
TECHNICAL ADVISORY COMMITTEE MEETING NOTICE & AGENDA

DATE & TIME: Thursday, February 13, 2025 • 9:00 AM – 11:00 AM

LOCATION: WCCTC Offices • 6333 Potrero Ave. at San Pablo Avenue, El Cerrito, CA 94530

TRANSIT OPTIONS: Accessible by AC Transit #72, #72R, #72M & El Cerrito del Norte BART

1. **CALL TO ORDER**

Estimated Time:* 9:00 AM

2. **PUBLIC COMMENT**

Estimated Time:* 9:00 AM, (3 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:* 9:03 (2 minutes)

A. **Minutes from January 9, 2025, meeting**

Recommendation: Approve as presented

Attachment: Yes

4. **REGULAR AGENDA ITEMS**

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

CCTA is in the process of taking the draft CTP to the four Regional Transportation Committee (RTPC) TACs and Boards for their input on the Blueprint strategies that are being proposed. CCTA staff will lead a discussion of the strategies.

Recommendation: Receive information and provide feedback.

Attachments: Yes

Presenter/Lead Staff: Matt Kelly, CCTA Staff

Estimated Time:* 9:05 AM, (75 minutes)

B. Richmond Parkway Transportation Plan (RPTP) - Update

WCCTC staff brought the Final Draft RPTP to the WCCTC Board in January for adoption. Given Commissioner feedback, staff proposed to make relevant edits and bring the Plan back to the Commission for adoption in February. Staff will provide an update on the status of the Plan, including a brief review of the proposed language changes.

Recommendation: Receive information and provide feedback as needed

Attachments: None.

Presenter/Lead Staff: Leah Greenblat, WCCTC staff

Estimated Time:* **10:20 AM**, (15 minutes)

C. Rails to Trails Technical Assistance

Rails to Trails is seeking ideas/proposals for active transportation programs and projects to receive technical assistance through a grant from the CalSPAN (California State Physical Activity and Nutrition) program. WCCTC Staff will provide an overview of the assistance being offered and connect interested agencies with Rails to Trails staff who will make determinations on project eligibility and scope.

Recommendation: Provide project/program ideas to receive technical assistance

Attachments: Yes

Presenter/Lead Staff: Coire Reilly, WCCTC staff

Estimated Time:* **10:35 AM**, (15 minutes)

5. STANDING ITEMS

A. Technical Coordinating Committee (TCC) Report

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

Recommendation: Receive update.

Attachment: No

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

Estimated Time:* **10:50 AM** (5 minutes)

B. Staff and TAC Member Announcements

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

Recommendation: Receive update.

Attachment: No

Presenter/Lead Staff: WCCTC Staff and TAC Members

Estimated Time:* **10:55 AM** (5 minutes)

6. ADJOURNMENT

* 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.

Description / Recommendation: Adjourn to the next regular meeting of the TAC on Thursday, March 13, 2025. The next meeting of the WCCTC Board is Friday, February 28, 2025.

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.

* 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.

DRAFT WCCTC TAC Meeting Action Minutes

MEETING DATE: January 9, 2025

MEMBERS PRESENT: Janney Lockman, Richmond; Alan Panganiban, San Pablo; Jamar Stamps, Contra Costa County; Finn Wurtz, WestCAT; Jarrett Mullen, El Cerrito

GUESTS: Hillal Hamden, Richmond; John Hoang, CCTA; Commissioner Soheila Bana; Beatriz Portillo and Jennifer Canon, County Office of Emergency Services

STAFF PRESENT: John Nemeth, Leah Greenblat, Coire Reilly

ACTIONS LISTED BY: WCCTC Staff

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
1.	Call to Order	The meeting was called to order at 9:11 AM
2.	Public Comment	No Public Comments
3.	Consent Calendar: A. Minutes from July 11, 2024, Meeting.	Alan Panganiban moved, Janney Lockman seconded, and the Consent Calendar was approved unanimously.
Regular Agenda Items		
4A.	Appointments to the CCTA’s Technical Coordinating Committee	Jamar Stamps moved, Finn Wurtz seconded, and the TAC unanimously agreed to recommend to the WCCTC Board the following: Reappoint representatives Robert Armijo and Leah Greenblat; Reappoint alternate John Nemeth and Appoint alternate Janney Lockman.
4B.	Countywide Emergency Evacuation Plan	John Hoang from the CCTA discussed the informational item and responded to questions.

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
4C.	Richmond Parkway Transportation Plan Update: Final Draft and Board Action	Leah Greenblat reviewed changes since the prior draft and the upcoming process for adoption and acceptance of the plan. Jamar Stamps moved, Jarrett Mullen seconded, and the TAC unanimously agreed to forward to the WCCTC Board a recommendation to adopt the Final Draft RTP.
Standing Items:		
5A.	Technical Coordinating Committee (TCC) Report	TCC Members explained that they received a status update on the CCTA's Countywide Transportation Plan and the 2025 Congestion Management Program's (CMP) work program was reviewed. LOS monitoring for the CMP will occur March-May 2025.
5B.	Staff and TAC Member Announcements	<p>Jarrett Mullen shared that El Cerrito is beginning community outreach for its Richmond Street project which will include bike lanes and parking changes. He thanked WCCTC for the recent SFMTA BRT Tour.</p> <p>In response to Mullens question about WCCTC's key task in 2025, staff highlighted the following: a STMP Nexus Study; the San Pablo Ave. Multimodal Corridor Study, Phase 3; wrap up and next steps for the Richmond Parkway Transportation Plan; and Transportation Demand Management in West County including various transit incentives.</p> <p>Finn Wurtz reported that WestCAT has completed its Comprehensive Analysis and are conducting an on-board rider survey and additional outreach.</p>
6.	Adjournment	The meeting adjourned at 10:16 AM.



CONTRA COSTA
transportation
authority

Planning the Future of Transportation through the Countywide Transportation Plan

WCCTC TAC



Agenda

1. CTP & Business Plan Overview
2. Draft Livable Streets Proposal and Discussion
3. Focus on the WCCTC Area
4. Draft Livable Streets Design Expectations and Discussion
5. Wrap-Up and Next Steps



Today's Objectives

We will share with you

- Overview of the CTP and Business Plan processes
- Introduction to the draft Livable Streets Proposal
- Draft design expectations associated with the Livable Streets Proposal

Highlight key challenges

- Most streets in Contra Costa are currently auto-oriented
- This creates negative safety and environmental outcomes and impedes thriving places
- Target speeds, modal priorities, and bike/ped infrastructure need to be right-sized to surrounding land use context

Explore paths forward

- Development of Livable Streets Proposal to improve safety, livability, placemaking, and equity in Contra Costa
- Livable Streets tied to design expectations that can be used in CCTA funding decisions in the future

CTP & Business Plan Overview

Setting and delivering a 2050
vision



Background Context



2050 Blueprint

Provides a vision for placemaking, mobility, and prosperity.



2050 Countywide Transportation Plan

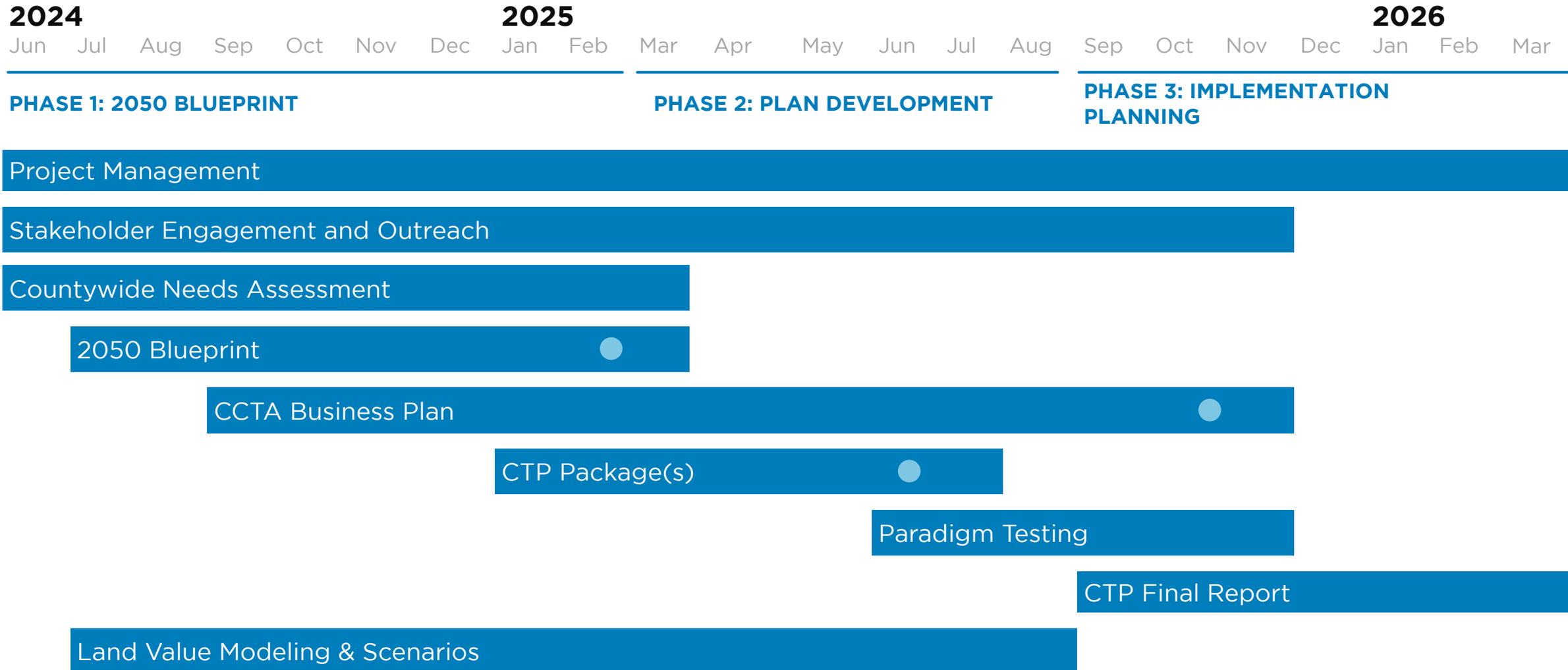
Prioritizes a set of projects, programs, and requirements for funding.



Business Plan

CCTA's implementation plan will cover funding, priorities, and project delivery roles.

18-Month Project Schedule



Recap of Outreach to Date

Stakeholder Engagement



**Citizen's Advisory
Committee**

December 11, 2024



**Technical
Coordinating
Committee**

December 19, 2024

Public Engagement

**Ongoing public opinion survey to inform
CTP Blueprint**

- Scan the QR code to take the survey



Four principles will guide the CTP and Business Plan



Safe Travel

Traveling in my community is safe and comfortable, no matter how I get around.

Growing Sustainably

I feel confident that transportation investments in Contra Costa will help provide a sustainable future for my community.

Livable and Connected Neighborhoods

I can conveniently and comfortably get to places that are important to me without having to drive.

Access for All

I can shape and enjoy transportation projects that improve my community, no matter who I am or where I live.

DRAFT Livable Streets Proposal

Creating clear design expectations for safe, thriving places



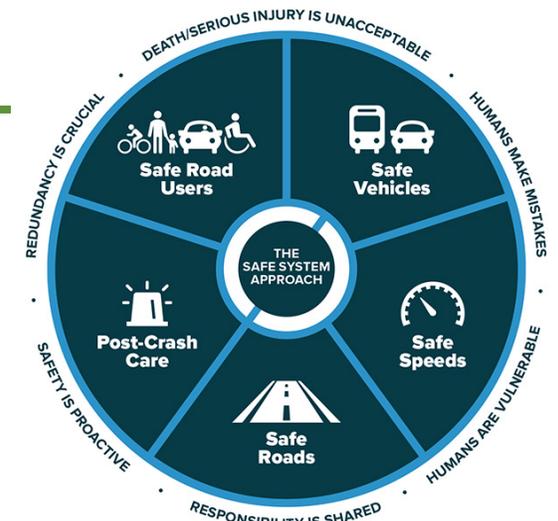
What is the Livable Streets Proposal (LSP)?

The Livable Streets Proposal helps improve transportation, safety, and the economy in Contra Costa

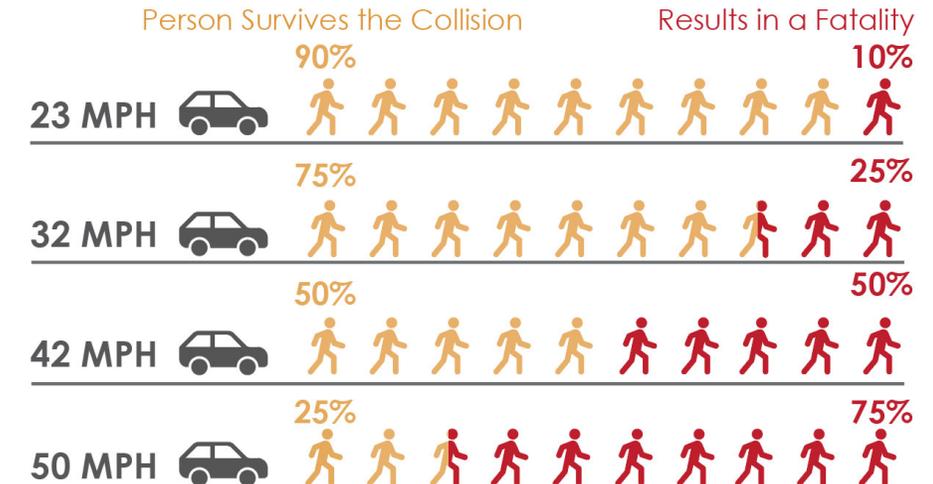
- ✓ Improves safety by right-sizing vehicle movement to the surrounding context
- ✓ Creates economically thriving places
- ✓ Aligns community vision for transportation with the vision for land use
- ✓ Increases transportation options
- ✓ Plans streets to move people and goods, and as places for people to live, work, and enjoy
- ✓ Clarifies that each street has a specific purpose, which informs planning, design, prioritization, and funding decisions

Since the 2017 CTP, there has been a paradigm shift in safety planning.

- In a Safe System Approach, each death or serious injury is unacceptable and avoidable.
- Commitment to zero deaths and severe injuries on public roadways was adopted by the US Department of Transportation, Caltrans, MTC, and CCTA (2021).
- People are unlikely to survive crashes at high speeds. Lowering speeds is critical to reducing impact forces, providing additional time for drivers to stop, and improving visibility.



Source: FHWA.



New commitments have been made to reduce VMT and GHG emissions.

SB 743 (2020)

Vehicle miles traveled (VMT) is now the key tool to measure development and transportation impacts (instead of level of service).

CAPTI (2021)

34 action items aligning state funding with the goal of decarbonizing transportation systems.

Plan Bay Area 2050

Strategies around clean vehicles and transportation demand management.

AB 1279 (2022)

State must reduce GHG emissions by at least 85% below 1990 levels by 2045. CARB's new Scoping Plan for Achieving Carbon Neutrality (2022) lays out path to achieve targets for carbon neutrality.

Today, most streets in Contra Costa are oriented towards auto-focused movement and access.



Today, an auto-focused network leads to safety challenges and ever-increasing VMT.

CCTA must shift gears to strategies that reduce VMT and support thriving places.



Instead, CCTA will lead by:

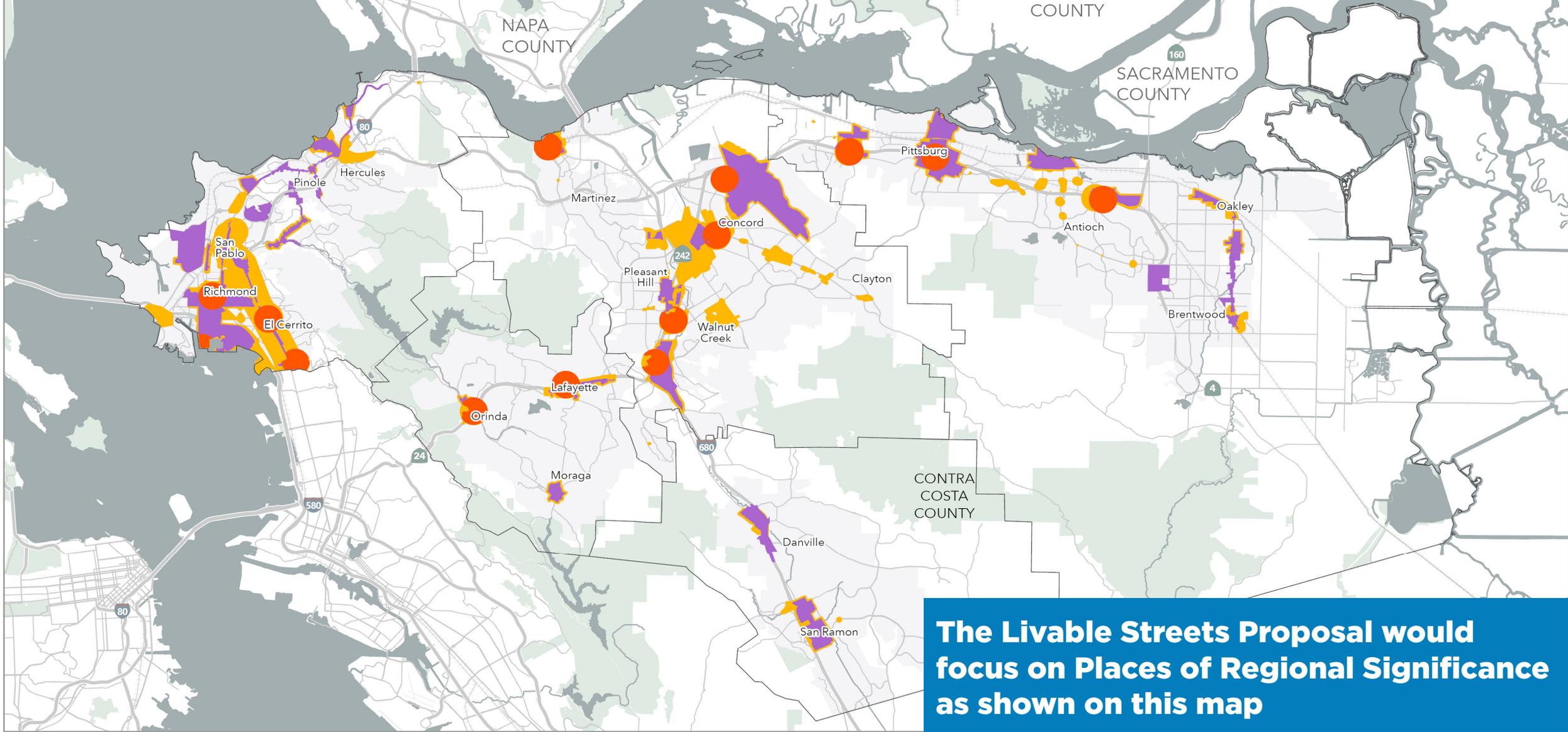
- Valuing and prioritizing **place-oriented streets**,
- Encouraging **transportation-land use coordination**,
- Making **multimodal trips** more viable, and
- Creating clear planning and **design expectations**.

Land valuation is low where streets are auto-focused.

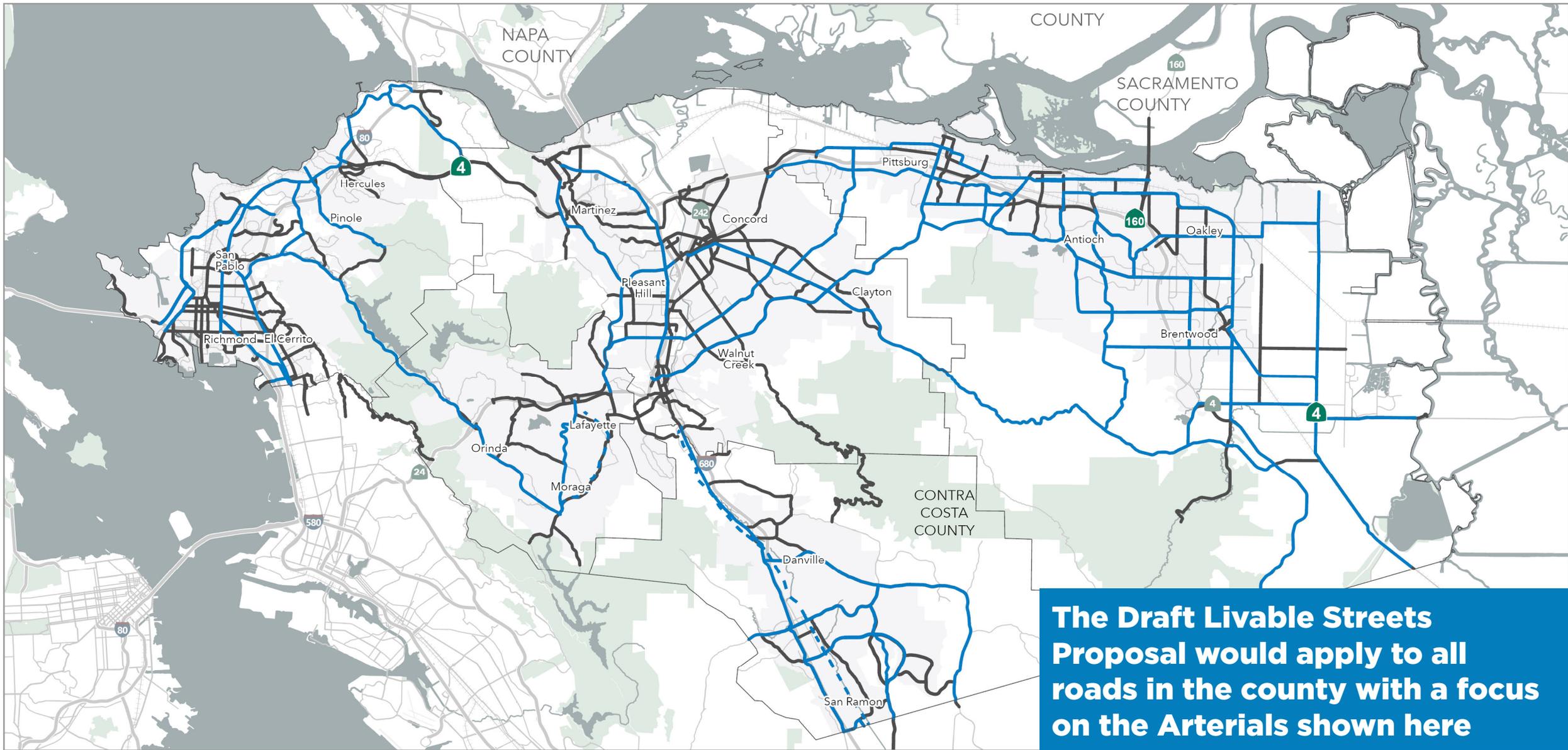


The DRAFT Livable Streets Proposal has four street types:



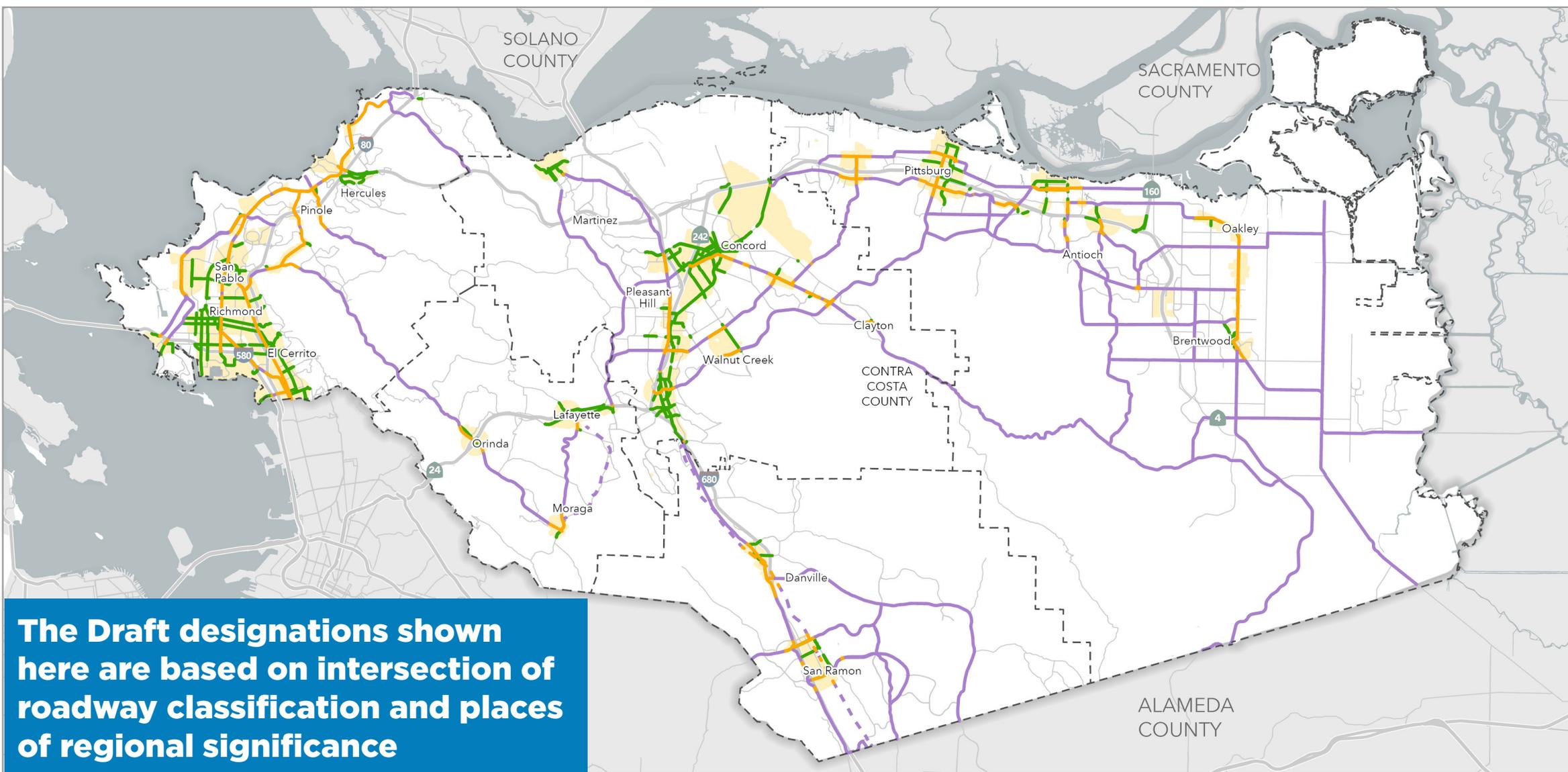


- MTC Transit Oriented Communities (TOCs)
- CCTA Pedestrian Priority Areas
- MTC Priority Development Areas (PDAs) (Plan Bay Area 2050)
- Urbanized Area
- RTPC Boundary



The Draft Livable Streets Proposal would apply to all roads in the county with a focus on the Arterials shown here

- CCTA Route of Regional Significance - - Trail
- Caltrans Functional Classification Principal & Minor Arterials
- Urbanized Area
- RTPC Boundary



The Draft designations shown here are based on intersection of roadway classification and places of regional significance

Proposed Livable Streets Typology

- Connector Street (dashed line: trails)¹
- Core Street (dashed line: trails)¹
- Place Street²
- Place of Regional Significance (MTC designated TOCs, PDAs, CCTA Pedestrian Priority Areas)
- Urbanized Area³
- RTPC Boundary

All other Contra Costa streets are Neighborhood Streets.

**DRAFT Contra Costa Livable Streets Typologies
CTP Blueprint**

Source: Contra Costa Transportation Authority (CCTA); Fehr & Peers. Notes: 1. CCTA Route of Regional Significance. 2. Caltrans Functional Classification principal and minor arterials. 3. Based on US Census city boundaries.

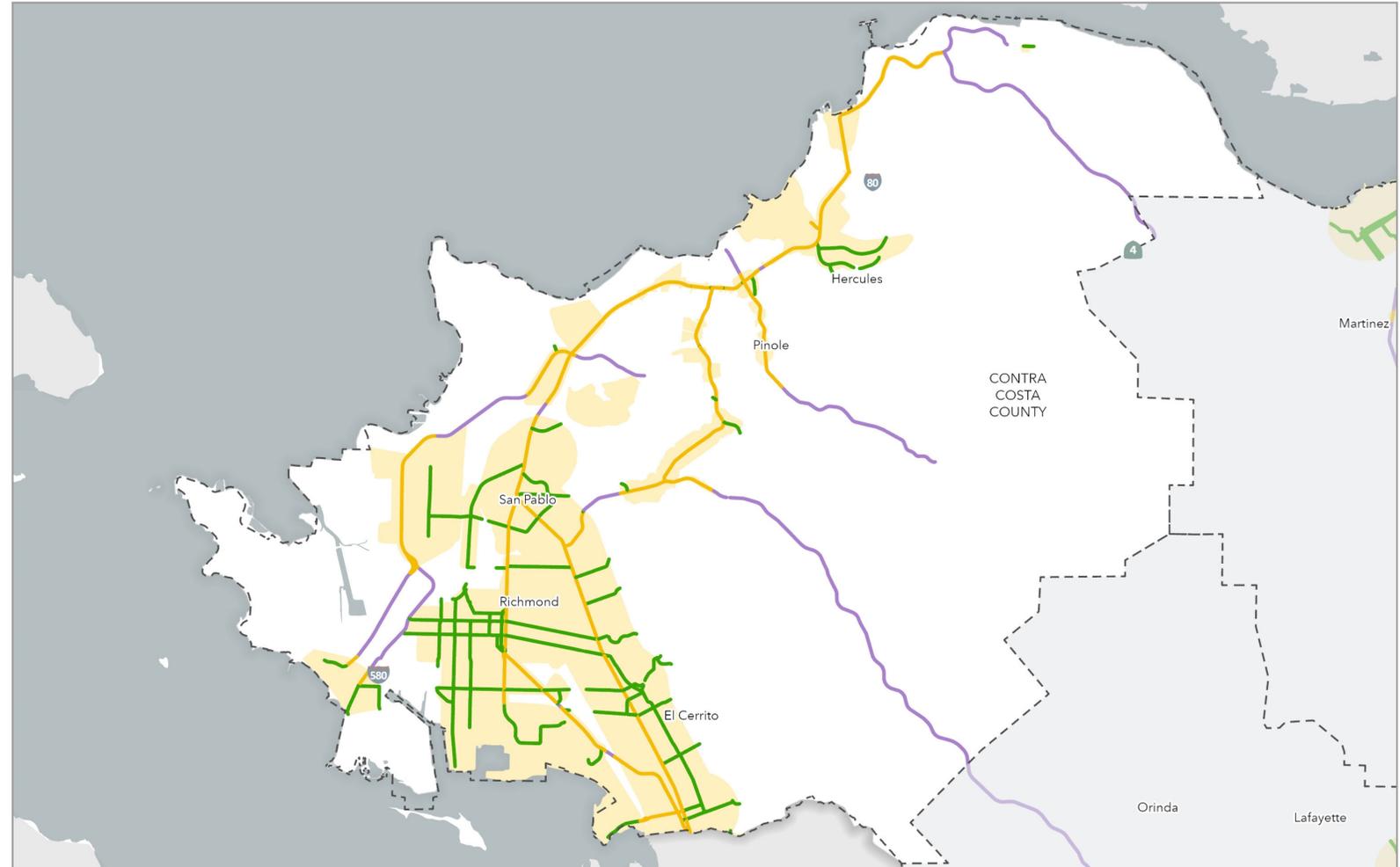
Focus on WCCTC Area

The Livable Streets Proposal
applied to West County



West County

DRAFT Connector, Core and Place Streets in West County are shown here.



Proposed Movement and Place Typology

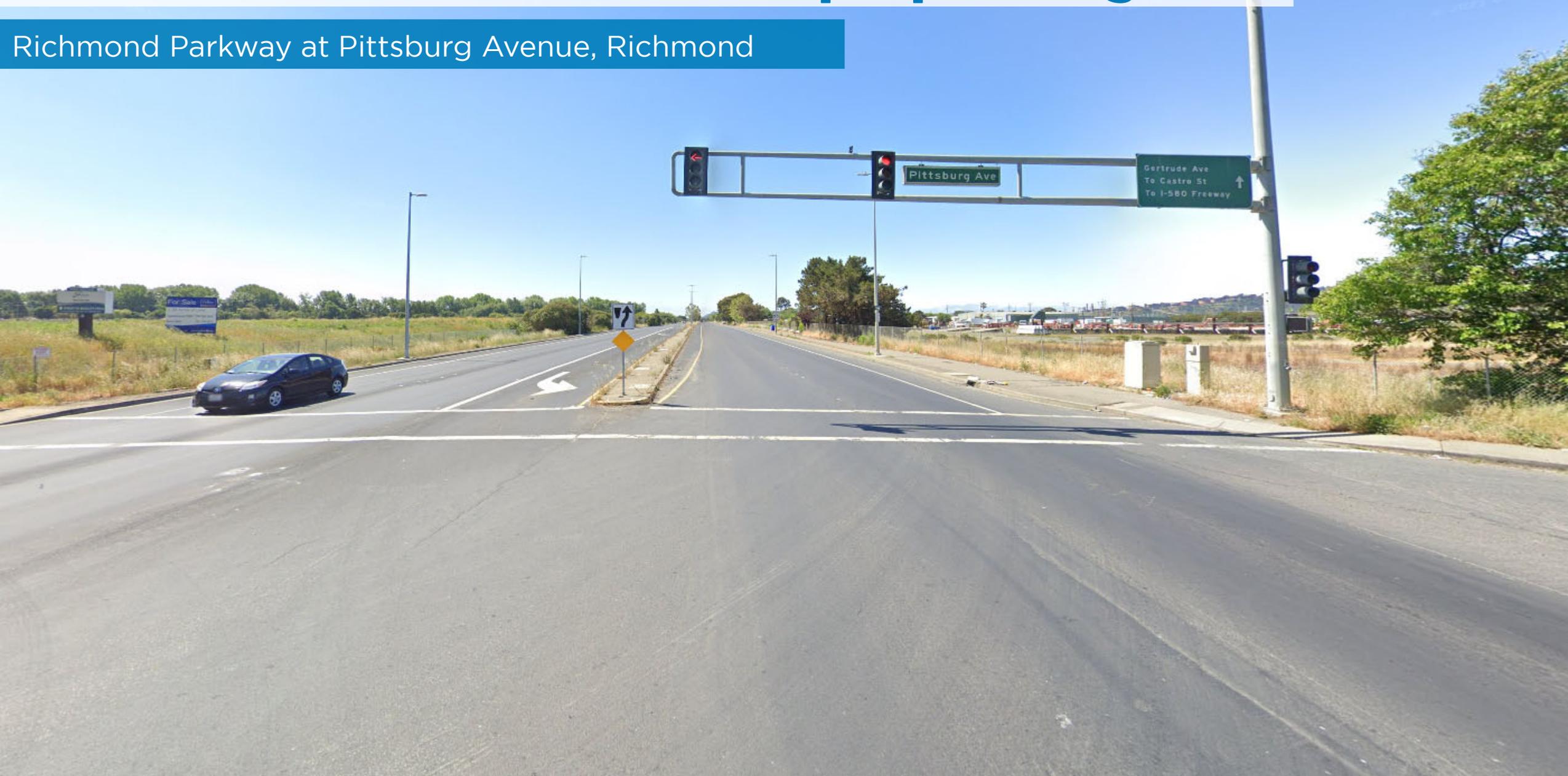
- Connector Street (dashed line: trails)¹
 - Core Street (dashed line: trails)¹
 - Place Street²
 - Place of Regional Significance (PDAs, MTC designated TOCs, CCTA Pedestrian Priority Areas)
 - Urbanized Area³
 - RTPC Boundary
- All other Contra Costa streets are Neighborhood Streets.

DRAFT West County Livable Streets Typologies CTP Blueprint

Source: Contra Costa Transportation Authority (CCTA); Fehr & Peers. Notes: 1. CCTA Route of Regional Significance. 2. Caltrans Functional Classification principal and minor arterials. 3. Based on US Census city boundaries.

Connector Streets are movers of people and goods.

Richmond Parkway at Pittsburg Avenue, Richmond



Place Streets are centers of business and community and should be comfortable for pedestrians and bicyclists.

Fairmount Ave at Liberty Street, El Cerrito



Core Streets are oriented towards movement and placemaking.

San Pablo Ave at Manila Ave, El Cerrito



Neighborhood streets are where people live and go for recreation.

Hellings Avenue at 17th Street, Richmond



Discussion

1. Which of these street designations resonate with you and which do you have questions about?
2. Would you add or remove any locations from the areas of significance shown?

DRAFT Livable Streets Design Expectations

Clarifying what CCTA will fund and support



The Livable Streets Proposal will create...



An easy-to-use
street typology



Countywide maps
associated with
multimodal and safety
needs



**Design
expectations** by
street type

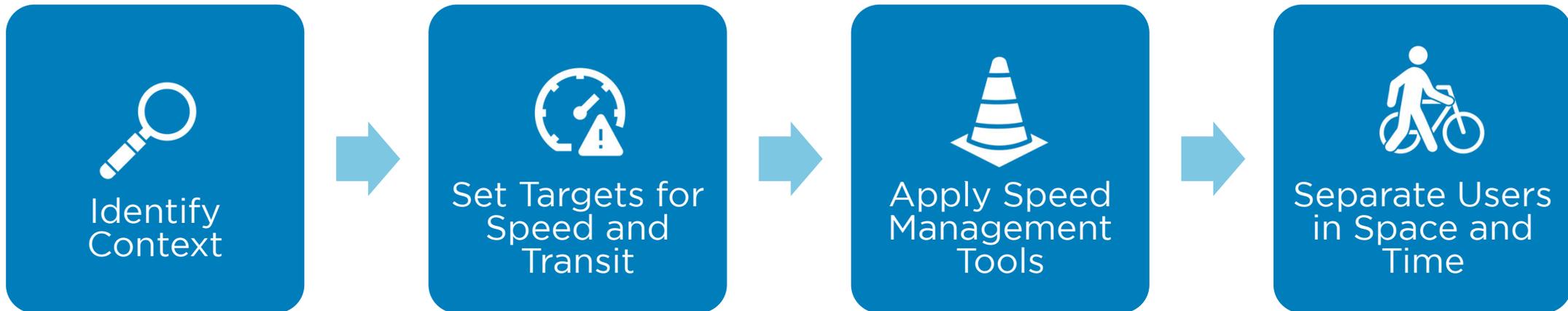
The Draft Livable Streets Proposal is a decision support tool for CCTA and its partners.

- It transparently identifies where investments in place and movement should be coordinated and design expectations for each street in Contra Costa.
- It could be used to help prioritize projects and programs within the CTP based on the LSP
- It could be used to help make future programming and funding decisions

The Livable Streets Proposal will include design expectations for all street types to support Principles around safety and connectivity.

Treatments can be identified to bridge gaps in current place/movement operations and the ideal or planned vision of streets.

Design expectations include...



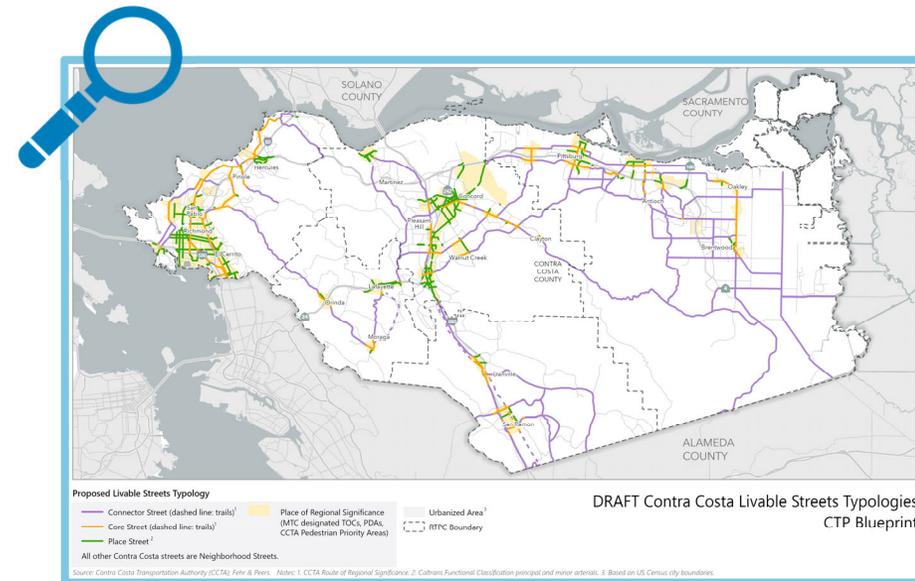
Step 1

Identify the Context.

Reference the Livable Streets Typology Map

Items to consider

- What are the movement needs and place needs of this street segment?
- Are there schools along the street segment?
- Is this a transit priority corridor?



Step 2

Set Targets for Speed and Transit.

Items to consider

- What is the target speed based on the movement needs and the place needs of the street?
- What is the target transit performance?

Step 3

Apply Speed Management Tools.

Items to consider

- Which speed management tools are needed to achieve the target speed?
 - Context specific tools
- Are there priority bus corridors on the street? What transit reliability needs are there?

Step 4

Separate Users in Space and Time.

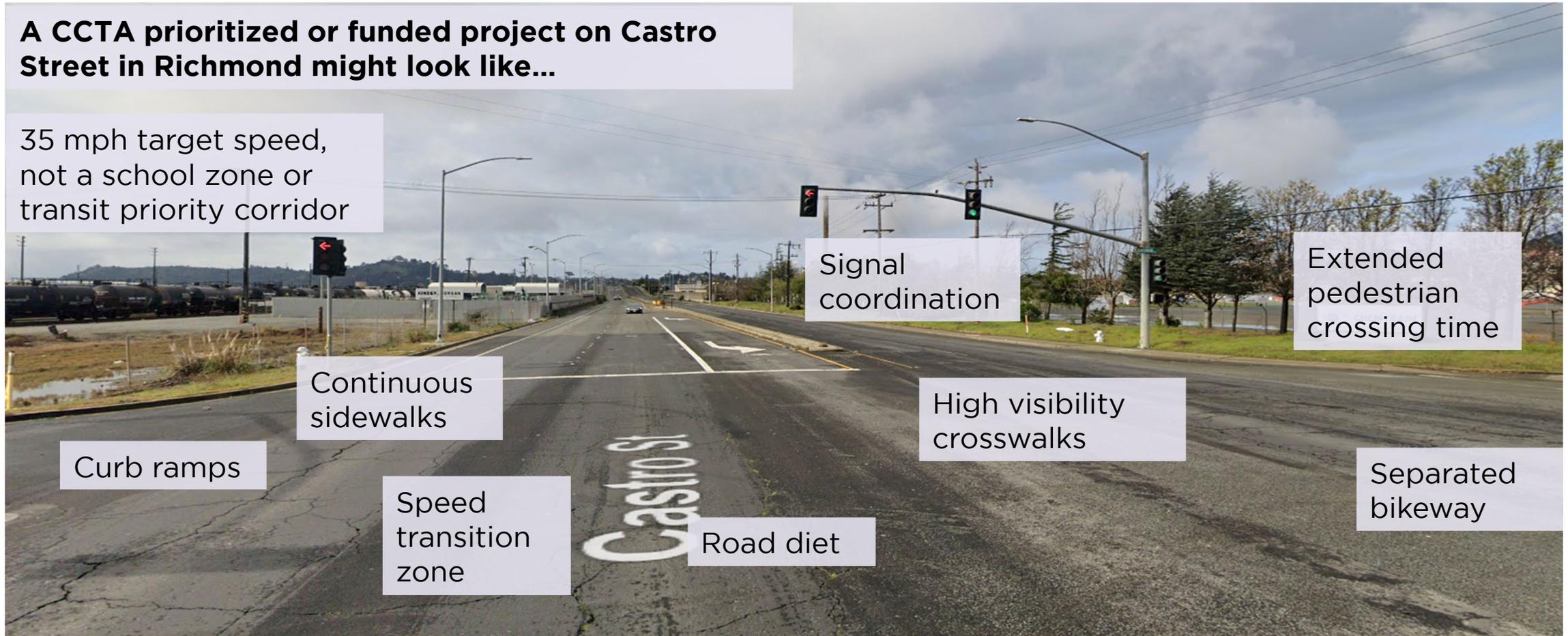
Items to consider

- What are the design elements, including for vulnerable users, that are appropriate based on the roadway speeds, volumes, and geometry?

Connector Streets would support auto movement while adding pedestrian, bike, and transit facilities.

A CCTA prioritized or funded project on Castro Street in Richmond might look like...

35 mph target speed, not a school zone or transit priority corridor



Continuous sidewalks

Curb ramps

Speed transition zone

Road diet

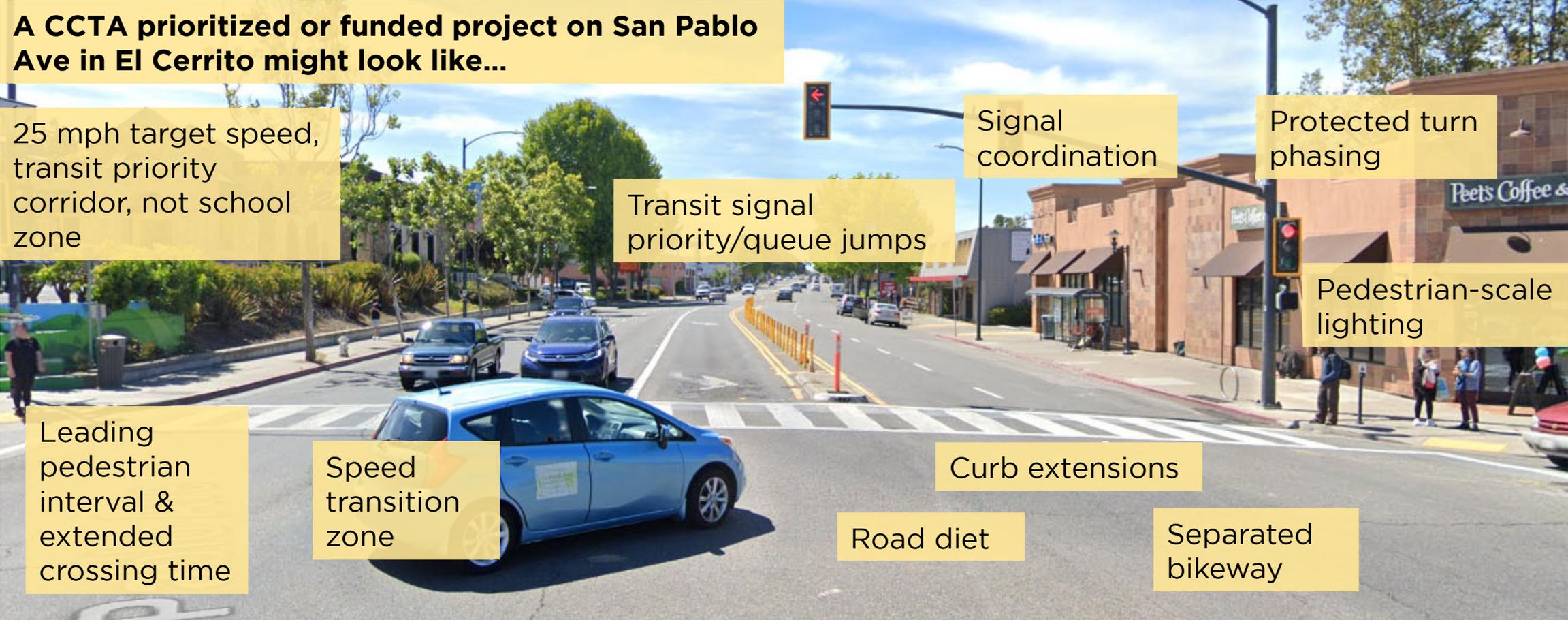
Signal coordination

High visibility crosswalks

Separated bikeway

Extended pedestrian crossing time

Core Streets would prioritize transit and people walking & biking in Places of Significance while still moving all modes.



Place Streets would prioritize biking and walking with a “layered network” approach prioritizing autos, bikes & transit.

A CCTA prioritized or funded project on Fairmount Ave in El Cerrito might look like...

20 mph target speed, a transit priority corridor and a school zone

Additional lighting at intersections

Curb extensions and parklets

Speed bumps, chicanes

Raised intersection or crosswalk

Bikeway with parking removal/ bikeway on parallel street



Neighborhood Streets would focus on safety for people walking and driving near their homes.

A CCTA prioritized or funded project on Hellings Avenue in Richmond might look like...

20 mph target speed, not a transit priority corridor or school zone

Speed tables or humps, chicanes

Upgraded curb ramps

High visibility crosswalks

Bike boulevard treatments

Appropriate safety lighting



Discussion

1. Do the design expectations resonate?
2. Which do you have the most questions about?
3. What type of collaboration from CCTA will localities need in implementing this framework?
4. What are the barriers to implementation?



Wrap-Up and Next Steps

Next Steps for the Livable Streets Proposal

- **Stakeholder Engagement:**
 - October CCTA Board workshop on Livable Streets principles
 - 8 RTPC meetings on the Draft Livable Streets Proposal in January and February
 - The next phase of engagement on the CTP will begin in June
- **Livable Streets Proposal integrated into draft CTP** (June 2025)
- LSP to potentially be used in **CTP project prioritization** and **future CCTA funding decisions** - still under discussion

Next Steps for CTP and Business Plan

Jan

Feb

Mar

Apr



Phase 1 Public Engagement

Confirm existing needs and gather feedback on draft principles and strategies through an online survey and community meetings.



CTP Blueprint

Lay out the principles and strategies that will guide the development and implementation of the CTP.



CCTA Business Plan

cont.

Focus on how CCTA will fund and implement the CTP with a variety of partners and business practices



CTP Package(s)

cont.

Develop a Project Prioritization and CTP Evaluation methodology and finalize the draft Transportation Project and Program List.

Thank You!



MEETING DATE: February 13, 2025
TO: WCCTAC TAC
FROM: Coire Reilly, Program Manager
SUBJECT: **Rails to Trails CalSPAN Technical Assistance**

REQUESTED ACTION

Propose projects to receive technical assistance from the Rails to Trails CalSPAN grant team

BACKGROUND AND DISCUSSION

Rails to Trails is seeking to identify projects to receive technical assistance as part of the CalSPAN (State Physical Activity and Nutrition) program, funded through the CDC.

The program does not provide direct funds to cities, but the technical assistance can be used to develop or implement a wide variety of active transportation programs including: policy development, program development, demonstration projects, pop ups, and other projects aimed at connecting pedestrian, bicycle, and/or transit routes to everyday destinations.

Projects need to be located in, or focused on, disadvantaged communities as defined below:

1. Disadvantaged Community Criteria: The communities selected must meet at least one of the following definitions:
 - At or above 75% Cal Enviro Screen 4.0;
 - At or below 25% California Healthy Places Index (HPI);
 - At or below 80% of County Median Household Income;
 - An adopted local or regional definition that the jurisdiction believes is appropriate for this purpose. (Example: the Equity Priority Communities definition developed by the Metropolitan Transportation Commission: [Equity-Priority-Communities](#))

Some examples, provided by Rails to Trails staff, of potential projects are listed below, but are by no means exhaustive:

- Create & adopt a Complete Streets policy and/or create implementation check lists & strategies for relevant city/county departments;

- Conduct walk audits around certain destinations with safety issues (like schools, transit hubs, etc); prepare recommendations for improvements & identify a strategy to achieve the improvements;
- Plan & implement a demonstration or popup project.

Rail to Trails is looking for projects that can begin roughly in the spring of 2025 and be finished by the end of 2026 (18-20 month time frame).

WCCTC staff has attached the projects that were completed in the last round of technical assistance (2023), which had a focus on schools/Safe Routes to Schools. WCCTC staff is looking for potential programs and projects and will follow up by connecting agencies with Rails to Trails staff, who will make the final determination about project eligibility and scope.

ATTACHMENTS:

A: Contra Costa County, 2023 CalSPAN Technical Assistance Activities Summary

Attachment A

Contra Costa County, 2023 CalSPAN Technical Assistance Activities Summary

Written by Rail to Trails Staff

Overarching Success

To promote safe active transportation infrastructure across Contra Costa County, CCC maintained good working relationships with transportation planners and engineers across 7 planning jurisdictions. CCC influenced transportation plans and plan implementation, including the county General Plan, county Climate Action Plan, Contra Costa Transportation Authority Countywide Transportation Plan, City of Lafayette Local Roadway Safety Plan, Richmond Parkway Transportation Plan, and the county Vision Zero Action Plan.

Barriers

Active transportation planning and infrastructure improvements take many years to realize. Efforts to influence planners to incorporate considerations of community health may not manifest in the environment for five or more years. While local SPAN staff worked to influence many planning documents in Year 5, it will be some time until county residents see tangible changes in their community infrastructure.

Activities

Local SPAN staff conducted several SRTS activities in Year 5 including:

- Bike Rodeos (3): One in March 2023 at a Verde K-8 PTA school event, one at a community event called Park Rx in April, and one at the East County Community Resource Fair in July
- Walk & Roll to School Day: In October 2022, staff coordinated a Walk & Roll to School Day event at Shore Acres Elementary which included helmet fittings for children who rolled to school without helmets. In September 2023, staff developed a Walk & Roll to School Day Implementation Toolkit tailored to high school students and staff. Staff disseminated the toolkit to 7 high schools located in West Contra Costa County.
- Helmet fittings at community events: In May, staff provided free helmets and helmet fittings at the Dover Elementary Multicultural Day.
- SRTS technical assistance to school communities: In August 2023, staff provided technical assistance to Meadow Homes Elementary on establishing a Walking School Bus and Harding Elementary on how to conduct a walk audit.

- North Richmond SRTS Earth Day Route Improvements: In April 2023, staff collaborated with partners to clean up and further beautify the route between Verde K-8 School and the afterschool program.

Staff delivered and installed “Slow Down for Our Families” safety campaign banners at 11 elementary schools located along the high injury network in unincorporated Contra Costa County. Additionally, local SPAN staff contracted with a local advertising firm to disseminate the campaign on 18 county buses. Through the generous support of SPAN funding, CCC purchased a new fleet of 18 bikes from Bike Friday for county Safe Routes to School on-bike programming. These bikes are fully adjustable to fit children as young as 7 years old up through adults. This purchase will substantially and sustainability increase CCC capacity to deliver quality on-bike safety education and training for years to come.

In April 2023, local SPAN staff conducted a new walk audit of the designated safe route between Verde K-8 school and the Shields-Reid Community Center in North Richmond. CCC staff and community partners cleaned up the routes and identified to areas to improve way finding and beautify the route.

In May 2023, local SPAN staff offered walk audit support to county Public Works staff on planned active transportation infrastructure improvements.

In September 2023, local SPAN staff provided technical assistance to a community organizer and parent at Harding Elementary in El Cerrito around how to conduct a walk and bike audit. This technical assistance (TA) resulted in community partners, city staff, regional transportation planners, community-based organizations, and teachers scheduling a walk and bike audit for October 2023.