

MEETING SUMMARY

SR 24 Corridor System Management Plan (CSMP) Technical Advisory Committee (TAC) Meeting #1

Tuesday, February 3, 2009

1:00 p.m. – 3:00 p.m.

Contra Costa Transportation Authority Offices, Conference Room

Attendees

ACCMA: Bijan Yarjani

Caltrans: Erik Alm, Cristina Ferraz, Mercy Lau, John McKenzie, Cesar Pujol

CCTA: Martin Engelmann, Jack Hall, Matt Kelly, Hisham Noeimi

City of Lafayette: Leah Greenblatt

City of Orinda: Janice Carey

City of Walnut Creek: Joan Hall

MTC: Joanna Fox, Albert Yee

MIG: Lou Hexter, Paul Rosenbloom

PBS&J: Tom Biggs, Kelly Klare, Shadde Rosenblum, Jin Wang

I. Welcome

Martin Engelmann, CCTA, called the meeting to order and thanked everyone for attending and participating in the CSMP process. Lou Hexter, MIG, Inc., and Erik Alm, Caltrans, provided brief introductions and welcoming remarks.

II. CSMP Workplan Review

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

CSMP Questions and Comments

Questions

- **City of Orinda** Will the CSMP deliverable be affected by the State budget situation?

Caltrans *Yes, to some extent. For example, some detection equipment had not been placed due to budget constraints. However, the funding for the CSMP product is not bond money, and a result is not currently at risk for suspension.*

Comments

- The final delivery date of the CSMP product needs to be clarified for local elected officials.

III. Operations Analysis

Tom Biggs, PBS&J, provided an overview of the Existing Conditions Memorandum (presentation attached) and answered TAC member questions during the presentation. 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

- **ACCMA** Will this report include a desired level of service?

Tom Biggs *The report will include a cost/benefits analysis that considers congestion relief, safety, and reliability that will be used to guide future project prioritization discussion.*

- **ACCMA, CCTA** What body is approving the completed CSMP and what does 'approval' require in this instance?

Caltrans Our current intent is to receive approval of final product by CMA, MTC and Caltrans D4. *Caltrans District 4 staff is working with Caltrans Headquarters to clarify the approval process, as it is unclear what the CTC will accept as "CSMP Adoption."* It may be acceptable for CMA Board to "receive and/or accept" the CSMP.

CCTA Martin felt that the only realistic way to meet the CTC deadlines would be for the CCTA Board to receive the completed FPI analysis as an information item, with the CSMP document following in a similar fashion.

- **ACCMA** What type of model is being used for traffic forecasting?

Tom Biggs *The model draws heavily on existing ACCMA and CCTA models with slight modifications where the models merge (in the Caldecott Tunnel) to reconcile differences.*

- **ACCMA** How will you address the Walnut Creek BART station?

Tom Biggs *It will be addressed in the existing conditions and mitigation strategies sections.*

- **Local Partners** Who should comments be sent to?

Caltrans *Send to Erik Alm, Caltrans, or Joanna Fox, MTC.*

- **City of Lafayette** What about I-680 backups on SR-24?
Tom Biggs *PBS&J will investigate*
- Have mitigation strategies been developed yet?
No, those will be developed as the next part of the project and discussed at the next TAC meeting

Comments

- Note that local officials have not been in favor of constructing additional freeway lanes.
- **City of Orinda** Note the name of Gateway Blvd. has been changed to Wilder Road.
- **City of Lafayette** Include findings from recently completed City of Lafayette Bicycle Plan which identified specific Caltrans parcels as potential opportunities for improving the non-motorized transportation system.
- **City of Lafayette** Incorporate findings from City of Lafayette Downtown Specific plan. The plan identifies potential local north/ south connections across SR 24 between Brown Ave and Pleasant Hill Road which would improve local circulation, particularly bike/ped circulation.
- **City of Lafayette** Incorporate findings from recently completed I-680 ramp metering study.
- **ACCMA** Consider developing various mitigation strategies by transportation mode.
- **CCTA** Contra Costa stakeholders rejected capacity increases in the SR-24 Transit Capacity Study, with possible exception of shoulder use during peak period.
- **CCTA** Project timing does not allow sufficient review required for formal adoption by the local transportation authorities. Current project timing will only allow the transportation authority board to receive and file the final CSMP product. Formal adoption would require extensive review by designated boards and the larger public. What is realistic level of public involvement with this accelerated schedule? Planning process has many areas where public is involved in these types of transportation investment choices (RTP, Countywide Plan, RTPCs, etc).

- **City of Orinda** The final CSMP could be presented to City of Orinda officials as one option.
- **City of Lafayette** City of Lafayette has many committees that could review CSMP product prior to City Council adoption.
- Tri-City Transportation Council meetings are one potential venue for getting input on the CSMP product.
- There is a need to balance the CTC requirements for CSMP completion and requirements for local jurisdictions for adequate review prior to formal adoption.

IV. Action Items and Next Steps

- PBS&J will include a discussion of the Walnut Creek BART station in the existing conditions memo and mitigation strategies discussion.
- PBS&J will change name of Gateway Blvd. to Wilder Road on all project materials.
- PBS&J to consider developing mitigation strategies by transportation mode.
- PBS&J to review findings from I-680 ramp metering study previously completed by CCTA in 2003.
- Caltrans to clarify the CSMP adoption process and clarify the scale and type of public involvement required by the CTC and report back to the TAC.
- TAC members will provide comments on presentation results and related materials to Caltrans by February 17th.
- The next TAC meeting will take place in March, 2009. Future TAC meetings will be held in May/June and August/September as draft materials is available for discussion.