

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)

January 21, 2025 – 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://cccounty-us.zoom.us/j/86348404058>**

Meeting ID: 863 4840 4058

**Join via audio:
USA 214 765 0478 US Toll
USA 888 278 0254 US Toll-free
Conference code: 841892**

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 the Countywide Transportation Plan and PROVIDE input. Contra Costa Transportation Authority Staff and consultants will provide an update on the status of the Contra Costa Countywide Transportation Plan (CTP) and associated Blueprint and business plan.
♦ Page 2

Item 3: RECEIVE miscellaneous TRANSPLAN TAC member comments.

Item 4: ADJOURN to Tuesday, February 18, 2025, 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.



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Planning the Future of Transportation through the Countywide Transportation Plan

TRANSPLAN TAC



Agenda

- Introduction to the CTP & Business Plan Process
- Draft Livable Streets Proposal and Discussion
- Draft Livable Streets Design Expectations and Discussion
- Wrap-Up and Next Steps



Today's Objectives

We will share with you

- Overview of the CTP and Business Plan processes
- Introduction to the draft Livable Streets Proposal
- Draft design expectations associated with the Livable Streets Proposal

Highlight key challenges

- Most streets in Contra Costa are currently auto-oriented
- This creates negative safety and environmental outcomes and impedes thriving places
- Target speeds, modal priorities, and bike/ped infrastructure need to be right-sized to surrounding land use context

Explore paths forward

- Development of Livable Streets Proposal to improve safety, livability, and placemaking, equity in Contra Costa
- Livable Streets tied to design expectations that can be used in CCTA funding decisions in the future

CTP & Business Plan Overview

Setting and delivering a 2050
vision



Background Context



2050 Blueprint

Provides a vision for placemaking, mobility and prosperity.



2050 Countywide Transportation Plan

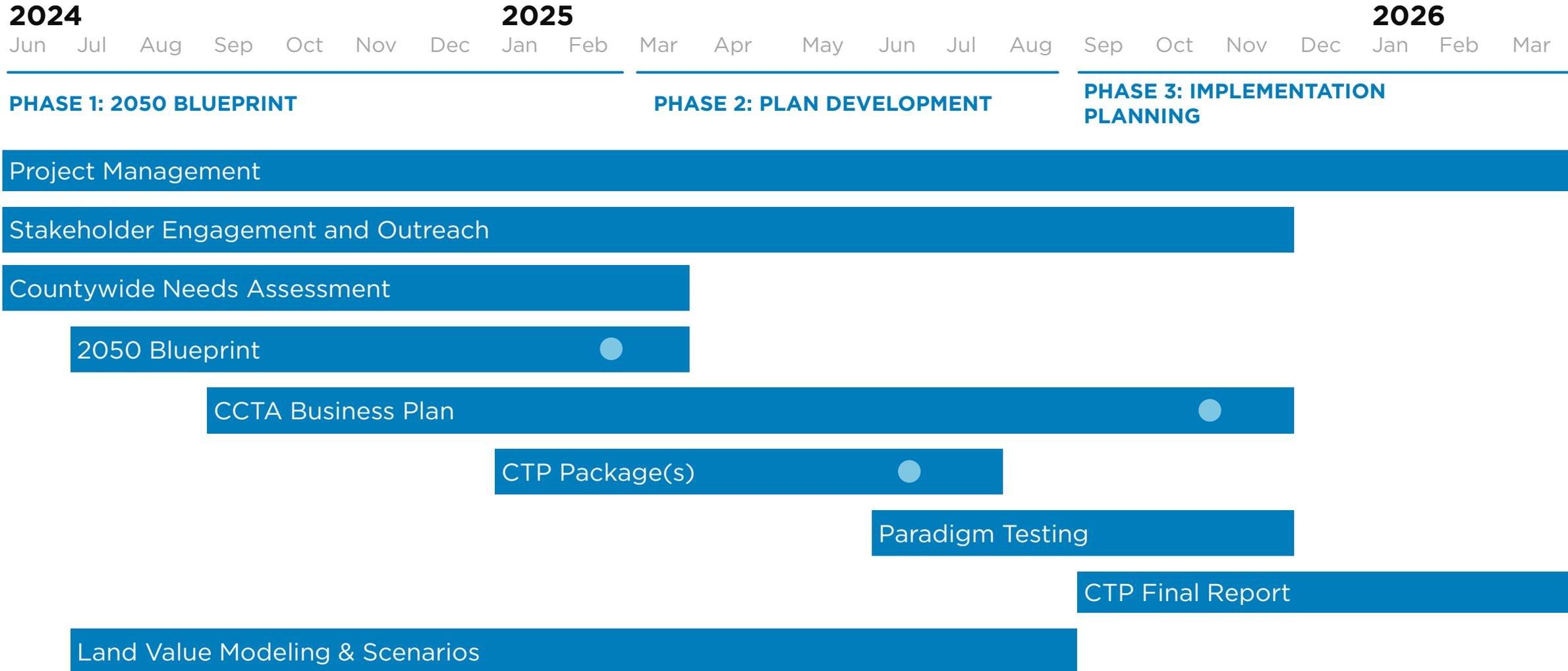
Prioritizes a set of projects, programs and requirements for funding.



Business Plan

CCTA's implementation plan will cover funding, priorities, and project delivery roles.

18-Month Project Schedule



Recap of Outreach to Date

Stakeholder Engagement



Citizen's Advisory Committee

December 11, 2024



Technical Coordinating Committee

December 19, 2024

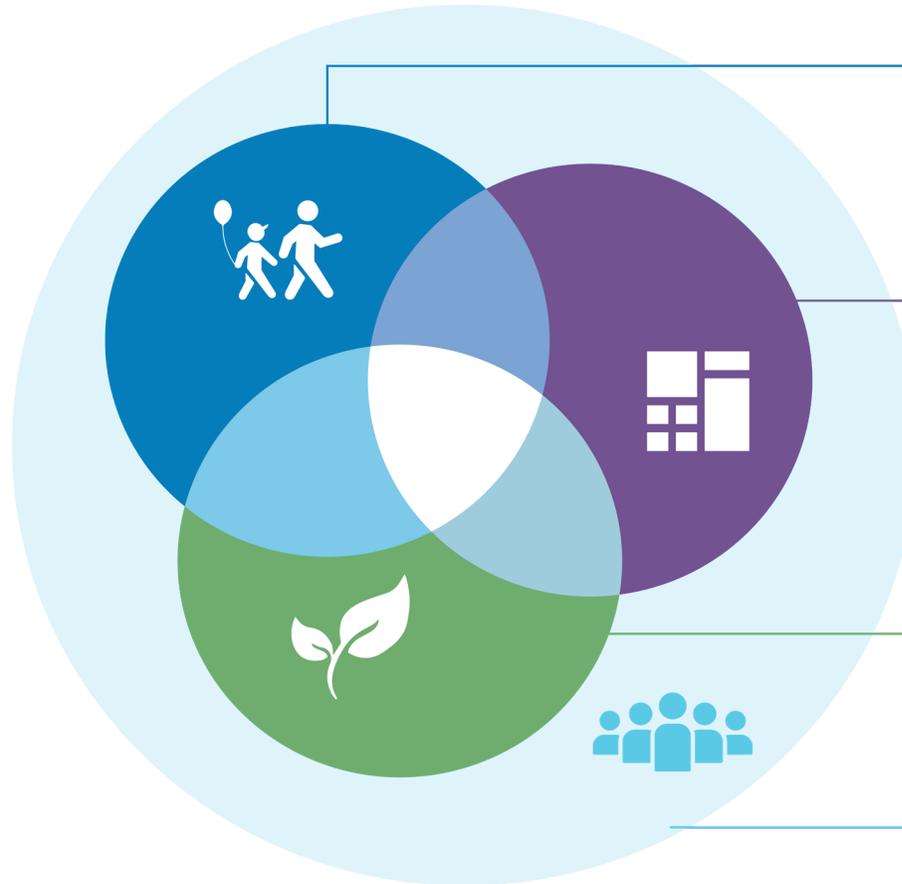
Public Engagement

Ongoing public opinion survey to inform CTP Blueprint

- Scan the QR code to take the survey



Four principles will guide the CTP and Business Plan



Safe Travel

Traveling in my community is safe and comfortable, no matter how I get around.

Livable and Connected Neighborhoods

I can conveniently and comfortably get to places that are important to me without having to drive.

Growing Sustainably

I feel confident that transportation investments in Contra Costa will help provide a sustainable future for my community.

Access for All

I can shape and enjoy transportation projects that improve my community, no matter who I am or where I live.

DRAFT Livable Streets Proposal

Creating clear design expectations for safe, thriving places



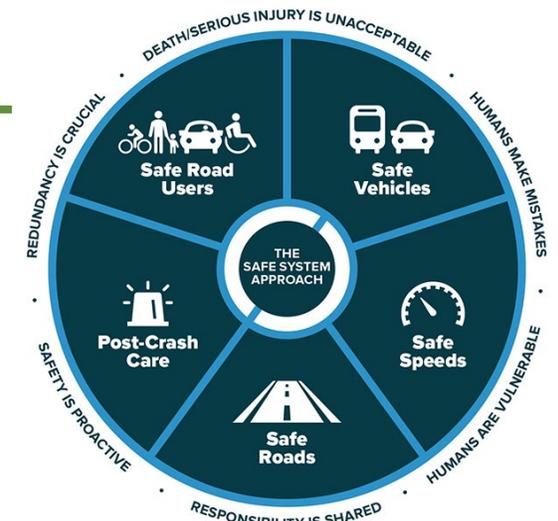
What is the Livable Streets Proposal (LSP)?

The Livable Streets Proposal helps improve transportation, safety, and the economy in Contra Costa

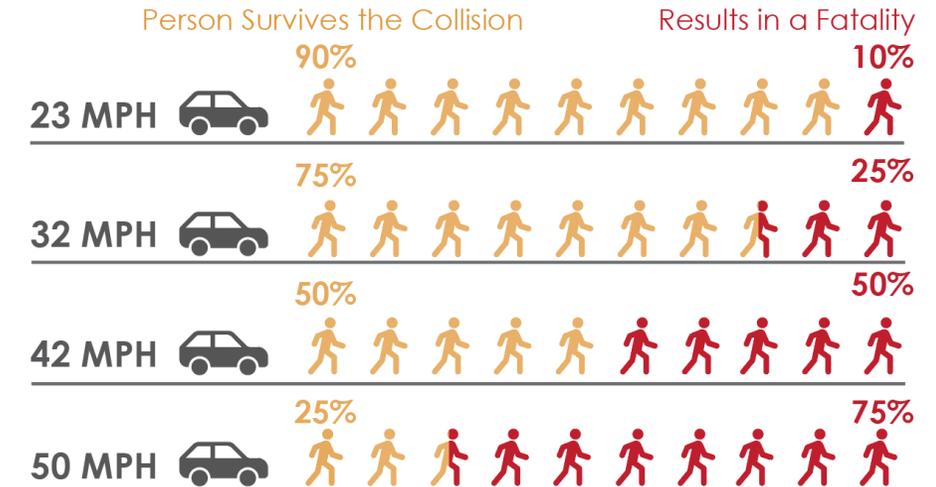
- ✓ Improves safety by right-sizing vehicle movement to the surrounding context
- ✓ Creates economically thriving places
- ✓ Aligns community vision for transportation with the vision for land use
- ✓ Increases transportation options
- ✓ Plans streets to move people and goods, and as places for people to live, work, and enjoy
- ✓ Clarifies that each street has a specific purpose, which informs planning, design, prioritization, and funding decisions

Since the 2017 CTP, there has been a paradigm shift in safety planning.

- In a Safe System Approach, each death or serious injury is unacceptable and avoidable.
- Commitment to zero deaths and severe injuries on public roadways was adopted by the US Department of Transportation, Caltrans, MTC, and CCTA (2021).
- People are unlikely to survive crashes at high speeds. Lowering speeds is critical to reducing impact forces, providing additional time for drivers to stop, and improving visibility.



Source: FHWA.



New commitments have been made to reduce VMT and GHG emissions.

SB 743 (2020)

Vehicle miles traveled (VMT) is now the key tool to measure development and transportation impacts (instead of level of service).

CAPTI (2021)

34 action items aligning state funding with the goal of decarbonizing transportation systems.

Plan Bay Area 2050

Strategies around clean vehicles and transportation demand management.

AB 1279 (2022)

State must reduce GHG emissions by at least 85% below 1990 levels by 2045. CARB's new Scoping Plan for Achieving Carbon Neutrality (2022) lays out path to achieve targets for carbon neutrality.

Today, most streets in Contra Costa are oriented towards auto-focused movement and access.



Today, an auto-focused network leads to safety challenges and ever-increasing VMT.

CCTA must shift gears to strategies that reduce VMT and support thriving places.



Instead, CCTA will lead by:

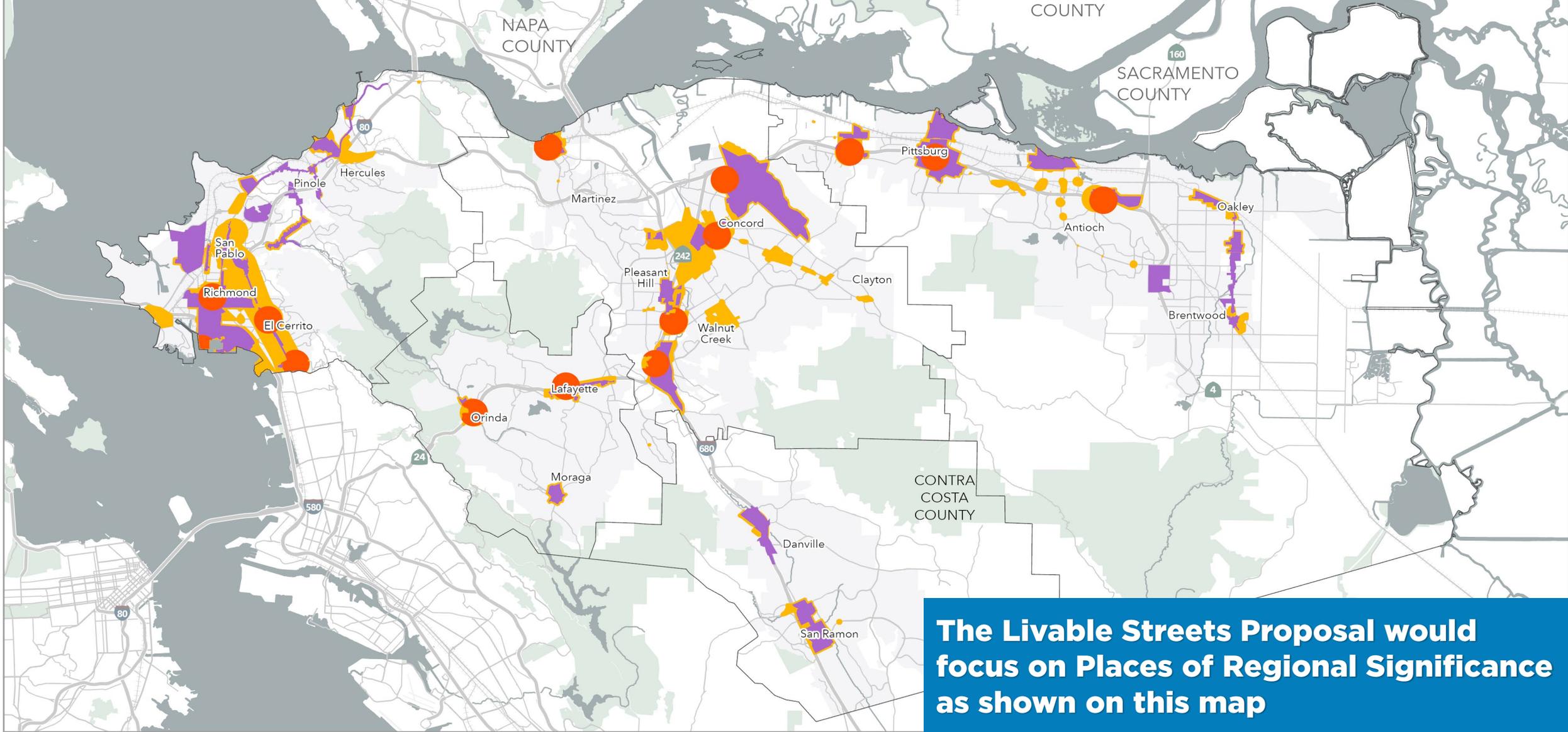
- Valuing and prioritizing **place-oriented streets**,
- Encouraging **transportation-land use coordination**,
- Making **multimodal trips** more viable, and
- Creating clear planning and **design expectations**.

Land valuation is low where streets are auto-focused.

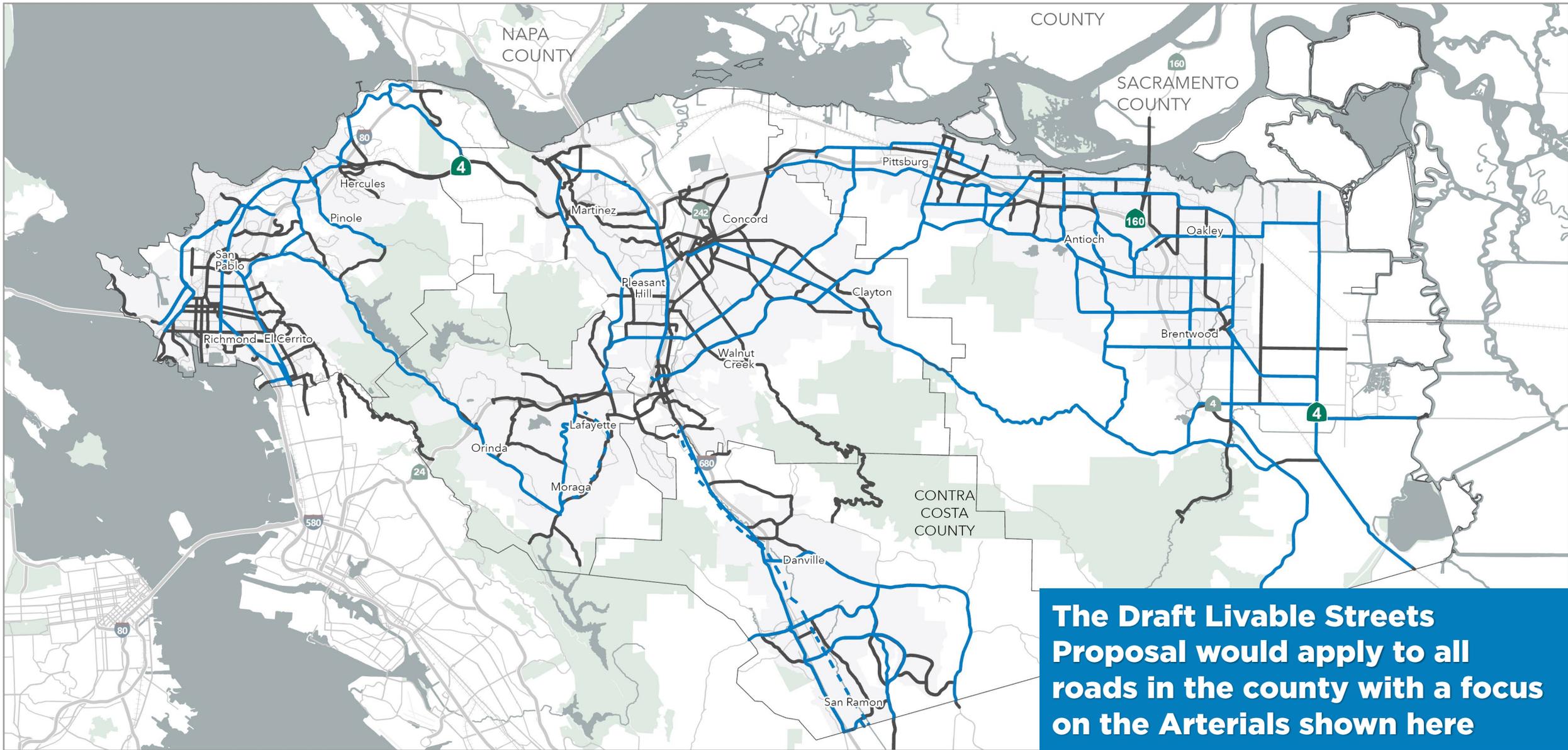


The DRAFT Livable Streets Proposal has four street types:



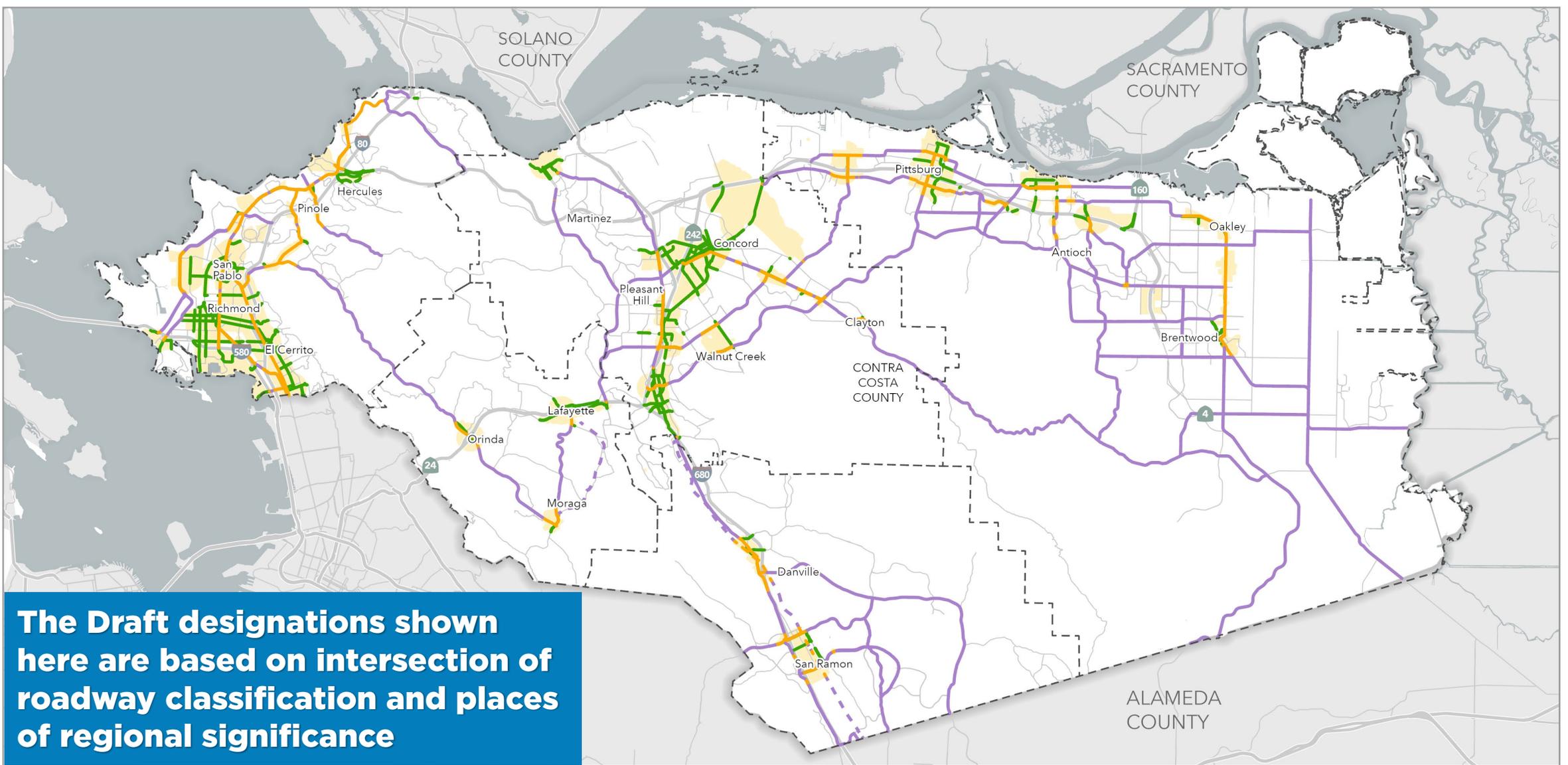


- MTC Transit Oriented Communities (TOCs)
- CCTA Pedestrian Priority Areas
- MTC Priority Development Areas (PDAs) (Plan Bay Area 2050)
- Urbanized Area
- RTPC Boundary



The Draft Livable Streets Proposal would apply to all roads in the county with a focus on the Arterials shown here

- CCTA Route of Regional Significance - - Trail
- Caltrans Functional Classification Principal & Minor Arterials
- Urbanized Area
- RTPC Boundary



The Draft designations shown here are based on intersection of roadway classification and places of regional significance

Proposed Livable Streets Typology

- Connector Street (dashed line: trails)¹
- Core Street (dashed line: trails)¹
- Place Street²
- Place of Regional Significance (MTC designated TOCs, PDAs, CCTA Pedestrian Priority Areas)
- Urbanized Area³
- RTPC Boundary

All other Contra Costa streets are Neighborhood Streets.

**DRAFT Contra Costa Livable Streets Typologies
CTP Blueprint**

Source: Contra Costa Transportation Authority (CCTA); Fehr & Peers. Notes: 1. CCTA Route of Regional Significance. 2. Caltrans Functional Classification principal and minor arterials. 3. Based on US Census city boundaries.

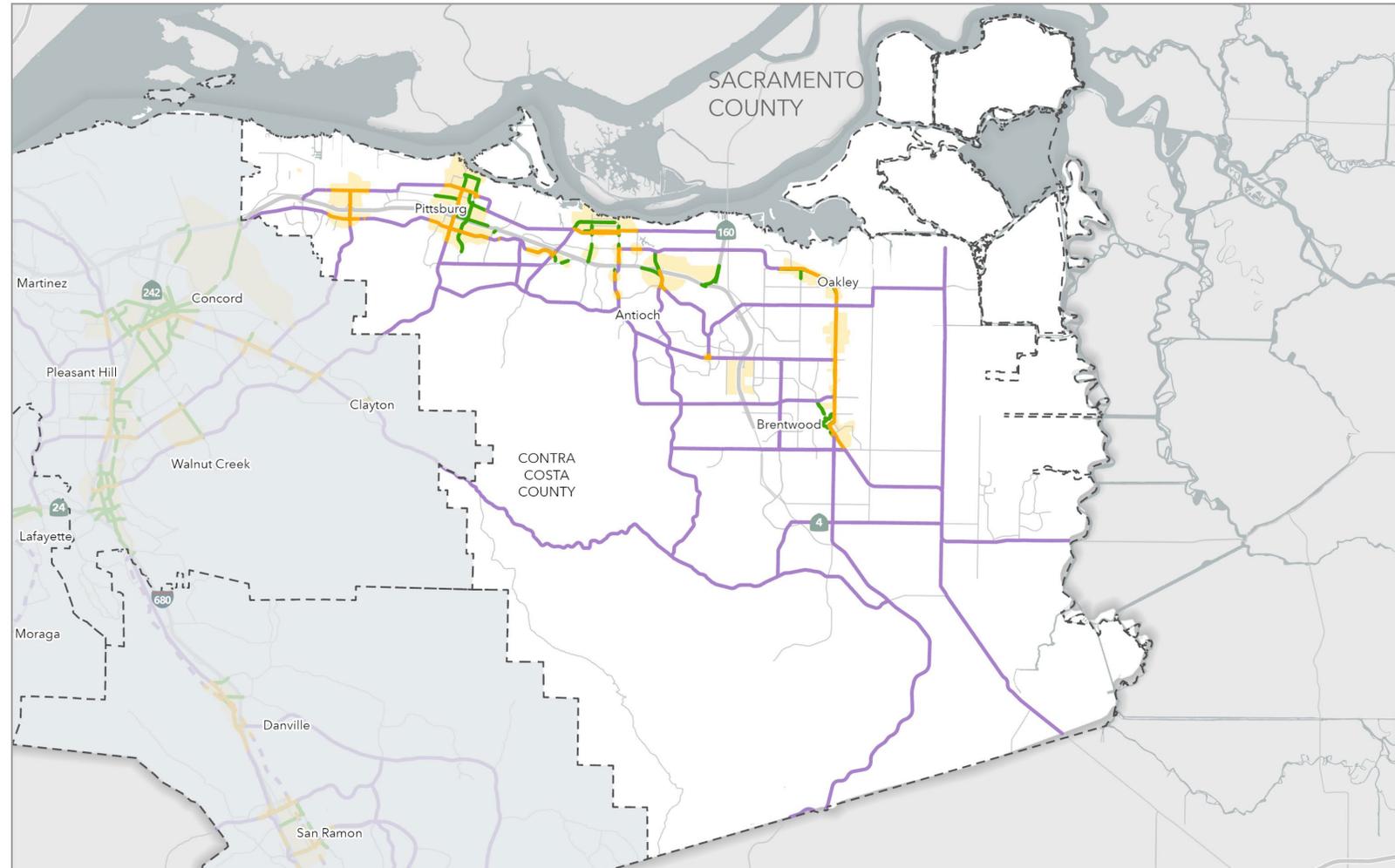
Focus on TRANSPLAN Area

The Livable Streets Proposal
applied to East County



East County

DRAFT Connector, Core and Place Streets in East County are shown here.



Proposed Livable Streets Typology

- Connector Street (dashed line: trails)¹
- Core Street (dashed line: trails)¹
- Place Street²
- All other Contra Costa streets are Neighborhood Streets.
- Place of Regional Significance (PDAs, MTC designated TOCs, CCTA Pedestrian Priority Areas)
- RTPC Boundary
- Urbanized Area³

DRAFT East County Livable Streets Typologies CTP Blueprint

Source: Contra Costa Transportation Authority (CCTA); Fehr & Peers. Notes: 1. CCTA Route of Regional Significance. 2. Caltrans Functional Classification principal and minor arterials. 3. Based on US Census city boundaries.

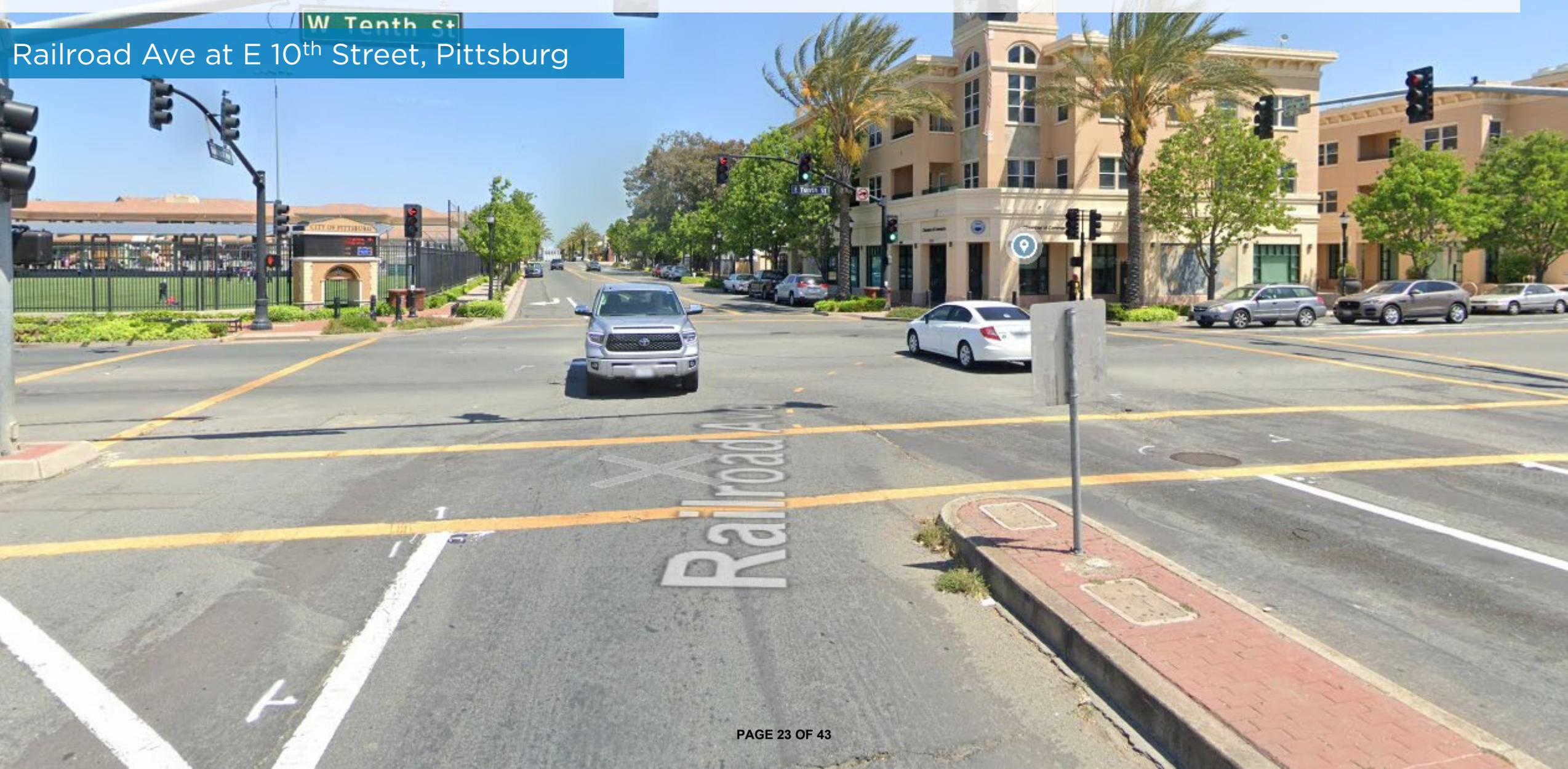
Connector Streets are movers of people and goods.

Leland Road near Arlington Drive, Pittsburg



Core Streets are oriented towards movement and placemaking.

Railroad Ave at E 10th Street, Pittsburg



Place Streets are centers of business and community and should be comfortable for pedestrians and bicyclists.

W 2nd Street at G Street, Antioch



Neighborhood streets are where people live and go for recreation.

Ponderosa Drive at W Cypress Road, Oakley



Discussion

1. Which of these street designations resonate with you and which do you have questions about?
2. Would you add or remove any locations from the areas of significance shown?

DRAFT Livable Streets Design Expectations

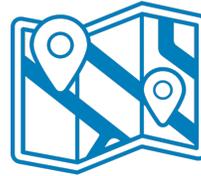
Clarifying what CCTA will fund and support



The Livable Streets Proposal will create...



An easy-to-use
street typology



Countywide maps
associated with
multimodal and safety
needs



Design expectations by
street type

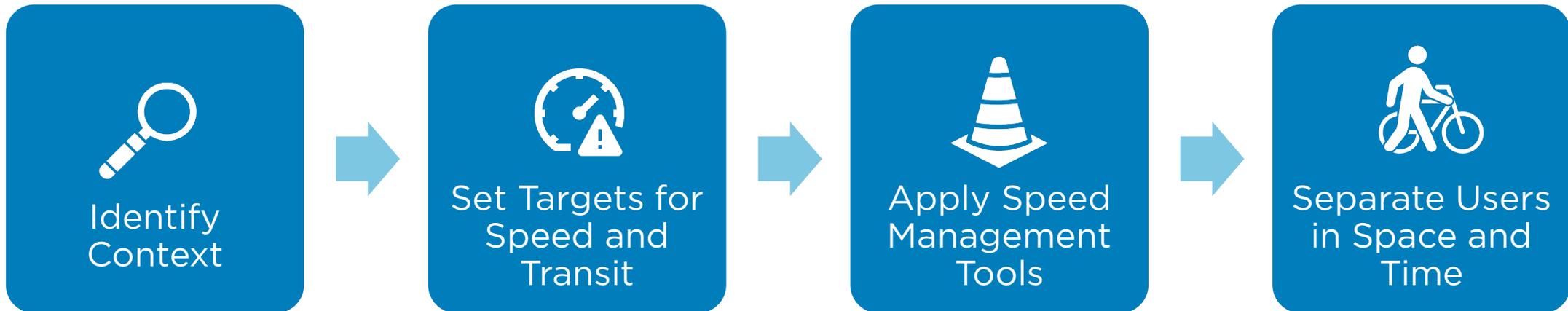
The Draft Livable Streets Proposal is a decision support tool for CCTA and its partners.

- It transparently identifies where investments in place and movement should be coordinated and design expectations for each street in Contra Costa.
- It could be used to help prioritize projects and programs within the CTP based on the LSP
- It could be used to help make future programming and funding decisions

The Livable Streets Proposal will include design expectations for all street types to support Principles around safety and connectivity.

Treatments can be identified to bridge gaps in current place/movement operations and the ideal or planned vision of streets.

Design expectations include...



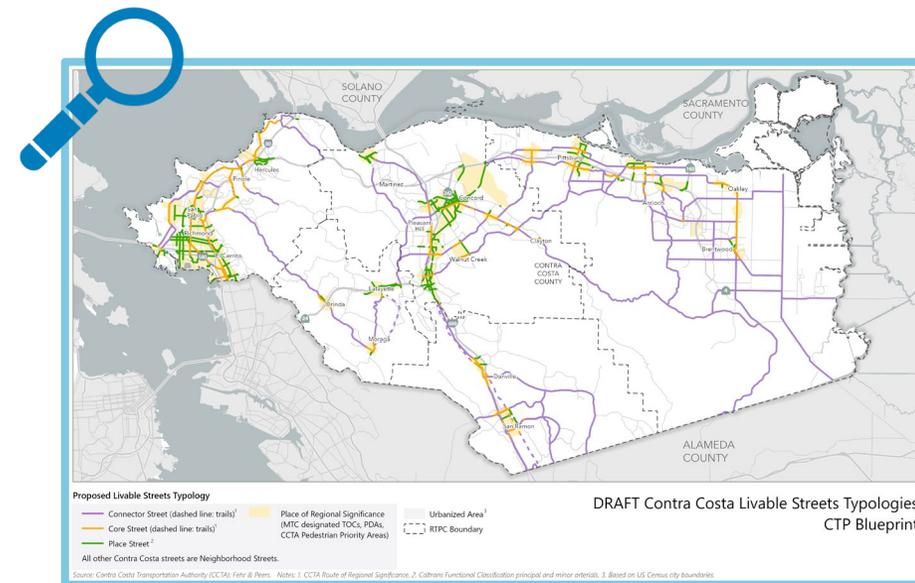
Step 1

Identify the Context.

Reference the Livable Streets Typology Map

Items to consider

- What are the movement needs and place needs of this street segment?
- Are there schools along the street segment?
- Is this a transit priority corridor?



Step 2

Set Targets for Speed and Transit.

Items to consider

- What is the target speed based on the movement needs and the place needs of the street?
- What is the target transit performance?

Step 3

Apply Speed Management Tools.

Items to consider

- Which speed management tools are needed to achieve the target speed?
 - Context specific tools
- Are there priority bus corridors on the street? What transit reliability needs are there?

Step 4

Separate Users in Space and Time.

Items to consider

- What are the design elements, including for vulnerable users, that are appropriate based on the roadway speeds, volumes, and geometry?

Connector Streets would support auto movement while adding pedestrian, bike, and transit facilities.

A CCTA prioritized or funded project on W 10th Street in Antioch might look like...

Context	Connector
Targets	35mph Not a school zone or transit priority corridor
Speed management	E.g. road diet, speed transition zone, signal coordination
Separation of Users in Space and Time	E.g. separated bikeway, rectangular rapid flashing beacons, curb ramps, high visibility crosswalks, appropriate safety lighting



Core Streets would prioritize transit and people walking & biking in Places of Significance while still moving all modes.

A CCTA prioritized or funded project at Railroad Ave & E 10th St in Pittsburg might look like...

Context	Core
Targets	25 mph Transit priority corridor and school zone
Speed management	E.g. road diet, speed transition zone, signal coordination, transit signal priority/ queue jumps
Separation of Users in Space and Time	E.g. separated bikeway, protected turn phasing, upgraded curb ramps, high visibility crosswalks, leading pedestrian interval, extended pedestrian crossing time



Place Streets would prioritize biking and walking with a “layered network” approach prioritizing autos, bikes & transit.

A CCTA prioritized or funded project at Railroad Ave & 6th St in Pittsburg might look like...

Context	Place
Targets	20 mph Not a transit priority corridor or school zone
Speed management	E.g. speed humps, chicanes
Separation of Users in Space and Time	E.g. raised intersection or crosswalk, additional lighting at intersections, bikeway with parking removal or locate it on parallel street



Neighborhood Streets would focus on safety for people walking and driving near their homes.

A CCTA prioritized or funded project on Nottingham Drive in Brentwood might look like...

Context	Neighborhood
Targets	20 mph Not a transit priority corridor or school zone
Speed management	E.g. speed tables or humps, chicanes
Separation of Users in Space and Time	E.g. bike boulevard treatments, high-visibility crosswalks, curb ramps, appropriate safety lighting



Discussion

1. Do the design expectations resonate?
2. Which do you have the most questions about?
3. What type of collaboration from CCTA will localities need in implementing this framework?
4. What are the barriers to implementation?



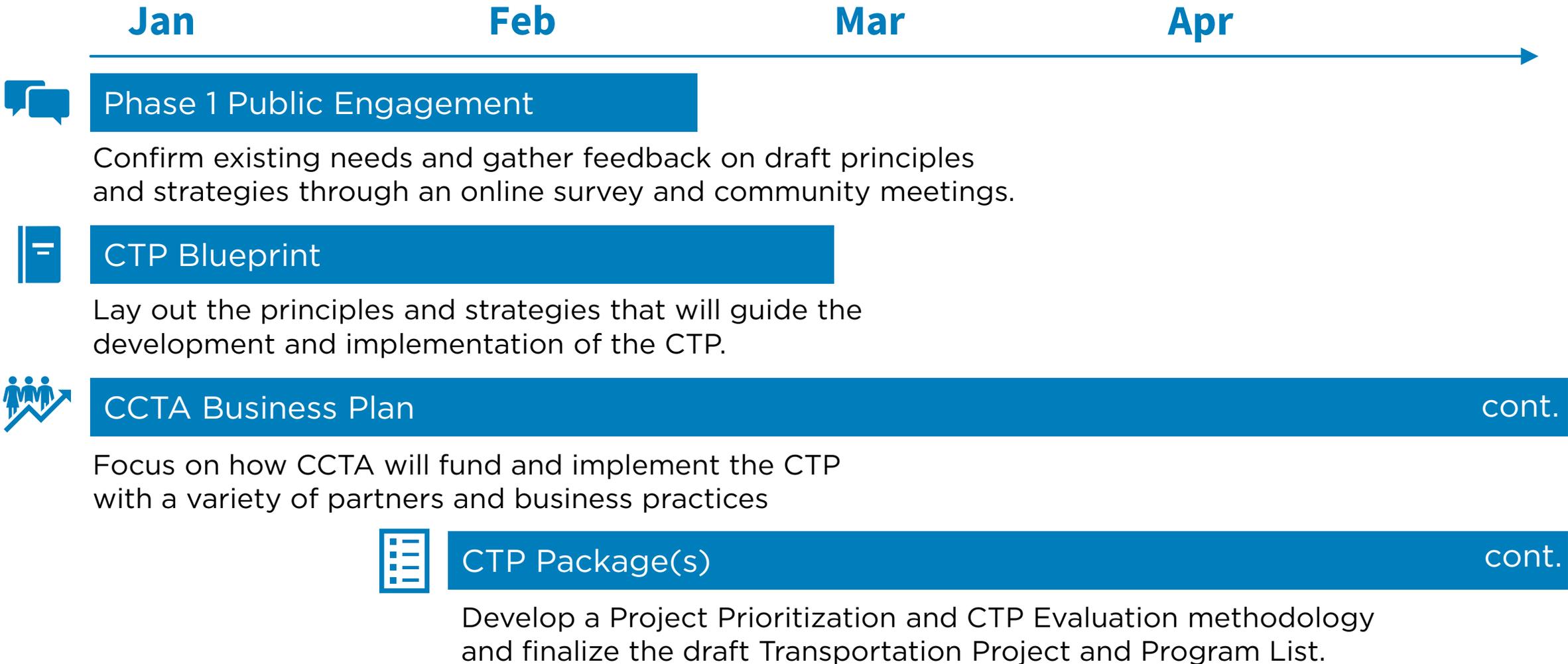
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Wrap-Up and Next Steps

Next Steps for the Livable Streets Proposal

- **Stakeholder Engagement:**
 - October CCTA Board workshop on Livable Streets principles
 - 8 RTPC meetings on the Draft Livable Streets Proposal in January and February
 - The next phase of engagement on the CTP will begin in June
- **Livable Streets Proposal integrated into draft CTP** (June 2025)
- LSP to potentially be used in **CTP project prioritization** and **future CCTA funding decisions** - still under discussion

Next Steps for CTP and Business Plan



Thank You!

