

TRANSPLAN Technical Advisory Committee

30 Muir Road, Martinez, CA 94553

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)

Meeting Location:

Antioch City Hall, 3rd Floor Conference Room
Tuesday, May 20, 2014, 1:30 to 3:30 p.m.

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 [♦])

1:30 Item 1: Draft Fiscal Year 2014/2015 TRANSPLAN Work Plan and Budget: *The TAC will review and discuss the proposed Draft FY 2014/15 Work Plan and Budget. ♦ Page 2*

2:45 Item 2: Information

- Bicycle and Pedestrian Safety Advocacy Legislation. ♦ Page 7

3:30 Item 3: Adjourn to Tuesday, June 17, 2014 at 1:30 p.m.

The Technical Advisory Committee meets on the third Tuesday afternoon of each month, starting at 1:30 p.m. in the third floor conference room of the Antioch City Hall building. The Technical Advisory Committee 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 Jamar Stamps, TRANSPLAN staff person, at least 48 hours prior to the starting time of the meeting. Mr. Stamps can be reached at (925) 674-7832 or at jamar.stamps@dcd.cccounty.us.

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ITEM 1
DRAFT FISCAL YEAR 2014/2015 TRANSPLAN WORK PLAN AND
BUDGET

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County
30 Muir Road, Martinez, CA 94553-0095

TO: TRANSPLAN

FROM: TRANSPLAN TAC

DATE: June 12, 2014

SUBJECT: DRAFT FY 2014/2015 Proposed TRANSPLAN Work Program and Budget

Recommendation

APPROVE the Fiscal Year 2014/2015 (FY 2014/15) TRANSPLAN Work Program and Budget and DIRECT staff to deliver invoices to the member agencies.

Background

The TRANSPLAN Committee adopts a budget and work program annually. Some of the tasks from the previous work program will carry over. Current budget and proposed budget and work plan activities for the impending fiscal year are detailed in the following discussion.

Discussion

For FY 2013/14, each TRANSPLAN member agency remitted dues payments of \$10,879 to cover projected budget expenditures, which resulted in a revenue total of \$54,395.

Total expenditures through the first three quarters (July '13 – March '14) of FY 2013/14 are \$13,674.73. FY 2013/14 fourth quarter (April '14 – June '14) expenditures are projected to be approximately \$4,558.24. Therefore, FY 2013/14's actual total budget expenditures are projected to be approximately \$18,232.97. Revenue less expenditures results in a remaining balance of approximately \$36,162.03. ($\$54,395 - \$18,232.97 = \$36,162.03$)

FY 2014/15's projected budget (Table 1) is approximately \$20,252.00. Barring any unusual expenditures (e.g. controversial projects, staffing changes, etc.), the aforementioned balance of \$36,162.03 would be more than adequate to cover the projected FY 2014/15 budget.

Therefore, TRANSPLAN member agency dues will not be required to supplement the FY 2014/15 budget.

Activities

The attached work program proposes the set of tasks to be undertaken during the 2014/15 fiscal year. As is typical, some of the items are continuing items with a few modifications noted below:

- **State Route 4 Planning Activities/Operational Improvements:** Because of the prominence of the State Route 4 Corridor in the region there is an ongoing need for inter-agency collaboration in managing the facility. Ongoing collaborative activities such as this are defined in Task 4.
- **Countywide Transportation Plan:** Staff will be facilitating the update to the Countywide Transportation Plan, East County Action Plan for Routes of Regional Significance, and Measure J Strategic Plan. (See Task 4)
- **Ferry Service Planning Coordination:** The Transportation Authority (CCTA) formed the “Ferry Working Group” comprised of primary stakeholders, agency staff and RTPC managers to discuss issues related to ferry planning and develop a countywide ferry plan. TRANSPLAN staff will continue to attend regular meetings of this working group. (See Task 7)

Proposed FY 2014/2015 Budget

This budget includes twelve hours of a Transportation Planner per month, two hours of secretarial time per month, and eight hours of the minutes-taker’s time per month. The budget also includes a small amount for office supplies and mailing costs, and a reserve for contingencies.

Individual TAC members assume liaison duties for various CCTA committees (e.g. Technical Coordinating Committee, Technical Model Working Group and Priority Development Area Working (PDA) Group) and report any relevant activities to the full TAC. Essentially, the TAC's participation also helps to minimize TRANSPLAN's budget. Consistent with Committee direction from past years, staff will bill the jurisdictions for the difference in this year’s actual cost (any overrun will be added to the 2014/15 invoice, or surplus will be deducted).

The proposed FY 2014/15 TRANSPLAN budget is \$20,252.00. There was no overrun on the FY 2013/14 budget. The revenue balance from FY 2013/14 is carried-over and applied to cover the entire proposed budget. Therefore, contributions (dues) from each of the five member jurisdictions would not be required for FY 2014/15.

FY 2013/2014 Preliminary Budget Report

A complete report for this year’s budget will not be available until September when the last quarter reports are available. Based on current projections, TRANSPLAN should be under budget at the conclusion of FY 2013/14.

att: Work Plan
Table 1

cc: TRANSPLAN TAC

Draft Work Program for FY 2014/2015

Task 1: Participate in project development for the Brentwood-Tracy Expressway ("Tri-Link"/SR 239) Interregional Corridor Study. The Contra Costa Transportation Authority (CCTA) has taken over project administration duties and identified TRANSPLAN as a primary stakeholder. The public/external planning process for this effort began in 2011/12. CCTA now has an agreement with Caltrans to prepare a Project Study Report (PSR) which will continue through late 2014.

Task 2: Review major land use proposals *within* East County for compliance with East County Action Plan for Routes of Regional Significance. This task will continue as an ongoing activity, required by Measure J and by TRANSPLAN's own procedures. It is part of the Measure J Growth Management Program.

Task 3: Review land use proposals *outside* of East County that meet the Measure J threshold requirements (100 or more new peak-period vehicle trips) for potential traffic impacts on East County routes of regional significance. This task will continue as an ongoing activity, similar to Task 2 above. It is part of the Measure J Growth Management Program.

Task 4: Facilitate collaboration between member jurisdictions and the Contra Costa Transportation Authority in the conduct planning activities requiring sub-regional consultation. TRANSPLAN will provide ongoing assistance and local facilitation with CCTA, at a minimum for the State Route 4 Operational Improvements, the Congestion Management Program, the Measure J Strategic Plan, Measure J Growth Management Program (GMP), the Countywide Bicycle and Pedestrian Plan, and the OneBayArea Grant (OBAG) program. These efforts, while administered primarily by other agencies, require and benefit from local facilitation.

Task 5: Represent TRANSPLAN at meetings of CCTA as needed, including the monthly CCTA Board meetings and the monthly meetings of its two committees (the Administration and Projects Committee, and the Planning Committee). This task will continue.

Task 6: Participate as needed in refining the East County portion of the countywide travel demand forecasting model and/or in adapting the model for local application. CCTA completed the model update and combined the four sub-regional models into one countywide version in '03. Ongoing refinements or consultation may be needed. The Measure J GMP requires local jurisdictions to consult with the TAC when they use or adapt the model for local general plan amendments or CEQA review of large development proposals.

Task 7: Ferry Planning: Coordinate ferry service planning activities with member agencies, the Contra Costa Transportation Authority, the Water Emergency Transportation Authority, and other affected entities.

Task 8: Growth Management Program Compliance: Assist in administering the resolution of growth management compliance issues between member jurisdictions in cooperation with Contra Costa Transportation Authority staff per *TRANSPLAN Committee Administrative Procedures, Article III*.

Task 9: Oversee State Route 4 Bypass Projects: With CCTA taking on responsibility for certain State Route 4 Bypass Authority projects, TRANSPLAN has agreed to take on additional obligations. These obligations will be defined in memoranda of understandings on a project by project basis. This will require oversight and involvement of TRANSPLAN staff.

Table 1: Proposed TRANSPLAN Budget for FY 2014/15

Item	FY 2014/15 Budget	% of Total Budget
Transportation Planner (12 hours/month)	\$14,378.92	71%
Secretary (2 hours/month)	\$2,025.20	10%
Minutes Taking (8 hours/month)	\$2,430.24	12%
Subtotal for Personnel Costs	\$18,834.36	
Office Supplies and Services	\$571.58	3%
Contingency	\$810.08	4%
Total Budget	\$20,252.00	
Per Jurisdiction Contribution:	\$0.00*	100%

*Revenue from FY 2013/14 is applied to the proposed budget. Thus, contributions (dues) from each of the five member jurisdictions would not be required for FY 2014/15.

ITEM 2
BICYCLE AND PEDESTRIAN SAFETY ADVOCACY LEGISLATION



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 3b

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
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E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Legislation Committee

DATE: May 2, 2014

FR: Executive Director

W. I. 1131

RE: AB 1532 (Gatto), AB 2398 (Levine), SB 1151 (Canella):
Pedestrian Safety

Background

Pedestrian safety is a growing concern in the Bay Area, especially on the streets of San Francisco, where 21 people were killed in 2013, the highest number since 2007. In response, the San Francisco Municipal Transportation Authority has adopted a policy, Vision Zero, to eliminate pedestrian and cyclist fatalities within a decade. While this policy largely involves capital improvements to specific intersections, there are a number of bills under consideration in Sacramento this year that aim to improve conditions for pedestrians in the near term through stiffer penalties and other common sense requirements for how drivers should respond in the event of an accident involving a pedestrian.

Recommendation: Support AB 1532, AB 2398 and SB 1151

Discussion

The bills under consideration include the following:

- Assembly Bill 1532 (Gatto) would expand the scope of existing hit and run law to require that when a person is struck but not injured the driver shall remain at the scene of the accident and provides that failure to do so would be a misdemeanor.
- Assembly Bill 2398 (Levine) raises the penalty for causing "bodily injury or great bodily injury" to a newly defined category of "vulnerable road users" from either \$70 or \$95 respectively to at least \$220 (but less than \$1,000) and requires a violation point to be added to a driver's record for such violation. The bill also requires DMV to suspend for six months the driver's license of anyone convicted of a second violation of the above within a three-year period. The bill defines vulnerable road user as a pedestrian, including a highway construction or maintenance worker, a person operating non-motorized equipment, including but not limited to a bicycle or skateboard, a person on horseback or a person operating a farm tractor.
- Senate Bill 1151 (Canella) requires that fines for specified violations be doubled or increased if the violation occurred when passing a school building or school grounds, as specified, and the highway is posted with a standard "SCHOOL" warning sign and an accompanying sign notifying motorists that increased penalties apply for traffic violations that are committed within the school zone. The bill would require that these additional fines be deposited in the State Transportation Fund for purposes of the Active Transportation Program.

Collectively, these bills aim to make the roads safer for pedestrians and other non-motorized road users by mandating increased penalties associated with accidents involving pedestrians and traffic violations in the vicinity of schools. In the case of SB 1151, the bill would also generate a new funding source to support active transportation. In support of Plan Bay Area’s goal to increase active transportation, staff recommends a support position on all three bills.

Known Positions (See attached)

Bill Number	Support	Oppose
AB 1532 (Gatto)	Association for Los Angeles Deputy Sheriffs City and County of San Francisco City of Los Angeles Riverside Sheriffs' Association Crime Victims Action Alliance California Bicycle Coalition Walk San Francisco Los Angeles County Bicycle Coalition Los Angeles WALKS Safe Routes to School National Partnership Citizens for Law and Order, Inc. Walk Bike Glendale Benjamin Franklin Elementary Foundation Conor Lynch Foundation Finish the Ride Los Angeles County Deputy Probation Officers Union, AFSCME Local 658 Missing Link Bicycle Cooperative	
AB 2398 (Levine)	City and County of San Francisco San Francisco MTA Marin County Bicycle Coalition California Walks Transportation Authority of Marin Safe Routes to School National Partnership California Electric Bicycle Association California Bicycle Coalition (support) BIKEable Communities Sonoma County Bicycle Coalition	Safer Streets L.A. National Motorist Association
SB 1151 (Canella)	California Federation of Teachers Latino Coalition for a Healthy California California Pan-Ethnic Health Network California Walks City of Goleta Merced County Office of Education Central California Regional Obesity Prevention Program (co-sponsor) Safe Routes to School National Partnership (co-sponsor) TransForm (co-sponsor) Alliance for Community Research and Development	National Motorists Association Safer Streets L.A.

The Board of Supervisors

County Administration Building
651 Pine Street, Room 106
Martinez, California 94553

John Gioia, 1st District
Candace Andersen, 2nd District
Mary N. Piepho, 3rd District
Karen Mitchoff, 4th District
Federal D. Glover, 5th District

Contra Costa County



David Twa
Clerk of the Board
and
County Administrator
(925) 335-1900

April 22, 2014

The Honorable Marc Levine
10th Assembly District
P.O. Box 942849, Room 2137
Sacramento, CA 94249-0010

Subject: Assembly Bill 2398 (Levine) Vehicles: Pedestrians and Bicyclists

Dear Assembly Member Levine:

The Contra Costa County Board of Supervisors supports your bill AB 2398 which would increase penalties for drivers who violate rules of the road, including violations involving pedestrians and bicyclists.

The Board has a strong interest in improving safety throughout the transportation system, in particular with regard to pedestrian and bicycle access to K-12 schools. Attached please find the County's draft white paper, the *School Siting and Safety Initiative* that we are using to advocate for improved school siting and design policies with the state. In addition to broader positive impacts on safety, your bill would also specifically improve safety at and around school sites as described in the attached paper.

We respectfully request that you consider supporting two other pieces of legislation which, taken together with your bill, could be seen as an effective road safety/vulnerable road user legislative program:

Senate Bill 1151 (Cannella) Vehicles: School Zone Fines: This bill would increase fines for specific vehicle code violations if the violation occurred in the vicinity of a school building/grounds. The County has gone on record as supporting the bill and has requested an amendment to increase the effectiveness of the proposal. The requested amendment is that 1) the prescriptive school zone dimensions in the current code should be increased to 1320' [from 500'/1000'] and, 2) local agencies should be given the discretion to further expand the zone based on local knowledge of attendance boundaries, travel patterns, etc. as established in a traffic study.

Assembly Bill 1532 (Gatto) Vehicle Accidents: This bill that would increase penalties for drivers that leave the scene of an accident.

If you, or your staff, have any questions about our support position please contact me or John Cunningham, Principal Planner, (925)674-7833 or at john.cunningham@dcd.cccounty.us.

Sincerely,



Karen Mitchoff, Chair
Contra Costa County Board of Supervisors
Supervisor, District IV

C: Contra Costa County State Legislative Delegation
Kevin Romick, Chair, Contra Costa Transportation Authority
Amy Worth, Chair, Metropolitan Transportation Commission
L. DeLaney, Interim Senior Deputy County Administrator, CAO
Mark Watts – Smith, Watts, Martinez

Attachment:
DRAFT California School Siting and Safety Initiative – Contra Costa County (rev: 4/7/14)

DRAFT California School Siting and Safety Initiative – Contra Costa County (rev: 4/7/14)

Schools have a large and enduring effect on the character and safety of the surrounding community due to the intensity of activity at the site and the vulnerable nature of the population served. Currently, the process by which schools are located and designed can result in adverse safety, community development, and public health outcomes. Related to this issue is the well-known, often cited decline in K-12 walk/bike to school rates. The State has acknowledged some of these issues in recent studies¹ and intends on addressing them in 2014². Interested agencies and organizations will need to engage in the 2014 legislative and policy development process in order to ensure reforms are adequate. This paper provides an overview of the issue, identifies existing processes, and potential reforms.

The current process of selecting and developing new school sites in California has substantial flaws. This flawed process can result in poorly functioning school sites, some of which have been acknowledged by the state in recent reports¹. Examples of poor school site function are:

- Inadequate or ill-conceived transportation infrastructure³ which causes avoidable congestion and/or chaotic circulation patterns both of which ultimately result in unsafe conditions.
- School locations that have limited or no access to critical municipal services (e.g., fire, sewer, water) and/or are too distant from the population served to support walking & biking⁴.
- School locations that undermine local/state policies such as sites that are outside urban limit line/urban growth boundary, in agricultural areas, preclude access by walking and cycling, undermine AB32/SB375 goals, etc.
- The safety and access issues mentioned above drain very limited Safe Routes to School (SR2S) funds, and
- Certain sites are contentious and strain relations between City Councils, Boards of Supervisors, and School Boards.

The current process has local school districts largely responsible for school siting and design. Unfortunately, school districts have limited policies, authority, and expertise that would ensure that school sites have positive outcomes related to safe access and broader community development goals. It is the cities/counties, and the State that carry out these duties. In more detail:

- Although the state has substantial statutes and polices⁵ in place that *should* inform school siting and design school districts are not currently compelled to comply those policies in their school siting and design decisions.
- By statute, cities and counties have land use planning authority. Currently, cities & counties cannot influence the selection and development of school sites as state law allows school districts to exempt themselves from this local authority⁶.
- Local school districts develop and design school sites independent⁶ of the aforementioned state and local land development policies. This *disconnect* is acknowledged by the state in their recent studies¹.

This *disconnect* can be addressed through regulations tied to a state school construction and modernization bond anticipated in 2014. This approach has been suggested by the State during their December 2012 Policy Symposium⁷ and in the Governors 2013-14 Budget Proposal². The following are draft concepts to be considered in addressing school siting and design requirements attached to the proposed 2014 bond or with legislation developed in parallel:

- Limit the ability of school districts to preempt local zoning ordinances⁶. This would bring schools under the influence of SB375 given that the cities and counties ultimately implement the sustainable communities strategy. *(next page)*

¹ 2012 - *California's K-12 Educational Infrastructure Investments: Leveraging the State's Role for Quality School Facilities in Sustainable Communities*, Report to the CA Dept of Education by UC Berkeley Center for Cities & Schools, and 2011 - *Schools of the Future Report*, Tom Torlakson/State Superintendent of Public Instruction

² Governor's 13-14 Budget Report, "...now is an appropriate time to engage in a dialogue on the future of school facilities..."/"School districts and their respective localities should have appropriate control of the school facilities construction process and priorities."

³ Bicycle/pedestrian infrastructure is inadequate or not present, school sites in a cul-de-sac or with single points of access, safe roadway crossings are not considered, and no necessary improvements being funded or constructed by the schools.

⁴ "...studies show that the distance between home and school is the strongest predictor of whether students walk/bike to school." Institute of Transportation Engineers, 2012 "School Site Selection and Off-site Access"

⁵ AB32/SB375, The Complete Streets Act, Safe Routes to School concepts, and the Health in All Policies Initiative

⁶ Government Code §53091(a)-53097.5: This section allows school district preemption from local zoning ordinances.

⁷ Partnering with K-12 in Building Healthy, Sustainable, and Competitive Regions: Policy Symposium: Proceedings Summary & Next Steps: "These efforts will inform the legislative debates over the possibility—and priorities—of a future statewide K-12 school construction bond."

- Whether new school siting policies are advisory or prescriptive is critical. Considering that there are *existing* advisory documents that *should* result in high quality school sites it suggests that new policies will need to be compulsory in order to be effective. **Revised language could be implemented with revisions to the California Code of Regulations, Title 5.**
- Coordination of attendance boundaries between school districts, cities/counties should be compulsory.
- Statutes for Local Agency Formation Commissions (LAFCOs) provide a role for LAFCOs in school site development⁸ and could be expanded. At a minimum, **1)** school districts should be required to consult with LAFCO when a new school site is being proposed, and **2)** LAFCO should discourage the extension of municipal services to school sites located in agricultural and open space areas pursuant to LAFCO law. More prescriptive restrictions related to the extension of municipal services should be considered in areas with an adopted Urban Limit Line or Urban Growth Boundary.
- Legislation should require revised *School Site Selection and Approval Guide* and *Guide to School Site Analysis and Development*. Critical revisions should be moved from guidance to statutes. [revisions are too voluminous to list in this paper]
- School districts, when approving a new site must **1)** make findings, w/evidence, that the decision is consistent with relevant requirements in statute, **2)** provide a full-cost accounting (construction, land, off-site infrastructure [utility/transportation] of facility development, costs borne by other agencies, community, etc.), of site options, and **3)** the approval must include a comprehensive (auto & active modes) circulation plan signed and stamped by a traffic engineer.
- The State acknowledges a greater share of funds should be directed to modernization programs than to new construction⁷. **Any 2014 school construction and modernization bond should be linked to a comprehensive, systematic effort to reverse the well-known decline in K-12 walking/bike rates which would include the following:**
 - **Redefinition of School Zone in state law:** Currently, in the vehicle code, school zone signage is limited to 500' and 1000'. These limits are **not** reflective of actual pedestrian/bicycle access patterns at K-12 schools and inconsistent with SR2S funding/projects/concepts and the State's Health in All Policies Initiative. The prescriptive figures should be increased (1320' minimum) and local agencies should have discretion to further expand the zone based on knowledge of attendance boundaries, travel sheds, as established in a traffic study.
 - **Reauthorize and fund implementation of Double Fine School Zone (DFSZ) statute:** In 2002 AB 1886 was passed which implemented a DFSZ as a pilot in specified areas⁹. The statute was allowed to sunset in 2007.
 - **Implement a Vulnerable Road User (VRU) Protection Law:** VRU protection laws establish the concept "whoever can do the most damage has an obligation to be the most careful". Oregon has such a statute and the League of American Bicyclists has drafted model legislation¹⁰.
 - **Implement K-12 bicycle and pedestrian transportation safety curriculum:** Class material would meet Common Core Standards and include in-class and in-field lessons with a dual benefit of decreased injuries/deaths and increased walking/biking. California already has numerous communities implementing this and would be a natural leader to implement a statewide effort. Bike/ped safety awareness with driver training should also be included.
 - **SR2S¹¹ Funding Eligibility:** SR2S projects/programs at existing schools should be an eligible use of bond funds.
 - **The State and Caltrans to conduct a study on auto speeds:** In an effort to understand the decline in K-12 walk/bike rates, this study would **1)** document the change in automobile speeds over the past four decades due to improvements in vehicle technology, and **2)** document how that change in speed has impacted other road users.

The concepts in this paper are for discussion purposes; they do not necessarily reflect adopted policy positions.

⁸ LAFCO mandate: 1) encourage orderly formation of local governmental agencies, 2) preserve agricultural land, 3) discourage urban sprawl.

⁹ The post-mortem report to the legislature on the program (by CHP) did not endorse it and gave a negative review of the program. The lack of success was likely related to the fact that little to no resources were devoted to implementation.

¹⁰ 801.608 "Vulnerable user of a public way": http://www.oregonlegislature.gov/bills_laws/lawsstatutes/2011ors801.html
http://www.bikeleague.org/sites/bikeleague.org/files/bikeleague/bikeleague.org/action/images/vru_story.pdf

¹¹ Safe Routes to School (SR2S) is typically a program that has a goal of making it safe and convenient children (K-12) to bicycle and walk to school. Strategies typically fall in to the "Five E's"; evaluation, education, encouragement, engineering and enforcement and can include capital projects (sidewalks/paths), bicycle safety/rules of the road training, increased police presence, crossing guards, etc.

The Board of Supervisors

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April 22, 2014

The Honorable Michael Gatto
43rd Assembly District
State Capitol
P.O. Box 942849
Sacramento, CA 94249-0043

Subject: Assembly Bill 1532: Vehicle Accidents

Dear Assembly Member Gatto:

The Contra Costa County Board of Supervisors supports your bill, SB 1532 that would increase penalties for drivers that leave the scene of an accident.

The Board has a strong interest in improving safety throughout the transportation system, in particular with regard to pedestrian and bicycle access to K-12 schools. Attached please find the County's draft white paper, the *School Siting and Safety Initiative*, which we are using to advocate for improved school siting and design policies with the state. In addition to broader positive impacts on safety, your bill would also indirectly help to improve safety at and around school sites as described in the attached paper.

We respectfully request that you consider supporting two other pieces of legislation which, taken together with your bill, could be seen as an effective road safety/vulnerable road user legislative program:

Senate Bill 1151 (Cannella) Vehicles: School Zone Fines: This bill would increase fines for specific vehicle code violations if the violation occurred in the vicinity of a school building/grounds. The County has gone on record as supporting the bill and has requested an amendment to increase the effectiveness of the proposal. The requested amendment is that 1) the prescriptive school zone dimensions in the current code should be increased to 1320' [from 500'/1000'] and, 2) local agencies should be given the discretion to further expand the zone based on local knowledge of attendance boundaries, travel patterns, etc. as established in a traffic study.

Assembly Bill 2398 (Levine) Vehicles: Pedestrians and Bicyclists: a bill that would provide for increased penalties for drivers who violate rules of the road, including violations involving pedestrians and bicyclists.

Thank you for authoring this important legislation. If you, or your staff, have any questions about our support position or our proposed amendment please contact me or John Cunningham, Principal Planner, (925)674-7833 or at john.cunningham@dcd.cccounty.us.

Sincerely,



Karen Mitchoff, Chair
Contra Costa County Board of Supervisors
Supervisor, District IV

C: Contra Costa County State Legislative Delegation
Kevin Romick, Chair, Contra Costa Transportation Authority
Amy Worth, Chair, Metropolitan Transportation Commission
L. DeLaney, Interim Senior Deputy County Administrator, CAO
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Attachment:

DRAFT California School Siting and Safety Initiative – Contra Costa County (rev: 4/7/14)

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David Twa
Clerk of the Board
and
County Administrator
(925) 335-1900

April 22, 2014

The Honorable Anthony Cannella
12th Senate District
State Capitol, Room 3048
Sacramento, CA 95814

Subject: Senate Bill 1151: Vehicles: School Zone Fines

Dear Senator Cannella:

The Contra Costa County Board of Supervisors supports your bill, SB 1151 which increases fines for specific vehicle code violations if the violation occurred in the vicinity of a school building or grounds. The Board is also requesting that you consider amending the bill to increase the effectiveness of SB 1151.

Currently, the vehicle code limits the ability of local jurisdictions to define the school zone (and thus the proposed increased fine zone) to just 500' and 1000'. These limits are not reflective of typical pedestrian & bicycle access patterns at K-12 schools. The attendance boundaries and access patterns for these facilities typically span a much greater distance than the 500'/1000' which is afforded protection under current statute.

The Board of Supervisors is respectfully requesting that your bill be amended such that 1) the prescriptive figures in the current code be increased to 1320' and 2) local agencies are provided discretion to further expand the school zone based on local knowledge of attendance boundaries, travel patterns, etc., as established in a traffic study.

The Board has a strong interest in improving safety throughout the transportation system, in particular with regard to pedestrian and bicycle access to K-12 schools. Attached please find the County's draft white paper, the *School Siting and Safety Initiative*, that we are using to advocate for improved school siting and design policies with the state. In addition to broader positive impacts on safety, your bill would also specifically improve safety at and around school sites as described in the attached paper.

We respectfully request that you consider supporting two other pieces of legislation which, taken together with your bill, could be seen as an effective road safety/vulnerable road user legislative program:

Assembly Bill 1532 (Gatto) Vehicle Accidents: This bill that would increase penalties for drivers that leave the scene of an accident.

Assembly Bill 2398 (Levine) Vehicles: Pedestrians and Bicyclists: a bill that would provide for increased penalties for drivers who violate rules of the road, including violations involving pedestrians and bicyclists.

Thank you for authoring this important legislation and for your consideration of our suggested amendment. If you, or your staff, have any questions about our support position or our proposed amendment please contact me or John Cunningham, Principal Planner, (925)674-7833 or at john.cunningham@dcd.cccounty.us.

Sincerely,

A handwritten signature in blue ink that reads "Karen Mitchoff". The signature is written in a cursive, flowing style.

Karen Mitchoff, Chair
Contra Costa County Board of Supervisors
Supervisor, District IV

C: Contra Costa County State Legislative Delegation
Kevin Romick, Chair, Contra Costa Transportation Authority
Amy Worth, Chair, Metropolitan Transportation Commission
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Attachment

DRAFT California School Siting and Safety Initiative – Contra Costa County (rev: 4/7/14)

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Contra Costa County



David Twa
Clerk of the Board
and
County Administrator
(925) 335-1900

April 22, 2014

The Honorable Dianne Feinstein
United States Senate
331 Hart Senate Office Building
Washington, DC 20510

The Honorable Barbara Boxer
United States Senate
112 Hart Senate Office Building
Washington, DC 20510

The Honorable Mike Thompson
U.S. House of Representatives
231 Cannon House Office Building
Washington, DC 20515

The Honorable Gerald McNerney
U.S. House of Representatives
1210 Longworth House Office Building
Washington, DC 20515

The Honorable George Miller
U.S. House of Representatives
2205 Rayburn House Office Building
Washington, DC 20515

The Honorable Eric Swalwell
U.S. House of Representatives
501 Cannon House Office Building
Washington, DC 20515

RE: Support for Senate Bill 1708 and House Resolution 3494:
The Bicycle and Pedestrian Safety Act

Dear Senators Boxer and Feinstein and Representatives Garamendi, McNerney, Miller, Swalwell, and Thompson:

We write to you in support of two recently introduced bills, Senate Bill 1708 and House Resolution 3494, both *The Bicycle and Pedestrian Safety Act*. We understand that either bill would add the statement “*for both motorized and nonmotorized transportation*” to the *Performance Measures for Highway Safety Improvement Program*, in Section 150(c) (4)(B) of title 23, of the United States Code.

Nationwide, we have seen a trend of overall roadway deaths declining while pedestrian and bicyclist deaths have risen in the same time period. In addition, while pedestrian and bicyclist fatalities make up 15% of total roadway fatalities, less than 1% of safety funding is directed to infrastructure that would address these problems.

We support this effort to establish accounting consistency between automobile related deaths and injuries, and those injuries and deaths involving pedestrians and bicyclists. We also appreciate that the legislation preserves flexibility to determine the best method to address safety issues for both the United States Department of Transportation and state and local agencies.

Letter to Congress
April 22, 2014
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Thank you for your consideration on this matter. We ask that you to help move them forward as appropriate in order that we may continue to progress towards a safer, more complete transportation system. Please contact John Kopchik, Deputy Director with our Conservation and Development Department, at (925) 674-7819 or john.kopchik@dcd.cccounty.us if you have any questions or need any follow-up regarding this request.

Sincerely,



KAREN MITCHOFF
Chair, Board of Supervisors

cc: Board of Supervisors
David Twa, County Administrator
Paul Schlesinger, Alcalde & Fay