

TRANSPAC Transportation Partnership and Cooperation
Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County

**TRANSPAC TAC SPECIAL MEETING
NOTICE AND AGENDA**

WEDNESDAY, DECEMBER 4, 2024

9:00 A.M. to 10:00 A.M.

**In the LARGE COMMUNITY ROOM at City of Pleasant Hill City Hall
100 GREGORY LANE
PLEASANT HILL**

Public Comments: Public Comment may be provided in person during the public comment period on items not on the agenda or during the comment period of each agenda item. Comments are limited to 3 minutes. Please begin by stating your name and indicate whether you are speaking for yourself or an organization. Members of the public may also submit written comments to irina@graybowenscott.com by 3 p.m. on the day before the meeting, which will be read during Public Comment or on the related item when Public Comment is called and entered into the record.

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- 1. CONVENE MEETING/ SELF-INTRODUCTIONS.**
- 2. PUBLIC COMMENT.** Members of the public may address the Committee on any item not on the agenda.

ACTION ITEMS

3. MINUTES OF THE OCTOBER 31, 2024, MEETING 🌀 Page 3

Attachments: TAC minutes from the October 31, 2024, meeting.

ACTION RECOMMENDATION: Approve Minutes.

4. **DRAFT CONTRA COSTA COUNTYWIDE COMPREHENSIVE TRANSPORTATION SAFETY ACTION PLAN FOR LOCAL AGENCIES.** The Countywide Comprehensive Transportation Safety Action Plan (CCTSAP) aims to eliminate fatalities and severe injuries on county roadways by identifying priority locations for intervention and enhancing safety for vulnerable road users. Developed as part of the multi-agency Vision Zero framework, the CCTSAP encourages local agencies to implement priority projects addressing common collision patterns. Following circulation to Regional Transportation Planning Committees (RTPC's), CCTA staff will seek CCTA Board approval to integrate the CCTSAP into the existing September 2021 Contra Costa Countywide Transportation Safety Policy and Implementation Guide. 🌀 **Page 13**

ACTION RECOMMENDATION: Approve the Draft CCTSAP for adoption into the Contra Costa Countywide Transportation safety Policy and Implementation Guide.

Attachment: Staff Report

INFORMATION ITEMS

5. **COMMITTEE UPDATES:**

- a. **TECHNICAL COORDINATING COMMITTEE (TCC).** The TCC meeting scheduled for November 21, 2024, was canceled. The next regular meeting will be held on December 19, 2024.
- b. **COUNTYWIDE BICYCLE & PEDESTRIAN ADVISORY COMMITTEE (CBPAC):** The CBPAC Meeting was held on November 18, 2024. The next CBPAC Special Meeting will be held on January 25, 2025.
- c. **PARATRANSIT COORDINATING COUNCIL (PCC):** The last PCC meeting was held on November 18, 2024. The next regular meeting is scheduled for January 27, 2025.

6. **INFORMATION ITEMS:**

- a. **CONTRA COSTA TRANSPORTATION AUTHORITY (CCTA) MEETING CALENDAR:** The CCTA Calendar for December 2024 to February 2025 may be downloaded using the following link: [Click to View Meeting Schedule](#)

7. **MEMBER COMMENTS**

8. **NEXT MEETING: JANUARY 30, 2024.**

TRANSPAC TAC Meeting Summary Minutes

MEETING DATE:	October 31, 2024
STAFF PRESENT:	Smadar Boardman, Walnut Creek; Jason Chen, Clayton; Aaron Elias, City of Concord; Abhishek Parikh, Concord; Ryan McClain, City of Pleasant Hill; Celestine Do, BART; Samantha Harris, Contra Costa County; Matt Todd, TRANSPAC Managing Director; Tiffany Gephart, TRANSPAC.
GUESTS/PRESENTERS:	Grace Carsky, Kittleson; Katie Hornbeck, East Bay Regional Park District; Colin Clarke, CCTA, Kerry Young, AMG/511 Contra Costa; Emily Boyd, Brookfield Properties; Guy Bjerke, , City of Concord.
MINUTES PREPARED BY:	Tiffany Gephart

1. CONVENE MEETING / SELF-INTRODUCTIONS.

Matt Todd called the meeting to order at 9:02 A.M. Introductions followed.

2. PUBLIC COMMENT.

There were no comments from the public.

3. MINUTES OF THE SEPTEMBER 26, 2024, MEETING.

The minutes of the September 26, 2024, TRANSPAC TAC meeting were approved by consensus.

4. TRANSPAC MEETING SCHEDULE FOR 2025.

Matt Todd noted that typically, the regular TRANSPAC Board meetings are scheduled for the second Thursday of each month, while the Technical Advisory Committee (TAC) meets on the last Thursday of each month. Adjustments are noted with asterisks, indicating instances where meetings are moved to the third or fifth Thursday due to holidays or longer months.

The TRANSPAC Meeting Schedule for 2025 was approved by consensus.

5. REQUEST FOR APPROPRIATION OF MEASURE J FUNDS FOR IRON HORSE TRAIL REHABILITATION.

Tiffany Gephart began by providing some background information. She explained that Katie Hornbeck would be presenting on the Measure J Program 13, specifically related to the East Bay Regional Parks

District and the Iron Horse Trail project. She noted that Measure J's expenditure plan allocates funding for pedestrian, bicycle, and trail facilities' improvement and maintenance. This includes dedicating 1.5% of the revenue to these facilities, with two-thirds allocated for projects within the countywide bicycle and pedestrian plan and 0.5% designated to the East Bay Regional Park District for developing and rehabilitating paved regional trails. Over the course of Measure J, the TRANSPAC region is expected to receive approximately \$2.5 million for this program. Ms. Gephart highlighted that programming for this line item requires review and approval by the regional transportation body before being sent to CCTA for final approval. Ms. Gephart further mentioned that the last programming action for East Bay Regional Park District was in 2016, totaling around \$500,000, with approximately \$909,000 programmed to date for TRANSPAC specifically.

Colin Clarke sought clarification on whether the \$909,000 represented the non-competitive share of the funding. Ms. Gephart confirmed that this amount applied solely to East Bay Regional Park District projects, not the competitive PBTF funds.

Katie Hornbeck, a Grants Manager for East Bay Regional Park District outlined the funding request to repair two sections of the Iron Horse Regional Trail. Ms. Hornbeck noted that the Measure J program designates a third of its \$30 million allocation to the East Bay Regional Park District for the development and rehabilitation of paved regional trails. This allocation is equally distributed across four subregions and requires review and approval at both regional and CCTA levels.

Ms. Hornbeck stated that the last TRANSPAC approval for the district was in 2016, and the region has seen delays due to COVID-19. To date, approximately \$910,000 has been spent in the TRANSPAC region, aligning with spending in other regions. For 2025, the district is requesting \$500,000 for two projects totaling 1.5 miles along the Iron Horse Trail. The first project, between Concord Avenue and Diamond Avenue (0.8 miles), is estimated at \$350,000. The second, between Walden Road and Ygnacio Valley Road (0.7 miles), is estimated at \$450,000. Any costs exceeding \$500,000 would be covered by the park district's dedicated paving funds.

Ms. Hornbeck also presented maps and photos of the two project locations, highlighting their deteriorating conditions. She explained that the projects would include removal and replacement of asphalt, the use of best management practices, and an outreach and notification plan developed in coordination with local jurisdictions and schools. Work is planned for summer to minimize disruption to school commuters.

During the discussion, Ryan McClain inquired about consistency with the Iron Horse Trail master plan and whether the trails could be widened. Katie responded that widening is currently restricted due to existing agreements with jurisdictions, so the work focuses solely on rehabilitation.

Smadar Boardman asked whether the district would coordinate with school sites to ensure smooth transitions, especially at Walnut Creek Intermediate, where the trail is heavily used. Ms. Hornbeck assured that she would relay this feedback to Michael Single.

Mr. McClain also asked about a comprehensive paving plan and prioritization within TRANSPAC. Ms. Hornbeck shared that a district-wide Pavement Condition Index (PCI) assessment is underway, with a report expected in the spring that should address prioritization.

Colin Clarke noted the need to align on Pedestrian, Bicycle, and Trail Facilities (PBTF) totals and reminded attendees about the maintenance of effort requirement under Measure J. He emphasized the importance of a broader maintenance plan for transparency and accountability.

Mr. Todd added that TRANSPAC is working on a program balance analysis to ensure funds are fully utilized. He suggested discussing future projects to maintain steady progress on trail rehabilitation, as delaying work diminishes the value of available funds.

The request to program \$500,000 of Measure J Program 13 Pedestrian, Bicycle, and Trail Facilities funds to rehabilitate the specified sections of the Iron Horse Regional Trail was approved by consensus.

6. DRAFT CONTRA COSTA COUNTYWIDE COMPREHENSIVE TRANSPORTATION SAFETY ACTION PLAN FOR LOCAL AGENCIES.

Matt Todd began by noting that Colin Clarke had last presented to the group in October 2023, sharing initial information about the plan and its goals. Mr. Clarke and Grace Carsky were back to provide updates on their work over the past year and to present a draft plan. The goal of the plan is to eliminate fatalities and severe injuries on the transportation network, aligning with the Vision Zero framework. Ultimately, they are seeking approval of this plan through the CCTA. Mr. Todd explained that Mr. Clarke and Ms. Carsky are visiting all the RTPCs to gather support and recommendations for the approval of the program and plan. The PowerPoint presentation is included in the meeting materials accessible at transpac.us.

Mr. Clarke introduced himself as representing the Contra Costa Transportation Authority, with Ms. Carsky from Kittleson assisting in the central county and Kimly-Horn supporting other subregions. Over the past year, they had been working to develop a plan that would empower local agencies to act as lead applicants for implementation grants, particularly under the Safe Streets and Roads for All (SS4A) program from the U.S. Department of Transportation. He explained that most jurisdictions already have local road safety plans, and this effort serves as a supplemental, consistent approach to implementing safe systems across jurisdictions.

Mr. Clarke highlighted their collaboration with jurisdictions and their leverage of community engagement efforts from the Countywide Transportation Plan (CTP) update process to gather public input for the Comprehensive Transportation Safety Action Plan. He noted that funding from MTC allowed CCTA to address Vision Zero goals more efficiently. Mr. Clarke also recalled that in September 2021, the CCTA Board adopted a countywide Vision Zero policy with specific milestones: a 50% reduction in severe injuries and fatalities by 2029 and their elimination by 2034.

The team worked with Kimley-Horn and Kittelson to create a public engagement website linked to CCTA's main site, and they collaborated with local agencies, the Vision Zero Working Group, and reviewed existing plans to integrate Caltrans' statewide Strategic Safety Plan elements. Mr. Clarke explained that the final deliverable would include an appendix tailored to each local agency to simplify its adoption into city councils or as supplements to existing safety plans.

Mr. Clarke also described the broader goal of developing grant applications, project scopes, and multi-agency opportunities to achieve Vision Zero efficiently through a safe systems approach.

Mr. Clarke provided an overview of the safe system approach, emphasizing its acknowledgment that fatal and severe injuries are preventable. He explained the importance of designing infrastructure to accommodate human mistakes in ways that reduce the likelihood of severe consequences. Shared responsibility across all disciplines—planning, engineering, schools, police, fire, and emergency responders—is a cornerstone of this effort.

Mr. Clarke discussed speed management, referencing studies that show the survivability percentages at different posted speed limits. He noted the growing prevalence of “20 is plenty” campaigns around schools and vulnerable communities. The team leveraged Assembly Bill 43, which allows flexibility in setting speed limits outside the traditional 85th percentile model, to reduce speed limits and support safer environments for pedestrians and cyclists.

Mr. Clarke summarized the community engagement efforts, which included online, remote, and in-person events across central county jurisdictions like Concord, Martinez, Pleasant Hill, Clayton, and Walnut Creek. The events built on a series of community activities over the past year.

Mr. Clarke also touched on the Vision Zero Toolbox adopted by CCTA in 2021, which includes measures like roundabouts and curb extensions. The planning study aimed to apply these proven countermeasures to specific locations for enhanced safety.

Mr. Clarke explained a figure that highlighted locally identified high-frequency collision locations in central Contra Costa County. He noted that the red segments represented roadway sections, while the orange symbols denoted intersections. The data, covering the period from 2013 to 2022, identified high-injury locations, with pink polygons marking equity priority communities in areas like Concord and parts of the northeastern region.

Continuing, Mr. Clarke presented two figures: one showing total fatal and severe injury collisions in central Contra Costa County from 2013 to 2022, which totaled 652 incidents, and another highlighting fatal and severe pedestrian and bicyclist collisions. Mr. Clarke pointed out that although pedestrians accounted for only 7.7% of all injury collisions, they represented 22.8% of fatal and severe injury collisions. Similarly, bicyclists comprised 6.2% of all injury collisions but accounted for 10.6% of the fatal and severe injuries.

Moving forward, he reviewed data on collision types for each agency, noting that pedestrian-involved collisions made up 23%, hit-object crashes accounted for 18%, and broadside crashes comprised 14% of the incidents in central Contra Costa County.

Mr. Clarke then described a table summarizing emphasis areas identified through the crash analysis for each agency. Common emphasis areas included impaired driving, which appeared in most agencies, and intersections, which were flagged as a priority for all agencies. He elaborated on how intersections present conflicts for all modes of travel, including vehicles, bicycles, and pedestrians, and highlighted specific intersection types such as those with interchanges, trail crossings, and non-signalized crossings. Pedestrians were also a recurring emphasis area, given their disproportionate representation in fatal and severe injury collisions.

Mr. Clarke summarized the findings, noting that 17 of 20 cities countywide identified intersections as an emphasis area, 14 identified bicyclists and speed management/aggressive driving, and 13 flagged pedestrians. Mr. Clarke emphasized the economic cost of collisions, which in central Contra Costa County

alone amounts to \$259 million annually. Concord and Walnut Creek accounted for nearly three-quarters of this impact.

Mr. Clarke resumed by discussing the next steps and revisiting a previous slide to highlight a planning effort that leveraged a tool developed by CCTA and MTC called BayVIS. This tool allows local agencies to monitor statistics and apply safe systems actions to address transportation safety challenges. He explained that past and current data analyses from 2008–2017 and 2013–2022 consistently revealed similar countywide collision patterns. Clarke emphasized the importance of moving from a reactive approach to a proactive one, addressing locations with similar street typologies before severe incidents occur.

Mr. Clarke outlined the availability of the draft report, which includes a main body analyzing countywide and subregional patterns and an appendix with local agency-specific chapters. The report is available for download and feedback via the Vision Zero webpage. Clarke mentioned that the draft report had already been reviewed by the Technical Coordinating Committee and would proceed to the RTPCs and CCTA Board for adoption by December.

Mr. Clarke also discussed opportunities for local jurisdictions to adopt Vision Zero policies. He noted that the City of Walnut Creek had adopted a Vision Zero policy in August 2023 and encouraged other jurisdictions to consider similar policies to prioritize safety over speed at the project level. Mr. Clarke concluded by emphasizing the importance of coordinating with local agencies and Vision Zero working groups to achieve meaningful progress in eliminating fatal and severe injuries.

Mr. McClain highlighted the importance of the High-Injury Network as a tool for prioritizing safety measures. He observed that the network primarily emphasized freeways in central Contra Costa County while omitting several locally identified corridors. Mr. McClain sought clarification on the source of the data for the locally identified corridors and the process for providing input.

In response, Colin Clarke explained that the local road safety plans and various collision datasets had been reviewed but noted challenges in separating data specific to Caltrans state highways. He attributed these discrepancies to limitations in the BayVIS tool and suggested further coordination to ensure better data cross-checking. Grace expanded on this explanation by noting that certain local plans, such as Clayton's, had used alternative datasets to exclude Caltrans facilities, resulting in more localized insights. She also clarified that the current map was designed to emphasize countywide priorities rather than focusing solely on local jurisdictions.

Mr. Parikh brought attention to the integration of local projects into the CCTA action plan, particularly with the upcoming Safe Streets and Roads for All (SS4A) funding cycle. He emphasized the importance of aligning local projects with the countywide plan to increase competitiveness in securing funding. Mr. Parikh noted that a lack of a comprehensive plan identifying specific projects had previously contributed to funding challenges.

Mr. Clarke acknowledged Mr. Parikh's concerns and noted ongoing efforts to update the countywide bicycle and pedestrian project list. He stressed the importance of coordination between local staff and the CCTA to ensure the project list was updated appropriately, as this would directly support Vision Zero initiatives.

Mr. Parikh also raised concerns about data in the presentation showing that 52% of collisions occurred in Concord, pointing out that this figure was misleading without accounting for population size. Mr. Clarke agreed to verify whether population distribution had been considered in the analysis and committed to providing clarification.

Mr. Todd sought information on the methodology behind the estimated \$259 million annual cost of accidents. Mr. Clarke explained that the estimate was based on the Caltrans Local Road Safety Manual, which assigns monetary values to crashes based on severity. This figure encompassed various costs, including congestion, emergency response, productivity loss, insurance payouts, and societal impacts. The estimate was designed to help local agencies advocate for Vision Zero safety investments by presenting an economic case alongside the human cost.

Mr. Todd also inquired about public engagement during the development of the plan. Mr. Clarke confirmed that extensive collaboration had taken place with all local agencies to develop the plan, define project scopes, and prepare grant applications, including submissions for multi-jurisdictional grants.

Mr. Parikh revisited the issue of Caltrans collision data, noting that his city's dashboard effectively separates freeway incidents from local ones. Mr. Clarke acknowledged this as an ideal approach but highlighted the challenges associated with relying on state-level data, which often results in delays. Mr. Parikh suggested comparing local data with BayVIS records to refine the analysis.

As the discussion concluded, Mr. Clarke emphasized the importance of collaboration in enhancing the plan, ensuring consistency across appendices, and effectively integrating local priorities.

Mr. Todd discussed the importance of ensuring that local and countywide plans should be consistent in areas and projects that are defined to need improvements. Mr. Todd referenced the appendices of a draft document that included detailed maps and lists of streets for each city, encouraging attendees to review them to ensure alignment.

Mr. Clarke provided a broader perspective, cautioning that countywide plans and local plans may not always align perfectly due to differences in scale and focus. He acknowledged the nuances in integrating local and countywide data but agreed on the importance of collaboration.

Mr. Parikh raised concerns about approving the draft plan prematurely, highlighting the need for more time to review it thoroughly. He stressed that presenting an incomplete document to the board could lead to unnecessary questions. It was agreed to extend the timeline, allowing for additional review before the December TRANSPAC meeting.

Mr. Clarke noted that the approval timeline was influenced by the expiration of MTC funding at the end of the year. He reassured attendees that his team was available for further consultations to address comments and refine the plan.

The TAC agreed to review the draft and submit comments by late November, with a follow-up discussion at the November 21, 2024, meeting. The intention was to finalize the draft for approval at the December 12, 2024, TRANSPAC meeting, ensuring it aligns with local priorities and countywide objectives.

7. CONCORD REUSE PROJECT UPDATE.

Guy Bjerke began by making a couple of preliminary remarks before turning it over to Emily Boyd of Brookfield Properties. Mr. Bjerke emphasized that this was a 35-year project and not something that would happen immediately.

Emily Boyd noted that the conceptual land use plan had been in contemplation by the city and the community for many years. Last year, Brookfield Properties was selected as the master developer through an exclusive negotiating agreement, and in March of this year, they received unanimous approval on a term sheet for the land use plan. Emily explained that Brookfield priorities as the master developer were to create a phasing plan that ensured financial solvency by efficiently bringing in utilities. She highlighted the importance of each phase being financially solvent and the strategic mix of residential, commercial, and green spaces to achieve this. Emily also provided historical context, noting that the site was previously used for munitions storage, which minimized active use and contamination compared to other sites in the Bay Area.

Mr. Bjerke added that the overall inland area being dealt with was 5,000 acres, with 2,600 acres given by the Navy to various entities, including the East Bay Regional Park District. The park district would manage the conservation area for endangered species, including the California tiger salamander and the California red-legged frog. Guy mentioned ongoing negotiations with California Fish and Wildlife for the incidental take permit and the need to acquire additional off-site mitigation property for endangered species.

Emily Boyd continued by discussing the economic development conveyance process, which involved negotiating terms with the Navy and the City of Concord. She provided an overview of the infrastructure and phasing plans, emphasizing the importance of creating a transportation network that supported multiple modes of transportation. Emily also highlighted the focus on affordable housing and the strategic placement of mixed-use designations around the BART station to maximize grant opportunities.

Guy Bjerke and Emily Boyd concluded by discussing the project's timeline, community outreach efforts, and ongoing negotiations with various stakeholders. They emphasized the importance of community feedback and the need for detailed studies to inform the specific plan.

8. STREET SMARTS DIABLO WALK 'N' ROLL PROGRAM UPDATE.

Tiffany Gephart introduced Kerry Young of Street Smarts Diablo to discuss the Walk and Roll program, which was formerly known as the Active4Me School Trip Reduction Initiative. Ms. Young would provide more details about the program, including its launch following the approval of TFCA funding for the 2024-2025 cycle and its progress in the central county area.

Ms. Young began by introducing herself as a member of the AMG staff working on the CCTA Street Smart Diablo Program, which is the school outreach segment of the 511 Contra Costa team. She expressed her enthusiasm for sharing how the TFCA funding was being utilized. Ms. Young explained that while the program was initially named "Active4Me" after the app used in its implementation, the name was changed to "Walk and Roll" to better encompass the program's broader goals. She provided an overview of her background, highlighting her Master's in Public Health from Erasmus University in the Netherlands and her creation of the bike, pedestrian, and Walk and Roll program at Pleasant Hill Elementary in 2022. Ms. Young's success with that pilot program laid the groundwork for expanding it to additional schools.

Ms. Young explained that the Street Smarts initiative includes educational outreach, such as assemblies for elementary-age students featuring “Mr. Beeps,” a character promoting pedestrian and cycling safety. This established presence in schools and created a natural entry point for the Walk and Roll program. The program focuses on encouraging active transportation and carpooling by leveraging each school’s unique community identity. It customizes initiatives, like incorporating school mascots, to engage students.

Ms. Young outlined the program's implementation. Participating students receive scan tags attached to their backpacks, which are scanned during designated days such as “Walk and Roll Wednesdays.” Volunteers use the "Active4Me" app to track participation, calculate CO2 savings, and measure distances traveled. The app also allows parents to receive notifications when their children check-in, providing both an incentive and a safety feature.

Ms. Young highlighted the incentives built into the program, including "trip charms" awarded for every fourth trip and special charms for participation on specific days or during challenging weather. These rewards have proven highly effective, fostering enthusiasm and a sense of accomplishment among students.

Ms. Young detailed the program's rollout across various schools, starting with Pleasant Hill Elementary as the pilot in 2022. Additional schools, including Gregory Gardens, Martinez John Muir, and Silverwood Elementary, had recently launched or were set to begin their programs shortly. Conversations were also underway to expand to schools in Walnut Creek and other areas, with the goal of engaging all TRANSPAC cities.

Ms. Young emphasized the program's positive reception and shared examples of increased participation even before official launches. She explained how the program is funded, with TFCA support covering subscriptions, supplies, training, and promotional materials. Schools are responsible for recruiting volunteers, tracking bike and scooter counts, and promoting the program.

She concluded by sharing a video highlighting the program’s impact. Before its implementation, bike racks at Pleasant Hill Elementary were mostly empty, with only a handful of students biking to school. Since the program’s introduction, participation has significantly increased, demonstrating its potential to change behaviors and promote active transportation.

9. COMMITTEE UPDATES:

Mr. Chen began with an overview of the Broadband Strategic Plan. He explained that the Contra Costa Transportation Authority (CCTA) had secured a \$500,000 grant to develop the plan, which aims to attract additional funding. The strategy involves building broadband infrastructure close enough to residential areas to incentivize Internet Service Providers (ISPs) to complete the last segments of connectivity. Mr. Chen described how current infrastructure primarily follows freeway corridors. The plan seeks to extend coverage through secondary and collector roads, creating a network that fills gaps in high-speed broadband access.

The project identified underserved areas using Census block data, prioritizing these zones based on criteria such as underserved units (35% weight), cost of building out (30%), dependency on earlier segments (priority given to areas adjacent to freeway infrastructure), constructability (5%), and project overlay (5%).

The team identified 12 high-priority segments, including areas in Pleasant Hill (e.g., Oak Grove and Buskirk) and Walnut Creek (e.g., Ignacio from Oakland to Oak Grove). The project timeline includes finalizing the plan in 2024, beginning high-level design in February 2025, and applying for grants, such as the Broadband Equity Access and Deployment (BEAD) Grant, in early 2025. An equity overlay will also be incorporated to align underserved broadband areas with equity-focused communities.

Mr. Chen also noted discussions at the TCC regarding the Comprehensive Transportation Safety Action Plan, a topic Colin and Grace had previously addressed in the meeting. He confirmed that the TCC session primarily reviewed input for the safety plan's development.

10. INFORMATION ITEMS:

There were no comments from the TAC.

11. MEMBER COMMENTS:

There were no comments from the TAC.

12. NEXT MEETING: NOVEMBER 21, 2024.

The meeting adjourned at 11:15 a.m. The next regular meeting is scheduled for November 21, 2024.

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TRANSPAC TAC Meeting **STAFF REPORT**

Meeting Date: December 4, 2024

Subject:	DRAFT CONTRA COSTA COUNTYWIDE COMPREHENSIVE TRANSPORTATION SAFETY ACTION PLAN FOR LOCAL AGENCIES
Summary of Issues	The CCTA's Countywide Bicycle and Pedestrian Plan, adopted in July 2018, recommends the development of a Vision Zero framework to enhance road safety. The Countywide Comprehensive Transportation Safety Action Plan (CCTSAP) aims to eliminate fatalities and severe injuries, particularly for vulnerable road users. The purpose of this meeting is to further discuss local jurisdiction comments and approve the CCTSAP prior to review by the TRANSPAC Board in December. Upon approval by the TRANSPAC Board, CCTA staff will present the CCTSAP for CCTA Board approval in December.
Recommendations	Approve the Draft CCTSAP for adoption into the Contra Costa Countywide Transportation safety Policy and Implementation Guide.
Attachment(s)	<ol style="list-style-type: none">1. CCTA Technical Coordinating Committee Draft CTSAP Staff Report - 10/17/2-242. Draft CCTSAP – Visit Countywide Vision Zero webpage (via Planning webpage) located at https://ccta.net/planning/countywide-vision-zero/

Background

The CCTA Board adopted the Countywide Bicycle and Pedestrian Plan in July 2018, which emphasizes a multi-agency Vision Zero framework and a Safe Systems approach to road safety. This approach highlights the shared responsibility of safety among road users, transportation professionals, and emergency responders. In September 2021, the CCTA Board passed Resolution 21-40-G to implement the Countywide Vision Zero framework, focusing on analyzing collision patterns and providing a "How-To" Guide for local agencies to improve safety measures.

The Countywide Comprehensive Transportation Safety Action Plan (CCTSAP) complements this framework by offering a hybrid reactive and proactive strategy to enhance road safety. Utilizing data analysis, the CCTSAP identifies priority locations for intervention, encouraging local agencies to implement projects that address prevalent collision patterns and safeguard vulnerable

populations, including pedestrians and cyclists, who are disproportionately affected by roadway incidents.

At the October TRANSPAC TAC meeting, the TAC provided preliminary comments on the CCTSAP. After some discussion, the TAC agreed to carry the item forward to the November meeting for further discussion and to submit additional comments.

CCTSAP Comments from the October TAC Meeting included:

- Comment: high injury network omits several locally identified corridors.
- Comment: how does collision data account for city population size.
- Request: Integrate local projects into the CCTA Action Plan and to align local projects with county wide goals to increase funding competitiveness.
- Request: compare local data with BayVIS records to refine data analysis.

To provide additional time for comments, the TAC agreed to hold this special meeting in December. At this meeting, the TRANSPAC TAC is requested to provide final review and approval of the plan prior to TRANSPAC Board review in December. Upon approval by the TRANSPAC Board, CCTA staff will present the plan for CCTA Board approval in December.



Technical Coordinating Committee **STAFF REPORT**

Meeting Date: October 17, 2024

Subject	Draft Contra Costa Countywide Comprehensive Transportation Safety Action Plan (CCTSAP) for Local Agencies
Summary of Issues	<p>In September 2021, the Authority Board adopted the Contra Costa Countywide Transportation Safety Policy and Implementation Guide (Guide) for Local Agencies, which provides a consistent countywide framework, with a hybrid reactive and increasingly proactive Safe Systems Approach to address inevitable human error, safety, and risk management. In September 2022, the Authority Board approved Resolution 21-40-G (Rev 1), strengthening the multi-jurisdictional commitment to its Countywide Vision Zero policy and establishing a timeline to eliminate fatal and severe injuries by 2034, with a 50 percent reduction by 2029. Over the past few years, Local Road Safety Plans (LRSPs) have been adopted locally, however, many were limited in scope and did not yet adequately address the Safe Systems Approach consistently or provide consistent local eligibility and national competitiveness for the multi-cycle federal Safe Streets and Roads for All (SS4A) grant program.</p> <p>The CCTSAP is intended to help local agencies satisfy state and federal requirements, provide regional consistency in addressing a Safe Systems Approach, empower local agencies to become their own Lead Applicant for future SS4A implementation grants from the United States Department of Transportation (USDOT), estimate economic impacts from fatal and severe-injury collisions, develop for countywide impact a project list that incorporates local prioritized safety</p>

	<p>projects consistent with the Safe Systems Approach and the Countywide Vision Zero Toolbox and policy, and that supported scoping and (multi-jurisdiction bundled) applications for grant funding opportunities to efficiently apply a Safe Systems Approach to achieve Countywide Vision Zero within the adopted timeline.</p>
Recommendations	<p>Staff seeks review and comment, in support of the Authority’s commitment to its Vision Zero policy, and recommendation for the Authority Board to adopt the CCTSAP, which would be integrated into the September 2021 Authority Board adopted Contra Costa Countywide Transportation Safety Policy and Implementation Guide for Local Agencies to help local staff use a Safe Systems Approach to eliminate fatal and severe injuries.</p>
Staff Contact	<p>Colin Clarke</p>
Financial Implications	<p>None</p>
Options	<p>The committee may direct staff to take alternative actions on the proposed CCTSAP.</p>
Attachments	<p>A. Draft CCTSAP – Draft viewed at Countywide Vision Zero webpage (via Planning webpage) located at https://ccta.net/planning/countywide-vision-zero/</p>
Changes from Committee	<p>N/A</p>

Background

The Authority’s Countywide Bicycle and Pedestrian Plan, adopted in July 2018, included as its first key recommendation for implementation the development of a consistent countywide multi-agency Vision Zero framework and “Safe Systems” approach. This approach acknowledges that responsibility for safety outcomes includes road design and is shared by road users, transportation and public health professionals, policymakers, decision-makers,

emergency response (including fire, police, and medical) personnel, and traffic safety officials.

In September 2021, the Authority Board adopted Resolution 21-40-G, which included the Countywide Vision Zero framework and Safe Systems Approach. This approach assessed countywide collision patterns (identified as “Countywide Safety Priority” locations within a High-Injury Network) and developed the countywide “How-To” Guide for local agencies throughout Contra Costa. This Guide includes the Countywide Vision Zero Toolbox of strategies to improve safety by eliminating fatal and severe injuries. The Guide for Local Agencies was developed and summarized the analysis of road collision data from 2008 through 2017 (while the CCTSAP summarizes the analysis of road collision data from 2013 through 2022). On average, eight people walking or bicycling were involved in a collision on a road in Contra Costa County every week. People walking and bicycling in Contra Costa County were 2.4 times more likely to experience a collision resulting in severe injury or fatality (compared to people in vehicles). People walking and bicycling account for 38% of collisions with a fatality or severe injury, however, represents only 20% of all collisions (including drivers). Of the collisions that resulted in severe injury or fatality, 86% of those that involved people walking, and 81% of those that involved people bicycling, each occurred on three percent of roadways countywide.

The Guide and CCTSAP provide a consistent countywide framework, with a hybrid reactive and increasingly proactive Safe Systems Approach to address inevitable human error, safety, and risk management most effectively through innovative design and application of technology through the adoption and implementation of a LRSP. The Guide and CCTSAP provide maps with Countywide Safety Priority Locations (sometimes referred to as a high-injury network) within Countywide Pedestrian Priority Areas and a Toolbox with specific actions that can help local staff move toward Vision Zero, which acknowledges that fatalities and severe (life-altering and traumatic) injuries are preventable. The CCTSAP adds and bundles multi-jurisdiction projects and scoping for local agency implementation to more efficiently achieve Countywide Vision Zero sooner. Participating locations were identified in close coordination with local agency staff as part of CCTA’s CCTSAP based on their overlap with the Authority’s 2021 Vision Zero high-injury network (high injury network [HIN]: 2008—2017), the CCTSAP/Metropolitan Transportation Commission’s (MTC) BayViz Regional HIN (2013—2022), and locally identified priority safety enhancement locations (LRSP 2018—

2022).

The Guide, and the CCTSAP, provide elected representatives and the public the opportunity to learn about patterns from analysis across multiple jurisdictional boundaries. The Guide and CCTSAP encourage an approach that is both reactive (analysis of past collision data and patterns), and (increasingly) proactively identifies potential safety issues based on travel behavior, roadway design, and other built-environment factors that contribute to collisions that result in a fatality or severe injury. As the Authority coordinates with MTC and other agencies, nonprofit and private sector organizations, local agencies can contribute to and help maintain higher quality data, available for planning analysis and public works' action sooner, and aggregate different datasets to better inform decision-making at a countywide level and locally.

For the CCTSAP, analyzed data from the MTC regional safety data dashboard online tool for local agencies (<https://bayviz.mysidewalk.com>) allow for common collision patterns, maps, and data that can be used to initiate project development and gain community support. For example, each local agency can view the costs estimated, per jurisdiction boundary, to its local economy as a result of fatal and severe injury collisions. The cost to the local economy countywide is estimated at more than \$1.33 billion each year, on average (2013 through 2022).

Next Steps, Funding, and Project Delivery

Using authentic engagement and other best practices described in the Guide and CCTSAP, local agencies can implement the Authority's recommended countywide priority projects as part of developing a project list within their multi-year Capital Improvement Program (CIP), repaving program, and LRSP, which the Highway Safety Improvement Program (HSIP) requires updating locally at least every five years. Authority staff support a core element known as comprehensive evaluation and adjustments. Local agency staff can support Authority staff in creating a list of prioritized projects to encourage and help move toward Countywide Vision Zero, such as CCTSAP- and Toolbox-informed projects near parks, senior and childcare facilities, and along safe routes to school, to help reduce or eliminate common countywide collision patterns, including the following elements:

- Unsafe speeding / aggressive driving

- Transit priority areas
- Channelized right turns (unsignalized or yield signed: slip lanes)
- Trail crossings (intersections with streets)
- Near highway on-ramps and off-ramps
- (Skewed) intersections
- Unprotected left turns at traffic signalized intersections
- Red light violations, e.g., right turns
- Vulnerable populations such as seniors and youth

The Authority does not have jurisdiction over local roadways and state highways, however, through its role as a funding agency can continue leading the framework for countywide consistency and influence the adoption of local Vision Zero policies and implementation of related projects and program criteria. The Authority can partner with local, regional, and state agencies for project delivery, and influence local policy and decision-making. The Authority can also encourage local agencies to leverage multiple existing funding sources to implement Countywide Vision Zero as part of routine maintenance (e.g., repaving and multi-year capital improvements program), design, (Complete Streets) construction, and operations as well as continue to provide technical assistance and support. For example, local projects can be implemented using countywide Measure J funding, e.g., from the Local Streets Maintenance program, and can be considered for discretionary funding, which is competitive at a countywide level, e.g., from the Transportation for Livable Communities and Pedestrian, Bicycle, and Trail Facilities programs, for which an upcoming call for projects may be released during Fiscal Year (FY) 2024-25 for expenditures that could commence in FY 2025-26. Measure J funding is not anticipated to be limited to only the project scopes or corridors or street segments on regional (MTC) or Countywide Vision Zero maps.

Development Process

The Countywide Vision Zero Working Group (VZWG) convened in December 2019, February 2020, October 2020, and May 2021 to steer development of the Guide; and in November 2023 to steer development of the CCTSAP. The VZWG includes representatives from the Countywide Bicycle & Pedestrian Advisory Committee (CBPAC), one CBPAC volunteer from each of the four Regional Transportation Planning Committees (RTPC), and one volunteer from each of the four RTPC sub-regions from the Authority's Technical Coordinating

Committee (TCC). The other members include a representative from the Contra Costa County (planning and public works), transportation safety research (University of California, Berkeley), and advocacy organizations (Bike East Bay).

Using authentic engagement and other best practices described in the Guide, local agencies can recommend local priority projects as part of developing a LRSP. Countywide Vision Zero and the MTC regional safety data dashboard online tool for local agencies (<https://bayviz.mysidewalk.com>) continues to allow for common collision patterns, maps, and data that can be used to initiate project development, create demonstration projects that use quick-build materials, and gain community support. The Authority continues to encourage local agencies to leverage multiple existing funding sources to implement the Countywide Vision Zero and local safety projects as part of routine pavement maintenance, design, construction, and operations, as well as continue to provide technical assistance and support.

Local agencies can request advisory support and technical assistance from the Authority when developing LRSPs and implementing projects that can help move toward Countywide Vision Zero and coordinated compliance with USDOT's requirements for a Comprehensive Safety Action Plan.

The CCTSAP encourages future funding opportunities under the federal Infrastructure Investment and Jobs Act. It also encourages local City Council or Board of elected officials in each jurisdiction, to adopt a Vision Zero or Safe Systems Policy (including a commitment to a timeline in which to achieve Vision Zero), e.g., City of Lafayette in November 2021, City of Walnut Creek in August 2023, Contra Costa County Board of Supervisors in November 2023 (without a timeline), and City of Clayton in April 2024. The goal is to prioritize safety before vehicle volumes and most critically speed in planning, scoping, design, engineering, construction, operations, and maintenance. The CCTSAP was developed, in part, to accomplish the following:

- Review policies and plans.
- Summarize public engagement and community outreach.
- Summarize updated collision data analysis and resources.
- Provide estimates of the economic costs of delaying Countywide Vision Zero to empower local agency staff, decision-makers, appointed representatives, and elected

- officials with more data to develop community support for local implementation.
- Estimated annual investment necessary to achieve Countywide Vision Zero targets (current CIPs, estimated costs, estimated crash reductions, crash modification factors).
 - Develop projects for implementation; and
 - Summarize next steps for SS4A compliance for local agency action.

This Draft CCTSAP will be provided for review to the Planning Committee and Authority Board. A draft was presented for input from the CBPAC on July 22, 2024.

The common countywide collision patterns known as emphasis areas (2010 through 2019), from the State Highway Safety Plan from Caltrans, are intersections, bicyclists, speed / aggressive driving, and pedestrians. From the population of vulnerable road users, people walking or bicycling make up for 16 percent of trips, yet account for 30 percent of all fatal and severe-injury collisions on average for all sub-regions (2013 through 2022). Collisions involving people walking or bicycling are twice as likely to result in a fatal or severe injury compared to collisions involving vehicles only.

Adoption of the CCTSAP, for Integration into the Policy and Implementation Guide

The Draft CCTSAP (which includes economic impact costs per sub-region and per jurisdiction) is available for review on the Authority's website (Countywide Vision Zero webpage) at <https://ccta.net/planning/countywide-vision-zero>.

Staff seeks review and comment, in support of the Authority's commitment to its Vision Zero policy, and recommendation for the Authority Board to adopt the CCTSAP, which would be integrated into the September 2021 Authority Board adopted the Guide for Local Agencies to help local staff use a Safe Systems Approach to eliminate fatal and severe injuries.