



CITY COUNCIL AGENDA REPORT

August 24, 2010
Community Development
Traffic Engineering Division

TITLE: POLICY STATEMENT BY THE COUNTY OF ALAMEDA AND THE CITIES OF DUBLIN, LIVERMORE AND PLEASANTON REGARDING TRANSPORTATION PRIORITIES AND COMMITMENTS IN THE TRI-VALLEY

SUMMARY

The attached document regarding transportation priorities and commitments in the Tri-Valley creates a regional framework for construction of local arterial roadways and support for regional improvements. Generally referred to as a "Regional Agreement," this document is being presented to the City Council for consideration. The document describes a policy approach for relieving traffic congestion in the Tri-Valley by prioritizing improvements to I-580, I-680 and State Route 84, and requiring the phased completion of a regional arterial network that includes Dublin Boulevard, Jack London Boulevard, North Canyons Parkway and Stoneridge Drive.

Assuming the City Council approves this regional agreement, representatives of Dublin, Livermore, and Alameda County have expressed their intent to place it on an upcoming agenda with their respective Councils/Board within the next 60 days. This agreement is intended to satisfy Program 1.6 of the Circulation Element of the City's 2005-2025 General Plan.

RECOMMENDATION

Staff recommends that the City Council approve the attached regional agreement which details regional and local transportation improvements and commitments in the Tri-Valley area (Attachment I).

FINANCIAL STATEMENT

There are no direct fiscal impact to the City. However, approval of the attached document will result in Highway 84 improvements (including the southern section) being moved to a higher regional priority which will result in additional regional funds being allocated through the Alameda County Transportation Commission, the Tri-Valley Transportation Council (TVTC), and federal transportation earmarks.

BACKGROUND

In 2004 the Cities of Dublin, Livermore and Pleasanton and County of Alameda embarked on what was called the Triangle Study to develop a sequencing plan for constructing roadway improvements in the I-580, I-680, and Route 84 Corridors. The Study included analyzing existing traffic as well as projecting traffic in 2030. The final product of this Study was a comprehensive list of prioritized transportation projects for the Tri-Valley area.

The Triangle Study was completed in March of 2007 and its completion resulted in two lists of prioritized transportation projects being brought to the Triangle Policy Advisory Committee, (which included Mayor Hosterman and Councilmember McGovern) for consideration. The two lists were identical with the exception that one, titled **Hybrid 1A**, includes the widening of SR 84 from 2 to 4 lanes between I-680 and Pigeon Pass and the second, list titled **Hybrid 1**, does not include the SR 84 widening. The Triangle Policy Advisory Committee recommended Hybrid 1 with Pleasanton representatives dissenting. The approval of Hybrid 1 over Hybrid 1A was in direct response to the City of Pleasanton not committing at the time to the future construction of the Stoneridge Drive extension.

The Hybrid 1 list was brought to the CMA Board in April 2007. At the meeting Mayor Hosterman with support from the City Council requested that the Board not take action on Hybrid 1 until after Pleasanton had an opportunity to meet with the other involved agencies to develop a process that would include SR 84 in the list of approved projects. The CMA Board supported the Hybrid 1 priority list, but stated that it would consider another review of Hybrid 1A in the summer of 2007. In June 2007 the CMA Board reviewed the priority lists again and approved a modified Hybrid 1A with the SR 84 project positioned as the lowest priority project rather than the seventh highest priority project which is where it had been placed on the Triangle Policy Advisory Committee's Hybrid 1A list. Having the SR 84 project on the list was a significant improvement, as it allows the project to be recognized as a regional project and to compete for funding. The positioning of this project on the bottom of the list, however, significantly limited its opportunity for receiving funding.

At the same June 2007 CMA meeting, the CMA Board indicated that it would reprioritize the SR 84 project back to position number 7 on the condition that additional discussion take place between the Tri-Valley cities and Alameda County to establish an approach to implement local traffic projects. The primary local traffic projects included the extensions of Dublin Boulevard, Stoneridge Drive and Jack London Boulevard. In response, the staffs of the cities and Alameda County began discussing an implementation process and construction timetable for these projects.

It is important to put the City of Pleasanton's position on this matter into perspective. At the time the Triangle Study was completed, the City was in the midst of a comprehensive General Plan update. One of the focal points of the

update was the evaluation of local and regional traffic conditions and short- and long-term transportation improvements within the City, including the Stoneridge Drive extension. It took considerable time to gather public input, analyze data, and formulate circulation policies. Essentially, the City was not in the position to commit to an any outcome until completion and adoption of its General Plan, which occurred on July 21, 2009.

In the adopting the General Plan in 2009, the City was now in the position of making informed decisions regarding its circulation system. As it relates to Stoneridge Drive, the City adopted Program 1.6 of the General Plan Circulation Element which states generally that the City would open the Stoneridge Drive extension to through traffic when Pleasanton reaches an agreement with its regional partners for a strategic approach and funding plan for relieving traffic congestion in the Tri-Valley. More specifically, the agreement would embody prioritization of improvements to I-580, I-680 and State Route 84, while also requiring the phased completion of a regional arterial network that includes Dublin Boulevard, Jack London Boulevard, North Canyons Parkway and Stoneridge Drive.

DISCUSSION

The cities of Pleasanton, Dublin and Livermore and the County of Alameda have now cooperatively developed the attached Policy Statement/Regional Agreement that identifies the need for a more coordinated effort in developing regional transportation improvements and establishes a phased prioritized approach to constructing local transportation improvements in the Tri-Valley.

The Regional Agreement anticipates two separate phases of roadway improvements. Phase I includes the construction of a number of arterial roadway connections including Dublin Boulevard from its current eastern terminus to Fallon Road as a four lane roadway, Jack London Boulevard between Isabel Parkway and El Charro Road as a two lane roadway and Stoneridge Drive from its current eastern terminus to El Charro as a two lane roadway with four lanes at the intersection of El Charro Road. Phase 2 expands on these roadway improvements by including Dublin Boulevard from Tassajara Road to Fallon Road as a six lane roadway, and Jack London Boulevard and Stoneridge Drive as four lane roadways. The agreement envisions that these connections will occur simultaneously.

The City Council's support of this Regional Agreement will allow the City to request the CMA to review the regional priorities established by the Triangle Study and restore the State Route 84 project to number 7 on the priority list. Additionally, the full extension of Stoneridge Drive will ensure full support of construction funding of the State Route 84 project from each of the Tri-Valley agencies. Finally, it will satisfy the requirements of Program 1.6 of the Circulation Element concerning the extension of Stoneridge Drive as part of the Staples Ranch project. As indicated in another agenda report concerning revisions to the Stoneridge Drive Specific Plan Amendment, if the City Council

approves the Preferred Project, all four lanes, and the two bridges associated with the Stoneridge Drive extension, would be built with the project. The bridges over the Arroyo Mocho, however, would be striped for one lane of traffic in each direction and Stoneridge Drive itself would not be opened to through traffic (with the bridges continuing to be striped for one lane traffic in each direction) until Jack London Boulevard, as a two lane road, is likewise opened to El Charro Road; this tradeoff is consistent with the Regional Agreement.

The Specific Plan Amendment, if adopted by the Council, also provides the City Council with the flexibility it needs to manage the roadway and, therefore, two years after Stoneridge Drive has been open to through traffic, it can determine when to restripe the bridges to accommodate all four lanes of traffic. In accordance with the Regional Agreement, the latest that would happen would be when Jack London Boulevard is expanded to four lanes. However, considering that such expansion may not occur for many years, staff anticipates that Council may decide to revise the striping before that extension occurs but after the Council and the community has had the opportunity to evaluate the positives and negatives associated with the opening of Stoneridge Drive to four lanes.

It should be noted that this “Regional Agreement” is a policy statement by all three cities and Alameda County and, as such, it does not constitute a legally binding document that would be grounds for litigation should the terms be breached. However, it does establish “good faith” measures to which it is expected all Tri-Valley cities and the County will adhere. Also, while it outlines a construction schedule based on Phases 1 and 2, it also includes language stating that each agency may choose to open its roadways prior to the opening of other arterials which reflects the importance of these roadways, assuming there are no legal impediments, such as a development agreement, that provides to the contrary.

Submitted by:

Approved by:

Brian Dolan
Director of
Community Development

Nelson Fialho
City Manager

Attachment:

1. Policy Statement by the County of Alameda and the Cities of Dublin, Livermore and Pleasanton Regarding Transportation Priorities and Commitments in the Tri-Valley

**POLICY STATEMENT
BY
THE COUNTY OF ALAMEDA
AND THE
CITIES OF DUBLIN, LIVERMORE AND PLEASANTON
REGARDING
TRANSPORTATION PRIORITIES AND COMMITMENTS
IN THE TRI-VALLEY**

Background

The Tri-Valley segment of the I-580 corridor in eastern Alameda County is one of the most heavily traveled highways in the entire nine-county Bay Area region. Its chronically congested condition in Alameda County is second only to the I-80 approach to the San Francisco Bay Bridge. The Metropolitan Transportation Commission (MTC – the planning, funding, coordinating transportation agency for the region) projects a 90 percent increase in traffic coming over the Altamont by the year 2030. I-580 also serves as a major corridor for goods movement to and from the Port of Oakland between the Central Valley and the rest of the state and nation. Container freight activity at the Port is projected to increase three-fold by 2030.

In response to the existing and projected need for expanded and enhanced transportation infrastructure in the Tri-Valley, the Alameda County Congestion Management Agency (CMA), in conjunction with Cities of Dublin, Livermore, Pleasanton, Alameda County, Caltrans and ACTIA, developed a long-range regional strategy for planned improvements that include the I-580, I-680 and SR 84 corridors. This strategy is documented in the Tri-Valley Triangle Study and was adopted by the CMA Board in June 2007.

History

Tri-Valley jurisdictions within Alameda County, comprised of the Cities of Dublin, Livermore, Pleasanton and Alameda County recognize the importance of maintaining regional mobility and have worked with the CMA since 2004 on the Tri-Valley Triangle Study with the purpose of identifying priorities within the long-range regional transportation strategy for the Tri-Valley Triangle highway corridors comprised of Interstate 580, Interstate 680 and Highway (SR) 84.

The Metropolitan Transportation Commission and Caltrans release a report each year entitled “Bay Area Locations with the Most Delay during Commute Hours.” Since the 2001 report and each year thereafter, either and/or both I-580 eastbound in the p.m. and westbound commutes in the a.m. have consistently ranked in the top 5 of the top 10 most congested locations in the entire Bay Area region. In spite of periods of economic downturns over the years, chronic traffic congestion persists, reflecting the significance of this segment of I-580 as a major gateway corridor. This condition results in major

impacts to Tri-Valley communities affecting air quality, local roads from motorists seeking alternative routes to I-580 and quality of life of those that live, work or travel in this corridor.

Within this context, the Tri-Valley has established a roadway network vision that works toward maintaining a viable regional system also recognizing that an equally viable local arterial system is necessary to support intraregional trips between the three cities and the county. As a result the three Cities and Alameda County have developed this agreement to identify the short and long term goals of the local arterial system in each member jurisdiction. It is the intent of each local agency to uphold and support the direction provided in this document and implement the local arterial improvements consistent with the outline set forth below.

Recognizing the need for a coordinated planning effort at the local and regional level and the collective benefits to the Tri-Valley as a region, the Tri-Valley Cities and County hereby support the following phased approach to the local transportation priorities in the Tri-Valley:

Phase 1:

Consists of the following arterial connections: Dublin Boulevard from its current eastern terminus to Fallon Road as a 4 lane roadway, Jack London Boulevard between Isabel Parkway and El Charro Road as a 2 lane roadway (4 lanes at the intersections of El Charro Road and Isabel Parkway) and Stoneridge Drive from its current eastern terminus to El Charro Road as a 2 lane roadway (with 4 lanes at the intersection of El Charro Road).

Phase 2:

Consists of the following arterial connections: Dublin Boulevard from Fallon Road to North Canyons Parkway as a 4 lane roadway and North Canyons Parkway from its current western terminus to Dublin Boulevard as a 4 lane roadway. In addition to these new arterial connections, the following roadways will be widened: Dublin Boulevard from Tassajara Road to Fallon Road to a 6 lane roadway, Jack London Boulevard to a 4 lane roadway and Stoneridge Drive to a 4 lane roadway.

With respect to these four arterials, each agency may choose to open the roadway prior to the other arterials, however, it is the intent of this agreement to have the local parallel arterial systems within each agency open at the same time for each phase.

With the adoption of this Policy Statement each agency will support a request to the CMA to adopt the project priority in Tri-Valley Triangle Study Alternative 1A.

Hybrid 1A from the Triangle Study

1. 580 WB HOV / HOT lane and ramp metering - E. of Greenville to W. of Foothill
 2. 580 WB auxiliary lane - First to Isabel, (includes structure widening at creeks)
 - ~~3.~~ 680 ramp metering
 - ~~3.4.~~ 580 EB climbing lane
 - ~~4.5.~~ 580/680 interchange improvements - WB to SB, Phase 1
 - ~~5.6.~~ 580 EB Phase 1 - Aux lanes - Isabel to First
 - ~~6.7.~~ SR 84 widening - Pigeon Pass to 680 plus 680 SB aux lane from SR 84 to Andrade, plus 680 NB HOV/HOT Lane from Alameda Creek to SR 84
 - ~~7.8.~~ 680 NB HOV / HOT lane - SR 84 to Alcosta
 - ~~8.9.~~ 680 SB HOV / HOT lane - Alcosta to SR 84
 - ~~9.10.~~ 580/680 direct connector - WB to SB, Phase 2
 - ~~10.11.~~ 580 EB - Phase 2 - Mixed-flow lanes - Santa Rita to Vasco
 - ~~11.12.~~ 580 EB HOV / HOT lane - Foothill to Hacienda
- BART R/W protection on 580 (order independent of the others)

Upon construction of the Phase 1 improvements in Pleasanton, each member agency will support item 7 from Hybrid 1A which includes the construction of State Route 84 as a 4 lane facility between Pigeon Pass and Interstate 680, including ramp improvements at the Route 84/I-680 interchange, and construction of a southbound auxiliary lane on I-680 from Route 84 to Andrade Road. This configuration is part of the ultimate configuration which will include six lanes from I-580 to Stanley Boulevard and four lanes from Stanley Boulevard to I-680.

CITY OF DUBLIN

CITY OF LIVERMORE

Mayor **Date**

Mayor **Date**

Attest:

Attest:

City Clerk

City Clerk

CITY OF PLEASANTON

COUNTY OF ALAMEDA

Mayor **Date**

Supervisor **Date**

Attest:

Attest:

City Clerk

Clerk of the Board