

MEETING SUMMARY

I-580 Corridor System Management Plan (CSMP) Technical Advisory Committee (TAC) Meeting #2

Wednesday, April 8, 2009
1:30 p.m. – 3:30 p.m.
Dublin City Hall

Attendees

ACCMA: Bijan Yarjani
Caltrans: Erik Alm, Julie Campero, Cesar Pujol, Mercy Lam
City of Dublin: Nicole Gonzales, Jaimee Bourgeois, Steven Yee
City of Livermore: Cedric Novenario, Mohammad Pournia
City of Pleasanton: Josh Pack
County of Alameda: Tam Nguyen
Dowling Associates: Rick Dowling
MTC: Joanna Fox, Joy Lee
MIG: Lou Hexter, Andi Nelson
Transcore: Ron Mikalson

I. Welcome

Lou Hexter, MIG, Inc., called the meeting to order and thanked everyone for attending and participating in the CSMP process. Lou reviewed the meeting objectives and agenda for the meeting.

II. CSMP Workplan Review

Julie Campero, Caltrans, provided an overview and status update of the I-580 CSMP workplan (presentation attached).

A representative from the City of Dublin asked if local elected officials get involved in the CSMP process. Caltrans noted that meetings will be held first with the MTC and CMA Boards and that presentations to local elected officials will be discussed as part of the public involvement strategy later in this TAC meeting.

III. Operations Analysis

Rick Dowling, Dowling Associates, Inc., provided a technical presentation (presentation attached) on existing conditions, trends, and strategies for improving mobility along the corridor. Rick answered TAC member questions during the presentation. He

emphasized that the recommendations for improving mobility in 2015 and 2035 are based on his research and analysis and do not represent the priorities of Caltrans or MTC. Rick welcomed all comments, feedback and suggestions from the TAC. Questions and answers are listed below by topic area. Sources of questions and answers are noted, when available, as well. Comments are also noted in this section.

Traffic Data and Improvement Information

- **City of Livermore** When was the existing traffic data collected? Recent ramp metering projects on the corridor will affect the results
Rick Dowling Traffic data is based on Dowling Associates traffic counts and the ACCMA model. The new, updated data has been factored into the projected traffic counts for 2015 and 2035.
- **City of Dublin** Would you be interested in the latest scheduling and implementation changes for 2015 improvements? We can provide it for you.
Rick Dowling Yes, thank you.
- **City of Dublin** How did you determine a “congested intersection?”
Rick Dowling They are generally intersections that are operating at Level of Service F or Volume/Capacity ratio greater than 1.
- **City of Pleasanton** Can we change the baseline year to 2008 instead of 2009 to accurately reflect the traffic data? The ramp metering implemented in late 2008 changes congestion along the corridor.
Rick Dowling Yes, thank you.
- **City of Dublin** Are you referring to the westbound San Ramon on-ramp morning peak hour traffic congestion problems?
Rick Dowling To be confirmed.
- **City of Livermore, City of Pleasanton** There are more on-ramps that do not have HOV lanes than suggested by the presentation.
- **City of Livermore** There is a concern that there is not adequate receiving infrastructure in Livermore to support major capacity improvements on Patterson Pass Road or other Altamont Pass alternative routes.

Programmed Improvements

- **City of Dublin** The status of proposed auxiliary lanes has changed since your analysis. For example, the Fulton/El Charro auxiliary lane may be implemented earlier than anticipated. We can give you a list of the updates.
- **ACCMA** HOV lanes recommended by Dowling are currently being constructed and will likely be at capacity in 2015.

- **ACCMA** ITS improvements to the western portion of the corridor are underway and will be completed in September 2009 at the latest. This will enable jurisdictions to better understand congestion issues along the corridor.
City of Pleasanton Will the ITS come with HOT lanes?
ACCMA *It is not part of the HOT lanes project.*
- **County of Alameda** Is any street widening proposed and underway in the western end of the corridor?
ACCMA Yes.
- **City of Dublin** The HOT lane over Altamont Pass is now County of Alameda policy.
- **City of Livermore** The BRT project is delayed but in process. It will run from Dublin BART to Lawrence Livermore. It will temporarily run on the freeway until the Jack London exit is built. It crosses three jurisdictions who are all in agreement regarding the BRT project route and timeline.
- **City of Pleasanton** Is ramp metering at interchanges going to be a standard along the corridor? The equipment has been constructed and it is identified in the policy document.
Caltrans *Metering is in place at the I-580/I-680 interchange. The ramp meter development plan identifies metering along I-580.*
ACCMA *Ramp metering could be included in the list of options to be considered, but the traffic impacts will not be analyzed during this phase.*

Jurisdictional Congestion Management Policies

- **City of Livermore** How does this project affect jurisdictions' policies for congestion management? We are having trouble with the interchange corridor and the inconsistent traffic signal timing, which creates a bottleneck along our jurisdiction's streets.
- **Caltrans** San Pablo serves as a model for traffic signal coordination between jurisdictions and Caltrans. Signals on San Pablo at 35th and at 36th, in the City of Oakland, are examples of successful signal coordination at intersections adjacent to freeway ramps. Bijan Yarjani w/ ACCMA will follow up with Caltrans staff on potential for similar signal coordination along I-580."
- **City of Pleasanton** The City had an MOU with Caltrans in the mid-1980s. The City could control Caltrans' traffic signals and Caltrans could monitor. Also, when the City of Dublin constructed the San Ramon interchange in 2004, the City gained control of Caltrans' traffic signals. The City of Pleasanton has been trying for years to gain control of traffic signals, but

have encountered many challenges and a lack of response from Caltrans. Caltrans has the resources and technical capability in place to oversee but not control interchange traffic signals.

ACCMA *Suggestion to use the word “administer” rather than “control” when discussing who will have access to the timing of traffic signals at interchanges.*

Improvement Opportunities

- **City of Livermore** Is there room for a HOT lane?
ACCMA *The inclusion of HOT lanes requires balancing the following: pricing issues, operation timing, and political implications.*
- **City of Livermore** Is there an alternative to trucks carrying goods on the corridor and over the Altamont Pass?
Rick Dowling *Yes, goods movement could be shifted to rail or a dedicated truck lane.*
- **City of Livermore** The City of Livermore is interested in exploring the option of bypassing Livermore at Vasco by developing an extension of the freeway.
- **City of Pleasanton** Is it possible to include HOT lanes on the expressway?
Rick Dowling *There are challenges, and it depends how it is operated.*
- **City of Pleasanton** Have rideshare and park-and-ride opportunities been considered?
Caltrans *Yes, they are being investigated.*

Challenges

- **City of Dublin** The improvement suggestions for West/South improvements in Dublin (580-680 flyover) would impact City facilities. Northbound to westbound could be implemented first.
Rick Dowling *We investigated the opportunity to develop a loop or fly-over interchange, but these options are infeasible and expensive. PSR is in progress.*

CSMP

- **City of Dublin** How are Dowling’s findings integrated into the CSMP?
Caltrans *The analysis and comments will be incorporated into the technical report, which will form the core of the CSMP.*
- **City of Livermore** Will other modes of transportation, such as regional trails, be part of the CSMP?
Caltrans *We are currently gathering information about other modes of travel including opportunities, plans, and gaps.*

IV. Public Involvement Strategy

Lou Hexter asked TAC members to provide suggestions to engage a broader range of stakeholders in the CSMP process. He encouraged TAC members to consider the purpose of public involvement in this process. Caltrans representatives emphasized the importance of gathering information throughout the process. CMA representatives confirmed that the Project Team is meeting with the ACTAC Board and presenting project updates.

Information for the broader stakeholders and general public could be provided using four methods:

1. Statewide CSMP website
2. Information pieces to explain the CSMP and the issues along the I-580 corridor.
3. Targeted presentations to elected transportation advocacy and interest groups.
4. Interactive presentation and open house open to the general public, especially targeting under-represented groups.

TAC members had the following responses and suggestions:

- Host a regional workshop with various advisory committees including: Citizen Advisory Committee, Bicycle/Pedestrian Advisory Committee.
- Engage community members at scheduled events such as the Ridership Fair in Pleasanton in October and LAVTA Transit Fair in Dublin.
- Make short presentations to elected officials throughout the corridor; comment later revised when reminder given that ACCMA Board will receive a briefing. Local reps believed CMA briefing was adequate.
- Host an open house in Fall 2009.
- Publicize the CSMP process on TAC member websites.
- Provide an opportunity for submitting comments directly via the statewide CSMP website.
- Make brief presentations to key stakeholders (presentation materials provided by the Project Team and administered by jurisdiction representatives).
- Advertise the CSMP website in a variety of ways.

V. Action Items and Next Steps

- Rick Dowling will make modifications to the technical analysis based on comments received during his presentation.
- City of Pleasanton will send an email to ACCMA and Caltrans and will copy City of Livermore and Pleasanton regarding interchange traffic signal management and coordination. ACCMA and Caltrans to address

jurisdictional congestion management policies at Caltrans interchanges at earliest convenience.

- MTC will provide a complete list of programmed improvement projects and recommended 2035 programmed improvements to TAC members.
- Caltrans will provide a complete list of recommended projects in the western end of the corridor.
- City of Dublin will send Rick Dowling updates to proposed HOT and auxiliary lanes, and latest timing changes for 2015 improvements.
- Caltrans will continue to analyze existing conditions, trends, and strategies for improving mobility presented by Dowling.
- Caltrans will develop the remainder of the CSMP.
- Next TAC meeting will take place in July 2009.
- Future meetings may be in workshop format to gather feedback from TAC members, stakeholders, and, possibly, the general public in August or September 2009.