



## **Alamo AOB Update – Answers to Community Questions**

The questions asked at the Alamo AOB community meeting held on February 26, 2013 were logged and categorized into the following general questions or categories. The responses should address the majority of the questions asked at the meeting on February 26<sup>th</sup>. The attached log of questions lists the response that corresponds to your question.

If you have additional questions that are not answered below, you are welcome to ask the question at the meeting on April 23, 2013, or contact Chris Lau ([clau@pw.cccounty.us](mailto:clau@pw.cccounty.us)) or Mary Halle ([mhall@pw.cccounty.us](mailto:mhall@pw.cccounty.us)) at the County Public Works Department at (925)313-2000.

### **1. What Projects are on the Current AOB List?**

The current AOB project list includes the following:

- Stone Valley Road improvements from Stone Valley Way to High Eagle Court – provide two 12' lanes and 5' shoulders. Install signal at Miranda Avenue. COMPLETED
- Stone Valley Road/Miranda Avenue Intersection Improvements. Improve intersection to provide additional capacity on Miranda Avenue. COMPLETED
- Stone Valley Road improvements from High Eagle Court to Roundhill Road – provide two 12' lanes and 5' shoulders. IN DESIGN/CONSTRUCTION
- Stone Valley Road improvements from Roundhill Road to Glenwood Court– provide two 12' lanes and 5' shoulders. IN DESIGN/CONSTRUCTION
- Danville Boulevard/Stone Valley Road Intersection Improvements – Provide left turn lane from WB Stone Valley Road to SB Danville Blvd, and from SB Danville Blvd to EB Stone Valley. Modify Signal accordingly. INCOMPLETE
- Livorna Road Improvements – Construct pavement for standard road width. COMPLETED
- Miranda Avenue Improvements from Stone Valley Road to Stone Valley School – provide 32' wide section curb to curb. INCOMPLETE

### **2. (A) What is the AOB balance, what is DKS' consulting fee, and what are current AOB projects underway on Stone Valley or Miranda Avenue?**

The current AOB balance is approximately \$2,100,000. DKS' fee for their consulting work is approximately \$60,000 which is paid from the fund balance as the cost to administer the program is factored into the developer fees. There is a current balance in the account as there are some projects on the list that have not yet been constructed.

A portion of these funds will be utilized in the next two years for the following projects:

- Stone Valley Road Bike Lane Gap Closure Project: This project will close the occasional gaps in bike lanes on Stone Valley Road to provide a uniform roadway with one lane in each direction and bike lanes for both east and westbound travel from Danville Boulevard to Green Valley Road. Improvements for this project between High Eagle to Glenwood Court are eligible for funding through the Alamo AOB.
- Miranda Avenue Sidewalks at Stone Valley Middle School: This project will install sidewalks in front of Stone Valley Middle School to improve safety for the school commute.

**(B) Do you have to spend the AOB fees by a certain date?**

There is not a sunset on use of the fees, but if fees remain at the end of program implementation (i.e., project list is complete and no future development is anticipated), funds must either be returned to the property owners who paid the fees OR a determination made for the proper use of funds.

**3. (A) What is the process to update the AOB and change the project list?**

To make any changes to the AOB program such as: eliminate a project from the list, add a project to the list, adjust the fee rate, adjust the area boundary, adjust the growth potential, or terminate the program, the program must undergo an update process. This process includes preparation of a traffic study (a.k.a. nexus study), soliciting community feedback, preparing an Engineer's Report with recommendations based upon the nexus study and community feedback, and preparation of an ordinance. To complete the AOB update, County staff will post notification of a public hearing in the local newspaper, post final documents for public viewing, and conduct a public hearing with the Board of Supervisors where Board members will take public testimony and consider approval of the ordinance. A modification to the AOB is complete when the ordinance is approved.

**(B) Didn't Supervisor Piepho direct staff to remove the Stone Valley Road/Danville Blvd. Intersection project from the list at a Board Meeting last year?**

Yes, she did. The process currently underway to update the AOB is what is required to remove the project from the list.

**4. Will Community input affect implementation of transportation projects? Will only the projects desired by the community be included in the final report?**

Community feedback is of primary importance in any public program. The AOB update schedule includes four public meetings so that staff and consultants can partner with the community. There will also be a public hearing at the Board of Supervisors prior to consideration of an ordinance to approve the AOB update. All meetings will be open to the general public. The Alamo MAC will have the opportunity to provide input and will serve an advisory role to Supervisor Andersen.

Supervisor Andersen understands the priority of the Alamo community to limit growth and keep Danville Boulevard in the current configuration.

It is difficult to state whether *only* projects supported by the community will be included because the community is composed of many individuals and consensus is not likely. The best approach is to allow the traffic consultant to provide the model results and present the needs assessment. By reviewing the results and staying involved by attending the upcoming meetings, the community will have knowledge of the projects included in the final report. Staff can promise that projects included in the final report will be presented and discussed at the community meetings through the AOB update process. The community will have the opportunity to provide input and feedback.

**5. Why does the County keep trying to widen Danville Boulevard? TVTC has removed Danville Boulevard from their agenda. Why doesn't the County do the same?**

AOB programs are established per County Ordinance. Removing a project from the AOB project list requires an amendment to the ordinance or repealing and replacing the previous ordinance. Staff has not worked on plans to expand Danville Boulevard.

The I-680/Stone Valley Interchange is on the project list for the Southern Contra Costa County fee program. County staff understands the desire to remove the project from that project list and will evaluate the project with the Alamo AOB update process. The TVTC was able to remove the project from that project list because it was in draft form and never approved.

**6. Alamo is nearly built out and the community does not want growth. How is the development potential defined in the traffic study?**

The estimated development potential in the Alamo AOB will be presented at the next community meeting. We recognize that there is limited growth remaining. For that reason the update to the Alamo AOB will likely not include a long list of projects. As remaining

growth is limited, it is reasonable to foresee that the funds that can be generated will be limited as well.

**7. (A) Can the AOB funds be used outside the Alamo AOB boundary or can areas outside the boundary be charged the fee since they generate trips on Alamo roads?**

The Alamo AOB Program is intended to address the needs and improvements on County facilities within Alamo (roadways, bike lanes, etc.). Fees can only be assessed on parcels within Alamo and the funds can only be spent on projects within Alamo and on the approved project list.

**(B) How was the boundary set?**

The AOB boundary was defined in 1985 when the AOB program was established. The boundary reflects the limits of unincorporated Alamo.

**(C) Is this AOB to improve traffic on I-680? Are there projects to widen I-680?**

Design and operation of I-680 is ultimately under the jurisdiction of State, but regional fees such as the sales tax collected by CCTA for transportation and the development mitigation fees collected by the Tri-Valley Transportation Council are often used for regional improvements. It is not typical that a local AOB such as Alamo would fund improvements on the interstate. In addition, there is not enough growth potential or fund that could be generated from an area with low growth to make a worthwhile contribution for I-680 widening. A CCTA/Caltrans project is currently underway to fill the gap in the southbound carpool lane from Pleasant Hill to Danville. More information would be available from CCTA or Caltrans.

**8. Will the traffic model include I-680 and what agency addresses this congestion?**

The Alamo AOB Program is intended to address the needs and improvements on County facilities (roadways, bike lanes, etc.), not the regional transportation system, which includes I-680. However, traffic congestion on I-680 influences travel patterns on the County's roadways and thus must be included in our traffic forecasts and analysis. We will use the regional travel demand model developed by the Contra Costa Transportation Authority (CCTA) to estimate the amount of vehicle trips that have either end of their trip within Alamo. The model accounts for available traffic capacity on every roadway segment. As the

traffic demand approaches or exceeds capacity, the model estimates slower speeds and will predict diversions of traffic to other routes.

The performance of I-680 and solutions to congestion along I-680 are addressed at a regional level by the CCTA, the Metropolitan Transportation Commission (MTC), Caltrans and regional transportation planning committees such as SWAT and TVTC. At one time TVTC had included a potential project for improvements at the I-680/Stone Valley Road Interchange but this was dropped from their consideration at the request of Alamo citizens.

**9. What projects are on the proposed project list and can we see it?**

A proposed project list does not exist yet. This is the first step in the process to establish a project list. A list of potential improvement projects will be based on a needs assessment that will be drafted as part of the AOB update. If you attend future community meetings on this topic, you will have the opportunity to have input on what projects are proposed for the updated list.

**10. Our problem is that drivers on I-680 divert onto Danville Boulevard when the freeway is congested. Can we prohibit these motorists from using our neighborhood as a cut through?**

Staff understands that regional traffic is utilizing Danville Boulevard and causing congestion on local roads. Unfortunately, it is not practical to prohibit use of a major arterial. This same issue occurs on Contra Costa Boulevard, Main Street, and many of the major arterials in the County when congestion occurs on the freeway. Since Danville Boulevard is the major arterial for this area, it is not practical to prohibit certain motorists. It is worthy to note that Caltrans has a current project to provide HOV (carpool) lanes on I-680 from Walnut Creek to Alamo. This should improve the bottleneck that currently is experienced in Alamo and will hopefully keep more motorists on I-680.

Bicyclists cannot be prohibited from using Danville Boulevard as the California Vehicle Code identifies that bicyclists can legally use the public roads for travel.

**11. What will happen if the traffic study shows that Danville Boulevard will not meet traffic service objectives unless it is widened? Will the County lose funding?**

Deficiencies are identified by comparing existing or future conditions against the County's policies (roadway level of service policy, etc.) and standards (width of traffic lanes and bike lanes, etc.). The County General Plan identifies traffic service objectives. After the traffic

model and needs assessment is completed, the consultant will present information on how a deficiency is identified through traffic analysis. There are no funding eligibility implications of not meeting the Tri-Valley Action Plan MTSO for Danville Boulevard or any other Route of Regional Significance.

## **12. What is the purpose of the AOB program?**

The AOB program is a method for developers to mitigate the impact of their growth. Mitigation is in the payment of a fee. These fees are collected in a fund that will be pooled to construct capital road improvements identified on the AOB project list. The fees can only be used for those projects on the list. Projects eligible to be placed on the list may only include those that provide additional capacity to accommodate new growth or to improve safety. The fees cannot be used for maintenance or operations. The fee imposed must be commensurate with the resulting impact of growth; thus, the fund will likely not provide full funding for any projects as the fee cannot be imposed to correct existing deficiencies. The laws that govern the collection of this fee include the Mitigation Fee Act and Title 9 of the County Ordinance Code.

## **13. Can the AOB funds be used for school buses?**

School buses are not under the jurisdiction of the County but public transit could be included in the new project list if determined it would accommodate trips generated by new development. It would only pay for the capital of the new busses as the AOB can only fund capital improvements and cannot pay for maintenance or operational expenses. The communities of Lamorinda and communities in the San Ramon Valley each have existing programs aimed at reducing congestion during school commute hours. Both programs included formation of a joint powers authority to implement a bus operation partnership using Measure J funds to augment the cost principally born by the parents. The cost of an annual student bus pass is in the range of \$150-\$200 per year. (You can research more information about these programs at [www.lamorindaschoolbus.org](http://www.lamorindaschoolbus.org) and [www.RideTRAFFIX.com](http://www.RideTRAFFIX.com)).

## **14. What is Supervisor Andersen's opinion on widening of Danville Boulevard? How will the four other Board Members vote for the program upgrade?**

Supervisor Andersen does not support widening of Danville Boulevard. Other Board members typically defer to the Supervisor in which the road project resides.

**15. Can the meeting materials be sent via e-mail prior to future meetings?**

Yes, although the final meeting notes may not be ready until a day or two prior to the meeting. Information will be available on the County's website at [www.cccounty.us/AOB](http://www.cccounty.us/AOB).

**16. It would be helpful to have an express bus to BART.**

The County Connection provides an express bus service that stops at the Sycamore Valley Road Park and Ride lot. You may contact the Contra Costa County Connection to ask any questions.

**17. Tell us about the secret Dougherty Valley agreement.**

The Dougherty Valley Settlement Agreement is a public document and is available at [www.cccounty.us/aob](http://www.cccounty.us/aob), click on Alamo AOB. However, mitigation funds related to Dougherty Valley transportation improvements are addressed under regional transportation programs. The Alamo AOB which is the update currently being discussed is separate from Dougherty Valley. The Alamo AOB is a local fee program which can only assess building permit fees on building permits issued within the Alamo boundary and can only be used for projects within the Alamo boundary. Regional programs that include the Alamo area are the SCC (Southern Contra Costa) and TVTC (Tri Valley Transportation Council) fee programs.

**18. When are the signal improvements at Stone Valley and Danville intersection going to be modified for hearing impaired?**

Following the last meeting, we made this request to the County Traffic Engineer. We are in the process of determining the funding source and whether to move forward with standard equipment or research new technologies.

<b>Questions and Comments at the Alamo AOB Update – Community Meeting #1</b>	
<b>Question/Comment</b>	<b>Response</b>
<b>Comment Cards</b>	
<b>1.</b> Let's discuss Dougherty Valley's new plans for homes and why you are mitigating traffic here because of traffic 25 miles away - because of the secret agreement between the County, Danville and San Ramon. Right?	17
<b>2.</b> Will only projects that the community wants get sent up to Board of Supervisors?	4
<b>3.</b> The Area of Benefit money should be used to repair and maintain all of the roads in Alamo. None of the items on the existing AOB list need to be done. They are all old. How much money do we have?	12
<b>4.</b> Would like to speak on the current AOB plan. Is I-680 in the traffic study? If so, must it meet performance standards?	11
<b>5.</b> Can you be honest and admit that if the County decides to widen Danville Blvd., the community of Alamo will have no power to stop it?	5
<b>6.</b> What is the current balance for the AOB account? What is the estimated cost of DKS' work (for the Alamo AOB)?	2
<b>7.</b> Can we use these funds for school busing (as Lamorinda did) to get school traffic mitigated?	13
<b>8.</b> Can the funds be used to fund school buses for Alamo schools? School buses would reduce great numbers of vehicles on Alamo roads especially in the morning when we also contend with commute traffic. The school district does not have the funds for buses.	13
<b>9.</b> Where can we obtain the list of projects under consideration?	9
<b>10.</b> Can a mitigation project be an existing traffic lighting system to hold back traffic and release at intervals such as highway on-ramp lights do - rather than letting more cars in to gridlock the roads?	10 & 12
<b>11.</b> I'm concerned I must disclose my knowledge of plans for discussions of widening road. Are these plans and meeting minutes discoverable?	5
<b>12.</b> The main problem is freeway traffic using our roadways. Does or can mitigation include blocking off Danville Blvd. to disallow freeway traffic from using our roadways, i.e., place barricades on Danville Blvd going southbound, requiring N. Main exiters to get back on the freeway at Rudgear?	10
<b>13.</b> In a spirit of "being green" this proposal is woefully flawed. It only frees up the freeway for more traffic. Put the money toward public transportation. This alleviates traffic while being green.	12
<b>14.</b> Don't you, Contra Costa County, have bigger issues than to hassle the residents of Alamo?	

Question/Comment	Response
<b>Comment Cards (continued.....)</b>	
<b>15.</b> How do you collect data? This is passed to the County as an ordinance? Does that mean it is a done deal? The MAC is appointed by the County Supervisor and does not represent us. The TVTC removed the "Ultimate Configuration" from their agenda due to Alamo input. Why doesn't the County do the same? The TVTC says their aim is to keep inter-regional traffic on inter-regional roads and off intra-regional roads. Why doesn't the County do this?	4 & 5
<b>16.</b> At a recent meeting in Martinez (then) Supervisor Piepho directed County planners to delete the "Final Configuration" of Danville Blvd. from a list. Was this an AOB project?	3
<b>17.</b> We "do not" want any new development in Alamo. We "do not" want any more roads widened. We want Alamo to remain a small rural community. We see no deficiencies and do not feel you are listening to us. If you lived here you would understand. We don't want to be a large city. We want to stay small. The county should leave us alone!	6
<b>18.</b> The community will have the opportunity to provide input" ...Q: Will the community have a vote on the AOB?	3 & 4
<b>19.</b> Is this Area of Benefit to improve traffic on I-680?	7
<b>20.</b> How much is the fee consultants are being paid?	2
<b>21.</b> Alamo already provides regional mitigation (i.e. freeway diversions) that creates a local problem in our downtown and on Danville Blvd. More of that kind of mitigation will create more local problems not less. Can the study take as a priority to avoid additional freeway diversion?	8 & 10
<b>22.</b> Alamo is a town not a city. I have lived in Alamo over 34 years. We have never had this before.	7
<b>23.</b> Do you have to spend the fees by a certain date or lose them?	2
<b>24.</b> This is a developer driven process. The more road development, the more real estate development, which creates more demand for roads. This has to stop.	6
<b>25.</b> Alamo's traffic deficiency: No traffic enforcement.	
<b>26.</b> I think the biggest "transportation issues" we have on Danville Blvd. are tremendous numbers of cars exiting I-680 and trying to bypass traffic. Can you find a solution to that? And a tremendous number of bicycles – especially on weekends – what can we do about that?	10
<b>Verbal Questions at Meeting</b>	
<b>27.</b> Can AOB funds be spent outside of the AOB?	7
<b>28.</b> Can AOB funds be used for mitigation of deficiencies created by development outside the AOB?	7

Question/Comment	Response
<b>Verbal Questions at Meeting (continued.....)</b>	
29.What will the decision-making process be for approval of projects for the list and approval of the AOB structure?	3 & 4
30.If the analysis shows a deficiency in Alamo, can the community make the decision not to mitigate?	4, 11 & 14
31.What will the role of the MAC and the AIA be in the decision making?	4
32.Is there a secret agreement between Danville and San Ramon for the development of Dougherty Valley?	17
33.What constitutes a deficiency and who makes the decision on what the deficiency criteria are?	11
34.Is there any mechanism for funding deficiencies in Alamo that are caused by development outside of the Alamo AOB?	7 & 8
35.What happens when deficiencies on I-680 cause traffic to get off the freeway and onto Danville Blvd.?	8
36.In the assessment of existing conditions and performance, will you be able to say what travel is from trips generated outside of Alamo?	8
37.Is there a timeline within which AOB fees must be spent?	2
38.How much will the Alamo AOB cost and does this come out of the AOB fees?	2
39.Does Supervisor Andersen support the widening of Danville Blvd.?	14
40.In the model, can you take into account the desire to keep traffic off of Danville Blvd.?	8 & 10
41.Is the traffic model capacity constrained?	8
42.In the 1990s, Lamorinda used fees to fund school bus service.	13
43.Can the information to be presented at future meetings be provided to the public in advance?	15
44.What assumptions are in the model and what are the plans for the Stone Valley Interchange?	8
45.Are there any plans to widen Stone Valley Road?	2
46.Can there be notices of future meetings and where to get information via web, emails and hard copy (for those without email or web access)?	15
47.Are there plans to make changes to Miranda Avenue to provide access to the school and to the fire station?	2
48.When are the signal improvements at Stone Valley and Danville intersection for blind or hearing impaired to be completed?	18

Question/Comment	Response
<b>Verbal Questions at Meeting (continued.....)</b>	
<b>49.</b> Will the MAC meetings have public input opportunities?	4
<b>50.</b> Is the project on a list somewhere to widen Stone Valley Road, Danville Blvd. and the interchange?	2, 5, 8, & 9
<b>51.</b> Why are there still \$2 million in the fund – why is there a balance when there are still projects on the list?	2
<b>52.</b> Are there any projects to widen I-680 or double deck it?	8
<b>53.</b> Can the community insist that the semi-rural nature of the community be maintained and trees not be cut down?	4 & 14
<b>54.</b> What are the existing projects on the list that have not been completed?	1
<b>55.</b> Across from Wells Fargo, there is a crosswalk that needs flashers. Can the AOB funds be used for that?	12
<b>56.</b> How do the AOB boundaries get defined?	7
<b>57.</b> In this time of “eco transportation,” isn’t it contra to accommodate additional traffic? Wouldn’t a roundabout at the end of the ramp discourage people from getting off?	10
<b>58.</b> Should there be a park-and-ride lot with a shuttle to BART?	16
<b>59.</b> Berkeley and Walnut Creek have put up barricades to keep traffic from using local streets. Can that be done to keep traffic off Danville Blvd.?	10
<b>60.</b> If we start a petition to give the AOB funds back to the developers, how many signatures would it take?	3
<b>61.</b> Can LED street lighting be done with AOB funds?	12
<b>62.</b> You have made a point of new development in Alamo but there is very little potential	6