



# SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

## SOUTHWEST AREA TRANSPORTATION COMMITTEE

### MEETING AGENDA

**Monday, November 4, 2024**

**3:00 p.m.**

Contra Costa County Board of Supervisors' Office - District 2 (Candace Andersen) Lafayette  
Office at 3338 Mt. Diablo Boulevard,  
Lafayette, CA 94549.

**Join on Zoom** from PC, Mac, Linux, iOS or Android: <https://ccccounty-us.zoom.us/j/88525298522?pwd=m4UiRcRkSqiAKOp34Showv5ZQzaaK8.1>

Password: 695388

**Or Telephone Dial:**

USA 214 765 0478

USA 888 278 0254 (US Toll Free)

Conference code: 135723

*Any document provided to a majority of the members of the Southwest Area Transportation Committee (SWAT) regarding any item on this agenda will be made available for public inspection at the meeting and at the San Ramon City Hall, 7000 Bollinger Canyon Road, San Ramon, CA during normal business hours.*

#### **1. CONVENE MEETING/SELF INTRODUCTION**

#### **2. PUBLIC COMMENT**

Members of the public are invited to address the Committee regarding any item that is not listed on the agenda. *(Please complete a speaker card in advance of the meeting and hand it to a member of the staff)*

#### **3. BOARD MEMBER COMMENT**

#### **4. ADMINISTRATIVE ITEMS**

#### **5. CONSENT CALENDAR**

**5.A Approval of Minutes:** SWAT Meeting Minutes of July 8, 2024. *(Attachment)*

**5.B Approval** of SWAT TAC recommendation to appoint new Engineering Primary representative to the Contra Costa Transportation Authority Technical Coordinating Committee (TCC) for the remaining portion of the term - March 31, 2024, through March 31, 2026. *(Attachment) By: Chris Weeks, SWAT Administrator*

#### **6. REGULAR AGENDA ITEMS**

- 6.A Presentation + Request for Review + Recommendation for Adoption of CCTSAP:** Draft Countywide Comprehensive Transportation Safety Action Plan Draft (CCTSAP). Contra Costa Transportation Authority (CCTA) staff is seeking SWAT 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 CCTSAP 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. **By: Colin Clarke, AICP, Senior Transportation Planner CCTA** (Attachments: CCTA TCC Staff Report & Presentation)

**7. WRITTEN COMMUNICATIONS** (*Attachments – Action as determined necessary*)

- SWAT Meeting Summary Report – July 8, 2024
- TRANSPAC Meeting Summary Report – June 13, 2024
- CCTA Board Meeting Summary – May 15, 2024
- CCTA Board Meeting Summary – July 17, 2024
- CCTA Board Meeting Summary – September 18<sup>th</sup>, 2024
- TRANSPLAN Meeting Summary – September 12<sup>th</sup>, 2024
- TRANSPLAN Meeting Cancellation – October 10<sup>th</sup>, 2024
- CCTA CBPAC Meeting Cancellation – September 23<sup>rd</sup>, 2024
- SWAT TAC – Letter of Support for Contra Costa Transportation Authority's (CCTA) Multi-Jurisdiction Grant Application (Regional Measure 3: 2025 Safe Routes to Transit and Bay Trail [SR2TBT]) – October 16, 2024

**8. DISCUSSION**      Next Agenda

- 9. ADJOURNMENT** The next SWAT meeting will take place on Monday, December 2<sup>nd</sup>, 2024 - 3:00 p.m., Contra Costa County Board of Supervisors' Office - District 2 (Candace Andersen) Lafayette Office at 3338 Mt. Diablo Boulevard, Lafayette, CA 94549

The SWAT Committee will provide reasonable accommodation for persons with disabilities planning to participate in SWAT monthly meetings. Please contact Chris Weeks at least 48 hours before the meeting at (925) 973-2547 or [cweeks@sanramon.ca.gov](mailto:cweeks@sanramon.ca.gov). Agendas, minutes, and other information regarding this committee can be found at: <https://swatcommittee.org/>

**AGENDA ITEM 5.A**



# SWAT

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## SUMMARY MINUTES

**July 8, 2024 – 3:00 p.m.**

Town of Moraga,  
Moraga Council Chambers and Community Meeting Room,  
335 Rheem Boulevard

**Committee members present:** Renata Sos, Town of Moraga (Chair), Scott Perkins, City of San Ramon (Vice Chair); Susan Candell, City of Lafayette; Darlene Gee, City of Orinda; Candace Andersen, Contra Costa County; Karen Stepper, Town of Danville.

**Committee members absent:** None

**Staff members present:** Nate Levine, Town of Moraga; Sivakumar Natarajan, City of Orinda; Chris Weeks, City of San Ramon/SWAT TDM; Patrick Golier, City of Lafayette; Shawn Knapp, Town of Moraga; Robert Sarmiento, Contra Costa County; Gayle Israel, Contra Costa County; Renee Morgan, Town of Danville; Jennifer Quallick, Contra Costa County; Afshan Hamid, Town of Moraga

**Others Present:** None

### 1. 1. CONVENE MEETING/SELF INTRODUCTION

Meeting called to order by Chair Sos at 3:00 p.m.

### 2. PUBLIC COMMENT

Members of the public are invited to address the Committee regarding any item that is not listed on the agenda. *(Please complete a speaker card in advance of the meeting and hand it to a member of the staff)*

### 3. BOARD MEMBER COMMENT

### 4. ADMINISTRATIVE ITEMS – Sign in Sheet - Weeks

### 5. CONSENT CALENDAR

**5.A Approval of Minutes:** SWAT Meeting Minutes of March 5, 2024. *(Attachment)*

**5.B Approval** of SWAT TAC recommendation to appoint Transportation Alternate as the Primary to the Contra Costa Transportation Authority Technical Coordinating Committee (TCC) for the term March 4, 2024, through March 4, 2026. By: Chris Weeks*(Attachment)*

**5.C Approval** of the SWAT Administrative Services Memorandum of Understanding (MOU) with the City of San Ramon for FY 2023/2024; *(Attachment -No Changes from 22/23)*

**ACTION: APPROVED** – Candell / Perkins (6-0 unanimous)  
End of Consent Calendar

End of Consent Calendar

## **6. REGULAR AGENDA ITEMS**

- 6.A Review** TFCA 40% Fund - Regional Vanpool Program Grant Application & Budget; by: Chris Weeks, SWAT Administrator, Division Manager City of San Ramon (*Attachment – Action Required*)

Discussion of the process of negotiation, application for, and award of TFCA funds guided by CCTA to fund TDM 2.0 regional and sub-regional projects. TDM 2.0 is what CCTA calls the update of the TFCA funding process that separates the TFCA funding process and agreement from the Measure J funding agreement. There will be two separate agreements from CCTA this year. One laying out the Measure J funding protocol that will be in effect until the sunset of Measure J in 2034. The second agreement will be for TFCA funding that will outline the outcome of the competitive application process for available (\$1,747,938 FY2025) TFCA funding for which RTPC's will compete annually. Regional programs were reviewed first and awarded then remaining funds were allocated by formula to each RTPC and applications awarded to each RTPC limited by the amount of remaining funds they were allotted. The following organizations were awarded funds for a regional program. WCCTC – Guaranteed Ride Home \$60,000, CCTA - Big Win on Transit \$235,040, CCTA Pass2Class - \$288,197, CCTA \_ Countywide Brand \$250,000. This year SWAT applied for funds to continue to run the **Regional Vanpool Program** and was awarded **\$102,376** to run the program until next TFCA application period in FY2026. This list of regional projects totaled \$935,613 in regional project funds. This left \$812,325 for sub-regional applications. This amount was split up by standard funding formula giving SWAT 20.5% share to award. This gave SWAT \$166,527 to award for applications for sub-regional projects discussed in 6B.

**ACTION:** Informational Item Only – No action required

- 6.B Review & Approve** - TFCA 40% Fund – Sub-regional program grant fund allocations for SWAT region; by: Chris Weeks, SWAT Administrator, Division Manager City of San Ramon (*Attachment – Action Required*)

Continuing 6A discussion of the two **sub-regional** applications to TFCA for SWAT region. The applications from TRAFFIX (\$99,000) and Lamorinda School Bus Program (\$104,000) were reviewed and approved but exceeded the SWAT share of remaining funds. \TFCA competitive funding application process awards 20.50% of the total fund remaining after regional project awards which equaled \$166,527 available and the combined request from SWAT for Traffix & Lamorinda Scholl Bus was \$203,000. Lamorinda & TRAFFIX agreed to split the difference of \$36,473.38 and reduce their ask by \$18,236.69 each.

Final TFCA sub-regional grants awarded are **Lamorinda \$85,763.31** and **TRAFFIX School Bus \$80,763.31**

**ACTION: APPROVED** – Perkins / Candell (6-0 unanimous)

## **7. WRITTEN COMMUNICATIONS** (*Attachments – Action as determined necessary*)

- SWAT Meeting Summary Report – March 04, 2024
- TRANSPAC Meeting Summary Report - May 9, 2024
- CCTA Board Meeting Summary – May 24, 2024
- TRANSPAN Meeting Summary – June 13, 2024
- TRANSPAC Meeting Summary Report – June 13, 2024
- CCTA Board Meeting Summary – June 27, 2024

**ACTION:** Informational Items Only – No action required

## **8. DISCUSSION**     Next Agenda

## **9. ADJOURNMENT**

**ACTION:** Meeting adjourned by Chair Sos at 3:41 p.m.

### **Staff Contact:**

Chris Weeks, SWAT Administrator  
 City of San Ramon  
 P (925) 973-2547  
 Email address: [cweeks@sanramon.ca.gov](mailto:cweeks@sanramon.ca.gov)

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**AGENDA ITEM 5.B**



# SWAT

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**DATE:** 11/04/24

**TO:** Southwest Area Transportation Committee (SWAT)

**FROM:** SWAT Technical Advisory Committee (TAC)

**SUBJECT:** Recommendation of new Primary Representative to the Contra Costa Transportation Authority Technical Coordinating Committee (TCC) for the remainder of a Three-Year Term running until March 31, 2026.

## BACKGROUND

At the March 4, 2023 SWAT meeting, SWAT TAC recommended the renewal of the three SWAT appointments to the the Authority's Technical Coordinating Committee (TCC) for a term to end on March 31, 2026. SWAT approved the appointment. At the July 6<sup>th</sup> SWAT BOD Meeting the board approved the promotion from Alternate to Primary Transportation Appointment of Patrick Golier, of Lafayette, to the Authority's Technical Coordinating Committee (TCC) for the current three-year term that ran through March 31, 2026 along with the renewal of the TCC Planning apointee, Chris Weeks, from San Ramon and the Engineering appointment, Shawn Knapp from Moraga. At the SWAT TAC meeting October 16<sup>th</sup> 2024 the TCC Engineering Representative Shawn Knapp proposed that the new Moraga Primary Representaive for Engineering should change to Nate Levine from Moraga. Shawn proposed that he will step back to the Alernate Representative position for Engineering. SWAT TAC agreed unanimously in the appointment of Nate Levine as the Primary Engineering representative from SWAT on the TCC completing the existing term to expire 03/31/2026. The proposed new list of Primary and Alternate SWAT representatives to the CCTA TCC is as follows.

	<b>Primary Representative</b>	<b>Expires</b>	<b>Alternate Representative</b>
Transportation:	Patrick Golier, Lafayette	03/31/2026	Vacant
Engineering:	<i>Nate Levine, Moraga</i>	03/31/2026	<i>Shawn Knapp, Moraga</i>
Planning:	Chris Weeks, San Ramon	03/31/2026	Vacant

## RECOMMENDATION

The SWAT TAC recommends SWAT approve the TAC recommendation for the appointment of Nate Levine as Primary Engineering representative to the CCTA TCC for the remaining portion of the three-year term to run from the present through March 31, 2026. The existing Primary Engineering Representative for the TCC, Shawn Knapp will fill the Alternate position for the same duration.

### Staff Contact:

Chris Weeks, SWAT Administrator  
Phone: (925) 943-2547  
Email: [cweeks@sanramon.ca.gov](mailto:cweeks@sanramon.ca.gov)



**AGENDA ITEM 6.A**

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## *Technical Coordinating Committee* **STAFF REPORT**

**Meeting Date:** October 17, 2024

<b>Subject</b>	<b>Draft Contra Costa Countywide Comprehensive Transportation Safety Action Plan (CCTSAP) for Local Agencies</b>
<b>Summary of Issues</b>	<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>

	<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>
<b>Recommendations</b>	<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>
<b>Staff Contact</b>	Colin Clarke
<b>Financial Implications</b>	None
<b>Options</b>	<p>The committee may direct staff to take alternative actions on the proposed CCTSAP.</p>
<b>Attachments</b>	<p><b>A.</b> Draft CCTSAP – Draft viewed at Countywide Vision Zero webpage (via Planning webpage) located at <a href="https://ccta.net/planning/countywide-vision-zero/">https://ccta.net/planning/countywide-vision-zero/</a></p>
<b>Changes from Committee</b>	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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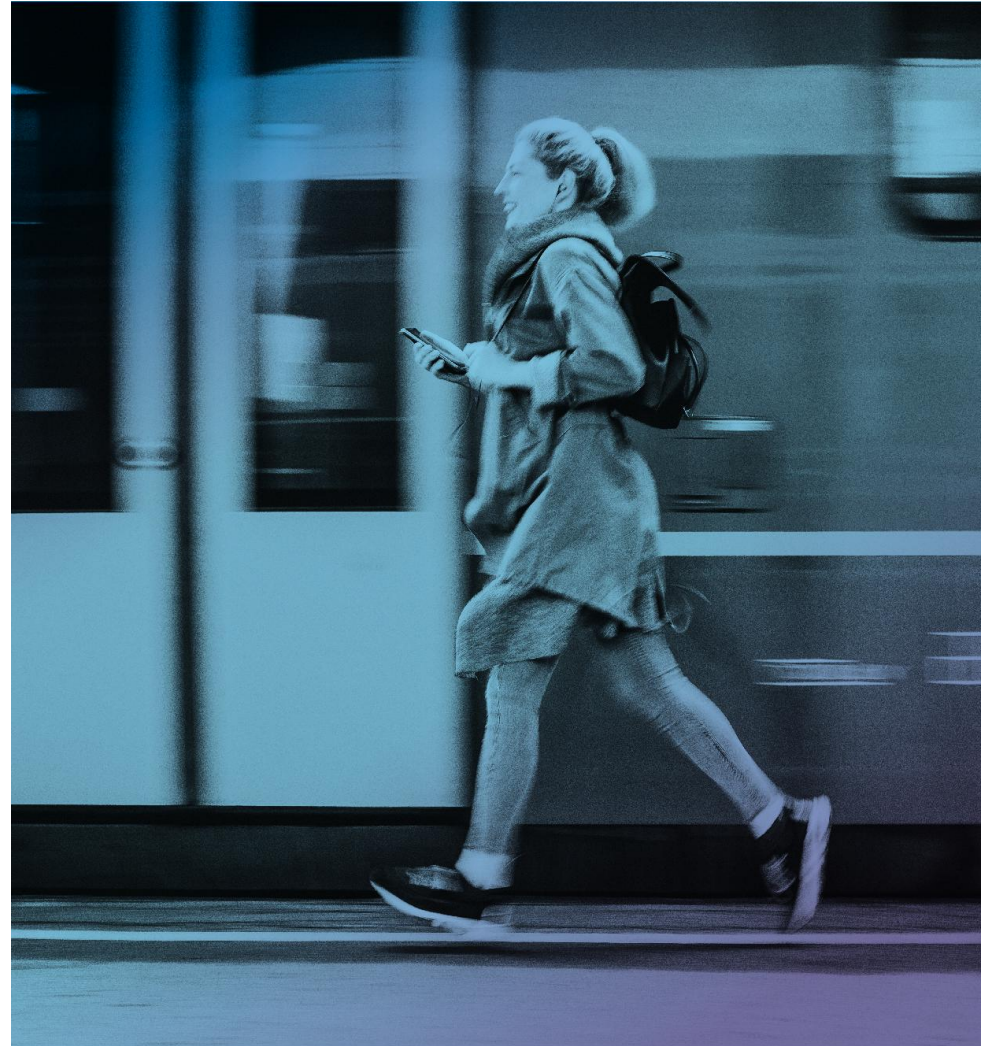


CONTRA COSTA  
transportation  
authority

Contra Costa

# Countywide Comprehensive Transportation Safety Action Plan

Colin B. Clarke, AICP  
Planning Department

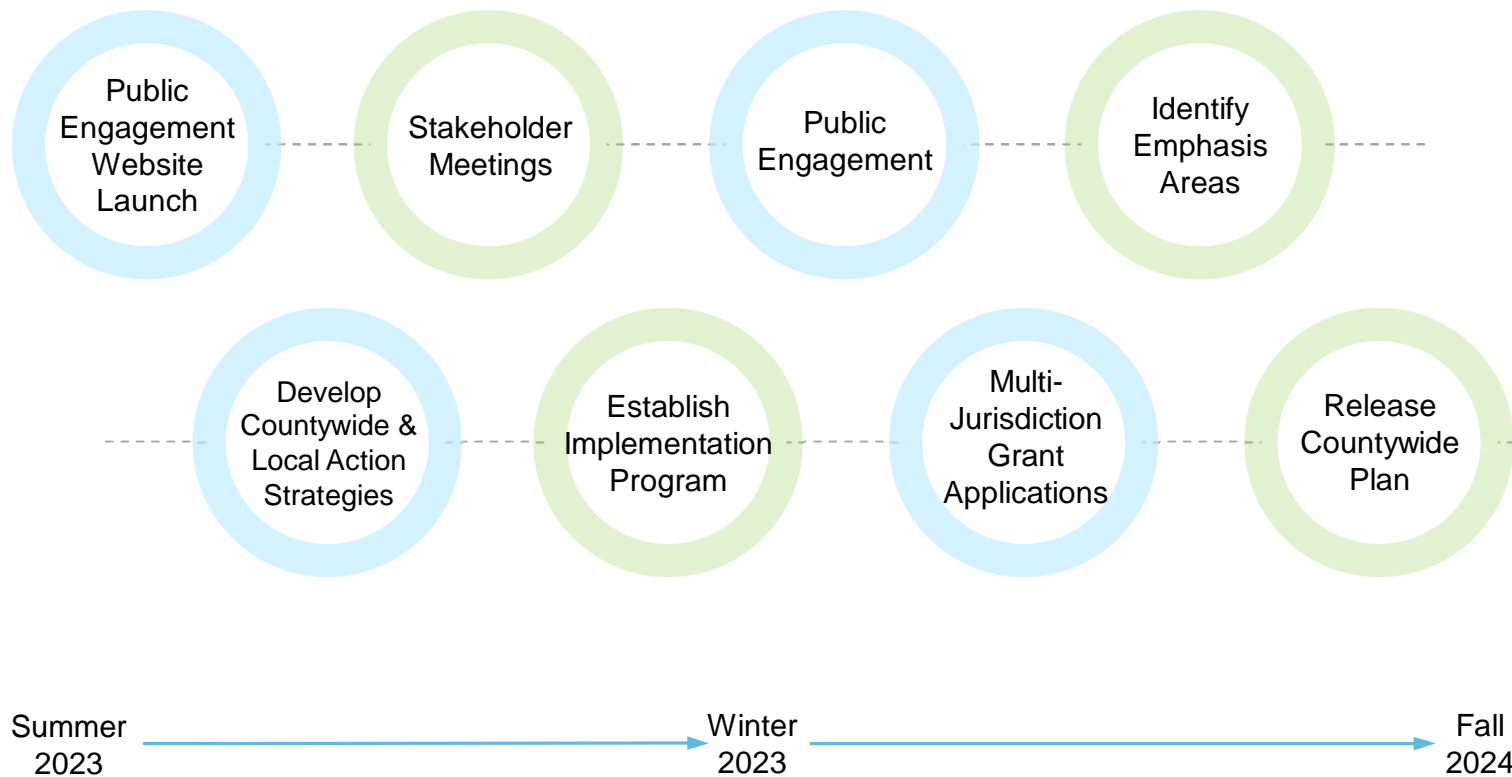


October 16, 2024





# CCTSAP Milestones

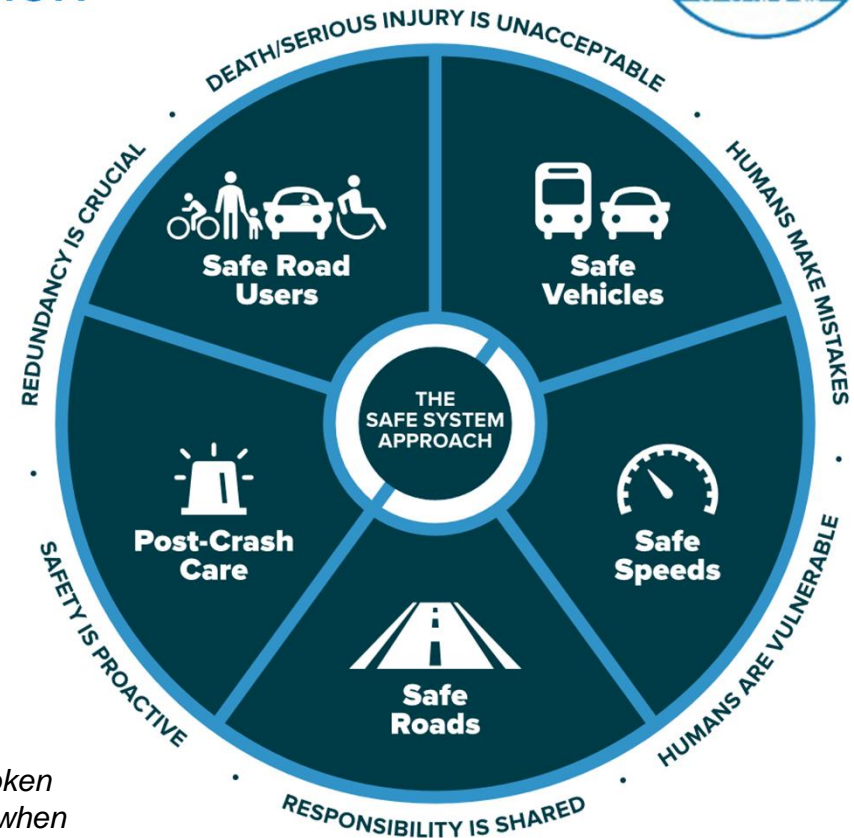




# Integrating the Safe System Approach

1. Prevent Fatal & Severe (Life-Altering) Injuries
2. Design for Human Mistakes
3. Reduce design speeds and speed limits to extent feasible
4. Shared Responsibility
5. Proactively Identify and Address Risk

*\*Severe Injury (in California): “An injury other than a fatal injury which results in broken bones, dislocated or distorted limbs, severe lacerations, or unconsciousness at or when taken from the collision scene. It does not include minor laceration.”*





## Higher vehicle speeds significantly increase likelihood of fatalities

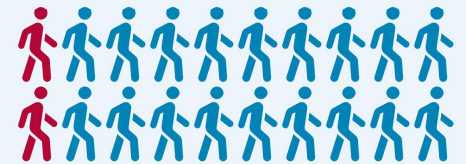
Our bodies can only tolerate so much physical impact. Even small increases in vehicle speed significantly escalate risk of severe injuries and fatalities. System designers and policymakers can use proven tools to encourage lower, safer speeds. Where there is a mix of people walking, biking and driving — **20 is plenty!**



### Speed Kills

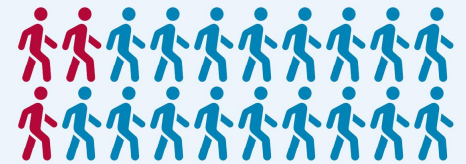
20  
MPH

8%



25  
MPH

12%



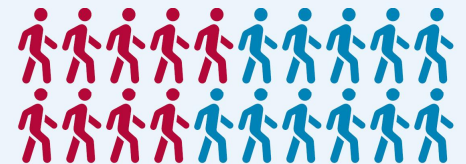
30  
MPH

20%



40  
MPH

46%

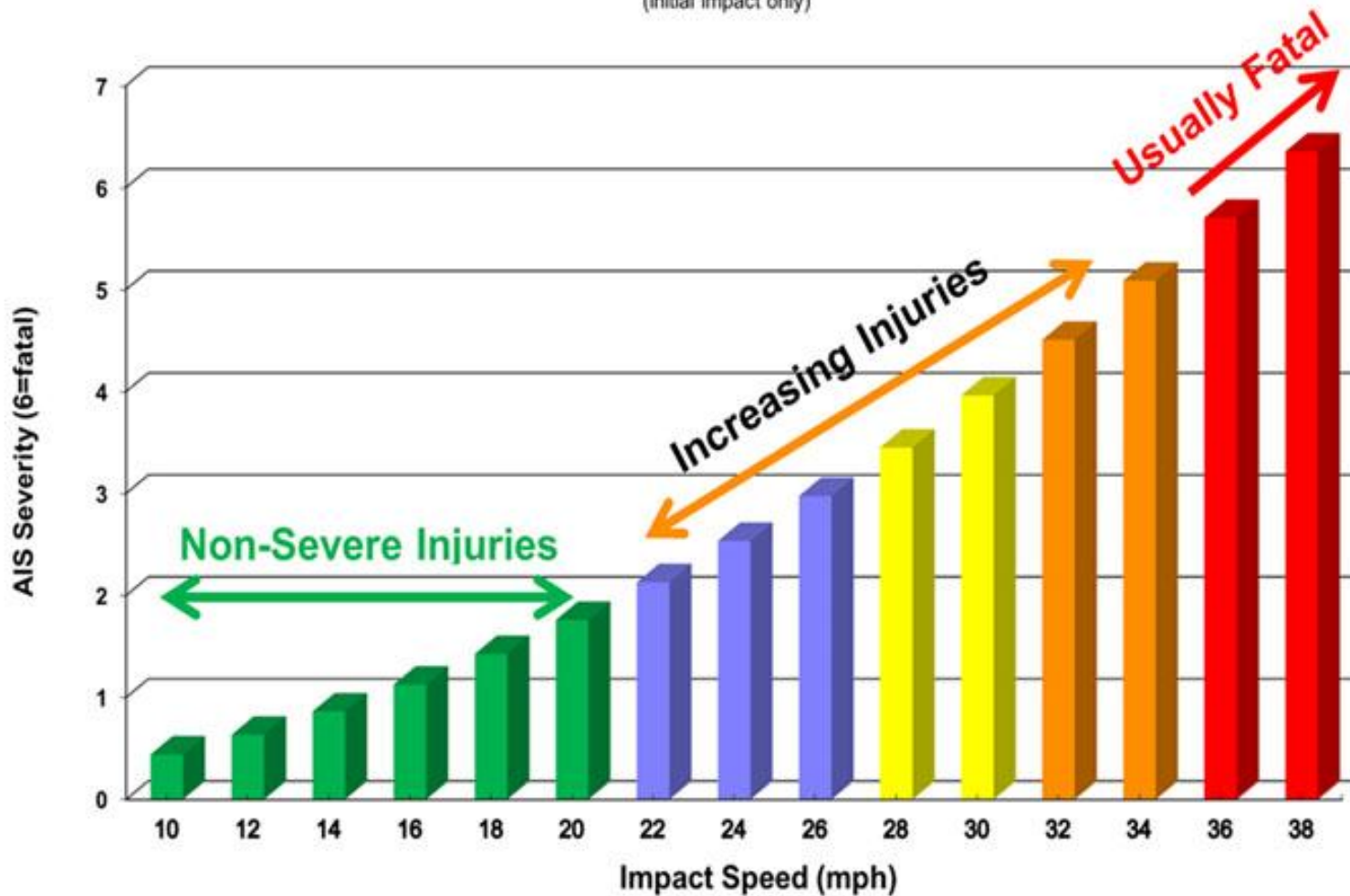


Likelihood of fatality for people walking if hit at these speeds

Source: AAA Foundation, Tefft, B.C. (2011)

## Vehicle Impact Speed vs. Pedestrian Injury

(initial impact only)



Source: FHWA

# SIGN FOR 20, DESIGN FOR 20

ADAPTING SPEED LIMITS & ROAD DESIGN FOR SAFER ROADS

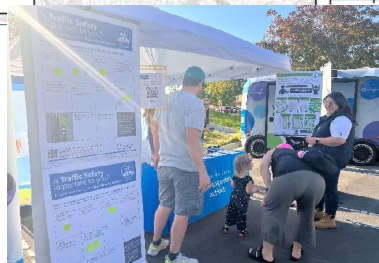
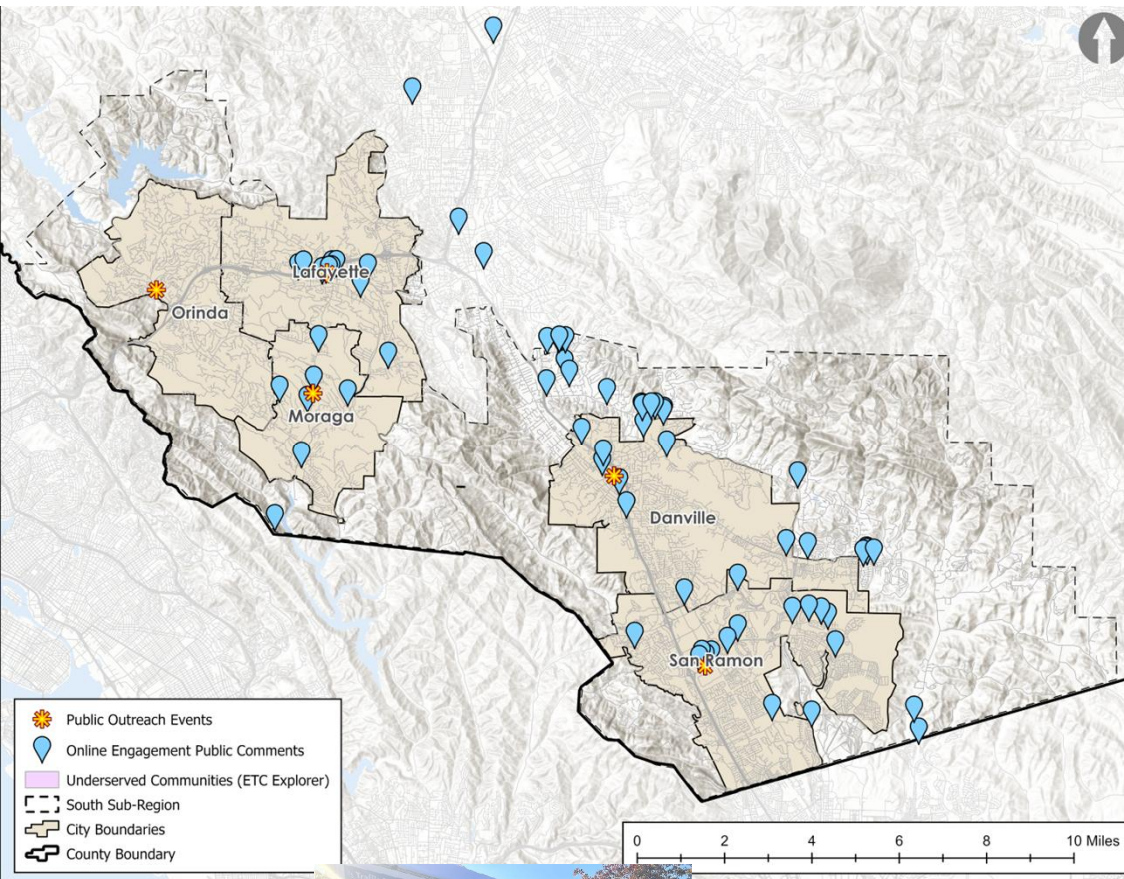


Source: League of American Bicyclists



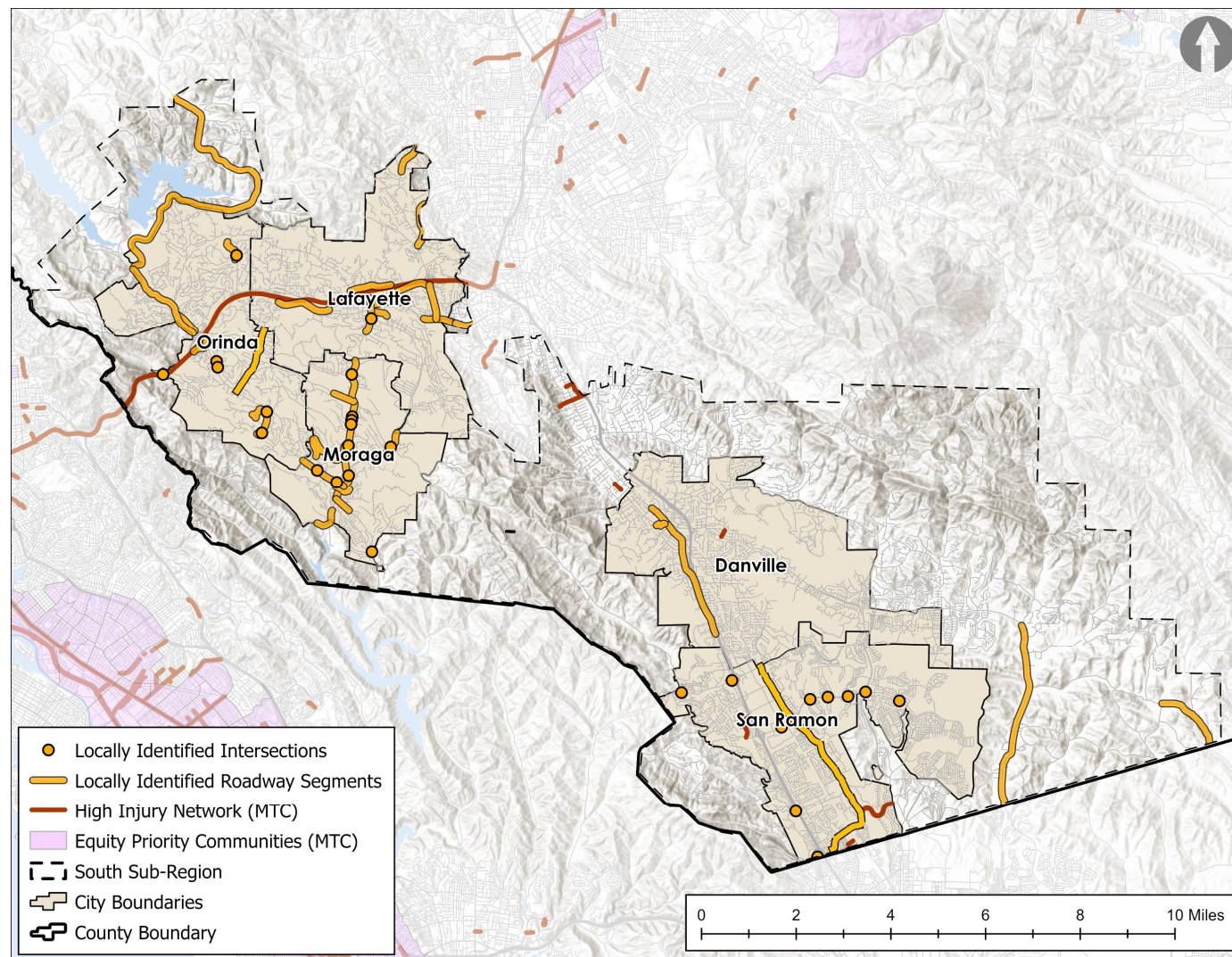
# Community Engagement

- Virtual Outreach Campaign and Online Survey
  - 260 Total Visits and 98 users engaged
  - 80 comments, 70 survey responses
- In-person Community Outreach Events
  - Danville
    - Hot Summer Sundays Car Show (Sept 2023)
  - Lafayette
    - Lafayette Art and Wine Festival (Sept 2023)
  - Moraga
    - Pear and Wine Festival (Sept 2023)
  - Orinda
    - Farmers Market (August 2023)
  - San Ramon
    - Farmers Market (July 2023)





# Locally Identified Locations (South County)

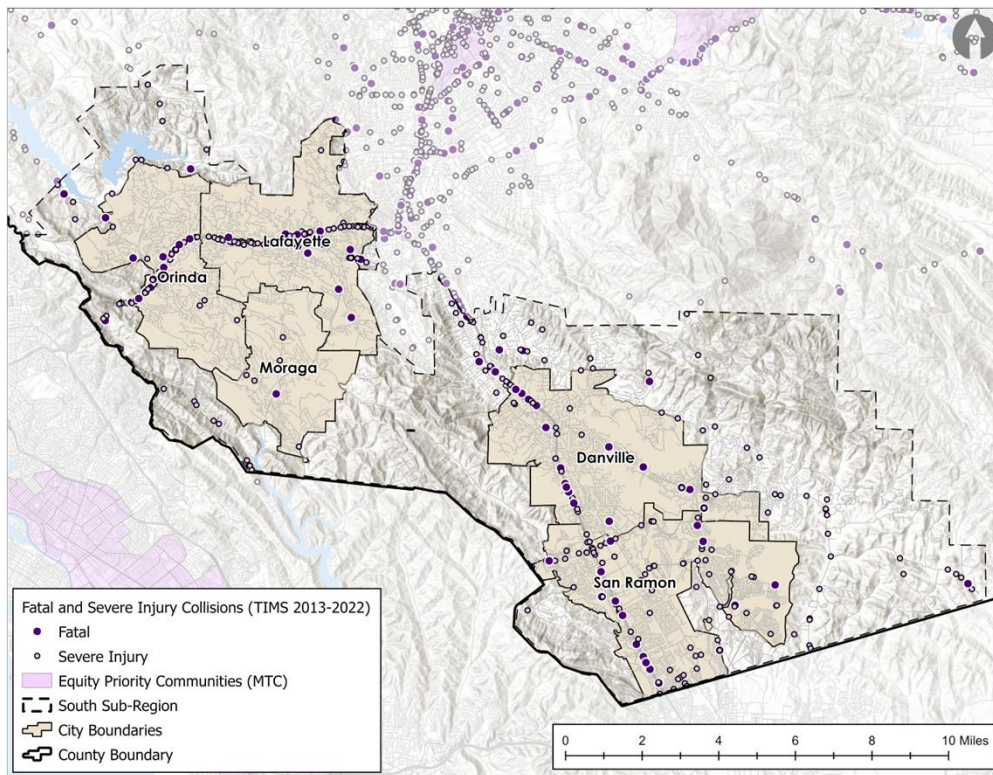


Source: MTC Data Catalog, Accessed September 2023 ([EPC - Plan Bay Area 2050](#), [High-Injury Network](#))  
 Equity Priority Communities (EPCs) are identified by MTC using data collected from American Community Survey, 2014-2018  
 High-Injury Network identified using TIMS 2013-2022 Collision Data via BayViz

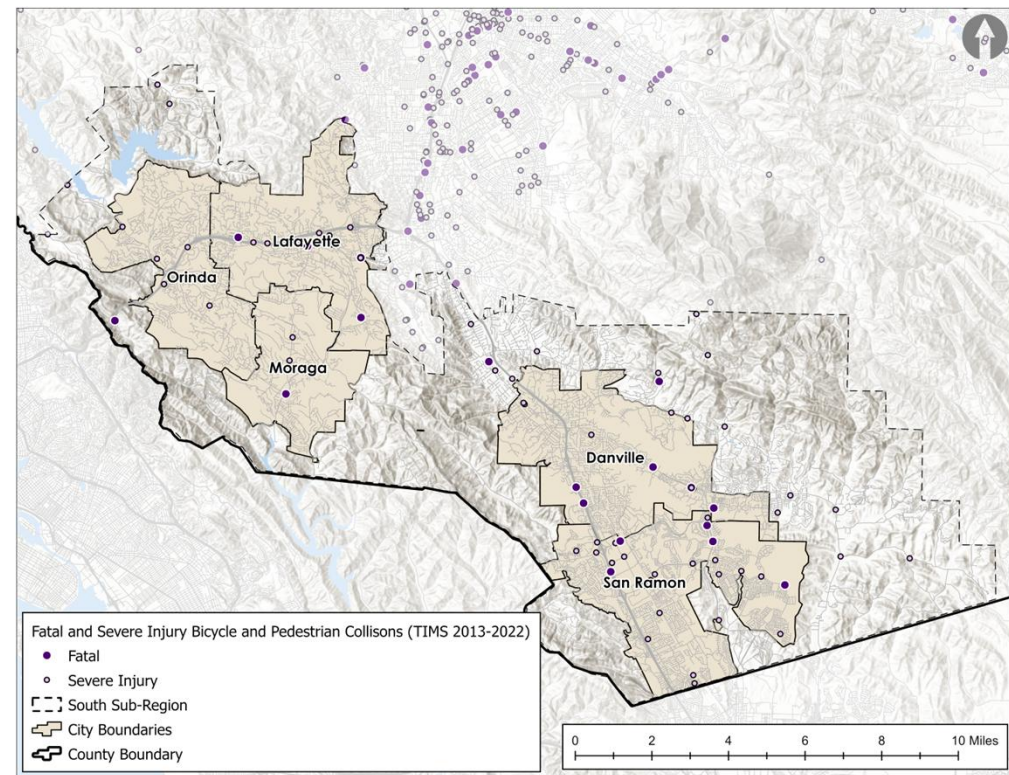


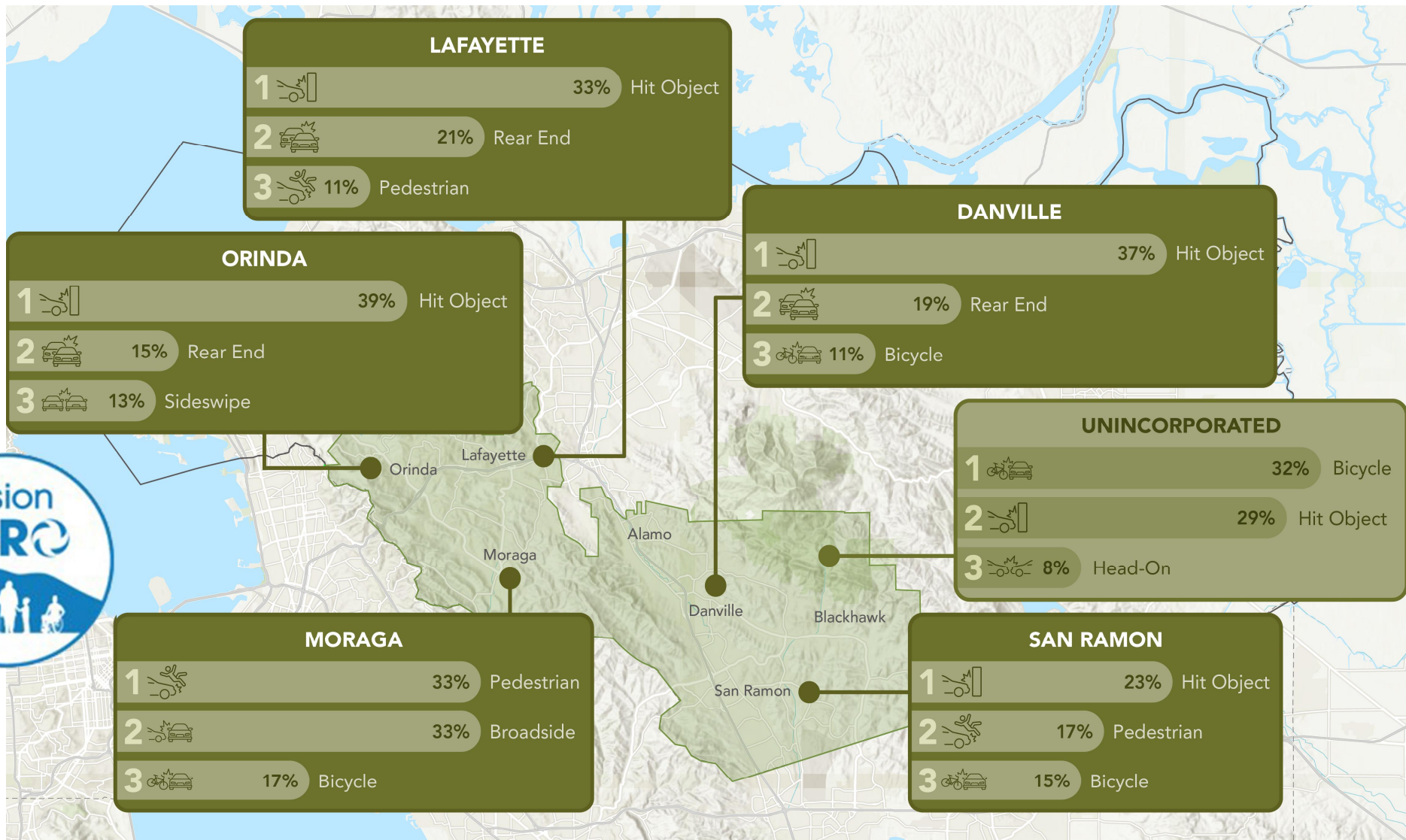
# Fatal and Severe Injury (K+SI) Collisions - South County

Total Fatal & Severe Injury Collisions (2013-2022)



Pedestrian and Bicycle Fatal & Severe Injury Collisions (2013-2022)


















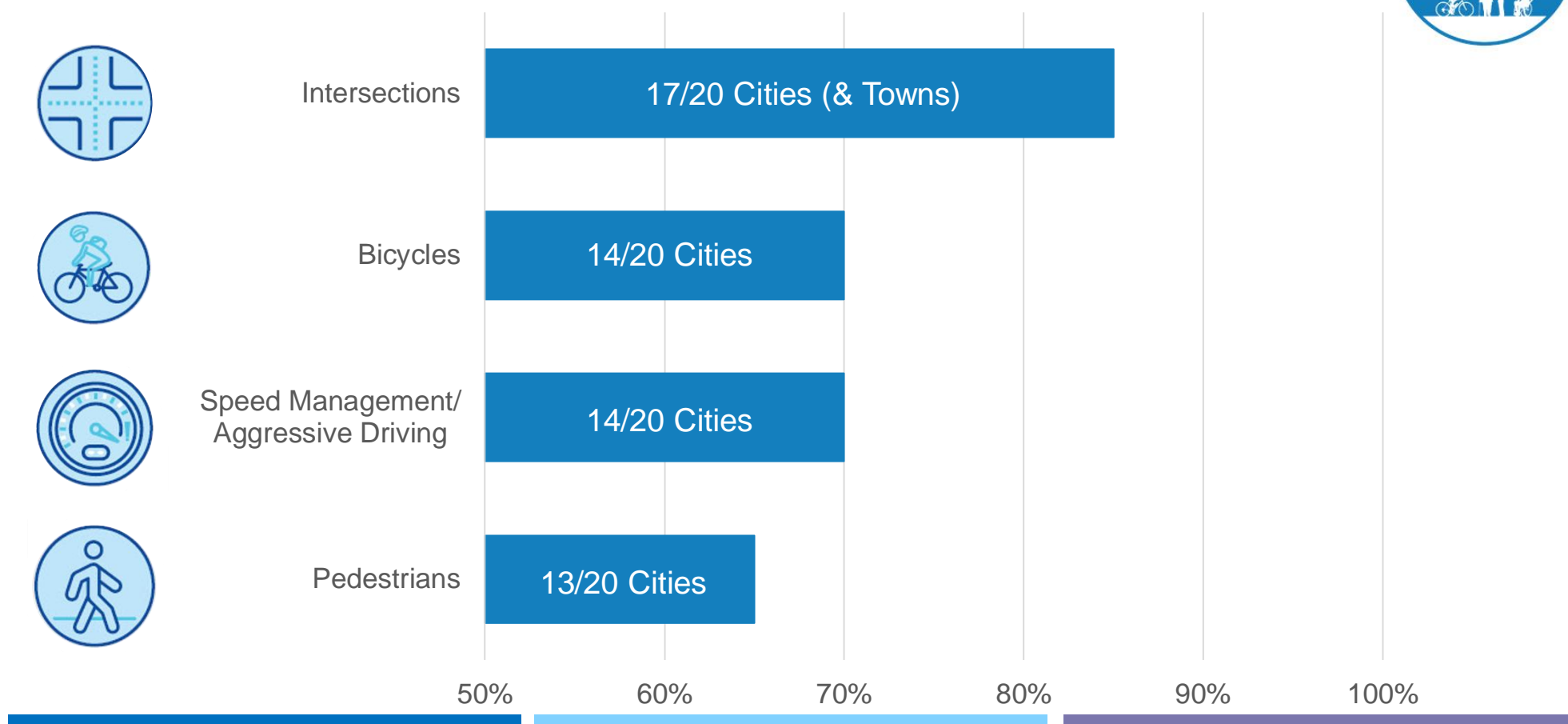
# Local Emphasis Areas



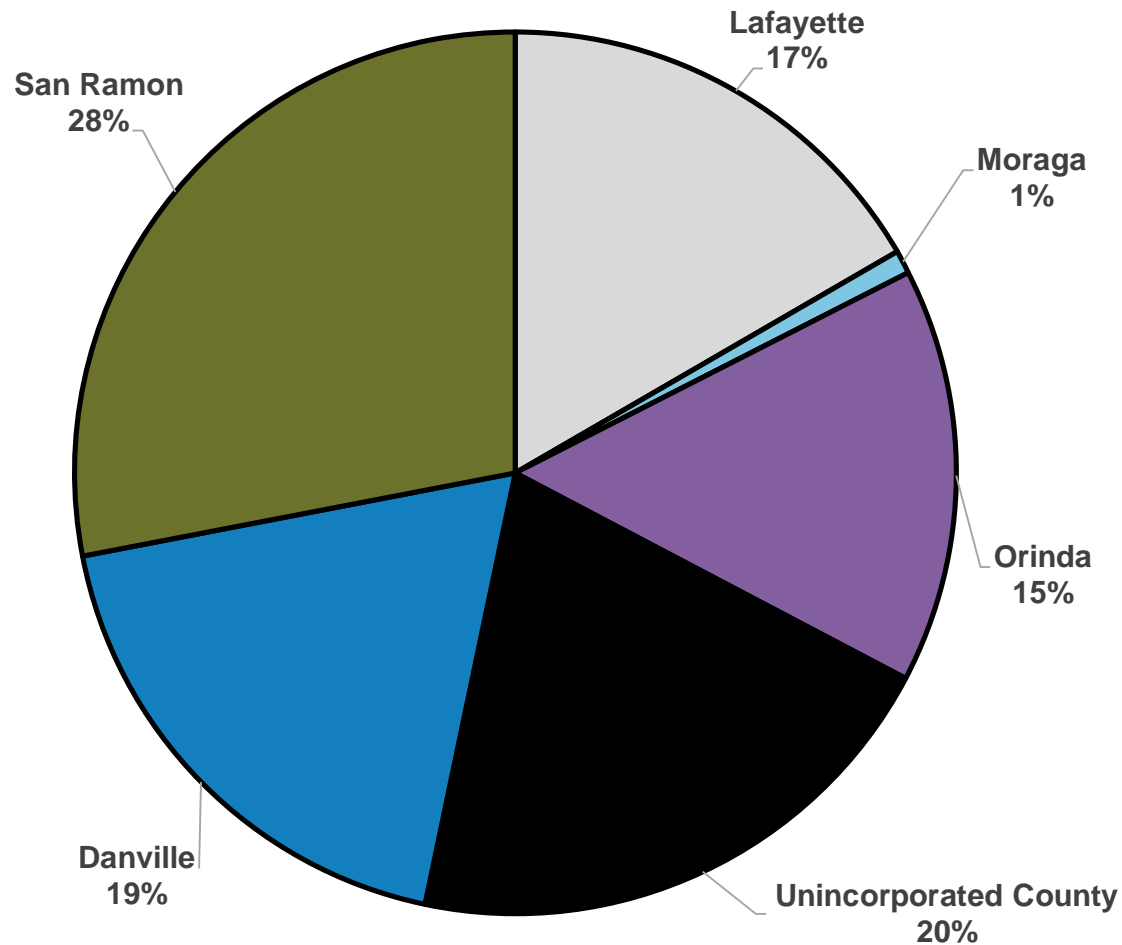
		EMPHASIS AREAS										
		Aging Drivers	Bikes	Commercial Drivers	Distracted Driving	Impaired Driving	Intersections	Lane Departures	Pedestrians	Speed Management/ Aggressive Driving	Work Zones	Young Drivers
												
SOUTH (SWAT)	Lafayette		✓					✓	✓	✓		
	Moraga		✓				✓	✓				
	Orinda		✓				✓	✓	✓	✓		
	Danville	✓	✓	✓	✓					✓	✓	
	San Ramon	✓	✓		✓	✓	✓			✓	✓	✓

Source: Local Jurisdiction LRSPs and CA SHSP (2010-2019)

# Countywide: Common Emphasis Areas



Source: Local Jurisdiction LRSPs and CA SHSP (2010–2019)



## Economic Impact of Collisions

Comprehensive economic cost of collisions in South County (SWAT Advisory Committee):

**\$174M/Year.**

San Ramon and Unincorporated County account for 48% of collision costs.

# Recommended Next Steps

- Review Draft CCTSAP Report
- Adopt Local Vision Zero Policy
- Implement locally identified projects and (Engineering & Non-Engineering) strategies using Safe Systems Approach and Countywide Vision Zero Toolbox
- Establish local traffic safety working group to implement LRSP and foster a “safety culture”
- Participate in future grant cycles, leveraging regional multi-jurisdiction partnerships

Adopted Policy: Reduce fatal & severe injury crashes by 50% by 2029 and Zero by 2034.



## TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

**PERFECT** human behaviour

Prevent **COLLISIONS**

**INDIVIDUAL** responsibility

Saving lives is **EXPENSIVE**

VS

## VISION ZERO

Traffic deaths are **PREVENTABLE**

Integrate **HUMAN FAILING** in approach

Prevent **FATAL AND SEVERE CRASHES**

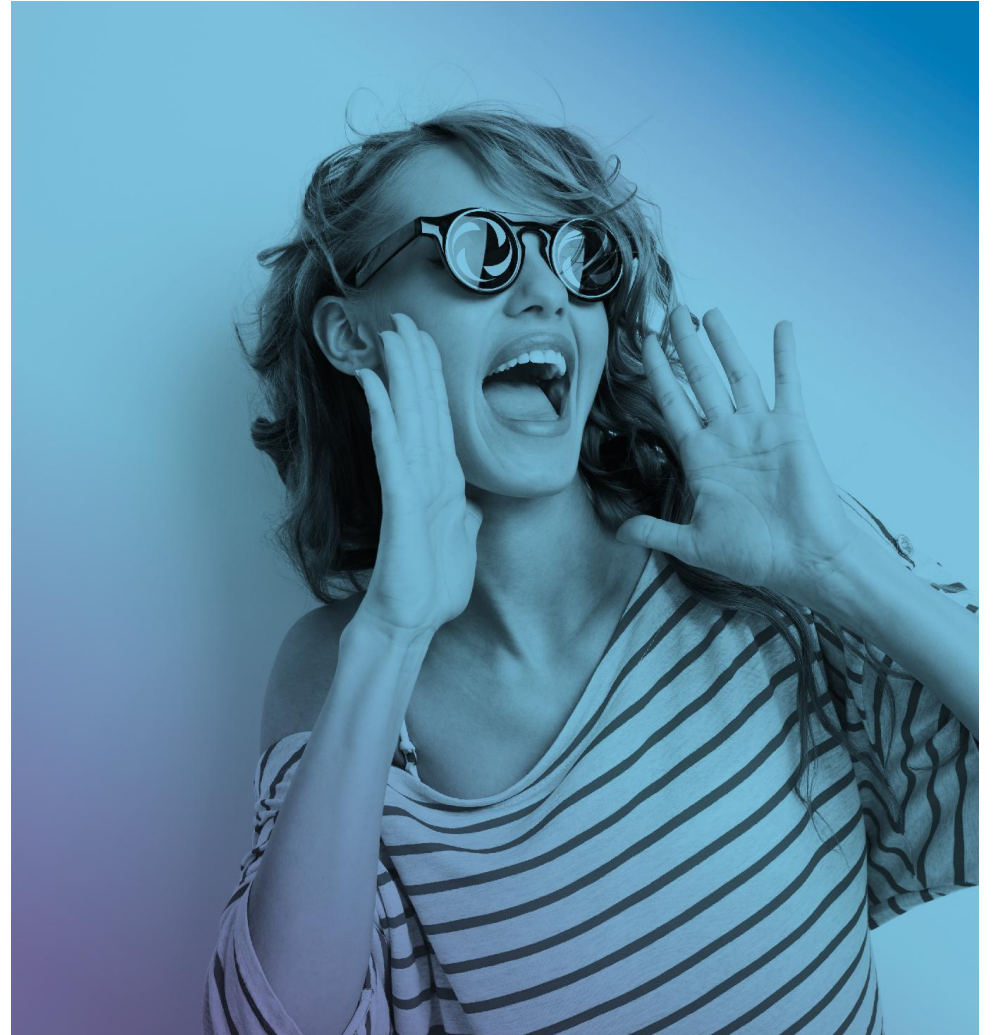
**SYSTEMS** approach

Saving lives is **NOT EXPENSIVE**





Comments &  
Questions?





# SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

July 9, 2024

Mr. Tim Haile, Executive Director  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

## RE: SWAT Meeting Summary Report for July 8th, 2024

Dear Mr. Haile:

The Southwest Area Transportation Committee ("SWAT") met Monday, July 8, 2024. The following is a summary of the meeting and action items:

1. SWAT promoted the SWAT TAC Transportation Alternate to Primary representative to the Contra Costa Transportation Authority Technical Coordinating Committee (TCC) and renewed all three Primary representatives for a new three year term running from March 4, 2024, through March 31, 2026.

	Primary Representative	Alternate Representative
Planning:	Chris Weeks, San Ramon	Vacant
Engineering:	Shawn Knapp, Moraga*	Vacant
Transportation:	Patrick Golier, Lafayette	Vacant
* At the LPMC/LFFA meeting earlier in the day on July 8, Moraga stated their intention to appoint Nate Levine as Primary for SWAT as well as for LPMC/LFFA and move Shawn Knapp to Alternate. SWAT will consider this change at the next SWAT BOD on Augst 5, 2024.		

2. SWAT **approved** the renewal of the SWAT Memorandum of Understanding (MOU) Contract C2023-047 fwith San Ramon to administer the SWAT TDM program that expired July 30, 2024. The new agreement runs from July 10, 2024 through June 30, 2025.
3. SWAT **reviewed and acknowledged** the CCTA approval of the regional TFCA 40% funding awarded to the designated SWAT Administrator, City of San Ramon, to fund six months of the Regional Vanpool Program after the existing TFCA COOP 24CC03 runs out at the end of 2024 as part of item 6A.
4. SWAT **reviewed and approved** the proposed SWAT TDM 24/25 budget as part of agenda item 6A.
5. SWAT **reviewed and approved** the two SWAT Sub-regional TFCA 40% fund grantees for the SWAT Region, Lamorinda School Bus Program and TRAFFIX.

Please contact me at (925) 973-2547 Desk, (925) 678-4955 Cell, or email [cweeks@sanramon.ca.gov](mailto:cweeks@sanramon.ca.gov), if you need more information.

Regards,

A handwritten signature in black ink, appearing to read "Chris Weeks".

Chris Weeks  
San Ramon Transportation Division Manager/SWAT Administrator

Cc: SWAT;SWAT TAC; Hisham Noemi ,CCTA; Stephanie Hu, CCTA; Matt Kelly, CCTA; John Hoang, CCTA; Matt Todd, TRANSPAC; Tiffany Gephart, TRANSPAC; John Nemeth, WCCTAC; Robert Sarmiento, TRANSPLAN; Ying Smith, CCTA

**TRANSPAC**  
**Transportation Partnership and Cooperation**  
Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County  
1320 Mount Diablo Blvd, Suite # 206, Walnut Creek, CA 94596  
(925) 937-0980

June 13, 2024

Timothy Haile  
Executive Director  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

**RE: Status Letter for TRANSPAC Meeting – June 13, 2024**

Dear Mr. Haile:

The TRANSPAC Committee met on June 13, 2024. The following is a summary of the meeting and action items:

1. Approved with the amendments of the FY 2024/2025 Work Plan and Budget and the GBS Managing Director and Clerk of the Board contract amendment for FY 2024/2025.
2. Approved the Final Draft Measure J Line 20a Funds Program for FY 2024/2025 and FY 2025/2026.
3. Approved the new Line 20a delivery policies to support the timely use of funding.
4. Approved the expenditure deadline extension request from County Connection through June 30, 2025, for the Travel Training Program.
5. Approved BART request to amend the scope of the Measure J Line 10 funded Electronic Bicycle Facilities – Central County BART Stations Project to include a phase 2 scope for bicycle access improvements at the Walnut Creek and Concord stations.
6. Received the information for prioritizing programs/projects to include in subregional FY 2024-2025 TFCA application(s) to be implemented in the TRANSPAC subregion, including components to be submitted and implemented by 511CC to support the application review process.
7. Received the information to prioritize Countywide TDM components to support the application review process.

Please contact me at (925)-937-0980, or email at [matt@graybowenscott.com](mailto:matt@graybowenscott.com) if you need additional information.

Sincerely,



Matthew Todd  
Managing Director

cc:

TRANSPAC Representatives; TRANSPAC TAC and staff  
Matt Kelly and Hisham Noemi, CCTA Staff  
Robert Sarmiento, TRANSPAC; Lamar Hernandez-Thorpe, Chair, TRANSPAC  
Chris Weeks, SWAT; Renata Sos, Chair, SWAT  
John Nemeth, WCCTAC; Rita Xavier, Chair, WCCTAC

Tarienne Grover, CCTA Staff  
Ethan Bindernagel, Diane Bentley (City of Pleasant Hill)



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Thorpe, Vice Chair

Ken Carlson

Paul Fadelli

Federal Glover

Loella Haskew

Chris Kelley

Aaron Meadows

Sue Noack

Scott Perkins

Renata Sos


Timothy Haile,  
Executive Director

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## MEMORANDUM

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To: Matt Todd, TRANSPAC  
Chris Weeks, SWAT  
Robert Sarmiento, TRANSPLAN  
Sai Midididdi, TVTC  
John Nemeth, WCCTAC  
Shawn Knapp, LPMC

From: Timothy Haile, Executive Director 

Date: May 24, 2024

Re: Items of interest for circulation to the Regional Transportation Planning Committees (RTPCs)

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At its May 15, 2024 meeting, the Authority discussed and approved the following agenda item recommendations, which may be of interests to the Regional Transportation Planning Committees:

- A. *The Authority Board approved Resolution 24-18-P, which authorized submittal of an allocation request to the Metropolitan Transportation Commission, in the amount of \$479,000 in RM3 funds, for the Preliminary Engineering phase to complete environmental studies and design engineering for the Martinez Amtrak Shared Mobility Hub, Phase 1 (Project 8009.04).*
- B. *The Authority Board authorized the Chair to execute Amendment No. 2 to Agreement No. 539 with Advanced Mobility Group, Amendment No. 2 to Agreement No. 549 with the University of California Berkeley, and Amendment No. 2 to Agreement No. 566 with Telegra, Inc. to extend the agreement termination dates to September 30, 2025, with no increase in budget, and allowed the Executive Director or designee to make any non-*

*substantive changes to the language for Bay Area Mobility-on-Demand (MOD)/ Mobility-as-a-Service (Project 8009.05).*

- C. *The Authority Board approved Resolution 24-13-G authorizing the State Transit Assistance Population-Based fund distribution percentages by transit operator for Fiscal Year (FY) 2024-25 through FY 2027-28 and directed staff to forward distribution percentages to the Metropolitan Transportation Commission.*
- D. *The Authority Board authorized the Chair to execute Funding Memorandum of Understanding Agreement No. 679, as revised, with Contra Costa County for the Authority to receive \$1,470,000 in Measure X funding to support implementation of the Accessible Transportation Strategic Plan, authorized the funds to be used for the tasks identified in the Service Plan in Agreement No. 679, and allowed the Executive Director or designee to make any non-substantive changes to the language.*
- E. *The Authority Board approved the proposed work plan for the 2022-2026 Contra Costa Community-Based Transportation Plans cycle and authorized staff to retain a consultant team through the On-Call Planning Bench.*
- F. *The Authority Board approved the draft Calendar Years 2022 & 2023 Growth Management Program Compliance Checklist for distribution to local jurisdictions and sought feedback on potential additions to the Checklist.*
- G. *The Authority Board approved Resolution 24-16-G, which approved the Transportation Fund for Clean Air 40% Fund Policy.*

**\*To view the full meeting packet with additional agenda item information, please visit our meetings webpage [here](#). Attachments to the Authority Board packet can be found in the Administration and Projects Committee and Planning Committee packets as referenced in the staff report.**





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Thorpe, Vice Chair

Ken Carlson

Paul Fadelli

Federal Glover

Loella Haskew

Chris Kelley

Aaron Meadows

Sue Noack

Scott Perkins

Renata Sos

Timothy Haile,  
Executive Director


2999 Oak Road  
Suite 100  
Walnut Creek  
CA 94597  
PHONE: 925.256.4700  
FAX: 925.256.4701  
www.ccta.net

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## MEMORANDUM

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To: Matt Todd, TRANSPAC  
Chris Weeks, SWAT  
Robert Sarmiento, TRANSPLAN  
Sai Midididdi, TVTC  
John Nemeth, WCCTAC  
Shawn Knapp, LPMC

From: Timothy Haile, Executive Director 

Date: August 2, 2024

Re: Items of interest for circulation to the Regional Transportation Planning Committees (RTPCs)

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At its July 17, 2024 meeting, the Authority discussed and approved the following agenda item recommendations, which may be of interests to the Regional Transportation Planning Committees:

- A. *The Authority Board received an informational quarterly project status report of the current Measure projects for April – June 2024.*
- B. *The Authority Board approved Resolution 24-48-P to adopt Amendment No. 5 to the 2022 Measure J Strategic Plan, adding scope to the Electronic Bicycle Facilities at Central Contra Costa Bay Area Rapid Transit Stations (Project 10001-04).*
- C. *The Authority Board approved Resolution 24-30-G to allocate Measure J Commute Alternatives Program 17 funds for Fiscal Year 2024-25 in the amount of \$1,112,000, authorized the Chair to execute Master Cooperative Agreements with the City of San Ramon and West Contra Costa Transportation Advisory Committee for Measure J funding, and allowed the*

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*Executive Director or designee to make any non-substantive changes to the language.*

- D.** *The Authority Board approved Resolution 24-31-G to allocate Measure J Sub-Regional Central County Additional Bus Service Enhancements Program 19a funds for Fiscal Year 2024-25 in the amount of \$1,432,800.*
- E.** *The Authority Board approved Resolution 24-32-G to allocate Measure J Sub-Regional West County Additional Bus Services Program 19b funds for Fiscal Year 2024-25 in the amount of \$2,579,040.*
- F.** *The Authority Board approved Resolution 24-35-G to allocate Measure J Sub-Regional Southwest County Safe Transportation for Children – School Bus Program 21c funds for Fiscal Year 2024-25 in the amount of \$3,964,080 and authorized the Chair to execute a Memorandum of Understanding between the Authority, Lafayette School District, Moraga School District, Orinda Union School District, and Lamorinda School Bus Transportation Agency.*
- G.** *The Authority Board approved Resolution 24-36-G to allocate Measure J Sub-Regional West County Ferry Service Program 22b funds for Fiscal Year 2024-25 in the amount of \$4,007,450, including \$3,807,450 for the operating cost and \$200,000 for the ridership initiatives.*
- H.** *The Authority Board authorized the Executive Director to execute Funding Agreement No. 25-CC with the Bay Area Quality Management District in the amount of \$1,841,290 for the Transportation Fund for Clean Air (TFCA) 40% Fund for Fiscal Year 2024-25, for eligible projects under the TFCA 40% Fund Expenditure Plan Guidance and allowed the Executive Director or designee to make any non-substantive changes to the language.*
- I.** *The Authority Board authorized the Chair to enter into Amendment No. 1 to Agreement No. 569 with Streetlight Data, Inc. for a period of one-year in the amount of \$452,428 for a Multi-Domain License with the option to renew for up to two additional one-year terms and allowed the Executive Director or designee to make any non-substantive changes to the language.*



- J. *The Authority Board approved Resolution 24-23-G for the implementation of a Countywide Travel Training Program in accordance with the strategies outlined in the Accessible Transportation Strategic Plan in an amount not-to-exceed \$145,000 in Measure X funds.*
- K. *The Authority Board authorized the Chair to execute and transmit a letter to the Capitol Corridor Joint Powers Authority Board of Directors for their consideration based on Authority Board and Citizen Advisory Committee comments about future service plans in Contra Costa County.*

**\*To view the full meeting packet with additional agenda item information, please visit our meetings webpage [here](#). Attachments to the Authority Board packet can be found in the Administration and Projects Committee and Planning Committee packets as referenced in the staff report.**



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Federal Glover

Loella Haskew

Chris Kelley

Aaron Meadows

Sue Noack

Scott Perkins

Renata Sos


Timothy Haile,  
Executive Director

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## MEMORANDUM

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To: Matt Todd, TRANSPAC  
Chris Weeks, SWAT  
Robert Sarmiento, TRANSPLAN  
Diane Friedmann, TVTC  
John Nemeth, WCCTAC  
Shawn Knapp, LPMC

From: Timothy Haile, Executive Director 

Date: October 4, 2024

Re: Items of interest for circulation to the Regional Transportation Planning Committees (RTPCs)

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At its September 18, 2024 meeting, the Authority discussed and approved the following agenda item recommendations, which may be of interests to the Regional Transportation Planning Committees:

- A. *The Authority Board authorized the Chair to execute Amendment No. 1 to Agreement No. 701 with Excelsior Technologies, LLC, to lease the car share vehicles for \$1 per vehicle for the duration of the contract and maintain the vehicles per industry standards, and allowed the Executive Director or designee to make any non-substantive changes to the language for the Innovate 680 – Bay Area Mobility-on-Demand/ Mobility-as-a Service (Project 8009.05).*
- B. *The Authority Board authorized the Chair to execute Amendment No. 2 to Agreement No. 654 with May Mobility in the amount of \$214,924, to provide vehicle wrapping and additional personnel to manage the operation of the*

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*Autonomous Vehicles and allowed the Executive Director or designee to make any non-substantive changes to the language for the Innovate 680 – Automated Driving System (Project 8009.07).*

- C.** *The Authority Board authorized the Chair to approve Resolution 24-53-P, which will utilize \$183,200.04 in Fund Exchange Reserve (FER) funds for the Automated Driving System project (Project 8009.07), approve Resolution 24-54-P, which will utilize \$443,391.69 in FER funds for the Mobility-on-Demand project (Project 8009.05), authorized the Chair to execute Amendment No. 2 to Agreement No. 589 with Beep, Inc. (Beep) in the amount of \$183,200.04 and extend the agreement termination date from February 28, 2025 to September 20, 2025, and Amendment No. 3 to Agreement No. 591 with Beep in the amount of \$443,391.69 to provide autonomous shuttles for demonstration projects and extend the agreement termination date from December 31, 2024 to July 31, 2025, and allowed the Executive Director or designee to make any non-substantive changes to the language.*
- D.** *The Authority Board approved Resolution 24-28-G to allocate Countywide Transportation Services for Seniors and People with Disabilities (Program 15) Measure J funds for Fiscal Year 2024-25 in the amount of \$6,000,000.*
- E.** *The Authority Board approved Resolution 24-33-G to allocate Sub-Regional Central County Additional Transportation Services for Seniors and People with Disabilities (Program 20a) Measure J funds in the amount of \$1,477,766 and authorized the Chair to enter into cooperative agreements and amendments as necessary with agencies to receive funds listed in Resolution 24-33-G, Exhibit 1.*
- F.** *The Authority Board authorized the Chair to execute Amendment No. 4 to Memorandum of Understanding No. 80.90.02 between the Authority and jurisdictions participating in the cost share for the Streetlight Multi-Domain License for Fiscal Year 2024-25 and allowed the Executive Director or designee to make any non-substantive changes to the language.*
- G.** *The Authority Board authorized the Chair to execute Amendment No. 1 to Agreement No. 605 with Fehr and Peers, in the amount of \$1,000,000, for a*

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*new total agreement value of \$2,000,000, to provide additional Countywide Transportation Plan development services, and allowed the Executive Director or designee to make any non-substantive changes to the language.*

- H. The Authority Board approved Resolution 24-50-G, which allowed the Executive Director or designee to execute a restricted grant agreement and any amendments thereto with the California Department of Transportation related to the Countywide Emergency Evacuation Plan.*
- I. The Authority Board approved Resolution 24-49-G, which authorized submittal of an allocation request to the Metropolitan Transportation Commission, in the amount of \$1,000,000 in Regional Measure 3 funds from the "Interstate 80 Corridor Transit Improvement in Contra Costa County" category for extensive public outreach and an economic analysis on the impact of proposed improvements in the San Pablo Avenue Corridor in the cities of El Cerrito, Richmond, and San Pablo.*
- J. The Authority Board approved Resolution 24-37-G, which approves the Fiscal Year 2024-25 Contra Costa County Transportation Fund for Clean Air 40% fund projects that comply with the Bay Area Air Quality Management District's Board-approved policies and authorizes the Executive Director or designee to execute cooperative agreement with the fund recipients.*
- K. The Authority Board approved the overall approach and schedule for the development of the 2025 Measure J Strategic Plan, which is targeted for adoption in June 2025.*
- L. The Authority Board approved moving forward with the development of a Financing Plan to refinance the 2015A Bonds through the issuance of Refunding Bonds, evaluating additional financing opportunities to generate debt service savings, and assemble legal teams and an underwriting team (as may be needed).*

**\*To view the full meeting packet with additional agenda item information, please visit our meetings webpage [here](#). Attachments to the Authority Board packet can be found in the Administration and Projects Committee and Planning Committee packets as referenced in the staff report.**

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

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September 17, 2024

Mr. Timothy Haile, Executive Director  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

Dear Mr. Haile:

The TRANSPLAN Committee undertook the following activities during its meeting on September 12, 2024:

1. Directed the TRANSPLAN Technical Advisory Committee to hold a discussion about a potential bicycle facility along the State Route 4 corridor between Port Chicago Highway and Willow Pass Road in Concord and develop a letter on the item for approval by the TRANSPLAN Committee to submit to the Contra Costa Transportation Authority (CCTA).
2. Approved the proposal for expansion of Tri Delta Transit Tri MyRide microtransit service to receive Fiscal Year 2024/2025 Transportation for Clean Air (TFCA) East County subregional funds.
3. Received an update on the State Route 239 project from CCTA staff.

Should you have any questions, please feel free to contact me at 925-655-2918 or [robert.sarmiento@dcd.cccounty.us](mailto:robert.sarmiento@dcd.cccounty.us).

Sincerely,



Robert Sarmiento  
TRANSPLAN Staff

c: TRANSPLAN Committee	M. Todd, TRANSPAC	T. Grover, CCTA
D. Friedmann, TVTC	J. Nemeth, WCCTAC	TRANSPLAN TAC
C. Weeks, SWAT	J. Hoang, CCTA	

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Phone: 925.655.2918    :: robert.sarmiento@dcd.cccounty.us    :: www.transplan.us

# **TRANSPLAN**

Committee

**CANCELED**

## **TRANSPLAN COMMITTEE**

(Elected officials and planning commissioners from  
Antioch, Brentwood, Oakley, Pittsburg & Contra Costa  
County)

### **WHEN:**

**Thursday, October 10, 2024 at 6:30 p.m.**

### **WHERE:**

**Tri Delta Transit Boardroom  
801 Wilbur Ave.  
Antioch, CA 94509  
and via Remote Meeting**

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**Next Regular Meeting:  
Thursday, November 14, 2024 at 6:30 p.m.**

*For more information contact: Robert Sarmiento, TRANSPLAN staff –  
[robert.sarmiento@dcd.cccounty.us](mailto:robert.sarmiento@dcd.cccounty.us)*



CONTRA COSTA  
**transportation  
authority**

<b>COMMISSIONERS</b>	Newell Arnerich, Chair   Lamar Hernandez-Thorpe, Vice Chair   Ken Carlson   Paul Fadelli   Federal Glover Loella Haskew   Chris Kelley   Aaron Meadows   Sue Noack   Scott Perkins   Renata Sos
<b>ALTERNATES</b>	Candace Andersen   Joel Bryant   Diane Burgis   Peter Cloven   Darlene Gee   John Gioia Carlyn Obringer   Shanelle Scales-Preston   Karen Stepper   Rita Xavier   Brianne Zorn
<b>EX-OFFICIOS</b>	Mark Foley, BART   H.E. Christian Peeples, Public Transit Bus Operators Federal Glover and Sue Noack, MTC
<b>ALTERNATE</b>	Debora Allen, BART   Amy Worth, Public Transit Bus Operators
<b>Executive Director</b>	Timothy Haile

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## **The Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) Meeting**

Scheduled for Monday, September 23, 2024

**HAS BEEN CANCELLED**

The next CBPAC Meeting is scheduled for  
Monday, November 25, 2024 at 11:00 AM

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# SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

October 17, 2024

Barbara Rooney  
Director, California Office of Traffic Safety  
2208 Kausen Drive, Suite 300  
Elk Grove, CA 95758

Re: Support for Contra Costa Transportation Authority's (CCTA) Multi-Jurisdiction Grant Application (Regional Measure 3: 2025 Safe Routes to Transit and Bay Trail [SR2TBT])  
Dear SR2TBT Evaluation Committee and the Metropolitan Transportation Commission (MTC)

Dear Ms. Rooney,

The Southwest Area Transportation Technical Advisory Committee (SWAT TAC) voted unanimously to send a strong letter of support for Contra Costa Transportation Authority's (CCTA) application to the MTC Regional Measure 3-funded 2025 Safe Routes to Transit and Bay Trail (SR2TBT) competitive grant program for the Multi-Jurisdiction Lamorinda Regional Trails-to-Transit Plan. This grant would fund planning and conceptual design efforts for a Regional Class I off-street multi-use trail facility/auxiliary emergency evacuation lane along Moraga Way, from Moraga Road in the Town of Moraga to the Orinda BART station in the City of Orinda. This grant application includes the following elements:

- Community Planning – Conduct public engagement and community outreach to inform planning improvements that connect regional (Lamorinda = Lafayette, Moraga, & Orinda) and local transit access and new multi-use pedestrian & bicycle trails along MTC's Regional Active Transportation Plan network, while providing opportunities for emergency auxiliary evacuation routes.
- Town of Moraga – Conduct planning study, stakeholder & community engagement, conceptual design, and planning-level cost estimates for subsequent future implementation phase (design, environmental review, right-of-way, and construction) for a new Regional Multi-use Trail/Auxiliary Emergency Evacuation Lane along the local (2017 through 2021) and countywide (2008—2017) high-injury network's Moraga Way (Moraga Road to Moraga/Orinda boundary near Ivy Drive) and Camino Pablo (Canyon Rd to the Rancho Laguna Trailhead); and
- City of Orinda - Conduct planning study, stakeholder & community engagement, conceptual design, and planning-level cost estimates for subsequent future implementation phase (design, environmental review/documentation, right-of-way, and construction) for a new Multi-use Regional Trail/Auxiliary Emergency Evacuation Lane along the local (2017 through 2021) and countywide (2008—2017) high-injury network's Moraga Way (Moraga/Orinda boundary near Ivy Drive to Downtown Orinda and Orinda BART station), which is identified as a common location for unsafe speeding collisions (2017 through 2021). This grant application also

requests funding for additional community outreach and stakeholder engagement in support of the proposed Orinda-Wilder Class I Trail.

This multimodal safety project will support the planning and implementation of recommendations outlined in various state, regional, and local transportation safety & planning efforts, including the Contra Costa Countywide Bicycle and Pedestrian Plan (CBPP), the Contra Costa Countywide Vision Zero Action Plan and Toolbox, Contra Costa Countywide Transportation Plan, Lamorinda Action Plan, MTC's Plan Bay Area 2050 and Regional Active Transportation Plan, and the California State Bicycle and Pedestrian Plan.

The active transportation improvement projects in these cities will address local and regional safety, connectivity, and equity needs. Access to regional transit is challenging for community members in Moraga, Orinda, and (unincorporated County) Canyon. The only access to Orinda's BART station is from along Moraga Way, a winding road with intermittent sidewalks (urgently needing gap closures & ADA compliance) and narrow, inconsistent-width bike lanes. Constructing an off-street Class I multi-use trail will help eliminate fatal and severe injuries for pedestrians that currently travel along the sub-standard shoulder or in the roadway, and to cyclists who experience a high level of traffic stress and discomfort by riding immediately adjacent to increasingly larger vehicles. Alongside local needs, these new and upgraded connections are consistent with regional objectives to upgrade and expand the active transportation network by making critical connections to regional transit and trails such as the San Francisco Bay Trail.

We recognize the role that a contiguous bicycle and pedestrian network's comfort serves in supporting transit ridership, public health, and reducing Vehicle Miles Traveled (VMT) and greenhouse gas (GHG) emissions toward climate resilience and sustainable travel for all ages and abilities. This project would help facilitate a mode shift away from increasingly congested highways and major corridors, thereby improving air quality and residents' quality of life. The projects will promote safer travel for people walking and biking with reduced risk, advancing the countywide Vision Zero policy (Resolution 21-40-G, as amended) to eliminate preventable transportation-related fatalities and severe/life-altering injuries, which remain at critical levels.

Furthermore, regional pedestrian and bicycle trails can also serve as vital routes for emergency evacuation (e.g., wildfire, earthquake, mudslides/flooding), providing additional pathways for people to quickly & safely exit high-risk areas when roads are congested or inaccessible. These off-street trails can also facilitate faster access for emergency responders on foot, or in smaller, lighter-duty vehicles, mopeds, and (electric cargo) bicycles, improving overall response times and number of lives saved during a crisis.

Thank you for considering Contra Costa Transportation Authority's collaborative multi-jurisdiction proposal. If you have questions or wish to discuss, please contact Colin B. Clarke, AICP at 925-256-4726 or [cclarke@ccta.net](mailto:cclarke@ccta.net)

Sincerely,

A handwritten signature in dark ink, appearing to read "Chris Weeks", with a long horizontal flourish extending to the right.

Chris Weeks, SWAT Administrator  
Southwest Area Transportation Technical Advisory Committee