

Connecting the Olympic Corridor  
Community Workshop #2



This project is funded through a grant from the Contra Costa Transportation Authority



September 16, 2014

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### Presentation Overview

- Project Overview
- Community and Stakeholder Input
- Recommended Alignment Overview
- Breakout Exercise and Report Back

Olympic Corridor Trail Connector Study



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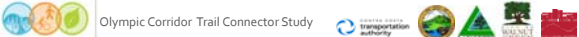
### Project Vision

Study feasible alignments and identify a preferred alternative for a pedestrian/bicycle connection between Lafayette-Moraga Trail and the Iron Horse Trail



Provide a connection for the highest level of safety, convenience and comfort.

Olympic Corridor Trail Connector Study



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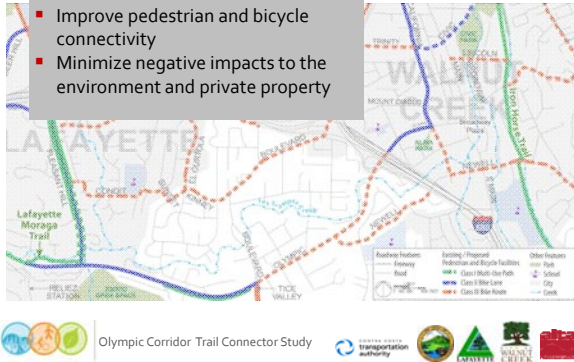
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## Project Goals

- Improve pedestrian and bicycle connectivity
- Minimize negative impacts to the environment and private property




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## Project Process

- Evaluate Existing Conditions
  - Stakeholder Group Meeting #1
  - Alignment Alternatives Review
  - Community Meeting #1
  - Input Review and Preferred Alignment
  - Community Meeting #2
  - Draft/Final Alignment Study
- Technical Advisory Committee Meetings




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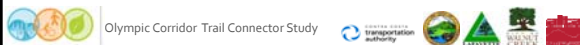
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## Outreach

Commission Review Summer 2014	Public Review Fall 2014	Finalize Study Fall 2014
<ul style="list-style-type: none"> <li>• Lafayette Circulation Commission</li> <li>• Walnut Creek Transportation Commission</li> <li>• Contra Costa County Transportation, Water, Infrastructure Committee</li> <li>• County community groups</li> </ul>	<ul style="list-style-type: none"> <li>• Community workshop</li> </ul>	<ul style="list-style-type: none"> <li>• Revise based on comments</li> <li>• Present to BOS, Councils</li> <li>• Adopt Study</li> </ul>




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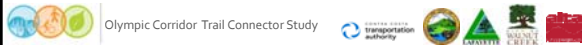
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## Community and Stakeholder Input

### Preferences

- Low stress, comfortable connections
  - Comfortable enough for families
- Provide off-street bicycle connections but try to keep on-street bike lanes
  - Serve both sport and family style bicycling
- Calm and slow vehicle traffic
- Direct route between LMT and IHT – Olympic Boulevard and Newell Ave




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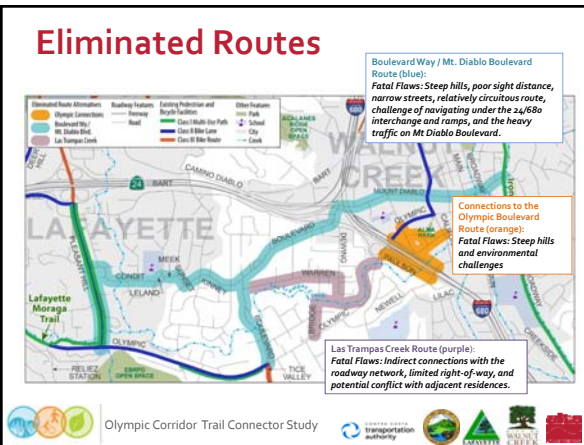
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## Eliminated Routes




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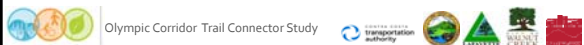
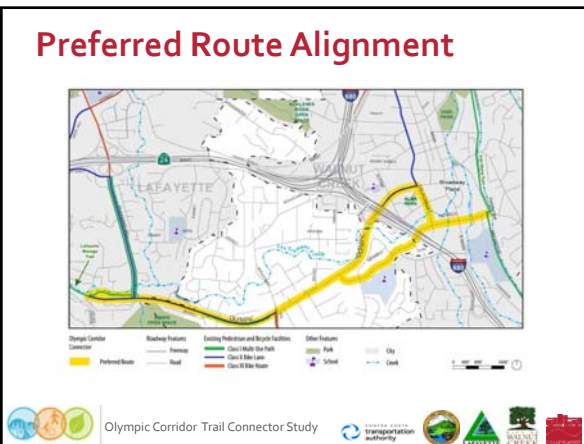
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## Preferred Route Alignment




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## Design Concepts


Preferred Design Concept 1  
Bike path or "cycle track" with separate sidewalk (on left)




Preferred Design Concept 1  
Bike path or "cycle track" with separate sidewalk (on right)



Preferred Design Concept 2  
Shared use "sidepath" with bike lanes (on right)



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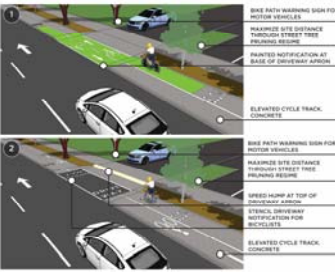
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## Driveway Crossings

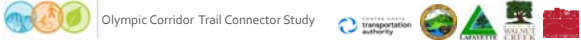
- Maintain the height of the cycle track/bike path through the crossing, requiring automobiles to cross over.
- Prohibit curbside parking 30 feet prior to the crossing.



*Driveway crossings on Broadway Cycle Track, First Hill Sorector, Seattle, WA*



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## Driveway Crossings (continued)

- Use colored pavement markings, colored pavement and/or shared lane markings through conflict area.
- Place warning signage to identify the crossing



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## Design Guidelines Highlight

A **buffered bike lane** is a bike lane that is buffered by a striped "shy zone" between the bike lane and the moving vehicle lane. Benefits:

- Provides greater shy distance between cars and bicyclists
- Provides greater space for the bicycle travel lane without making the lane appear so wide that it may be mistaken for car use
- Appeals to people who bicycle on occasion and those new to bicycling



**Two stage turn boxes** assist bicyclists with making left turns at multi-lane intersections. A two-stage turn box helps a bicyclist make an L-shaped left turn by crossing one leg of the intersection at a time. Benefits:

- Improves bicyclist comfort.
- Provides formal waiting area for bicyclists making left turns outside of the crosswalk.



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## Design Guidelines Highlight

**High visibility crosswalks** are generally recommended at locations with high pedestrian activity, where slower pedestrians are expected (such as near schools), and where high numbers of pedestrian related collisions have occurred.

- Are more visible to drivers

**Advance stop lines** directing drivers to stop at least 4 feet before the crosswalk.

- Discourage encroachment upon the crosswalk leaving more free space for pedestrians to cross

**Rectangular Rapid Flashing Beacons** are rectangular LED lights installed below a pedestrian crosswalk sign that flash in an alternating pattern when activated.

- Improve driver yield compliance

**Community wayfinding** guides users to their intended destinations.

- Communicates routes to attractions



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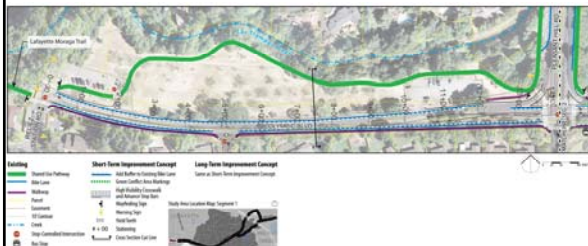
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## Segment 1: Olympic Boulevard, Lafayette Moraga Trail to Pleasant Hill Road



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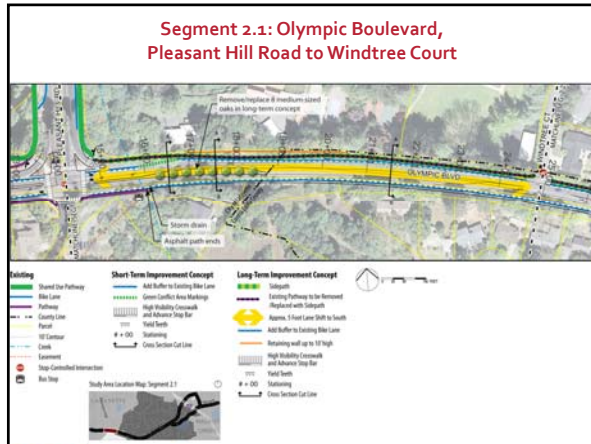
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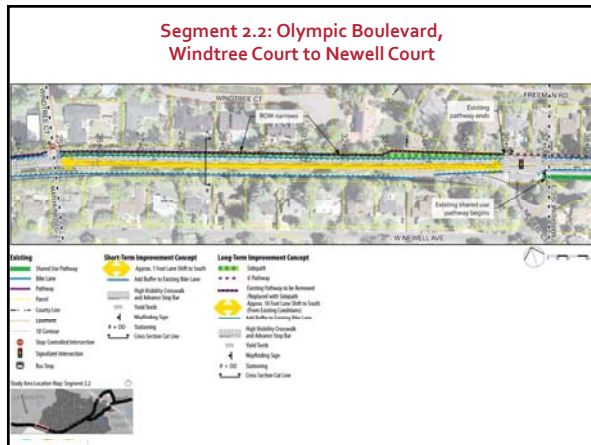
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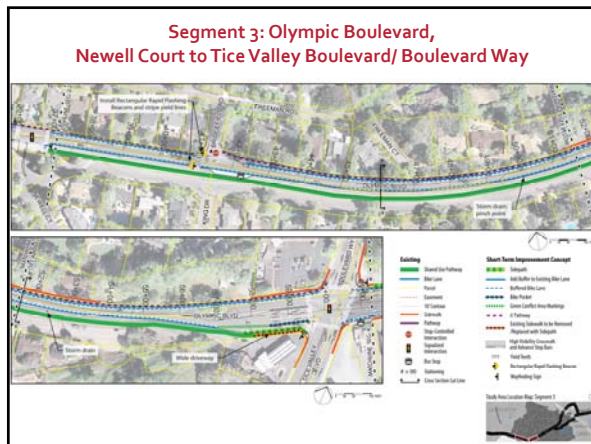
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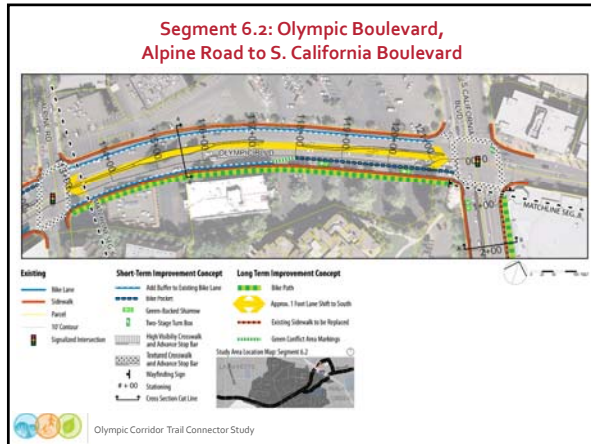
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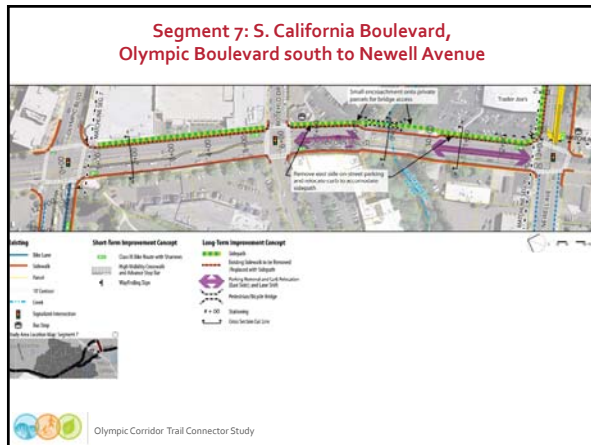
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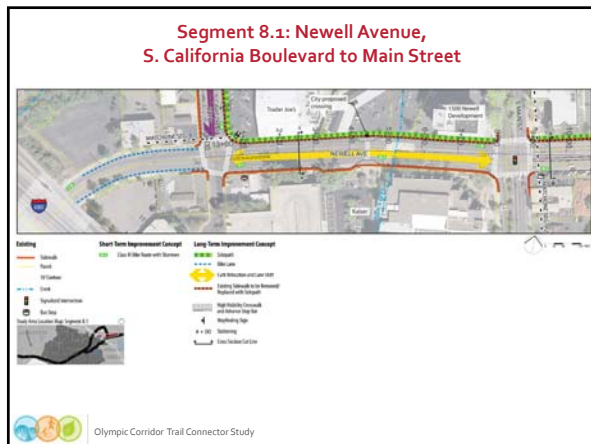
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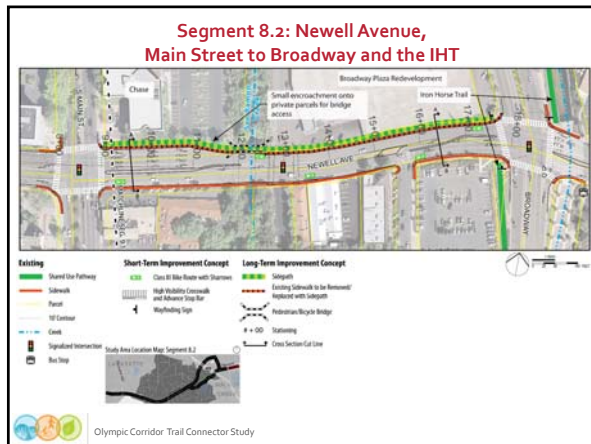
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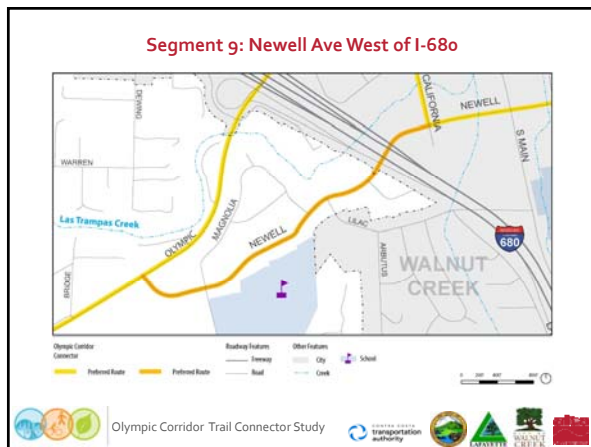
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## Breakout Exercise

- Review alignment and treatments
- Provide comments
- Elect a group representative to report back

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## Next Steps

Send comments by  
September 30, 2014

[www.co.contra-costa.ca.us/trailconnectorstudy](http://www.co.contra-costa.ca.us/trailconnectorstudy)

Finalize Study  
Fall 2014

- Revise based on comments
- Present to BOS, Councils
- Adopt Study

*Thank you!!!*



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