



CITY COUNCIL

Mike Anderson, Mayor
Don Tatzin, Vice Mayor
Brandt Andersson, Council Member
Carl Anduri, Council Member
Carol Federighi, Council Member

November 14, 2008

Barbara Neustadter,
TRANSPAC Manager
2300 Contra Costa Boulevard, Ste. 360
Pleasant Hill, CA 94512

Dear Ms. Neustadter:

Thank you for the opportunity to comment on the October 9, 2008 Draft Central County Action Plan. The City of Lafayette's Circulation Commission discussed and reviewed the document and the City Council authorized sending this letter at its November 10, 2008 meeting.

We were pleased to see the inclusion of Multimodal Transportation Service Objectives (MTSOs) in the draft plan; however we would prefer more ambitious MTSOs in terms of addressing downstream traffic impacts on Pleasant Hill Road and Reliez Valley Road. The draft plan tends to focus more of its attention towards vehicles entering the TRANSPAC region, but not vehicles leaving TRANSPAC and entering the SWAT region.

A recent Contra Costa Times article suggests that the City of Concord is considering requiring one parking space per each dwelling unit bedroom due to their belief that the residents will continue to drive as often as they have been doing. The article explains that Concord city leaders also are contemplating this type of parking requirement in areas near BART. This Concord situation is an example of why we are concerned about downstream traffic impacts in Lafayette. We applaud TRANSPAC's effort to keep vehicles on Highway 4 and I-680 east of I-680. We would welcome that same commitment to move vehicles to I-680 rather than have them travel along roads parallel to and west of the I-680.

The table below contains the City of Lafayette's additional official comments on the draft Plan.

Ms. Barbara Neustadter
 Page 2
 November 4, 2008

City of Lafayette Comments on Central County Action Plan, October 9, 2008 Draft			
Item	Page	Subject	Comment
1.	N/A	Concord Naval Weapons Station	While the development of this site is still in the planning stage, it is insufficient to relegate discussion of this large, known future development to several footnotes within the Plan. A discussion should be added explaining the future review process. For example, what will the City of Concord need to do to process the project in terms of the GMP for Measure J compliance?
2.	N/A	Evaluation of MTSOs contained in current Action Plan	The draft Plan lacks but should include an evaluation of past MTSOs contained in the current Action Plan.
3.	Page 2	Figure 1-1	Enlarge Figure 1-1 to a legible size. The map and legend should be usable if copied in black and white and not just color.
4.	Page 5	Land Use and Transportation Trends	The draft Plan contains no presentation of the analysis of the past MTSOs (or TSOs) contained in 2000 Update of the Central County Action Plan. The Plan also contains no forecasts of the MTSOs values contained in the draft Plan. Without this information, trends and changes on specific routes cannot be sufficiently monitored. For example, on page 20 of the draft Lamorinda Action Plan, Table 6 summarizes past, present and future MTSOs.
5.	Page 7	Table 2-2	Thank you for including the actual predicted growth figures. The percentages provided have the potential to mislead the reader into comparing the percent change from region to region which wouldn't be accurate. For example, Central County experienced an increase of 9000 jobs or a 5% increase in the total number of Central County jobs. Lamorinda also experienced a 5% increase, but it only had 1000 new jobs. Since the "% Change" is provided in the table, add a note of explanation to avoid this likely

Ms. Barbara Neustadter
Page 3
November 4, 2008

City of Lafayette Comments on Central County Action Plan, October 9, 2008 Draft			
Item	Page	Subject	Comment
			confusion.
6.	Page 8	Expected growth in senior population	The growth in senior population is identified as a growing trend, but no direct analysis is included on the possible transportation impacts of this trend. Chapter 4 does not identify this as an issue, objective or an item needing an action. Develop actions to incorporate and address this trend.
7.	Page 9	Figures 2-1 & 2-2	These Figures cite their sources at the "CCTA Countywide Travel Demand Model, 2008." Does this model include ABAG's recent shift in housing allocations?
8.	Page 10	Appendix C	Appendix C was not included in the document on TRANSPAC's website. Appendix C should be made available and the main body of the draft Plan should include summaries describing the content and trends contained in Appendix C.
9.	Page 10	Figure 2-3	Why were only "Key Roadways" included in this figure? What criteria were used to select Key Roadways? The information presented in this figure is of importance for all Routes of Regional Significance and it should be presented in the draft Plan. Enlarge figure so street names are legible. Add Pleasant Hill Road as a Key Roadway and identify the peak direction of travel for each Key Roadway.
10.	Page 11	Data Source	Cite the source of the information presented in the first sentence: Traffic demand in "...Central Contra Costa is projected to increase by about 30 percent."
11.	Pages 13, 16 & 17	East-Central Traffic Management Plan and the Central Contra Costa	These documents should be made available on the TRANSPAC website. How do these two documents differ? Are Alhambra Avenue, Geary Road, Pleasant Hill Road, and Taylor

Ms. Barbara Neustadter
 Page 4
 November 4, 2008

City of Lafayette Comments on Central County Action Plan, October 9, 2008 Draft			
Item	Page	Subject	Comment
		Traffic Management Program	Blvd. included in these plans?
12.	Page 22	Goal 5	Jurisdictions need to determine the future capacity of the BART system before counting on BART as a means of commuting. What analysis has occurred to determine that adequate transit capacity exists?
13.	Page 26	Paragraph 1	If "TRANSPAC will continue to work closely with neighboring RTPCs...on shared Regional Routes" then further coordination is required to bring consistency with the Lamorinda Action Plan's MTSOs for PHR and the Central County Action Plan's MTSOs on routes linking to PHR in Lafayette.
14.	Page 33	MTSOs	We are not aware of other MTSOs that change by jurisdiction boundary. This may be okay and help a jurisdiction maintain its unique character. But a consistent methodology for corridor-wide analysis is still needed. What type of coordination will be necessary to comprehensively evaluate each Route of Regional Significance? Given the exceptionally low thresholds of these MTSOs, how will decision makers gauge the impacts of their land use decisions on regional routes?
15.	Page 35	Alhambra Ave.	<p>What actions were considered and why were they not included to discourage the use of Alhambra Ave. as a shortcut to SR 24 via PHR and Reliez Valley Road?</p> <p>If not already included, expand the existing Traffic Management Program to Geary, Taylor and Alhambra to encourage delay in order to discourage use of westbound/southbound traffic using PHR and Reliez Valley Road to by-pass the I-680/SR 24 interchange. Drivers from SR-4 also use these routes</p>

City of Lafayette Comments on Central County Action Plan, October 9, 2008 Draft			
Item	Page	Subject	Comment
			to by-pass the I-680/SR 24 interchange. Why are no MTSOs identified for the portion of the roadway in Pleasant Hill?
16.	Page 38	Geary Road	If not already included, expand the existing Traffic Management Program to Geary, Taylor and Alhambra to encourage delay in order to discourage use of westbound/southbound traffic using PHR and Reliez Valley Road to by-pass the I-680/SR 24 interchange. Why are no MTSOs identified for the portion of the roadway in Pleasant Hill?
17.	Page 41	Pleasant Hill Road	Because two schools directly abut PHR in Lafayette, pedestrian and bicycle access and safety are primary concerns that would need to be addressed in any traffic management plan. The sentence in the Actions and Responsibilities bullet is incomplete. State what other elements were considered. Why are no MTSOs identified for the portion of the roadway in Walnut Creek and the County?
18.	Page 42	Taylor Blvd.	If not already included, expand the existing Traffic Management Program to Geary, Taylor and Alhambra to encourage delay in order to discourage use of westbound/southbound traffic using PHR and Reliez Valley Road to by-pass the I-680/SR 24 interchange. Why are no MTSOs identified for the portion of the roadway in the County?
19.	Page 48	TRANSPAC Traffic Mitigation	Paragraphs 1 and 2 state that the developer mitigates the impacts of "both the sponsoring jurisdiction and other affected jurisdictions." Lafayette is a

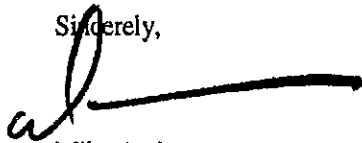
Ms. Barbara Neustadter
Page 6
November 4, 2008

City of Lafayette Comments on Central County Action Plan, October 9, 2008 Draft			
Item	Page	Subject	Comment
		Program	jurisdiction that abuts and is downstream of TRANSPAC. Staff is not aware of any existing agreement between Lafayette and TRANSPAC to address traffic impacts from outside of the Lafayette. Clarify if such an agreement exists and provide an example of an impact to a downstream, non-TRANSPAC jurisdiction that TRANSPAC's fee program has mitigated.
20.	Page 51 & 54	Table 5-1: Pleasant Hill Rd. Improvement Project, Phases iii, iv, v	Please provide a project description of this project and revise the project name to clearly incorporate the scope of the project.

Thank you for the opportunity to provide comments on the Draft Central County Action Plan. If you have any questions regarding these comments, please contact Leah Greenblat, Transportation Planner, at 925.299.3229.

Thank you again for seeking our input.

Sincerely,



Mike Anderson
Mayor

Enclosure
cc: SWAT
Circulation Commission
Martin Engelmann

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Ste. 360, Pleasant Hill, California 94523 (925) 969-0841

The Honorable Mike Anderson
Mayor
City of Lafayette
3675 Mt. Diablo Boulevard, Suite 210
Lafayette, California 94549

February 23, 2009

Dear Mayor Anderson:

Thank you for the City of Lafayette's comment letter on the Draft TRANSPAC Action Plan. TRANSPAC has reviewed comments in depth and appreciates your interest in working together to address the transportation issues which affect our respective communities

In specific regard to Pleasant Hill Road, we were a little surprised by some of the comments in the City of Lafayette's letter. TRANSPAC jurisdictions have long been aware of and sensitive to the role of Pleasant Hill Road as an important local street serving residential neighborhoods and public schools in both Lafayette and TRANSPAC jurisdictions. We have long considered the desire of the Lafayette community (as well as that of TRANSPAC jurisdictions) to preserve the character and quality of the residential neighborhoods in close proximity to Pleasant Hill Road (and, indeed, the Pleasant Hill Road/Taylor Boulevard corridor), as well as the need to protect the neighborhoods and public schools in that same proximity. TRANSPAC and its jurisdictions have pursued and/or supported many of the objectives and actions set forth in SWAT's 1998 Pleasant Hill Road Action Plan and 2008 Lamorinda Action Plan Update, including, among other things:

1. Supporting projects and programs that add person trip capacity on regional freeway routes that could divert traffic from Pleasant Hill Road;
2. Participating in the signal coordination study on Pleasant Hill Road and Taylor Boulevard and implement recommendations subject to City review and approval;
3. Supporting development of HOV lane programs on all applicable freeway and regional routes where feasible;
4. Supporting the provision of public transit service and Transportation Demand Management (TDM) programs (indeed, we have a highly successful TDM program and have steadfastly sought to increase ridesharing and transit ridership by promoting carpools to BART stations and to other destinations such as Diablo Valley College and Sun Valley Mall, including pressing for the DVC Transit Center Project);
5. Supporting the development of regional bicycle facilities; and

The Honorable Mike Anderson

February 23, 2009

Page 2

6. Participation in the Central, East, Southwest Arterial and Freeway Ramp Metering Study. TRANSPAC believes that the best course of action is for TRANSPAC (and its member jurisdictions) and SWAT (and its member jurisdictions) to join forces in the cooperative spirit envisioned by the Action Plan process to define the Pleasant Hill Road corridor and secure funding for development of a Corridor Management Plan. In fact, we believe that the foregoing listed actions provide a strong foundation for such cooperation. We believe that as part of that process we can identify issues, and develop actions (and possibly projects) to address those issues. We look forward to the opportunity to work more closely with SWAT – and the City of Lafayette in particular – on these important issues.

Again, thank you for your comments on the Central County Action Plan. TRANSPAC hopes that this response is useful to you. Should you have any questions, please do not hesitate to contact me or Barbara Neustadter, TRANSPAC Manager at (510) 268-8980.

Sincerely,

Handwritten signature of Mark Ross in cursive script, with a small 'CR' monogram to the right.

Mark Ross
Chair

cc: TRANSPAC Representatives
TRANSPAC TAC
Martin Engelmann, CCTA



CITY COUNCIL

Don Tatzin, Mayor
Brandt Andersson, Vice Mayor
Mike Anderson, Council Member
Carl Anduril, Council Member
Carol Federighi, Council Member

May 29, 2009

Mr. Mark Ross
Chair
TRANSPAC
2300 Contra Costa Boulevard, Ste. 360
Pleasant Hill, CA 94523

Dear Chair Ross:

Thank you for your response letter regarding the City of Lafayette's comments on the draft TRANSPAC Action Plan. We appreciate and support your proposal to develop a Corridor Management Plan for Pleasant Hill Road. We look forward to working with you in acquiring funding and further developing a scope of work for this important undertaking.

The City of Lafayette's Council, Circulation Commission and staff spent considerable time reviewing the draft TRANSPAC Action Plan and preparing a thoughtful list of comments. In the spirit of cooperation, we would like TRANSPAC to respond to the Action Plan comments contained in our original letter dated November 14, 2008 so that we understand what changes may or may not have been incorporated and why.

Thank you again and we look forward to working with TRANSPAC on Pleasant Hill Road corridor issues. Should you have any questions, please contact me or Leah Greenblat, Transportation Planner at 925.299.3229.

Sincerely,

Don Tatzin
Mayor

cc: SWAT
SWAT TAC

Barbara Neustadter, TRANSPAC Manager

Martin Engelmann, CCTA

Circulation Commission

Leah Greenblat

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Ste. 360, Pleasant Hill, California 94523 (925) 969-0841

DRAFT

The Honorable Don Tatzin
Mayor
City of Lafayette
3675 Mt. Diablo Boulevard, Suite 210
Lafayette, California 94549

June XX, 2009

Dear Mayor Tatzin:

Thank you for your letter regarding our response to City of Lafayette's comment letter on the Draft TRANSPAC Action Plan. We hope that this letter responds to your request for a more robust response to the comments in the City's letter.

TRANSPAC staff has advised City of Concord staff of your interest in the parking issue raised in your letter. Our current understanding is that Concord is examining parking options in a study and has not yet determined any course of action.

Your letter also states that the City of Lafayette would welcome a commitment to move vehicles to I-680 rather than to roads west of I-680. Please be advised that since 1995, TRANSPAC, in its Action Plan, has been committed to a set of tenets that has guided each of its three Action Plans, including the one City has just reviewed. One of the original and ongoing tenets is that TRANSPAC supports management of freeway corridors to facilitate regional travel and to encourage interregional travelers to use the freeways and transit network rather than local streets and roads. From our perspective, we have worked hard to keep interregional trips on the freeway network and believe that this tenet addresses your request. We are concerned about the establishment of a gateway constraint in the SR 24 corridor that may impede implementation of this tenet. At the same time, we understand that traffic, like water, will find its own path regardless of our best intentions and actions.

From the number of comments on the development of Traffic Management Plan (TMP) in the Pleasant Hill Road corridor, it appears that SWAT and the City of Lafayette are interested in the development of a TMP for this corridor. Your recent letter makes that clear and together we should determine how best to move forward to develop a scope of work and find the funding necessary for this effort.

Responses to specific comments

1. Concord Naval Weapons Station (CNWS) future process. At this time TRANSPAC cannot speculate on the outcome of the City and federal planning process for the CNWS area. However, assuming that the local and federal planning process is successfully completed, and the City of Concord proceeds to amend its General Plan, then that General Plan Amendment would be subject to CCTA Growth Management Program (GMP) analysis requirements.
2. Like Lamorinda, Central County faces a rising tide of traffic much of which emanates from land use decisions made beyond Central County's borders coupled with the inability to build significant additional capacity. As a result, TRANSPAC believes that network management presents opportunities to address traffic flow.

Regarding the evaluation of past MTSOs contained in the current Action Plan, as you may be aware, TRANSPAC has struggled for many months about the use of MTSOs in this Action Plan. Last summer TRANSPAC was unable to develop new MTSOs for testing. As a result, the Central County DKS Analysis (6/10/08) was predicated on MTSOs (formerly TSOs) in the 2000 TRANSPAC Action Plan. That analysis demonstrated that the 2000 Action Plan MTSOs could not be achieved. This was a painful revelation as TRANSPAC has diligently and effectively implemented almost all of its actions except for those requiring significant funding. We understand that the DKS analysis for the Lamorinda area resulted in some similar results relative to exceedances. A copy of the Central County DKS analysis is attached for your information.

3. The size and legibility of Figure 1-1. A full size map will be added to the Action Plan. In addition, an electronic version of this Figure has been sent to Lafayette staff for its use.
4. Please see answer 2.
5. You are welcome. TRANSPAC requested that the CCTA separate Lamorinda information from Central County precisely because of the "masking" of information between Central and Lamorinda. Since the raw data is provided, we believe that the information is adequate and that a reader will be able to discern the differences among geographic areas.
6. TRANSPAC will add to Chapter 3, page 23 in Goal 5, Action 5-3 to determine the allocation of the \$10 million it programmed in Measure J for "Additional Transportation for Seniors and People with Disabilities". These funds are in addition to the "Other Countywide Programs" and total \$35 million for this purpose in Central County.
7. The subject tables were prepared by CCTA which is also in charge of the development, maintenance and use of the Countywide travel demand model. TRANSPAC suggests that questions regarding the assumptions used in model development be directed to Martin Engelmann, CCTA Deputy Executive Director, Planning.
8. The reference to Appendix C has been deleted. As indicated earlier in this response, the DKS analysis makes clear that congestion is increasing and that the establishment of MTSOs do not ameliorate that situation. TRANSPAC does not intend to publish the DKS analysis in its Action Plan.
9. Figure 2-3 on page 12 has been revised. While Central County's Routes of Regional Significance are included, peak hour increases are shown only for freeways. Freeway and arterial volumes for the am and pm peaks are shown Table 2-4 on page 11.
10. We believe that paragraph 2 on page 6 in Chapter 2 Land Use and Transportation needs addresses this point. Tables and figures except for Table 2-4 have been annotated with a "source".
11. The Central Contra Costa Traffic Management Program (CCTMP) is the overarching programmatic basis for the development of traffic management plans and is described on pages 18, 19 and 59 of the Central County Action Plan. TRANSPAC is interested in the development of traffic management plans where cooperative efforts among jurisdictions and RTPCs could prove beneficial to arterial traffic operations. The East -Central Traffic Management Plan was a cooperative effort between TRANSPAC and TRANSPLAN to address a corridor for which both RTPCs have responsibility.

Although East-Central TMP development was a long and expensive process, the subsequent implementation of the Plan (as funding permitted) remains a successful example of interregional cooperation. In essence, delay was induced at via traffic signals at specified locations in order to balance access to the Ygnacio Valley Road/Kirker Pass Road/Buchanan Road (and ultimately the James Donlon Boulevard corridor). The Study is available online at www.ccta.net

In addition, as part of this Action Plan process, TRANSPAC, TRANSPLAN and WCCTAC have agreed to partner together to develop a Corridor Management Plan for SR 4. The three RTPCs have inserted language into the respective Action Plans reflecting that partnership.

12. Goal 5 on page 23 includes all forms of transit, not only BART, and is meant to convey that improvements are needed.
13. The Lamorinda Action Plan MTSO on Pleasant Hill Road establishes a Delay Index of 2.0 or better during peak period peak direction.

In the 2000 Action Plan, TRANSPAC established the following (M) TSOs for Pleasant Hill Road: Delay Index of 2.0 with a peak hour travel speed of 15 mph and a peak hour average vehicle occupancy of 1.2. The DKS analysis indicated no exceedances for these MTSOs. As noted, since 2000, TRANSPAC has learned that MTSOs do not necessarily help the evaluation of network problems and that MTSOs, for which data is easily obtainable, are more useful than indices for which data is difficult or expensive to obtain such as Delay Index information. As a result, TRANSPAC chose to use 15 mph average speed in both the northbound and southbound directions in the am and pm peak hours.

TRANSPAC did not establish an MTSO for the Walnut Creek section of Pleasant Hill Road. Given the relationship between Lafayette and Walnut Creek on the operation of the signals at Rancho View Drive and at Green Valley Drive, which is partially located in Walnut Creek, and which are operated by the City of Lafayette, we think it advisable to consult with Lafayette on the Walnut Creek section so that there is no confusion regarding boundaries as and MTSO would be immediately adjacent to the City of Lafayette.

14. It is TRANSPAC's understanding that each RTPC and its jurisdictions may establish MTSOs appropriate to its area. MTSOs have been added for TRANSPAC's Routes of Regional Significance. The CCTA produces the MTSO monitoring report that is used by our jurisdictions to review MTSO performance. The CCTA Travel Demand Model includes all of the development in adopted General Plans. Our jurisdictions use CCTA Technical Procedures to assess the impacts of projects and proposed General Plan Amendments.
15. No other actions were discussed or proposed for Alhambra Avenue to address its use as shortcut to SR 24. Any road network may be considered for the development of a Traffic Management Plan (TMP). Please be advised that TRANSPAC would seek the cooperation of the adjacent RTPC(s) and jurisdiction(s) in such an effort.

TRANSPAC traditionally has viewed Alhambra Avenue as the province of the City of Martinez. However, the comment is well taken and an MTSO for the City of Pleasant Hill section has been added to the Action Plan. The MTSO is 15 mph Average Speed northbound and southbound in the AM and PM peaks. Reliez Valley Road would require some discussion. It is not a Route of Regional Significance but could be included in a TMP if the parties choose to do so.

16. There is one MTSO for Geary Road from Putnam Boulevard to Pleasant Hill Road for both the City of Pleasant Hill and the City of Walnut Creek. The MTSO is LOS F based on HCM calculation at Geary Road/North Main Street/Treat Boulevard intersection.
17. Impacts of schools on Pleasant Hill Road in Lafayette may be addressed in a Traffic Management Plan. Thank you for bringing the lost word on page 41 in the Actions and Responsibilities section of Pleasant Hill Road to our attention. It should read "Work with SWAT/City of Lafayette on corridor issues and, if feasible consider development of a traffic management plan and other operational strategies for Pleasant Hill Road." The lost word has been reunited with Pleasant Hill Road.
18. The Taylor Boulevard corridor is a candidate for a Traffic Management Plan under the Central Contra Costa Traffic Management Program. The MTSO for the County portion of Taylor Boulevard is volume to capacity ratio of 1.5 for all intersections. This MTSO has been added to the Action Plan.
19. Please be advised that the requirement for a reciprocity agreement under TRANSPAC's STMP was eliminated as part of the development of this Action Plan. Prior to that, no reciprocity agreement was executed with the City of Lafayette. The reciprocity agreement concept proved unnecessary as mitigation agreements were developed without the prior execution of reciprocity agreements. Mitigation agreements have been executed within Central County and with a jurisdiction in East County.

TRANSPAC's STMP is the only development mitigation program in Contra Costa that requires the mitigation of impacts beyond its borders. The first step to determine if a project mitigation agreement is required is for a jurisdiction to respond to the Environmental and General Plan Notice for a given project and raise issues and/or concerns relative to the projects impacts. This step serves to establish a dialogue between/among jurisdictions as the project proceeds through the project development and environmental process.

20. Pleasant Hill Road project Phases iii, iv and v consists of 3 phases of work to construct gateway improvements, pedestrian paths, bicycle facilities, on-street parking, and roadway repairs for Pleasant Hill Road, between Gregory Lane (to the north) and Diablo View Road (to the south). The City does not plan to increase the number of through lanes along Pleasant Hill Road within the project limit.

Again, thank you for your comments on the Central County Action Plan. TRANSPAC hopes that this response is useful to you.

Sincerely,

Mark Ross
Chair

cc: TRANSPAC Representatives
TRANSPAC TAC
SWAT
SWAT TAC
City of Lafayette Circulation Commission
Martin Engelmann, CCTA
Leah Greenblatt, City of Lafayette

Attachment: DKS MTSO Analysis, June 10, 2008

Action Plan response to City of Lafayette comments draft 6 109

TECHNICAL MEMORANDUM

TO: TRANSPAC-TAC
THROUGH: Martin R. Engelmann, CCTA
FROM: Joe Story, DKS
DATE: June 10, 2008
SUBJECT: Analysis of Previously Adopted MTSOs for the Central County Action Plan P/A No. 07085-005

As part of the effort to prepare the Central County Action Plan, DKS has prepared an analysis of the Multi-Modal Transportation Service Objectives (MTSOs) to determine whether the MTSOs can be met under a variety of test scenarios and horizon years.

In Central County, the previously adopted MTSO's from the 2000 Action Plan include:

- Delay Index;
- Average Speeds;
- Average Vehicle Occupancy; and
- Transit Ridership Growth.

DKS has evaluated each of these for the following scenarios:

1. Baseline 2007 (Observed)
2. 2020 with Implementation of all Action Plans
3. 2020 with Implementation of all Action Plans + Gateway Constraints
4. Baseline 2030
5. 2030 with Implementation of all Action Plans
6. 2030 with Implementation of all Action Plans + Gateway Constraints

The term "Gateway Constraints" refers to a policy that the Tri-Valley Transportation Council (TVTC) adopted in 1995 regarding future number of lanes on major roadways entering or leaving the Tri-Valley subarea including the I-580 Altamont Pass, and I-680 between Walnut Creek and Alamo. Gateway constraints have also been applied to represent the physical constraints of the Caldecott Tunnel, State Route 24 in Lamorinda, and on the San Francisco-Oakland Bay Bridge. The "gateways" reflect a theoretical maximum peak hour volume of traffic that can flow into or out of a subarea during the peak hour, based upon future number of lanes on that facility.

Results of the MTSO Analysis

The attached tables show the results for each scenario. Grey shading indicates if the MTSO is not met.

Tables 1 and 2 report the Delay Index for Central County routes. The AM peak hour is shown in Table 1; the PM peak hour is shown in Table 2. Facilities with exceedances on the Delay Index include:

AM Peak Hour

- State Route 4 East of SR 242 westbound (all 2020 and 2030 scenarios)
- Interstate 680 southbound (2007, 2020 and 2030 scenarios)
- Kirker Pass Road southbound (2030 baseline and Action Plan scenarios)

Treat Boulevard (all 2030 scenarios)
Ygnacio Valley Road (all 2020 and 2030 scenarios)

PM Peak Hour

State Route 4 East of SR 242 eastbound (all 2030 scenarios)
Interstate 680 northbound (all 2020 and 2030 scenarios)
Contra Costa Boulevard both directions (all 2030 scenarios)
North Main Street both directions (all 2030 scenarios)
Kirker Pass Road northbound (2030 baseline scenario)

Table 3 and 4 display the average speeds for the AM and PM peak hour respectively. These speeds are forecasted using the same travel time forecasts as the Delay Index, so the locations shown in gray are identical to Tables 1 and 2, however, the MTSO target of speed is the inverse of delay index (speeds below the target result in exceedance of the MTSO).

Tables 5 and 6 summarize the findings on average vehicle occupancy on Central County routes. These generally do not show much shift between the various model forecast years:

- Generally, arterial routes meet the 2000 target of 1.2 persons per vehicle; in addition, the AM peak hour shows three arterials which also do not meet the target in many scenarios, and a single PM peak hour arterial that does not meet the target in the baseline scenario.
- Freeway routes do not meet the 2000 target of 1.4 persons per vehicle. This occurs because work trips are more predominant on the freeways, and these trips tend to have much lower occupancies than non-work trips do (such as school trips and shopping trips).

Table 7 summarizes overall transit boardings, which is forecast to rise in future years. The model forecasts that the annual target of a 2 percent growth as defined in the 2000 Action Plan will be met in all scenarios but the 2030 baseline. The travel forecasting model does not apply direct capacity constraints to the BART stations, so that demand at these stations is expected to grow. (It is noted that the gateway constraint method does not affect daily transit ridership forecasts.)

Discussion

To address the MTSO exceedances, TRANSPAC has the following options:

1. **Modify the MTSOs.** Staff notes that the MTSOs are flexible measures that TRANSPAC sets as part of its Action Plan. Ideally, MTSOs would envision an improvement in operations. In some cases, however, objectives may seek to avoid further degradation of performance. Or, in the worst case, where projections now indicate significant levels of deterioration, TRANSPAC could choose to limit the rate of degradation. Furthermore, the target date for achievement, which is now set at 2030, is flexible as well.
2. **Modify the set of actions, measures, and programs in the Action Plan to help achieve the MTSO;** The proposed list of actions in the Plan are based primarily upon existing capital projects sponsored by TRANSPAC, and the Measure J Strategic Plan. New capital improvement projects, as well as new programs or measures, could be introduced to help improve future performance of the transportation system. Growth management strategies could also be re-examined to address MTSO issues.

3. **Revise the modeling assumptions:** While the modeling land use and network assumptions are firm at this point, new modeling assumptions could be introduced, such as a possible gateway constraint policy at the Benicia-Martinez Bridge, if applicable.

4. **Lay out a process for in the Action Plan specifically dealing with how TRANSPAC will respond to an MTSO exceedance:** This option would introduce new language in the Action Plan to specify TRANSPAC's approach toward dealing with a possible MTSO exceedance. In consultation with CCTA staff, TRANSPAC would outline a detailed procedure for dealing with MTSO exceedances.

Table 1 -- AM Peak Hour Delay Index Forecasts

Segment	Target MTSO	2007 Baseline (Observed)	2020 with Action Plans	2020 with Action Plans + Gateway Constraints	2030 Baseline	2030 with Action Plans	2030 with Action Plans + Gateway Constraints
SR-4 (West of SR-242)							
Westbound	2.0	1.4	1.3	1.3	1.5	1.4	1.4
SR-4 (East of SR-242)							
Westbound	2.5	1.4	4.0	3.9	7.1	6.2	4.7
I-680							
Southbound	2.0	2.3	2.6	2.5	3.4	3.4	2.6
SR-242							
Southbound	2.0	1.5	1.7	1.2	2.2	2.1	1.9
Alhambra Avenue							
Northbound	2.0	1.1	1.1	1.1	1.1	1.1	1.1
Southbound	2.0	1.1	1.1	1.1	1.2	1.2	1.1
Clayton Road							
Eastbound	2.0	1.3	1.3	1.3	1.3	1.3	1.3
Westbound	2.0	1.3	1.3	1.3	1.4	1.4	1.4
Pacheco Boulevard							
Eastbound	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Westbound	2.0	1.0	1.2	1.2	1.0	1.0	1.0
Contra Costa Boulevard							
Northbound	2.0	1.3	1.3	1.3	1.4	1.4	1.4
Southbound	2.0	1.3	2.0	1.9	1.9	1.9	1.7
North Main Street							
Northbound	2.0	1.3	1.3	1.3	1.4	1.5	1.4
Southbound	2.0	1.3	1.8	1.7	1.8	1.8	1.6
Gearry Road							
Eastbound	2.0	1.3	1.4	1.4	1.5	1.4	1.4
Westbound	2.0	1.2	1.2	1.2	1.2	1.2	1.2
Kirker Pass Road							
Northbound	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Southbound	2.0	1.0	1.4	1.3	3.6	2.4	1.6
Pleasant Hill Road							
Eastbound	2.0	1.1	1.1	1.1	1.1	1.1	1.1
Westbound	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Taylor - Willow Pass							
Northbound	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Southbound	2.0	1.1	1.2	1.2	1.4	1.4	1.3
Treat Boulevard							
Eastbound	2.0	1.2	1.2	1.2	1.2	1.2	1.2
Westbound	2.0	1.3	1.6	1.5	2.2	2.1	2.0
Ygnacio Valley Road							
Eastbound	2.0	1.1	1.1	1.1	1.1	1.1	1.1
Westbound	2.0	1.8	2.4	2.3	2.8	3.1	2.6

Table 3 -- AM Peak Hour Average Speed Forecasts

Segment	Target MTSO	2007 Baseline (Observed)	2020 with Action Plans	2020 with Action Plans + Gateway Constraints	2030 Baseline	2030 with Action Plans	2030 with Action Plans + Gateway Constraints
SR-4 (West of SR-242)							
Westbound	30.0	42.9	44.4	45.9	41.4	41.4	41.8
SR-4 (East of SR-242)							
Westbound	24.0	42.9	14.9	15.3	8.6	9.6	12.8
I-880							
Southbound	30.0	26.1	23.2	24.3	17.6	17.8	21.6
SR-242							
Southbound	30.0	40.0	34.8	49.2	26.9	29.2	31.7
Alhambra Avenue							
Northbound	15.0	27.7	27.7	27.7	27.5	27.5	27.4
Southbound	15.0	27.7	27.1	27.2	24.1	24.5	26.6
Clayton Road							
Eastbound	15.0	23.3	23.3	23.3	23.3	23.3	23.3
Westbound	15.0	23.9	22.7	22.3	21.4	21.1	21.3
Pacheco Boulevard							
Eastbound	15.0	29.2	29.2	29.2	29.7	29.7	29.7
Westbound	15.0	25.5	25.4	25.4	29.7	29.7	29.8
Contra Costa Boulevard							
Northbound	15.0	22.6	23.2	22.6	21.5	21.2	22.0
Southbound	15.0	17.2	15.0	17.2	15.5	15.9	17.7
North Main Street							
Northbound	15.0	23.1	22.2	22.4	20.7	20.6	21.0
Southbound	15.0	18.3	16.3	17.3	16.9	17.1	18.2
Geary Road							
Eastbound	15.0	23.4	21.4	21.0	20.7	20.9	21.4
Westbound	15.0	25.0	25.1	25.2	24.3	24.1	24.4
Kirker Pass Road							
Northbound	15.0	42.5	42.5	42.5	42.3	42.4	42.5
Southbound	15.0	31.4	21.7	23.3	8.3	12.5	18.4
Pleasant Hill Road							
Eastbound	15.0	28.3	28.3	28.3	28.3	28.3	28.3
Westbound	15.0	35.5	35.5	35.5	35.5	35.5	35.5
Taylor - Willow Pass							
Northbound	15.0	31.5	31.0	30.7	29.9	30.2	29.9
Southbound	15.0	27.6	24.6	25.9	21.5	21.8	23.0
Treat Boulevard							
Eastbound	15.0	25.9	25.9	25.9	25.9	25.9	25.9
Westbound	15.0	22.6	18.7	20.4	13.7	14.6	14.7
Ygnacio Valley Road							
Eastbound	15.0	28.3	28.2	28.2	28.2	28.2	28.2
Westbound	15.0	16.4	12.7	13.0	10.6	9.7	11.6

Table 4 -- PM Peak Hour Average Speed Forecasts

Segment	Target MTSO	2007 Baseline (Observed)	2020 with Action Plans	2020 with Action Plans + Gateway Constraints	2030 Baseline	2030 with Action Plans	2030 with Action Plans + Gateway Constraints
SR-4 (West of SR-242)							
Eastbound	30.0	50.0	54.1	54.5	49.1	49.8	53.2
SR-4 (East of SR-242)							
Eastbound	24.0	33.3	16.2	16.7	8.8	9.2	14.8
I-680							
Northbound	30.0	40.3	34.5	35.8	25.6	28.4	29.8
SR-242							
Northbound	30.0	42.9	36.0	36.7	31.2	30.8	33.1
Alhambra Avenue							
Northbound	15.0	30.5	29.9	30.6	26.9	27.3	29.2
Southbound	15.0	27.0	26.8	26.8	25.8	25.8	25.8
Clayton Road							
Eastbound	15.0	21.3	21.1	21.2	21.1	21.0	21.0
Westbound	15.0	26.4	26.4	26.4	26.3	26.3	26.4
Pacheco Boulevard							
Eastbound	15.0	28.8	28.6	28.7	25.1	25.1	25.2
Westbound	15.0	27.6	27.4	27.4	24.5	24.7	24.8
Contra Costa Boulevard							
Northbound	15.0	18.8	17.7	18.9	13.5	13.8	14.8
Southbound	15.0	18.0	17.0	17.0	13.5	14.0	14.1
North Main Street							
Northbound	15.0	25.8	25.5	26.0	12.7	13.8	14.6
Southbound	15.0	26.8	25.6	26.4	13.7	13.8	14.0
Geary Road							
Eastbound	15.0	26.7	24.9	24.7	23.5	23.7	24.3
Westbound	15.0	22.5	22.5	22.5	21.9	21.8	22.0
Kirker Pass Road							
Northbound	15.0	41.6	29.7	32.6	15.2	21.8	28.5
Southbound	15.0	30.9	30.9	30.9	30.2	30.6	30.6
Pleasant Hill Road							
Eastbound	15.0	44.2	44.1	44.2	44.2	44.2	44.2
Westbound	15.0	38.8	38.8	38.8	38.8	38.8	38.8
Taylor - Willow Pass							
Northbound	15.0	28.9	28.3	29.0	25.1	25.3	26.9
Southbound	15.0	25.3	24.4	24.7	22.0	21.7	22.6
Treat Boulevard							
Eastbound	15.0	26.8	23.5	25.1	20.7	20.0	21.5
Westbound	15.0	30.8	30.8	30.8	30.7	30.7	30.8
Ygnacio Valley Road							
Eastbound	15.0	23.7	22.3	22.4	23.7	18.9	20.0
Westbound	15.0	30.3	29.9	30.1	30.3	29.4	29.4

Table 5 – Average Vehicle Occupancy AM Peak Hour

Location	MTSO	2007 Monitoring	2020 Action Plans	2020 with Action Plans + Gateway Constraints	2030 Baseline	2030 Action Plans	2030 with Action Plans + Gateway Constraints
I-680 North of SR 242	1.4	1.25	1.29	1.25	1.28	1.25	1.26
State Route 242 South of SR 4	1.4	1.27	1.26	1.26	1.30	1.26	1.26
State Route 4 West of Alhambra Boulevard	1.2	1.52	1.55	1.48	1.60	1.50	1.47
Alhambra Boulevard South of Eldenwood Drive	1.2	1.38	1.38	1.37	1.40	1.38	1.37
Clayton Road East of Bailey Road	1.2	1.16	1.19	1.20	1.13	1.16	1.15
Contra Costa Boulevard South of Taylor Boulevard	1.2	1.19	1.20	1.18	1.22	1.19	1.17
Geary Road East of Buena Vista Avenue	1.2	1.36	1.38	1.39	1.28	1.42	1.37
Kirker Pass Road East of Concord Boulevard	1.2	1.36	1.36	1.36	1.38	1.36	1.36
N Main Street South of Geary Road	1.2	1.27	1.25	1.28	1.29	1.25	1.28
Pacheco Boulevard South of Morello Avenue	1.2	1.3	1.29	1.29	1.32	1.29	1.30
Pleasant Hill Road West of Huston Road	1.2	1.27	1.27	1.28	1.31	1.25	1.26
Treat Boulevard East of San Miguel Drive	1.2	1.17	1.17	1.18	1.16	1.17	1.17
Taylor Boulevard East of Morello Avenue	1.2	1.27	1.24	1.27	1.28	1.27	1.28
Ygnacio Valley Road East of Oak Grove Road	1.2	1.21	1.18	1.21	1.21	1.21	1.22
State Route 4 Between Willow Pass Road and Bailey Road	1.4	1.02	1.05	1.00	1.03	1.02	1.01
I-680 North of SR 242	1.4	1.25	1.29	1.25	1.28	1.25	1.26

Table 6 – Average Vehicle Occupancy PM Peak Hour

Location	MTSO	2007 Monitoring	2020 Action Plans	2020 with Action Plans + Gateway Constraints	2030 Baseline	2030 Action Plans	2030 with Action Plans + Gateway Constraints
I-680 North of SR 242	1.4	1.31	1.37	1.31	1.33	1.32	1.31
State Route 242 South of SR 4	1.4	1.36	1.31	1.37	1.34	1.36	1.33
State Route 4 West of Alhambra Boulevard	1.2	1.50	1.53	1.47	1.61	1.50	1.42
Alhambra Boulevard South of Elderwood Drive	1.2	1.33	1.31	1.34	1.33	1.32	1.32
Clayton Road East of Bailey Road	1.2	1.33	1.33	1.34	1.31	1.34	1.34
Contra Costa Boulevard South of Taylor Boulevard	1.2	1.34	1.34	1.36	1.30	1.37	1.34
Geary Road East of Buena Vista Avenue	1.2	1.39	1.39	1.39	1.39	1.41	1.39
Kirker Pass Road East of Concord Boulevard	1.2	1.25	1.20	1.26	1.17	1.26	1.31
N Main Street South of Geary Road	1.2	1.34	1.19	1.33	1.38	1.30	1.34
Pacheco Boulevard South of Morello Avenue	1.2	1.51	1.49	1.51	1.51	1.51	1.51
Pleasant Hill Road West of Huston Road	1.2	1.27	1.24	1.32	1.23	1.26	1.30
Treat Boulevard East of San Miguel Drive	1.2	1.29	1.25	1.28	1.29	1.28	1.30
Taylor Boulevard East of Morello Avenue	1.2	1.33	1.33	1.33	1.34	1.33	1.33
Ygnacio Valley Road East of Oak Grove Road	1.2	1.21	1.22	1.21	1.21	1.21	1.21
State Route 4 Between Willow Pass Road and Bailey Road	1.4	1.07	1.09	1.08	1.10	1.07	1.05
I-680 North of SR 242	1.4	1.31	1.37	1.31	1.33	1.32	1.31

Table 7 – Central County Daily Transit Boardings

Location	MTSO	2007 Estimated	2020 Action Plans	2020 with Action Plans + Gateway Constraints	2030 Baseline	2030 Action Plans	2030 with Action Plans + Gateway Constraints
Total Boardings		27,028	34,488	34,488	36,444	41,587	41,587
Percent Growth			28%	28%	35%	54%	54%
Annual % Growth	2.0%		2.1%	2.1%	1.5%	2.3%	2.3%