

Technical Advisory Committee TAC Meeting #1

Meeting Date: June 18, 2020

Time: 1:00 pm to 2:30 pm

Location: Conference Call

Attendees

Present

TAC Members: Sgt. Glen Robins (and Justin), Police Department; Ryan Rucker, Fire Department; Cyrus Sheik, LAVTA; Patricia Lord, LARPD; Judy Erlandson and Jason Calkins, – Public Works Department

Project Team: Joanna Liu and Carlo Sendaydiego, City of Livermore; Ruta Jariwala, Ian Lin, Dhawal Kataria and Riya Debnath, TJKM Transportation Consultants

Absent

TAC Members: Nicolas Olsen, School District

Meeting Minutes

Introduction

The meeting started with the introduction from the project team and the Technical Advisory Committee (TAC) members. After the roll call, Ms. Joanna Liu, Project Manager, City of Livermore provided the project background discussing the need for this project. She mentioned that the Livermore Bicycle, Pedestrian, & Trails Active Transportation Plan, 2018 identifies East Ave as a priority corridor. The project is intended to enhance mobility and safety for all modes of transportation using East Ave.

Ms. Ruta Jariwala, Project Manager, TJKM reiterated the purpose of this study and the importance of TAC member participation for the successful completion of this project. She stated that this meeting and the following presentation will provide the project background and existing conditions of the study corridor. She added that the meeting is intended to gather TAC member feedback, concerns and suggestions.

Presentation

Mr. Ian Lin, Deputy Project Manager, TJKM started the presentation with a discussion on project goals and objectives followed by the project timeline. He discusses the existing literature and briefly explained the details and recommendations provided by existing plans and policies. Furthermore, he discusses various outreach tools such as online surveys, interactive mapping, and workshops that will be used to gather community inputs.

At this point, Ms. Jariwala asked if any members had any questions or comments to which Mr. Ryan Rucker, from the fire department, expressed his concerns on reducing the turning radius and change in geometry that might impact the circulation of emergency response vehicles. Ms. Jariwala responded that the project team will make sure that such concerns are considered during the development of design alternatives.

With no further questions at this stage, Mr. Dhawal Kataria, TJKM proceeded with the next phase of presentation – “Existing Conditions”. In his presentation, Mr. Kataria covered topics such as major connections, built environment, existing speed limits, parking facilities, traffic collisions, transit services, truck connections, and existing bicycle and pedestrian infrastructure. He explained how higher vehicle speeds result in a higher risk of injury and fatality.

Mr. Kataria also discusses the analysis of the traffic level of service (LOS) based on available counts and bicycle level of stress. Ms. Jariwala added from the multimodal aspects, LOS A and B results in motor vehicle speeding and ultimately unsafe environment for bicyclists and pedestrians. Mr. Kataria also stressed that LOS A and B will result in an underutilized roadway and that the project should aim for LOS C and D for optimal utilization of roadway.

Open Discussion

After the presentation by the project team, the TAC member was again asked to provide their inputs. Mr. Carlo Sendaydiego, City of Livermore, initiated the discussion and expressed that the TAC members should keep in mind that the amount of traffic on East Ave as a major street is higher and therefore has a higher number of collisions. He suggested that the team utilize the statewide average or crash rate (such as crashes/million vehicle miles) while providing such information. Ms. Jariwala agreed and confirmed that the team will look into it.

Ms. Jariwala asked the members about their opinion on 10 ft. wide travel lanes. Mr. Carlo Sendaydiego responded that the city would prefer lane reduction over 10 ft. wide lanes. He further added that there have been neighborhood complaints about the narrow lanes. Mr. Cyrus Sheik echoed Mr. Sendaydiego's response by mentioning that due to wider buses transit agencies also find it challenging to ride on narrower lanes. Further, Mr. Sendaydiego clarified that the City might also consider a 10 ft. lane next to an 11 ft. lane combination but not all 10 ft. lanes.

Ms. Judy Erlandson, Public Works commented that the removal of the parking lane is less desirable as compared to the removal of the travel lane. Mr. Sendaydiego added that the residents and businesses on East Ave do make use of the available on-street parking.

Sgt. Glen Robins enquired about the overall purpose of the project and whether the project will result in speed reduction. He shared his experience about the traffic collisions on the study corridor and mentioned that primary complaints are regarding "speeding and pedestrian crossing". He further added he dislikes the existing crossing on East Ave and Mitra St. He also stressed the need for high visibility crosswalk.

Ms. Patricia Lord excused herself from the meeting due to a prior commitment.

Mr. Cyrus Sheik pointed out that there are no near term plans by the transit agencies for routing updates. However, there is a possibility of renewing the route 10R on East Ave. He expects that the community input on such matters will be indispensable.

Ms. Judy Erlandson reemphasized that the parking lane removal will result in garbage cans residing on the bike lanes.

Ms. Jariwala enquired the TAC member's opinion on bulb-outs to which Mr. Rucker and Mr. Calkins responded that they disfavored bulb-outs. Mr. Sendaydiego suggested that they will look into the possibility of detached bulb-outs.

Mr. Calkins shared his concerns regarding insufficient visibility at crosswalks (such as that on Jensen St) and speeding. He disfavored 10' travel lane.

Mr. Rucker reemphasized his concerns on reducing the turning radius and change in geometry that might impact the circulation of emergency response vehicles. Furthermore, he expressed his concerns about maintaining access to fire hydrants.

Seeing no further discussion, the team moved on to the next phase.

Next Steps and Remarks

Mr. Ian Lin stated that the next steps include informing the residents about the project and project website. He also requested the TAC members to look into the project website and spread the word out.

Meeting Adjourned

Technical Advisory Committee TAC Meeting #2

Meeting Date: October 29, 2020

Time: 1:00 pm to 2:30 pm

Location: Conference Call

Attendees

Present

TAC Members: Sgt. Justin Lash, Police Department; Ryan Rucker, Fire Department; Jason Calkins, Street - Public Works Department; Judy Erlandson, Sanitation - Public Works Department; Cyrus Sheik, LAVTA; Nicolas Olsen, School District; Mathew Fuzie, LARPD

Project Team: Joanna Liu, Carlo Sendaydiego, Bob Vinn, City of Livermore; Ruta Jariwala, Ian Lin, Rutvij Patel, Anna Highsmith, Dhawal Kataria, TJKM

Absent

None

Meeting Minutes

Introduction

Ms. Joanna Liu, Project Manager, City of Livermore provided the project background discussing the need for this project and the purpose of the meeting. The meeting began with the introduction from the project team and the Technical Advisory Committee (TAC) members. Ms. Ruta Jariwala, Project Manager, TJKM went through the meeting agenda and briefly introduced the project. Mr. Dhawal Kataria provided a recap of study overview from the TAC meeting 1.

Community Inputs

Mr. Dhawal Kataria, TJKM provided the information on “What we have heard so far...”. He highlighted that the outreach process includes a public survey, map inputs, and a community workshop. The project team received 880 surveys and the first workshop had 51 participants. He went through the survey results, map inputs, and summarized the resident concerns from the community workshop.

Mr. Bob Vinn inquired that if the project team will be able to identify survey respondents who are the residents on East Ave and will be most likely affected by parking removal. Mr. Kataria responded that the survey didn't ask for the exact address of the respondent. However, it does ask if the respondent is a nearby resident on East Avenue. Additionally, he mentioned the parking surveys conducted on East Avenue by the City found that only 43 percent of the parking is utilized during the peak parking period.

Design Concepts

Mr. Rutvij Patel, TJKM explained the three alternatives prepared by the team. His presentation included a general summary, conceptual plans, and photo simulations for the three alternatives and for all the four segments. He also showed a comparison of each alternative and explained the merits and demerits of the same. Furthermore, he provided the cost estimates and explained the Right-of-Way ROW distribution.

Mr. Matt Fuzie, LARPD enquired about the motivation behind the study. Mr. Vinn responded by explaining the findings from the Livermore Active Transportation Plan and the pedestrian fatality at the intersection of East Avenue and Jensen St. Mr. Carlo Sendaydiego inquired if the flex zones are effective. Mr. Rutvij Patel provided the response.

Mr. Nick Olsen commented that he likes alternative 2 due to the increase in bike and pedestrian safety. He further added that it also retains a good amount of parking. He inquired if the project scope involves the creation of loading zones near the East Avenue Middle School for school drop/pick up. Mr. Justin Lash confirmed that they have got numerous complaints about the same. During the school peak, the left-turn queue is long and alternative 3 might deteriorate the conditions.

Mr. Jason Calkins raised a question about the impact of alternative 2 and 3 on the residents living near Jensen St and Estates St. Mr. Patel responded.

Ryan Rucker from the fire department raised a concern about the turn radii design to accommodate fire trucks especially near the fire station 6 at Loyola Way. Mr. Patel responded that the project is currently under planning phase and during the engineering phase the designs will be verified using the trucks and emergency vehicle model runs near the curbs.

Seeing no further discussion, the team moved on to the next phase.

Performance Measures

Mr. Kataria explained how the team will evaluate the alternatives for selecting the final preferred alternative. He explained how the performance measures were developed based on the project goals and its relationship with community inputs. He requested the TAC members to provide their feedback and suggestion on the adopted performance measures.

He also showed evaluation of alternatives for bicycles, pedestrians, transit, and vehicles. He pointed out how each alternative ranked in terms of various performance measures.

Mr. Bob Vinn asked how the Pedestrian Level of Service (PLOS) showed a reduction in speed limits. Mr. Kataria responded it is observed that generally due to the lane width reduction, the prevailing speed is also reduced. Therefore, we have considered that in the PLOS analysis.

Mr. Cyrus Sheik, LAVTA commented that the impact on the vehicular level of service will result in an impact on the Transit Level of Service as the delay caused will make the bus service unreliable. He also pointed out that the bus stops don't seem accessible in alternative 2 and 3. He referred to the ongoing Las Positas Corridor Study that the City of Pleasanton, which has good solution for bus stops with bike lanes along the corridor.

Next Steps and Remarks

Mr. Dhawal Kataria stated that the next step will be to get community opinion about the preferred alternative. For which the team will be conducting workshop #2 on November 12, 2020. Mr. Bob Vinn provided concluding remarks and suggested the team to fine-tune the alternatives before presenting them to the public.

Mr. Carlo Sendaydiego requested the TAC members to provide their input by the upcoming Monday.

Meeting Adjourned