

**Summary Minutes  
TRANSPAC Meeting  
July 9, 2009**

**ATTENDANCE:**

**Elected Officials:** Mark Ross, City of Martinez, TRANSPAC Chair; Cindy Silva, Walnut Creek, TRANSPAC Vice Chair; Julie Pierce, Clayton, CCTA Representative; David Durant, Pleasant Hill, CCTA Representative. Absent: (excused) Guy Bjerke, Concord; Susan Bonilla, Contra Costa County.

**Planning Commissioners:** Bob Armstrong, Clayton; Bob Hoag, Concord; Michael Murray, Contra Costa County; Jon Malkovich, Walnut Creek. Absent: (excused) Diana Vavrek; Pleasant Hill. Vacant Seat: Martinez

**Staff:** Ray Kuzbari, Concord; Tim Tucker, Martinez; Brad Beck, CCTA; Jeremy Lochirco, Walnut Creek; Jim Townsend, EBPD; Lynn Overcashier, 511 Contra Costa; Barbara Neustadter, Connie Peterson, TRANSPAC staff.

**Chair Ross convened the meeting at 9:04 a.m. with a quorum.**

- 1. Convene meeting: Pledge of Allegiance/Self-Introductions – completed**
- 2. Public Comment – none**
- 3. CONSENT AGENDA: Durant/Pierce/unanimous**  
Approved the June 11, 2009 meeting minutes.  
**END CONSENT AGENDA**
- 4. Draft Countywide Bicycle and Pedestrian Plan (CBPP) presented by Brad Beck, Senior Planner, CCTA**

Brad Beck gave a presentation on the Draft 2009 Update to the Countywide Bicycle and Pedestrian Plan, which was first adopted by the Authority in December 2003. The Authority is in the process of updating the Plan to address a number of changes that affect walking and bicycling in Contra Costa County. This update reflects new information and statistics on bicyclist and pedestrian commuting, new policies from Measure J and the Growth Management Program, MTC's routine accommodation policy for project design, and new state legislation that requires local jurisdictions to incorporate "complete streets" principles into General Plans.

Mr. Beck described the components of the Draft Plan, including the visions, goals, objectives and policies. Among its goals are improving facilities and access, improving safety, encouraging more walking and bicycling, supporting local efforts, and creating a plan for bicyclists and pedestrians. He noted that the comment period on this document has been extended until August 5 and is expected to be adopted by the Authority at its October 14<sup>th</sup> meeting. Jurisdictions will be able to use the data in the Plan when applying for State Transportation Account (BTA) funds.

Michael Murray asked what the term "complete streets" meant. Mr. Beck answered that the new state law requires that every street be safe, usable, and designed to serve all modes of traffic. Cindy Silva asked for further information what exactly jurisdictions will be required to and what the consequences would be if the requirements are not met. Mr. Beck said that when a city updates its

General Plan, it must incorporate complete streets principles. The State's Office of Planning and Research is currently updating General Plan guidelines that will outline how jurisdictions are expected to accomplish that task.

Also discussed was how pedestrians are considered when applying parking strategies where the goal is to minimize conflict points with pedestrians (such as driveways) but still provide adequate parking. Jim Townsend of the EBRPD added that local communities try to balance the two competing interests of parking and pedestrian access by using the "Park Once" model where people park their cars and walk to several different locations without moving the car to these other destinations.

Jeremy Lochirco said when doing a project jurisdictions should look at trying to identify and incorporate these principles whenever possible, but is not a mandate. Julie Pierce asked how this applies to Measure J compliance. Mr. Beck said Measure J looks at a two-calendar year period for the Compliance Checklist, in which a jurisdiction could demonstrate that it has met the required standards and guidelines of the Plan, especially for new development. Member Pierce suggested that this information should be given to the jurisdictions in time to prepare the checklists.

Bob Armstrong commented on some points in the Executive Summary, noting that the first sentence states that walking and bicycling are increasingly recognized as important components to the transportation system and potential solutions to reduce congestion, sprawl and global warming. However, the figures cited do not support that statement and, in addition, recreational bicycling is not mentioned. Mr. Beck acknowledged that the data is old and likely underestimated. Michael Murray noted that even if the numbers given for bicycle commuting were doubled, it is still not significant because the vast majority of bicycling is for recreation. Cindy Silva disagreed that recreational bicycling was not mentioned by pointing out that the second sentence refers to improving health and quality of life, which could be construed as "recreational." Chair Ross said that this is a transportation committee discussion, but it doesn't mean that bicycling for recreation is of lesser importance than commuting to work. Jim Townsend said this Plan's purpose is to take advantage of opportunities to get as much of the available money as possible to build out the bicycle network. He also pointed out that when "commuters" are mentioned, the term refers to people who ride bikes to work, but does not include school trips. If anything, this Plan understates the impacts of improvements to the bicycle/pedestrian network on reducing congestion.

Bob Hoag asked if given these economic times, is this the best use of about Measure J money, or is the Plan mandated? Mr. Beck confirmed that it is mandated. Tim Tucker added that it is required to get some State and Federal money, and it's important to understand that the more the bicycle infrastructure is improved, the more it will be used. Right now there are gaps in the system that restrict people from using it to its fullest extent. Chair Ross said we already have made an investment in a scattered infrastructure that is not fully linked and not as efficient. Mr. Beck reminded the committee that the Plan is not meant to be a research document. He added that over the last five years, there has been a marked increase in the demand for bike parking. For example, 511 Contra Costa has funded a number of bike racks and lockers throughout the County, and there is a continuing demand. The need for bicycle and pedestrian facilities is proven and the benefit is proven. Additionally, if more kids would walk or bike to school, it would eliminate a major source of local congestion which is a continuing problem in jurisdictions throughout the County.

Bob Armstrong restated that his objection is not to the Plan or biking or the money, but to the language that introduces the Plan to the public. The Executive Summary is important because this is what people will read.

**ACTION: Thanked Mr. Beck for the presentation and will prepare comments to submit to the Authority.**

**5. Final Adoption of the Central County Action Plan**

The TRANSPAC TAC again reviewed the March 12, 2009 version of the Action Plan at its June 25, 2009 meeting and recommends approval.

**ACTION: Adopted the Final Central County Action Plan and gave staff authority to make any minor corrections or changes as needed. Silva/Pierce/Unanimous**

**6. TRANSPAC and CCTA Representatives' Reports. The minutes of the May 20, 2009 CCTA Board meeting were included in the packet.**

**a. Administration and Projects Committee (APC) Meeting**

Member Pierce reported that the APC committee discussed the Authority's options for leasing office space as its current lease term nears expiration. The APC received the annual program manager report from its long-term consultant firm Nolte Associates. Caltrans gave a presentation on monitoring and managing HOV lanes, including modifying hours for HOV lanes. The APC moved money through an amendment to the Measure J Expenditure Plan to make additional funding available from the SR4 East widening fund for widening the highway segment from Loveridge to Somersville. The APC heard additional information about legislation.

**b. Planning Committee meeting**

Member Durant reported that the Planning Committee approved a number of items: Growth Management Program checklists for Danville, Richmond and Moraga; the release of an RFP for the 2010 Decennial Model Update; release of the Draft 2009 Contra Costa Congestion Management Program; submission of a New Freedom Grant application to MTC for Web Site Development for Senior and Disabled Transportation Inventory. Also authorized was a Cooperative Agreement amendment with WCCTAC for a TFCA project. An update was given on the special meeting concerning bond financing.

Member Durant reported on AB744 (Torrico) HOT Lane Network. Amendments had been made to this bill earlier to which CCTA and MTC agreed, however, in Assembly it was discovered that MTC staff had made some changes to the language without the knowledge of CCTA or the bill's author. These changes gutted the compromises that had been struck earlier, and which forced the Authority to take an "opposed" position. As written, this bill would have allowed MTC to convert entire freeways to HOT lanes (or, toll roads). The senators ordered changes to the language specifying that MTC may not convert anything but existing HOV lanes, and clarifying that the primary intent of this legislation is to increase throughput, not to generate revenue. This bill will go back to the Senate Transportation Committee on Tuesday.

Member Durant also discussed AB1175 (Torlakson) Bay Area Toll Bridges for the Antioch and Dumbarton Bridge seismic upgrades. This bill would give MTC the ability to raise bridge tolls

and use the proceeds anywhere it chooses. It was feared that as written, this bill would jeopardize eBART by allowing MTC to use the money generated here to be used on other projects. During hearings in Sacramento, Julie Pierce spoke in favor of the retrofit, but voiced concerns about fee versus a tax. There must be a nexus established between where the fee is generated and where the revenue goes.

**ACTION: Information accepted.**

**7. Reports from Staff and Committees - Information received**

Lynn Overcashier, Program Manager of 511 Contra Costa, reported that next Thursday evening ABAG will be recognizing certified green businesses, including 511 Contra Costa. She also reported that the Transportation Authority has submitted of a Freedom Grant to MTC for website development to link information for seniors and people with disabilities. 511 Contra Costa is working with the County Connection and CCTA on a match for the \$120,000 total grant. This website would be hosted through the 511 Contra Costa website. She also noted that staff is working with Pleasant Hill and Martinez to install electric charging stations.

**8. Correspondence/Copies/Newsclips/Information - Accepted**

**9. For the Good of the Order**

Barbara Neustadter said that the County Connection has been formally notified of the recommendation of the Regional Measure 2 Policy Advisory Committee and TRANSPAC concerning investment of funds.

Chair Ross commended Member Silva for riding a bicycle to the meeting. Member Silva noted that the signage in some areas on the major routes was inadequate. Jim Townsend added that “wayfinding” to connect the bicycle network is missing in a lot of jurisdiction. He added that the Park District is beginning to work with BART on an integrated system to connect the stations to the access to the stations.

Michael Murray announced that he had been appointed to the state board that oversees Workers Compensation issues, and asked committee members to contact him if they had any input.

**10. The meeting was adjourned at 10:28 a.m. The next TRANSPAC meeting is scheduled for September 10, 2009 at 9 a.m. in the City of Pleasant Hill’s Community Room at City Hall.**