projects. Applications must comply with these guidelines.

**AVAILABLE FUNDING**

Measure J establishes the shares of sales tax revenues allocated to the programs, as follows:

<i>Program</i>	<i>Share</i>
12 – Transportation for Livable Communities	5 percent
13 – Pedestrian, Bicycle and Trail Facilities	1.5 percent
25 – Additional CC-TLC *	0.4 percent
26 – Additional PBTF *	0.04 percent

\* Allocated only to West County

Based on the estimates in the 2011 Measure J Strategic Plan, the two following tables outline the estimated funding available through these two programs for this funding cycle (FY 2011–2015).

**ESTIMATED AVAILABLE FUNDING**

*Measure J Transportation for Livable Communities Program, FY 2011–2015*

<i>Component</i>	<i>Share</i>	<i>Amount (in 1,000s)</i>
Total Program 12 (1)	100.0%	\$14,353
less administrative takedown	98.5%	\$14,138
Additional West County (2)	100.0%	\$1,403
less administrative takedown	98.5%	\$1,382
<b>Total Available Funding</b>		<b>\$15,520</b>
West	23.8%	\$6,038
Central	29.4%	\$5,742
East (3)	27.6%	—
Southwest	19.1%	\$3,741

(1) Excludes East County funding

(2) Excludes \$210,000 previously allocated to El Cerrito

(3) East County share of CC-TLC funds have already been allocated

*Potential Applicants**September 23, 2011**Page 3***ESTIMATED AVAILABLE FUNDING***Measure J Pedestrian, Bicycle and Trail Facilities Program, FY 2011-2015*

<i>Component</i>	<i>Share</i>	<i>Amount (in 1,000s)</i>
PBTF Funds	100.0%	\$6,050
less administrative takedown	98.5%	\$5,959
Additional West County	100.0%	\$161
less administrative takedown	98.5%	\$159
<b>Total Available Funding</b>		<b>\$6,118</b>
Countywide Competitive Share	66.7%	\$3,973
EBRPD Share	33.3%	\$1,986
Additional West County	100.0%	\$159

**PROJECT SELECTION****CC-TLC Program**

Under Measure J, the Regional Transportation Planning Committees (RTPCs) have the responsibility of recommending which projects should be funded using the sub-area's share of CC-TLC funds. Measure J relies on the RTPCs to use their knowledge of local needs and conditions to decide how best to apply the goals of Measure J and the criteria in the CC-TLC guidelines in their subregion.

**Countywide Competitive Share of the PBTF Program**

The Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) will review and rank project applications using the criteria established in the most recently adopted CBPP. (Those criteria are included as Exhibit One of the PBTF application.) Site visits may be conducted as necessary to resolve questions that may arise about applications or to help decide between closely ranked projects.

*Potential Applicants*

*September 23, 2011*

*Page 4*

#### **SCHEDULE FOR PBTF AND CC-TLC PROJECT SELECTION**

<i>Action</i>	<i>Date</i>
Authority staff releases Call for Projects .....	September 23, 2011
Applications due to Authority.....	November 14, 2011
Authority staff sends CC-TLC applications to RTPCs .....	November 18, 2011
CBPAC makes initial review of applications received .....	November 21, 2011
RTPC TACs review CC-TLC applications .....	December 2011- January 2012
CBPAC recommends PBTF funding allocations .....	January 23, 2012
RTPCs approve CC-TLC funding recommendations.....	February 2012
Authority staff prepares PBTF & CC-TLC Strategic Plans.....	February-March 2012
TCC reviews recommended PBTF & CC-TLC allocations .....	March 15, 2012
PC reviews recommended PBTF & CC-TLC allocations.....	April 4, 2012
Authority approves PBTF & CC-TLC allocations .....	April 18, 2012

#### **QUESTIONS**

Questions on either of these two programs and the application and selection process should be addressed to Brad Beck, either by phone (925 256-5726) or email ([bbeck@ccta.net](mailto:bbeck@ccta.net)).



**Contra Costa County Department of Conservation and Development:  
Transportation For Livable Communities Proposal:  
*Olympic Corridor Trail Connector Study***

The *Olympic Corridor Trail Connector* Study is a planning effort that will identify feasible alignments and the preferred alternative for a pedestrian/bicycle facility connecting two well used, paved, multi-use regional trails in Contra Costa County, the Lafayette-Moraga Trail (LMT) and the Iron Horse Trail (IHT). If connected, these facilities (in addition to the Contra Costa Canal Trail two miles to the north of downtown Walnut Creek) would complete a trail network that joins most of Lamorinda, San Ramon Valley, and Central Contra Costa. The ultimate goal of the proposal is to provide a superior connection for bicyclists and pedestrians between the LMT to the IHT offering the highest level of safety and convenience.

The study spans three jurisdictions (Lafayette, Unincorporated Contra Costa County, and City of Walnut Creek) generally along the Olympic Boulevard corridor. The western project limit is in the City of Lafayette at the intersection of the LMT, Olympic Boulevard, and Reliez Station Road. The eastern project limit is in the City of Walnut Creek along the IHT corridor. (See Map next page). For the purposes of this study, the Olympic Boulevard corridor includes Boulevard Way, Newell Avenue, and Olympic Boulevard.

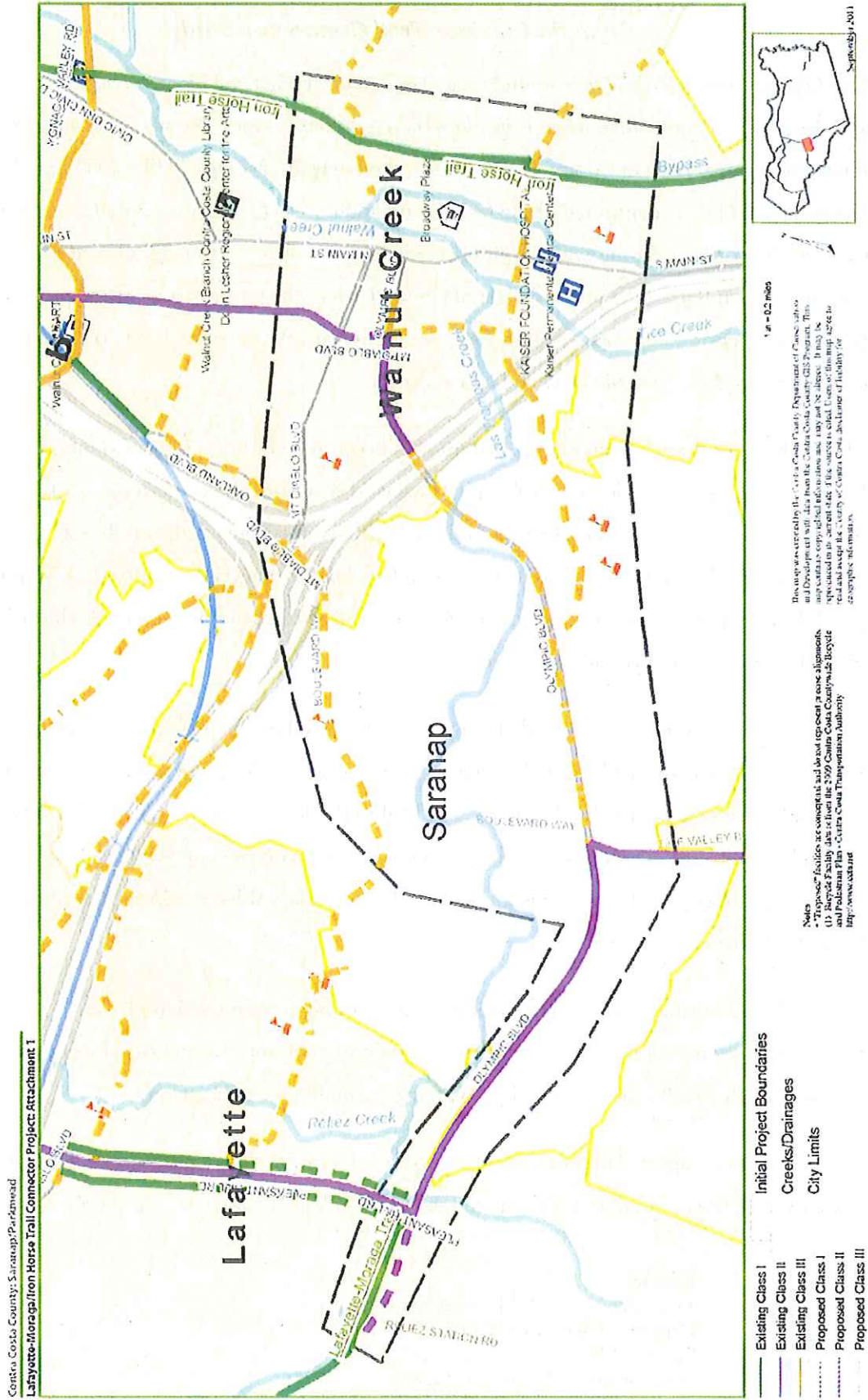
The land uses and activity centers that are potentially served by the project are downtown Walnut Creek/Broadway Plaza, higher density housing along Olympic Boulevard, residential areas in Lafayette along the LMT, and the Mt. Diablo Boulevard commercial district. It is currently possible to bicycle and walk between the two trails on existing facilities. However, the route is a patchwork of facilities including, Class I paths, Class II lanes and unmarked or undesignated streets and sidewalks.

The study will recommend a range of improvements to be implemented in phases. Recommendations will range from short-term/low cost spot improvements to longer term investments that reallocate existing right-of-way or acquire new right-of-way.

The proposal is supported in policy documents of the City of Walnut Creek, Contra Costa County, Contra Costa Transportation Authority, and the Metropolitan Transportation Commission.



**Contact:**  
John Cunningham, Sr. Transportation Planner  
Department of Conservation & Development  
925-335-1243  
[john.cunningham@dcd.eccounty.us](mailto:john.cunningham@dcd.eccounty.us)



**DRAFT****DRAFT****DRAFT****DRAFT****1. PROJECT INFORMATION****a. Project Name:** Olympic Corridor Trail Connector Study**b. Project Location:** The project is a study that spans three jurisdictions (Lafayette, Unincorporated Contra Costa County, and City of Walnut Creek) generally along the Olympic Boulevard corridor. The western project limit is in the City of Lafayette at the intersection of the Lafayette-Moraga Trail, Olympic Boulevard, and Reliez Station Road. The eastern project limit is in the City of Walnut Creek along the Iron Horse Trail corridor. (See Map - Attachment 1)**c. Sponsor:** Contra Costa County via the Southwest Transportation Committee (SWAT) and/or the Transportation Partnership and Cooperation Committee (TRANSPAC)**d. Implementing agency (if different than sponsor):**

Study recommendations would require adoption by up to three agencies, City of Lafayette, City of Walnut Creek, and County of Contra Costa.

**e. Partner agencies (only if playing a substantial role in implementing the proposed project):** City of Walnut Creek, City of Lafayette**f. Contact for project:** John Cunningham, 335-1243, john.cunningham@ded.cccounty.us**g. Funding:****i. Total project cost:** TBD**ii. Committed funding:** TBD**iii. Requested CC-TLC funds:** TBD**iv. Unfunded balance:** TBD**h. Proposed schedule: milestone dates for project development**

TLC funding covers a three year period, so Contra Costa County staff is open to other schedule. The January 2012 completion date was selected to maximize future opportunities for seeking grant funds from various sources to implement the study's recommendations.

**PRE-PROJECT SCHEDULE****September– November 2011:** Seek approval from necessary advisory/policy bodies including but not limited to:

- Contra Costa County Board of Supervisors Transportation, Water, and Infrastructure Committee,
- City of Lafayette Bicycle, Pedestrian Advisory Committee, Circulation Commission, City Council,

- City of Walnut Creek Bicycle Advisory Committee, Transportation Commission, and City Council

November 2011: Submit Grant Application

## PROJECT SCHEDULE

April 2012: TLC Grant Award

May- June 2012: Form Project Steering Committee and select Consultant

June- July 2012: Project Initiation

July- September 2012: DRAFT Alternative Alignment Definition & DRAFT Issues & Options for each alignment

September-October 2012: Public Workshop to Review DRAFT Alignments/Issues & Options

October 2012: Technical Memo Identifying the Preferred Alignment and the basis for the decision

November-December 2012: Public Meeting to Release Draft Project Report with Design Recommendations & Phasing Plan

January 2012: Final Project Report and adoption by implementing agencies.

### **i. Potential phasing (the applicant will be asked to identify project components that could be eliminated if insufficient funding is available to fund the full project)**

The proposal only proposes completion of the planning phase. It does not include project design or environmental review. We cannot propose partial planning for this project. The planning will be done together.

Due to likely differences in each jurisdiction in terms of

- identified improvements,
- funding readiness, and
- project advancement protocols,

final project implementation must be done individually as part of a future process.

### **Project Description:**

The Olympic Corridor Trail Connector Study will identify feasible alignments and the preferred alternative for a pedestrian/bicycle facility connecting two well used paved multi-use regional trails in Contra Costa County, the Lafayette-Moraga Trail (LMT) and the Iron Horse Trail (IHT). In addition to the LMT and the IHT, the Contra Costa Canal Trail connects to the IHT less than two miles to the north. These facilities, if connected, would complete a trail network that joins most of Lamorinda, San Ramon Valley, and Central Contra Costa.

In addition to the selection of the alignment and facility types, the project will develop plans and a design for signage and infrastructure improvements. It is currently possible to bicycle and walk between the two trails on existing facilities. However, the route is a patchwork of facilities including, Class I paths, Class II lanes and unmarked/undesigned streets and sidewalks.

The study will recommend a range of improvements intended to be implemented in phases. Recommendations ranging from short-term/low cost spot improvements to longer term/substantial investments that reallocate existing right-of-way or acquire new right-of-way will be provided.

These improvements are intended to develop the ultimate configuration of a LMT and IHT connector facility which provides the highest level of safety and convenience for pedestrians and cyclists along the corridor. The County recognizes that given the constraints along the corridor it is not possible to have a facility identical to the regional trails being connected. However, the goal is to provide as superior a facility as reasonable between the two trails. The provision of an improved connector facility will encourage more walking and bicycling along the corridor being studied.

Known Issues to be addressed during this process:

1. Accommodation of future roundabout at the intersection of Olympic Boulevard and Pleasant Hill Road;
2. Configuration of Olympic Boulevard;
3. Access through downtown Walnut Creek between I-680 and the Iron Horse Trail;
4. Configuration of Newell Avenue Partial Closure;
5. Constraints in the I-680 undercrossings;
6. Constraints along flood control, Caltrans and other public right of way within the study area; and
7. ? Constraints between South Main Street and Iron Horse Trail.

Agencies/Organizations to be consulted:

- Broadway Plaza
- Caltrans
- City of Lafayette
- City of Walnut Creek
- Contra Costa County Flood Control and Water Conservation District
- Contra Costa County Supervisor District II Office
- Contra Costa County Supervisor District III Office
- East Bay Regional Park District
- East Bay Regional Park District
- Parkmead Community Association
- Saranap Homeowners Association
- Walnut Creek Downtown Business Association? (Jeremy? Leah, any corresponding group from Lafayette? The connection is further away from businesses so maybe it is irrelevant in your section)

### **3. ABILITY TO MEET CRITERIA**

**a. Achievement of CC-TLC Goals: Describe how well the proposed project achieves the six goals of the CC TLC program**

**i. Help create walkable, pedestrian-friendly neighborhoods and business districts**

The goal of the proposal is to provide a superior connection for bicyclists and pedestrians between the Lafayette-Moraga Trail to the Iron Horse Trail. The preferred design recommendations are likely to include separate facilities for bicycle and pedestrian use at certain points within the corridor.

**ii. Promote innovative solutions, including compact building design and context-sensitive site planning that is integrated with the transportation system**

The project will consider innovative solutions to non-motorized travel, including, but not limited to best practices found in the "Other Tools For Local Agencies" in the 2009 Contra Costa Countywide Bicycle and Pedestrian plan, the new National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, the Contra Costa Trail Design Resource Handbook and ?, and ?.

**iii. Help create walkable, pedestrian-friendly access linking housing and job centers to transit**

Consistent with the Transportation for Livable Communities program description in the voter approved Measure J, this project will help to create an improved walkable and bikeable access to housing, job centers and transit by:

1. Providing a high quality non-motorized facility(s) connecting the housing and commercial/retail areas (Mt. Diablo Blvd) in Lafayette with the retail, commercial and job center in Walnut Creek,
2. Providing an improved bicycle and pedestrian connection from Lafayette and unincorporated County (that has very limited transit service) to the transit rich areas of downtown Walnut Creek. 13 County Connection routes stop in and around the Walnut Creek BART station. Solano Express and the Livermore Amador Valley Transit Authority also have routes that serve the station. In contrast the next nearest BART station (Lafayette) is served by only one transit provider (County Connection) with only two routes. There is very limited transit service in the corridor being studied, and
3. Improving access to the Iron Horse Trail which, in turn, provides additional non-motorized, countywide access to retail, commercial and job centers.

**iv. Help create affordable housing**

The project will improve non-motorized connections to job centers in Walnut Creek (downtown) and Lafayette (Mt. Diablo Blvd.) to multi-family housing present along Boulevard Way and Olympic Boulevard.

**v. Encourage a mixture of land uses and support a community's development or redevelopment activities**

The project will improve non-motorized access to both the Lafayette and Walnut Creek retail/commercial areas. The project is consistent with the local General Plans and the Countywide Bicycle and Pedestrian Plan.

**vi. Provide for a variety of transportation choices to enhance a community's mobility, identity, and quality of life**

The proposed project will increase access to transportation choices by

1. Leverage the already substantial connectivity of the LMT, IHT, and the Contra Costa Canal Trail (which connects to the IHT less than 2 miles to the north) by linking them together, improving the utility of the existing trails creating a seamless non-motorized facility joining Lamorinda, the San Ramon Valley, and Central County, and
2. Substantially improving bicycle access to transit by providing a superior path to the transit rich area in Walnut Creek.
3. Quality of life will be improved by providing improved non-motorized access to the retail, commercial and entertainment amenities found in downtown Walnut Creek and the Mt. Diablo Boulevard area.

**b. Feasibility: describe where the sponsor is in the project development process — design, environmental clearance, right-of-way purchase, and PS&E — and any outstanding issues**

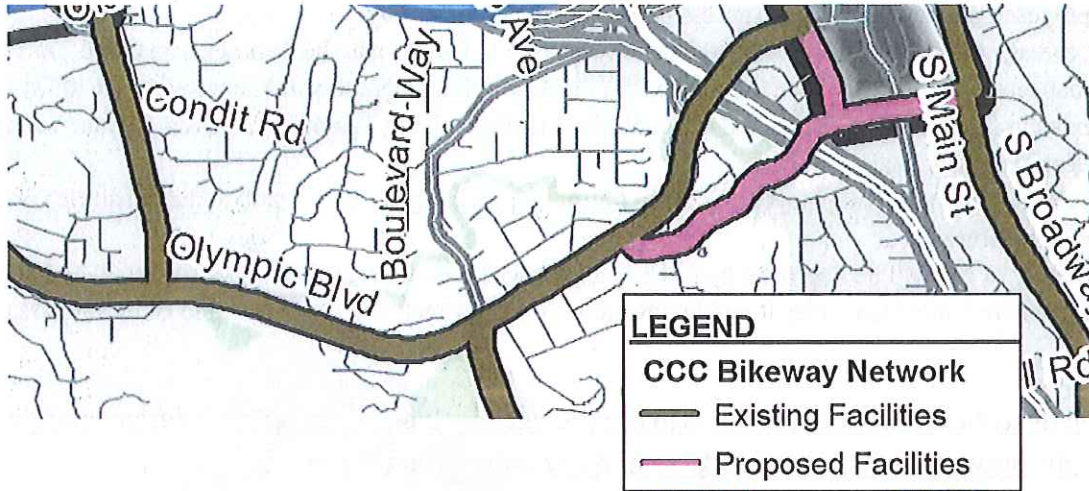
The proposed project is the next step in identifying a preferred alignment of several previously identified options, Boulevard Way, Olympic Boulevard, and Newell Avenue, spanning two cities and the County. See question c. for this prior identification. The proposed project will provide a forum for the three jurisdictions to plan together a non-motorized connection between two regional trail facilities that works for each jurisdiction as well as the region. Implementation of the study's recommendations (e.g. design, environmental clearance, right-of-way acquisition, and PS&E) can best be accomplished in subsequent phases by each jurisdiction individually.

In 2006, the City of Walnut Creek adopted a General Plan that identifies a proposed bike lane/route connection to the Iron Horse Trail via Newell Lane. In 2009, the Contra Costa Transportation Authority adopted the Countywide Bicycle and Pedestrian Plan which includes a variety of bicycle facilities on various alignments in the study area connecting the LMT and IHT. In 2010, the County approved the Paulsen Lane General Plan Amendment which generated interest in providing an improved connection between LMT and the IHT via Las Trampas Creek. A potential exists to determine if a regional connection can be served by upgrading, combining, or extending one or more of these facilities to serve as a connection between the LMT and IHT.

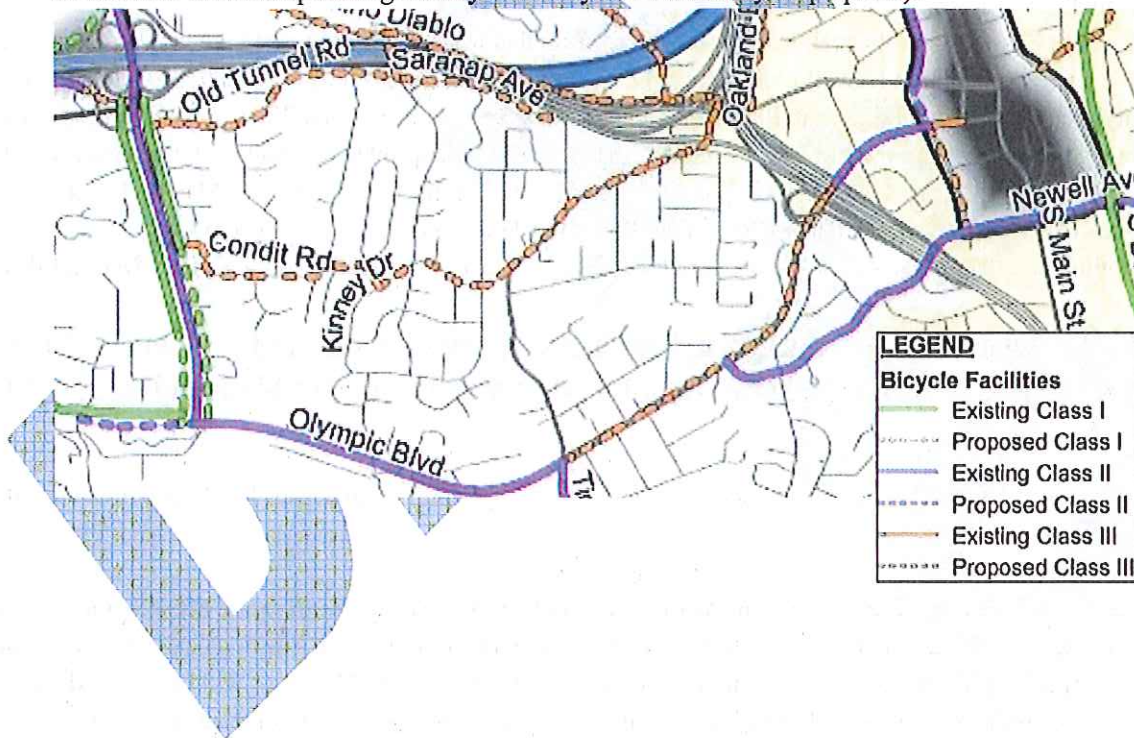
**c. Local and policy support: identify policies in local plans that support the projects, the integration of the project with other local efforts, and other support from the general public, the RTPCs and other relevant agencies**

The study corridor and potential alignments within are well supported in numerous local, countywide, and regional planning documents:

**Figure 1 Contra Costa Transportation Authority: 2009 Contra Costa Countywide Bicycle and Pedestrian Plan: Figure 1: Countywide Bicycle Network:** The figure below shows an existing facility along Olympic (partially in error, see conflicting designation in Figure 2 below. This error will be rectified with the upcoming Countywide Bicycle Plan facility map update), and a proposed facility on Newell Avenue.

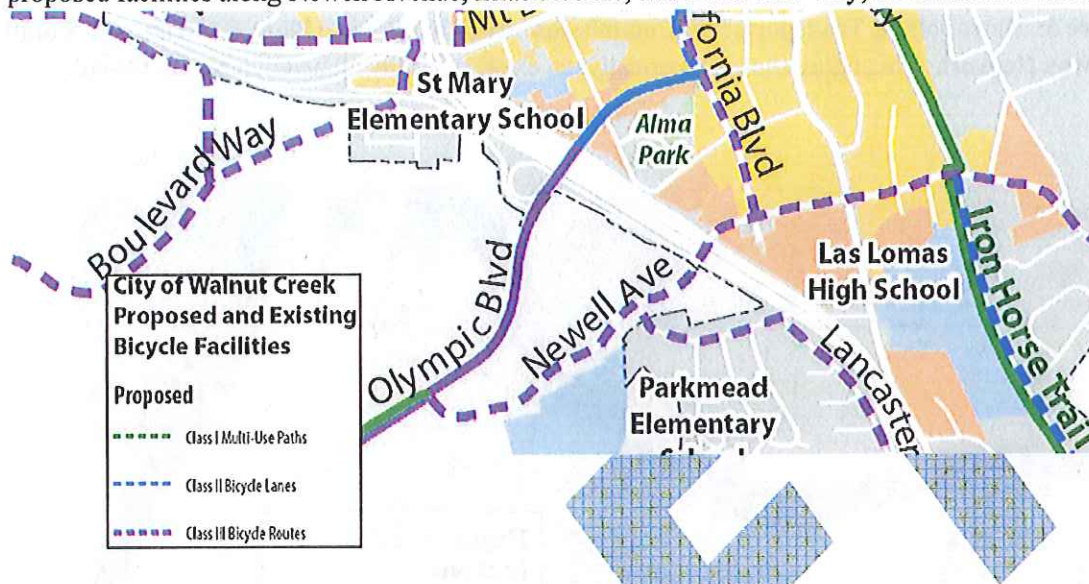


**Figure 2 Contra Costa Transportation Authority: 2009 Contra Costa Countywide Bicycle and Pedestrian Plan: Figure D-19: Local Bicycle Networks: Walnut Creek:** This figure shows proposed facilities on Olympic Boulevard and Boulevard Way and an existing Class II on Newell (The existing Class II is in error [see conflicting designation in Figure 1 above], there should be a proposed Class III. This error will be rectified with the upcoming Countywide Bicycle Plan facility map update).

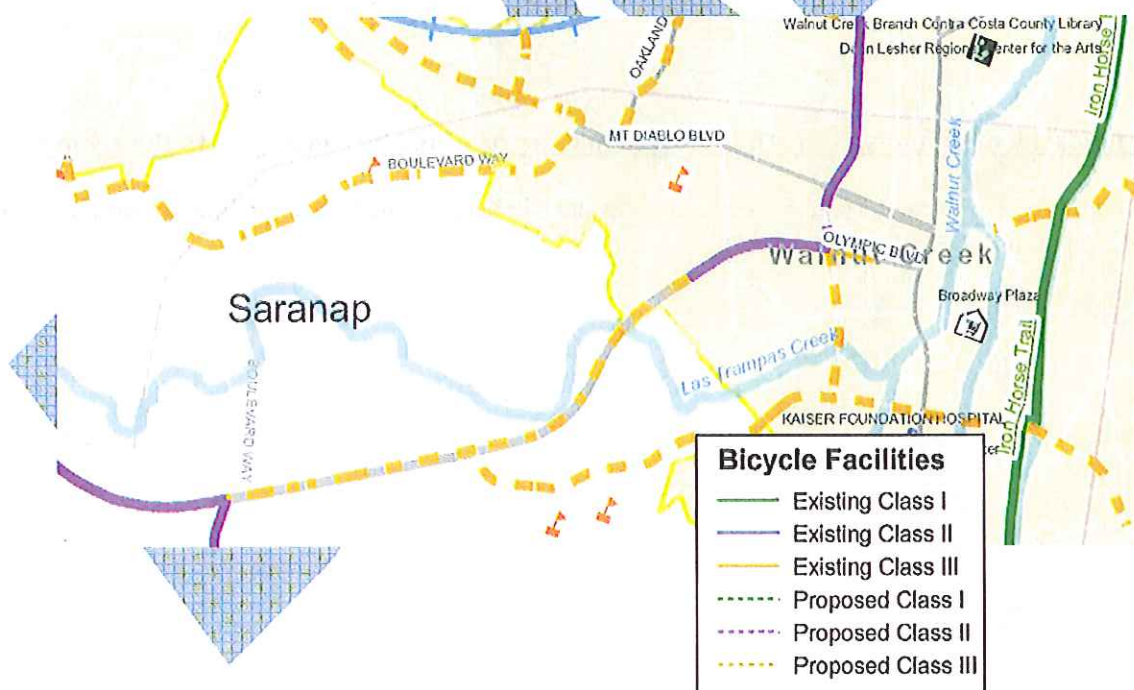




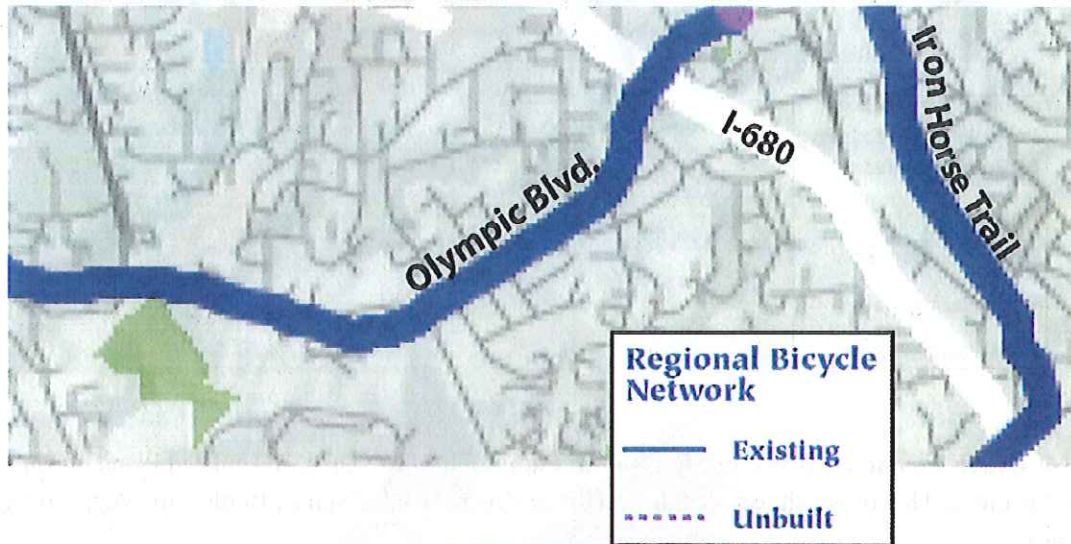
**Figure 3: City of Walnut Creek, Proposed and Existing Bicycle Facilities Map:** This figure shows proposed facilities along Newell Avenue, Lilac Avenue, and Boulevard Way, all included in the study scope.



**Figure 4: DRAFT Contra Costa County General Plan: Figure XX: DRAFT Updated Planning and Existing Bicycle Facilities:** This figure shows planning facilities along Newell Avenue, Boulevard Way, and Olympic Boulevard.



**Figure 5: Metropolitan Transportation Commission: Regional Bicycle Plan: Contra Costa County Bikeway Network:** This figure shows, incorrectly, an existing facility along Olympic Boulevard.



**d. Matching funds: identify funds from other sources that are or would be committed to the project**

The County and the cities of Walnut Creek and Lafayette will budget staff time as an in-kind contribution to completion of this planning project.

**Contra Costa County Department of Conservation and Development:  
Transportation For Livable Communities Proposal:  
*I-680/Treat Boulevard Bicycle and Pedestrian Improvement Plan***

The proposed project would provide a plan that identifies improvements to serve bicyclists and pedestrians using the Treat Boulevard/I-680 over-crossing near the Contra Costa Centre/Pleasant Hill BART station area. The I-680/Treat Boulevard over-crossing is one of the main arteries into the Contra Costa Centre/Pleasant Hill BART station area from areas of Walnut Creek west of the freeway.

The Contra Costa Centre/Pleasant Hill BART Area Specific Plan identifies a need for a future bicycle and pedestrian circulation route along this segment (See map next page). The general study area consists of the segment of Treat Boulevard from the Iron Horse Trail overcrossing, extending west to North Main Street in the City of Walnut Creek. The Contra Costa Centre/Pleasant Hill BART Specific Plan contains policies and recommendations that encourage improved bicycle and pedestrian circulation access to, through, and from the Specific Plan area. The proposed Plan would support and help implement these policies and recommendations. In addition, the City of Walnut Creek adopted policies in their General Plan 2025 that support this project.

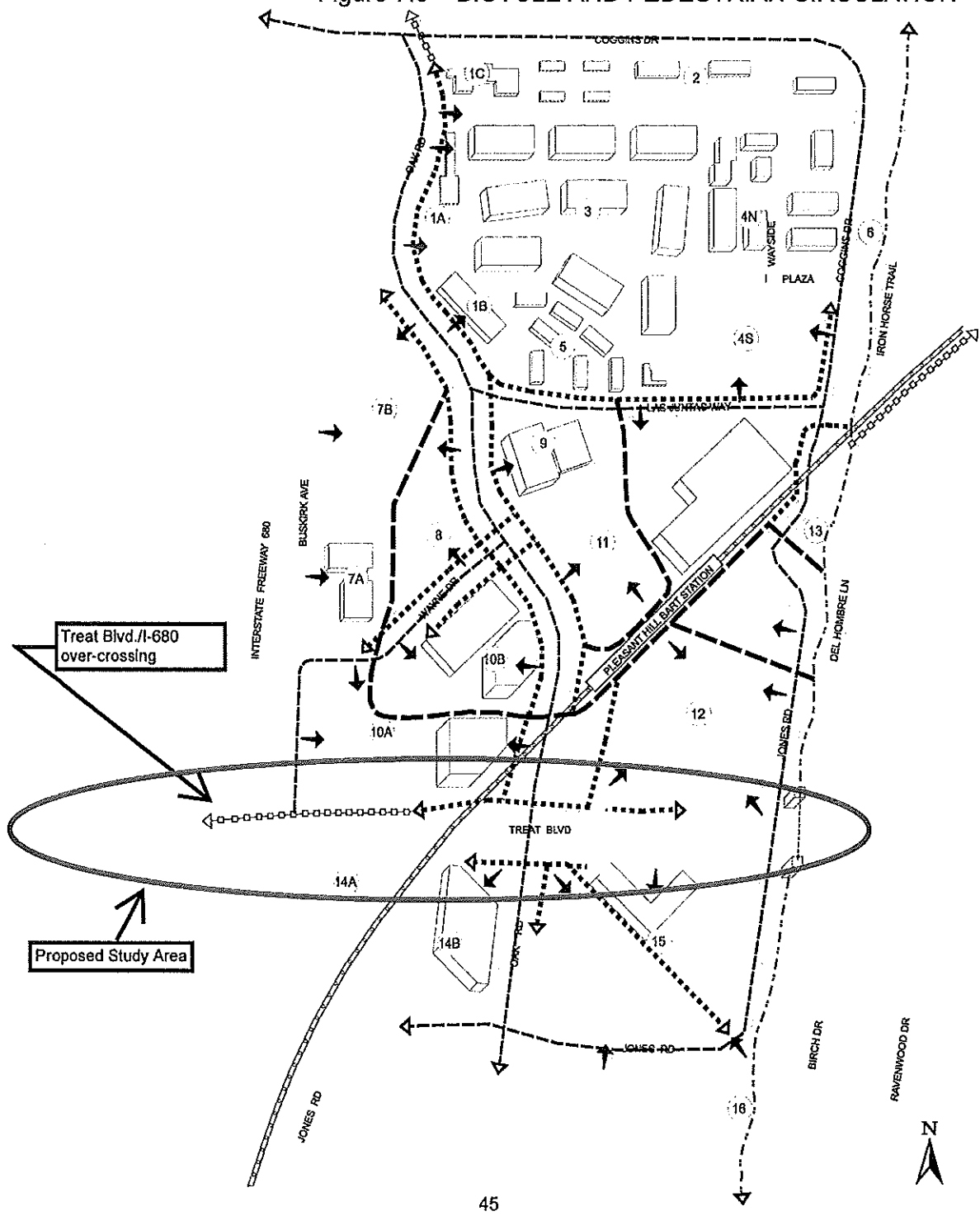
The Contra Costa Transportation for Livable Communities program is the fund source being pursued for this planning study. TRANSPAC Technical Advisory Committee members have indicated tentative support for this project, and the City of Walnut Creek would work jointly with the County on this effort.



**Contact:**  
Jamar I. Stamps, Planner  
Department of Conservation & Development  
925-335-1220  
jamar.stamps@dcd.cccounty.us

# URBAN DESIGN POLICY DIAGRAM

Figure 7.3 BICYCLE AND PEDESTRIAN CIRCULATION



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## Application Outline

*Measure J Transportation for Livable Communities (CC-TLC) Program Funds*

### 1. PROJECT INFORMATION

- a. Project Name: Contra Costa Centre Treat Boulevard/I-680 Over-Crossing Pedestrian and Bicycle Improvement Plan (Plan)
- b. Project Location: Unincorporated Contra Costa County/City of Walnut Creek
- c. Sponsor: Contra Costa County
- d. Implementing agency (if different than sponsor): Contra Costa County/City of Walnut Creek
- e. Partner agencies (only if they would play a substantial role in implementing the proposed project): City of Walnut Creek
- f. Contact for project: Jamar Stamps, Contra Costa County, 925-335-1220
- g. Funding:
- i. Total project cost: \$100,000
  - ii. Committed funding: \$0.00
  - iii. Requested CC-TLC funds: \$100,000
  - iv. Unfunded balance: TBD
- h. Proposed schedule: milestone dates for project development
- April 2012: Receive CC-TLC allocation
  - April 2012: Project Initiation
  - April- September 2012: Prepare Feasibility Study and Recommendations
  - October-December 2013/14: Draft Plan and Public Review
  - January-March 2014: Final Plan
- i. Potential phasing (the applicant will be asked to identify project components that could be eliminated if insufficient funding is available to fund the full project)

This is a planning study, which cannot be phased.

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## 2. PROJECT DESCRIPTION

### a. Description, including, at a minimum, a location map and planned maintenance and operation; photos and designs may be included as well

The project would provide a plan that identifies improvements to serve bicyclists and pedestrians using the I-680/Treat Boulevard over-crossing near the Contra Costa Centre/Pleasant Hill BART Station area. The Treat Boulevard/I-680 over-crossing is one of the main arteries into the Contra Costa Centre/Pleasant Hill BART Specific Plan area from areas of Walnut Creek west of the freeway. The Contra Costa Centre/Pleasant Hill BART Area Specific Plan identifies a need for a future bicycle and pedestrian circulation route along this segment (Figure 7.3 shown below). The general study area is encompassed within the red circle on Figure 7.3, which is also intended to include the area of Treat Boulevard between I-680 and North Main Street to the west in the City of Walnut Creek. The Contra Costa Centre/Pleasant Hill BART Specific Plan contains policies and recommendations that encourage improved bicycle and pedestrian circulation access to, through, and from the Specific Plan area. In turn, the proposed Plan would support and help implement these policies and recommendations. In addition, the City of Walnut Creek adopted policies in their General Plan 2025 that support this project. The following policies are also attached to this application.

#### Contra Costa County General Plan 2005-2020

- Policies for the Pleasant Hill BART Station Area, 3-108(f): Develop areas intensively used by pedestrians at a human scale and with adjoining uses which will visually and functionally enliven the area.

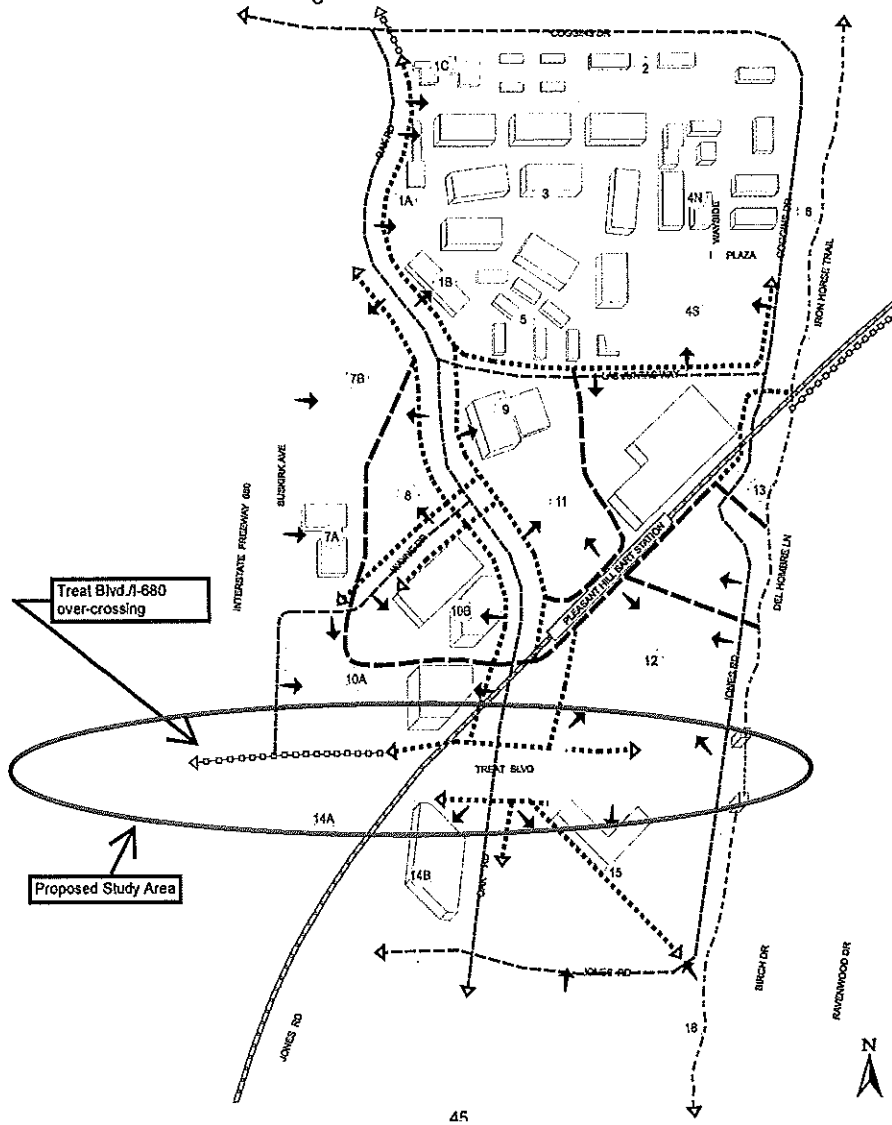
#### Pleasant Hill BART Station Area Specific Plan

- Transportation and Circulation: Plan Objective 3 – Improve automobile access to the BART station from Pleasant Hill, Walnut Creek, and Concord.
- Pedestrian, Bicycle, and Transit Circulation: Bicycle and pedestrian circulation shall be provided through the Station Area. Bicycle and pedestrian circulation shall be safe and shall, to the extent possible, minimize conflicts with other transportation modes.

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Excerpt from Contra Costa Centre/Pleasant Hill BART Station Area Specific Plan  
**URBAN DESIGN POLICY DIAGRAM**

Figure 7.3 BICYCLE AND PEDESTRIAN CIRCULATION



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The Pleasant Hill BART Specific Plan Study (Traffic Study)

- Alternative Modes of Access – Pedestrian Promenade: A promenade for use by pedestrians and bicyclists is recommended to provide access through the area. This promenade would discourage automobile use for employees when they leave their workplaces for lunch, personal business and work-related errands.
- Direct Linkage to Regional Bike Trails: Bicycle paths could be connected to the extensive regional network of bicycle trails to encourage bicycle access to the Specific Plan area. Of immediate use would be a connection to the Iron Horse Trail. With participation of other local agencies, secondary connections could also be made to the California Hiking and Riding Trail in Concord and the Chilpancingo Parkway in Pleasant Hill.

Walnut Creek General Plan 2025

- Policy 23.3: encourage development around the Pleasant Hill BART station that supports the County's specific plan goals for well-designed, transit-, pedestrian-, and bicycle-oriented development.
- Action 23.3.1: Work with the County toward ensuring that development of the Pleasant Hill BART station area is compatible with and accessible to adjacent areas within the incorporated city.

The Plan development could generally be phased as follows:

- Project Startup: The County and Walnut Creek staff would meet with CCTA to discuss the timeline and request for proposals for the project.
- Public/Stakeholder Engagement: Conduct outreach to affected stakeholders and members of the public using the Contra Costa Centre Municipal Advisory Council and the Walnut Creek Bicycle Committee as the forum for public engagement. Possibly conduct workshops to prepare existing conditions report, identify alternatives and determine recommended improvements.
- Develop Alternatives: Develop Plan concepts and proposed improvement projects for the Treat Boulevard/I-680 over-crossing.
- Draft Plan Document: Use information gained from public outreach and Plan development and analysis to create a draft Plan.
- Refinement/Final Plan: Analyze comments and discussions from draft Plan process to develop the final Plan document.

Staff believes that these phases would be necessary to deliver the project. However County staff and CCTA staff would meet to discuss any modifications to the project phasing that may be necessary.

**3. ABILITY TO MEET CRITERIA**

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**a. Achievement of CC-TLC Goals:** Describe how well the proposed project achieves the six goals of the CC\_TLC program

**i. Help create walkable, pedestrian-friendly neighborhoods and business districts**

With the Plan implemented, residents and workers in the Contra Costa Centre/Pleasant Hill BART Station area would be able to take advantage of the amenities (restaurants, shopping, etc.) across the I-680 freeway in Walnut Creek by utilizing an improved over-crossing. Currently, there is no sidewalk on the south side of the over-crossing and there are no designated bicycle facilities connecting the Geary Road bike lanes west of the over-crossing to the Iron Horse Trail east of the over-crossing. The Plan will develop recommendations for bicycle and pedestrian improvements that would create a safe and efficient access from the BART station area, to adjacent areas west of the BART station. The Plan will develop recommendations that can create an overall safer transportation environment for bicyclists and pedestrians across the northbound I-680 off ramp and Buskirk Avenue.

**ii. Promote innovative solutions, including compact building design and context-sensitive site planning that is integrated with the transportation system**

The Contra Costa Centre/Pleasant Hill BART Station area is a transit-oriented development (TOD), which locates employment and housing next to a regional transit hub. The project is largely complete and improvements for bicyclists and pedestrians on the freeway over-crossing are one of the last remaining measures to implement.

**iii. Help create walkable, pedestrian-friendly access linking housing and job centers to transit**

The intent of the Plan would provide recommendations that would create safer facilities for bicycle and pedestrian traffic to travel back and forth from the Contra Costa Centre/Pleasant Hill BART Station area across the Treat Boulevard/I-680 over-crossing to neighborhoods and amenities west of the freeway. The bicycle and pedestrian environment in this area is limited, and favors automobile movement.

**iv. Help create affordable housing**

The Plan would improve the bicycle and pedestrian environment across the freeway separating the Contra Costa Centre/Pleasant Hill BART station and adjacent areas in Walnut Creek. Improving this main point of access would enhance the walkability of the two areas, and therefore further encourage TOD development west of the freeway and potentially increase the ratio of available affordable housing.

**v. Encourage a mixture of land uses and support a community's development or redevelopment activities**

The Contra Costa Centre/Pleasant Hill BART Station Area Specific Plan has policies that would be supported by the proposed Plan (see: "Project Description").

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vi. Provide for a variety of transportation choices to enhance a community's mobility, identity, and quality of life

The Contra Costa Centre/Pleasant Hill BART TOD is a major transportation hub for Contra Costa County. There are a variety of transportation options available, rail, bus, and the Iron Horse Regional Trail. The plan would identify improvements that would make the freeway less of a barrier for pedestrian and bicyclists who need to travel across the freeway to reach these transportation services. The plan will also evaluate improvements that help buffer pedestrians and bicyclists from automobile traffic on the over-crossing.

b. **Feasibility:** describe where the sponsor is in the project development process — design, environmental clearance, right-of-way purchase, and PS&E — and any outstanding issues

Currently the project is in the planning stages. There have been no commitments to certain types of improvements. The Plan addresses Contra Costa Centre/Pleasant Hill BART Specific Plan policy and addresses a need to improve the bicycle and pedestrian access across the Treat Boulevard/I-680 over-crossing.

c. **Local and policy support:** identify policies in local plans that support the projects, the integration of the project with other local efforts, and other support from the general public, the RTPCs and other relevant agencies

Section 2.a. under "Project Description" above lists the supporting policies. On a staff level, the Plan currently is supported by the City of Walnut Creek and Transpac TAC. Once the County receives funding to develop this planning document, County staff will seek approval from the respective elected bodies of the affected agencies.

d. **Matching funds:** identify funds from other sources that are or would be committed to the project

The County and Walnut Creek would provide in-kind staff time as a source of matching funds for the proposed project.

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