

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, October 17, 2017, 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: STANDING ITEM: Concord Community Reuse Project (former Concord Naval Weapons Station) Update.

2:00 Item 2: Senate Bill (“SB”) 743. *SB 743 instituted changes to the CEQA Guidelines that will change the way that transportation impacts are analyzed under CEQA. Fehr & Peers will provide an overview of transportation analysis changes proposed under SB 743, including resources for estimating VMT and information related to threshold setting.* ♦ Page 2

2:30 Item 3: Countywide Bicycle and Pedestrian Plan Update (“CBPP”). *The Contra Costa Transportation Authority (“CCTA”) will provide an overview of the CBPP Update. The TAC will have an opportunity to discuss and provide comments on the CBPP Strategic Options White Paper, found here: <http://keepcontracostamoving.net/documents/>.* ♦ Page 12

3:30 Item 4: Adjourn to Tuesday, November 21, 2017 at 1:30 p.m.

The TAC meets on the third Tuesday of each month, 1:30 p.m., 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 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 2
SENATE BILL (“SB”) 743

OPR Steps

Project Questions

Procedural Flowchart

● Decision ○ Analytical process or procedural outcome

Step 1 Screening

Not applicable

Step 2 Establishing Baseline VMT Levels

Is the general plan for an incorporated city or unincorporated area?

Step 3 Establishing VMT Threshold

What is the surrounding land use context?

Step 4 Forecasting Project VMT Effects

Should the general plan's VMT effects be forecasted only through the plan's horizon year, or should a separate cumulative year analysis be conducted?

Step 5 Identifying Significant Impacts

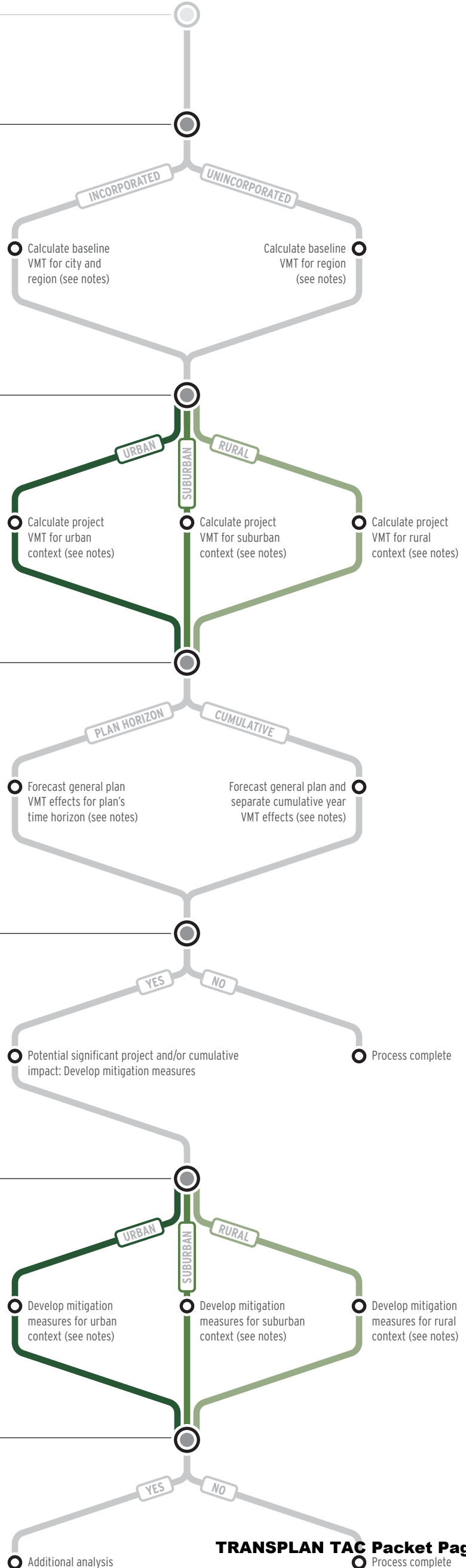
Do the VMT forecasts from Step 4 exceed the VMT thresholds from Step 3?

Step 6 Developing Mitigation Measures

What is the surrounding land use context?

Step 7 Identifying Impacts of Mitigation

Do the mitigations require new or expanded facilities/ services that may have environmental impacts that require evaluation under CEQA?



OPR Steps

Analysis Procedures

Technical Notes

Land Use Color Coding: Urban Suburban Rural

Step 1 Screening

The screening phase is not applicable. All general plans must be evaluated.

Step 2 Establishing Baseline VMT Levels

If project is located in an incorporated city, calculate citywide and regional automobile (e.g., passenger cars and light trucks) VMT/capita per weekday for household tours or home-based trips. If located in an unincorporated area, calculate regional automobile VMT/capita per weekday for household tours or home-based trips and calculate the average VMT/capita per weekday for household tours or home-based trips of the incorporated cities in the county.

Baseline should be tied to the date of the NOP release. Hence, baseline VMT calculations may require obtaining current year data or interpolating between base year and future year model estimates.

Step 3 Establishing VMT Threshold

VMT thresholds should consider lead agency discretion and the following factors.

- SB 743 legislative intent objectives to encourage infill, promote active transportation, and reduce GHGs.
- Internal general plan consistency requirements especially between VMT reduction goals that may already be established for energy, air quality, and GHGs.
- VMT is a composite metric that reflects the general plan's envisioned future as portrayed in the land use and circulation elements.

OPR Recommendation

- Case by case.
- Consistency with the RTP or RTP/SCS. Development specified in the plan is also specified in the SCS (i.e. the plan does not specify developing in outlying areas specified as open space in the SCS). Taken as a whole, development specified in the plan leads to VMT that is equal to or less than the VMT per capita and VMT per employee specified in the SCS.

Option 1

- Consistency with the RTP.

Option 2

- 95% of regional VMT/capita from Step 2.
- 85% of regional VMT/capita from Step 2.
- 60-25% of regional VMT/capita from Step 2.

Option 3

- No increase in baseline VMT/capita from Step 2.

Lead agencies have ultimate discretion to establish their own significance thresholds per Guidelines Section 15064.7, but substantial evidence is required to support those thresholds. If they differ from the OPR recommendations, substantial evidence should also be provided to explain why.

Option 2 thresholds are based on maximum potential VMT reductions associated with vehicle travel reduction strategies contained in the Quantifying Greenhouse Gas Mitigation Measures, CAPCOA, 2010. This option also recognizes that most travel forecasting models are not sensitive to TDM strategies so additional VMT reduction is possible through general plan implementation and TDM conditions passed through to individual projects. The CAPCOA TDM strategies generally apply to individual projects or sites, so any use for general plan purposes needs to focus on how subsequent development projects and even how existing development may be affected by implementation of these strategies (i.e., a TDM ordinance versus entitlement review conditions only).

Threshold considerations should also consider how they will be established and used for the general plan EIR. Adopting new thresholds prior to starting the general plan EIR may be advisable to avoid a CEQA outcome that conflicts with the proposed general plan policy intent.

Step 4 Forecasting Project VMT Effects

Project Forecasting

For impacts, each general plan alternative should be evaluated against existing (i.e., baseline) conditions per CEQA Guidelines Section 15125(a). For transportation, this means starting with a baseline condition upon which future population and employment and network changes are added. A general plan influences the location of land supply for permitted and conditional uses but does not change the regional control totals for cumulative population and employment growth. However, the plan may propose transportation network changes that influence regional travel behavior. As such, VMT effects should be analyzed using regional scale trip-based or activity-based models. The plan effects on VMT should be captured by modifying the network to reflect plan changes and modifying the regional allocation of population and employment growth based on the land supply changes associated with the plan alternatives.

The general plan EIR analysis shall also **discuss** any inconsistencies between the proposed general plan and the currently adopted general plan per CEQA Guidelines Section 15125(d). These inconsistencies should consider CEQA Guidelines Section 15125(e), which requires **analysis that examines** potential future conditions in the adopted plan. Note the bold "discuss" and "analysis that examines." These are informational requirements for the EIR and do not establish the no project condition as a specific significance threshold. Since lead agencies are allowed to select their own significance thresholds (and should) per CEQA Guidelines Section 15064.7, the general plan should be evaluated against thresholds that are aligned with their community values and selected as part of Step 3 above.

Because of the long-term horizon for a general plan, project and cumulative analysis are often the same scenario. The no project scenario should generally represent the adopted general plan in the context of the adopted RTP or RTP/SCS. The plus project scenario should represent the reallocation of the population and employment growth associated with the proposed general plan and any proposed modifications to the local and regional transportation network. Regional VMT or VMT/capita should be calculated for both scenarios. Any increase in VMT or VMT/capita above no project levels may constitute a significant impact because it could jeopardize regional air quality conformity or GHG reduction findings—hence, the recommended thresholds above in Step 3.

OPR Steps

Analysis Procedures

Technical Notes

Step 4 Forecasting Project VMT Effects (Continued)

Cumulative Forecasting

Since many general plans accommodate growth beyond a 20-year horizon or beyond the planning horizon of the RTP or RTP/SCS, cities and counties should consider whether to include a separate cumulative year that recognizes this outcome. At a minimum, the potential additional land use development or population and employment growth should be acknowledged. Preferably, it would be quantified and the transportation analysis would include information about the potential effect on trips, VMT, and transportation network expansion needs. Actual link level traffic forecasts may not be reasonable especially if the land use growth includes substantial imbalances in jobs and housing.

Project level analysis may overstate the project's effect on VMT because it does not fully consider the project's influence on the VMT generation of surrounding land uses. Hence, cumulative analysis may be more meaningful for impact purposes.

Step 5 Identifying Significant Impacts

Identify significant impacts for all land use types and impact scenarios. Significant Impact may occur if project's Step 4 VMT exceeds Step 3 threshold.

Step 6 Developing Mitigation Measures

For urban areas, effective VMT reduction strategies at the general plan level will tend to be those that alter the built environment to improve accessibility (e.g., land use density, diversity, distance to transit, etc.). TDM strategies can also be effective but the general plan needs to be clear about how these strategies will be applied to individual development projects. Many TDM strategies are specific to individual sites and will not scale up to the general plan level. VMT reduction potential is highest in urban areas due to land use density and the associated variety of travel choices typically available.

For suburban and rural areas, the same notes for urban areas apply about VMT strategies, but the VMT reduction potential is lower due to land use patterns and density that generally require auto use. Trip lengths can be influenced through more compact land use patterns even if auto use is necessary.

Mitigation can include land use, transportation network, or travel behavior changes. Land use changes for a general plan typically relate to the 7Ds. Transportation network or travel behavior changes tend to include actions that reduce vehicle travel demand such as the TDM/pricing strategies contained in Quantifying Greenhouse Gas Mitigation Measures, CAPCOA, 2010.

Step 7 Identifying Impacts of Mitigation

Mitigation actions can create other environmental impacts. Mitigation actions that require the expansion of existing facilities or services or the creation of new facilities or services may have an effect on the environment that should be evaluated as prescribed by CEQA Guidelines Section 15126.4(a)(1)(D).

OPR Steps

Project Questions

Procedural Flowchart

● Decision ○ Analytical process or procedural outcome

Step 1 Screening

Is the project:
 In a transit priority area
 OR In a low VMT area
 OR Local serving retail less than 50,000 square feet?

Is the project:
 Floor area ratio greater than 0.75
 AND Consistent with parking requirements without oversupplying
 AND Consistent with RTP/SCS?

Step 2 Establishing Baseline VMT Levels

What is the project land use?

Step 3 Establishing VMT Threshold

What are the project and cumulative VMT thresholds?

Step 4 Forecasting Project VMT Effects

What are the project and cumulative VMT forecasting options?

Step 5 Identifying Significant Impacts

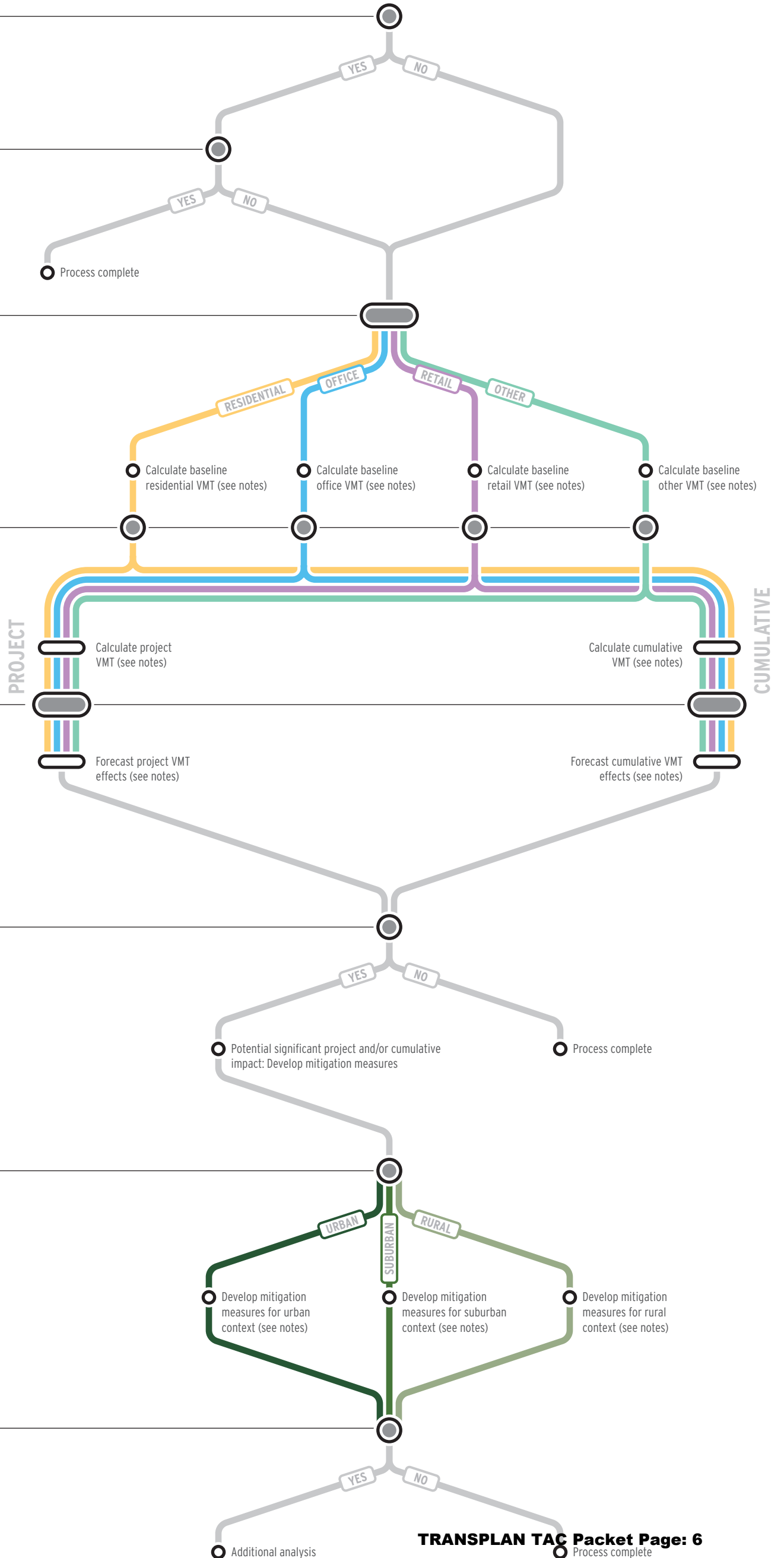
Do the VMT forecasts from Step 4 exceed the VMT thresholds from Step 3?

Step 6 Developing Mitigation Measures

What is the surrounding land use context?

Step 7 Identifying Impacts of Mitigation

Do the mitigations require new or expanded facilities/ services that may have environmental impacts that require evaluation under CEQA?



OPR Steps

Analysis Procedures

Technical Notes

Land Use Color Coding: ● Residential ● Office ● Retail ● Other

Step 1 Screening

If “yes” to both questions on flowchart, process complete. If “no” to the first question, go to Step 2.

Lead agencies make final determinations about RTP or RTP/SCS consistency, but MPOs may provide guidance or technical assistance.

Step 2 Establishing Baseline VMT Levels

Residential ●

If project is located in an incorporated city, calculate citywide and regional automobile VMT/capita per weekday for household tours or home-based trips. If located in an unincorporated area, calculate regional automobile VMT/capita per weekday for household tours or home-based trips and calculate the average VMT/capita per weekday for household tours or home-based trips of the incorporated cities in the county.

Baseline should be tied to the date of the NOP release. Hence, baseline VMT calculations may require obtaining current year data or interpolating between base year and future year model estimates.

Office ●

If project is located in an incorporated City, calculate regional automobile VMT/employee per weekday for employee work tours or home-based-work trips. If located in an unincorporated area, calculate average VMT/employee per weekday for employee work tours or home-based-work trips of incorporated cities in the county.

Retail ●

Calculate total VMT or VMT/capita of market area served by the proposed retail project.

Other ●

If project is located in an incorporated City, calculate regional automobile VMT/employee per weekday for employee work tours or home-based-work trips. If located in an unincorporated area, calculate average VMT/employee per weekday for employee work tours or home-based-work trips of incorporated cities in the county.

Step 3 Establishing VMT Threshold

Project VMT Threshold

● ● 85% of citywide or regional VMT/capita from Step 2.

● No increase in VMT or VMT/capita from Step 2.

● Lead agency discretion. Should consider SB743 objectives to encourage infill, promote active transportation, and reduce GHGs. Thresholds recommended for office or retail may also be considered.

Lead agencies have ultimate discretion to establish their own significance thresholds per Guidelines Section 15064.7, but substantial evidence is required to support those thresholds. If they differ from the OPR recommendations, substantial evidence should also be provided to explain why.

Cumulative VMT Threshold

● ● ● ● Consistency with the RTP or RTP/SCS.

Step 4 Forecasting Project VMT Effects

Project Forecasting: Option 1 ●

Multiply project's household or home-based automobile trips by full trip lengths obtained from survey or travel forecasting model estimates. Trip lengths vary depending on household activity or trip purpose. Trip lengths should not be truncated due to political boundaries. Divide the resulting VMT estimate by the project's residential population to calculate VMT/capita. Population estimate should be derived from household size estimates used for other environmental impact analysis or public infrastructure planning related to water, sewer, or school facilities.

Project level analysis may overstate the project's effect on VMT because it does not fully consider the project's influence on the VMT generation of surrounding land uses. Hence, cumulative analysis may be more meaningful for impact purposes.

Project Forecasting: Option 2 ●

Enter project land use into an isolated traffic analysis zone in the base year of a regional travel forecasting model and run the model to produce automobile VMT for that specific zone. Check location of the zone to verify that trip lengths are not truncated due to model boundaries. Check production/attraction balance to determine if the model accurately represents full trip generation of the project. Divide the resulting VMT estimate by the project's residential population to calculate VMT/capita. Population estimate should be derived from household size estimates used for the model, other environmental impact analysis, or public infrastructure planning related to water, sewer, or school facilities.

Project Forecasting: Option 3 ● ●

Multiply project's commute tour or home-based-work automobile trips by full trip lengths obtained from survey or travel forecasting model estimates. Trip lengths vary depending on trip purpose. Trip lengths should not be truncated due to political boundaries. Divide the resulting VMT estimate by the project's employment to calculate VMT/employee. Employment estimate should be derived from estimates used for other environmental impact analysis.

Project Forecasting: Option 4 ● ●

Enter project land use into an isolated traffic analysis zone in the base year of a regional travel forecasting model and run the model to produce automobile VMT for that specific zone. Check location of the zone to verify that trip lengths are not truncated due to model boundaries. For trip based models, check production/attraction balance to determine if the model accurately represents full trip generation of the project. Divide the resulting VMT estimate by the project's employment estimate to calculate VMT/employee. Employment estimate should be derived from the model or other environmental impact analysis.

Project Forecasting: Option 5 ● ●

Determine if project area is underserved for the proposed retail use and whether the project is likely to shorten existing shopping trips by creating an intervening location between trip origins and current shopping destinations. Document evidence to support the likelihood of the project shortening existing trips.

OPR Steps

Analysis Procedures

Technical Notes

Land Use Color Coding: ● Residential ● Office ● Retail ● Other

Step 4 Forecasting Project VMT Effects (Continued)

Project Forecasting: Option 6 ● ●

Calculate total VMT for the market area of the proposed retail use without the project and then calculate the project's total VMT and add it to this baseline for the market area. This will typically involve multiplying automobile trips by full trip lengths obtained from survey or travel forecasting model estimates. Trip lengths vary depending on trip purpose. Trip lengths should not be truncated due to political boundaries. Divide the resulting VMT estimates by the total population of the market area (with and without the project). Population estimates should be derived from household size estimates used for other environmental impact analysis or public infrastructure planning related to water, sewer, or school facilities.

Project Forecasting: Option 7 ● ●

Estimate VMT for the market area of the proposed retail project using a regional travel forecasting model. This will typically involve aggregating the VMT produced by a group of zones within a defined geographic boundary. The VMT estimate should be divided by the population of the zones to calculate the VMT/capita. Next, enter the project land use into an isolated traffic analysis zone in the base year of a regional travel forecasting model and re-run the model to produce automobile VMT for the market area of the proposed retail use. Check location of the zone/zones to verify that trip lengths are not truncated due to model boundaries. For trip based models, check production/attraction balance to ensure the model accurately represents trip generation of the project. Divide the resulting VMT estimate by the market area residential population to calculate VMT/capita. Population estimate should be derived from household size estimates used for the model, other environmental impact analysis, or public infrastructure planning related to water, sewer, or school facilities.

Cumulative Forecasting: Option 1 ● ● ● ●

Check consistency of the project with the RTP or RTP/SCS. The RTP or RTP/SCS are the regional plans that demonstrate compliance with air quality conformity requirements and GHG reduction targets. As such, projects that are consistent with these plans in terms of development location, density, intensity, proximity to transit, and urban design are part of the regional solution for meeting air pollution and GHG goals.

Cumulative Forecasting: Option 2 ● ● ● ●

Land use projects influence land supply for permitted and conditional uses. They do not change the regional control totals for cumulative population and employment growth. As such, VMT effects should be analyzed by specifically changing the allocation of population and employment growth based on the land supply changes associated with the project. The cumulative no project model run should represent the adopted RTP or RTP/SCS conditions while the cumulative plus project condition should represent the reallocation of the population and employment growth. Regional VMT or VMT/capita should be calculated for both scenarios. Any increase in VMT or VMT/capita may constitute a significant impact because it could jeopardize regional air quality conformity or GHG reduction findings.

Step 5 Identifying Significant Impacts

Identify significant impacts for all land uses and impact scenarios. Significant Impact may occur if project's Step 4 VMT exceeds Step 3 threshold.

Step 6 Developing Mitigation Measures

Urban

For urban areas, the number of effective VMT reduction strategies includes a broad range of both on-site and off-site actions. VMT reduction potential exceeds the 15% reduction threshold for single use projects.

Suburban

For suburban areas, the number of effective VMT reduction strategies includes on-site and off-site actions but will depend on the general density and intensity of the community, existing levels of transit service, and conduciveness for walking and bicycling. VMT reduction potential is close to the 15% reduction threshold for single use projects.

Rural

For rural areas, the number of effective VMT reduction strategies are few due to auto-dependent land use patterns and limited transit availability. VMT reduction potential is likely less than the 15% reduction threshold for single use projects. Area-wide TDM programs may be more effective but would require the lead agency to have already established the program to be feasible mitigation.

Mitigation can include project design changes related to the 7Ds or actions to reduce vehicle travel demand such as the TDM/pricing strategies contained in Quantifying Greenhouse Gas Mitigation Measures, CAPCOA, 2010.

Step 7 Identifying Impacts of Mitigation

Mitigation actions can create other environmental impacts. Mitigation actions that require the expansion of existing facilities or services or the creation of new facilities or services may have an effect on the environment that should be evaluated as prescribed by CEQA Guidelines Section 15126.4(a)(1)(D).

OPR Steps

Project Questions

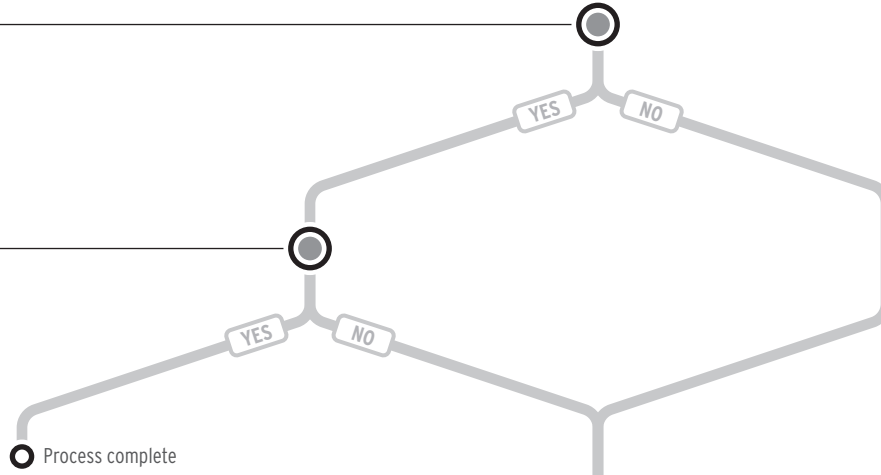
Procedural Flowchart

Decision
 Analytical process or procedural outcome

Step 1 Screening

Is the project type:
 Transit
 OR Active transportation
 OR One of the road project types on page III:27 of the OPR Technical Advisory?

Does substantial evidence exist to support a finding that the project will not generate new VMT?



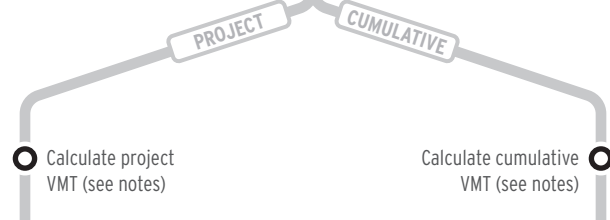
Step 2 Establishing Baseline VMT Levels

What are the baseline VMT levels?

Calculate baseline VMT (see notes)

Step 3 Establishing VMT Threshold

What are the project and cumulative VMT thresholds?



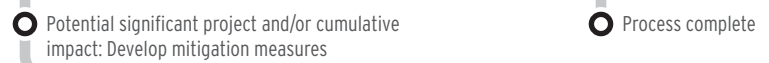
Step 4 Forecasting Project VMT Effects

What are the project and cumulative VMT forecasting options?



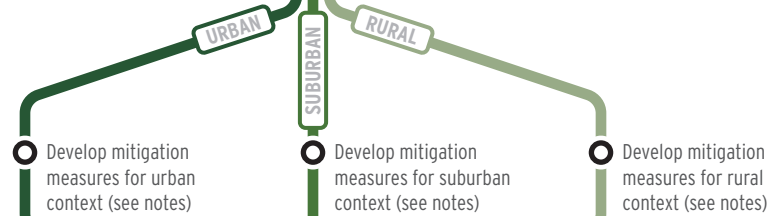
Step 5 Identifying Significant Impacts

Do the VMT forecasts from Step 4 exceed the VMT thresholds from Step 3 or is the project inconsistent with the RTP or RTP/SCS?



Step 6 Developing Mitigation Measures

What is the surrounding land use context?



Step 7 Identifying Impacts of Mitigation

Do the mitigations require new or expanded facilities/services that may have environmental impacts that require evaluation under CEQA?



OPR Steps

Analysis Procedures

Technical Notes

Step 1 Screening

If “yes” to both questions on flowchart, process complete. If “no” to the first question, go to Step 2.

Step 2 Establishing Baseline VMT Levels

Baseline should be tied to the date of the NOP release. Hence, baseline VMT calculations may require obtaining current year data or interpolating between base year and future year model estimates.

Step 3 Establishing VMT Threshold

Project VMT Threshold: Option 1

Use the OPR Technical Advisory recommendation of 2,075,220 VMT/year.

Note that the OPR recommendation relies on a VMT budget derived from allowed VMT growth associated with the ARB Draft Mobile Source Strategy and an allocation of the VMT growth across an estimate of future projects expected to be completed statewide by 2030. The Mobile Source Strategy is designed to demonstrate how the State can simultaneously meet air quality standards, achieve greenhouse gas reduction targets, decrease health risk from transportation emissions, and reduce petroleum consumption over the next 15 years. The allocation of VMT growth across projects is intended to provide a “per project” threshold. Use of a VMT budget may be an appropriate method but lead agencies should consider whether to use the Mobile Source Strategy or the applicable RTP or RTP/SCS. RTPs and RTP/SCS are updated every four or five years and must respond to ARB changes to statewide goals for air quality and greenhouse gas reduction.

If a VMT budget is used, it should consider that VMT growth occurs due to a variety of factors including, but not limited to, population and employment growth, induced travel, changes in economic activity, changes in travel modes, changes in travel costs, changes in demographics, and changes in technology. Hence, reliance on forecasted increases in VMT over time to establish a budget for transportation projects should appropriately account for the proportion generated by induced travel versus the other factors. We estimate that induced travel accounts for less than about 10 percent of regional VMT growth over a typical 20-year planning horizon based on model testing using MPO regional travel forecasting models. Once a final budget is established, the allowed VMT growth needs to be allocated across planned transportation projects. The allocation method should consider all three objectives of SB 743. Incorporating all of this information into a final threshold would likely result in a project VMT threshold lower than currently proposed in the OPR guidance.

Project VMT Threshold: Option 2

Use RTP or RTP/SCS consistency.

Cumulative VMT Threshold

Use RTP or RTP/SCS consistency.

The RTP or RTP/SCS are the regional plans that demonstrate compliance with air quality conformity requirements and GHG reduction targets. As such, projects that are consistent with these plans (or do not cause increases in planned VMT growth) are part of the regional solution for meeting air pollution and GHG goals.

Step 4 Forecasting Project VMT Effects

Project Forecasting: Option 1

Use a short-term induced travel elasticity to directly estimate the project's VMT effect. Rely on short-term elasticities contained in the ARB SB 375 Policy Brief on Induced Travel available at http://www.arb.ca.gov/cc/sb375/policies/hwycapacity/highway_capacity_brief.pdf

Project Forecasting: Option 2

Use a regional travel forecasting model to estimate opening year no project and opening year plus project VMT. Verify the model is sensitive to short-term induced travel effects through dynamic validation and sensitivity testing.

Cumulative Forecasting

Perform RTP or RTP/SCS consistency check. If the project is specifically referenced or listed in the RTP or RTP/SCS as well as accurately represented in the regional travel forecasting model, no further analysis is required. If not, then the project should be added to the RTP or RTP/SCS regional forecasting model and the model should be re-run to forecast regional VMT.

Project level analysis may overstate the project's effect on VMT because it does not fully consider the project's influence on the VMT generation of surrounding land uses. Hence, cumulative analysis may be more meaningful for impact purposes.

OPR Steps

Analysis Procedures

Technical Notes

Step 5 Identifying Significant Impacts

Identify significant impacts for all impact scenarios. Significant Impact may occur if project's Step 4 VMT exceeds Step 3 threshold or the project is found inconsistent with the RTP or RTP/SCS (i.e., the project generates more VMT than the adopted RTP or RTP/SCS).

Step 6 Developing Mitigation Measures

Urban

For urban areas, potential mitigation options include modifying the project—or the overall system operations of the network that the project is part of—to reduce VMT by relying on greater levels of traffic flow and demand management plus travel or parking pricing.

Suburban

For suburban areas, potential mitigation options include modifying the project—or the overall system operations of the network that the project is part of—to reduce VMT by relying on greater levels of traffic flow and demand management.

Rural

For rural areas, there are limited options for roadway capacity expansion mitigations given that their purpose and need is likely to conflict with VMT reduction goals.

Mitigation is likely to require modification of the project such that any new capacity is managed to achieve specific performance objectives that balance vehicle throughput, person throughput, and travel speeds. Ideally, new capacity would result in higher levels of person miles traveled per lane mile, which can only occur if vehicle occupancy is increased by the project.

Step 7 Identifying Impacts of Mitigation

Mitigation actions can create other environmental impacts. Mitigation actions that require the expansion of existing facilities or services or the creation of new facilities or services may have an effect on the environment that should be evaluated as prescribed by CEQA Guidelines Section 15126.4(a)(1)(D).

ITEM 3
COUNTYWIDE BICYCLE AND PEDESTRIAN PLAN UPDATE



CBPP STRATEGIC OPTIONS WHITE PAPER





This white paper identifies potential new strategies and approaches that the Contra Costa Transportation Authority (CCTA or the Authority) could incorporate into the update to the Contra Costa Countywide Bicycle and Pedestrian Plan (CBPP). These strategies and approaches reflect recent trends in bicycle and pedestrian planning and new policies and best practices developed since the 2009 adoption of the the last CBPP update. They include the concept of a low stress bicycling backbone network, the addition of Class IV bikeways — aka cycletracks or protected bike lanes — and the Caltrans endorsement of the Urban Bikeway Design Guide developed by the National Association of City Transportation Officials (NACTO).

The Strategic Options White Paper organizes these new strategies in bicycle and pedestrian planning and potential areas of focus for the CBPP update, within the following categories: Collaborate, Prioritize, Innovate, Improve, Involve, and Track. The table below presents the specific strategies that fall under each category, which are described in more detail in the white paper.

CCTA is looking for feedback from the Technical Advisory Committees of the four Regional Transportation Planning Committees (RTPC TACs) on the strategies presented in the paper to help frame the CBPP update contents and goals. Please review the menu of strategies available for the update, as presented in the table and described in the white paper, and identify which strategies are of low, medium, or high importance. Based on input from the RTPC TACs and other stakeholders, CCTA will select the strategies to be proposed in the draft update to the CBPP.

Table 1: Candidate Best Practices for Consideration in CBPP Update – Categories and Strategies

CATEGORY	STRATEGIES	IMPORTANCE RANK (LOW, MED, HIGH) / COMMENTS
 COLLABORATE	1. Regional Backbone Bikeway Network Planning	
	2. Complete Streets Corridor Studies	
	3. Curbside Management with TNCs and Bus/Bike Interface	
 PRIORITIZE	1. Project Prioritization Criteria for Funding	
	2. Establish Performance Metrics	
	3. Consider Equity in Funding Decisions	
	4. Mode Shift and VMT Reduction	
	5. Vision Zero and Systemic Safety	

 INNOVATE	1. Incorporate Best Practice Design Guidelines	
	2. Pedestrian Crossing Toolkit & Applications	
	3. Bicycle Parking Guidelines	
	4. Bike Share (and e-Bikes)	
	5. Bicycle Superhighways	
	6. Protected Intersection Treatments	
	7. Separated Bikeways (Class IV)	
	8. Pedestrian Hybrid Beacons and Rectangular Rapid Flashing Beacons	
	9. Accommodating Bicyclists & Pedestrians at Interchanges	
	10. Innovative Funding Strategies	
 IMPROVE	1. Quick-build Projects	
	2. Road Diets to Accommodate Bikeway Facilities	
 INVOLVE	1. Innovative Public Engagement Strategies	
	2. Technical Assistance for Local Jurisdictions	
 TRACK	1. Data Collection and System Monitoring (Big Data Options)	

