

## MEETING SUMMARY

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### SR 24 Corridor System Management Plan (CSMP) Technical Advisory Committee (TAC) Meeting # 3

Wednesday, May 12, 2010  
1:00 p.m. – 3:00 p.m.  
CCTA Conference Room

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#### Attendees

ACCMA: Bijan Yarjani  
Caltrans: Katie Benouar, John McKenzie  
CCTA: Randy Iwasaki, Martin Engelmann, Matt Kelly, Hisham Noemi  
City of Lafayette: Leah Greenblat  
City of Orinda: Janice Carey  
MTC: Danielle Stanislaus  
MIG: Lou Hexter, Andi Nelson  
TRANSPAC Barbara Neustadter

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#### I. Welcome

**Martin Engelmann**, CCTA, opened the meeting and provided brief introductions and welcoming remarks. He noted that TAC members need to provide comments on the draft CSMP document by the end of May 2010. Comments will be incorporated, and the final CSMP document will be submitted to the California Transportation Commission (CTC).

**Lou Hexter** of MIG reviewed the objectives for the meeting: review the technical milestones of the CSMP development process, understand the organization of the document, and provide initial input on the draft CSMP document.

#### II. CSMP Progress to Date

**Katie Benouar** of Caltrans thanked TAC members and described her role at Caltrans and on the CSMP project. **John McKenzie**, Caltrans, provided an overview of the SR 24 CSMP (presentation attached).

#### Questions

- **CCTA** Has the CTC approved any CSMPs to-date?

**Katie Benouar** *The first District 4 CSMP (I-580) has been completed and will be sent to the CTC soon.*

### III. CSMP Document

John McKenzie, Caltrans, reviewed the outline of the full CSMP document and CSMP summary document (presentation attached). He explained the content difference between the two documents.

#### Questions

- **City of Orinda** Is the document available on the CSMP website for public review?  
*Katie Benouar* There is not a public comment period; this TAC is the sole reviewing body. In May 2011, though, we will develop the 2<sup>nd</sup> generation of the document, which will likely involve a broader stakeholder group. This next round of CSMPs will likely include I-680 and West I-580 In Oakland. The CSMP is intended to be a living document as Caltrans' modeling capability improves.
  
- **City of Lafayette** Under Recommended Improvements, HOV lanes are included. It is unclear if these lanes are planned for the inside or outside of the freeway. The Capacity Study states that HOV lanes would add capacity during off-peak times. PBS&J estimated HOV lanes on the left side.  
*Martin Engelmann* The limits of the HOV lanes have been decided. However the design of the HOV lane will not be known until the Project Study Report Phase. In the meantime the FPI analysis cost estimates assume an inside left HOV lane.  
*Katie Benouar* If the region would like to go forward with an HOV lane, then a study will be conducted to determine the appropriate location and direction. The phrasing is taken from the FPI and needs to be clarified to indicate inside or outside.

#### Comments and Edits

- TAC members discussed the importance of outlining the Lamorinda Project Management Committee (LMPC)'s role and involvement in the CSMP development. Members suggested the document be edited to indicate the RTPC and the Board's involvement in the process.
- HOV lanes along SR 24 and I-680 were a topic of discussion. Members discussed funding and interlinkages between major routes in areas that are eligible for HOV lanes. TAC members generally supported HOV implementation.
- TAC members reviewed the conflicts and regulations that protect BART and AC Transit ridership and viability. There are specific regulations regarding these two entities that need to be addressed. One member suggested the document detail the issue of competition on bus routes on page 10 of the draft document.
- CCTA suggested combining the summary and full report into one report that comprises Section 1 and 2, with Sections 3-5 as supporting documents.

- TAC members recommended checking certain data and facts in the document:
  - ACCMA suggested confirming that the Public Utility Commission (PUC) rule, as well as other regulations, is up-to-date in the document.
- TAC members discussed clarifying the text in Key Findings and Current Conditions including:
  - References to the Mira Road to Acalanes Road intersection. City of Lafayette suggested rewording the text to state, “Downtown from the Lafayette ramps.”
  - Pg. S-15, third bullet should be clarified to indicate that it is the morning bottleneck.
  - Pg. S-15, fourth bullet needs additional text: “in peak direction.”
  - TAC members suggested editing Figure 5 content and title in the draft document. One member suggested adjusting Figure 5 to include morning traffic patterns and Figure 6 to include afternoon/evening traffic patterns.
  - Katie Benouar indicated the need to review S-15, S-16, and S-17 and make sure data is reflected in the figures.
  - Pg. S-18, improvement numbers on the map are not included in the table below. There needs to be different numbers within packages.
  - One TAC member referenced Package A on Figure 9 in the document.
- City of Lafayette suggested including a map of the project area in the beginning of the document. Names of streets and off-ramps are listed on page S-2, but a map would help to illustrate them. ACCMA suggested including a map of the corridor that shows various, existing ITS elements. There is a map of the corridor in Section 1 of the FPI document.
- TAC members highlighted road and intersection names to clarify and check for consistency throughout the document.
  - City of Lafayette suggested editing references to Deerfield Road perpendicular throughout the document.
  - Gateway Boulevard is now Wilder Road.
- Suggested changes and recommendations for the 2030 Conditions section include:
  - Clarify text referring to traffic queues that extend from one bottleneck area to another.
  - Figure 11 could be clarified by indicating action steps for the future based on the 2030 condition. One TAC member suggested illustrating the 2030 condition at 2030 and in years beyond 2030.
- TAC members discussed copy edits:
  - TAC members suggested reviewing page numbering consistency. One participant suggested matching the page numbers, headers and footers in the summary and full document.

- Change the CCTA signature block to read “Randell H. Iwasaki” and not Randy Iwasaki.
- CCTA identified the following edit: Route 820 night owl service is dormant, which should be reflected in the document (pg. 2.5 in Section 2-3 of full document).
- Numerous tables in the document need to be synchronized with the text. In some cases, location numbers and summary tables are in different orders.

## **V. Action Items and Next Steps**

- Caltrans will send the draft CSMP to CCTA and CCTA will send the document via YouSendIt to TAC members.
- TAC members will provide any additional comments on the draft CSMP to CCTA by noon on May 26<sup>th</sup>.
- CCTA will forward collected comments on the CSMP draft to Eric and John on May 28<sup>th</sup>.
- The Final Draft CSMP will be developed in June.