



TO: WCCTAC Technical Advisory Committee

DATE: Sept 16, 2010

FR: John Rudolph JR

RE: Summary of Sept 9, 2010 WCCTAC-TAC Meeting

1. I-80 Integrated Corridor Mobility Project (ICM) Project Updates: John Hemiup, ACTC, provided updates on project components, key deliverables, outreach, and action items, and received comments. ACTC will seek funding authorization by the CTC (a) in November 2010 for the Traffic Operations System and San Pablo Av Corridor Arterial and Transit Improvements, with construction scheduled for early 2011; and (b) in August 2011 for the Adaptive Ramp Metering and Active Traffic Management System, with construction expected to begin in 2012. Public outreach will include two meetings after release of the Draft Environmental Document expected in January/February 2011.

WCCTAC staff cautioned that the construction schedule for San Pablo Av Corridor improvements presumes agreement by the cities to maintain ICM equipment, and these decisions have not been made by the policy makers; and while improvements to greenhouse gas emissions and incident management are clear, travel time improvements appear to be nominal for travelers within Contra Costa, which may affect willingness to pay for O&M costs.

2. I-80 Corridor System Management Plan (CSMP): Bijan Yarjani, ACTC, presented the draft CSMP, responded to questions, and received comments from staff and the TAC. After discussion, the TAC agreed to forward the CSMP to the Board for consideration on Sept 24.

The CSMP describes existing conditions, locations of bottlenecks, and accident profiles; near-term (2015) congestion mitigation strategies; and long-term (2035) conditions and congestion mitigation strategies and constraints. As a near-term congestion mitigation strategy, the ICM project combines (a) freeway management (adaptive ramp metering, variable advisory speed signs, lane use signs), (b) arterial management (coordinated traffic signal systems, TMC for local jurisdictions), (c) transit management (ramp meter HOV preferential lanes, transit signal priority, transit traveler information at BART stations), (d) traveler information (511 enhancements, changeable message signs, highway advisory radio), (e) traffic surveillance and monitoring (CCTV cameras, vehicle detections systems), and (f) incident management (vehicle detection and incident response plan).

Members of the TAC expressed concerns that the report appears to be freeway-centric, that focus should remain on the near-term improvements because the long-term is difficult to forecast, that transit capacity may not exist to serve the projected increases in transit ridership, that the Hercules ferry should be included in the near-term models, that increases in delay on San Pablo Av will affect small cities for which San Pablo Av is the downtown, and that local travel times appear not to be improved.

Staff observed that the implementation plan implies a prioritization process and consensus that have not taken place or been achieved. Staff recommended highlighting West County priorities for accommodating future growth in this corridor. These priorities include ferries and a rail facility –

possibly wBART, Capitol Corridor enhancements, and/or other – that parallels the freeway, as well as development of the PDAs, and continuation of TDM efforts. In terms of operational strategies on I-80, West County would support re-striping and access restrictions at the MacArthur Maze, studying congestion pricing and conversion of a general purpose lane to an additional HOV lane (as an alternative to converting the current 3+ to 4+), and further studies of metering the 580 corridor.

Further, staff suggested a need for institutional corridor collaboration at a policy level, to include representatives from Contra Costa, Alameda, and Solano counties working together with MTC, Caltrans, and transit. Staff expressed a need to clarify the benefits, however difficult to quantify, from reductions in incidents and greenhouse gas emissions, and indicated that the matter of divvying up the O&M costs for the arterial and transit improvements is a looming issue.

3. Program 28b and Paratransit Needs Assessment: Following the Board's direction in July to develop a scope of work, budget, and source of funding for a paratransit needs assessment study, the TAC agreed to use accumulated 28b funds for a study of approximately \$100,000 or less, to determine user origins and destinations, service gaps, efficiency, and coverage. The TAC agreed to keep to its intention of using 28b to support a West County community-based transportation planning study that would include wBART or other rail option, to be commenced after completion of the Transit Enhancement Strategic Plan and Wayfinding Plan currently underway.

4. Contra Costa Safe Routes to Schools Master Plan: Brad Beck, CCTA, provided background information on the project and the recently released RFP to obtain consultant support. The goal is to increase the number and share of students who walk or bicycle to their school by providing safe and direct access, training for students, and encouragement and information to families. Responses to the RFP are due Sept 30, interviews are expected to occur in Oct, and a consultant contract in place by Nov. The scope of work includes development of an approach to allocating CMAQ funds to the jurisdictions. A CMAQ call for projects is expected by May 2011, and programming by Feb 2012.

5. Transit Enhancement Strategic Plan and Wayfinding Plan: the Working Group convened at 10:30 a.m. following the TAC.

6. Adjournment until October 14, 2010, at 9:00 a.m.

The next **regular WCCTAC-TAC meetings** will be:

- Thursday October 14, 2010 at 9:00 a.m.
- Thursday November 18, 2010 at 9:00 a.m.

The next **WCCTAC Board meetings** will be:

- Friday September 24 at 8:00 a.m.
- Friday October 29, 2010 at 8:00 a.m.