

MEETING SUMMARY

SR 24 Corridor System Management Plan (CSMP) Technical Advisory Committee (TAC) Meeting # 2

Wednesday, March 11, 2009
1:00 p.m. – 3:00 p.m.
Pleasant Hill City Hall Community Room

Attendees

ACCMA: Bijan Yarjani
BART: Deidre Heitman
Caltrans: Erik Alm, John McKenzie, Cesar Pujol
CCTA: Martin Engelmann
City of Lafayette: Leah Greenblat
City of Orinda: Janice Carey
MTC: Joanna Fox, Joy Lee
MIG: Lou Hexter, Paul Rosenbloom
PBS&J: Tom Biggs, Kelly Klare

I. Welcome

Lou Hexter, MIG, Inc., and Erik Alm, Caltrans, provided brief introductions and welcoming remarks. Erik noted that an updated SR 24 CSMP Fact Sheet and letter of commitment will be distributed to the team shortly.

II. CSMP Progress to Date

John McKenzie, Caltrans, provided an overview of the SR 24 CSMP (presentation attached).

III. Future Conditions Presentation

Tom Biggs, PBS&J, provided an overview of the Future Conditions Technical (FCT) Memorandum (presentation attached) and answered TAC member questions during the presentation. Joy Lee of MTC and Erik Alm explained that the FCT memo prepared by PBS&J will be distributed to the TAC once final edits are completed.

Questions and comments are listed below by topic area; questions and answers are also listed below by topic area. Sources of questions and answers are noted, when available, as well. Comments are also noted in this section.

Questions

- **BART** Does the congestion data include origin/destination information?
Tom Biggs No, the data sources we are using do not include that information.
- **ACCMA** Do you have the corresponding volume/capacity ratios?
Tom Biggs Yes. Appendix C of the Future Conditions report has Volumes and Capacities. Additionally, the handouts listed the Volume over Capacity ratios at bottleneck locations
- **BART** Does the travel time presented in analysis include any incident delay time?
Tom Biggs No. We're trying to forecast changes in reliability based on the improvements we're making. Additional detection is important. Part of the CSMP process is improving the availability and quality of traffic data in the corridor.
- **BART** The 20 minute PM Peak Period commute time does not seem realistic. Please describe the methodology used to calculate it.
Tom Biggs It's a four hour peak period average. PBS&J will flesh out the methodology and provide more detailed info; the Future Conditions Performance Analysis table as shown is too general and will be improved moving forward.
- **BART** Where do the transit numbers come from?
Tom Biggs Transit numbers come from existing regional models.
- **City of Lafayette** Will there be a discussion of off-peak travel?
Tom Biggs The Existing Conditions memo looks at travel in both directions while the Future Conditions memo uses Caldecott Tunnel data as a source and to cross-check the analytical model. Caltrans' models with the 4th bore indicate that congestion is mitigated during both peak and off-peak travel.
- **ACCMA** What does "HOV-eligible" mean in the mode split table?
Tom Biggs Reflects those vehicles that have two or more travelers and thus would be eligible to ride in a typical Bay Area HOV lane.
- **City of Lafayette** Where are the volumes coming from for additional trips? Are they Lamorinda trips?
Tom Biggs No. The increase in travel originates from the region at large. Additional congestion analysis is provided in presentation and FCT memo; PBS&J will add more O/D information to FCT memo.

Comments

- TAC members generally noted an interest in more spatial congestion analysis (i.e., noting where congestion occurs, where trips are generated, etc.).
- CCTA explained that the analysis should indicate that the fourth bore will eliminate off-peak travel delay and compare to increases in vehicle delay in the peak direction.
- Need to improve bus travel information. AC transit does not go through the Caldecott tunnel.

IV. Mitigation Strategies Brainstorming

Using an aerial map with the three congestion locations noted, Lou Hexter facilitated a discussion about potential mitigation strategies that would improve capacity and efficiency in the corridor. Strategies identified during the brainstorming session are listed below:

Overall Corridor Strategies

- Ramp metering
- Review strategies from Lamorinda Action Plan (Pleasant Hill Road Strategies)
- Keep Pleasant Hill Road East as a 4 lane gateway
- Parking expansion at Walnut Creek BART
- Improved transit options (challenging in near-term because of budget cutbacks)
- Non-peak feeder bus
- Express bus
- Bart different models of operation/ station & parking capacity improvements
- Pay to park at BART
- BART system capacity increases not a viable option
- CMS / Traveler information
- Outside Shoulder HOV lanes at peak utilizing existing on-off ramps as HOV queue bypasses
- Corridor-wide, or WB-only pricing
- Open road tolling.
- Coordinate with Lafayette Downtown planning

Location 1

- Ramp metering.

Location 2

- Separated bicycle facility
- Expansion of relocated Park-and-Ride lot at Gateway (Wilder Ranch)
- Camino Pablo

Location 3

- HOV queue jumps using the existing ramps
- ITS: Traveler information/guidance and incident management.

V. Action Items and Next Steps

- Caltrans will distribute the Draft Future Conditions Technical Memo to TAC members.
- PBS&J will resolve any discrepancies between the congestion location map and congestion location text in the Future Conditions Technical Memo.
- PBS&J will refine the Future Conditions Performance Analysis table.
- TAC members will provide any additional comments on mitigation strategies and the Future Conditions Technical Memo to Caltrans within a week of being available for TAC review. Draft memos are forthcoming.
- BART representative Deidre Heitman will organize a meeting between BART operations and Caltrans staff to discuss data needs for the CSMP.
- The next TAC meeting will be in May to review the analysis of potential mitigation strategies and to perform a prioritization of them.