



Alamo AOB Update – Answers to Community Questions #2

The questions asked at the Alamo Area of Benefit (AOB) community meeting held on April 23, 2013 were logged and categorized into the following general questions or categories. The responses below should address the majority of the questions asked at that meeting. An attachment to this update provides a log of questions and lists the number of the response that corresponds to that question.

If you have additional questions that are not answered below, you are welcome to ask the question at the meeting on June 19, 2013, or contact Chris Lau (clau@pw.cccounty.us) or Mary Halle (mhall@pw.cccounty.us) at the County Public Works Department at (925)313-2000.

1. Project ideas

One purpose of the meeting on April 23rd was to receive project ideas from the community. Thank you for your project ideas. County Staff and DKS Associates received a long list of suggested project ideas from community members. These ideas will be considered along with the needs analysis and determine whether the project idea is eligible for AOB funding. The project ideas will be addressed at the June 19th meeting at Alamo Elementary School.

2. Provide a general explanation of budget and funding restrictions including: what can the funds be used for? Is there a deadline to utilize the funds? What is the typical cost of a traffic signal?

AOB funds can be used to construct projects on the approved Project List. The process we are currently undergoing allows us to amend the project list. The resulting project list will be the basis of the engineering reports adopted with the fee ordinance when it is approved at a public hearing of the Board of Supervisors. Projects eligible for AOB funding must be within the Area of Benefit boundary and must provide mitigation for the impact of development on the road network. To clarify, AOB funds cannot be used to solve an existing transportation deficiency, but AOB funds can be used to pay for the portion of that deficiency that is related to development. Thus, the traffic study must provide a nexus between the proposed project and development. Accordingly, AOB funds cannot be used for maintenance or repair of roads and sidewalks, nor can these funds be used for operating costs. The timeline for expenditure of the AOB funds is relatively flexible although funds should not be held indefinitely. A traffic signal may cost anywhere from \$250,000 to \$1,000,000 depending on the site conditions, the size of the intersection, whether turn lanes are required and the area required to transition back to the current road configuration.

In the past, AOB funds could only be spent on projects that improve safety or increase vehicle capacity. On January 14, 2011, the State Legislature approved Assembly Bill 147 which amends the Subdivision Map Act Section 66484 to clarify that traffic mitigation fees may be used for improvements to bridges and major thoroughfares as well as pedestrian, bicycle and transit improvements. This AOB update is an opportunity to include projects on the list that provide for pedestrian, bicycle and transit modes which previously were not accepted on an AOB project list.

3. Many suggestions have been raised regarding improvements to expand the capacity of I-680 in an effort to keep traffic on the freeway and thus discourage motorists from using Danville Boulevard as a bypass.

County staff is aware that the cause of congestion on Danville Boulevard is directly related to congestion on I-680 and, therefore, any improvement in capacity on Danville Boulevard would continue to encourage additional motorists to utilize Danville Boulevard as a bypass. We will continue to be involved in regional transportation programs such as Tri-Valley Transportation Council and the Southern Contra Costa Fee Program as the issue of I-680 congestion is a regional transportation issue that can be solved with a regional transportation committee or Caltrans. Feedback to these entities from the community in the past has focused primarily on eliminating any proposed work in Alamo rather than focusing on solving the problem. There is currently a project on I-680 in its planning phase to bridge the existing gap in the car pool lane from Alamo to Pleasant Hill.

Caltrans is the agency that owns, maintains, and plans projects involving the Interstate system. The AOB update would focus on including projects that are within the County's jurisdiction and related to serving future growth in Alamo. Growth remaining in Alamo is limited; thus, the funds that will be generated will be limited.

We have received several comments which suggest that turning onto Danville Boulevard should be prohibited by individuals outside of Alamo or should be charged a toll through Fastrak. The closest example of a community that has tried to make access on a public road illegal for select users is in the City of Walnut Creek where right turns onto Ygnacio Valley Road during certain hours of the day are prohibited. This measure was enforced through the City's law enforcement which would ticket individuals who violated the restriction on turning movements. Unfortunately, the program was very expensive to enforce and was eliminated during budget re-evaluation. The cost to analyze the potential to establish toll taking or close a major arterial roadway would be extremely high. Beyond the cost to study, engineer and construct such a project, administration of the system would require additional enforcement and staff that is not available.

4. Since Danville Boulevard is designated as a “Route of Regional Significance,” what implications does this have to dictate modifications to the road and how it is considered in the Area of Benefit update? What do we do about traffic on Danville Boulevard if it isn’t widened?

A “Route of Regional Significance” is a term used by the Contra Costa Transportation Authority (CCTA) to identify key roadways that connect jurisdictions and have a regional effect on traffic circulation. For example, if congestion is experienced within Danville on Danville Boulevard, the back-up is regional, because it could also affect Alamo and Walnut Creek. Some of the other Routes of Regional Significance throughout the County include: Contra Costa Boulevard, Pleasant Hill Road, San Ramon Valley Boulevard, Ygnacio Valley Road, and Main Street, to name a few. Measure J, approved by the voters in 2004, includes a requirement for agencies to jointly prepare an “Action Plan” to cooperatively manage transportation needs with specific focus on Routes of Regional Significance. The Measure J funding is not contingent on meeting a specific level of service on these Routes of Regional Significance, but does require that an agency cooperatively prepare an Action Plan on how growth will be accommodated as part of the Growth Management Program.

County staff understands that Alamo citizens are concerned that widening of Danville Boulevard will always be considered as a solution to congestion especially as it relates to satisfying Measure J requirements. The County is currently satisfying the requirements of Measure J as we are active participants in preparation of the Action Plans and Growth Management Programs.

5. What is the One Bay Area Project and are we being pulled into this program?

County staff is not familiar with One Bay Area Project but we are familiar with the One Bay Area Grant which is related to the Sustainable Communities Strategy. This may be what the One Bay Area Project refers to.

One Bay Area Grant (OBAG) is a new approach to funding transportation projects where funding sources are pooled to more efficiently and comprehensively address transportation needs. The County applied for grant funding through the One Bay Area Grant Program in April, 2013. We applied for a pedestrian improvement project in North Richmond and a pedestrian and bike improvement project in Bay Point. Neither project was awarded funding; however, staff learned about this new approach to grant programming and we hope to compete successfully in the next grant cycle. A founding principal of OBAG is that multi-modal transportation improvements should be focused in Priority Development Areas (PDAs) in urban core locations to facilitate growth in these areas where residents can commute and shop with access by walking, bicycling and transit rather than using vehicles. There is a complimentary grant program for Priority Conservation Areas (PCAs) that are

agriculture or open space areas to be protected with the intent that growth should primarily occur in the urban centers of PDAs. The intent is that encouraging growth in urban areas will cooperatively protect PCAs from urban sprawl.

6. The intersection of Stone Valley Road and Danville Boulevard is marked on the current project list as incomplete. What work remains to be done?

The northbound right turn lane from Danville Boulevard to eastbound Stone Valley Road has not been completed. Motorists often squeeze through the road shoulder and bike lane near the corner by Alamo Hay & Grain, but this is not a formal right turn pocket per County standards. The remaining work would provide a standard lane width for the turn pocket and provide a turn pocket storage length that better meets the traffic demands.

7. Is there a set-back requirement? If so, is it providing for future widening and why? The County should relocate bike lanes to the Iron Horse Trail.

All areas of the County have residential setback requirements that designate a minimum distance from the property line to any structures. If you have additional questions about setbacks for your home, you may contact the County Department of Conservation and Development which administers setback requirements. The setback at the front of the house provides an area for utilities and also preserves the quality of life for the home owner to dwell a comfortable distance from the traffic lanes. With regard to side yard setback, if someone constructs a wall of their home directly upon the side property line, this would impact the neighbor's use of their property; thus, setback distances are defined for quality of life issues at both front and side yards. If you believe there is an additional setback requirement that exists for future road improvements, you may contact the Public Works Department (925-313-2000) to discuss your specific property.

Regarding the request to remove bike lanes and require people to utilize the Iron Horse Trail, bicyclists are already legal users of all public roadways whether a bike lane is provided or not, per the California Vehicle Code. Bike lanes are provided to improve safety since separate areas for both motorists and bicyclists improve safety for everyone.

8. How much will the projects that are currently underway cost and is there a buffer of funds provided for cost overruns?

Two projects with AOB funding are currently underway in the design phase and will go to construction within the next one to two years. The two projects combined are budgeted to use \$877,000 from the current AOB balance with the remaining project costs being covered by grant programs. There is a contingency already provided in these budgets. However, in the event that costs exceed the contingency, the gap in funding could come from the AOB fund or other discretionary funds. These projects have the following funding sources:

- Stone Valley Road Bike Lane Gap Closure Project: This project will close the gaps in bike lanes on Stone Valley Road to provide a uniform roadway with one lane in each direction.
 - Alamo AOB budget - \$420,000
 - TLC Grant Award \$680,000
- 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.
 - Alamo AOB budget - \$457,000
 - TDA Grant Award \$88,000

9. Will the new fire station have an entry to cross over the bike path and sidewalk?

The fire station layout identifies a street intersection type entrance on Miranda Avenue instead of a typical driveway entrance. The fire trucks will not be crossing over a sidewalk, but will still cross the path of pedestrians and bicyclists when they cross the intersection. The intersection opening at the fire house should provide additional warning to pedestrians and bicyclists that vehicles will be crossing. If you are looking for additional information regarding the fire house construction, you may contact our Engineering Services Division at 925-313-2000.

10. When the parking lot at Alamo School is not open on the weekends, vehicles are parked on the west side of the street which blocks a lane of traffic. The County should post no parking signs on the west side of the road.

From a preliminary records search, it appears that the westerly half of Wilson Road is privately owned and becomes a private road across the full width approximately 300 feet north of Livorna Road. The congestion related to activities at the school would be handled by the School District. To widen Wilson Road for a parking lane would be an expensive project, requiring a retaining wall to be constructed because the adjacent area consists of sloping hillside. The west half of the road is private property and the County does not have the right to post signs on private property.

11. Isn't it true that TVTC took the Stone Valley Road/I-680 Project off the project list?

Yes, the project was being considered to be added to the project list for a program update. At the request of the Alamo community, it was deleted from the list.

12. What are the plans for the Danville Boulevard/Stone Valley Intersection?

There are no plans for improvements at this intersection. The only leg of the intersection where there has been discussion for improvements is the northbound to eastbound right turning movement as mentioned in #6 above, but there are no plans to construct.

13. Can you eliminate the “no right turn on red?”

The “no turn on red” signs were installed at the request of residents who wanted to have “gaps” in the traffic to allow them more opportunity to pull out of their driveways along Danville Blvd. If the community feels that this is not a benefit, please contact our traffic engineer to discuss this in detail.

14. It sounds like you think residents should use bike trails for daily transportation/errands?”

It’s up to each individual how they prefer to travel for their commute or daily errands. Staff has heard that Alamo residents enjoy the rural character of the community and are concerned that adding lanes for vehicles on the main routes would jeopardize the “small town” feel. Formalizing bicycle and pedestrian routes would be a way to improve safety for those who enjoy bicycling and walking and preserve the character of the community.

15. How did you determine the origins and destinations of volumes on Danville Boulevard?

County staff is working with DKS Associates on an explanation. Please check back for a response.

16. Would express lanes on I-680 require a toll?

At this time, Caltrans is working to include car pool (High Occupancy Vehicle) lanes to bridge the gap in carpool lanes from Pleasant Hill to the Town of Danville. Express lanes on I-680 would require a toll or FasTrak payment, similar to express lanes on I-680 further south.

17. Can the County guarantee that it will never widen Danville Boulevard?

Staff has no intention of widening Danville Boulevard and neither does Supervisor Andersen’s Office. The community indicated they wanted Danville Boulevard at Stone Valley Road removed from the AOB project list. Accordingly, the process we are conducting to update the AOB program is the process required to remove or add projects to the list or make any other modifications to the AOB program.

18. I have been told that speed bumps are no longer safe because they limit fire and other emergency vehicles. Is this true?

It is true that speed bumps are not installed on arterial or collector streets as this reduces the emergency response time to a large area of the community. Even if the delay is less than a minute, this could be critical for emergency response.

Questions and Comments at the Alamo AOB Update – Community Meeting #2

	Questions/Comments - Comment Cards Received	Response
1.	Alamo evolved. Creating many arterial streets served by Stone Valley Road, Danville Boulevard, and Livorna Road. Getting off and on these streets blocks traffic. Would a center lane off and on work? Bike and pedestrian lanes? YES	1
2.	What is the total cost of design and installation of a traffic light? The cost of 1 mile of bike lane? When does the 1.1 million need to be spent?	2
3.	1. Is it possible to prevent intra-regional traffic from coming off the highway? 2. Why haven't the projects on Stone Valley and Livorna Roads been complete? What is taking so long?	3
4.	To help mobility: reduce traffic mergers on 680. Southbound from Walnut Creek 680 has several lane merges in a short distance. Due in part to this design, congestion is severe. That encourages drivers to get off 680 and take Danville Blvd. When these drivers get back on 680, another merge is created. Your goal should be to discourage mergers. Funds would be better used to add lanes to 680. That would reduce congestion on 680 and on Danville Blvd. especially at Stone Valley.	3
5.	The County, Danville and San Ramon signed an agreement in the late 1990's that the next area to mitigate traffic due to Dougherty Valley Development was to be in Alamo – this is not AOB. I-680 in Alamo is hanging off the hill – narrowest part of the freeway system in the Tri-Valley/WC County! Look north and south to alleviate traffic.	3
6.	Danville Boulevard is designated as a "route of regional significance." What implications does this have for modifications to the Boulevard? Why was it so designated? Is this a consideration for the AOB?	4
7.	I don't want to see Alamo take part in the One Bay Area project. Laws coming down from Sacramento are threatening to our private property.	5
8.	There is only one need – stop commute traffic from coming into Alamo region corridors. Close the access. Remove Danville Boulevard and Stone Valley Road in the business districts' area and make it a mall – the commuters would find no advantage in our corridors.	3
9.	1. 4/28/1998 Board of Supervisors AOB Program specifically excluded sidewalks and other items adjacent to our roadway. 2. TVTC capacity constraints on interregional traffic should be applied to Alamo. In other words, don't move traffic off I-680 into Alamo. 3. Danville Boulevard/Stone Valley Road intersection is marked as incomplete. What remains to be done? 4. Make no changes to Alamo roads. Return money to developers, or put a roundabout near Alamo Plaza.	2 3 6 1
10.	The "needs" study factored in thru traffic (bad actors); yet there was no mention of actions to mitigate it. What would benefit Alamo would be to use the SVR and Livorna lights as metering systems to limit traffic onto Danville to minimize grid lock. We want an F on these intersections so that freeway drivers will not use it.	1
11.	Is there still a set-back requirement in place to new permits for about 20+ years? If so, why? Relocate bike lanes (or at least one to the Iron Horse Trail) if widening is a must.	7

	Questions/Comments - Comment Cards Received	Response
12.	How much did finished/completed projects cost compared to proposed/in-process projects of \$997,000 <u>and</u> how much is kept aside for possible cost overruns? Suggestions for improved traffic flow and safety in Alamo: 1. Eliminate "no turn on red" at Danville Boulevard and Stone Valley Road intersections 2. Change Danville Boulevard/Stone Valley Road intersection to a roundabout. 3. Build a pedestrian overpass near Stone Valley Center and over Danville Boulevard 4. Do not widen or accommodate thru traffic on Danville Boulevard – let 680 change instead. 5. Lengthen turn lane onto Hemme for school traffic	8 13 1 1 3 1
13.	RE: San Ramon fire department – do they still have an entry designed to cross over the bike path and sidewalk?	9
14.	Since the freeway congestion seems to be the major cause of the problem have you explored adding BART down the middle of I-680 using federal funds as BART is being expanded all over the Bay Area.	1
15.	Improving bike lanes so Stone Valley Road makes sense. There has been no mention of widening Danville Boulevard and the bridge which I believe is not a solution. Please comment -	1
16.	Las Trampas Road is an excellent feeder to Danville Boulevard and the Iron Horse Trail. Being a resident on the road, I witness adults walking, running, pushing carriages, with families and relatives, skateboarders, rollerbladers and every age level. Unfortunately there is absolutely no speed limit adhered to. A bike lane/sidewalk or at the very least - speed bumps would be very beneficial.	1
17.	1) What is your initial suggested list of projects? And what is the cost estimated? 2) Can you add a pedestrian overpass bridge at Monte Vista High School?	1
18.	Spend the \$1,000,000 plus AOB funds on completing <u>all</u> bike lanes as proposed and traffic lights where problems will exist.	1
19.	One way to mitigate congestion on the freeway would be to construct a connector lane between Stone Valley Road and Livorna Road, northbound. Are we still looking at a roundabout in downtown Alamo? A roundabout would allow traffic to continue moving even as cars entered and exited from parking lots on both sides of Danville Boulevard. It makes sense to provide sidewalks/bike paths on Miranda, Stone Valley, and Livorna. Numerous schools feed into these streets, and if students had safe foot and bicycle access, parents would be less likely to insist on driving their students to school. (This does <u>not</u> mean going to a four lane road!)	1
20.	Funding should be devoted to <u>repair and maintenance</u> of curbs, gutters, pavement, rather than road capacity increases. Increased capacity encourages changed traffic flows: i.e., Alamo roads used as a bypass for Blackhawk, which is a detriment to Alamo quality of life, and Danville Boulevard as a bypass for I-680.	2
21.	I would like to make a comment about wider Danville Boulevard.	4, 17
22.	Eliminate the HOV lane between Walnut Creek and Danville. This will actually make traffic on 680 flow more smoothly, since there are fewer lanes on this section of the freeway. More bike trails are welcome.	1, 3

	Questions/Comments - Comment Cards Received	Response
23.	Report from Rio on Pilot projects for urban complex in Bay Area	8
24.	Please address the problem on Wilson Road related to parking on weekend days when sporting events are taking place. When the key to open the school parking lot is forgotten (as if often the case) people park on the west side of the street. This creates a very dangerous situation; the street becomes a one lane road with people trying to drive both ways. It would be impossible for an emergency vehicle to get down Wilson Road if needed. It is also dangerous for the children. The school should not be used for weekend events unless the lot stays open 24/7 (like it used to be) or the safety issues are resolved! Also - please post no parking signs on the west side of street. I know that the west side of street is privately owned, but is not the private property owners that create the problem, it is the community events, so the county should post these signs. Thank you!	10
25.	Why can't more roundabouts be used to keep the traffic flowing in certain areas: e.g., Stone Valley Road and Greenbrook Road	1
26.	Flashing cross walk lights for Danville Boulevard where flags are now.	1
27.	Any thoughts about a traffic circle at a major intersections – such as Miranda and Stone Valley Road.	1
28.	1) Give it back! OR 2) Buy a bus to use at Rancho Romero 3) Repair our roads 4) How much has been spent so far? 5) Last meeting a few years ago, Supervisor Peipho said Ultimate Configuration was off the table	2
29.	Isn't it true that the TVTC took Stone Valley off its plans? TVTC says growth will be in age groups over 62 - 208% We need on demand cross walk and improved bike lanes - they vary from 2' to 4'	11 1
30.	AIA recommends improved pedestrian safety projects, esp. downtown AIA opposes enlarging Alamo's downtown intersections or signals or channelization at I-680	1
31.	1) Can the AOB residents express the desire to keep Danville Boulevard congested (pattern D&F) in order to encourage traffic to stay on freeway 2) Does Tri-Valley transportation principle #2 regarding inter/intra-regional routes "encourage" through traffic to use or to not use Danville Boulevard (i.e. is it an intra or inter regional route?)	3
32.	What are the plans for Danville Boulevard/Stone Valley Road intersections? Why cram 4 lanes / into 2. All it does is cause more traffic	12
33.	Given the computer generated projections of increased growth on I-680 and spillover onto Danville Boulevard, how can anyone suggest with a straight face that widening Danville Boulevard is <u>not</u> on the table? Short of turning Danville Boulevard into a non-thoroughfare - what options are being discussed by the various agencies?	12

	Questions/Comments - Comment Cards Received	Response
34.	<p>Alamo citizens should be the single entity to propose and <u>vote</u> on AOB project use. We need a more efficient format to accomplish this. The reps from the county should sub on the research (meet AOB criteria; within \$1.1 m budget; practical) My vote is to improve the crosswalks between the two shopping centers and critical crosswalks on Stone Valley. Alamo residents are not responsible for the traffic "pressure" that comes from "super commuters" and <u>any change</u> to Danville Boulevard should be <u>rejected</u>.</p>	<p>1 3</p>
35.	<p>1) It sounds as if you think residents should use bikes/bike trails for daily transportation/errands as a measure of traffic control. Is that so? 2) I don't see the benefit of the "No Right Turn" from Stone Valley Road west onto Danville boulevard northbound. 3) Won't limited growth in AOB inhibit traffic increase?</p>	<p>14 13 3</p>
36.	<p>We should spend dollars to REDUCE traffic on Danville Boulevard. You're the traffic experts - what can you suggest? As an example, on Ygnacio Valley Road @ Homestead and Walnut Avenue, they do not allow turns onto Ygnacio Valley Road. While "manual", it solves the problem. Is such a solution available for those exiting South Main (i.e. in morning and afternoon with no right turn during peak hours on to Danville Boulevard)? Northbound - not sure the solution but isn't half a solution better than no solution?</p>	<p>3</p>
37.	<p>Are these funds only available for traffic issues? Could these funds be directed to other Alamo improvements?</p>	<p>2</p>
38.	<p>1) Do not remove trees along Miranda! 2) Add left turn lanes - Angela, Austin 3) What are you doing with the 977k? Miranda Avenue? Stone Valley Road? 4) When are you doing it?</p>	<p>1, 8</p>
39.	<p>Area of Benefit - Alamo started 1985 Traffic diversion through Alamo - speed limit? We already have a dreary shopping center - many empty stores, some not empty for months, but years. What is the benefit of freeway traffic driving through Alamo? Who will stop and shop? Who will bring Alamo back to life? Shop jobs? Why not make it more difficult to drive through? Danville has matured nicely, so has Walnut Creek - why can't we?</p>	
40.	<p>To limit I-680 traffic from using Danville Boulevard, have the road be a "toll" (Fastrak) for those other than Danville, Alamo, and south Walnut Creek. residents at peak traffic hours only. Would these issues be easier for the residents to control had incorporation been voted in?</p>	<p>3</p>
41.	<p>More than 50% of traffic growth on local roads is projected to come from out of the area commuters trying to circumnavigate around 680 via surface streets. This can be and should be discouraged by judicious use of traffic lights and retiming existing lights. I would be happy to discuss this.</p>	<p>1</p>
42.	<p>Can you re-examine the no right turn on red light restrictions at 1) Danville Boulevard and Livorna Road and 2) Danville Boulevard and Stone Valley Road?</p>	<p>13</p>

	Questions/Comments - Comment Cards Received	Response
43.	Provide safe sidewalks around all Alamo area schools and places for drop-off further away from schools to alleviate congestion near school intersections Roundabout at downtown intersection Provide fly-over/overhead pedestrian walkway between Alamo Plaza and Stone Valley Center <u>and</u> Monte Vista H.S.	1
44.	I think most of us are here not to hear about bike lanes, sidewalks, turn lanes. We all know that thru traffic is going to increase dramatically over the next 20 years. This could destroy our community. Use the money to improve I-680 so that drivers will stay there.	1, 3
45.	Public transportation could be improved	1
46.	Having been born at Kaiser Walnut Creek, a resident of Round Hill Country Club, Diablo Country Club, and currently West Side Alamo off of Las Trampas Road, my personal strong convictions at this time is that there is absolutely NO NEED to modify or alter I-680 off ramps/on ramps in any way. Having worked from corporate offices in both Pleasanton and Concord, and now being retired (within last 1.5 years) I have never experienced a back up of more than 4 cars at any time on any off ramp regardless of north or south direction. The only time I have ever seen any congestion at on/off ramps is for a very brief period of time when afternoon Monte Vista and/or other schools are releasing students for the day. This congestion is limited to the on ramp(s). (primarily south bound I-680) and exists for a brief period of time generally not lasting for more than approximately 20-30 minutes. At virtually all other times of day, the on ramps and off ramps all function as designed and allow free flow of traffic as they currently exist. It should be noted that at highest capacity traffic times (which also happens to be when persons are driving to local schools to begin school day) the I-680 northbound on-ramp can also have some congestion primarily for those leaving the Alamo community and commuting to work. I have never seen experienced any congestion at on/off ramps with exception as noted above. There is no need to alter/widen I-680 on/off ramps and I strongly object to any funds being spent for such purposes.	3
47.	<ul style="list-style-type: none"> • The funds from the Alamo AOB (Area of Benefit) are to be used for ALAMO. • There are NO problems with traffic in Alamo, including the Stone Valley Road off ramp and intersection EXCEPT during commute times; so no changes need be made to improve traffic for Alamo residents. • The problems are with traffic on 680. Southbound, from South Main Street to Livorna, 680 narrows from 6 lanes to 3 lanes plus an HOV (car pool) lane. Northbound, traffic is impacted by the 680/24 merge and Ygnacio Valley Road and Treat Boulevard exits. Changing anything in Alamo will not make any impact on these problems. • Removing the HOV lane southbound where 580 narrows until after Stone Valley might help some traffic. Studies should be made of that, along with any possibilities of adding capacity to 680. • Residents of Alamo do not want traffic mitigation at their expense. Stone Valley Road interchange has already been modified. Creating more congestion due to freeway traffic exiting onto Danville Boulevard or Stone Valley makes it more dangerous for walkers and local traffic in Alamo. 	<p>2</p> <p>1</p> <p>3</p> <p>1</p>

	<ul style="list-style-type: none"> • With the \$2 plus million in the Alamo AOB Fund, the roads themselves can be improved, especially the bike lanes. There is constant bike traffic on Danville Boulevard, and the bike lanes change in width constantly. Traffic is forced to go into the opposing lane to get around bikes. It is dangerous for the cyclers and the traffic. For the bicyclists, the lane is stripped strongly for drainage in some places and narrows due to drainage ditches, and trees and bushes encroach on the lanes so that bikers have to ride closer to traffic. This is a heavily traveled bike route and needs improvement. • We need a crosswalk with an on demand signal. This should include flashing lights aas they have in W alnut Creek and in Pleasant Hill they have a bright reflective red pavement that it is slightly raised at crosswalks. That would address safety. • We have been told that the Stone Valley interchange needs to be improved for residents' "safety". Residents would rather have more safety for pedestrians, especially when trying to cross our streets when the commute traffic is heavy. <p>We need everyone to come to this meeting to let the county know how we feel. Otherwise, we will have to live with whatever the County decides. They are paying a firm to research, but no one is asking our opinion. It is SO important to have a huge turnout at this meeting because results of the County study will be presented, and our supervisors wants to move this whole project forward as quickly as possible. This may be our only chance to have an impact. PLEASE come to the meeting. If you are physically unable to come, please write to our supervisor, Candace Andersen, 309 Diablo Road, Danville, CA 94526, or phone, 925-957-8860, or email, Candace.andersen@bos.cccounty.us, and save a copy of your letter or e-mail.</p> <p>TVTC took Stone Valley <u>off</u> its agenda. TVTC say growth age – 208% growth in people over <u>62</u>.</p>	<p>1</p> <p>1</p> <p>1</p>
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Questions and Comments – Verbal Comments (many are repeats of comments cards)		
1)	How did you determine the origins and destinations of volumes on Danville Boulevard?	15
2)	Isn't it a bad idea to have a lane end at the Livorna Road exit that traps people and makes them exit at Livorna and then use Danville Boulevard?	1
3)	Would the express lanes on I-680 require a toll?	16
4)	Is there a time by which AOB funds collected must be spent? Can the money be held until there is a clear need?	2
5)	The analysis seems to understate the amount of through traffic. Isn't it a fool's errand to try to accommodate the traffic that comes from I-680? We should use the AOB money to improve ways to get across the street and to bicycle on our local streets.	3
6)	There should be another through lane on I-680 rather than extend the HOV lane.	1
7)	We need on-demand crosswalk lights and flashers	1

Questions and Comments – Verbal Comments (many are repeats of comments cards)		
8)	Money should be kept in Alamo and used to pay for school buses for the school on Hemme also to improve the bike lanes.	1
9)	How do you work out fire vehicle access past pedestrians and bicyclist on the sidewalks in front of the firehouse?	9
10)	Flashing crosswalk lights would be excellent. Flags are worthless. Need to do something about the bike lanes. Don't enlarge the Danville Boulevard/Stone Valley Road intersection. That will only encourage freeway diversion.	1
11)	Wilson Road is a problem on weekends when there is parking for the sports fields and the parking lot is not unlocked.	10
12)	What is going to happen when the congestion increases? There are plans for more low income people in Danville who have lots of cars and lots of traffic. That will also put a big load on the sheriff's department. There is a UN movement that is being test-marketed in the Bay Area.	4
13)	The resolution adopted by supervisors approved in 1998 stated that the AOB funds could not be used for sidewalks or other pedestrian, bike and transit improvements.	2
14)	There is a project on the Southern Contra Costa Fee Program for improvements at I-680 and Stone Valley Road.	1
15)	There should be a round-a-bout at Orchard Lane.	1
16)	What still needs to be done on the uncompleted project at Danville Boulevard and Stone Valley Road (Northbound turn lane).	6
17)	What do you do about diverted traffic if Danville Boulevard is not widened?	4
18)	Can the County guarantee that it will never widen Danville Boulevard	
19)	We need to <u>not</u> create an opportunity for people to drive through Alamo. We should use the AOB funds for maintenance (repair and maintenance is not eligible. There are other funds for maintenance including gas and sales taxes.)	2, 3
20)	Danville Boulevard should be preserved for local residents to use to travel by foot or bicycle and not jeopardize their safety by accommodating more traffic.	3
21)	I've been told that speed bumps are no longer safe because they limit fire and other emergency vehicles. Is that true? Las Trampas is of interest.	18
22)	Safety is a big concern for pedestrian and bicycles.	1
23)	Can't see the eastbound traffic on Stone Valley Road from the northbound off ramp at the off ramps from the freeway at Stone Valley Road at the stop signs. You have to edge out to see traffic on Stone Valley Road. It's hard to see bicyclists as well!	1
24)	With respect to intersection LOS there are times when E or F is good. You use suburban standards with urban traffic. Use the signals to meter the flow on to Danville Boulevard. Walnut Creek does that on Ygnacio Valley Road.	3
25)	I agree with action to mitigate the use of Danville Boulevard for through traffic.	1

Questions and Comments – Verbal Comments (many are repeats of comments cards)		
26)	A through lane that can allow traffic to bypass Livorna Road and Stone Valley Road would help.	1
27)	If Danville Boulevard is not going to be widened, why do require set-backs when you have to get a permit? Is the set-back designed to allow future widening?	7
28)	The Miranda Avenue problem is not the freeway traffic, it is school traffic. Could the school have a pooling area and shuttle the kids in to cut down on drop offs?	1
29)	Don't cut down the great trees.	1
30)	Don't allow right turn from South Main onto Danville Boulevard during peak hours	1, 3
31)	Focus AOB funding on access near schools.	1
32)	Are there other funds for interregional improvements? Would Alamo residents have a say in any program to increase capacity on Stone Valley and Danville Boulevard?	3
33)	Can left turn pockets be considered at intersection or Danville Boulevard, Stone Valley Road and Livorna Road?	1