WCCTC | WEST CONTRA COSTA TRANSPORTATION COMMISSION

El Cerrito | Hercules | Pinole | Richmond | San Pablo | Contra Costa County | AC Transit | BART | WestCAT

TECHNICAL ADVISORY COMMITTEE
MEETING NOTICE & AGENDA

DATE & TIME: Thursday, March 12, 2026 • 1:30 PM – 3:30 PM
LOCATION: WCCTC Offices • 6333 Potrero Ave. at San Pablo Avenue, El Cerrito, CA 94530
TRANSIT OPTIONS: Accessible by AC Transit #72, #72M, & El Cerrito del Norte BART

1. **CALL TO ORDER**
   Estimated Time:* **1:30 PM**

2. **PUBLIC COMMENT**
   Estimated Time:* **1:30 PM,** (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 WCCTC TAC may direct staff to investigate and/or schedule certain matters for consideration at a future TAC meeting.

3. **CONSENT CALENDAR**
   Estimated Time:* **1:33 PM** (2 minutes)

   A. **Minutes from February 12, 2026, meeting**
   Recommendation: Approve as presented.

   Attachment: Yes

4. **REGULAR AGENDA ITEMS**

   A. **Safe Trips to BART: An Action Plan for Safer Roadways**
   Description: With a call for projects for the last round of Safe Streets and Roadways for All (SS4A) funding anticipated in spring, BART is presenting the recently published Action Plan (www.bart.gov/safetrips) to staff at agencies in the five counties that BART serves. The presentation will cover key findings as well as how jurisdictions can leverage the plan to support their SS4A applications in addition to other funding opportunities.

   Recommendation: Information only.

   Attachments: Yes, Factsheet and Presentation.

* 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.

Presenter/Lead Staff: Kamala Parks and Seung-Yen Hong, BART staff.

Estimated Time:* **1:35 PM,** (25 minutes)

B. **STMP Cycle 3 Call for Projects: Upcoming Application Deadline**

Description: WCCTC staff previously released the STMP Cycle 3 Call for Projects. Applications are due March 20. Staff seeks to learn about the projects under consideration for submittal and answer any outstanding questions.

Recommendation: Information only.

Attachments: No

Presenter/Lead Staff: Leah Greenblat, WCCTC Staff

Estimated Time:* **2:00 PM,** (10 minutes)

C. **CBPAC Representatives**

Description: Staff will present applicants for the Citizen Representative and alternate for CCTA's Countywide Bicycle and Pedestrian Advisory Committee (CBPAC). The TAC will also nominate a Staff Representative and alternate. These nominees will be considered by the WCCTC Board at the March 27 meeting.

Recommendation: Nominate CBPAC representatives

Attachments: Yes

Presenter/Lead Staff: Coire Reilly, WCCTC Program Manager

Estimated Time:* **2:10 PM,** (10 minutes)

D. **TCC Representative**

Description: One of the three West County positions on CCTA's Technical Coordinating Committee (TCC) is expiring at the end of April. Allan Panganiban (San Pablo) is the current representative with the expiring term. The other two appointments, which expire in January 2027, are held by Robert Armijo (Richmond) and Leah Greenblat (WCCTC). TCC terms are for two-years and must be confirmed by the WCCTC Board.

Recommendation: Nominate a TCC representative

Attachments: None

Presenter/Lead Staff: Leah Greenblat, WCCTC Program Manager

Estimated Time:* **2:20 PM,** (10 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:* **2:30 PM** (5 minutes)

* 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.

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**: **2:35 PM** (5 minutes)

6. **ADJOURNMENT**

Description / Recommendation: Adjourn.

*Estimated Time***: 2:40 PM**

The next regular meeting of the TAC is April 9, 2026. The next meeting of the WCCTC Board is Friday, March 27, 2026.

- In compliance with the Americans with Disabilities Act of 1990, if you need special assistance to participate in the WCCTC 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 WCCTC'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.

WCCTC | WEST CONTRA COSTA TRANSPORTATION COMMISSION

El Cerrito | Hercules | Pinole | Richmond | San Pablo | Contra Costa County | AC Transit | BART | WestCAT

DRAFT WCCTC TAC Meeting Action Minutes

MEETING DATE: February 12, 2026

MEMBERS PRESENT: Jimmie Zhou, San Pablo; Finn Wurtz, WestCAT; Celestine Do, BART; Jarrett Mullen, El Cerrito; Heba El-Guindy, Pinole; Hillal Hamdan, Richmond.

GUESTS: Julie Morgan, Fehr and Peers

STAFF PRESENT: John Nemeth, Leah Greenblat, Coire Reilly, Mia Carrasco

ACTIONS LISTED BY: WCCTC Staff

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
1.	Call to Order	The meeting was called to order at 9:05 AM
2.	Public Comment	None
3.	Consent Calendar: Minutes from January 8, 2026, Meeting.	Moved: Celestine Do, BART Seconded: Finn Wurtz, WestCAT Abstain: None Consent Calendar was approved unanimously.
Regular Agenda Items		
4A.	2027 STMP Nexus Study and Program Update: Kick-off	WCCTC's consultant, Julie Morgan from Fehr and Peers, provided an overview of the existing program, the update process for various program components and schedule, and received input from the TAC.
4B.	STMP Call for Projects: Revision to Projects' Remaining Fund Amounts	WCCTC staff learned that the Project Table contained in the Cycle 3 Call for Projects contained an error in calculating the remaining STMP funds available by project. Staff provided the revised table and let TAC members know that this could affect the maximum funding request that could be made for certain projects.

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
4C.	CBPAC	Staff announced the opening for a Citizen Representative and an alternate to CCTA's Countywide Bicycle and Pedestrian Advisory Committee (CBPAC). Applications for the position are due March 4. The TAC will review and make recommendations to the Board at its March 12 meeting.
4D.	TAC Meeting Date and Time	Based on TAC feedback, staff recommended continuing to hold meetings on the 2nd Thursday of the month, while moving the time to 1-3pm. This was the preferred (or acceptable) option of all those who responded to staff queries. Celestine Do (BART) suggested that 1:30 might be a better start time. Staff said that it would poll TAC members on the 1 p.m. vs. 1:30 p.m. start time question and would propose the preferred time to the Board.
Standing Items:		
5A.	Technical Coordinating Committee (TCC) Report	The previous TCC Meeting was cancelled.
5B.	Staff and TAC Member Announcements	Coire Reilly, WCCTC staff, announced the opening of nominations for a Bike Champion of the Year in Contra Costa County Jarrett Mullen, El Cerrito staff, announced that Caltrans had postponed its repaving project on San Pablo Ave due to a funding shortfall. The paving project will include pedestrian and bike safety improvements.
6.	Adjournment	The meeting adjourned at 11:18 AM.

Safe Trips to BART:
An Action Plan for Safer Roadways

Let's go.

Project Overview

Riding rail like BART is 18 times safer than traveling in a passenger vehicle[1]—and now, BART wants to make getting to and from the stations even safer and more accessible. Safe Trips to BART is a system-wide action plan to improve roadway safety by identifying investments that could reduce or eliminate deaths and severe injuries to pedestrians, bicyclists, and motorists. This includes transportation infrastructure improvements on roadways in and around BART station areas, and BART service improvements that encourage more people to take transit.

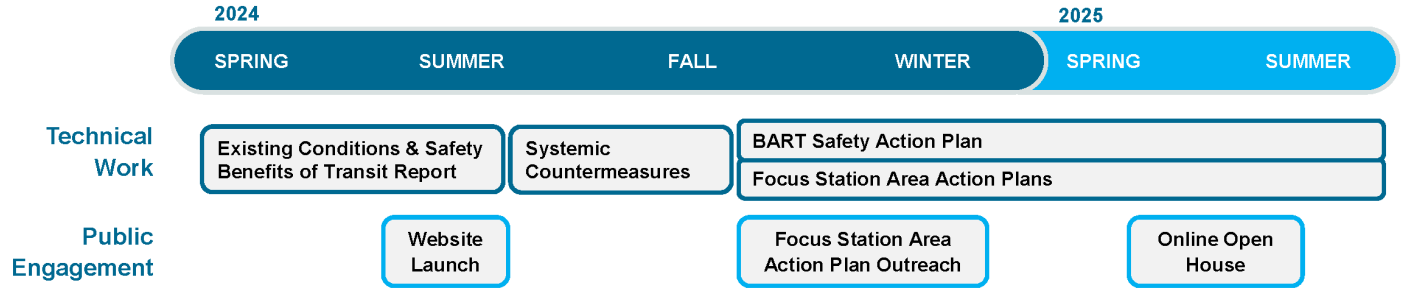
While Safe Trips to BART is a system-wide action plan for roadways, the project will also identify several Focus Station Areas for individualized action plans and tailored infrastructure improvements. The final plan will enable BART, cities, and counties to apply for funding to implement recommended improvements at Focus Station Areas, other stations, and for the BART system at large.

The development of this plan is funded by the US Department of Transportation's Safe Streets for All program.

[1] Calculated using death rates per 100,000,000 passenger miles in the year 2022, which was 0.54 for passenger vehicles and 0.03 for railroad passenger trains from the National Safety Council's Injury Facts, found at https://injuryfacts.nsc.org/home-and-community/safety-topics/deaths-by-transportation-mode/

Project Timeline*

* Timeline subject to change. Visit the project website for updated information.



Get Involved

Provide comments on the action plan, sign up for project email updates, and learn more about Safe Trips to BART by visiting www.bart.gov/safetrips!

Published June 2025

Safe Trips to BART: An Action Plan for Safer Roadways

March 12, 2026

West Contra Costa Transportation Commission

Technical Advisory Committee

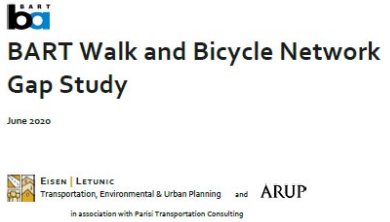
TWO TIMES MORE

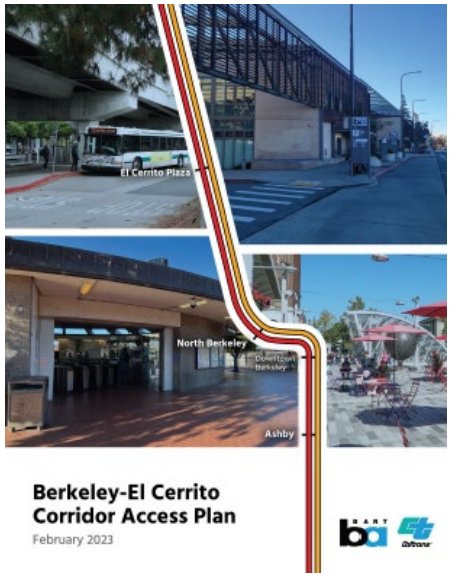
LIFE-ALTERING

ROADWAY CRASHES

Rider Safety Accessing BART Stations

- BART cares deeply about safe rider access
  - Capital Projects
    - Ashby bicycle access project (2024)
    - MacArthur 40th Street underpass (in progress)
  - Programs
    - Safe Routes to BART grant program (Since 2020)
  - Plans and Guidance
    - Berkeley-El Cerrito Corridor Access Plan (2023)
    - Walk and Bicycle Network Gap Study (2020)
    - North Concord to Antioch Access Study (2018)
    - Multimodal Access Design Guidelines (2017)





BART Measure RR
FUNDS AT WORK

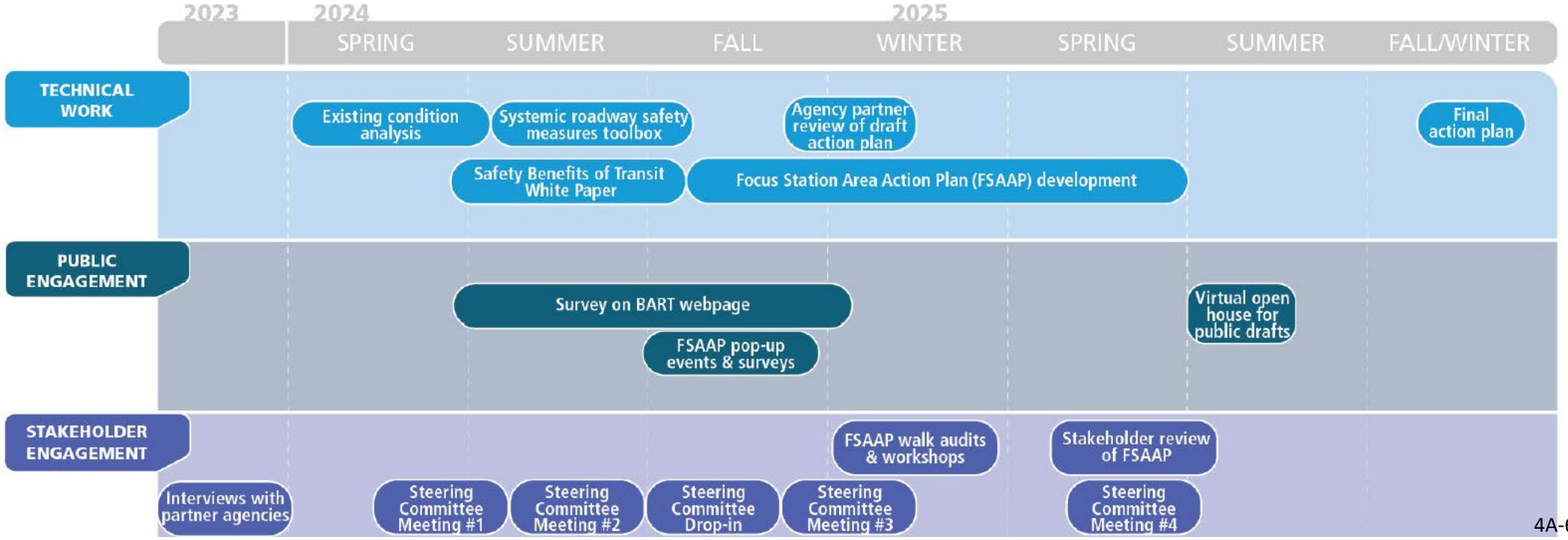
Project Overview

- Funded by USDOT's Safe Streets and Roads for All (SS4A) Planning Grant
- Guided by BART Station Access Policy
  - Safer, healthier, greener
    - Ensure safe access for all users of the BART system…
  - Better experience
    - Collaborate with local jurisdictions to improve station access…
- Focus on improving traffic safety using Safe System Approach

Source: FHWA.

Project Overview

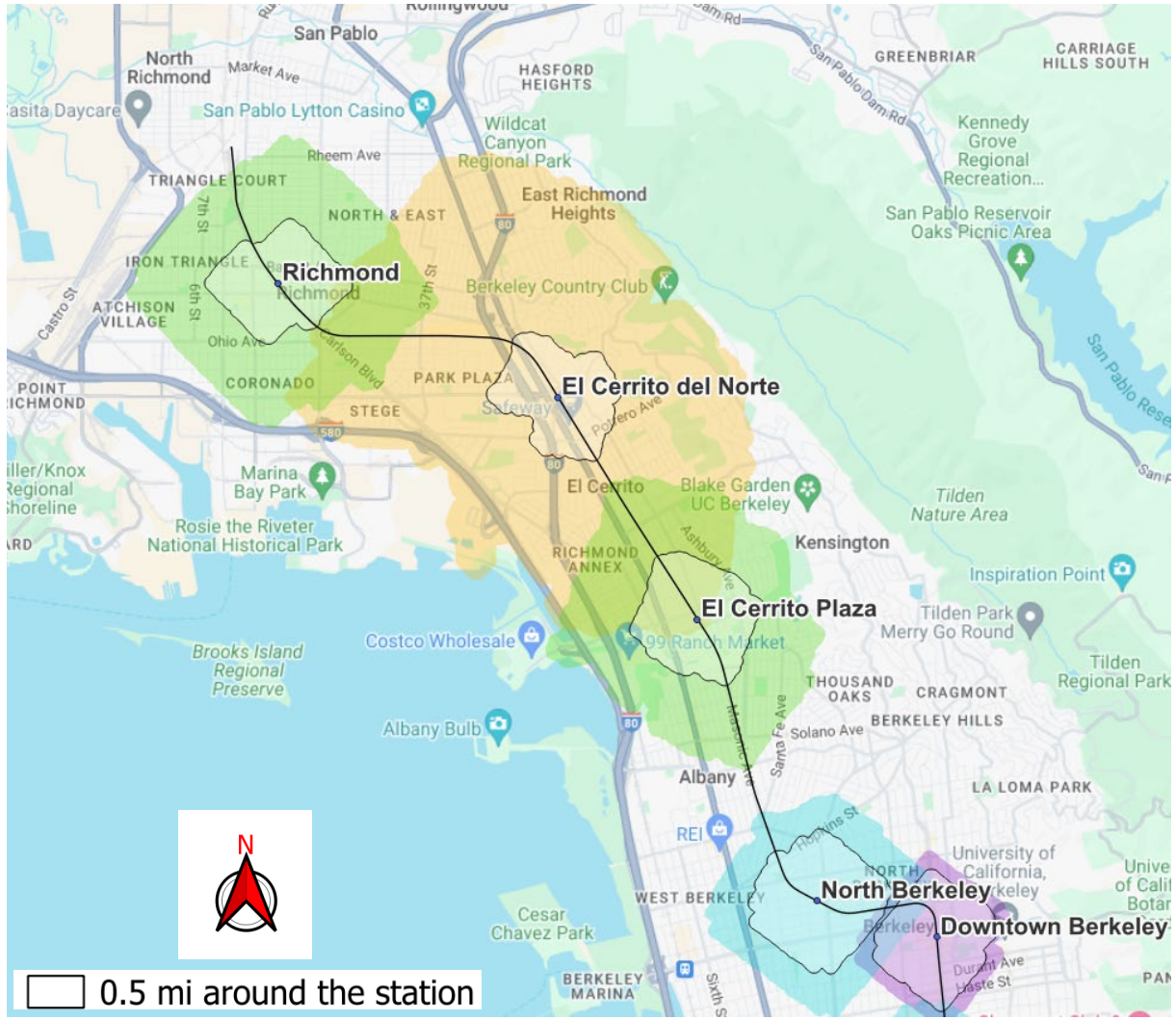
- Where are fatal and serious injury roadway crashes concentrated and why?
- What are our partner agencies doing to improve roadway safety on public streets and what other measures could they consider?
- Could improving BART service levels lead to better roadway safety?



Existing Conditions Analysis

- Define Station Study Areas
  - Non-airport stations
  - Access to BART on local public streets
    - Average travel distance for walking and driving by station access type

BART's Station Access Type	Auto Mode Share	Average Travel Distance (miles)
Urban	Less	0.66
Urban with parking		0.81
Balanced intermodal		1.16
Intermodal - Auto reliant		1.96
Auto dependent	More	1.96



Existing Conditions Analysis

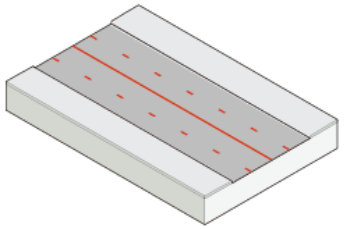
*A **KSI crash** is a collision that resulted in at least one person being **killed** or **seriously injured***

KSI Crashes on Public Streets in BART-served Counties

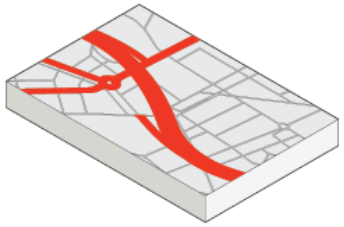
	BART Station Study Areas	
	In	**Out**
Public roadway miles	**14%** (2,801)	**86%** (17,928)
KSI crashes	**24%** (1,873)	**76%** (5,929)
KSI crashes per 100 miles of roadway	**67**	**33**

BART-served counties are Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara
Crash data for years 2019 to 2023 from the Transportation Injury Mapping System (TIMS), *Safe Transportation Research and Education Center, University of California, Berkeley*.

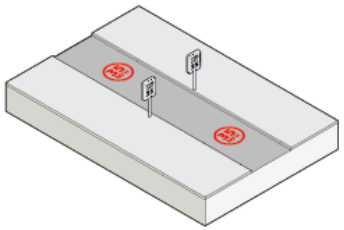
Roadway Characteristics



4+ Lanes



Arterial Roadways



Speed > 35mph

Existing Conditions Analysis

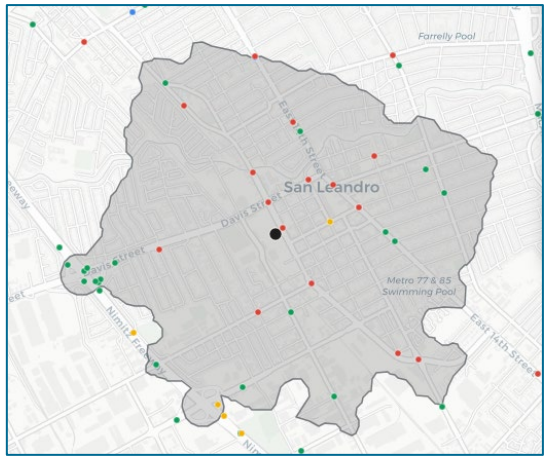
*A **High Injury Network** (HIN) is a tool to identify the most collisions on the least amount of roadway miles*

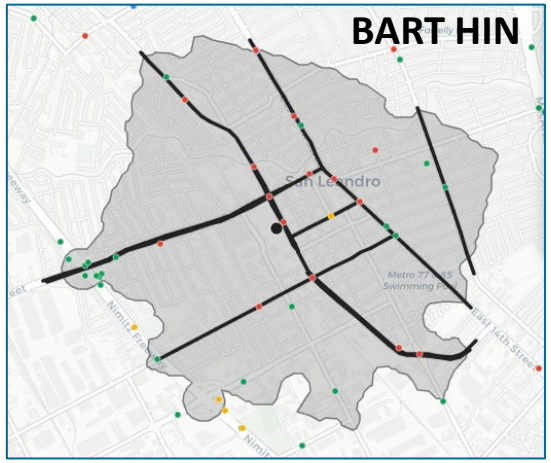
Crashes on Public Streets in BART Station Study Area

	BART High Injury Network	
	In	**Out**
Public roadway Miles	**18%** (508)	**82%** (2,293)
KSI crashes	**76%** (1,416)	**24%** (457)
KSI crashes per 100 miles of roadway	**279**	**20**

Crash data for years 2019 to 2023 from the Transportation Injury Mapping System (TIMS), *Safe Transportation Research and Education Center, University of California, Berkeley*.

Example





Toolbox of Roadway Safety Measures

High impact

Tier 1:
Remove severe conflicts

Tier 2:
Reduce vehicle speeds

Tier 3:
Manage conflicts in time

Tier 4:
Increase attentiveness and awareness

Low impact

EXAMPLES

Protected intersections

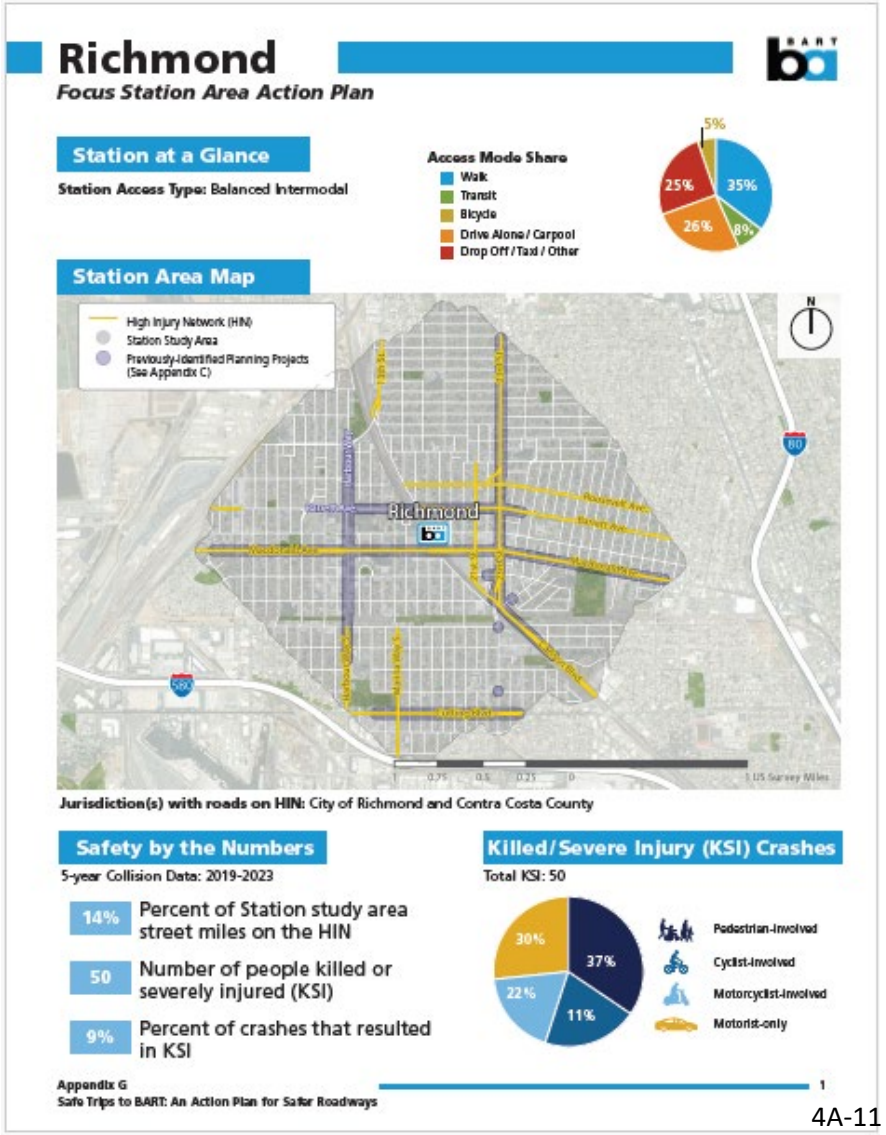
Curb extensions

Pedestrian hybrid beacons

Rectangular rapid flashing beacons

Focus Station Area Action Plans

- Seven FSAAPs
  - Balboa Park
  - Coliseum
  - Colma
  - Concord
  - Hayward
  - Milpitas
  - Richmond
- Demonstrates using the Plan
- FSAAP elements
  - Identifies safety measures, implementing agencies
  - Calculates planning-level cost estimates
  - Specifies safety benefits
  - Captures key information, planned projects



Focus Station Area Action Plans

Richmond

Focus Station Area Action Plan

Key Corridors and Intersections

Jurisdiction(s) with roads on HIN: City of Richmond and Contra Costa County

1. Macdonald Avenue from 15th Street to 23rd Street
2. 23rd Street from Macdonald Avenue to Roosevelt Avenue
3. Barrett Avenue from 23rd Street to 18th Street
4. Macdonald Avenue & 23rd Street

Richmond

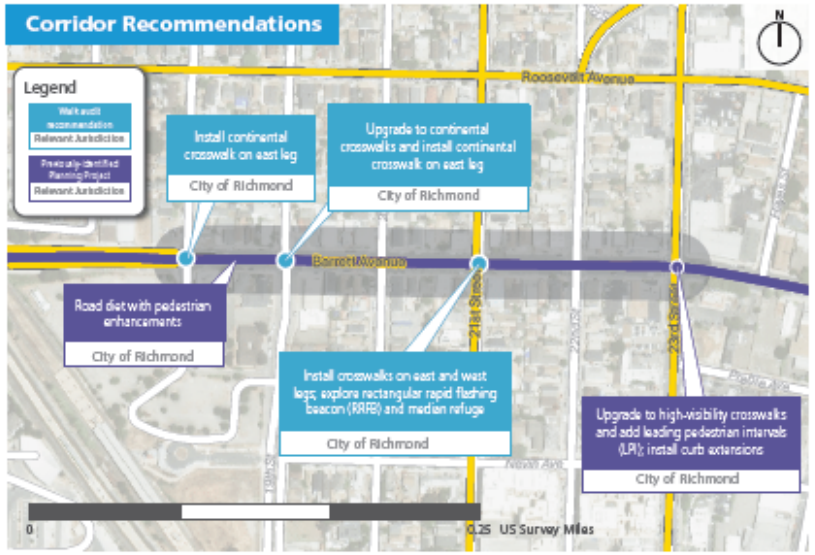
Focus Station Area Action Plan

3 Barrett Avenue from 18th Street to 23rd Street

Corridor Context

- Barrett Avenue is an east-west arterial with four lanes that runs through a residential neighborhood. The corridor has standard bike lanes between 2nd Street and 23rd Street and west of 24th Street to San Pablo Avenue.
- Survey respondents reported near misses on Barrett Avenue and observed vehicles not stopping for red lights.
- There were 38 collisions recorded on this corridor with one resulting in a fatality. Most of the collisions were related to violations of traffic signals and signs or automobile right-of-way.

Corridor Recommendations



Safety Benefits

FHWA Tier 1 Safety Countermeasures to Remove Severe Conflicts:
- Medians can help reduce speeds for vehicles turning left.

FHWA Tier 2 Safety Countermeasures to Reduce Vehicle Speeds:
- Roadway reallocation reduces the number of lanes and the distance pedestrians have to cross.

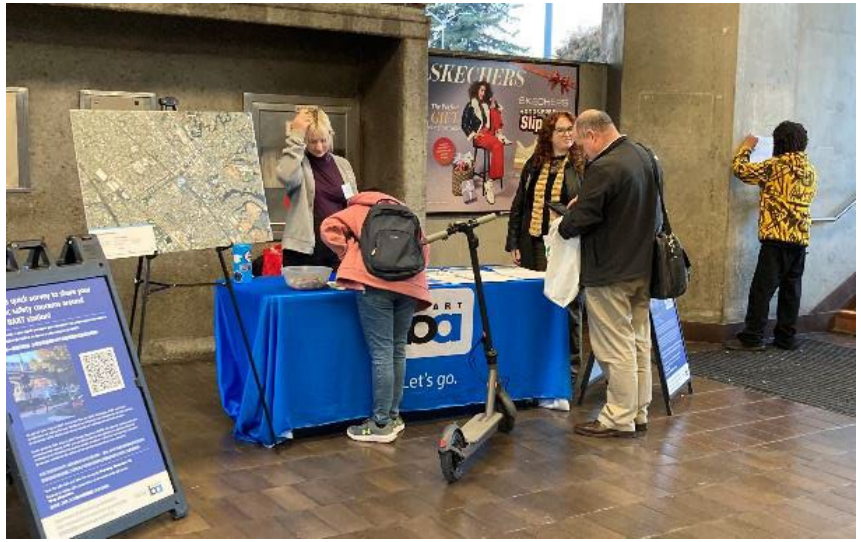
FHWA Tier 4 Safety Countermeasures to Increase Attentiveness and Awareness:
- High visibility crosswalks make crossing pedestrians more visible to drivers.
- Rectangular rapid flashing beacons increase driver awareness and yielding compliance.

Estimated Capital Cost

$20,000
in US Dollars 2025

Engagement

- Stakeholders
  - Interviews with 38 agency partners
  - 4 project steering committee meetings
  - FSAAP walk audits and improvement concepts
- Community
  - 2 BART Bicycle Advisory Task Force meetings
  - 3 online surveys
  - 750 public comments
  - Pop-up events at 7 focus stations
  - Virtual open house for the draft Plan and FSAAPs



What does safe trips to BART mean to you?

BART Service Levels and Roadway Safety

- Could improving BART service levels lead to better roadway safety?
  - A scenario
    - An agency reallocates roadway space designed to accommodate peak hour traffic to prioritize safety
    - Some peak-hour motorists shift to BART
- Right-sizing roadways could happen now
  - Candidates
    - Non-freeway roadways parallel to the BART system
    - 4+ through lanes & 20,000 or fewer vehicles per day
  - Linear miles: 307
  - KSI crashes avoided annually: 127

Source: Strong Towns

Information and Questions

- Questions?
- Website: www.bart.gov/safetrips
- Kamala Parks, Project Manager: kparks2@bart.gov
- Seung-Yen Hong, Deputy Project Manager: seung-yen.hong@bart.gov

WCCTC WEST CONTRA COSTA TRANSPORTATION COMMISSION

MEETING DATE: March 12, 2026

TO: WCCTC TAC

FROM: Coire Reilly, Program Manager

SUBJECT: **CBPAC Representatives**

REQUESTED ACTION
Nominate members for CBPAC, one Citizen Representative and one alternate and one Staff Representative and one alternate, to be confirmed by the WCCTC Board.

BACKGROUND AND DISCUSSION
West Contra Costa Transportation Commission (WCCTC) appoints individuals to Contra Costa Transportation Authority's (CCTA) Countywide Bicycle and Pedestrian Advisory Committee (CBPAC). Two individuals represent subregional staff (as an appointee and an alternate) and two individuals are Citizen Representatives (as an appointee and an alternate). These appointees advise CCTA on issues regarding micromobility, scooter/bikeshare, bicycling, and pedestrians, and help the Authority carry out its responsibilities as a congestion management agency as it shapes tax and funding expenditures for public benefit.

Staff appointees must be employees of the subregion, whether cities, transit agencies, or WCCTC. The Citizen Representatives must live in West Contra Costa County and act as spokespersons for the residents of West Contra Costa County. The appointments are for two-year terms, which can be renewed.

The CBPAC usually meets on the 4th Monday of every other month at 11 a.m. (beginning in January) at the CCTA offices in Walnut Creek, although CCTA is currently considering moving the meeting time to 10 a.m.

WCCTC staff released an announcement soliciting applications for the Citizen Representative last month and received two applications, Steven Price and Bill Wood. Their applications are attached. Notably, Bill Wood specifically requested to be considered for the alternate position. Both are residents of West Contra Costa County.

Currently, the staff representative is Coire Reilly, Program Manager, and the alternate is Leah Greenblat, WCCTC Transportation Planning Manager. Both are willing to continue in those roles. Additional nominations for the staff representative or alternate positions will be accepted at the TAC meeting.

ATTACHMENTS:

A. Steven Price Citizen Representative Applicant

B. Bill Wood Citizen Representative Applicant

Steven Price

1) What experience do you have that would make you an effective citizen representative for the CBPAC?

I'm a founding member of a multimodal mobility advocacy group called El Cerrito/Richmond Annex Walk & Roll. My wife and I don't own a car and are dependent for transportation on our electric bikes and transit. In the 1990s I spearheaded a volunteer effort that planted trees for 12 blocks in El Cerrito along a bike path that we named the Ohlone Greenway. I also initiated an effort to get secure bike parking at the El Cerrito Plaza BART Station that came to be the Bike Link locker system, now a nation-wide service. Since the mid-1990s I had a business, Urban Advantage, where I communicated the principles of Smart Growth to non-professional audiences through photo-realistic illustrations. Over the years, I've created over 650 visualizations for communities across North America and the Caribbean. You can see samples of my work in a free online book *Imagining a Walkable America: Visualizing low-carbon cities, towns, and neighborhoods step by step*. I have also written several articles for *Public Square*, the journal of the Congress for the New Urbanism. In my own community of El Cerrito I have served as a planning commissioner and design review board member.

2) Why would you like to be the citizen representative for the CBPAC?

I'm a long-time bicycle rider and use my bicycle to take care of daily travel needs. This has given me plenty of insight into the challenges of car-free transportation. I also know that California and Contra Costa County will never reach its VMT reduction goals if we don't find ways of getting people out of their single-occupancy cars. This will take more than bicycle advocacy. It will take getting the public to adopt a multimodal mobility mindset where the personal bicycle is a key component that works with walking, transit, bike share, car share, and car rental. We need to make streets serve everyone and raise the consciousness of the public that essential destinations — retail, civic, and cultural — must be safely accessible by more than just expensive personal cars.

Bill Wood

1. What experience do you have that would make you an effective Citizen Representative for the CBPAC?

I have been actively involved with **El Cerrito Walk and Roll / ECRA**, where I have worked with residents and local officials to advocate for safer streets and better conditions for people walking, biking, and using transit. Through this work I have engaged with community members to understand their transportation needs and helped elevate those perspectives in conversations about infrastructure, safety, and access.

I am also a regular cyclist and pedestrian in West Contra Costa County, which gives me direct experience navigating the region's transportation network. I bring both a user's perspective and experience working collaboratively with advocates and public agencies. I believe these experiences would allow me to represent West County residents thoughtfully and provide constructive input to the CBPAC.

2. Why would you like to be the Citizen Representative for the CBPAC?

I would like to serve as Citizen Representative because decisions about transportation funding and planning have a major impact on whether people in West Contra Costa County can safely and comfortably walk, bike, or use micromobility for everyday trips. West County has many opportunities to improve connectivity and safety, and I would like to help ensure our communities are well represented in countywide discussions.

Serving on the CBPAC would allow me to bring community perspectives into regional transportation planning while also helping communicate opportunities and decisions back to local residents and advocates. I'm particularly interested in supporting projects and policies that improve safety, expand mobility options, and make active transportation a realistic choice for more people.