

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

TRANSPAC TAC MEETING NOTICE AND AGENDA
THURSDAY, JANUARY 30, 2025
9:00 A.M. to 11:00 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.

Americans with Disabilities Act (ADA): This agenda is available upon request in alternative formats to persons with a disability, as required by the ADA of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability related modification or accommodation should contact TRANSPAC via email or phone at irina@graybowenscott.com or (925) 937-0980 during regular business hours at least 48 hours prior to the time of the meeting.

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, AND DECEMBER 4, 2025, MEETING** 🌸 **Page 5**

Attachments: TAC minutes from the October 31, 2024, and December 4, 2024, meetings.

ACTION RECOMMENDATION: Approve Minutes.

4. **Innovate 680 Technical Advisory Committee Appointments.** Innovate 680 is a program of projects that promotes an integrated approach to redefining mobility and addressing the

increasing congestion on I-680 through seven key strategies that range from completing the High Occupancy Vehicle (HOV) lanes to deploying a suite of technologies to improve traffic flow. CCTA established a Policy Advisory Committee (PAC) and Technical Advisory Committee (TAC) to ensure close coordination and provide guidance for the Innovate 680 program. The last committee appointments occurred in 2023 and there have been several staff changes. The TAC is requested to appoint representatives to fill these vacancies and confirm previously made appointments. 🌀 **Page 19**

ACTION RECOMMENDATION: Appoint primary and alternate TRANSPAC TAC representatives and confirm previously made appointments to the Innovate 680 TAC.

Attachment: Staff Report

INFORMATION ITEMS

- 5. TRANSPAC SUBREGIONAL TRANSPORTATION MITIGATION PROGRAM - ENVIRONMENTAL IMPACT REPORT TRACKING.** TRANSPAC has implemented a Subregional Transportation Mitigation Program (STMP) through the Central County Action Plan for Routes of Regional Significance (Action Plan) to generate funding for traffic mitigation from private developers. The STMP outlines the process for considering and mitigating development impacts in alignment with the Growth Management Program (GMP). As part of this process, the TRANSPAC TAC discussed creating a tracking list of development proposals environmental review processes as a standing item. At this meeting, the discussion will focus on defining the process for obtaining information and identifying any relevant documents or updates for review. 🌀 **Page 21**

Attachment: Staff Report

- 6. COUNTYWIDE EMERGENCY EVACUATION PLAN.** CCTA staff will provide an update on the development of the Countywide Emergency Evacuation Plan. The plan includes local-level evacuation compliance assessments and a high-level evaluation of evacuation route capacity, safety, and viability across the county, encompassing its 19 cities and towns as well as unincorporated areas. (INFORMATION) 🌀 **Page 25**

Attachment: Staff Report

7. **CALIFORNIA DAYLIGHTING LAW (AB413).** Assembly Bill 413 (AB 413), California's "Daylighting Law," went into effect on January 1, 2025. The law prohibits parking within 20 feet of the approach side of any crosswalk to improve pedestrian visibility and safety. At this meeting, the TRANSPAC TAC will discuss local implementation strategies, challenges, and opportunities related to AB 413 compliance. (INFORMATION) 🌀 **Page 33**

Attachment: Staff Report

8. **Form 700 FILING Requirements for 2025.** TRANSPAC Form 700s (Statement of Economic Interests) are required for all applicable members, including appointed officials and designated staff involved in decision-making. The form discloses financial interests that could create conflicts of interest. The deadline for submission is April 1, 2025, and members are encouraged to file electronically using the NetFile system. (INFORMATION)

9. Committee UPDATES:

- a. **TECHNICAL COORDINATING COMMITTEE (TCC).** The last TCC meeting was held on January 16, 2025. The next regular meeting will be held on February 20, 2025.
- b. **COUNTYWIDE BICYCLE & PEDESTRIAN ADVISORY COMMITTEE (CBPAC):** The last CBPAC meeting was held on January 27, 2025. The next regular meeting will be held on March 24, 2025.
- c. **PARATRANSIT COORDINATING COUNCIL (PCC):** The PCC Meeting scheduled for January 2, 2025, was canceled. The next regular meeting is scheduled for February 5, 2025.

10. INFORMATION ITEMS:

- a. **GRANT FUNDING OPPORTUNITIES.** This agenda item is intended to provide an opportunity to review and discuss grant opportunities. (INFORMATION). 🌀 **Page 47**
- b. **CONTRA COSTA TRANSPORTATION AUTHORITY (CCTA) MEETING CALENDAR:** The CCTA Calendar for January 2025 through April 2025 may be downloaded using the following link: [Click to View Meeting Schedule](#)

11. MEMBER COMMENTS

12. NEXT MEETING: FEBRUARY 27, 2025.

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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 her 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 each jurisdiction's maintenance of effort requirement under Measure J. He emphasized the importance of a broader maintenance plan for transparency, accountability, and informed decision-making within each subregion.

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 introduced the item noting that Colin Clarke had last presented on this topic to the TAC in October 2023, sharing initial information about the MTC-funded planning effort and goals including the ongoing collaborative development process with local agencies' and upcoming & past community input. Mr. Clarke and Grace Carsky attended today to provide updates on the work performed over the past year and to present a draft plan for review and input. The goal of the plan is to help illustrate how to eliminate fatal and severe injuries countywide on the transportation network, in accordance with CCTA Resolution 21-40-G policy (as amended), aligning with the Countywide Vision Zero framework which was identified as a top priority recommendation from the Countywide Bicycle & Pedestrian Plan (CBPP). Mr. Todd explained that Mr. Clarke and Ms. Carsky are visiting all the RTPCs to gather input and recommendations for the adoption of the plan.

Mr. Clarke noted that Ms. Carsky from Kittleson assists in the Central and West county subregions and Kimley-Horn supports the South and East subregions and all countywide unincorporated County jurisdiction areas. Mr. Clarke and Ms. Carsky provided a presentation on the CCTSAP after which the item was opened for discussion. The PowerPoint presentation is

included in the meeting materials accessible on the website at transpac.us.

Ryan 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 not highlighting 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, Mr. 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 MTC's BayVIZ tool (which will be updated by MTC in 2025-26, utilizing regional grant funding from SS4A, in coordination with CCTA) 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 anticipated in April 2025. 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, i.e., adjusting collision rates per capita (and not only per jurisdiction). 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 crashes. Mr. Clarke explained that the estimate was based on the data source listed on the slide ([NHTSA: The Economic and Societal Impact of Motor Vehicle Crashes, 2019 \(revised Feb 2023\)](#)), 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 cost estimate, originally from BayVIZ, is intended to help local agencies build community support and advocate for Vision Zero safety investments by presenting an economic justification in addition to the human cost of the status quo.

Mr. Todd 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 application submittals for multi-jurisdictional grants.

Mr. Parikh revisited the issue of collision data along Caltrans property/rights-of-way, noting that the City of Concord's dashboard effectively separates freeway incidents from local streets. Mr. Clarke acknowledged this as an ideal approach, and highlighted the challenges associated with relying on state-level data, which can result in a delay regarding access and recency of collision data. Mr. Parikh suggested comparing local data with BayVIZ records to refine the analysis.

Mr. Clarke emphasized the importance of collaboration in enhancing the plan, ensuring consistency across appendices/jurisdictions, and more effectively cross-checking for potential integration of 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, acknowledging that countywide plans and local plans may not always align perfectly due to various constraints and differences in scale, scope, and focus. He acknowledged the nuances in comparing vs. integrating local and countywide data, and agreed on the importance of coordination and 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 adoption timeline was influenced by the expiration of MTC funding at the end of the calendar year. He reassured attendees that his team was available for further consultations to address comments and refine the iterative plan.

The TAC agreed to review the draft CCTSAP plan and appendices and submit comments by late November, with a follow-up discussion at the November 21, 2024, meeting. The intent was to finalize the process of receiving comments on the draft CCTSAP for recommendation of adoption at the December 12, 2024, TRANSPAC Board meeting, ensuring it considers 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.

TRANSPAC TAC Special Meeting Summary Minutes

MEETING DATE:	December 4, 2024
STAFF PRESENT:	Jason Chen, Clayton; Ryan McClain, City of Pleasant Hill; Celestine Do, BART; Aaron Elias, Concord; Smadar Boardman, Walnut Creek; Samantha Harris, Contra Costa County; Joe Enke, Martinez; Matt Todd, TRANSPAC Managing Director; Tiffany Gephart, TRANSPAC.
GUESTS/PRESENTERS:	Colin Clarke, CCTA; Matt Braughton, Kittelson
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 OCTOBER 31, 2024, MEETING.

Staff received comments on the October 31, 2024, meeting minutes, and the TAC agreed to defer their approval to the next meeting to address all submitted comments.

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

Colin Clarke indicated that TRANSPAC received comments from member jurisdictions and other regional transportation planning advisory committees. Following extensive discussion at the October 31 TAC meeting, the TAC agreed to defer the approval of the Draft CCTSAP to allow further time for review and submission of comments. A handout summarizing the feedback received was distributed, which included comments from representatives of Clayton, Pleasant Hill, and Concord, as well as items discussed at the previous meeting. The goal of the discussion was to receive comments and forward a recommendation to the TRANSPAC Board to approve the plan.

Mr. Clarke indicated that he received comments from member jurisdictions and other Regional Transportation Planning Committees (RTPC's). He assured the group that CCTA is actively working to address these comments. Mr. Clarke noted the timeline for upcoming meetings, including a planning committee meeting, the Vision Zero working group, and the CCTA Board meeting. He highlighted a particular issue related to parsing Caltrans data from local data and elaborated on efforts with MTC and BayViz tool developers to overcome technical challenges. Mr. Clarke noted that while different data sets and high-injury networks provide valuable insights, they should not serve as the sole basis for decision-making regarding funding or projects.

Ryan McClain expressed concerns about the high-injury network data potentially misrepresenting critical areas. He emphasized the importance of ensuring that identified segments align with actual collision data to avoid counterproductive outcomes. Ryan also advocated for broader regional coordination of projects, especially those crossing city boundaries, to establish more comprehensive safety improvements.

Mr. Clarke acknowledged the comment and reiterated the importance of the Safe Systems Approach, which shifts from reactive to proactive strategies. He assured the TAC that projects, even those not directly identified in high-injury networks, would remain competitive for funding. Mr. Clarke also emphasized that recent funding programs encourage corridor-level approaches and cross-jurisdictional projects.

There was discussion on integrating Vision Zero plans and high-injury networks, striving to avoid creating redundant layers of analysis. Mr. Clarke confirmed efforts to better align the project list with regional priorities and noted the need for improved appendices in the final document to clarify existing versus new data.

Aaron Elias added that his comments were straightforward, noting some data discrepancies and aligning project priorities with local plans.

The discussion concluded with a shared commitment to refining the transportation safety action plan and ensuring it meets the needs of local agencies while advancing regional goals.

Matt Braughton highlighted a focus on Killed and Seriously Injured (KSI) locations, aiming for inclusivity rather than exclusivity in addressing countywide Vision Zero goals. From a countywide priority perspective, the emphasis was on elevating locations with KSI crashes while not excluding other sites that align with safe system principles and broader safety goals. Mr. Braughton commented that he was open to further discussions about what should be included in the county's priorities.

Mr. Elias noted that some locations with high total collisions were not prioritized because they lacked KSI data, aiming for consistency with the established plan. He also mentioned potential countermeasures from their plan that could be integrated into the broader framework. Mr. Braughton acknowledged the suggestions as straightforward and feasible additions.

Matt Todd asked about the appearance of uneven levels of data for different areas of the county regional. Colin Clarke responded, reiterating the importance of a Safe Systems Approach and emphasizing that decision-making relied on multiple data sources and methodologies.

Mr. Elias brought up a presentation discrepancy that highlighted Concord as having a significant portion of the county's collisions due to its population and freeway system and suggested adjustments to attain a more consistent presentation of the information. Elias brought up a presentation discrepancy that highlighted Concord as having a significant portion of the county's collisions due to its population size and inclusion of freeways in the collision data. He suggested adjustments to attain a more consistent presentation of the information. Mr. Braughton noted that presentations had been updated to include per-capita metrics for better context.

Mr. McClain and Mr. Clarke discussed the importance of distinguishing between local roads and freeways in the analysis. Mr. Clarke clarified the challenges posed by the current tools, such as limitations in separating Caltrans facilities. The hope was to improve these tools to better serve local agency needs while maintaining a regional perspective.

Mr. Chen inquired about the process of addressing comments, particularly with time constraints. Mr. Clarke noted efforts to address feedback proactively such as changes to the slides in response to input received. He further commented that when CCTA staff present this item to the CCTA committees, comments received thus far will be noted transparently. Mr. Braughton emphasized that while some issues, like the Bay Area Vision Zero tool's limitations, could not be resolved immediately, they would document plans for future improvement.

Mr. Clarke noted that a comment-response matrix could be utilized to ensure clarity on how feedback is addressed. This matrix could document comments received, how they are being addressed, or reasons why certain items cannot be addressed within the current timeline. He referenced the \$10 million SS4A grant through MTC and the collaborative work with partners as a resource for addressing ongoing feedback.

Celestine Do inquired about the receipt of her comments. Mr. Clarke responded that he would confirm receipt and ensure the comments are integrated into the matrix. He also encouraged comments to be sent directly to his attention in the future communications to avoid delays. He also encouraged comments to be sent directly to his attention in future communications to avoid delays..

Mr. Todd outlined the recommendation to approve the Draft Safety Action Plan for adoption. This recommendation, pending TRANSPAC Board approval, would be forwarded to CCTA for inclusion in its board packet. Mr. McClain suggested adding a qualifier to the approval, such as "approve the draft with comments as noted," to address ongoing feedback and align with precedent set by other elected bodies. Mr. Clarke supported this approach, affirming that similar adjustments had been made by other boards.

There was additional discussion about new parking daylighting laws, Ryan McClain raised concerns about public understanding of unmarked crosswalks and the feasibility of enforcement. By consensus, the TAC approved the Draft Contra Costa Countywide Comprehensive Safety Action Plan for adoption with comments.

There was additional discussion about the new parking Daylighting law. Mr. McClain raised concerns about public understanding of unmarked crosswalks and the feasibility of enforcement. He mentioned his agency's consideration of issuing warnings initially and their reluctance to add red curbs universally, instead focusing on behavioral changes.

Mr. Elias highlighted his agency's challenges with red curb requests, enforcement capacity, and the expense of marking intersections. He described their approach as reactive—enforcing violations as needed rather than proactively marking red curbs.

Mr. Todd shared insights from a city outside Contra Costa County, where officials prioritized marking red curbs at high-risk intersections based on collision data. This selective approach was intended to align resources with safety priorities.

Mr. Clarke posed a question about the application of AB 413 to driveways and whether the 20-foot rule would apply in such cases. Mr. McClain clarified that AB 413 applies specifically to intersections with marked or unmarked crosswalks and does not inherently include driveways unless they are near a crosswalk.

Mr. Enke inquired about applications for exceptions allowed under the legislation, indicating interest in hearing more about legal interpretations and implementation strategies from other agencies. Joe Enke further explained that while the law allows for exceptions, agencies often rely on the city engineer or city attorney's guidance to make such determinations. He noted that exceptions might apply in specific cases, such as areas with clear visibility.

Mr. Todd suggested collecting plans or summaries from other cities to share best practices and placing this topic on the agenda for future discussions, potentially in early 2025, to facilitate an information-sharing session.

Mr. McClain shared that his agency planned an education campaign, aiming to inform residents about the law and its implications statewide. He noted that Walnut Creek had already posted relevant information online, and similar efforts could be coordinated among other jurisdictions. Mr. Enke described discussions with his city's police department and city attorney about enforcement challenges, particularly regarding unmarked red curbs. While enforcement was seen as logistically complex and potentially ineffective without clear markings, the focus was on targeting high-traffic areas and downtown crosswalks.

Mr. Clarke suggested reviewing resources from the City of Pinole, which had a dedicated webpage on the topic.

Mr. McClain noted that while the daylighting law received press coverage recently, most of it focused on San Francisco, leading to a misconception that the law applied only there.

5. COMMITTEE UPDATES:

There were no comments from the TAC.

6. INFORMATION ITEMS:

There were no comments from the TAC.

7. MEMBER COMMENTS:

Mr. Elias provided an update on the Concord Naval Weapons Station project. He explained that Fehr & Peers is working on a travel demand model as part of the development process, with oversight from the city and additional review by consultants such as Kittelson and Kimberly-Horn. These efforts aim to align the model with the Environmental Impact Report (EIR) and Traffic Impact Fee (TIF) updates.

Matt Todd added that the Concord Naval Weapons Station update is now a standing item on TRANSPAC's board agenda. Mr. Todd added that the Concord Naval Weapons Station update is now a standing item on the TRANSPAC Board agenda.

8. NEXT MEETING: JANUARY 30, 2025.

The meeting adjourned at 9:49 a.m. The next regular meeting is scheduled for January 30, 2025.

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TRANSPAC TAC Meeting STAFF REPORT

Meeting Date: January 30, 2025

Subject:	INNOVATE 680 TECHNICAL ADVISORY COMMITTEE APPOINTMENTS
Summary of Issues	Innovate 680 is a program of projects that promotes an integrated approach to redefining mobility and addressing the increasing congestion on I-680 through seven key strategies that range from completing the High Occupancy Vehicle (HOV) lanes to deploying a suite of technologies to improve traffic flow. CCTA established a Policy Advisory Committee (PAC) and Technical Advisory Committee (TAC) to ensure close coordination and provide guidance for the Innovate 680 program. The last committee appointments occurred in 2023 and there have been several staff changes. The TAC is requested to appoint representatives to fill these vacancies and confirm previously made appointments.
Recommendations	Appoint primary and alternate TRANSPAC TAC representatives and confirm previously made appointments to the Innovate 680 TAC.
Options	Delay the appointment of members to the Innovate 680 TAC to a future meeting.
Financial Implications	None.
Attachment(s)	None.

Background

Innovate 680 is a program of projects that promotes an integrated approach to redefining mobility and addressing the increasing congestion on I-680 through seven key strategies that range from completing the High Occupancy Vehicle (HOV) lanes to deploying a suite of technologies to improve traffic flow. CCTA proposed the formation of a Policy Advisory Committee (PAC) and Technical Advisory Committee (TAC) to ensure close coordination and help guide Innovate 680.

Each jurisdiction that I-680 travels through along the corridor is represented on the committees. The PAC will be made of elected officials while the TAC will be comprised of technical staff from the jurisdictions. CCTA has also requested alternates be identified where appropriate. The PAC

and TAC representatives from TRANSPAC have members representing Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County. The committees are expected to meet about four times a year to assess progress and provide input on the various projects that make up Innovate 680.

The current appointments include:

TRANSPAC Policy Advisory Committee (PAC) Appointments

Jurisdiction	Elected Representative	Alternate
City of Concord	Carlyn Obringer	
City of Martinez	Debbie McKillop	Brianne Zorn
City of Pleasant Hill	Sue Noack	
City of Walnut Creek	Kevin Wilk	
Contra Costa County – District IV	Ken Carlson	

TRANSPAC Technical Advisory Committee (TAC) Appointments

Jurisdiction	Staff Representative	Alternate
City of Concord	Abhishek Parikh	Virendra Patel
City of Martinez	Vacant Lynne Filson	Vacant Ali Hatefi
City of Pleasant Hill	Ryan McClain	Vacant Ananthan Kanagasundaram
City of Walnut Creek	Smadar Boardman	Matt Redmond
Contra Costa County – District II & IV	Monish Sen	Robert Sarmiento

The TRANSPAC TAC is requested to appoint primary and alternate representatives to the Innovate 680 TAC and to confirm previously made appointments.

TRANSPAC TAC Meeting STAFF REPORT

Meeting Date: January 30, 2025

Subject:	TRANSPAC SUBREGIONAL TRANSPORTATION MITIGATION PROGRAM - ENVIRONMENTAL IMPACT REPORT TRACKING
Summary of Issues	<p>Through the Central County Action Plan for Routes of Regional Significance (Action Plan), TRANSPAC has implemented a Subregional Transportation Mitigation Program (STMP) to generate funding for project mitigations from private developers whose projects increase traffic on Routes of Regional Significance. The STMP outlines the process for considering and mitigating development impacts in alignment with the Growth Management Program (GMP).</p> <p>As part of this process, the TRANSPAC TAC discussed creating a tracking list of development proposals environmental processes as a standing item. TRANSPLAN is presenting a similar item in their agendas. This review will help track regional developments and ensure they are consistent with the STMP and GMP guidelines. At this meeting, the discussion will focus on defining the process for obtaining information and identifying any relevant documents or updates for review.</p>
Recommendation(s)	For information only.
Option(s)	None.
Financial Implications	None.
Attachment(s)	A. TRANSPLAN Environmental Register

TRANSPLAN ENVIRONMENTAL REGISTER

LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE / DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	RESPONSE
City of Pittsburg	2232 Golf Club Road, south of Leland Road	Notice of Availability: Draft Environmental Impact Report	Pittsburg Technology Park Specific Plan	Specific Plan will serve as the overarching planning document for an area where a future technology-focused business park will be developed.	8/19/2024	No
City of Oakley	East of Bethel Island Road, north of East Cypress Road, and west and south of Sandmound Boulevard.	Notice of Preparation: Supplemental Environmental Impact Report	East Cypress Corridor Specific Plan	Redesign to "Planning Area 2" of the East Cypress Corridor Specific Plan, further subdivision of the project site into 443 residential lots through six Builder's Remedy Tentative Maps, and an analysis of the feasibility of a new Rock Slough Bridge.	6/10/2024	Yes
City of Oakley	West of Big Break Road, east of Bridgehead Road, and north of Main Street	Notice of Preparation: Environmental Impact Report	Bridgehead Industrial Project	Removal of the existing vineyard and associated buildings and subsequent construction of 10 light industrial buildings (Buildings 1 through 10) totaling 3.18 million sf of new building space, along with supporting infrastructure improvements.	6/10/2024	Yes
City of Pittsburg	2232 Golf Club Road, south of Leland Road	Notice of Preparation: Draft Environmental Impact Report	Pittsburg Technology Park Specific Plan	Specific Plan will serve as the overarching planning document for an area where a future technology-focused business park will be developed.	4/4/2024	Yes
City of Pittsburg	City of Pittsburg	Notice Of Availability: Draft Environmental Impact Report	2024 Pittsburg General Plan	Comprehensive update of City of Pittsburg's General Plan	2/9/2024	No
Contra Costa County	Unincorporated Contra Costa County	Notice of Preparation: Draft Environmental Impact Report	Contra Costa 2045 General Plan and Climate Action Plan	Comprehensive update of Contra Costa County's General Plan and Climate Action Plan	10/20/23	No

TRANSPLAN ENVIRONMENTAL REGISTER

City of Pittsburg	420 East 3rd Street, southwest of the intersection of East 3rd Street and Harbor Street	Notice Of Availability: Draft Environmental Impact Report	Harbor View Project	207 single-family residential units, 20 mixed-use live/work duplexes.	5/1/23	No
City of Pittsburg	North of Willow Pass Road and south of Honker Bay	Notice of Preparation	Bay Walk Mixed-Use Project	(1) remedial activities, and (2) new development within the project site. A Specific Plan is being prepared to define the potential development of the project site. Overall, the proposed Specific Plan could result in the development of a range of uses, including approximately 1,999 residential units, 18.8 acres of Employment Center Industrial (ECI) uses, 6.5 acres of mixed-use development, a 120-room hotel, and various park, recreation, and open space areas	11/29/22	Yes
City of Pittsburg	Buchanan Road, between Ventura Drive and Meadows Ave., Pittsburg	Notice of Intent to Adopt MND	LMK Petro	New gas station with ancillary uses, including a Convenience Store, and a Car Wash. Requires a General Plan Amendment, rezone, use permit, and design review.	11/28/22	No
City of Pittsburg	420 East 3rd Street, southwest of the intersection of East 3rd Street and Harbor Street	Notice of Preparation	Harbor View Project	207 single-family residential units, 20 mixed-use live/work duplexes.	9/12/22	No
City of Oakley	Oakley	Notice of Public Hearing	Public Review Draft of 2023-2031 Housing Element Update	Updating of the Oakley Housing Element for 2023 to 2031	7/12/22	No

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TRANSPAC TAC Meeting STAFF REPORT

Meeting Date: January 30, 2025

Subject:	COUNTYWIDE EMERGENCY EVACUATION PLAN
Summary of Issues	CCTA staff will provide an update on the development of the Countywide Emergency Evacuation Plan. The plan includes local-level evacuation compliance assessments and a high-level evaluation of evacuation route capacity, safety, and viability across the county, encompassing its 19 cities and towns as well as unincorporated areas.
Recommendation(s)	For Information Only.
Option(s)	N/A
Financial Implications	None.
Attachment(s)	1. Countywide Emergency Evacuation Plan PPT



CONTRA COSTA
transportation
authority

Attachment 1

TRANSPAC TAC

Countywide Emergency Evacuation Plan

John Hoang, Director, Planning

January 30, 2025

Countywide Emergency Evacuation Plan

- Caltrans Sustainable Transportation Planning Grant Program FY24-25
 - Climate Adaptation
- Grant Specific Objectives and Benefits
 - Benefits to public health, natural ecosystems, air quality, social equity, the economy, or reduction in GHG emissions
- Grant Specific Objectives, Partnership and stakeholders
- Alignments with other plans and State goals
- Cost
 - Grant Amount \$1,490,000
 - Match \$207,900
 - Total \$1,697,900

Countywide Emergency Evacuation Plan

- Includes 19 Cities/Towns and Unincorporated County
 - With focus on vulnerable communities
 - Neighborhoods that lack network redundancy during evacuation scenarios
 - Help agencies determine how to improve the evacuation network during those events
- Builds on the multi-jurisdictional Local Hazard Mitigation Plan (multi-jurisdictional evacuation using routes that may span several jurisdictions)
 - Tie-in to regional and subregional transportation planning
- Plan addresses two deficiencies
 - Unfunded mandates requiring local governments to plan for emergency evacuation
 - SB 99: Conduct Local-Level Evacuation Compliance Assessment
 - AB 747: Evaluate High-Level Evacuation Route Capacity, Safety, and Viability
 - Unique regional economic and climate-related issues that affect the most vulnerable communities and their transportation system

Countywide Emergency Evacuation Plan

- Hazards/Climate-induced Effects
 - Sea Level Rise, Wildfire Risks, Levee failure, Landslides, Tsunamis
 - Other Natural Hazards: Earthquakes
 - Manmade: Refinery Accidents
- Expected to Strain the Transportation network and communities throughout the County
- Efforts already undertaken by agencies to look at planning for resiliency.
 - Lafayette and Orinda completed locally-focused planning efforts
- Underserved communities
 - Richmond, El Cerrito San Pablo, Concord, Pittsburg, Antioch, Unincorporated (North Richmond Rodeo, Bay Point)
 - Equity Priority Communities (EPCs) [based on race, low-income, English proficiency, seniors,...]
 - MTC identifies 48 Census tracts in CC as EPCs
 - Engagement

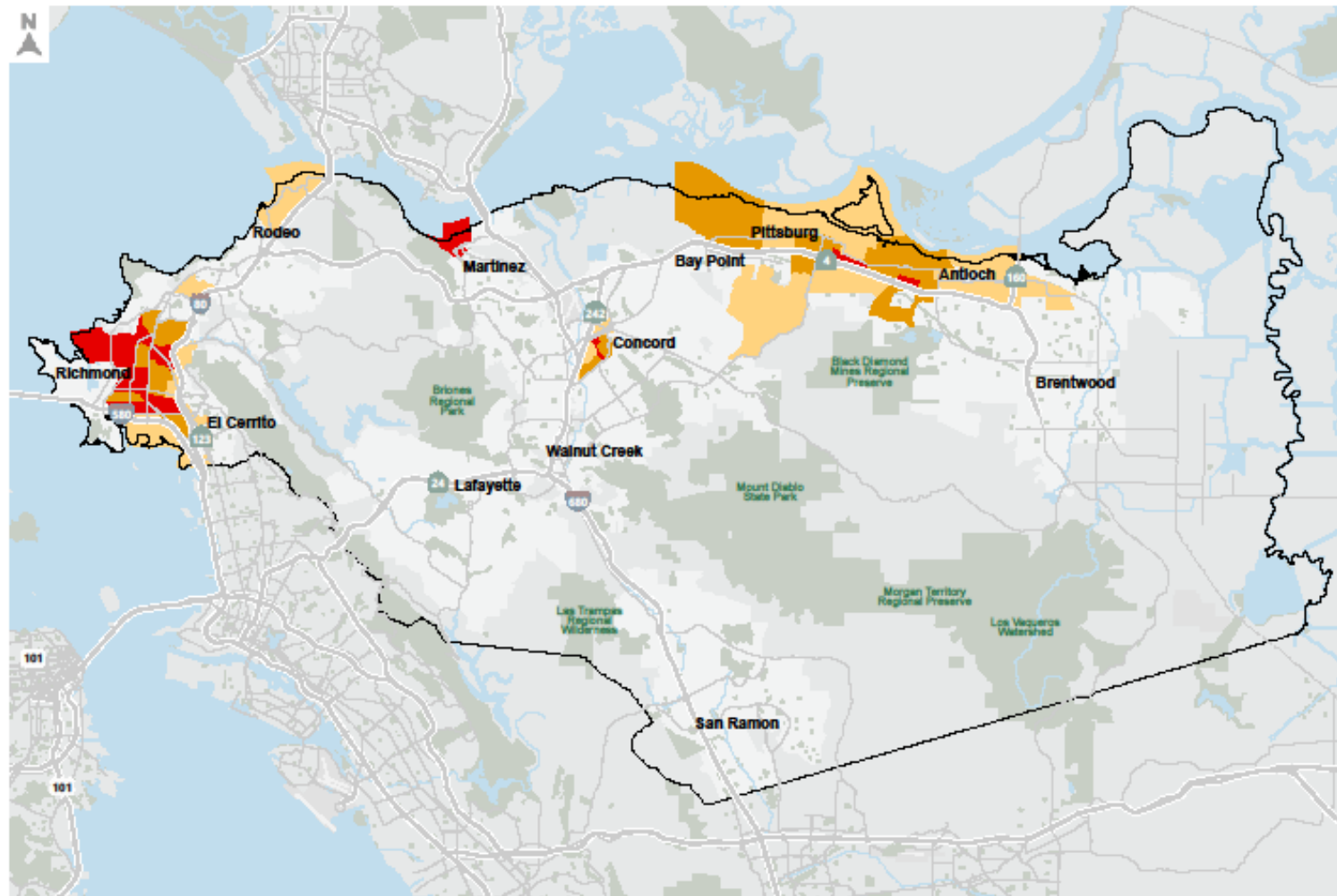
Countywide Emergency Evacuation Plan

- Assessment of five sub-regions and evaluation of up to six emergency events per region using and interfacing with land use and roadway network data in the CCTA model. Based on the results of the assessment the Plan will include:
 - Project Prioritization: Prioritized projects in the identified vulnerable areas using a ranking criterion agreed by the Project's TAC
 - Cost Estimates/Project constraints: Cost estimates and key constraints of 20 top-ranked of projects with conceptual project designs.
 - Funding strategies and documentation: Potential funding strategies for the projects.

Countywide Emergency Evacuation Plan

- Scope of Work
 - Task 1: Technical Advisory Committee
 - Task 2: Stakeholder and Public Outreach
 - Task 3: Network Resilience Assessment
 - Outreach Emergency Responders
 - Congestion Identification
 - Network Analysis
 - Emergency Response Time Assessment
 - AB 747/AB 1409 Assessment
 - Firesafe Accessibility Assessment
 - Task 4: Additional Infrastructure Resilience Assessment
 - Network Electrification Resiliency
 - Transit Shelter Evaluation
 - Vehicle Redundancy Assessment

Equity Priority Communities



MTC Equity Priority Community Classification

High Higher Highest

Exhibit A

MTC Equity Priority Communities

TRANSPAC TAC Meeting STAFF REPORT

Meeting Date: January 30, 2025

Subject:	CALIFORNIA DAYLIGHTING LAW (AB413)
Summary of Issues	Assembly Bill 413 (AB 413), California’s "Daylighting Law," went into effect on January 1, 2025. Generally, this law prohibits parking within 20 feet of the approach side of any crosswalk—marked or unmarked—to improve pedestrian visibility and enhance safety at intersections. At its December 4, 2024, meeting, the TRANSPAC TAC discussed AB 413 and agreed to revisit the topic to share the approaches being taken by local jurisdictions to implement and comply with the law. At this meeting, the TRANSPAC TAC is requested to discuss agency approaches and any additional strategies, challenges, or information that may be of benefit to the group as jurisdictions work to implement AB 413.
Recommendation(s)	For Information Only.
Option(s)	N/A
Financial Implications	None.
Attachment(s)	A. City of Concord April 2024 E-Newsletter ; B. City of Pleasant Hill AB 413 Website Post ; C. City of Walnut Creek AB 413 Website Post ; D. City of Pinole AB 413 Public Education April Website Post , November Website Post ; E. AB 413 Education Flyer (produced by Traffic Patterns); F. State of California Legislative Information .

Background

AB 413 was enacted to reduce pedestrian collisions by addressing "daylighting," or the practice of keeping areas near crosswalks clear of parked vehicles to improve visibility between drivers and pedestrians. Parking within 20 feet of crosswalks (15 feet for those with curb extensions) is now prohibited regardless of curb markings, signage, or lack thereof.

TRANSPAC jurisdictions are actively working to implement AB 413 while addressing resource limitations and community-specific needs. Common strategies include prioritizing high-safety locations such as schools and trails for red curb installations, conducting public education campaigns, and utilizing enforcement to ensure compliance. During the October 31, 2024, TRANSPAC TAC meeting, the TAC agreed to gather information on jurisdiction-specific efforts to

foster collaboration and share best practices. The responses collected thus far are summarized below:

Local Jurisdiction Responses

City of Clayton

The City of Clayton intends to initially focus on public education and awareness during the early stages of enforcement.

City of Concord

The City published information about the law in its April 2024 community newsletter and plans to republish it now that the law is in effect (Attachment A). Concord's strategy involves relying on AB 413 and police enforcement to address concerns, rather than implementing red curbing at this time. The City of Concord has noted that it does not have marked parking spaces in daylighting zones.

Contra Costa County

The County plans to rely on public education efforts to inform residents about the new restrictions. Contra Costa County Public Works is not planning to paint curbs due to ongoing maintenance concerns.

City of Pleasant Hill

The City of Pleasant Hill is proposing to enforce AB 413 on a "by request" basis. Educational information has been distributed in several newsletters and posted on the City's website (Attachment B).

City of Walnut Creek

The City of Walnut Creek has implemented several measures to comply with AB 413, including:

1. Publishing information on its website through a dedicated page on daylighting at intersections See [Walnut Creek Daylighting](#) (Attachment C).
2. Presenting the law and its implications at Transportation Commission meetings ([Walnut Creek Transportation Commission](#))
3. Installing red curbs at key downtown and neighborhood crosswalks, with parking meters removed as necessary.
4. Distributing flyers, using social media outreach, and featuring the topic in the *Walnut Creek Nutshell*.
5. Prioritizing red curb installations at locations with higher safety needs, such as schools and trails.

Walnut Creek staff continue to monitor these locations and adjust outreach and enforcement as needed.

City of Pinole

As referened at the last TAC meeting, the City of Pinole has developed public education materials to inform residents about AB 413, including:

1. November 2024 Post: [AB 413 - California Daylighting Law](#)

This information is also attached (Attachment D).

At this meeting, the TRANSPAC TAC is requested to discuss the summarized approaches and any additional strategies, challenges, or information that may be of benefit to the group as jurisdictions work to implement AB 413.

California to Implement New "Daylighting" Law

California's new "daylighting" law aims to enhance pedestrian safety at crosswalks. Here's what you need to know:

What is Daylighting?

Daylighting is a simple concept that improves safety by **preventing cars from parking next to crosswalks**. By keeping the area next to crosswalks clear of parked vehicle obstructions, both pedestrians and drivers can see each other better.

Specifically, the law prohibits **stopping, standing, or parking a vehicle within 20 feet of the vehicle approach side of any unmarked or marked crosswalk**, or within 15 feet of any crosswalk where a curb extension is present.

Enforcement and Grace Period:

The law, formally known as AB 413, was signed by Governor Gavin Newsom last year and introduced by Assemblymember Alex Lee (D-San Jose). Source: Streets for



All It was enacted this year, and motorists have a **12-month grace period** before violators may receive parking tickets for non-compliance.

Why Daylighting Matters:

- More than 40 other states have similar laws in place.
- Pedestrian deaths in California are 25% higher than the national average, according to data from the [California Office of Traffic Safety](#).
- Last year, from January to October, 134 pedestrians were killed by drivers in Los Angeles, and 427 people were severely injured due to accidents near crosswalks.

By implementing daylighting, we can make our streets safer for everyone. Let's take this important step to help all road users share the road more safely!

AB 413 Parking Law

California's New Daylighting Law (AB 413)

Starting on January 1, 2025, it will be illegal in California to park within 20 feet of the approach of any marked or unmarked crosswalk, even if the approach does not have painted red curbs. [California Assembly Bill 413](#) was signed into law in October 2023 and replicates the law in other states that similarly require people not to park right next to any crosswalk. Specifically, the law:

- Creates a new section of the [Vehicle Code, CVC 22500\(n\)](#), which prohibits the stopping, standing, or parking of a vehicle within 20 feet of the vehicle approach side of any unmarked or marked crosswalk or 15 feet of any crosswalk with a curb extension anywhere in California.
- On a two-way street, only the space on the right-side approaching a crosswalk as one is driving is affected. However, on a one-way street, both the left and the right curb areas 20 feet from the crosswalk are no parking zones.
- Allows local jurisdictions to paint zones that are longer or shorter than 20 feet. When you see a red curb or parking prohibition sign next to a crosswalk just follow that distance. If there is no paint or signs, the 20 feet distance applies. 20 feet is about the length of a standard parking space or one large car-length.

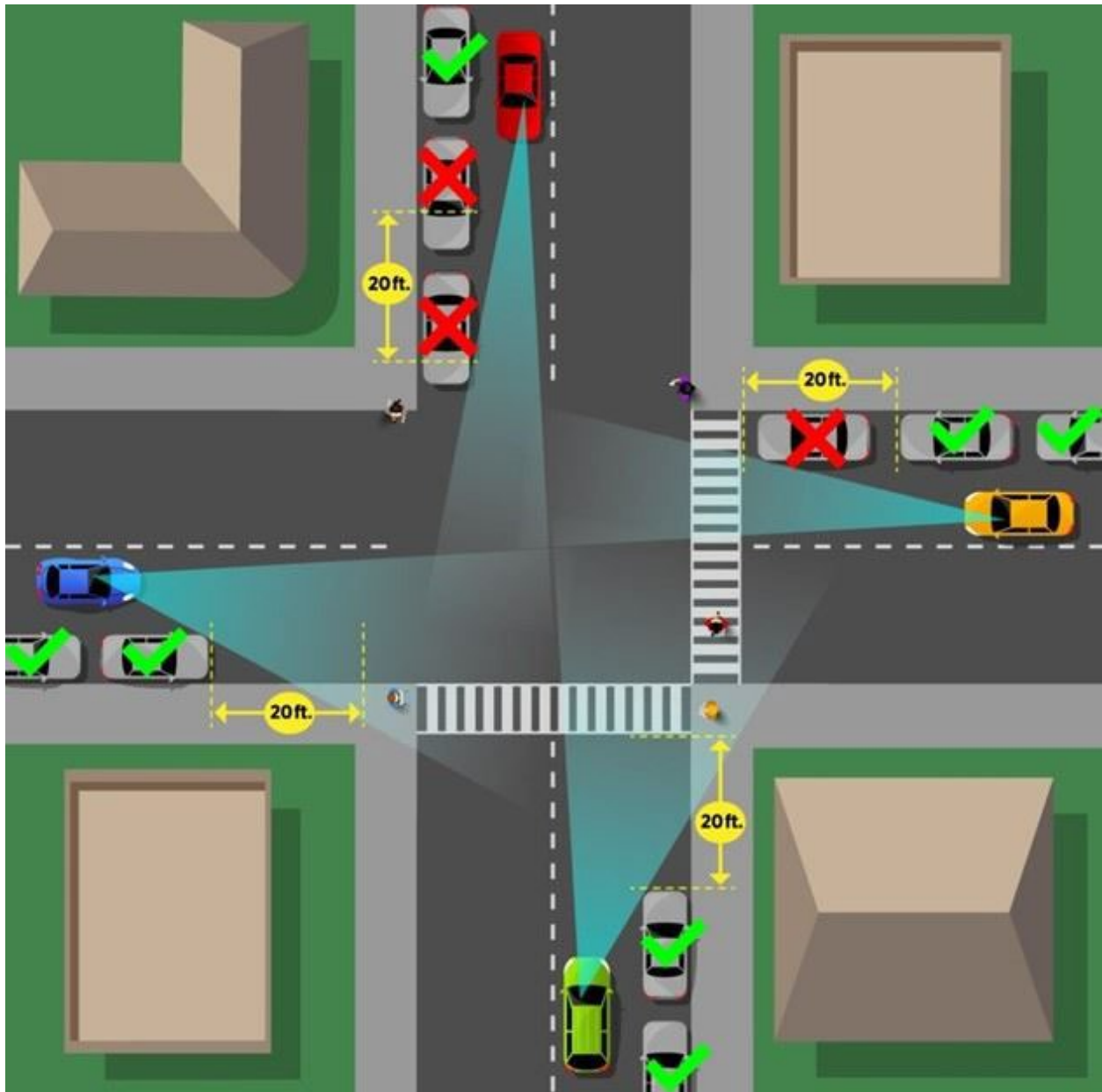
Enhanced Safety

The law aims to enhance safety by improving visibility at intersections:

- Parked vehicles near crosswalks limit pedestrian visibility, increasing the risk of severe injury or fatal collisions.
- Removing these obstructions helps drivers see pedestrians and lets pedestrians see oncoming cars without stepping into the intersection.
- Intersection daylighting is a proven traffic safety practice.

Background

Until AB 413 was signed into law in October 2023, California was one of the few states that did not have a rule restricting parking near crosswalks. Over 40 states currently have laws that require vehicles to keep a distance of generally 20 feet from crosswalks.



Leaving a clearance of 20 feet provides a greater field of visibility for all roadway users (as shown in the bottom-left and bottom-right scenarios) whereas not providing that clearance greatly reduces the visibility (as shown in the top-left and top-right scenarios).

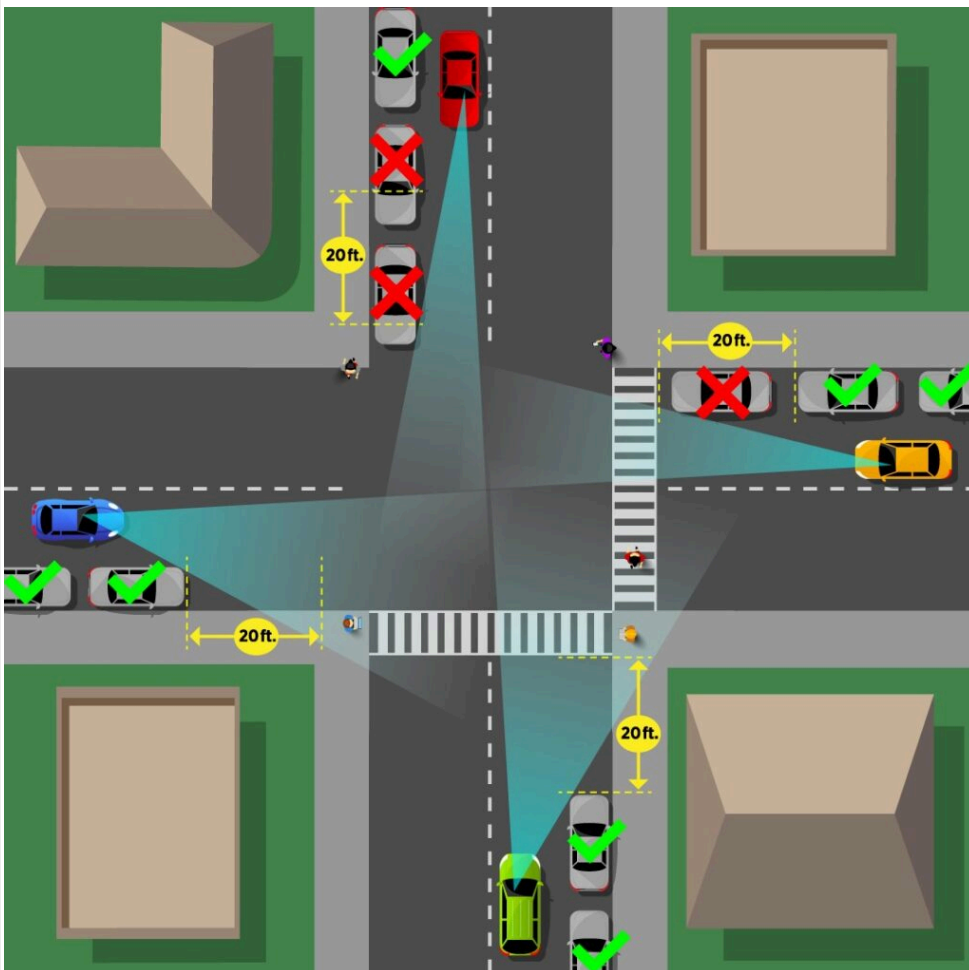
CA Daylighting Law | City of Walnut Creek

Clip source: [CA Daylighting Law](#) | [City of Walnut Creek](#)

City of Walnut Creek

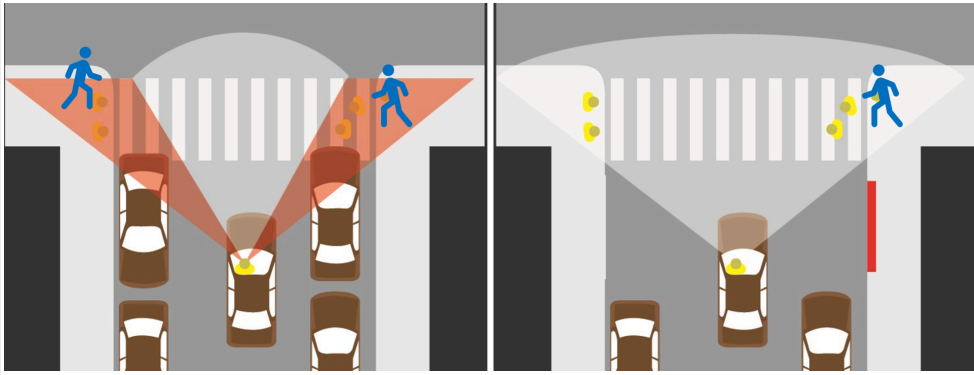
New parking law at crosswalks

When two streets intersect, there is either a marked crosswalk or there is an “unmarked” crosswalk. As part of the recently passed Assembly Bill (AB) 413, it is now illegal to park 20 feet in advance of either type of crosswalk even if the curb is not painted red. AB 413 is also known as the “daylighting” law.



What is Daylighting?

Daylighting is the concept that safety is improved by removing parked cars or other obstructions approaching a crosswalk. By keeping the area next to crosswalks clear of parked vehicles or other obstructions, drivers can better see people using or about to use the crosswalk. This traffic safety measure is another step towards the City’s Vision Zero goal to reach zero serious injury or fatal collisions by the year 2034.



<https://www.pinole.gov/sb-4...>

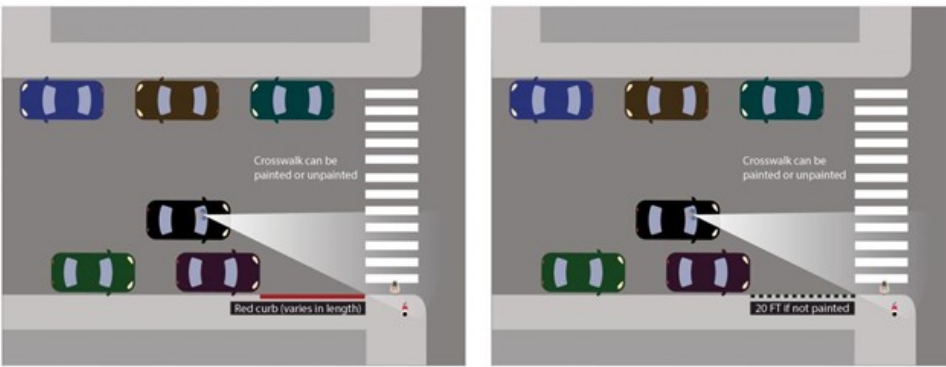
AB 413 – California Daylighting Law -Welcome to the City of Pinole

Clip source: [AB 413 – California Daylighting Law -Welcome to the City of Pinole](#)

AB 413 – California Daylighting Law

Public Works

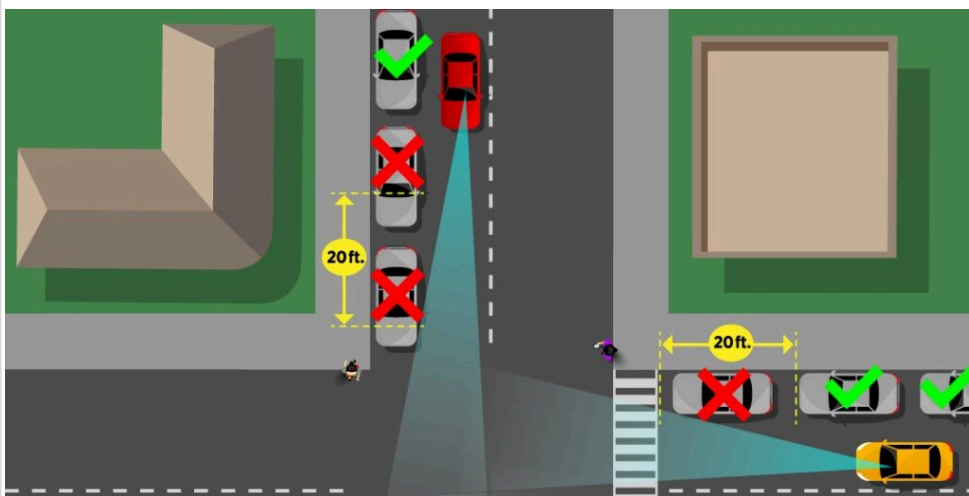
• August 16, 2024

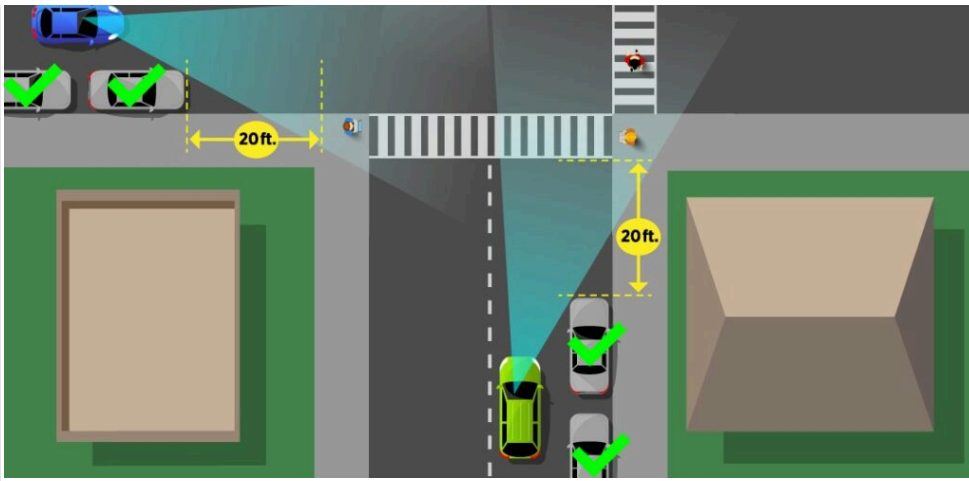


What is it?

Daylighting is the simple concept that safety is improved by removing parked cars next to crosswalks. By keeping the area next to crosswalks clear of parked vehicle obstructions people walking and people driving or riding on the street can see each other better. **Beginning January 1, 2024, remember to leave at least 20 feet (or one large car length) between a marked or unmarked crosswalk and your vehicle, so approaching vehicles can see pedestrians and bicycles.**

How does it work?





The diagram shows how the clearance of 20 feet can make a big difference for street safety at painted and unpainted crosswalks.

Daylighting increases the field of view of both pedestrians crossing the street, and drivers pulling up to an intersection. The diagram above shows how much easier the extra space makes it to see the curbs and the entire crosswalk. This is especially important for children, who are less visible at intersections. Drivers get a clearer view of the intersection and can easily see if someone is waiting to cross from well in advance. For more information on how visibility is essential to the safety of intersections, check out the [research](#) from the experts at the National Association of City Transportation Officials.

California's New Daylighting Law (AB 413)

Starting on January 1, 2024, it will be illegal in California to park within 20 feet of the approach of any marked or unmarked crosswalk, even if the approach does not have any red curbs painted. [California Assembly Bill 413](#) was signed into law in October 2023 and replicates the law in other states that similarly require people not to park right next to any crosswalk. Specifically, the law:

- Creates a new section of the [Vehicle Code, CVC 22500\(n\)](#), which prohibits the stopping, standing, or parking of a vehicle within 20 feet of the vehicle approach side of any unmarked or marked crosswalk or 15 feet of any crosswalk with a curb extension anywhere in California.
- On a two-way street, only the space on the right-side approaching a crosswalk as one is driving is affected. However, on a one-way street, both the left and the right curb areas 20 feet from the crosswalk are no parking zones.
- Allows local jurisdictions to paint zones that are longer or shorter than 20 feet. When you see a red curb or parking prohibition sign next to a crosswalk just follow that distance. If there is no paint or signs, the 20 feet distance applies. 20 feet is about the length of a standard parking space or one large car-length.

Share:

Contact Us

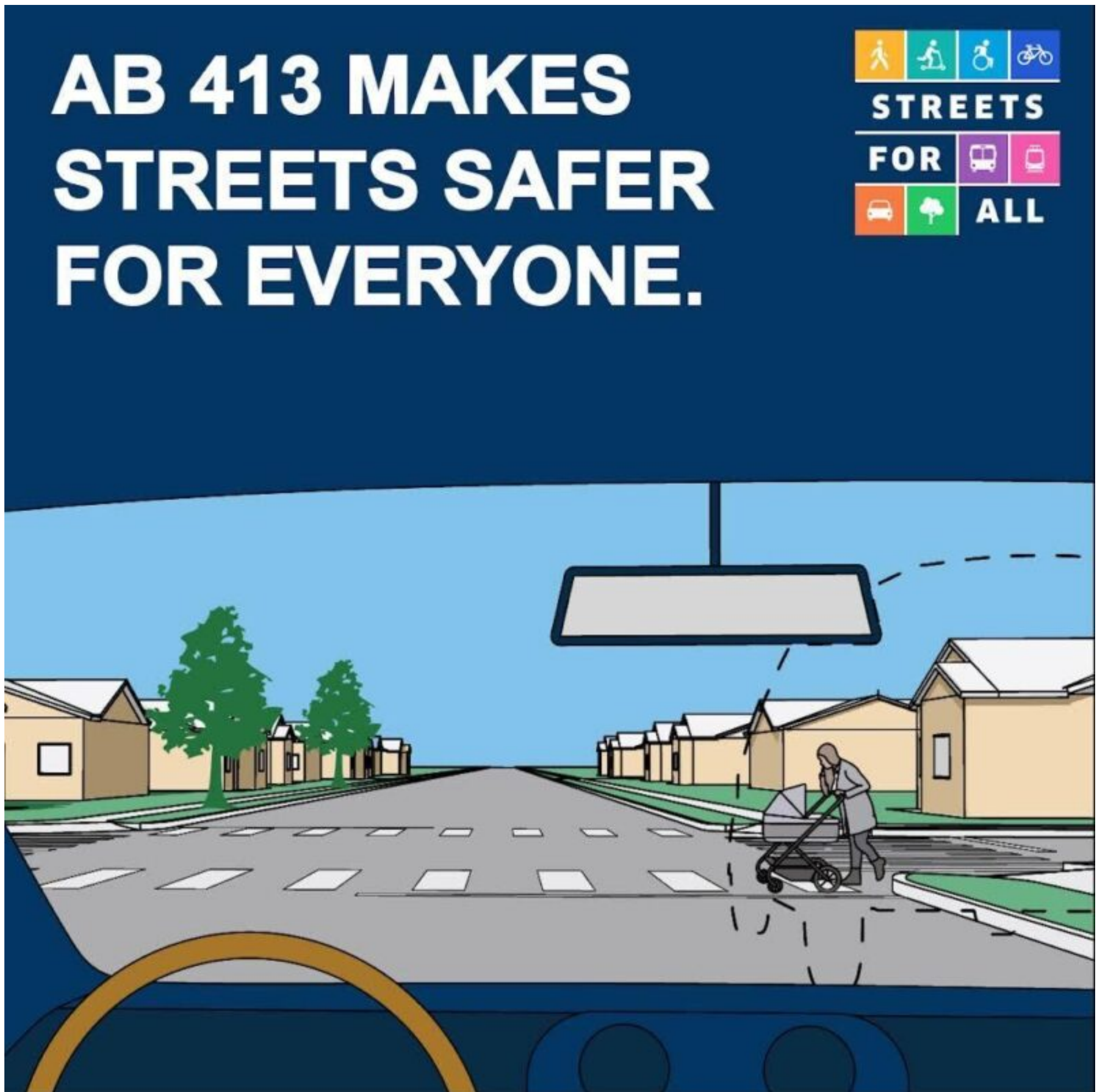
Report a Problem

Meeting Agendas

HOME NEWS AB413 – CALIFORNIA DAYLIGHTING LAW

AB413 – CALIFORNIA DAYLIGHTING LAW

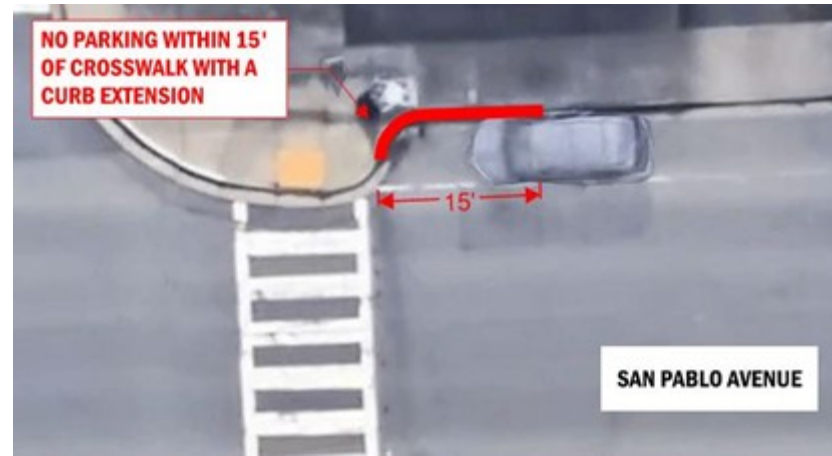
Public Works November 12, 2024



What is California’s new ‘Daylighting’ Law (AB 413)?

Assembly Bill 413 prohibits the stopping, standing, or parking of a vehicle within 20 feet of the vehicle approach side of

any unmarked or marked crosswalk or 15 feet of any crosswalk where a curb extension is present.



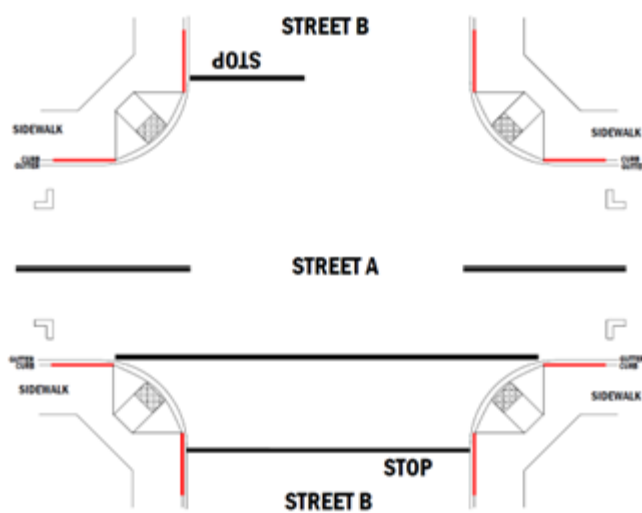
When does AB 413 go into effect?

AB 413 was signed into law on October 10, 2023. However, prior to January 1, 2025, only warnings may be issued for a violation unless the area is clearly marked with a red curb painted or a sign.

What is the City of Pinole doing to address the changes made by AB 413?

The City of Pinole is developing strategies to evaluate intersections and identify required modifications to the curb markings at crosswalks. Engineering staff evaluated several locations including in the downtown areas, school zones, and some residential areas. The city plans to install curb markings to restrict parking near critical areas with high pedestrian traffic areas and modify parking spaces adjacent to intersections. The city also plans to take an added step by including additional curb markings at high traffic intersections.

An example of this can be seen below:



Who can I contact at the City of Pinole if I have questions about AB 413?

For more information on AB 413, please call (510) 724-9010 or email us at: publicworks@pinoles.gov.

For complete Assembly Bill 413, click on the link below: https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB413

Share:



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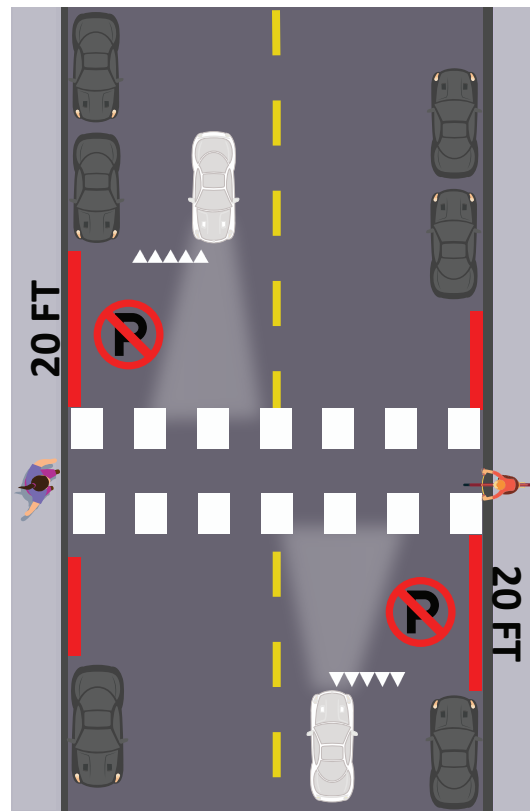
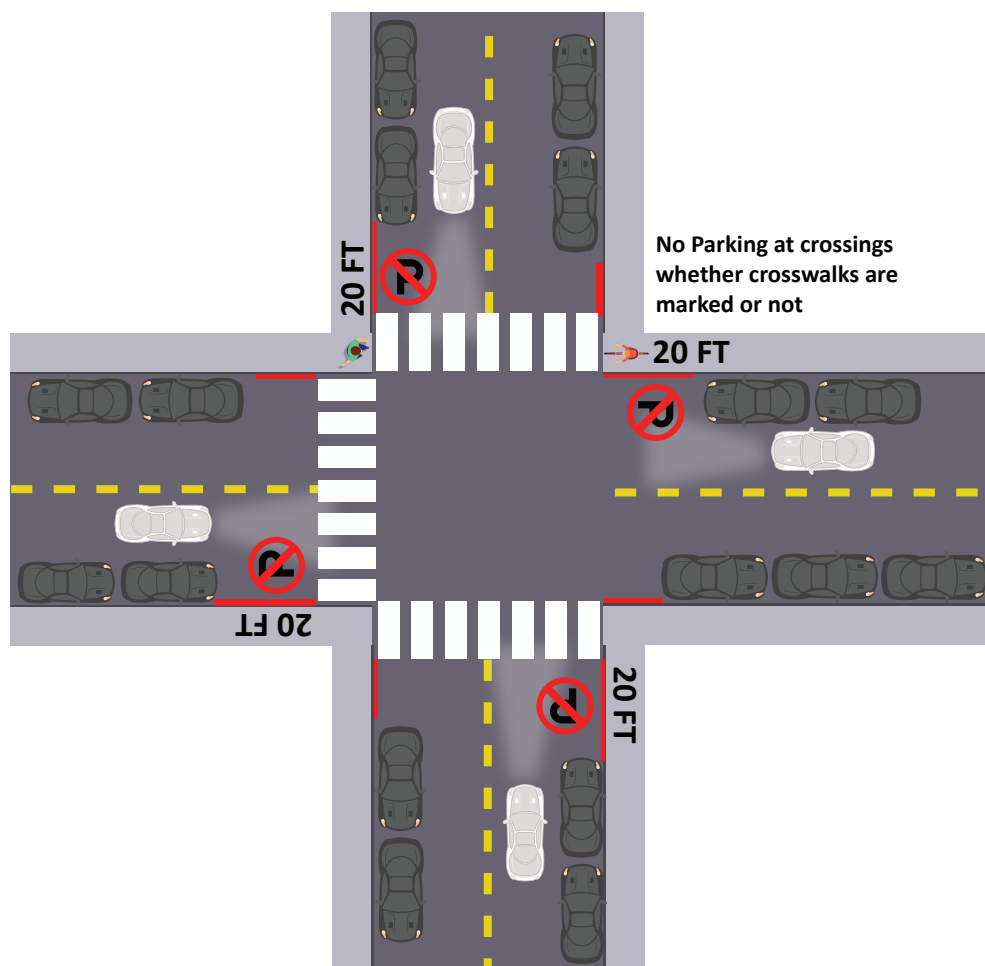
INTERSECTION DAYLIGHTING



CA State Law: Vision Clearance Guidelines at Intersection

Improve Visibility at Crosswalks

California State Law - AB413 eliminates 20 FT of parking in front of crosswalks and at intersections for the intent of "Daylighting" the crossings to help improve visibility between pedestrians & bicyclists and motorists. The law restricts parking regardless of whether red curb or parking sign restrictions are in place, motorists should avoid parking directly in front of crosswalks to comply with the new state law.



Parking Compliance:

No stopping or parking within 20 FT of a marked crosswalk or intersections is allowed starting January 1, 2025. Motorists are responsible for complying with the law whether parking is restricted using red curb or parking sign restrictions.

State Law Implementation:

AB413 allows for immediate parking enforcement starting January 1, 2025. Motorists are encouraged to self-comply with the law to avoid citations.

Tu
Ciudad
Logo

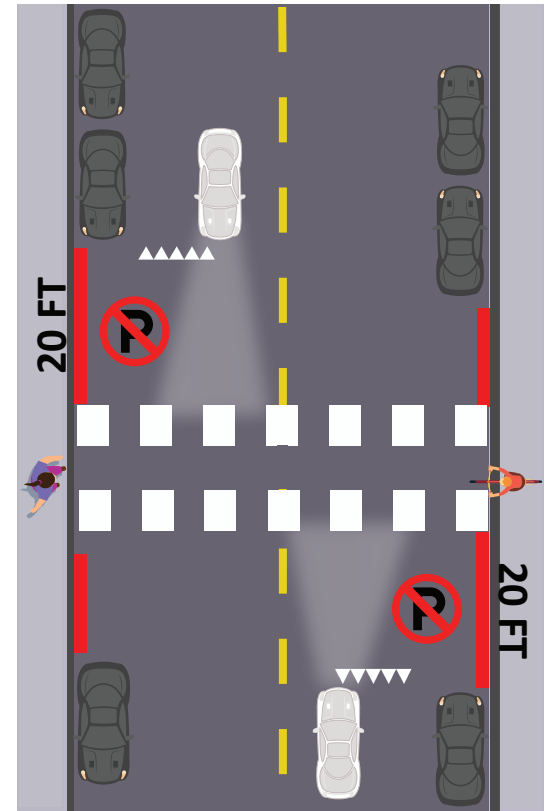
Iluminación de Intersección

Ley del Estado de California: Directrices de Despeje de Visión en las Intersecciones



Mejorar la Visibilidad en los Pasos Peatonales:

Ley del Estado de California - AB413 elimina el estacionamiento a menos de 6 metros (20 pies) de los pasos peatonales y las intersecciones con el propósito de "iluminar" los cruces para mejorar la visibilidad entre peatones, ciclistas y conductores. La ley restringe el estacionamiento independientemente de si hay bordillos rojos o señales de restricción de estacionamiento, y los conductores deben evitar estacionarse directamente frente a los pasos peatonales para cumplir con la nueva ley estatal.

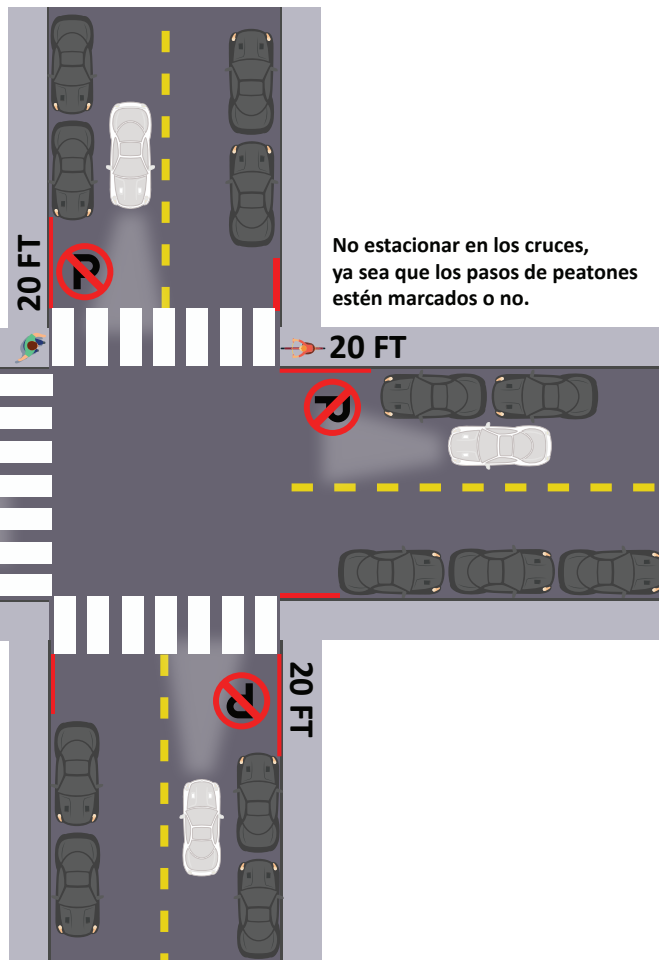


Cumplimiento de Estacionamiento

No se permite detenerse ni estacionar a menos de 6 metros (20 pies) de un paso peatonal o intersección a partir del 1 de enero de 2025. Los conductores son responsables de cumplir con la ley, independientemente de si se restringe el estacionamiento mediante bordillos rojos o señales de restricción de estacionamiento.

Implementación de la Ley Estatal:

AB413 allows for immediate parking enforcement starting January 1, 2025. Motorists are encouraged to self-comply with the law to avoid citations.



Funding Opportunities Summary 01/02/2025

Upcoming Funding Opportunities

Funding Program	Fund Source*	Application Deadlines	Program and Contact Information
FY2025 National Infrastructure Investments - RAISE Grant	F	1/30/2025	<p>The U.S. Department of Transportation (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program provides grants for surface transportation infrastructure projects with significant local or regional impact. The eligibility requirements of RAISE allow project sponsors, including state and local governments, counties, Tribal governments, transit agencies, and port authorities, to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs.</p> <p>https://www.transportation.gov/RAISEgrants</p>
Technology Transfer (T2) Program	F	2/11/2025	<p>FTA's Technology Transfer (T2) program will build on successful research, innovation, and development projects funded from FTA's Public Transportation Innovation Program (49 U.S.C. § 5312) to promote transit innovations that improve public transportation to enable transit agencies to benefit from these promising findings.</p> <p>https://www.transit.dot.gov/grant-programs/technology-transfer-t2-program</p>
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grant Program	F	2/24/2025	<p>The Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grant Program is a competitive grant program created by the Bipartisan Infrastructure Law to plan for and strengthen surface transportation to be more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters. The Bipartisan Infrastructure Law provides over \$1.4 billion over five years through this program to fund projects that address the climate crisis by improving the resilience of the surface transportation system, including highways, public transportation, ports, and intercity passenger rail.</p> <p>https://www.fhwa.dot.gov/environment/protect/discretionary/</p>