

STATE ROUTE 4 BYPASS AUTHORITY
Antioch - Brentwood - Oakley and Contra Costa County

A JOINT EXERCISE OF POWERS AGENCY

MINUTES
February 12, 2004

The STATE ROUTE 4 BYPASS AUTHORITY meeting was called to order in the Brentwood City Council Chambers, 734 Third Street, Brentwood, California by Chair Annette Beckstrand at 6:58 P.M.

ROLL CALL

PRESENT: Donald Freitas (Antioch), Federal Glover (Contra Costa County), William Glynn (Pittsburg) Brad Nix (Oakley), and Chair Annette Beckstrand (Brentwood)

ABSENT: None

STAFF: Dale Dennis, Project Manager

DETERMINATION ITEMS

A. APPROVE Minutes of January 15, 2004 Meeting

On motion by Donald Freitas, seconded by Federal Glover, members of the Authority unanimously APPROVED the minutes of the January 15, 2004 meeting, as submitted.

B. APPROVE Midyear Adjustment to the 2003/04 Workplan and Budget

On motion by Donald Freitas, seconded by Federal Glover, members of the Authority unanimously APPROVED the Mid Year Adjustment to the 2003-04 Work Plan and Budget.

C. ACCEPT Status Report on the Camino Diablo/Vasco Road Intersection Project from Contra Costa County Public Works Department

Project Manager Dale Dennis advised that the item had been requested by the Authority last month to address some current issues and concerns related to the project.

Steve Kowalewski, Assistant Director, County Public Works Department, presented a chronology of the events that had led to the construction of the Camino Diablo/Vasco Road Intersection Project.

Mr. Kowalewski described the history and background, partnership and funding, decision

on the agreement for a right turn movement, project scheduling and timing, current operational issues, remedies and completion of the project. He also presented photos to identify the improvements.

Mr. Kowalewski stated that the project had begun during the summer of 2002 when the Project Manager had identified to County staff a backup problem at that intersection. He noted that others, including the City of Brentwood and the County Board of Supervisors had also expressed similar comments and concern. The County had considered improvements to relieve that congestion.

Several alternatives had been prepared to address that situation and four alternatives had been studied, which included road widening and improvements on Camino Diablo to handle the heavy AM commute of left turning vehicles westbound and right turning vehicles eastbound. The cost of the alternatives ranged from \$1.6 to \$2.1 million. With that study the existing conditions had been identified, the situation had been discussed with staff of the SR4 Bypass Authority and future scenarios had been considered.

Once alternatives had been evaluated in terms of operations and costs, Public Works Department staff met with City of Brentwood staff to discuss the alternatives, to evaluate possible funding mechanisms, and to consider how to move forward with the project.

Mr. Kowalewski explained that the City of Brentwood had committed \$200,000 to the project. While the County had also committed funds to the project, the project was not fully funded. To move forward, he explained that the environmental clearance and design had been pursued in an effort to allow construction to begin. The project had been included in State Route 4 Authority's 2002 Strategic Plan, although the funding for the project had been allocated to future years.

Mr. Kowalewski advised that the Work Plan and Budget for the project had been presented to the East County Transportation Improvement Authority (ECTIA) in May 2003. Once funding was in place, a Joint Exercise of Powers Agency (JEPA) including the City of Brentwood, Contra Costa County, the East Contra Costa Regional Fee and Financing Authority (ECCRFFA) and the SR4 Bypass Authority had been created to expedite the project. He reported that the pavement widening had been completed in December 2003. The signal poles had been installed in January 2004, and the signal timing and lane configuration had been completed in accordance with the final plans.

Mr. Kowalewski noted some operational issues that had been raised with respect to safety concerns.

Remedies to address those issues were identified, which remedies were to ensure that the

heavily congested intersection with 1,000 vehicles morning and evening would be safe. He offered photographs of the site before and after the improvements and noted that some of the remedies that had been utilized in the intersection included a mobile radar trailer, rumble strips, "No Right Turn" signs, and additional lane markings and warning signs of changed conditions. He described how each was intended to alert drivers to the changed configuration.

Mr. Kowalewski reported some observation analysis of that intersection, which included videotaping and which had indicated that the improvements were working well to address the safety issues and to improve the situation which had previously resulted in three plus mile backups. He stated that small adjustments could be made as necessary.

Chair Beckstrand referred to a map generated by the City of Brentwood Engineering Department and questioned whether or not the County Public Works Department had considered the restriping options recommended by the City of Brentwood. She stated that those recommended options would require a design exception, but Caltrans used similar lane widths at other locations.

Mr. Kowalewski stated that those recommendations were being considered, along with others. He added that there were some safety issues that also needed to be considered. He commented, for instance, that the proposals did not exactly fit Caltrans' requirements given the elimination of the shoulder area. If the lane configuration were changed, another safety problem could be created in place of the existing situation. He explained that the elimination of the shoulder could also place bicyclists in greater danger.

Mr. Kowalewski added that County staff was still considering that and other issues and there were some drawbacks with reduced lane widths. He also noted that the proposal could proceed through the design exception process if there were justifiable reasons to do so.

Walter MacVittie suggested that the initial process had been flawed in that there had been many discussions in the beginning for making that lane a right turn only. He suggested that the current configuration did not relieve any of the backup on Camino Diablo. He also disagreed that the signalization was working appropriately. He reiterated his belief that the process was flawed given that those in the community using Camino Diablo, particularly those from Discovery Bay, had not been approached as to the mechanisms that had been installed. When advised that the signalization had been set at three minutes, he stated that was not appropriate for the level of traffic in that area.

Mr. Kowalewski stated that while a lot more could have been done, the proposal had been

completed with the limited funding available. He suggested that the current configuration could be considered as solving some of the problems, although not all of the problems, and that when additional funding became available more could be done.

Mr. MacVittie requested that the light sequencing be addressed given that it was not working.

Mr. Kowalewski explained that was being monitored from the office, with small adjustments being made to the timing to move as many cars through the intersection as possible. He emphasized that the County Public Works Department was continuing to address that concern.

Bruce Ohlson, Pittsburg, speaking as a member of the Board of Directors of the East Bay Bicycle Coalition, submitted a letter from the Coalition and the Delta Pedalers Bicycle Club. He stated that if the existing shoulder was turned into a right turn lane the safety of bicyclists would be reduced. He requested consideration of bicycle safety and bicycle facilities when the intersection was again reconstructed.

There were no other comments.

D. ACCEPT Status Report on the SR4 Bypass Project and provide DIRECTION to Program Manager on Several Items, Including:

1. Segment 3, Orchard Lane Realignment
2. Segments 1 and 3, Environmental Mitigation Alternatives
3. Segment 3, Design and Construct Lanes 2/3 of the Future Northbound Roadway

Given the hour and the scheduled CCTA Workshop, Donald Freitas requested that the last item on the agenda be continued to the next meeting.

While most of the items could be held over, Mr. Dennis sought direction on a memorandum submitted to the Authority regarding the environmental mitigation provided it could be done so expeditiously. The Authority advised him that the item would require discussion and as such would need to be continued to the Authority meeting next month.

On motion by Brad Nix, seconded by Donald Freitas, members of the Authority unanimously continued the Status Report on the SR4 Bypass Project to next month's Authority meeting.

Devonie Mendonca, representing the Tuscan neighborhood in Brentwood, reported that

she had a petition with 102 signatures requesting an extension of the sound wall along the SR4 Bypass. She requested that an item be placed on the next meeting agenda to discuss that issue.

Chair Beckstrand referred Ms. Mendonca to the Project Manager to place the item on an upcoming agenda.

Mr. Dennis advised that he would meet with the property owners prior to that time.

MEMBER REPORTS

There were no Member reports.

CORRESPONDENCE

There was no correspondence other than that which had been included in the Authority packets.

PUBLIC COMMENTS

There was no public comment.

ADJOURNMENT

With no further business to come before the State Route 4 Bypass Authority, Chair Beckstrand adjourned the meeting at 7:24 P.M. to the special meeting (Site Visit) on March 6, 2004 and thereafter to the next regular meeting on March 11, 2004 at the Brentwood City Council Chambers, 734 Third Street, Brentwood.

Respectfully submitted,

Anita L. Tucci-Smith
Minutes Clerk