

Comments Received on *Vision, Goals and Strategies*

The Authority received comments from SWAT, TRANSPAC and WCCTAC on the Vision, Goals and Strategies component of the *Countywide Comprehensive Transportation Plan*.

GREENHOUSE GAS EMISSIONS

Comment Received

WCCTAC suggested that the CTP should recognize recent State legislation — especially AB 32 and SB 375 — that will require the Authority and other agencies involved in transportation planning to work to reduce emissions of greenhouse gases. Their letter includes the following specific change:

Acknowledge that vehicles play a significant role in emissions and plan strategies to meet the goals and actions for the emissions cap outlined AB 32 (the "California Global Warming Solutions Act of 2006").

Staff Response

Staff agrees that, given this new legislation and the requirements it imposes on transportation planning in California, a new bullet should be added to the discussion of "Principles and Assumptions" in the Vision, Goals and Strategies chapter. We suggest the following:

Recent State legislation, especially AB 32 and SB 375, have increased the focus on reducing greenhouse gas emissions as a goal in local and regional transportation planning. To respond, agencies will need to encourage the use of alternative modes of travel and seek to reduce growth in vehicle miles traveled.

REDUCING CONGESTION VERSUS ENHANCING MOBILITY

Comments Received

Both TRANSPAC and WCCTAC commented on Goal 1 — reduce future congestion on highways and arterial roads — and suggested a greater emphasis on mobility more generally. WCCTAC "suggested [that] the focus of the CTP should be on 'Moving *people* rather than moving *vehicles*, and that moving people can be by any mode — ferry, bus, train, carpool, etc.'" TRANSPAC suggested that Goal 1 should be revised to read:

Enhance the movement of people and goods through improved management, mobility, safety and traffic flow on highways and arterial roads.

Staff Response

The Authority has discussed the relative merits of focusing this goal on roadway congestion or general mobility several times in the past. These were robust discussions. A shift in focus from “reducing future congestion” to “supporting and enhancing mobility” would be a significant change. Accordingly, staff recommends that we bring this issue to the full Authority in January.

STRATEGIES FOR GOAL 1

Comments Received

TRANSPAC suggested changes to Strategies 1.1 and 1.4 and WCCTAC suggested a new Strategy 1.5, as follows:

Strategy 1.1: Increase the operational capacity of the existing highway and arterial roads system through capital investments and operating enhancements techniques, including coordination of arterial and freeway operations.

Strategy 1.4. ~~Develop new strategies for reducing~~ Continue to implement strategies to manage and mitigate congestion, such as traffic operations and management, and increasing multi-modal mobility, interregional cooperation, and implement improvements to the efficiency and reliability of the transportation network.

Strategy 1.5. Improve freight movement on freeways and/or move freight from trucks onto rail or water to improve freight transport efficiency and decrease emissions.

Staff Comment

Staff agrees conceptually with the suggested changes but would like the opportunity to “wordsmith” them somewhat. We suggest, for example, that the strategies should support the search for new strategies as well as continuing our current strategies for managing our transportation system.

ALTERNATIVES TO THE SINGLE-OCCUPANT VEHICLE

Comments Received

The Authority received several comments on the strategies for Goal 3, Provide and expand safe, convenient and affordable alternatives to the single-occupant vehicle. TRANSPAC suggested that the strategies needed to be strengthened, especially as they relate to transit ridership, and suggested that the Authority work with our paratransit and bus transit committees to do this strengthening. SWAT suggested that the strategies should “encourage an increase in BART capacity without increasing or encouraging SOV travel to and from BART” and encouraging new “smart growth” through the 3-Ds: density, diversity and distance.

Staff Comment

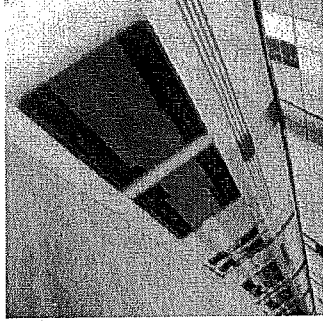
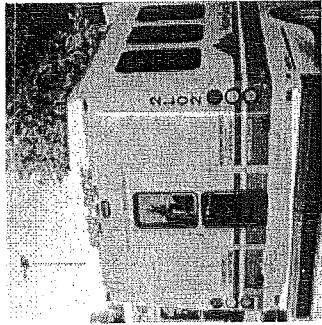
The draft includes eight strategies for achieving Goal 3. They are unchanged from the 2004 CTP.

- 3.1 Help fund the expansion of existing transit services, and maintenance of existing operations, including BART, bus transit, school buses, and paratransit
- 3.2 Link transit investments to increased coordination and integration of public transit services, and improved connections between travel modes
- 3.3 Require local jurisdictions to incorporate policies and standards that support transit, bicycle and pedestrian access in new developments
- 3.4 Support transit-oriented and pedestrian-friendly developments
- 3.5 Invest in trails, walkways, and pedestrian-oriented improvements
- 3.6 Promote formation of more carpools and vanpools, and greater use of transit, bicycling, and walking
- 3.7 Support the expansion of a coordinated system of transit and paratransit service to address the mobility needs of low-income, elderly, young and disabled travelers
- 3.8 Encourage local jurisdictions to develop bicycle facilities and to connect those facilities into a coordinated network

Authority staff recommends, per TRANSPAC's suggestion, taking these comments to our technical committees — the Paratransit Coordinating Council, the Bus Transit Coordinating Council, and the Countywide Bicycle and Pedestrian Advisory Committee, as well as the Technical Coordinating Committee — for their review and comment, in the context of the TRANSPAC and SWAT comments, for possible refinement.



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THE 2009 COUNTYWIDE COMPREHENSIVE TRANSPORTATION PLAN

Authority Meeting – 21 January 2009

Purpose

- Meet both Measure C and Measure J requirements
- Establish the Authority's long-range vision for the future
- Outline goals and strategies for achieving the vision
- Bring together the various plans and programs developed by the RTPCs through the Action Plans for Routes of Regional Significance



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The Authority's Vision

Strive to preserve and enhance the quality of life of local communities by promoting a healthy environment and a strong economy to benefit the people and areas of Contra Costa, sustained by 1) a balanced, safe and efficient transportation network; 2) cooperative planning; and 3) growth management.

The transportation network should integrate all modes of transportation to meet the diverse needs of Contra Costa.



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The Authority's Overall Goals

1. Enhance the movement of people and goods on the highways and arterial roads;
2. Manage the impacts of growth to sustain Contra Costa's economy and preserve its environment;
3. Expand safe, convenient and affordable alternatives to the single-occupant vehicle;
4. Maintain the transportation system



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CTP Organization and Content

Executive Summary

1. Introduction and Background
2. Vision, Goals and Strategies
3. Applying the Strategies
4. Implementing the Plan

Appendices



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Forecast Growth

	2007	2030	Increase
Households	375,857	454,501	20%
Jobs	394,507	533,496	35%
Daily VMT	1,801,968	2,692,246	50%
Daily VHT	478,355	814,469	70%



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Review Process

- Release the Draft CTP – End of January 2009
- Release the Draft CTP EIR – Early February 2009
- RTPC/Local Review – February/March 2009
- Respond to and incorporate comments – April 2009
- Final Adoption – May/June 2009



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GMP Workshop

Authority gave direction in November to consider changes to the GMP:

- Eliminate the 5-year CIP;
- Reorganize the Housing and Cooperative Planning sections;
- Eliminate MTSO benchmarks while maintaining requirements for analysis and disclosure of the impacts of land use decisions on performance measures

2009 CTP is proceeding under existing policies pending further discussion.



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Next Steps

- Publish the Plan
- Joint RTPC-TAC meetings
- Convene the CTP Task Force to review comments on the Plan
- Convene the GMP Task Force to discuss proposed Measure J Amendments

