

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 (ECCRFPA)

October 15, 2024 – 1:30 to 3:30 p.m.

Meeting Location:
Antioch City Hall, Third Floor Conference Room
200 H Street, Antioch, CA 94509

Virtual meeting call-in/log-in information:
<https://cccouny-us.zoom.us/j/83049380591>

Meeting ID: 830 4938 0591

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: RECEIVE update on Draft Contra Costa Countywide Comprehensive Transportation Safety Action Plan and PROVIDE input. Contra Costa Transportation Authority (CCTA) staff is seeking TRANSPLAN TAC review and comment on its Draft Countywide Comprehensive Transportation Safety Action Plan (CCTSAP), which will support CCTA's commitment to its Vision Zero policy. The CCTASAP will be integrated into the Contra Costa Countywide Transportation Safety Policy and Implementation Guide for Local Agencies to help local staff use a Safe Systems Approach to eliminate fatal and severe injuries. ♦ **Page 2**

Item 3: RECEIVE miscellaneous TRANSPLAN TAC member comments.

Item 4: ADJOURN to Tuesday, November 19, 2024, at 1:30PM, or other date/time as deemed appropriate by the Committee.

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 Robert Sarmiento, TRANSPLAN staff person, at least 48 hours prior to the starting time of the meeting.

Technical Coordinating Committee **STAFF REPORT**

Meeting Date: October 17, 2024

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

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

Background

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

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

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

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

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

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

Next Steps, Funding, and Project Delivery

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

- Unsafe speeding / aggressive driving
- Transit priority areas

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

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

Development Process

The Countywide Vision Zero Working Group (VZWG) convened in December 2019, February 2020, October 2020, and May 2021 to steer development of the Guide; and in November 2023 to steer development of the CCTSAP. The VZWG includes representatives from the Countywide Bicycle & Pedestrian Advisory Committee (CBPAC), one CBPAC volunteer from

each of the four Regional Transportation Planning Committees (RTPC), and one volunteer from each of the four RTPC sub-regions from the Authority's Technical Coordinating Committee (TCC). The other members include a representative from the Contra Costa County (planning and public works), transportation safety research (University of California, Berkeley), and advocacy organizations (Bike East Bay).

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

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

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

- Review policies and plans.
- Summarize public engagement and community outreach.
- Summarize updated collision data analysis and resources.

- Provide estimates of the economic costs of delaying Countywide Vision Zero to empower local agency staff, decision-makers, appointed representatives, and elected officials with more data to develop community support for local implementation.
- Estimated annual investment necessary to achieve Countywide Vision Zero targets (current CIPs, estimated costs, estimated crash reductions CMF).
- Develop projects for implementation; and
- Summarize next steps for SS4A compliance for local agency action.

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

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

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

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

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

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