



El Cerrito

TECHNICAL ADVISORY COMMITTEE MEETING NOTICE & AGENDA

Hercules

DATE & TIME: Thursday, January 12, 2023 • 10:00 AM – 12:00 PM

Pinole

REMOTE ACCESS: <https://us02web.zoom.us/j/7321058840>

MEETING ID#: 732 105 8840

PASSWORD (if requested): WCCTAC2020

Remote Participation Only

Richmond

As a result of the COVID-19 public health emergency, including the County Health Officer and Governor’s directives, **there will be no physical location for the TAC Meeting.** TAC members will attend via teleconference and members of the public are invited to attend the meeting and **participate remotely.**

San Pablo

Pursuant to the Governor’s Executive Order N-29-20, TAC members: Yvetteh Ortiz, Tim Rood, Sanjay Mishra, Denee Evans, Sarah Kolarik, Rob Thompson, Nathan Landau, Jamar Stamps, and Sheleha Meisner may be attending this meeting via teleconference, as may WCCTAC Alternate TAC Members. Any votes conducted during the teleconferencing session will be conducted by roll call.

The public may observe and address the WCCTAC TAC in the following ways:

Contra Costa
County

Phone Participation

Dial one of the following numbers, enter the participant PIN followed by # to confirm:

+1 669 900 6833

Meeting ID: 732 105 8840

Password: 066620

AC Transit

Public Comment

Members of the public may address the TAC during the initial public comment portion of the meeting or during the comment period for agenda items.

Participants may use the chat function on Zoom or physically raise their hands to indicate if they wish to speak on a particular item.

BART

Written Comment (accepted until the start of the meeting, unless otherwise noted on the meeting agenda). Public comments received by 5:00 p.m. on the evening before the TAC meeting date will be provided to the WCCTAC TAC and heard before TAC action. Comments may be submitted by email to creilly@wcctac.org

WestCAT

Comments may also be submitted via e-mail to creilly@wcctac.org at any time prior to closure of the public comment portion of the item(s) under consideration. All written comments will be included in the record.

Reading of Public Comments: WCCTAC staff will read aloud email comments received during the meeting that include the subject line "FOR THE RECORD" as well as the item number for comment, provided that the reading shall not exceed three (3) minutes, or such other time as the TAC may provide.

1. CALL TO ORDER and MEMBER ROLL CALL

Estimated Time: 9:00 AM, (5 minutes)*

2. PUBLIC COMMENT

Estimated Time: 9:05 AM, (5 minutes)*

The public is welcome to address the TAC on any item that is not listed on the agenda. Please fill out a speaker card and hand it to staff. Please limit your comments to 3 minutes. Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The WCCTAC TAC may direct staff to investigate and/or schedule certain matters for consideration at a future TAC meeting.

3. CONSENT CALENDAR

Estimated Time: 9:10 AM, (5 minutes)*

A. Minutes from November 7, 2022 meeting

Recommendation: Approve as presented

Attachment: Yes

B. Minutes from November 14, 2022 meeting

Recommendation: Approve as presented

Attachment: Yes

4. REGULAR AGENDA ITEMS

A. San Pablo Ave. Multi-Modal Corridor Study, Phase 2 – Follow up on TAC comments

Description: At a Special WCCTAC TAC meeting on November 14, 2022, the TAC was asked to review documents, including a presentation and fact sheet. Based on the comments received, the consultant revised the documents, attached, in anticipation of presenting the final draft version to the WCCTAC Board at its January 27, 2023 meeting. The consultant also provided a spreadsheet, attached, to track comments received.

Recommendation: Provide feedback as needed.

*Attachments: 1. Comment Tracking Sheet
2. Presentation and Technical Materials Summary (provided separately)*

Presenter/Lead Staff: Leah Greenblat, WCCTAC Staff.

Estimated Time: 9:15 AM, (15 minutes)*

B. Update on Richmond Parkway Environmental Justice and Regional Mobility Plan

Description: WCCTAC released an RFP for consultant services on November 2, 2023. Staff will provide a brief update on the consultant selection process.

Recommendation: Information only.

Attachments: No

Presenter/Lead Staff: Leah Greenblat, WCCTAC Staff.

Estimated Time:* **9:30 AM**, (5 minutes)

C. West County Action Plan Update

Description: CCTA and its consultant, Placeworks, will present the revised Draft West County Action Plan with incorporated TAC comments from the previous draft. TAC members may comment on this draft as well.

Recommendation: Recommend that the WCCTAC Board adopt the Plan and forward to the Contra Costa Transportation Authority (CCTA) for inclusion in the Countywide Transportation Plan update.

Attachments: 1. Summary of Edits Memo
2. Clean Draft Action Plan (provided separately)
3. Redline Draft Action Plan (provided separately)

Presenter/Lead Staff: CCTA and its consultant, Placeworks.

Estimated Time:* **9:35 AM**, (80 minutes)

5. STANDING ITEMS

A. Technical Coordinating Committee (TCC) Report

Description: TCC representatives will report on the last TCC meeting.

Recommendation: None.

Attachment: No

Presenter/Lead Staff: WCCTAC's TCC Representatives & WCCTAC Staff

Estimated Time:* **10:55 AM** (3 minutes)

B. Staff and TAC Member Announcements

Description: TAC members or WCCTAC staff can make general comments or announcements

Recommendation: Receive update.

Attachment: No

Presenter/Lead Staff: WCCTAC Staff and TAC Members

Estimated Time:* **10:58 AM** (2 minutes)

6. ADJOURNMENT

Description / Recommendation: Adjourn to the next regular meeting of the TAC on Thursday, February 9, 2023. The next meeting of the WCCTAC Board is Friday, January 27, 2023.

* Estimated time for consideration is given as a service to the public. Please be advised that an item on the agenda may be considered earlier or later than the estimated time.

*Estimated Time**: **11:00 AM**

- In compliance with the Americans with Disabilities Act of 1990, if you need special assistance to participate in the WCCTAC TAC meeting, or if you need a copy of the agenda and/or agenda packet materials in an alternative format, please contact Valerie Jenkins at 510.210.5930 prior to the meeting.
- If you have special transportation requirements and would like to attend the meeting, please call the phone number above at least 48 hours in advance to make arrangements.
- Handouts provided at the meeting are available upon request and may also be viewed at WCCTAC's office.
- Please refrain from wearing scented products to the meeting, as there may be attendees susceptible to environmental illnesses. Please also put cellular phones on silent mode during the meeting.
- A meeting sign-in sheet will be circulated at the meeting. Sign-in is optional.

El Cerrito

WCCTAC TAC Special Meeting Action Minutes

Hercules

MEETING DATE: November 14, 2022

Pinole

MEMBERS PRESENT: Jamar Stamps, Contra Costa County; Yvetteh Ortiz, El Cerrito; Jumana Nabti and Rachel Factor, BART; Sarah Kolarik, San Pablo; Sanjay Mishra, Pinole; Nathan Landau, AC Transit; Denee Evans, Richmond; Nathan Landau, AC Transit; Rob Thompson, WestCAT.

Richmond

GUESTS: Jarrett Mullen, El Cerrito; Matt Brown, San Pablo; Steve Price, El Cerrito Strollers and Rollers; Robert Prinz, Bike East Bay; Adam Dankberg, Kimley-Horn.

San Pablo

STAFF PRESENT: John Nemeth, Coire Reilly, Leah Greenblat

ACTIONS LISTED BY: WCCTAC Staff

Contra Costa
County

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
1.	Call to Order	The meeting was called to order at 11:03 AM
2.	Public Comment	None.

AC Transit

Regular Agenda Items

BART

WestCAT

3.	San Pablo Ave. Multimodal Corridor Study, Phase 2: Next Step Recommendations	Leah Greenblat introduced the item and explained that the study is wrapping up and staff anticipates bringing the final recommendations to the WCCTAC Board in January. Adam Dankberg presented the highlights of the draft and described next step recommendations. In response to a question, Mr. Dankberg explained that there would be limited benefits and opportunities for bus queue jumps due to the short length of right turn lanes. The TAC expressed interest in a demonstration project but emphasized the need for additional outreach. Ms. Greenblat noted that comments were due on the draft
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ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
		technical portion and project fact sheet by November 23, 2023.
4.	Adjournment	The meeting adjourned at 12:41 PM.

El Cerrito

WCCTAC TAC Special Meeting Action Minutes

Hercules

MEETING DATE: November 7, 2022

Pinole

MEMBERS PRESENT: Jamar Stamps, Contra Costa County; Yvetteh Ortiz, El Cerrito; Rachel Factor, BART; Sarah Kolarik, San Pablo; Sanjay Mishra, Pinole; Nathan Landau, AC Transit; Tim Rood, Hercules; Denee Evans, Richmond; Nathan Landau, AC Transit.

Richmond

GUESTS: Patrick Phelan, City of Richmond; Jumana Nabti BART; Emily Warming, Contra Costa County Health Services; Colin Clarke and Matt Kelly, CCTA staff; David Early, Charlie Knox, and Raul Tovar, Placeworks; Shelehia Meisner, BART; Martin Engelmann.

San Pablo

STAFF PRESENT: John Nemeth, Coire Reilly, Leah Greenblat

ACTIONS LISTED BY: WCCTAC Staff

Contra Costa
County

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
1.	Call to Order	The meeting was called to order at 10:03 AM
2.	Public Comment	None.
3.	Consent Calendar: A. Minutes from October 13, 2022, Meeting	Tim Rood moved, and Denee Evans seconded, to approve the Consent Calendar. The motion passed unanimously.

AC Transit

BART

Regular Agenda Items

WestCAT

4A.	Draft West County Action Plan	David Early presented the latest revisions to the draft plan. Comments included a request to incorporate a travel time goal for transit that's broader than just peak hour performance. One TAC member noted that off-peak travel time can be considered as a way of measuring equity. The TAC agreed to add policy objectives and actions to make transit travel time more competitive. The consultant team noted that
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ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
		final comments were due by November 11, 2022. The TAC also discussed adding a diagram and text explaining the relationship between visions, goals, RTOs, actions, and policies.
Standing Items:		
5.	Staff and TAC Member Announcements	<p>Rachel Factor announced that Round 2 of Safe Routes to BART grant applications were released.</p> <p>Jumana Nabti shared that BART's Draft Station Access Guidelines were available for comment.</p> <p>Patrick Phelan noted that there was a community workshop for Travel Safe Richmond that Wednesday.</p>
6.	Adjournment	The meeting adjourned at 11:09 AM.

SAN PABLO AVENUE CORRIDOR STUDY

Revision Action Code:

- A - Will Comply
- B - Will Not Incorporate
- C - To be Evaluated, Confirm, or Review
- D - No Action Necessary

Reviewer	Document	Page	Comment	Response	Action
AC Transit - Nathan Landau	WCCTAC TAC 11/14 PPT		We appreciate the opportunity to comment on this, and the sustained attention to transit operations on San Pablo		D
AC Transit - Nathan Landau	WCCTAC TAC 11/14 PPT		Safety Improvements Generally--We are supportive of adding pedestrian and bicycle safety improvements that do not physically impinge on lanes buses are traveling in, or		D
AC Transit - Nathan Landau	WCCTAC TAC 11/14 PPT	9	Priority Safety Improvements--This map indicates priority relocations for bus stop relocations. AC Transit staff is developing a list of potential future stops along San Pablo. As such, it would be better to discuss the concept of stop relocations without indicating priority locations.	Added a note to the figure (Appendix D) saying that "Bus stop changes shown are preliminary and subject to refinement through a	A
AC Transit - Nathan Landau	WCCTAC TAC 11/14 PPT	10	Beacons--It will be important to maintain signal progression and transit signal priority with any PHBs or RFRBs that are	Agree. Have this included on slide already.	D
AC Transit - Nathan Landau	WCCTAC TAC 11/14 PPT	12	Additional crosswalks at signalized intersections--This could be helpful to passenger access at signalized intersections with bus stops. Traffic analysis should include specific consideration of impact of bus operation.	Added text in the Next Steps section that is related to how a circulation analysis of the proposed changes is needed to assess and minimize the effect of traffic calming and	A
AC Transit - Nathan Landau	WCCTAC TAC 11/14 PPT	15	Free right removal--We understand the potential pedestrian benefits of these removals. Traffic analysis should include	Text added in response to previous comment would	A

AC Transit - Nathan Landau	WCCTAC TAC 11/14 PPT	19-20	As noted above, AC Transit is developing recommendations for stop locations by intersection, and then by specific location at the intersection (any changes would of course require city approval). Images of specific bus stop relocations should be noted as illustrative only. (Note: While Bus bulbs/islands can be useful, as they eliminate the delay buses experience when they move into and out of curb lanes. AC Transit works with cities on the location, design, and materials of bus bulbs, and could do so on this corridor. It is possible that future improvements would require later Proposed bike facilities--We understand that this page reports on bike facility proposals, rather than making them part of the study's proposals. Nonetheless, we remain very concerned about proposals for bike lanes, particularly protected bike lanes on San Pablo Avenue. We are concerned about our ability to provide access for ADA mandated paratransit with protected bike lanes on San Pablo Avenue.	Will include this in future presentations as needed.	D
AC Transit - Nathan Landau	WCCTAC TAC 11/14 PPT	21		Will include this in future presentations as needed.	D
AC Transit - Nathan Landau	WCCTAC TAC 11/14 PPT	24		Noted	D
AC Transit - Nathan Landau	WCCTAC TAC 11/14 PPT	25	As we discuss below, a center running BRT would allow the best accommodation for both buses and bikes, as indicated Improvement Package A: We support WCCTAC and CCTA going forward with developing safety improvements. Ongoing coordination with AC Transit should be a specifically stated element of this package.	Added text in the Next Steps section that is related to how coordination with local agencies, including the transit operator about the specific nature and design	A

AC Transit - Nathan Landau	WCCTAC TAC 11/14 PPT	26	<p>Improvement Package B, Curbside Bus Lane Demonstration--AC Transit would work with WCCTAC, CCTA and cities to implement such a demonstration project. We note that the utility and safety of bus lanes has been demonstrated in numerous locations throughout California, the United States, and other countries. Nonetheless, a well designed curbside bus lane should provide a Contra Costa County demonstration of their benefit for bus travel. A demonstration segment should be as long as possible, to provide the most benefit, and the most information about operations under different roadway and intersection conditions.</p> <p>We hope that a curbside lane would help set lead to development of a center running BRT. That BRT could implementing pedestrian connectivity, safety, and accessibility improvements found in the Specific Plan are a major City priority. The City regularly pursues design and construction funding opportunities and welcomes added funding resulting from the regional collaboration on the Study or other sources to support implementation efforts.</p> <p>City staff are interested in exploring the near-term side-running bus lane demonstration project (Project) along the San Pablo Avenue Corridor (Corridor) in El Cerrito. We plan on discussing this with the City Manager and our WCCTAC representative on the Board in the next few weeks to gauge</p> <ul style="list-style-type: none"> Modal Priorities: In the near-term, the City's highest modal priorities along the Corridor are pedestrian connectivity and safety improvements, transit performance treatments, and on-street parking. Class IV bicycle facilities should be included where right-of-way allows. 	Noted	D
City of El Cerrito - Yvetteh Ortiz and Jarrett Mullen	Expedite Near-Term Pedestrian Safety Improvements			Noted	D
City of El Cerrito - Yvetteh Ortiz and Jarrett Mullen	Initiate Planning for Near-Term Side- Running Bus Lane Demonstration Project in El Cerrito			Noted	D
City of El Cerrito - Yvetteh Ortiz and Jarrett Mullen	Initiate Planning for Near-Term Side- Running Bus Lane Demonstration Project in El Cerrito	City Priorities		Noted	D

City of El Cerrito - Yvetteh Ortiz and Jarrett Mullen	Initiate Planning for Near-Term Side-Running Bus Lane Demonstration Project in El Cerrito	Project Planning Requests	Project Planning Requests	Noted	D
City of El Cerrito - Yvetteh Ortiz and Jarrett Mullen	Initiate Planning for Near-Term Side-Running Bus Lane Demonstration Project in El Cerrito	Project Planning Requests	Project Planning Requests	Noted	D
City of El Cerrito - Yvetteh Ortiz and Jarrett Mullen	Initiate Planning for Near-Term Side-Running Bus Lane Demonstration Project in El Cerrito	Project Planning Requests	Project Planning Requests	Add text in Next Steps section about how as part of a demonstration project, service planning will be performed to maximize utility of the bus lane. This could include topics such as bus stop spacing, service	A
City of El Cerrito - Yvetteh Ortiz and Jarrett Mullen	Initiate Planning for Near-Term Side-Running Bus Lane Demonstration Project in El Cerrito	Project Planning Requests	Project Planning Requests	Noted	D
City of El Cerrito - Yvetteh Ortiz and Jarrett Mullen	Initiate Planning for Near-Term Side-Running Bus Lane Demonstration Project in El Cerrito	Project Planning Requests	Project Planning Requests	Noted	D

City of Richmond - Denee Evans	Demonstration Project		No, I haven't spoken to my colleagues regarding the demonstration as it was merely an idea not a concrete plan. As the City Parking Authority who is responsible for curb management, yes, I will touch base with the new PW Director and Lina to discuss the pilot transit project. It would require a written agreement that entails the scope of the demonstration, responsibilities, and liability coverage. However, more information is needed. Do you have any	Noted	D
City of San Pablo - Sarah Kolarik	Demonstration Project		At the last TAC meeting I shared interest in supporting greater outreach to the San Pablo community about a demonstration project (wherever it may take place), but will	Noted	D
City of El Cerrito - Yvetteh Ortiz	Demonstration Project		Spoke with City Manager, Community Development Director and Councilmember Fadelli: El Cerrito is moderately interested in a demonstration project. Concerned about timing (EBMUD Wildcat Pipeline project will tear up Richmond Av. For two years (Spring 2023-2025)); Needs AC Transit Coordination (What can AC Transit do operationally to make demo a success?); Increase outreach to bike and business community. El Cerrito would want to keep on-street parking if choosing between bike facility and	Noted	D
4A-5					

MEMORANDUM

DATE January 5, 2023
TO WCCTAC TAC Members
FROM David Early and Torina Wilson, PlaceWorks
SUBJECT Summary of West County Action Plan Revised Draft Edits

This memorandum outlines the revisions made to the Draft West County Action Plan after the Round 5 Technical Advisory Committee (TAC) meetings on October 13th and November 7th, 2022. The revisions outlined in this memo are a result of comments from CCTA staff, WCCTAC TAC members, and local transit agencies. Edits are broken down into three categories, showing edits that are made to more than one Action Plan, edits specific to only the West County Action Plan, and comments that didn't result in an edit in the Action Plan.

All edits can be seen in track changes in the Word Document version of the revised Draft West County Action Plan included as part of the WCCTAC TAC meeting agenda. The PDF version of the revised Draft West County Action Plan is a clean document, meaning no track changes are shown.

General Edits Made to Action Plans

This list summarizes edits that were made to more than one Action Plan because of comments by CCTA staff, by any of the five subregional TAC or Policy Board/Committee groups, or through general technical editing during the update of the Draft West County Action Plan. In some cases, comments by a non-WCCTAC TAC or Policy Board/Committee were made that influence the material in the West County Action Plan. Edits have been made to accommodate such comments in cases where they are applicable and appropriate to the West County Action Plan.

- » General edits to revise typos, grammatical errors, punctuation, and formatting.
- » Edits as requested by CCTA to elaborate on concepts within the Action Plans.
- » Map of high-quality transit updated to show the half-mile buffer around rail and/or ferry stations as orange instead of green.
- » Offset street labels on any maps where a street label was blocking legibility of a facility.
- » For subregions with Equity Priority Communities (EPCs), maps were updated to show EPC areas in a darker color to increase legibility.
- » Renamed all LSBN completeness maps and moved them up in the Action Plan to match the location of mode share maps in Chapters 5 and 7.
- » Updated all instances of “bike” and “biking” with “bicycle” and “bicycling” for clarity.

- » Several edits made to actions in order to address comments from CCTA staff and/or TAC and Policy Board staff.
- » Various new actions related to accessible transportation, enhancing existing and future public transportation, increasing public transportation ridership, reinstating public transportation, directing the CTP process to include roadway cross sections along key Routes of Regional Significance, and implementation of the CCTA EV Readiness Blueprint.
- » Updated all instances of “Bike” and/or “pedestrian” and/or “bike/pedestrian” to say “active transportation” when referring to both modes of transportation.
- » Revised Transit RTO-5 to include community-based transportation programs in addition to paratransit programs.
- » Added additional context of the importance of accessible transportation and the limitations of Transit RTO-5 being focused on paratransit and other community-based transportation programs.
- » Updated the wording of 2027 and 2050 targets for Active Transportation RTO-3 and Innovation and Technology RTO-1.
- » Added definition of urbanized land to Transit RTO-4.
- » Added BART buffer times to Roadways RTO-2.
- » Revised the language of Climate Change RTO-5 to clarify that it is tracking the overall share of EVs.
- » Added clarification of the TIMS data set range in the Safety Chapter.
- » Revised topic chapter introduction sections to better align with the characteristics of each individual subregion.
- » Added mention of Class IIIB bicycle lanes and a definition of all classifications of bicycle facilities.
- » Replaced images in the Action Plans with new images, when provided by TAC members.
- » Updated the Action Plan base year to 2018.
- » Removed the Smart Signals text box.
- » Added new section related to the relationship between the Action Plan and housing development.
- » Added language to Table 2-1 regarding mode share and factoring in remote work.
- » Added a graphic to the Definition of Terms section to illustrate the relationship between various defined terms.
- » Revised Figure 4-1 to enlarge the note sections.
- » Revised Table 10-1 (identified as Table 9-1 in the Lamorinda and Tri-Valley Action Plans) to be more precise and include non-EV share of automobiles as comparison.
- » Revised mode share RTO targets across the Action Plan to ensure the proposed 2027 and 2050 targets sum to 100 percent.
- » Revised RTO as needed based on updates in mapping or to comply with requests from TACs or Policy Board/Committees.
- » Updated Transit RTO-4 to discuss both pre- and post-pandemic access to high quality transit.
- » Added clarification related to bus travel times assumed in Transit RTO-3.

- » Renamed all intersection LOS references to “RTO Monitoring Locations” for clarity.
- » Updated Figure 8-1 to show collisions within a 500-foot radius of a school site using yellow for visibility.
- » Added mention of public health throughout the Action Plan to ensure the link between transportation and public health is readily apparent.
- » Update of text boxes for Figure 2-3 and 2-4.
- » Added mention of extreme heat in climate change sections.
- » Ensured that Chapter 13 states that 100 net new trips is the threshold which triggers public notice requirements for environmental review.
- » Moved and revised the footnote related to TLC funds.
- » Revised background information related to Action Plans, Measure J, the Growth Management Program, and other CCTA initiatives.
- » Added a reference to the RTO narrative text under each RTO summary table.
- » Renamed Appendix A.
- » Added information to the right three columns of Table B-1 to illustrate the lead agency, partner agencies, and timeline for each Action.
- » Added more explicit mention of the *Implementation Guide* General Plan Amendment flowchart, including the location of the flowchart in the *Implementation Guide*.
- » Added a discussion in Appendix A to explain why an RTO tracking EV charging infrastructure was not included in the Action Plans.
- » Realigned headers of Table C-1.

Edits Specific to the West County Action Plan

This list summarizes edits to the document that are pertinent to only the West County Action Plan, made by CCTA staff, WCCTAC Policy Board or committee members, or by the project team.

- » Revisions to the LSBN completeness map based on various local jurisdiction and local advocate comment.
- » Added the Contra Costa College transit center to the Important Transit Routes figure.
- » Revised LSBN crossing status per local jurisdiction comment.
- » Added the percentage of total EPC land compared to subregion land to the introduction of Chapter 9.
- » Added an action related to implementing active transportation improvements outlined in local bicycle and pedestrian plans.
- » Revised wording of Equity RTO-1.
- » Added clarifying language to Equity RTO-2.
- » Revised Figure 7-1 to remove the “Future Arterial Routes” listed in the legend because there are none in West County.

- » Revised West County paratransit and community-based transportation program numbers.
- » Removed mention of “peak commute” from Transit RTO-3.
- » Did not remove the mention of Dynamic Personal Micro Transit based on the most recent WCCTAC TAC meeting discussion on November 7th.
- » Clarified the TIMS data date range in Chapter 8.
- » Removed reference to the ICM project.
- » Added a policy related to connections between active transportation and transit stations.
- » Replaced several photos throughout the document as provided by TAC members and local partners.
- » Removed the goal paragraph related to innovation and technology.
- » Removed the autonomous vehicles text box.
- » Revised discussion of AC transit in Chapter 2 to match their service area.

Edits Requested but Not Made

This list includes a summary of comments or questions submitted on the West County Action Plan that the project team ultimately has not made in the revised Draft West County Action Plan. The reason for the decision is included in this memo for reference.

- » Various requests were submitted for updating the LSBN completeness map. Some edits asked for new segments to be added which don’t appear on the 2018 *Countywide Bicycle and Pedestrian Plan*. In cases where a facility was requested to be added, the edit was not made. Senders of those comments were informed that the segments were not added.
- » **Comment: RTO Transit-3:** Can we get any information from the transit agencies about how closely their scheduled transit time matches their actual transit time? I question if buses (that are subject to traffic) are able to stick as closely.

Travel times are variable and therefore the scheduled transit time is the best guess. The project team has incorporated BART buffer times into the Action Plans to help discuss part of this request. Otherwise, there are footnotes in the document to address the reasoning behind using the scheduled transit times.

- » **Comment: Active Transp RTO-3:** Is this only looking at bicycle facilities with an existing low stress classification? Or specifically only at trails? Is it only looking at facilities that cross the road? Or ones that dead end at a road? Facilities that dead-end at a road should still be considered for a protected intersection since this is where folks are transitioning to the street network.

This is looking at all existing low stress facilities that cross a heavily trafficked roadway, as described in the text.

- » **Comment:** Active Transp RTO-3: The title and the description reference different things. Regardless, I think every place a bicycle facilities crosses I-80 needs to be added to the list (since the on/off ramps are a significant safety issue).

There is only one facility that crosses I-80 and is considered low stress and it is grade separated and therefore fully protected. Other crossings are not on the 2018 CBPP low stress network and were therefore not added.

- » **Comment:** Active Transp RTO-3: If this isn't trail specific, I would also add San Pablo Avenue and 23rd St / Road 20.

Mapping of the active transportation network is specific to low stress facilities identified in Figure 6-1 and 6-2.

- » **Comment:** Climate Change RTO-5: why doing straight-line extrapolation beyond 2030 if the share of ZEVs sold is going to increase dramatically beyond that is likely to happen in the immediate few years? Though ultimately it seems like you don't use this straight-line extrapolation? If not, why include it? Why not including a table to define goals? Table 10-4 is interesting, but you don't compare any other RTOs across subregions, so not clear why you start doing so here.

Straight-line extrapolation is used because the true increase of ZEV sales is unknown. Trends will be clearer in the coming years and therefore future updates of the Action Plans will be more precise.

- » **Comment:** Roadways-4: just a comment that transit priority improvements and Caltrans ICM seem at odds in the context of the proposed bus-only lanes on San Pablo Avenue.

It is the case that some materials such as RTOs or actions in the Action Plan will conflict and jurisdictions will need to make informed decision with their neighboring jurisdictions and CCTA. There is text in the Action Plan explaining this.

- » **Comment:** 2027 and 2050 Targets—It's a laudable idea to make transit trips quicker than or equal to auto travel times. Unfortunately, this is probably not a realistic target without a much larger than anticipated expansion of fixed guideway transit (and significant deterioration in auto trip times!). Some places use multiples for this—"Transit trip times should be no longer than X times the auto trip." This seems somewhat mechanical and arbitrary. I'd suggest "Transit travel time should be competitive with auto travel time." A competitive transit trip time may not need to be as fast as an auto trip. Travelers may be willing to accept a somewhat longer transit travel time if transit is more comfortable, cheaper, avoids the difficulty of driving under congested conditions, and avoids difficulty and cost of parking at destinations.

Comment is noted and has been discussed with the TAC and internally with the project team. This RTO is aspirational like other sections of the Action Plan. This RTO will also prompt CCTA to monitor the relationship between transit and auto travel times and make informed decisions in future Action Plan updates on any new RTOs or actions that could be included.

- » **Comment:** p.32--There should be a 6th RTO that speaks to roadway caused transit unreliability. This can be due to congestion, unfavorable signal systems, or other conditions. The measure of this might be a buffer index similar to that used to roadways, though there may be other measures that can be used.

The project team added language regarding to Roadways RTO-2 related to buffer times on BART. Local transit agencies would need to provide their internal buffer time data for this information to be included in the Action Plan and it would be considered an addition to the existing Roadways RTO-2.

- » **Comment:** Pleasanton mayor called into question defining “wheel chair” as “active transportation” instead of just “accessible transportation”. She Said: “Also, how is a wheelchair an active transportation? Using a wheelchair is not a choice I would expect an able body person to use to get around.”

This is a standard definition used nationwide and therefore has not been revised.

- » **Comment:** Transit action two. I think we ought to call out that the El Cerrito Plaza is ahead. Its an early action item.

Action Transit-2 is intentionally vague so as to ensure many different plans, programs, and projects are able to be counted towards implementing the action.

- » **Comment:** Since San Pablo Avenue is the most important surface transit corridor in West County, an effective Bus Rapid Transit (BRT) facility and service should be created there, as anticipated in AC Transit's Major Corridors Plan, and MTC's Plan Bay Area 2050.

This is already a consideration as part of the Active Transportation actions.

- » **Comment:** For the LSBN => clarify if the LSBN is a defined list of corridors/areas that are targeted for low stress bicycle facilities, or if the goal is to have 100% of bicycle facilities in West County be low stress so that the entire bicycle network is the LSBN? I was getting confused about whether LSBN is a separate network or if the goal is just to make the entire existing/proposed bicycle network low stress.

The introduction section of Chapter 6, right before Table 6-1, states that the Low Stress Bicycling Network (LSBN) published in the CCTA 2018 Countywide Bicycle and Pedestrian Plan is the network used in the Action Plan. The goal is completion of this network, not all bicycle and pedestrian facilities in West County.

- » **Comment:** Table 6-2: I find this confusing. If the point of the LSBN is to make all bicycle facilities in West County low-stress, then I think that needs to be more clearly stated (in which case I don't think “Desired Low-Stress Facility” needs to be part of each facility type—if that is clearly established as the goal—instead just use the second part of the name (e.g., “Project under study”)

to make it easier to parse, and clarify that percentage represents the fraction that a given facility type makes up of the entire envisioned bicycle network.

The goal is to make all facilities mapped in the 2018 *Countywide Bicycle and Pedestrian Plan* low stress (a goal already adopted as part of the CBPP). The naming of facilities includes "desired low stress" because it represents sections of this network that there is countywide agreement that low stress facilities on those segments is desired.

- » **Comment:** General: Be clear throughout when you are talking about increases, whether it is percent increase or percentage point increase (e.g., going from 4% to 6% is a 50 percent increase, but 2 percentage point increase).

Each RTO that uses a percentage point increase (such as paratransit access or LSBN completeness) mentions that in the narrative.

- » **Comment:** General: In the RTO tables, it would be great to also see what the existing levels are (for targets that are not framed as an "increase by ##") to more easily understand the proposed targets. This is done for some, but not all, tables.

The comment is understood. The project team has not made this change due to page formatting limitations and also due to the fact that several RTOs have more than one existing condition that could make the table confusing. Instead, each summary table directs the reader to the RTO narrative to see existing conditions compared to RTO targets.

- » **Comment:** General: In each of the Actions sections, be clear that the list of actions are needed to achieve the Transit or Active Transportation (or ... or ... etc) RTO targets (since you have multiple other action lists in this document). Are the actions from the perspective of WCCTAC? (where will responsibility be?)

The introduction statement of each actions section reads "The following actions are needed to achieve the RTO targets and to implement other goals and policies of this Plan, the Countywide Transportation Plan, and other regional long range planning documents with shared priorities." and therefore meets the request of this comment.

Further, the newly added Appendix B lists all actions with the responsible agency, partner agency, and the timeframe.

- » **Comment:** Additionally, consider including equity-related actions in each of the Plan Elements, rather than framing Equity as a standalone element, so that equity is embedded as a lens throughout the Plan.

There are many actions in the Action Plan (under non-Equity chapters) that cover equity in general. Some examples are paratransit/community based transportation program action in the Transit

chapter, financial incentives for purchase of bicycles and e-bicycles in the Active Transportation chapter, among others.

DRAFT