

**SR 1/183 CSMP
Joint TAMC/SCCRTC Stakeholder Meeting**

**November 19, 2009
Meeting Summary**

Prepared by:



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November 2009

Meeting Attendees

AMBAG: Bhupendra Patel

Caltrans: David Murray, Joseph Londono, Melissa Cole, Mark McCumsey, Dan Herron, Jennifer Calate

SCCRTC: Grover Blakeslee, Kim Shultz

SCMTD: April Warnock, Angela Aitken

TAMC: Don Bachman, Mike Zeller

City of Capitola: Steve Jesberg

City of Santa Cruz: Chris Schneiter

City of Watsonville: Maria Esther Rodriguez

County of Monterey: Rick Sauerwein

MBUAPCD: Dave Fairchild

Monterey County Redevelopment Agency: Nick Nichols

MST: Mike Gallant

RTC: Rachel Moriconi

Santa Cruz County: Jack Sohriakoff

Key Discussion Points

Proposed Scenarios

1. Existing Conditions

- Confirm that SR 1 and SR 9 are included in the models.
- Confirm that the San Lorenzo Bridge Widening is included in the models.
- Explain that the Existing Conditions project list is based on the 2005 Constrained MTP Project List.
- Clarify why the HOV project is not included in the project list.

2. CMIA Scenario

- Clarify the expected completion date of the Soquel/Morrissey Aux Lane Project. Spring 2011.

3. ITS/TDM Scenario

- Determine if Park and Ride lots be included in the scenarios. If not, include explanation.
- Clarify that Signal Synchronization is only included in the Micro-Scale model.

4. HOV Scenario

- Clarify that the HOV lane will run from Morrissey to Larkin Valley Road.

5. Alternative Mode Scenario

- Consider including the HOV lanes in the transit scenario. SCCTA analysis shows that developing the HOV lane will increase transit capacity by 33%.
- Include BRT in the model. (also refer to previously completed BRT study).
- Identify data needs, DKS asked for Origin/ Destination Data and the estimate of potential mode split.
- Unconstrained options would include Light Rail and a Caltrains connection to Salinas.

Measures of Effectiveness (MOE)

- Peak Spreading analysis will be used to determine the Unmet Demand performance measure.
- Consider using Person and Trip tables in analysis. Trip tables assume contact occupancy and this will change with the addition of HOV lanes.
- Please consider conducting Measure of Effectiveness analysis for Local Streets in addition to Highway 1.
- Include ramp queue lengths in Measures of Effectiveness.

Next Steps

- A draft scope of work will be presented at the next meeting which will be held during the third week of January.
- Caltrains will keep stakeholders informed on progress with DKS and present scenarios in early 2010.