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Contra Costa County
 Guaranteed Ride
 Home Program -

Who says there are no guarantees?

Commuter Choice:

The Employer Benefits Program That Puts The "Choice" Back In "Commute"

Everyone faces a commute that is just a bit different.

From choosing what time they leave home in the morning, to the specific route they take, each commuter must find customized travel solutions to meet their needs.

The more choices available, the more opportunity there is to develop a personalized commute solution which employees will use on a daily basis.

Commuter Choice: a valuable addition to your current benefits package.

The Commuter Choice program offers employers a toolbox of resources to help employees make a choice

for their daily commute which will provide immediate satisfaction and savings in time and money to both the employer and employee.

Commuter choice is a valuable addition to current benefit packages.

Unlike more traditional employee benefits (health care or vacation plans), Commuter Choice is a benefit that employees can use every day.

Employers who provide Commuter Choice options to their employees will reap the benefits of employee retention, improved employee recruitment and access to labor markets.

In addition to the noted benefits, employers can receive significant tax savings, enhanced productivity and a reduced demand for employee parking!

Satisfied employees are more like to stay with your company, especially if your benefit package is comprehensive.

Employers who provide Commuter Choice options can receive significant tax savings.

For more details of how your work site can institute a Commuter Choice program contact Linda Young, at WCCTAC/511 Contra Costa by phone at (510) 215-3008 or by e-mail at linday@ci.san-pablo.ca.us.

Watch for the next WCCTAC Informer for an outline of the Commuter Choice cost savings for employers and employees.

WCCTAC INFORMER

DEC 2006

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WCCTAC Board Meeting Schedule

Next meeting December 8, 2006

7:30 AM

(see inside for full schedule)

Meetings are held at the City of San Pablo City Hall Complex at 13831 San Pablo Ave, San Pablo

For information call 510.215.3035 or www.wcctac.org

Why "Regional Transportation Planning Committees?"

Contra Costa has four regional transportation planning committees (RTPCs).

In the 1988 Measure C booklet entitled "The Revised Contra Costa Transportation Improvement and Growth Management Program," Section 5 of the document states that: "The Authority [Contra Costa Transportation Authority] shall establish a forum for jurisdictions to cooperate in easing cumulative traffic impacts.

This will be accomplished through the Regional

Transportation Planning Committees, and be supported by an ongoing countywide comprehensive transportation planning process in which all jurisdictions shall participate."

The West Contra Costa Transportation Advisory Committee (WCCTAC) is the RTPC for the West Contra Costa covering the area from the Carquinez Bridge in the north, south to El Cerrito.

Member agencies of WCCTAC include the cities of El Cerrito, Hercules,

Pinole, Richmond, and San Pablo; Contra Costa County; and the transit agencies AC Transit, BART, and WestCAT.

WCCTAC is governed by a Joint Exercise of Powers Agreement, and its offices are housed at the City of San Pablo city hall complex.

Member agencies pay dues to support WCCTAC operations. The agency budget is also supported by funds from the Bay Area Air Quality Management District's "Transportation Fund for Clean Air (TFCA)" and Measure C funds in the "Carpool, Vanpool, Park & Ride Lot" category as well as Conges-

(see RTPCs on page 3)

Richmond Intermodal Station

There's a "there" there!

Have you seen the Richmond BART/Amtrak/bus station recently?

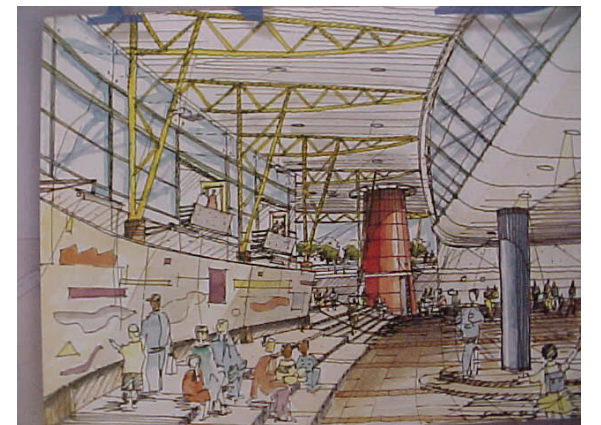
Located at Marina Way and Macdonald Avenue in downtown Richmond, the new station building is approximately 60% complete.

After years of planning and design, the station – with new restrooms, real-

time transit information, waiting area, etc. – should open in early 2007.

A vendor will locate in the station and sell refreshments, and other transit-serving amenities.

Construction of the station building follows many other improve-



ments at the multi-modal hub including: track separation and a new center platform for safe access to trains traveling in either direction, new stairwell and elevator,

(see Station on page 3)

Traffic Calming Tools - Neighborhood Traffic Circle

Neighborhood traffic circles are relatively small, raised islands, placed in intersections, around which traffic circulates.



Motorists entering the Neighborhood Traffic Circle yield to motorists already in the intersection, and travel around the circle requires the drivers to slow to a speed that allows them to comfortably maneuver their vehicles.

Sometimes called intersection islands. They are different from roundabouts, which are larger and serve high-volume arterials and freeways.

Neighborhood traffic circles are installed at intersections of local or collector streets, with one lane in each direction entering the

intersection.

Due to the maneuverability issues of large vehicles they are not typically used at intersections with high volumes of large trucks and buses turning left.

Neighborhood traffic circles are typically circular in shape, though not always.

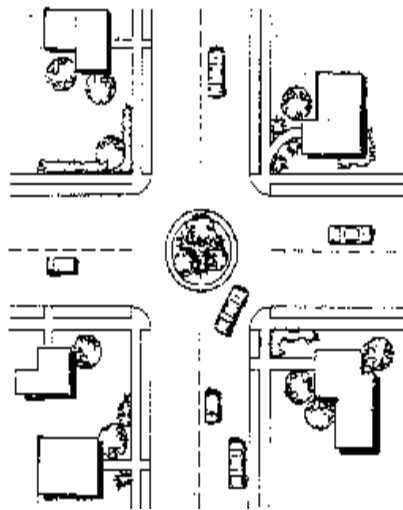
They are usually landscaped in the center islands; and are often controlled by YIELD signs on all approaches, but many different signage approaches have been used.

Key design features are the offset distance (distance between projection of street curb and center island), lane width for circling the circle, the circle diameter, and height

of mountable outer ring for large vehicles such as school buses and refuse trucks.

Neighborhood traffic circles can reduce midblock speed by about 10 percent.

The area of influence tends to be several hundred feet upstream and downstream of intersections.



(see Circle on page 3)

What Did You Do Over The Summer?

Hi, I'm Chaunda Lacy, a senior at Kennedy High School in Richmond.

I interned at WCCTAC through the Summer Intern Program sponsored by the Metropolitan Transportation Commission this past summer.

"It takes constant thought, a lot of planning and hard work to build just one street"

My experience at WCCTAC was very positive, educa-

tional, and beneficial.

I worked on the annual Guaranteed Ride Home participant survey and learned about 511 Contra Costa's commuter incentive programs, including carpool, vanpool, and transit incentive programs; and the Guaranteed Ride Home program.

I was able to tour the engineering libraries at UC Berkeley and learned that it takes constant thought, a lot of planning, and hard work to build just one street that the public uses every day and often takes for granted.

"Thank you for the opportunity to intern at WCCTAC!"

A lot of good things came out of my internship at WCCTAC - I learned about commuter incentive programs, transportation, and communities working together to bring big projects to the public.

I increased my computer skills and job experience by working in a professional office.

Editors note:

It was a great pleasure to work with Chaunda over the summer, from an intersection mapping project to a bus route business tracking project.

Chaunda was open and excited to learn about transportation and WCCTAC benefited from her presence in many ways.

Susan Permana, MTC High School Internship Coordinator facilitates the program.

Call her at 510.817.5807 for more information.

Tolls on all bridges except the Golden Gate will rise to \$4 on January 1, 2007

Drivers of two-axle vehicles (cars) who use Fas-Trak will receive a \$1 discount throughout January.

The month-long promotional discount is being offered to encourage motorists to enroll in the Fas-Trak program, which can offer motorists long-term benefits in convenience and reduced congestion.

"We want to thank the more than half-million customers of FasTrak by offering them a discount, and to encourage others to sign

up." said Marin County Supervisory and MTC member Steve Kinsey, who chairs the Commission's Bay Area Toll Authority Oversight Committee.

Kinsey continued, "The electronic toll tags allow drivers to take advantage of the FasTrak- only lanes on Bay Area bridges and make their crossings faster, easier and - during January - cheaper.

FasTrak could save an everyday commuter more than \$20 for the month."

FasTrak can be used in all lanes at all Bay Area toll bridges.



Meeting Schedule



Meetings are held in the City Council Chambers, City of San Pablo.

Staff Contact: Lisa Hammon (510.215.3044) lisah@ci.san-pablo.ca.us

WCCTAC Board Dec 8, 2006	Fri 7:30 am	WCCTAC-TAC Dec 14, 2006	Thurs 9:00 am
WCCTAC Board Jan 26, 2007	Fri 7:30 am	WCCTAC-TAC Jan 11, 2007	Thurs 9:00 am
WCCTAC Board Feb 23, 2007	Fri 7:30 am	WCCTAC-TAC Feb 8, 2007	Thurs 9:00 am
WCCTAC Board Mar 30, 2007	Fri 7:30 am	WCCTAC-TAC Mar 8, 2007	Thurs 9:00 am
WCCTAC Board Apr 27, 2007	Fri 7:30 am	WCCTAC-TAC Apr 12, 2007	Thurs 9:00 am
WCCTAC Board May 25, 2007	Fri 7:30 am	WCCTAC-TAC May 10, 2007	Thurs 9:00 am

(RTPCs - Continued from page 1)

tion Mitigation and Air Quality (CMAQ) funds.

WCCTAC's total budget is approximately \$869,000, of which \$254,000 is from member dues.

In addition to overseeing, managing, or coordinating Measure C/Measure J (the renewal of the Measure C transportation sales tax that passed in November 2004) projects in the RTPC area, the RTPCs participate in various other aspects of the transportation realm.

For further details on additional WCCTAC projects and programs outside of those in the transportation sales tax Measure for West County, see the next Informer...

(Station continued from page 1)

housing, and transit center upgrades.

In the future, a multi-story parking structure is planned for the west side that will allow further residential units to be constructed on the east side along with public improvements.

Kudos to all of the public and private partners who have worked so hard on this project!

Look for information on a ribbon-cutting for the new station building to be held sometime in early 2007.

(Circle - Continued from page 2)

Only minimal diversion of traffic has been noted.

Intersection collisions have been reduced on average by 70 percent and overall collisions by 28 percent, however bicycle/auto conflicts can occur because of a narrowed travel lane.

Some emergency response issues on a street with a neighborhood traffic circle are that emergency vehicles typically slow to approximately 13 mph with an approximate delay of between 5 and 8 seconds per circle for fire trucks.

Fire trucks can generally maneuver around traffic circles at slow speeds pro-

vided vehicles are not parked near the circle.

Other/Special Considerations are that large vehicles may need to turn left in front of the circle (which could be unsafe at higher volumes); legislation may be required to legally permit this movement.

Quality of landscaping and its maintenance are key issues as well.

Landscaping needs to be designed to allow adequate sight.

Care must be taken to avoid routing vehicles through unmarked crosswalks on the side-street approach.

Source: FHWA