

CONDITIONS OF COMPLIANCE REPORT FOR 2008 AND 2009
Based on the
2009 TRANSPAC ACTION PLAN

Region-wide Goals and Actions

These goals and actions build on TRANSPAC's tenets, focus the direction of the Action Plan and are intended to guide future decisions.

GOAL 1. Encourage land use decisions that manage the increase of overall traffic demand

ACTIONS:

1-A: Continue to support implementation of the Measure C/J Growth Management Program.

2008-09: This action is ongoing and TRANSPAC TAC members and staff participated in the many meetings required to draft a revised General Plan Amendment (GPA) Review Process which will undergo RTPC review in early 2010.

1-B: Continue to support higher-density development around transit hubs and downtowns.

1-C: Continue to require each jurisdiction to:

- a) Notice the initiation of the environmental review process for projects generating more than 100 net-new peak-hour vehicle trips.
- b) For projects that require a General Plan Amendment, identify any conflicts with Action Plan MTSOs and then, if requested, present the analysis results and possible mitigation strategies to TRANSPAC for review and comment.

1-D: Include the needs of pedestrians and bicyclists in the design, construction, and maintenance of development projects.

1-E: Continue to implement the TRANSPAC Subregional Transportation Mitigation Program.

2008-2009: All of these actions are ongoing.

Responsible: TRANSPAC and its jurisdictions

GOAL 2. Increase HOV lane usage

2-A: Support the completion of a continuous HOV system on I-680.

2008-2009: The RM2 I-680 HOV Express Bus Access Study was completed in late 2009 and recommended use of the approximately \$14.3 million in available RM2 funds for construction of the southbound I-680 HOV lane in Central County. TRANSPAC included programming of \$75M in its Measure J funds for this project. Availability of STIP and other funding for this project is currently unknown.

- 2-B: Support consistent occupancy requirements for toll-free HOV lanes on the Benicia-Martinez Bridge and I-680.
2008-2009: This action is ongoing.
- 2-C: Support additional incentives for HOV users.
2008-2009: This action is ongoing. TRANSPAC and its jurisdictions work through the TRANSPAC TDM program, 511 Contra Costa, to continually seek opportunities to increase carpool and vanpool use.
- 2-D: Provide additional park-and-ride lots.
2008-2009: See Pacheco Boulevard.

Responsible: TRANSPAC and its jurisdictions

Timeline: These actions are ongoing and depend on funding availability.

GOAL 3. Work to improve freeway flow

- 3-A: Continue to monitor and evaluate operational improvements at freeway interchanges on I-680, SR-242, SR-24, and SR-4.
- 3-B: Continue to support the completion of the fourth bore of the Caldecott Tunnel (SR-24).
2008-2009 (and a little bit of 2010): Construction contracts for two small projects, the Kay/Broadway Signal and SR 24/SR 13 Ramp projects were awarded to the lowest bidders in late-December 2009. Construction activities for these small contracts also began in mid-January 2010 and are expected to last up to a year. Funding for the Caldecott Tunnel was included in the CCTA's 2009 bond program with \$62M assigned to Central County. The groundbreaking for the Caldecott Tunnel was January 22, 2010. Depending on funding availability, completion of the Caldecott Tunnel is planned for 2014.
- 3-C: Support the study and implementation of potential regional freeway management strategies.
2008-2009: TRANSPAC TAC members have participated in the development of the Corridor System Management Plans for SR 4 and SR 24. These plans will be presented to TRANSPAC in February 2010.
- 3-D: Consider a multi-agency approach to freeway ramp metering.
2008-2009: The 2009 TRANSPAC Action Plan includes a multi-agency approach to ramp metering as an action. The implementation of ramp metering in the I-680, SR 4 and SR 24 corridors is a key recommendation in the Corridor System Management Plans developed by MTC, Caltrans in concert with many local partners including CCTA and TRANSPAC.

Responsible: TRANSPAC and its jurisdictions

GOAL 4. Manage arterial traffic flow

- 4-A: Seek funding for traffic and transit improvements along Regional Routes.
2008-2009: Over the past several years, Federal and State funding for arterial projects has become increasingly difficult to secure. As a result, TRANSPAC and its jurisdictions established a list of arterials to be funded, at least partially, with proceeds of the CCTA September 2009 bonds programmed for Central County. The following projects are expected to be funded between FY10-FY15: Marsh Creek Road (Clayton); Pine Hollow Widening

Clayton); Kirker Pass Road northbound truck lane (County); Court Street Overcrossing (Martinez)[see below]; Buskirk Avenue Widening (Pleasant Hill); Geary Road widening Phase 3 (Walnut Creek and Pleasant Hill), Waterworld Parkway (Concord) [see below]; Contra Costa Boulevard Improvements (Pleasant Hill); Ygnacio Valley Road Permanent Restoration Phase 2 (Concord), Clayton Road/Treat Boulevard/Denkinger Road Intersection Capacity Improvements (Concord).

Projects programmed after 2015 include the Pacheco Boulevard Realignment and Widening (Contra Costa County), additional funding for Waterworld Parkway (Concord) and Court Street Overcrossing (Martinez)

Please see the CCTA's 2009 Strategic Plan for project financial and scope information.

- 4-B: Continue to implement the Central Contra Costa Traffic Management Program.
- 4-C: Where feasible and appropriate, address the needs of pedestrians and bicyclists along Regional Routes.
2008-2009: These actions are ongoing.

Responsible: TRANSPAC and its jurisdictions

GOAL 5. Support an efficient and effective transit system

- 5-A: Support the development of real-time information and better connectivity for regional transit and local and feeder bus service.
2008-2009: Action is ongoing
- 5-B: Promote coordination of transfer times among Express bus, feeder bus, BART, and park-and-ride lots.
2008-2009: Action is ongoing
- 5-C: Support the expansion of BART service and BART station and parking facilities.
- 5-D: Support the construction and maintenance of accessible bus stops, park-and-ride lots, and transit hubs.
2008-2009: See Pacheco Boulevard.

2008-2009: Martinez Intermodal Station. Project acquired land north of the railroad tracks, construct new road access to the north parking lot, add 425 parking spaces, and build a pedestrian bridge over the tracks. The current project phase is construction of first stage (interim parking lot). The Authority allocated funds to start demolition of some existing structures and eventually build an interim surface parking lot. Demolition work is complete. Some interim surface parking lot work has started; striping of approximately 45 parking stalls is complete, some parking lot lighting is complete. The remaining interim surface parking lot work is still scheduled to be done in summer 2010.

- 5-E: Support improvements that increase the efficiency of local transit on Regional Routes.
- 5-F: Support increased access to BART stations for buses and other alternative modes.

For actions 5F and 5F - 2008-2009: TRANSPAC included funding for BART's Comprehensive Wayfinding and Signage programs as well as Bicycle Storage Facilities (electronic lockers, cages, racks, etc.) at four Central County BART stations (Walnut Creek, Pleasant Hill, Concord and North Concord) in the CCTA September 2009 Measure J bond sale for expenditure in FY10 and FY11.

- 5-G: Support innovative approaches to improve the efficiency and effectiveness of transit services for seniors and disabled persons through the allocation of Central County's Measure J \$10 million for Additional Transportation for Seniors and People with Disabilities. These funds are in addition to Measure J Other Countywide Programs and total \$35 million in Central County.
- 5-H: Support expansion and use of park-and-ride facilities using Express and local buses.
2008-2009: See Pacheco Boulevard.

Responsible: TRANSPAC and its jurisdictions

GOAL 6. Increase participation in the 511 Contra Costa Program to improve multi-modal mobility and decrease single-occupant vehicle use in Central County

- 6-A: Support the 511 Contra Costa Program to educate and encourage Contra Costa residents, students and commuters to use multi-modal alternatives by promoting transit, shuttles, carpooling, vanpooling, walking, bicycling, alternative work schedules, and telecommuting.

2008-09: The 511 Contra Costa program is working in all Central County jurisdictions to promote alternatives to the single occupant vehicle. Staff attends farmers' markets, transportation and health fairs, library events and other outreach activities to promote alternatives to the single occupant vehicle. The www.511contracosta.org website is a key feature in the outreach efforts. Programs include:

- The Countywide Carpool Program which provides a stipend to new carpoolers to try carpooling instead of driving alone to work;
- The Countywide Transit Program provides a free BART, train or bus pass to those who change modes from single occupant vehicles to transit;
- The 511 Contra Costa Transportation Resource Guide provides transportation information for the entire Bay Area but with a strong focus on the transportation options in Contra Costa. The guide will be reprinted in 2010.

- 6-B: Develop TDM programs at K-12 schools and colleges to encourage carpooling, transit ridership, walking, and bicycling.

The school-based programs implemented by 511 Contra Costa staff include:

2008-09: The school-based programs implemented by 511 Contra Costa staff include:

- The Safe Routes to School Program:

SchoolPool (encouraging parents to carpool children to school)

School Transit Program -provides no-cost public bus tickets for students to get to school or college

Walk and Roll to school events to encourage bicycle riding and walking to school

A bicycle rodeo program is being developed to promote bicycle safety training for students

Bike to Work/School day is promoted through schools every May and families/students are encouraged to participate

Bicycle racks, skateboard racks, bicycle cages and lockers are available at no cost to all public and private schools in Central County

A book called Why Don't Hydrogen Cars Fly Away? Produced by 511 CC staff for distribution to elementary schools in Central County.

- College Carpool and Transit Programs:

Students are offered a free bus pass on County Connection to get to Diablo Valley College and other colleges and technical schools.

Students are offered incentives to form a carpool instead of driving to campus alone.

6-C: Promote alternative work opportunities including employer pre-tax benefit programs, compressed work-week schedules, flex schedules, and telework.

- A Telework/Alternative Work Schedule Workshop was held in 2009 for employers and staff from all local jurisdictions. 511 CC offers free consultations to employers and local jurisdictions upon request, as well as more extensive onsite telework implementation assistance.

- A workshop on pre-tax benefit programs was also held in 2009. 511 CC staff offers free consultations with all local employers and jurisdictional staff on an on-going basis.

6-D: Encourage commuters to make local trips or trips linked to transit by walking, bicycling, or carpooling instead of driving alone.

- A 31-day activity wheel has been produced by 511 CC and is available to families and especially children, which promotes awareness of vehicle trip-reducing and trip linking opportunities.

- Weekly tips and reminders are posted on the www.511contracosta.org website.

6-E: Promote park-and-ride lot use to potential carpoolers, vanpoolers, and transit riders, including shuttle services, where applicable.

- The 511 CC staff has worked with County Connection in the development of the Pacheco Park & Ride lot and will offer assistance upon its completion in promoting transit ridership and carpooling from the site.

- Park & Ride lot locations are indicated on a map located on the www.511contracosta.org website.

- Free downtown shuttles were funded by 511 CC in cooperation with the cities of Walnut Creek and Pleasant Hill and Contra Costa Centre from October through December 2009 to encourage shuttle ridership instead of driving alone during mid-day.

- Special promotion encouraging Contra Costa residents to use BART to get to SFO instead of driving.

6-F: In cooperation with Central County jurisdictions, develop TDM plans and provide consultations to improve mobility and decrease parking demand for new development and redevelopment.

511 CC staff offers on-going consultation assistance in the development of TDM plans for developments at the request of local jurisdictions for new development and redevelopment projects.

- 511 CC staff provided comments and offered suggestions in the updated Contra Costa County TDM Ordinance Guidelines in 2009. Similar suggestions will be considered as 511 CC assists CCTA staff in the updated revised TSM Model Ordinance in 2010.

- 511 CC staff provided comments and offered suggestions in the TDM Plan for a new church development proposal located within the unincorporated portion of the County in Walnut Creek.

6-G: Explore innovative new technologies to improve mobility and reduce SOV trips.

- Staff researched electric charging station technologies beginning in 2008 to determine the most economical and efficient stations to be considered for deployment in Contra Costa.

- Staff produced a video of the Martinez/Benicia Bridge Bike/Pedestrian Path to demonstrate to the public how to access the entrance of the path from Martinez. The video was posted on the website.

- Staff had web programmers develop web based applications and information to:

Ease downloading incentive applications in order to more quickly respond to participants wishing to try an alternative to driving alone

A Senior Public Transportation map indicating the dial-a-ride, private shuttle service, and fixed route transit throughout Contra Costa

A Bike Locker Locations map indicating traditional and electronic locker locations throughout Contra Costa

A Where Is My BART map showing real-time BART train arrivals

An iPhone “app” called iSmog that alerts users about the air quality for a particular basin within the nine-county Bay Area.

6-H: Seek funding to provide bicycle parking infrastructure at employment sites and activity centers throughout Central County.

- Measure C/J funds are used through the 511 CC allocations to provide bicycle racks, lockers, cages and eLockers in central County. Walnut Creek installed eLockers in 2009 and all cities are eligible for this infrastructure through the 511 CC program upon request.

6-I: Encourage “green” commuting, including ZEV and NEV vehicles, clean fuel infrastructure, and car sharing.

- After researching Bay Area Air Quality Management District-approved technologies in 2008, 511 CC began offering up to three no-cost electric charging stations for each central County jurisdiction beginning in 2009. The cities of Walnut Creek and Pleasant Hill have currently installed three stations which are now operational. Martinez and Contra Costa County are working with staff for installation of similar stations in early 2010.

- A workshop on the benefits of carsharing was offered through 511 CC in 2009. Carsharing information and consultation is available as an on-going service.

- 511 CC became a certified Green Business in 2008 and contributed a more robust transportation section of the Green Business checklist required by the Contra Costa Green Business certification process.

Responsible: 511 Contra Costa, TRANSPAC and its jurisdictions

Actions and Responsibilities for Routes of Regional Significance

TRANSPAC and its jurisdictions have identified regional actions for Routes of Regional Significance. As these actions may span jurisdictional boundaries and improvements to Routes of Regional Significance often involve more than one jurisdiction, there needs to be a coordinated and joint effort of all involved jurisdictions.

The following section presents a description of each Route of Regional Significance within TRANSPAC Multimodal Traffic Service Objectives (MTSOs), actions and responsibilities for each route. Note that on planned improvements and actions identified for I-680, SR 242 and SR 4, TRANSPAC and all TRANSPAC jurisdictions will support the actions of CCTA and Caltrans, the designated lead agencies on Interstate and State Highway projects.

Freeways

1. Interstate 680

I-680 is a north-south eight- to twelve-lane divided freeway. It begins north of the TRANSPAC area at the I-80–Cordelia interchange and travels south through Solano County, entering TRANSPAC’s region after it crosses the Benicia-Martinez Bridge. From the bridge, it extends south through the SR-4 and SR-242 interchanges. The I-680/SR-24 interchange is near TRANSPAC's southern boundary in

Walnut Creek. I-680 continues south through the Southwest Regional Transportation Planning Committee (SWAT) area. I-680 is a major commute route for Solano County and for Central and East Contra Costa County travelers. The Walnut Creek, Pleasant Hill, and Concord BART Stations; the Martinez Intermodal Facility; and the soon-to-be-built Pacheco Transit Hub are accessed from I-680.

MTSO: 4.0 Delay Index

Actions:

Please note that TRANSPAC programmed \$75 million over the life of Measure J funds for I-680 Carpool Lane Gap Closure/Transit Corridor Improvements

Continue to support investment in and implementation of HOV lanes on I-680

2008-2009: TRANSPAC requested that Caltrans improve the operation of the I-680 southbound Carpool Lane Extension (commonly referred to as “the restripe” and the Livorna Lane drop) be done at the beginning of its pavement rehabilitation project on I-680 from the I-680/SR 24 Interchange to the Alameda County line.

Complete the I-680 HOV Express Bus Access Study funded through Regional Measure 2

2008-2009: At the request of County Connection, TRANSPAC took the lead on the I-680 HOV Express Bus Access Study which was mandated to receive \$15 million in funding available in Regional Measure 2 approved by Bay Area voters in 2004. The study was completed and accepted by TRANSPAC and County Connection in October 2009. The required acceptance by CCTA was completed in January 2010. This action is completed.

Continue to support planned improvements to the I-680/SR-4 interchange and to SR-4.

2008-2009: Please see SR 4 below

Continue to work with Solano County to manage traffic in the I-680 corridor.

Proposed Improvements

Southbound HOV Lane Gap Closure from North Main to Livorna Road

Improvements to I-680/SR-4 freeway interchange (see subsequent section on SR-4)

Improvements to SR-4 (see subsequent section on SR-4)

Responsible: TRANSPAC and its jurisdictions

2. State Route 242

State Route 242 is a four-mile north-south freeway that connects SR-4 west of Port Chicago Highway to I-680 just south of Willow Pass Road. It is a three-lane road in each direction.

MTSO: 3.0 Delay Index

Actions:

Support the study and design of Clayton Road interchange improvements.

Proposed Improvements

Construction and modification of southbound ramps at the Clayton Road interchange

Construction of northbound Clayton Road on-ramp

- Construction of the third lane of the southbound Commerce Avenue off-ramp

2008-2009: The project will extend Commerce Avenue between Pine Creek and Waterworld Parkway and will rehabilitate the pavement section between Concord Avenue and its end near the cul de sac. The current Project Phase is Design & Right of Way (ROW). The project's environmental clearance was obtained on November 10, 2009. The right of way phase is now underway and is expected to take until summer 2010. The City's ROW agent sent out letters to the property owners about the intent of the City to acquire ROW and will be setting up interviews to talk to property owners and assembling appraisals. The 90% Plans are complete. Construction is scheduled for the summer of 2010 but may be delayed depending on the length of the ROW process.

Responsible: TRANSPAC and its jurisdictions

3. State Route 4

State Route 4 is an east-west freeway that runs from East Contra Costa and San Joaquin County to I-80 in West Contra Costa through Central Contra Costa. West of the SR-242 Interchange in Concord, it has four to six lanes; east of the interchange, it has eight to ten lanes, including an HOV lane in each direction. SR-4 provides access to the North Concord/Martinez BART Station, the Martinez Intermodal Facility, and the soon-to-be-constructed Pacheco Transit Hub.

MTSO: 5.0 Delay Index from Cummings Skyway (WCCTAC boundary) to Willow Pass (TRANSPLAN boundary) This MTSO is expected to be revised upon completion and adoption of the Corridor Management Plan by TRANSPAC, TRANSPLAN and WCCTAC (see Action below).

Actions:

Partner with TRANSPLAN and WCCTAC to develop a Corridor Management Plan for SR4 from East County through Central County (boundaries to be defined) including connecting and/or supporting arterials. This process will identify an MTSO(s) for SR4, actions, projects and define an approach to managing arterials in the corridor. TRANSPAC, TRANSPLAN and WCCTAC jointly will seek funding for the Corridor Management Plan from CCTA and other available sources.

2008-2009: On behalf of its partner RTPCs, TRANSPLAN and WCCTAC, TRANSPAC successfully requested \$150,000 for Study funding from CCTA.

Support improvements to the I-680/SR-4 interchange

2008-2009: The I-680/SR4 Project Report and Environmental Document were approved by both Caltrans and FHWA in February 2009.

Corridor System Management Plans (CSMPs) - As part of the passage of Proposition 1B in November 2006, the Corridor Mobility Improvement Account (CMIA) was created by the California Transportation Commission (CTC). The CTC required Caltrans to develop CSMPs for highway corridors containing projects receiving CMIA funds. The main objectives of these investments, which are part of the Governor's Strategic Growth Plan, are to decrease congestion, improve safety and travel times, and accommodate future growth in the population and economy.

The CSMPs, initiated in 2007/08, are a mechanism through which to maximize the State's investment in the corridor, via an assessment of current and future performance, identification of bottleneck locations and causes, and recommendation of a prioritized set of improvements to address the problem locations. SR-4 and SR-24 are part of the CSMP process based on the CMIA-funded Route 4 East Widening and the Caldecott Tunnel Fourth Bore projects, respectively. These two efforts were initiated in the summer of 2008 with the establishment of Corridor Technical Advisory Committees (C-TACs), which include staff from Caltrans, the Metropolitan Transportation Commission (MTC), the Contra

Costa Transportation Authority (CCTA), and affected jurisdictions and agencies along the corridors (including the Alameda County CMA on Route 24).

Freeway Performance Initiative: MTC's (Regional Transportation Plan) T-2035 strategy known as the Freeway Performance Initiative (FPI), seeks to develop a roadmap for selection of the best projects and operational strategies for major freeway corridors in the Bay Area, based on performance and cost-effectiveness. MTC, along with its consultant PBS&J, has been working in tandem with the Caltrans CSMP effort on SR-4 and SR-24 to develop a prioritized list of system management strategies and associated projects for these two corridors. The FPI's approach to the corridor analysis includes a look at the entire transportation corridor, including parallel arterials and transit, and attempts to address both recurrent and non-recurrent congestion.

Please note that the CSMP reports will be forwarded to the California Transportation Commission (CTC) by Caltrans and that MTC will use the analyses as part of the development of the Regional Transportation Plan (RTP). In Contra Costa, it also is anticipated that this information will be used in RTPC and CCTA planning processes.

2008-2009: The CSMPs been reviewed by the TRANSPAC TAC (February 28, 2010) and presented to TRANSPAC on February 11, 2010.

2008-2009: For a number of years, TRANSPAC has sought to improve the operation and capacity of the I-680/SR-4 Interchange. The classic approach to interchange reconstruction calls for a phased approach. In 2000, TRANSPAC requested that the Transportation Authority determine if any improvements could be made to the I-680 side of the Interchange to improve its operation and eliminate the short weave sections from I-680 to SR-4. The result was the addition of a collector distributor road system from I-680 to SR-4 as part of the construction of the I-680 HOV Lanes from North Main to Marina Vista. Since then, funding for the full I-680/SR-4 Interchange (approximately \$278 million) has remained elusive as Measure C funding was reallocated to other projects and Measure J funding has been hit hard by the economic downturn.

In 2008, TRANSPAC asked the Transportation Authority to examine any additional possibilities for a "sooner, cheaper" alternative to improve operation and capacity on the SR-4 side of the Interchange with specific emphasis on the original Phase 3 of the project, the completion of the "missing" 3rd lane in each direction on SR-4 from Morello Avenue west of the Interchange as far east as possible to match the lanes to/from East County in the vicinity of Port Chicago Highway.

In response to that request, Transportation Authority had its consultants, URS Corporation in concert with Fehr and Peers assess possible sooner, cheaper alternatives that could be constructed absent a full reconstruction of the I-680/SR-4 Interchange. The consultant did identify some sooner, cheaper project that could improve the operation of the interchange and that section of SR 4. These "sooner, cheaper" ideas were presented to TRANSPAC on May 14, 2009. While funding has remained elusive, the identified sooner, cheaper ideas and the possibilities identified by the CSMP work may offer opportunities to improve operations until a reconstruction is affordable.

Responsible: TRANSPAC and its jurisdictions

Arterials

4. Alhambra Avenue

Alhambra Avenue is a north-south roadway that extends from downtown Martinez south, under SR-4, to Taylor Boulevard in Pleasant Hill, where its name changes to Pleasant Hill Road. It is generally a four-lane roadway. Only the portion south of Arch Street is designated as a Regional Route. It serves as a parallel route to I-680 and a shortcut around the I-680/SR-24 Interchange.

MTSO: Martinez: 15 MPH Average Speed for both directions during AM and PM peak hours
Pleasant Hill: 15 MPH Average Speed for both directions during AM and PM peak hours

Actions:

Pursue planning and funding for Alhambra Avenue improvements and widening

2008-2009: The second phase of the project to install additional lanes, traffic signals and soundwalls at major intersections on Alhambra Avenue from MacAlvey to SR4 is completed. The City decided to complete the slope grading behind a retaining wall in a subsequent project. The City Council is tentatively scheduled to accept the project in February 2010.

Proposed Improvements

Construction of a second southbound lane on Alhambra Avenue from Walnut Avenue to Franklin Canyon Road with other necessary signal, ramp, and median modifications
Completion of the Alhambra Avenue Widening Phase III project

Responsible: TRANSPAC and its jurisdictions

5. Clayton Road

Clayton Road is a four- to six-lane, east-west roadway that connects Marsh Creek Road east of Clayton to SR-242 in Concord. Between Ygnacio Valley Road/Kirker Pass Road and Treat Boulevard, it is a Regional Route. It is the east-west traffic spine for Central Contra Costa and provides direct access to the Concord BART station and connection to the Pleasant Hill and Walnut Creek BART stations.

MTSO: Clayton: 15 MPH Average Speed for both directions during AM and PM peak hours
Concord: Average Stopped Delays for the following intersections: Kirker Pass Road/Ygnacio Valley Road: 3
Treat Boulevard/Denkinger Road: 3

Actions:

Complete Clayton Road/Treat Boulevard/Denkinger Road intersection capacity improvements.
Work with TRANSPLAN on Clayton Road/Marsh Creek Road corridor operation and management.
Seek funding to improve vehicle, bus, bicycle, and pedestrian access at the Concord BART Station.

Proposed Improvements

Clayton Road /Treat Boulevard/Denkinger Road intersection capacity improvements
Implementation of various vehicle, bus, bicycle, and pedestrian access improvements at the Concord BART Station

Responsible: TRANSPAC and its jurisdictions

6. Contra Costa Boulevard

Contra Costa Boulevard is a north-south roadway that begins at 2nd Avenue in Pleasant Hill as an extension of Pacheco Boulevard. It runs south through Pleasant Hill to become North Main Street at

Oak Park in Walnut Creek. It runs parallel, to the west, to I-680 and varies in width from four to six lanes and serves as a bypass to I-680.

MTSO: Average Speed, AM Peak Hour: 15 MPH northbound and 12 MPH southbound
Average Speed, PM Peak Hour: 10 MPH in both directions

Actions:

Complete Contra Costa Boulevard improvement project.

2008-2009: The Contra Costa Boulevard improvement project is included in the CCTA 2009 Measure J bond sale with \$1.1 M in escalated dollars programmed for allocation in FY10. The Contra Costa Boulevard signal coordination project was completed in 2009

Proposed Improvements

Between 2nd Avenue and Monument Boulevard, construction of additional right and left turn lanes, modification of intersection lane alignments, and addition of a new class II bike lane
Improvement of traffic operations throughout corridor

Responsible: TRANSPAC and its jurisdictions

7. Geary Road

Geary Road runs east-west, connecting North Main Street at I-680 to Pleasant Hill Road to the west. East of I-680, Geary Road becomes Treat Boulevard. Over half its length, Geary Road is two lanes with center turn lanes. It serves as an access route to the Pleasant Hill BART station.

MTSO: LOS F at North Main Street intersection

Actions:

Complete widening. **2008-2009:** The widening project is included in the CCTA 2009 Measure J bond sale with a total of \$9.1M in escalated dollars programmed for allocation in FY10 and FY11.

Seek funding to improve vehicle, bus, bicycle, and pedestrian access at the Pleasant Hill BART Station.

Proposed Improvements

Geary Road Widening Phase III

Implementation of various vehicle, bus, bicycle, and pedestrian access improvements at the Pleasant Hill BART Station

Responsible: TRANSPAC and its jurisdictions

8. North Main Street

North Main Street is a north-south roadway in Walnut Creek that is the continuation of Contra Costa Boulevard. It is a four-lane roadway that is a Regional Route from Oak Park to San Luis Road. It runs parallel to I-680 and provides access to the interstate at both Treat Boulevard/Geary Road and San Luis Road. It connects two BART stations and serves local traffic.

MTSO: LOS F at Treat Boulevard/Geary Road intersection

Actions:

Assess possible application of the Central Contra Costa Traffic Management Program.

Proposed Improvements

None

Responsible: TRANSPAC and its jurisdictions

9. Pacheco Boulevard

Pacheco Boulevard is a two- to four-lane north-south roadway connecting Pine Street south of downtown Martinez, under SR-4 and along I-680, to 2nd street in Pleasant Hill, where it becomes Contra Costa Boulevard.

MTSO: Martinez: 15 MPH Average Speed in both directions in the AM and PM peak hours
Contra Costa County: 1.5 V/C for all intersections

Actions

Assess possible applications of the Central Contra Costa Traffic Management Program.

Complete Pacheco Transit Hub.

2008-2009: Project construction is fully funded from state and local sources at \$2.98M+; at the end of 2009 TRANSPAC (\$15,000 annually with a 5 year project review); TRANSPLAN (\$5,000 annually for the life of Measure J) and WCCTAC (\$5,000 for three years) each approved an annual contribution to the \$30,000 annual maintenance cost. A request has been made to Caltrans to allow parking charges with revenues assigned to operating and maintenance.

Seek funding to widen Pacheco Boulevard to four lanes and make related improvements.

Coordinate proposed improvements to the I-680/SR-4 interchange with surrounding arterials and local streets.

Assess the need for improvements at the Pacheco Boulevard/Arnold Drive intersection.

Work with Contra Costa County staff on coordination of the implementation of the Buchanan Airport Master Plan.

Proposed Improvements

Construction of Pacheco Transit Hub

Widening of road segments to four lanes and construction of a new railroad over-crossing for Burlington Northern Santa Fe Railway (likely to occur in phases)

Responsible: TRANSPAC and its jurisdictions

10. Pleasant Hill Road

Within TRANSPAC's region, Pleasant Hill Road is a north-south, two- to four-lane roadway that connects Geary Road and Taylor Boulevard into Lafayette and, through SWAT's region, to SR-24.

MTSO: Pleasant Hill: 15 MPH Average Speed in both directions in the AM and PM peak hours
Contra Costa County: 1.5 V/C for all intersections

Actions:

Work with SWAT/City of Lafayette on corridor issues and, if feasible, consider development of a traffic management plan and other operational strategies for Pleasant Hill Road.

Proposed Improvements

As may be determined in concert with SWAT/City of Lafayette

Responsible: TRANSPAC and its jurisdictions

11. Taylor Boulevard

Taylor Boulevard is a four-lane, north-south roadway that connects Contra Costa Boulevard to Pleasant Hill Road and, effectively, SR-4 to SR-24. Local traffic travels this route as a bypass to I-680 and the I-680/SR-24 interchange.

MTSO: Pleasant Hill: 15 MPH Average Speed in both directions in the AM and PM peak hours
Contra Costa County: 1.5 V/C for all intersections

Actions:

Assess possible application of the Central Contra Costa Traffic Management Program.

Proposed Improvements

Improvement of traffic operations through the corridor

Responsible: TRANSPAC and its jurisdictions

12. Treat Boulevard

Treat Boulevard is a divided four- to eight-lane arterial that serves as a main commuter route from Clayton Road in Concord to I-680 and the Pleasant Hill Bart Station. It runs parallel to Ygnacio Valley Road.

MTSO: Concord: Average Stopped Delays (signal cycles to clear) at the following intersections:

Clayton Road/Denkinger Road: 3

Cowell Road: 5

Oak Grove Road: 5

Walnut Creek: LOS F at Bancroft Road intersection

Contra Costa County: 1.5 V/C for all intersections

Actions:

Seek funding to improve vehicle, bus, bicycle, and pedestrian access at the Pleasant Hill BART Station.

Proposed Improvements

Implementation of various vehicle, bus, bicycle, and pedestrian access improvements at the Pleasant Hill BART Station

Responsible: TRANSPAC and its jurisdictions

13. Ygnacio Valley Road/Kirker Pass Road

Ygnacio Valley Road is a four- to six-lane divided roadway that extends from I-680 in Walnut Creek to Clayton Road. Beyond Clayton Road, Ygnacio Valley Road becomes Kirker Pass Road, a four- to six-lane roadway that then becomes Railroad Avenue in Pittsburg and connects to SR-4. It is a primary alternate route for SR-4 commute traffic to and from East County.

MTSO:

Concord: Average Stopped Delays as follows:

Clayton Road/Kirker Pass Road: 3

Alberta Way/Pine Hollow Drive: 4

Cowell Road: 4

Walnut Creek: LOS F at both Bancroft Road and Civic Drive intersections
Contra Costa County: 1.5 V/C for all intersections

Actions:

Continue to support implementation of the East-Central Traffic Management Plan.

2008-2009: This action is ongoing.

Seek funding from Measure J/STIP for a truck-climbing lane on Kirker Pass Road toward East County.

2008-2009: Project included in the CCTA 2009 Measure J bond sale with a total of \$5.8M in escalated dollars programmed for allocation in FY15.

Seek funding to improve vehicle, bus, bicycle, and pedestrian access at the Walnut Creek BART Station.

Proposed Improvements

Widening of Ygnacio Valley Road to six lanes between Cowell Road and Michigan Road

2008-2009: Funding options not available due to agreement to support East County Funding Agreement and lack of STIP funding

Continued implementation of the East-Central Traffic Management Program

2008-2009: This action is ongoing

2008-2009: Ygnacio Valley Road Permanent Restoration . Phase 2 (added as project after slide), Approximately 1,000 feet of hillside along Ygnacio Valley Road, just west of Cowell Road is marginally stable. Due to restrictions on the use of Federal emergency relief funds, only 420 feet of restoration work was completed as part of Phase 1. Phase 2 completes the restoration project by constructing a pier wall and repair of the damaged roadway. There will also be some grading of the slide area above the roadway to remove depressions and to repair the damaged Ohlone Trail. Current Phase: Tie-back Wall – Construction is complete except for final pavement work; Ohlone Trail - Environmental/Preliminary Engineering. CCTA appropriated \$500,000 for environmental clearance work and preliminary engineering on June 18, 2008, and appropriated \$200,000 for final design on February 18, 2009. A decision to divide the project into two parts was made in order to expedite the wall construction. On April 15, 2009, the Authority appropriated \$2,691,000 for construction activities. The construction contract was awarded to Top Grade Construction for \$1,372,740 on June 22, 2009. Tie-back wall construction is complete.

Responsible: TRANSPAC and its jurisdictions

