




ALAMEDA COUNTY TRANSPORTATION COMMISSION
2014 LOS Monitoring
Request for Proposals



A presentation to PPLC
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November 4, 2013

Presentation Overview

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- Legislative Background
- CMP Network
- Data Collection Periods
- Data Collection Methods
- Scope of Work
- Action Requested –
 - Approve the release of a Request for Proposals for preparing the 2014 LOS Monitoring Study
 - Authorize the Executive Director or his designee to negotiate and enter into agreement with selected consultant team

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Background

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- As part of the Congestion Management Program, state law requires the Congestion Management Agencies (CMAs) to:
 - Designate a CMP roadway network
 - Monitor the level of service on the CMP network at least biennially
 - Develop deficiency plans to improve deficient segments if the level of service standard (LOS E) is not met
- As Alameda County's CMA, Alameda CTC has been performing the LOS Monitoring on the CMP network since 1991
 - CMP network – 322 miles

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CMP Network

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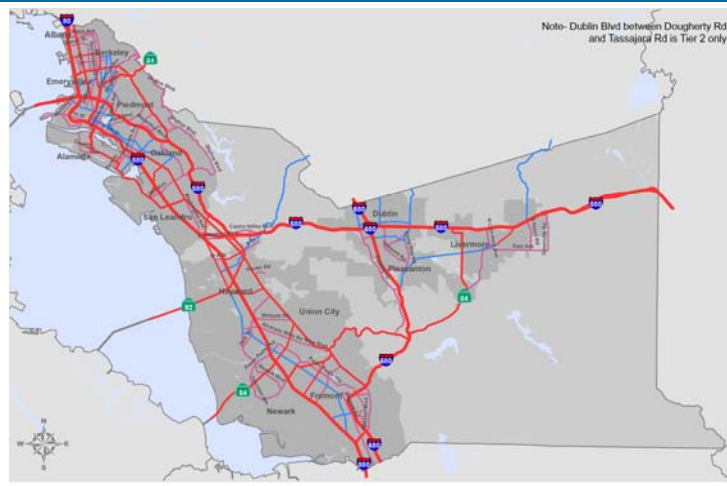


Figure 1: Designated Countywide System Map

Legend

- Interstate/Freeway (CMP - Tier 1 & MFS)
- State Highway (CMP - Tier 1 & MFS)
- Principal Arterial (CMP - Tier 1 & MFS)
- Principal Arterial (CMP - Tier 2 & MFS)
- Local Roads

CMP Network and Monitoring Periods

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- CMP Network Monitored – 322 miles
 - Tier 1 – 232 miles (subject to Conformance)
 - Freeways, State Routes and Principal Arterials
 - Tier 2 – 90 miles (monitored for information)
 - Major Arterials
 - Additional Informational Monitoring
 - Travel time on three Bay crossing bridges (Bay Bridge, San Mateo Bridge and Dumbarton Bridge)
- Monitoring Periods
 - Two hour AM and PM peak periods and Weekend peak period
 - PM peak period travel time data is used for Conformance

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Data Collection Methods

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- Traditional Data Collection Until 2012
 - Floating Car Method
 - Drivers drive the routes approximately six times to capture representative travel times
 - Resource intensive
- Commercially Available Travel Time Data
 - Alameda CTC is evaluating the applicability of using INRIX
 - Results will be available end of November 2013
 - Benefits
 - Less expensive for significantly more data quantity (data available now at no cost from MTC)
 - Provides more evaluation options
 - Approach of other CMAs
 - SFCTA is using INRIX data since 2012; VTA is currently exploring

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2014 LOS Monitoring Data Collection

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- Validation results for commercially available data will inform the type and extent of data collection methods for 2014 LOS Monitoring
 - Comparison being made between 2012 LOS Monitoring results and travel time data from INRIX for the same roadways and time periods
 - Results will provide
 - *CMP Roadways where Commercial data can be used*
 - *Roads where floating car runs are needed*
 - Commercial travel time data does not compare well
 - None or not adequate coverage from commercially available data

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Scope of Work and Schedule

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Scope of Work

- Data Collection
- Analysis of Data and Develop Results
- Preparing Documentation

Schedule	
Complete Commercially available data validation and determine the scope of using floating car runs and commercially available data	Dec 2013
Release RFP	Dec 2013
Select Consultant and project kick-off	February 2013
Data Collection and Analysis	March-June 2013
Draft and Final Results	July-Sep 2013

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Action Requested

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- Request Commission approval to
 - Release the Request for Proposals for preparing the 2014 LOS Monitoring Study
 - Authorize the Executive Director or his designee to negotiate and enter into agreement with selected consultant team

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Questions?

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