



PARKS & RECREATION COMMISSION SPECIAL MEETING UPDATED

**Antioch City Hall
200 H Street
Antioch, CA 94509**

**Thursday
January 23, 2025
7:00 p.m.**

AGENDA

*Parks and Recreation Commission Meetings are live-streamed at
<https://antiochca.gov/parksandrecreationmeeting>*

Notice of Opportunity to Address the Parks and Recreation Commission

There are two ways to submit public comments to the Commission:

Members of the public attending the meeting in person may speak during “public comments” or during an agenda item. If you wish to speak either during “public comments” or during an agenda item, please approach the podium at the appropriate time and the Chair will notify you when you may speak. Please limit your comments to the time allotted (up to 3 minutes, at the discretion of the Chair).

If you wish to provide a written public comment you may email the Director of Parks and Recreation at bhelfenberger@antiochca.gov, by 3:00 p.m. the day of the Parks and Recreation Commission Meeting. Please note, written public comments received by 3:00 p.m. the day of the Parks and Recreation Commission Meeting will be shared with the Parks and Recreation Commission before the meeting, entered into the public record, retained on file, and available to the public upon request. Written public comments will not be read during the Parks and Recreation Commission Meeting.

Individuals may view the agenda and related writings on the City of Antioch website: www.antiochca.gov. In accordance with the Americans with Disabilities Act and California law, it is the policy of the City of Antioch to offer its public programs, services and meetings in a manner that is readily accessible to everyone, including individuals with disabilities. If you are a person with a disability and require information or materials in an appropriate alternative format; or if you require any other accommodation, please contact the ADA Coordinator at the number or address below at least 72 hours prior to the meeting or when you desire to receive services. Advance notification within this guideline will enable the City to make reasonable arrangements to ensure accessibility. The City’s ADA Coordinator can be reached @ Phone: (925) 779-6950, and e-mail: publicworks@ci.antioch.ca.us.



PARKS & RECREATION COMMISSION SPECIAL MEETING

January 23, 2025

AGENDA

I. CALL TO ORDER

II. ROLL CALL

III. PLEDGE OF ALLEGIANCE

IV. PUBLIC COMMENTS

Residents are given the opportunity to address the Commission on Park and Recreation issues not on the regular agenda.

VI. BUSINESS

1. Election of Chair and Vice-Chair
2. Review and Recommend Approval of Conceptual Design of the Bicycle Garden Project
3. Option to add an Additional Member to the Ad-Hoc Committee to Identify Bicycle Improvements via a Bicycle Master Plan

VII. COMMUNICATIONS (Announcements and Correspondence)

1. Staff Communication
2. Commission Communication

VIII. ADJOURNMENT


Individuals may view the agenda and related writings on the City of Antioch website: www.antiochca.gov. In accordance with the Americans with Disabilities Act and California law, it is the policy of the City of Antioch to offer its public programs, services and meetings in a manner that is readily accessible to everyone, including individuals with disabilities. If you are a person with a disability and require information or materials in an appropriate alternative format; or if you require any other accommodation, please contact the ADA Coordinator at the number or address below at least 72 hours prior to the meeting or when you desire to receive services. Advance notification within this guideline will enable the City to make reasonable arrangements to ensure accessibility. The City's ADA Coordinator can be reached @ Phone: (925) 779-6950, and e-mail: publicworks@ci.antioch.ca.us.

CITY OF
ANTIOCH
CALIFORNIA

STAFF REPORT TO THE PARKS AND RECREATION COMMISSION

DATE: Special Meeting of January 23, 2025

TO: Members of the Parks and Recreation Commission

SUBMITTED BY: Brad Helfenberger, Parks and Recreation Director 

SUBJECT: Election of Chair and Vice Chair

RECOMMENDED ACTION

It is recommended that the Parks and Recreation Commission elect a Chairperson and Vice-Chairperson to conduct the Parks and Recreation Commission Meetings.

FISCAL IMPACT

This recommended action has no fiscal impact.

DISCUSSION

The Parks and Recreation Commission discusses issues and provides recommendations to the City Council relating to parks, open spaces, recreation, and other related topics. The Commission also serves as the City's Bicycle and Pedestrian Advisory Committee (BPAC). The Commission consists of up to seven members who must be Antioch residents. There are currently no vacancies on the Commission.

The Chair and Vice-Chair shall be elected at the first meeting of each calendar year. Meetings are held the third Thursday of each month at 7:00 p.m.; or on other dates as needed.

ATTACHMENTS

None



STAFF REPORT TO THE PARKS AND RECREATION COMMISSION

DATE: Special Meeting of January 23, 2025

TO: Members of the Parks and Recreation Commission

PREPARED BY: Scott Buenting, Acting Public Works Director/City Engineer

SUBJECT: Review and Recommend Approval of Conceptual Design of the Bicycle Garden Project

RECOMMENDED ACTION

It is recommended that the Parks and Recreation Commission review and recommend City Council approval of the conceptual design of the Bicycle Garden Project.

BACKGROUND INFORMATION

In 2022, the City partnered with the Contra Costa Transportation Authority ("CCTA") to prepare and submit a grant application through the United States Department of Transportation's ("USDOT") Safe Streets for All ("SS4A") Program for the Antioch Bicycle Garden ("Project"). In 2023, the Project was awarded the full requested amount of \$4,000,000. The required local match amount of \$1,000,000 is funded through Development Impact Fees for a total Project amount of \$5,000,000.

To assist the City with Project delivery and administration of the Federal funds, CCTA is serving as the lead agency to implement the Project. A Cooperative Agreement between the City and CCTA has been executed that delineates roles, responsibilities, and funding commitments relative to the project development, environmental, design and construction phases of the Project.

DISCUSSION

The Project will build a one-of-a-kind facility for teaching bicycle and pedestrian safety education to encourage the use of pollution-free transportation. Using small-scaled modern streetscape design elements, this unique facility will be located at Prewett Park and will provide healthy, fun, outdoor recreation in a safe, vehicle-free environment. Learning stations throughout the course will aid group instruction and allow for self-guided education. This unique facility will provide a safe, simulated environment for people of all ages and abilities to learn and practice the multi-modal rules of the road. In partnership with the City, Street Smarts Diablo Program, and CCTA the Project concept was developed with four core guiding principles consisting of Safety, Community Health, Climate Change and Equity.

As previously described, the Project will be constructed at Prewett Park. In 2021, the location was selected through an engaged process led by an Ad Hoc Committee of the Parks and Recreation Commission, a series of public meetings and public survey, and was ultimately approved by the City Council.

Preliminary environmental and engineering work began in June 2024. To assist with the development and assessment of design concepts and elements, two (2) community outreach workshops were noticed and held that provided opportunities for the public and stakeholders to learn about the project and provide input on preliminary design layouts and elements. The first workshop was held on Thursday, October 17, 2024, at 6 p.m. at the Antioch Community Center and the second workshop was held on Saturday, November 16, 2024, at 10 a.m. at the Antioch Senior Center.

The workshops consisted of a presentation by staff that provided an overview of the project background, development, preliminary design elements and layouts, and project schedule. The workshops then transitioned to charrette exercises where attendees were invited to view and provide feedback on storyboards and maps highlighting various proposed elements such as bicycle streetscape, safety and educational treatments; landscaping elements and park amenities; and access and connectivity points to/from the site. Comments received at the workshops are summarized as follows:

Bicycle Streetscape, Safety and Educational Treatments

Support for:

- Various intersection treatments including operating traffic signals, stop and yield controls, roundabout
- Standard bicycle and roadway/traffic signs
- Street name signs (opportunity for youths/students to participate in selection of street names)
- Bicycle roadway markings (including “green” high-visibility markings, crosswalks, lane directional arrows, bike boxes, bike lanes, etc.)
- Educational/Interpretive signage specific to cycling and streetscape features that emphasize the rules of the road
- Consider educational components specific to e-bikes
- Bicycle agility areas in the form of raised speed bumps, fixed traffic cones, etc.
- Railroad Xing with actual rails embedded in roadway
- Bus shelter/bench. Consider engaging high-school students to design or incorporate technology features as an opportunity for future STEM project
- Designated “slow zones” with use of solar-powered signs and/or markings.
- Some support for a bicycle pump track, if funding permits
- Bike air and/or repair station

Landscape and Park Amenities

- Desire for mature, fast-growing trees (minimum 15 gallon)

- Trees should be located in close-proximity of the path network to maximize shade from tree canopies
- Strong emphasis on need for shade

- Consider a mix of low-maintenance and drought-tolerant ground cover, decomposed granite and turf
- Restroom – proposed to be located at the entrance
- Provide drinking fountains near the restroom and multiple locations throughout
- Provide ample benches/seating
- Picnic and playground areas to provide multi-uses
- Shade structures or canopies, particularly at picnic area
- Provide bike parking/racks at multiple locations including entrance, restroom and picnic/playground areas
- Pedestrian-scale lighting along entirety of pathway network
- Consider water misters
- Some support for an art structure - should be Antioch-themed

Access, Connectivity and Other

- Support for connectivity to the Mokelumne Trail and existing sidewalk pathway around periphery of Community Center
- Explore opportunities to better-integrate with adjacent Community Center/Library
- Wayfinding signage to entry/exit points of facility
- Message board or kiosk at entry to post events
- Security cameras
- Establish sponsorship opportunities to support or contribute to bike garden amenities and/or maintenance

The Bicycle Garden conceptual design, (provided in Attachment A), was developed to ensure that the project meets the goals, intent and requirements of the SS4A grant program in combination with the community input received. Pending the Parks and Recreation Commission's review and approval of the conceptual design, it is recommended that the item be forwarded to the City Council for its consideration of approval and to advance the project forward to final design.

At this time, final design is proposed to be completed in spring 2025 and start of construction in fall/winter 2025.

ATTACHMENTS

A. PowerPoint Presentation

B. Email Correspondence from Bruce "Ole" Ohlson, dated 10/23/24 and 11/19/24



S | S
4 | A

Antioch Bicycle Garden Presentation of Conceptual Design

City of Antioch Parks and Recreation Commission
January 23, 2025

S | S
4 | A

ANTIOCH
CALIFORNIA
OPPORTUNITY LIVES HERE



CONTRA COSTA
transportation
authority

Antioch Bicycle Garden (CCTA Project #31002)

Sponsoring Agency: City of Antioch

Implementing Agency: Contra Costa Transportation Authority (CCTA)

Project Purpose: Installation of a facility for teaching bicycle and pedestrian safety education to encourage the use of pollution-free transportation.

- ▶ Small scale modern streetscape
- ▶ Healthy, fun, outdoor recreation in safe, bicycle-friendly environment
- ▶ Learning stations throughout
- ▶ Group instruction and self guided bicycle education course

Estimated Cost		Funding	
CCTA Project Management	\$274,000	Local Funds	\$1,000,000
Environmental Clearance	\$176,000	SS4A Federal Funds	\$4,000,000
Design	\$550,000		
Right-of-Way Acquisition	\$0		
Construction	\$3,450,000		
Construction Management	\$550,000		
Total	\$5,000,000	Total	\$5,000,000



Project Development Timeline

- ▶ **2020-21:** Project concept and development via City of Antioch, Street Smarts Diablo Program and Contra Costa Transportation Authority
 - City of Antioch - site selection process via Parks and Recreation Commission (PRC) Ad Hoc Committee and City Council Approval
 - Site Location: Prewett Park
- ▶ **2021:** Safe Streets and Roads for All (SS4A) Program grant applications developed in partnership with five project sponsors/Contra Costa Transportation Authority
- ▶ **2023:** SS4A Grant Award (\$4M for Bicycle Garden)
- ▶ **Winter/Spring 2024:** CCTA/City Agreements, Award of Consultant Contracts
- ▶ **Spring/Summer 2024:** Preliminary Design Phase commences
- ▶ **Fall/Winter 2024:** Project Outreach and Stakeholder Engagement

City of Antioch/CCTA Partnership

Roles and Benefits of Project Agreement

- ▶ **City of Antioch:** Project Sponsor
- ▶ **CCTA:** Implementing Agency (project/contract management, federal grant funds administration)
- ▶ **TYLin:** Consultant Team (providing design, engineering and environmental services)
 - City is ultimate decision-making authority on project design.
 - CCTA streamlined agreement with FHWA to expedite project delivery
 - SS4A projects must be completed within 5 years (Spring 2029).



Project Funding *Safe Streets and Roads for All (SS4A)* USDOT Grant Program

S | S
4 | A

Funding: FHWA's Safe Streets and Roads for All Program (SS4A)

Bicycle and Pedestrian Safety Improvements To Improve Equity Countywide in Contra Costa includes the following five projects

▶ **Antioch Bicycle Garden (\$4,000,000)**

- ▶ Antioch L Street Pathway to Transit – Bicycle and Pedestrian Improvements (\$13,008,000)
- ▶ Richmond Street Complete Streets Improvements (\$8,003,000)
- ▶ Moraga Road and Canyon Road Complete Streets Improvements (\$3,004,000)
- ▶ San Francisco Bay Trail Gap Closure-Martinez Intermodal Station to Crockett (SS4A Grant: \$925,000)

SS4A GRANT: \$28,940,010

TOTAL PROJECT COSTS: \$46,995,010

PERIOD OF COMPLETION: Jan 2024 - Feb 2028

SS4A – Safe Systems Approach

Objectives

- ▶ Safer People
- ▶ Safer Roads
- ▶ Safer Vehicles
- ▶ Safer Speeds
- ▶ Post-Crash Care





Project Background & Development

Partnerships

S | S
4 | A

PROJECT BACKGROUND AND DEVELOPMENT

HOW DID WE GET HERE?

BICYCLE GARDEN CONCEPTUAL ANIMATION





Traffic Safety Education

Bicycle Garden: 4 Goals

SAFETY



Bicycle Garden: 4 Goals



COMMUNITY HEALTH

Bicycle Garden: 4 Goals



CLIMATE CHANGE

Bicycle Garden: 4 Goals

EQUITY



Program Possibilities

- ✓ School field trips
- ✓ Family workshops
- ✓ Senior classes
- ✓ Inclusive recreation
- ✓ Community events
- ✓ Summer day camps
- ✓ Bike repair workshops
- ✓ Private party rentals
- ✓ Bike to Work Day energizer station



ANTIOCH
OPPORTUNITY LIVES HERE

Street  Smarts
DIABLO REGION

LOCATION SELECTION PROCESS

location considerations

Accessibility
via walking,
biking, public
transit

School and
community
access

restrooms

parking

5+
acres

terrain

Existing
amenities

remaining
green
space

Prewett Community Park

- ✓ Water Park
- ✓ Skate Park
- ✓ Community Center
- ✓ Library
- ✓ Parking Lot
- ✓ Restrooms
- ✓ BBQ/Picnic
- ✓ Disc Golf course
- ✓ Hiking trails
- ✓ Neighborhood bike trail connections





Conceptual Design

Bicycle Streetscape and Landscape Layouts and Elements

S | S
4 | A

Recommended Project Elements

Bicycle Streetscape & Safety Educational Features

- ▶ Beginner/Intermediate bicycling skill level areas for intended user groups (primarily youth/school-aged children)
- ▶ One and two-way paved bicycle paths (simulating bike lanes, shared lanes & paths/trails)
- ▶ Roadway striping, high-visibility (green) bicycle pavement markings, crosswalks, roadway directional arrows
- ▶ Traffic, wayfinding and educational/interpretive signage
- ▶ Street name sign network (student/youth collaboration opportunity)
- ▶ Intersection Treatments: Functioning traffic signals, stop, yield and roundabouts, single and multi-lane
- ▶ Roadside Features: Bus stop, “door zone” simulation, traffic safety zone obstacles (such as traffic cones), bus stop/shelter (technology opportunity)
- ▶ Bicycle “Slow Zones” featuring solar-powered radar display signs
- ▶ Host site for Bicycle Safety Education and Training

Conceptual Streetscape Plan



Design Considerations:

- Different park areas focus on developing various skills including flat learning area for beginners, agility routes for balance and obstacle avoidance, and the roadway network for encountering street conditions.
- Pedestrians may use the paved bike path to access different areas of the park by foot (e.g., parents reaching areas where their kids are located).
- Park amenities (picnic area, playground, restrooms, bike repair station, bike storage) located close to the library and parking lot.
- Add traffic signs to correspond with markings (stop, yield, bike facility type, xings, directional arrows, etc.). Add street name signage. Add educational/interpretive signage at key features such as door swing zone, bus stop, roundabouts, high-visibility bike lane markings, bump/agility areas, etc.)
- Incorporate sponsorship opportunities for bicycle shops or non-profit bike organizations.

► Streetscape Elements

Intersection Types

Signalized (1)



Signalized (2)



Yield Controlled



Roundabout



Stop-Controlled



Railroad Crossing



► Streetscape Elements

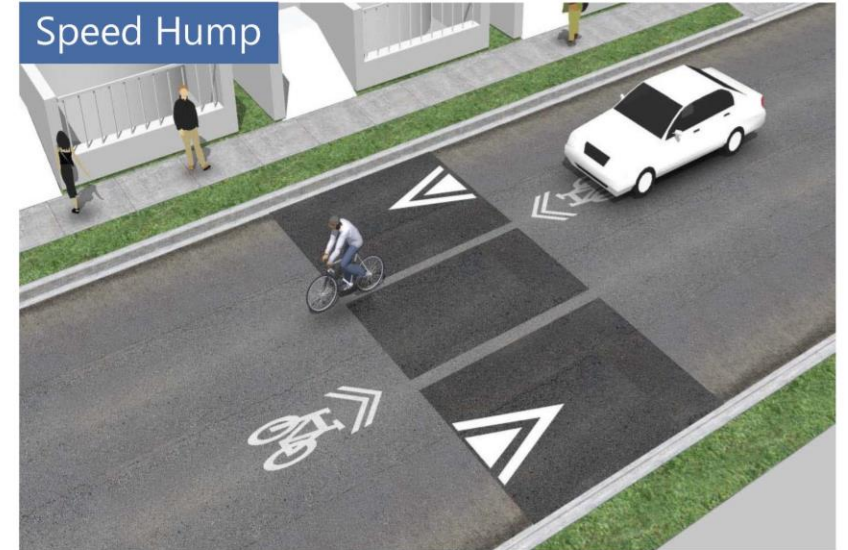
Educational Signs



Traffic Signs



Speed Hump



Bike Box



Speed Table



Door Zone



► Streetscape Elements - Agility

Pump Track



Ramps



Bumps



Cones



Obstacles



Sources:

1. Pump track: [Reeves Park, Columbus, KS](#)
2. Ramps: [Bike Playground, Newton, CT](#)
3. Bumps: [Aston Traffic Park, Australia](#)
4. Cones: [Bentonville Bike Playground, AR](#)
5. Obstacles: [The Avenue's Traffic Park and Playground, Australia](#)

Recommended Project Elements

Landscaping and Park Amenities

- ▶ Restroom
- ▶ Picnic area, playground, benches and tables
- ▶ Mature trees – need for abundant shade
- ▶ Native and low-maintenance plants, naturalistic planting areas, drought-tolerant landscaping, irrigation
- ▶ Water fountains
- ▶ Pedestrian-scale Lighting
- ▶ Shade structure(s)
- ▶ Access Connections - Mokelumne Trail and Antioch Community Center
- ▶ Bicycle parking, bicycle air/repair station

Conceptual Landscape Plan



NATURALISTIC
PLANTING AREA

BENCH, TYP.

FOCAL POINT
SCULPTURE

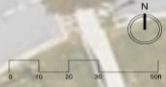
NATURALISTIC
PLANTING AREA
PRIMARY LANES -
TREE ALLEE

ENTRANCE

ENTRANCE

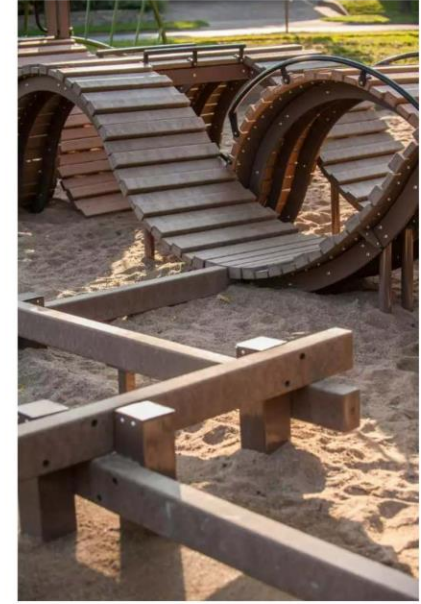
PICNIC AREA
PLAY AREA
NATURALISTIC
PLANTING AREA

PARKING



▶ Park Amenities

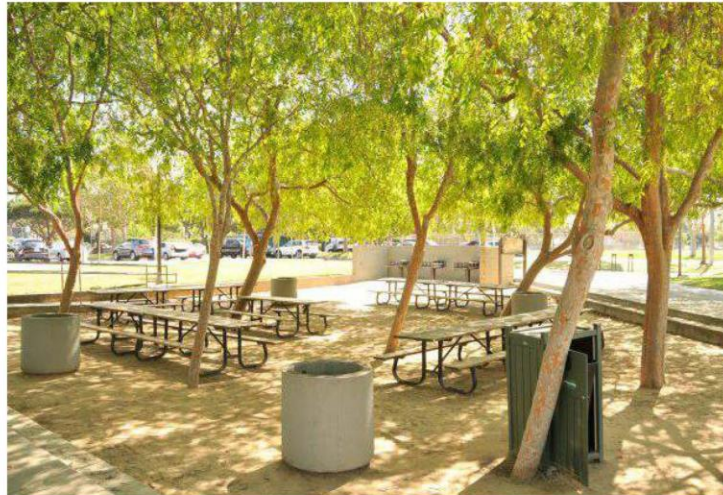
PLAY EQUIPMENT



PICNIC AREA



TREE SHADED PICNIC AREA



CANOPY SHADED PICNIC AREA

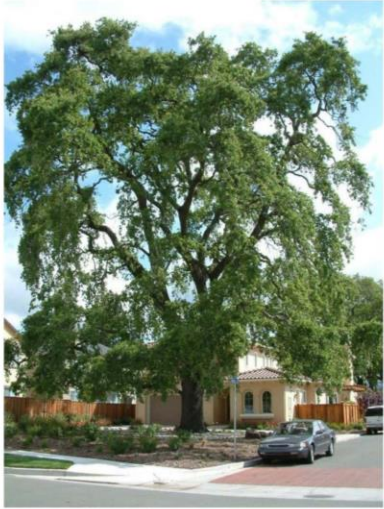
► Park Amenities

- Repair station
- Public restroom
- Benches
- Shaded picnic areas
- Bike racks
- Playground



► Landscape Elements - Trees

TREES AT NATURALISTIC PLANTING AREA



VALLEY OAK - CA NATIVE



COAST LIVE OAK - CA NATIVE



CATALINA IRONWOOD - CA NATIVE



PINE TREE

FLOWERING ACCENT TREES



CHINESE FRINGE TREE



MYRTLE TREE



REDBUD - CA NATIVE



OLIVE TREE

ALLEE TREES



ELM TREE

► Landscape
Elements

PLANTING



FORMAL TREE ALLEE - MAIN LANES



NATURALISTIC AREA - INSPIRED BY CALIFORNIA FOOTHILLS



DROUGHT TOLERANT CALIFORNIA NATIVE AND CLIMATE ADAPTED PLANTS



Community Outreach & Engagement *Summary*

S | S
4 | A

Workshop Series - Fall 2024

- ▶ **Community Workshop No. 1**
Thursday, October 17, 2024, 6:00 p.m. - 8:00 p.m.
Antioch Community Center
 - Introduced Project, solicited preliminary feedback on project elements and conceptual layout options
- ▶ **Community Workshop No. 2**
Saturday, November 16, 2024, 10:00 am - Noon
Antioch Community Center
 - Provided updates on project development, solicited feedback on refined elements and layout options.



The City of Antioch and the Contra Costa Transportation Authority are partnering to build a one-of-a-kind facility for teaching bicycle and pedestrian safety education and encouraging the use of pollution-free transportation. It will provide a healthy, fun, outdoor recreation in a safe, car-free environment. The project is funded in-part by a grant from the USDOT's Safe Streets for All (SS4A) Program.

GET INVOLVED

The Bicycle Garden will be located at Prewett Community Park to the east of the Antioch Community Center. The City of Antioch is seeking input on the design of this revolutionary park feature. We invite you to share your thoughts on the design elements of the Bicycle Garden.

Visit: antiochca.gov/recreation/bicycle-garden

Community Design Workshops

Thursday, October 17th, 6pm - 8pm

Antioch Community Center, 4703 Lone Tree Way

Saturday, November 16th, 10am - Noon

Antioch Senior Center, 415 W. 2nd Street

Scan the QR code:



▶ Watch 3D video at: ccta.net/active_studies/antioch-bike-garden/

S | S
4 | A

CITY OF
ANTIOCH
CALIFORNIA

CONTRA COSTA
transportation
authority

What We Heard...

Bicycle Streetscape & Safety Elements

- ▶ Support for Intersection Treatments: operating traffic signals, stop and yield controls, railroad xing
- ▶ Traffic, Wayfinding and Interpretive/Educational Signage
- ▶ Street Name Sign Network
- ▶ Emphasis on Bike Path (Class I) and Bike Lane (Class II) standard and high-visibility (green) markings. Little support for shared lane (“sharrow”) markings.
- ▶ Bicycle Parking Areas (racks)
- ▶ Bus Shelter/bench, bus door zone/bike rack apparatus
- ▶ Pump Track (if cost feasible)
- ▶ Consider educational components specific to e-bikes
- ▶ Provide areas for various skill sets

What We Heard...

Landscaping and Park Elements

- ▶ Strong support for a restroom, benches, picnic area, multiple water fountains, misters.
- ▶ Low-maintenance landscaping and mature trees to provide ***abundant shade***.
- ▶ Restroom is a necessity
- ▶ Playground and Picnic areas for non-cyclists, provide multi-use for all to enjoy
- ▶ Shade structures or canopies, particularly at picnic area
- ▶ Provide bike parking/racks at multiple locations including entrance, restroom and picnic/playground areas
- ▶ Pedestrian-scale lighting along entirety of pathway network

What We Heard...

Access, Connectivity, Other

- ▶ Support for connectivity to the Mokelumne Trail and existing sidewalk pathway around periphery of Community Center
- ▶ Wayfinding signage to entry/exit points of facility
- ▶ Message board or kiosk at entry to post events
- ▶ Consider Security cameras
- ▶ Establish sponsorship opportunities to support or contribute to bike garden amenities and/or maintenance
- ▶ Explore opportunities to better-integration with adjacent Community Center/Library

Schedule

S | S
4 | A

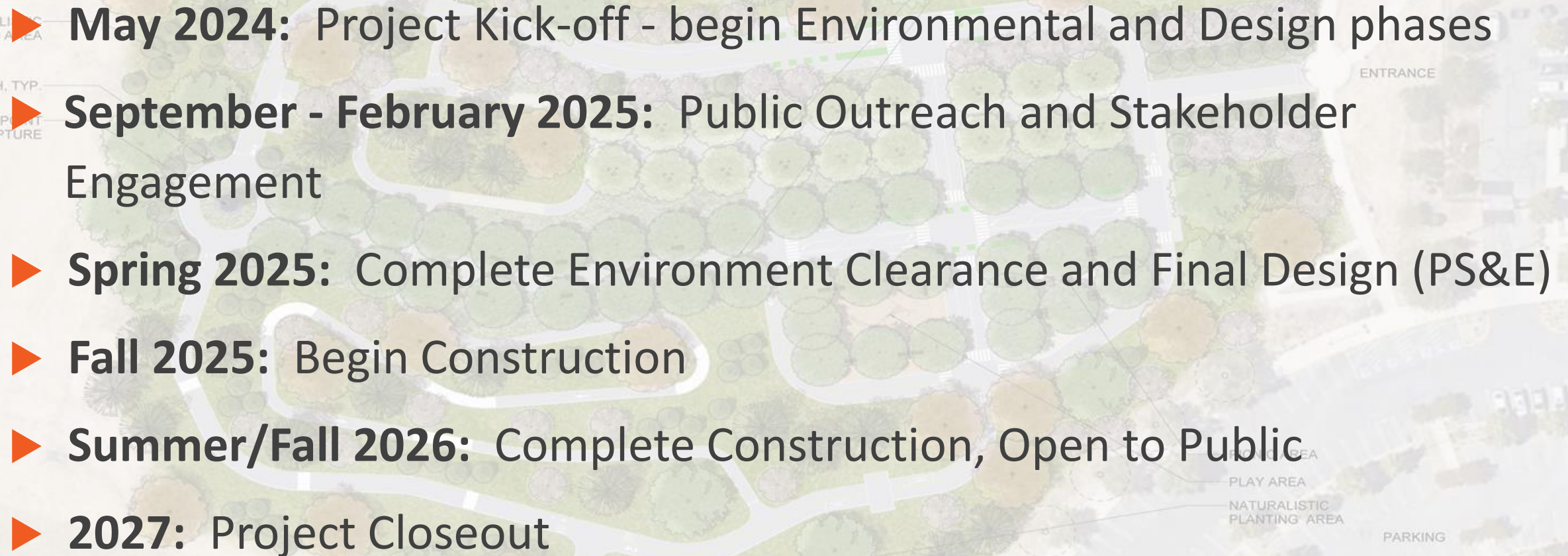
S | S
4 | A

Public Outreach and Design Development

The background is a detailed landscape architectural plan of a park. It features a central area with winding paths, surrounded by various plantings represented by different tree symbols. Labels with leader lines point to specific areas: 'NATURALISTIC PLANTING AREA' (top left and top right), 'PRIMARY LANES - TREE ALLEE' (top right), 'ENTRANCE' (top right and bottom center), 'PLAY AREA' (bottom right), 'NATURALISTIC PLANTING AREA' (bottom right), 'PARKING' (bottom right), 'FOCAL POINT SCULPTURE' (left), and 'BEACH, TY...' (left). A scale bar and north arrow are located in the bottom right corner.

- ▶ **October 2024:** Community Workshop No. 1
- ▶ **November 2024:** Community Workshop No. 2
- ▶ **January 2025:** PRC review and recommend approval of conceptual design
- ▶ **February 2025:** City Council approval of final conceptual design

Design & Construction

- 
- The background is a detailed landscape architectural plan of a park. It features a network of winding paths, numerous circular and irregular green spaces representing planting areas, and a parking lot on the right side. Labels with leader lines point to specific features: 'NATURALISTIC PLANTING AREA' (top right), 'PRIMARY LANES - TREE ALLEE' (top right), 'ENTRANCE' (top right and bottom center), 'BENCH, TYP.' (left), 'FOCAL POINT SCULPTURE' (left), 'PLAY AREA' (bottom right), and 'PARKING' (bottom right). A project timeline is overlaid on the left side of the plan, consisting of six orange arrowheads pointing right, each followed by a date range and a description of the project phase.
- ▶ **May 2024:** Project Kick-off - begin Environmental and Design phases
 - ▶ **September - February 2025:** Public Outreach and Stakeholder Engagement
 - ▶ **Spring 2025:** Complete Environment Clearance and Final Design (PS&E)
 - ▶ **Fall 2025:** Begin Construction
 - ▶ **Summer/Fall 2026:** Complete Construction, Open to Public
 - ▶ **2027:** Project Closeout



Thank You

Project Site:

**Prewett Community
Park**

ANTIOCH
CALIFORNIA
OPPORTUNITY LIVES HERE



CONTRA COSTA
**transportation
authority**

Andrew Bayne

From: Bruce Ole Ohlson <bruceolehlson@hotmail.com>
Sent: Wednesday, October 23, 2024 8:29 PM
To: Antioch Recreation Brad Helfenberger; Antioch City Manager Bessie Scott; Antioch Recreation Shahap Wright; Andrew Bayne; ldc.personal.16@gmail.com
Cc: Bike East Bay Advocacy Robert Prinz; Bike East Bay Dani Lanis
Subject: Antioch Bike Park Bicyclist Input

You don't often get email from bruceolehlson@hotmail.com. [Learn why this is important](#)

Dear Bessie, Brad, Shahap, Andrew, Andy, and Lemuel,

Thank you for all the work you put into preparing for the public meeting of October 17 regarding gathering public input for the Bike Park that is slated to be built just to the west of the Antioch Community Center on Lone Tree Way. I wish more members of the public had attended. Mister Bicycle, however, has some comments to share.

First, a point that we want to DEEMPHASIZE. The design and overall direction of our new Bicycle Park should NOT be aimed to be a stepping stone to introduce our youth to, and encourage them into, a future of driving and depending upon a single-occupant automobile as their exclusive mode of transportation. We strongly want to train everyone, not just our youth, to operate a bicycle safely on our public streets and roads while sharing that space with automobiles, trucks, and busses. However, we want to make it perfectly clear that riding a bicycle is not just a stepping stone to auto dependency.

As presented, this Bike Park is currently designed specifically and pretty much exclusively to be a teaching area to help young bicyclists learn to operate safely in traffic. Such training is necessary and good. However, in the big picture, I think that we should make the park to be more generally bicycle oriented rather than specifically aimed only at the formal training of young cyclists how to operate in traffic. We want this Park to be used and enjoyed a lot. If it is aimed specifically at training, when the youngster has ridden it once or twice, he or she will figure that they are done with it.

Perhaps one-third of the Park could be directed toward the training of our youth of all ages, one-third could be directed toward providing a safe place for everyone, old and young (8 to 80), to enjoy riding their bicycles, and one-third of the park could be a combination of a pump track area for riders to practice their skills, and a path area for bicyclists of all ages to enjoy riding their bikes.

We should expect that parents will be bringing their four- and five-year-olds to this public Park to teach them to ride in a non-formal situation. Basically, we want to

encourage ALL bicyclists to use this park multiple times. We should also expect that pedestrians will find our shaded, off-street trails to be inviting so we should expect to be sharing our Park with walkers, too.

Electric bikes? You bet! They will be using this Park. In my opinion this country is at a turning point in transportation similar to where we were when Henry Ford was manufacturing millions of Model T automobiles and changing the face of transportation forever.

With regard to how separated the Bike Park is from the Community Center parking lot. On the one hand, we want to provide a space that is a suitable and safe learning environment for beginning bicyclists, i.e., no cars. On the other hand, we should not have it so separated from our existing roads and vehicles and hidden far off by itself so as to emphasize that cars and bicycle are disconnected and unrelated. We need to find the happy median. In my opinion, the Park described at this meeting leans too far toward separation and not enough toward integration.

I strongly agree that a restroom should be provided for the users of this park because, first and foremost, this project is a public park. This restroom should be close to, and oriented toward, the Community Center parking lot so that police officers in their squad cars can cruise by and check out the place any time of the day or night that the spirit moves them. We do not want to attract the homeless. We could install latching doors on the restrooms that could be programmed to latch and unlatch at, say, dawn and dusk or whenever is determined to be appropriate.

As Lemuel mentioned during the meeting, shade will be an extremely important component of this park. Lots and lots of shade trees must be provided close to and lining the paths throughout the Park. Every picnic table or gathering area **MUST** be shaded. This could be with trees, with overhead mounted solar panels, or possibly a combination of the two oriented in such a way that the trees don't shade the solar panels too much.

Please think seriously about buying and planting trees that are larger than the standard minimum-sized saplings so that the trees could grow, mature, and provide shade sooner. Irrigating the trees to encourage them to grow faster is extremely important. Please consider oak trees and other indigenous trees. Eucalyptus trees and other invasive, fire-prone species should not be planted in our Bicycle Park.

I agree with Lemuel that while the trees are growing and maturing, a water misting station or two along one or more of the paths could help with the cooling of young bike riders during the hottest portion of the summer. The controls for these misting stations must be such that they shut off when no one is in need of misting so that water is not wasted. A way around the misting station should be provided for those (parents) who desire not to partake.

A couple of drinking fountains should be provided in the park. However, one at or close to each picnic table/gathering area would probably be overkill.

Minimize the construction of anything in the Park out of wood. It does not last sufficiently long, splinters, and requires regular maintenance.

One of the most important criticisms that I have of the entire project is the Door Zone Training Area. Installing a children's play structure immediately next to a bike lane along a road and telling the bicyclists to use their imagination is NOT acceptable. Additionally, I'm sure that mothers watching their children play on this structure will have strong feelings about bicyclists riding close to the play structure. Unfortunately, the Community Center's entire parking lot contains only perpendicular vehicle parking and door zones are found only in parallel vehicle parking. In my opinion, we should construct a short, one-way vehicle road from the existing parking lot into a portion of the Bike Park near the parking lot. This road could be a short loop with only three parking places on it. During training sessions, participants or instructors could park cars in this special area. The marked parking lane should be only 6½- or 7-feet wide, the bike lane passing these cars should be only 4-feet wide. The single traffic lane needs to be only 11-feet wide. To save space, this Door Zone Training Area does not have to have vehicle lanes in both directions, but should in all other respects represent reality as closely as possible. One of the paths of our Bike Park would loop through this Door Zone training area and then head back into the Bike Park. The longest door ever manufactured extends 57" out from the vehicle when opened fully. It was in a mid-1980s two-door Lincoln Town Car.

Each of the training areas of the Bike Park should have a sign or signs explaining what the law says about how motorists and about how bicyclists should behave. Additionally, the sign should have a QR code to scan so that the trainee or any interested individual can obtain additional, more detailed information about navigating each obstacle for reference or study at a future time. Although it is old tech, we could also provide this information in *take one* paper format at each training point.

I am not a big fan of roundabouts; they are rare in this country and county. Every roundabout upon which I have operated in Contra Costa County has had curb cuts that the bicyclist could use to easily gain access to the sidewalk just before and return to the bike lane or street just after the roundabout. About 5 years ago we had an exceedingly experienced bicyclist killed on the Pleasant Hill Road roundabout. He was operating his bicycle legally and correctly, but the motorist who killed him didn't have a clue about how to negotiate the roundabout and was not watching where he was going; he was looking for other automobiles in the roundabout.

I'm sure that each of the instructors will have recommendations regarding how a reasonable bicyclist "adjusts" his or her behavior compared with the law when it comes to actually operating in traffic. An example of this is when using a signalized, dedicated left-turn-lane versus making a "Copenhagen" left turn. It all depends on the amount of vehicle traffic sharing the road at that time and place.

We should have a bulletin board in the Bike Park so that local clubs can post ride schedules and such.

With regard to a potential repair station. My opinion is that we need only provide a source of air for bike tires. Even at this minimum, it will be a source of on-going maintenance; but it is necessary. Hose ends for both for Presta valves and Schrader valves should be available. If the Community Center building already has an air compressor installed for the operation of some of its environmental systems, we might be able to install the air source station on the side of the Community Center building along with a sign announcing the presence.

Within the Bike Park, we should provide a representation of all the various types of surfaces of which bike paths are constructed. Some of the paths should be asphalt. Some should be concrete. Some (though not many) should be gravel.

As we discussed during the meeting, this Bike Park should be connected to the Community Center parking area and the Mokelumne Aqueduct Regional Trail a bit more tightly than the potential plans show. In my opinion, we should have the path connection to the Mokelumne Trail at the far western end of the Park. We should also have a moderately direct connection to the Community Center parking lot at the east side of the Park. That way, a bicyclist riding along the trail could loop through the Park and stop for a rest, drink of water, or make use of the source of air as they are continuing along the trail. Additionally, a marked route from the Mokelumne Trail through the parking lot should be provided. We discussed and marked on the map a fairly direct route on a sidewalk from the southwest corner of the parking lot near the entrance road that angles diagonally through the parking lot. This should be a 10-foot-wide Class IV facility, so it might require some reconstruction. This reconstruction could be done at a later date and funded by a separate grant.

We should paint Class II bike lanes along each side of the entrance/exit road up to the Community Center. This road is quite wide and currently does not have any lane striping in the Community Center parking lot, so this segment should be simple and inexpensive to stripe. The portion of the entrance/exit road between the parking lot and Lone Tree Way has striping for motor vehicles and includes a decal of bicycle but no bicycle lane markings. Again, these bike lane markings would be easy and inexpensive to install. This entrance/exit road to which I refer is the road that the Tri Delta Transit busses use to get to the bus stop in front of the library.

We should also provide a marked connection from the far east end of the entire parking lot to the Mokelumne Aqueduct Trail. There is currently a connection, but getting to it is round about and difficult to find. This improvement could be part of a separately funded project.

Please deemphasize "sharrows" in the Bike Park. Sharrows tend to give bicyclists, especially inexperienced ones, a false sense of security. The design engineers of the City of Antioch seem to harbor an incorrect interpretation of how these symbols work and where they are appropriately used. Sharrows are NOT to be painted on roads where the actual 85th percentile speed is more than 25 mph. We just had a bicyclist killed on Lone Tree Way in July of this year while they were operating in a lane with marked sharrows. There should NOT be any sharrows at all on Lone Tree Way because the speed limit and actual vehicle speeds are way too high.

Regulations or no, sharrows or no, if there is not a marked shoulder or a bike lane on a public street with the posted speed limit at or greater than 25 mph and the 85th percentile speed faster than 25 mph, reasonable cyclists, Mister Bicycle included, are on the sidewalk or taking a different route.

One thing that we did not discuss at the meeting and which was not shown on any of the displays for potential inclusion in the Park was a training area for the gates and posts that are installed at each street crossing of all the bike paths throughout our City. These posts are spaced such that motor vehicles are prevented from entering the path. [These posts are spaced sufficiently far apart to satisfy ADA requirements and thus even large-displacement motor cycles (read Harley Davidson) can enter easily.] We should have several examples of these in the Bike Park. They should resemble real life (painted nondescript brown and without any reflective materials attached to them). These posts should be considered one of the training displays and have explanatory signs nearby. Note: If any high-level staff member or elected official does not want these dangerous posts to be placed in the Bike Park, please seriously consider increasing the visibility of all the posts at bike-path/road-crossings throughout the City and direct that they be repainted in brighter colors and that wrap-around reflective materials be added to each one. (Yes, I'm being sarcastic.)

We need to provide one additional training area in the Bike Park. In California, 25 percent of freeways permit bicycles. Usually, these segments are rural freeways and where there is no alternative. (The Grape Vine and the Ashland Grade allow bicycles.) The segment of freeway closest to this Bike Park that allows bicycles is the piece of Highway 4 between the Willow Pass Road and the Port Chicago Highway interchanges in Concord. This segment of freeway is also the continuation of the East Bay Regional Park District's Delta de Anza Regional Trail as it goes from East County to Central County. Note: Our Mokelumne Aqueduct Regional Trail connects to the Delta de Anza Regional Trail, so we have a direct, off-street path from our proposed Park to this segment of freeway. This training area in our Park should provide

examples of MUTCD signs R5-10a and R-5-10am and explain what they mean and how to interpret them.

Thank you for all your work on this project. Hopefully, we will have greater public participation at the November 16 meeting.

All best wishes,

~0le

Bruce '0le' Ohlson aka "Mister Bicycle"

Contra Costa 511's Bicycle Champion of the Year for 2024

Bike East Bay

Delta Pedalers Bicycle Club

Contra Costa Countywide Bicycle Advisory Committee

CCTA Bicycle & Pedestrian Advisory Committee

Caltrans District 4 Bicycle Advisory Committee

TRANSPLAN appointee to Highway 4 Integrated Corridor Management Study



Bike Park input (2)

From Bruce Ole Ohlson <bruceoleohlson@hotmail.com>

Date Tue 11/19/2024 10:49 AM

To Antioch Assistant City Manager Brad Helfenberger <bhelfenberger@antiochca.gov>; Antioch City Manager Bessie Scott <BScott@antiochCA.gov>; Andrew Dillard <adillard@ccta.net>; Antioch Consultant Andrew Bayne TYLIN <andrew.bayne@TYLin.com>; Antioch Staff Julie Haas-Wajdowicz <jhaas-wajdowicz@ci.antioch.ca.us>; DP Hans Ho <hans_ho@juno.com>; Antioch Recreation Commission Lemuel del Castro <ldc.personal.16@gmail.com>; Antioch Recreation Commission Dorothy Ellis <dellis@antiochcacommission.gov>; Antioch Recreation Shahad Wright <SZWright@AntiochCA.gov>

Cc Bike East Bay Advocacy Robert Prinz <robert@bikeeastbay.org>; Bike East Bay Dani Lanis <dani.lanis@bikeeastbay.org>; Delta Pedalers Bicycle Club Board <DeltaPedalersBoard@googlegroups.com>

You don't often get email from bruceoleohlson@hotmail.com. [Learn why this is important](#)

[EXTERNAL EMAIL] This message was sent from outside the company. Please do not click links or attachments unless you recognize the sender and know the content is safe.

Dear Brad, Bessie, Andy, Amdrew, Shahad, Juli, Hans, Lemuel, Dorothy,

Please accept these additional thoughts on the proposed Bike Park from Mister Bicycle.

With regard to the signalized intersection that has been proposed to be installed in the Bike Park. This training area should resemble real life as much as possible. Many if not most signalized intersections, even those on streets having bike lanes, do not have marked sensor loops provided specifically for the bicyclist. If there is sufficient vehicle traffic on the street to trigger the traffic signal, no problem. Cars are sufficiently large and sufficiently magnetic so that as long as they are somewhere in the lane and somewhat close to the limit line, it does not matter where they place themselves; the signal will be triggered. However, if traffic is light, the bicyclist is stuck. (This observation does not apply to video-triggered intersections. In that case, triggering the intersection depends on how the engineer aimed the camera and how they dialed in the sensitivity.) Usually, triggering the signal light is only a problem from side streets. Major arterials usually have enough vehicle traffic to trigger the signal without the bicyclist needing to worry. Experienced cyclists have figured out how to trigger traffic signals when the bicyclist is the only one there. If the wires that sense the cars were added after the street was paved and are obvious, the bicyclist can place his or her front wheel parallel to and directly over one of the lines and get the signal to trigger. This works in most cases. If the forward-most sensor is a circle, to get the signal to trigger, the bicyclist has to place his or her front wheel tangentially on the circle. Putting the front wheel across one of the buried wires does not channel

sufficient magnetic forces passing through the wheel and the signal is not triggered. If the wires were laid down before the asphalt was put in place, there is no indication as to where the bicyclist needs to place their front wheel to trigger the signal. In that case, the bicyclist is stuck. On the side street, many times I roll over to the traffic signal pole and push the pedestrian beg button to get the signal to change. If traffic on the main thoroughfare is light and I see an opening, sometimes I just run the uncooperative signal. Why am I saying this? We want the demonstration signalized intersection in the Bike Park to reflect and resemble real life. Installing a traffic signal with a timer in our training park is not a reflection of what the bicyclist will find when they are out sharing the road with motorists.

This Bike Park, like all parks unfortunately, will be subject to vandalism. We should cover each of our interpretative signs with a piece of replaceable clear plastic so that when (not if) the sign is spray painted or naughty words are scratched onto it, the clear plastic can be replaced and the sign reused.

I do not see any need for pedestrian scale lighting along the lanes and paths in our educational park. This park will, after all, be closed during hours of darkness.

There is no need for a large-scale bicycle parking area in this educational Bicycle Park. Rather, individual parking racks of various styles should be provided at each picnic table or gathering area. Our park is for the riding of bicycles, not the storage of bicycles. During lectures to groups as part of educational activities in our park, the participants will figure out parking without a lot of fanfare on our part. If it turns out that a large-scale bicycle parking area is needed in the future, one can be added on a separate grant.

As was mentioned during the meeting, sponsorship of a repair area could be offered to various civic organizations. One interesting thing that we could do with regard to bike repair would be to place a "take and leave" area for used bicycles that the original owner no longer uses, needs, or wants. This would be an opportunity for those without a bike to obtain a bike. Once word gets out, mechanically adept citizens will volunteer to help with the repair and fixing up of these donated bicycles.

I don't see any reason to include sculptures made of old bicycle parts in this or any park. Certainly, there is no reason to spend our limited money on this type of sculpture. We can offer the opportunity to outside organizations who might want to sponsor artists to make these creations.

The speed limit on the Mokelumne Aqueduct Trail and all of EBRPD's regional trails is 15 miles per hours. Perhaps as part of the construction of this Park or as part of a separate grant application, we could add a solar-powered, radar-

operated speed feedback sign to the Mokelumne Aqueduct Regional Trail close to this park so that the bicyclist could figure out how certain speeds feel when riding along.

Thank you for adding this additional input to my original input that I emailed on October 23, 2024.

All best wishes,

~0le

Bruce '0le' Ohlson aka "Mister Bicycle"

Contra Costa 511's Bicycle Champion of the Year for 2024

Bike East Bay

Delta Pedalers Bicycle Club

Contra Costa Countywide Bicycle Advisory Committee

CCTA Bicycle & Pedestrian Advisory Committee

Caltrans District 4 Bicycle Advisory Committee

TRANSPLAN appointee to Highway 4 Integrated Corridor Management Study




Virus-free. www.avg.com

CITY OF
ANTIOCH
CALIFORNIA

STAFF REPORT TO THE PARKS AND RECREATION COMMISSION

DATE: Special Meeting of January 23, 2025

TO: Members of the Parks and Recreation Commission

SUBMITTED BY: Brad Helfenberger, Parks and Recreation Director 

SUBJECT: Option to add an Additional Member to the Ad-Hoc Committee to Identify Bicycle Improvements via a Bicycle Master Plan

RECOMMENDED ACTION

It is recommended that the Parks and Recreation Commission consider adding a third member to the Ad-Hoc Committee to Identify Bicycle Improvements via a Bicycle Master Plan.

FISCAL IMPACT

This recommended action has no direct fiscal impact at this time.

DISCUSSION

At the Parks and Recreation Commission Regular Meeting of November 21, 2024, the Commission formed an ad-hoc Committee to Identify Bicycle Improvements via a Bicycle Master Plan. The Ad-Hoc Committee has four areas of focus:

1. Should the City of Antioch have a Bicycle Master Plan?
2. What is the goal of a Bicycle Master Plan?
3. What are potential sources of funding of a Bicycle Master Plan?
4. Based on the above, should this proposal be presented to the City Council?

Commissioners Del Castillo and Vice-Chair Ellis were appointed to the Ad-Hoc Committee, which has since met once. The Commission requested that the item be brought back so a third member could be added to the Ad-Hoc Committee.

ATTACHMENTS

None

Parks and Recreation Commission Requested Discussion Items

Requesting Commissioner	Item	Date Requested	Date Agendized	Status
King	Budget/ Funding Review	June 15, 2023	August 15, 2024	To be periodically reviewed
King	CIP Review	June 15, 2023	May 16, 2024	To be reviewed each May
Del Castillo	Overview of Encroachment Permit Program	May 16, 2024		
Del Castillo	Providing Shower Services for Unhoused Residents in Parks	May 16, 2024		
Williams	Bottle Filling Stations in Parks	August 27, 2024		
Hunt	Creation of "Adult Skate Day" Event	October 21, 2024		