

MEETING SUMMARY

SR 4 Corridor System Management Plan (CSMP) Technical Advisory Committee (TAC) Meeting #3

Monday, August 24, 2009
1:00 p.m. – 3:30 p.m.
CCTA Offices

Attendees

Caltrans: Erik Alm, Katie Benouar, John McKenzie, Alan Chow, Sean Nozzari
City of Antioch: Ken Warren
City of Martinez: Tim Tucker
Contra Costa County: Jamar Stamps
CCTA: Martin Engelmann, Susan Miller
MTC: Mike Kerns, Albert Yee, Danielle Stanislaus
MIG: Lou Hexter, Paul Rosenbloom
PBS&J: Tom Biggs, Kelly Klare
SR 4 Bypass authority: Dale Dennis
TRANSPLAN: John Cunningham
WCCTAC: John Rudolph

I. Welcome

Lou Hexter, MIG, Inc., and Erik Alm, Caltrans, provided brief introductions and welcoming remarks.

II. CSMP Update Presentation

John McKenzie, Caltrans, provided an overview of the SR 4 CSMP progress to date. The only project delay noted was the Detection in Place step that was originally slated for completion in August, 2009 and will now be completed in December 2009 (presentation previously provided).

III. Mitigation Strategies and Prioritized Mitigation Strategies Technical Presentation

Tom Biggs, PBS&J, provided an overview of the Mitigation Strategies and Prioritized Mitigation Strategies and answered TAC member questions during the presentation (presentation previously provided).

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.

Consultant Methodology and Notes

At the conclusion of his presentation, Mr. Biggs explained a number of assumptions made in the technical analysis, identified data sources and made other comments:

- A key assumption in the future condition models is the completion of programmed improvements along the corridor, including the SR 4 Bypass project.
- This analysis was freeway focused; the improved transit and local circulation options identified in the memorandum were not subject to the same level of analysis as the improvements related to freeway performance.
- The 2015 and 2030 models are based on CCTA travel demand models and assumptions.
- The improvements suggested are focused on improving SR-4 corridor mobility, reliability and safety, and the strategic investments necessary to realize those goals.
- The analysis models include the assumption of a completed SR 4 Bypass (specifically Sand Creek) that is currently not fully funded.

Questions

- **City of Martinez: Are the SR 4/ I-680 Interchange improvements included in your Future Conditions Model?**

Tom Biggs: Only improvements with estimated completion dates on or before 2015 are included in the baseline future conditions model. SR-4/I-680 Interchange improvements are not included in the model, although elements of Phase III are proposed as mitigation improvements.

- **CCTA: What is the source of the monetized values for the Mobility, Reliability and Safety benefits?**

Tom Biggs: These values are taken from the FPI Performance Methodology document (MTC, 2007) and are a blend of fuel costs and the time value for work and recreation.

IV. Ramp Metering Strategy Presentation

Sean Nozzari, Caltrans Deputy District Director for Operations, provided an overview presentation of Ramp Metering in the Bay Area (presentation previously provided) and answered questions following the presentation. The presentation

described the history, benefits and implementation procedures for ramp metering. The presentation identified four principles that guide these projects:

- Focus on the Corridor
- Local Participation
- Local Sensitivity
- On-going Communication

Mr. Nozzari also explained that initial Ramp Metering improvements will likely be in the area between Railroad Avenue and Port Chicago Highway, as the necessary equipment is in place.

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

Questions and Comments on Ramp Metering Presentation

- **City of Martinez:** Please ensure that the images depicting potential HOV lane locations are accurate.
- **CCTA:** Will you conduct a condition inventory of existing ITS equipment in the Railroad Ave- Port Chicago Highway stretch? Some local agencies report that some equipment is damaged.

***Sean Nozzari:** Before moving forward with any kind of project implementation, Caltrans will assess equipment condition and make any necessary upgrades and improvements.*

- **CCTA:** How are you going to start the MOU process?

***Sean Nozzari:** We'd like the CMA to take the lead. A committee is usually formed to work on local design and implementation issues. These committees usually meet for six months to a year before metering is implemented.*

- **CCTA:** Did PBS&J include any ramp delay in the model or only freeway delay?

***Tom Biggs:** The delays identified are mainline (freeway) delays.*

- **Contra Costa County:** Are there any Ramp Metering Design Guidelines that Caltrans uses to minimize the potential for increased delays in local circulation?

***Sean Nozzari:** End of queue detectors are one type of technology that Caltrans uses to address these issues*

***MTC:** Following installation, Ramp Metering projects are closely monitored and observed. Modifications are made as needed based on these observations.*

- **City of Martinez:** What are the assumptions you used in calculating the benefits of Ramp Metering?

Tom Biggs: *There are two key assumptions:*

1. *Discharge rate was calculated at 1,200 vehicles per hour*
2. *All ramps were checked for length to confirm that projected discharge did not exceed storage.*

- **CCTA:** Local jurisdictions do not want to see increased delays on ramps or on parallel routes. The I-80 Integrated Corridor Mobility (ICM) project called for ramp metering and no benefit shown for local jurisdictions. Moving forward, we need to be very sensitive to this real concern and review these potential impacts with more detailed modeling efforts.
- **Sean Nozzari** The ramp metering improvements identified will not create any additional ramp delay. Developing and promoting the plan will require detailed review and coordination with local jurisdictions. Ramp Metering provides significant safety benefits, and has potential for 20-25% incident reduction in the corridor.

V. Mitigation Strategies and Prioritization Discussion

The meeting concluded with an overall discussion about the Mitigation Strategies and Prioritization. Discussion topics are listed below:

Ramp Metering

- **CCTA:** The report should make explicit that Ramp Metering improvements will only move forward with further detailed study and operation analysis.
- **TRANSPLAN:** East County residents will require an education about Ramp Metering, including how it works and the benefits it provides.

Express Lanes

- **TRANSPLAN:** Express Lanes are addressed inconsistently in this draft. The memo should introduce this strategy generally, provide an overview of how they work and describe how they are being implemented at the State, Regional and local level. There is local sensitivity to this strategy.
- **CCTA:** Please clarify the 'reinvestment' of express lane funding. Also, add reference to current HOT lane legislation, and put MTC's current Regional HOT Lane Network plans in context.
- **Tom Biggs:** PBS&J will modify the discussion of this strategy to provide a general overview, describe current State and regional policy and identify strategy benefits.

MTC: The updated memo should provide the proper context for this strategy.

Overall Packages

- **City of Martinez:** Our City Council may be concerned about that this plan encourages over-investment in other parts of the corridor, specifically the eastern portion of the corridor.
Tom Biggs: Most of our improvements are actually targeted in the central portion of the corridor, since the committed improvements (SR 4 East Widening and SR 4 Bypass) already address congestion in the eastern portion of the corridor. Additionally, these improvements are focused on the most severe bottlenecks causing the most upstream congestion.
- **SR 4 Bypass Authority:** Is there a phased approach to the ramp metering?
Sean Nozzari: Ramp Metering will occur where other improvements are already completed, between Railroad and Port Chicago Highway. The current strategy map should be updated to reflect project timing.
- **SR 4 Bypass Authority:** Are there direct connectors for HOV identified in the improvement packages?
Kelly Klare: There are no specific direct connector HOV improvements identified.
- **CCTA:** The Payback Period and Rate of Return in the Performance Measures and Prioritization table will need to be refined for presentation to a wider audience. Would like to arrange for further discussion about how to package this information with MTC, Caltrans and PBS&J.

VI. Action Items and Next Steps

PBS&J will review and refine the draft technical documents and focus specifically on:

- Package C: Need to closely review site configuration to strengthen project costs.
- Expanded and consistent discussion of Express Lanes.
- Greater specificity of improvement location and timing depictions on maps.

FPI Analysis Comment Period

Send comments to John McKenzie by September 16

Erik Alm provided an overview of the expected Next Steps in the CSMP development process:

Finalize FPI Analysis	October
FPI Analysis Presentation to CCTA's TCC	November
Partner Agency Discussions on Ramp Metering	TBD
Incorporate FPI Analysis into Draft CSMP	November
SR-4 CSMP TAC meeting to review Draft CSMP	December / January
Draft CSMP Comment Period	January 2010
Caltrans Acceptance of CSMP	February–March 2010