



May 9, 2016

Mayor Hoffmeister, Vice-Mayor Leone, and Councilmembers Helix, Grayson, and Birsan:

As you know, Concord's Bicycle, Pedestrian, and Safe Routes to Transit Master Plan is now in its final stage of input before being submitted to you for adoption. Your constituents in Bike Concord, supported by our partners at Bike East Bay, have spent hundreds of hours participating in the process over the past year and a half.

What we most hope to see in the final Master Plan is a means to solve the biggest and most persistent obstacle to safe bicycle transportation in this city: the lack of safe dedicated bicycle facilities on Concord's high-traffic streets.

We are pleased to see that many of the major issues for safe bicycle transportation in Concord - streets such as Monument Blvd, Concord Ave, and Treat Blvd - have been identified for study within five years of Plan adoption. We have included others, such as Diamond Blvd and the western span of Clayton Rd, in a list which we are now submitting to staff and consultants for addition to the Plan's project list.

However, we have a major concern about the outcome of the recommended studies.

In 2013, the City adopted Complete Streets amendments to the General Plan, including Policy T-1.9.5 in the Transportation Element, which commits the City to **"Prioritize pedestrian, bicycle, and automobile safety over vehicle speed and level-of-service at intersections and along roadways."**

Since the adoption of T-1.9.5, evaluation of the feasibility of dedicated bicycle facilities in various locations throughout Concord has continued to be conducted under the constraint of minimal impact to motor vehicle level-of-service (LOS), in spite of the necessity of such facilities for bicycle safety. In other words, LOS has been prioritized over bicycle safety at numerous intersections and along numerous roadways.

In order to forestall the possibility of the Master Plan's Complete Street Studies being conducted under the same constraint of minimal impact to LOS, we have asked for the inclusion of explicit commitments in the Master Plan that the Complete Street Studies will be conducted in compliance with Policy T-1.9.5 by prioritizing pedestrian, bicycle, and automobile safety over vehicle speed and level-of-service. This means that road diets and parking removal must be considered if they are necessary to make room for safe, dedicated bicycle facilities on streets where volume and speed of motor traffic make such facilities necessary for bicycle safety.

We ask you, as our elected officials, to support this key language in the Master Plan.

Thank you for your support of the Master Plan process. With the right policy and project commitments, it will be a major step towards a healthier, safer, more equitable Concord.