



AGENDA

Countywide Bicycle and Pedestrian Advisory Committee

Date Monday, 29 April 2013

Time 11:00 AM to 1:00 PM

Place Authority Boardroom
2999 Oak Road, Suite 110
Walnut Creek CA 94597

- 1. **Call to Order (Chair, Leah Greenblat).....11:00 am**
- 2. **Public Comment11:05 am**
- 3. **OneBayArea Grant (OBAG) Program.....11:10 am**

The Authority has received 40 applications for OBAG funding, 20 for the available Local Streets and Roads Preservation (LSRP) funds, which are allocated by formula to the 20 Contra Costa jurisdictions, and 20 for the remaining funds. Staff will brief the CBPAC on the projects submitted and the criteria used to evaluate them. — Information

Attachment: *Summary of projects applying for OBAG funds*

- 4. **Review of Complete Streets Checklists for OBAG Projects11:30 am**

To be eligible for OBAG (and other federal) funding through MTC, each project proponent must prepare a complete streets checklist. The checklist asks proponents about how the travel needs of bicyclists and pedestrians are addressed in the project design, the consistency of the project with applicable policies addressing bicycle and pedestrian needs and what review of the project took place. The completed checklists are available at MTC’s website — <http://completestreets.mtc.ca.gov/>. To see the checklists for the OBAG applications, select “Contra Costa” and “2013” in the “Find Projects” section. (The Oakley checklists are, strangely, to be found with the Richmond project entitled, “2014 Pavement Rehabilitation Project”.) Staff would like to get comments from the CBPAC on the checklists and the projects — Action

Lunch12:15 pm

5. Report from MTC’s Active Transportation Working Group12:35 pm

MTC’s Active Transportation Group did not meet in March at its regularly scheduled time and date. MTC staff, however, did report on the results of its most recent bicycle and pedestrian counts — Informational item only

Attachments:

- *Summary of MTC’s bicycle and pedestrian count program, 2012*

6. Other Business / Information Sharing12:50 pm

Committee members are asked to share information of mutual interest with the CBPAC

7. Next Meeting Date and Agenda 1:00 pm

The next regularly scheduled meeting is on 20 May 2013 at which time the CBPAC will review the technical update to the CBPP

ANY WRITINGS OR DOCUMENTS pertaining to an open session item provided to a majority of the Committee less than 72 hours prior to the meeting shall be made available for public inspection at 2999 Oak Road, Suite 100, Walnut Creek, California, during normal business hours.

PUBLIC COMMENT: The public may comment on any matter on the agenda, or related matters not on the agenda, by completing a speaker card (available in meeting room), which should be provided to a CCTA staff member. Public comment may be limited to three minutes (or other such time period as determined by the Chair), in accordance with CCTA’s Administrative Code, Section 103.4(b).

TRANSLATION SERVICES: If you require a translator to facilitate testimony to the Authority, please contact Danice at (925) 256-4722 no later than 48 hours in advance of the scheduled meeting. *Si usted requiere a un traductor para facilitar testimonio a la Authority, por favor llame Danice al (925) 256-4722, 48 horas antes de la asamblea.*

ADA COMPLIANCE This Agenda shall be made available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132) and the Ralph M. Brown Act (Cal. Govt. Code Sec. 54954.2). Persons requesting a disability-related modification or accommodation should contact Danice Rosenbohm (925-256-4722) during regular business hours, at least 24 hours prior to the time of the meeting.

ATTACHMENT 3

APPLICATIONS FOR LOCAL STREETS AND ROADS PRESERVATION FUNDING

<i>Jurisdiction</i>	<i>Project</i>	<i>OBAG Request</i>	<i>Local Match</i>	<i>Total Cost</i>
Antioch	9th Street Roadway Improvements	\$700	\$950	\$1,650
Brentwood	Balfour Road - Overlay	\$289	\$150	\$439
Clayton	Colletor Street Rehabilitation - CIP No. 10425	\$385	\$50	\$435
Concord	City of Concord Pavement Rehabilitation	\$757	\$347	\$1,104
Contra Costa County	Countywide Overlay Project	\$1,936	\$1,487	\$3,423
Danville	Sycamore Valley Road & El Cerro Boulevard Pavement Rehabilitation	\$932	\$121	\$1,053
El Cerrito	2013 Pavement Rehabilitation Program	\$630	\$310	\$940
Hercules	Pavement Rehabilitation of Refugio Valley Road	\$701	\$92	\$793
Lafayette	Mt. Diablo Boulevard West End Pavement Management Project	\$579	\$80	\$659
Martinez	Downtown PDA Pavement Restoration Project	\$0	\$0	\$0
Moraga	2015 Moraga Road (St Mary's Road to Draeger Drive) Resurfacing Project	\$708	\$92	\$800
Oakley	Cypress and Big Break	\$1,029	\$134	\$1,163
Orinda	Ivy Drive Pavement Rehabilitation	\$508	\$85	\$593
Pinole	San Pablo Avenue Roadway Rehabilitation Pinole Shores Drive to Sunnyview	\$453	\$352	\$805
Pittsburg	Railroad Avenue Improvements	\$298	\$39	\$337
Pleasant Hill	Contra Costa Boulevard Improvement Project (Taylor Blvd to Chilpancingo Pkwy)	\$798	\$463	\$1,261
Richmond	Richmond Local Streets and Roads Preservation	\$3,438	\$446	\$3,884
San Pablo	2013 Pavement Preservation Project	\$454	\$628	\$1,082
San Ramon	San Ramon Valley Boulevard Pavement Rehabilitation	\$289	\$1,627	\$1,916
Walnut Creek	North Main Street Preservation Project	\$651	\$200	\$851
TOTAL		\$15,535	\$7,653	\$23,188

APPLICATIONS FOR “COMPETITIVE” OBAG FUNDING

<i>Jurisdiction</i>	<i>Project</i>	<i>OBAG Request</i>	<i>Local Match</i>	<i>Total Cost</i>
BART	Richmond BART Station Intermodal Improvement Project	\$2,900	\$1,431	\$4,331
BART	Walnut Creek BART Transit Village Multi-Modal Access Project	\$4,390	\$570	\$4,960
Concord	Detroit Avenue Complete Streets Project	\$2,154	\$279	\$2,433
Concord	Last-Mile Bike and Pedestrian Access to BART	\$1,195	\$155	\$1,350
Concord	City of Concord's SR2S Implementation Program	\$643	\$84	\$727
Contra Costa County	North Richmond Pedestrian Improvement Project	\$1,770	\$533	\$2,303
Contra Costa County	Port Chicago Highway/Willow Pass Road Bike and Ped Improvement Project	\$912	\$204	\$1,116
EBRPD	SF Bay Trail - Pinole Shores to Bay Front Park	\$3,500	\$1,500	\$5,000
El Cerrito	Ohlone Greenway Station Access, Safety and Placemaking Improvements	\$3,468	\$450	\$3,918
Hercules	Hercules Intermodal Transit Center / Hercules Bayfront Village	\$6,000	\$35,155	\$41,155
Lafayette	Downtown East End Ped., Bike & Streetscape Improvements, Ph. 2	\$1,974	\$280	\$2,254
Moraga	Moraga Center PDA Pedestrian and Bicycle Improvements	\$563	\$73	\$636
Moraga	Rheem Boulevard/St. Mary's Road Roundabout	\$476	\$62	\$538
Orinda	Crossroads Area Streetscape Improvements	\$462	\$62	\$524
Pittsburg	Downtown Pittsburg Plaza and Streetscape Improvements	\$541	\$71	\$612
Pittsburg	Pittsburg Multimodal Transit Station Access Improvements	\$1,300	\$214	\$1,514
Pleasant Hill	Contra Costa Boulevard Improvement Project (Beth Drive to Harriet Drive)	\$1,606	\$1,224	\$2,830
Pleasant Hill	Golf Club Road/Old Quarry Road Enhancement Project	\$4,770	\$618	\$5,388
Richmond	Richmond 'ROUTE' (Regional Opportunities to Unite Transit and Employment)	\$5,236	\$8,101	\$13,337
San Pablo	Riverside Avenue Pedestrian Overcrossing Replacement	\$2,000	\$4,100	\$6,100
San Ramon	Iron Horse Trail Bicycle and Pedestrian Overcrossing at Bollinger Canyon Road	\$6,000	\$777	\$6,777
TOTAL		\$51,860	\$55,943	\$107,803

Summary Descriptions of Applications for OBAG Funding

April 25, 2013

LOCAL STREETS AND ROADS PRESERVATION

<i>Project</i>	9th Street Roadway Improvements
<i>Sponsor</i>	Antioch
<i>Location</i>	9th Street From "A" to "H" Street
<i>Description</i>	Reconstruct pavement section, grind and overlay pavement, replace HC ramps to meet ADA,
<i>Expanded Description</i>	Replace damaged sidewalks and curb and gutter, install new valley gutter and drain inlets, striping
<i>Transportation Issue to be Addressed</i>	

<i>Project</i>	Balfour Road – Overlay
<i>Sponsor</i>	Brentwood
<i>Location</i>	Balfour Road between Pippo Avenue and Minnesota Avenue
<i>Description</i>	Asphalt overlay of existing roadway
<i>Expanded Description</i>	The project involves the overlay of 4000 linear feet of Balfour Road between Pippo Avenue and Minnesota Avenue. The project includes a wedge grind, overlay, restriping and upgrade of existing handicap ramps and traffic signal detector loops. The project will also install bicycle detector loops at the signalized intersection of Griffith Lane at Balfour Road and at Minnesota Avenue and Balfour Road.
<i>Transportation Issue to be Addressed</i>	The project would replace existing asphalt which has been evaluated with a PCI of 67.

<i>Project</i>	Collector Street Rehabilitation - CIP No. 10425
<i>Sponsor</i>	Clayton
<i>Location</i>	Various collector street on federally eligible system

<i>Project</i>	Collector Street Rehabilitation - CIP No. 10425
<i>Description</i>	Pavement rehabilitation on certain collector streets.
<i>Expanded Description</i>	Edge grinding, base failure repairs, and asphalt overlay of existing streets
<i>Transportation Issue to be Addressed</i>	

<i>Project</i>	City of Concord Pavement Rehabilitation
<i>Sponsor</i>	Concord
<i>Location</i>	The proposed project combines two locations: Concord Blvd (Port Chicago Ave to 6th Street), and Arnold Industrial Way (Port Chicago to Pike Lane)
<i>Description</i>	Project includes grinding and replacing the top 2.5" of asphalt concrete along a 3000' segment on Concord Blvd (Port Chicago Hwy to 6th Street) and a 2200' segment on Arnold Industrial Way (Port Chicago Hwy to Pike Lane) & sidewalk/curb ramp upgrades.
<i>Expanded Description</i>	Pavement rehabilitation projects on Concord Boulevard (Port Chicago Hwy to 6th Street) and Arnold Industrial Way (Port Chicago Hwy to Pike Lane) will include the following details: cold planing the top 2.5 inches of the existing asphalt concrete, performing dig-outs from 5 inches to 7 inches of base-failed areas, laying a half-inch of hot mix asphalt level course and finally, laying 2 inches of rubberized hot mix asphalt surface course on top. Project scope also includes construction of necessary sidewalk and curb ramp upgrades.
<i>Transportation Issue to be Addressed</i>	<p>Road improvements bring immediate and sometimes dramatic benefits to travelers through improved access to jobs and markets; improved comfort, speed, and safety; and lower vehicle operating costs. Additionally, these improvements will assist in revitalizing these heavily traveled roads that serve to provide commute and freight options, connecting businesses and residents with employment, education, retail and alternate transportation opportunities.</p> <p>Concord Boulevard (Port Chicago Hwy to 6th Street) Concord Boulevard is a major thoroughfare in this area, leading traffic east-west and speeding in and out of town from Hwy 242. This heavily traveled commute route is on the City of Concord's pavement priority list, with a cumulative PCI of less than 60. This project will be the 2nd section of a 3-phase project to rehabilitate Concord Boulevard which connects Concord with many nearby cities including Clayton, and outlying</p>

<i>Project</i>	City of Concord Pavement Rehabilitation
	Pittsburg/Antioch via Kirker Pass Road.
	Arnold Industrial Parkway (Port Chicago Hwy to Pike Lane) Arnold Industrial Parkway is the heart of the City of Concord’s freight, trucking and industrial community, with easy access to Hwy 4. Years of withstanding the weight of oversized trucking and hauling equipment has taken its toll on this road and brought its PCI level down to less than 60. Recent projects in the area include one complete traffic signal construction and installation, with another signal project currently in the design phase. This project will revitalize this up and coming industrial retail area by providing the improved street quality so important to interstate commerce within the City.

<i>Project</i>	Countywide Overlay Project
<i>Sponsor</i>	Contra Costa County
<i>Location</i>	Pleasant Hill Road (northbound) - Rancho View Drive to Reliez Valley Road, Vasco Road - Walnut Boulevard to Frisk Creek Bridge , Byron Highway - Brentwood Boulevard to Marsh Creek Road
<i>Description</i>	The project will provide pavement rehabilitation on segments of Pleasant Hill Road (northbound), Vasco Road, and Byron Highway within Contra Costa County.
<i>Expanded Description</i>	The project will provide pavement rehabilitation on arterial roadway segments within Contra Costa County. The current PCI for the selected roadways are 70 or below, indicating the need for rehabilitation on the existing pavement. Pavement rehabilitation treatments may include overlay, cold-in-place recycle, and/or reconstruction in order to increase the structural integrity of the roadway. The project may also include grinding of existing pavement, base failure repair, pavement preparation, utility adjustments, drainage adjustments, placement of roadside signs, striping, pavement markings, replacement of asphalt concrete dike, fence removal, and replacement of traffic signal loops.
<i>Transportation Issue to be Addressed</i>	The project will improve the pavement condition and ride quality of these roadway segments and extend the service life of the pavement.

<i>Project</i>	Sycamore Valley Road & El Cerro Boulevard Pavement Rehabilitation
<i>Sponsor</i>	Danville

<i>Project</i>	Sycamore Valley Road & El Cerro Boulevard Pavement Rehabilitation
<i>Location</i>	Sycamore Valley Road from Camino Ramon to San Ramon Valley Boulevard including the bus loop within the adjoining Park-and-Ride Lot, and El Cerro Boulevard from El Pintado Road to La Gonda Way
<i>Description</i>	Pavement Rehabilitation - Sycamore Valley Road from Camino Ramon to San Ramon Valley Boulevard including the bus loop within the adjoining Park-and-Ride Lot, and El Cerro Boulevard from El Pintado Road to La Gonda Way
<i>Expanded Description</i>	Existing asphalt concrete (AC) pavement surfaces will be repaired, and a thick overlay will be placed over the existing pavement to extend the life of these heavily used arterial streets. The AC pavement on the existing bus loop of the adjoining park-and-ride facility will be replaced with a more durable reinforced concrete pavement surface, and the existing underdrain system will be extended to maximize the life-span of the new pavement surface. Traffic signals will be upgraded to meet current ADA standards. The existing striped bike lanes contain gaps, in which portions of the bike lane are not currently marked. The restriped street will eliminate those gaps to the extent feasible. Traffic loop detectors will be replaced, and utility covers will be adjusted.
<i>Transportation Issue to be Addressed</i>	The deteriorating pavement surfaces are proposed to be rehabilitated to extend the life of these heavily used arterial streets where they intersect with the Interstate 680 freeway. The pedestrian and bicycle facilities on these streets will also be upgraded to the extent feasible to meet current ADA standards and provide continuous pedestrian and bicycle facilities throughout the project corridor.

<i>Project</i>	2013 Pavement Rehabilitation Program
<i>Sponsor</i>	El Cerrito
<i>Location</i>	El Cerrito on 5 Street Segments: Arlington Blvd - Arbor Dr To Villa Nueva Dr, Central Ave - Wcl to San Pablo Ave, Colusa Ave - Terrace Dr To Eureka Ave, Fairmount Ave - Colusa Ave to Richmond St, And Manila Ave - Richmond Ave to Kearney Ave
<i>Description</i>	Pavement rehabilitation of 5 street segments within the city of El Cerrito. Pavement treatments include thin ac overlays and inlays
<i>Expanded Description</i>	Incidental related improvements include: curb ramps, sidewalk, curb, gutter, minor drainage facilities, signing, striping and landscaping restoration. The specific street segments include: (1) Arlington Blvd from Arbor Dr to Villa Nueva Dr, (2) Central Ave from the west city limits to San Pablo Ave, (3) Colusa Ave from Terrace Dr to Eureka Ave,

<i>Project</i>	2013 Pavement Rehabilitation Program
	(4) Fairmount Ave from Colusa Ave to Richmond St, and (5) Manila Ave from Richmond Ave to Kearney Ave.
<i>Transportation Issue to be Addressed</i>	The purpose of the project is to rehabilitate the roadways within the City of El Cerrito and enhance safety of the travelling public who utilize city streets. The major benefit to this project is to extend the useful life of the City's roadway infrastructure and improvement safety for the public who use these streets. The project supports transportation goals by maintaining the City's roadway infrastructure in a safe manner for use by the travelling public.

<i>Project</i>	Pavement Rehabilitation of Refugio Valley Road
<i>Sponsor</i>	Hercules
<i>Location</i>	The project is located along Refugio Valley Road from Sycamore Avenue to Redwood Road in the City of Hercules, California
<i>Description</i>	The project will apply 3-inch asphalt overlay with pavement reinforcing fabric to segments of Refugio Valley Road from Sycamore Avenue to Redwood Road.
<i>Expanded Description</i>	The scope of work for the project will also include grinding of existing pavement, manhole and water valve adjustments, re-installation of traffic loop detectors, handicap ramp and crosswalk upgrades, signage and pavement striping
<i>Transportation Issue to be Addressed</i>	The goal of the project is to rehabilitate the pavement section, install bike lanes within existing right-of-way, and bring handicap ramps and crosswalks to current standards

<i>Project</i>	Mt. Diablo Boulevard West End Pavement Management Project
<i>Sponsor</i>	Lafayette
<i>Location</i>	Downtown Lafayette, Mt. Diablo Boulevard from Dolores Drive to El Nido Ranch Road
<i>Description</i>	The project will implement a pavement maintenance and rehab treatment on Mt. Diablo Boulevard, including failed area repairs, rubberized cape seal, and pavement inlay.
<i>Expanded Description</i>	The project is located on Mt. Diablo Boulevard between Mtn. View Drive and El Nido Ranch Road. Over 42% of the project is within

<i>Project</i>	Mt. Diablo Boulevard West End Pavement Management Project
	Lafayette's Priority Development Area while the remaining portion is adjacent and provides proximate access to it. The project is over 1 mile long. The main entrance to the Lafayette Reservoir abuts the project as does the Lafayette Veterans' Memorial Building. The ADT is approximately 13,300 vehicles per day within the project area.
<i>Transportation Issue to be Addressed</i>	Timely treatment of the pavement is critical to preserving and maintaining the public transportation infrastructure necessary to support the viability and growth of downtown Lafayette, a PDA.

<i>Project</i>	Downtown PDA Pavement Restoration Project
<i>Sponsor</i>	Martinez
<i>Location</i>	This project is intended to rehab and perform preventative pavement maintenance to the roadways in the Core Area of the Downtown PDA based on PCI. The project will include modifying curb ramps to meet current ADA standards.
<i>Description</i>	
<i>Expanded Description</i>	
<i>Transportation Issue to be Addressed</i>	

<i>Project</i>	2015 Moraga Road (St Mary's Road to Draeger Drive) Resurfacing Project
<i>Sponsor</i>	Moraga
<i>Location</i>	Moraga Road from St Mary's Road to Draeger Drive
<i>Description</i>	Perform pavement base repairs; mill and place 2" asphalt concrete; adjust utility frames to grade; install shoulder backing; replace striping and pavement legends and replace traffic signal loops.
<i>Expanded Description</i>	The Town of Moraga has identified Moraga Road from St Marys Road to Draeger Drive as a candidate for rehabilitation. This section is a two-to four-lane arterial and connects to the Town's PDA network. This is approximately 3,900 feet in length, is generally in poor condition, and exhibits a variety of pavement distresses including fatigue cracking, patching, moderate to severe surface undulations, and longitudinal and transverse cracking. Therefore, this section of roadway is eligible

<i>Project</i>	2015 Moraga Road (St Mary's Road to Draeger Drive) Resurfacing Project
	for a mill and overlay type of treatment. However, in an effort to reduce the construction project's greenhouse gas effect (i.e. reducing truck trips and material production processing), the Town will focus on utilizing cold-in-place recycling and other recycle in-place technologies as an alternative treatment. The estimated construction cost for a mill and overlay-type project on Moraga Road from St Marys Road to Draeger Drive is approximately \$708 thousand, in addition to an estimated \$92 thousand of project design and overhead costs.
<i>Transportation Issue to be Addressed</i>	With the proposed pavement rehabilitation for this road segment, the ride quality, and driver and cyclist safety will be improved considerably.

<i>Project</i>	Big Break Road Pavement Rehabilitation Project
<i>Sponsor</i>	Oakley
<i>Location</i>	Big Break Road from Main Street to Big Break Marina
<i>Description</i>	Overlay Big Break Road from Main Street to Big Break Marina.
<i>Expanded Description</i>	The project is located in a PDA and will consist of overlaying Big Break Road with a leveling course and then with a Rubberized Hot Mix Asphalt final course. Traffic loops will be replaced on Big Break at the Main Street intersection. New striping will be placed along the entire project providing a lane of travel in each direction of the roadway.
<i>Transportation Issue to be Addressed</i>	Maintenance of existing infrastructure

<i>Project</i>	West Cypress Road Pavement Rehabilitation Project
<i>Sponsor</i>	Oakley
<i>Location</i>	Cypress Road from Empire Avenue to Rose Avenue
<i>Description</i>	Overlay Cypress Road from Empire Avenue to Rose Avenue.
<i>Expanded Description</i>	The project will consist of overlaying Cypress Road with a leveling course and then with a Rubberized Hot Mix Asphalt final course. In areas where the pavement has failed; base failure repairs will be made with 5 inch digouts and replaced with Hot Mix Asphalt. Traffic loops will be replaced on Cypress at the Empire Avenue intersection. New

<i>Project</i>	West Cypress Road Pavement Rehabilitation Project
	signing and striping will placed along the entire project providing a lane of travel in each direction and bicycle lanes on both the north and south side of the roadway.
<i>Transportation Issue to be Addressed</i>	Maintenance of existing infrastructure

<i>Project</i>	Ivy Drive Pavement Rehabilitation
<i>Sponsor</i>	Orinda
<i>Location</i>	City of Orinda on Ivy Drive from Fiesta Drive north to Moraga Way
<i>Description</i>	Pavement Rehabilitation Project for two lane collector street
<i>Expanded Description</i>	The project will rehabilitate Ivy Drive, which is a Federal-Aid collector route, from Fiesta Circle north to Moraga Way for a distance of approximately 4,225 feet. Work will include milling existing roadway, repairing localized base failures, and repaving with 4 inches of new asphalt concrete. Work will include removal and replacement of portions of the curb and gutter and drainage swales as needed, as well as appurtenant striping and ADA curb ramp upgrades to meet current State/Federal standards.
<i>Transportation Issue to be Addressed</i>	This is a Local Streets and Roads rehabilitation of a Federal-Aid route

<i>Project</i>	San Pablo Avenue Roadway Rehabilitation Pinole Shores Drive to Sunnyview
<i>Sponsor</i>	Pinole
<i>Location</i>	San Pablo Avenue from Pinole Shores Drive to Sunnyview Drive
<i>Description</i>	The proposed project will reconstruct severely damaged portions of asphalt, completely resurface the existing roadway, and reconstruct segments of sidewalk to bring to current ADA standards
<i>Expanded Description</i>	
<i>Transportation Issue to be Addressed</i>	This project will improve the pavement condition of San Pablo Avenue, which is a major roadway in the City of Pinole. The project will also improve conditions for pedestrians, by removing existing barriers. The project will investigate the feasibility of including a bikeway into the project.

<i>Project</i>	Railroad Avenue Improvements
<i>Sponsor</i>	Pittsburg
<i>Location</i>	Railroad Avenue, from Linscheid Avenue to State Route 4
<i>Description</i>	Pavement rehabilitation including base failure repairs, asphalt concrete grinding and paving, concrete curb, gutter and sidewalk repair.
<i>Expanded Description</i>	
<i>Transportation Issue to be Addressed</i>	

<i>Project</i>	Contra Costa Boulevard Improvement Project (Taylor Blvd to Chilpancingo Pkwy)
<i>Sponsor</i>	Pleasant Hill
<i>Location</i>	Project is located along Contra Costa Boulevard, between Chilpancingo Parkway to the north and Taylor Boulevard to the south, in the City of Pleasant Hill.
<i>Description</i>	Pavement rehabilitation, pothole repair, sidewalk repair, curb/gutter repair, median curb repair, ADA curb ramps, street lighting, and landscaping within the project limit.
<i>Expanded Description</i>	The project will rehabilitate the existing pavement along Contra Costa Boulevard (CCB), between Chilpancingo Parkway and Taylor Boulevard. The project will also incorporate new Class II bike lanes along CCB, and repair existing sidewalk and curb ramps as needed within the project limit. New LED street lighting will be installed to enhance corridor lighting within the project limit. The existing shrubs along the median island may be replaced with new low level and drought tolerant landscaping. Colored crosswalks will be installed at the various intersections to enhance pedestrian safety and visibility.
<i>Transportation Issue to be Addressed</i>	The pavement condition of CCB within the project limit is need of repair and rehabilitation. In addition, the proposed section of CCB has one the highest concentration of bicycle and pedestrian related traffic collisions in the City, given the proximity to the adjacent Sun Valley Shopping Center, DVC College, College Park High School, and Valley View Middle School. There is currently no bike lane along CCB in this segment, and cyclists share the lane with vehicles traffic that has an

<i>Project</i>	Contra Costa Boulevard Improvement Project (Taylor Blvd to Chilpancingo Pkwy)
	85th percentile speed of 40 mph. Certain sections of existing sidewalks are in need of repair, and new ADA compliant curb ramps are needed at the various intersections.

<i>Project</i>	Richmond Local Streets and Roads Preservation
<i>Sponsor</i>	Richmond
<i>Location</i>	The Project location includes several major streets principally located in the central Richmond area.
<i>Description</i>	The Project includes pavement mill and fill of six major street segments located principally in central Richmond
<i>Expanded Description</i>	The Project includes pavement mill and fill of six arterial street segments, including Macdonald Avenue from 19th Street to 22nd Street; 22nd Street from Roosevelt Avenue to 23rd Street and Macdonald Avenue to the 23rd Street underpass; Ohio Avenue from 1st Street to 23rd Street; Potrero Avenue from Marina Way to Marina Bay Parkway; and Hilltop Drive from Robert Miller Drive to Park Central.
<i>Transportation Issue to be Addressed</i>	The street segments addressed by the project are highly travelled and visible routes in poor condition. These segments often require concrete repairs and installation of bicycle facilities which cause overall project costs to increase in the City's already constrained pavement funding budget. Providing funding assistance to these projects through the OBAG Local Streets and Roads Preservation program will enable the City to complete these much-needed pavement repairs.

<i>Project</i>	2013 Pavement Preservation Project
<i>Sponsor</i>	San Pablo
<i>Location</i>	Various streets in the City of San Pablo, as specified by the Pavement Management Program. \$494,832 of the work (50%) is either in a PDA or directly connected to a PDA. See attached street listing.
<i>Description</i>	Pavement Maintenance treatments (mill & plug, slurry seal with digout repairs, overlay) as recommended by the Pavement Management Program for Year 2013.
<i>Expanded Description</i>	The City's Pavement management Program has recommended streets

<i>Project</i>	2013 Pavement Preservation Project
	<p>for treatments as shown on the attached list. The treatments include: a 3 inch thick "mill & plug" on roughly one third of the streets designated for treatment, digout repairs and slurry seal on another third, and a thin asphaltic concrete overlay with paving fabric on another third. A little over half of the work is on streets that are either in PDA's or connect directly to a PDA, as shown on the attachment.</p> <p>Design work is being completed separately using local funds, and thus does not appear in the Funding Plan which follows; it is anticipated to take one to two months to complete. Project Management, Construction Inspection and Testing will likewise be funded separately and will also use in-kind services. We would prefer to receive funding in FY 2013/14, but can accommodate funding in FY 14/15 if necessary.</p>
<i>Transportation Issue to be Addressed</i>	Ongoing deterioration of local roads, including critical arterials and routes of Regional Significance such as San Pablo Avenue.

<i>Project</i>	San Ramon Valley Boulevard Pavement Rehabilitation
<i>Sponsor</i>	San Ramon
<i>Location</i>	San Ramon Valley Blvd from Bollinger Canyon Road to Montevideo Drive
<i>Description</i>	San Ramon Valley Boulevard Pavement Rehabilitation from Bollinger Canyon Road to Montevideo Drive
<i>Expanded Description</i>	The project includes pavement grinding; pavement base repairs; asphalt inlay and overlay construction; minor concrete work for damaged curb, gutter and sidewalk replacement, subdrain installation; utility adjustments; traffic striping; and the installation of traffic signal detector loops.
<i>Transportation Issue to be Addressed</i>	The existing pavement on San Ramon Valley Blvd has deteriorated creating potholes and larger cracks. These potholes and cracks are creating a dangerous situation for motorists. This project will repair the pavement to eliminate the dangerous situation.

<i>Project</i>	North Main Street Preservation Project
<i>Sponsor</i>	Walnut Creek
<i>Location</i>	North Main Street from San Luis Road to Geary Road.

<i>Project</i>	North Main Street Preservation Project
<i>Description</i>	Rehabilitate North Main Street from San Luis Road to Geary Road.
<i>Expanded Description</i>	Repair and overlay North Main Street. Upgrade traffic signal equipment to detect bicycles. Repair sidewalks and curb ramps as needed to meet current ADA requirements. Revise current pavement striping to provide a more bicycle friendly design that may include narrowing the turn lanes to allow a wider outside lane with sharrows.
<i>Transportation Issue to be Addressed</i>	

“COMPETITIVE” PORTION

<i>Project</i>	Richmond BART Station Intermodal Improvement Project
<i>Sponsor</i>	BART
<i>Location</i>	This project is located at the Richmond BART station, 1700 Nevin Avenue, Richmond, CA 94801
<i>Description</i>	This Project will redesign the intermodal zone to improve operational efficiencies and to remove potential safety conflicts between pedestrians, cars and buses and provide a more comfortable and safe environment for BART, bus and Amtrak patrons.
<i>Expanded Description</i>	This Project will redesign and construct a new intermodal zone at the Richmond BART station to improve efficiencies and to provide a new pedestrian access route from Macdonald Avenue to the station entrance. Specifically the project will redesign the intermodal, clearly delineate both drop off and taxi areas, create a clearly marked pedestrian pathway through the intermodal zone, and clearly delineate an intersection of buses exiting the zone and cars entering the new parking garage. In addition, the project will repaint the bus shelters, resurface benches and replace any broken glass, upgrade and improve lighting, and equip the shelters with electricity to provide energy for future real time bus signage. The project will provide a safer, more comfortable environment for BART and Amtrak passengers who are transferring from a bus, walking to the station, or are being dropped off. The project will leverage existing grant funds and includes additional BART funds.
<i>Transportation Issue to be Addressed</i>	Over the past decade, BART and the City of Richmond have constructed a transit village on the westside of the Richmond BART Station including 132 residential units and a 6-story parking garage.

<i>Project</i>	Richmond BART Station Intermodal Improvement Project
	<p>This development has presented the opportunity to make improvements to the circulation within the zone and to correct some new and some long-standing safety concerns. Because the new parking garage will house disabled parking, there is no longer a need for the 40+ disabled parking spaces that currently lie in the southeast corner of the intermodal zone, freeing up that space. There is also no longer a need for the 6-7 parking spaces that lie in the middle of the zone, and which block the direct route of pedestrians from Macdonald Avenue. The new garage has raised concerns about the intersection of the cars entering the garage and the buses exiting the zone, and any potential delay of buses particularly in the morning or afternoon peak periods. There also remains a concern that pedestrians will continue to walk through the intermodal from Macdonald Avenue despite the presence of a new, broad sidewalk along the edge of the parking garage. To correct these inefficiencies and to provide safety enhancements for pedestrians, buses and drivers, this project seeks to redesign the the intermodal to provide a direct pathway for pedestrians, a clear intersection for buses exiting and cars entering the garage, and to relocate utilities, add landscaping and create distinct taxi and drop off areas. In addition to these improvements, this project seeks to freshen up the intermodal zone by repainting shelters, upgrading lighting, replacing broken shelter glass, resurfacing existing concrete benches, and upgrading the electricity at the shelters to power future real time bus information displays. Attached are graphics which show the existing intermodal zone and its deficiencies, as well as the new proposed design.</p>
<i>Project</i>	Walnut Creek BART Transit Village Multi-Modal Access Project
<i>Sponsor</i>	BART
<i>Location</i>	The project is located at the Walnut Creek BART Station, 200 Ygnacio Valley Blvd., Walnut Creek, CA
<i>Description</i>	This project will encourage multi-modal access to the new transit village at the Walnut Creek BART station by providing critical bicycle, pedestrian, kiss-n-ride, taxi and vehicle improvements to the station as well as public plazas and walkways.
<i>Expanded Description</i>	The purpose of the Walnut Creek Transit Village Multi-Modal Access Project is to provide key public access facilities within and adjacent to the approved and environmentally cleared mixed use transit-oriented development on the 16 acre Walnut Creek BART station. The transit

Project

Walnut Creek BART Transit Village Multi-Modal Access Project

village and this project are designed to encourage and promote connections with both regional and local transit systems as well as bicycle and pedestrian connections within Walnut Creek and the surrounding community. This project will build upon the access improvements already contemplated by the transit village design with a focus on safe pathways of travel for pedestrians and bicyclists, especially at key entry points to the village. The project will construct the main paseo, or promenade, through the heart of the transit village, the patron drop off (or kiss-and-ride) area, the taxi stand, a redesigned, integrated, safe entry off of Ygnacio Valley Boulevard for vehicles, pedestrians and bicyclists, bicycle lanes on both sides of Pringle Avenue, and a new pedestrian, signalized, mid-block crossing on North California Boulevard. These access improvements, which are complementary but not duplicative of those funded through other grants BART has received, will provide critical connections within the village as well as to downtown Walnut Creek, the Iron Horse Trail and other neighborhoods and destinations in the surrounding area. This design emphasizes the deliberate care that was taken to separate as much as possible the paths of travel within the transit village so that everyone (drivers, pedestrians, bicyclists and taxis) can travel safely and comfortably around and within the new development. These access improvements are designed to support all modes of access to the transit village with specific encouragement for those walking and bicycling, as well as help to create an inviting environment for both residents and visitors.

Transportation Issue to be Addressed

First and foremost, by providing housing and commercial space adjacent to a regional transportation facility such as BART, this project will assist the City and the region in reducing the increase in traffic congestion on local roadways as well as freeways. This overall reduction in increased congestion directly translates into improved air quality. Second, this project provides safe and convenient pathways to access the BART station by modes other than single-occupant automobiles. In addition, this project provides a safe and convenient drop off and taxi area. This project also seeks to address safety issues of concern to the community, specifically the crossing of California Avenue and the path of travel for bicycles along Pringle and to and from the Iron Horse Trail.

Project

Detroit Avenue Complete Streets Project

Sponsor

Concord

<i>Project</i>	Detroit Avenue Complete Streets Project
<i>Location</i>	Detroit Avenue in the City of Concord from Clayton Road south to Monument Boulevard. Half of the project is located within the Downtown Concord PDA.
<i>Description</i>	Complete streets improvements on Detroit Ave between Clayton Rd and Monument Blvd including bike lanes and bike routes with sharrows; sidewalk gap closures; signalization of two intersections; curb extensions; curb ramps; and crosswalk enhancements.
<i>Expanded Description</i>	<p>The project proposes four major improvements for the safety and comfort of all modes: designated bicycle facilities, signalization of two intersections, sidewalk gap closures, and sidewalk repair.</p> <p>The project would add Class 2 bike lanes along the majority of the corridor (between Clayton Road and Via Del Monte, 0.7 miles) and Class 3 bike routes with sharrows where right of way is constrained (NB between Oakmead Drive and Lynn Avenue; both directions between Via Del Monte and Monument Boulevard; at the NB intersection approach at Clayton Road, 0.2 miles total). Conflict zones would be marked with appropriate pavement treatment.</p> <p>The project would provide full traffic signals at the Detroit Avenue/Laguna Street and Detroit Avenue/Sunshine Drive/Lynn Street intersections. Both signals meet Caltrans traffic signal warrants, and the City will design the signals using local funds. The proposed traffic signal at Sunshine Drive is one of two intersections that front Meadow Homes Elementary School.</p> <p>South of Sunshine Drive, the project would close all sidewalk gaps on the west side of Detroit Avenue to provide a continuous, accessible pedestrian route along the entire corridor. The added sidewalk would also serve an existing transit stop. In total, the project would add approximately 550 feet of new sidewalk. The project would also repair multiple segments of existing sidewalk that have become damaged and no longer meet ADA standards.</p> <p>In addition to corridor treatments, the project would provide intersection enhancements at four intersections (at Laguna Street, Sunshine Drive, Walters Way, and Vista Del Monte). These include: ADA ramps (directional ramps, as feasible), curb extensions, and advanced stop bars. At Walters Way, the project would add a pedestrian crossing warning system such as solar powered LED blinker signs for the north leg of the existing side-street stop controlled intersection and adjacent to transit stops.</p>
<i>Transportation Issue</i>	Detroit Avenue is a key corridor within the Monument Community, providing north-south access between multi-family and single family

<i>Project</i>	Detroit Avenue Complete Streets Project
<i>to be Addressed</i>	<p>residential areas, Meadow Homes Elementary school, CCCTA bus stops, and commercial areas to the north and south. Two community-driven planning processes, the US EPA Sustainable Communities Building Blocks program and the Monument Corridor Community Based Transportation Plan, have identified key issues and opportunities and prioritized the corridor for safety and access improvements, especially between residential areas and Meadow Homes Elementary School.</p> <p>As part of the Building Blocks Program, staff from the US EPA, Contra Costa County and City of Concord conducted a walking audit in August 2012 with members of the Monument Community Partnership. The walking audit report summarizes key existing issues such as mid-block crossing, crossing at uncontrolled intersections, narrow and non-existent sidewalks, low-visibility crosswalks, excessive speeding, and poor visibility at the uncontrolled intersection at Laguna Street. A workshop reaching more of the community was held in January 2013.</p> <p>The transportation deficiencies of the community are also documented in the Monument Corridor Community Based Transportation Plan, completed in 2006. The Plan notes that close to 18 percent of the community does not have access to a car, reinforcing the need for transportation choices. The outreach conducted as part of the Plan identified several deficiencies such as: viable alternative transportation options; easy and convenient access to services; and transit accessibility and safety. The Plan provides a variety of recommendations, including pedestrian infrastructure improvements, sidewalk repairs on Detroit Avenue, and bikeways throughout the area. All of these issues will be addressed with the proposed project.</p>

<i>Project</i>	Last-Mile Bike and Pedestrian Access to BART
<i>Sponsor</i>	Concord
<i>Location</i>	Downtown Concord: Concord Blvd from Sutter St to Grant St Clayton Rd from Ashbury Dr to Grant St; Grant St from Willow Pass Rd to Oak St; Oakland Ave from Clayton Rd to Mt Diablo St; Mt Diablo St from BART Bus Access Rd to Oakland Ave.
<i>Description</i>	Improvements for last-mile bike and pedestrian access to the Downtown Concord BART station including buffered bike lanes (0.7 miles), Class 2 bike lanes (0.6 miles), and Class 3 bike routes (0.1 miles), and improvements at three unsignalized crosswalks.

Project

Last-Mile Bike and Pedestrian Access to BART

Expanded Description

The project proposes corridor enhancements along five roadways in Downtown Concord to provide last mile bicycle and pedestrian connections to Concord BART from the west, east, and south.

Along Concord Boulevard and Clayton Road between Sutter Street and Grant Street, the project would install buffered bike lanes to provide new east-west connections through Downtown and to Concord BART. The project would convert one of the travel lanes on each road into a buffered bike lane. Both roadways operate in one direction; Concord Boulevard travels toward downtown and Clayton Road travels away from downtown. Green skip-stripe pavement would be used in bike-auto conflict zones.

On Grant Street between Concord Boulevard and Oak Street, the project would add Class II bike lanes connecting to existing short-term and long-term bicycle parking at the BART plaza, as well as to Todos Santos Plaza. The unsignalized intersection of Grant Street/Oak Street, adjacent to the BART station area, would be converted to a raised intersection with stop-control to control traffic in a priority walking, biking and transit area as well as to meet existing pedestrian desire lines. The existing signal at Grant Street/Clayton Road will be modified to include protected southbound left-turn phasing.

East of the BART station, Oakland Avenue would be reconfigured from four-lanes to three between Mount Diablo Street and Clayton Road with Class II bike lanes in both directions to provide last mile connections to BART. The existing high-visibility crosswalks at Oakland Avenue/Prospect Street and Oakland Avenue/Atlantic Street would be enhanced with pedestrian crossing warning system (e.g. RRFB or LED blinker signs). Mt. Diablo Street from Oakland Avenue to the BART Bus Access Roadway would be a Class III route with sharrows to direct bicyclists from the Class I path paralleling Mesa Street to the bike path parallel to the BART Bus Access road, connecting to the BART bike parking area.

Transportation Issue to be Addressed

Roadways in the Downtown Concord PDA are currently configured to maximize automobile throughput, with four to five lane cross-sections of single direction traffic, despite being in close proximity to key community assets such as Todos Santos Plaza and the Concord BART Station. The wide streets are built with reserve capacity for the existing and future average daily trips, and designated bicycle routes on Concord Boulevard and Grant Street (CCTA Bike Plan, 2009) do not provide adequate support for bicyclists, who are forced to ride amidst two to five lanes of traffic.

There is an absence of continuous bike facilities that provide adequate

<i>Project</i>	Last-Mile Bike and Pedestrian Access to BART
	<p>connections between Downtown Concord BART and Downtown Concord and the surrounding Priority Development Area. Despite this, only 56% of all Concord BART patrons drive alone to BART. Currently, 11% walk, 7% take transit, and 3% bike to BART (2008 Station Profile). BART parking lots are generally full by 8:00 am on weekdays, reflecting the need for improved walking and biking access to BART.</p> <p>On the east side of the BART station, the distance between controlled intersections is approximately 1,500 feet on multi-lane Oakland Avenue, with two unsignalized marked crosswalks providing pedestrian access to BART closer to the station area. Based on peak auto volumes, assumed pedestrian volumes, and the existing cross-section, both crosswalks are candidates for pedestrian crossing warning enhancements, such as RRFBs or LED blinker signs. In order to provide a safe biking and walking environment for existing Downtown employees and BART riders and to attract new walking and biking trips, investments in a comfortable, convenient, and safe dedicated and enhanced bicycle and pedestrian facilities are critical.</p>
<i>Project</i>	City of Concord's SR2S Implementation Program
<i>Sponsor</i>	Concord
<i>Location</i>	The proposed projects are at separate two locations: Project #1-Detroit Avenue, just north of Whitman Road; and Project #2-Village Road between Boxwood Drive and Granada Drive.
<i>Description</i>	Project #1-Detroit Ave Pedestrian Bridge: furnish & install a prefab single span ped bridge, w/ associated SW & commercial driveway; Project #2-Village Rd SW Improvements: construct concrete SW w/ various ADA & landscape improvements.
<i>Expanded Description</i>	Project #1-Detroit Avenue Pedestrian Bridge Project: This project will create a safe and protected cross for students traveling to and from nearby Ygnacio Valley Elementary School, over a section of the Contra Costa County Flood District Channel that is currently only traversed via a shoulder-less vehicle bridge. The project will furnish and install a prefabricated single span pedestrian bridge, approximately 50' long with a 12' wide deck, over a section of the Flood Channel near the intersection of Detroit Avenue and Whitman Road. Also included in this project will be construction of 40' of sidewalk (10' wide) split between the approaches from each direction, and a 20' commercial driveway at the southern approach. The City of Concord will coordinate with Contra Costa County and the Army Corps of Engineers

Project

City of Concord's SR2S Implementation Program

to acquire necessary encroachment permits, as well as to review and approve the design package.

Project #2-Village Road Sidewalk Improvements (Boxwood Drive to Granada Drive): This project will address an unsafe path of travel for students traveling to and from Sunrise Elementary School, along Village Road, as well as adjacent Monte Gardens Elementary School. This project will construct approximately 1000 linear feet of new concrete sidewalk on the west side of Village Road to enable a continuous connection from Sunrise Elementary School located on Silverwood Drive. The project site begins just south of the school at Boxwood Drive, and proceeds south to Granada Drive (uninterrupted, though equivalent to three city blocks). The project scope also includes the construction of concrete curb and gutter, asphalt concrete patching, installation of new ADA-accessible curb ramps, installation of crosswalks, relocation of mailboxes and miscellaneous landscaping repairs.

*Transportation Issue
to be Addressed*

City of Concord staff has worked extensively with the Mt. Diablo School District & other community stakeholders over the past decade to prioritize safety concerns for the 50 schools in the district. Projects proposed in this application have popular support from the families, staff & administrators at both impacted schools. Mt. Diablo Unified School District & the Concord Police Department fully support these traffic safety & pedestrian improvements.

Project #1-Detroit Ave Pedestrian Bridge Project: Ygnacio Valley Elementary School fronts Chalomar Rd in Central Concord. At the western edge of the property, Chalomar Rd becomes Detroit Ave, a major north-south collector street which carries heavy traffic and commuters from one end of town to another and feeds into the City's major arterials and freeway connections. Detroit Ave serves as the path of travel for the majority of students traveling to and from school on foot or bicycle. At the intersection of Detroit Ave & Whitman Rd, the sidewalk ends & a shoulder-less two-lane vehicle bridge is the only means of traversing this section of the Contra Costa County Flood District Channel. Students are forced to cross this bridge on foot, usually teetering on the 4" curb and hanging onto the chain link fence for balance. Often students just walk in the middle of the vehicle bridge, putting themselves in a very dangerous situation & impeding the flow of traffic.

Project #2-Village Rd Sidewalk Improvements (Boxwood Dr to Granada Dr): Sunrise Elementary School in Northern Concord services special needs students in the City of Concord. The major path of travel to &

<i>Project</i>	City of Concord's SR2S Implementation Program
	from Sunrise Elementary School, & adjacent Monte Gardens Elementary School, is along Village Rd. From the southern edge of the school property along the west side of the street, Village Rd has no sidewalks. All students – including those with special needs, such as physical handicaps – must travel in the street, putting themselves in danger of passing motorists.

<i>Project</i>	North Richmond Pedestrian Improvement Project
<i>Sponsor</i>	Contra Costa County
<i>Location</i>	The project site is in the North Richmond PDA. Pedestrian improvements are proposed on Giaramita Street from Verde Elementary School to Market Avenue and on Market and Verde Avenues and 4th, 5th, and Truman Streets.
<i>Description</i>	The project includes the installation of sidewalk, curb and gutter, curb ramps, and bulb outs to improve pedestrian access to school, town centers, trail and transit. The improvements will upgrade the area to fight blight in a Community of Concern.
<i>Expanded Description</i>	The project will include replacement of failing, narrow sidewalks along Giaramita Street and Market Avenue in North Richmond with new sidewalk that meets the width requirements of the Americans with Disabilities Act. The expanded sidewalk will replace the existing parkway strip between the curb and existing sidewalk. The parkway strips are unmaintained and represent a neglected area of weeds and litter. Replacing the parkway strip with an expanded sidewalk will provide sidewalks that are accessible to all users and uplift the aesthetics for the community by removing an area of neglect. Bike route signage will be installed on Market Avenue. The project will also include curb ramps and bulb outs to reduce the length of pedestrian crossings on Market Avenue which is a minor arterial. Installation of bulb outs will make pedestrians more visible to motorists and serve as a traffic calming measure by narrowing the road pavement. The improvements will connect residents of North Richmond to Verde Elementary School, Wildcat Creek Trail, North Richmond Ballpark, businesses on Market Avenue and churches and businesses on Fred Jackson Way. The project will also include pavement grinding, base failure repairs, and a pavement surface treatment to eliminate the exaggerated crown in the road. The base project includes improvement to the main routes of Market Avenue and Giaramita Streets; however, the project can be easily expanded to increase the

<i>Project</i>	North Richmond Pedestrian Improvement Project
<i>Transportation Issue to be Addressed</i>	<p data-bbox="537 394 1385 682">benefit to the community by expanding the limits for sidewalk replacement. An expanded project has been identified 4th Street, 5th Street, Truman Street, and Verde Avenue which are the residential streets adjacent to Verde Elementary School. The community would be uplifted from the benefit of these improvements to encourage other upgrades and future development. The additional limits for the expanded project has a total budget of approximately \$4.17 million and the local match would increase to \$1 million.</p> <p data-bbox="537 709 1385 1182">The sidewalk infrastructure in North Richmond is failing and has a substandard width which results in school children and parents walking in the roadway. Mobility impaired users are affected by cracks in the pavement and non-standard or non-existent curb ramps. Without an adequate ramp and sidewalk width, there is a barrier to wheelchair users. Improved pedestrian infrastructure will provide access for residents traveling to school, retail business, transit, recreational trails and sports fields that meets the Americans with Disabilities Act. In addition, the planter strip area in the public right of way between the curb and sidewalk is unsightly due to the lack of maintenance. The result is a parkway strip laden with weeds that contributes to the appearance of blight. The depressed environment discourages people from walking and reduces property values.</p>
<i>Project</i>	Port Chicago Highway/Willow Pass Road Bike and Ped Improvement Project
<i>Sponsor</i>	Contra Costa County
<i>Location</i>	The project site is in Bay Point west of the Bay Point Bart Station along the Delta De Anza Trail. Improvements are proposed for westbound Willow Pass Road to northbound Port Chicago Highway.
<i>Description</i>	The project includes the installation of bike lane, sidewalk, curb and gutter, curb ramps, and a pedestrian actuated flasher to increase safety for pedestrians and improve access to school, trail and transit in a Community of Concern.
<i>Expanded Description</i>	The project will install bike lane, sidewalk, curb and gutter along a 1,400 foot stretch of roadway in Bay Point. The project is located west of the BART station and east of three public schools where Port Chicago Highway merges into Willow Pass Road. The Delta De Anza Trail extends through the project limits at this intersection. The trail provides proximate access to the adjacent Priority Development Area along Bailey Road. Closure of the existing gap in the pedestrian

<i>Project</i>	Port Chicago Highway/Willow Pass Road Bike and Ped Improvement Project
<i>Transportation Issue to be Addressed</i>	<p>infrastructure has been requested by the Bay Point Municipal Advisory Council for the past several years. MAC members have indicated that this location is their highest sidewalk priority. The completion of this pedestrian access will provide a connection hub with bus service, BART, and a regional trail at the center of Bay Point, a Community of Concern. The project will also include wayfinding signage at the entrance to the Delta De Anza Trail. The project limits coincide with a preferred walking route for students walking to and from Riverview Middle School.</p> <p>The transportation problem to be addressed at this location is a lack of pedestrian and bicycle facilities at a location that is a common pedestrian route. The gap in facilities represents a barrier to the mobility impaired and difficult for all users without an all-weather surface. The need is exacerbated since the location is at the core of the community and adjacent to transit, schools, recreational and commercial uses. Formalizing the pedestrian and bicycle facilities at this location will encourage the walking and bicycling alternative.</p>

<i>Project</i>	SF Bay Trail - Pinole Shores to Bay Front Park
<i>Sponsor</i>	East Bay Regional Park District
<i>Location</i>	San Francisco Bay Trail in Pinole between Pinole Shores and Bayfront Park, a distance of approximately 0.5 mile.
<i>Description</i>	San Francisco Bay Trail in Pinole between Pinole Shores and Bayfront Park, a distance of approximately 0.5 mile.
<i>Expanded Description</i>	<p>Project would construct a section of the San Francisco Bay Trail in the City of Pinole between Pinole Shores and Bayfront Park, a distance of approximately 0.5 mile. The proposed project would extend an existing Class I non-motorized, paved trail from a hillside bluff across from Hazel Lane in Pinole Shores east over the Union Pacific Railroad (UPRR) tracks to connect to an existing path in Bayfront Park. The alignment would travel between the UPRR and Burlington Northern Santa Fe Railroad (BNSF) tracks for approximately 1,500 feet, then sweep north and east on a 140-foot radius curve with an elevated structure of approximately 1,100-feet in length to cross over the UPRR tracks. The last segment of the trail would parallel the UPRR tracks, traversing wetlands and marsh lands of San Pablo Bay, to connect with the existing path in Bayfront Park. Construction of the proposed trail alignment would require earthwork, retaining walls, and installation of</p>

<i>Project</i>	SF Bay Trail - Pinole Shores to Bay Front Park
	a grade-separated bridge over the railroad tracks.
<i>Transportation Issue to be Addressed</i>	<p>The project connects the western end of the Hercules Intermodal Transit Center Station project to the City of Pinole. Current bicycle and pedestrian access for the San Francisco Bay Trail between the Cities of Pinole and Hercules is along San Pablo Avenue. There is no Class I access along the shoreline. The project replaces a four-mile trip on high-volume surface streets with a less-than-one-mile Bay-side walk or ride on a grade-separated pathway, thereby allowing multitudes of Pinole residents to leave their cars at home.</p> <p>The project constructs pedestrian and bicycle facilities providing access to parks and to the Hercules Intermodal Transit Center, an Interregional Surface Transportation facility. As part of the San Francisco Bay Trail and the East Bay Green Transportation Initiative and a beautiful addition to the bay, this project has statewide significance.</p>
<i>Project</i>	Ohlone Greenway Station Access, Safety and Placemaking Improvements
<i>Sponsor</i>	El Cerrito
<i>Location</i>	The Ohlone Greenway at the El Cerrito Del Norte and El Cerrito Plaza BART stations; Hill St, Cutting Blvd, Central Ave, Fairmount Ave at the Ohlone Greenway; and three key nodes between the two stations.
<i>Description</i>	Ohlone Greenway widening, surveillance, crosswalk and landscaping improvements within the City's PDA and adjacent to two BART Stations to improve livability in these transit-rich neighborhoods and address pedestrian and bicycle access and safety concerns.
<i>Expanded Description</i>	<p>The Ohlone Greenway is a heavily used Class I bicycle-pedestrian facility that runs parallel to San Pablo Avenue/SR 123 from the northern to southern City limits where it connects to regional Class 1 facilities in Richmond and Albany. Pursuant to the 2009 Ohlone Greenway Master Plan, the City has begun to implement projects along the Greenway to enhance its usability and contribute to reduced vehicle-miles travelled and a healthier, more connected community. There remains a strong need for improvements at the City's two BART stations where the Greenway currently gets lost and higher pedestrian and bicycle volumes and increased auto and bus traffic contribute to user and safety conflicts, hinder movement, and disrupt the continuity of the pathway. The project will improve and widen the path through</p>

Project

Ohlone Greenway Station Access, Safety and Placemaking Improvements

the BART stations and install two new crosswalks, upgrade three existing crosswalks, formalize desire lines, and establish "high use pedestrian zones" with new striping, special pavement and improved signage. The project also includes placemaking elements such as native landscaping, seating and lighting to increase a sense of connectivity to the rest of the Greenway and establish a strong sense of place at these transportation gateways to the community. To improve the security along the Greenway, the existing surveillance system will be upgraded and expanded to three key nodes between the BART Stations. Collectively, these improvements will better serve the needs of local and regional bicyclists and pedestrians, improve access to local amenities, and improve the integration of the two BART stations to the surrounding community. Consistent with TLC and OBAG goals, the project is a community-based multimodal transportation project that will improve connectivity, enhance sense of place, bring new vibrancy and support the higher-density transit-oriented neighborhoods adjacent to BART as a place where developers want to build and people want to live, work and visit.

Transportation Issue to be Addressed

The Ohlone Greenway serves as an important bicycle & pedestrian corridor at & between the two El Cerrito BART stations & connects the stations to civic destinations & adjoining cities. A daily average of 627 pedestrians & bicyclists use the Greenway. Pedestrian & bike access & safety at the stations is hindered by heavy automobile & bus traffic combined with the significant volumes of pedestrians & bicyclists accessing the stations, as well as, those traveling along the Greenway. Given its key role, the Greenway is in need of access, safety & placemaking enhancements to improve safety, connectivity & the overall ambiance of the station areas. The project includes crossing improvements such as curb bulb-outs & enhanced pavement treatments to guide pedestrians & bicyclists to safely cross arterials that bound the stations & improve connectivity with the surrounding neighborhoods.

The del Norte BART station is the highest ridership station in Contra Costa County & serves as a regional transit hub, serving six regional transit agencies & accommodating commuters from Contra Costa, Solano, Napa & Marin Counties. Between 1200 & 1700 riders use the station during weekday rush hours, with 61% arriving by car & 22% by bus. The surrounding area, particularly along the San Pablo Ave PDA, has been marked as areas of concern due to a high number of pedestrian collisions. Further, placemaking, lighting & surveillance enhancements will help to address the crime along the Greenway.

<i>Project</i>	Ohlone Greenway Station Access, Safety and Placemaking Improvements
	43% of El Cerrito Plaza users walk to the station, 6% ride their bikes, & 38% arrive in cars. The site is part of the City's historic theater district, is close to the regional high school & is the closest BART station to the Bay Trail. Due to its strategic location, the station has been earmarked as an opportunity site for expanded transportation access, which would require sensitive implementation to continue to serve the high number of pedestrians & bicyclists that travel to it.

<i>Project</i>	Hercules Intermodal Transit Center / Hercules Bayfront Village
<i>Sponsor</i>	Hercules
<i>Location</i>	The Project is located at the future terminus of John Muir Parkway in Hercules, California. More specifically, the two grant focus areas are along Bayfront Boulevard near its' intersection with Railroad Avenue and Sanderling Drive.
<i>Description</i>	The Hercules Intermodal Transit Center (ITC) is a planned multi-modal traversed by the San Francisco Bay Trail with bus, train, and ferry service providing alternatives for access to employment, educational, and recreational destinations.
<i>Expanded Description</i>	The ITC will provide transportation services operated by WestCAT (local and regional buses), Capital Corridor and potentially San Joaquin (intercity rail), and Water Emergency Transportation Authority (WETA) (ferry service), and include access roadways, trails, and parking facilities. The ITC is being built to tie in to the Bayfront Transit Village project, a major transit-oriented, mixed use development planned with 1,392 new residential units and 340,000 square feet of office, retail, and flex space. The ITC/Bayfront Transit Village is one of only 13 projects selected by the Strategic Growth Council of the State of California as a California Catalyst Project and was chosen as a model of linking transportation and land development. Following securing final NEPA environmental clearance with a Federal Transit Administration Record of Decision in June 2012 and a subsequent Categorical Exclusion issued by Caltrans for the Federal Highway Administration funded Bay Trail in August 2012, the project is now "shovel ready" and will break ground in a few short months on the initial phase. This grant request will complete a critical funding gap for Phase 1B of the Project and will eliminate the last impediments to the Bayfront Transit Village development and achieve two functional objectives for the ITC.

<i>Project</i>	Hercules Intermodal Transit Center / Hercules Bayfront Village
<i>Transportation Issue to be Addressed</i>	OBAG will achieve two critical objectives. First, the Bay Trail gap closure from ITC to Pinole will meet the needs of a broad array of user groups for both utilitarian and recreational uses. This bicycle and pedestrian trail will provide safe alternatives for commuters as they access mass transportation options consisting of rail, ferry, and bus and provide the ability to safely and easily move along the shoreline rather than following busy roadways and crossing busy intersections. Secondly, OBAG will fund a critical piece of infrastructure to deliver the first “mode” of the ITC through completion of the Transit Loop, allowing bus service to start and begin providing transit alternatives to commuters.
<i>Project</i>	Moraga Center PDA Pedestrian and Bicycle Improvements
<i>Sponsor</i>	Moraga
<i>Location</i>	Within Moraga Center Specific Plan/PDA along Camino Ricardo, Moraga Way, Country Club Drive, and Viader Drive
<i>Description</i>	Construct new sidewalks and pedestrian paths facilities to close critical gaps, install bike facilities and streetscape improvements along selected streets in Moraga Center Specific Plan Area/PDA
<i>Expanded Description</i>	The project would construct a series of pedestrian and bicycle improvements within the Moraga Center Specific Plan Area, a designated PDA, that would close gaps in the existing ped and bike network, and provide more convenient access between existing and planned residential and commercial development within the PDA, including two forthcoming residential projects. Proposed facilities include: new pedestrian paths and sidewalks along Moraga Way between St. Andrews Drive and School Street; new sidewalks along Camino Ricardo north of Moraga Way; and sidewalk gap closure along a section of Viader Drive. In addition, the project proposes improvements to enhance the walkability/bikeability of Country Club Drive including landscaping of an existing median, closure of a sidewalk gap, and addition of a new Class III bicycle route that would connect to the Lafayette Moraga Regional Trail.
<i>Transportation Issue to be Addressed</i>	The proposed project addresses transportation problems associated with the fragmented and discontinuous network of pedestrian and bicycle facilities within the Moraga Center Area. The current pattern presents a challenging environment for safe pedestrian and bicycle travel and is inconsistent with the Moraga Center Specific Plan vision

<i>Project</i>	<p>Moraga Center PDA Pedestrian and Bicycle Improvements</p> <p>for the area as a vibrant, well-connected, pedestrian-friendly mixed use "village".</p> <p>By closing critical gaps in the pedestrian network and installing new bicycle facilities, the improvements would encourage walking and biking, and help to achieve a number of key transportation goals including non-auto connections to regional transit (bus to BART), reduced congestion, and creating safe routes to nearby schools and between the areas residential and employment centers. The improvements would also facilitate access to the regional Lafayette-Moraga trail and thereby offer opportunities for improved connectivity to recreation and employment areas served by the trail.</p> <p>Two residential development projects in the Specific Plan Area/PDA are currently under review by the Town of Moraga, including a clustered, small-lot 27-unit single family development on Camino Ricardo, and a 55-unit townhome project on Moraga Way/Country Club Drive. Additional residential development is planned in the vicinity of these two projects that will create additional demand for high-quality pedestrian and bike facilities connecting these projects safely and efficiently to shopping, employment, schools and other neighborhoods.</p>
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<i>Project</i>	Rheem Boulevard/St. Mary's Road Roundabout
<i>Sponsor</i>	Moraga
<i>Location</i>	Intersection of Rheem Blvd and St. Mary's Road, Moraga.
<i>Description</i>	Construct new roundabout at intersection of Rheem Blvd. and St. Mary's Road and relocate trail to create safer pedestrian and bicycle crossing.
<i>Expanded Description</i>	The proposed project would construct a new roundabout at the intersection of Rheem Blvd. and St. Mary's Road, to replace the existing three-way stop-sign controlled intersection. The roundabout has been identified as a critical improvement to better connect shopping and residential uses in the proximate Moraga Center PDA with Saint Mary's College, a key education and employment center in Moraga. The roundabout is also necessary to accommodate projected growth of the SMC campus, and to address safety issues at the intersection. The roundabout would include three legs to accommodate the existing three way intersection, but be designed to allow for a future fourth leg that would connect to a realigned

<i>Project</i>	Rheem Boulevard/St. Mary's Road Roundabout
<i>Transportation Issue to be Addressed</i>	<p>Bollinger Canyon Road, which currently has an intersection just to the north. Safe pedestrian and bicycle crossings, including a crossing for the regional Lafayette-Moraga Trail would be included in the project design.</p> <p>The project would address existing traffic safety and congestion problems at the busy Rheem Boulevard/St. Mary's Road intersection, one of the busiest in Moraga. Future development, including local and regional growth and that associated with the expansion of the Saint Mary's College campus is projected to worsen conditions at the intersection. The proximity of the Bollinger Canyon/St. Mary's Road intersection, which is located on a curve with poor sight distances exacerbates these conditions. The Lafayette-Moraga trail crosses Rheem Boulevard at the north side of the intersection, which can be challenging for its users. A traffic study was completed in 2008 that considered a number of potential improvements to address these issues. The study concluded that a roundabout was the preferred option and presented an initial design concept that includes a four-legged design, to accommodate the existing 3-way intersection and a future realignment of Bollinger Canyon Road. The proposed design would also re-align the Lafayette Moraga trail to cross Rheem Boulevard at a safer location, to the south of the existing crossing.</p>

<i>Project</i>	Crossroads Area Streetscape Improvements
<i>Sponsor</i>	Orinda
<i>Location</i>	City of Orinda in the downtown area near Theater Square proximate to Orinda BART and State Route 24 in a PDA
<i>Description</i>	Pedestrian improvements along Camino Pablo from Orinda Way to Brookwood Road within the Priority Development Area.
<i>Expanded Description</i>	<p>The Orinda downtown streetscape project will provide improved access to the two downtown areas of Orinda, which is bifurcated by State Route 24. It will provide a comprehensive link between the Crossroads downtown, near Theater Square, to the Village downtown to the north. Important features include a new ADA accessible link from the Camino Pablo sidewalk to Bryant Way sidewalk; a new concrete paver crosswalk on Brookwood at the Camino pablo intersection; an improved sidewalk on the south side of Brookwood between Camino Pablo and Moraga Way; and will add a sidewalk to Camino Sobrante from Orinda Way to La Plaza.</p>

<i>Transportation Issue to be Addressed</i>	Pedestrian access to and from Orinda BART and the Village (North) and Crossroads (south) sections of Downtown Orinda. Also the condition of the pavement on Brookwood needs to be improved to allow the safe use by bicycles.
<i>Project</i>	Downtown Pittsburg Plaza and Streetscape Improvements
<i>Sponsor</i>	Pittsburg
<i>Location</i>	The project will be located in Downtown Pittsburg along Railroad Avenue, West 5th Street, West 6th Street and Black Diamond Street between West 10th Street and Marina Boulevard just north of West 5th Street
<i>Description</i>	Completion of an existing pedestrian plaza fronting Railroad Ave.; streetscape improvements on three sides of the plaza block; bicycle signage and striping and ADA curb ramps and crosswalks along Black Diamond St. from W. 10th St. to Marina Blvd.
<i>Expanded Description</i>	Downtown Pittsburg’s commercial core extends from Black Diamond St. (west) to Cumberland St. (east), and 10th St. (south) to 3rd St. (north), and is bisected by Railroad Ave., the City’s main commercial thoroughfare. In 2010, the City constructed a pedestrian plaza along Railroad Ave. and installed temporary sidewalks along three sides of the subject block. As the site of the Farmer’s Market and numerous seasonal events, the plaza has become the civic heart of Downtown. The City is seeking grant funds to complete the plaza by installing tiered retaining walls along 200 feet of the Railroad Ave. frontage; the walls would turn the corners and extend approximately 86 feet westerly along West 5th and 6th sts. Each of the three tiered walls would be approximately 18-inches tall reaching a maximum height of four and one-half feet tall at the highest point (at Railroad Ave.) with the lot sloping down to grade at Black Diamond St. Each wall would be separated by a ten ft. wide concrete walkway with landscaping to allow for pedestrian access. The tiered walls would serve multiple functions including but not limited to retaining walls, a threshold between the existing public plaza and the remaining 1.3-acre vacant block that will be used for public purposes, canvases for public art, seating for downtown patrons and people watchers, and a wind break for visitors to the plaza. Other improvements around the subject block include installation of six to eight-foot wide sidewalks, curbs with bulb outs, gutters, lighting and landscaping and on-street parking along W. 5th, W. 6th and Black Diamond sts. The project would also include installation of bicycle signing and striping along Black Diamond from

<i>Project</i>	Downtown Pittsburg Plaza and Streetscape Improvements
	<p>W. 10th St. to Marina Blvd. (approx. 1,530 lineal ft.) as called for in the City's General Plan and the Countywide Bike and Pedestrian Plan, and installation of ADA-compliant curb ramp and crosswalk improvements along Black Diamond St. from W. 10th St. to Marina Blvd.</p>
<i>Transportation Issue to be Addressed</i>	<p>The proposed project would result in pedestrian and bicycle access transportation improvements as well as public space improvements to support placemaking and community development at the center of the Downtown Pittsburg priority development area.</p> <p>Since 2005, the City and the former Redevelopment Agency invested millions of dollars in infrastructure improvements in downtown Pittsburg to catalyze investment and high density transit oriented development. The combination of private and public investments in downtown Pittsburg resulted in the construction of over 225 new residential units, many deed restricted for low income households, in the commercial core since 2008. Despite these investments, there remains a partially unimproved block with asphalt sidewalks and bounded by temporary fencing at the heart of Downtown Pittsburg. Completion of the plaza would create a central focal point for downtown Pittsburg with the intention of attracting additional private investment in mixed use and high density residential projects to support an increased downtown residential population, to support economic development and to attract a critical mass of pedestrians, bicyclists and visitors to the downtown core.</p> <p>Installation of plaza improvements and sidewalks around the lot would fill in a gap of development along Railroad Avenue, the primary downtown commercial corridor linking newer development at the southern end of downtown (between 10th and 6th streets) to the historic core (between 3rd and 5th streets). Bicycle and sidewalk improvements along Black Diamond Street would result in the construction of updated and widened sidewalks accessible to all people, and would facilitate safe bicycle access from the residential neighborhoods located south and west of downtown to the commercial core.</p>
<i>Project</i>	Pittsburg Multimodal Transit Station Access Improvements
<i>Sponsor</i>	Pittsburg
<i>Location</i>	The project is primarily located on the northeast corner of the Railroad Ave/California Ave/SR4 WB On-ramp intersection. Additional bicycle and pedestrian access improvements are located along Frontage Rd,

<i>Project</i>	Pittsburg Multimodal Transit Station Access Improvements
	Power Ave, and Railroad Ave.
<i>Description</i>	Multimodal Transit Station Improvements, including a Kiss-n-Ride lot, transit access improvements, pedestrian access improvements with public art, and bicycle parking and access improvements.
<i>Expanded Description</i>	This project will enhance multimodal access to the eBART station planned for the SR4 freeway median at Railroad Avenue. Access to the eBART station platform will be via elevator and stairs connected to an existing sidewalk along the east side of the Railroad Avenue overcrossing. Public Art will enhance the wide sidewalk area along this side of the overcrossing. A kiss-n-ride, multimodal parking lot will be constructed adjacent to the overcrossing. Particular attention will be paid in its design to encourage and enhance the experience of pedestrians, bicyclists and transit users (BART as well as local bus service). This will be accomplished through the use of wide sidewalks and trails, bicycle lanes and paths, ADA curb ramps, wayfinding/destination signage on regional trails, short- and long term bicycle storage/parking facilities, bus pull-out and bus shelter, as well as a pedestrian shelter for pedestrians waiting at the kiss-n-ride lot.
<i>Transportation Issue to be Addressed</i>	The proposed project would result in transit, pedestrian, and bicycle-related transportation access improvements as well as public space improvements to support placemaking and community development at Pittsburg's gateway to the downtown Pittsburg priority development area. Since 2005, the City and the former Redevelopment Agency have invested millions of dollars in infrastructure improvements in downtown Pittsburg to catalyze investment in the area. Completion of a multimodal kiss-n-ride lot/plaza would create a defined entry point/gateway for downtown Pittsburg and attract a critical mass of pedestrians, bicyclists and visitors to this area and choose alternative modes of transportation to the automobile (e.g. bicycling, walking, and transit). Class 1 trails leading to and from this area will be constructed to complete existing gaps in the trails bicycle routes. One of these is between Railroad Avenue and Power Avenue, and the second is between Railroad Avenue and Crestview Drive. And a dedicated right-turn lane will be constructed on California Avenue along the westbound approach to Railroad Avenue to accommodate expected demand.

<i>Project</i>	Contra Costa Boulevard Improvement Project (Beth Drive to Harriet Drive)
<i>Sponsor</i>	Pleasant Hill
<i>Location</i>	The project is located along Contra Costa Boulevard, between Beth Drive to the south and Harriet Drive to the north, in the City of Pleasant Hill.
<i>Description</i>	Pavement rehabilitation, sidewalk installation, bike lane striping, intersection geometry modification, traffic signal modification, new landscaping, and new pedestrian street lighting within the project limit.
<i>Expanded Description</i>	The project will install a new concrete sidewalk along the west side of Contra Costa Boulevard (CCB), between Ellinwood Drive and Beth Drive, and repair existing sidewalk within the project limit as needed. The project will also modify the intersection geometry at CCB/Ellinwood Drive intersection to accommodate a new bike lane along both sides of CCB within the project limit. All north/south lanes and the median island will be shifted to the east by 5 to 8 feet, and the northbound #3 lane will be eliminated at the Ellinwood intersection (see Attachment F & G). The existing traffic signal will need to be removed and replaced to accommodate the new bike lane, including video camera detection for cyclists and ADA audible push buttons for pedestrians. The existing street lights along the median will be replaced with LED street lights, and new pedestrian level lighting will be installed along the east side of CCB (along the commercial centers). Lastly, the existing vegetation in the median will be replaced with low level landscaping, to enhance sight visibility for drivers making left turns within the project corridor.
<i>Transportation Issue to be Addressed</i>	The City currently experiences a concentration of bicycle/vehicle collisions at the CCB/Ellinwood Drive intersection due to the sudden narrowing of the outside vehicle lane in the southbound direction and the narrow #3 northbound outside lane that cyclists are sharing with vehicles. Cyclists are sometimes clipped by passing vehicles as drivers try to squeeze by in the lane. A separate bike lane at the intersection approaches will greatly address this potential for conflict. The existing traffic signal currently does not have bicycle detection, which forces cyclists to be in the middle of the vehicle lane to be picked by the pavement loops. New video detection cameras and audible pedestrian push buttons would enhance bicycle and pedestrian access. The proposed new sidewalk would fill in the last sidewalk gap along the entire length of CCB, providing much needed facility for pedestrians who currently walk along the roadway shoulder to two nearby schools. There are regular night time collisions along the corridor due to the

<i>Project</i>	Contra Costa Boulevard Improvement Project (Beth Drive to Harriet Drive)
	inadequate amount of street light along the corridor, which the new LED street and pedestrian lights would address.

<i>Project</i>	Golf Club Road/Old Quarry Road Enhancement Project
<i>Sponsor</i>	Pleasant Hill
<i>Location</i>	Along Golf Club Road, between the Contra Costa Canal Regional Trail and approximately 450 feet east of Golf Club Road/Old Quarry Road intersection, and along Old Quarry Road, between Golf Club Road and Chilpancingo Parkway.
<i>Description</i>	Pavement rehabilitation, sidewalk installation, bike lane striping, roundabout construction, new traffic signal installation, new landscaping, and new pedestrian street lighting within the project limit.
<i>Expanded Description</i>	The project will provide TLC, pavement repair, and "complete streets" enhancements along Golf Club Road and Old Quarry Road within the project limit. The project is located within the City's DVC Plaza PDA, and is adjacent to the DVC Transit Center. The area is frequently used by DVC faculty and student population, and is currently lacking adequate pedestrian and bicycle access. The project will replace the existing substandard traffic signal at Golf Club Road/Old Quarry Road intersection and install a new traffic signal at the Golf Club Road/Stubbs Road intersection. The project will also install pedestrian actuated LED pedestrian beacons at the existing uncontrolled crosswalk at Golf Club Road/Tempe Court, and install a new concrete sidewalk along the south side of Golf Club Road along the DVC frontage. Along Old Quarry Road, a road diet will be implemented (remove two vehicle lanes and incorporate bike lanes), and a new roundabout will be constructed at the Old Quarry Road/Camelback Road intersection (currently 4-way STOP controlled). New street lighting and landscaping will be installed within the two roadway corridors.
<i>Transportation Issue to be Addressed</i>	The project will greatly enhance the accessibility and safety for cyclists, pedestrians, transit users, and even vehicles within the project limit. Cyclists currently share the outside 11-foot lanes with vehicle traffic, which can be heavily congested during certain times of the day during key class dismissal/start times. A separate bike lane will provide the vital facility needed to connect cyclists safely to the nearby Contra Costa Canal Trail to the west, and the regional bike facility along

<i>Project</i>	Golf Club Road/Old Quarry Road Enhancement Project
	<p>Contra Costa Boulevard (CCB) to the east. The large number of pedestrians utilizing the various crossings across Golf Club Road, as well as the large number of vehicles turning at those locations from the various DVC parking lots, makes it difficult for vehicles to find the necessary gaps to turn out onto Golf Club Road (resulting in unnecessary backup along the corridor). Pedestrian related collisions are frequent along the two corridors given the lack of clear traffic control, which will be completely addressed with the new traffic signals and the proposed roundabout. New street lights along the corridor will greatly enhance bicycle and pedestrian safety at night.</p>
<i>Project</i>	Richmond 'ROUTE' (Regional Opportunities to Unite Transit and Employment)
<i>Sponsor</i>	Richmond
<i>Location</i>	23rd St., Marina Way and Regatta Blvd. corridors that link the Richmond BART and Ferry with employment areas on the Ford Peninsula and LBNL campus.
<i>Description</i>	Provide safe, continuous bicycle and pedestrian routes between regional transit (BART, Amtrak, & ferry) and major employment centers (LBNL campus & Ford Peninsula) to contribute to the connectivity goals of the City of Richmond.
<i>Expanded Description</i>	<p>The project will implement planned bike and pedestrian improvements along key streets to create a complete and interconnected system of facilities that provides safe and convenient pedestrian and bicycle access between Richmond's interregional and regional transit hubs and major new employment centers. The focus will be on adding improvements (e.g., bike lanes, sidewalks, lighting, signage, bulb-outs, etc.) along key north/south streets (23rd St. & Marina Way) that connect BART, Amtrak, and the Civic Center to the South Richmond PDA, and along Regatta Blvd. to connect the future ferry terminal and the Ford Peninsula to the future LBNL campus. The project will augment recent City improvements by filling in remaining gaps in the bike and ped system. Grant funding would be for the construction of the improvements. All project components were identified in the recently developed City of Richmond Pedestrian Plan and Bicycle Master Plan as high priority projects and were selected through an extensive stakeholder planning process.</p>
<i>Transportation Issue</i>	Poor connectivity has been a major obstacle to developing Richmond's South Shoreline area for decades. I-580 and the railroad create

<i>Project</i>	Richmond 'ROUTE' (Regional Opportunities to Unite Transit and Employment)
<i>to be Addressed</i>	<p>physical barriers that isolate the area from the rest of the community as well as from other Bay Area locations. In addition, the section of I-80 and I-580 in this area is one of the most congested in the region and the nation. Many elements of the transportation network—including multi-modal facilities and public transit—are substandard, underdeveloped or disconnected within and leading to the South Shoreline area. Currently, a single AC Transit bus route (Line 74) connects the northern portion of Southern Richmond with the Richmond BART/Amtrak station. The line operates on a 40-minute headway throughout the week, and weekend service is even more limited. Although the San Francisco Bay Trail provides good bicycle and pedestrian access from the south and west, safe and convenient pedestrian and bicycle connections to neighborhoods and BART rail stations to the north and east are lacking. In the City of Richmond, nearly 10% of households do not have a vehicle, and 37% have only one vehicle (2006-2010 American Community Survey estimates). Consequently, improving transit, bicycle and pedestrian access to job opportunities and other community amenities and services planned for Southern Richmond is critical to the long-term economic and environmental sustainability of both the adjacent community and the region. With the commitment by UC Berkeley and LBNL to create a new campus on the South Shoreline, the challenge is to leverage Richmond's regional transit facilities to minimize increased vehicular traffic on I-80/580 and associated air pollution by providing safe and convenient access to BART, Amtrak, and to the future ferry terminal by filling existing gaps in the City's bicycle and pedestrian network, including difficult under/overpass conditions that exist where the freeway and rail lines intersect local streets.</p>
<i>Project</i>	Riverside Avenue Pedestrian Overcrossing Replacement
<i>Sponsor</i>	San Pablo
<i>Location</i>	City of San Pablo, Riverside Avenue/Amador Street, across from the Riverside Elementary School
<i>Description</i>	Reconstruct Riverside Avenue Pedestrian Overcrossing (POC) and extend it across Amador Street
<i>Expanded Description</i>	The Riverside Ave pedestrian overcrossing (POC) currently lands on the west side of Amador St, opposite to the Riverside Elementary School. The POC will be reconstructed to land on the school side of Amador St,

<i>Project</i>	Riverside Avenue Pedestrian Overcrossing Replacement
	<p>so students would not have to cross it, improving pedestrian safety and encouraging more people to walk to school. The overcrossing will also serve as a key link in the future Wildcat Creek Trail, which when completed will link the regional Bay and Ridge Trails; this trail is a designated Connector Trail, with several segments already completed.</p> <p>The overcrossing also allows for easy pedestrian and bicycle access between the residential neighborhoods east of the freeway and the commercial area of the San Pablo Avenue PDA (located just ¼ mile from the western end of the overcrossing), and for access for residents on the west side across the freeway to Wildcat Canyon Regional Park.</p>
<i>Transportation Issue to be Addressed</i>	<p>The City of San Pablo, working with CCTA, s engaged in a major redesign of the SPDR interchange on I-80. Under the new reconfiguration, access to McBryde Ave will be provided via the new off-ramp at San Pablo Dam Road and a new McBryde Connector Road (MCR) that will be constructed along the west side of I-80. The MCR will provide a safer and direct access to McBryde Ave but will necessitate reconstruction of the Riverside Ave pedestrian overcrossing which currently lands on the west side of Amador St, opposite to the Riverside Elementary School.</p> <p>The public requested that the new ped overcrossing be redesigned to land on the school side of Amador St, so students would not have to cross Amador St., improving pedestrian safety and encouraging more people to walk to school. Based on counts completed on February 28, 2013 between 7 AM and 4 PM, 287 pedestrians crossed Amador St during these times. Highest crossing counts were between 8 AM and 9 AM (83 crossings) and between 2:30 PM and 3:30 PM (98 crossings), coinciding with school start & dismissal hours.</p>
<i>Project</i>	Downtown East End Ped., Bike & Streetscape Improvements, Ph. 2
<i>Sponsor</i>	Lafayette
<i>Location</i>	In Downtown Lafayette's Priority Development Area on Mt. Diablo Blvd. between Brown Ave. and Carol Lane.
<i>Description</i>	Install a series of enhanced, high visibility crosswalks; widen existing bike lanes; add benches &/or accessibility improvements at bus stops; complete a sidewalk gap closure; add medians & ped. refuge islands w/ lights; & upgrade signals for peds. & bikes
<i>Expanded Description</i>	Mt. Diablo Blvd. has 2 vehicle lanes and a bike lane in each direction, on-street parking and a two-way center turn lane. The project will

Project

Downtown East End Ped., Bike & Streetscape Improvements, Ph. 2

implement a "road diet" and construct non-motorized transportation and streetscape improvements along a 1/2 mile long section of Mt. Diablo Blvd. between Brown Ave. and Carol Lane. The improvements aim to transform the broad boulevard into a bike-friendly, pedestrian-scale, downtown environment which supports nascent redevelopment of the area with housing and employment options. The project improves safety and multi-modal mobility convenience with improvements to intersections. The project eliminates a 350 ft. gap of sidewalk on the south side of the street. Bus stops will be improved with waiting areas and/or benches. The visibility of all crosswalks will be enhanced with special paving while the project's north-south pedestrian crossings will also include extra safety measures such as rectangular rapid flashing beacons. Additional north-south crosswalks will be added to encourage pedestrian mobility across the boulevard. Existing traffic signals will be upgraded with countdown and audio pedestrian heads and video detection of bicyclists. The bike lanes will be widened by narrowing the four vehicle travel lanes. As space permits, new bike racks will be added in front of businesses. The project will install a series of planted medians/pedestrian refuges with luminaires. The median reduces the apparent width of the roadway, provides opportunities for pedestrian refuge space, reduces vehicle speeds, reduces erratic vehicle turning movements and transforms the character of the street.

Transportation Issue to be Addressed

Historically, Mt. Diablo Blvd. was a highway route prior to the development of SR-24; thus this section of Mt. Diablo Boulevard remains very wide (90 feet curb to curb) and open; lending itself today to higher than desired driving speeds and discouraging pedestrian & bicycle activity, particularly for pedestrians crossing the boulevard north-south. The City's Downtown Specific Plan and its Downtown Street Improvement Master Plan call for significantly changing the car-dominant character of the roadway to encourage more pedestrian and bicycle activity and support on-going re-development of area properties to be compatible with a small town, downtown atmosphere. The planted and lit medians with pedestrian refuge areas decrease the apparent width of the roadway, and when combined with the narrower travel lanes should encourage lower driving speeds. All of the high-visibility crosswalks will provide added focus on pedestrians and the enhanced north-south crossings will help to knit together the two sides of the street. Wider bike lanes will encourage more cycling and make less experienced bicyclists more comfortable riding. The combination of enhanced crosswalks and medians will better organize traffic flow and turn movements at street intersections which should help reduce the number of broadside collisions,

<i>Project</i>	Downtown East End Ped., Bike & Streetscape Improvements, Ph. 2
	particularly those involving bicyclists.
<i>Project</i>	Iron Horse Trail Bicycle and Pedestrian Overcrossing at Bollinger Canyon Road
<i>Sponsor</i>	San Ramon
<i>Location</i>	At the intersection of the Iron Horse Trail and Bollinger Canyon Road, a primary arterial (ADT up to 58,400) within the City Center Priority Development Area.
<i>Description</i>	Construction of a pedestrian and bicycle overcrossing at the intersection of the Iron Horse Trail and Bollinger Canyon Road.
<i>Expanded Description</i>	This project requests funding for the construction of a pedestrian and bicycle overcrossing at the Iron Horse Trail intersection with Bollinger Canyon Road, a primary arterial with 2012 ADT volumes as high as 58,400. This location is at the heart of the City Center Priority Development Area (PDA) as designated by the Association of Bay Area Governments (ABAG). The character of the area surrounding the trail shifts from midsize office buildings to corporate campuses such as the Bishop Ranch Business Park and AT&T. In addition, surrounding uses include the Iron Horse Trail Middle School, San Ramon Central Park, the Market Place Shopping Center, and the future site of the San Ramon City Center Project.
<i>Transportation Issue to be Addressed</i>	Currently at this location there is a standard pedestrian actuated crosswalk. Trail users must wait for the pedestrian phase of the traffic signal to cross Bollinger Canyon Road, a six-lane arterial roadway. Significant increases in vehicle traffic and trail use are expected at this location with the upcoming development of the City Center Project. An overcrossing at this location would improve safety for all trail users by completely separating them from vehicles. Additionally, this overcrossing would improve connectivity for users of this regional trail and therefore promote trail use and improve traffic flow on Bollinger Canyon Road, therefore reducing air pollution due to vehicles not having to stop and idle while waiting for trail users to cross the roadway.

MTC Bicycle and Pedestrian Count Program

Bicycle and Pedestrian Counts 2002 to 2012**Bicycle Counts**

County	2002	2010	2011	2012	2010-2012	2011-2012
Alameda	1,059	1,918	2,411	2,624	37%	9%
Contra Costa	586	649	1,042	1,202	85%	15%
Marin	731	1,165	2,360	2,018	73%	-14%
Napa	274	342	458	612	79%	34%
San Francisco	1,575	4,330	4,696	4,548	5%	-3%
San Mateo	389	620	998	1,137	83%	14%
Santa Clara	904	1,725	1,984	2,057	19%	4%
Solano	233	235	423	455	94%	8%
Sonoma	448	560	753	1,144	104%	52%

Pedestrian Counts

County	2002	2010	2011	2012	2010-2012	2011-2012
Alameda	4,304	5,372	5,701	6,423	20%	13%
Contra Costa	4,319	3,361	3,927	4,240	26%	8%
Marin	2,983	5,707	8,635	9,594	68%	11%
Napa	2,267	4,170	4,158	4,163	-0.2%	0.1%
San Francisco	10,540	27,042	28,064	24,958	-8%	-11%
San Mateo	1,710	3,709	4,299	4,464	20%	4%
Santa Clara	4,089	9,632	10,852	10,620	10%	-2%
Solano	923	1,460	1,603	1,860	27%	16%
Sonoma	2,325	3,914	3,986	4,294	10%	8%

Bike and Pedestrian Total

County	2002	2010	2011	2012	2010-2012	2011-2012
Alameda	5,363	7,290	8,112	9,047	24%	12%
Contra Costa	4,905	4,010	4,969	5,442	36%	10%
Marin	3,714	6,872	10,995	11,612	69%	6%
Napa	2,541	4,512	4,616	4,775	6%	3%
San Francisco	12,115	31,372	32,760	29,506	-6%	-10%
San Mateo	2,099	4,329	5,297	5,601	29%	6%
Santa Clara	4,993	11,357	12,836	12,677	12%	-1%
Solano	1,156	1,695	2,026	2,315	37%	14%
Sonoma	2,773	4,474	4,739	5,438	22%	15%

MTC Bicycle and Pedestrian Count Program

Bicycle and Pedestrian Counts, 2002 to 2012

BICYCLE COUNTS

N/S:	E/W:	City	2002	2010	2011	2012	2010-2012	2002-2012
L Street	18th Street	Antioch	41	37	44	83	124%	102%
Brentwood Boulevard	Oak Street	Brentwood	14	29	54	26	-10%	86%
Grant Street	Concord Boulevard	Concord	48	41	111	98	139%	104%
Jones Road	Treat Boulevard	Contra Costa County/P.H.	104	20	36	93	365%	-11%
San Ramon Valley Boulevard	Railroad Avenue (South)	Danville	13	56	62	82	46%	531%
Ohlone Greenway	Fairmont Avenue	El Cerrito	202	176	228	349	98%	73%
Moraga Road	Mt. Diablo Boulevard	Lafayette	53	42	65	72	71%	36%
Pacheco Road	Arnold Road	Martinez	6	23	21	22	-4%	267%
Moraga Way	Ivy Drive	Orinda	11	75	87	45	-40%	309%
Bailey Road	Delta De Anza Trail	Pittsburg	13	36	162	105	192%	708%
Marina Way	Mac Donald Avenue	Richmond	73	81	104	182	125%	149%
Walnut Boulevard	Ygnacio Valley Road	Walnut Creek	8	33	68	45	36%	463%
Total			586	649	1,042	1,202	85%	105%

MTC Bicycle and Pedestrian Count Program

Bicycle and Pedestrian Counts, 2002 to 2012

PEDESTRIAN COUNTS

N/S:	E/W:	City	2002	2010	2011	2012	2010-2012	2002-2012
L Street	18th Street	Antioch	619	202	361	345	71%	-44%
Brentwood Boulevard	Oak Street	Brentwood	36	117	95	97	-17%	169%
Grant Street	Concord Boulevard	Concord	319	479	554	618	29%	94%
Jones Road	Treat Boulevard	Contra Costa County/P.H.	468	262	260	335	28%	-28%
San Ramon Valley Boulevard	Railroad Avenue (South)	Danville	91	84	136	157	87%	73%
Ohlone Greenway	Fairmont Avenue	El Cerrito	941	562	747	813	45%	-14%
Moraga Road	Mt. Diablo Boulevard	Lafayette	422	384	363	430	12%	2%
Pacheco Road	Arnold Road	Martinez	15	17	13	11	-35%	-27%
Moraga Way	Ivy Drive	Orinda	376	253	169	15	-94%	-96%
Bailey Road	Delta De Anza Trail	Pittsburg	68	169	329	406	140%	497%
Marina Way	Mac Donald Avenue	Richmond	732	743	772	883	19%	21%
Walnut Boulevard	Ygnacio Valley Road	Walnut Creek	232	89	128	130	46%	-44%
Total			4,319	3,361	3,927	4,240	26%	-2%

MTC Bicycle and Pedestrian Count Program

Bicycle and Pedestrian Counts, 2002 to 2012

BICYCLE AND PEDESTRIAN COUNTS

N/S:	E/W:	City	2002	2010	2011	2012	2010-2012	2002-2012
L Street	18th Street	Antioch	660	239	405	428	79%	-35%
Brentwood Boulevard	Oak Street	Brentwood	50	146	149	123	-16%	146%
Grant Street	Concord Boulevard	Concord	367	520	665	716	38%	95%
Jones Road	Treat Boulevard	Contra Costa County/P.H.	572	282	296	428	52%	-25%
San Ramon Valley Boulevard	Railroad Avenue (South)	Danville	104	140	198	239	71%	130%
Ohlone Greenway	Fairmont Avenue	El Cerrito	1,143	738	975	1,162	57%	2%
Moraga Road	Mt. Diablo Boulevard	Lafayette	475	426	428	502	18%	6%
Pacheco Road	Arnold Road	Martinez	21	40	34	33	-18%	57%
Moraga Way	Ivy Drive	Orinda	387	328	256	60	-82%	-84%
Bailey Road	Delta De Anza Trail	Pittsburg	81	205	491	511	149%	531%
Marina Way	Mac Donald Avenue	Richmond	805	824	876	1,065	29%	32%
Walnut Boulevard	Ygnacio Valley Road	Walnut Creek	240	122	196	175	43%	-27%
Total			4,905	4,010	4,969	5,442	36%	11%