

**TRACY HILLS SPECIFIC PLAN
DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT
VOLUME II
DECEMBER 2014**

APPENDIX H-6b
CORRESPONDENCE DOCUMENTS – LIVERMORE, DATED FALL
2014

Chau, Elizabeth

From: Bell, Debbie <dlbell@cityoflivermore.net>
Sent: Thursday, September 04, 2014 12:10 PM
To: Huie, Ben
Subject: Fwd: Traffix file with forecast traffic volumes
Attachments: PA_ThtrEIR_FutureScenarios_2008_09_03_fromESP_EIR updated_withtheatertrips.TFX; ATT00001.htm

deb

Begin forwarded message:

From: "Vinn, Bob" <bgvinn@cityoflivermore.net>
To: "Bell, Debbie" <dlbell@cityoflivermore.net>
Subject: **Traffix file with forecast traffic volumes**

Attached is the Traffix file with the General Plan traffic forecasts. Hopefully the consultant can work with this.

Bob Vinn
Assistant City Engineer
Engineering / Community & Economic Development
City of Livermore
(925) 960-4516
(925) 580-8287 cell
(925) 960-4505 fax
www.cityoflivermore.net

Chau, Elizabeth

From: Huie, Ben
Sent: Wednesday, October 22, 2014 7:56 AM
To: 'Bell, Debbie'
Subject: RE: Livermore Tracy Hills Modeling results

Thanks Debbie for getting back to me!



Ben Huie, P.E.
Kimley-Horn | 6150 Stoneridge Mall Road, Suite 200, Pleasanton, CA 94588
Direct: 925-398-4871 | Main: 925-398-4840

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From: Bell, Debbie [mailto:dlbell@cityoflivermore.net]
Sent: Tuesday, October 21, 2014 1:44 PM
To: Huie, Ben
Cc: Vinn, Bob
Subject: RE: Livermore Tracy Hills Modeling results

Ben – Thank you for your patience! I've provided responses in red below.

From: ben.huie@kimley-horn.com [mailto:ben.huie@kimley-horn.com]
Sent: Wednesday, October 15, 2014 9:29 AM
To: Bell, Debbie
Subject: RE: Livermore Tracy Hills Modeling results

Hi Debbie,

I had another question for you regarding the proposed improvements for the 2030 scenario in the Traffix model that you provided. Do you have any idea when they will be constructed?

The improvements are:

- 1) Signalize the intersection of Greenville Rd/Tesla Road
This project is within Alameda County's jurisdiction – you will need to check with them to determine timeframes/priorities
- 2) Signalize the intersection of Greenville Rd/Patterson Pass Road
We are currently studying this project – it could happen within the next two years.
- 3) The westbound approach at the intersection of Isabel Avenue and Vallecitos Road will be restriped to be a left-turn lane and a shared left-right turn lane
Construction is expected to occur between late 2015 and 2017. The proposed alignment (as I understand it) is for 2 left-turn lanes and 1 right turn lane.
- 4) Vasco Road and I-580 eastbound interchange will be reconstructed to include a southbound loop on-ramp for vehicles heading southbound and entering I-580 eastbound vehicles, while the southbound left turn will be removed, and dual left-turn lanes, a shared left-right lane, and dual right-turn lanes for the eastbound approach,

while the westbound right turn movement will be removed. The Vasco Road and I-580 eastbound interchange will also be signalized.

Timeframe is unknown. This is our next highest priority for an interchange project, but it is not currently funded in our CIP.

Please let me know if you have any questions or comments.
Thanks!



Ben Huie, P.E.

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From: Bell, Debbie [<mailto:dlbell@cityoflivermore.net>]
Sent: Tuesday, October 07, 2014 3:57 PM
To: Huie, Ben
Subject: RE: Livermore Tracy Hills Modeling results

Ben – The City of Livermore does not have LOS thresholds for unsignalized intersections. However, it is a practice that we consider signalization of all-way stop locations as mitigation depending on the LOS results.

Debbie Bell
Associate Transportation Planner
Engineering/Community and Economic Development Department
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925-960-4541
dlbell@cityoflivermore.net
www.cityoflivermore.net

From: ben.huie@kimley-horn.com [<mailto:ben.huie@kimley-horn.com>]
Sent: Monday, October 06, 2014 10:39 AM
To: Bell, Debbie
Cc: frederik.venter@kimley-horn.com; Vinn, Bob
Subject: RE: Livermore Tracy Hills Modeling results

Hi Debbie,

I had a quick question for you regarding the City of Livermore TIA guidelines. Your General Plan states that the LOS threshold for signalized intersections is mid-level LOS D, at most locations, but does this apply to unsignalized intersections as well?

For the purposes of development associated traffic studies, road improvement design, and capital improvement priorities, the upper limit of acceptable service at signalized intersections shall be mid-level D, except in the Downtown Area and near freeway interchanges.

Thanks!



Ben Huie, P.E.

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From: Bell, Debbie [<mailto:dlbell@cityoflivermore.net>]

Sent: Thursday, September 04, 2014 9:42 AM

To: Huie, Ben

Cc: Venter, Frederik; Vinn, Bob

Subject: RE: Livermore Tracy Hills Modeling results

Unfortunately we do not have 2040 volumes. The best we can do it future year 2025 intersection volumes (General Plan Buildout) for the study intersections. I will send you a link separately.

Yes, I will review the project trips with Bob Vinn and get back to you tomorrow.

From: ben.huie@kimley-horn.com [<mailto:ben.huie@kimley-horn.com>]

Sent: Tuesday, September 02, 2014 10:11 AM

To: Bell, Debbie

Cc: frederik.venter@kimley-horn.com

Subject: RE: Livermore Tracy Hills Modeling results

Hi Debbie,

I wanted to see if you had future year 2040 intersection volumes for the study intersections in Livermore. We wanted to be consistent with other traffic studies in the area. Also do you think you can confirm the project trips by the end of the week, so we can continue with our analysis.

Please let me know if you have any questions or comments.

Thanks!



Ben Huie, P.E.

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From: Huie, Ben

Sent: Friday, August 29, 2014 3:48 PM

To: 'Bell, Debbie'

Cc: Venter, Frederik

Subject: RE: Livermore Tracy Hills Modeling results

Hi Debbie,

We went through your comments and addressed them in the attached PDF. In responding to your comments, we redistributed the trips between Tesla Road and Patterson Pass. Additionally, we sent only 5 trips down through downtown, and the remainder along Concannon.

Attached are the adjusted project trips for the AM peak and PM peak. The locations circled in green are the intersections to be studied, per our conversation.

Please let me know if you have any questions or comments.
Thanks!



Ben Huie, P.E.

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From: Bell, Debbie [<mailto:dlbell@cityoflivermore.net>]

Sent: Monday, August 18, 2014 2:35 PM

To: Venter, Frederik; Huie, Ben; Ripon.Bhatia@ci.tracy.ca.us

Cc: victoria.dion@ci.tracy.ca.us; William.Dean@ci.tracy.ca.us; nanda@sngassociates.com; Alan.Bell@ci.tracy.ca.us; Vinn, Bob

Subject: RE: Livermore Tracy Hills Modeling results

Thanks for meeting with us this morning to discuss the Tracy Hills project. I have attached turning movement and vehicle counts for the following intersections:

Turning Movement Counts

SR84/Concannon Boulevard

SR84/Vineyard Avenue

Traffic Counts

Tesla Rd east of Greenville Rd

Patterson Pass Rd east of Greenville Rd

Concannon Boulevard south of South Livermore Avenue

Unfortunately we do not have turning movement counts for Concannon Boulevard at South Livermore Avenue.

I also attached the AM Trips map which we discussed during our meeting. Our questions and potential discrepancies are noted.

Please let me know if you have questions about any of these documents or if you need further information.

Debbie Bell

Associate Transportation Planner

Engineering/Community and Economic Development Department

City of Livermore

925-960-4541

dlbell@cityoflivermore.net

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From: frederik.venter@kimley-horn.com [<mailto:frederik.venter@kimley-horn.com>]
Sent: Tuesday, August 12, 2014 10:50 AM
To: Vinn, Bob
Cc: ben.huie@kimley-horn.com; Ripon.Bhatia@ci.tracy.ca.us; victoria.dion@ci.tracy.ca.us; William.Dean@ci.tracy.ca.us; nanda@sngassociates.com; Alan.Bell@ci.tracy.ca.us; Bell, Debbie
Subject: RE: Livermore Tracy Hills Modeling results

Thanks Bob, we will prepare responses to your questions for Monday. See you then

Frederik

From: Vinn, Bob [<mailto:bgvinn@cityoflivermore.net>]
Sent: Tuesday, August 12, 2014 10:49 AM
To: Venter, Frederik
Cc: Huie, Ben; Ripon.Bhatia@ci.tracy.ca.us; victoria.dion@ci.tracy.ca.us; William.Dean@ci.tracy.ca.us; nanda@sngassociates.com; Alan.Bell@ci.tracy.ca.us; Bell, Debbie
Subject: RE: Livermore Tracy Hills Modeling results

Frederik,

10 am Monday at my office works fine. I have reserved the Riesling Conference Room.

I have reviewed the data you sent and have the following questions/comments at this point:

- You are showing 522 am and 882 pm project trips to/from Alameda County
 - These numbers seem low for 5,500 homes. How did you validate the trips to/from Alameda County?
 - Why the imbalance between am and pm?
- Do you have actual traffic counts for Tesla, Patterson Pass, and Altamont Pass Roads?
- You have assigned about 2/3rd of the project traffic to/from Alameda using arterials to Patterson Pass and 1/3rd to Tesla. I would expect much more traffic to use Tesla than Patterson Pass. Have you driven Patterson Pass? It has several miles of narrow, nearly 1 lane road. Travel speeds on Patterson is significantly slower than Tesla.

We will to continue to review the data and will provide additional comments, if any, at the meeting.

Bob Vinn
Assistant City Engineer
Engineering / Community & Economic Development
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From: frederik.venter@kimley-horn.com [<mailto:frederik.venter@kimley-horn.com>]
Sent: Tuesday, August 12, 2014 8:02 AM
To: Vinn, Bob
Cc: ben.huie@kimley-horn.com; Ripon.Bhatia@ci.tracy.ca.us; victoria.dion@ci.tracy.ca.us; William.Dean@ci.tracy.ca.us; nanda@sngassociates.com; Alan.Bell@ci.tracy.ca.us
Subject: RE: Livermore Tracy Hills Modeling results

Bob, good morning.

How about Monday 8/18 at 10 AM? Anytime up to noon also works.

Thanks

Frederik Venter PE

Kimley-Horn | 100 West San Fernando Street, Suite 250, San Jose, CA 95113

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From: Vinn, Bob [<mailto:bgvinn@cityoflivermore.net>]
Sent: Monday, August 11, 2014 8:50 AM
To: Venter, Frederik
Cc: Huie, Ben; Ripon.Bhatia@ci.tracy.ca.us; victoria.dion@ci.tracy.ca.us; William.Dean@ci.tracy.ca.us; nanda@sngassociates.com; Alan.Bell@ci.tracy.ca.us
Subject: RE: Livermore Tracy Hills Modeling results

Frederik,

We should be through reviewing the info you sent by this Wednesday. Let's discuss later this week. If we need to meet, I am available 8/18 in the pm, 8/20 in the pm, 8/21 any time.

Bob Vinn
Assistant City Engineer
Engineering / Community & Economic Development
City of Livermore
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www.cityoflivermore.net



From: frederik.venter@kimley-horn.com [mailto:frederik.venter@kimley-horn.com]

Sent: Thursday, August 07, 2014 5:33 PM

To: Vinn, Bob

Cc: ben.huie@kimley-horn.com; Ripon.Bhatia@ci.tracy.ca.us; victoria.dion@ci.tracy.ca.us; William.Dean@ci.tracy.ca.us; nanda@sngassociates.com; Alan.Bell@ci.tracy.ca.us

Subject: RE: Livermore Tracy Hills Modeling results

Hi Bob, have you had an opportunity to look at the results yet?

Could you give us some dates for meeting with you to go through the results and determine which intersections we should evaluate?

Thanks

Frederik Venter PE

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From: Venter, Frederik

Sent: Saturday, August 02, 2014 12:04 PM

To: 'Vinn, Bob'

Cc: Huie, Ben; Ripon Bhatia (Ripon.Bhatia@ci.tracy.ca.us); Vicky Dion (victoria.dion@ci.tracy.ca.us); Bill Dean; nanda gottiparthi (nanda@sngassociates.com); 'Alan Bell' (Alan.Bell@ci.tracy.ca.us)

Subject: RE: Livermore Tracy Hills Modeling results

Hi Bob

We finished our evaluation of the Tracy Hills project traffic onto the City of Livermore streets and want to share the following and attached information with you. The ACTA model inaccurately assigns City of Tracy traffic onto Altamont, Patterson Pass and Tesla roads, but correlates overall with the Tracy model trips that go/come from the west for cumulative conditions. We are comfortable with the I-580 assignment.

So we tweaked the select links on these three rural roads to more accurately reflect Tracy Hills traffic i.e. very few Tracy Hills project trips will use Altamont Pass and more would use Patterson Pass and Tesla Road. The ACTA model distribution from these three roads into Livermore was then used to assign the traffic.

Here is a more detailed explanation of the attached data and the methodology followed. The attached table indicates. TAZ 2324 in the ACTC model includes the Tracy Hills project:

- 1) Tracy Hills Project Volumes at Study Intersections – This table shows the project volumes at each preliminary study intersection. Any study intersection that had 50 or more project trips entering was highlighted.
- 2) ACTC 2040 model (TAZ 2324) – Project distribution from TAZ 2324 and also the 2040 total volumes, with project percentage)
- 3) ACTC 2040 model (TAZ 2324) version 2 – This shows what the project percentages would be if we used the 2011 ACTC model for the 2040 volumes on Altamont Pass and Patterson Pass. These two links showed low volumes in the PM peak, which seemed unreasonable.

Methodology for project volumes:

- 1) Determined what the Tracy Hills project volumes were based on the Tracy model and project trip generation. This assumed that the retail trips would stay within Tracy.
- 2) Ran the ACTC model to determine how many trips from Tracy would go to and come from Tracy.
 - a. Looked at TAZ 2324 since this TAZ generated trips that had a similar land use composition as the Tracy Hills Project and was the closest TAZ to the Tracy Hills project.
 - b. Compared the TAZ 2324 trips for the AM and PM peak trips to the Tracy Hills model trips and determined the following:
 - i. Tracy Hills model had 52 PM peak trips using Altamont Pass and the TAZ 2324 had 0 trips. So we decided to use the Tracy Hills model trips for Altamont Pass.
 - ii. Tracy Hills model had 220 PM peak trips using Patterson Pass and the TAZ 2324 had 81 trips.
 - iii. Tracy Hills model had 2 PM peak trips using Tesla Rd and the TAZ 2324 had 70 trips. So we decided to take the 220 PM peak trips from the Tracy model and split it so 2/3 use Patterson Pass and 1/3 use Tesla Rd.
 - iv. Tracy Hills model had 610 PM peak trips using I-205/I-580 and the TAZ 2324 had 610 trips.
 - c. After we finalized the volumes entering Livermore, we distributed these volumes using the distribution in the ACTC model.
 - d. We determined the project volumes at the preliminary study intersections and what percentage of 2040 background volumes the project consisted of.

Also attached are model plots indicating assignments.

Next steps: We would like to meet with you as soon as possible to review the results and justify criteria for intersection selection that the land use attorneys and us can defend in court. City staff will join us in this meeting. Here is the Caltrans criteria.

A. Trip Generation Thresholds

The following criterion is a starting point in determining when a TIS is needed. When a project:

1. Generates over 100 peak hour trips assigned to a State highway facility
2. Generates 50 to 100 peak hour trips assigned to a State highway facility – and, affected State highway facilities are experiencing noticeable delay; approaching unstable traffic flow conditions (LOS “C” or “D”).
3. Generates 1 to 49 peak hour trips assigned to a State highway facility – the following are examples that may require a full TIS or some lesser analysis⁴:
 - a. Affected State highway facilities experiencing significant delay; unstable or forced traffic flow conditions (LOS “E” or “F”).
 - b. The potential risk for a traffic incident is significantly increased (i.e., congestion related collisions, non-standard sight distance considerations, increase in traffic conflict points, etc.).
 - c. Change in local circulation networks that impact a State highway facility (i.e. direct access to State highway facility, a non-standard highway geometric design, etc.).

Thanks

Frederik Venter PE

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From: Vinn, Bob [<mailto:bgvinn@cityoflivermore.net>]

Sent: Wednesday, July 23, 2014 8:29 AM

To: Venter, Frederik

Cc: Huie, Ben

Subject: RE: Livermore TIA guidelines

Here are the guidelines.

From: frederik.venter@kimley-horn.com [<mailto:frederik.venter@kimley-horn.com>]

Sent: Tuesday, July 22, 2014 9:55 AM

To: Vinn, Bob

Cc: ben.huie@kimley-horn.com

Subject: RE: Livermore TIA guidelines

Hi Bob

OK, will do. Heads up - the select zone in the model inaccurately assigns all city volumes to I-205 and Altemont and nothing to Tesla and Patterson Pass. So we are making adjustments.

Thanks

Frederik Venter PE

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From: Vinn, Bob [<mailto:bgvinn@cityoflivermore.net>]

Sent: Tuesday, July 22, 2014 9:10 AM

To: Venter, Frederik

Cc: Huie, Ben

Subject: Re: Livermore TIA guidelines

It would be based on volumes not %. I can advise after you send me an am and pm select zone analysis from the model.

Sent from Bob Vinn's iPhone.

On Jul 21, 2014, at 11:16 PM, "frederik.venter@kimley-horn.com" <frederik.venter@kimley-horn.com> wrote:

Thanks Bob. Do you know off hand the % of project traffic that would require a roadway segment to be studied?

Frederik
408-340-8542
Sent from my iPhone

On Jul 21, 2014, at 10:01 PM, "Vinn, Bob" <bgvinn@cityoflivermore.net> wrote:

Sorry but I meant to send those on Friday. I'm out tomorrow but I will send first thing Wed am.

Sent from Bob Vinn's iPhone.

On Jul 21, 2014, at 5:01 PM, "frederik.venter@kimley-horn.com" <frederik.venter@kimley-horn.com> wrote:

Hi Bob

Per my voicemail, we are close with calculating the percentage of Tracy traffic through the study intersections. To see what segments/intersections qualify for further analysis, we would like to have a copy of your Traffic Impact Study Guidelines/Requirements.

Thanks

Frederik Venter
Kimley-Horn and Associates
669-800-4146 or 408-340-8542

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Chau, Elizabeth

From: Vinn, Bob <bgvinn@cityoflivermore.net>
Sent: Wednesday, July 23, 2014 8:29 AM
To: Venter, Frederik
Cc: Huie, Ben
Subject: RE: Livermore TIA guidelines
Attachments: Standard Scope of Work for Traffic Study.doc; Traffic Impact Analysis Review Checklist.doc

Here are the guidelines.

From: frederik.venter@kimley-horn.com [<mailto:frederik.venter@kimley-horn.com>]
Sent: Tuesday, July 22, 2014 9:55 AM
To: Vinn, Bob
Cc: ben.huie@kimley-horn.com
Subject: RE: Livermore TIA guidelines

Hi Bob

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Subject: Re: Livermore TIA guidelines

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