CONNECTING COMMUNITIES

Tim Haile, Executive Director

Contra Costa Transportation Authority

CONTRA COSTA
transportation
authority

What We Do

PEDESTRIAN
Improvements to sidewalks, crosswalks, trails, and paths

LOCAL STREETS
Smooth traffic flow on major roads and make surface improvements such as pothole repairs

BUSES
Invest in a reliable, comfortable and convenient bus network

SAFE ROUTES TO SCHOOLS
Focus on programs and projects aimed at bicycle and pedestrian safety for K-12 students

FERRIES
Expand ferry system by looking to ferries as an alternate commute method between West County and San Francisco

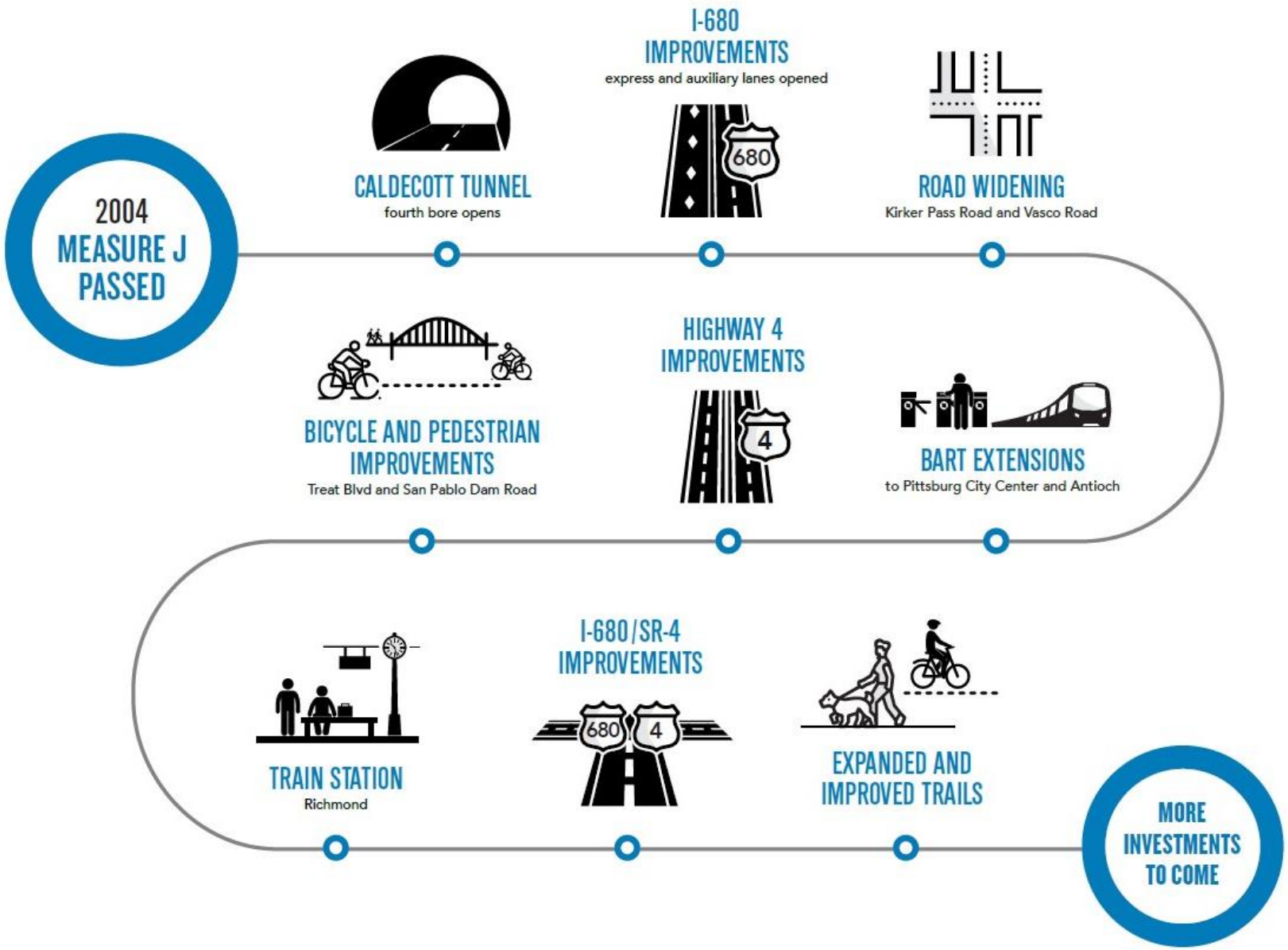
BICYCLE
Invest in safe routes and infrastructure improvements for bicyclists

BART
Improve BART service and stations, extend routes and increase parking

HIGHWAYS
Complete Contra Costa's highway system, and improve air quality and noise protection along corridors

INNOVATIVE SOLUTIONS
Implement smart transportation infrastructure to reduce congestion and encourage greener travel

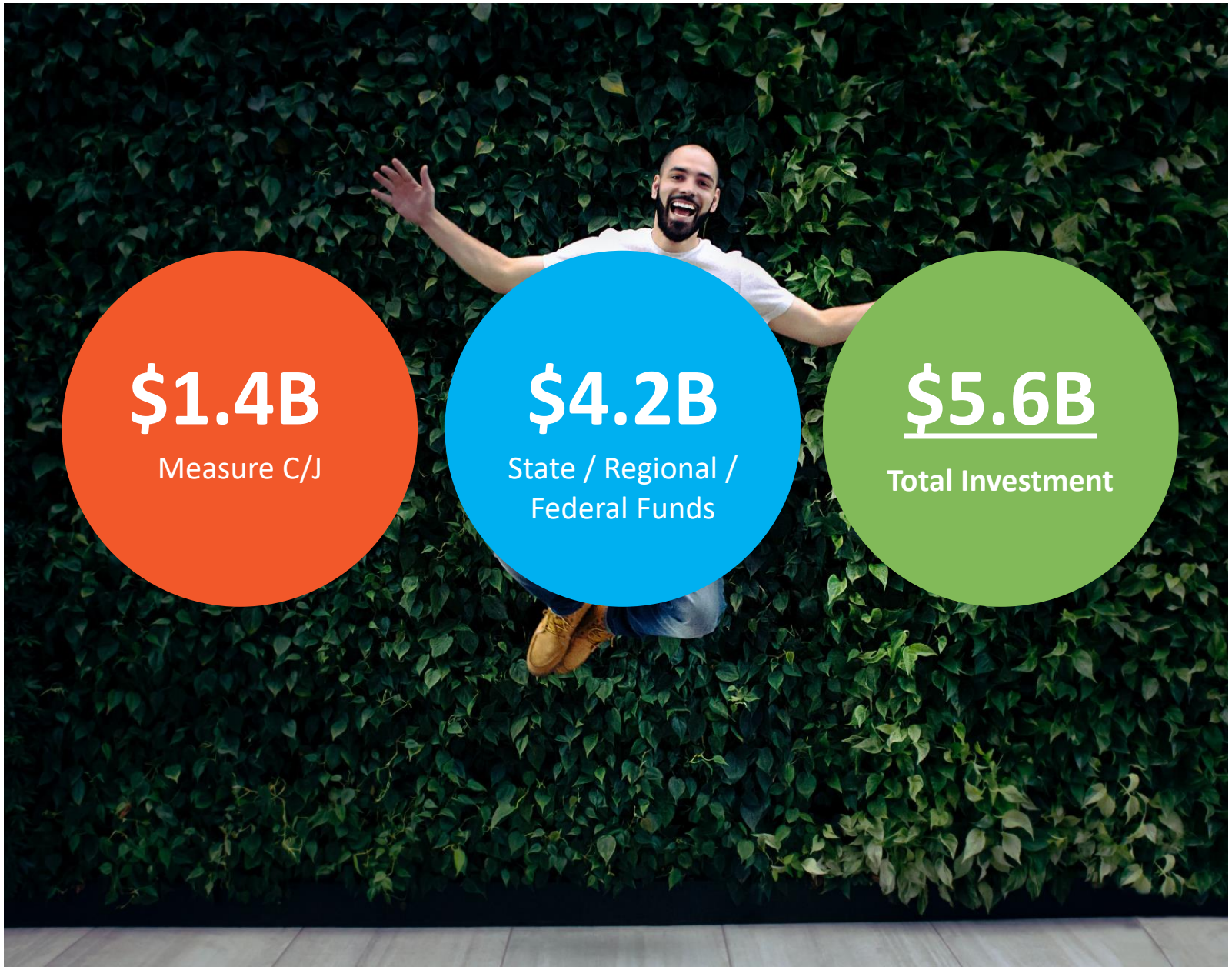
PROGRAMS FOR SENIORS AND DISABLED
Enhance transit options to improve mobility for seniors and people with disabilities


2004
MEASURE J
PASSED
CALDECOTT TUNNEL
fourth bore opens
I-680
IMPROVEMENTS
express and auxiliary lanes opened
680
ROAD WIDENING
Kirker Pass Road and Vasco Road
BICYCLE AND PEDESTRIAN
IMPROVEMENTS
Treat Blvd and San Pablo Dam Road
HIGHWAY 4
IMPROVEMENTS
4
BART EXTENSIONS
to Pittsburg City Center and Antioch
TRAIN STATION
Richmond
I-680/SR-4
IMPROVEMENTS
680
4
EXPANDED AND
IMPROVED TRAILS
MORE
INVESTMENTS
TO COME

Leverage Local Funding

3:1

LEVERAGING RATIO

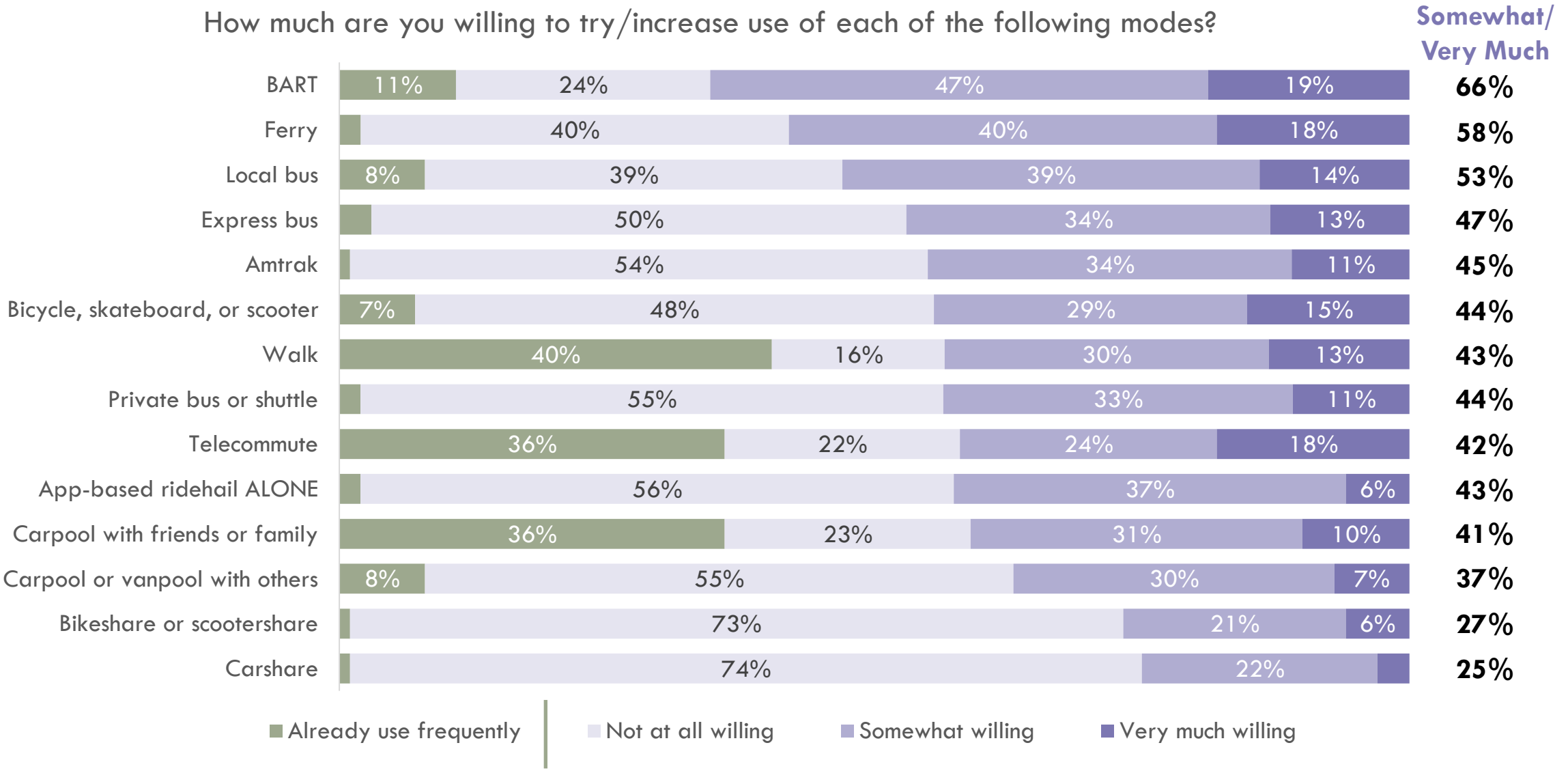


Time for Change

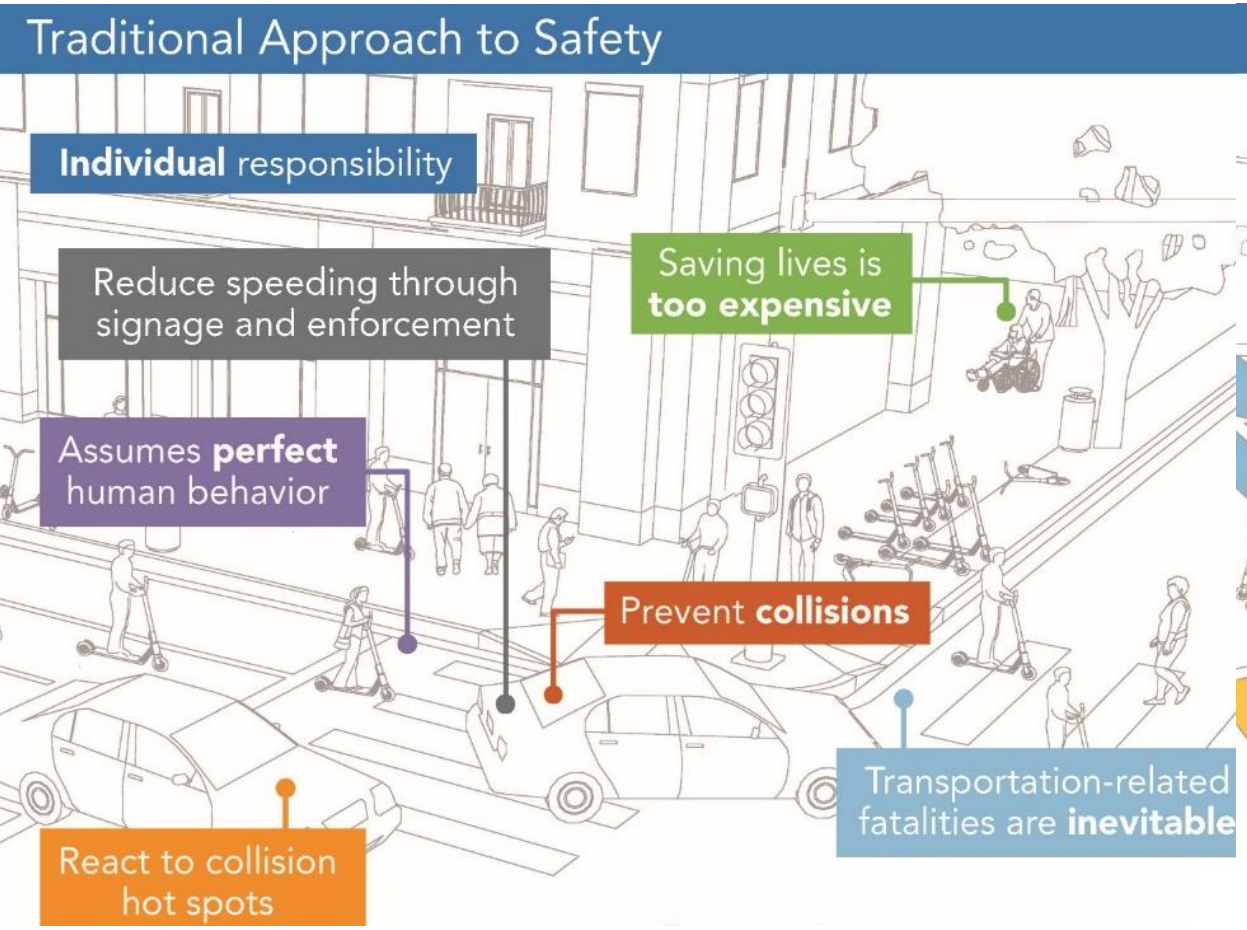
Photo credit: Noah Berger/AP, Peter Beeler, the San Diego Union-Tribune, Glydways

I-80 | Willingness to Try/Increase Modes

How much are you willing to try/increase use of each of the following modes?



Vision Zero


Traditional Approach to Safety
Individual responsibility
Reduce speeding through signage and enforcement
Saving lives is too expensive
Assumes perfect human behavior
Prevent collisions
Transportation-related fatalities are inevitable
React to collision hot spots

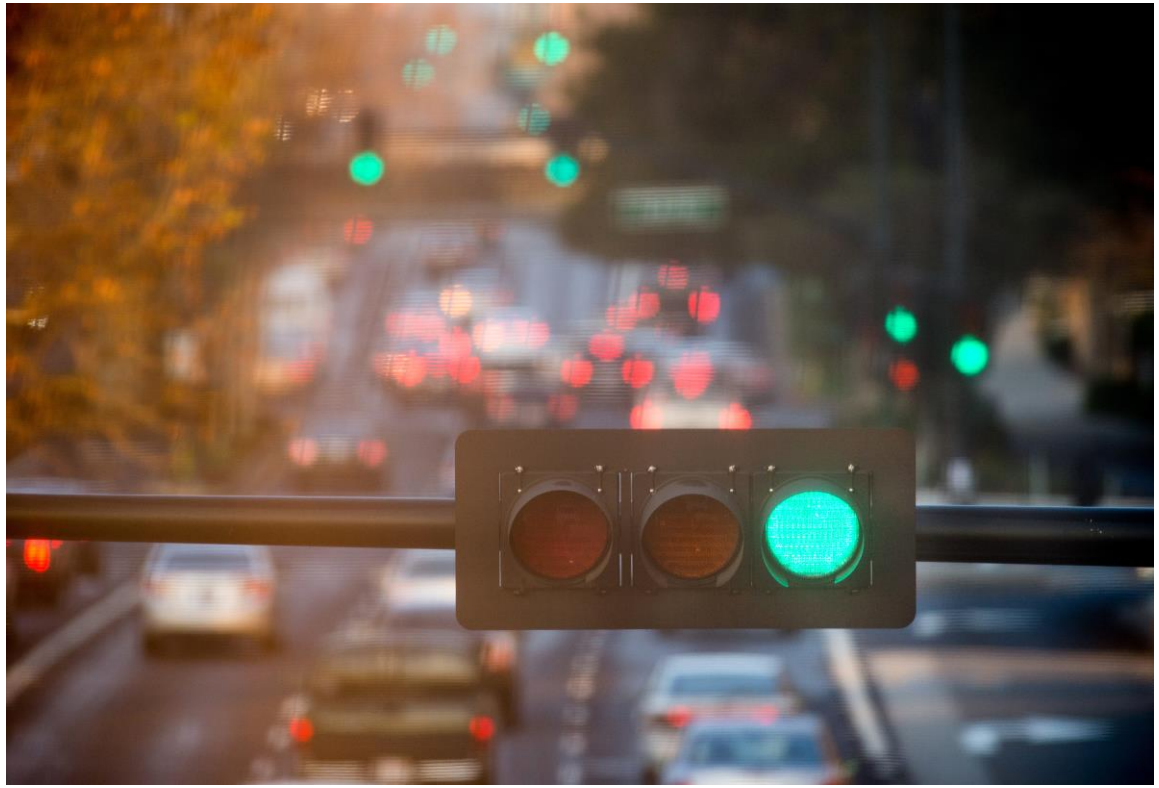
Vision Zero Systemic Approach to Safety
Shared responsibility
Saving lives is not expensive
Reduce speeding through design and technology
Transportation-related fatalities are preventable
Assumes human error is inevitable
Prevent fatal and severe collisions
Anticipate collision risk

TRANSIT FIRST

Leading an effort to building a better transportation system

- Optimize existing transit network
- Identify strategies and infrastructure
- Development of transit and mobility hubs
- Creating first and last mile connections
- Moving to zero emissions
- Addressing equity priority communities
- Overcoming institutional challenges
- Identify local and regional service funding

Countywide Safety through Connected Signal System



- Developing Countywide Synchronized Signal System to install modern traffic controllers in all 19 cities and towns in Contra Costa County to:
  - Proactive approach to safety by identifying 'close call' situations and preventing future tragedies
  - Installing bicycle detection software
  - Prioritization and potential corridor-clearing for emergency vehicles
  - Transit vehicle priority
  - Smart infrastructure
  - Controlling and smoothing traffic flow

Clean Corridors

MOBILITY FOR ALL

Accessible Transportation Strategic Plan

TRANSPORTATION NEEDS AND GAPS

The project team's review of existing conditions and survey data identified key needs and gaps in accessible transportation in Contra Costa County. These include:

New Funding – Grants are sometimes available for planning and pilots, but all recommendations will require new sustainable funding

Safety – Many respondents feel unsafe while traveling

Volunteer Driving Programs – Additional volunteers are needed, with more reliable funding to increase capacity

Medical Access – The Regional Medical Center and VA Medical Center in Martinez need reliable access throughout the county

Quality of Life Visits – Consumers have difficulty making quality-of-life essential trips to visit friends and family, the senior center, and church

Service Coordination – Accessible services need improved coordination because they are siloed between agencies, cities, and non-profit organizations

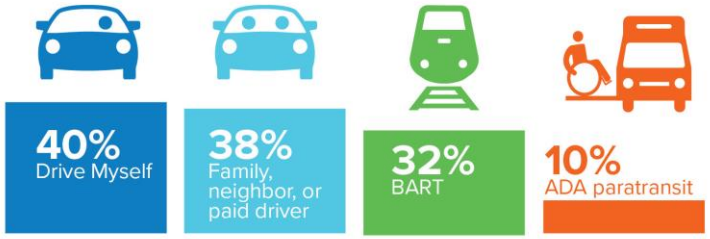
SURVEY RESULTS

Trip Destinations and Challenges

An online survey provided insight into how respondents get where they are going, where they go, and what factors complicate their trips.

Mode to Destination

Trips were most commonly made by solo drivers, followed by those driven by a family, neighbor or paid helper. BART was used by about a third of respondents, with ADA paratransit utilized by 10% of the entire survey sample.



* Respondents could choose as many modes as they used. Percentages reflect total respondents (1,063) selecting a particular mode they used.

Destinations

The top destination was medical appointments, with grocery/drugstore shopping in second place. Senior Center trips and non-medical appointments each accounted for an 8% share of destinations.

* Respondents could choose up to three trips that they take most often. Percentages reflect total respondents (1,063) identifying each trip type.

Building a Transportation Plan from the Ground Up

CCTA's Process

- Updated Every 4-5 Years
- Documents the Authority's Goals, Vision, and Strategies
- Action Plans are Developed by the Regional Committees
- Includes 10- and 20-Year Financially Constrained Project Lists

RTPC = Regional Transportation Planning Committee

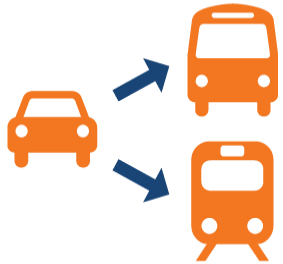
CONTRA COSTA transportation authority

I-80 Corridor Assessment

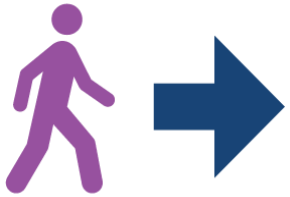
1. Evaluate **range of options** to address congestion
2. Identify **operational efficiency** projects
3. **Improve transit and carpool** operations along I-80, **encourage mode shift** and **increase vehicle occupancy**

Identify operational efficiency projects that:

Reduce Delays



Encourage Mode Shift



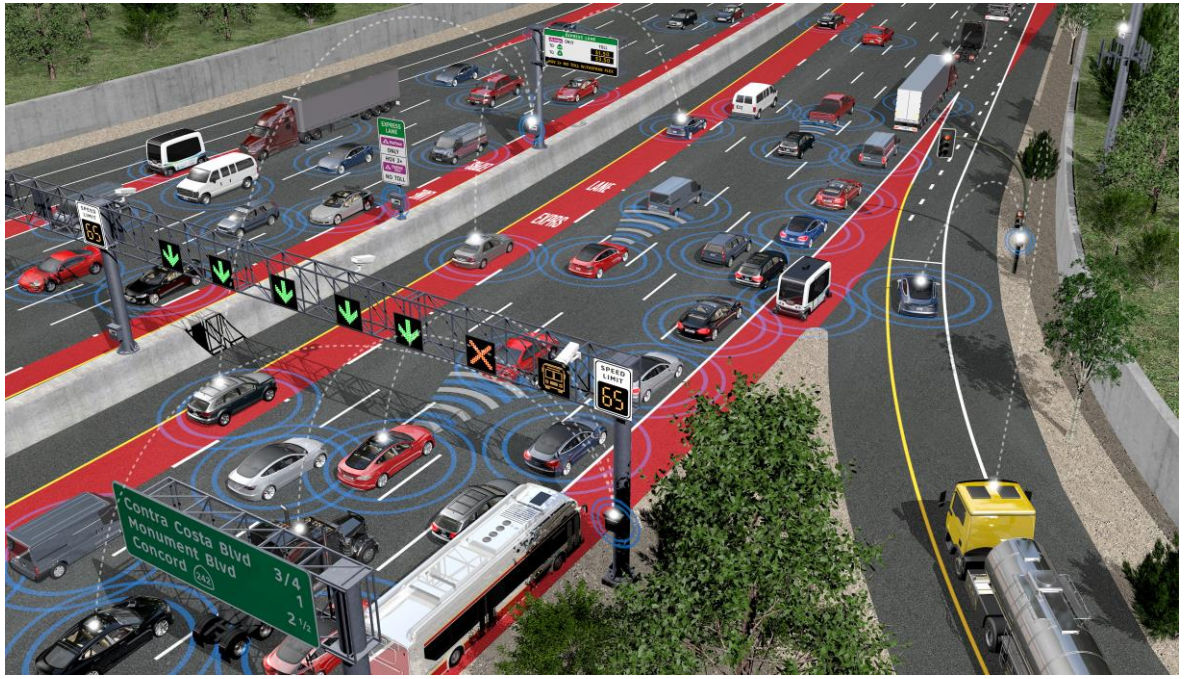
Improve Person Throughput

Improve Travel Time Reliability

I-80/San Pablo Dam Road Interchange

- Phase 1 completed in 2017.
  - Relocated El Portal Drive on-ramp to WB I-80 to the north
  - Extended auxiliary lane along WB I-80 between SPDR off-ramp and El Portal on-ramp.
  - Reconstructed Riverside Avenue POC
  - $42.5M Total Cost/$25.2M CON
- Phase 2
  - Environmental Document Complete
  - New Connector road on west side of I-80 to connect SPDR to McBryde Aven
  - Reconstruct on- and off- ramps at SPDR
  - Realign Amador Street
  - $65.6M Shortfall

REDEFINING MOBILITY



Dynamic Personal Microtransit

A new mobility option being explored at GoMentum Station.

Coming to your city

Thank You

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Tim Haile