

Question:

Has Caltrans D4 completed a Complete Streets Decision Document (CSDD) for this project?

The screenshot shows the top navigation bar of the Caltrans website with links for CA.gov, About Caltrans, Contact Us, ADA Certification, and Request ADA Compliant Documents. Below this is the Caltrans logo and a row of icons for Travel, Work with Caltrans, Programs, Caltrans Near Me, and Search. The main content area features a breadcrumb trail: Home > News Releases > Complete Streets. The headline reads "Caltrans to Require 'Complete Streets' Features in Planning and Design of All New Projects". The article is dated "Published: Dec 20, 2021". Contact information is provided: District: Headquarters, Contact: Tamie McGowen, and Phone: (916) 956-0633. The body text states that Caltrans announced a new policy for all new transportation projects it funds or oversees to include "complete street" features that provide safe and accessible options for people walking, biking and taking transit. A quote from Taks Omishakin, Caltrans Director, is included: "California must reduce dependence on driving without sacrificing mobility and accessibility. As Caltrans and local transportation agencies prepare for the influx of new federal infrastructure funding, it is important that we provide safe, convenient, sustainable and accessible alternatives to driving to achieve our climate goals while equitably serving all Californians."

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Caltrans to Require 'Complete Streets' Features in Planning and Design of All New Projects

Published: Dec 20, 2021

District: Headquarters
Contact: Tamie McGowen
Phone: (916) 956-0633

Sacramento — Caltrans announced today its new policy for all new transportation projects it funds or oversees to include “complete street” features that provide safe and accessible options for people walking, biking and taking transit. This policy will expand the availability of sustainable transportation options to help meet the state’s climate, health and equity goals.

“California must reduce dependence on driving without sacrificing mobility and accessibility. As Caltrans and local transportation agencies prepare for the influx of new federal infrastructure funding, it is important that we provide safe, convenient, sustainable and accessible alternatives to driving to achieve our climate goals while equitably serving all Californians.

— Taks Omishakin, Caltrans Director

PROJECT SCHEDULE

Project Milestones	Milestone Date
ENVIRONMENTAL	June 26, 2023
FINAL DESIGN	September 30, 2024
BEGIN CONSTRUCTION	September 2025
COMPLETE CONSTRUCTION	January 2027

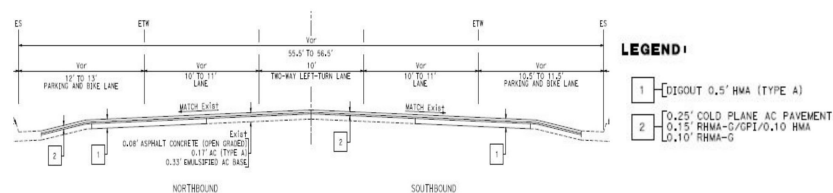


Question:

Will 2037 be the first occasion when Caltrans D4 will implement on this portion of SR-61 the "complete streets" policy announced by Caltrans HQ in 2021?

Pavement Rehabilitation

- Design life - up to 10 years





Caltrans D4 analysis finds the ~5 mile corridor is safer than state averages

Collision Data

Table 4-6: Comparison of Actual Collision Rates on Mainline SR 61 from PM 14:98 to 19:840 with Average Collision Rates for Similar Facilities Statewide (January 1, 2017, to December 31, 2019)

Collision Data

Table 4-7: Types of Collisions Within the Project Limits by ALL, DARK, and WET Collisions (January 1, 2017, to December 31, 2019)

Type of Collision	ALL Combined Directions Mainline SR 61 PM 15.000/19.840		DARK Combined Directions Mainline SR 61 PM 15.000/19.840		WET Combined Directions Mainline SR 61 PM 15.000/19.840	
	No. of Collisions	Percentage (%)*	No. of Collisions	Percentage (%)*	No. of Collisions	Percentage (%)
Head-On	3	4.2	1	5.9	1	12.5
Rear End	19	26.4	1	5.9	0	0.0
Sideswipe	18	25.0	7	41.2	3	37.5
Broadside	14	19.4	6	35.3	2	25.0
Hit Object	10	13.9	1	5.9	0	0.0
Auto-Pedestrian	4	5.6	1	5.9	0	0.0
Overturn	1	1.4	0	0.0	1	12.5
Other	3	4.2	0	0.0	1	12.5

* Percentages may not add to 100.0% because of rounding.

Notes:

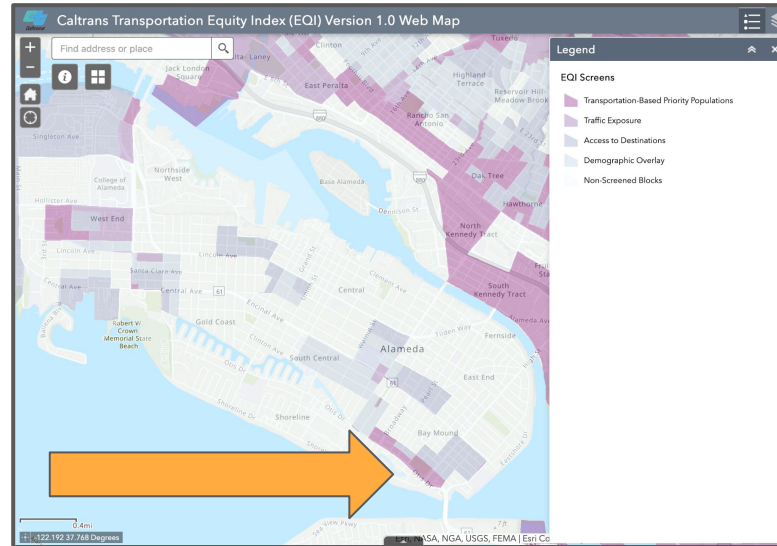
PM = post mile(s)

SR = State Route

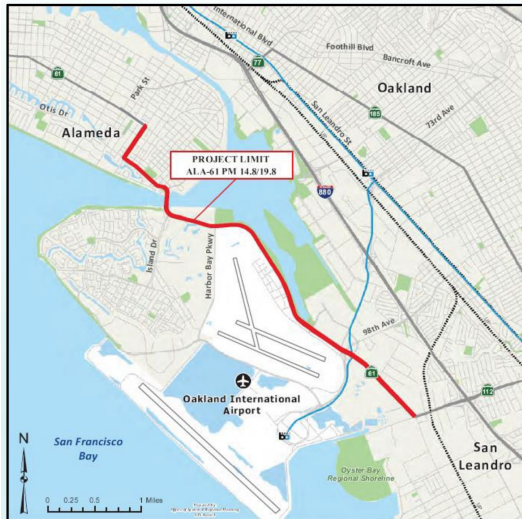


Caltrans HQ's Transportation Equity Index finds specific blocks on Otis Drive:

- pass the safety "screen" threshold
- qualify as "Transportation-Based Priority Populations"
- have "Crash Exposure Percentiles" of > 90 percentile

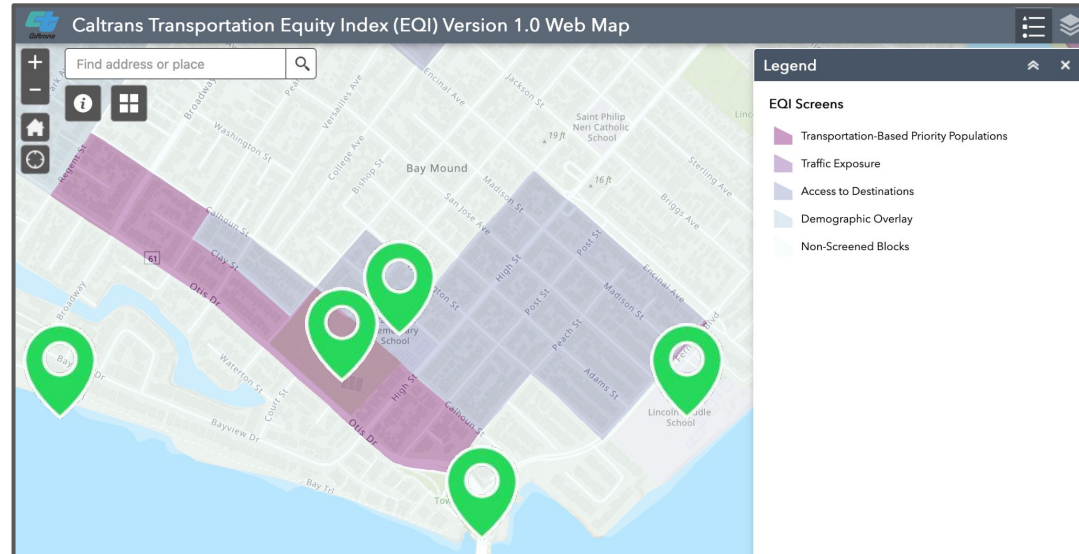


Caltrans D4 needs to efficiently repave an entire length of state highway



residents care about safely walking, biking, scootering, and driving to:

- Krusi Park, Otis Elementary School, Lincoln Middle School, Towata Park, Bay Farm Bike/Ped Bridge, and other nearby destinations including Robert Crown Memorial State Beach...



1973

"Crown died in the early morning hours of May 21, 1973, after being struck by a car while jogging across Otis Drive at Fountain Street. The driver, Charles Shuler, hit Crown after going around a car that had stopped to let him pass."

The Alamedan

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Alameda in History: Assemblyman Robert W. Crown

Michael Lano

Friday, February 27, 2015 - 00:05

The late Assemblyman Robert W. Crown. Photo courtesy of the California State Assembly.

Alameda's Robert W. Crown Memorial State Beach was renamed in 1973 for the state Assemblyman who championed its state public park status and use – preservation for all Alamedans to enjoy year-round. Crown died at the age of 51 after being struck by a car while jogging. But his memory and accomplishments for our city are kept alive here.

Robert W. Crown was born January 23, 1922 in San Francisco, but later moved with his family to Alameda. He grew up loving local politics and the military.

According to the *Alameda Times-Star*, Crown volunteered one summer at the Alameda County District Attorney's office while still a student at Alameda High School, where he served as student body



2023

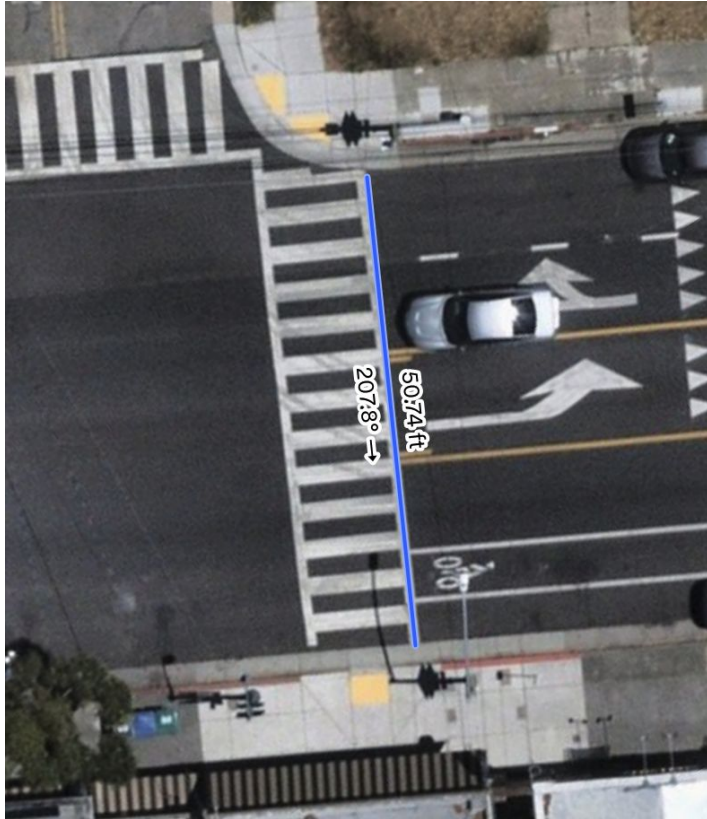
"They approached the crosswalk at Mound Street and Otis Drive and pressed the button. Two vehicles heading toward Broadway stopped for them and they proceeded to cross the street.

"Unfortunately, as so often happens at that intersection — a car heading full speed toward Bay Farm Island did not stop, entered the crosswalk, and hit Arlo's stroller as Mihaela was pulling it out of harm's way. Luckily Arlo had been strapped in with five straps and although he was turned upside down, his head did not hit the pavement.

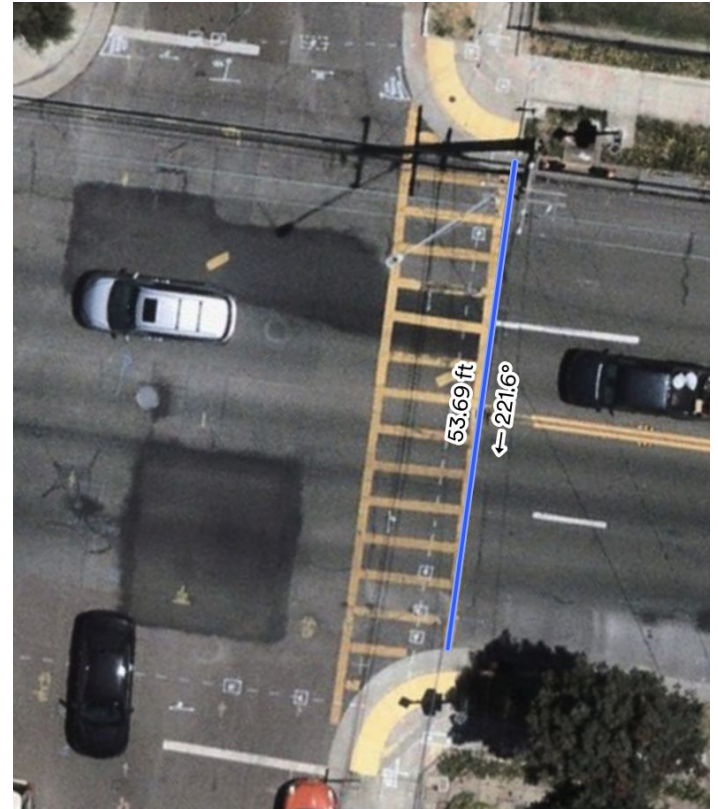
"The driver planned to leave, but one of the drivers of the stopped cars had already called 911 and the police, ambulances and fire department showed up within minutes. The police stopped the driver from leaving."



Encinal Ave (SR-61) at Benton St received a road diet



Otis Drive (SR-61) at Mound St has same roadway width



With auto traffic already at capacity at signalized intersections, a well-designed road diet could reduce speeding and increase safety in between, without impacting the corridor's overall performance



How can Caltrans D4 shift from thinking only in terms of AADTs, TOARs, and a fear of "public involvement"...

...to also understanding the safety needs of people who live alongside and walk and bicycle across this "highway" every day?

Road Diet Study - Results

- High AADT volumes (43,000 vpd) would create substantial congestion and delays (FHWA guidance recommends road diets up to 25,000 vpd)
- Other intersections (Fernside/Central and Fernside/Encinal) would be overloaded
- Traffic will divert to other local streets
- Due to narrow cross section of Otis Drive, road diet would most likely eliminate parking in one direction
- Preliminary designs show that several alternatives are possible such as Class I (two-way bike path), Class II (bike lane), and Class IV (separated bikeway)
- Requires additional studies and public involvement
- Funding deadlines & limited funding
- Caltrans concluded that road diet was not feasible for the CapM project

