

## RESPONSES TO COMMENTS FROM PUBLIC MEETING NO. 1

No.	<u>Concern/Comment/Question</u>	<u>Response</u>
1	What is the scope of the study and why was it not available before the meeting?	The scope of the study is to evaluate the current roadway conditions and identify the roadway safety needs. A copy of the Scope of Work is available on the website at <a href="http://www.acgov.org/pwa/updates/teslaroadstudy.htm">http://www.acgov.org/pwa/updates/teslaroadstudy.htm</a>
2	Who is behind the need to do these studies?	Alameda County Public Works Agency
3	Why do we need a study if there is no funding now?	The study will identify safety improvements needed so that if/when funding becomes available, Alameda County will have the required information to apply for funding.
4	If people obeyed the speed limit we wouldn't have these (safety) problems.	Comment Noted
5	Cars are a weekday issue; bikes are a weekend issue.	Comment Noted
6	Look up types of citations as part of the study (expectation is that speeding tickets are common).	Contributing causes to collisions, including speeding, will be taken into consideration when developing recommendations. We will be conferring with the CHP and Sheriff's dept. regarding their concerns on these roadways.
7	Accidents likely involve non-neighbors.	Comment Noted
8	Study should look at traffic-calming measures too.	Traffic calming measures will be evaluated as part of this study.
9	Take this community meeting input into the Study.	Comments from the Community will be taken into consideration when developing the recommendations.
10	Publish the Alternatives prior to the next meeting, in enough time for community to review them; this will make next meeting more productive.	Comment Noted
11	Why were these roads not others such as Vasco chosen for the Study?	Patterson Pass and Tesla Roads were chosen for such safety studies due to their accident histories. Crow Canyon Road is currently undergoing the same safety study. A similar safety study will be conducted on Vasco Road in the future.
12	Neighbors indicate they like the status quo and that the commuters are the "problem."	Comment Noted

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13	Request for more CHP enforcement during commute periods.	The CHP recommends that the community residents call directly their local CHP office (Dublin) directly and report speeding incidents. Once the CHP receives the calls, they will send an officer to monitor and enforce the roadway for at least a week.
14	Why Alameda County is making it so convenient for commuters (from out of the area) to drive these roads?	Making the roadways convenient for commuters is NOT part of the County's goal. The goal of these studies is to improve the safety of the roadways for all users.
15	Will the community get to “vote” on the options/alternatives?	The community will have an opportunity to provide input/comments on the County's proposed recommendations.
16	Why isn't Interstate 580 part of the study area and the Study? That is where the problems are.	Interstate 580 is under the State's (Caltrans) jurisdiction. This study only pertains to the evaluation of safety needs on County roads.
17	Spend the money to fix Altamont Pass “at the bottom” that is where the problems are; that is why people cut through on these roads.	Improvements to Altamont Pass Road are beyond the scope of this Safety Study. Due to their accident histories, the County needs to conduct a safety study on Patterson Pass Road and Tesla Road.
18	Any project that gets developed could impact well water. This is a sensitive area—especially at Mile Marker 4.5 on Tesla Road. There are natural springs from the hills and water flow patterns any project should take that into account or water supplies could be impacted and potentially altered. An environmental document should be done.	Comment noted
19	Enforcement is a deterrent—there should be more enforcement.	Comment noted. The CHP recommends that the community residents call their local CHP office (Dublin) directly and report speeding incidents. Once the CHP receives the calls, they will send an officer to monitor and enforce the roadway for at least one week.
20	Close Tesla at Carmony Road.	Tesla Road cannot be closed as it is a public roadway that provides access to various facilities within the region, including Carnegie SVRA and Lawrence Livermore National Laboratory.

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21	Media gives these roads as alternate routes. Media has also highlighted a technology which might be useful here. On Route 4 in Antioch there is a traffic signal that works on a timer. That technology and approach might be useful here.	Intersections along the Tesla Road between Greenville Road and Alameda/San Joaquin County line do not meet the MUTCD (Manual on Uniform Traffic Control Devices) warrants for installation of traffic signals.
22	Close the exit ramps off the freeways so they don't come through these roads during commute periods.	Alameda County has no authority to close the exit ramps off the freeways. These exit ramps, along with the freeways, are under the State's (Caltrans) control.
23	1. Metering lights are not working as a deterrent for getting on Tesla Road. 2. Add stops signs along Tesla. It is very difficult and un-safe to get out of driveway under current conditions.	1. Presently there are no metering lights on Tesla Road. 2. Intersections along the Tesla Road between Greenville Road and Alameda/San Joaquin County line do not meet the MUTCD (Manual on Uniform Traffic Control Devices) guidelines for installation of any additional stop signs.
24	City of Livermore seems to be encouraging people to drive on Tesla Road as a cut-through route.	Comment noted.
25	Wider, straighter route will make it faster—there is enough road kill already.	It is not the County's goal to increase the (motorists') speed of these roadways. We will review recommendations to improve roadway safety in addition to widening and straightening the roadway. Some of these non-widening/realignment measures may include signage, striping, and/or pavement treatments.
26	Spend the Study money on CHP officers and enforcement.	Comment noted.
27	Re-look at Patterson to San Jose alternate route that Congressman Pombo proposed—the lack of that route has more traffic on Interstate 580 and therefore our area.	Looking at an alternative route as suggested is beyond the scope of this study, which is to evaluate and determine needed safety improvements on Tesla Road.

<u>No.</u>	<u>Concern/Comment/Question</u>	<u>Response</u>
28	<p>1. Put stop signs on every intersection along these roads.</p> <p>2. Limit the road to residents.</p> <p>3. Fix potholes</p> <p>4. Create shoulders as there are too many bikes on these roads to not have shoulders.</p>	<p>1. Intersections along the Tesla Road between Greenville Road and Alameda/San Joaquin County line do not meet the MUTCD (Manual on Uniform Traffic Control Devices) guidelines for installation of any additional stop signs.</p> <p>2. Since Patterson Pass Road and Tesla Road are "PUBLIC" roadways, the County cannot limit these roadways to just local residents. To be more specific, Public Funds are used to maintain and improved these roadways.</p> <p>3. The County has Maintennace Staff that conduct field reviews of County roadways and perform pothole repairs when they discover them. If you should see a pothole that requires repair, please contact Chuck Swann at 925-803-7010.</p> <p>4. This safety study will evaluate bike usage on these roadways and determine needed safety improvements which may include shoulder widening.</p>
29	<p>Look at dividers like on Vasco Road.</p>	<p>Dividers (i.e. median barriers) will be evaluated as part of this study; however, due to the limited (narrow) width of Tesla Road, there may be not enough room to install similar dividers on this road.</p>
30	<p>1. The County made a mistake, the Right –of- Entry as first contact to residents regarding this Study was a terrible start.</p> <p>2.Were residents along South Livermore and Concannon notified of the meeting? (Asked of an engineer)</p> <p>3.In your experience have you ever recommended “no project/no changes?” (Answer: yes).</p>	<p>Comment noted.</p> <p>1. In the future, we will review our procedures to improve first contacts with residents.</p> <p>2. Residents along South Livermore Avenue and Concannon Avenue were not notified of this meeting. The meeting was posted on the Public Works Agency's website.</p> <p>3. Yes, the County has, in the past, made "No Project" recommendations as a result of preliminary studies.</p>
31	<p>Put toll collection system at the freeway and Corral Hollow intersection and make toll large enough to discourage cut-through traffic.</p>	<p>The installation of a toll collection system would require a legislative action to implement such a system. Toll charges would apply to all users.</p>

<u>No.</u>	<u>Concern/Comment/Question</u>	<u>Response</u>
32	<p>The power point slide that was titled "Characteristics" gave the impression that decisions have been made already and that there are four recommendations and that the outcome is not really open. What is the source of data for the traffic counts? Told that CHP has shift change at 7pm which impacts their ability to enforce evening commute—not a good reason.</p>	<p>No decisions nor recommendations have been made or finalized. The slides are titled, "Existing Corridor Characteristics" only describe the roadway conditions that are "current/existing," not necessarily what is recommended.</p> <p>Traffic counts were recently conducted by our consultant as part of this study.</p>
33	<p>Crossroads should be part of the Study too.</p>	<p>Cross Road in proximity of Patterson Pass and Tesla Road will be evaluated; The entire stretch of Cross Road is not part of this study.</p>
34	<p>Traffic signals with cameras attached to catch violators at Cross Road and Reuss would be good; that is where wrecks happen. Add bike lanes, these are especially needed for bike races.</p>	<p>We will be evaluating the need for traffic signals and bike lanes along the corridor.</p>
35	<p>Add shoulders to the "S" curve. Remove tree at edge of pavement there.</p>	<p>We will evaluate both the curve and the tree at this location and identify safety recommendations, which may include tree removal and shoulder improvements.</p>
36	<p>Tesla Road at the 5.24 mile marker is where a lot of accidents have happened—yet accidents not on display map. Don't just use CHP data, use Sherriff's accident report data also.</p>	<p>CHP's accident database includes Sherriff's accident reports. Two accidents have been reported at MM 5.24 in the last four years and these two accidents have been identified on the display map.</p>
37	<p>Add K-rail on the north side of Tesla Road between mile marker 5.2 and 5.5; at mile marker 5.24 vehicles have lost control and hit fence and livestock.</p>	<p>We will evaluate the safety issues at this location and identify safety recommendations, which may include guard rail or barriers.</p>

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38	Cars sometimes are on the wrong side of the road.	Comment noted. We will look into the causes of wrong side driving (e.g. centerline delineation, narrow roadway width, etc.) and develop some recommendations to rectify these occurrences.
39	Traffic backup about a mile from Vasco Road to one of the neighbors' driveway.	Vasco Road is outside the scope of this project study; therefore, we are unable to address this comment at this time.
40	People sometimes drive on the shoulders, a hazard to the neighbors when pick up mails from the mailboxes.	We will look into the causes of driving on the shoulders (e.g. narrow roadway width, etc.) and develop some recommendations to address this situation.
41	Will commuters from San Joaquin County share the costs of improvements?	Alameda County will request San Joaquin County to fund any specific improvements that are developed and approved, and that extend into San Joaquin County. San Joaquin County will need to fund improvements beyond the County line as Alameda County does not have authority to use its public funds to make improvements in other jurisdictions
42	Widening the road will encourage more commuters using the road.	The County's goal is not to encourage nor increase commuters on both these roadways. Shoulder widening will be considered only at specific locations to improve safety at that location.
43	Keeping the S-curve can slow down the traffic.	Comment noted. S-curve will be evaluated as part of this study. We will look at multiple solutions to the safety issues that are identified.
44	Straightening the road and widening the road would increase speeds.	The County's goal is not to increase the speed of these roadways. We are evaluating other recommendations to improve roadway safety in addition to widening and straightening the roadway.
45	Neighbors are concerned of speeding on the existing roads.	Comment Noted.The CHP recommends that the community residents call directly their local CHP office (Dublin) directly and report speeding incidents. Once the CHP receives the calls, they will send an officer to monitor and enforce the roadway for at least a week.

<u>No.</u>	<u>Concern/Comment/Question</u>	<u>Response</u>
46	<p>San Joaquin County Public Works is requesting information on the Patterson Pass Road and Tesla Road Safety Study. Details as to the why's and how's of the study, thoughts and possible direction Alameda County may entertain, and expectations of the study. Since this is the first time hearing about the study, the outcome of the study may have significant impacts to both Counties.</p>	<p>These are safety studies along both roadways to identify safety issues and potential solutions. Alternatives and prioritization for solutions will be included with the study.</p>
47	<p>I am sending this e-mail to you because we may not make the meeting. Regarding the "safety-plan" on Tesla Rd.</p> <p>The only thing wrong with the road is the drivers. We have lived here 16 years and no amount of road work such as straightening or other changes will make it safer. The money would be better spent on Highway Patrol. The people that drive 20 miles an hour OVER the speed limit and cross double lines to pass and pass around blind turns are going to continue to do so only faster if you take out the turns. Nothing is wrong with this road but the drivers.</p>	<p>Comment noted.</p>

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48	I would like a copy or a link to an online copy of the scope of work for this project.	A copy of the Scope of Work is available on the website at <a href="http://www.acgov.org/pwa/updates/teslaroadstudy.htm">http://www.acgov.org/pwa/updates/teslaroadstudy.htm</a>
49	<p>My comment form is attached.</p> <p>In brief, the scope of the study allows for the impression that it is the start of a thinly disguised plan to increase the capacity of the two roads to carry out of county commuters to Oakland and other greater Bay Area locations. That impression stuck in the craws of a substantial majority of the attendees.</p> <p>We are among the residents whose long-term safety will be adversely affected by the almost certain safety enhancements. The likely increased actual speed (that which many people drive in spite of posted limits) will increase the hazards of residents attempting to enter the 'improved' roads. I have personally been passed by speeders who ignore both the double yellow lines and the posted speed limits. Our oldest daughter came close to being hit head-on by another one who chose to pass inappropriately.</p>	<p>The County's goal is not to increase the speed nor increase the traffic/capacity of these two roadways.</p> <p>Alameda County has an obligation to all its residents to identify safety concerns and implement safety measures on all of our roadways whenever possible. This includes conducting safety studies and identifying potential safety solutions, including measures to monitor and control vehicle speeds. Alameda County is not seeking solutions to increase speed or capacity on either Tesla or Patterson Pass Roads.</p>



<u>No.</u>	<u>Concern/Comment/Question</u>	<u>Response</u>
49	<p>These incidents will only increase as the road is made easier and 'safer' to travel by commuters.</p> <p>Further, any meaningful improvements will require loss of property for a significant number of parcels adjacent to the right of way.</p> <p>The planners would likely get far better buy-in from us residents if the scope of work is broadened to admit regional solutions. Some of these alternatives may lead to significant reductions of the commuter's carbon foot print and have other positive impacts on the environment.</p>	<p>With respect to loss of property due to improving the roadways, Alameda County will seek measures which require no or minimal property acquisition.</p>

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49	<p>Of particular interest to more than just the ranchers and others whose livelihood is derived from the land are solutions that encourage more commuters to use public transportation. A somewhat expensive example would be including an option to run an ACE train spur to Patterson, CA. Another that might have less impact on Tesla and Patterson Pass traffic would be to set up ACE service along the existing railway through Turlock, CA.</p> <p>Other regional and possibly more environmentally and resident friendly solutions exist. They need to be enumerated, assessed and balanced against the contemplated 'safety' study to see which has the most positive impact on the whole.</p> <p>In the end, a path forward that ignores alternatives and only encourage more single-passenger commute traffic helps no one except those drivers who insist on driving themselves to and from work.</p>	<p>If constructing an ACE train in this region is something the community desires, the community is encouraged to contact your State legislative representative to explore this type of transportation improvement.</p>

<u>No.</u>	<u>Concern/Comment/Question</u>	<u>Response</u>
50	<p>COMMENTS for the Patterson Pass Road and Tesla Road Safety Study. April 1, 2013</p> <p>I strongly urge that Alameda County consider metering lights on Patterson Pass Road and Tesla Road to discourage commuter by-pass traffic. Metering lights are being used successfully in Contra Costa County for this purpose. Reducing the volume of commuter traffic on these roads would make them much safer for local drivers and the residents in the area at minimal expense and roadway disruption.</p> <p>The Contra Costa County Transportation Authority and Congestion Management Agency issued a report "East Central County Traffic Management Study". This study recommended metering lights to reduce commuter by-pass traffic between Antioch, Pittsburg, Concord, Kirker Pass Road and Ygnacio Valley Road in Walnut Creek.</p>	<p>Metering lights are installed at signalized intersections. However, intersections along the Tesla Road between Greenville Road and Alameda/San Joaquin County line do not meet MUTCD (Manual on Uniform Traffic Control Devices) warrants for installation of traffic signals.</p>

<u>No.</u>	<u>Concern/Comment/Question</u>	<u>Response</u>
50	<p>A metering light has been put in between Antioch and Pittsburg on Buchanan Road going west. Mr. Paul Reinders, Traffic Engineer in Pittsburg, reports that the metering light has markedly reduced commuter traffic on Buchanan Road.</p> <p>Mr. Reinders points out that there is a minimal expense for a metering light if an existing traffic light can be used. It is set to remain red for a timed interval whether or not there is any cross traffic and it is posted accordingly. The traffic light chosen needs a long approach to hold the backed up traffic without affecting other intersections and traffic. If a new light is needed, it will be more expensive.</p> <p>Since metering lights have been successful in reducing commuter by-pass traffic in Contra Costa County I see no reason why they wouldn't also be helpful in reducing by-pass commuter traffic on Tesla Road and Patterson Pass Road. Reducing the traffic on these roads may also solve the safety issues and certainly will reduce them.</p>	<p>Metering lights are installed at signalized intersections. However, intersections along the Tesla Road between Greenville Road and Alameda/San Joaquin County line do not meet MUTCD (Manual on Uniform Traffic Control Devices) warrants for installation of traffic signals.</p>

No.	Concern/Comment/Question	Response
51	<p>Following are my comments regarding the Patterson Pass Road and Tesla Road Safety Study in place of my comment form.</p> <p>I believe if Tesla Road is made wider that the commuters will just travel faster.</p> <p>Before funds are used to straighten and widen Tesla Road we should look at the condition of the existing pavement. The stretch of Tesla Road from Mines Road heading into Livermore to South Livermore Avenue is particularly bad with large holes and uneven pavement.</p> <p>Which brings to mind the bike path that runs from Concannon to Mines Road on South Livermore which turns into Tesla. The bike riders still use the road, rarely do you see anyone on the bike path. My point being that it is useless to build additional bike paths. The bicyclists will continue to only use the road so let's use that bike path money for re- paving the road.</p>	<p>Comment noted.</p> <p>The portion of Tesla Road from Concannon to Mines Road is not within the scope of this study, however, a separate project completed in Summer 2013 repaved this portion of roadway.</p> <p>Comment noted.</p>

<u>No.</u>	<u>Concern/Comment/Question</u>	<u>Response</u>
51	<p>I am concerned with this study that no one realized how dangerous Cross Road is at commute time. How can you be doing a study that has obviously been going on for some time and not realize that the connecting road from Patterson Pass to Tesla Road, which is Cross Road, is very dangerous if you are going against commute traffic.</p> <p>I can't believe how many commuters actually use Patterson Pass Road. I would think that of the roads in this study, Patterson Pass needs the most attention. Either making it a two lane road or shutting it down to through traffic.</p> <p>The roads in this study were not made to be commute roads. I think widening Tesla would increase the speeding and accidents. Patterson Pass definitely needs to be wider and needs work done.</p>	<p>Cross Road was not included within the scope of these studies. We will look at multiple solutions to the safety issues that are identified, which may include lane width considerations or shoulder improvements .</p>

<u>No.</u>	<u>Concern/Comment/Question</u>	<u>Response</u>
52	<p>We have a few comments/questions on your study. Your flyer indicated that you have conducted preliminary studies last winter. I also checked the website and found accident and volume data.</p> <p>1. Do you have info on origin-destination of road users? Any idea how many are local-Livermore road users as opposed to by-pass commuters?</p> <p>2. Because of the City's gateway policies, the City would be in support of safety enhancement efforts but not necessarily efforts that would result to increasing the traffic volume going through Livermore.</p> <p>3. Can you please provide a brief overview on the outcome of the March 27 meeting?</p>	<p>1. An origin/destination study/survey was not performed as part of the study</p> <p>We have no direct information on origins and destinations of motorists using Tesla and Patterson Pass Roads. It is noted that the Livermore employment centers are focused in the Greenville and Vasco corridors, which are well served by both Tesla and Patterson Pass Roads. The Pleasanton employment centers are in the I-580 corridor while the Silicon Valley workers using Tesla and Patterson Pass roads are likely to also be using SR 84.</p> <p>Both Patterson Pass Road and Tesla Road have greater use in the a.m. peak than the p.m. peak. This reflects congestion patterns on I-580 – in the a.m. there is considerable westbound congestion on I-580 east of Greenville Road, while in the p.m. the eastbound congestion is more severe west of Greenville Road. Patterson Pass Road is hardly used at all outside of the a.m. and p.m. commute periods.</p> <p>2. Comment noted.</p> <p>3. Many residents along both streets seem to be of the opinion that any improvements in the two corridors, even those focused on safety, are likely to increase the convenience and therefore commute travel usage on both streets. This is amplified by the lack of any capacity enhancing plans for westbound I-580 in the Altamont region. However, these are not necessarily the reasons to not seek improved motorist safety in the two study corridors.</p> <p>The residents expressed their position on implementing NO improvements at all on these two roadways.</p>

<u>No.</u>	<u>Concern/Comment/Question</u>	<u>Response</u>
53	<p>I live at 11398 Tesla Road. I attended the 1st public meeting and was concerned to learn that the project consultants have not been asked to look at traffic calming measures in addition to a simple road expansion. I don't want to see my neighborhood harmed with a hwy 84-like commute route. I fear that the way the consulting contract was let can only lead to this kind of a recommendation. I don't want this federally funded highway to nowhere running in front of my ranch. Please ask Public Works to amend the scope of work to include traffic calming recommendations. Regards, Phil Grasso</p>	<p>Traffic calming measures will be considered in the study</p>
54	<p>I am quite shocked that all of a sudden there is a safety issue with Tesla Road where you have lived for than 40 years. If drivers obey the speed limit there would be no safety issue. For our County officials to make the road a faster commute route for the central valley would destroy our residential community. You need to listen to our concerns and help us save our area from the onslaught of reckless drivers. I urge you to consider what will happen to our road and the City of Livermore. A better bike lane would be a more appropriate improvement for our area. Please don't ruin our area for the sake of State money. You owe it to us.</p>	<p>We will look at multiple solutions to the safety issues that are identified, which may include shoulder improvements or bike lanes.</p>



<b>No.</b>	<b><u>Concern/Comment/Question</u></b>	<b><u>Response</u></b>
55	<p>I would like to see a few minor changes made which might slow the traffic down. CHP personnel always helps. Metering lights might help. An extra stop sign maybe at Victoria Lane and or Buena Vista might help. A turnout might help going up to Corral Hollow.</p> <p>Thanks for listening to us.</p>	<p>We will look at mutiple solutions to the safety issues that are identified. Turnouts will be evaluated provided there is enough right-of-way to construct them. Stop signs will be evaluated and will be installed if MUTCD (Manual on Uniform Traffic Control Devices) guidlines are met.</p>
56	<p>Tesla Road is definitely UNSAFE with the heavy load of speeding commuters as well as motorcycle use on weekends (going to Carnegie). My recommendations are:</p> <ol style="list-style-type: none"> <li>1. Add passing lanes or wide turn-outs</li> <li>2. Turn lane at lateral roads: Jerrold, Victoria, Clifford Drive, Reuss, etc.</li> <li>3. STOP SIGN at CROSS and Tesla.</li> <li>4. Wider bicycle lanes.</li> <li>5. More CHP/Sheriff patrols &amp; tickets</li> <li>6. Encourage BART extension</li> </ol> <p>Thank You</p>	<p>We will look at mutiple solutions to the safety issues that are identified, which may include shoulder improvements, bike lanes, turnouts, etc.</p>

<u>No.</u>	<u>Concern/Comment/Question</u>	<u>Response</u>
57	<p>There is no doubt we need to look at safety on Tesla Road, but widening or allowing more commuters is NOT the answer. This road was never intended to be a commuter road, but an access for those of us who enjoy living in the rural setting!</p> <p>Over the 40 years that we have lived here, we have seen huge changes for the worse. The biggest problems now are: speeding; passing over a double line; passing, or attempting to pass as we turn in and out of our driveway with or without our house trailer; tailgating us as we observe the speed limit; noise; exhaust; and general disrespect for the law. (The other day I saw (from my kitchen window) a bunch of guys jump out of a car &amp; try to strangle wild turkeys!) We need to come up with solutions, but only solutions that will REDUCE traffic, not increase it!</p>	<p>Widening (of the shoulders) will be considered only at specific locations to improve safety at that location.</p> <p>The safety issues along the corridor are being addressed as part of this safety study. We will look at multiple solutions to the safety issues that are identified.</p>

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57	<p>We have attended the Rural Roads meetings for years &amp; have appreciated the increase of law enforcement but it's not enough. We need something to SLOW DOWN traffic enough so the commuters are frustrated enough to go back to I580 where they belong! Meter lights, more stop signs, speed bumps, more enforcement officers and huge fines for speeding &amp; passing. In addition, we need a safe bike lane because this is a safety problem for bikers and drivers. Huge groups pass our area on weekends and weekdays (from the lab.) More signage might keep them single file instead of spilling over into the car lanes! I am not anti-bike, but they need to be safer.</p> <p>We urge you to listen to the Tesla Road/Patterson Pass residents' concerns.</p> <p>Do not increase the ability of commuters to use our roads.</p> <p>Look only at options to decrease traffic.</p>	<p>We will look at mutiple solutions to the safety issues that are identified, which may include shoulder improvements or bike lanes, etc. Addition of traffic signals and more stop signs will be evaluated and will be considered if MUTCD (Manual on Uniform Traffic Control Devices) guidelines are met.</p>

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58	<p>Nice meeting you at the Martinelli Center a week or two ago. Too bad the meeting deteriorated into a gripe session.</p> <p>A brief history of Tesla Road: We have lived there for over 50 years and have witnessed many changes in the traffic. Years ago there were very few vehicles using Tesla Road. Just a few in the morning and evening by the workers at Site 300 when the road was open. There were many days in the winter when Tesla Road was closed due to wash-outs, etc. There was a sign posted at the Livermore Lab announcing road conditions. Many times, we have to commute the long way around, using highway 580 to get to work.</p> <p>In recent years, Altamont Pass often became choked. Commuters are smart. They found alternate routes from the Valley to the Bay Area. Two routes were obvious, Patterson Pass Road and Tesla Road.</p>	

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58	<p>The residents, who live on Tesla Road, were becoming very concerned about their safety when using Tesla Road. Commuters were speeding, passing double lines and blind curves. It was very dangerous.</p> <p>The residents of our neighborhood held a meeting with the CHP. We explained our concerns. The CHP representatives responded immediately by placing two traffic control officers on Tesla Road to alternate with Tassajara Road with had similar dangerous traffic concerns.</p> <p>Problems solved. Within 6 weeks the word got to the commuters. Traffic was noticeably calmed. We didn't spend a dime on an expensive "study", just a group of concerned citizens who got together to solve a dangerous situation.</p> <p>And now, to the traffic problems of 2013: There are two very obvious situations to the problems.</p>	<p>We will look at multiple solutions to the safety issues that are identified, which may include pullout areas for speed limit enforcement, etc.</p>

No.	Concern/Comment/Question	Response
58	<p>Solution #1 Build another 6 lane divided freeway from the San Joaquin Valley to the Bay Area which, of course, will never fly as there is no money to influence our elected officials to fund such a project. The money is in the South Bay. That is why BART is expanding that direction while Livermore citizens, who have been paying BART taxes for over 50 years, will just have to wait for another 50 years.</p> <p>Solution #2 Extend BART to the existing Vasco Road ACE station. (Quick, easy, and economical compared to solution #1 above). Commuters from San Joaquin and Sacramento counties could when transfer to BART for transportation to all of the bay area. Disregard the political influence of the Livermore Performing Arts Council who lobbied BART to deliver patrons directly from San Francisco and Oakland to their, “pie in the sky”, 2000 seat theatre. The existing Bankhead Theatre, at 500 seats, continues to request, and receive taxpayer funds to remain solvent).</p>	<p>Looking at an alternative route or extending BART services, as suggested, is beyond the scope of this study, which is to evaluate and determine needed safety improvements on Tesla Road.</p>

<u>No.</u>	<u>Concern/Comment/Question</u>	<u>Response</u>
58	<p>Also disregard the arbitrary ruling by unelected, appointed, “officials” that BART can only extend into dense population centers.</p> <p>This move would be very cost effective. Build it, they will use it, and make a lot of commuter traffic off of Tesla Road and Patterson Pass Roads.</p>	
59	<p>We State Parks (OHV Division) are in the middle of a GP/EIR process of expanding the Carnegie SVRA. The Tesla Road runs the entire length of the park and has no turn lines we would have a high interest in getting safety turn lines for the park entrance. We have witnessed numerous violations and have also cited numerous drivers for crossing over a double yellow line for passing. At some point we would like a meeting to establish these areas of concern. Thank you for the time and chance to comment. Park Superintendent.</p>	<p>The County will review your plans and submittals for improvements of the Park. County will provide feedback regarding your submittals.</p>

<u>No.</u>	<u>Concern/Comment/Question</u>	<u>Response</u>
60	<p>RE: Patterson Pass / Tesla Road safety Study. I would like to receive all information updates and notice of public meetings. Notification by email is OK. I am interesting in improving bicycle safety and maintaining bicycle access. I believe that the best way to improve safety is to do everything possible to improve I-580 traffic flow so people don't feel the need to use Patterson Pass as a bypass route. Make I-580 the easiest and fastest way to Tracy area and Patterson Pass traffic will diminish. Alternatively, signs showing Altamont as a preferred route would also alleviate traffic on Patterson Pass.</p>	<p>Comments noted.</p> <p>Interstate 580 is under the State's (Caltrans) jurisdiction and therefore, is outside the scope of this study.</p> <p>Deferring traffic from Tesla Road is not the goal of this study but rather improving roadway safety for all users.</p>