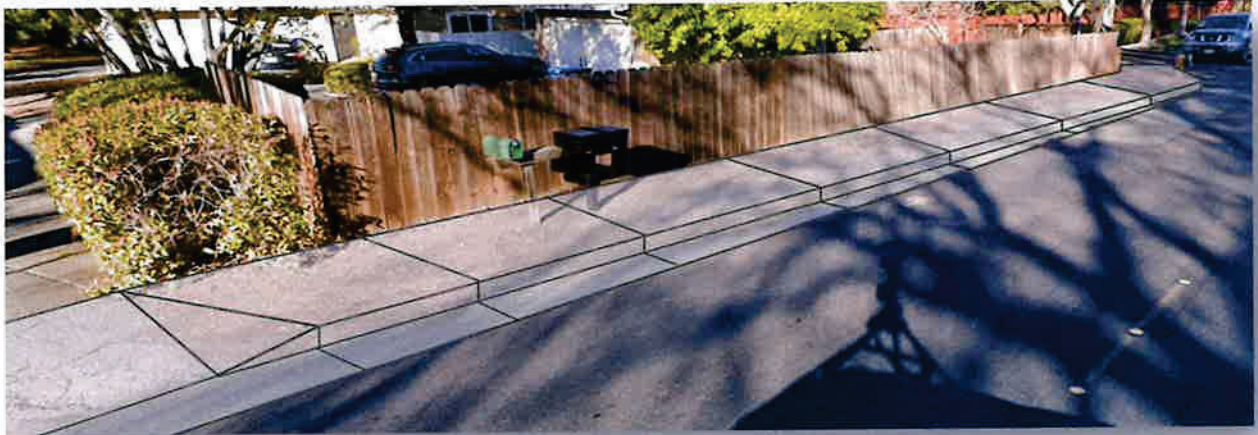




Contra Costa County
Public Works
Department

Central County Application

Contra Costa Centre Pedestrian Improvements



2025/2026 TDA Preliminary Application

Contra Costa County, California

December 2, 2024

TDA Article 3 Project Application Form

1. Agency	Contra Costa County Public Works Department		
2. Primary Contact	Joe Smithonic		
3. Mailing Address	255 Glacier Drive, Martinez, CA 94553		
4. Email Address	Joe.Smithonic@pw.cccounty.us	5. Phone Number	925-313-2348
6. Secondary Contact (in the event primary is not available)	Ryan Herd		
7. Mailing address (if different) N/A <input type="checkbox"/>	255 Glacier Drive, Martinez, CA 94553		
8. Email Address	Ryan.Herd@pw.cccounty.us	9. Phone Number	(925) 313-2327
10. Send allocation instructions to (if different from above):			
11. Project Title	Contra Costa Centre Pedestrian Improvements		
12. Amount requested	\$120,000	13. Fiscal Year of Claim	2025/2026

14. Description of Overall Project:

This project will connect existing segments of sidewalk along Mayhew Way between Bancroft Road and the Iron Horse Regional Trail and add rectangular rapid flashing beacons to existing crosswalks on Coggins Drive and Las Juntas Way to improve pedestrian mobility and safety. Two segments totaling approximately 280 linear feet of curb and gutter sidewalk will be constructed on the northern side of Mayhew Way.

15. Project Scope Proposed for Funding: (Project level environmental, preliminary planning, and ROW are ineligible uses of TDA funds.)

Design Engineering and Construction costs.

16. Project Location: A map of the project location is attached or a link to a online map of the project location is provided below:

Mayhew Way from the Iron Horse Regional Trail to Bancroft Road, Coggins Drive at Wayside Plaza intersection, Las Juntas Way at Anthony Way intersection. A map of the project location is attached.

Project Relation to Regional Policies (for information only)

17. Is the project in an Equity Priority Community? Yes No
18. Is this project in a Priority Development Area or a Transit-Oriented Community? Yes No
19. **Project Budget and Schedule**

Project Phase	TDA 3	Other Funds	Total Cost	Estimated Completion (month/year)
Bike/Ped Plan				
ENV				1/2025
PA&ED		17,000	17,000	6/2025
PS&E	67,000		67,000	12/2026
ROW				03/2026
CON	53,000	350,000	403,000	08/2026
Total Cost	120,000	367,000	487,000	

Project Eligibility

- A. Has the project been reviewed by the Bicycle and Pedestrian Advisory Committee? Yes No
 If "YES," identify the date and provide a copy or link to the agenda.
 If "NO," provide an explanation. **To be reviewed as a preliminary application.**
- B. Has the project been approved by the claimant's governing body? Yes No
 If "NO," provide expected date: To be scheduled in February 2025
- C. Has this project previously received TDA Article 3 funding? Yes No
 (If "YES," provide an explanation on a separate page)
- D. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? Yes No
- E. 1. Is the project categorically exempt from CEQA, pursuant to CCR Section 15301(c), Existing Facility? Yes No
2. If "NO" above, is the project is exempt from CEQA for another reason? Yes No
 Cite the basis for the exemption. N/A
 If the project is not exempt, please check "NO," and provide environmental documentation, as appropriate.
- F. Estimated Completion Date of project (month and year): August 2026
- G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility, please identify below and provide the agreement.) Yes No

H. Is a Complete Streets Checklist required for this project ?

Yes

No

If the amount requested is over \$250,000 or if the total project phase or construction phase is over \$250,000, a Complete Streets checklist is likely required. Please attach the Complete Streets checklist or record of review, as applicable. More information and the form may be found here: <https://mtc.ca.gov/planning/transportation/complete-streets>

Contra Costa Centre Pedestrian Improvements – Central Contra Costa County

A. Purpose and Need:

The project aims to implement pedestrian improvements in the Contra Costa Centre area of unincorporated Contra Costa County. These improvements were identified by community residents and are focused on expanding pedestrian infrastructure and safety. The project components include the following three sites:

Site 1: This component is a sidewalk gap closure project that aims to connect the northern side of Mayhew Way between the Iron Horse Regional Trail (IHRT) and Bancroft Road. The project will add approximately 310 feet of sidewalk and conform to an existing segment of sidewalk to connect the community west of the IHRT to the neighborhoods and services east of the trail such as Contra Costa Centre, John Muir Center, Crossroads Shopping Center, and Pleasant Hill Bart that are frequently used by pedestrians

Site 2: This site is located on Coggins Drive at the intersection with Wayside Plaza. The project will install rapid rectangular flashing beacons (RRFBs) at the existing uncontrolled crosswalk that will promote pedestrian safety. Coggins Drive is an important road connecting residents and BART users of Contra Costa Centre to the IHRT.

Site 3: This site is located on Las Juntas Way at the intersection with Anthony Way. The project will install rapid rectangular flashing beacons (RRFBs) at the existing uncontrolled crosswalk that will promote pedestrian safety. This intersection serves as a connector for Contra Costa Centre BART users and residents to access the IHRT.

Mayhew Way is a major collector road with an average daily traffic volume of 6,100 vehicles and posted speed limit of 30 miles per hour. It is primarily a residential neighborhood but has historically served as a pass-through alternative route for motorists coming from Bancroft Road to Highway 680 and Pleasant Hill BART, and since 2019, there have been two vehicle-pedestrian collisions that resulted in serious injuries. The volume of vehicles that travel this road supports the need for a discernable sidewalk along the full length of Mayhew Way to separate vehicles from pedestrians.

Coggins Drive is a minor arterial with an average daily traffic volume of 3,900 vehicles and posted speed limit of 25 miles per hour. It is used as a connector road from the nearby Crossroads Shopping center and BART station to access the IHRT. The existing crosswalk at Wayside Plaza lacks any pedestrian safety enhancements and needs improvements in order to meet the needs of pedestrians in the area.

Las Juntas Way is a major collector with an average daily traffic volume of 3,250 vehicles and posted speed limit of 25 miles per hour. The road serves as important connector

from Contra Costa Centre BART to the IHRT. The intersection is also in close proximity to a daycare and has plenty of multifamily housing around. A concerned resident has reported nighttime safety concerns due to the lack of lighting at the uncontrolled sidewalk at Anthony Way and how frequently it is used. Trees cover the crosswalk overhead, so a permanent power source is needed.

The proposed sidewalks and RRFBs will provide accessibility to all pedestrian users and make it easier for trail users to access the IHRT. These improvements will improve safety and mobility for pedestrians, encouraging a shift to active transportation modes and connectivity for residents of Concord, Pleasant Hill, Walnut Creek and unincorporated Contra Costa County.

B. Project Description:

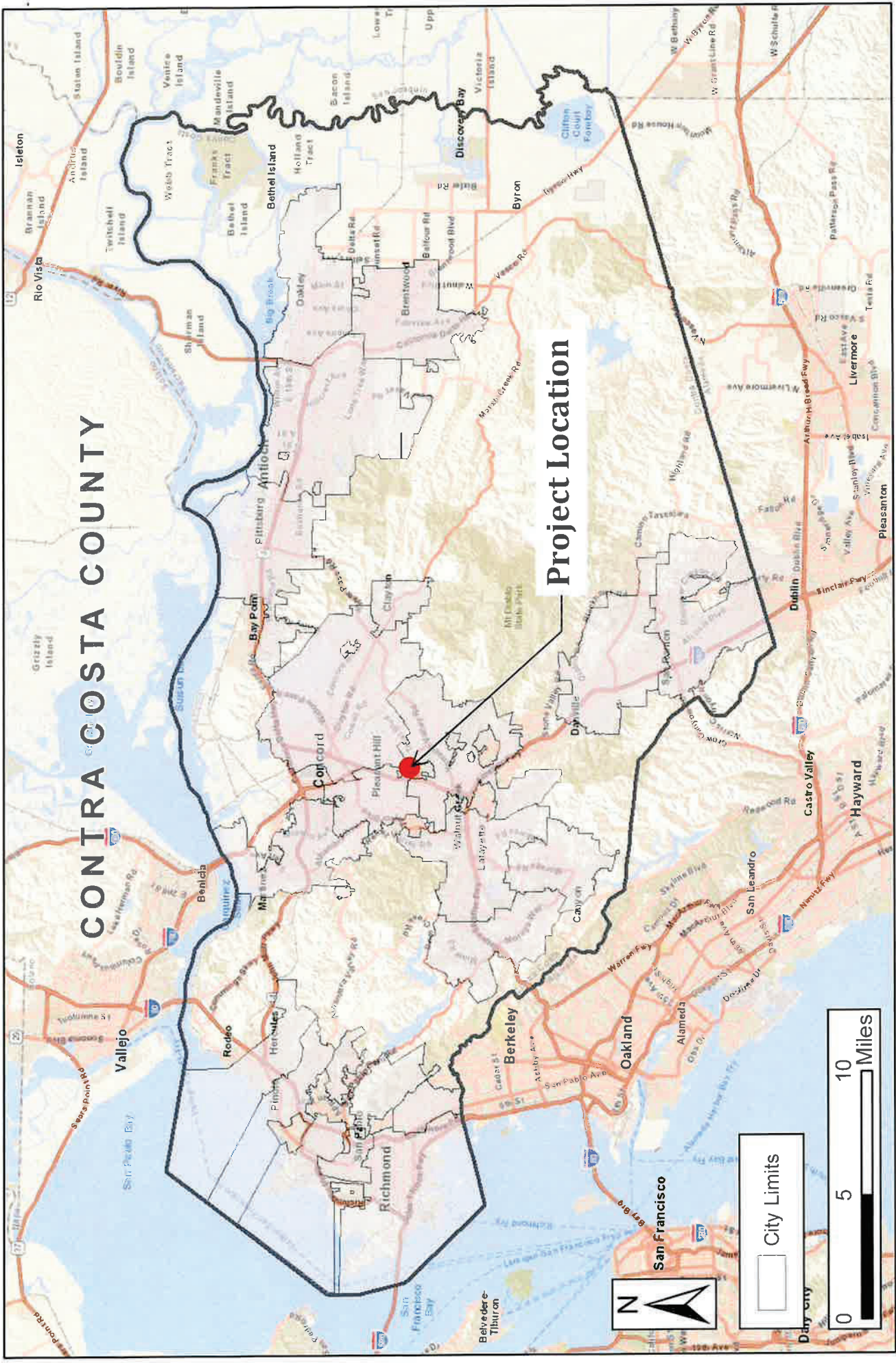
This project will construct two segments of sidewalk, curb, and gutter and connect to existing sidewalk along Mayhew Way. The eastern segment will span approximately 200 linear feet west of Bancroft Road. The western segment will span approximately 110 linear feet east of the IHRT crossing. The proposed sidewalk will conform to existing sidewalk. The project will also construct two double-sided RRFB systems at existing uncontrolled crosswalks on Coggins Drive at the intersection of Wayside Plaza and Las Juntas Way at the intersection of Anthony Way. These RRFB systems will utilize trenching to connect to existing underground power vaults.

C. Construction Components:

- Installation of sidewalks, curb, and gutter.
- Conforming sidewalk to existing sidewalk and driveways.
- Relocation of utilities and other obstructions as needed.
- Installation of two RRFB systems at existing uncontrolled crosswalks.
- Trenching to connect the RRFB systems to a permanent power source.

D. List of Attachments:

- Project Location Map
- Project Vicinity Map
- Photos
- Preliminary Plan
- Cost Estimate
- Board Order and Resolution (to be included with final application)
- Notice of Exemption (to be included with final application)
- Complete Streets Checklist (draft for preliminary application)



PROJECT LOCATION MAP

Contra Costa Centre Pedestrian Improvements

Contra Costa County
Public Works
Department




 <p>Contra Costa County Public Works Department</p> <p>255 GLACIER DRIVE MARTINEZ, CALIFORNIA 94553 PH: (925) 313-2000 FAX: (925) 313-2333</p>	PROJECT VICINITY MAP		
	<h2 style="text-align: center;">Contra Costa Centre Pedestrian Improvements</h2>		
FEDERAL ID NO:	DB: RH CB: JS	DATE: NOV 2024	Page 1 of 1



Photo 1: Mayhew Way looking west toward Iron Horse Regional Trail



Photo 2: Mayhew Way sidewalk looking west where existing sidewalk ends



Photo 3: Mayhew Way eastern segment looking west down Mayhew Way



Photo 4: Mayhew Way looking east toward Bancroft Road



Photo 5: Looking west down Las Juntas Way at intersection with Anthony Way



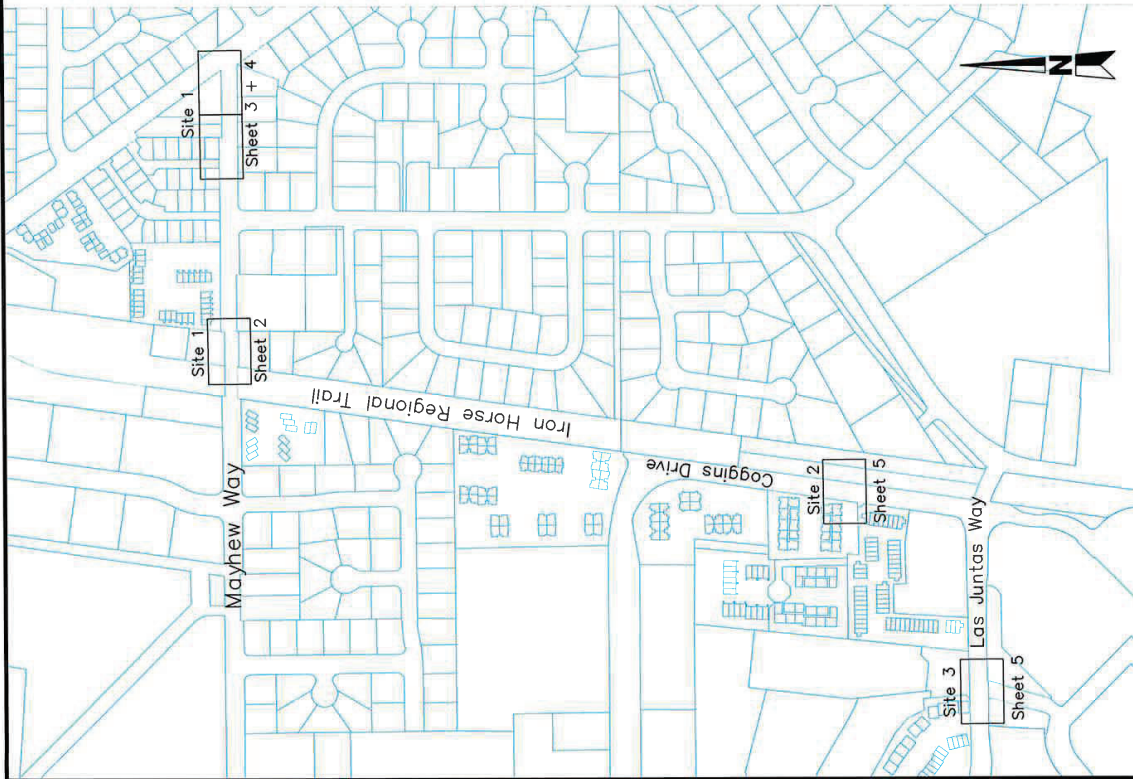
Photo 6: Looking north from Anthony Way across the Las Juntas Way crosswalk



Photo 7: Looking north down Coggins Drive at intersection with Wayside Plaza



Photo 8: Looking south down Coggins Drive at intersection with Wayside Plaza



Proposed Rapid Rectangular Flashing Beacon (RRFB)
 Existing Detectable Warning Surface
 Proposed Sidewalk

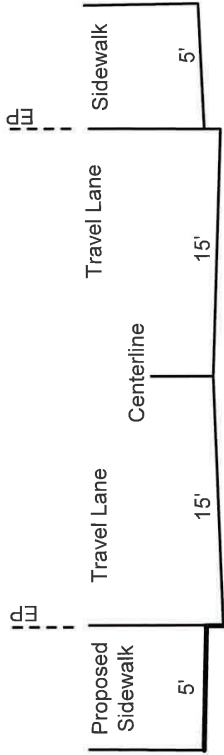


Existing Sidewalk
 Right of Way
 Drainage Inlet
 Utility Pole



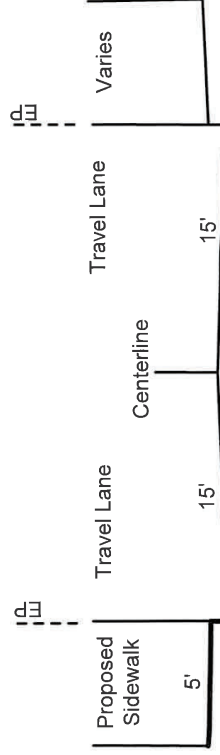
Notes:

1. All striping and signage shall be in compliance with the latest California Manual on Uniform Traffic Control Devices.
2. Proposed sidewalk shall conform to existing sidewalk and driveways.
3. All crosswalks shown are existing.



Cross Section A

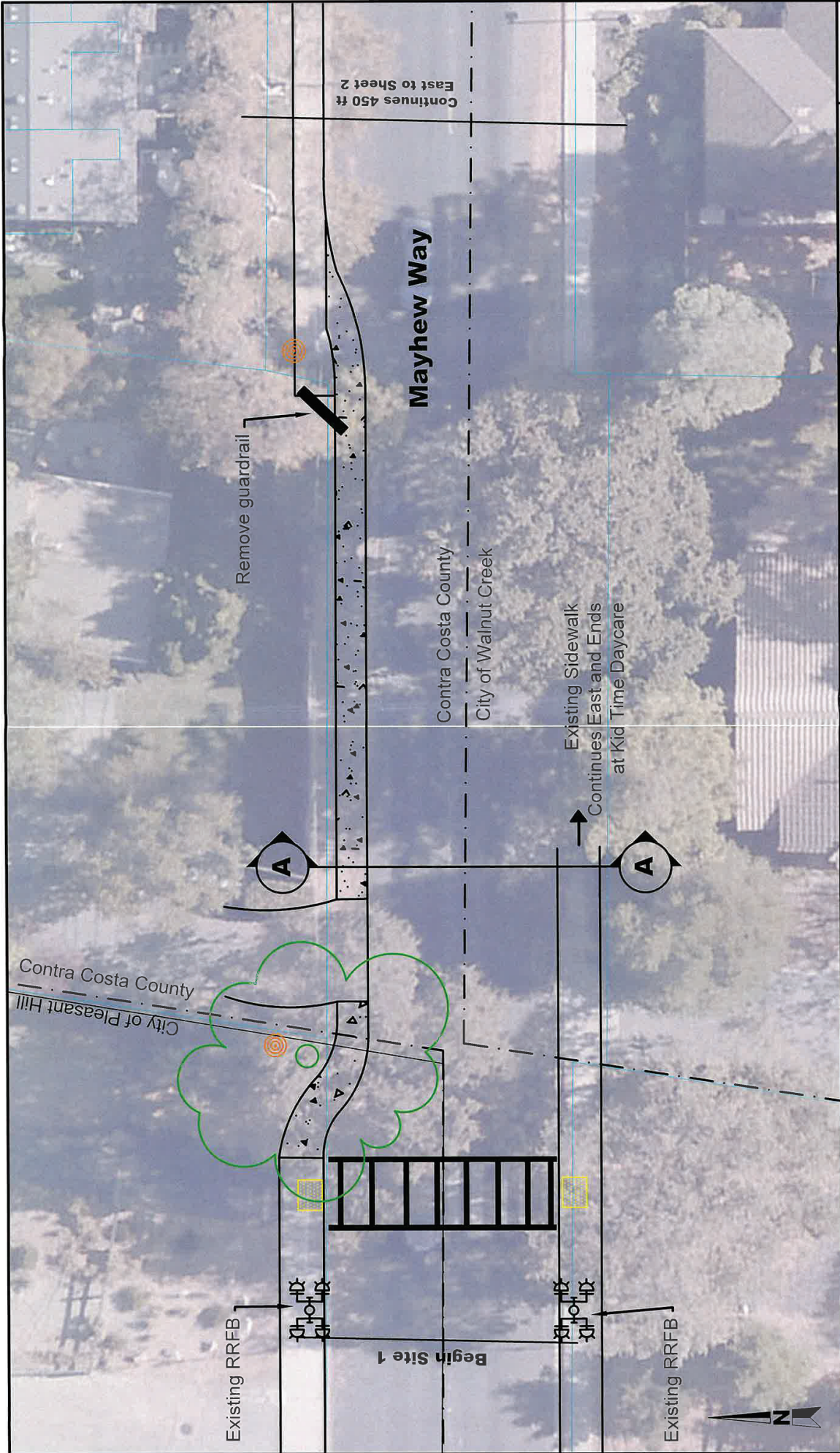
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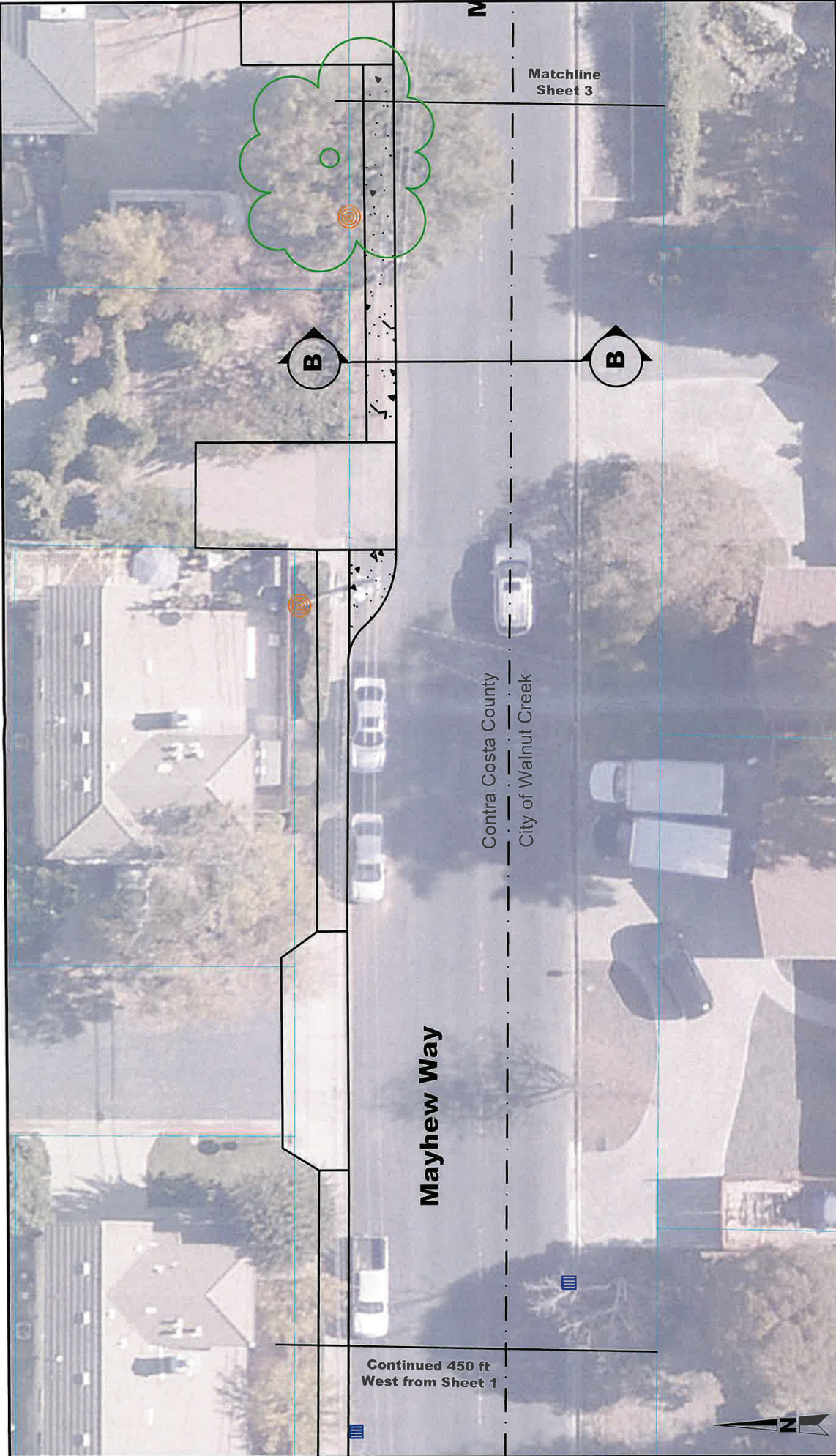
Cross Section B

Not to Scale

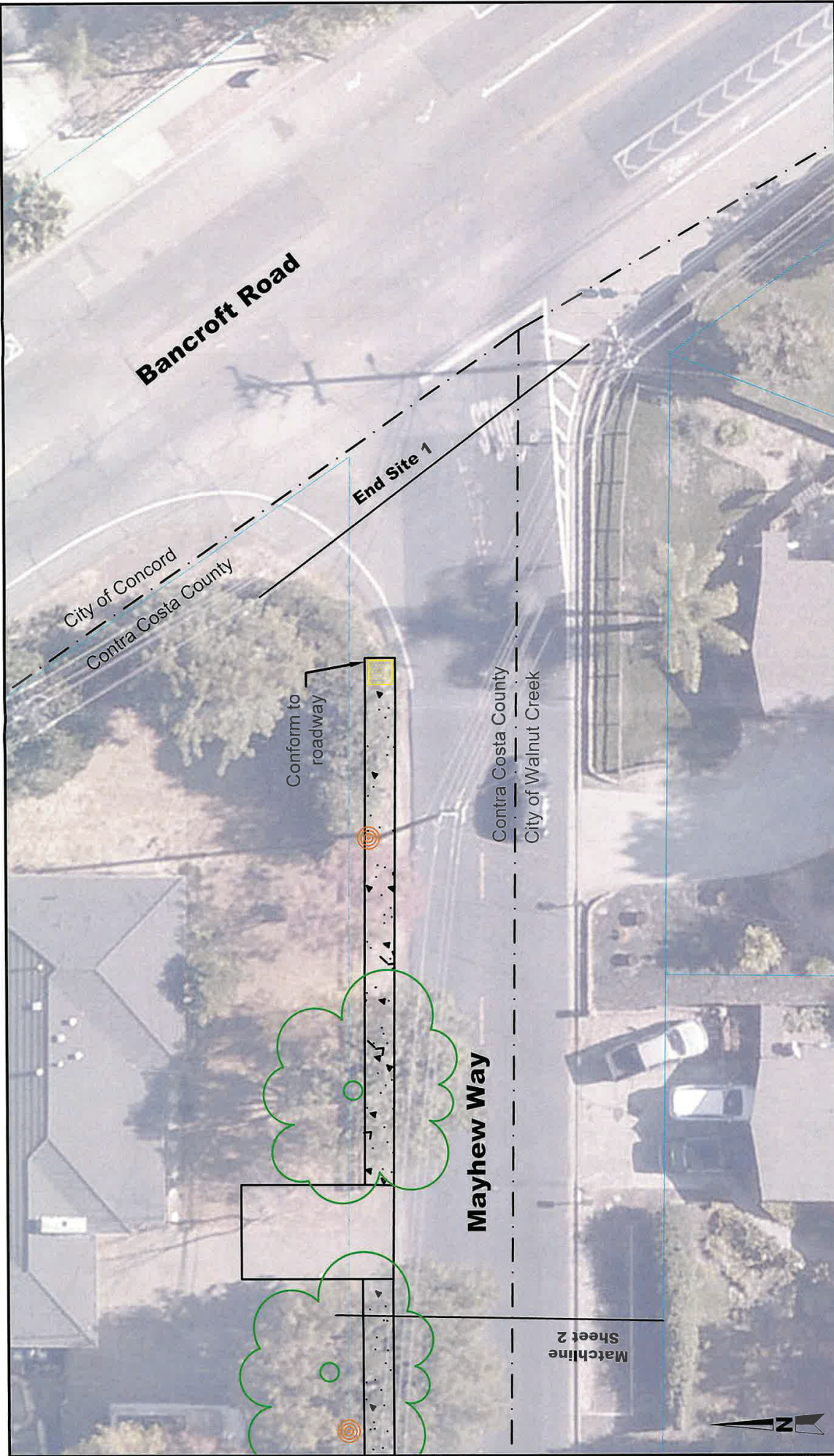
<p>Preliminary Plan Contra Costa Centre Pedestrian Improvements Contra Costa Centre, Unincorporated Contra Costa County</p>		<p>DRAWN BY: RH</p>	<p>DATE: NOV 2024</p>	<p>SCALE: 1" = 400'</p>
		<p>CHECKED BY: JS</p>	<p>SHEET: 1 OF 5</p>	
<p>Contra Costa County Public Works Department 255 Glacier Drive Martinez, CA 94553 PH: (925) 313-2000 FAX: (925) 313-2333</p>		<p>CAD FILE: CCENTREPIMPRLAYOUT.DWG</p>		



<p>Contra Costa County Public Works Department 255 Glacier Drive Martinez, CA 94553 PH: (925) 313-2000 FAX: (925) 313-2333</p>		<p>Preliminary Plan</p>		<p>DATE: NOV 2024</p>
<p>Contra Costa Centre Pedestrian Improvements</p>		<p>DRAWN BY: RH</p>	<p>SHEET: 2 OF 5</p>	
<p>Site 1: Mayhew Way, from Iron Horse Regional Trail to 170' East of IHRT</p>		<p>CHECKED BY: JS</p>	<p>CAD FILE: CCCENTREPIMPRLAYOUT.DWG</p>	
		<p>SCALE: 1" = 15'</p>		



Preliminary Plan		DRAWN BY: RH	DATE: NOV 2024	SCALE: 1" = 15'
Contra Costa Centre Pedestrian Improvements		CHECKED BY: JS	SHEET: 3 OF 5	
Site 1: Mayhew Way, from 350' west of Bancroft Road		CAD FILE: CCCCENTREPEDIMPRLAYOUT.DWG		
Contra Costa County Public Works Department 255 Glacier Drive Martinez, CA 94553 PH: (925) 313-2000 FAX: (925) 313-2333				




DRAWN BY: RH	DATE: NOV 2024	SCALE: 1" = 15'
CHECKED BY: JS	SHEET: 4 OF 5	
CAD FILE: CCCENTREPEDIMPRLAYOUT.DWG		

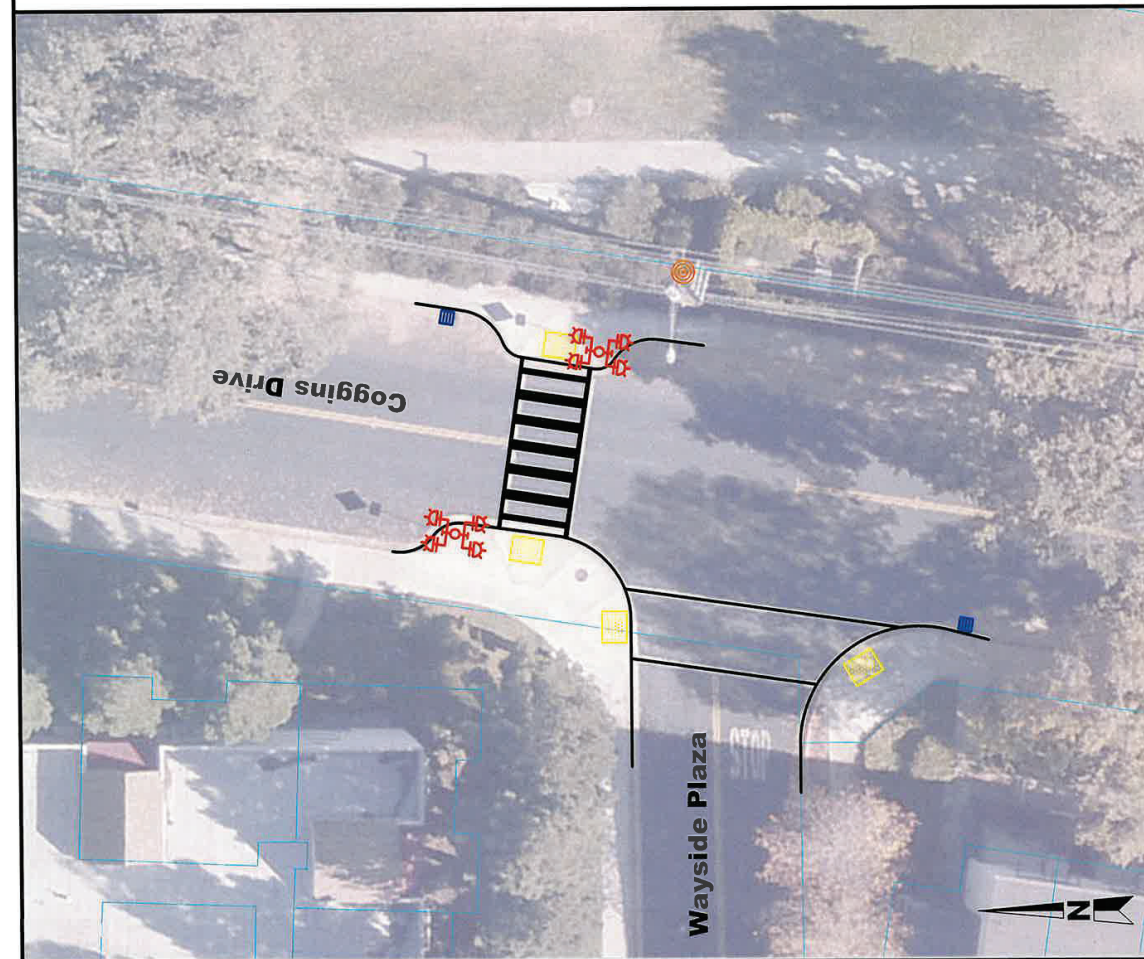
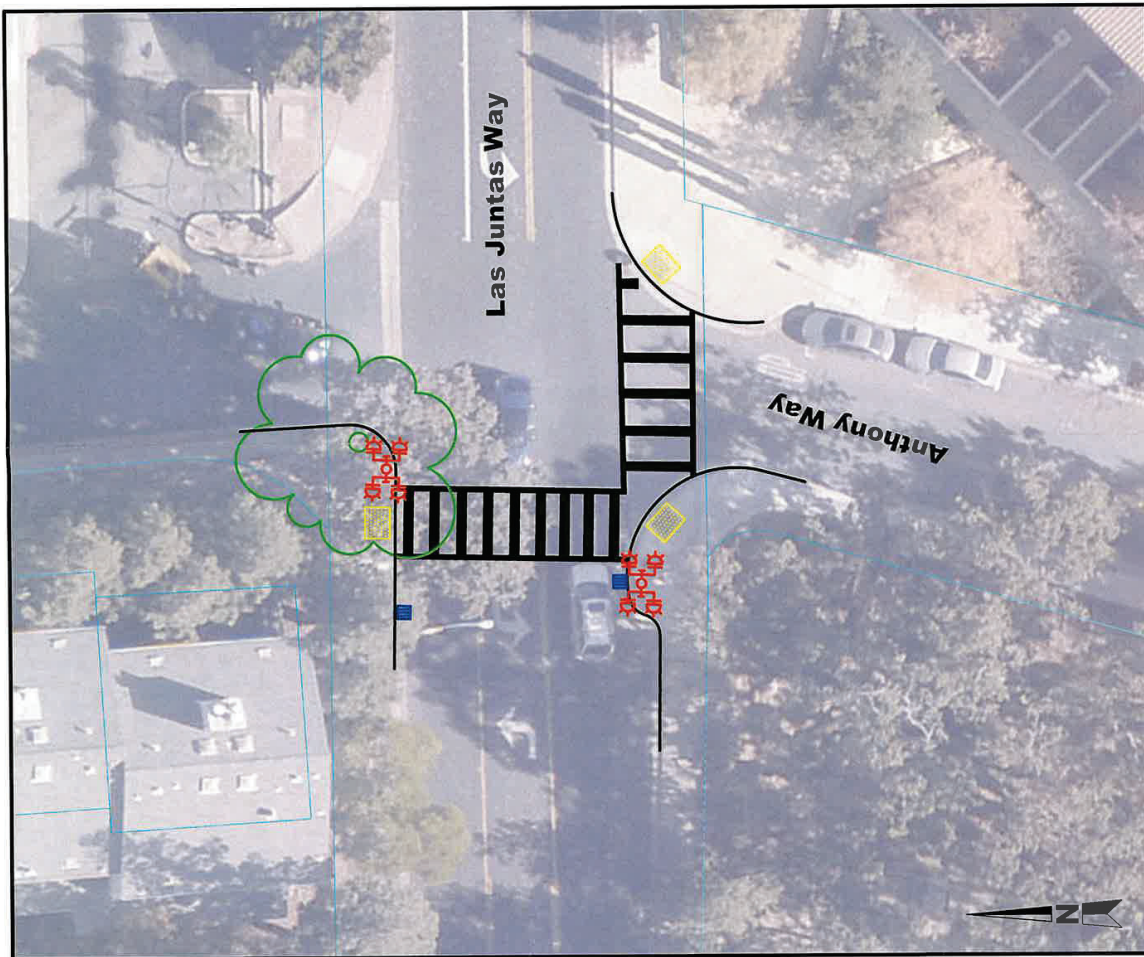
Preliminary Plan

Contra Costa Centre Pedestrian Improvements

Site 1: Mayhew Way, from 140' west of Bancroft Road to Bancroft Road

Contra Costa County
 Public Works Department
 255 Glacier Drive Martinez, CA 94553
 PH: (925) 313-2000 FAX: (925) 313-2333





<p>Preliminary Plan Contra Costa Centre Pedestrian Improvements Site 2: Coggin Drive & Wayside Plaza Site 3: Las Juntas Way & Anthony Way</p>		<p>DRAWN BY: RH</p>	<p>DATE: NOV 2024</p>	<p>SCALE: 1" = 20'</p>
		<p>CHECKED BY: JS</p>	<p>SHEET: 5 OF 5</p>	<p>CAD FILE: CCCCENTERPEDIMPRLAYOUT.DWG</p>
<p>Contra Costa County Public Works Department 255 Glacier Drive Martinez, CA 94553 PH: (925) 313-2000 FAX: (925) 313-2333</p>				

Transportation Engineering

Planning Cost Estimate

WOXXXX

Contra Costa County Public Works Department

Project Name: Contra Costa Centre Pedestrian Improvements

Description: This project will connect existing segments of sidewalk along Mayhew Way between Bancroft Road and the Iron Horse Regional Trail and add rectangular rapid flashing beacons to existing crosswalks on Coggins Drive and Las Juntas Way.

Location: Contra Costa Centre

Assumptions: R = 5, TI = 6.5

Length (LF): 310

Prepared by: R.Herd
Date of Estimate: 11/21/2024

Revision No.:

Revision Date:

Revised by:

No.	Bid Code	Description	Unit	Quantity	Unit Cost (2024)	Total (2024)	Escalated Unit Costs (2027)	Escalated Total (2027)
1	120090	Construction Area Signs	EA	16	\$ 500.00	\$ 8,000	\$ 557.00	\$ 8,912
2	120100	Traffic Control System	LS	1	\$ 15,000.00	\$ 15,000	\$ 16,709.00	\$ 16,709
3	#N/A	Clearing and Grubbing	LS	1	\$ 5,000.00	\$ 5,000	\$ 5,569.50	\$ 5,570
4	731504	Minor Concrete (Curb and Gutter)	LF	310	\$ 200.00	\$ 62,000	\$ 223.00	\$ 69,130
5	260200	Minor Concrete (Sidewalk)	SQFT	1474	\$ 50.00	\$ 73,700	\$ 55.50	\$ 81,807
6	730070	Detectable Warning Surface	SQFT	15	\$ 35.00	\$ 525	\$ 39.00	\$ 585
7	190140	Trench Excavation	LF	100	\$ 150.00	\$ 15,000	\$ 167.00	\$ 16,700
8	870700	Flashing Beacon System	LS	2	\$ 50,000.00	\$ 100,000	\$ 55,697.50	\$ 111,395
9	839752	Remove Guardrail	EA	1	\$ 1,000.00	\$ 1,000	\$ 1,114.00	\$ 1,114
10	820610	Relocate Roadside Sign	EA	1	\$ 650.00	\$ 650	\$ 724.00	\$ 724
11	782120	Relocate Mailbox	EA	2	\$ 750.00	\$ 1,500	\$ 835.50	\$ 1,671
12	999990	Mobilization	LS	1	\$ 10,000.00	\$ 10,000	\$ 11,139.50	\$ 11,140
13						\$ -	\$ -	\$ -
14						\$ -	\$ -	\$ -

Contract Cost: \$ 292,375
Contingency: 10% \$ 29,238
Total Contract Cost: \$ 321,613

SUBTOTALS
PE Phase: \$ 75,000
R/W Phase: \$ -
CON Phase: \$ 361,613
GRAND TOTAL: \$ 436,613

ESTIMATE YEAR: 2024
ESCALATION YEAR: 2027
ESCALATION RATE: 11.39%

TOTAL (2027 Dollars) \$ 487,000

SOFT COSTS	Current Cost	Escalated Cost
Preliminary Engineering (TE)	\$ 15,000	\$ 17,000
Environmental	\$ -	\$ -
Design Engineering*	\$ 60,000	\$ 67,000
Right-of-Way Engineering	\$ -	\$ -
Real Estate	\$ -	\$ -
Right-of-Way Acquisition	\$ -	\$ -
Construction Engineering*	\$ 40,000	\$ 45,000
Environmental Monitoring and Mitigation Fees	\$ -	\$ -
SUBTOTAL	\$ 115,000	\$ 129,000

* Design Engineering is minimum 15% of contract items. (\$50,000 min.)

* Construction Engineering is minimum 15% of contract items. (\$20,000 min.)

This is a draft of the online MTC Complete Streets Checklist form. The information provided in this draft will be submitted online after preliminary review.

MTC Complete Streets Checklist

Implementation of MTC's Complete Streets Policy, Resolution 4493, Adopted 3/25/22

Background

Since 2006, MTC's Complete Streets (CS) Policy has promoted the development of transportation facilities that can be used by all modes. In March 2022, MTC updated its CS policy (Resolution 4493) with the goal of ensuring that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and practices, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and applicable local policies such as the CS resolutions adopted before January 16, 2016 (as part of MTC's OBAG 2 requirements.)

Requirements

MTC's CS Policy requires that all projects in the public right of way (with a total project cost of \$250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC – submit a Complete Streets Checklist (Checklist) to MTC.

Project sponsors shall coordinate with their respective County Transportation Agency (CTA) or local Bicycle and Pedestrian Advisory Committee (BPAC) (or equivalent) to review the CS Checklist. Checklists must be reviewed by the local or county BPAC (or equivalent) prior to MTC's review of the Checklist. If a project includes a transit stop/station or is located along a transit route, the checklist must be signed by the transit agency(ies) to confirm transit agency coordination and acknowledgement of the project.

Please note that projects claiming exceptions to the CS Policy must complete the Exceptions section on the Checklist, including the BPAC review, and provide a Department Director-level signature. Please fill out Contact Information and Project Information and then move to Statement of Exception, which is the last section.

Additional information and guidance for completing this Checklist can be found at the MTC Administrative Guidance: Complete Streets Policy Guidance for public agency staff implementing MTC Resolution 4493 at <https://mtc.ca.gov/planning/transportation/complete-streets>.

* Indicates required question

Contact Information

Joe Smithonic

Email Address

Joe.Smithonic@pw.cccounty.us

Contact Phone Number

(925) 313-2348

City/Jurisdiction/Agency (If your option is not listed, select "Other")

Contra Costa County

City/Jurisdiction/Agency (if Other is selected above, please provide name here)

N/A

County

Contra Costa

Counties (if "Regional" selected above, please list all counties impacted here)

N/A

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Endorsement

Please include the name of the regional discretionary funding program that this project is seeking.

[Transportation Development Act Article 3 Funds Bicycle and Pedestrian Projects](#)

Project Information

Project Name/Title

[Contra Costa Centre Pedestrian Improvements](#)

Project Area/ Location

[Mayhew Way, Coggins Drive, Las Juntas Way, Contra Costa Centre, unincorporated Contra Costa County](#)

Project Area Map (Attach if applicable)

[\[See Project Location Map and Vicinity Map\]](#)

Please save the file with the project name and the jurisdiction submitting checklist. Add the name of the file being uploaded below. Then [.Click Here](#) to upload your file.

Project Description (2000 character limit). You may also attach additional project documents, cross sections, plan views or other supporting materials.

The project aims to connect the gaps in sidewalk along the northern side of Mayhew Way between the Iron Horse Regional Trail and Bancroft Road and install rapid rectangular flashing beacons (RRFBs) at existing uncontrolled crosswalks on Coggins Drive at the Wayside Plaza intersection and Las Juntas Way at the Anthony Way intersection to improve pedestrian connectivity and safety. The project will add approximately 310 linear feet of curb and gutter sidewalk to connect to an existing segment of sidewalk to connect the community west of the Iron Horse Regional Trail to the neighborhoods and services east of the trail such as Contra Costa Centre, John Muir Center, Crossroads Shopping Center, and Pleasant Hill Bart that are frequently used by pedestrians. The project will also add RRFBs to two uncontrolled existing crosswalks that are frequently used to access the Iron Horse Regional Trail by users in the Contra Costa Centre area.

Please choose the project phase(s).

Planning

PE

ENV

ROW

CON

O&M

Project Supporting Material (Upload if applicable)

[\[See Preliminary Plan\]](#)

Please save the file with the project name and the jurisdiction submitting checklist. Add the name of the file being uploaded below. Then [Click Here](#) to upload your file.

Do you think your project qualifies for a Statement of Exception? *

Yes

No

Topic: Bicycle, Pedestrian and Transit Planning

The Complete Streets Policy states that projects that are funded all or in part with regional discretionary funding or receiving MTC endorsements must implement CS as recommended in recently adopted local or countywide plans, such as bicycle, pedestrian, active transportation, Vision Zero, or other systemic safety plan, Community Based Transportation Plans, or transit plan.

Plan examples include:

- City/County General + Area Plans
- Bicycle, Pedestrian & Transit Plan
- Community-Based Transportation Plan
- ADA Transition Plan

- Station Access Plan
- Short-Range Transit Plan
- Vision Zero/Systematic Safety Plan

Does the project implement relevant plans, or other locally adopted recommendations?

Yes

No

Please provide details on plan recommendations affecting the project area, if any, with Plan adoption date.

The project is consistent with goals and actions identified in the County's General Plan (2024), Active Transportation Plan (ATP) (2022), The Countywide Bicycle and Pedestrian Plan (CBPP) (2018) and Vision Zero Action Plan (2022). The ATP and Complete Streets Policy supports the implementation of mobility improvements and sidewalk gap closures like on Mayhew Way. Additionally, the CBPP supports best practices for improving crosswalks "that provide access to jobs, homes, shopping, schools, etc...". The CBPP emphasizes that safer crossings should be established by clearly marking crosswalks with high visibility, speed tables, reducing crossing distances using curb extensions, and hybrid beacons. Hybrid beacons are proposed on Coggins Drive and Las Juntas Way that connect users with the Iron Horse Regional Trail and the surrounding area.

If the project is inconsistent with adopted plans, please provide explanation.

N/A

Topic: Active Transportation Network

Does the project area contain segments of the regional Active Transportation (AT) Network? [See MTC's AT Network map [here](#).]

Yes

No

If yes, describe the how project adheres to the National Association of City Transportation Official's (NATCO's) "[Designing for All Ages & Abilities Contextual Guidance for High-Comfort Bicycle Facilities](#)." and/or the Architectural and Transportation Barriers Compliance Board's "[Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way](#)."

This project adheres to the “Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way. By closing the sidewalk gap, accessibility for the entire length of Mayhew Way would be available for pedestrians with disabilities. Additionally, the RRFBs installed at the Coggins Drive and Las Juntas Way crosswalks will be accessible pedestrian signals (APS) and allow pedestrians with disabilities to cross the road safely.

A. Topic: Safety and Comfort

Is the the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/ pedestrian-involved crashes within the project area?

Yes

No

Please summarize the traffic safety conditions and describe the project’s traffic safety measures. The [Bay Area Vision Zero System](#) may be a helpful resource.

The project’s traffic safety measures will help improve pedestrian safety in the Contra Costa Centre area. Constructing sidewalk on Mayhew Way will allow pedestrians to safely walk the length of Mayhew Way without having to walk on the shoulder near traffic. Additionally, the installation of RRFB systems at the two uncontrolled crosswalks on Coggins Drive and Las Juntas Way will improve pedestrian safety by lighting the crosswalk alerting drivers of a pedestrian crossing.

B. Topic: Safety and Comfort

Does the project seek to improve conditions for people biking, walking and/or rolling? If the project includes a bikeway, was a [Level of Traffic Stress \(LTS\)](#), or similar user experience analysis conducted?

Yes

No

Describe how project seeks to provide low-stress transportation facilities or reduce a facility’s LTS.

This project seeks to improve conditions for people who are walking and/or rolling. The project will close a gap in sidewalk on Mayhew Way that is used frequently by users accessing the Iron Horse Regional Trail. Additionally, the installation of RRFBs on existing crosswalks at Coggins Drive and Las Juntas Way will increase the safety and lower the stress for pedestrians walking and/or rolling at these locations.

Topic: Transit Coordination

A. Are there existing public transit facilities (stop or station) in the project area?

Yes

No

If yes, list transit facilities (stop, station, or route) and all affected agencies.

N/A

B. Have all potentially affected transit agencies had the opportunity to review this project? If yes, please save the email from transit operator(s) below.

Yes

No

Please save the file with the project name and the jurisdiction submitting checklist. Add the name of the file being uploaded below. Then [Click Here](#) to upload your file.

N/A

C: Is there a [MTC Mobility Hub](#) (map) within the project area?

Yes

No

If yes, please describe outreach to mobility providers, and the project's Hub-supportive elements. Please view the [Mobility Hubs Playbook Play 1](#).

N/A

Topic: Design

If applicable, please describe the pedestrian focused improvements and cite the design standards used (links to standards are not needed).

The pedestrian focused improvements for this project include a sidewalk gap closure on Mayhew Way and installing double-sided RRFB systems at existing crosswalks on Coggins Drive and Las Juntas Way. The design standards used for this project are the Contra Costa County Standard Plan CA70 and the Manual on Uniform Traffic Control Devices (MUTCD).

If applicable, please provide the class designation for bikeways included in the project and cite the design standards used.

N/A

Topic: Equity

Will the project improve active transportation in an [Equity Priority Community \(EPC\)](#)?

Yes

No

Please list census tracts that are designated as EPCs and affected by this project.

N/A

Topic: Bicycle and Pedestrian Advisory Committee (BPAC) or Equivalent Committee Review (Requirement)

Has a local (city is preferred and county is an option) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this Checklist? The Checklist will begin MTC review once the BPAC meeting has occurred.

Yes

No

The submission of this checklist will be reviewed by the BPAC. This option exists to use this CS Checklist submission (pdf emailed to you) for the BPAC review.

Other:

Please provide the meeting date(s). BPAC meeting date should occur before the grant funding request application or endorsement is submitted.

[\[TENTATIVE DATE OF 12/10/2024. THIS WILL BE THE PRELIMINARY REVIEW MEETING\]](#)

Please provide a summary of meeting comments. If meeting date hasn't occurred yet, [please share BPAC meeting comments here.](#)

[\[ANSWER AFTER RECEIVING PRELIMINARY MEETING MINUTES\]](#)

Compliance and Exemption

Statement of Compliance

The proposed project complies with California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302, MTC Complete Streets Policy (Reso. 4493), and locally adopted Complete Streets resolutions (adopted as OBAG 2 (Reso. 4202) requirement, Resolution 4202).

Please check below if Yes. If no, complete the Statement of Exception. If Yes, this Checklist is complete and the rest of the form can be skipped. If No, please fill out the Statement of Exception section.

Yes

No

Statement of Exception

Topic: BPAC Review (Requirement)

Bicycle Pedestrian Advisory Committee (BPAC)

Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this Checklist? The CS Checklist will begin review once the BPAC meeting notes are included in this form.

Yes

No

The Checklist is being submitted to send to the BPAC for review.

Please provide the meeting date(s).

[TENTATIVE DATE OF 12/10/2024. THIS WILL BE THE PRELIMINARY REVIEW MEETING]

Please provide a summary of comments/discussion.

[ANSWER AFTER RECEIVING PRELIMINARY MEETING MINUTES]

[STATEMENT OF EXCEPTION SECTION OMITTED]