



.....CONNECT CONTRA COSTA.....

Planning for Tomorrow's Transportation

Sustainability Committee

of the County Board of Supervisors

May 12, 2025



CONTRA COSTA
transportation
authority

Blueprint for 2050 CTP

New state and regional policies tackle a changing climate and need for housing.

SB 743 (2020)	AB 1279 (2022)	TOC Policy (2022)	AB 2553 (2024)
Vehicle miles traveled (VMT) is now the key tool to measure development and transportation impacts (instead of level of service).	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.	MTC adopted the Transit-Oriented Communities (TOC) Policy, allowing a greater mix of housing and commercial densities near transit stations to support transit-oriented development.	The definition of high frequency transit is now 20-minute intervals. This change expands the applicability of laws that streamline housing development near major transit stops to additional areas.

Blueprint for 2050 CTP

The Needs Assessment builds on recent plans



2023 Draft RTPCs

- West County Action Plan
- Tri-Valley Action Plan
- Lamorinda Action Plan
- East County Action Plan
- Central County Action Plan



Safety

- Countywide Vision Zero Action Plan (2021)
- Draft Countywide Safety Action Plan (ongoing)
- Contra Costa County Vision Zero Systemic Safety Analysis Report (2021)
- Contra Costa County Vision Zero Final Report (2022)



Active Transportation

- Accessible Transportation Strategic Plan
- Countywide Bicycle and Pedestrian Plan (2018)
- Active Transportation Plan (2022)
- Contra Costa Accessible Transportation Strategic Plan

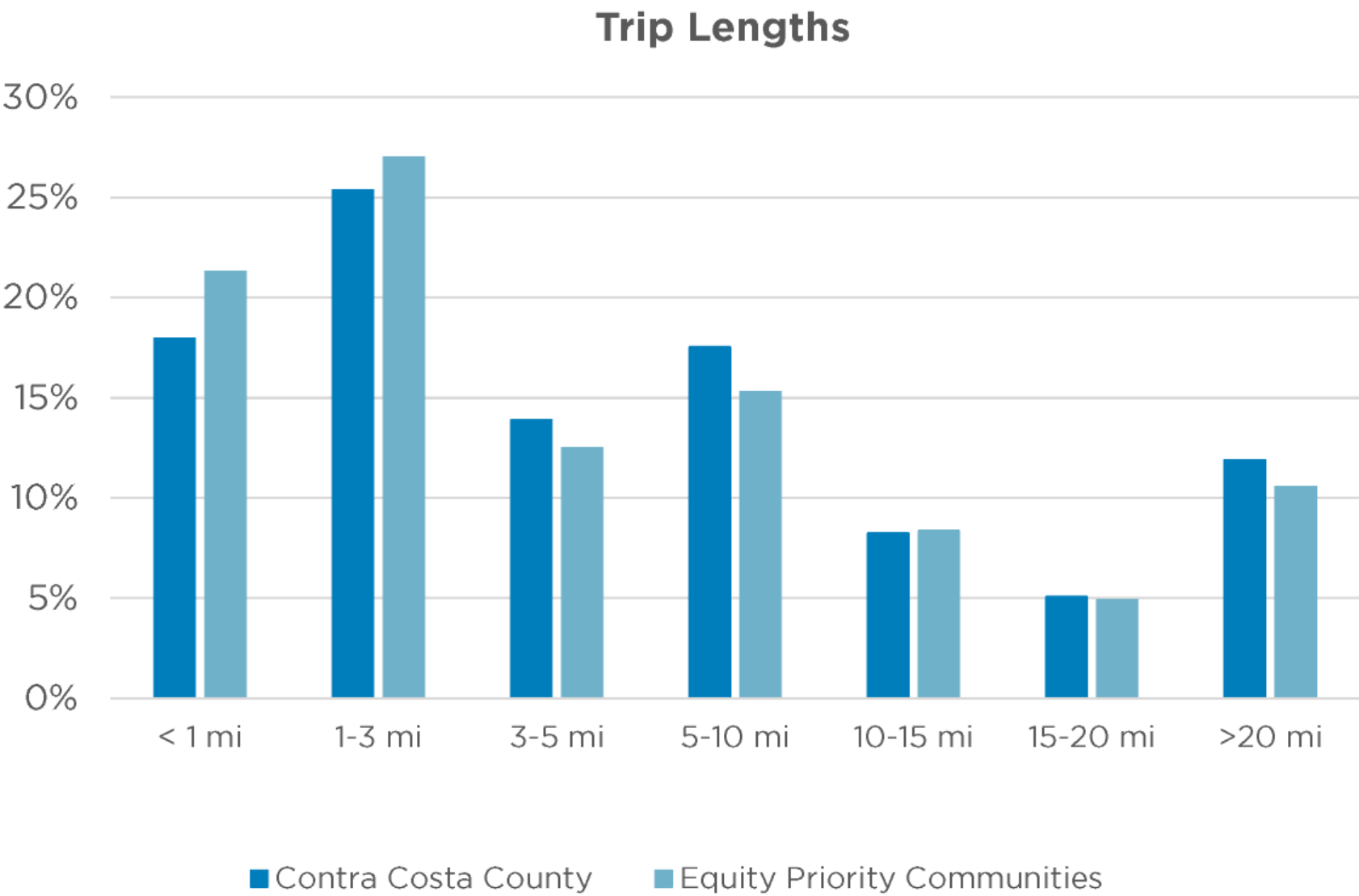


Transit

- Integrated Transit Plan, Draft Market and Service Assessment Memo (2023)
- North Concord to Antioch BART Access Study
- Central C-Line First Mile/Last Mile Connections Plan
- California State Rail Plan (2023)
- Capital Corridor New Carquinez Crossing Study (2024)
- AC Transit Realign (2024)
- MTC Transit 2050+ Study (ongoing)
- Link 21 (ongoing)
- WETA Business Plan (ongoing)

Short to medium trips make up the majority of travel activity in Contra Costa

- Over 40% of daily trips in Contra Costa County are less than 3 miles long.
 - These trips are the most likely to be attractive for walking or biking if safe
- Over 30% of daily trips are 3-10 miles long
 - These trips can be attractive for bikes or transit, if safe and fast



Source: Replica, Fall 2023

Non-works trips are highly local in nature

- Over 85% of all non-work trips in the County stay within the RTPC
- The largest destination of non-work trips outside the County for West County and Lamorinda residents is Northern Alameda County, which is closer in proximity to those RTPCs than other areas within the County.

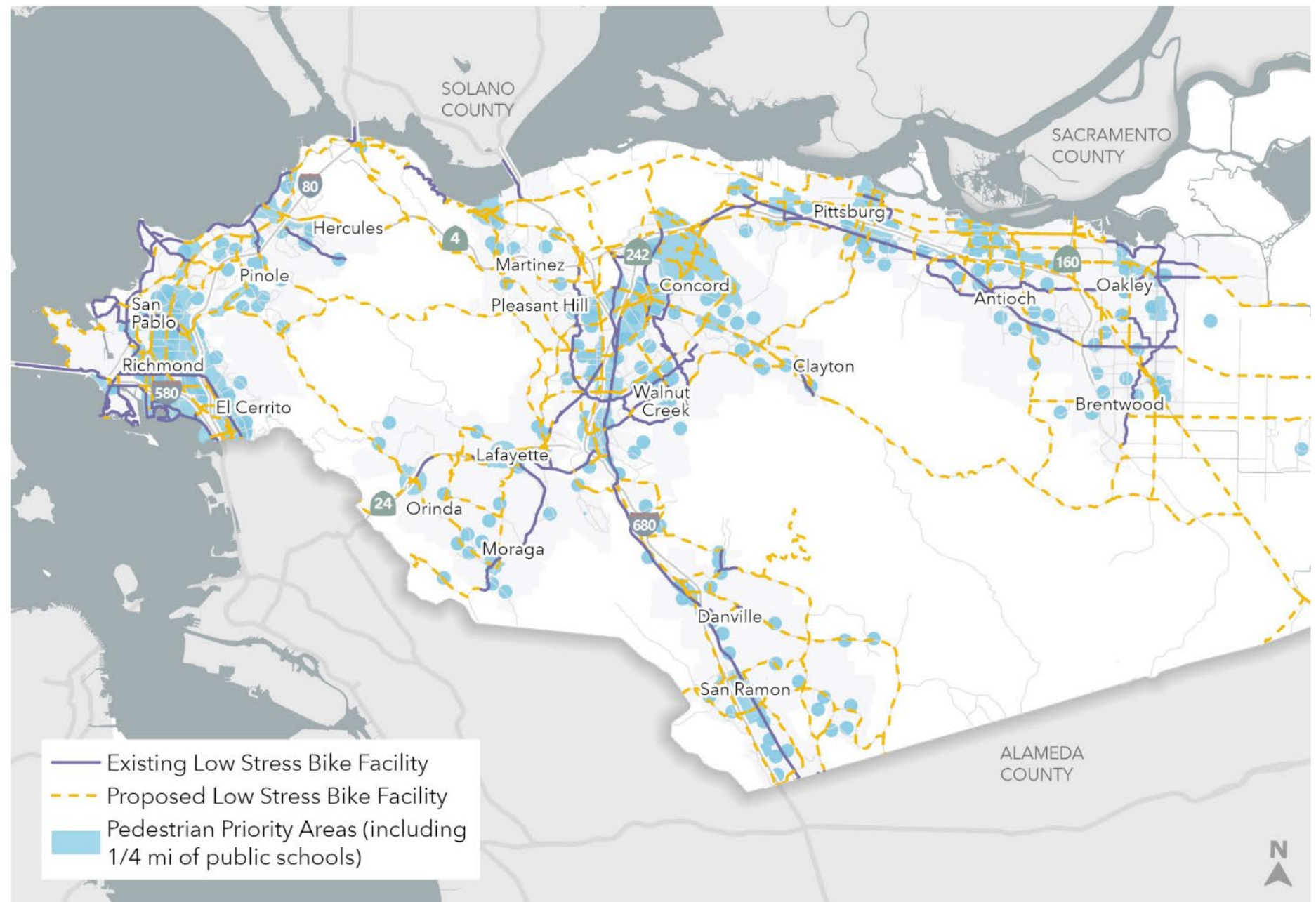
RTPC Origin	Intra-county Destinations					Other Bay Area Destinations	
	West County	Central County	Lamorinda	Tri-Valley	East County	Northern Alameda County	Other
West County	81%	3%	1%	0%	1%	8%	6%
Central County	2%	78%	3%	3%	10%	1%	3%
Lamorinda	2%	19%	64%	2%	2%	7%	4%
Tri-Valley	1%	8%	1%	76%	2%	1%	11%
East County	1%	8%	0%	0%	87%	1%	3%

Source: Replica Data, Spring 2023. Non-work trips taken by Contra Costa residents between 9:00 AM and 4:00 PM.

Note: Destinations outside the Bay Area represent less than 2% of travel for each RTPC

The bicycle network is not in place to facilitate short and medium trips in many areas

- The Backbone Bicycle Network includes **678 miles** of low street bicycle facilities.
- About a **quarter of the network has been developed**, with 506 miles of proposed facilities to be constructed or upgraded to low stress.
- The proposed facilities would cover areas identifies as Pedestrian Priorities, including zones within $\frac{1}{4}$ mile distance of public schools.



Bicyclist and pedestrians are exposed to high rates of serious (KSI) collisions disincentivizing travel by these modes

- 328 pedestrian KSI*
- 197 bicycle KSI*
- EPCs are disproportionately burdened with collisions

Total KSI per 1,000 residents

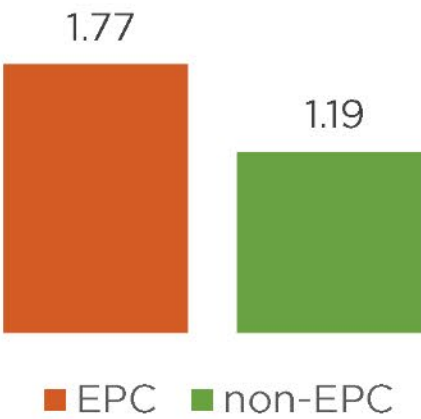
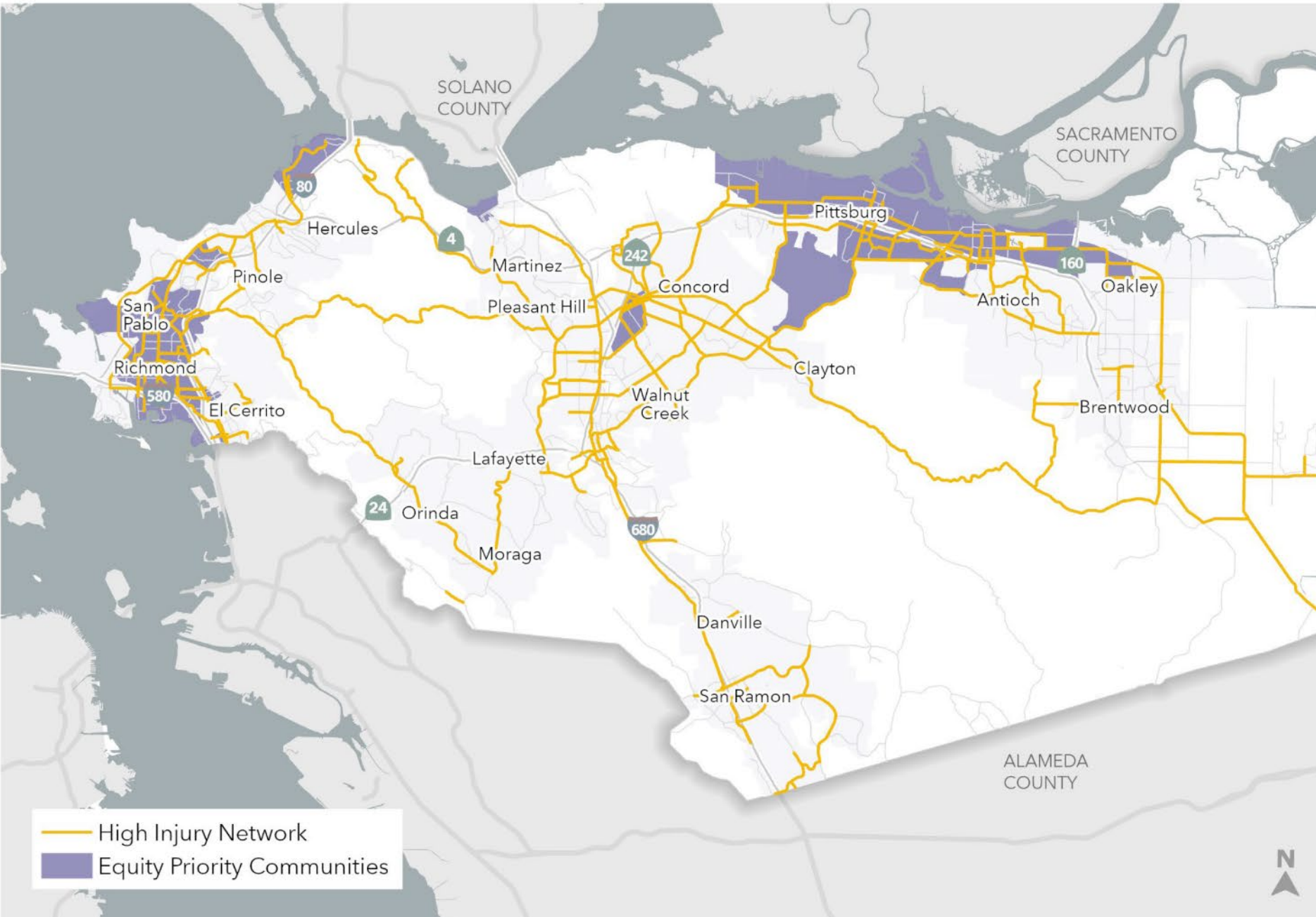
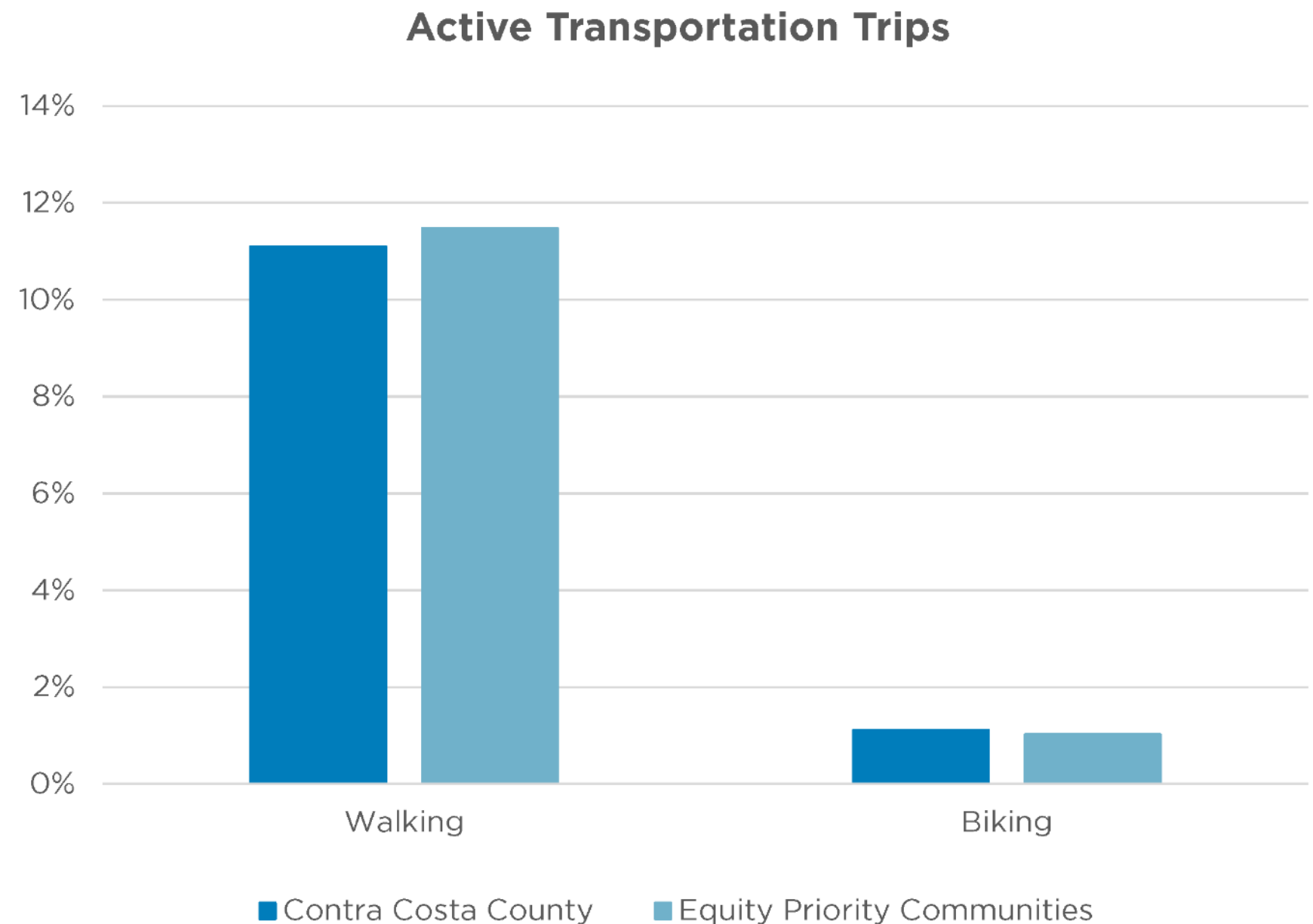


Chart source: Based on TIMS 2018-2023 collision data. Note that 2023 is provisional.

Map source: CCTA HIN (based on 2008-2017 collision data)



- Walking makes up 11% of trips and biking makes up 1% of trips beginning in the County.
- While EPCs have a greater proportion of shorter trips compared to the County, the share of active transportation trips remains similar overall.



Source: Replica, Fall 2023

Needs

- Eliminate Killed and Severely Injured type collisions in the county
- Expand the range of high-quality transportation options available for short and medium trips with a focus on Pedestrian Priority areas
- Invest in placemaking to encourage circulation and access via bicycle and pedestrian modes
- Expand the range of destinations accessible via bicycle and pedestrian trips by supporting mixing land uses
- Reduce barriers for accessing transit, crossing freeways, and traveling along routes of regional significance.

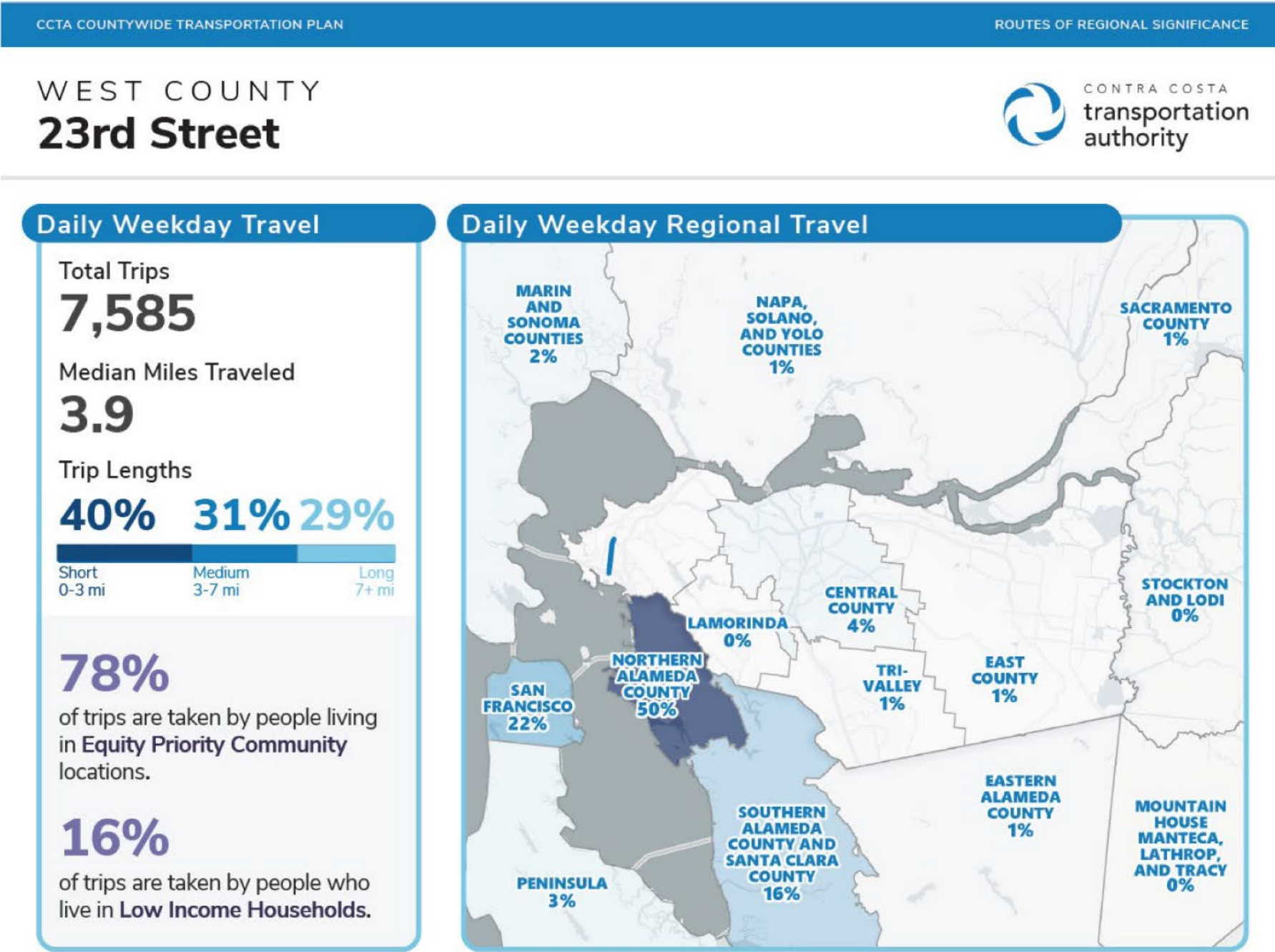
Opportunities

- Implementing the **Vision Zero Safety Action Plan** to address unmet needs that achieve CCTA's Transportation Safety Policy targets.
- Advancing **Safe Routes to Schools** programs to improve safety and promote active transportation.
- Build out **the regional active transportation network**, focusing on backbone network of bikeways and trails, and places of regional significance, to improve connectivity and access.
- Utilize the **CCTA Countywide Toolbox for Designing Safer Travel** and a policy framework to focus on designing streets for placemaking.

... and a few serve mostly short and medium trips

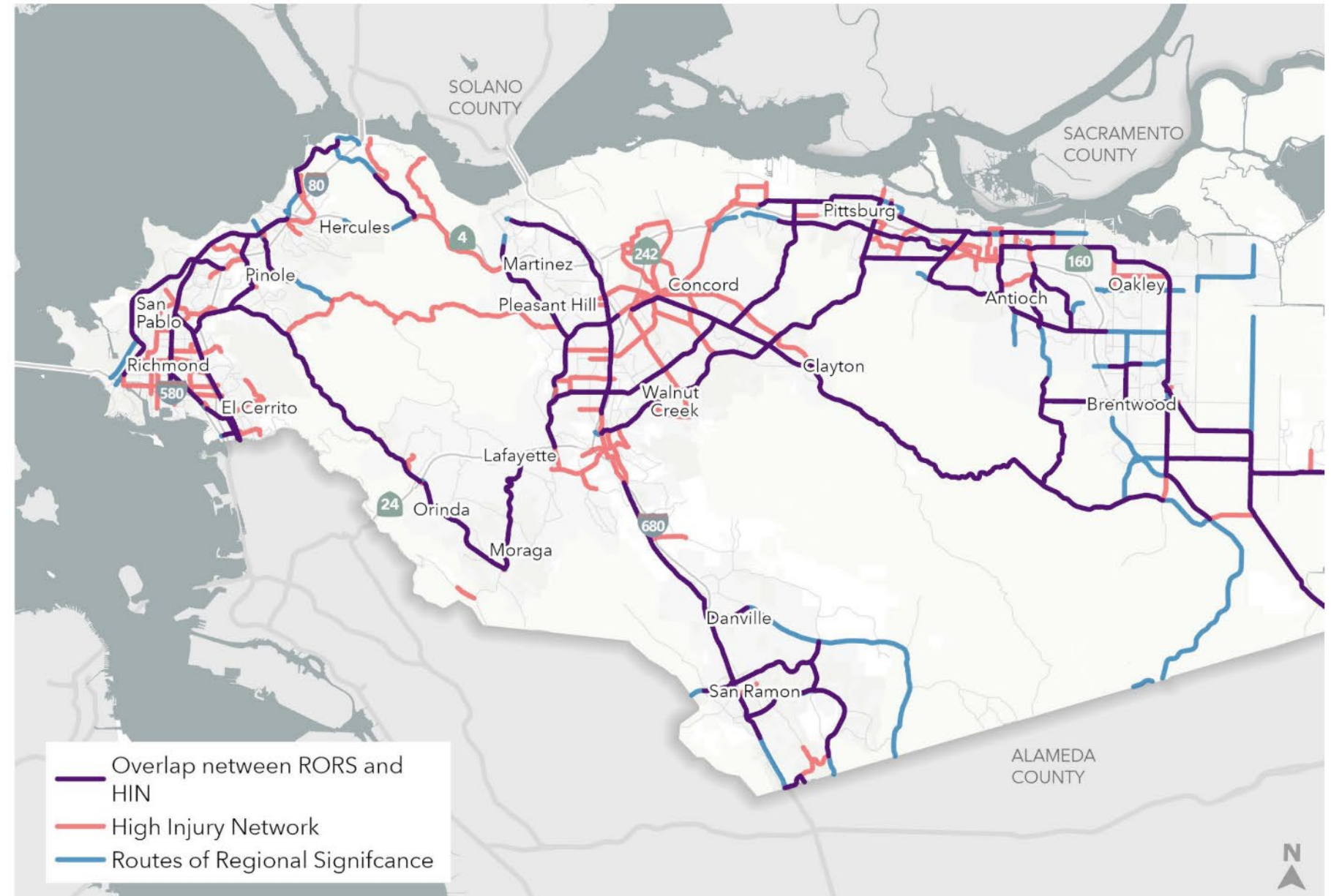
- These facilities represent strong opportunities for multimodal corridor improvements that can make biking, walking and transit preferred modes of travel

Source: Replica, Fall 2023



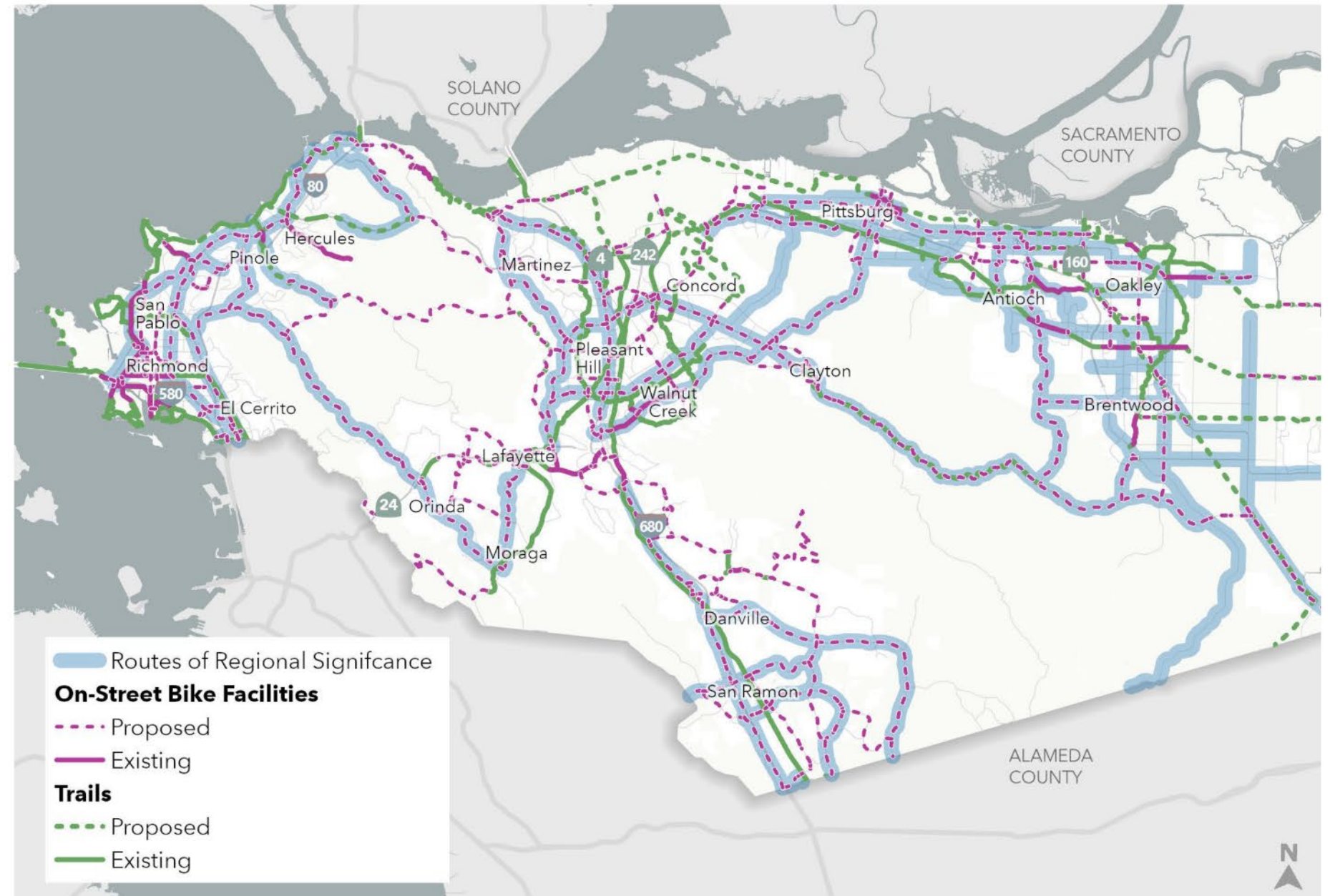
Converting trips to non-auto modes requires improving safety on RORS

- 60% of the High Injury Network (HIN) overlaps with the RORS
- Bicyclists and pedestrians are the most likely to be severely injured or killed



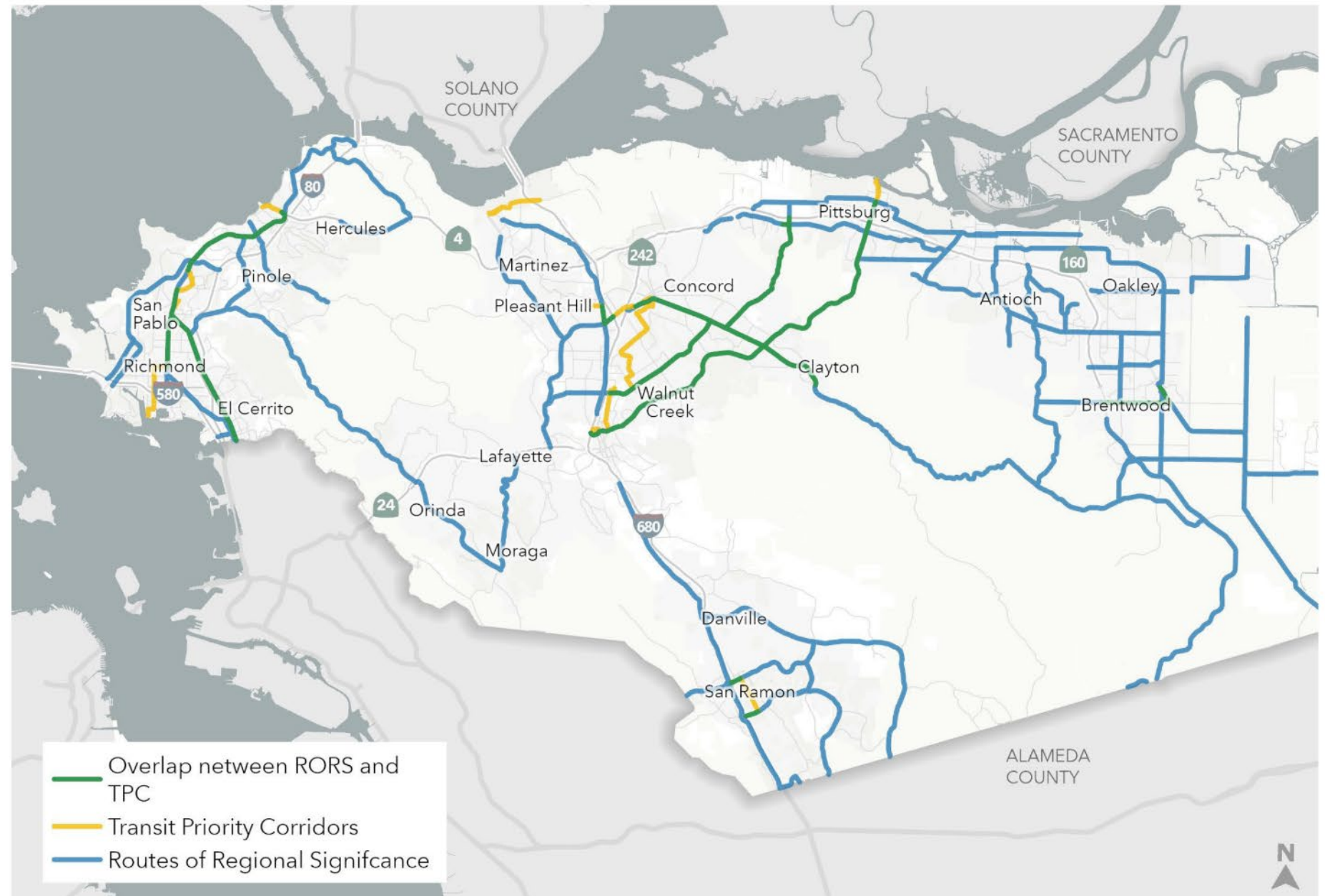
Increasing bike mode share requires building out the network to make trips convenient and connected

- 50% of the On-Street Bike Network overlaps with the RORS
- Some of these arterials are planned to serve as connectors for bike trips between different subregions of the Contra Costa



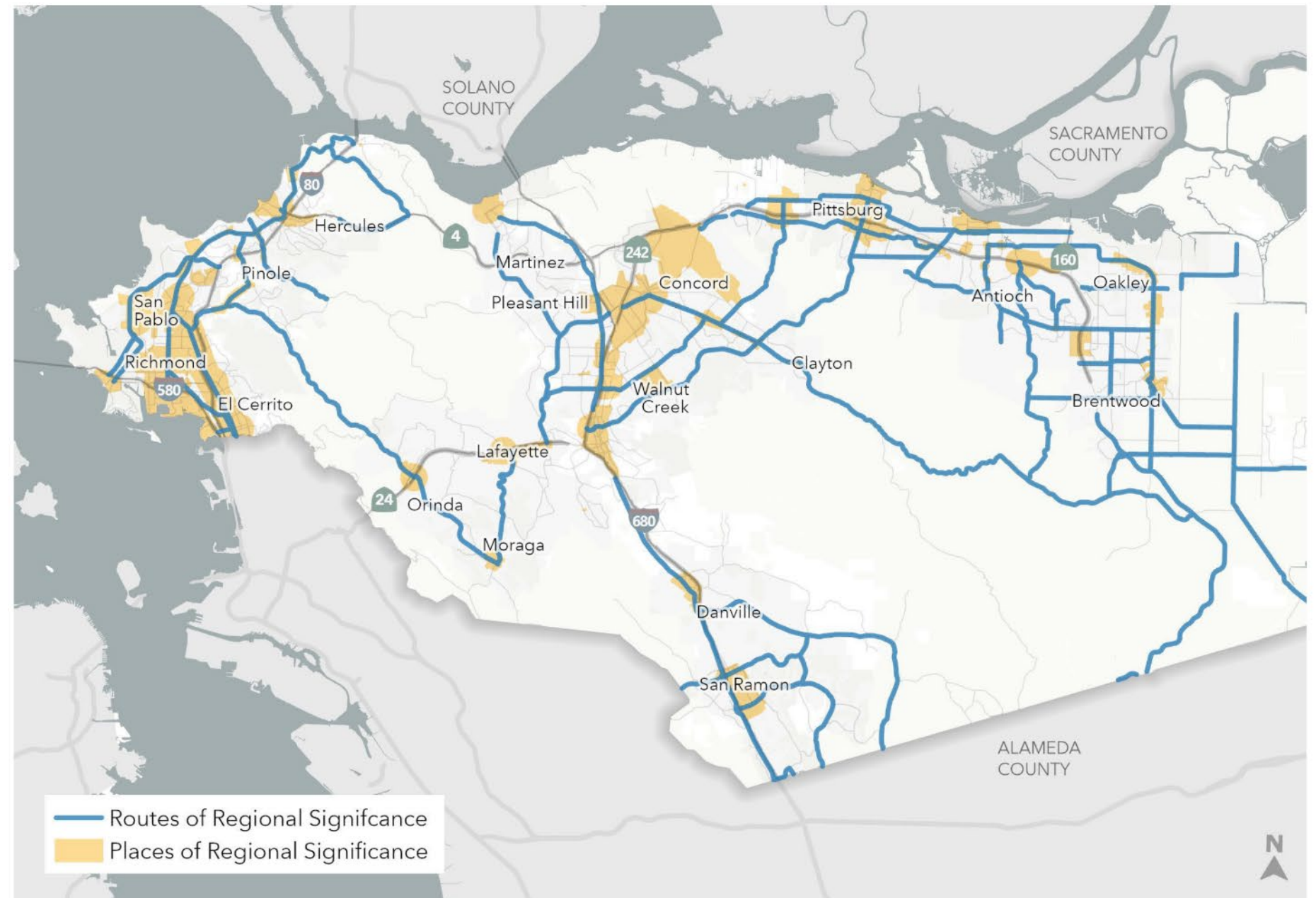
To create transit mode shift travel time, reliability and efficiency need to be improved

- 73% the Transit Priority Corridors (TPCs) defined by the ITP are in RORS, with the exception of those covering city centers such as Richmond and Walnut Creek
- Transit is generally exposed to high levels of traffic congestion and receives limited or no priority in operations



Making RORs safer and more convenient for biking and walking supports placemaking in development priority areas

- Many segments of RORs are located within downtowns and other Places of Regional Significance, shaping their urban character
- These segments need to support placemaking to encourage walking and biking, while also supporting economic development



Needs

- Address safety challenges on RORS to make biking and walking attractive options for travel
- Prioritize transit and active transportation on RORS to support the development of the planned networks and use of these modes
- Balance local and regional travel needs on RORS through multimodal planning and design
- Clarify modal priorities on RORs to shape future improvements to these facilities
- Establish placemaking design expectations for RORS according to their local development context

Opportunities

- Progressing the **Countywide Smart Signals** project will improve congestion on major arterials.
- RORS **complete streets projects** can better serve local travel as well as a wider range of trips and modes.
- Implementing a **context-sensitive approach** to re-designing some RORS, by differentiating streets that are meant to **move people** and goods, and those that are **places for people** to live, work, and enjoy.



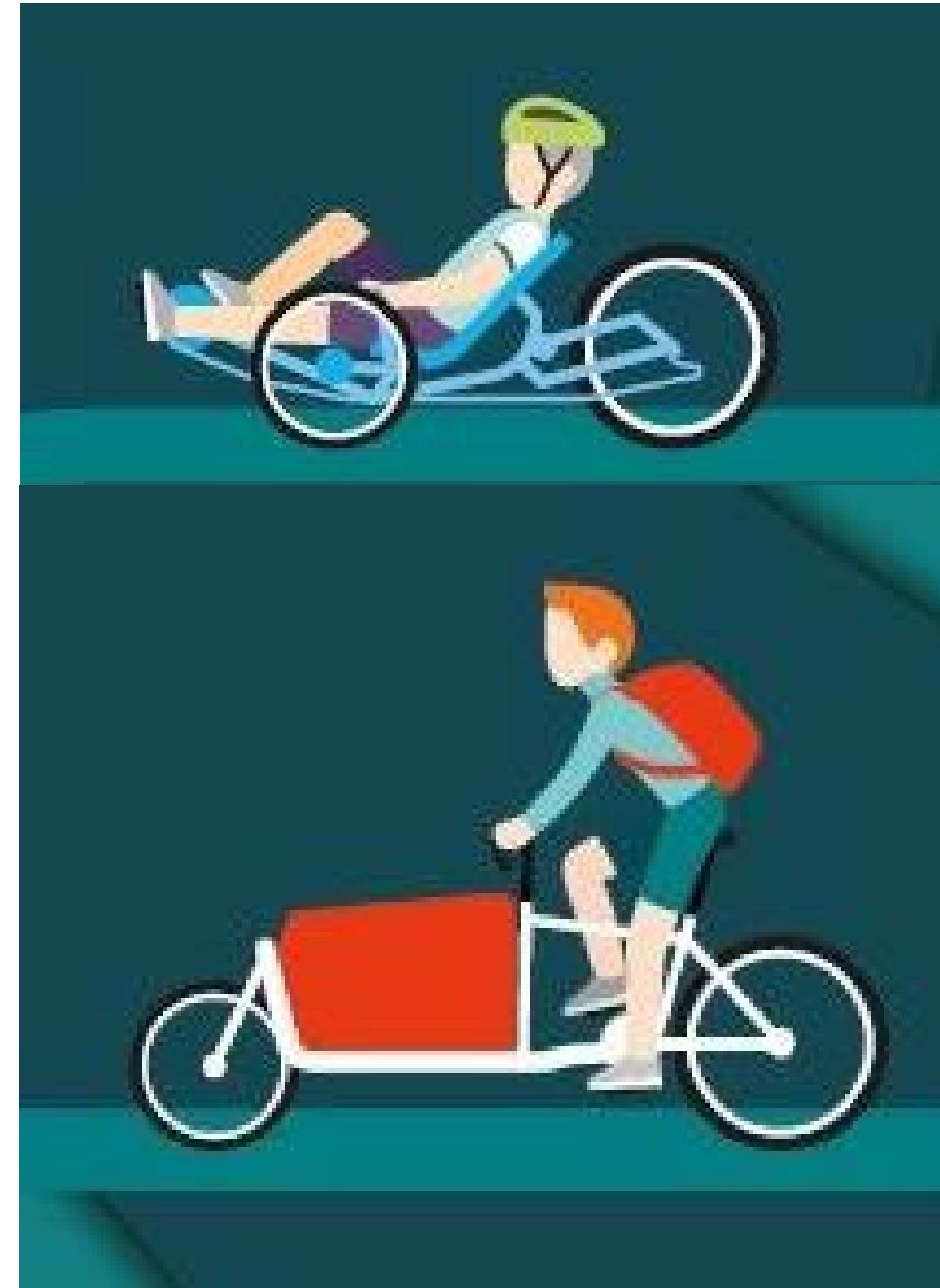
Goals: CBPP

1. Encourage more people to walk and bicycle
2. Increase safety & security for pedestrians and bicyclists
3. Create a safe, connected, and comfortable network of bikeways and walkways for all ages and abilities
4. Increase the **livability** and attractiveness of communities & districts
5. **Equitably** serve all communities while ensuring that public investments are focused on projects with the greatest benefits



Objectives: CBPP

1. Increase the **share (%) of trips** made by walking and bicycling
2. Reduce the **rate of** pedestrian & bicycle fatalities and **injuries** per capita
3. Increase the number of **miles of low-stress** bikeways
4. Increase the number of jurisdictions with bicycle, pedestrian, or **active transportation plans**
5. Integrate **Complete Street principles** and best practices into CCTA **funding and design guidance**



Four Types of Bicyclists

<1%

7%

60%

33%

STRONG AND FEARLESS



ENTHUSED AND CONFIDENT



INTERESTED BUT CONCERNED



NO WAY NO HOW



Level of Comfort / Traffic Stress

LTS 1

Physically separated from traffic or low-volume, low speed traffic
Comfortable for children

LTS 2

Bike lanes 5.5 feet wide or more, next-to 30 MPH vehicle traffic
Comfortable for most adults

LTS 3

Bicycle lanes next-to 35 MPH vehicle traffic
Comfortable for (2018) some current U.S. riders

LTS 4

No dedicated bicycle facilities and higher speeds
Comfortable for only “strong and fearless” riders

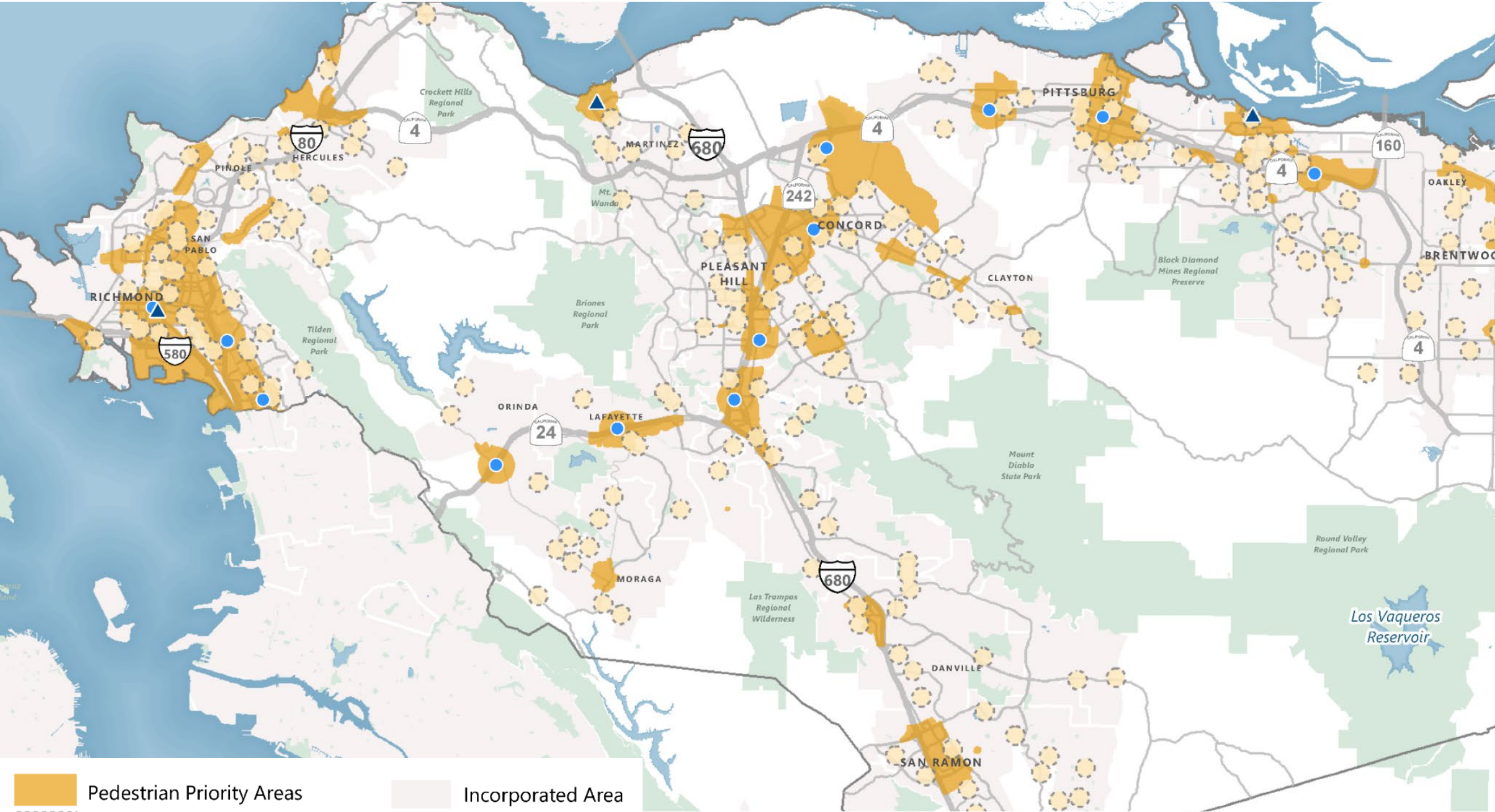
Countywide Bicycle Network (CBN)



- Existing Low-Stress Bikeway
- Proposed Low-Stress Bikeway

2018-adopted CCTA Countywide Bicycle and Pedestrian Plan identifies CBN to represent regionally significant facilities, envisioned to consist of only low-stress (LTS 1 or LTS 2) facilities, when fully implemented – to create a regional “backbone” network.

Pedestrian Priority Areas (PPAs)



- Pedestrian Priority Areas
- Within 1/4 mile of Public Schools
- Incorporated Area
- Amtrak Station
- BART Station

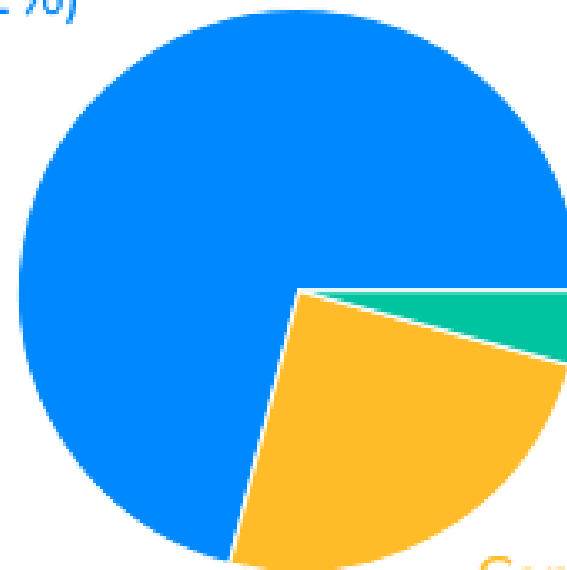
PPAs include areas within walking distance of schools, major transit stops & locations with the highest concentrations of pedestrian collisions.

CBPP Dashboards & Mapping Webpage Update



Project Status Distribution

Proposed (72%)



Construction (3%)

Completed (25%)

■ Proposed ■ Completed ■ Construction

Status Summary

● Proposed	449 projects (72%)
● Completed	156 projects (25%)
● Construction	27 projects (3%)

CBPP Dashboards & Mapping Webpage Update

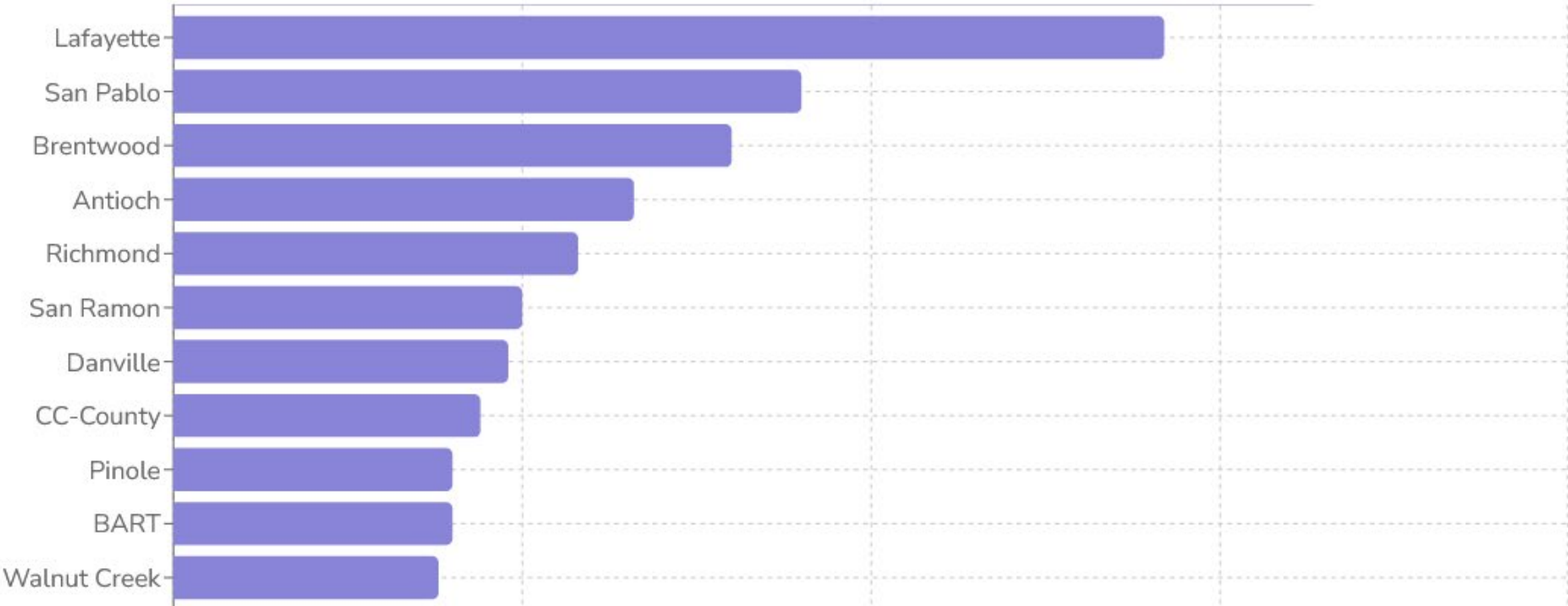


Detailed Statistics

By Project Sponsor By Region

Project Completion by Sponsor
Completion rates across all 34 project sponsors

Sort by: Completion Rate ▾



CBPP Dashboards & Mapping Webpage Update



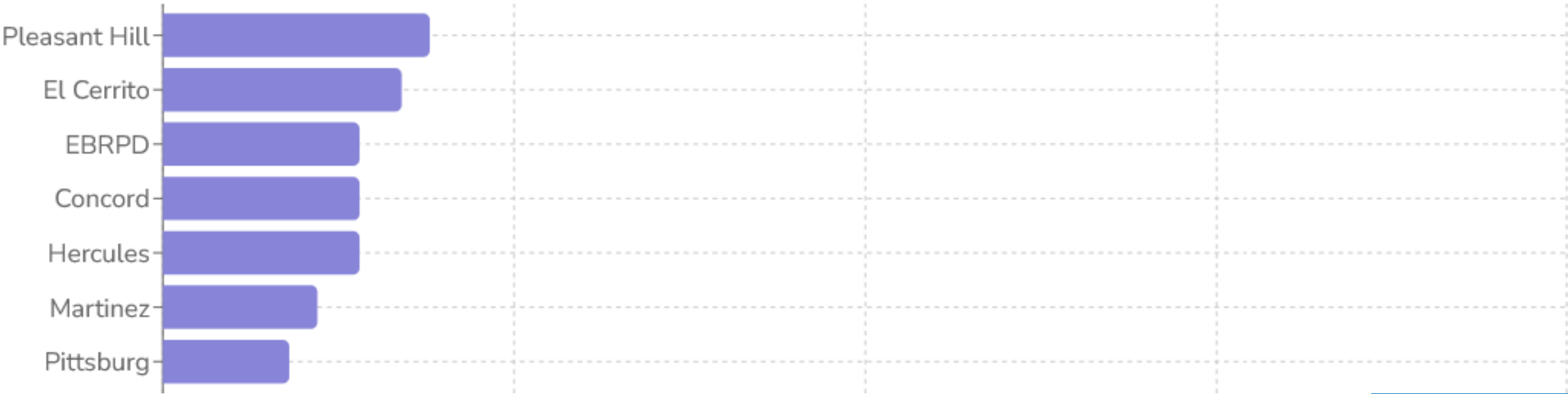
Detailed Statistics

By Project Sponsor

By Region

Project Completion by Sponsor
Completion rates across all 34 project sponsors

Sort by: Completion Rate ▼



CBPP Dashboards & Mapping Webpage Update



All Project Sponsors
Detailed completion rates for all 34 sponsors

Sort by: Project Count

Sponsor	Projects	Completed	Rate	Status Breakdown
CC-County	273	60	22%	<div><div></div><div></div><div></div><div></div></div>
Walnut Creek	42	8	19%	<div><div></div><div></div><div></div><div></div></div>
Lafayette	41	29	71%	<div><div></div><div></div><div></div><div></div></div>
Richmond	41	12	29%	<div><div></div><div></div><div></div><div></div></div>
EBRPD	29	4	14%	<div><div></div><div></div><div></div><div></div></div>
Pittsburg	23	2	9%	<div><div></div><div></div><div></div><div></div></div>
Concord	21	3	14%	<div><div></div><div></div><div></div><div></div></div>

CBPP Dashboards & Mapping Webpage Update



All Project Sponsors

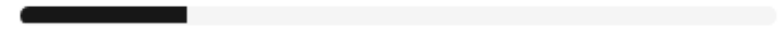
Detailed completion rates for all 34 sponsors

	Projects	Completed	Rate	Sort by: Completion Rate ▾
Orinda	11	9	82%	<div><div></div><div></div><div></div><div></div></div>
Lafayette	41	29	71%	<div><div></div><div></div><div></div><div></div></div>
San Pablo	11	5	45%	<div><div></div><div></div><div></div><div></div></div>
Brentwood	5	2	40%	<div><div></div><div></div><div></div><div></div></div>
Antioch	6	2	33%	<div><div></div><div></div><div></div><div></div></div>
Richmond	41	12	29%	<div><div></div><div></div><div></div><div></div></div>
San Ramon	8	2	25%	<div><div></div><div></div><div></div><div></div></div>
Danville	17	4	24%	<div><div></div><div></div><div></div><div></div></div>
CC-County	273	60	22%	<div><div></div><div></div><div></div><div></div></div>



CC-County

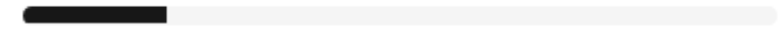
273 total projects

Completion Rate: **22%**

• Proposed	210 (77%)
• Fully Funded / Program Implementation Ongoing	1 (0%)
• Completed	60 (22%)
• Fully Funded through Construction	2 (1%)

Walnut Creek

42 total projects

Completion Rate: **19%**

• Completed	8 (19%)
• Not Started	3 (7%)
• Partially Funded	1 (2%)
• Proposed	27 (64%)
• Fully Funded	1 (2%)
• Planning	1 (2%)
• Interim Improvements done with striping	1 (2%)

Lafayette

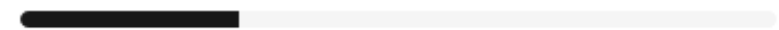
41 total projects

Completion Rate: **71%**

• Completed	29 (71%)
• Design	2 (5%)
• Not Started	1 (2%)
• Planning	5 (12%)
• Proposed	4 (10%)

Richmond

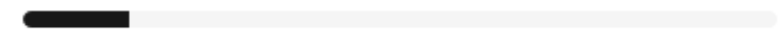
41 total projects

Completion Rate: **29%**

• Proposed	17 (41%)
• Completed	12 (29%)
• Design	1 (2%)
• Planning	5 (12%)
• Preliminary Engineering / Environmental Review	2 (5%)
• Construction	2 (5%)
• Not Started	2 (5%)

EBRPD

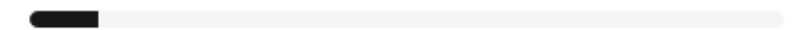
29 total projects

Completion Rate: **14%**

• Design	2 (7%)
• Preliminary Design	1 (3%)
• Construction	4 (14%)
• Not Started	4 (14%)
• Completed	4 (14%)
• Proposed	5 (17%)
• Planning	8 (28%)
• Design Complete; Pursuing Funding	1 (3%)

Pittsburg

23 total projects

Completion Rate: **9%**

• Fully Funded/Programmed through Construction	1 (4%)
• Completed	2 (9%)
• Design	1 (4%)
• Construction	3 (13%)
• Proposed	10 (43%)
• Preliminary Design	6 (26%)

SF Bay Trail, Ridge Trail, and Connector Trails Miles

County	Built and Proposed Bay Trail (miles)	Percent of Bay Trail Completed
Alameda	159	69%
Contra Costa	82	65%
Marin	84	51%
Napa	28	64%
San Francisco	32	53%
San Mateo	69	75%
Santa Clara	52	75%
Solano	31	45%
Sonoma	27	37%
Bay Area Total	564	58.4

Happening Now

CTP Update for 2050

- CTP Needs Assessment, Blueprint & Business Plan

- Vision Zero Policy: Safe Systems Approach – Implementation (Locals)

- Countywide Comprehensive Transportation Safety Action Plan (CCTSAP)

- CBPP Progress Reporting Dashboard & Vision Zero Mapping

Community-Based Transportation Plan (CBTP)

EV Readiness Blueprint/Plan Mapping Tool update (EV charger siting)

Transit Priority Policy on Roadways (MTC)

Feasibility Study: I-680 & SR-4 Crossing / IHT & CCCanal Trail Connection

SS4A FY2024 Planning & Demonstration Grant (6 cities)

Integrated Transit Plan (ITP)

Shared Mobility Hubs (SMH)

Next Steps

- » **Refine CTP Vision and Goal statements; performance metrics**
- » **Countywide Emergency Evacuation Transportation Study**
- » **Coordinate with Local Agencies for Implementation**
 - Countywide Smart Signals Project
 - Countywide Pedestrian Needs Assessment
 - Vision Zero planning & scoping with a Safe Systems Approach
 - Countywide Bicycle & Pedestrian Plan
- » **TLC Program Guidelines & PBTF Program Guidelines**
 - Encourage jurisdictions with a locally adopted Vision Zero Policy
- » **Countywide Micromobility Regulatory Streamlining**
- » **Obtain updated projects from jurisdictions**

**Connecting our
communities
through innovative
mobility for all**



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Safe Travel for All



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authority

Thank you



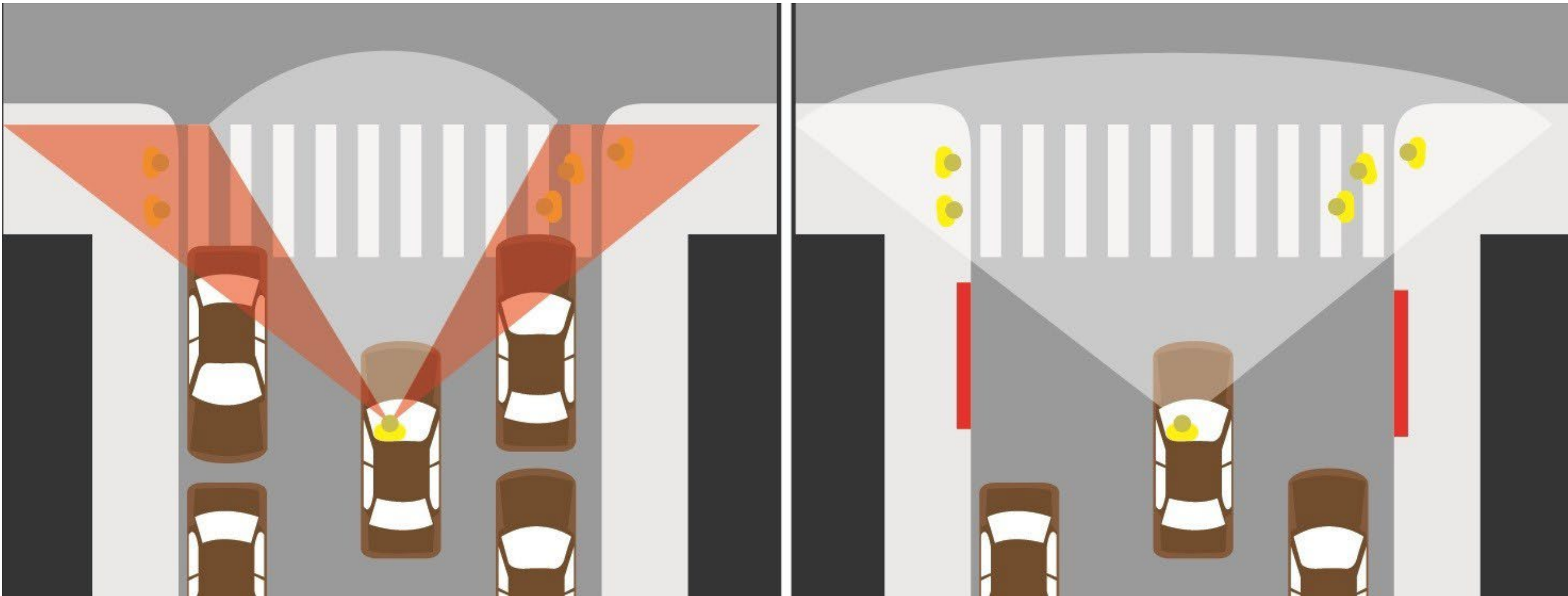
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Backup Slides

The Safe System Approach



'Daylighting' Policy & Projects



Source: SFMTA

Improve Visibility/Sightlines at Intersections

Funding Resources



Funding Source	Administrator	Timeframe	Class I Bicycle Path	Class II Bicycle Lane	Class III Bicycle Route	Class IV Protected Bikeways	Pedestrian Project	Other Project	Planning and Programs
Congestion Mitigation and Air Quality Improvements Program (CMAQ)	FHWA	Annual	●	●	●	●	●	●	●
Surface Transportation Block Grant (STBG)	FHWA	Annual	●	●	●	●	●	●	●
Highway Safety Improvement Program (HSIP) Grants	FHWA	Biennial	●	●	●	●	●	●	○
Caltrans Transportation Planning Grants	Caltrans	Annual	○	○	○	○	○	○	●
Local Transportation Fund (LTF)	Caltrans	Annual	●	●	●	●	●	●	○
California State Parks Recreational Trails Program (RTP)	FHWA/CA DPR	Annual	●	○	○	○	○	○	○
Land and Water Conservation Fund (LWCP)	US NPS/CA DPR	Biennial	●	○	○	○	○	○	○
Active Transportation Program (ATP)	Division of Local Assistance, Office of State Programs	Biennial	●	●	●	●	●	●	●
Transportation Development Act (TDA)	Caltrans	Annual	●	●	●	●	●	●	●
Affordable Housing and Sustainable Communities Program (AHSC)	SGC	Annual	●	●	●	●	●	●	●
California Office of Traffic Safety Pedestrian and Bicycle Safety Grants	OTS	Annual	○	○	○	○	○	○	●
East Bay Regional Park District (EBRPD) Measure WW	EBRPD	-	●	●	●	●	●	○	○
Metropolitan Transportation Commission (MTC) One Bay Area Grants (OBAG)	MTC	5 year	●	●	●	●	●	●	●

Notes:



Indicates that funds may be used for this category,



indicates that funds may not be used for this category, and



indicates that funds may be used, though restrictions apply.

How do we pay for it?

Funding Resources



Funding Source	Administrator	Timeframe	Class I Bicycle Path	Class II Bicycle Lane	Class III Bicycle Route	Class IV Protected Bikeways	Pedestrian Project	Other Project	Planning and Programs
Bay Area Air Quality Management District (BAAQMD) County Program Manager Fund	BAAQMD	Annual	●	●	●	●	○	○	○
BAAQMD Transportation Fund for Clean Air (TECA)	BAAQMD	Annual	●	●	●	●	○	○	○
Measure I. Transportation for Livable Communities (TLC)	CCTA	Annual	●	●	●	●	●	◐	◐
Measure I. Pedestrian, Bicycle and Trail Facilities (PBTF) program	CCTA	Annual	●	●	●	●	●	○	○
California Strategic Growth Council (SGC) Transformative Climate Communities (TCC) Program	SGC	Annual	●	●	●	●	●	●	●
SB 1	CA Transportation Commission	Annual	●	●	●	●	●	●	●
California Natural Resources Agency Environmental Enhancement and Mitigation Program	CA Natural Resources Agency	Annual	○	○	○	○	○	○	●
California Natural Resources Agency Urban Greening Program	CA Natural Resources Agency	Annual	●	○	○	○	○	○	○
Community Development Block Grant (CDBG) Program	HUD	Annual	●	●	●	●	●	●	○
Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program	FHWA	Annual	●	●	●	●	○	○	○

Notes:



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How do we pay for it?