

Country Club Blvd



Board of Supervisors Presentation

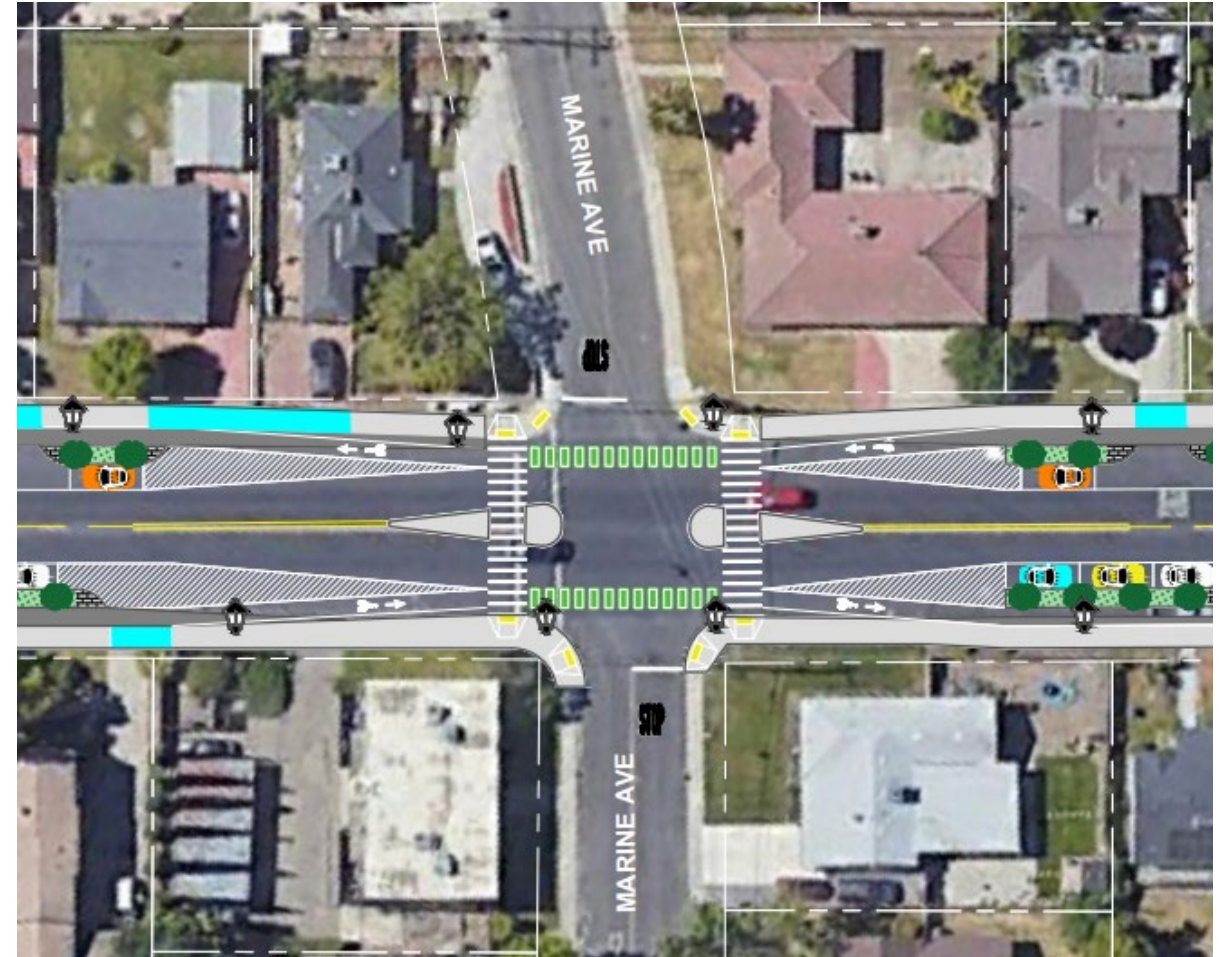
Tuesday, April 23, 2024





Presentation Overview

- Country Club Boulevard Corridor Plan Overview
- Community Engagement Summary
- Two Complete Streets Design Alternatives








Project Limits





What are Complete Streets?

Complete Streets is a Process and an Approach

-  Approach to planning, designing, building, operating, and maintaining streets
-  Each Complete Street project is unique to the community that it serves
-  Highlights the needs of the community
-  Enables safe access for all users of all ages and abilities
-  Benefits pedestrians, bicyclists, motorists, and transit riders





Community Engagement Summary

Proposed Design Concepts

Concept #1: Shared Lane Markings

Concept #2: Planter-Protected Shared Lane Markings

Existing Corridor Cross-Section

Where do you live in the community?

Country Club and COMPLETE STREETS

Where do you live in the community?

Country Club and COMPLETE STREETS

Community Engagement



Extensive Stakeholder Outreach

- SJC Farmers Market Pop-up Event
- St. Bernadette's Catholic Church Pop-up Event
- Three Business Community Canvassing Efforts
- Residential Community Canvassing
- Four Community Surveys (214 Respondents)
 - General Complete Streets Survey
 - Residential Design Concepts Survey
 - Business Community Survey
 - Design Alternatives Survey



Community Engagement

Extensive Stakeholder Outreach (cont.)

- Three Community Workshops
- Three Community Working Group Meetings
- Three Speakers Bureau Presentations
 - University of the Pacific Administration
 - Country Club Blvd. Business Community
 - Equity & CBOs Representatives
- Elected Official Outreach
- Project Development Team Meetings

LOTS OF VALUABLE COMMUNITY INPUT





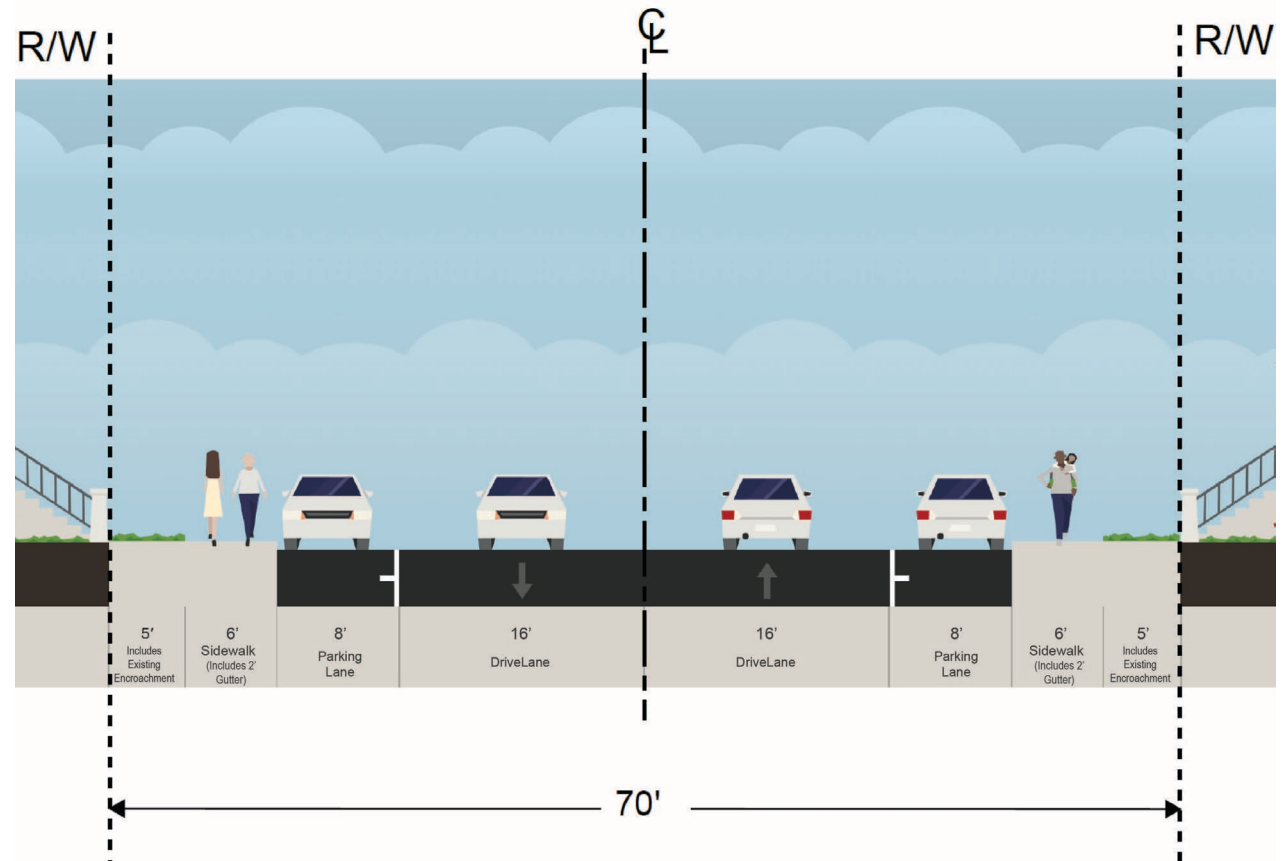
Complete Streets Design Concepts



Existing Conditions

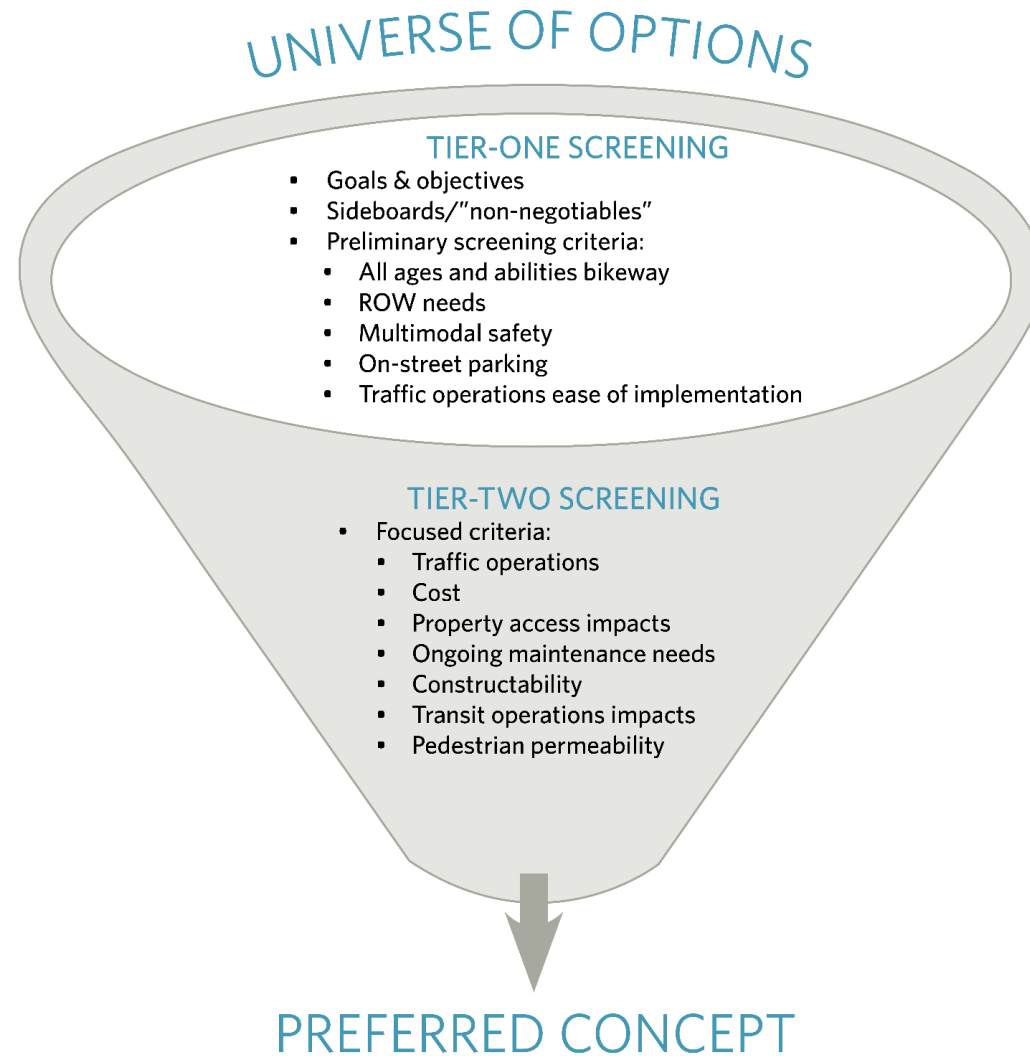
- One travel lane in each direction plus on-street parallel parking (not delineated) on both sides of the street with an average ROW of approximately 70 ft. and average curb to curb width of 48 ft.
- 6 ft. sidewalks as shown include the 2 ft. gutter.
- Five commercial locations totaling approximately 650 ft. have diagonal parking that extend beyond County ROW

Notes: The rendering includes an existing 5 ft. area of County ROW on each side of the street that has multiple fences encroaching on.





Two-Tiered Approach



Country Club Blvd



COMPLETE STREETS

Criteria		Concepts					
		1	2	3	4	5	6
		Class III	Class II	Two Way Cycle track	Class IV	Class III with wider sidewalks	Buffered Bike Lanes
1	Level of comfort for people walking	●	●	●	●	●	●
2	Level of comfort for people bicycling	○	●	●	●	○	●
3	Multimodal safety (degree of separation between motorized and nonmotorized users)	○	●	●	●	○	●
4	Mode shift potential (ability to encourage greater use of walking, bicycling, and transit)	●	●	●	●	●	●
5	Potential benefits to historically marginalized communities	●	●	●	●	●	●
6	Potential traffic operations impacts	○	●	●	●	○	●
7	Potential on-street parking impacts	●	●	●	●	●	●
8	Potential private property impacts (right-of-way acquisition needs)	●	●	●	●	●	●
9	Potential implementation cost	●	●	○	●	●	○
10	Ongoing maintenance needs	●	●	●	●	●	●
11	Community and stakeholder support (based on input received at community events)	○	●	●	●	●	●
Key: ● = good ● = average ○ = poor n/a = criterion is not relevant/does not apply							

Design Alternative #1

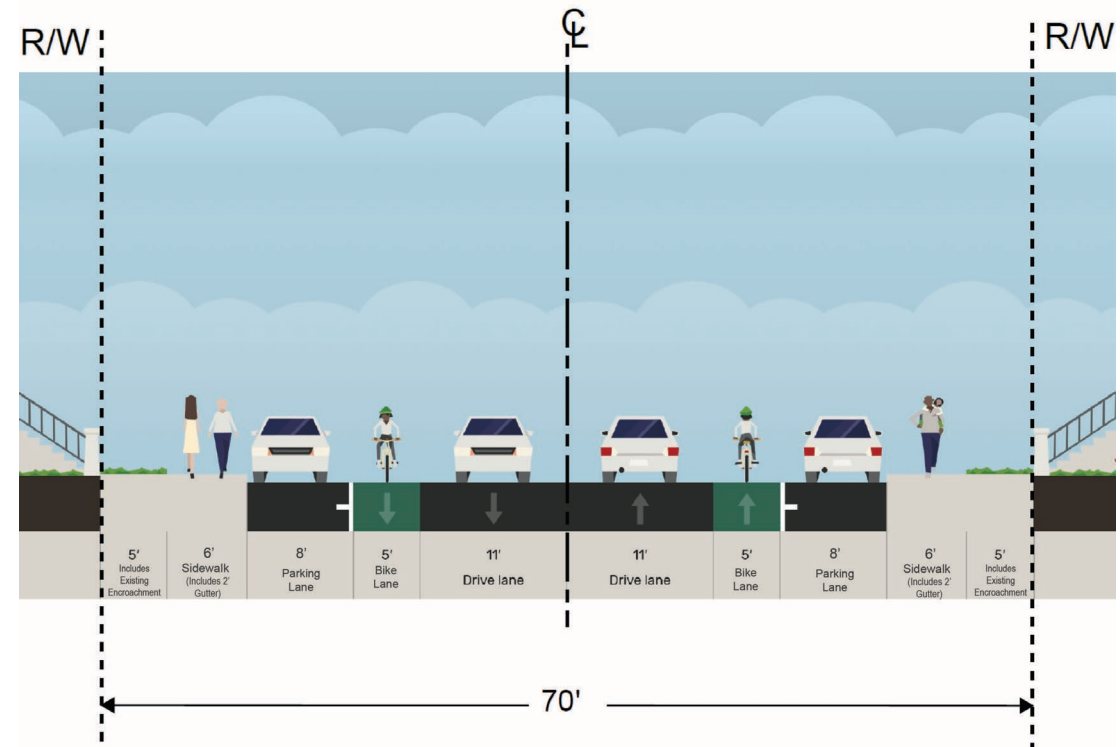
Conventional Bike Lanes

COUNTRY CLUB BLVD COMPLETE STREETS CORRIDOR PLAN - ALTERNATIVE 1



- Class II bikeways (conventional bike lanes) in both directions
- Dedicated space for bicyclists; separation from motorists via striping (no physical separation)
- Existing on-street parking could also be delineated to reinforce desired positioning for parked vehicle

Note: Sidewalks include an existing 2 ft. gutter on each side of the street.

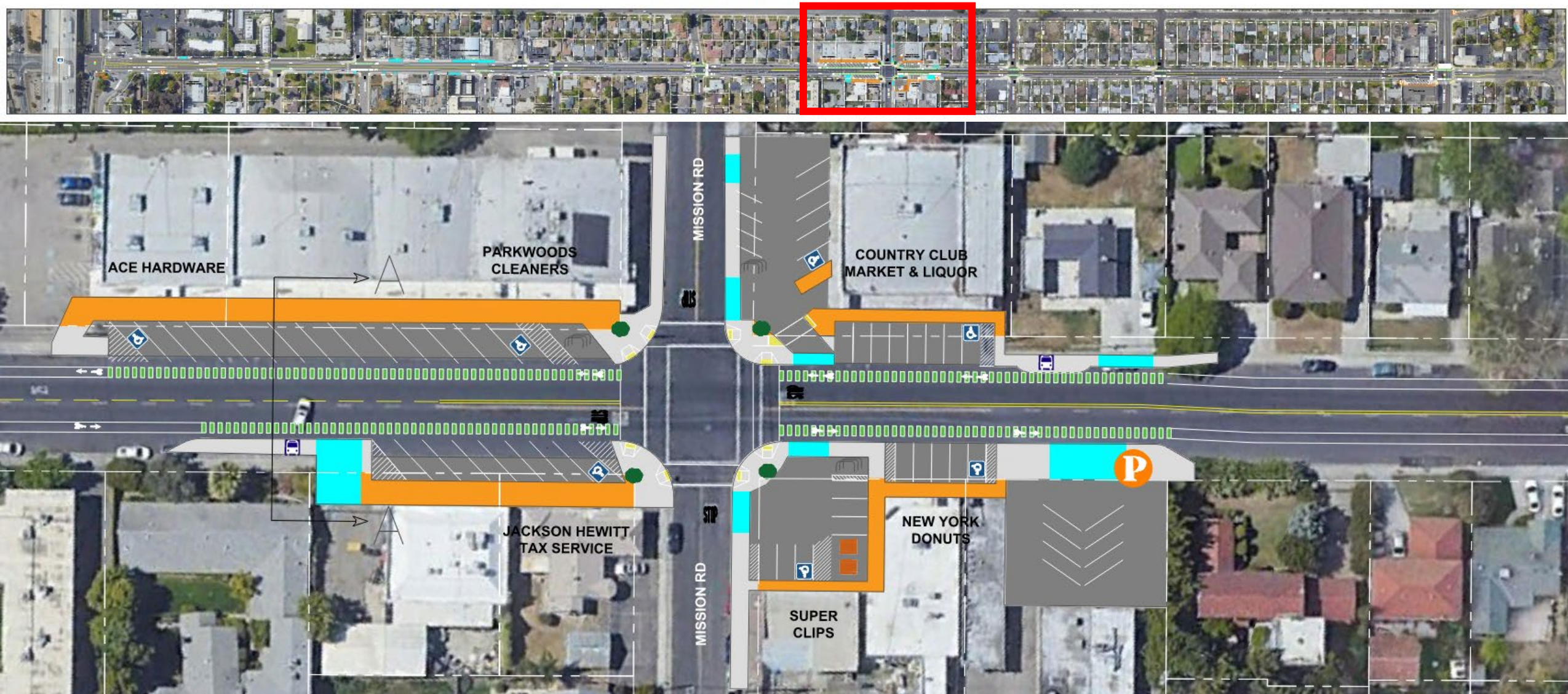


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Design Alternative #1 Conventional Bike Lanes

COUNTRY CLUB BLVD COMPLETE STREETS CORRIDOR PLAN - ALTERNATIVE 1



Design Alternative #2

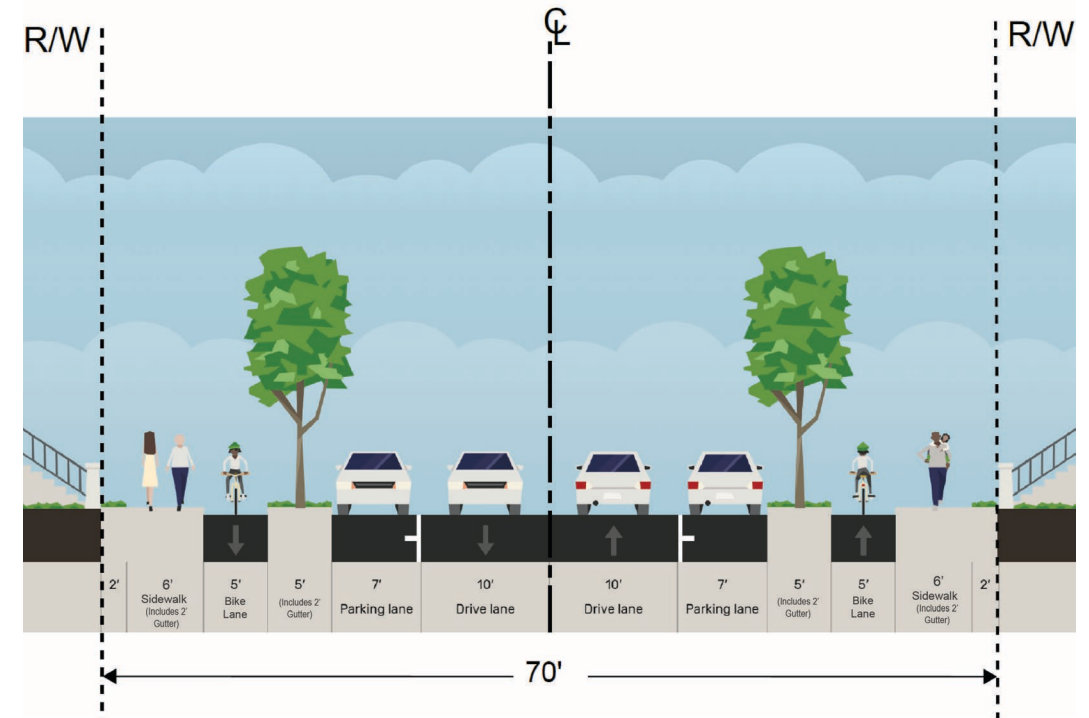
Planter-Protected Bike Lanes

COUNTRY CLUB BLVD COMPLETE STREETS CORRIDOR PLAN - ALTERNATIVE 2



- Class IV bikeway in the form of parking-protected bike lanes in each direction
- Physical separation between bicyclists and motorists via planter strips on each side of the roadway
- Cross-section could fit within existing right-of-way width by slightly narrowing existing travel and on-street parking lanes

Note: Any alternatives with lighting or landscaping will require a special district with property owners responsible for maintenance. Compared with the existing sidewalks, the newly reconstructed sidewalks would be positioned closer to the right-of-way line and occupy a portion of the public right-of-way that is partially encroached upon by adjacent yards.



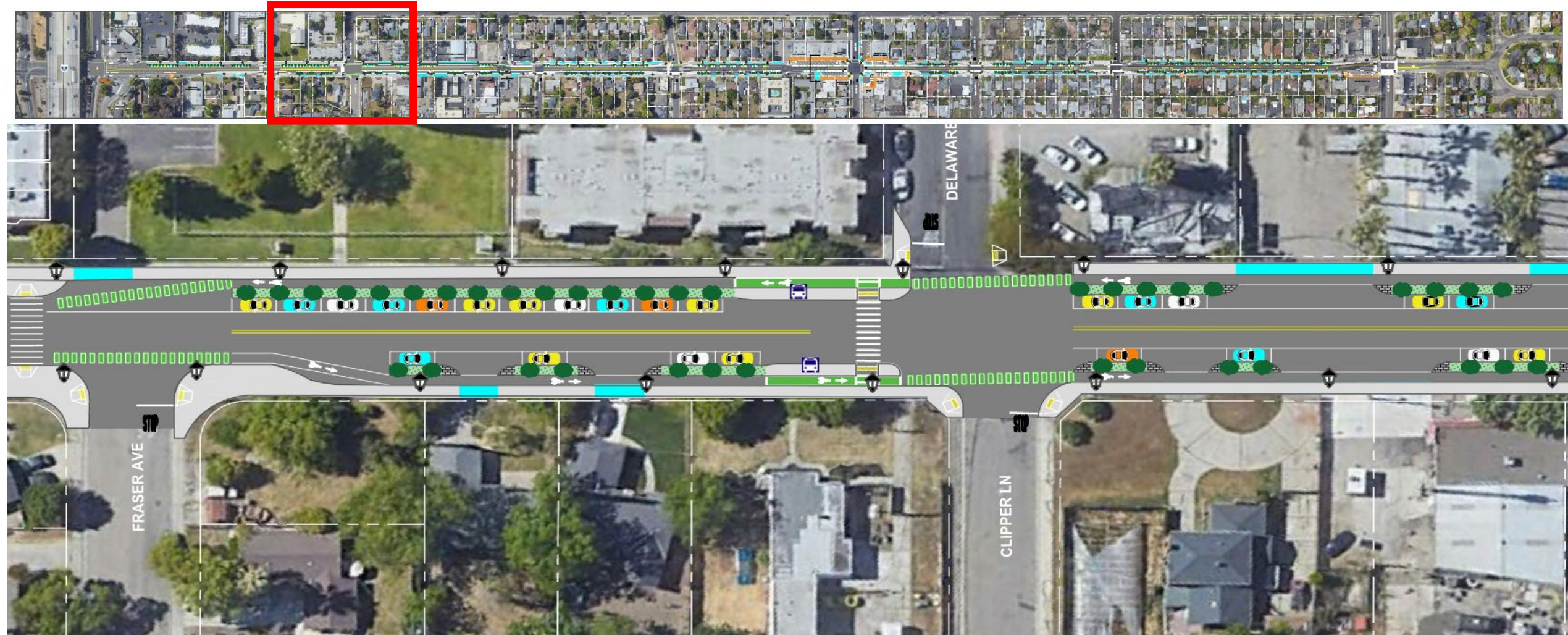
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Design Alternative #2

Planter-Protected Bike Lanes

COUNTRY CLUB BLVD COMPLETE STREETS CORRIDOR PLAN - ALTERNATIVE 2

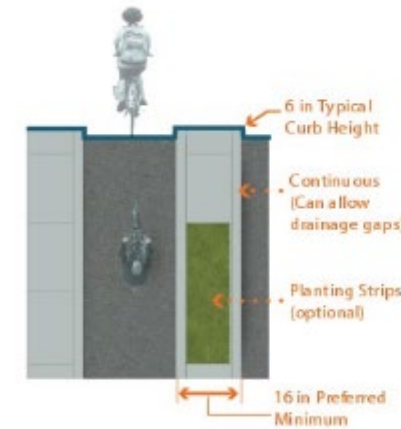


Design Alternative #2 Improvements

(Requires Special District)

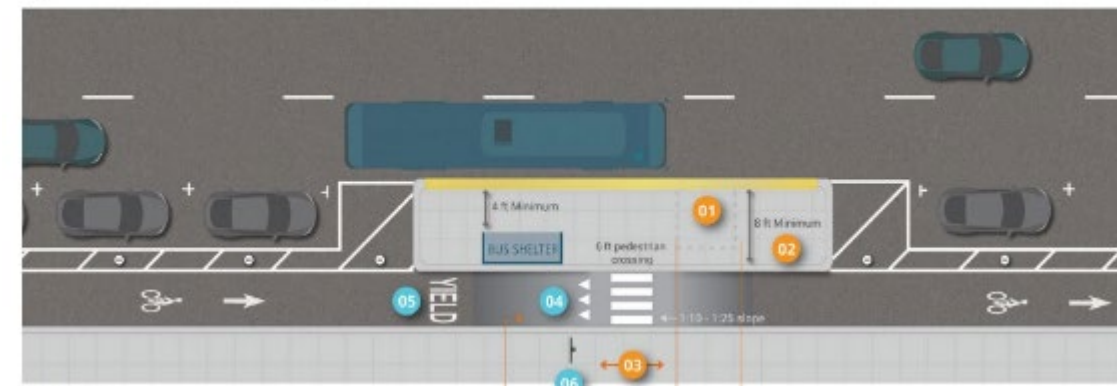
- Lighting
- Landscape Maintenance
- Business Improvement District

Figure 4-7. Raised Medians



Austin, TX (source: City of Austin)

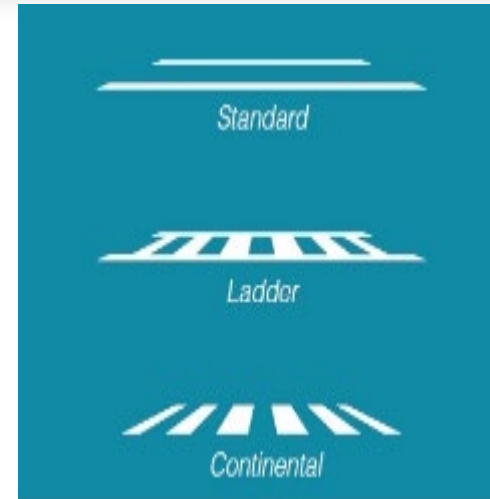
Figure 4-9. Bus Platform Design and Bike Lane Interface





Other Treatments in the Corridor

- Fill in sidewalk gaps
- Add ADA ramps to all corners
- Enhanced Crosswalks
- Curb Extensions
- Transit Access & Bus Stop Improvements
- Improved Bike Lanes



Probable Construction Cost (2025 Year)

Alternative #1
\$4.1M

Alternative #2
\$7.5M

Funding Opportunities Identified

Federal Funding Opportunities:

- SS4A (Safe Streets and Roads for All)
- NAE (Neighborhood Access and Equity Program)
- RAISE (Rebuilding American Infrastructure with Sustainability and Equity)

State Federal Funding Opportunity:

- ATP (Active Transportation Program)

Local Funding Opportunity:

- Measure K Funds



Next Steps

- Approval of the Plan
- Apply & Secure Funding
- Design & Construction





Thank You!