

MEETING SUMMARY

I-880 Corridor System Management Plan (CSMP) CSMP Development Working Group

Wednesday, April 27, 2010
1:30 p.m. – 3:30 p.m.
Caltrans District 4

Attendees

ACCMA: Bijan Yarjani

Caltrans: Erik Alm, Katie Benouar, Cesar Pujol, Bob Rosevear, Frederick Schermer

MIG: Paul Rosenbloom

MTC: Danielle Stanislaus, Albert Yee

VTA: Casey Emoto, David Kobayashi

I. Welcome and Meeting Objectives

Paul Rosenbloom, MIG, Inc., called the meeting to order and thanked everyone for attending and participating in the 880 CSMP process. Paul reviewed the meeting objectives and agenda for the meeting.

II. Review and Discussion of Draft Sections

Erik Alm, Bob Rosevear and Cesar Pujol, Caltrans, asked if there were any further comments from the group on Sections 1 and 2. They then presented draft Sections 3, 4 and 5 for discussion.

Section 3: Existing Conditions

Bob Rosevear, Caltrans, presented the Existing Conditions (Section 3) for review. The comments provided are listed below:

- Note hours of peak period where needed.
- Call "Reliability" subsection "Travel Time" instead, unless buffer index data for both ALA and SCL can be provided.
- Discuss safety in general terms. It is OK to provide a table on TASAS data comparing total accident rate for each CSMP segment compared to statewide average (this data should be part of Segment Data Sheets). Use additional data, such as truck data, where possible.
- Bottleneck Map:
 - Label AM/PM bottlenecks
 - Add queue length from the State of System Report
 - Change map label to note that it is showing existing bottlenecks (with year).
- Bottleneck Tables:
 - Redesign bottleneck table to be a single ALA + SCL list of controlling bottlenecks with a cause noted for each bottleneck (taken from CCIT report and other SCL studies or VTA input).

- Remove congestion cause pie charts and related text.
 - Consider reconfiguring charts to depict Recurrent and Non-Recurrent congestion.

Section 4: Future Conditions

Cesar Pujol, Caltrans, presented the Future Conditions section for review. The comments provided are listed below:

- Section 4 should be limited to listing the expected future benefits to the 880 corridor of the CMIA projects.
- The overall intent is to show the basis upon which future mobility gains of the CMIA projects will be preserved.
- Section 4 needs to more clearly state where the primary bottlenecks will remain in the future.
- Southbound 880 in SCL is the biggest problem noted in this section.
- Documentation should come from the Operations Sections of the two CMIA Project Reports.

Section 5: Recommendations

The group discussed potential revisions to the Recommendation section, including:

- Removing the "miscellaneous" category and text from the Areas for Further Study.
- Adding the US-101 Interchange to the Areas for Further Study
- Adding more evaluation information from the CCIT report that layers the results of different improvement scenarios on each other.
- Linking current and future bottleneck lists with the recommended improvements; any bottleneck areas that don't have an associated improvement should be added to the Areas for Further Study section.

III. Review and Next Steps

The next steps are listed below:

- VTA and ACCMA will provide descriptions of their existing 880 Smart Corridor programs to Caltrans.
- Additional written comments on Sections 3 and 4, if any, are due to Caltrans on May 5.
- Written comments on section 5 are due to Caltrans on May 12
- The next working group meeting will be scheduled during the week of May 24th or June 1st.
- An I-880 CSMP TAC meeting will be scheduled for mid-June. The draft CSMP will be presented at this meeting.
- A final draft I-880 CSMP is targeted for completion in June.