

## RESPONSES TO COMMENTS FROM PUBLIC MEETING NO. 2

No.	COMMENTS	Responses
1	<p>Traffic calming measures were requested at the first community meeting and not addressed at the second meeting. Enforcement-Where is the help?</p>	<p>Traffic calming measures were discussed as potential countermeasures at the meeting and have been included in the study report.</p> <p>The CHP provides enforcement on County roadways. 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.</p>
2	<p>Please clarify scope of work-work plan for Tylin asked for 3 proposals. Have you changed the scope of work? Will there be a proposal for right of way acquisition for up to 25 properties is this still a deliverable?</p>	<p>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></p> <p>There will be no right of way acquisition as a part of this study.</p>
3	<p>1. Enforcement is critical. It needs to be during afternoon commute (4-8 p.m.)</p> <p>2. I appreciate the comment about maintaining the road characteristics. Installing wide shoulders would <u>not</u> do this. <u>Neither</u> will pockets for turns.</p> <p>3. We do <u>not</u> support passing lanes.</p> <p>4. We are at Mile Marker 5.5. Installation of centerline &amp; shoulder rumble strips would help reduce illegal passing. Also, perhaps Chevron signs or reflective markers at the curve. A "Do Not Pass" sign next xx miles would be helpful to remind people not to pass.</p>	<p>1. Comment noted. The CHP provides enforcement on County roadways. 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.</p> <p>2. Comment noted.</p> <p>3. Comment noted. Passing lanes have not been included as a countermeasure in this study.</p> <p>4. Comment noted. Signage and rumble strips have been included as countermeasures in this study.</p>

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4	<p>Need more police enforcement for speed-excessive starting at 4 AM. Lots of cut - through traffic and backup extends more than 3 miles beyond Greenville. It is an hour to the intersection as vehicles try to avoid Altamont Pass. Can this be - double or triple enforcement area? Stop signs seem to be just a suggestion. Driver with suspended license passed on double yellow at a blind curve and rolled his car-damaging our fence and county property. We had to __ the repair cost for the fence. Add speed bumps and stop signs to discourage travel through commuters. Do no increase road capacity. Please respect out rural lifestyle.</p>	<p>The CHP provides enforcement on County roadways. 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.</p> <p>Comments noted.</p> <p>The County is not authorized to establish double fine zones.</p>
5	<p>Enforcement of traffic law is the key- How do we improve enforcement!!</p>	<p>The CHP provides enforcement on County roadways. 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.</p>
6	<p>Please contact owner that might be affected by the improvements. We may be able to suggest a way which might be helpful.</p>	<p>Comment noted.</p> <p>Future project development and proposed projects will include a separate review process and public outreach.</p>
7	<p><u>PLEASE</u> consider putting a traffic light at Greenville &amp; Tesla. Many days it takes extra 20 minutes due to delay at this intersection. At Vasco there is a traffic light and traffic does not build up.</p>	<p>Comment noted.</p> <p>Traffic signal control was not identified as a safety countemeasure at this intersection. This safety study does not address capacity issues or traffic delay.</p>
8	<p>Need better traffic enforcement. Need bicycle lanes extended. Deer - last fall saw 12 deer - 9 dead along side of road - hit by cars 3 - crossing road in front of me.</p>	<p>The CHP provides enforcement on County roadways. 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.</p> <p>Comments noted.</p>

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9	<p>There needs to be rumble strip down middle yellow to stop passing and sides of roads. Passing is big issue. A traffic light at Greenville would meter traffic in the morning much better. Make the road from Greenville to segment 2 - a double fine zone.</p>	<p>Comment noted.</p> <p>Rumble strips are a countermeasure considered in this study.</p> <p>Traffic metering was not identified as a safety countermeasure.</p> <p>The County is not authorized to establish double fine zones.</p>
10	<p>I live on Buena Vista and am disappointed to see that BV is not part of this study! :( I would love to see BV counted as we have frequent accidents and rear accidents at our intersection. The commuters speed and it feels like a freeway most of the time. Getting to Tesla requires going from 0 to 60 in not time flat, while trying to turn going East on Tesla to BV is dangerous as speeders are not expecting turns and then at last minute swerve around. Thank You for your attention!</p>	<p>Buena Vista Avenue is outside of the scope of this study.</p>
11	<p>I would like to see consideration of Buena Vista Ave., in this study. The left hand turn onto Buena Vista going Eastbound on Tesla has been the site of many collisions. Posted speed limit is 50 but traffic has increased and the area is now more populated - particularly with the increase in wineries in that corridor. I would like to see the decrease in posted speed limit as well as safer turn lane for safer turning onto Buena Vista. Thank You</p>	<p>Buena Vista Avenue is outside of the scope of this study.</p>
12	<p>I have lived on Tesla 15 years. I have not seen an accident that was not speed related or passing related. The speed should be reduced from Eagles Run to the "S" turn. Tesla is a vibrant neighborhood with many houses. The nature of the residences, horses, wineries, small businesses, mean large slow-moving vehicles are existing constantly. The road is curvy and should remain that way. Drivers should be driving at neighborhood speeds 30 mph. Review the old designs "45" now its populated now what is safe? What are the causes of the accidents, "speed"? Slow the people.</p>	<p>Comments noted.</p> <p>Most collisions were identified as run off road or hit object.</p>

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13	At 5.24 mile marker: Please see diagram on reverse many accidents heading into Livermore with destruction of fences, gates, & mailbox. My husband and I have been at our gate when vehicles "driving too fast", go through neighbors fence and our gate or other side of the street into ditch. A K rail at the side of street would be very helpful. (See illustration on back of comment form)	Comment noted. Guard rail is a countermeasure considered in this study.
14	Excessive speed is the root cause of the issues the County is trying to solve.	Comment noted. The proposed counter measures can help address speeding, including feedback signage and CHP enforcement areas.
15	Tesla Road does not currently have a place for safe passing. Why would you propose passing lanes?	Comment noted. Passing lanes have not been included as a countermeasure in this study.
16	Tesla Road needs more CHP enforcement –not additional pull-out areas. Cut outs won't solve anything. County should change frequency of enforcement.	The CHP provides enforcement on County roadways. 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.
17	Cameras along the route would discourage speeders.	Comment noted.
18	Add speed bumps and stop signs—that will slow drivers down and discourage cut-through traffic.	Comment noted.
19	Lower the speed limit. In the Greenville Road to Eagles Run section there are lots of businesses, horses and grape growers, as well as a residential area—why is the speed limit 45 MPH in this area? The speed limit should be lower similar to residential areas in town.	The present speed limit on Tesla Road within the study area is 45 mph. The speed limit is established in accordance with State regulations, considering current roadway conditions and usage.
20	Enforce the speed limit.	Comment noted.
21	Feedback signs, passing lanes etc. will not decrease speeders. People will defy the speed limit. Put in physical improvements that will deter speeders—speed bumps may be the only solution.	Comment noted.
22	The presenters spoke of near, mid and long term solutions. This is a program of change. How much change is up to us neighbors and how much we say is ok. How much change is worth it?	Comment noted.

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23	On Buena Vista there are speed bumps that slow trucks but the cars go right over them. When during the day did the accidents happen? Are the accidents mostly commuters? I have to leave an hour to an hour and a half ahead of time to take our children to school.	Buena Vista Avenue is outside the scope of this study. Accident data reviewed indicates accident times through the day; motorist data was not included.
24	This is a very dangerous road.	Comment noted.
25	Did you look at traffic projections for future demand as part of this Study? Do you look forward?	The scope of this study is to evaluate the current roadway conditions and identify the roadway safety needs. This safety study does not address capacity issues or traffic circulation.
26	The contract with T.Y. Lin did not call this effort a “Study” but instead referred to “improvement projects.” Can you explain the three deliverables? Has the scope changed?	The scope has not changed. The Study is a more accurate name for this effort and we no longer use the term “improvement projects” as part of this effort. The three deliverables were related to near-term low cost counter measures, mid-term more costly cost counter measures and long-term most costly counter measures which you heard about in the presentation tonight.
27	As a bike rider the part of Tesla Road between Greenville Road to the east needs shoulders for bicycle rider safety. When I ride on this stretch it is the most terrifying part of the rides I take. My shoulders stick out into the travel lane. I want to reinforce the request for a speed limit reduction.	Comment noted. Various roadway shoulder countermeasures are considered in this study.
28	There is a new RV park proposed near Eagles Run. That will increase traffic on Tesla Road—are you taking that into account?	The scope of this study is to evaluate the current roadway conditions and identify the roadway safety needs. This safety study does not address capacity issues or traffic circulation.  The proposed land use project will include a separate environmental review process.
29	The development called the “RV Park” is a 3,000 acre site and it is proposing three points of access not one. It has a website for more detail. The proposed plan is called the Carnegie Plan. I am concerned about mine tailings and impacts on historic resources that might come out of these Tesla Road recommendations.	Comments noted.  The scope of this study is to evaluate the current roadway conditions and identify the roadway safety needs. Environmental review and historic resource impacts of adjacent land development projects are outside of the scope of this safety study.

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30	I am concerned about the increased traffic from the RV Park.	<p>Comment noted.</p> <p>The scope of this study is to evaluate the current roadway conditions and identify the roadway safety needs. This safety study does not address capacity issues or traffic circulation.</p>
31	How do we Tesla Road residents get more speed limit enforcement on Tesla Road? What is the process to advocate for that?	The CHP provides enforcement on County roadways. 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.
32	I am concerned about frustration of commuters and the potential downside to that. Can Greenville Road stop signs be turned into a traffic signal instead?	<p>Traffic signal control was not identified as a safety countemeasure at this intersection.</p> <p>Traffic control at Tesla Road and Greenville Road was not identified as a safety issue.</p>
33	I am worried about speeders. Please don't refer to Tesla Road as a "corridor" please refer to it as a "rural road."	Comment noted.
34	Safety and capacity are one and the same. They are intertwined concepts. The capacity of Tesla Road has been reached that is why there are safety issues.	Comment noted.
35	Why was the speed limit set for 50 MPH? What were the characteristics along the road? How much development? Have things changed to the point that this road no longer should have such a high speed limit since this area is now much more residential and developed? If all accidents are speed related why not reduce the speed limit?	The present speed limit on Tesla Road within the study area is 45 mph. The speed limit is established in accordance with State regulations, considering current roadway conditions and usage.
36	People will ignore speed limits. The bulk of the traffic is commuters. Need to deal with that—that will help safety.	Comment noted.
37	Use 24 hour a day cameras for enforcement.	Comment noted.
38	There used to be passing lanes along Tesla Road. Why were they taken out? There are a couple areas where it is straight and these lanes make sense.	<p>Comment noted.</p> <p>Passing lanes have not been included as a countermeasure in this study. Providing passing lanes for safety was not identified as a safety issue.</p>

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39	Could law enforcement benefit from private cameras? I would be willing to mount a camera.	The CHP provides traffic enforcement on County roadways. Presently, photo enforcement is not used for traffic enforcement. 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.
40	Some property owners currently allow CHP to use their property as an enforcement area. We may not need pull outs.	Comment noted.