El Cerrito

Hercules

Pinole

Richmond

San Pablo

Contra Costa County

AC Transit

BART

WestCAT

TECHNICAL ADVISORY COMMITTEE
MEETING NOTICE & AGENDA

DATE & TIME: Thursday, February 11, 2020 • 9:00 AM – 11:00 AM

REMOTE ACCESS: https://us02web.zoom.us/j/7321058840?pwd=c1dMVjJydl-BoYk0yYWVVZVlmWHZ4Zz09

MEETING ID#: 732 105 8840 **PASSWORD (if requested):** WCCTAC2020

Remote Participation Only
As a result of the COVID-19 public health emergency, including the County Health Officer and Governor's directives, **there will be no physical location for the TAC Meeting**. TAC members will attend via teleconference and members of the public are invited to attend the meeting and **participate remotely**.

Pursuant to the Governor's Executive Order N-29-20, TAC members: Yvetteh Ortiz, Mike Roberts, Tamara Miller, Denee Evans, Alan Panganiban, Rob Thompson, Nathan Landau, Jamar Stamps, and Celestine Do may be attending this meeting via teleconference, as may WCCTAC Alternate TAC Members. Any votes conducted during the teleconferencing session will be conducted by roll call.

The public may observe and address the WCCTAC TAC in the following ways:

Phone Participation
Dial one of the following numbers, enter the participant PIN followed by # to confirm:
+1 669 900 6833
Meeting ID: 732 105 8840
Password: 066620

Public Comment
Members of the public may address the TAC during the initial public comment portion of the meeting or during the comment period for agenda items.

Participants may use the chat function on Zoom or physically raise their hands to indicate if they wish to speak on a particular item.

Written Comment (accepted until the start of the meeting, unless otherwise noted on the meeting agenda). Public comments received by 5:00 p.m. on the evening before the TAC meeting date will be provided to the WCCTAC TAC and heard before TAC action. Comments may be submitted by email to creilly@wcctac.org

Comments may also be submitted via e-mail to creilly@wcctac.org at any time prior to closure of the public comment portion of the item(s) under consideration. All written comments will be included in the record.

Reading of Public Comments: WCCTAC staff will read aloud email comments received during the meeting that include the subject line "FOR THE RECORD" as well as the item number for comment, provided that the reading shall not exceed three (3) minutes, or such other time as the TAC may provide.

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1. **CALL TO ORDER and MEMBER ROLL CALL**
   Estimated Time:* **9:00 AM,** (5 minutes)

2. **PUBLIC COMMENT**
   Estimated Time:* **9:05 AM,** (5 minutes)

   The public is welcome to address the TAC on any item that is not listed on the agenda. Please fill out a speaker card and hand it to staff. Please limit your comments to 3 minutes. Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The WCCTAC TAC may direct staff to investigate and/or schedule certain matters for consideration at a future TAC meeting.

3. **CONSENT CALENDAR**
   Estimated Time:* **9:10 AM,** (5 minutes)

   A. **Minutes from January 14, 2021**
   Recommendation: Approve as presented.
   Attachment: Yes.

4. **REGULAR AGENDA ITEMS**

   A. **Proposed Amendment to Lamorinda Action Plan**
   Description: The City of Lafayette is requesting an amendment to the Lamorinda Action Plan and Gateway Constraint Policy to implement a residential development mitigation. CCTA has the authority to grant these amendments. CCTA's process for such an amendment includes circulating the request to RTPCs (such as WCCTAC) for their review and comment. A letter from the City of Lafayette describing the issue is attached, as is a diagram of CCTA's process for Action Plan updates.

   Recommendation: Staff has no recommendation. The TAC could recommend that WCCTAC staff send a formal letter expressing support, opposition, or no position on the proposed amendments. The TAC could also recommend that the WCCTAC Board consider the issue.

   Attachment: Yes

   Presenter/Lead Staff: Mike Moran, City of Lafayette

   Estimated Time:* **9:15 AM, (20 minutes)**

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* Estimated time for consideration is given as a service to the public. Please be advised that an item on the agenda may be considered earlier or later than the estimated time.

B. **San Pablo Ave. Multimodal Corridor Study - Phase 2**
Description: Phase 2 of the study is kicking off. WCCTAC staff, and its consultant, will provide an overview of the work to be completed, solicit TAC input on the location of key segments to be studied, and request data needs from jurisdictions. The Phase 2 Scope of Work is attached.

Recommendation: Confirm locations for segment analysis.

Attachment: Yes

Presenter/Lead Staff: Leah Greenblat - WCCTAC Staff, Adam Dankberg - Kimley-Horn.

Estimated Time:* **9:35 AM,** (40 minutes)

C. **Update on Potential Richmond Parkway Corridor Study Grant Application**
Description: WCCTAC staff continues to work on preparing a grant application for the Caltrans Sustainable Communities Program. At the meeting, staff will provide an update on the application which is due the day after the meeting.

Recommendation: Information only.

Attachment: No

Presenter/Lead Staff: Leah Greenblat, WCCTAC Staff.

Estimated Time:* **10:15 AM**, (10 minutes)

D. **I-80 Design Alternatives Analysis Kickoff Update**
Description: MTC, CCTA, and the Alameda County Transportation Commission (ACTC) are partners on a study of the I-80 corridor. The purpose is to evaluate near-term and mid-term improvements to address congestion. MTC has requested staff participation, on a TAC, from jurisdictions along the corridor, between the Carquinez Bridge in Crockett and the San Francisco-Oakland Bay Bridge in Oakland. WCCTAC staff will also be part of the TAC. The study's kickoff meeting is planned for the beginning of March. A two-page overview is attached.

Recommendation: Information only.

Attachment: No

Presenter/Lead Staff: John Nemeth, WCCTAC Staff.

Estimated Time:* **10:25 AM**, (10 minutes)

5. **STANDING ITEMS**

A. **Technical Coordinating Committee (TCC) Report**
Description: TCC representatives will report on the last TCC meeting.

Recommendation: None.

Attachment: No

Presenter/Lead Staff: WCCTAC's TCC Representatives & WCCTAC Staff

Estimated Time:* **10:35 am** (5 minutes)

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* Estimated time for consideration is given as a service to the public. Please be advised that an item on the agenda may be considered earlier or later than the estimated time.

B. **Staff and TAC Member Announcements**
Description: TAC members or WCCTAC staff can make general comments or announcements

Recommendation: Receive update.

Attachment: No

Presenter/Lead Staff: WCCTAC Staff and TAC Members

*Estimated Time**: **10:40 am** (5 minutes)

6. **ADJOURNMENT**
Description / Recommendation: Adjourn to the next regularly scheduled meeting of the TAC on Thursday, March 11, 2021. (The next regular meeting of the WCCTAC Board is Friday, February 26, 2021.)

*Estimated Time**: **10:45 am**

- In compliance with the Americans with Disabilities Act of 1990, if you need special assistance to participate in the WCCTAC TAC meeting, or if you need a copy of the agenda and/or agenda packet materials in an alternative format, please contact Valerie Jenkins at 510.210.5930 prior to the meeting.
- If you have special transportation requirements and would like to attend the meeting, please call the phone number above at least 48 hours in advance to make arrangements.
- Handouts provided at the meeting are available upon request and may also be viewed at WCC-TAC's office.
- Please refrain from wearing scented products to the meeting, as there may be attendees susceptible to environmental illnesses. Please also put cellular phones on silent mode during the meeting.
- A meeting sign-in sheet will be circulated at the meeting. Sign-in is optional.

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WCCTAC TAC Meeting Minutes

MEETING DATE: January 14, 2021

MEMBERS PRESENT: Jamar Stamps, Contra Costa County; Allan Panganiban, San Pablo; Rob Thompson, WestCAT; Mike Roberts and Robert Reber, Hercules; Celestine Do, BART; Tamara Miller, Pinole; Yvetteh Ortiz, El Cerrito; Lori Reese Brown and Dane Rodgers, Richmond.

GUESTS: Bill Pinkham, CBPAC West County Representative; Matt Kelly, CCTA; Luz Gomez, BAAQMD; Taylor Rutsch, WETA; Carey Stone, Placeworks, Inc.

STAFF PRESENT: John Nemeth, Coire Reilly, Joanna Pallock

ACTIONS LISTED BY: WCCTAC Staff

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
1.	Call to Order	The meeting was called to order at 9:02 a.m.
2.	Public Comment	None.
3.	Consent Calendar: a. Action Minutes from November 11,2020 – Approve as presented.	A roll call was taken to approve the minutes on the Consent Calendar. Unanimous approval.
Regular Agenda Items		
4A.	Presentation on the Growth Management Plan (GMP) Updates	Matt Kelly from CCTA and Carey Stone from Placeworks Inc. gave an update on GMP changes. This item will go to the WCCTAC Board on January 22nd.

4B.	Update on Potential Richmond Parkway Corridor Study.	John Nemeth gave an update on the grant application to Caltrans for a Richmond Parkway Corridor Study. He noted that letters of support are needed in early February. WCCTAC is sending a draft to Caltrans at the end January for feedback and guidance, prior to the formal submission of the application.
5A.	TCC Update	Meeting cancelled. No update
6.	Adjournment	The meeting adjourned at 9:38 AM.

Lamorinda Program Management Committee

February 1, 2021

John Nemeth
WCCTAC
6333 Potrero Avenue, Suite 100
El Cerritos, CA 94530
Via email: jnemeth@wcctac.org

Mathew Todd, P.E.
TRANSPAC
1211 Newell Avenue, Suite 200
Walnut Creek, CA 94596
Via email: Matt@GrwayBowenScott.com

John Cunningham
TRANSPLAN
30 Muir Road
Martinez, CA 94553
Via email: john.cunningham@dcd.cccounty.us

Subject: Consideration of Amending the Lamorinda Action Plan to Allow for the Addition of a Short-Link Southbound Lane on Pleasant Hill Road (Trap Lane) as Part of the Proposed Terraces of Lafayette Project

Dear RTPC Administrators,

At its January 11, 2021 meeting, the Lamorinda Program Management Committee (LPMC), considered and discussed a proposed amendment to one of the gateway constraints in the Lamorinda Action Plan (LAP) that pertains to Pleasant Hill Road, a Route of Regional Significance. Currently, the LAP states: "The Gateway Constraint Policy would prohibit the addition of any through lanes, including short-link segments, on any portion of Pleasant Hill Road between SR-24 and the Lafayette city limits line north of the intersection with Taylor Boulevard." The proposed amendment would remove the prohibition against short-link segments and would allow for the construction of a southbound short-link travel lane on Pleasant Hill Road starting just north of Deer Hill Road and terminating at the State Route 24 westbound on-ramp (trap lane). The request for this amendment arises from the City of Lafayette's recent approval of the Terraces project -- a 315-unit multi-family housing project to be built at the southwest corner of Pleasant Hill Road and Deer Hill Road. The trap lane on Pleasant Hill Road

was submitted as part of a developer application to mitigate a.m. peak traffic generated from the Terraces project.

During its consideration of the proposed amendment, the LPMC noted the following:

- The LPMC is an advisory committee to SWAT, which is in turn an advisory committee to CCTA. The decision whether to amend the LAP to allow for the construction of the proposed trap lane rests exclusively and solely with CCTA. Neither LPMC nor SWAT has any decision-making authority.
- The Terraces development will proceed regardless of whether an amendment to the LAP that allows for the trap lane is or is not approved.
- There are pros and cons to the construction of the trap lane. Specifically, the LPMC reviewed a slide in the staff presentation that listed the following pros and cons:

  Reasons against the trap lane:
  - Added capacity will attract more traffic
  - Roadway will be even larger
  - Pedestrain crossing times will increase across a longer distance

  Reasons for the trap lane:
  - Delay for local traffic can be reduced while still metering regional traffic with signal coordination
  - Evacuation times will be decreased during an emergency
  - Provides an extra lane width under the City's control to utilize for future use
- The proposed amendment to the LAP raises an important policy question – namely, whether it is appropriate to amend an action plan such as the LAP specifically in response to a particular development project or whether any amendment should be done as part of a larger amendment or update to the action plan.

After receiving public comment, asking questions of staff, and deliberating, the LPMC instructed staff as follows:

- That the LPMC takes no position and expresses no view on whether or not the amendment to the LAP should or should not be made.
- That proposed amendment to the LAP be shared with SWAT and the other regional transportation planning committees (RTPC) that serve as advisory bodies to CCTA for their review and comment, if any.
- That the pros and cons of the proposed trap lane that were presented to LPMC also be shared with SWAT and the other RTPCs.

Enclosed for further background are the materials that were provided to the LPMC and made available to the public in advance of the January 11, 2021 meeting.

Lamorinda Program Management Committee

The LPMC Administrator duties are rotated among the three Lamorinda agencies annually and we are in the process of transitioning from the City of Orinda to the Town of Moraga. Please provide your RTPC comments to Bret Swain, Senior Engineer of the Town of Moraga, at bswain@moraga.ca.us Thank you.

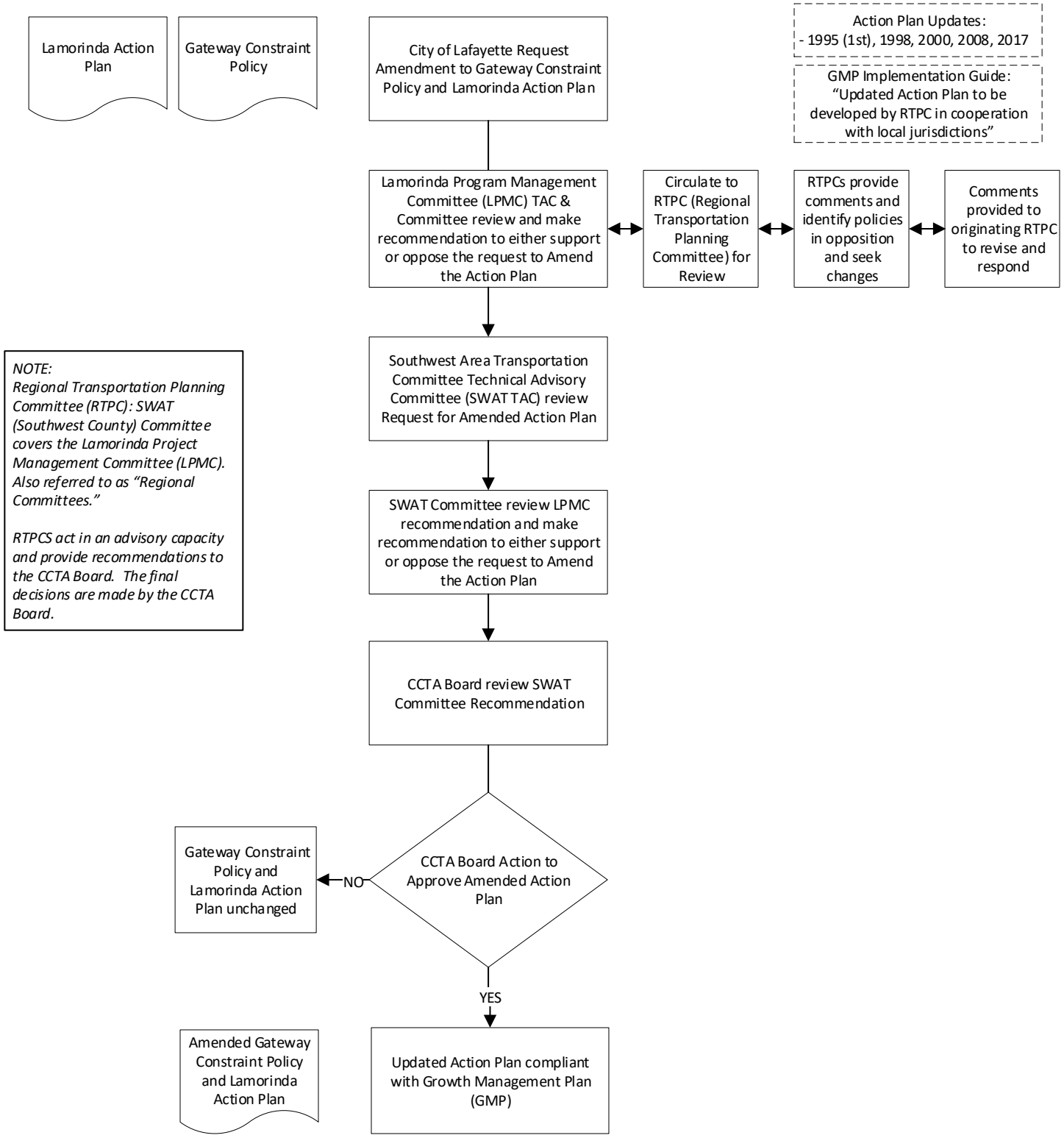
Sincerely,

Jason Chen, LPMC Administrator

Enclosures: LPMC January 11, 2021 Agenda Package
Public Communication Received as of 01-11-2021 8 a.m.

cc: Bret Swain, Moraga via email bswain@moraga.ca.us
Shawn Knapp, Moraga via email sknapp@moraga.ca.us
Mike Moran, Lafayette via email MMoran@ci.lafayette.ca.us
Lisa Bobadilla, SWAT via email lbobadilla@sanramon.ca.gov
John Hoang, CCTA via email jhoang@ccta.net
Matt Kelly, CCTA via email mkelly@ccta.net

CCTA Growth Management Program (GMP)
Action Plan Update Process



Updated 11/25/20

Scope of Work for the
San Pablo Avenue Corridor Project, Phase 2

August 20, 2020

Project Purpose

The purpose of the San Pablo Avenue Corridor Project is to improve multimodal mobility, efficiency, and safety to sustainably meet current and future transportation needs and support a strong local economy and growth along the corridor, while respecting local contexts.

Contra Costa County Advancement of Concept Planning (Task 18)

This scope includes effort to be coordinated through WCCTAC and CCTA for the advancement of concept planning for the portion of the San Pablo Avenue Corridor in Contra Costa County between the Alameda County border and Hilltop Mall. The purpose of this effort is to advance design concepts and transit and traffic analysis from Phase 1 to better suit West County's needs. The goals of this effort include:

- Identify potential roadway configurations specific to the varying cross-sections in Contra Costa County;
- Identify the primary causes of transit congestion and the potential for those to be addressed through transit-priority treatments;
- Assess implications of center- vs. side-running bus and increased bus stop spacing;
- Assess opportunities for transit travel time savings, auto congestion impacts, and extent of diversion with the provision of transit-priority treatments;
- Engage Contra Costa jurisdictions to discuss findings and obtain input.

18. Contra Costa County Advancement of Concept Planning

18.1. Project Management

18.1.1. Project Administration

CONSULTANT will prepare monthly invoices including a progress report and budget summary for submittal to Alameda CTC. All invoices submitted by KH shall meet Alameda CTC, CCTA and WCCTAC's requirements for supporting documentation.

18.1.2. Monthly Coordination Meetings

CONSULTANT will hold monthly meetings with Task Management staff (assumed to include WCCTAC and CCTA). These may consist of in-person or teleconference coordination meetings. For each meeting, CONSULTANT will prepare an agenda and meeting summary. CONSULTANT will maintain an action items tracker for data needs and key decisions. It is assumed that the project will last up to 15 months; thereby, up to 15 coordination meetings are included.

18.2. Design Concepts

18.2.1. Identify and Define Configuration Concepts

Identify roadway configuration options at the following locations:

- El Cerrito: 81' x-section (Fairmount to Eureka)
- El Cerrito: 83' x-section (Eureka to Potrero)
- El Cerrito/Richmond: 80' x-section (Wall to I-80, non-Caltrans section)
- Richmond: 76' x-section (Solano to Rheem)
- San Pablo: 70' x-section (Vale to Rd 20)
- San Pablo: 83' x-section (Lovegrove to Rumrill)
- San Pablo/Richmond: 74' x-section (Broadway to Rivers)

CONSULTANT will develop a matrix indicating what combinations of facilities (center-running bus, side-running bus, Class II bike, Class IV bike, parking, # of auto lanes, managed lanes) are currently provided and are feasible to be provided on each of the above segments. CONSULTANT will provide the matrix to WCCTAC for use in providing project direction.

Based on the above matrix and clear and non-conflicting feedback from WCCTAC, CONSULTANT will develop up to three (3) prototypes for each of the up to seven (7) locations. The prototypes are assumed to be similar for many of the locations but will differ based on the actual available roadway width. The prototypes are assumed to reflect a subset of the facility combinations identified in the matrix.

CONSULTANT will summarize key characteristics of the prototypes in a table, specifically:

- Ability to maintain dedicated left-turn lanes, including approximate spacing of signalized intersections and left-turns (note that this does include identification of specific left-turn locations)

- Ability to maintain u-turn movements
- Ability to provide left-turn side-street access/egress
- Opportunities for managed lane operations
- Ability to provide pedestrian bulbouts
- Ability to provide parking/loading curb usage

The prototypes and supporting tables will be summarized in Task 18.2.5.

18.2.2. Assess Transit Lane Configuration Options

It is anticipated that the prototypes may consider options with side-running and center-running dedicated bus lanes. For locations where both options are being considered (representing two of the up to three prototypes at a given location), CONSULTANT will complete the following analysis:

- Feasibility of phasing transit lane implementation, including near-term side-running or side-running type elements (such as bus bulbs or queue jumps) and conversion to center-running configuration. Special consideration will be given to the feasibility of implementing side-running transit lanes within the City of El Cerrito in the near-term given current corridor geometrics as well as implications on ultimate transition of the corridor from that near-term configuration to a long-term configuration.
- Travel time penalties associated with transit-only priority phases or bus mixing with right-turns that may be required for side-running operation. This will be based on previously prepared Synchro models of major intersections within West County. No new traffic counts or updated signal timing inputs are assumed to be collected. Penalty times will be assessed for existing conditions (reflecting conditions during time of traffic counts). Up to seven (7) intersection locations will be reviewed for travel time penalties.

To support this analysis, CONSULTANT will contact CCTA, El Cerrito, Richmond, and San Pablo to request any new count data collected on San Pablo Avenue between the preparation of the Phase 1 Existing Conditions Report and December 2019. CONSULTANT will also reference count data collected from other projects it has completed for CCTA, WCCTAC, and MTC along San Pablo Avenue. Count data from 2020 will not be used due to transportation demand impacts associated with COVID-19.

The analysis will be summarized in Task 18.2.5.

18.2.3. Assess Parking Impacts

CONSULTANT will supplement parking data collected during the Phase 1 project by documenting approximate existing parking capacity in the San Pablo Avenue segment not collected during Phase 1 (Potrero Avenue to Road 20). Due to COVID-19, parking demand is assumed to not resemble “typical” demand and thus no new parking utilization data will be collected as part of this scope. CONSULTANT will also request parking supply and utilization data collected as part of other studies by local jurisdictions (anticipated to include El Cerrito and San Pablo). CONSULTANT will also perform field observations during this period to qualitatively document observed parking utilization, fronting land use characteristics, and approximate provision of off-street parking serving fronting uses.

In conjunction with the development of prototype x-sections within the segments identified above and based on the available parking supply and utilization data, CONSULTANT will identify approximate rough order of magnitude parking/loading impacts relative to existing conditions by segment. CONSULTANT will note potential areas for replacement loading and ADA parking within or adjacent to each segment, the potential size of those replacement loading/parking areas, and the proximity of those areas to generating uses on San Pablo Avenue. The analysis will be summarized in Task 18.2.5.

18.2.4. Assess Managed Lane Opportunities

Based on traffic count data assembled as part of Phase 1 and Task 2.2, CONSULTANT will identify traffic capacity and congestion considerations for managed lane operation in the AM and PM peak periods and align with feasibility considerations for prototypes that allow for managed lane operations.

The analysis will be summarized in Task 18.2.5.

18.2.5. Prepare Summary PPT

CONSULTANT will prepare a PPT presentation containing the prototypes and the feasibility of the key characteristics identified above. CONSULTANT will address up to two rounds of comments on the PPT from WCCTAC and CCTA. PPT comments are not assumed to require any additional or new analysis.

18.3. Transit Analysis

18.3.1. Updated Transit Baseline Analysis

CONSULTANT will obtain pre-COVID transit ridership and schedule performance information from AC Transit. This will include ridership by route and stop and current schedule for all routes in the San Pablo Avenue corridor, assumed to be from October/November 2019. CONSULTANT will also obtain recent monthly ridership totals from AC Transit to document ridership patterns affected by COVID. Travel time and travel time variability will be assessed for the Route 72 services from October/November 2019 data as an update to analysis previously conducted as part of the Phase 1 Existing Conditions analysis and the Speed and Delay study. Travel time and speed analysis will rely on data obtained through the Swiftly data portal, assumed to be available at no cost to CONSULTANT. This information will be utilized in subsequent tasks and no standalone deliverable is assumed.

18.3.2. Speed and Delay Analysis

CONSULTANT will perform field observations in a manner consistent with the Speed and Delay Study completed in 2019 for Alameda CTC at up to eight (8) Contra Costa County locations. The eight locations represent one of AM or PM observations at a specific roadway segment. The locations will be identified by CONSULTANT and approved by WCCTAC, based on analysis of delay points previously completed by CONSULTANT in the Speed and Delay Study. This information will be used to identify existing sources of transit delay and prepare qualitative discussion of the potential of transit priority treatments in addressing that delay. The information will be summarized in a PPT presentation. One round of comments and clarifications on the PPT presentation is assumed.

The timing of field observations will be coordinated with WCCTAC and CCTA given uncertainty related to COVID impacts on congestion levels. If COVID impacts preclude field observations during the period in which Task 14 is being completed, the funds associated with this task may be re-allocated to other efforts within this scope of services.

18.3.3. BART Station Focus Areas

CONSULTANT will analyze existing bus operations and roadway geometrics around the El Cerrito del Norte and El Cerrito Plaza BART stations. Specific recommendations will be developed for bus stop siting, bus routing, and bus priority treatments in the area between one block south and one block north of each of those stations. This will include consideration of the bus deviating from San Pablo Avenue and priority treatments that may benefit bus access/egress to/from San Pablo Avenue. CONSULTANT will develop concept graphics on an aerial (does not include design) depicting proposed stop locations, routing, and other priority treatments. Bus turning movement geometric feasibility will be considered. Up to two rounds of comments and revisions are assumed for these graphics.

18.3.4. College Focus Area

CONSULTANT will analyze bus routing around Contra Costa College to determine preferred routing and opportunities for additional priority treatments. In conjunction with Task 18.3.5, CONSULTANT will assess options for either terminating Line 72 series routes at the College (as the 72R does today) or extending them north towards the Shops at Hilltop (as the 72 does today). Specific recommendations will be developed for bus routing and bus priority treatments for bus movements in the of the area defined by San Pablo Avenue, El Portal Drive, Rivers Street, and Contra Costa College. CONSULTANT will develop concept graphics on an aerial (does not include design) depicting proposed routing and other priority treatments. Up to two rounds of comments and revisions are assumed for these graphics.

18.3.5. Development of Transit Alternatives

Based on the analysis conducted in Task 18.3.1 and the prototypes developed in Task 18.2.1, CONSULTANT will provide recommendations on route alignments/turnaround locations in the long-term.

WCCTAC will direct CONSULTANT to assess up to two project alternatives for further study. Each alternative represents a unique combination of roadway configuration, transit priority treatments (including combination of side running, center running, and no bus lanes), and route configurations. Alternatives will be defined for the full extent through the study area in Contra Costa County (assumed to be Alameda County Line to Robert Miller Drive).

18.3.6. Implications of Increased Stop Spacing

CONSULTANT will use existing ridership patterns and the developed prototypes to identify one set of potential stop locations that utilize a hybrid-BRT stop configuration (assumes hybrid stop spacing of roughly 1/3 mile). Stop locations will be preliminary and approximate as this step will precede conceptual layout of the concepts (to be completed in a future project effort) which may restrict stop placement. Stop locations will be determined for one hybrid-BRT Build alternative.

Stops are assumed to be placed approximately every 1/3 of a mile where geometrically feasible (geometric feasibility to be determined based exclusively on the prototype configuration of the representative segment and existing intersection lane assignments), warranted by current ridership patterns, supportive of safe and comfortable pedestrian access, and facilitating connections between transit services.

Based on identified stop locations, CONSULTANT will identify the percentage of existing riders who would have their stop relocated between 300 and 600 feet, and the percentage of existing riders who would have their stop relocated more than 600 feet. CONSULTANT will also identify the average change in bus stop access walking distance along San Pablo Avenue based on an even spatial distribution of demand along San Pablo Avenue and existing crosswalks. This analysis will only account for the approximate effects on of walking distance on San Pablo Avenue and will not adjust for walking distance impacts for users with trips originating/ending on other nearby streets. Stop placement will be utilized in the simulation modeling in Task 18.4 and access implications will be included in Task 18.5.

18.4. Traffic Analysis, Including Diversion

The traffic analysis described in this task, including the potential diversion of traffic as a result of changes to roadway capacity and access associated with the project, will be performed for the following scenarios:

- Existing PM (Base)
- Year 2030 Base PM
- Year 2030 Build PM (up to two Build scenarios)

Year 2030 was selected as the traffic analysis year to represent both a reasonable timeframe to implementation while avoiding introducing the significant uncertainty associated with long-term traffic volume projections.

18.4.1. Traffic Volume Development

Due to COVID-19 and its effects on regional and local transportation networks, it is anticipated that any traffic data collected within the next few months will not be representative of typical weekday AM and PM peak commute traffic patterns. To mitigate the disruption to project schedule, CONSULTANT will work with the stakeholder agencies to develop a strategy to collect and develop current traffic volume data reasonably reflective of typical conditions within the last 2 to 3 years. Options may include using StreetLight data to obtain roadway segment count data, using StreetLight data to calibrate historic counts, and conducting new weekday turning movement counts (auto, bike, ped). This scope includes up to a maximum of $14,900 to be spent on a combination of StreetLight data and new traffic counts.

CONSULTANT will develop a set of existing PM peak hour volumes from available information. Peak hour roadway link volumes to assist in the diversion analysis will be developed for San Pablo Avenue within the study area and adjacent links on connecting major roadways. Turning movement volumes for all three analysis scenarios will only be developed for intersections included in the microsimulation model in Task 18.4.3.

CONSULTANT will develop traffic volume forecasts for a Year 2030 baseline condition scenario. CONSULTANT will use the Alameda CTC model developed in Phase 1 to identify annual growth rates that can be used to grow existing PM volumes to Year 2030 conditions. Growth rates are assumed to be developed by road type and jurisdiction, not for each individual road link.

Traffic volumes for up to two Year 2030 Build scenarios will be developed, assuming a reduction in traffic capacity on a portion of San Pablo Avenue, resulting in diversion to parallel and perpendicular streets. An additional diversion may result from left-turn restrictions implemented as part of the Build scenarios. These left-turn restrictions may shift left-turns to nearby streets and/or result in increased u-turn activity at downstream intersections. CONSULTANT will review either current peak period travel time information publicly available from Google Maps or historic November 2019 INRIX data (assumed to be available at no cost to CONSULTANT) for primary diversion routes to compare travel time along those routes with San Pablo Avenue. CONSULTANT will also review Streetlight data representing Origin-Destination pairs collected in Phase 1. These data sources will provide a qualitative assessment of the desirability of the diversion route and the level of impact to San Pablo Avenue travel time that would be needed to trigger diversion. The findings of the base year conditions diversion assessment will be compared with diversion travel demand model forecasts developed for Year 2040 as part of Phase 1 of this project. No new travel demand modeling effort is included in this scope. The travel demand model is intended as a regional tool and thus is not specifically calibrated for each individual roadway segment, nor does it account for intersection-specific configuration and operations. Therefore, the roadway diversion analysis will be considered approximate in nature and will inform only to the level of rough order of magnitude and primary areas of diversion, but not the quantitative travel time impact or level of service impact of diversion.

18.4.2. Diversion Summary

Using the traffic volumes estimated from Task 18.4.1, CONSULTANT will summarize and provide simplified maps to identify primary diversion routes and the relative magnitude of diversion on each route for each of the up to two Build alternatives. CONSULTANT will identify locations where increased activity may occur due to left-turn restrictions in the Build scenarios, although the magnitude of volume shift from unsignalized intersections will not be quantified. CONSULTANT will prepare graphics depicting diversion routes for one round of WCCTAC/CCTA review and one round of jurisdiction review. It is assumed that reviews of the diversion summary will occur prior to finalization of the Build traffic volume forecasts.

The diversion analysis will identify roadways that would be expected to experience a notable increase in traffic as a result of the Build alternative(s). This information can be utilized as part of future project efforts, not included in this scope, to further study those roadways and identify measures to alleviate neighborhood cut-through that may result from the Build alternative(s).

18.4.3. Microsimulation Modeling

CONSULTANT will develop a microsimulation model in VISSIM (version 11) of up to two 1-mile stretches of San Pablo Avenue in Contra Costa County. The segments may be adjacent (for a total of 2.0 miles) or in different parts of the County on San Pablo Avenue. The segment extents will be identified and agreed to by both CONSULTANT and WCCTAC.

The model will be limited to signalized intersections and intersections with pedestrian crossings of San Pablo Avenue. Additional "dummy nodes" may be included with default volumes for certain side-street or driveway movements. Vehicular traffic, transit, bicycle, and pedestrian travel modes will be coded into the VISSIM model. Any changes to traffic volumes after initial setup of the model (such as new count data being available after initial modeling efforts have proceeded or changes in assumed diversion) would be considered an additional task not included in this scope.

The existing VISSIM model will be calibrated to existing conditions based on FHWA/Caltrans criteria. No floating car travel time runs will be performed. CONSULTANT will leverage historical INRIX data for travel time within the corridor to aid in model calibration. The calibration is intended to model traffic conditions that reflect a typical Pre-COVID-19 conditions so that the calibrated models can be used for 2030 Base and Build analysis.

Two project Build scenarios will be analyzed for each model segment, to be identified and agreed to by both CONSULTANT and WCCTAC as part of Task 18.4.1. VISSIM results will be used to confirm the estimated magnitude of traffic diverted away from San Pablo Avenue onto parallel or intersecting streets if one or both of the Build scenarios include a reduction in roadway capacity. For example, if the VISSIM model finds that San Pablo Avenue would remain severely congested given the previously identified level of diversion, diversion to alternate streets may be expected to be higher or more peak spreading is expected to occur (e.g., adjusted departure time for travelers) to avoid excessive congestions on San Pablo Avenue. Up to one round of re-assessment of the magnitude of traffic diverted off of San Pablo Avenue will be performed in refining volumes for the VISSIM model.

Note that VISSIM will not inform the diversion that may result from modifying access at unsignalized intersections if data for those unsignalized intersections is not available. The effect of neighborhood access modifications will need to be studied in future project efforts when more detailed information is collected. The VISSIM model will not include analysis of diversion roadways (other than their intersection with San Pablo Avenue if included in the study area); rather it is focused on the operations of San Pablo Avenue itself and the potential of the Build alternatives to generate diversion. Therefore, VISSIM will not provide information on the performance of diversion roadways or confirm the diversion routing.

VISSIM will be utilized to determine the following quantitative metrics associated with the performance of the Build alternatives relative to the No Build:

- Change in auto travel time
- Change in bus travel time
- Change in bus travel time variability between model runs
- Change in intersection delay and level of service
- Change in network-wide delay

CONSULTANT will present the VISSIM models to WCCTAC staff; however, it is not assumed that output videos will be created nor will more formal presentation of the VISSIM models be required.

18.4.4. Travel Time Estimation

The VISSIM model will be utilized to quantify bus travel time savings between the Base and Build models and auto travel time impacts between the Base and Build models. A table will be created identifying the change in auto and bus travel time with each of the Build models relative to the Base. The VISSIM models will not be able to make direct quantitative calculations of overall corridor traffic operations or transit travel time because they do not cover the full study area. However, findings can be qualitatively extrapolated to the Contra Costa County portion of the corridor and hypotheses developed on overall implications for congestion on San Pablo Avenue and transit travel time benefits. Transit travel time benefits in the VISSIM models, combined with the findings of the Speed and Delay study in Task 2, will be utilized to estimate reasonably expected transit travel time benefit ranges of the two modeled project Build alternatives relative to No-Build conditions within Contra Costa County for the PM peak period for Year 2030 conditions. Similarly, auto travel time impacts will be extrapolated from the VISSIM model to estimate an order of magnitude of PM peak period auto travel time impacts on San Pablo Avenue within Contra Costa County associated with the Build alternatives. This will not provide an estimate of travel time impacts on diversion roadways.

Depending on the timing of the VISSIM modeling efforts for the Contra Costa County segment and the Alameda County Segment Pilot Project, travel time and variability benefits may or may not reflect improvements in Alameda County. It is assumed that no modeling in Alameda County will be performed by CONSULTANT as part of this scope unless already performed as part of a separate scope for Alameda CTC.

This information will be summarized in Task 18.5.

18.5. Evaluation

CONSULTANT will prepare an evaluation summary PPT for each of the three Contra Costa County cities along San Pablo Avenue within the study area that qualitatively summarizes the information contained in the Phase 1 Evaluation Report and developed in Tasks 18.2 through 18.4 on a city-by-city basis. Components will include City-specific considerations of available curb-to-curb cross-section, parking and loading impacts, bike connectivity, transit access, transit benefits, and diversion. Quantitative metrics will include estimated effects on transit travel time, auto travel time, bus stop access, travel time variability, magnitude of auto diversion, and parking availability. Transit travel time savings, auto travel time impacts, and total corridor travel demand will be utilized to estimate a potential range of transit ridership change with the Build alternatives, based on industry-accepted ridership elasticities. It is not anticipated that revised scoring for all of the evaluation categories developed in the Phase 1 Evaluation Report will be provided at a city-by-city level. Category-specific information at a city-by-city level will be provided where readily available from Phase 1 work or work included in Tasks 18.2 through 18.4. CONSULTANT will address up to two rounds of comments on each PPT. PPT comments are not assumed to require any additional analysis.

18.6. Stakeholder Engagement

18.6.1. Phase 1 Community Input Received

In preparation for presentations included in this task, CONSULTANT will reference information developed as part of the Phase 1 effort to tailor project goals and objectives to specific needs of West County. Particular focus will be placed on identifying opportunities for coordination and consistency between jurisdictions. This will include reviewing input received as part of online surveys conducted in Phase 1. No new surveying will be performed as part of this effort.

18.6.2. Meetings

CONSULTANT will participate in up to four total presentations to either the WCCTAC TAC or WCCTAC Board, to be determined by WCCTAC. CONSULTANT will participate in a total of up to three Council or other elected/appointed body presentations at the City level. It is assumed that all three presentations will be based on similar content at a similar single point in the project, customized for each City.

CONSULTANT will participate in up to six meetings with staff from local jurisdictions and/or transit operators to review corridor configuration options and findings prepared as part of other tasks.

WCCTAC/CCTA San Pablo Avenue Multimodal Corridor Study, Phase 2

Project Schedule

	Task	2021 Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2021 Jan	Feb	Mar	Apr
18.1	**Monthly Coordination Meetings**															
	Mothly Coordination Meetings															
18.2	**Design Concepts**															
18.2.1	Identify and Define Configuration Concepts															
18.2.2	Assess Transit Lane Configuration Options															
18.2.3	Assess Parking Impacts															
18.2.4	Assess Managed Lane Opportunities															
18.2.5	Prepare Summary PPT															
18.3	**Transit Analysis**															
18.3.1	Updated Transit Baseline Analysis															
18.3.2	Speed and Delay Analysis															
18.3.3	BART Station Focus Areas															
18.3.4	College Focus Area															
18.3.5	Development of Transit Alternatives															
18.3.6	Implications of Increased Stop Spacing															
18.4	**Traffic Analysis, Including Diversion**															
18.4.1	Traffic Volume Development															
18.4.2	Diversion Summary															
18.4.3	Microsimulation Modeling															
18.4.4	Travel Time Estimation															
18.5	**Evaluation**															
	Evaluation															
18.6	**Stakeholder Engagement**															
18.6.1	Phase 1 Community Input Received															
18.6.2	Meetings															

Legend

- Consultant Effort
- WCCTAC/CCTA Review
- Meetings (Estimated)
- TAC/Jurisdiction Review

ALAMEDA County Transportation Commission

CONTRA COSTA transportation authority

WCCTAC West Contra Costa Transportation Advisory Committee

San Pablo Avenue Multimodal Corridor Study
Existing Curb-to-Curb Width - Configuration Concept Locations

San Pablo Avenue Corridor Project
Contra Costa County
Data Request

As the next phase of the San Pablo Avenue Corridor Project gets underway, we would like to obtain updated corridor information, where available. Please see the data request below for needed information. The corridor limits are San Pablo Avenue between the Alameda County Line and Robert Miller Drive, and along roadways providing access between San Pablo Avenue and the two BART Stations in El Cerrito (Fairmount Avenue, Central Avenue, Hill Street, Cutting Boulevard)

1. Transportation projects: a list of project, description and design plans (as-built) for planned transportation improvements
2. Development projects: a list of planned development projects, description and design plans (as-built) on or near San Pablo Avenue (planned, approved, and under construction)
3. Traffic and parking analyses conducted for TIAs, corridor studies, or area plans since 2017.
4. Traffic volumes, including auto, bicycle, and pedestrian volumes, along San Pablo Avenue and collected since 2017. May include turning movement counts or ADT counts
5. Existing Traffic Signal Information
    - Existing signal timing plans for each intersection on San Pablo Avenue
6. Parking supply, curb assignment, and parking utilization data, collected since 2017
7. GIS or CAD data:
    - Information on the right-of-way width and curb to curb width of San Pablo Avenue, including GIS files, as-builts, or CAD linework
    - Updated bicycle network (shapefile)
    - Updated pedestrian network (shapefile)

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I-80 Design Alternatives Analysis (DAA)

Project Description

As part of the Bay Bridge Forward effort, Metropolitan Transportation Commission (MTC) is working with its partners to deliver a suite of near-term and low-cost operational efficiency projects to improve transit and carpool operations by reducing delay and serving more people in fewer vehicles. One project in this effort is the I-80 DAA.

Interstate 80 (I-80) in Alameda and Contra Counties is consistently among the top congested corridors in the Bay Area. It serves as a key Transbay/Bay Bridge commute corridor that accommodates a diversity of travel patterns, connecting housing in the East Bay and as far as Napa, Solano and Sacramento, to jobs in San Francisco, Alameda County, and Silicon Valley. This corridor is heavily used by carpools and express buses during the commute hours, based on 2019 data, as much as 34 transbay buses per hour were observed.

The I-80 DAA will evaluate a range of improvement options to address congestion in the corridor, including HOV/managed lanes. The corridor limits are between the Carquinez Bridge in Crockett and the San Francisco-Oakland Bay in Oakland (see attached I-80 Corridor Map). The assessment will identify and evaluate a range of near-term and mid-term operational improvements and demand management strategies, with a focus on improving higher occupancy modes of travel, such as express buses and carpools. The primary outcome of the DAA will be a set of near- and mid-term project concepts that could advance into project development and project delivery and would be competitive for funding opportunities.

Technical Advisory Committee (TAC) Collaboration

MTC, Alameda County Transportation Commission (Alameda CTC) and Contra Costa Transportation Authority (CCTA) would like to invite you to participate in the TAC for the I-80 DAA. As part of the TAC, we'll be seeking your input on the purpose and need of the project, identification of corridor issues, and a range of strategies and alternatives that could be advanced into project development following the DAA. The DAA is about a 15-month effort, and we anticipate about 3 to 4 TAC meetings.

The project team may schedule focused meetings/workshops with individual TAC members or a subgroup of them as needed to support the DAA development. We'll prepare presentation materials, and executive summaries of key deliverables for TAC members to review and provide feedback on. We also seek assistance from the TAC members to keep your respective agency's management and elected officials informed of this of important regional effort and understand their key concerns. We look forward to working with you.

I-80 Corridor Map