

# CONTRA COSTA TRANSPORTATION AUTHORITY

## CITIZENS ADVISORY COMMITTEE (CAC)

### SUMMARY OF DISCUSSION AND ACTIONS

**Meeting Date:**

**April 23, 2008**

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**A. Convene CAC meeting:** *Chair Hogle* convened the meeting at 6:30p.m.

**B. Public Comment:** *None*

#### 1. GENERAL BUSINESS (*Attachments*)

**1.1 CAC Attendance Log:** For calendar year 2008

**1.2 CCTA Meeting Calendar:** For the months of Apr/ May/ June

**1.3 CAC Roster**

**1.4 Summary of Actions:** CAC meeting of March 26, 2008

#### 2. MAJOR DISCUSSION ITEMS

**2.1 Review of Contra Costa County's Calendar Years (CY 2006-2007) Growth Management Program (GMP) Compliance Checklist.** Steve Goetz, Deputy Director from Contra Costa County will be present to discuss Contra Costa's Compliance Checklist submittal. (Attachment – Action)

##### *DISCUSSION*

*Steve Goetz, Deputy Director from Contra Costa County,* responded to questions about the checklist submittal, and other inquiries about Contra Costa County.

*David Kurrent* asked Steve Goetz if there were any concerns from the County with respect to meeting ABAG's Goals. He also inquired about the County's plans on dealing with the foreclosure crisis.

**ACTION:** Motion to approve was made by James Townsend and Seconded by David Kurrent. Approved 17-0

**2.2 Presentation:** Steve Goetz, Deputy Director - Transportation Planning for Contra Costa County, will give a presentation updating CAC on East County Transportation projects – SR4 Bypass, Vasco Road, and SR 239, ( Attachment – Information)

##### **DISCUSSION:**

*Steve Goetz* answered questions about the East County Transportation projects – SR 4 Bypass, Vasco Road and SR 239. He focused his presentation on explaining the details of the Navy Mitigation Fund Project, Community – Based Transportation Plan for

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BayPoint, Knightsen – Byron Transportation Study and the Vasco Road Safety Improvements Project. He explained how the County played a significant role as the lead agency on these projects.

- 2.3 Local Transportation Issues.** CAC members will provide a brief overview of the local transportation issues in their jurisdictions.

**DISCUSSION:**

*Jim Frazier* presented copies of an article from the Contra Costa Times (4/20/08) on Highway 4 Bypass and its negative impact on local Oakley merchants. According to local merchants the lack of signage on the Bypass directing vehicles to Oakley coupled with the Bypass directing traffic through the commercial hub of Antioch and Brentwood is the main reason for their decrease in business.

*Doug Sibley* mentioned that Downtown Martinez community based transportation plan had their first stakeholder meeting on April 3, 2008. The focus of the meeting was on the needs of the people of Downtown area. Next meeting scheduled for May 22, 2008.

**3. REPORTS**

**3.1 CCTA Committee Reports by CAC Member:**

- Administration & Projects Committee (APC)
- Planning Committee (PC)
- Full Board Meeting (CCTA)

**4. CAC Member/Staff Comments:**

**5. Correspondence/News Clippings:**

- Contra Costa Times : Highway 4 bypass affecting Oakley merchants – provided by Jim Frazier, Oakley

**6. Future Agenda Items (Attachment)**

**7. Adjournment:** *Adjournment to the next meeting scheduled for May 28, 2008*

## Highway 4 bypass affecting Oakley merchants

By [unclear]  
East County Times

Business at Holly Harland's floral shop in downtown Oakley is slower than at any time in its 17 years of existence, with sales down 20 percent this year.

For Harland, the reason is clear: the opening in February of the newest segment of the Highway 4 bypass, which shifted the bulk of Oakley's traffic from Main Street to Laurel Road, where there is a bypass entrance and exit.

"We knew it would have an impact, but I thought most of our business was phone sales. When I look at the walk-in customers, it is down significantly," said Harland, who owns Good Scents Florist at Main and O'Hara Avenue.

Harland estimates that downtown Oakley has at least one-half to two-thirds less traffic than before the first segment of the bypass appeared. Historically, Main handled 30,000 to 40,000 cars daily, and that much traffic is expected to travel Laurel by 2020, according to city officials.

Additionally, Laurel has been widened and touted as the new gateway to Oakley, with multiple shopping centers planned there.

Some Oakley merchants said they are experiencing especially hard times because of the lack of traffic on Main coupled with a weak economy. Another concern surrounding the bypass from a business standpoint is the lack of signage directing vehicles

to Oakley and its business district.

"It looks as though Oakley doesn't exist. There is no mention of Oakley on the bypass except for the Laurel exit," Harland said. "It just draws people closer to Lone Tree Way and not Oakley."

Business owners complain that the bypass directs potential shoppers to Lone Tree, the commercial hub of neighboring Antioch and Brentwood. The new segment of the bypass connects Highway 4 with Lone Tree.

"Walk-in business is gone. We noticed it the same week the bypass opened," said Jackie Panos, owner of Blind Stitch, an embroidery shop. "If they are coming from Antioch or Pittsburg, they don't see us anymore."

Panos' husband owns a television repair business next door to her business, and both say they have had to cut employee hours and implement other cost-savings measures.

"We both have roller-coaster types of businesses where one is always doing well when the other is doing sorely, but now both are down," she said.

Traffic in downtown Brentwood has been slow, too, according to Oakley Chamber of Commerce President Steve Nosanchuk.

"I think it is just a combination of the bypass and all the development on Lone Tree. There is a lot more elsewhere than here in the downtown," said Nosanchuk, adding that this is a serious issue the chamber needs to address.

But not everyone thinks the bypass is hurting downtown business. Longtime video store owner Kathy Higgins said business is slow but not because of the bypass. Rising gas prices, a bad economy and

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