



Updated: May 3, 2023

Tactical East Avenue Frequently Asked Questions

1. What is Tactical East Avenue?

Tactical East Avenue is a six-month pilot project to evaluate pedestrian safety and traffic calming improvements to six intersections along East Avenue between Hillcrest Avenue and Maple Street. This project is a part of Phase II of the East Avenue Corridor Study, an effort initiated by the city following the 2018 Active Transportation Plan to evaluate potential, permanent changes to the street. The pilot project is an opportunity for the city and community to temporarily experience proposed changes to East Avenue to make it safer for all modes, before investments are made into permanent infrastructure.

The city will evaluate the pilot project for a minimum of six months to inform future, permanent changes to the corridor, and to evaluate the feasibility of other potential pilot project elements like bicycling infrastructure.

2. What are the project goals?

The design elements installed are pedestrian safety interventions. A combination of curb extensions, bollards, painted medians, and high-visibility crosswalks increase the visibility of pedestrians, decrease pedestrian crossing distances, offer protection for pedestrians crossing the street, and slow the turning movements of cars.

3. What data has supported the project?

Collision and speed data, network analysis, and public feedback have all directly informed Tactical East Avenue. To view previous analysis and the history of the project development, view the Design Week presentation slides at www.eastavecorridorstudy.com.

4. How was the project implemented?

The project was installed over five days using city staff, consultants, and community volunteers. The project was designed in tandem with a Technical Advisory Committee (TAC), as well as with the departments of Public Works and Community Development. The Technical Advisory Committee included representatives from Livermore-Amador Valley Transit (LAVTA), the Livermore Area Recreation & Park District, the Livermore Police Department, the Livermore-Pleasanton Fire Department, and the Livermore Valley Joint Unified School District. The TAC met with the project team monthly and reviewed project drawings and outreach plans.

Visit www.eastavecorridorstudy.com to view previous public engagement materials. Public engagement for the project began in March 2022. In response to public feedback, the project team focused on pedestrian installations, specifically at the intersections at and between the two schools on the corridor, as there are students who walk, bike, and ride transit to school every day. The designs were reviewed by the public during Design Week in September 2022.

5. What types of materials were used?

The project team used an asphalt coating for the tan, painted areas. This pavement coating affixes to the asphalt for durability, to minimize maintenance and ensure the painted areas remain for the entire six-month period. This paint has a slip-proof gritty substrate. Traffic-approved "bollards" with reflective strips have been installed at the intersections for vertical protection. These bollards have been bolted to the asphalt, but can "self-erect" if hit by a vehicle. These bollards were selected intentionally, as emergency vehicles can mount them in an emergency. All new traffic striping, like the white lines around the curb extensions and the yellow crosswalks, were painted with traffic paint, and enhanced with reflective beads for visibility in low light conditions.

6. What type of data is being collected to evaluate the project?

As there is always an adjustment period with changes to a roadway, project evaluation will begin the week of May 8th, and continue for the six-month evaluation period. Qualitative data will include:



Updated: April 18, 2023

- Tracking of public feedback via an online survey at this link: bit.ly/teafeedback, as well as additional communication channels. Paper surveys are available at City Hall.
- Monthly city monitoring of the installations at all intersections to observe functionality, document the conditions of materials, and plan mitigations if necessary.
- Follow-up public engagements.

Quantitative data will be collected toward the end of May, and again September, and will include:

- Vehicle speeds and volumes on East Avenue.
- Turning movement counts at all intersections, to include bicycles, pedestrians, and vehicles.

7. How do I navigate the installations as a pedestrian?

The curb extensions, painted medians, and high-visibility crosswalks are intended to increase the visibility of pedestrians, and make it safer for pedestrians to cross the street. As usual, pedestrians should cross the street within the marked crosswalks at all locations. Pedestrians can wait within the tan painted areas to cross the street, which increases their visibility and reduces the amount of time spent crossing in the active travelway. The painted medians exist to visually narrow the field for drivers, encouraging them to slow down on approach. Pedestrians should still try to cross the street at one time, rather than wait in the middle.

8. How do I navigate the installations as a bicyclist?

While the curb extensions are not dedicated bike facilities, they do provide greater visibility for bicyclists at the intersections, and approximate alignment with potential future bike lane design. Similar designs can be found in Dutch-style protected intersections.

9. How do I navigate the installations as a driver?

Drivers should proceed cautiously through the intersections within the pilot project extents, slowing down to make turns and move through the intersections. On the side streets, drivers may have to stop further back from the crosswalks to allow room for cars turning off of East Avenue. Stopping further back from the crosswalk is safer and more respectful for pedestrians, and is a design standard found in many communities.

On Dolores Street, please abide by the new “stop bars”, which are the thick white lines. It is important to stop at these stop bars, as LAVTA buses make right turns onto Dolores Street from East Avenue. For drivers making left turns or going straight, remain at the stop bar until the light turns green. For drivers making right turns, first come to a complete stop at the stop bar before making any right turns on red. Check for pedestrians as you approach the crosswalk to make the right turn!

10. Were travel lanes narrowed, or parking removed, as a part of the project?

Travel lanes remain standard throughout the pilot project extents, and were not narrowed. Curb extensions were painted in areas of underutilized asphalt and within the parking lane width to visually narrow the field and encourage drivers to slow down making turns and navigating through intersections. Curb extensions were painted along red curbs or in other areas where parking is not allowed.

11. Could there be another phase of Tactical East Avenue?

There are many interests to balance in redesigning a corridor. The current installations prioritize pedestrian safety at the intersections. Future phases could include dedicated bike infrastructure and adjustments to the already-installed interventions following the six-month evaluation period.