

TRANSPAC Meeting Summary Minutes

MEETING DATE:	November 8, 2012
ELECTED OFFICIALS PRESENT:	Julie Pierce, Clayton (Chair); David Durant, Pleasant Hill (Vice Chair); Bill Shinn, Concord; Kristina Lawson, Walnut Creek; Karen Mitchoff, Contra Costa County; Ron Leone, Concord; Mark Ross, Martinez
PLANNING COMMISSIONERS PRESENT:	Dan Richardson, Clayton; Diana Vavrek, Pleasant Hill; Doug Stewart, Contra Costa County
AGENCY STAFF PRESENT:	Matt Kelly, CCTA; Eric Hu, Pleasant Hill; Ray Kuzbari, Concord; Jeremy Lochirco, Walnut Creek; John Cunningham, Contra Costa County; Deirdre Heitman, BART; Barbara Neustadter, TRANSPAC
GUESTS PRESENT:	Tarek Hatata, System Metrics Group; Erik Alm, Caltrans, Mike Van Hofwegen, Monument Community Partnership; David Pitman, Monument Community Partnership
MINUTES PREPARED BY:	Marilyn Carter, TRANSPAC Staff

TRANSPAC reserves the right to take formal action on any item included on this agenda, whether or not a form of resolution, motion or other indication that action will be taken is included on the agenda or attachments thereto.

1. Convene Meeting/Pledge of Allegiance/Self Introductions – Completed

Chair Pierce convened the meeting at 9:05 a.m. She then welcomed Doug Stewart, the new Planning Commissioner assigned to TRANSPAC from Contra Costa County. Mr. Stewart shared that he has been a County Planning Commissioner for approximately six months. He also handles all the homeless issues across Contra Costa County. Member Ross added that Mr. Stewart provides an incredible humanitarian effort in assisting the homeless. Chair Pierce stated that she will pass Commissioner Stewart's name to ABAG so that Contra Costa County gets some recognition for the needs of the homeless in this area.

2. Recognition of Bill Shinn for his years of service representing the City of Concord on TRANSPAC and welcome to Concord Mayor Ron Leone, the City of Concord's new TRANSPAC representative

Chair Pierce recognized Bill Shinn with a certificate of appreciation for his years of service representing the City of Concord on TRANSPAC. Member Shinn commented that he had been on TRANSPAC since 2003, serving two years as a Planning Commissioner and eight years as a Councilperson. He stated that he very much appreciates being part of a team of such dedicated staff.

Members Mitchoff and Ross personally thanked Member Shinn for his service.

Barbara Neustadter announced that Chef Judy Orpin from Cottage Catering will no longer be providing pastries for TRANSPAC meetings. She presented a certificate of appreciation to Ms. Orpin (who was not present) for her many years of service and wished her much success in the future.

Member Durant announced that a new business called Corner Bakery will be coming to Pleasant Hill where Yan Can restaurant was previously located, and TRANSPAC could possibly use those services to replace the services provided by Cottage Catering. A discussion was held on other possibilities.

3. Public Comment

None

CONSENT AGENDA

4. Approval of the September 13, 2012 minutes – Durant/Shinn/Unanimous

END CONSENT AGENDA

5. An overview of the I-680 Corridor System Management Plan (CSMP) presented by Tarek Hatata, President, System Metrics Group

Chair Pierce introduced Tarek Hatata with System Metrics Group. Barbara Neustadter also acknowledged Erik Alm with Caltrans, who works with the corridor system management program. She continued that the TAC has been working on this issue for some period of time and it is now coming to a successful conclusion. This is important to TRANSPAC because of the I-680 corridor.

Tarek Hatata stated that this is a second generation corridor system management plan. The first generation CSMPs were completed approximately a year and a half ago. This second generation plan is attempting to push the envelope a little further.

Previous studies had micro-simulation tools that were expensive, and were on average between a half million to \$1 million just for the modeling aspect of the CSMPs. UC Berkeley has developed a tool called TOPL, which is a less expensive tool and is publically available. I-680 is the first corridor for which this tool is being tested. In addition, the State has developed smart mobility framework performance measures (the ascent of bike and pedestrian lobbying, planning, and funding). This is one of the first corridor systems to integrate the ped/bike aspect in addition to transit, freeway and roadway aspects. It is a very ambitious study. Dowling & Associates (another consultant working on this study) has a separate device to deal with the smart mobility framework. The team provides modeling, outreach, and hold monthly staff working group meetings.

The two most important items to note are 1) network definition and 2) preliminary performance assessment. After much discussion with stakeholders, it is recommended that there be a three-tiered network definition because everything cannot be included in the TOPL modeling. For mode split (which means how many people will use each mode) and diversion analysis, the Contra Costa

model will be used. That will allow long-range planning, evaluating transit mode share, evaluating bike mode share and determining how people will react: which roadways will be taken, which transit modes will be taken and which bike/ped areas will be utilized.

The traffic modeling tool, TOPL, will be used for freeways, on-ramps and off-ramps, up to the first intersection only. Determination will be made regarding which roads and which modes are being used. That component will be used to determine freeway use and up to the first intersection use on arterial streets. This will give information regarding more detailed traffic analysis including merging, weaving and bottlenecking.

Complete Streets involves a much wider range of arterials and interchanges, which will be considered in terms of their condition, i.e., bikeways condition, width of pedestrian walkways, and how pedestrians and bike users utilize facilities.

Mr. Hatata presented the Contra Costa travel demand model which is used for mode split and diversion, which indicates how demand will be divided. The vehicular traffic flow model (the second layer) indicates the freeways, on- and off-ramps and links to the first intersection.

Complete Streets has several layers: arterials with freeway interchanges, non-interchanges crossing the freeway, shared use paths, and parallel arterials. These will not be modeled; they are field reviews. Consultants will go to the field and take the data. This three-tiered network has been proposed to the Technical Advisory Committee.

There has been much discussion regarding performance measures related to which measures to use and why. System Metrics Group started with the smart mobility performance measures that the State developed and then developed specific metrics. Some of these metrics can only be used to look at how everything works today and cannot be forecasted in the future. An example is on-time performance on BART; it can be measured today and statistics are available. However, there is no way to determine what the data will be in the year 2020. The same logic applies to reliability on freeways. Areas such as accidents cannot be projected, but can be determined where and the number of accidents that occur today. Mr. Hatata presented a safety analysis which is broken up by weekday and weekend/holiday which indicates the number of collisions per day per month. In the northbound direction of I-680 in the year 2010, there were 45 collisions according to CHP data. The analysis does not include "incidents" such as debris in the road or stalled vehicles. The safety analysis for southbound I-680 shows locations where accidents occur. This information will be used to compare with the State average to determine if the number of accidents occurring is in line with accidents occurring throughout the State. Areas of relatively high accident numbers are San Ramon Valley Road in Danville, and Monument Blvd. in Pleasant Hill.

A discussion regarding ramp metering was held, and Mr. Hatata advised that national studies indicate that metering reduces accidents.

Mr. Hatata then presented a chart related to bike/ped collision trends around the corridor. Despite the fact that there is significant increase in bike/ped traffic, accidents have been reduced over a ten-year period.

The next chart presented related to freeway mobility. Freeway detection is critical to provide accurate performance assessment on freeways. Some areas on the I-680 corridor have good sensor detection but many areas have poor or no sensor detection because of malfunction and even vandalism. Areas for which there are no functioning sensors are not represented on the chart.

The chart indicates that northbound I-680 congestion begins at 2:30 p.m. and ends at approximately 7:00 p.m. It also shows year-by-year trends and that 2010 has returned to the congestion trend of 2008. This indicates reduction of congestion during the recession, and now the congestion is returning because the economy is improving.

Member Durant commented that part of the congestion relief can be attributed to the great recession, although traffic has been much worse in the last four months because jobs are coming back. This does not represent recreational driving; it represents commuters.

Chair Pierce added that this congestion has not prompted employers to do any shifting of schedules for employees. Member Durant stated that he does not believe most employers will be more flexible with work schedules to accommodate commuters.

The next presentation indicated the bottleneck factor. The freeway with four lanes acts like a freeway with two lanes when a bottleneck occurs. He added that the cost of bottlenecking is approximately \$100 million worth of investment that is not working.

Mr. Hatata continued with the presentation regarding pavement rehabilitation factors. There are several projects which address pavement issues. The pavement condition on the I-680 corridor is much better than average freeway conditions throughout the state.

The next two or three months will be spent working on field data collection to fill gaps where there is no data. A team will go out and collect data; cities have been asked to give signal timing plans and then the focus will be on calibrating the traffic model to make sure it accurately reflects what is found in the field.

Mr. Hatata added that in the early years when data was not available, decisions would be made with information obtained by going out into the field on one specific day. The full picture was not portrayed and millions of dollars were expended as a result. Now a much more comprehensive analysis can be done.

Mr. Alm stated that many of the detectors were not functioning because of the rehab work done on the freeway and that there were some delays. Copper theft and vandalism have also been factors.

Mr. Hatata reiterated that having functional detectors is critical for doing a good job not only for the study, but also for managing the system to fully understand what is happening on the freeway.

He continued that there are no plans to recommend any new multi-hundred-million dollar projects. A lot of planning has been done and the long-range plan has been developed. Those plans will be tested and the results will be reported. Plans to add a few operation-centric ideas are being considered to determine whether those ideas are complementary projects over and above the ones

already approved. The manner in which those projects are tested is to begin with items that are “etched in stone” (funding, etc.) then to longer-term plans such as hot lanes.

Dan Richardson inquired whether any studies will be performed on neighborhood traffic trends with regard to routing traffic to the freeway in a timely manner. He asked how integration between individual jurisdictions’ management of their traffic relates to the plan being discussed.

Mr. Hatata responded that all of the systems must be integrated to work together. Integrated Corridor Management is being used for that specific issue. Caltrans takes the position that “looking at the freeway” is no longer enough and that the study should go beyond the freeway. The entire picture is not represented unless the entire trip is considered.

Mr. Richardson commented that metering at the Caltrans limit will not be inclusive. The metering takes place well before the freeway. People leave home earlier because of the natural congestion of just getting to the freeway. Mr. Hatata suggested that metering should occur on local streets. There are ways to better connect the arterial signal plans with the correct meters, so that one does not back up to the other.

Mr. Richardson inquired as to what plans are in place to get into the politics of entering the neighborhoods to make the changes. Mr. Hatata responded that it is imperative to provide information and eventually, understanding of the changes will come about. Explaining how commutes will improve will help convey the importance of the changes.

Chair Pierce thanked Mr. Hatata for the presentation.

Ms. Neustadter advised that the Authority has been working on a Highway 242 and SR-4 ramp metering study. It is currently in review by a variety of technical staff and will be presented to the TAC in January, and then to TRANSPAC. This will give us an opportunity to discuss ramp metering for I-680.

ACTION: Report accepted

6. City of Concord Request for Measure J Line 20(a) “Additional Transportation Services for Senior and People with Disabilities” Funding to Match Lifeline Transportation Program (LTP) funds, and Locally Available In-kind Services for the Monument Neighborhood Shuttle

Ms. Neustadter advised that there have been two allocations of Measure J Line 20a funds: in 2010 the City of Walnut Creek received an allocation of \$9,144, and approximately \$56,000 was allocated to the City of Pleasant Hill. This past year there was a Line20a Call for Projects and a variety of projects were funded for a number of agencies, the City of Walnut Creek and the City of Martinez.

At the last TAC meeting, the City of Concord came forward with a request for Measure J Line 20a funds, for a match to funding obtained through a Lifeline Transportation Program grant for a shuttle in the Monument Corridor. A grant for \$311,074 was received and the City requests that TRANSPAC assist with the remaining 25% share of a local match, which is \$160,138. The TAC recommends that TRANSPAC approve this request.

Ray Kuzbari spoke about the program and introduced Mike Van Hofwegen, the director of Monument Community Partnership (MCP) to answer questions if needed. He stated that the project is a shuttle service which will be operated by the community, for the community. A 10-passenger van will be leased and will provide free service to all residents in the Monument Corridor including people who do not have cars, people with low-income, seniors and people with disabilities. The service area includes an area much larger than the Monument Corridor itself. This was done to capture more seniors and people with disabilities.

Mr. Kuzbari continued that this was a joint effort with MCP and Chavez Center. Because Concord is not a transit agency, it is not able to request full funding of a transit-related project from MTC. CCTA Staff advised that the JARC funding program be utilized for 50% of the costs, and that the City provide the 50% match. The City was able to come up with 25% of the funding through in-kind staff time from MCP, Chavez Center and the City, as well as from people in the community donating their time. That left 25% to bridge the gap and provide full funding. CCTA staff suggested that the City work with TRANSPAC to obtain Measure J Line 20a dollars to complete the funding for the project. Everyone involved believes that this project presents a good use for Line 20a funds because it provides transportation services for the elderly and for people with disabilities. The total amount requested is \$160,138 for Line 20a funding.

Member Durant commented that the report was very well done.

ACTION: Approved. Durant/Ross/Unanimous

7. TRANSPAC CCTA Representative Reports: Reports on the most recent CCTA Administration and Projects Committee (Member Pierce), Planning Committee (Member Durant) and CCTA meetings (Members Pierce and Durant)

Member Durant stated that the Planning Committee meeting was not held this month so there is no report.

ACTION: Reports received

8. SB 375/SCS Report by Martin Engelmann, CCTA Deputy Executive Director, Planning

Matt Kelly gave the SB 375/SCS report in Mr. Engelmann's absence. He stated that the preferred scenario of the SCS is being tested with the MTC model and the ABAG land use model. Different iterations are being used from the land use to the travel model. Results will be available in late spring 2013. The monthly regional advisory working group and the modeling working group were canceled last month. OBAG is doing assessments regarding what is needed by cities in bringing PDAs to fruition.

Chair Pierce commented that this model is using Urban SIM. An issue that could appear is how well the model handles land use. Mr. Kelly added that the model is another Berkeley product that is being tested.

ACTION: Report received.

9. 511 Contra Costa and TRANSPAC Staff Reports

Ms. Neustadter gave the report for 511 Contra Costa in the absence of Lynn Overcashier. She advised that Corinne Dutra-Roberts is currently giving a bike/ped safety presentation at Morello Elementary School.

She continued that everyone is working on different projects and are pushing hard on the State Routes to School issue. The attachment in the packet states that the Authority was audited by the Air District relative to TFCA funds and received a clean bill of health.

ACTION: Information Received

10. TAC Reports by Jurisdiction

Walnut Creek: Jeremy Lochirco advised that the City of Walnut Creek has 65% of the plans completed for the Geary Road Phase III project and has received comments from CCTA peer review team with no problems noted. An informal public meeting was held last week between the City of Walnut Creek and the City of Pleasant Hill giving the public, including members of the Bay Area Bicycle Coalition, an update on where the project currently stands. The project is continuing to move forward.

Contra Costa County: John Cunningham gave an update on the Olympic Corridor Trail Study. The County received CCTA Transportation for Livable Communities funds to conduct the study. TRANSPAC and SWAT assisted in obtaining those funds to find a better connection between the Iron Horse Trail and the Lafayette-Moraga Trail. Alta Consulting was just selected and the study is getting underway.

BART: Deidre Heitman advised that either in November or December, BART will be releasing an RFP for its Wayfinding Program. It includes stations in Contra Costa and other counties. BART has the needed funding to complete the Wayfinding Program in all 10 BART stations in Contra Costa. Her job will be to get the Contra Costa jobs done first.

ACTION: None required

11. Correspondence/Copies/Newsclips/Information

No comments.

ACTION: None required

12. Agency and Committee Reports

None.

ACTION: None required

13. For the Good of the Order

Chair Pierce commented that Randy Iwasaki will be present at the meeting scheduled for December 13. Discussion was held about Smart Cars coming in the future, and Randy Iwasaki is one of the top consultants in the world on this process.

ACTION: None required

14. The meeting was adjourned at 10:20 a.m. The next meeting is scheduled for December 13, 2012, at 9:00 a.m. in the City of Pleasant Hill Community Room, unless otherwise determined.