

TRANSPLAN Technical Advisory Committee

Participating entities: Cities of Antioch, Brentwood, Oakley and Pittsburg • Contra Costa County
Tri Delta Transit • 511 Contra Costa • Contra Costa Transportation Authority (CCTA) • Caltrans District 4 • BART
TRANSPLAN • State Route 4 Bypass Authority • East Contra Costa Regional Fee & Financing Authority (ECCRFFA)

Special Meeting

March 1, 2022 – 9:00 to 11:00 a.m.

Virtual meeting call-in/log-in information:

Please join my meeting from your computer, tablet or smartphone.

<https://cccouny-us.zoom.us/j/83172590534>

Meeting ID: 831 7259 0534

Or Telephone:

Dial:

USA 214 765 0478 US Toll

USA 888 278 0254 US Toll-free

Conference code: 198675

AGENDA

NOTE: The Technical Advisory Committee (“TAC”) agenda/packet is only distributed digitally, no paper copies will be sent. If you need a printed copy, please contact TRANSPLAN staff.

Action/Discussion Items (see attachments where noted [♦])

Item 1: Public Comment: The public will have an opportunity to comment on items not on the agenda.

Item 2: East County Action Plan Update. Contra Costa Transportation Authority (CCTA) and consultant staff will provide an update on the East County Action Plan for Routes of Regional Significance and the Contra Costa Countywide Transportation Plan (CTP). The consultant PlaceWorks will present a draft menu of Regional Transportation Objectives (RTOs) for the preliminary Routes of Regional Significance for review and comment by TRANSPLAN TAC members. TAC input will provide PlaceWorks and their technical assistants with the information to model the RTOs on the Routes of Regional Significance, which will subsequently inform the drafting of Action Plan actions, to be presented at a future TAC meeting. ♦ **Page 2**

Item 3: Other Business

Item 4: Adjourn to Tuesday, March 15, 2022, at 1:30 p.m. or other day/time as deemed appropriate by the Committee.

The TAC will meet on the third Tuesday of each month, 1:30 p.m. Meetings are currently held via video conference in response to Contra Costa County Health Services Health Orders related to the COVID-19 pandemic: <https://www.coronavirus.cchealth.org/health-orders>. Otherwise, the TAC meets at the third floor conference room at Antioch City Hall. The TAC serves the TRANSPLAN Committee, the East Contra Costa Regional Fee & Financing Authority, and the State Route 4 Bypass Authority.

Persons needing a disability-related accommodation should contact Robert Sarmiento, TRANSPLAN staff person, at least 48 hours prior to the starting time of the meeting.

Consistent with TRANSPLAN Committee Resolution. 21-01 (AB 361 compliance) the TAC is authorized to hold virtual meetings.

Phone: (925) 655-2918 :: robert.sarmiento@dcd.cccounty.us :: www.transplan.us

G:\Transportation\Committees\TRANSPLAN\TPLAN_Year\2021-22\Meetings\TAC\3 - March 2022\Special Meeting\TRANSPLAN Technical Advisory Committee_Mar2022SpecialMeeting.docx

MEMORANDUM

DATE February 3, 2022

TO Regional Transportation Planning Committee TAC Members

FROM David Early and Torina Wilson, PlaceWorks
Terence Zhao and Julie Morgan, Fehr & Peers
Erin Vaca, DKS Associates
on behalf of John Hoang and Matt Kelly, CCTA

SUBJECT Menu of Regional Transportation Objectives (RTOs)

An essential element of the development of the new Action Plans will be to identify a set of “Regional Transportation Objectives” (RTOs, formerly called Multimodal Transportation Service Objectives or MTSOs) that can be used to evaluate success in achieving the goals of each Action Plan. These RTOs could also be carried forward into the Countywide Transportation Plan (CTP) to define the outcomes of that plan.

Historically, each RTPC has had latitude to select a set of MTSOs of its own choosing, and the various Action Plans have had differing MTSOs. This will still be the case, but PlaceWorks will be working with CCTA and the RTPCs to ensure that the new RTOs are as consistent as possible across the Action Plans, so as to allow the Action Plans to be as internally consistent as possible and to allow them to be combined and consolidated into the future CTP.

The new RTOs need to cover seven separate topics. They are:

- Roadways (Vehicles)
- Transit
- Bicycle and Pedestrian Travel
- Safety
- Climate Change
- Equity
- Technology

This memo presents ideas for the new RTOs by topic area. The ideas are drawn from several sources, including the MTSOs used in the currently adopted Action Plans, the Action Plan scope of work prepared by the PlaceWorks team and approved by the CCTA Authority Board, performance metrics used in Plan Bay Area 2050, the Countywide Bike/Ped Plan, the Vision Zero Plan, and work that PlaceWorks, Fehr & Peers, and DKS have done developing performance metrics in other regions.

MTSOs in the currently adopted Action Plans primarily cover roadways, and some subareas employ additional MTSOs addressing transit and climate change. In addition, some of the currently adopted

Action Plans provide guidance, but not specific metrics, addressing safety and bike/pedestrian topics. These existing MTSOs and other guidance were evaluated and considered for continued use in the updated Action Plans as RTOs.

Multiple MTSOs are not recommended for continuation for the reasons listed below:

- » Undesired outcome resulting from implementation
- » Incompatibility with local, regional, or State agency priorities
- » Infeasible to monitor given data or resource limitations
- » Indirect strategy to measure the desired outcome
- » Too much specificity or a lack of specificity in comparison to other similar MTSOs
- » Lack of influence on project implementation in the current Action Plan
- » Computationally unwieldy in travel demand model
- » Inability to forecast in a travel demand model

Some of the RTO options presented below are redundant. We propose to work with the RTPC TACs to select which ones to include in the Action Plans, with the goal that the RTOs will be consistent enough among the Action Plans that incorporation into the CTP is appropriate.

Roadway Level of Service: Freeways

EXISTING MTSOs RECOMMENDED FOR CONSIDERATION AS NEW RTOs

- Delay Index during non-peak hours and/or not peak direction.
- Peak-hour Delay Index on freeway on-ramps.

EXISTING MTSOs NOT RECOMMENDED TO BE MAINTAINED AS RTOs

- Peak hour travel speed.
- Duration of congestion.

Roadway Level of Service: Surface Roadways

EXISTING MTSOs RECOMMENDED FOR CONSIDERATION AS NEW RTOs

- Peak-hour intersection LOS.
- Peak-hour segment LOS.
- Peak hour, peak direction Delay Index.
- Peak hour travel speed.

EXISTING MTSOs NOT RECOMMENDED TO BE MAINTAINED AS RTOs

- ~~Maximum wait time on side streets.~~
- ~~Delay Index during non-peak hours and/or not-peak direction.~~
- ~~Frequency and cause of unplanned lane closures of any type.~~
- ~~Average stopped delay at intersection.~~
- ~~Intersection volume to capacity ratio.~~

Transit

EXISTING MTSOs RECOMMENDED FOR CONSIDERATION AS NEW RTOs

- Hourly average loading factor (ratio of passengers to seats).
- Increased transit ridership (note this is considered “guidance” and is not a designated MTSO).
- Bus riders per service hour (note this is considered “guidance” and is not a designated MTSO).
- Average weekday BART riders (note this is considered “guidance” and is not a designated MTSO).

RECOMMENDED NEW RTOs

- Proportion of residents that live within a 10-minute walk of a high-frequency transit service (defined as 20-minute headways at peak hour).
- Proportion of residents that live within a Transit Priority Area.
- Proportion of bus routes of regional significance that exhibit on-time performance (defined as no more than five minutes behind schedule).
- Ratio of transit travel time to automobile travel time along key corridors.
- Total weekday boardings on transit services within the subregion.
- Mode share of transit trips.

Bike/Pedestrian

EXISTING GUIDANCE RECOMMENDED FOR CONSIDERATION AS NEW RTOs

There are no MTSOs concerning bicycle or pedestrian facilities that are currently being monitored in any existing Action Plan. There is, however, existing guidance that mimics an MTSO, and which serve as the basis for recommended new RTOs below. Existing guidance includes:

- Monitor pedestrian and bicycle volumes at crossings.

- Monitor auto volumes at crossings.
- Monitor average trail user delay at major road crossings.
- Monitor pavement condition over the entire trail.
- Monitor frequency of pedestrian or bicyclist injury.
- Maintain an inventory of available pedestrian and bicycle facilities.
- Monitor the frequency and cause of unplanned lane closures of any type.

RECOMMENDED NEW RTOs

- Proportion of designated bike/ped routes of regional significance that have been completed.
- Proportion of designated bike/ped routes of regional significance that operate at Level of Traffic Stress 1 or 2 (i.e., good ratings for low-stress bicycle usage), or that have a low-stress bicycle facility designated on an adjacent parallel street.
- Proportion of arterial roadway Routes of Regional Significance that contain all basic Complete Streets treatments (sidewalks, crosswalks, lighting, bicycle accommodations, transit amenities if applicable).
- Mode share of bicycling and walking.

Safety

There are no true MTSOs concerning safety in any existing Action Plan. There is, however, existing guidance that mimics an MTSO, and which serve as the basis for recommended new RTOs below. Existing guidance includes:

- Monitor vehicle crash frequency.
- Monitor pedestrian or bicycle injury crash frequency.

RECOMMENDED NEW RTOs

- Number of Killed or Seriously Injured (KSI) collisions.
- Number of bike- or ped-involved collisions.

Climate Change

EXISTING MTSOs RECOMMENDED FOR CONSIDERATION AS NEW RTOs

- HOV lane utilization.
- Average vehicle occupancy.

EXISTING MTSOs NOT RECOMMENDED TO BE MAINTAINED AS RTOs

- Peak hour, peak direction HOV lane utilization.

RECOMMENDED NEW RTOs

- VMT per capita.
- Single-occupant vehicle mode share.
- Number of public EV chargers in the subregion.
- EV ownership in the subregion.
- Miles of Routes of Regional Significance estimated to be vulnerable to sea level rise.
- Percentage of vulnerable Routes of Regional Significance for which remediation plans or a mitigation approach have been created.

Equity

There are no MTSOs or guidance concerning equity in any existing Action Plans.

RECOMMENDED NEW RTOs

- Proportion of transportation investments (which could be measured as number of projects, or length of projects, or dollars spent) that occur in Equity Priority Communities (EPCs), compared to the proportion of all road miles or all population that is located in EPCs.
- Proportion of food stores, banks, and parks in EPC communities where disproportionate numbers of residents lack access to these amenities.
- Share of county's jobs that can be reached within a 20-minute walk or bike ride, a 30-minute drive, or a 45-minute transit trip, for EPC residents as compared to county residents as a whole.
- Average commute distance or time for EPC residents as compared to county residents as a whole.
- Time spent driving in congested conditions for EPC residents as compared to county residents as a whole.
- Proportion of the High Injury Network that is located in EPCs, compared to the proportion of all road miles located in EPCs.
- Proportion of collisions (could be all collisions, KSI collisions, or bike- or ped-involved collisions) that occur in EPCs, compared to the proportion of all road miles or all population that is located in EPCs.

Technology

There are no MTSOs or guidance concerning technology in any existing Action Plans.

RECOMMENDED NEW RTOs

- Use of shared vehicle TNCs.
- Number of shared scooters deployed.
- Number of shared electric bicycles deployed.
- Level of signal interconnection.
- Deployment of MaaS.

DRAFT