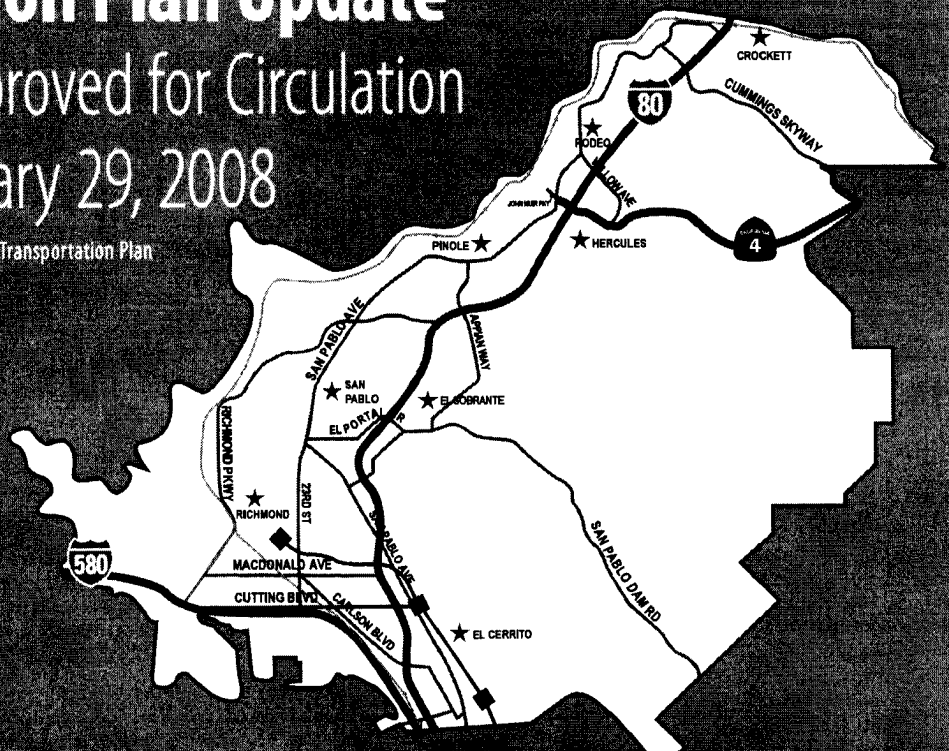


# 2008 WCCTAC Action Plan Update

## Draft Action Plan Approved for Circulation by WCCTAC on February 29, 2008

The WCCTAC Action Plan is part of the overall 2008 Countywide Transportation Plan



March 7, 2008

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THE WEST CONTRA COSTA COUNTY TRANSPORTATION ADVISORY COMMITTEE'S  
DRAFT ACTION PLAN – APPROVED FOR CIRCULATION BY WCCTAC ON FEBRUARY 29, 2008

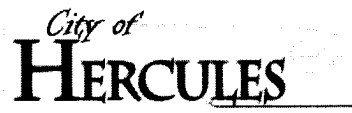
PREPARED FOR



CONTRA COSTA  
transportation  
authority



IN ASSOCIATION WITH



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MARCH 7, 2008

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## 1.1 ACTION PLAN HIGHLIGHTS

In 1999, in conjunction with the 2000 update to the *Contra Costa Countywide Comprehensive Transportation Plan*, the West Contra Costa Transportation Advisory Committee (WCCTAC) updated its Action Plan. That update focused on reviewing the goals, regional actions, and more specific transportation service objectives and actions for each Regional Route.

As part of the 2008 update to the *Countywide Comprehensive Transportation Plan*, the Contra Costa Transportation Authority (CCTA or the Authority) is supporting the Regional Transportation Planning Committees (RTPC) in the review and update of their Action Plans. Since the last update in 2000, many changes have occurred involving West County's infrastructure, available funding resources, as well as completion of some major projects such as the new Carquinez Bridge, the HOV lanes on I-80, and the Richmond Intermodal Transit Center. With the successful passage of Measure J in Contra Costa, and voter approval of Proposition 1B, new projects are under development, such as the I-80 Integrated Corridor Mobility (ICM) project, and reconstruction of the Central Avenue and San Pablo Dam Road interchanges with I-80. This update provides WCCTAC with an opportunity to revisit the Action Plan to reflect these and other changes, and to set new goals.

In general, many of the goals and key objectives outlined in the 2000 Action Plan Update (2000 Update) remain valid and have been carried forward into the 2008 Update. The 2000 Update took a comprehensive, multi-modal approach towards addressing West County's key transportation issues. The 2008 Update maintains and expands that approach by identifying Multi-Modal Transportation Service Objectives (MTSOs), approximately one-third of which are related to alternative modes of transportation such as transit, ridesharing, bicycling, and ferry usage. In total, there are 32 MTSOs in the 2008 Update, including six new MTSOs.

In addition to an expanded focus on the multi-modal transportation system, the 2008 Update includes the following two other major changes to the 2000 Update:

1. The 2008 Update reflects a renewed focus on mitigating the congestion on I-80 during the weekday and weekend peak hours by including new MTSOs to address these time periods. The 2000 Update focused on promoting transit ridership and increases in vehicular occupancy to reduce I-80 congestion. While these programs are still promoted, the continued level of congestion on I-80 during peak periods has resulted in motorists using parallel arterials to bypass I-80, thereby increasing congestion on those facilities as well as on I-80. The Interstate 80 Integrated Corridor Mobility (ICM) project is currently being undertaken through the partnership of over 20 agencies and will enhance the current Transportation Management System along the I-80 Corridor by using "State of the Practice" solutions to build an integrated, balanced, responsive and equitable system. This system will monitor and maintain optimum traffic flow along the network to regulate speed, reduce delays, and reduce incidents to improve the safety and mobility for all users. In response to the I-80 ICM project, two new MTSOs are included in the 2008 Update:
  - Maintain 3.0 or less Delay Index on I-80 during weekday morning and evening peak hour. (Delay Index is measured by computing the ratio of off-peak hour travel time to peak hour travel time.)
  - Maintain 2.0 or less Delay Index on I-80 during weekend midday peak hour.
2. The 2008 Update proposes the designation of two new Routes of Regional Significance based on the recent and planned improvements and area-wide service of each roadway:
  - Macdonald Avenue in the City of Richmond
  - John Muir Parkway in the City of Hercules

## 1.2 INTRODUCTION

In its most basic sense, an Action Plan is a planning document that includes MTSOs that use a quantifiable measure of effectiveness and include a target date for attaining the objective, actions to be implemented by each participating jurisdiction or agency, procedures for consultation on environmental documents, review of impacts resulting from proposed local General Plan Amendments, and a schedule for the RTPCs and the Authority to review progress in attaining the MTSOs. The development of the 2008 Update is a joint effort of WCCTAC, CCTA, the Cities of Hercules, El Cerrito, Pinole, Richmond, and San Pablo, Contra Costa County, WestCAT, BART, Caltrans, 511 Contra Costa, AC Transit, and other interested parties.

WCCTAC is a Joint Exercise of Powers Agency (JEPA) governed by an eleven-member board (10 of whom are elected officials). WCCTAC's mission is "To address the complex and multifaceted transportation needs of West Contra Costa County by providing leadership, vision and public policy development to create a comprehensive and cohesive transportation program that responds to our communities' present and future needs." This mission statement supports the goals for the 2008 Update listed below:

- To monitor the impacts of growth by complying with each jurisdiction's General Plan and regional air quality requirements, with the awareness and consultation of WCCTAC.
- To reduce vehicle congestion on Routes of Regional Significance through support, funding, and construction of roadway improvements including multiple interchange improvements along Interstate 80.
- To support and fund key objectives for multi-modal transportation such as pedestrian facilities, bicycle routes, increased transit routes and usage, carpooling, casual carpooling, safe routes to school, safe routes to transit, taxi service, disabled services, and focus on an increased population of senior and youth usage of the transportation network.
- To establish a focus on environmental sustainability, including programs such as, but not limited to, transportation demand management (TDM), housing infill, pedestrian and bicycle education, permeable surfaces in parking lots, and attention to habitat.

The 2008 Update is a comprehensive revision to the 2000 Update. Once adopted by the WCCTAC Board and the CCTA Board, the 2008 Update will supersede the previously adopted 2000 Update. The 2008 Update, along with the other RTPC Action Plan Updates will be incorporated into the 2008 Contra Costa Countywide Comprehensive Transportation Plan (CTP) Update. Using the adopted 2000 Update as a base, the 2008 Update builds on new information from a variety of sources including:

- Association of Bay Area Government's (ABAG) Projections
- Countywide Travel Demand Forecasting Model (2030 forecasts)
- The Measure J Draft Implementation Guide (CCTA)
- The 2007 Traffic Service Objectives Monitoring Report (CCTA)
- The 2007 Congestion Management Program Update (CCTA)
- Current transit ridership counts
- 2006 American Community Survey
- 2000 U.S. Census Transportation Package

The key components of the adopted West County Action Plan are the Traffic Service Objectives (TSOs), and specific projects, programs, and measures to be taken to achieve those objectives. TSOs and actions are defined and described in the CCTA's *Growth Management Implementation Guide*. Chapter 3 of this 2008 Update recommends updated TSOs, now called MTSOs, and actions for the West County area, as well as specific actions for the routes of regional significance.

As with the previous Action Plans, the 2008 Update requires WCCTAC, local jurisdictions, or other agencies to take certain actions to achieve the MTSOs. For those actions where WCCTAC jurisdictions are listed as the responsible agencies, it is intended that all WCCTAC member jurisdictions (the cities and the County) are responsible for assisting in the implementation of the action either individually or through actions by the WCCTAC Board. Chapter 3 of this document also outlines procedures for sharing environmental documents, reviewing General Plan amendments, and monitoring progress in attaining the MTSOs set forth.

Several actions list responsible agencies that are not voting members of WCCTAC such as Caltrans and MTC. In these cases, the responsibilities of WCCTAC and its member jurisdictions are to encourage and support the non-member agencies in implementing the action. WCCTAC and its member jurisdictions cannot be held responsible for the action or inaction of these non-member agencies. Compliance with the Growth Management Plan requires that each responsible jurisdiction implement each action, as described in CCTA's Growth Management *Implementation Guide*. The procedures and definitions incorporated in the Guide are included herein by reference.

## 1.3 BACKGROUND

### 1.3.1 THE MEASURE J GROWTH MANAGEMENT PROGRAM

In 1988, the voters of Contra Costa passed Measure C, a half-cent sales tax transportation improvement program that generated approximately one billion (2008 dollars) for projects such as highways, transit, bus operations, and bicycle/pedestrian trails, and programs such as paratransit, transportation demand management, and more. Measure C was extended through 2034 by Measure J, which passed in November 2004 with a 70% super-majority. Measure J revenues are projected to total approximately two billion (2008 dollars) over 25 years for a new set of Expenditure Plan projects and programs.

Measure J includes a Growth Management Program (GMP) that allocates 23% (18% Local Street Maintenance and Improvement Funds that are return to source and 5% Transportation for Livable Communities [TLC] Grant Funds) of the sales tax funds to compliance with seven requirements. To be eligible for these funds, each participating jurisdiction must take the following actions:

- Adopt a Growth Management Element as part of its General Plan, which also must demonstrate how the jurisdiction will comply with the other requirements of the GMP;
- Adopt a Development Mitigation Program to ensure that new development pays the costs of mitigating its traffic impacts. The program may be implemented through traffic mitigation fees, developer impact fees, development agreements, community facilities districts, local assessment districts, and conditions of project approval. The programs should include both local and regional elements;
- Participation in an ongoing cooperative, multi-jurisdictional planning process with other jurisdictions and agencies through the RTPCs to create a balanced transportation system and to manage the impacts of growth;
- Address housing options in its General Plan Housing Element progress report, demonstrating progress in providing housing opportunities for all income levels. This must take into account projected future needs and current project approvals and construction. Jurisdictions must also consider how future development will affect transportation systems and incorporate policies and standards into its approval process for development that supports multi-modal (transit, bicycle, pedestrian) access in new developments;
- Develop and maintain a five-year Capital Improvement Program (CIP) that outlines the capital projects needed to implement the goals and policies of the jurisdiction's General Plan for at least the following five-year period;
- Adopt a Transportation Systems Management (TSM) Ordinance or Resolution based on the Authority's model TSM resolution in order to promote alternative modes, including carpools, vanpools, and park and ride lots; and
- Adopt a voter-approved Urban Limit Line (ULL).

Measure J also shifted emphasis from monitoring Level of Service on non-regional roads, to setting MTSOs for regional routes through the Action Plans. It is important to note that this update to the West County Action Plan is intended to fulfill the requirements of both Measure C and J.

CCTA monitors each jurisdiction's compliance with the Growth Management Program through a checklist that is distributed to the jurisdictions every two years. If a jurisdiction is found to be out of compliance with the GMP, CCTA may withhold that jurisdiction's share of the 18% "return to source" sales tax revenues that are allocated for local street maintenance and improvements. In addition, under Measure J, a jurisdiction found to be out of compliance with the GMP would also become ineligible to apply for the 5% TLC funds.

### 1.3.2 PURPOSE OF THE ACTION PLAN

Fulfillment of the cooperative planning requirement of the GMP as outlined above can be achieved in part through the development and implementation of Action Plans for Routes of Regional Significance. The Action Plan concept was first developed in CCTA's Measure C GMP *Implementation Documents* as a vehicle for addressing the cumulative impacts of regional growth on Contra Costa's major transportation facilities. The Action Plans incorporate the requirement that MTSOs be established for Routes of Regional Significance. The MTSOs that are developed by each RTPC are more flexible than the strict LOS standards specified for non-regional routes under Measure C<sup>1</sup>.

### 1.3.3 RESPONSIBILITIES OF THE LOCAL JURISDICTIONS

This 2008 Update sets forth the actions, programs, projects, and measures that the local jurisdictions have agreed to implement to mitigate cumulative traffic impacts on the major corridors serving West County. Forwarding the "Proposal for Adoption" 2008 Update to the CCTA constitutes an agreement by the local jurisdictions to carry out the actions and responsibilities outlined in the 2008 Update. Compliance with the GMP will be based upon the local jurisdictions implementation of the actions, programs, projects, and measures.

### 1.3.4 RELATIONSHIP TO OTHER PLANS AND PROGRAMS

The relationship of the 2008 Update to other plans and programs is as follows:

- **Measure J:** As described in Section 1.3.1 above
- **Countywide Comprehensive Transportation Plan (CTP):** CCTA is required to prepare and update the CTP. The Action Plan updates for the five RTPCs will be incorporated into the 2008 CTP Update.
- **Congestion Management Program:** In addition to the requirements of the Measure J Growth Management Program, the Contra Costa jurisdictions must meet the requirements of the State-mandated Congestion Management Program (CMP). Local jurisdictions that comply with the CMP are entitled to receipt of gas tax revenues. There is considerable overlap between the Growth Management Program and the CMP. In addition to the overlapping requirements, the CMP established a system of freeway and principle arterials for monitoring roadway level of service. The CMP network is a subset of Routes of Regional Significance. In West Contra Costa County, the CMP network consists of I-80, I-580, State Route 4, San Pablo Avenue from State Route 4 to the Alameda County line, El Portal Drive from San Pablo Avenue to San Pablo Dam Road, San Pablo Dam Road, the Richmond Parkway, and Cutting Boulevard from Canal Boulevard to San Pablo Avenue.

### 1.3.5 CRITERIA FOR DESIGNATING REGIONAL ROUTES

The designation of Regional Routes for West County was essentially completed with WCCTAC's adoption of its first West County Action Plan in 1994. The regional route network identified in that plan was subsequently incorporated into the CCTA's 1995 CTP and 2000 CTP Update. The criteria shown below for designating Routes of Regional Significance has remained unchanged since it was first adopted by CCTA 1990:

To designate a Regional Route, the RTPC should ask the following questions:

- Does the road connect two or more "regions" of the County?
- Does the road cross County boundaries?
- Does the road carry a significant amount of through-traffic (a threshold might be specified by the RTPC)?
- Does the road provide access to a regional highway or transit facility (e.g., a BART station or freeway interchange)?

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<sup>1</sup> When Measure J takes effect on April 1, 2009, the Measure C requirement that each local jurisdiction adopt LOS standards for non-regional routes will be discontinued.

The RTPC may propose, and CCTA may designate a Regional Route that meets one or more of the criteria.<sup>2</sup> 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.

### 1.3.6 WEST COUNTY ROUTES OF REGIONAL SIGNIFICANCE

The West County Routes of Regional Significance are summarized below and shown in Figure 1. The 2008 Update proposes designation of two new routes (Macdonald Avenue and John Muir Parkway). The Measure J routes of regional significance include the following routes in addition to the CMP network: San Pablo Avenue from State Route 4 to the Carquinez Bridge, 23<sup>rd</sup> Street, Appian Way, Carlson Boulevard, Central Avenue, Cummings Skyway, and Willow Avenue. A full listing of the Routes of Regional Significance is included below:

### Inter-County Corridors

- **Interstate 580 (Marin County to I-80):** Interstate 580 carries inter-regional traffic between I-80 and Marin County.
- **Interstate 80 (Solano County to Alameda County):** Interstate 80 is the primary inter-regional commute corridor in and through West Contra Costa, and has major regional significance in the East Bay and the San Francisco Bay Area. Since the 2000 Action Plan Update, I-80 has continued to experience a severe level of congestion throughout the day and an extreme amount of congestion during the morning (6am – 9am) and evening (3pm – 7pm) peak periods. I-80 remains the number one congested freeway in the Bay Area.<sup>3</sup>
- **Richmond Parkway (I-80/Fitzgerald Drive to near Pennsylvania Avenue):** Richmond Parkway is a four-to six lane regional connector for traffic traveling between I-80 and I-580.
- **San Pablo Avenue (I-80/Pomona Street to Alameda County):** San Pablo Avenue extends through West Contra Costa County (and into Alameda County) parallel to I-80. San Pablo Avenue serves as the primary alternative parallel reliever route to I-80 during periods of severe freeway congestion, and as a primary connector between the West County jurisdictions.

### Intra-County Corridors

- **State Route 4 (I-80 to TRANSPAC/WCCTAC boundary at Cummings Skyway):** State Route 4 is a four-lane grade-separated highway that extends from Interstate 80, through an interchange with Cummings Skyway, east through an interchange with Interstate 680, and continues through eastern Contra Costa County into the Central Valley Area.
- **San Pablo Dam Road (San Pablo Avenue to WCCTAC/Lamorinda Boundary south of Castro Ranch Road):** San Pablo Dam Road is a two-lane road until Castro Ranch Road where it becomes four lanes. San Pablo Dam Road carries inter-regional traffic between Highway 24 in Orinda and the I-80 freeway. San Pablo Dam Road also carries traffic through and into downtown El Sobrante.

### Major Arterials

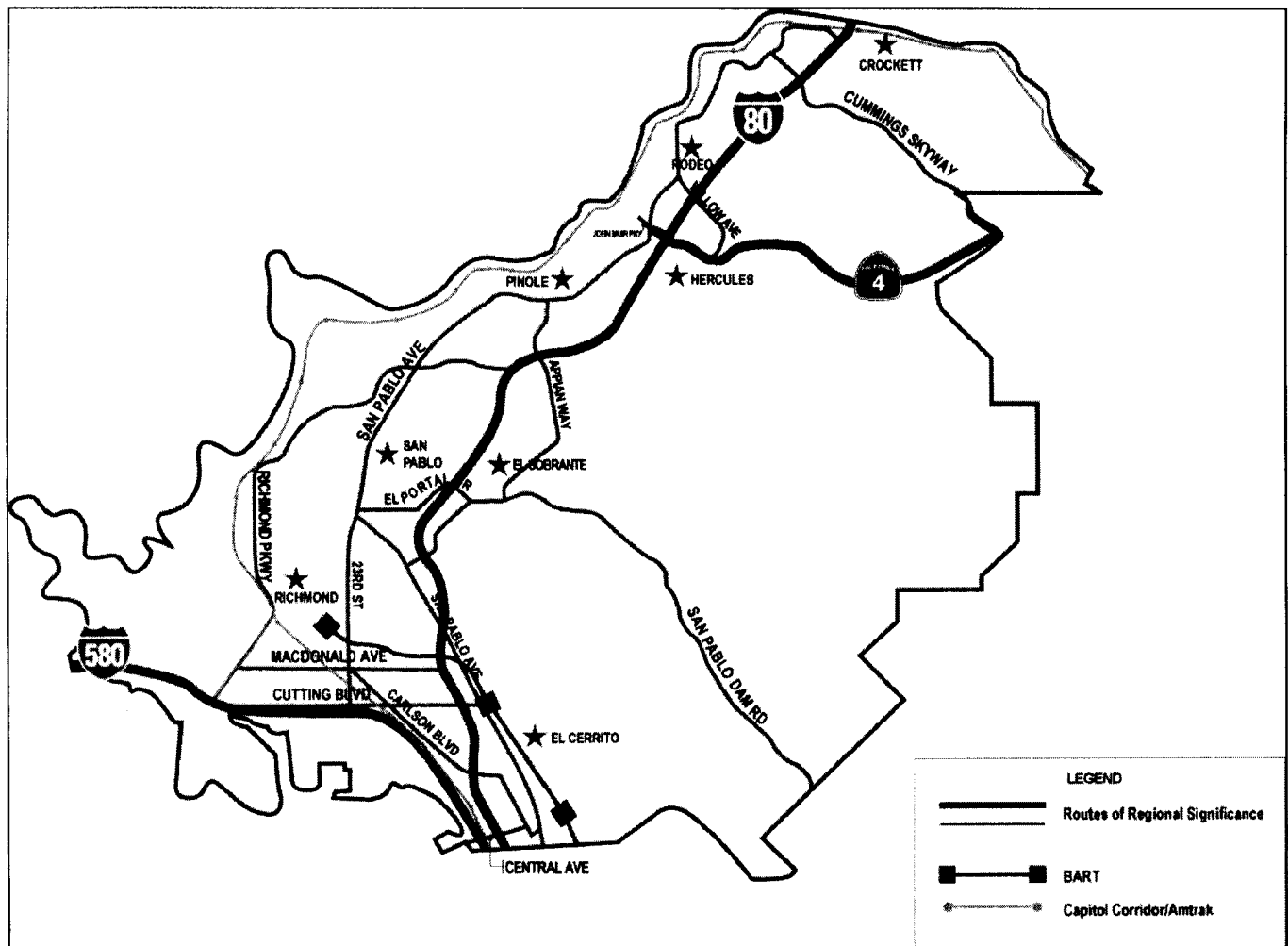
- **23<sup>rd</sup> Street (San Pablo Avenue/Road 20 to I-580):** 23<sup>rd</sup> Street carries north/south traffic between San Pablo and Richmond.
- **Appian Way (San Pablo Avenue to San Pablo Dam Road):** Appian Way is primarily a two-lane road that carries traffic between San Pablo Dam Road and I-80.
- **Carlson Boulevard (23<sup>rd</sup> Street to San Pablo Avenue):** Carlson Boulevard is a four-lane arterial that carries traffic in the City of Richmond and into the City of El Cerrito.

<sup>2</sup> Contra Costa Transportation Authority, Growth Management Implementation Documents, *Implementation Guide*, Adopted December 1990, p. IG-10; also shown in the Public Review Draft of the Measure J update to the *Implementation Guide*, October 18, 2007, p. 20.

<sup>3</sup> See "State of the System 2006," published by MTC, May 2007, p.10

- **Central Avenue (San Pablo Avenue to I-580):** Central Avenue is a four-lane arterial that links San Pablo Avenue, I-80, I-580, and the United States Post Office’s Bulk Mail facility near Rydin Road.
- **Cummings Skyway (San Pablo Avenue to SR-4):** Cummings Skyway is a two-lane connector between State Route 4 and I-80, and now connects to San Pablo Avenue via the Cummings Skyway extension. Cummings Skyway and State Route 4 are the major connection roads to Martinez, Central Contra Costa County, and Crockett.
- **Cutting Boulevard (Garrard Boulevard to San Pablo Avenue):** Cutting Boulevard is the Caltrans-designated route for westbound I-80 traffic going west to I-580 and the Richmond-San Rafael Bridge. It is also an arterial connector to the El Cerrito del Norte BART station.
- **El Portal Drive (San Pablo Avenue to San Pablo Dam Road):** El Portal Drive is a two-lane road between San Pablo Dam Road and the westbound I-80 on-ramp. El Portal Drive widens to four lanes between the westbound I-80 on-ramp and San Pablo Avenue. El Portal Drive carries through traffic from I-80 and San Pablo Dam Road to San Pablo Avenue.
- **Willow Avenue (San Pablo Avenue/Parker Avenue to SR-4):** Willow Avenue provides access between San Pablo Avenue, I-80, and State Route 4 into the western portions of Contra Costa County.
- **Macdonald Avenue (San Pablo Avenue to Garrard Boulevard):** Macdonald Avenue is the main east-west artery in the City of Richmond. It runs directly from Richmond Parkway through the downtown area to San Pablo Avenue. It then continues before ending in the City of El Cerrito.
- **John Muir Parkway (San Pablo Avenue to SR-4):** John Muir Parkway is the proposed city street extending from the junction of State Route 4 and San Pablo Avenue to the western end of the City of Hercules.

Figure 1: WCCTAC Routes of Regional Significance



## 2.1 Travel Demand Model Forecasting

The MTSOs developed for each Action Plan were based on the input of each member jurisdiction and evaluated using the Countywide Travel Demand Forecasting Model (Model). The Model, developed by CCTA, will be applied to determine if the MTSOs will be met in the future. This model is also to be applied when local jurisdictions evaluate the traffic impacts of proposed General Plan Amendments. The Model is an important tool for analyzing the multi-modal impacts of future growth on the transportation system. This process is based on the Land Use Information System (LUIS), which informs the Model on dwelling units and jobs in each of the traffic analysis zones (TAZ). The LUIS is based on the biennial release of new demographic forecasts from the Association of Bay Area Governments (ABAG "Projections 2005") and incorporates local jurisdiction input.

The Model is able to estimate future (2030) traffic volumes, local traffic demand, average auto occupancies, and transit ridership. Between the Model base year of 2000 and 2030, the Routes of Regional Significance in West Contra Costa County are projected to experience varied growth in traffic volumes, shown in Tables 1 through 6. Some examples of the projected traffic growth are San Pablo Avenue (El Portal to Hilltop Drive) with a relatively low increase of 11% from 2000 volumes and Richmond Parkway (San Pablo Avenue to Giant Road) with an increase of 196% during the 30-year period. Volume increases on the other roadways in West Contra Costa County vary between these two extremes, with an average growth of 68% over the 30-year time duration. In addition to the projected traffic volumes reported here, the proposed actions in Section 3 will be further evaluated using the 2030 Model and post-processing techniques to determine their effectiveness. Certain types of policy actions cannot be evaluated by the Model.

**Table 1: I-580 and I-80 Countywide Model Traffic Volume Forecast**

Route	Location	Peak	Peak Time Period	2000 Peak Hour Volume	2030 Peak Hour Volume	Increase 2000-'30
I-580	Richmond-San Rafael Bridge	WB	AM	4,501	5,451	21%
		EB	PM	1,910	3,427	79%
I-580	Richmond-San Rafael Bridge to Cutting Blvd (between Canal & Cutting)	WB	AM	3,385	4,417	30%
		EB	PM	2,032	4,064	100%
I-580	Cutting Blvd to ALA Co (between Bayview & Central)	WB	AM	3,187	5,577	75%
		EB	PM	3,276	5,074	55%

**Table 2: I-80 Countywide Model Traffic Volume Forecast**

Route	Location	Peak	Peak Time Period	2000 Peak Hour Volume	2030 Peak Hour Volume	Increase 2000-'30
I-80	ALA Co to San Pablo Avenue (between Carlson & Potrero)	WB	AM	5,769	7,725	34%
		EB	PM	5,704	7,160	26%
I-80	San Pablo Avenue to Richmond Pkwy (between El Portal & Hilltop)	WB	AM	6,741	8,686	29%
		EB	PM	6,716	8,729	30%
I-80	Richmond Parkway to SR-4 (between Appian & Pinole Valley)	WB	AM	7,479	10,370	39%
		EB	PM	7,283	10,353	42%
I-80	SR-4 to Carquinez Bridge (between Willow & Crockett)	WB	AM	5,284	7,427	41%
		EB	PM	5,344	8,030	50%
I-80	Carquinez Bridge	WB	AM	4,894	8,696	78%
		EB	PM	5,117	8,612	68%

**Table 3: Richmond Parkway Countywide Model Traffic Volume Forecast**

Route	Location	Peak	Peak Time Period	2000 Peak Hour Volume	2030 Peak Hour Volume	Increase 2000-'30
Richmond Parkway	I-80 to San Pablo Avenue (between Blume & Lakeside)	WB	AM	1,885	3,468	84%
		EB	PM	1,199	2,787	132%
Richmond Parkway	San Pablo Avenue to Giant Road (between Atlas & Hilltop)	WB	AM	2,048	3,836	87%
		EB	PM	1,047	3,094	196%
Richmond Parkway	Giant Road to Castro Street (between Parr & Goodrick)	WB	AM	2,051	3,003	46%
		EB	PM	1,009	2,579	156%
Richmond Parkway	Castro Street to Pennsylvania Ave (between Barrett & Macdonald - combined Castro & Garrard)	WB	AM	2,186	3,342	53%
		EB	PM	1,183	2,641	123%

**Table 4: San Pablo Avenue Countywide Model Traffic Volume Forecast**

Route	Location	Peak	Peak Time Period	2000 Peak Hour Volume	2030 Peak Hour Volume	Increase 2000-'30
San Pablo Avenue	Willow to Appian Way (between Hercules & Pinole Valley)	SB	AM	1,710	3,273	91%
		NB	PM	1,844	3,352	82%
San Pablo Avenue	Appian Way to Hilltop Drive (between Richmond Pkwy & Shamrock)	SB	AM	1,695	2,438	44%
		NB	PM	1,699	2,330	37%
San Pablo Avenue	Hilltop Drive to El Portal (between El Portal & R.H. Miller)	SB	AM	1,420	1,983	40%
		NB	PM	1,715	1,912	11%
San Pablo Avenue	El Portal to San Pablo Dam Road (between Road 20 & Church)	SB	AM	297	582	96%
		NB	PM	436	919	111%
San Pablo Avenue	San Pablo Dam Rd to I-80/Pomona Street (between McBryde & Solano)	SB	AM	848	1,991	135%
		NB	PM	816	1,790	119%
San Pablo Avenue	I-80 to Cutting Blvd (between Macdonald & Cutting)	SB	AM	1,062	2,005	89%
		NB	PM	756	1,614	113%
San Pablo Avenue	Cutting Blvd to ALA Co (between Moeser & Stockton)	SB	AM	1,719	1,982	15%
		NB	PM	1,541	1,944	26%

**Table 5: SR-4 Countywide Model Traffic Volume Forecast**

Route	Location	Peak	Peak Time Period	2000 Peak Hour Volume	2030 Peak Hour Volume	Increase 2000-'30
SR-4	I-80 to Cummings Skyway	WB	AM	1,541	2,651	72%
		EB	PM	1,524	2,540	67%

**Table 6: San Pablo Dam Road Countywide Model Traffic Volume Forecast**

Route	Location	Peak	Peak Time Period	2000 Peak Hour Volume	2030 Peak Hour Volume	Increase 2000-'30
San Pablo Dam Rd	Castro Ranch to Bear Creek Rd	SB	AM	693	912	32%
		NB	PM	647	944	46%
San Pablo Dam Rd	San Pablo Avenue to El Portal Drive	SB	AM	1,272	1,824	43%
		NB	PM	1,052	1,862	77%
San Pablo Dam Rd	El Portal Drive to Valley View Road (between Appian & May)	SB	AM	997	1,611	62%
		NB	PM	857	1,572	83%
San Pablo Dam Rd	Valley View Road to east of Castro Ranch Road	SB	AM	605	1,091	80%
		NB	PM	612	1,213	98%

## 2.2 Demographic Trends

Employment growth is anticipated to outpace population growth by more than double in West Contra Costa County cities between 2000 and 2030. In the next twenty years, West County population is expected to increase by over 10%, with approximately 9,500 new residents. For 2000 to 2030, the average annual population growth rate for West County cities will equal 0.5 percent, as shown in Table 7. Employment in West County will increase by nearly 31%, with an additional 29,000 jobs created in the area during that time period, and the average annual employment growth rate for West County cities will equal 1.1%, as seen in Table 8. It should be noted that some of the cities include spheres of influence to accommodate projected growth patterns. For example, the El Cerrito sphere of influence includes Kensington, and the Pinole sphere of influence includes Bayview-Montalvin and Tara Hills. East Richmond Heights, El Sobrante, and Rollingwood are included in the Richmond sphere of influence, and the Rodeo-Crockett sphere includes Port Costa. The information below represents the LUIS demographic forecast discussed earlier

**Table 7: Population Projections by City**

West County City	2000	2010	2020	2030	Total Growth (2000-2030)	Annual Growth
El Cerrito (incl. Kensington)	12,294	12,655	12,898	13,512	1,218	0.3%
Hercules	6,331	7,851	8,359	9,006	2,675	1.2%
Pinole (incl. Bayview-Montalvin, Tara Hills)	10,578	10,736	10,875	11,293	715	0.2%
Richmond (East Richmond Heights, El Sobrante, Rollingwood)	41,802	42,749	44,449	47,877	6,075	0.5%
Rodeo-Crockett (incl. Port Costa)	4,503	4,816	5,150	5,622	1,119	0.7%
San Pablo	8,619	9,572	10,260	10,470	1,851	0.7%
Totals	84,127	88,379	91,991	97,780	13,653	0.5%

**Table 8: Employment Projections by City**

West County City	2000	2010	2020	2030	Total Growth (2000-2030)	Annual Growth
El Cerrito (incl. Kensington)	7,879	7,953	8,231	8,664	785	0.3%
Hercules	3,424	3,858	5,267	6,152	2,728	2.0%
Pinole (incl. Bayview-Montalvin, Tara Hills)	6,075	6,652	7,211	7,878	1,803	0.9%
Richmond (East Richmond Heights, El Sobrante, Rollingwood)	47,312	50,103	58,500	68,470	21,158	1.2%
Rodeo-Crockett (incl. Port Costa)	2,700	2,815	3,306	3,844	1,144	1.2%
San Pablo	8,419	8,818	9,262	9,757	1,338	0.5%
Totals	75,809	80,199	91,777	104,765	28,956	1.1%

Figure 2 and 3 show the population and employment projections for the West Contra Costa County cities. Hercules is projected to have the highest population growth rate, increasing 42% over the 30 year period, while Pinole shows the lowest population growth rate, increasing only 7% from 2000 to 2030. Hercules will also have the highest employment growth rate, increasing by nearly 80% during this period, while El Cerrito and San Pablo show the smallest growth rates with 10% and 16%, respectively in the 2000 to 2030 time range.

**Figure 2: Population Projections by City**

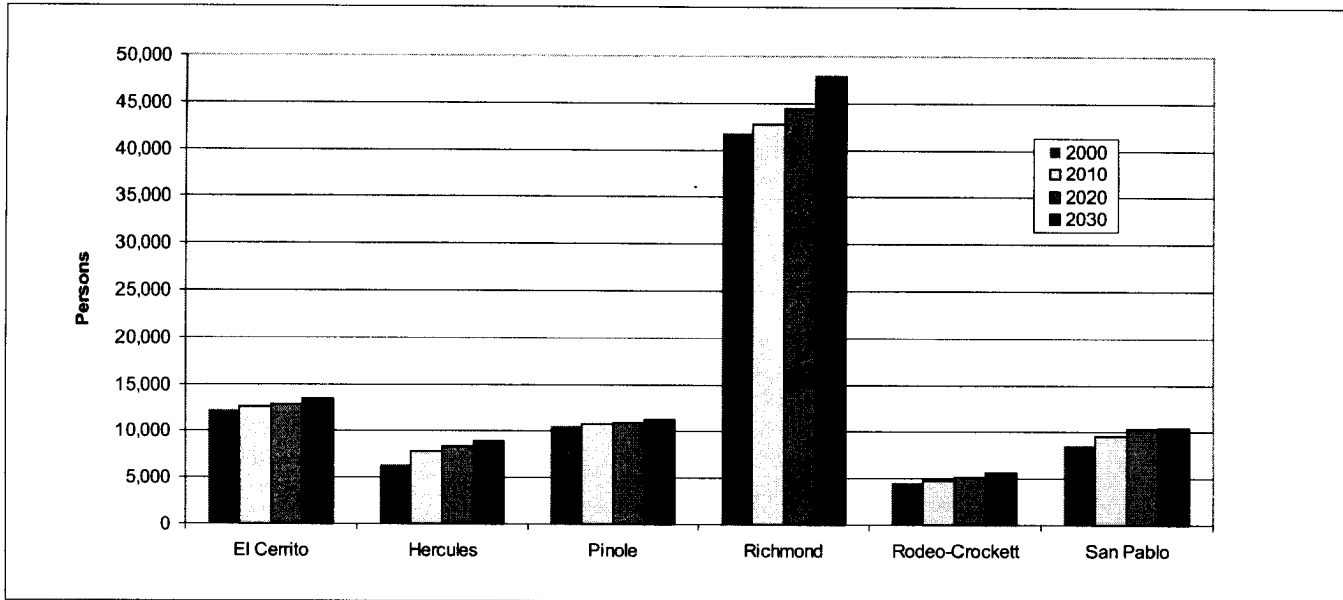


Figure 3: Employment Projections by City

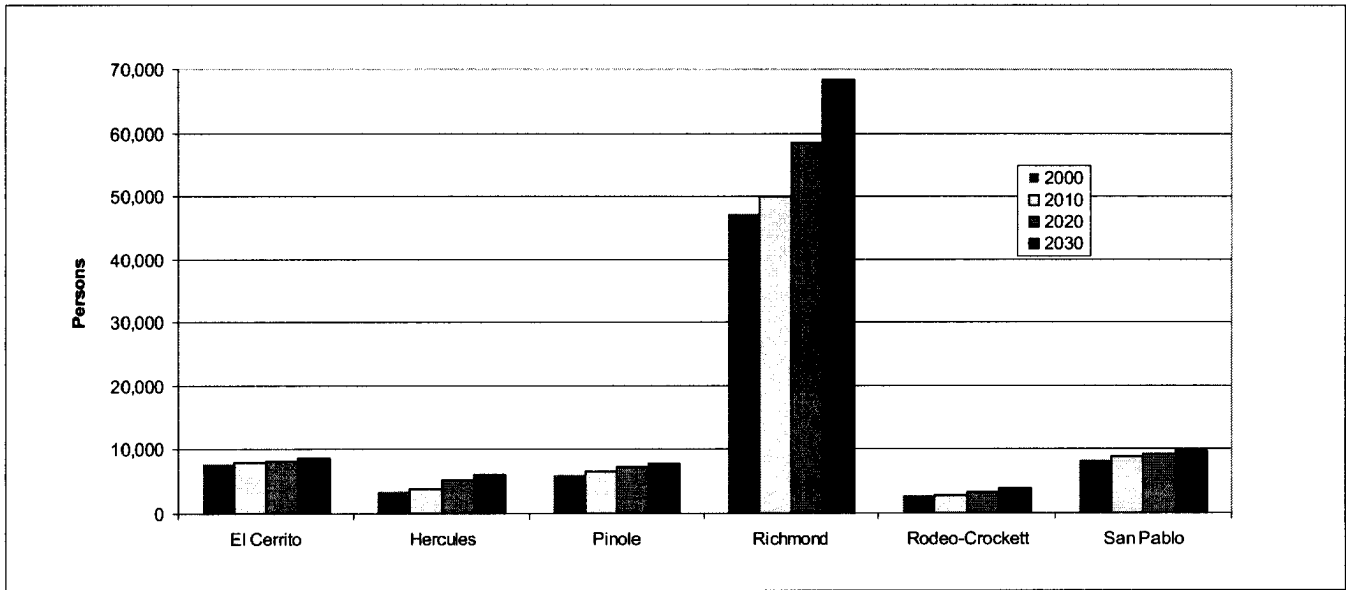
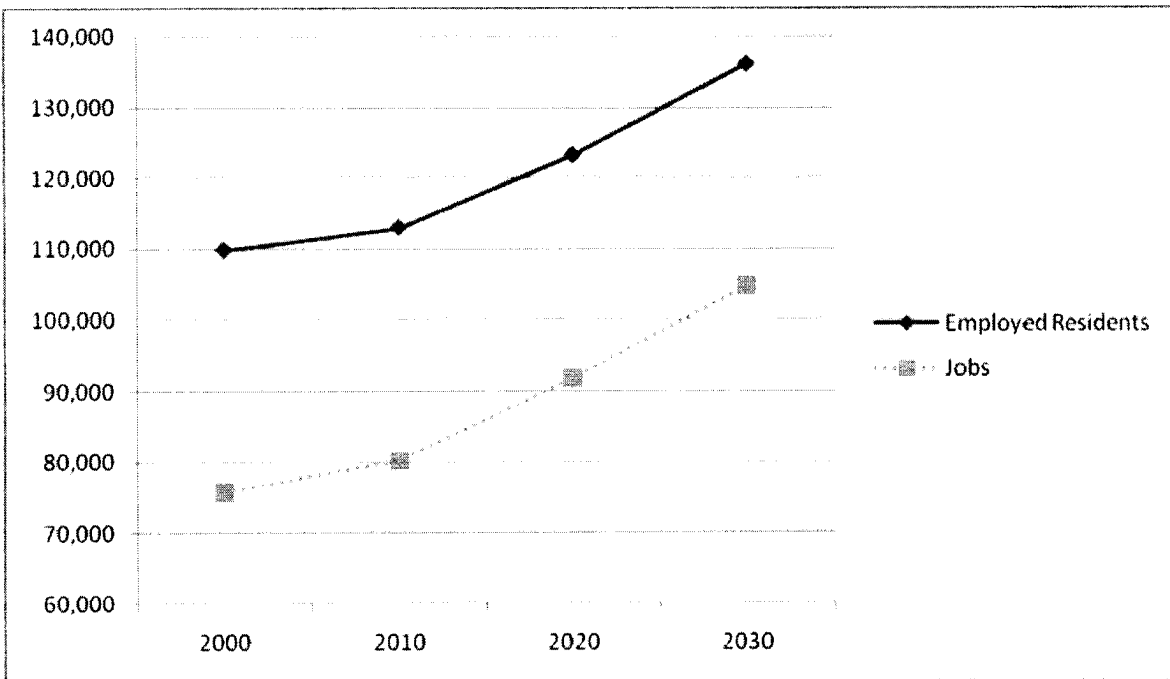


Figure 4 illustrates the specific employed residents versus jobs information available from the LUIS database. Currently, West County has more workers than jobs. Therefore, some residents must commute to work locations outside of West County, generally to employment centers in Oakland and San Francisco. By 2030, the jobs-housing balance is expected to remain relatively the same, with both the number of employed residents and available jobs increasing at similar rates. The gap between employed residents and jobs is expected to close slightly, from approximately 34,000 in 2000 to approximately 31,000 in 2030.

Figure 4: West County Employed Residents and Jobs



### 3.1 MTSOs and Key Objectives

This chapter focuses on the 2008 updated MTSOs, Key Objectives, and Actions that will supersede those provided in the previous Action Plans.

The section begins with an Area-Wide Action Plan Goal, aimed at focusing on actions that will enhance the transportation system for the entire West County region. Following that, information and goals on all routes of regional significance are listed, beginning with Inter-County Corridors, then following on to Intra-County Corridors and ending with Major Arterials. The routes, as identified in Section 1.2.5, are as follows:

- **Inter-County Corridors:** I-580, I-80, Richmond Parkway, and San Pablo Avenue
- **Intra-County Corridors:** State Route 4, San Pablo Dam Road
- **Major Arterials:** 23rd Street, Appian Way, Carlson Boulevard, Central Avenue, Cummings Skyway, Cutting Boulevard, El Portal Drive, Willow Avenue, Macdonald Avenue, John Muir Parkway

Included in each discussion is a brief route description and action plan goal that identifies the main goal that the Plan seeks to accomplish. Subsequently, there is a discussion of the MTSOs, Key Objectives, and Actions.

MTSOs are quantifiable performance measures that include a target date for attaining the objective. These objectives can include travel time, Level of Service (LOS), transit ridership, peak period delay, and more. Each MTSO includes instructions on how progress on achieving the objective will be measured (shown in italics). As covered in Chapter 4 of this document, MTSOs are also used to gauge the impacts of proposed General Plan Amendments on the regional transportation system.

Key Objectives are priorities for WCCTAC that do not fit the definition of a quantifiable MTSO or that represent more general goals for each Route of Regional Significance. Key objectives vary from improvement of corridor management, to planning studies, to identifying funding opportunities, and more. For each key objective it is noted if it is new for the 2008 Update.

The Actions listed for each route are items that WCCTAC seeks to accomplish to support each MTSO and Key Objective including infrastructure improvements, feasibility studies, establishing working relationships with other agencies, and seeking grant monies for projects. Agencies, counties, and/or cities and other entities have been associated with each action as the responsible party. Each action references the MTSO or Key Objective to which it is associated by designating the action in the following manner: 1.i for MTSO actions, and A.i for Key Objective actions.

Area-wide MTSOs		New MTSO	Prior TSO Status
1	<b>Maintain levels of transit satisfaction.</b> <i>[Measured by comparing the most recent transit operator rider surveys from 2002 and 2006.]</i>	-	<b>Measured in 2002</b> AC Transit Passenger Survey rated overall service 3.2 of 5.0 (fair)
2	<b>Maintain 2006 pavement quality levels.</b> <i>[Measured by comparing Agency-monitored Pavement Condition Index for each partner jurisdiction.]</i>	-	<b>Not Achieved</b> 3 of 5 City PCI results decreased 2001 to '06
3	<b>Maintain a drive alone rate during peak periods of less than 75 percent system-wide.</b> <i>[Measured by field observation and/or survey of vehicle occupancy.]</i>	-	<b>Achieved in 2007</b> Measured on I-580 west of I-80 junction
4	<b>Increase West County transit ridership by 10% between year 2007 and 2012.</b> <i>[Measured by comparing AC Transit, WestCAT, and BART ridership data in West County.]</i>	-	<b>Not Achieved</b> Cumulative increase of 2% for all routes
5	<b>Increase bicycle and pedestrian mode splits to 3% for commute trips by 2012.</b> <i>[Measured using American Community Survey responses concerning transportation mode split.]</i>	-	<b>Not Achieved</b> 2006 ACS results show 4 of 346 bike/ped commute trips (1.2%)
6	<b>Maintain a 3,000/day ridership on the Capitol Corridor route by year 2012.</b> <i>[Measured through collection of ridership data.]</i>	-	<b>Achieved in 2007</b> 3,490/day ridership
7	<b>Achieve 500/day ridership on the Richmond-San Francisco ferry line by 2012.</b> <i>[Measured through collection of ferry ridership data.]</i>	-	<b>Not Measured</b> Ferry service not active
8	<b>Achieve 500/day ridership on the Hercules-San Francisco ferry line by 2012.</b> <i>[Measured through collection of ferry ridership data.]</i>	Yes	n/a
9	<b>Maintain 2007 transit bus on-time performance.</b> <i>[Measured by comparing AC Transit, WestCAT, and BART data in West County.]</i>	Yes	n/a

Area-wide Key Objectives		New Objective
A	Review each jurisdiction's General Plan Amendments and air quality requirements to ensure that they address growth management issues.	-
B	Maintain transit system quality and encourage continued use of alternative transportation modes.	-
C	Continue planning and funding of bicycle and pedestrian routes.	-
D	Improve emergency access to and along freeways and major arterials.	Yes
E	Implement ferry service to the cities of Hercules and Richmond.	Yes
F	Plan and implement projects and programs in Measure J sales tax expenditure plan.	Yes
G	Plan for increased need in senior and disabled mobility.	Yes
H	Plan for increased Transit Oriented Development.	Yes
I	Plan and implement youth advisory internships.	Yes
J	Study West County goods movement.	Yes
K	Maintain and enhance roadway network.	Yes

Area-wide Actions		Responsibility
1.i	Monitor customer satisfaction on all transit services in West County via patron surveys.	WCCTAC, BART, AC Transit, WestCAT, Vallejo Transit
2.i	Maintain pavement management systems/schedules to manage and monitor pavement needs.	Jurisdictions
2.ii	Seek funding for roadway maintenance.	Jurisdictions
3.i	Assist employers to promote ridesharing, transit, bicycling, walking, staggered work hours and telecommuting through WCCTAC TDM program. Monitor progress through WCCTAC employer survey results.	WCCTAC, 511 Contra Costa
3.ii	Seek funding for increased advertisement and advancement of 511 and 511 Contra Costa program.	WCCTAC, 511 Contra Costa
3.iii	Acknowledge casual carpooling and work with local jurisdictions on specific issues (e.g., signage, marketing, transit coordination, drop-off and pick-up areas, and parking).	WCCTAC, Jurisdictions
3.iv	Encourage development of new Park & Ride lots along the I-580 corridor, particularly where I-580 and I-80 connect.	WCCTAC, Caltrans, City of Richmond, City of El Cerrito
4.i	<p>Support and seek increased transit service funding to:</p> <ul style="list-style-type: none"> <li>♦ Improve cross-county service and coordination.</li> <li>♦ Expand bus service to/from Pinole, Hercules, Rodeo, and Crockett.</li> <li>♦ Procure and operate vehicles for expanded services and neighborhood feeders.</li> <li>♦ Improve service to new developments and emerging markets (e.g. aging population).</li> <li>♦ Address under-served, low-income transit needs (e.g. welfare-to-work program).</li> <li>♦ Educate and encourage transit ridership to reduce environmental impacts.</li> <li>♦ Install bus signal priority systems to increase bus schedule reliability.</li> <li>♦ Improve security at bus stops and on buses.</li> <li>♦ Provide and maintain bus stops with lighting, shelters, telephones, trash/recycling receptacles, bus pads, information kiosks with advanced traveler information systems (ATIS) capabilities, and directional/transit signage.</li> <li>♦ Ensure that all students have a barrier free travel route to school.</li> <li>♦ Prioritize short- and long-term service improvement options such as a wBART extension, light rail, additional commuter rail, or additional express buses in the I-80 corridor.</li> <li>♦ Plan and implement local, regional, and express bus improvements.</li> <li>♦ Expand bus service along Richmond Parkway to close existing service gaps.</li> <li>♦ Implement ten-minute all day frequencies on the San Pablo Avenue corridor from the El Cerrito del Norte BART station to AC Transit's northern terminus.</li> <li>♦ Increase service frequency on existing transit lines on 23<sup>rd</sup> Street, Appian Way, Carlson Boulevard, and Willow Avenue.</li> <li>♦ Extend hours of transit service and improve frequency.</li> </ul>	WCCTAC, WestCAT, AC Transit, Golden Gate Transit, BART, Jurisdictions
5.i	Develop a bicycle and/or pedestrian plan for West County using the update to the County-wide Bicycle and Pedestrian Plan as a baseline for analysis.	WCCTAC, Jurisdictions, Contra Costa Health Services
5.ii	Continue focus on ADA compliance for pedestrians (e.g., improvements for the visually impaired).	WCCTAC, Jurisdictions

<b>Area-wide Actions</b>		<b>Responsibility</b>
5.iii	<p>Work with CCTA and MTC to seek funding for bicycle and pedestrian improvements to:</p> <ul style="list-style-type: none"> <li>• Complete the San Francisco Bay Trail and connectors between Alameda County and the Carquinez Bridge.</li> <li>• Close gaps in the pedestrian system through installation of improvements such as crosswalks, sidewalks, curb cuts, islands or "holding areas", and bus shelters.</li> <li>• Support streetscape enhancements, where feasible, and maintenance funding.</li> <li>• Study bicycle and pedestrian safety enhancements at the Pointe Molate/Bay Trail/Chevron property near the Richmond-San Rafael Bridge toll plaza.</li> </ul>	WCCTAC, Jurisdictions, Caltrans
6.i	<p>Work with Amtrak California, CCTA, and MTC to complete the following actions:</p> <ul style="list-style-type: none"> <li>• Construct the rail station in Hercules.</li> <li>• Add service on the Capitol Corridor route between the Bay Area and Sacramento.</li> <li>• Reinstate long-distance train stops in Richmond.</li> <li>• Seek Capitol Corridor Joint Powers Board approval for the Hercules train station.</li> </ul>	WCCTAC, Cities of Hercules and Richmond
7.i	<p>Continue to partner with the Water Emergency Transportation Authority and WCCTAC partner agencies to plan, fund, and implement Richmond ferry service.</p>	WCCTAC, Water Emergency Transportation Authority, CCTA, AC Transit, BART, City of Richmond
8.i	<p>Continue to partner with the Water Emergency Transportation Authority and WCCTAC partner agencies to plan, fund, and implement Hercules ferry service.</p>	WCCTAC, Water Emergency Transportation Authority, CCTA, AC Transit, BART, City of Hercules
9.i	<p>Require developers to evaluate and mitigate impacts on transit bus travel time on all Routes of Regional Significance.</p>	WCCTAC, AC Transit, Golden Gate Transit
A.i	<p>Encourage adoption of General Plan components that:</p> <ul style="list-style-type: none"> <li>• Support a jobs/housing balance.</li> <li>• Support the preservation of open space and in-fill developments.</li> <li>• Support high-density transit oriented development of residential, commercial, and mixed use development, especially around rail stations and transit hubs.</li> <li>• Incorporate transit-supporting goals and policies in the circulation element, including designation of a network of transit streets.</li> </ul>	WCCTAC, Jurisdictions, Contra Costa Health Services
A.ii	<p>Work with BAAQMD to alert residents of air quality problem days with the "Spare the Air" campaign.</p>	WCCTAC, Jurisdictions, 511 Contra Costa
B.i	<p>Work with MTC and CCTA to seek funding to operate, maintain and expand existing transit systems.</p>	WCCTAC, AC Transit, WestCAT, BART
B.ii	<p>Implement programs for increased ridesharing, transit service, and bus transit use to local schools.</p>	WCCTAC, AC Transit, WestCAT, BART
C.i	<p>Seek funding for planning and construction of additional bicycle and pedestrian routes including Bay Trail and connectors.</p>	WCCTAC, Jurisdictions, Contra Costa Health Services, EBRPD
C.ii	<p>Work with schools/Districts to prepare a needs assessment of the sidewalk and bicycle facilities along school routes to promote safe access to schools.</p>	WCCTAC, Jurisdictions, Contra Costa Health Services
C.iii	<p>Work with Schools, Districts and Caltrans to actively seek Safe Routes to School grant funding.</p>	WCCTAC, Jurisdictions, Contra Costa Health Services



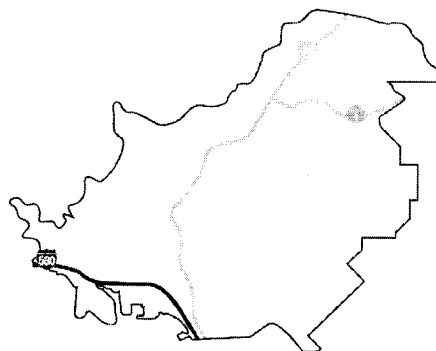
<b>Area-wide Actions</b>		<b>Responsibility</b>
C.iv	Continue support of Street Smarts Program to promote increase in public safety education and reduction in pedestrian and bicycle injury incidents and participate in State and Federal Safe Routes to School and Safe Routes to Transit programs.	WCCTAC, Contra Costa Health Services
D.i	Continue support of MTC Freeway Service Patrol.	WCCTAC, MTC
D.ii	Seek funding for installation of intersection signal emergency vehicle preemption to permit faster response times.	WCCTAC, Jurisdictions
E.i	Continue to partner with the Water Emergency Transportation Authority and WCCTAC partner agencies to plan, fund, and implement Richmond and Hercules ferry service.	WCCTAC, CCTA, Water Emergency Transportation Authority, AC Transit, BART, City of Richmond
F.i	Prepare projects and programs in Measure J Expenditure Plan for 2009 program start.	WCCTAC, CCTA, Jurisdictions
G.i	Seek funding for ADA compliant wheel chair accessible taxi service.	WCCTAC
G.ii	Plan and coordinate additional funds allocated by Measure J program for paratransit.	WCCTAC, AC Transit, Contra Costa Health Services
H.i	Encourage high-density transit oriented development of residential, commercial, and mixed use development, especially around rail stations and transit hubs.	WCCTAC, BART, AC Transit, Jurisdictions
H.ii	Monitor development and implement projects on or near the San Pablo Avenue corridor and the El Cerrito BART stations, as a designated ABAG FOCUS Priority Development Area.	WCCTAC, BART, AC Transit, Jurisdictions
I.i	Encourage funding and recruiting of youth internships for study and research opportunities.	WCCTAC
J.i	Work with CCTA, MTC, Caltrans, WCCTAC, and WCCTAC jurisdictions to complete a West County goods movement study to reduce impacts on West County roadways and ensure efficient goods movement. Seek funding to study goods movement issues such as truck activity increases, truck and rail interaction, and designation of truck routes to ensure proper mitigation for increased goods movement.	WCCTAC, Caltrans, CCTA, MTC, Jurisdictions
J.ii	Study and seek funding for grade separation of Marina Bay Parkway with Burlington Northern Santa Fe Railway and Richmond Pacific Railroad tracks in the City of Richmond.	CCTA, WCCTAC, City of Richmond
K.i	Continue to seek funding for roadway improvement projects including identifying new sources of transportation funding.	CCTA, WCCTAC

**ROUTE DESCRIPTION**

Interstate 580 carries inter-regional traffic between I-80 and Marin County.

**ROUTE ACTION PLAN GOAL**

WCCTAC and its partner agencies will work with Marin County to implement and fund programs to improve the flow of traffic on I-580, as well as encourage continued transit and carpool options to reduce the travel volume on I-580.



I-580 MTSOs		New MTSO	Prior TSO Status
1	<b>Maintain LOS "E" or better on all segments of I-580.</b> <i>[Measured using the 1994 HCM Special Report 209 v/c ratio methodology.]</i>	-	<b>Achieved in 2007</b> LOS C or better measured

I-580 Key Objectives		New Objective
A	Complete Richmond-San Rafael Bridge Bike/Pedestrian PSR.	Yes
B	Improve access to Richmond Ferry from/to I-580, including railroad grade separations.	Yes

I-580 Actions		Responsibility
1.i	Seek funding for increased Park and Ride lot capacities, planned improvements, maintenance funding, and possible future expansion plans.	WCCTAC, Caltrans, AC Transit, WestCAT, private entities
1.ii	Partner with Caltrans, Marin County, Bay Area Toll Authority, and Golden Gate Transit on future studies of I-580 operational improvements.	WCCTAC, Caltrans, Marin County, Golden Gate Transit
A.i	Partner with Caltrans, Marin County, and other stakeholders to design, fund, and construct potential improvements recommended in the Richmond-San Rafael Bridge Bike/Pedestrian PSR.	WCCTAC, Caltrans, Marin County
B.i.	Monitor and evaluate potential goods movement increases using rail, ferry, and the Port of Richmond, as well as plan and implement potential mitigation measures.	WCCTAC, City of Richmond

**ROUTE DESCRIPTION**

Interstate 80 is the primary inter-regional commute corridor in and through West Contra Costa County, and has major regional significance in the East Bay and the San Francisco Bay Area. Since the 2000 Action Plan Update, I-80 has continued to experience a severe level of congestion throughout the day and an extreme amount of congestion during the morning (6am – 9am) and evening (3pm – 7pm) peak periods. I-80 remains the number one congested freeway in the Bay Area.



**ROUTE ACTION PLAN GOAL**

WCCTAC and its partner agencies will work with Solano and Alameda Counties to implement and seek funding programs to improve the flow of traffic on I-80, encourage continued transit and commute options on I-80, as well as continue to support construction primarily of interchange rehabilitation projects to improve bottleneck conditions on the corridor.

I-80 MTSOs		New MTSO	Prior TSO Status
1	<b>Maintain LOS "E" or better on all segments of I-80 during non-peak hours only.</b> <i>[Measured using the 1994 HCM Special Report 209 v/c ratio methodology.]</i>	-	<b>Achieved in 2007</b> LOS E or better measured
2	<b>Increase I-80 HOV lane usage by 10% between year 2007 and 2012.</b> <i>[Measured by comparing annual Caltrans published HOV data report.]</i>	-	<b>Achieved 1999-2005</b> 44% increase in AM 103% increase in PM
3	<b>Maintain a Delay Index of 3.0 or less on I-80 during weekday morning and evening peak hour.</b> <i>[Measured by computing the ratio of off-peak hour travel time to peak hour travel time from the Carquinez Bridge to Alameda County.]</i>	Yes	n/a
4	<b>Maintain 2.0 or less Delay Index on I-80 during weekend midday peak hour.</b> <i>[Measured by computing the ratio of off-peak hour travel time to peak hour travel time from the Carquinez Bridge to Alameda County.]</i>	Yes	n/a

I-80 Key Objectives		New Objective
A	Improve I-80 corridor management through implementation of I-80 ICM project recommendations.	Yes
B	Complete design and construction of I-80 interchanges with San Pablo Dam Road, Central Avenue, and State Route 4.	Yes
C	Plan and implement Transit Oriented Development at El Cerrito del Norte BART station and El Cerrito Plaza.	Yes

<b>I-80 Actions</b>		<b>Responsibility</b>
1.i	Identify full funding for the I-80 interchanges with San Pablo Dam Road, Central Avenue, and State Route 4.	WCCTAC, Jurisdictions
2.i	Work with Solano County, Vallejo Transit, Caltrans, and MTC to obtain funding in Solano County for HOV lanes between I-80/I-680 and I-80/I-505, Park & Ride lots, ITS projects, and increased express bus services to the Bay Area.	WCCTAC, CCTA, Solano Transportation Authority
2.ii	Work with the California Highway Patrol to encourage an increase in enforcement of HOV lane requirements for three-person carpools.	WCCTAC
2.iii	Seek funding for increased Park and Ride lot capacities, planned improvements, maintenance funding, and possible future expansion plans.	Caltrans, WCCTAC, BART, AC Transit, WestCAT, private entities
3.i 4.i A.i	Utilize the I-80 ICM project to enhance the current Transportation Management System along the I-80 Corridor by using State of the Practice solutions to build an integrated, balanced, responsive and equitable system that will monitor and maintain optimum traffic flow along the network to regulate speed, reduce delays, and reduce incidents to improve the safety and mobility for all users.	WCCTAC, Jurisdictions, Caltrans, CCTA, ACCMA
B.i	Partner with participating agencies to complete design, funding, and construction of I-80 interchanges with San Pablo Dam Road, Central Avenue, and SR-4.	WCCTAC, Jurisdictions, Caltrans, CCTA, ACCMA
C.i	Complete initial planning process for El Cerrito del Norte BART station and El Cerrito Plaza TOD.	WCCTAC, BART, AC Transit, WestCAT, City of El Cerrito, private entities

**ROUTE DESCRIPTION**

The four-lane Richmond Parkway is a regional connector for traffic traveling between Interstate 80 and Interstate 580.

**ROUTE ACTION PLAN GOAL**

WCCTAC and its partner agencies will work to enhance traffic operations along the Richmond Parkway through infrastructure and planning improvements as well as improvements to bicycle and pedestrian routes.



Richmond Parkway MTSOs		New MTSO	Prior TSO Status
1	<p><b>Maintain LOS "D" or better at all signalized intersections on Richmond Parkway.</b></p> <p><i>[Measured using the CCTALOS software to analyze peak hour vehicular turning movement counts.]</i></p>	-	<p><b>Achieved in 2007</b></p> <p>LOS C or better measured</p>

Richmond Parkway Key Objectives		New Objective
A	Identify and apply for funding for bike routes on or near the Richmond Parkway.	-
B	Designate Richmond Parkway as a State Route.	Yes
C	North Richmond truck study adjacent to Richmond Parkway.	Yes
D	Richmond Parkway Bay Trail crossing at Wildcat Creek.	Yes
E	Provide a safe and effective transit solution on Richmond Parkway removing requirement to cross roadway for round trip.	Yes

Richmond Parkway Actions		Responsibility
1.i	Create truck access routes to the Richmond Parkway that minimize truck traffic through residential areas.	City of Richmond, WCCTAC, and Contra Costa County
1.ii	Participate in the planning and review of the proposed Point Molate Casino.	WCCTAC, City of Richmond, Jurisdictions
A.i	Study the feasibility of a continuous bike route on or near Richmond Parkway.	WCCTAC, City of Richmond
B.i	Plan, design, and construct Richmond Parkway upgrade to Caltrans standards for designation as a State Route.	WCCTAC, Caltrans, City of Richmond
C.i	Plan and implement improvements identified by the North Richmond Truck Study adjacent to Richmond Parkway.	WCCTAC, City of Richmond, Contra Costa County
D.i	Support improvement to the Richmond Parkway Bay Trail crossing at Wildcat Creek.	WCCTAC, City of Richmond, Contra Costa County
E.i	Study potential roadway modifications to permit transit service improvements on Richmond Parkway to improve pedestrian crossings or remove the need for pedestrian crossing on a round trip.	WCCTAC, AC Transit, City of Richmond, Contra Costa County

**ROUTE DESCRIPTION**

San Pablo Avenue extends through West Contra Costa County (and into Alameda County), parallel to Interstate 80. San Pablo Avenue serves as the primary alternative reliever route to Interstate 80 during periods of severe freeway congestion, and as a primary connector between the West County jurisdictions.



**ROUTE ACTION PLAN GOAL**

WCCTAC and its partner agencies will work to improve traffic conditions on San Pablo Avenue, and to enhance transit and other multi-modal options such as the Rapid Bus and parallel bicycle facilities to relieve congestion on the roadway.

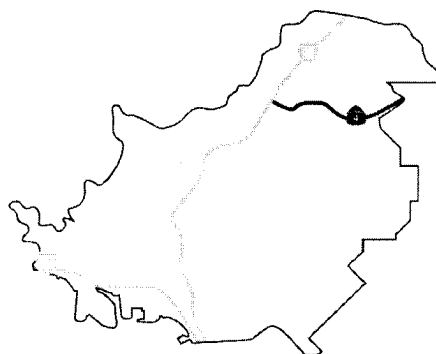
San Pablo Avenue MTSOs		New MTSO	Prior TSO Status
1	<p><b>Maintain LOS "E" or better at all signalized intersections along San Pablo Avenue.</b></p> <p><i>[Measured using the CCTALOS software to analyze peak hour vehicular turning movement counts.]</i></p>	-	<p><b>Not Achieved</b></p> <p>24 of 24 LOS E or better in AM</p> <p>23 of 24 LOS E or better in PM</p>

San Pablo Avenue Key Objectives		New Objective
A	Improve pedestrian and bicycle access with related safety enhancements along the corridor.	-
B	Monitor and potentially expand San Pablo Avenue Rapid Bus.	Yes
C	Complete San Pablo Avenue Specific Plan in the cities of Richmond and El Cerrito, and expand to jurisdictions north of El Cerrito.	Yes
D	As a designated ABAG FOCUS Priority Development Area, monitor development and implement projects on or near the San Pablo Avenue corridor and the El Cerrito BART stations to facilitate transit-oriented development.	Yes
E	San Pablo Avenue SMART Corridors extension to Crockett.	Yes
F	Operations and Maintenance funding for SMART Corridor.	Yes

San Pablo Avenue Actions		Responsibility
1.i	Study traffic improvement and management options to discourage diversion from I-80 and encourage diverted traffic to return to I-80 on the next downstream feeder road. Clearly identify feeder roads to motorists that will take them back to I-80, particularly at Appian Way, Hilltop Drive, El Portal Drive, and San Pablo Dam Road. Include study of diversion traffic and reduction in diversion traffic as part of the I-80 ICM project and San Pablo SMART corridor.	WCCTAC, Jurisdictions, Caltrans
1.ii	Encourage the use of Appian Way from San Pablo Avenue as the major connecting arterial to I-80 rather than Tennent Avenue and Pinole Valley Road through improved signage and signalization.	City of Pinole
A.i	Work with the CCTA and MTC to seek funding to: <ul style="list-style-type: none"> <li>• Develop bike route links to the Bay Trail such as the Richmond Greenway, Wildcat Creek Trail, Pinole Valley Road, and John Muir Parkway as alternate bicycle facilities to San Pablo Avenue.</li> <li>• Improve bicycle and pedestrian access to the El Cerrito Plaza and El Cerrito del Norte BART stations.</li> </ul>	WCCTAC, Jurisdictions, BART, AC Transit, WestCAT, Contra Costa Health Services
C.i	Complete a corridor-wide specific plan for San Pablo Avenue, building upon the specific plans prepared by the cities of Richmond and El Cerrito.	WCCTAC, Jurisdictions, BART, AC Transit
D.i	Partner with ABAG on development of San Pablo Avenue, El Cerrito del Norte BART station, Hercules New Town Center, and Hercules Waterfront as a Priority Development Areas.	WCCTAC, Jurisdictions
E.i	Seek funding for construction of completed plans for San Pablo Avenue SMART Corridor extension to Crockett.	WCCTAC, Jurisdictions
F.i	Seek funding for SMART Corridor O&M.	WCCTAC, CCTA, Jurisdictions

**ROUTE DESCRIPTION**

State Route 4 is a four-lane grade-separated highway that extends from Interstate 80, through an interchange with Cummings Skyway, east through an interchange with Interstate 680, and continues through eastern Contra Costa County into the Central Valley Area. State Route 4 is a major east-west thoroughfare throughout Contra Costa County and is a four-lane freeway east of Cummings Skyway.



**ROUTE ACTION PLAN GOAL**

WCCTAC and its partner agencies will work to improve traffic operations on State Route 4 through infrastructure improvements and design initiatives. They will also enhance routes and safety for transit, bicyclists, and pedestrians along the corridor.

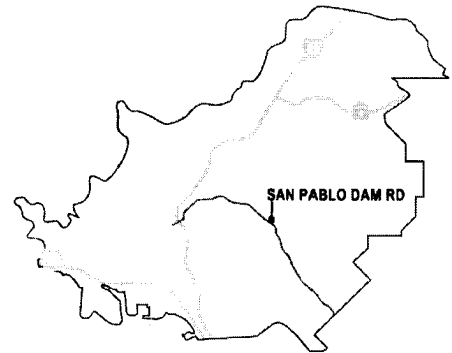
State Route 4 MTSOs		New MTSO	Prior TSO Status
1	<b>Maintain LOS "E" or better on all segments of SR-4.</b> <i>[Measured using the 1994 HCM Special Report 209 v/c ratio methodology.]</i>	-	<b>Achieved in 2007</b> LOS D or better measured

State Route 4 Key Objectives		New Objective
A	Complete design and construction of SR-4 interchange with Willow Avenue.	Yes
B	Maintain bicycle access along SR-4 as part of full freeway construction project.	Yes

State Route 4 Actions		Responsibility
1.i	Plan and implement SR-4 full freeway construction between Interstate 80 and Cummings Skyway.	Caltrans, CCTA, WCCTAC, City of Hercules
A.i	Coordinate SR-4/Willow Avenue interchange project including dedicated bus way and seek full funding for construction through Measure J and other programs.	Caltrans, CCTA, WCCTAC, City of Hercules
B.i	Plan and implement SR-4 full freeway construction between I-80 and Cummings Skyway including designation of a new frontage road south of the freeway to provide local business and bicycle access between the City of Hercules and Franklin Canyon.	Caltrans, CCTA, WCCTAC

**ROUTE DESCRIPTION**

San Pablo Dam Road is a two-lane road until Castro Ranch Road where it becomes four lanes. San Pablo Dam Road carries inter-regional traffic between Highway 24 in Orinda and the I-80 freeway. San Pablo Dam Road also carries traffic through and into downtown El Sobrante.



**ROUTE ACTION PLAN GOAL**

WCCTAC and its partner agencies will work to improve the operations of San Pablo Dam Road through traffic operations enhancements, infrastructure improvements, planning initiatives, and improvements for transit riders, bicyclists, and pedestrians.

San Pablo Dam Road MTSOs		New MTSO	Prior TSO Status
1	<b>Maintain 2.0 or less delay index on San Pablo Dam Road.</b> <i>[Measured by computing the ratio of off-peak hour travel time to peak hour travel time from WCCTAC boundary to I-80 interchange.]</i>	-	<b>Achieved in 2007</b> 1.15 or better measured
2	<b>Maintain maximum wait time of one signal cycle for San Pablo Dam Road side streets.</b> <i>[Measured by side street phase ability to service all queued vehicles during AM and PM peak periods.]</i>	-	<b>Achieved in 2007</b> 7 signals studied
3	<b>Maintain San Pablo Dam Road transit ridership of 3,000 passengers per weekday by year 2012.</b> <i>[Measured through collection of ridership data.]</i>	-	<b>Achieved in 2005</b> 3,227 daily ridership
4	<b>Maintain LOS "E" or better at all signalized intersections along San Pablo Dam Road.</b> <i>[Measured using the CCTALOS software to analyze peak hour vehicular turning movement counts.]</i>	-	<b>Achieved in 2007</b> 5 of 5 in AM 5 of 5 in PM

San Pablo Dam Road Key Objectives		New Objective
A	Improve pedestrian and bicycle access with related safety enhancements along the corridor.	-
B	Complete design and construction of I-80 interchange with San Pablo Dam Road.	Yes

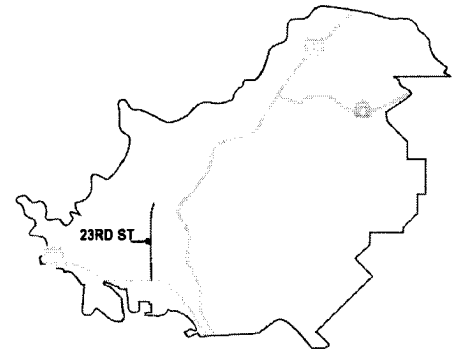
<b>San Pablo Dam Road Actions</b>		<b>Responsibility</b>
1.i	Utilize completed roadway alignment study of San Pablo Dam Road between Appian Way and Tri Lane to adopt road design standards, a capital improvement program for infrastructure improvements, and zoning.	City of Richmond, Contra Costa County
2.i	Seek grant funding to develop a signal coordination plan that reduces blockage of side street access by through vehicles without significantly increasing the capacity for through vehicles.	Contra Costa County, City of Richmond, City of San Pablo
2.ii	Seek grant funding from CCTA and MTC to study intersection configurations in the residential and commercial portions on San Pablo Dam Road.	City of Richmond, City of San Pablo, Contra Costa County
3.i	Work with transit agencies and jurisdictions to resolve transit access and amenity needs as identified by the transit agencies.	AC Transit, Contra Costa County, City of Richmond, City of San Pablo
3.ii	Work with CCTA and MTC to develop recommendations to increase the frequency and connectivity of bus service for riders traveling between the cities of Richmond, San Pablo, El Sobrante, Pinole, and Orinda. Request annual reports from transit operators related to this action.	WCCTAC, City of Pinole, City of Richmond, City of San Pablo, Contra Costa County, AC Transit, BART
4.i	Seek grant funding to develop and implement a signal coordination plan for San Pablo Dam Road.	Contra Costa County, City of Richmond, City of San Pablo
A.i	Coordinate any vehicle, pedestrian, and bicycle improvements with the findings of current Downtown El Sobrante couplet study. Based on the findings of this study, potentially add and coordinate signals in commercial core as well as improve pedestrian and bicycle access through installation of pedestrian crosswalks, traffic calming measures, school safety measures, and streetscape improvements.	Contra Costa County, Caltrans, City of Richmond, City of San Pablo, Contra Costa Health Services
B.i	Plan, design, fund, and implement improvements to I-80/San Pablo Dam Road interchange.	WCCTAC, Cities of San Pablo and Richmond, Caltrans, CCTA, Contra Costa County

**ROUTE DESCRIPTION**

23<sup>rd</sup> Street carries north/south traffic between San Pablo and Richmond.

**ROUTE ACTION PLAN GOAL**

WCCTAC and its partner agencies will coordinate planning activities to revitalize 23<sup>rd</sup> Street traffic operations and access for pedestrians and bicyclists.



23 <sup>rd</sup> Street MTSOs		New MTSO	Prior TSO Status
1	<p><b>Maintain LOS "D" or better on all segments and signalized intersections on 23rd Street.</b></p> <p><i>[Measure segment LOS using the 1994 HCM Special Report 209 v/c ratio methodology.]</i></p> <p><i>[Measure intersection LOS using the CCTALOS software to analyze peak hour vehicular turning movement counts.]</i></p>	-	<p><b>Achieved in 2007</b></p> <p>Intersection LOS C or better</p>

23 <sup>rd</sup> Street Key Objectives		New Objective
A	Coordinate City of San Pablo and City of Richmond planning studies for 23 <sup>rd</sup> Street.	-
B	Improve pedestrian and bicycle access with related safety enhancements along the corridor.	Yes

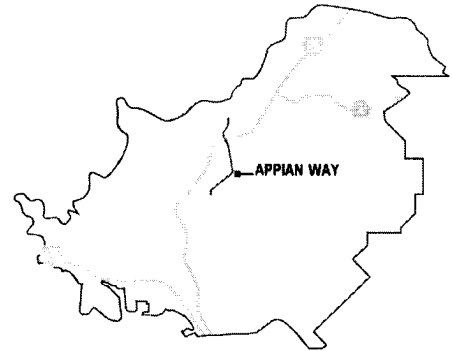
23 <sup>rd</sup> Street Actions		Responsibility
1.i	Seek grant funding to develop and implement a signal coordination plan for 23rd Street.	WCCTAC, City of Richmond
A.i	Integrate planning activities on 23 <sup>rd</sup> Street including streetscape improvements in the City of Richmond and connecting streetscape improvements in the City of San Pablo.	WCCTAC, City of Richmond, City of San Pablo
B.i	Study potential approaches to balance the multi-modal split of bicycle, pedestrian, vehicular, and transit travel on 23 <sup>rd</sup> Street.	WCCTAC, City of Richmond, City of San Pablo
B.ii	Support maintenance of lighted crosswalks and additional enhancements at or near school crossings on 23 <sup>rd</sup> Street.	City of San Pablo

**ROUTE DESCRIPTION**

Appian Way is primarily a two-lane road that carries traffic between San Pablo Dam Road and Interstate 80.

**ROUTE ACTION PLAN GOAL**

WCCTAC and its partner agencies will work to improve traffic operations on Appian Way by aiding the funding of projects to enhance vehicle, pedestrian, and bicycle activities.



Appian Way MTSOs		New MTSO	Prior TSO Status
1	<p><b>Maintain LOS "D" or better on all segments and signalized intersections on Appian Way.</b></p> <p><i>[Measure segment LOS using the 1994 HCM Special Report 209 v/c ratio methodology.]</i></p> <p><i>[Measure intersection LOS using the CCTALOS software to analyze peak hour vehicular turning movement counts.]</i></p>	-	<p><b>Achieved in 2007</b></p> <p>Segment LOS D or better</p> <p>Intersection LOS D or better</p>

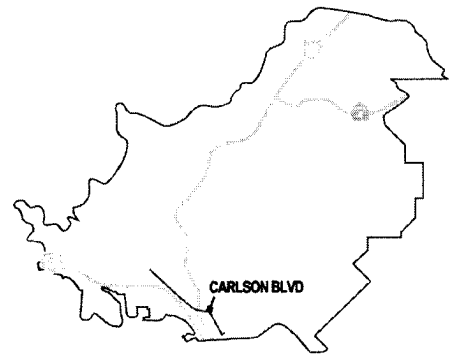
Appian Way Actions		Responsibility
1.i	<p>Based on the findings of the Downtown El Sobrante Study, work with CCTA and MTC to fund construction of any vehicle, pedestrian, and bicycle improvements. Modifications may include widening Appian Way to four lanes from Valley View Road in unincorporated Contra Costa County to Michael Drive in the City of Pinole. Additional modifications may include improved pedestrian and bicycle access through installation of pedestrian crosswalks, traffic calming measures, and streetscape improvements.</p>	<p>WCCTAC, Contra Costa County, City of Pinole</p>

**ROUTE DESCRIPTION**

Carlson Boulevard is a four-lane arterial that carries traffic in the City of Richmond and into the City of El Cerrito.

**ROUTE ACTION PLAN GOAL**

WCCTAC and its partner agencies will work to improve safety along Carlson Boulevard for pedestrians and bicyclists while working to enhance traffic operations for motorists.



Carlson Boulevard MTSOs		New MTSO	Prior TSO Status
1	<p><b>Maintain LOS "D" or better on all segments and signalized intersections on Carlson Boulevard.</b></p> <p><i>[Measure segment LOS using the 1994 HCM Special Report 209 v/c ratio methodology.]</i></p> <p><i>[Measure intersection LOS using the CCTALOS software to analyze peak hour vehicular turning movement counts.]</i></p>	-	<p><b>Achieved in 2007</b></p> <p>Intersection LOS A</p>

Carlson Boulevard Key Objectives		New Objective
A	Improve pedestrian and bicycle access with related safety enhancements along the corridor.	Yes

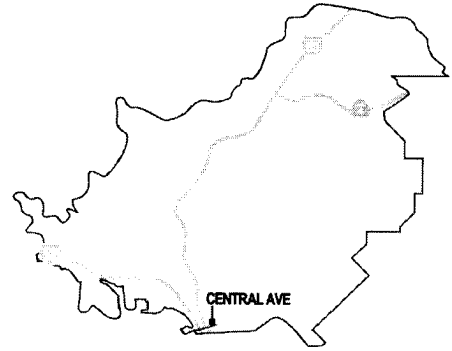
Carlson Boulevard Actions		Responsibility
1.i	Monitor requirement for modifications to Carson Boulevard based on impacts due to the I-80/Central Avenue interchange construction project.	WCCTAC, City of El Cerrito
1.ii	Seek grant funding to develop and implement a signal coordination plan for future signal at Carlson Boulevard/I-80 off-ramp and adjacent signalized intersections.	WCCTAC, City of Richmond, City of El Cerrito
A.i	Support roadway reconstruction and bike facility upgrades on Carlson Boulevard in the City of Richmond.	WCCTAC, City of Richmond, City of El Cerrito

**ROUTE DESCRIPTION**

Central Avenue is a four-lane arterial that links San Pablo Avenue, I-80, I-580, and the United States Post Office’s Bulk Mail facility near Rydin Road.

**ROUTE ACTION PLAN GOAL**

WCCTAC and its partner agencies will work to improve the operations and infrastructure of Central Avenue while enhancing multi-modal opportunities.



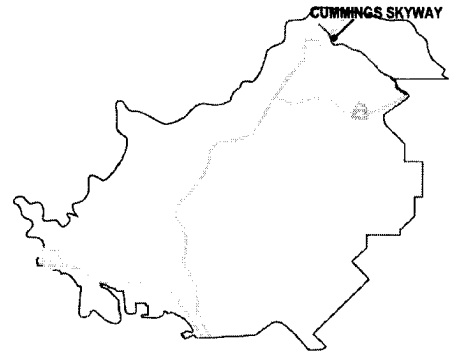
Central Avenue MTSOs		New MTSO	Prior TSO Status
1	<p><b>Maintain LOS “D” or better on all segments and signalized intersections on Central Avenue.</b></p> <p><i>[Measure segment LOS using the 1994 HCM Special Report 209 v/c ratio methodology.]</i></p> <p><i>[Measure intersection LOS using the CCTALOS software to analyze peak hour vehicular turning movement counts.]</i></p>	-	<p><b>Achieved in 2007</b></p> <p>Segment LOS C</p> <p>Intersection LOS C or better</p>

Central Avenue Key Objectives		New Objective
A	Complete design and construction of I-80 interchange with Central Avenue.	Yes

Central Avenue Actions		Responsibility
1.i	Seek grant funding to develop and implement a signal coordination plan for Central Avenue between the intersections of San Pablo Avenue and Carlson Boulevard.	WCCTAC, City of El Cerrito
A.i	Plan, design, fund, and implement improvements to I-80/Central Avenue interchange.	WCCTAC, Cities of El Cerrito and Richmond, Caltrans

**ROUTE DESCRIPTION**

Cummings Skyway is a two-lane connector between State Route 4 and I-80, and now connects to San Pablo Avenue via the Cummings Skyway extension. Cummings Skyway and State Route 4 are the major connection roads to Martinez, Central Contra Costa, and Crockett.



**ROUTE ACTION PLAN GOAL**

WCCTAC and its partner agencies will work to enhance multi-modal opportunities for bicyclists and pedestrians on Cummings Skyway.

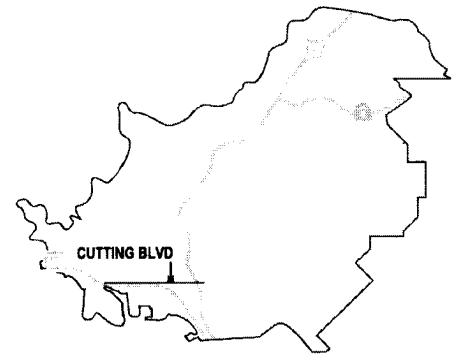
Cummings Skyway MTSOs		New MTSO	Prior TSO Status
1	<b>Maintain LOS "D" or better on all segments on Cummings Skyway.</b> <i>[Measure segment LOS using the 1994 HCM Special Report 209 v/c ratio methodology.]</i>	-	<b>Achieved in 2007</b> Segment LOS C or better

Cummings Skyway Key Objectives		New Objective
A	Improve pedestrian and bicycle access with related safety enhancements along the corridor.	Yes

Cummings Skyway Actions		Responsibility
1.i	Encourage traffic safety and operational improvements including the planned extension of the existing truck climbing lane on Cummings Skyway approximately 2 miles.	WCCTAC, Contra Costa County
A.i	Design and fund the Cummings Skyway Class II bike lane project between Crockett Boulevard and Franklin Canyon Road.	WCCTAC, Contra Costa County

**ROUTE DESCRIPTION**

Cutting Boulevard is the Caltrans-designated route from westbound I-80 traffic going west to I-580 and the Richmond-San Rafael Bridge. It is also the arterial connector to the El Cerrito del Norte BART station.



**ROUTE ACTION PLAN GOAL**

WCCTAC and its partner agencies will seek to improve operations and safety of Cutting Boulevard through infrastructure enhancements and improved access for alternate modes of transportation including biking and walking.

Cutting Boulevard MTSOs		New MTSO	Prior TSO Status
1	<p><b>Maintain LOS "D" or better on all segments and signalized intersections on Cutting Boulevard.</b></p> <p><i>[Measure segment LOS using the 1994 HCM Special Report 209 v/c ratio methodology.]</i></p> <p><i>[Measure intersection LOS using the CCTALOS software to analyze peak hour vehicular turning movement counts.]</i></p>	-	<p><b>Achieved in 2007</b></p> <p>Segment LOS D or better</p> <p>Intersection LOS A</p>

Cutting Boulevard Key Objectives		New Objective
A	Improve pedestrian and bicycle access with related safety enhancements along the corridor.	Yes

Cutting Boulevard Actions		Responsibility
1.i	<p>Continue study of improvements at the intersection of Cutting Boulevard and San Pablo Avenue and the adjacent intersection of Cutting Boulevard and I-80 with the following focus areas:</p> <ul style="list-style-type: none"> <li>♦ Mitigate impacts of any new development project near this location.</li> <li>♦ Improve intersection vehicular congestion through signal timing and coordination.</li> <li>♦ Improve intersection pedestrian and bicycle safety through consolidation, removal, or improvement of existing crossing locations.</li> </ul>	WCCTAC, Caltrans, City of Richmond, City of El Cerrito
A.i	Support continued study of signalized intersection geometrics, pedestrian crossings, and other critical safety pedestrian safety locations between El Cerrito del Norte BART station and Kennedy High School.	City of Richmond

**ROUTE DESCRIPTION**

El Portal Drive is a two-lane road between San Pablo Dam Road and the westbound I-80 on-ramp. El Portal Drive widens to four lanes between the westbound I-80 on-ramp and San Pablo Avenue. El Portal Drive carries through traffic from I-80 and San Pablo Dam Road to San Pablo Avenue.



**ROUTE ACTION PLAN GOAL**

WCCTAC and its partner agencies will work to improve bicycle access and safety along El Portal Drive while improving the infrastructure of the roadway to enhance traffic operations.

El Portal Drive MTSOs		New MTSO	Prior TSO Status
1	<p><b>Maintain LOS "D" or better on all segments and signalized intersections on El Portal Drive.</b></p> <p><i>[Measure segment LOS using the 1994 HCM Special Report 209 v/c ratio methodology.]</i></p> <p><i>[Measure intersection LOS using the CCTALOS software to analyze peak hour vehicular turning movement counts.]</i></p>	-	<p><b>Achieved in 2007</b></p> <p>Intersection LOS C or better</p>

El Portal Drive Key Objectives		New Objective
A	Provide a continuous bike route to Contra Costa College.	Yes
B	Complete El Portal Gateway project.	Yes
C	Continue study of modifications to I-80 interchange on/off ramps with El Portal Drive.	Yes

El Portal Drive Actions		Responsibility
1.i	Seek grant funding to develop and implement a signal coordination plan for El Portal Drive.	WCCTAC, City of San Pablo
A.i	Plan, fund, and implement bike route improvements to create a continuous bike route to Contra Costa College.	WCCTAC, City of San Pablo, Contra Costa County
B.i	Support implementation of the El Portal Gateway project.	WCCTAC, City of San Pablo, Contra Costa County
C.i	Monitor requirement for changes or additions to El Portal Drive interchange ramps as part of the I-80/San Pablo Dam Road interchange construction project.	WCCTAC, Cities of San Pablo and Richmond, Caltrans, CCTA, Contra Costa County

**ROUTE DESCRIPTION**

Willow Avenue provides access between San Pablo Avenue, I-80, and State Route 4 into the western portions of Contra Costa County.

**ROUTE ACTION PLAN GOAL**

WCCTAC and its partner agencies will work to enhance operation of Willow Avenue through infrastructure changes and improvements for bicyclists and pedestrians.



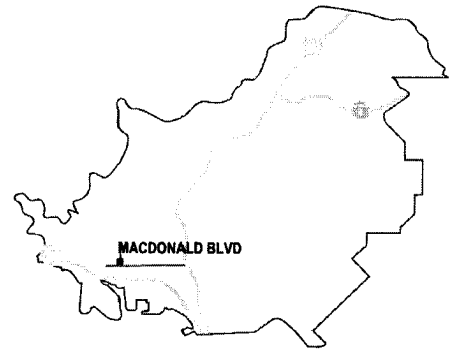
Willow Avenue MTSOs		New MTSO	Prior TSO Status
1	<p><b>Maintain LOS "D" or better on all segments and signalized intersections on Willow Avenue.</b></p> <p><i>[Measure segment LOS using the 1994 HCM Special Report 209 v/c ratio methodology.]</i></p> <p><i>[Measure intersection LOS using the CCTALOS software to analyze peak hour vehicular turning movement counts.]</i></p>	-	<p><b>Achieved in 2007</b></p> <p>Segment LOS C or better</p>

Willow Avenue Key Objectives		New Objective
A	Monitor crossing improvement at Willow Avenue and I-80 ramps.	Yes

Willow Avenue Actions		Responsibility
1.i	Fund and implement Willow Avenue/SR-4 ramp relocation to improve eastbound SR-4 access.	WCCTAC, City of Hercules, Caltrans
A.i	Encourage regular evaluation of pedestrian and bicycle safety status at the Willow Avenue/I-80 ramp pedestrian crossing.	WCCTAC, City of Hercules, Caltrans

**ROUTE DESCRIPTION**

Macdonald Avenue is the main east-west artery in the City of Richmond. It runs directly from Richmond Parkway through the downtown area to San Pablo Avenue. It then continues before ending in the City of El Cerrito. In the City of Richmond's Centennial, it was nicknamed "the 100 years street."



**ROUTE ACTION PLAN GOAL**

WCCTAC and its partner agencies will work to enhance traffic operations, bicycle and pedestrian access, and streetscape improvements along Macdonald Avenue.

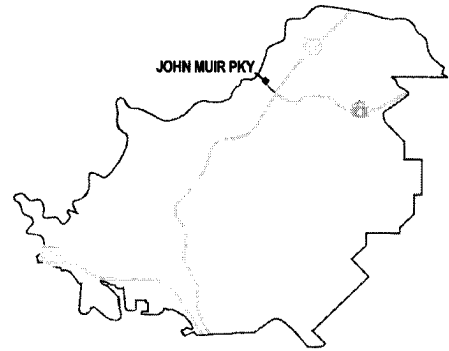
Macdonald Avenue MTSOs		New MTSO	Prior TSO Status
1	<p><b>Maintain LOS "D" or better on all segments and signalized intersections on Macdonald Avenue.</b></p> <p><i>[Measure segment LOS using the 1994 HCM Special Report 209 v/c ratio methodology.]</i></p> <p><i>[Measure intersection LOS using the CCTALOS software to analyze peak hour vehicular turning movement counts.]</i></p>	Yes	n/a

Macdonald Avenue Key Objectives		New Objective
A	Improve pedestrian and bicycle access with related safety enhancements along the corridor.	Yes

Macdonald Avenue Actions		Responsibility
1.i	Support activities and seek funding for installation of traffic signal upgrades and traffic signal interconnect to provide signal coordination and bus priority timing.	WCCTAC, Richmond Redevelopment Agency
A.i	Support activities and seek funding for pedestrian and bicycle access and safety enhancements including streetscape improvements, pedestrian crosswalks, curb bulb-outs, improved street lighting and specialized pedestrian lighting.	WCCTAC, Richmond Redevelopment Agency
A.ii	Continue study of potential transit-oriented development projects at the northwest and northeast corners of the Macdonald Avenue/San Pablo Avenue intersection and potential improvements to fully incorporate TOD development with intersection pedestrian, bicycle, and vehicular safety as a focus.	WCCTAC, City of Richmond

**ROUTE DESCRIPTION**

John Muir Parkway is the proposed city street extending from the junction of State Route 4 and San Pablo Avenue to the western end of the City of Hercules.



**ROUTE ACTION PLAN GOAL**

WCCTAC and its partner agencies will work to complete the extension of John Muir Parkway to the waterfront, and to enhance the multi-modal opportunities for pedestrians, bicyclists, and transit riders along the roadway.

John Muir Parkway MTSOs		New MTSO	Prior TSO Status
1	<p><b>Maintain LOS "D" or better on all segments and signalized intersections on John Muir Parkway.</b></p> <p><i>[Measure segment LOS using the 1994 HCM Special Report 209 v/c ratio methodology.]</i></p> <p><i>[Measure intersection LOS using the CCTALOS software to analyze peak hour vehicular turning movement counts.]</i></p>	Yes	n/a

John Muir Parkway Key Objectives		New Objective
A	Complete design and construction of John Muir Parkway to the proposed Hercules Intermodal Station.	Yes

John Muir Parkway Actions		Responsibility
1.i A.i	Plan, design, fund, and construct John Muir Parkway to complete route between Alfred Noble Drive and the future Hercules Ferry Terminal/Transit Station development.	CCTA, WCCTAC, City of Hercules

## 4.1 Monitoring and Review

Action Plans are required to include a set of procedures for the following:

- The review of environmental documents,
- The review and possible incorporation of General Plan Amendments into the Action Plan,
- The monitoring of progress in attaining the multimodal transportation service objectives, and
- A proposed schedule for periodic update and review of the Action Plan.

## 4.2 Circulation of Environmental Documents

### 4.2.1 BACKGROUND

The Action Plan is required to have a set of procedures for the circulation of environmental documents. Certain procedures are required by the Contra Costa Transportation Authority. For example, jurisdictions must circulate Notices of Preparation (NOPs) and Notices of Completion (NOC) for environmental review documents to the Regional Committees for distribution to local jurisdictions.

The Action Plan sets a threshold level at which EIRs are to be circulated to neighboring jurisdictions that might be affected by a project.

### 4.2.2 PROCEDURES FOR CIRCULATION AND REVIEW OF ENVIRONMENTAL DOCUMENTATION

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

1. For any proposed project or General Plan Amendment that generates more than 100 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
  - each member jurisdiction of WCCTAC.
2. WCCTAC shall in turn 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 this Action Plan, including the quantitative or qualitative evaluation of MTSOs identified in this Action Plan.

## 4.3 Review of General Plan Amendments

### 4.3.1 BACKGROUND

The Action Plan was developed using forecasts of future land development allowed within the general framework of the existing general plans. General Plan Amendments (GPA) enacted after adoption of the Action Plan could threaten the effectiveness of Action Plan policies.

The Action Plan is required to set a threshold for review of proposed General Plan Amendments in accordance with the Authority's adopted GPA review procedure. The maximum threshold is set at 500 net peak hour vehicle trips; however the regional committees may set a lower threshold.

The Authority's GPA review procedure requires that the jurisdiction initiating the GPA consult with its RTPC regarding the impacts of the GPA on the adopted Action Plan and demonstrate that the amendment will not violate Action Plan policies or the ability to meet Action Plan MTSOs. If the proposed GPA adversely affects the jurisdiction's ability to meet the Action Plan objectives, then, alternatively, the local jurisdiction may propose modifications to the Action Plan that will prevent the General Plan Amendment from adversely affecting the regional transportation network. The RTPC then has the option to undertake amendments to the Action Plan to accommodate the proposed GPA.

If consensus on the proposed modifications cannot be achieved, then approval of the GPA by the lead jurisdiction could lead to a finding of non-compliance with the Growth Management Program.

**4.3.2 PROCEDURES FOR REVIEW OF GENERAL PLAN AMENDMENTS**

The development review process identified in this plan pertains to the review of GPAs and the affect of those amendments on the adopted WCCTAC Action Plan. The following procedures are proposed for GPAs that generate more than 100 net peak hour vehicle trips:

1. Through its participation in WCCTAC, the jurisdiction shall notify WCCTAC of the proposed GPA in accordance with the above circulation procedures for review of environmental review documents;
2. The jurisdiction considering the amendment must confer with WCCTAC to either:
  - demonstrate that the amendment will not violate Action Plan policies or the ability to meet Action Plan MTSOs through quantitative or qualitative evaluation of the applicable MTSOs, or
  - propose modifications to the Action Plan that are acceptable to WCCTAC and will prevent the GPA from adversely affecting the regional transportation network;
3. If consensus on the proposed modifications cannot be achieved, then a jurisdiction's approval of the GPA may constitute a violation of procedures established in the Action Plan and could lead to a finding of non-compliance with the Measure C/Measure J Growth Management Program.

**4.4 Schedule for Action Plan Review**

The Action Plans are to be periodically reviewed for effectiveness, i.e. whether they are successful in meeting their multi-modal transportation service objectives. If not, an update of the Action Plan may be required.

The following schedule for review of the Action Plan is to be followed:

- Traffic conditions on regional routes, the status of transportation improvement projects contained in the Action Plan, and the land use forecasts upon which the Action Plan is based are to be monitored on an as-needed basis by CCTA.
- If any of the MTSOs have not been met, or if the status of transportation improvement projects or the growth assumptions have significantly changed, WCCTAC may prepare 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 every two years, if deemed appropriate by WCCTAC.

WCCTAC shall discuss potential funding for future Action Plan updates and monitoring as part of the Circulation Draft.

**4.5 Update of the Action Plan**

Through discussions with the adjacent regional committees, WCCTAC will continue to work on the following issues:

- Consistency of MTSOs for State Route 4 and San Pablo Dam Road.
- Coordination of actions, programs, and measures with adjacent regions.

**4.6 Monitoring of Action Plan Implementation by Local Agencies**

Chapter 3 identified the actions that WCCTAC and its member jurisdictions should take to achieve the adopted Multi-Modal Transportation Service Objectives. For those actions where WCCTAC "jurisdictions" is listed as the responsible party, WCCTAC member agencies are responsible for assisting in the implementation of the action either individually or through actions by the WCCTAC Board.

Several actions list responsible agencies like Caltrans and MTC, which are not voting members of WCCTAC. In these cases the responsibilities of WCCTAC and its member jurisdictions are to encourage and support the non-member agencies in implementing the action. WCCTAC and its member jurisdictions can't be held responsible for the action or inaction of these non-member agencies.

It is intended that each responsible jurisdiction implement each action. Compliance with the GMP requires, at a minimum, that the jurisdiction make a "good faith effort" to implement the actions. Good faith effort and the "conflict resolution process" are described in CCTA's Growth Management Implementation Guide. The procedures and definitions incorporated in that guide are included here by reference.