

Otis Drive Traffic Calming and Safety Improvements Project

Agenda






- Project goals
- Existing conditions
- Traffic calming and safety tools
- Community input to date
- Questions



February 27, 2019



Project Goal: Improve Safety for All Users

-  Reduce driving speeds;
-  Improve safety at pedestrian crossings;
-  Improve bicycle safety;
-  Improve bus stops and operations; and
-  Provide green infrastructure and stormwater management best practices

Phased Approach

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

- Workshop #1 – Ideas, Concepts: January 31
 - Transportation Commission (Information): February 27
 - Workshop #2 – Preliminary Recommendations: March 20
 - Transportation Commission (Concept Approval): May 22
 - City Council: Summer 2019
 - Phase 1 Design: Fall 2019
 - Phase 1 Implementation: Spring 2020
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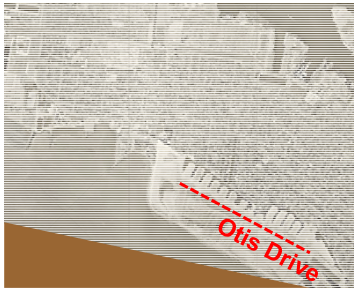
History



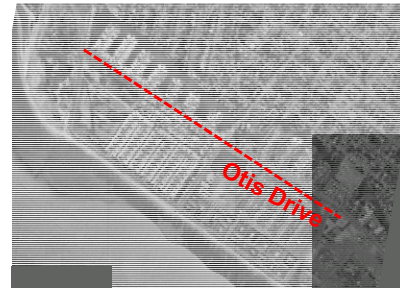
1946



1958



1968

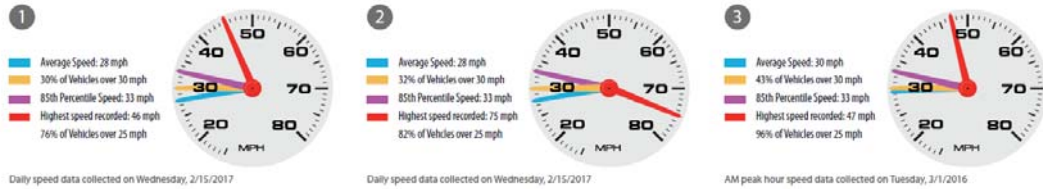


Recent Enhancements

- 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

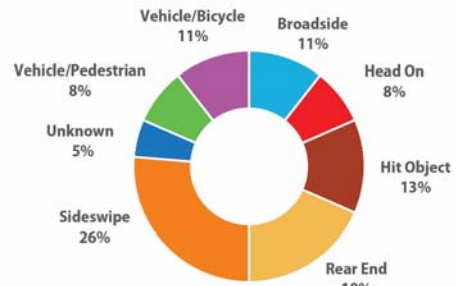


Vehicular Speeds



Types of Collisions

38 Collisions from 2014-2018

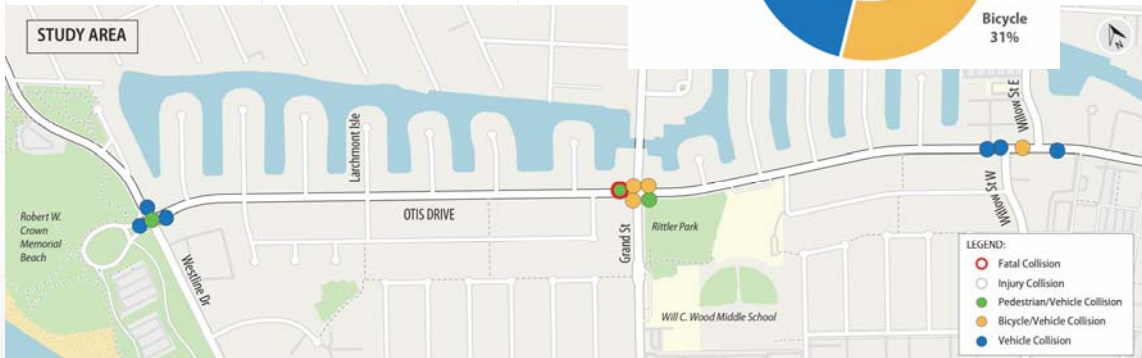
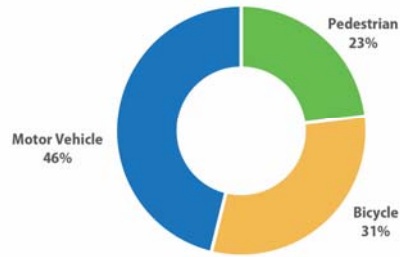


Source: SWITRS and City of Alameda Records

Injuries & Fatalities

13 injury and fatal collisions from 2014-2018

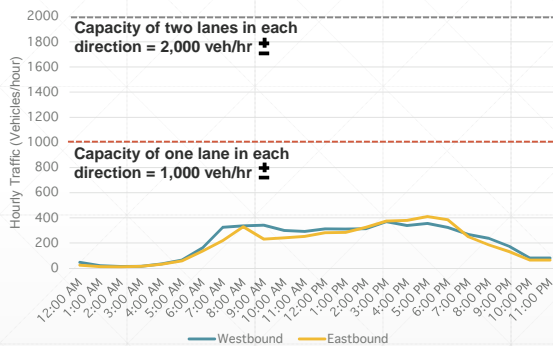
INJURY AND FATAL COLLISIONS BY MODE



Source: SWITRS and City of Alameda Records

Traffic Volumes

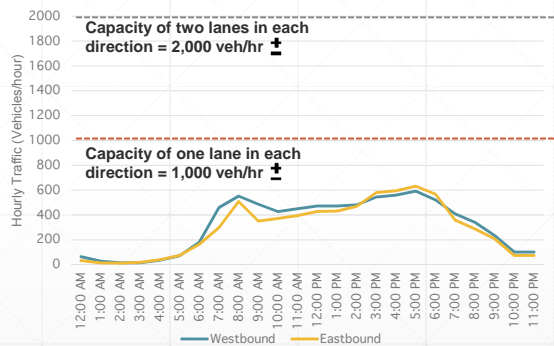
Otis Dr - West of Grand St
(between Larchmont Isle to Windemere Isle)



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)

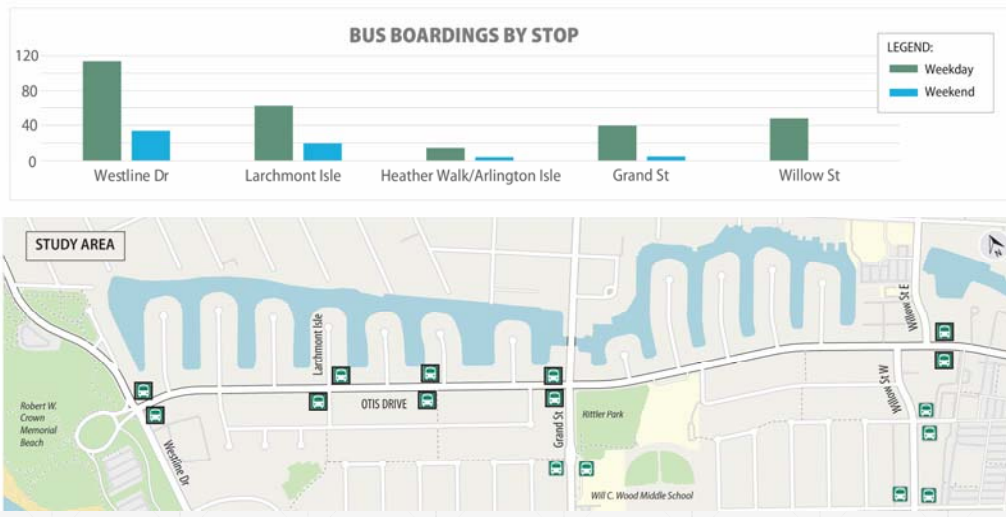


Otis Dr - East of Grand St

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

Source: Parisi Transportation (counts taken week of 10/28/2018 - 11/3/2018)

Bus Stops



Source: AC Transit, 2017

Traffic Calming & Safety Tools

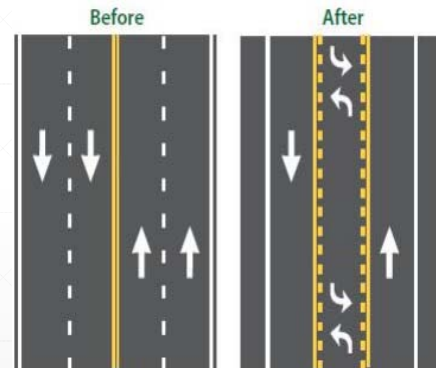
- Physical measures to improve safety
- Encourage more responsible travel speeds
- Improve visibility and safety of pedestrian crossings
- Increase pedestrian and bicycle comfort



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

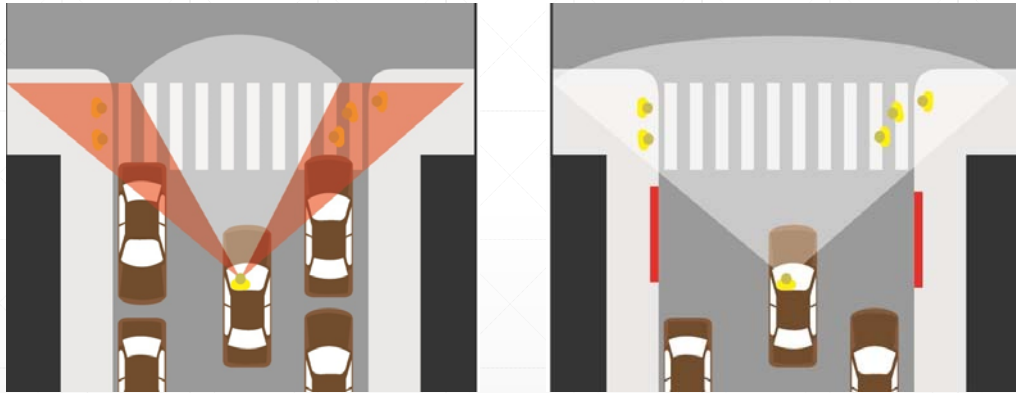


Buffered Bicycle Lanes



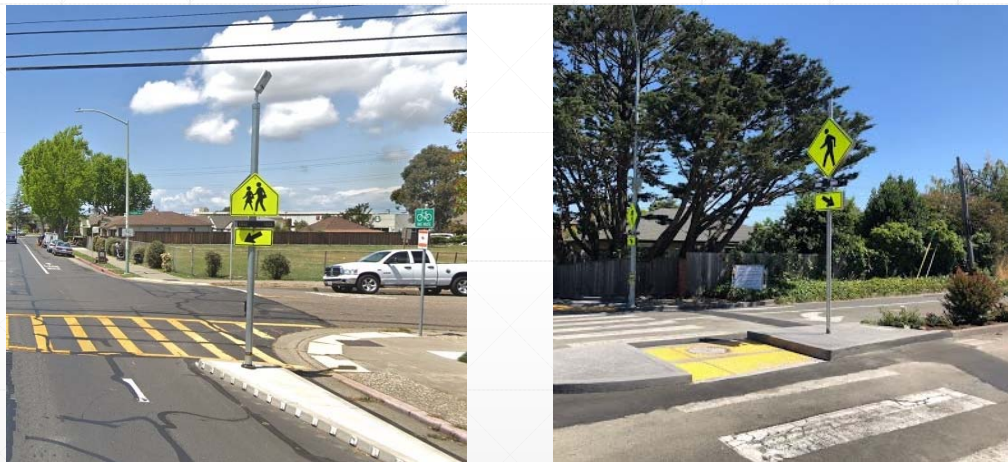
Cost: \$

Improved Sight Lines



Cost: \$

High-Visibility Crosswalks w/Beacons



Cost: \$\$

Turn Lane & Traffic Signal Enhancements



Cost: \$\$\$

Low-cost Bulb-outs



Cost: \$

Bulb-outs & Rain Gardens



Cost: \$\$

Landscaped Medians & Roundabouts



Cost: \$\$

Community Survey

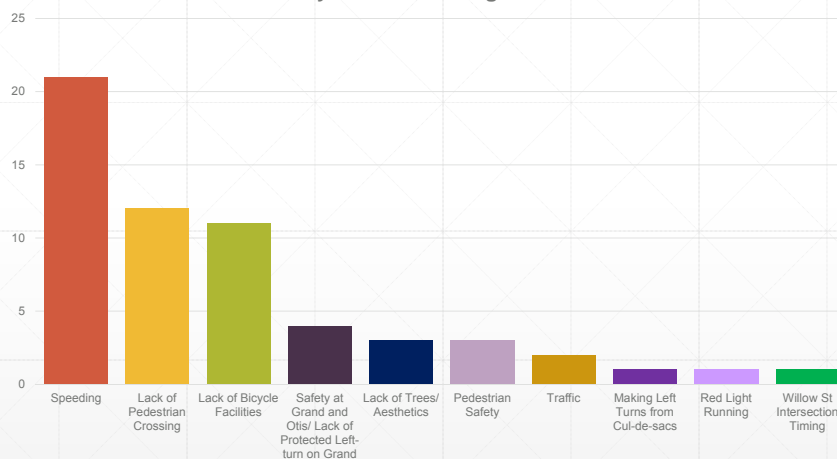
- Community survey administered by the City of Alameda
- Online survey conducted August 10 to September 19, 2018
- Almost 600 responses received

What do you find most challenging when using Otis Drive?

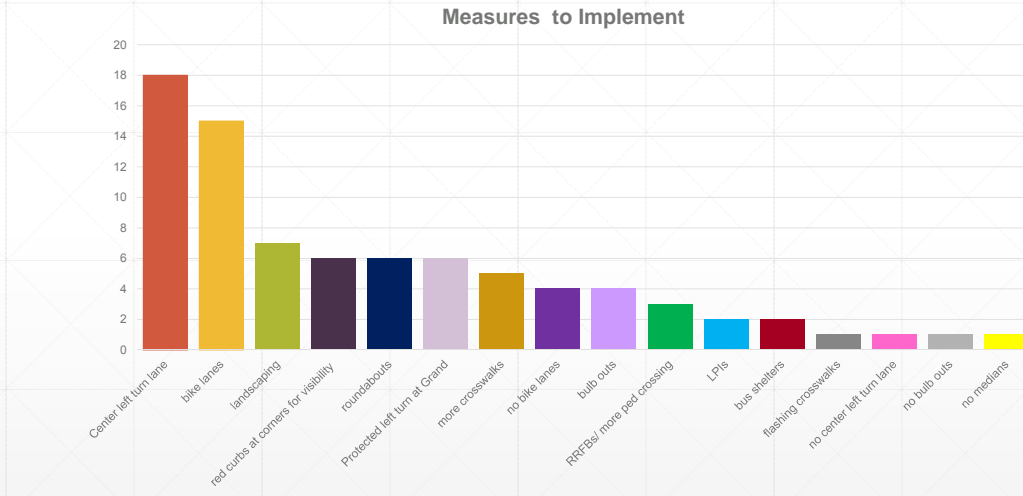
1. Traffic speeds
2. Safety of people biking (including yourself or others)
3. Safety of people walking (including yourself or others)
4. Traffic congestion
5. Condition of the Roadway
6. Appearance
7. Noise
8. Finding parking

Community Workshop #1

Key Issues Affecting Otis Dr



Community Workshop #1 (cont.)



Next Steps

- Workshop #2 – Preliminary Recommendations: March 20, 2019
- Transportation Commission: May 22, 2019
- City Council: Summer 2019
- Phase 1 Design: Fall 2019
- Phase 1 Implementation: Spring 2020

Questions?

