

**Pleasant Hill/Contra Costa Centre BART Station
Shortcut Path Meeting
Tuesday, May 15, 2007 – 6:00 PM
Help create a Better Path to Walk & Bike to BART**
3478 Buskirk Avenue, Suite 100
Pleasant Hill
(in the “Hookston Square” office complex)

A community outreach meeting to discuss the Contra Costa Centre/Pleasant Hill BART Shortcut Path will be held on **May 15, 2007** at the Contra Costa Transportation Authority offices in **Pleasant Hill**. The CCTA offices are located at 3478 Buskirk Avenue, Suite 100. Please see map at right. After entering the parking lot, go around to the right side of the building.

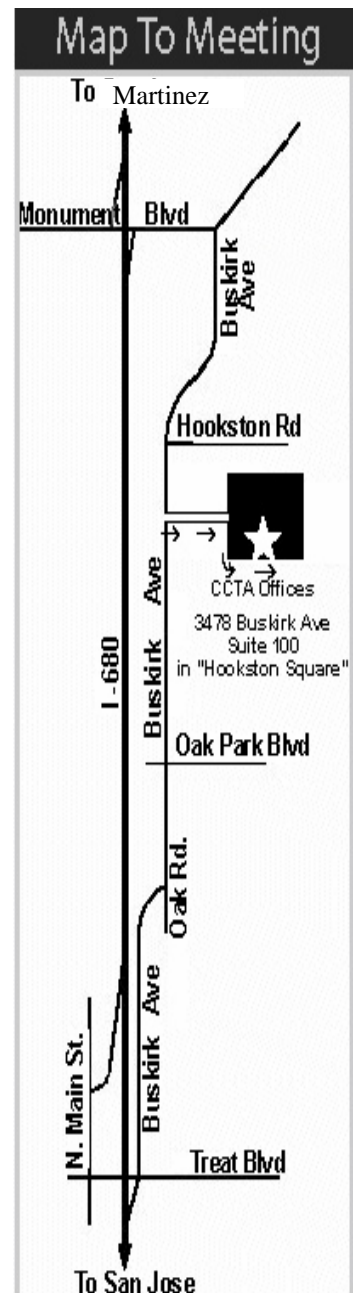
A draft recommended alignment for the path will be presented and input will be taken. The meeting will be held in conjunction with the Contra Costa Centre Municipal Advisory Council (MAC) Meeting. The MAC meeting will begin at 5:00 PM. The meeting will adjourn to an informal open house format to allow the public to examine project related materials, maps, photographs, etc. The MAC will reconvene that same evening after the path discussion to develop a recommendation.

For more information contact Steven Goetz at (925) 335-1240 or sgoet@cd.cccounty.us

Project Background: The purpose of the Pleasant Hill/Contra Costa Centre BART Shortcut Path project is to make the Pleasant Hill/Contra Costa Centre BART station area more bicycle and pedestrian friendly. The project will improve access to and from the area to the northeast of the station. During the development of the *Pleasant Hill BART Specific Plan* the County was given a clear message from the community that increased parking and roads in the area should not be a priority but that the improvement of pedestrian and bicycle access is crucial.

This project is one of several initiatives the County has undertaken to be responsive to that direction; the Iron Horse Trail & Greenspace project and the Iron Horse Trail bridge over Treat Boulevard are other examples.

The previous meetings presented various options for fulfilling the direction the County has received. The County, taking into account community input, design, cost and maintenance issues, and consulting with staff from affected jurisdictions, developed a draft Preferred Plan (“Option B”) for completing the path. Option B was presented at a MAC meeting on August 16, 2005, for public review and comment. Option B uses the BART right-of-way north of the BART tracks between Las Juntas Way and Bancroft Road. Following the community outreach portion of the meeting, the MAC discussed Option B and made the following decision:



The MAC concurs with the County recommendation that Option B (on the BART right-of-way, along Clemson Court) is the most feasible for a trail. However, approval of this route is contingent on several significant concerns generally held by the MAC being resolved. It is requested that the County staff respond in more detail how the issues surfaced around: 1) security, 2) landscaping, 3) fencing, 4) bridge safety, and 5) jurisdiction control and cost – especially related to maintenance of the trail landscape – can be managed acceptably.

DRAFT RECOMMENDED ALIGNMENT

Option B: BART Property Path

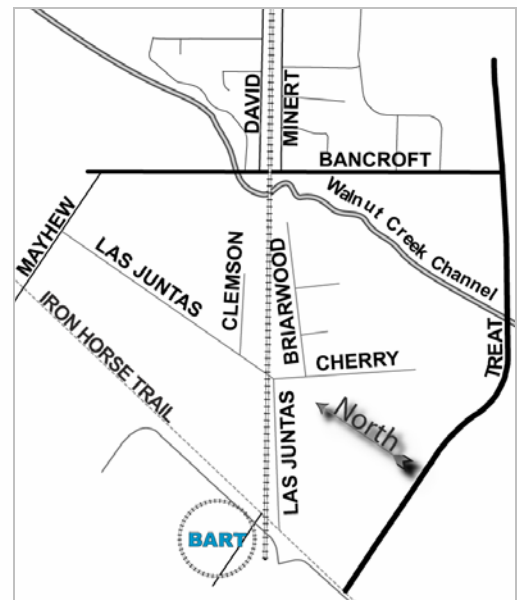
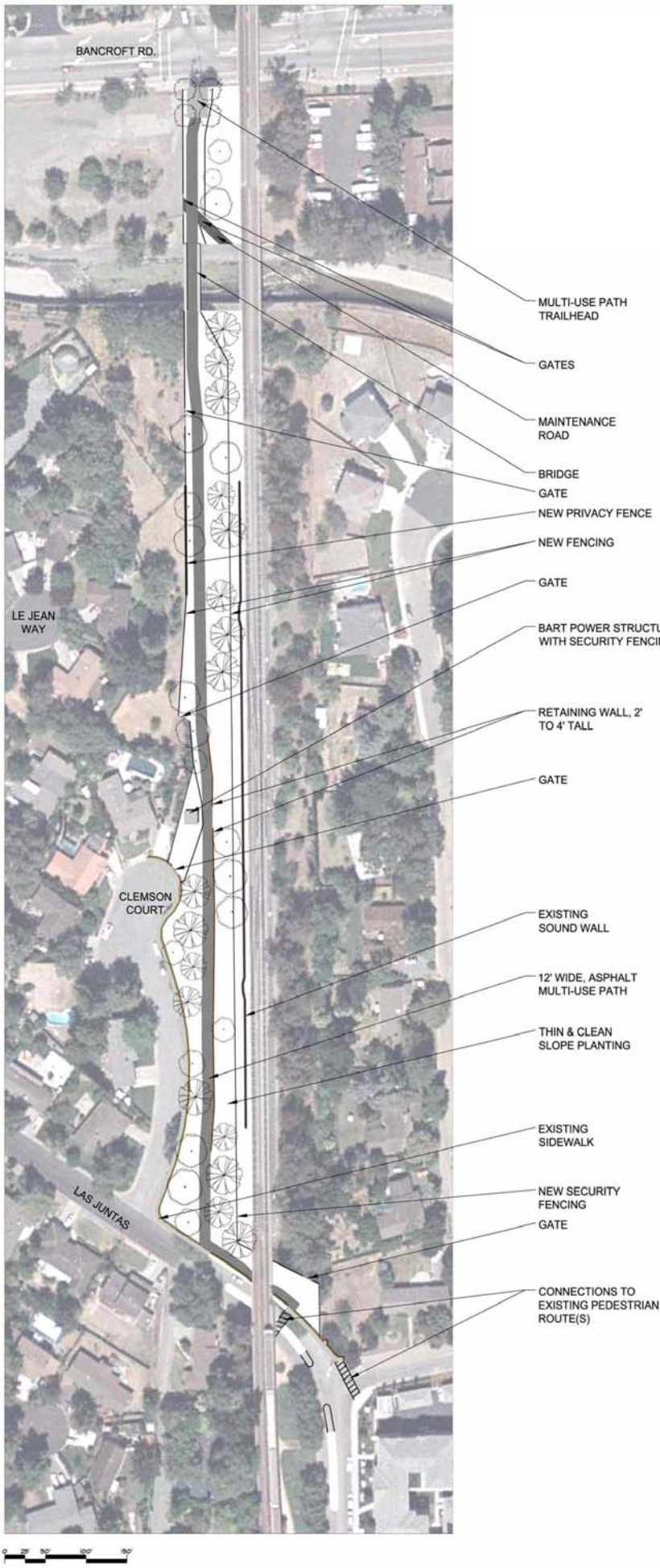
This option makes use of the BART Right-of-Way immediately to the north west of the track.

The trail is designed to be as flat and straight as possible, taking into account topography and the BART and flood control facilities located within the right of way.

New privacy fencing will be installed along the side of the trail adjacent to Le Jean Way. This fencing will be located to provide a border area along this side of the trail, to the extent permitted by available property rights.

New security fencing will be installed along the BART tracks near the top of the berm. The location of this fencing will be adjusted to avoid trees where possible. The existing BART fencing along Clemson Court will be removed to provide a more open trail corridor. Trees will be shaped and brush will be removed. Any new landscaping will be low maintenance and drought tolerant.

This new trail section will connect to the existing BART trail at Las Juntas Way. A median will be installed in the road at the trail crossing to help slow traffic.



Project Area:



Graphic above is illustrative ONLY, it does not represent a precise alignment.

Additional Details on Option B: To respond to the MAC's concerns, a detailed survey of existing conditions was completed for the Option B alignment. This survey identified topography, and locations of existing fences, trees and structures. A conceptual design for the path was developed to respond in more detail on the MAC's concerns.

Security

The security concerns for the path can be defined as the personal safety of trail users. Option B has several overall characteristics and design features to help promote the personal safety of trail users.

- The alignment is parallel to the BART tracks, providing a straight path that allows path users and police to see where other people are on the path.
- Option B provides a shortcut to the most heavily used BART station in Contra Costa County. If properly designed and signed, this path should be well used and help provide "eyes" on the path.
- Landscaping will be designed and maintained to ensure that there is no place to hide along the trail. Typical strategies are to ensure that shrubs are kept below three feet and tree limbs are kept above seven feet.
- Pedestrian-scale lighting every 100-feet and emergency call boxes every 300-feet will be installed along the route.
- The path will be closed from 11:00 PM to 6:00 AM which is a common practice for other trails in the area.

Landscaping

The BART right-of-way along the Option B alignment was landscaped and irrigated at the time BART was constructed over 25 years ago. Much of this landscaping has matured or become overgrown and the irrigation no longer works. Public concerns have been expressed about the landscape treatment for the Shortcut Path, especially to address the security needs of path users and the privacy needs of adjacent property owners. Landscaping is also an important element of a trail's amenity.

New and existing trees and shrubs will need to conform to the security strategy described earlier to ensure that there is no place to hide along the trail. Trees will be removed as needed to keep the alignment of the path as straight as possible. However, every effort will be made to preserve healthy trees that provide shade, privacy and reduce noise. New landscaping will be designed to be low maintenance and drought tolerant.

Bridge Safety

The large volume of runoff carried by the flood control channel can be deadly to trespassers. The bridge over the flood control channel will need to be designed to prevent path users from becoming trespassers in the channel. The U.S. Army Corp of Engineers requires that the design of this bridge meet federal standards for public safety.

Fencing

Fencing will be a design feature of the path to prevent trespassing, promote the safety of trail users, and provide privacy to adjacent homes. Three types of fencing are proposed for the path:

- Security fencing will comply with BART specifications, which require a seven-foot high metal chain link fence and topped with 3 strands of barbed wire carried on extension arms for an additional 12 inches. This fencing shall be placed along the BART tracks, around the BART power structure at the end of Clemson Court, and where the path is adjacent to the flood control property and facilities.
- Privacy fencing will consist of an eight-foot solid wall. The wall will be located where the path alignment abuts private property.
- Edge fencing will consist of a two-rail wood fence or other barrier fence no higher than three feet. The edge fencing will be located adjacent to the public sidewalk along Clemson Court and along the east side of Las Juntas Way between Clemson Court and Cherry Lane.

Jurisdictional Control

The public and the CCC MAC supported the designation of one jurisdiction to be responsible for maintenance and policing of the Shortcut Path. Designating one jurisdiction with this responsibility would help ensure that issues concerning the operation of the trail are addressed quickly and efficiently.

Jurisdictional control for the Shortcut Path is not likely to be resolved until the path's design is reviewed and approved by a potential project sponsor. Construction will not begin until such a time that a maintenance entity and funding stream is identified.

Public comments during community outreach identified the following elements as essential for maintenance of this path.

- Policing;
- Lighting;
- Landscape maintenance; and
- Litter/graffiti removal.

Next Steps: The grant from the Metropolitan Transportation Commission that is funding this study requires two steps for completion. First, a Final Path Design and Wayfinding Plan must be prepared. This plan will include the conceptual design for the path and its signage, cost estimates, and implementation steps. Second, this Plan must be presented to the Board of Supervisors, the City of Walnut Creek, and the BART Board of Directors for their acceptance and direction to implement the project based on the steps detailed in the Plan.

This process will include a number of other reviewing bodies. The first body to review the project is the MAC, which advises the Board of Supervisors on matters related to the surrounding unincorporated area. The support of the East Bay Regional Park District will be sought since the Shortcut Path will connect with its Iron Horse Trail. The Flood Control District will be requested to accept the report and provide direction since the path must cross their flood control channel and maintenance road.

If Walnut Creek, BART and the County support Final Path Design and Wayfinding Plan, work can begin on the design and engineering for construction of the Shortcut Path. This work will be reviewed by the City of Walnut Creek, Army Corp of Engineers and BART to ensure it meets the standards of each agency. This work will enable the Shortcut Path to receive construction funds from potential funding sources.

For More Information: The full project report referenced in this flier will be available the second week of May at the web address below or by contacting County staff at (925) 335-1240 or sgoet@cd.cccounty.us

www.co.contra-costa.ca.us/depart/cd/transportation/phb_path/announcements.htm