



TECHNICAL ADVISORY COMMITTEE MEETING NOTICE AND AGENDA

DATE & TIME: Thursday, January 9, 2014, 9:00 – 10:30 a.m.

LOCATION: City of San Pablo, Council Chambers
13831 San Pablo Avenue (at Church Lane)

San Pablo, California (*Accessible by AC Transit #72 and #72R*)

1. Call to Order and Self-Introductions

2. Public Comment. 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.*

3. Minutes & Sign-In Sheet from October 10th and November 21st Meetings.
(Attachments – APPROVE)

INFORMATION ITEMS

4. 2014 Meeting Schedule. Board approved 2014 meeting calendar with one change in January. The January 24th Board meeting was moved to January 31st. (*Attachment; Action: None.*)

DISCUSSION ITEMS

5. Action Plan Update. This meeting will focus on the completed draft Action Plan document, which will include proposed Actions for the first time. (*Julie Morgan, Fehr & Peers; Attachments; ACTION: Forward draft Action Plan to Board for review and release to CCTA.*)

6. I-80 Integrated Corridor Management Project. Update on activity and progress of the I-80 ICM project. (*ACTC Staff; No Attachments; Action: None.*)

7. TAC & Staff Member Comments and Announcements

8. Other Business

El Cerrito

Hercules

Pinole

Richmond

San Pablo

Contra Costa
County

AC Transit

BART

WestCAT

9. Upcoming meetings:

- a. Board – Friday, January 31, 7:45 am;
- b. TAC – Thursday, February 13, 2014, 9:00 am

THERE WILL NOT BE A SEPARATE I-80 ICM TAC MEETING

-
- In compliance with the Americans with Disabilities Act of 1990, if you need special assistance to participate in the WCCTAC Board meeting, or if you need a copy of the agenda and/or agenda packet materials in an alternative format, please contact Valerie Jenkins at 510.215.3217 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 offices.
 - 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.



Draft Minutes of October 10, 2013 WCCTAC-TAC Meeting

1. **Self-Introductions:** (see attached sign-in sheet)
2. **Public Comment:** None
3. **Minutes and Sign In Sheets: September 12, 2013: APPROVED**

INFORMATION

4. **I-80 ICM**

Action: None

Discussion: Hisham Noeimi gave a brief update on the work currently underway and the “shift lane” signs posted along the construction zone. He reported that a Public Relations firm has been hired and will conduct professional PR outreach in the community.

5. **Bike Rack and Bike Locker Programs**

Action: None

Discussion: Joanna Pallock gave an update on two sources of funding for bike lockers. The first is through Measure J funds and when Linda Young returns as a consultant to WCCTAC, the process for allocating those funds will be defined. The second source is through the air district and local jurisdictions can apply directly for bike locker funds using the link:
<http://www.baaqmd.gov/Divisions/Strategic-Incentives/Alternative-Transportation/BRVP.aspx>.

6. **Countywide Transportation Plan (CTP)**

Action: Forwards comments to WCCTAC Board

Discussion: Hisham gave an overview of the four goals outlined in the CTP. The timeline is to have comments back to CCTA by mid-November. TAC members concurred that the goals do not adequately address Sustainable Communities Strategies (SCS) or tie into the One Bay Area Plan. The other main feedback was that transit is not adequately emphasized and that the transit system is weaker north of San Pablo in economically disadvantaged neighborhoods.

7. **Growth Management Program Checklist**

Action: Jerry will see if anyone on the TAC is participating on the GMP update

Discussion: Martin Engelmann at CCTA is in charge of updating the GMP checklist. Hisham presented a very general overview.

DISCUSSION

8. Action Plan Update

Action: Present a Draft Action Plan to the Board at the December 6th meeting (no Board meeting in November due to holidays).

Discussion: Julie Morgan from Fehr and Peers led a discussion of the draft chapter on Action Plan Goals and MTSOs, which had been provided to committee members in their agenda packets. There was support for the nine goals presented; a suggestion was to make some goal statements stronger (using more active verbs, for example). Several ideas for specific actions associated with certain goals came up during the discussion, and will be incorporated into the action chapter. There was agreement with the MTSOs presented and their application to specific routes.

The MTSO for freeways is proposed to be changed to use the Delay Index for all facilities (rather than the LOS metric, which had been applied to I-580 and SR 4). The group also wanted to emphasize that certain development projects may produce their most significant traffic effects outside of typical weekday commute periods; while the MTSOs will be monitored during weekday commute times, the metrics can also be applied during other time periods (such as on weekends) if the project being studied warrants that treatment.

A meeting summary provided by Fehr and Peers is attached.

9. TAC & Staff Member Comments and Announcements

Action: None

Discussion: Joanna passed around samples of the new BART Travel Training graphic booklet for senior and disabled audiences. Copies are available by contacting Laura Timothy at BART at 510-464-6446. Nathan Landau from AC Transit announced AC Transit's plans to eliminate transfers and create a Day Pass. He also announced the public hearing dates for the Fare Proposal.

10. Other Business - none

11. Upcoming Meeting- NO TAC MEETING IN DECEMBER. Happy Holidays!

Next TAC meeting is scheduled for January 9, 2014

Attachment: Fehr and Peers Memo, dated October 15, 2013

MEMORANDUM

Date: October 15, 2013
To: Jerry Bradshaw and Joanna Pallock, WCCTAC
From: Julie Morgan, Fehr & Peers
Subject: **Summary of October 10 WCCTAC-TAC discussion of the West County Action Plan Update**

WC13-3009.02

On October 10, the WCCTAC-TAC held their regular monthly meeting; one item on the agenda was to discuss the West County Action Plan for Routes of Regional Significance. The following summarizes the major points made during the presentation and in the committee's discussion of the items.

Confirmation of Routes of Regional Significance

- Jerry described the discussion of the WCCTAC Board at their September 27 meeting, in which they decided to remove the following routes from the RRS network: Willow Avenue, El Portal, Cutting Boulevard, and Macdonald Avenue. These changes are being reflected in the Action Plan documents and maps.

Discussion of the Draft Chapter on Goals and MTSOs

- Julie led a discussion of the draft chapter on Action Plan Goals and MTSOs, which had been provided to committee members in their agenda packets.
- There was support for the nine goals presented; a suggestion was to make some goal statements stronger (using more active verbs, for example). Several ideas for specific actions associated with certain goals came up during the discussion, and will be incorporated into the action chapter.
- There was agreement with the MTSOs presented and their application to specific routes. The MTSO for freeways is proposed to be changed to use the Delay Index for all facilities (rather than the LOS metric, which had been applied to I-580 and SR 4). The group also



wanted to emphasize that certain development projects may produce their most significant traffic effects outside of typical weekday commute periods; while the MTSOs will be monitored during weekday commute times, the metrics can also be applied during other time periods (such as on weekends) if the project being studied warrants that treatment.

Timing for Action Plan Update completion

- An administrative draft of the West County Action Plan will be reviewed by the TAC in November, and we are targeting Board approval of the updated Action Plan at their December meeting.

WCCTAC Technical Advisory Committee Meeting: Oct 9, 2013

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Draft Minutes of November 21, 2013 WCCTAC-TAC Meeting

1. **Self-Introductions:** (see attached sign-in sheet)
2. **Public Comment:** None
3. **Minutes and Sign In Sheets: October 10, 2013: APPROVED**

INFORMATION

4. **2014 Meeting Schedule**

Action: None

Discussion: TAC members reviewed 2014 calendar for TAC meetings. No changes made.

DISCUSSION

5. **Action Plan Update**

Action: TAC members reviewed and commented on the Draft Action Plan. Changes led to the decision to hold one more meeting to review changes, in January, before taking the Final Draft Action Plan to the full Board.

Discussion: Julie Morgan from Fehr and Peers led a discussion on the Draft Action Plan. See attached summary from consultant. The format is intended to make the Action Plan easier to read and use. Edits and wording changes were noted by the consultant and will be incorporated into the Final Draft for review at the January meeting. Discussion about creating more visible projects and big projects for a possible measure renewal led to discussion on train grade crossings and noise reduction projects. WCCTAC staff will send out a color revision before the holidays.

6. **I-80 Integrated Corridor Management Project**

Action: None

Discussion: John Hemiup from Alameda County Transportation Commission (ACTC) provided an update, while the consultant from Delcan, Derrick Hines gave a powerpoint presentation discussing extensive detail on the actual equipment installations planned for each city's on/off ramps. Delcan staff has met with IT departments at each affected agency and is ready to release their final report by the end of 2013.

7. **TAC & Staff Member Comments and Announcements**

8. **Upcoming Meeting-** Next TAC meeting is scheduled for January 9, 2014

Attachment: Fehr and Peers Memo, dated December 10, 2013

MEMORANDUM

Date: December 10, 2013
To: Jerry Bradshaw and Joanna Pallock, WCCTAC
From: Julie Morgan, Fehr & Peers
Subject: **Summary of November 21 WCCTAC-TAC discussion of the West County Action Plan Update**

WC13-3009.02

On November 21, the WCCTAC-TAC held their regular monthly meeting; one item on the agenda was to discuss the West County Action Plan for Routes of Regional Significance. The primary purpose of this item was to review the Administrative Draft Action Plan, which had been sent to the committee members in their agenda packet. The major focus of the discussion was on Chapter 5, the list of actions for regionally significant routes. The following summarizes the major points made during the discussion.

- There were some suggestions for modifications to the goal language in Chapter 4, and a suggestion to add a goal related to quality of life for West County residents along rail corridors.
- In the table of action in Chapter 5, add a legend so that the names of the regionally significant routes can be seen on each page.
- Add an appendix with a cross-referenced table of affected routes and actions.
- Add an action related to implementation of quiet zones, grade separations, or other rail crossing treatments that improve quality of life for nearby residents.
- Include an action on implementation of the Hercules Intermodal Station.
- Include an action on implementing the recommendations of the Richmond LBNL Second Campus planning studies.

The administrative draft West County Action Plan will be brought back to the TAC in January, and we are targeting Board approval of the updated Action Plan at their January meeting.

WCCTAC Technical Advisory Committee Meeting: November 21, 2013

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WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

2014 WCCTAC Board & TAC Meetings

WCCTAC Board Meeting - 7:45 am
 TAC Meeting - 9 am

Hercules

Pinole

Richmond

San Pablo

Contra Costa
County

AC Transit

BART

WestCAT

January							July						
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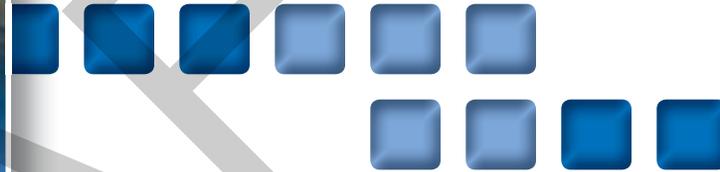
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Administrative Draft

West County Action Plan for Routes of Regional Significance



Prepared for:



and



December 2013

DRAFT

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APPENDICES

Appendix A: Routes of Regional Significance

Appendix B: MTSO Values

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1 Introduction



1.1 The Measure J Transportation and Growth Management Program

In November 2004, Contra Costa voters renewed the original Measure C Transportation Improvement and Growth Management Program, a ½-percent sales tax to fund transportation projects and programs, with a new ballot measure called Measure J. Measure J, which started in April 2009, will generate approximately \$2 billion (in 2008 dollars) over a 25-year period.

Measure J continues Contra Costa's innovative Growth Management Program (GMP). To receive its share of local street maintenance and improvement funds and to become eligible for Transportation for Livable Communities (TLC) funds, a local jurisdiction must be found to be in compliance with the GMP, which requires each jurisdiction to

- Adopt a Growth Management Element
- Adopt a local and regional Development Mitigation Program
- Participate In an Ongoing Cooperative, Multi-Jurisdictional Planning Process
- Address Housing Options
- Develop a Five-Year Capital Improvement Program
- Adopt a Transportation Systems Management (TSM) Ordinance or Resolution
- Adopt a Voter-Approved Urban Limit Line

Among these elements, preparing action plans for routes of regional significance is included under the requirement to "Participate in an Ongoing Cooperative, Multi-Jurisdictional Planning Process". The specific requirements of this element as defined in Measure J are as follows:

Each jurisdiction shall participate in an ongoing process with other jurisdictions and agencies, the Regional Transportation Planning Committees and the Authority to create a balanced, safe and efficient transportation system and to manage the impacts of



growth. Jurisdictions shall work with the Regional Transportation Planning Committees to:

- 1. Identify Routes of Regional Significance, and establish Multimodal Transportation Service Objectives for those routes and actions for achieving those objectives.*
- 2. Apply the Authority’s travel demand model and technical procedures to the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresholds for their effect on the regional transportation system, including on Action Plan objectives.*
- 3. Create a development mitigation program.*
- 4. Help develop other plans, programs and studies to address other transportation and growth management issues.*

In consultation with the Regional Transportation Planning Committees, each jurisdiction shall use the travel demand model to evaluate changes to local General Plans and the impacts of major development projects for their effects on the local and regional transportation system and the ability to achieve the Multimodal Transportation Service Objectives established in the Action Plans.

Jurisdictions shall also participate in the Authority’s ongoing countywide comprehensive transportation

planning process. As part of this process, the Authority shall support countywide and sub-regional planning efforts, including the Action Plans for Routes of Regional Significance, and shall maintain a travel demand model. Jurisdictions shall help maintain the Authority’s travel demand modeling system by providing information on proposed improvements to the transportation system and planned and approved development within the jurisdiction.¹

The Contra Costa Transportation Authority (“the Authority”) is responsible for evaluating whether each jurisdiction is fully complying with the GMP. With Measure J, the jurisdiction’s eligibility to receive Transportation for Livable Community funding may also be withheld for non-compliance with the GMP.²

1.2 The Action Plan Purpose

The purpose of the Action Plans is for each Regional Transportation Planning Committee (RTPC) to work cooperatively to establish overall goals, set performance measures (called Multi-modal Transportation Service Objectives, or MTSOs) for designated Routes of Regional

¹ Measure J: Contra Costa’s Transportation Sales Tax Expenditure Plan, Contra Costa Transportation Authority, July 21, 2004, pp. 24 & 25.

² The Contra Costa TLC Program funds transportation enhancement projects in urban, suburban and rural communities to support a balanced transportation system, create affordable housing, and make Contra Costa’s communities more pedestrian, bicycle, and transit friendly.

Significance, and outline a set of projects, programs, measures, and actions that will support achievement of the MTSOs.

Action Plans are required to be prepared by the RTPC for each subarea of Contra Costa County (West, Central, East, Lamorinda, and the Tri-Valley). The Authority is responsible for funding this effort, and for coordinating and knitting together the Action Plans from each RTPC into the Countywide Comprehensive Transportation Plan (CTP).

The West County Action Plan contains the following components:

Routes of Regional Significance (Chapter 2) identifies the Routes of Regional Significance within West County.

Current Commuting Patterns and Overall Growth Trends (Chapter 3) looks at long-range land use changes and anticipated traffic growth.

Action Plan Goals and Objectives (Chapter 4) describes the overall goals of the plan, and identifies the MTSOs that are applied to each Regional Route.

Proposed Regional Actions (Chapter 5) identifies specific actions, programs and measures, and assigns responsibility for their implementation.

Procedures for Notification, Review, and Monitoring (Chapter 6) includes project notification procedures and the process for general plan review.



1.3 Definition of Terms

The following terms, which are used repeatedly in this document, are defined below:

Policies. The policies of an Action Plan help guide its overall direction. Decisions regarding investments, program development, and development approvals are based on these policies.

Goals. A goal is a statement that describes in general terms a condition or quality of service desired that is in line with the policies. For example, a common goal from past Action Plans was to “provide and encourage the use of alternatives

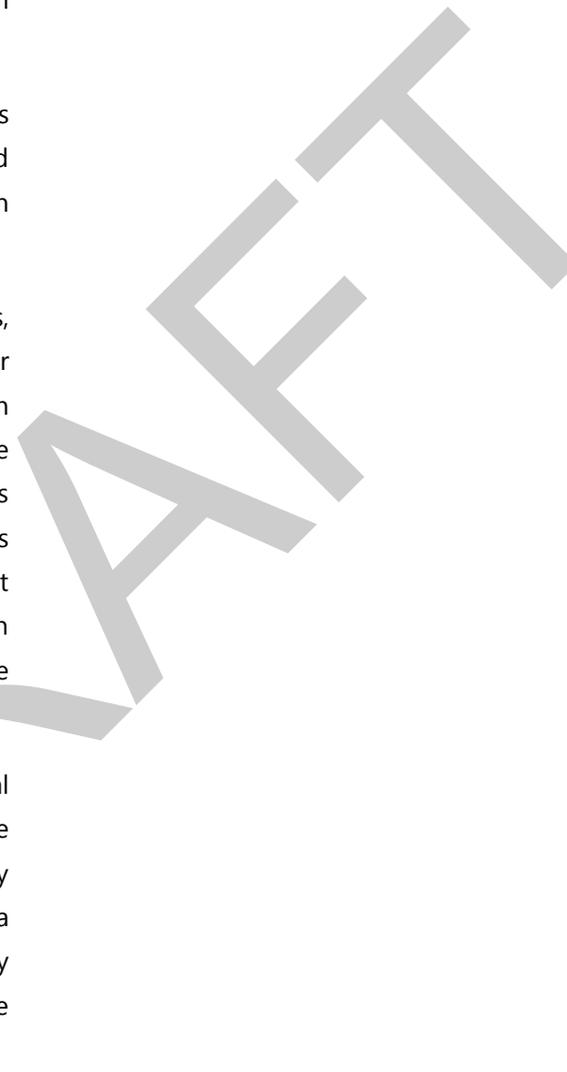


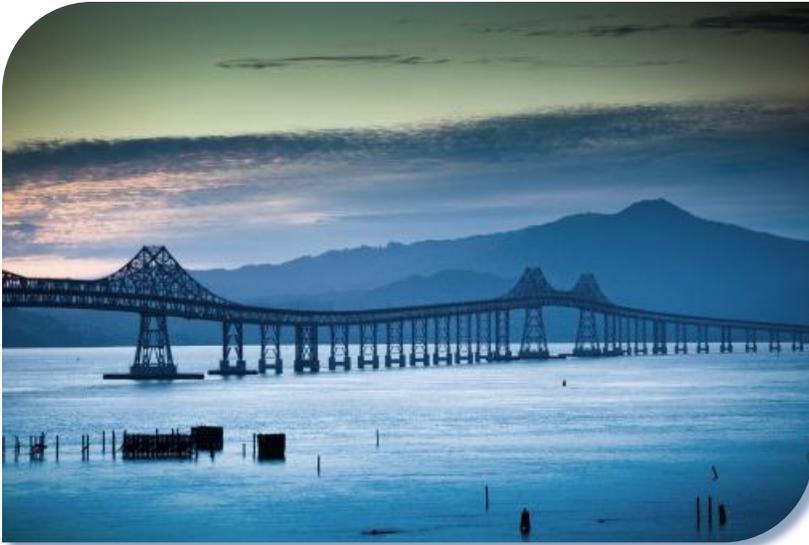
to the single-occupant auto.” This goal would be in line with a policy that calls for “an efficient transportation system.”

Multi-Modal Transportation Service Objectives. MTSOs are specific, quantifiable objectives that describe a desired level of performance for a component of the transportation system.

Actions. Actions are the specific programs, projects, measures, or steps that are recommended for implementation to meet the MTSOs set forth in the Action Plan. The responsibility of carrying out the actions falls to the individual local jurisdiction, or to the Regional Committee as a whole. Actions may involve implementing specific projects at the local level, or they may call for the RTPC to support major projects that have a regional impact. Implementation of adopted actions is a required condition of compliance with the Measure J GMP.

Routes of Regional Significance. Routes of Regional Significance are roadways that connect two or more subareas of Contra Costa, cross County boundaries, carry significant through traffic, and/or provide access to a regional highway or transit facility. The Authority may designate a Regional Route that meets one or more of these criteria.





2 Routes of Regional Significance

The Action Plan designates a system of Routes of Regional Significance, as defined in this chapter.

2.1 Designating Routes of Regional Significance

One of the key elements of the Action Plan is the designation of the Routes of Regional Significance. The RTPCs have the authority to propose designation of Routes of Regional Significance in their regions. In considering what routes to designate, the Measure J GMP guidelines recommend four questions that are outlined below. These are not absolute rules (i.e., a transportation facility that answers yes to one or

more of these questions is not required to be designated as a Route of Regional Significance), but are meant to guide the RTPC in identifying the routes that are very important transportation corridors in their region.

1. Does the road connect two or more "regions" of the County?
2. Does the road cross County boundaries?
3. Does the road carry a significant amount of through-traffic?
4. Does the road provide access to a regional highway or transit facility (e.g. a BART station or freeway interchange)?

The RTPC may propose, and ECTA—the Authority may designate, a Regional Route that meets one or more of the above criteria. Alternatively, some routes that meet one or more of the criteria can remain undesignated, provided that a consensus not to designate such routes is reached among affected jurisdictions. Furthermore, routes that enter or leave the RTPC require joint discussions among the affected regional committees to determine if consensus can be reached regarding designation.

In this Action Plan, the WCCTAC Board has chosen to remove the Route of Regional Significance designation from four previously-designated routes, namely: Cutting Boulevard, El Portal Drive, Macdonald Avenue, and Willow Avenue. In its discretion, the Board determined that these routes primarily or exclusively served travel within a single jurisdiction, and that these routes would not receive enough benefit from the inter-



jurisdictional planning process required by this Action Plan to justify their inclusion in the Regional Route network.

2.2 List of Routes of Regional Significance

The Routes of Regional Significance are shown in Figure 2-1. A description of each route is as follows:

- 1. Appian Way.** From San Pablo Avenue to San Pablo Dam Road.
- 2. Carlson Boulevard.** From 23rd Street to San Pablo Avenue.
- 3. Central Avenue.** From San Pablo Avenue to I-580.
- 4. Cummings Skyway.** From San Pablo Avenue to SR 4.
- 5. Interstate 80.** From the Alameda County line to the Solano County line. I-80 is the primary inter-regional commute corridor through West County, and has major regional significance to the Bay Area.
- 6. Interstate 580.** From I-80 to the Marin County line. I-580 carries inter-regional traffic between the East Bay and the North Bay.
- 7. Richmond Parkway.** From I-80 to I-580 (including Garrard Boulevard portion). Richmond Parkway is an important connector for traffic traveling between I-80 and I-580.
- 8. San Pablo Avenue.** From the Alameda County line to I-80/Pomona Street in Crockett. San Pablo Avenue is the most important corridor for inter-city travel in West County: it is the primary transit spine of the

region, it travels through all of the West County cities (in many cases, functioning as “Main Street”), and it is the primary reliever route to I-80 during periods of severe freeway congestion.

- 9. San Pablo Dam Road.** From San Pablo Avenue to the boundary with the Lamorinda region. San Pablo Dam Road is an important intra-County route, connecting travelers from I-80 in West County to SR 24 in Orinda, and it also serves as the primary commercial corridor for El Sobrante.
- 10. State Route 4.** From I-80 to Cummings Skyway. SR 4 carries intra-County traffic between West County, Central County and East County.
- 11. 23rd Street.** From San Pablo Avenue to I-580.



Figure 2-1 West County Routes of Regional Significance





El Cerrito | Hercules | Pinole | Richmond | San Pablo
Bayview-Montalvin | Crockett | East Richmond Heights
El Sobrante | Hasford Heights | Kensington | North Richmond
Port Costa | Rodeo | Rollingwood | Tara Hills

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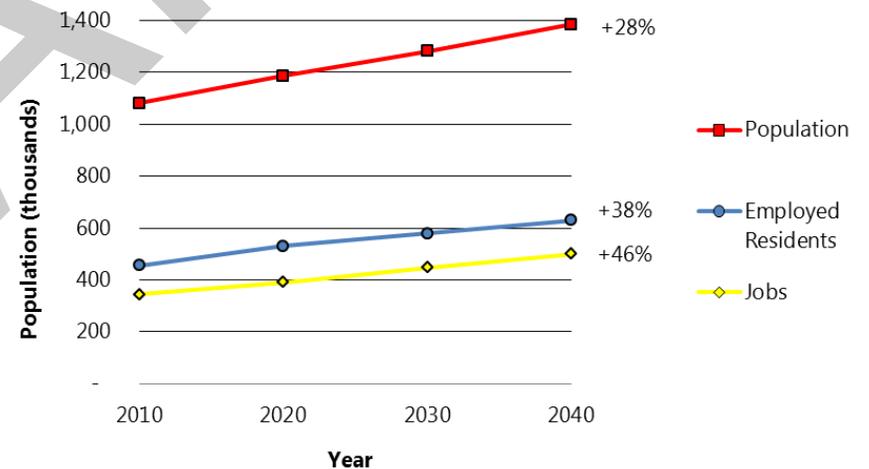
3 Current Growth Trends and Travel Patterns

Forecasts of future population and employment growth in West County, as well as projections of future travel demand on major West County transportation facilities, are drawn from the most recent available regional travel model maintained by the Authority. The current Authority travel model contains land use projections consistent with those produced by the Association of Bay Area Governments (ABAG) as part of their Projections 2011 dataset, and also contains assumptions about transportation system improvements that are consistent with the financially-constrained Regional Transportation Plan.

3.1 Demographic Forecasts

Countywide forecasts for population, employed residents, and jobs are shown in Figure 3-1. Population and job growth are expected to follow fairly similar patterns, with jobs growing at a faster rate (an average annual rate of 1.3 percent) than population (at an average annual rate of 0.8 percent).

Figure 3-1 Contra Costa County Demographic Forecasts

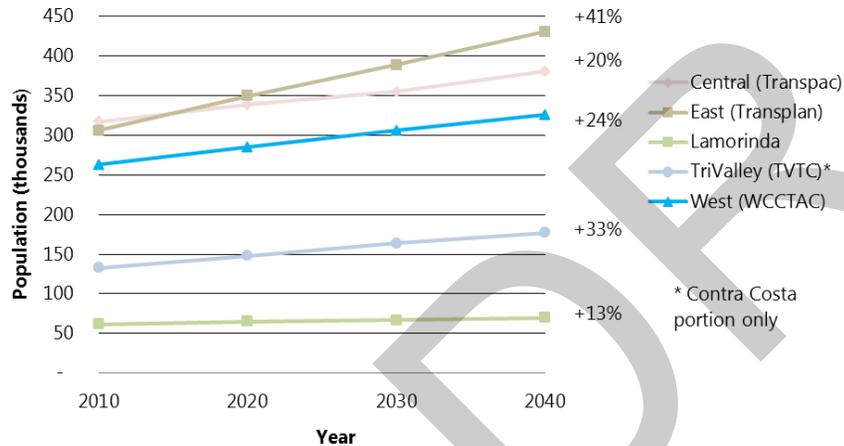




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Subregional forecasts for population are shown in Figure 3-2. West County is represented by the blue line. The West County population is projected to grow at a fairly modest rate (24 percent between 2010 and 2040); by 2040, West County is anticipated to be home to about 325,000 people, a lower population than Central or East County, but a much larger population than the Lamorinda area or the Contra Costa portion of the Tri-Valley. It is projected that about 24,000 new dwelling units would be added in West County in order to house the additional population.

Figure 3-2 Subregional Population Growth



Subregional forecasts for jobs are shown in Figure 3-3. Again, West County is represented by the blue line. Countywide, jobs are expected to grow faster than population, and West County is projected to experience

significant job growth of 56 percent between 2010 and 2040, second only to East County in the rate of new jobs added. While West County will add a substantial number of jobs, Central County will continue to have the highest number of jobs of any of the subregions.

Figure 3-3 Subregional Job Growth

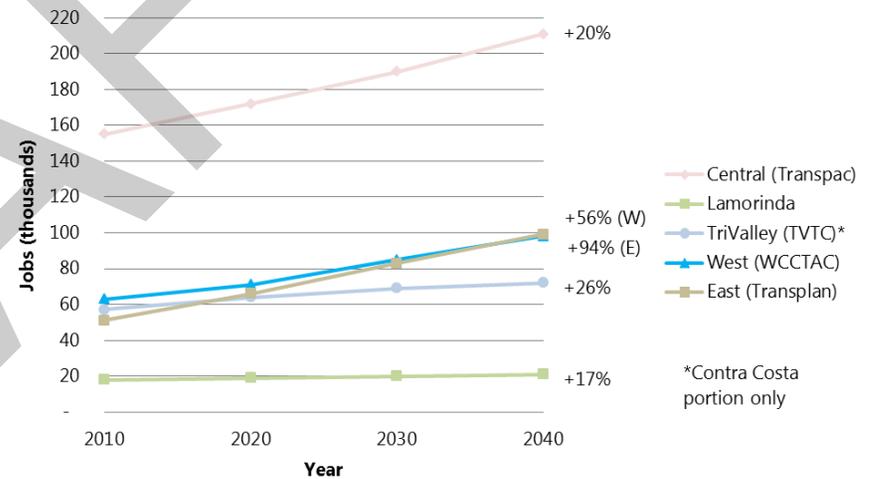
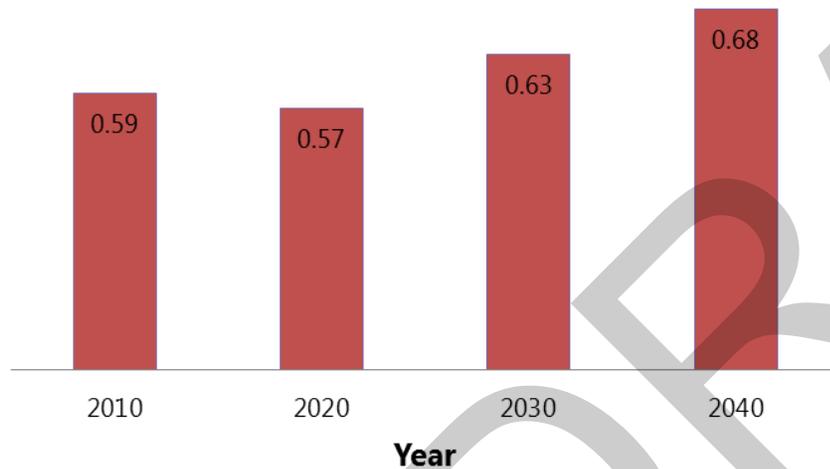


Figure 3-4 presents the ratio of jobs-to-employed residents for West County between 2010 and 2040. A ratio of 1.0 means that the number of jobs in that subregion equals the number of employed residents; this is a measure of the balance between housing and jobs, which affects transportation topics such as commuting patterns and travel time. The

ratio of jobs-to-employed-residents in West County is expected to increase, from 0.59 in 2010 to 0.68 in 2040, indicating that the balance between housing and jobs is expected to improve. However, at a ratio of 0.68, that still means that many West County residents who are employed will be commuting to jobs outside of the subregion.

facilities in West County. As is shown in this map, traffic volumes throughout West County are anticipated to increase substantially by the year 2040, as the local population continues to grow. (It should be noted that the model results shown here are intended to give an idea of the order-of-magnitude changes in traffic volumes anticipated across the region; much more detailed and refined studies would be undertaken for any specific project.)

Figure 3-4 West County Jobs per Employed Resident

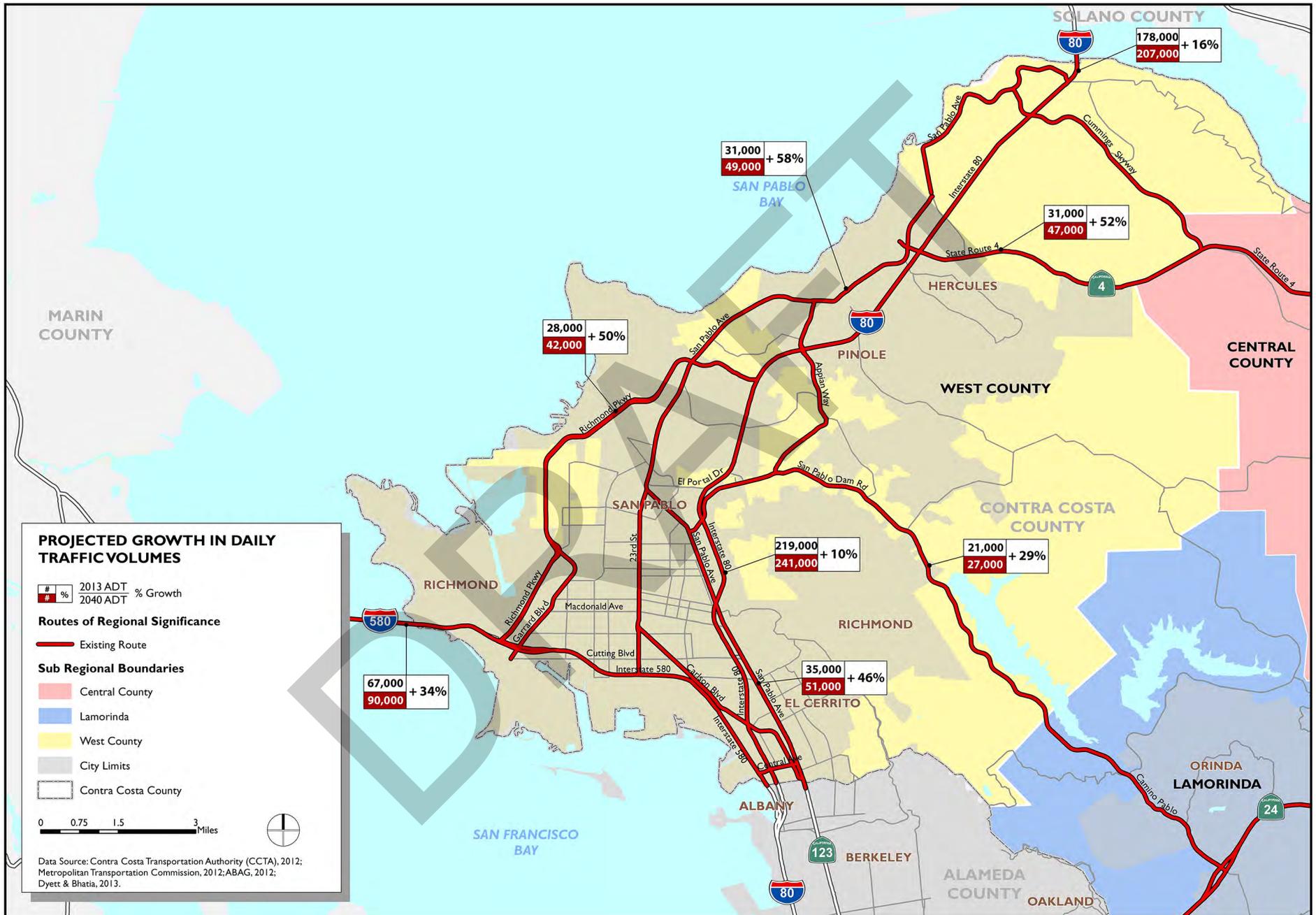


3.2 Traffic Forecasts

The regional travel demand model maintained by the Authority was applied to generate estimates of the future traffic volumes expected on major roadways throughout the County. Figure 3-5 presents a map showing the projected growth in daily traffic volumes on several major



Figure 3-5 Average Daily Traffic on Major Routes in West County





4 Action Plan Goals and Objectives

4.1 Action Plan Goals

This Action Plan contains nine goals for West County.

A. Provide efficient and effective local and regional transit services.

Increasing levels of congestion on major highways and arterials in West County requires continual investment in transit services that can help to address the effects of traffic growth. Enhanced local transit service helps to reduce congestion on arterials and provides critical access to existing regional transit services such as BART and Amtrak. Bus connections to

major BART stations such as Richmond and El Cerrito del Norte will continue to be important areas for improvement. [BART services and facilities should also be expanded as needed to serve future demand.](#)

B. Expand high-capacity transit in West County.

The existing high-capacity transit in West County is heavily utilized, but directly serves only some of the local residents and workplaces. Extending high-capacity transit to reach more of the area would increase the number of regional travel options for West County and beyond, thus spreading the travel demand over multiple modes.

C. Increase use of active transportation modes.

Walking and biking provide the dual benefit of environmentally friendly travel that also achieves public health goals for higher levels of physical activity. Combined with transit, walking and biking can replace longer auto trips for additional congestion and environmental benefits. West County is committed to increasing the number of trips taken via active transportation modes.

D. Complete and expand the regional trail system.

Regional trails support the use of active transportation for both recreation and commute purposes. Regional trails can also attract visitors by serving as a destination, potentially stimulating economic activity along the trail, and can help to alleviate congestion during weekends and



other non-commute periods. West County supports efforts to complete planned trail segments and to increase connectivity to existing trails.

E. Implement ~~Complete Streets~~ local street enhancements identified in local plans.

West County jurisdictions have adopted Complete Streets policies into their General Plans, codifying the importance of accommodating multiple modes on local streets. West County supports this effort and encourages its expansion. West County also acknowledges that numerous local streets and residential neighborhoods are affected by noise and quality-of-life impacts of at-grade railroad crossings, and encourages the enhancement of those crossings to improve local conditions.

F. Pursue and sponsor transportation demand management programs to reduce single-occupant vehicle travel.

Constraints on highway and roadway capacity require management of vehicle demand for those facilities. Transportation demand management (TDM) programs include a variety of strategies for increasing travel choices, including the emerging use of social media applications; these strategies are often more efficient and environmentally friendly than travel by single-occupant vehicle. Coupled with providing more travel choices, TDM programs also include an education component, thus increasing the likelihood of success. TDM strategies should be included in a package of options for decreasing the number of single-occupant auto trips.

G. Actively manage growth to support regional land use and transportation goals.

West County goals include attracting more employment to invigorate commercial centers and provide more economic opportunities for local residents, and targeting growth around high-capacity transit hubs to encourage development within Priority Development Areas (PDAs) for more efficient use of local and regional transportation resources.

H. Improve the efficiency of highway and arterial operations.

Highways and major arterials in West County will continue to serve as key connections to major economic centers of the Bay Area. Improving connectivity to these facilities will ensure efficient goods movement and discourage heavy truck traffic through residential communities. Operational improvements will smooth and balance traffic flow over all time periods, making optimal use of the existing investments in West County facilities.

I. Maintain existing transportation facilities in adequate condition to provide safe and effective service.

West County jurisdictions and transit operators should seek adequate funds and systems to properly maintain the transportation system, recognizing that adequate maintenance is an important aspect of increasing the design life of capital investments and improving public safety.



4.2 Multi-modal Transportation Service Objectives

4.2.1 Definition of Multi-modal Transportation Service Objectives

The CCTA's Implementation Guide gives the RTPCs significant flexibility in choosing MTSOs for their Action Plans. As long as the objective is quantifiable, and includes a timeframe for achievement of the objective, it can be proposed for inclusion in the Action Plan. Unless otherwise specified, the MTSOs proposed here are to be achieved either on an on-going basis or concurrent with completion of major projects within the specified corridor.

Selection of the MTSOs outlined below was based in part on whether the objective could be easily measured through observation and forecasted through use of the Countywide Model. The MTSOs generally remain the same as were used in the 2009 West County Action Plan; new in this plan is the definition of special zones around major transit hubs, which are



subject to different performance measures than the typical MTSOs (see the section below on "Route-Specific Multi-Modal Transportation Service Objectives" for more details).

Through the adoption of Measure J, the analysis requirements of MTSOs have become more formalized. These measures will be subject to analysis for impacts of various proposed development and transportation projects, in accordance with Measure J.

Three MTSOs are proposed to be applied in this West County Action Plan Update; the MTSOs are defined and described in the table on the following page.



Descriptions of MTSOs

MTSO Measure	Definition	Example	Sources of Information	Application
Delay Index	A measure of delay experienced by motorists on a roadway segment during a peak hour in a single direction. The Delay Index is calculated by measuring the time it takes to travel a segment of road during congested conditions, and comparing it to the time it takes to travel the same segment during uncongested, free-flow conditions.	It takes 40 minutes to drive from Point A to Point B during rush hour. The same drive takes 20 minutes during uncongested conditions at midday. Delay Index = 40 / 20 = 2.0	Travel speeds on freeways to be monitored through Caltrans Performance Measurement System (PeMS) data, or through travel time runs conducted during congested periods.	All freeways and expressways in West County.
Signalized Intersection LOS	A measure of traffic conditions at a signalized intersection. LOS is expressed in ratings from "A" through "F", with "A" meaning that all traffic clears the intersection on every cycle and "F" meaning that drivers must wait through multiple cycles to clear the intersection.	Based on the number of seconds of delay experienced by drivers passing through the intersection. This metric should be calculated using the methods specified in CCTA Technical Procedures.	Intersection turning movement counts are collected every two years by CCTA as part of the MTSO monitoring program.	Arterial routes (listed on page 16).
HOV Lane Usage	A measure of the efficient utilization of the HOV lane.	Measured by counting the number of vehicles using the HOV lanes at the highest HOV volume section.	HOV volumes to be determined based on HOV lane utilization report published by Caltrans.	Freeways with HOV lanes.

4.2.2 Route-Specific Multi-modal Transportation Service Objectives

Arterial Routes

Peak hour LOS at signalized intersections along arterial Routes of Regional Significance should be at the level defined below, and calculated based on the method of analysis presented in the Authority's Technical Procedures. Any physical improvement identified as being necessary to achieve this standard shall be evaluated for its effects on all intersection users, including pedestrians, cyclists, and transit users.

The following MTSOs are defined by this Action Plan:

- 23rd Street: LOS D
- Appian Way: LOS D
- Carlson Blvd: LOS D
- Central Avenue: LOS D
- Cummings Skyway: LOS D
- Richmond Parkway: LOS D
- San Pablo Avenue: LOS E
- San Pablo Dam Road: LOS E

Furthermore, within specific Pedestrian-Bicycle-Transit (PBT) zones, the MTSO specified in this document will not be applied; instead, the performance standards defined within the relevant

jurisdiction's General Plan and/or a Specific Plan covering that area will govern. PBT zones shall be within a Priority Development Area, and are typically areas where transit and active transportation modes are given priority over passenger vehicles.

For the purposes of this Action Plan, the "PBT zones" are defined as those locations within a ½-mile radius of the following major transit hubs:

1. El Cerrito Plaza BART Station
2. El Cerrito del Norte BART Station
3. Richmond BART Station

Freeways/Expressways

Travelers in urban and suburban areas have come to accept peak hour congestion, especially along freeways. West County desires to keep point-to-point travel time at a tolerable maximum and ensure that HOV lanes are well-utilized. West County also recognizes that freeway congestion, particularly along I-80, is increasingly occurring during traditionally "off-peak" times, such as during weekend days; in the evaluation of specific projects, local agencies are encouraged to consider applying these freeway MTSOs to whatever time period would be most affected by added project traffic.



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Bayview-Montalvin | Crockett | East Richmond Heights
El Sobrante | Hasford Heights | Kensington | North Richmond
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The following MTSOs apply to ~~all freeway segments~~the following facilities within West County:

- I-580: Delay Index of 2.5 or less
- SR 4: Delay Index of 2.0 or less
- I-80:
 - Delay Index of 3.0 or less
 - HOV lane usage increased by 10% over 2013 levels

Current and Forecasted MTSO Values

CCTA is responsible for regular monitoring of the MTSOs for all the subregions, as well as for the forecasting of future MTSO values. Appendix A contains the results of that monitoring and forecasting process for West County.





5 Proposed Regional Actions

The following table presents all of the actions proposed for this West County Action Plan. Each action is cross-referenced to the Route(s) of Regional Significance and the Action Plan Goal(s) to which it applies. Please see Chapter 2 for a list of the Routes of Regional Significance, and Chapter 4 for the Action Plan Goals.



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ACTIONS FOR WEST COUNTY ROUTES OF REGIONAL SIGNIFICANCE

Action #	Action	Responsible Agency	Applicable Goals	Affected Routes
1	Work with local transit providers and regional funding agencies to identify funding for and provide bus-oriented improvements along local routes, and to improve headways and expand bus service along important corridors in West County.	WCCTAC, Local jurisdictions, Transit providers	A, I	1, 2, 3, 7, 8, 9, 11
2	Implement transit-oriented development in the designated Pedestrian-Bicycle-Transit (PBT) zones using design principles that support local bus services and pedestrian/bicycle access.	Local jurisdictions, transit providers	A	8, 11
3	Encourage development of plans, programs and projects that support transit-oriented development within all Priority Development Areas.	Local jurisdictions, BART	G	All
4	Encourage development of new or expanded park-n-ride lots along freeway corridors and at major activity centers.	WCCTAC, Caltrans, Local jurisdictions, Transit providers	A, I	5, 6, 10
5	Partner with the Water Emergency Transportation Authority and MTC to plan and fund ferry service in West County.	WCCTAC, Cities of Richmond and Hercules	A	
6	Participate in studies regarding passenger rail improvements in West County, such as expansion of service on the Capital Corridor or San Joaquin Corridor.	WCCTAC, Local jurisdictions, Capitol Corridor JPA, San Joaquin JPA, BART	A, B	
7	Complete a West County Transportation Investment Study, to evaluate options for additional high-capacity transit services, local and regional transit enhancements, roadway improvements, and other improvements.	WCCTAC, Local jurisdictions, Transit providers, MTC	A, B	All

Routes of Regional Significance:

1. Appian Way | 2. Carlson Boulevard | 3. Central Avenue | 4. Cummings Skyway | 5. Interstate 80 | 6. Interstate 580
 7. Richmond Parkway | 8. San Pablo Avenue | 9. San Pablo Dam Road | 10. State Route 4 | 11. 23rd Street

ACTIONS FOR WEST COUNTY ROUTES OF REGIONAL SIGNIFICANCE

Action #	Action	Responsible Agency	Applicable Goals	Affected Routes
8	Support projects and programs that improve the passenger experience, upgrade systems and expand the capacity of BART stations in West County.	WCCTAC, BART, Cities of El Cerrito and Richmond	A	
9	Continue to update and implement local and regional bicycle and pedestrian plans.	WCCTAC, Local jurisdictions	C	All
10	Support the WCCTAC TDM program in promoting commute methods and modes that reduce single-occupant vehicle travel at peak times.	WCCTAC, Local jurisdictions, 511 Contra Costa	F	All
11	Participate in the countywide Safe Routes to School needs assessment, and use the results of that effort to identify and seek funding for bicycle and pedestrian improvements in West County school areas.	WCCTAC, Local jurisdictions, Transit providers	C	1, 2, 3, 7, 8, 9, 11
12	Support and participate in the efforts of Contra Costa Health Services in providing Safe Routes to School education and encouragement programs in area schools.	WCCTAC, Local jurisdictions	C	1, 2, 3, 7, 8, 9, 11
13	Consider bicycle and pedestrian needs in all neighborhood and roadway planning and design efforts, particularly within Priority Development Areas.	Local jurisdictions, BART	C	All
14	Require the provision of bike racks, lockers and other secure bike parking options at key activity centers throughout West County.	Local jurisdictions	C	
15	Support and fund programs, such as the Street Smarts Program, to increase the level of public education about bicycle safety and to reduce injuries due to pedestrian or bicycle collisions.	WCCTAC, Local jurisdictions	C	

Routes of Regional Significance:

- 1. Appian Way | 2. Carlson Boulevard | 3. Central Avenue | 4. Cummings Skyway | 5. Interstate 80 | 6. Interstate 580
- 7. Richmond Parkway | 8. San Pablo Avenue | 9. San Pablo Dam Road | 10. State Route 4 | 11. 23rd Street



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ACTIONS FOR WEST COUNTY ROUTES OF REGIONAL SIGNIFICANCE

Action #	Action	Responsible Agency	Applicable Goals	Affected Routes
16	Participate in planning studies for the Bay Trail extension along I-580, from Castro Street to the Richmond-San Rafael Bridge.	WCCTAC, City of Richmond	D	6
17	Improve pedestrian and bicycle access through freeway interchange areas.	Local jurisdictions, Caltrans	C	1, 2, 3, 5, 6, 8, 9, 11
18	Conduct a bicycle route feasibility study along Richmond Parkway, and work to improve the Bay Trail crossing at Wildcat Creek and close other trail gaps along the Parkway.	City of Richmond, Contra Costa County	B, D	7
19	Plan and implement enhanced railroad crossings to reduce noise and quality-of-life impacts throughout West County; enhancements may involve implementing quiet zones, grade separations, or other measures.	WCCTAC, Local jurisdictions, CCTA	E, H	2, 3, 7, 8, 11
20	Complete the reconstruction of the I-80/San Pablo Dam Road interchange.	City of San Pablo, CCTA, Caltrans	E, H	5, 9
21	Support implementation, operations and maintenance of the I-80 Integrated Corridor Mobility project.	WCCTAC, Local jurisdictions, Caltrans	H	5, 8
22	Enhance State Route 4 to a full freeway between I-80 and Cummings Skyway, including adding a connection between westbound I-80 and eastbound SR 4.	WCCTAC, CCTA, Caltrans, City of Hercules	H	4, 10
23	Implement recommendations of the State Route 4 Integrated Corridor Analysis.	WCCTAC, CCTA	H	10

Routes of Regional Significance:

1. Appian Way | 2. Carlson Boulevard | 3. Central Avenue | 4. Cummings Skyway | 5. Interstate 80 | 6. Interstate 580
 7. Richmond Parkway | 8. San Pablo Avenue | 9. San Pablo Dam Road | 10. State Route 4 | 11. 23rd Street

ACTIONS FOR WEST COUNTY ROUTES OF REGIONAL SIGNIFICANCE

Action #	Action	Responsible Agency	Applicable Goals	Affected Routes
24	Explore options to extend the truck climbing lane on Cummings Skyway, and to implement a Class II bike lane on Cummings Skyway between Crockett Boulevard and Franklin Canyon Road.	Contra Costa County	C, H	4
25	Work with WCCTAC, local jurisdictions and CCTA to seek funding to implement recommendations of the North Richmond Truck Route Study (or other mutually agreed upon implementation measures), to improve connectivity to designated truck routes, discourage non-local heavy truck traffic on local streets, and improve public health and safety in West County communities.	Contra Costa County, Cities of Richmond and San Pablo	H	6, 7
26	Complete the improvements associated with the I-80/Central Avenue interchange.	Cities of El Cerrito and Richmond	H	3, 5
27	Close gaps in the regional trail and bicycle route systems, and develop local bike route links to the Bay Trail and Richmond and Ohlone Greenways to facilitate longer-distance bicycle travel through West County and to neighboring regions.	WCCTAC, Local jurisdictions, CCTA	C, D	3, 8
28	Maintain pavement management systems and schedules, and continue to seek additional funding for local roadway maintenance.	Local jurisdictions	I	1, 2, 3, 4, 7, 8, 9, 11
29	Complete a West County goods movement study, focused on ensuring efficient movement of goods while reducing impacts (environmental, health, quality-of-life) on West County residents.	WCCTAC, Caltrans, CCTA, MTC	H, I	4, 5, 6, 7, 8, 9, 10
30	Comply with the CCTA Growth Management Program through monitoring of new development proposals and General Plan amendments, and allowing for collaboration and comment from other jurisdictions.	WCCTAC, Local jurisdictions	G	

Routes of Regional Significance:

1. Appian Way | 2. Carlson Boulevard | 3. Central Avenue | 4. Cummings Skyway | 5. Interstate 80 | 6. Interstate 580
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ACTIONS FOR WEST COUNTY ROUTES OF REGIONAL SIGNIFICANCE

Action #	Action	Responsible Agency	Applicable Goals	Affected Routes
31	Explore ways to increase revenue to maintain roads, transit facilities, trails, and all associated infrastructure.	WCCTAC, CCTA	I	All
32	Investigate and support opportunities for using new technologies to reduce single-occupant vehicle travel and to use existing system capacity more efficiently; examples may include real-time ridesharing programs, online traveler information systems, smart highways, connected vehicles, and other technologies.	WCCTAC, Local jurisdictions, CCTA, Transit providers	F	All
33	Support and implement the West County Subregional Transportation Mitigation Program, which generates funds to support specific capital improvements throughout West County.	WCCTAC, Local jurisdictions	A, E, G	All
34	Improve the reliability and efficiency of bus service along San Pablo Avenue.	Local jurisdictions, Transit providers	A	8
35	Implement recommendations of the San Pablo Avenue Specific Plan.	Cities of El Cerrito, Richmond and San Pablo	A, C, E	8
36	Implement the San Pablo Avenue Complete Streets/Bay Trail project between Rodeo and Crockett.	Contra Costa County	A, C, E	8
37	Implement recommendations of the Appian Way Alternatives Analysis and Complete Streets Study.	Contra Costa County, City of Pinole	A, C, E	1
38	Implement recommendations of the Downtown El Sobrante Study.	Contra Costa County	A, C, E	1, 9

Routes of Regional Significance:

1. Appian Way | 2. Carlson Boulevard | 3. Central Avenue | 4. Cummings Skyway | 5. Interstate 80 | 6. Interstate 580
 7. Richmond Parkway | 8. San Pablo Avenue | 9. San Pablo Dam Road | 10. State Route 4 | 11. 23rd Street

ACTIONS FOR WEST COUNTY ROUTES OF REGIONAL SIGNIFICANCE

Action #	Action	Responsible Agency	Applicable Goals	Affected Routes
39	Complete the implementation of the Hercules Intermodal Station.	City of Hercules, Transit providers	A	5, 8, 10
40	Implement the recommendations of the Lawrence Berkeley National Lab Second Campus planning study.	City of Richmond	A, C, G	2, 6, 11
41	Implement the recommendations of the WCCTAC Transit Enhancements and Wayfinding Study, which identifies specific local access improvements to the West County BART stations and intermodal transfer centers.	Local jurisdictions, Transit providers	A, C, E	2, 3, 7, 8, 11

Routes of Regional Significance:

1. Appian Way | 2. Carlson Boulevard | 3. Central Avenue | 4. Cummings Skyway | 5. Interstate 80 | 6. Interstate 580
7. Richmond Parkway | 8. San Pablo Avenue | 9. San Pablo Dam Road | 10. State Route 4 | 11. 23rd Street

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6 Procedures for Notification, Review and Monitoring

Action Plans are required to include a set of procedures to share environmental documents, review general plan amendments, and monitor progress in attaining the traffic service objectives. The procedures for notification, monitoring, and review are described below.

6.1 Circulation of Environmental Documents

The Action Plan is required to have a set of procedures to share environmental documents. This notification is to occur through the CEQA analysis process, at the following two junctures: first, upon issuance of a Notice of Preparation (NOP), and second, at the stage of Notice of Completion (NOC) of the draft EIR.

The Action Plan is to set the threshold level at which EIRs are to be circulated to neighboring jurisdictions. The maximum thresholds established by the Authority are 100 net new peak hour vehicle trips for development projects that do not involve a General Plan Amendment (GPA), and 500 net new peak hour vehicle trips for development projects that require a GPA. Following are examples of projects that could generate in excess of 100 net peak hour vehicle trips:

- A single-family residential development of more than 100 units
- A condominium development of more than 180 units
- A retail center of at least 14,000 square feet
- A general office building of at least 44,000 square feet

6.1.1 Procedure for Circulation and Review of Environmental Documentation

The following procedures are to be followed by the jurisdictions of WCCTAC regarding circulation of environmental documentation:

1. For any proposed project or general plan amendment that generates more than 100 net new vehicle trips during the peak hour for which an environmental document (Negative Declaration, or Environmental Impact Report or Statement) is being prepared, the Lead Agency shall issue a notice of intent to issue a Negative Declaration or a Notice of Preparation for an EIR to all Regional Transportation Planning Committee chairs or designated staff person, and to each member jurisdiction of WCCTAC.
2. WCCTAC shall notify its member jurisdictions of receipt of such notices from jurisdictions in other areas.
3. WCCTAC shall review development projects for compliance with the program for evaluating new development proposals outlined in Action 30 in Chapter 5.

6.2 Review of General Plan Amendments

This Action Plan was developed using land use forecasts that generally reflect future land development allowed within the framework of the adopted General Plans for jurisdictions within West County. General plan amendments enacted after adoption of the Action Plan could therefore adversely affect ability to meet the Action Plan goals, policies and objectives.

The CCTA *Implementation Guide* requires that each Action Plan contain a process for notification and review of the impact of proposed general

plan amendments that exceed a specified threshold size. Accordingly, the process outlined below has been adopted by WCCTAC.

6.2.1 Procedure for Review of General Plan Amendments

In addition to the project review procedures described above, the following procedures are to be followed for general plan amendments that generate more than 100 net peak hour vehicle trips:

The jurisdiction considering the amendment must either demonstrate that:

- The amendment will not violate Action Plan policies or adversely affect the ability to meet Action Plan MTSOs, or
- Propose modifications to the Action Plan that are acceptable to WCCTAC and will prevent the general plan amendment from adversely affecting the regional transportation network.

If neither of these can be done, approval of the general plan amendment by the lead jurisdiction may lead to compliance issues with the CCTA growth management program.

6.3 Schedule for Action Plan Review

The Action Plans should be periodically reviewed for effectiveness, and updated if there are significant changes in local or regional conditions. See Chapter 3 of the CCTA *Growth Management Program Implementation Guide* for guidance on the development and updates of Action Plans.



In general, the Action Plan review process involves:

- Regular monitoring of traffic conditions on regional routes and reporting to WCCTAC on MTSO performance.
- If any of the MTSOs have not been met, WCCTAC may consider preparing a focused revision to the Action Plan.
- A complete review of the Action Plan should be made on a four- to five-year cycle.
- Individual corridors may be reviewed as deemed appropriate by WCCTAC.

6.4 Implications for Compliance with the Measure J Growth Management Program (GMP)

The CCTA *Implementation Guide* describes the GMP conditions for compliance that relate specifically to Routes of Regional Significance and the Action Plans as listed below:

1. Participating in the preparation and adoption of Action Plans.
2. Implementation of actions to attain MTSOs.
3. Placing conditions on project approvals consistent with the Growth Management Strategy.
4. Circulation of environmental documents as specified in the Action Plan and consistent with Authority policy.

5. Participation in the General Plan Amendment review procedure.

If, however, through CCTA’s monitoring program it is determined that the MTSOs are not being met, then this information would be conveyed to WCCTAC for consideration in its periodic review of the Action Plan. The *Implementation Guide* states that if satisfactory progress is observed, then implementation of the Action Plan will continue. If progress has not been satisfactory, a revision to the Action plan may be necessary.

6.4.1 Process for Addressing MTSO Exceedances

From time to time, the MTSOs are monitored to determine whether they are being achieved. In addition, the MTSOs are evaluated to determine if they can be achieved in the future. For this update to the Action Plan, the MTSOs were monitored in 2013, and the traffic forecasts were prepared and evaluated for 2040. In both cases, exceedances of the adopted MTSOs were observed.

Under adopted CCTA policy, exceedance of an MTSO does



not constitute a compliance issue with the Growth Management Program.

The primary purpose of the MTSOs is to provide WCCTAC with a quantitative measure of transportation system performance that can be consistently applied as a metric for gauging the impacts of future growth and mitigating those impacts. The MTSOs that WCCTAC has adopted for its Plan reflect WCCTAC's broader objective to ensure an acceptable level of mobility for its residents and workers to sustain the economy and maintain quality of life.

It is not surprising, therefore, given the level of expected growth in West County and elsewhere throughout Contra Costa, coupled with the constraints on adding new capacity to the system, that some MTSOs may be exceeded either today or in the future.

When an exceedance has been determined, either through monitoring or during the Action Plan update process, the only action required under this Plan is that WCCTAC document the condition, and continue to monitor and address the MTSOs in future updates to the Plan under the timeframe established in this chapter.

In the case where a proposed development project or General Plan Amendment causes an exceedance, or exacerbates a situation where an already exceeded MTSO is worsened, then the procedures in this chapter regarding development application review and general plan amendments shall apply.





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West County Routes of Regional Significance and Applicable Actions	
Route of Regional Significance	Applicable Actions*
1. Appian Way	1, 3, 7, 10, 11, 12, 17, 28, 31, 32, 33, 37, 38
2. Carlson Boulevard	1, 3, 7, 10, 11, 12, 17, 19, 28, 31, 32, 33, 40, 41
3. Central Avenue	3, 7, 10, 11, 12, 17, 19, 26, 27, 28, 31, 32, 33, 41
4. Cummings Skyway	3, 7, 10, 22, 24, 28, 29, 31, 32, 33,
5. Interstate 80	3, 4, 7, 10, 17, 20, 21, 26, 29, 31, 32, 33, 39
6. Interstate 580	3, 4, 7, 10, 16, 17, 29, 31, 32, 33, 40
7. Richmond Parkway	1, 3, 7, 10, 18, 19, 25, 28, 29, 31, 32, 33, 41
8. San Pablo Avenue	1, 2, 3, 7, 10, 11, 12, 17, 19, 21, 27, 28, 29, 31, 32, 33, 34, 35, 36, 39, 41
9. San Pablo Dam Road	1, 3, 7, 10, 17, 20, 28, 29, 31, 32, 33, 38
10. State Route 4	3, 7, 10, 22, 23, 29, 31, 32, 33, 39, 40
11. 23rd Street	1, 2, 3, 7, 10, 11, 12, 19, 28, 31, 32, 33, 41

* See Chapter 5 for a full list of all Actions.



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CCTA regularly monitors the values of the MTSOs defined by all of the subregions in their Action Plans for Routes of Regional Significance. The most recent monitoring effort was conducted in early 2013. CCTA is also responsible for forecasting the values of the MTSOs at a given horizon year (which for the purposes of this plan is the year 2040). The 2040 forecasts are the result of applying the CCTA regional travel demand model and reporting the future traffic volumes generated by that model application. It should be noted that the model results are intended to give an idea of the order-of-magnitude changes in traffic volumes anticipated across the region; much more detailed and refined studies would be undertaken for any specific project. This appendix contains the 2013 values reported for the WCCTAC area as part of the regular monitoring effort and the 2040 forecasts of those values. Please see the CCTA report titled "2013 CMP and MTSO Monitoring Report" for further information.

West County Freeway MTSO Values I-580 Freeway Analysis – Average Demand										
Direction	MTSO LOS	Lanes	2013 Observations				2040 Forecasts			
			Average Demand		LOS		Average Demand		LOS	
			AM	PM	AM	PM	AM	PM	AM	PM
EB	E	3	2600	2650	C	C	2,869	3,871	C	D
WB	E	3	2900	2050	D	C	3,935	3,065	E	C



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West County Freeway MTSO Values I-80 Freeway Analysis – Delay Index										
Segment	Direction	MTSO Delay Index	2013 Observations				2040 Forecasts			
			Average Speed		Delay Index		Average Speed		Delay Index	
			AM	PM	AM	PM	AM	PM	AM	PM
Carquinez Bridge to SR-4	EB	3	58	60	1.1	1.1	55	52	1.2	1.3
	WB	3	32	55	2.1	1.2	20	58	3.3	1.1
SR-4 to Cutting Blvd	EB	3	61	40	1.1	1.7	54	38	1.2	1.7
	WB	3	36	58	1.8	1.1	24	42	2.7	1.5
Cutting Blvd to County Line	EB	3	67	41	1.0	1.6	56	38	1.2	1.7
	WB	3	63	63	1.1	1.1	50	48	1.3	1.4

West County Freeway MTSO Values SR 4 Corridor – Average Demand										
Direction	MTSO LOS	Lanes	2013 Observations				2040 Forecasts			
			Average Demand		LOS		Average Demand		LOS	
			AM	PM	AM	PM	AM	PM	AM	PM
EB	E	2	1900	1800	C	C	2,570	2,500	D	D
WB	E	2	1600	1900	C	C	2,570	2,630	D	D

West County Intersection MTSO Values							
No.	Primary Street	Secondary Street	MTSO	2013 Observations		2040 Forecasts	
				AM Peak LOS	PM Peak LOS	AM Peak LOS	PM Peak LOS
1	Castro Street	I-580 EB Ramps	D	B	D	B	C
2	Castro Street	I-580 WB Ramps	D	D	C	C	C
5	Castro Street	Hensley St	D	C	E	C	C
6	Castro Street	Richmond Lane	D	C	D	C	C
7	Richmond Parkway	Gertrude Ave	D	C	D	F	E
8	Richmond Parkway	Pittsburgh Ave.	D	F	F	C	D
9	Richmond Parkway	Parr Blvd	D	F	C	C	B
10	Richmond Parkway	Hensley St	D	C	C	B	B
11a	Richmond Parkway	Barrett Ave.	D	B	C	B	C
11b	San Pablo Avenue	Cutting Boulevard	E	C	C	C	C
12	Richmond Parkway	McDonald	D	C	C	C	C
13	Richmond Parkway	I-580 WB Ramps	D	B	B	B	B
14	Richmond Parkway	I-580 EB Ramps	D	B	B	A	B
15	Richmond Parkway	Cutting Blvd	D	C	C	C	C
23	Carlson Boulevard	Central Avenue	D	B	A	C	B
30	San Pablo Avenue	McBryde Road	E	C	C	C	C
38	EB I-80 on-off ramps	El Portal Avenue	D	C	C	C	D
39	Appian Way-La Colina Road	San Pablo Dam Road	D	C	C	C	D
59	Pinole Valley Road	San Pablo Avenue	E	B	B	F	E



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West County Intersection MTSO Values

No.	Primary Street	Secondary Street	MTSO	2013 Observations		2040 Forecasts	
				AM Peak LOS	PM Peak LOS	AM Peak LOS	PM Peak LOS
70	San Pablo Avenue	San Pablo Dam Road	E	C	D	E	E
74	San Pablo Avenue	El Portal Drive-Broadway Avenue	E	C	C	C	C
81	San Pablo Avenue	Hilltop Drive	E	C	D	D	F
93	San Pablo Avenue	John Muir Parkway	E	D	E	F	F
97	San Pablo Avenue	EB I-80 on-off ramps-Roosevelt Avenue	E	C	D	F	E
125	San Pablo Dam Road	El Portal Drive	D	D	C	C	C
128	San Pablo Avenue	Rumrill Avenue-College Lane	E	D	C	D	D
132	23rd Street	Macdonald Avenue	D	A	A	B	B
143	San Pablo Dam Road	WB I-80 on-off ramps	D	C	B	D	C
150	Appian Way-Pinnon Avenue	San Pablo Avenue	E	C	C	C	C
158	Appian Way	Tara Hills Drive-Canyon Drive	D	C	C	C	C
159	Appian Way	EB I-80 on-off-ramps	D	A	B	B	B
160	Appian Way	Fitzgerald Drive-Sarah Drive	D	C	C	C	D
171	San Pablo Avenue	Central Avenue	E	C	C	C	D
175	Appian Way	WB I-80 on-off-ramps	D	D	C	E	E
186	Bayview Avenue	Carlson Boulevard	D	D	C	E	D
231	23rd Street	Barrett Avenue	D	B	B	B	B
233	San Pablo Avenue	Barrett Avenue	E	C	C	D	D

West County Intersection MTSO Values							
No.	Primary Street	Secondary Street	MTSO	2013 Observations		2040 Forecasts	
				AM Peak LOS	PM Peak LOS	AM Peak LOS	PM Peak LOS
237	23rd Street	Rheem Avenue	D	C	C	C	D
249	EB I-80 on-off ramps-Amador St	San Pablo Dam Road	D	C	D	C	C
251	I-80 NB Ramps	San Pablo Dam Road	D	C	B	B	B
257	Castro Ranch Road	San Pablo Dam Road	D	C	C	B	B

SOURCE:

Analysis prepared by Kittelson & Associates for CCTA.