

Patterson Pass Road Safety Study

Public Comments Received Through January 24, 2014

	Comment	Response
1	<p>My suggestion would be to put a 4 way stop at S. Midway Rd (dead-end side) and Patterson Pass Rd. Putting a 4 way would slow them down and prevent them from passing each other and also help me and others get onto Patterson pass from Midway. The commuters coming from Tracy area fly on the straight away (after the olive plant where cars go 70 mph and pass each other), making it dangerous for my family to get out of our street onto Patterson Pass Rd. I am also curious to how many cars have gone over the cliff on the sharp curve to the right because they are going too fast or fooling around at night?</p> <p>We have a lot of people that come out and drink and spin donuts and disturb the piece at night also. I have seen a lot more graffiti too! What happened to the patrol that used to take care of the area?</p> <p>I was curious about a location about halfway up Patterson Pass where you often see the fence broken and officers and tow trucks. Obviously cars have gone through fence and off the cliff up there...</p>	<p>We will review the warrant(s) for a 4 way stop at S. Midway Rd (dead-end side) and Patterson Pass Rd. and determine how many (if any) cars ran off the cliff at that location.</p> <p>As for the Patrol car, we would have to consult the CHP on that matter. I believe they will be present at the County's April 27, 2013 Community Meeting.</p> <p>A review of traffic accident data that covers the last 10 years do not indicate any specific instance as noted in the comment.</p>

Patterson Pass Road Safety Study

Public Comments Received Through January 24, 2014

2 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. 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. These incidents will only increase as the road is made easier and 'safer' to travel by commuters. Further, any meaningful improvements will require loss of property for a significant number of parcels adjacent to the right of way. 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. 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. 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. 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

The County's goal is not to increase the speed nor increase the traffic/capacity of these two roadways.

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.

With respect to loss of property due to improving the roadways, Alameda County will seek measures which require no or minimal property acquisition.

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.

Patterson Pass Road Safety Study

Public Comments Received Through January 24, 2014

3	Why is Alameda County 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.
4	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.
5	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.
6	The 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.	Only four intersections exist along the Patterson Pass Road study limits (Greenville Road to the County limits). The intersection at Greenville Road is under the City of Livermore's jurisdiction. At this time, the three other intersections (Flynn Road, Cross Road, and Midway Road) do not meet the standards (the Manual on Uniform Traffic Control Devices) for installation of a traffic signal.
7	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.
8	Relook 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 Patterson Pass Road.
9	Put toll collection system at the freeway and Corral Hollow intersection and make toll large enough to discourage cut-through traffic.	The installation of a toll collection system would require a legislative action to implement such a system. Toll charges would apply to all users.

Patterson Pass Road Safety Study

Public Comments Received Through January 24, 2014

10	<p>Will commuters from San Joaquin County share the costs of improvements?</p>	<p>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.</p>
11	<p>Widening the road will encourage more commuters using the road.</p>	<p>The County's goal is not to encourage nor increase commuters on both these roadways. The purpose of widening (segments) of the roadway is to improve safety at specific locations.</p>
12	<p>RE: Patterson Pass / Tesla Road safety Study.</p> <p>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 Patterson Pass Road is not the goal of this study but rather improving roadway safety for all users.</p>
12	<p>Patterson Pass Road would seem to be a natural route for my commute from Patterson, CA to LLNL. It is a terrible road to commute on. The traffic goes too fast and there is always someone behind you pushing you to go over the speed limit. The road is too narrow because if there is vehicle going the opposite way of the commute, oncoming traffic actually has to dodge it when it passes. I've been that car going opposite of the commute and it's very scary. If this road is to be used as a major commute route, it should be widened and straightened more than it is. Thank you.</p>	<p>The study will include evaluating the current roadway widths for safety, which vary from location to location.</p> <p>The goals of the study, however, are not to widen or straighten Patterson Pass Road for the purpose of transforming this roadway into a commuter route.</p>
14	<p>Accidents likely involve non-neighbors.</p>	<p>Comment Noted</p>

Patterson Pass Road Safety Study
Public Comments Received Through January 24, 2014

15	Neighbors indicate they like the status quo and that the commuters are the “problem.”	Comment Noted
16	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 www.acgov.org/pwa/pattersonpassroad
17	Who is behind the need to do these studies?	Alameda County Public Works Agency
18	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.
19	Cars are a weekday issue; bikes are a weekend issue.	Comment Noted
20	Take this community meeting input into consideration in the study.	Comments from the community will be considered when developing the recommendations.
21	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
22	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.
23	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.
24	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

Patterson Pass Road Safety Study

Public Comments Received Through January 24, 2014

25	<ul style="list-style-type: none"> • Put stop signs on every intersection along these road • Limit the road to residents only • Fix the potholes • Create shoulders because there are too many bikes on these roads to not have shoulders. 	<ul style="list-style-type: none"> • In general, "STOP" signs are placed at intersections after they have been evaluated and determined to meet criteria specified by the MUTCD related to the placement of a "STOP" signs. Arbitrarily installing "STOP" signs where they are not warranted could have negative safety impacts. As part of this study, the intersections will be evaluated for possible safety solutions, which will include the installation(s) for a STOP sign. • Since Patterson Pass Road and Tesla Road are public roadways, the County cannot limit these roadways to just local residents. • The County has Maintenance staff who 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 or email the Public Works Agency at info@acpwa.org. A smart phone application ("Mobile Citizen") is also available; you simply take a picture of the issue and send it to the Maintenance and Operations Department for repair. • This safety study will evaluate bike usage on these roadways and determine needed safety improvements which may include shoulder widening.
26	Look at dividers like on Vasco Road.	Dividers (i.e. median barriers) will be evaluated as part of this study; however, due to the narrow width of Patterson Pass Road, there may be not enough room to install similar dividers on this road.
27	<ul style="list-style-type: none"> • The County made a mistake; the Right-of-Entry as first contact to residents regarding this Study was a terrible start. • Were residents along South Livermore and Concannon notified of the meeting? • In your experience have you ever recommended “no project/no changes?” (Verbally asked of an engineer at the meeting.) 	<p>Comment noted.</p> <ul style="list-style-type: none"> • In the future, we will review our procedures for improve first contacts with residents. • 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. • Yes, the County has, in the past, made "No Project" recommendations as a result of safety studies.
28	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>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>

Patterson Pass Road Safety Study

Public Comments Received Through January 24, 2014

29	Cross Road should be part of the Study too.	Cross Road, in proximity of Patterson Pass and Tesla Road, will be evaluated, although the entire stretch of Cross Road is not part of the study.
30	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.	We will be evaluating the need for traffic signals and bike lanes along the corridor.
31	Add shoulders to the “S” curve. Remove tree at edge of pavement there.	We will evaluate both the curve and the tree at this location and identify safety recommendations, which may include tree removal and shoulder improvements.
32	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.
33	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.
34	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.
35	Neighbors saw three cars moving side by side across the road.	Comment Noted
36	Neighbor living on Cross Road was involved in a head on collision at Patterson Pass/Cross Road before.	Comment Noted
37	San Joaquin County Public Works requested information on the Patterson Pass Road and Tesla Road Safety Study including details of the study and possible recommendations within Alameda county and any recommendations which may extend into San Joaquin County.	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.

Patterson Pass Road Safety Study

Public Comments Received Through January 24, 2014

38	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 can be viewed on the County's website at www.acgov.org/pwa/pattersonpassroad .
39	<p>My first comment will be that you cannot effectively do a road study from your office, a site visit or two and some satellite pictures with fact and figures. And you won't get it right in 500 words or two public meetings. Come out and see what we deal with over time. My Family has been farming and ranching here for 130 years. There are pictures of my Great grandfather grading the original pass with a horse drawn blade in the early 1900's. They have sacrificed much in order to keep the place and I have lived here 31 years. In order for grants to be used roads need to be up to state standards, which is 18 ft. per lane. In some places the road now is 16 ft. That alone would more than double the width it is now. Be realistic, most would call that widening the road! This will require widening the right of ways.</p> <p>It redefines or changes their use. It means taking of property, making grades in steep areas, moving fences and worse, moving traffic closer to home sites and bringing more traffic - moving faster than it does now. A fact road engineers should not deny. And that is a huge impact to us. Our septic leach lines go nearly almost all the way to the road now. A wider road would require an engineered system for pumps, tanks, power lines, and operation, environmental health department monitoring costs over its lifetime. Driveway and access to ranch properties would need setbacks, New fences, gates and re-grading steep grades inside properties for truck/trailer entrances and lifetime of maintenance. Or maybe condemning our places altogether. The other fact that we share the right of way now, with more traffic we would no longer be able to do so. The road is also used for our stock operations. Such as crossing or driving cattle from pasture to pasture. It is used for trailer parking on work days, to repair fences, stock monitoring, and to access other pastures. These needs must be considered when talking rights of ways. Another consideration is a</p>	<p>Site reviews of the Patterson Pass corridor have occurred and will continue to occur during the course of the safety study. Regarding the suggested lane widths, while there are state and federal standards for lane and shoulder widths, there are physical, environmental, and cost constraints that will also be considered as part of this safety study.</p> <p>There are a number of physical constraints along Patterson Pass Road that the safety study will consider and evaluate in developing safety improvements.</p> <p>There are many constraints that would preclude the widening of the existing roadway. Placing restrictions on the use of a public roadway is outside the scope of this project, which is to evaluate and develop safety improvements. Appropriate environmental procedures will be followed as recommendations are identified.</p>

Patterson Pass Road Safety Study

Public Comments Received Through January 24, 2014

conservation easement with oversight of Fish and Wildlife service and State Water Quality Control board. I foresee them maybe having an objection to adding asphalt over their creek restoration project. Widening would have an impact on the wildlife and natural resources on other parts of the road as well. It will forever destroy the landscape and have an impact far greater than anyone can foresee now. All for the benefit of commuters who don't live here and some perceived safety fix. It will take years of wrangling and major disruption to us. We will oppose widening right of ways and the creation of another notorious Vasco road. Just keep it simple. Nobody had a problem with the road before commuters. Restrict through traffic to non-commute times. Problem solved.

Patterson Pass Road Safety Study

Public Comments Received Through January 24, 2014

40	<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> <ol style="list-style-type: none">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?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.3. Can you please provide a brief overview on the outcome of the March 27 meeting?	<ol style="list-style-type: none">1. An origin/destination study/survey was not performed as part of the study <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> <ol style="list-style-type: none">2. Comment noted.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. It is hard to argue against that opinion, although it is not necessarily a reason to not seek improved motorist safety in the two study corridors <p>The residents expressed their position on implementing NO improvements at all on these two roadways.</p>
----	---	--

Patterson Pass Road Safety Study

Public Comments Received Through January 24, 2014

41	<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 solutions to the safety issues identified, which may include lane width considerations or shoulder improvements.</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>The scope of this study is to evaluate and determine what safety improvements are needed. The use of metering lights to deter traffic from using Patterson Pass Road is outside the scope of the project.</p> <p>Moreover, only four intersections exist along the Patterson Pass Road study limits (Greenville Road to the County limits). The intersection at Greenville Road is under the City of Livermore's jurisdiction. At this time, the three other intersections (Flynn Road, Cross Road, and Midway Road) do not meet the standards (the Manual on Uniform Traffic Control Devices) for installation of a traffic signal.</p>

Patterson Pass Road Safety Study

Public Comments Received Through January 24, 2014

	<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>The scope of the project does not include reducing the traffic volumes along the corridor via metering lights. The safety issues along the corridor need to be addressed and are being evaluated as part of this safety study.</p>
42	<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>See above response.</p>
43	<p>If people obeyed the speed limit, we wouldn't have these (safety) problems.</p>	<p>Comment Noted</p>
44	<p>Look up types of citations as part of the study. (Expectation is that speeding tickets are common.)</p>	<p>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.</p>
45	<p>Study should look at traffic calming measures too.</p>	<p>Traffic calming measures will be evaluated as part of this study.</p>
46	<p>Request for more CHP enforcement during commute periods.</p>	<p>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>
47	<p>Enforcement is a deterrent—there should be more enforcement.</p>	<p>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.</p>

Patterson Pass Road Safety Study
Public Comments Received Through January 24, 2014

48	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.
49	Spend the Study money on CHP officers and enforcement.	We are looking for long term solutions to improve safety on Patterson Pass Road. The funds available for the safety study are limited, non-renewable, and have specific requirements for its expenditure. If these funds were spent on increasing CHP enforcement, it would be a temporary increase (on CHP enforcement) until all the money is depleted.
50	Keeping the S-curve can slow down the traffic.	While the referenced S-curve may slow traffic speeds, accident data before and after the curves is being evaluated. Leaving the S-curve in place over the long-term will be weighed against the history of accidents occurring in this area.
51	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.
52	Neighbors are concerned of speeding on the existing roads.	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.
53	My input to the Patterson Pass Road Safety Study is as follows: Please bring our county roads up to date with the current lane widths that are required for new roads and adapted by Alameda County. Our roads are “Grandfathered” in due to the fact that they were established before there was a requirement. (Also before I-5). It is time that the tri-valley area be brought into the 21st century.	Comment noted. The study will include evaluating the current roadway widths for safety, which vary from location to location.
54	I have driven this road only during Peak Hours (commute) for 14 years. Improved safety? For motorcycles, the painted lines should include a good non-skid component. Traffic control at intersection of Greenville and Patterson Pass, stop light maybe. Idea for Peak Hours - make traffic one way during Peak Hours.	Comment noted. The study will include evaluating the placement of additional pavement striping for safety. The Greenville Road intersection is under the City of Livermore's jurisdiction; any traffic signal installation would be the responsibility of the City.

Patterson Pass Road Safety Study

Public Comments Received Through January 24, 2014

55	I have driven this road for over 20 years. In the beginning there were no cars. It gradually became very heavily traveled with many people passing on blind curves, speeding etc. However, after the ALCO traffic units started working the road, it has become much safer, most do not pass and just enjoy the ride. However, they need to be out there daily to keep the bad drivers in check.	Comment noted. The study will evaluate providing additional pull out (shoulder) areas to assist the local enforcement agencies to better their enforcement efforts. Also, 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.
56	Driving in to work one day a few years ago, I was passed on a blind hill. Driving home one time, I was passed on the hairpin curve at the top of the pass, an unnerving experience I will never forget. After that, I quit driving Patterson Pass road.	Comment noted. The study will evaluate the curves on Patterson Pass Road for improvements.
57	I work at LLNL and regularly use both Tesla and Patterson Pass roads for lunchtime bicycle riding and also bike riding on the weekends. Any safety improvements would be most welcome! Thanks for looking at this issue.	Comment noted.
58	Paint fluorescent lines on both sides of Patterson Pass where the road steeply climbs to the summit. Otherwise, one of these days, I will zig where I should zag; and that's all she wrote. (Wheee!)	Comment noted. The study will include evaluating the placement of additional pavement striping for safety.