

Lamorinda Program
 Management Committee
 Technical Advisory Committee (TAC)

IMPORTANT NOTICE REGARDING THIS MEETING: To protect our residents, officials, and staff, and in alignment with the Governor’s recent Executive Order N 25-20 and provisions of AB 361 in which certain teleconference requirements of the Brown Act have been suspended, including the requirement to provide a physical location for members of the public to participate in the meeting, this meeting will be held by Teleconference.

<p>BY TELECONFERENCE VIA ZOOM WEBINAR</p>	<p style="text-align: right;"><u>Attending by PC:</u></p> <p style="text-align: right;">MEETING URL https://us06web.zoom.us/j/86293012128?pwd=VWc4d3dRQk4vaEZUS3h6Yi84L3AzUT09</p> <p style="text-align: right;">MEETING ID: 862 9301 2128 PASSCODE:729136</p> <p style="text-align: right;"><u>Attending by Telephone:</u> +1 (669) 900-6833</p> <p style="text-align: right;">MEETING ID: 862 9301 2128</p>
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**LAMORINDA PROGRAM MANAGEMENT COMMITTEE
 TECHNICAL ADVISORY COMMITTEE (LPMC TAC)
 MEETING AGENDA**

Wednesday, February 16, 2022, 2:00 PM

City of Lafayette

How to follow or participate in the meeting:

1. Members of the public may observe and participate in the meeting at the teleconference location highlighted above. *(Please note that due to the remote nature of the meeting, the City of Lafayette cannot guarantee that the network or its site will not experience technical interruptions. To ensure that the LPMC TAC receives your comments, we **strongly encourage you to submit your comments in writing in advance** of the meeting by following instructions in below.)*
2. Send your e-mail to MMoran@lovelafayette.org by 8 am on the day of the meeting. Those e-mails will be forwarded to the LPMC TAC. They will also be made a part of the public record and be available to view by 10 am on the day of the meeting by following this link: <https://swatcommittee.org>
3. Comments may also be submitted by e-mail during the meeting up until the closure of public comment period on the relevant agenda item. These will be read into the record by staff at their normal cadence and will be limited to a maximum of 3 minutes. To be read into the record, e-mail must contain in the subject line “Public Comment – Not on the Agenda” or “Public Comment – Agenda Item #” with the relevant agenda item indicated.

Lamorinda Program Management Committee Technical Advisory Committee (TAC)

4. During the meeting, the Chair will call for public comment. If you wish to address the LPMC TAC, please so indicate by using the “raise your hand” function at that time and the Chair will add you to the speaker list and call your name when it is your turn.
 - a) App/Browser Attendees: Those who are joining us using the Zoom app or via internet browser, can click on the “raise your hand” icon found in the control panel. Generally, the control panel is located at the bottom of your screen; however, this may vary depending on the type of device and/or the method by which you’re joining the meeting.
 - b) Telephone Attendees: Those who are joining us by telephone—only, please press “*9” This lets the moderator know that you wish to make a comment.

1. Call to Order the LPMC TAC

2. Roll Call

3. Adoption of the LPMC TAC Agenda

4. Public Comment

5. New Business

6. Old Business

- a. **Lamorinda Action Plan: Presentation by Placeworks of a Draft Menu of Regional Transportation Objectives (RTOs)**
Recommendation: Receive presentation, and discuss next steps to develop the Lamorinda Action Plan

7. Adjourn LPMC TAC Meeting to Wednesday, March 16, 2022, 2:00 p.m.

I, Therese Kain, declare under penalty of perjury under the laws of the State of California that this regular meeting agenda has been posted at least 72 hours in advance at the City of Lafayette, 3675 Mt Diablo Blvd, Suite 210, Lafayette, CA and on the LPMC website at <https://swatcommittee.org>



Therese Kain, Engineering Assistant

Location of Agendas and Agenda Packets: Agendas and packets are available for review by the public by following this link: <https://swatcommittee.org> and during regular business hours at the City of Lafayette, 3675 Mt Diablo Blvd, Suite 210, Lafayette, CA 94549. Agendas and packets shall be made available at least 72 hours in advance of regular meetings and 24 hours in advance of special meetings.

Any writings or documents pertaining to an open session item provided to a majority of the Lamorinda Program Management Committee TAC less than 72 hours prior to the meeting, shall be made available for public inspection at this link: <https://swatcommittee.org> and at the City of Lafayette, 3675 Mt Diablo Blvd, Suite 210, Lafayette, CA 94549.

MEMORANDUM

DATE February 3, 2022

TO Regional Transportation Planning Committee TAC Members

FROM David Early and Torina Wilson, PlaceWorks
Terence Zhao and Julie Morgan, Fehr & Peers
Erin Vaca, DKS Associates
on behalf of John Hoang and Matt Kelly, CCTA

SUBJECT Menu of Regional Transportation Objectives (RTOs)

An essential element of the development of the new Action Plans will be to identify a set of “Regional Transportation Objectives” (RTOs, formerly called Multimodal Transportation Service Objectives or MTSOs) that can be used to evaluate success in achieving the goals of each Action Plan. These RTOs could also be carried forward into the Countywide Transportation Plan (CTP) to define the outcomes of that plan.

Historically, each RTPC has had latitude to select a set of MTSOs of its own choosing, and the various Action Plans have had differing MTSOs. This will still be the case, but PlaceWorks will be working with CCTA and the RTPCs to ensure that the new RTOs are as consistent as possible across the Action Plans, so as to allow the Action Plans to be as internally consistent as possible and to allow them to be combined and consolidated into the future CTP.

The new RTOs need to cover seven separate topics. They are:

- Roadways (Vehicles)
- Transit
- Bicycle and Pedestrian Travel
- Safety
- Climate Change
- Equity
- Technology

This memo presents ideas for the new RTOs by topic area. The ideas are drawn from several sources, including the MTSOs used in the currently adopted Action Plans, the Action Plan scope of work prepared by the PlaceWorks team and approved by the CCTA Authority Board, performance metrics used in Plan Bay Area 2050, the Countywide Bike/Ped Plan, the Vision Zero Plan, and work that PlaceWorks, Fehr & Peers, and DKS have done developing performance metrics in other regions.

MTSOs in the currently adopted Action Plans primarily cover roadways, and some subareas employ additional MTSOs addressing transit and climate change. In addition, some of the currently adopted

Action Plans provide guidance, but not specific metrics, addressing safety and bike/pedestrian topics. These existing MTSOs and other guidance were evaluated and considered for continued use in the updated Action Plans as RTOs.

Multiple MTSOs are not recommended for continuation for the reasons listed below:

- » Undesired outcome resulting from implementation
- » Incompatibility with local, regional, or State agency priorities
- » Infeasible to monitor given data or resource limitations
- » Indirect strategy to measure the desired outcome
- » Too much specificity or a lack of specificity in comparison to other similar MTSOs
- » Lack of influence on project implementation in the current Action Plan
- » Computationally unwieldy in travel demand model
- » Inability to forecast in a travel demand model

Some of the RTO options presented below are redundant. We propose to work with the RTPC TACs to select which ones to include in the Action Plans, with the goal that the RTOs will be consistent enough among the Action Plans that incorporation into the CTP is appropriate.

Roadway Level of Service: Freeways

EXISTING MTSOs RECOMMENDED FOR CONSIDERATION AS NEW RTOs

- Delay Index during non-peak hours and/or not peak direction.
- Peak-hour Delay Index on freeway on-ramps.

EXISTING MTSOs NOT RECOMMENDED TO BE MAINTAINED AS RTOs

- ~~■ Peak hour travel speed.~~
- ~~■ Duration of congestion.~~

Roadway Level of Service: Surface Roadways

EXISTING MTSOs RECOMMENDED FOR CONSIDERATION AS NEW RTOs

- Peak-hour intersection LOS.
- Peak-hour segment LOS.
- Peak hour, peak direction Delay Index.
- Peak hour travel speed.

EXISTING MTSOs NOT RECOMMENDED TO BE MAINTAINED AS RTOs

- ~~Maximum wait time on side streets.~~
- ~~Delay Index during non-peak hours and/or not-peak direction.~~
- ~~Frequency and cause of unplanned lane closures of any type.~~
- ~~Average stopped delay at intersection.~~
- ~~Intersection volume to capacity ratio.~~

Transit

EXISTING MTSOs RECOMMENDED FOR CONSIDERATION AS NEW RTOs

- Hourly average loading factor (ratio of passengers to seats).
- Increased transit ridership (note this is considered “guidance” and is not a designated MTSO).
- Bus riders per service hour (note this is considered “guidance” and is not a designated MTSO).
- Average weekday BART riders (note this is considered “guidance” and is not a designated MTSO).

RECOMMENDED NEW RTOs

- Proportion of residents that live within a 10-minute walk of a high-frequency transit service (defined as 20-minute headways at peak hour).
- Proportion of residents that live within a Transit Priority Area.
- Proportion of bus routes of regional significance that exhibit on-time performance (defined as no more than five minutes behind schedule).
- Ratio of transit travel time to automobile travel time along key corridors.
- Total weekday boardings on transit services within the subregion.
- Mode share of transit trips.

Bike/Pedestrian

EXISTING GUIDANCE RECOMMENDED FOR CONSIDERATION AS NEW RTOs

There are no MTSOs concerning bicycle or pedestrian facilities that are currently being monitored in any existing Action Plan. There is, however, existing guidance that mimics an MTSO, and which serve as the basis for recommended new RTOs below. Existing guidance includes:

- Monitor pedestrian and bicycle volumes at crossings.

- Monitor auto volumes at crossings.
- Monitor average trail user delay at major road crossings.
- Monitor pavement condition over the entire trail.
- Monitor frequency of pedestrian or bicyclist injury.
- Maintain an inventory of available pedestrian and bicycle facilities.
- Monitor the frequency and cause of unplanned lane closures of any type.

RECOMMENDED NEW RTOs

- Proportion of designated bike/ped routes of regional significance that have been completed.
- Proportion of designated bike/ped routes of regional significance that operate at Level of Traffic Stress 1 or 2 (i.e., good ratings for low-stress bicycle usage), or that have a low-stress bicycle facility designated on an adjacent parallel street.
- Proportion of arterial roadway Routes of Regional Significance that contain all basic Complete Streets treatments (sidewalks, crosswalks, lighting, bicycle accommodations, transit amenities if applicable).
- Mode share of bicycling and walking.

Safety

There are no true MTSOs concerning safety in any existing Action Plan. There is, however, existing guidance that mimics an MTSO, and which serve as the basis for recommended new RTOs below. Existing guidance includes:

- Monitor vehicle crash frequency.
- Monitor pedestrian or bicycle injury crash frequency.

RECOMMENDED NEW RTOs

- Number of Killed or Seriously Injured (KSI) collisions.
- Number of bike- or ped-involved collisions.

Climate Change

EXISTING MTSOs RECOMMENDED FOR CONSIDERATION AS NEW RTOs

- HOV lane utilization.
- Average vehicle occupancy.

EXISTING MTSOs NOT RECOMMENDED TO BE MAINTAINED AS RTOs

- Peak hour, peak direction HOV lane utilization.

RECOMMENDED NEW RTOs

- VMT per capita.
- Single-occupant vehicle mode share.
- Number of public EV chargers in the subregion.
- EV ownership in the subregion.
- Miles of Routes of Regional Significance estimated to be vulnerable to sea level rise.
- Percentage of vulnerable Routes of Regional Significance for which remediation plans or a mitigation approach have been created.

Equity

There are no MTSOs or guidance concerning equity in any existing Action Plans.

RECOMMENDED NEW RTOs

- Proportion of transportation investments (which could be measured as number of projects, or length of projects, or dollars spent) that occur in Equity Priority Communities (EPCs), compared to the proportion of all road miles or all population that is located in EPCs.
- Proportion of food stores, banks, and parks in EPC communities where disproportionate numbers of residents lack access to these amenities.
- Share of county's jobs that can be reached within a 20-minute walk or bike ride, a 30-minute drive, or a 45-minute transit trip, for EPC residents as compared to county residents as a whole.
- Average commute distance or time for EPC residents as compared to county residents as a whole.
- Time spent driving in congested conditions for EPC residents as compared to county residents as a whole.
- Proportion of the High Injury Network that is located in EPCs, compared to the proportion of all road miles located in EPCs.
- Proportion of collisions (could be all collisions, KSI collisions, or bike- or ped-involved collisions) that occur in EPCs, compared to the proportion of all road miles or all population that is located in EPCs.

Technology

There are no MTSOs or guidance concerning technology in any existing Action Plans.

RECOMMENDED NEW RTOs

- Use of shared vehicle TNCs.
- Number of shared scooters deployed.
- Number of shared electric bicycles deployed.
- Level of signal interconnection.
- Deployment of MaaS.

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