

January 31, 2019

Otis Drive

**Traffic Calming and Safety
Improvements Project**



Introductions

- City of Alameda team



- Parisi Transportation Consulting team



Tonight's Agenda

- Project goals
 - Community input to date
 - Current safety and traffic concerns
 - Traffic calming and safety tools
 - Questions
 - Break-out session
 - Community feedback
-

Project Goal: Improve Safety for All Users



Reduce driving speeds;



Improve safety at pedestrian crossings;



Improve bicycle safety;



Improve transit bus stops and operations; and



Incorporate green infrastructure and stormwater management best practices where possible

Phased Approach

- Limited initial funding (\$500,000 from the 2017-19 Capital Budget)
 - Phase 1
 - Solicit community input and explore alternatives,
 - Develop conceptual (30%) plans for the corridor
 - Construct initial (and inexpensive) improvements
 - Phase 2
 - Solicit grant funding
 - Complete final design with public input
-

Project Schedule

- Workshop #1 – Ideas, Concepts, Feedback: Tonight
 - Workshop #2 – Preliminary Recommendations: March 2019
 - Transportation Commission: May 2019
 - City Council: Summer 2019
 - Phase 1 Design: Fall 2019
 - Phase 1 Implementation: Spring 2020
 - Apply for Phase 2 Funds: 2020
-

History



1946



1958



1968



Recent Enhancements

- 2010: “Leading Pedestrian Interval” (LPI) installed at Otis Drive/Willow Street
- 2011: Repaving of Otis Drive, including installation of ADA-compliant curb ramps
- 2015: Added “protected” left-turns (signal arrows) at Otis Drive/Westline Drive
- 2015: Installed accessible pedestrian signal push buttons at Grand/Otis
- 2016: Speed monitoring by community using radars



Otis Drive



LEGEND



Bikeway



Walkway



Bus Stop



Postbox



Uncontrolled Crosswalk

Otis Drive



Community Survey

- Community survey administered by the City of Alameda
- Online survey conducted August 10 to September 19, 2018
- 261 responses received



The screenshot shows a web-based survey interface. At the top, there is a header with a '719' logo and the title 'How can we make Otis Drive a better street between Willow Street and Westline Drive?'. Below the title is a navigation bar with four tabs: 'Introduction' (selected), 'Feedback', 'Your Response', and 'Outcome'. The main content area is titled 'Introduction' and contains the following text:

We want to hear from you about how to make Otis Drive a better street between Willow Street and Westline Drive. The goals of the project include:












- reducing driving speeds within the 25 miles per hour limit
- improving safety for all users
- adding bicycle facilities to connect to Wood School, the beach, Alameda Hospital and with existing bike lanes on Westline Drive and Grand Street
- improving bus stops
- reduce impacts of flooding/sea level rise
- improve streetscape, such as gateways and landscaping

Planning for the project is anticipated to start in October 2018. A consulting team will assist the City with traffic analysis, developing concepts, seeking public input, and obtaining approvals for the preferred alternative. City staff aims to request City Council approval of a preferred concept for improvements in fall 2019.

Before the project officially kicks off, we would like to know how Alamedans are currently using the street and what you see as the main challenges to overcome.

Community Survey

What is your typical destination when using Otis Drive? (select all that apply)

		Response Percent	Response Count
Home		47.5%	123
Work		20.1%	52
Wood Middle School		12.7%	33
Other school		6.9%	18
Robert Crown Memorial State Beach		31.7%	82
Rittler Park		12.4%	32
Little League fields		11.2%	29
Alameda Hospital		5.8%	15
Shopping		76.4%	198
Visiting friends/relatives/neighbors in the area		25.1%	65
Other		19.7%	51

Community Survey

What to do you find most challenging when using Otis Drive?

1. Traffic speeds
 2. Safety of people biking (including yourself or others)
 3. Safety of people walking (including yourself or others)
 4. Traffic congestion
 5. Condition of the Roadway
 6. Appearance
 7. Noise
 8. Finding parking
-

Community Survey

- *“Speeding is the biggest issue”*
 - *“People drive on it like it’s a freeway”*
 - *“More opportunities for pedestrians to cross safely”*
 - *“My children fear riding (their bikes) to school in Alameda due to cars and reckless drivers”*
 - *“The intersection of Otis and Grand desperately needs a left turn signal and dedicated turning lanes”*
 - *“I would love to see more trees on Otis; it would help with noise”*
-

Speed Limit



Vehicular Speeds

1

- Average Speed: 28 mph
- 30% of Vehicles over 30 mph
- 85th Percentile Speed: 33 mph
- Highest speed recorded: 46 mph
- 76% of Vehicles over 25 mph



Daily speed data collected on Wednesday, 2/15/2017

2

- Average Speed: 28 mph
- 32% of Vehicles over 30 mph
- 85th Percentile Speed: 33 mph
- Highest speed recorded: 75 mph
- 82% of Vehicles over 25 mph



Daily speed data collected on Wednesday, 2/15/2017

3

- Average Speed: 30 mph
- 43% of Vehicles over 30 mph
- 85th Percentile Speed: 33 mph
- Highest speed recorded: 47 mph
- 96% of Vehicles over 25 mph

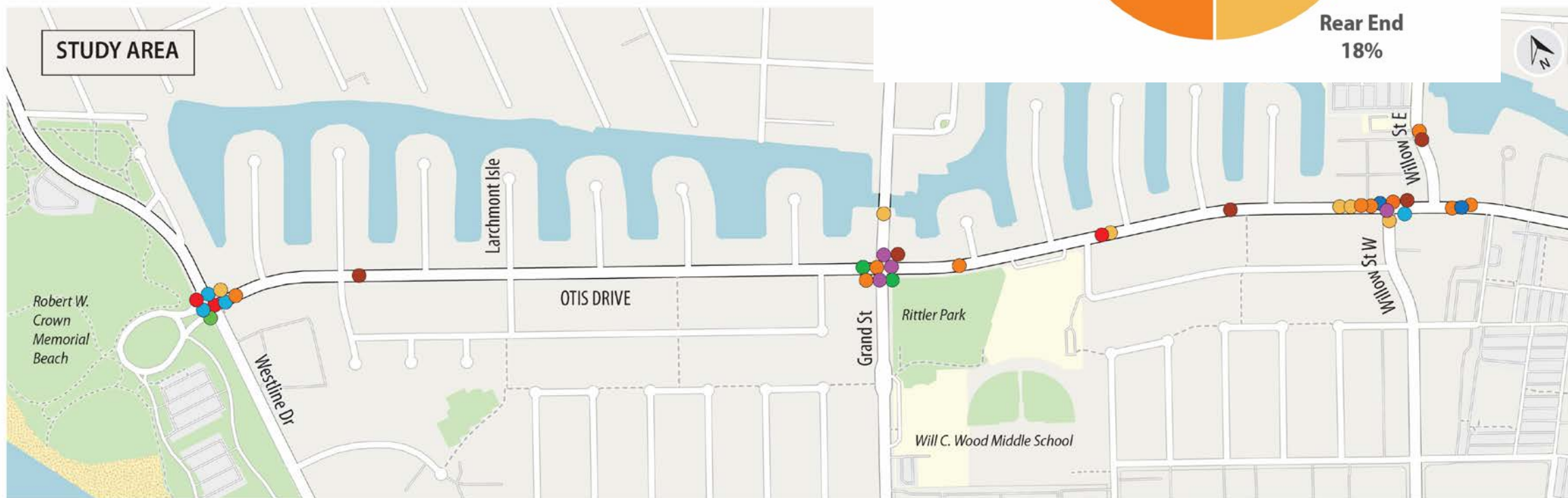
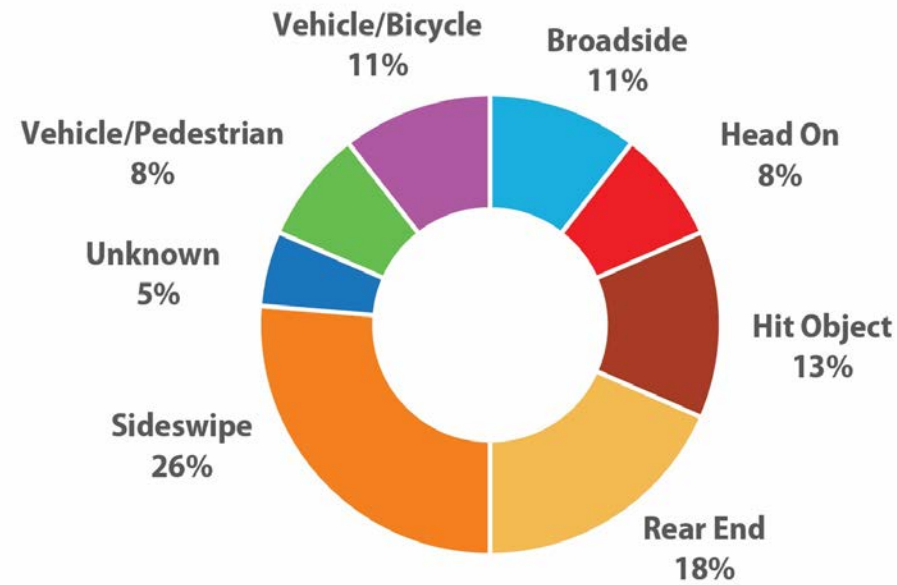


AM peak hour speed data collected on Tuesday, 3/1/2016



Types of Collisions

38 Collisions from 2014-2018

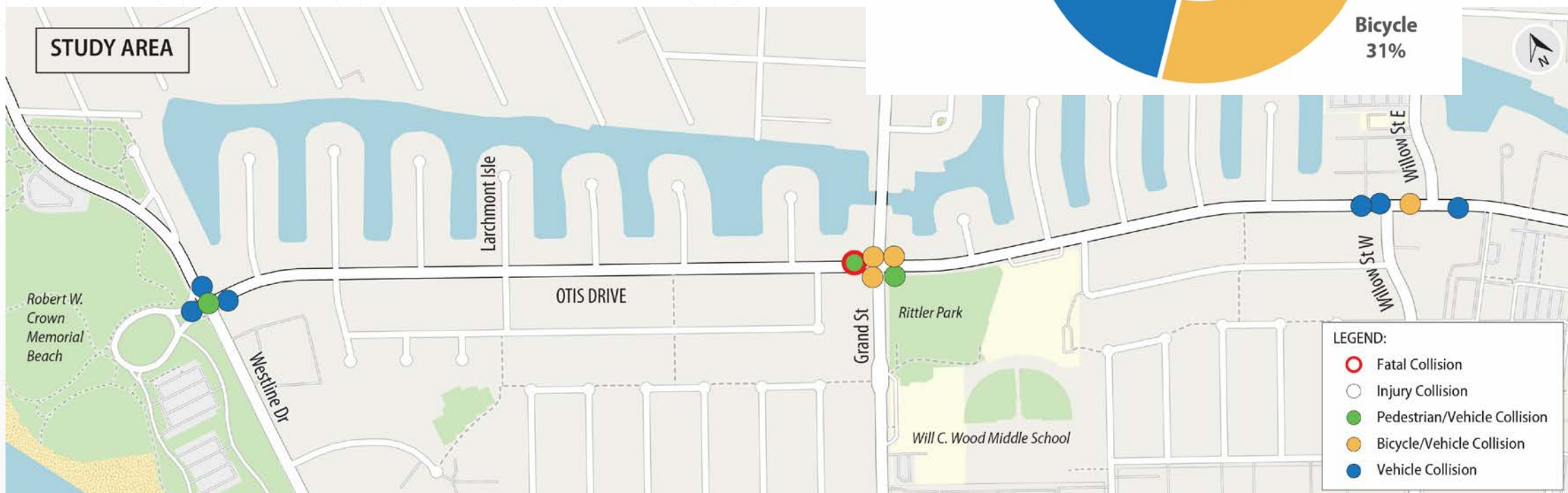
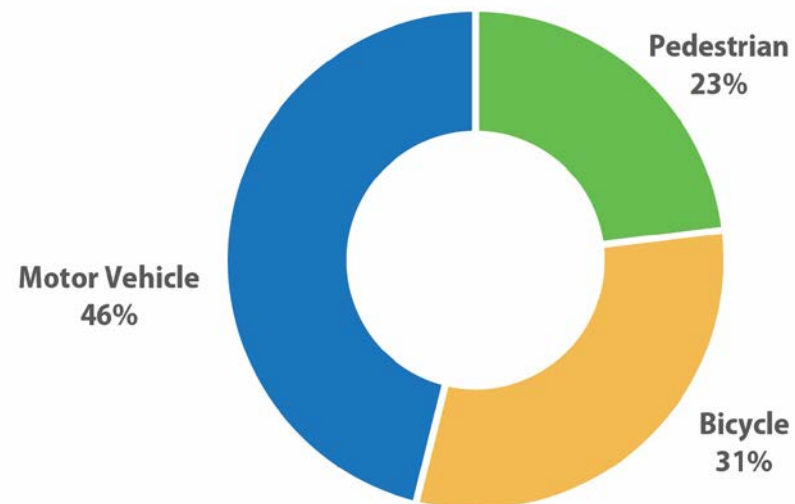


Source: SWITRS and City of Alameda Records

Injuries & Fatalities

13 injury and fatal collisions
from 2014-2018

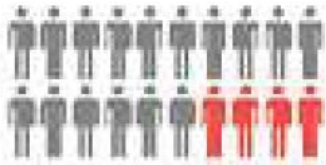
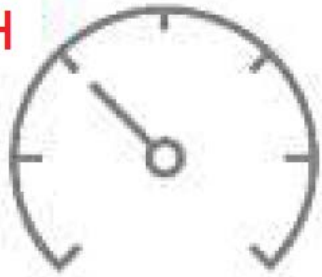
INJURY AND FATAL COLLISIONS BY MODE



Source: SWITRS and City of Alameda Records

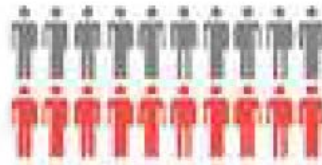
Injuries & Fatalities

20
MPH



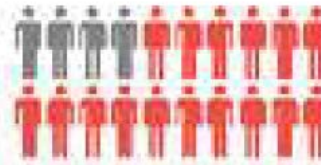
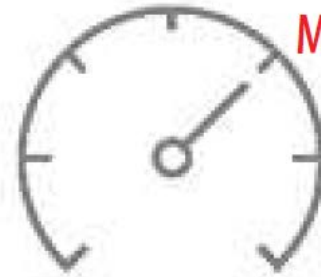
18% likelihood of
fatality or severe
injury

30
MPH



50% likelihood of
fatality or severe
injury

40
MPH



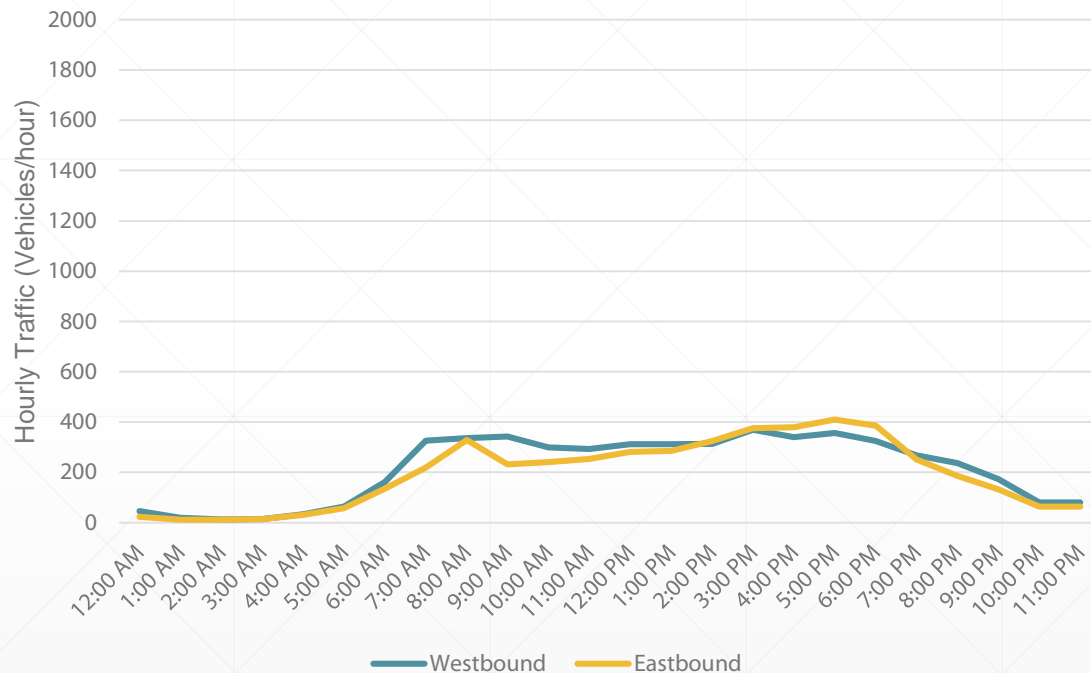
77% likelihood of
fatality or severe
injury

Traffic Volumes



Traffic Volumes

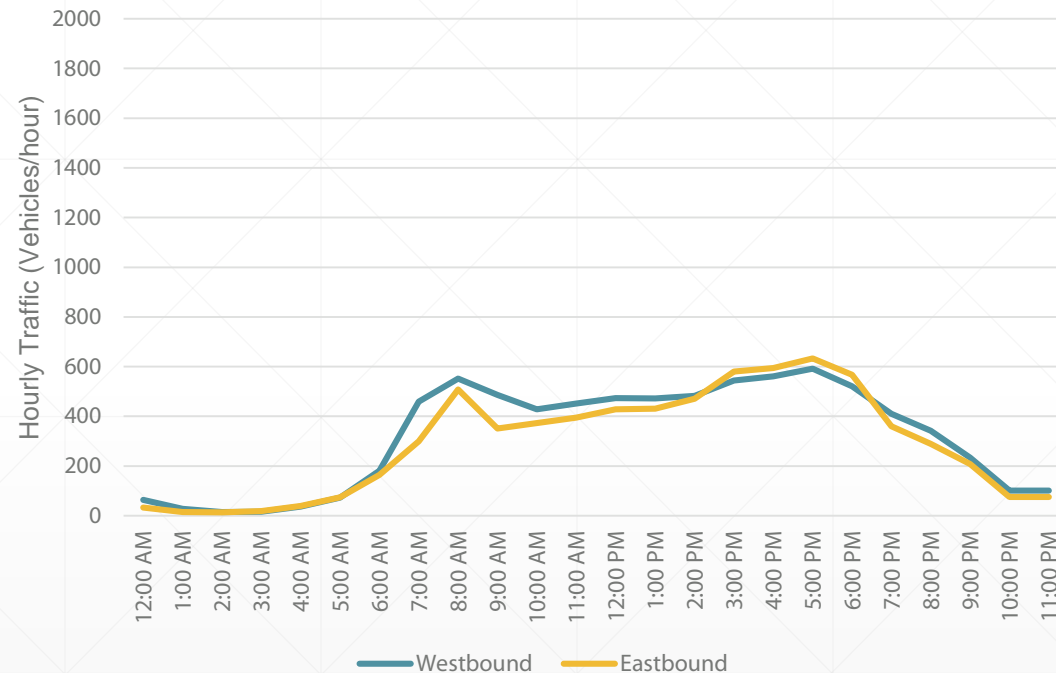
Otis Dr - West of Grand St
(between Larchmont Isle to Windemere Isle)



Otis Dr – West of Grand St

Average Daily Traffic Weekday: 9,800
Weekend: 8,500

Otis Dr - East of Grand St
(between Sandalwood Isle to Pond Isle)

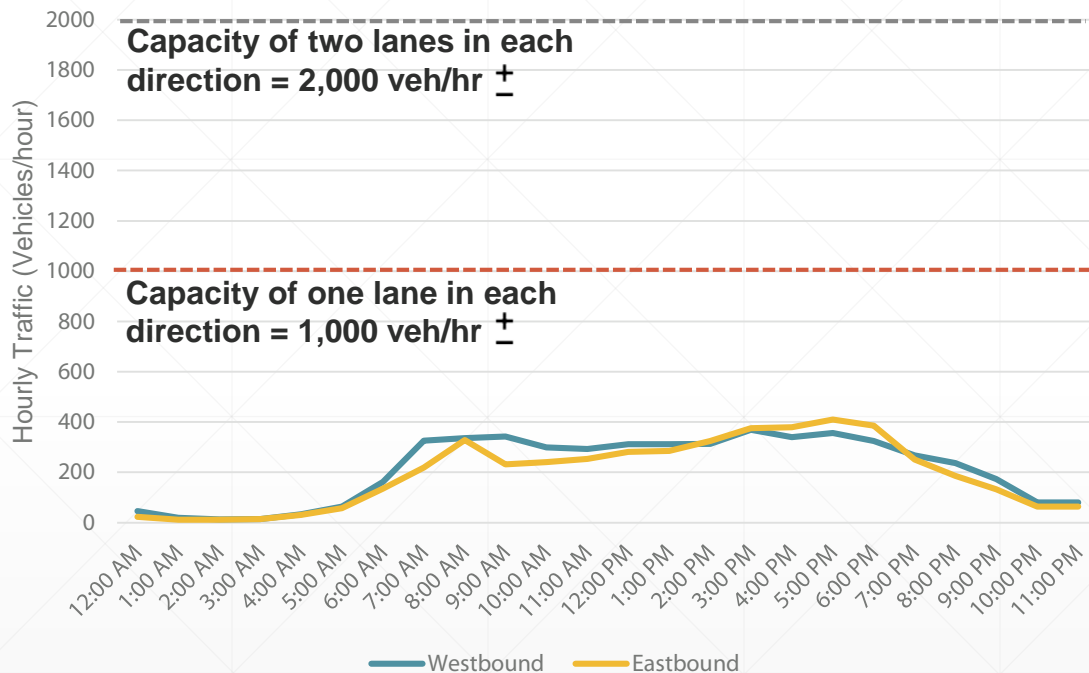


Otis Dr – East of Grand St

Average Daily Traffic Weekday: 14,600
Weekend: 12,400

Traffic Volumes

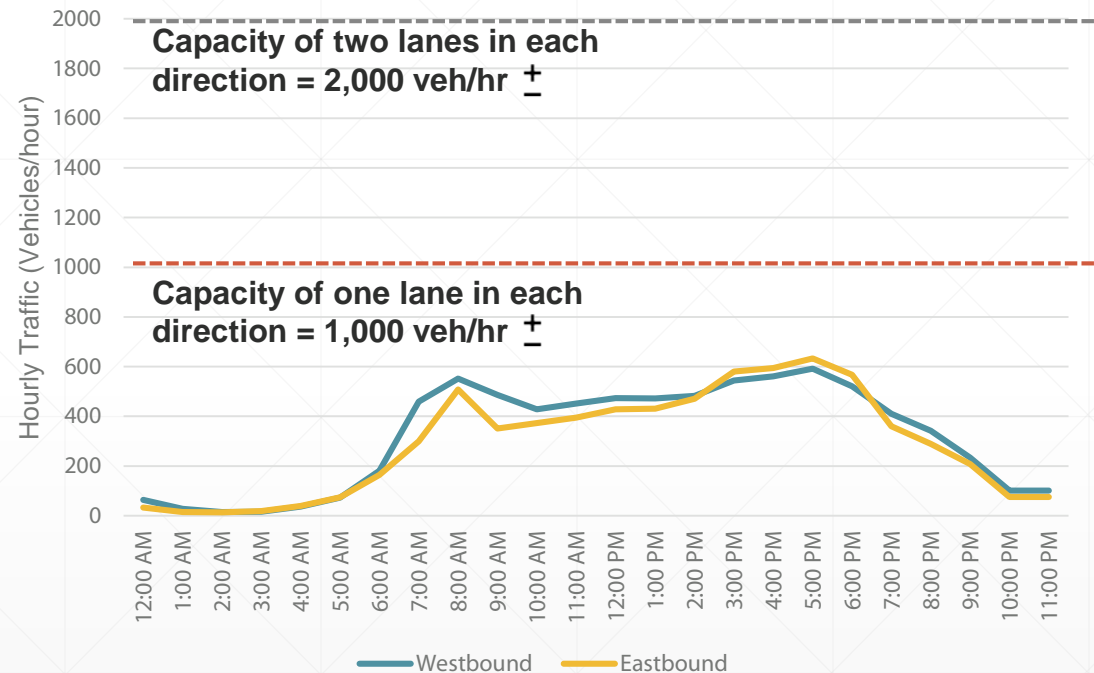
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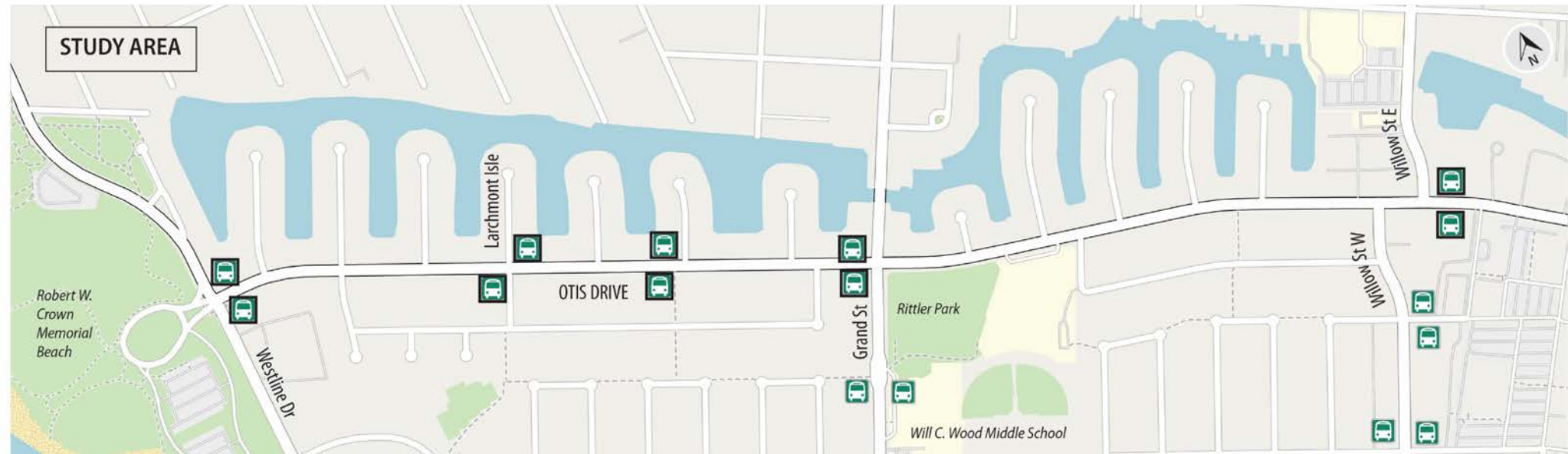
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Bus Stops



Bus Stops



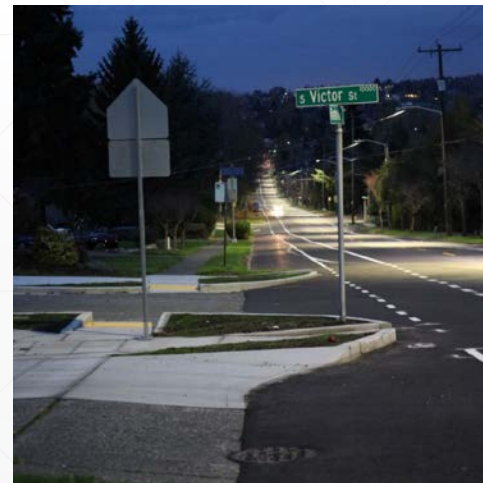
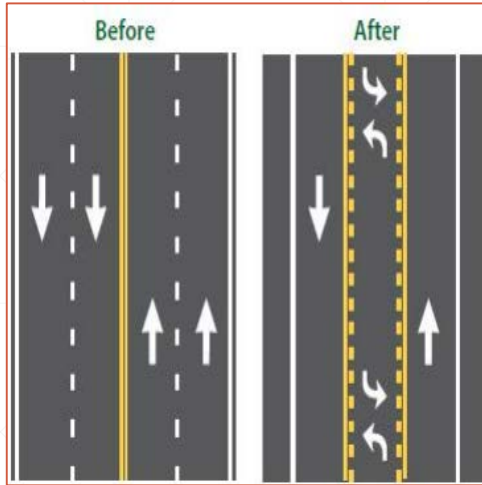
Bus Stops

AC Transit Major Corridors Study recommendations for Otis Drive:

- Smarter traffic signals that are coordinated and give buses more green lights
- Longer bus stops and wider sidewalks make getting on and off the bus faster and safer
- Better bus stop placement for a quicker ride



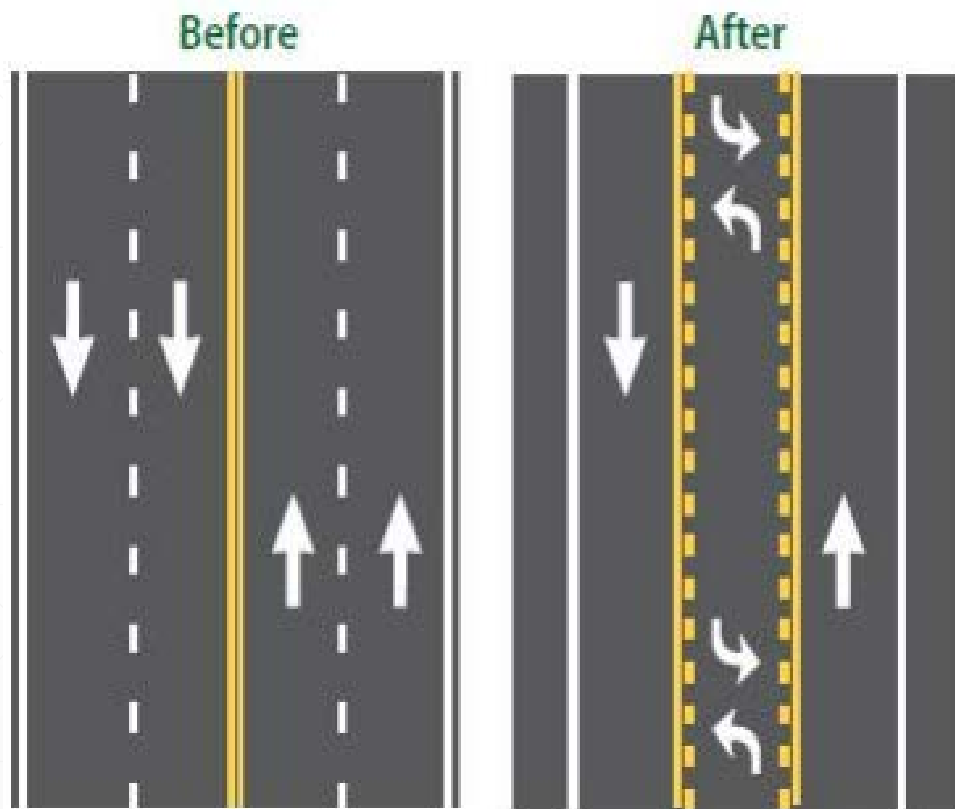
Traffic Calming & Safety Tools



Traffic Calming & Safety Tools

- Physical measures to improve safety
 - Encourage more responsible driving and appropriate travel speeds
 - Improve visibility and safety of pedestrian crossings
 - Increase pedestrian and bicycle comfort
-

Advantages of a 3-Lane Street



Fernside Boulevard

Cost: \$\$

Advantages of a 3-Lane Street

According to the Federal Highway Administration:

- Reduces collisions by at least 19%
 - Decreases speeds by at least 3 mph
 - Results in less severe collisions
 - Provides fewer vehicle lanes to cross
 - Enables better visibility for pedestrians
 - Allows space for bicyclists
 - Provides smoother travel flow
-

Buffered Bicycle Lanes



Cost: \$

Physically Separated Bicycle Facility



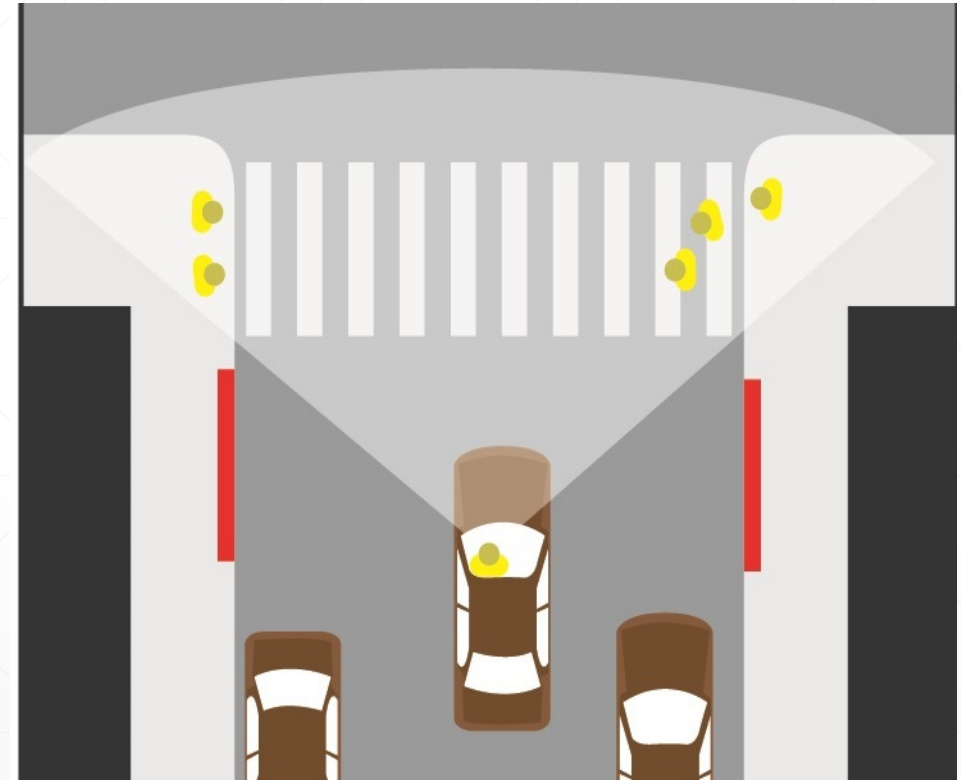
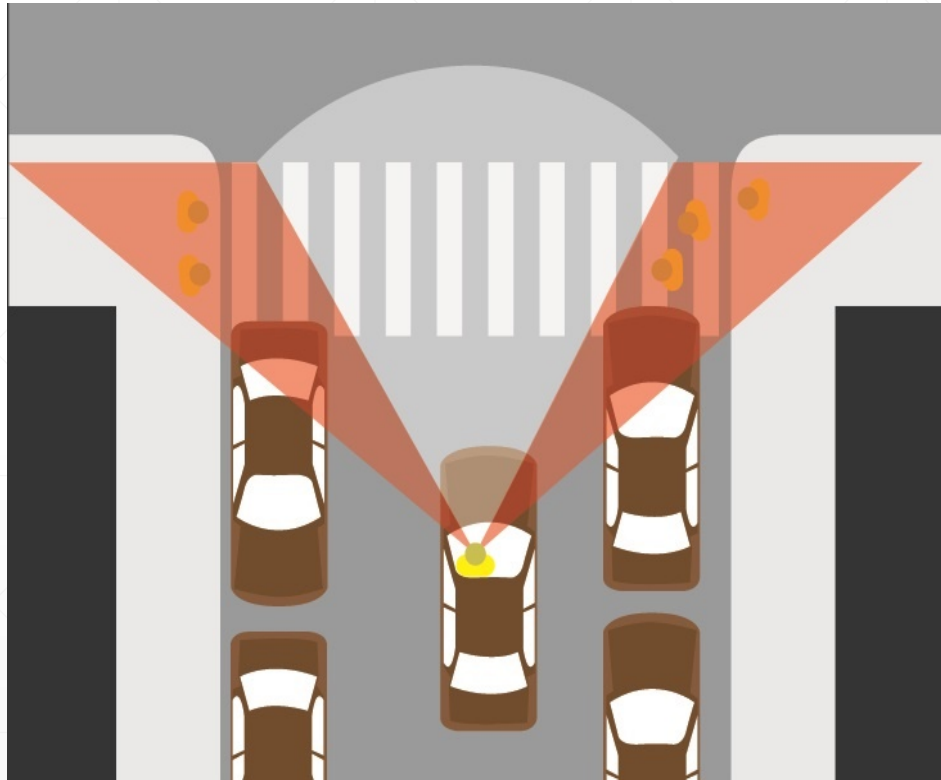
Cost: \$\$

High-Visibility Crosswalks



Cost: \$

Improved Sight Lines



Cost: \$

Flashing Beacons



Cost: \$\$

Turn Lane & Traffic Signal Enhancements



Cost: \$\$\$

Modern Roundabout



Cost: \$\$\$

Why Not Stop Signs?

- Stop signs don't necessarily slow speeds
- Unnecessary stop signs decrease driver compliance



What About Parking?

Limited parking prohibitions to be considered to improve safety at specific spot locations, such as increasing visibility at crosswalks or corners at intersections



Landscaped Medians & Pedestrian Refuge Islands



Cost: \$\$

Bulb-outs & Rain Gardens



Cost: \$\$

Low-cost Bulb-outs



Cost: \$

Gateway Treatments



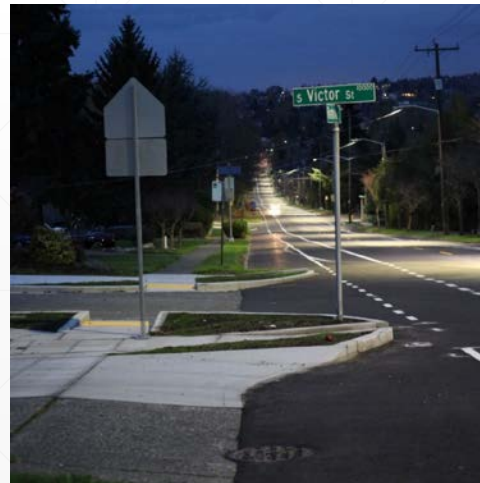
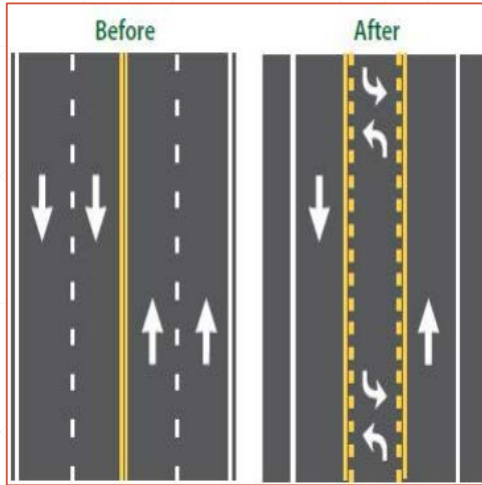
Cost: \$\$

Bus Stop Enhancements



Cost: \$\$

Traffic Calming & Safety Tools



Questions?



Break-out Session

- Break out into 6 groups
- Discuss issues and toolkit options for about 20 minutes
- Come back to present findings to the group



Community Input



LEGEND



Bikeway



Walkway



Bus Stop



Postbox



Uncontrolled Crosswalk

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