

Otis Drive Traffic Calming and Safety Improvements Project








May 22, 2019 – Transportation Commission
June 4, 2019 – City Council

Agenda

- Project goal and objectives
- Existing conditions
- Community input
- Traffic calming and safety tools
- Preliminary improvement concepts



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
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Phased Approach

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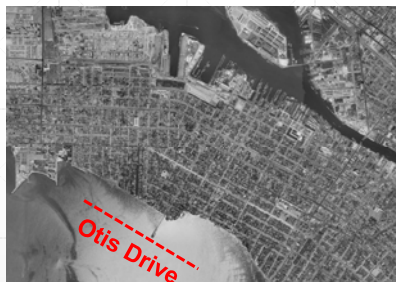
Project Schedule

- 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: June 4**
 - Short-term Design: Fall 2019
 - Short-term Implementation: Spring 2020
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History



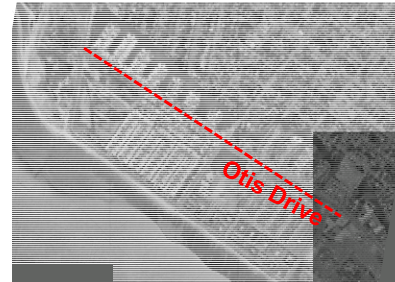
1946



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

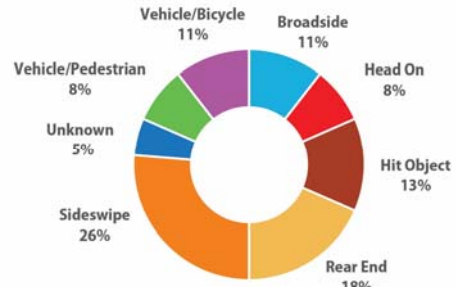


Vehicular Speeds



Types of Collisions

38 Collisions from 2014-2018

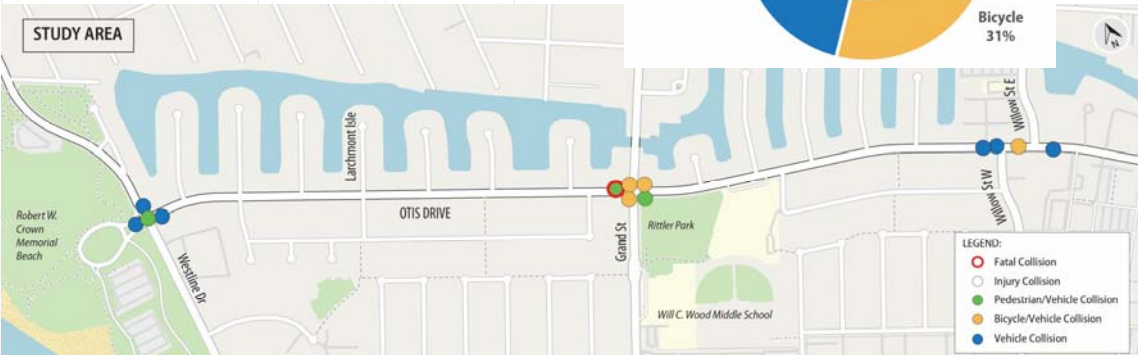
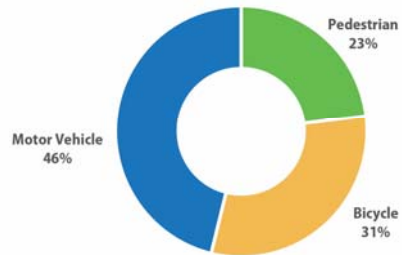


Source: SWITRS and City of Alameda Records

Injuries & Fatalities

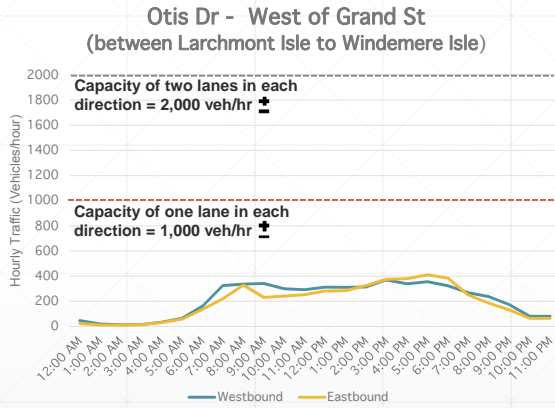
13 injury and fatal collisions from 2014-2018

INJURY AND FATAL COLLISIONS BY MODE

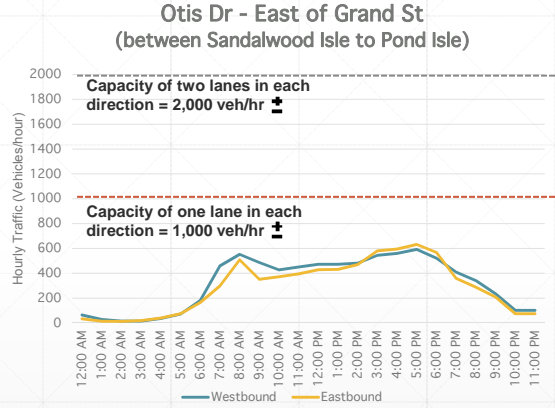


Source: SWITRS and City of Alameda Records

Traffic Volumes



Otis Dr – West of Grand St
Average Daily Traffic Weekday: 9,800
Weekend: 8,500



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

Community Survey

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

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 Workshop #1



Community Workshop #1

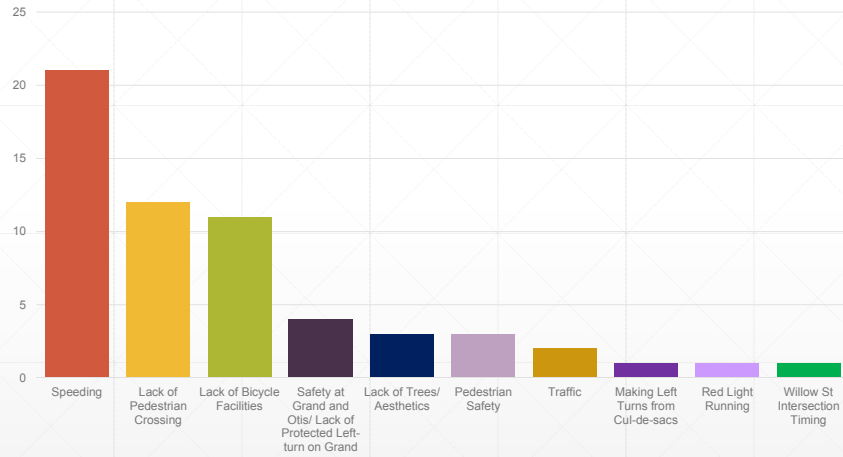


Community Workshop #1



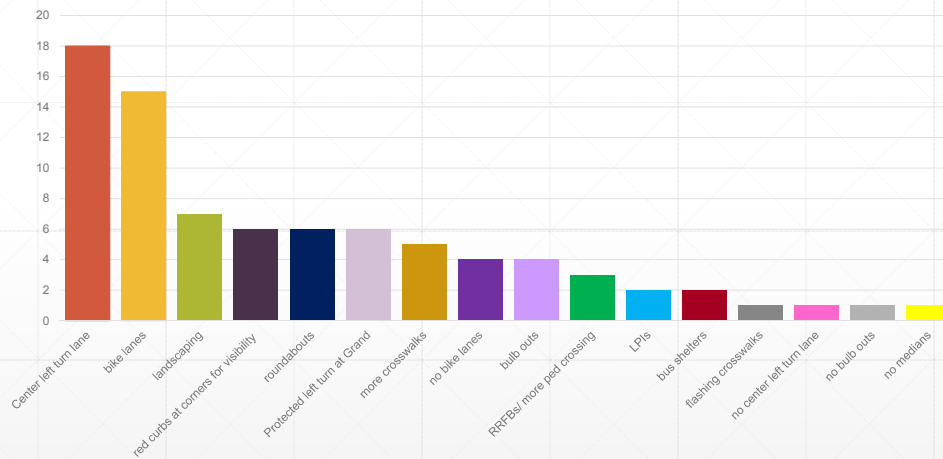
Community Workshop #1

Key Issues Affecting Otis Drive



Community Workshop #1

Measures to Implement



Traffic Calming & Safety Tools

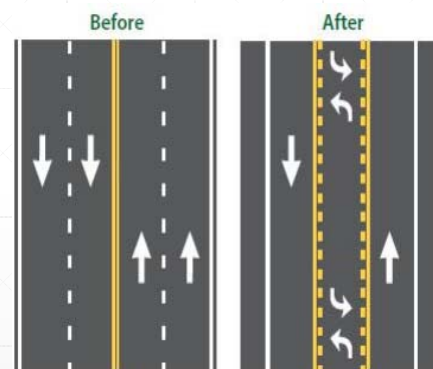
- Physical measures to improve safety
- Encourage more responsible travel speeds
- Improve visibility and safety of pedestrian crossings
- Increase pedestrian and bicycle comfort



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

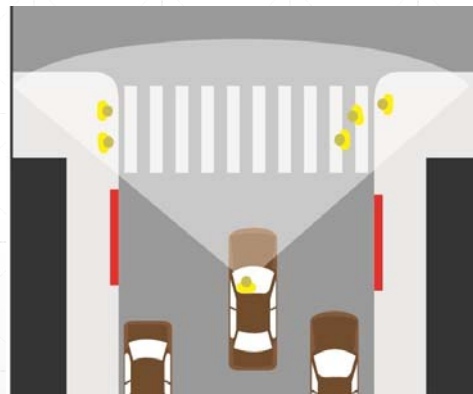
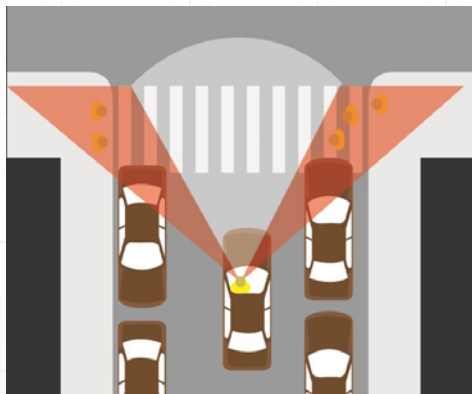


Buffered Bicycle Lanes



Cost: \$

Improved Sight Lines



Cost: \$

High-Visibility Crosswalks w/Beacons



Cost: \$\$

Turn Lane & Traffic Signal Enhancements



Cost: \$\$\$

Bulb-outs



Cost: \$\$

Low-cost Bulb-outs



Cost: \$

Modern Roundabouts



Cost: \$\$\$

Street Trees



Melaleuca
Quinquenervia



Hymenosporum
Flavum



Metrosideros
Excelsa

Cost: \$

Street Trees



Corymbia Ficifolia

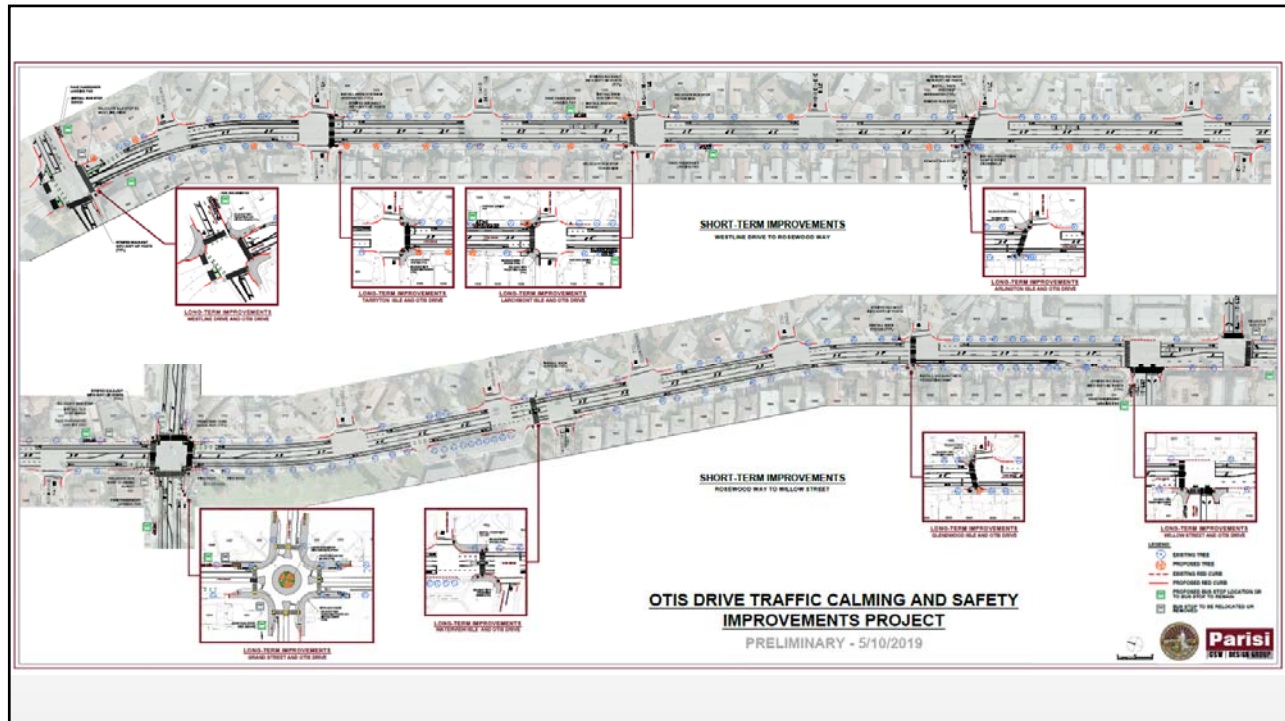


Lophostemon Confertus

Cost: \$

Community Workshop #2





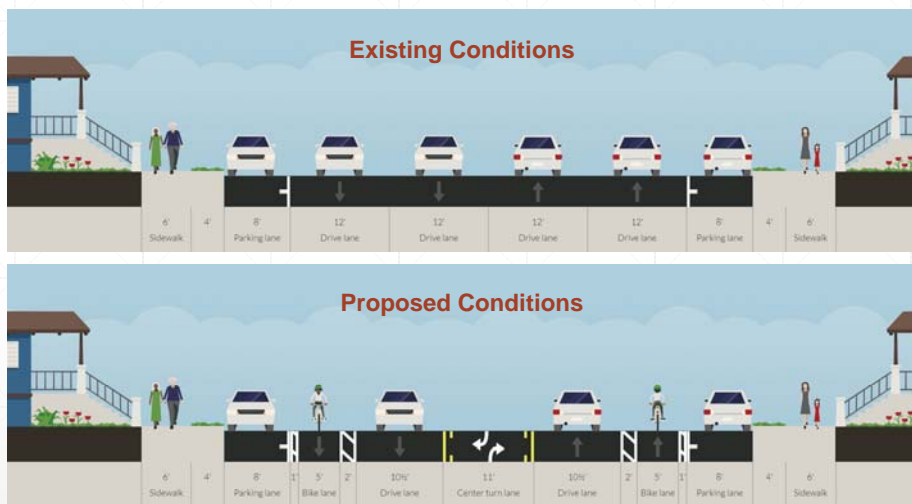
Community Workshop #2



Community Workshop #2

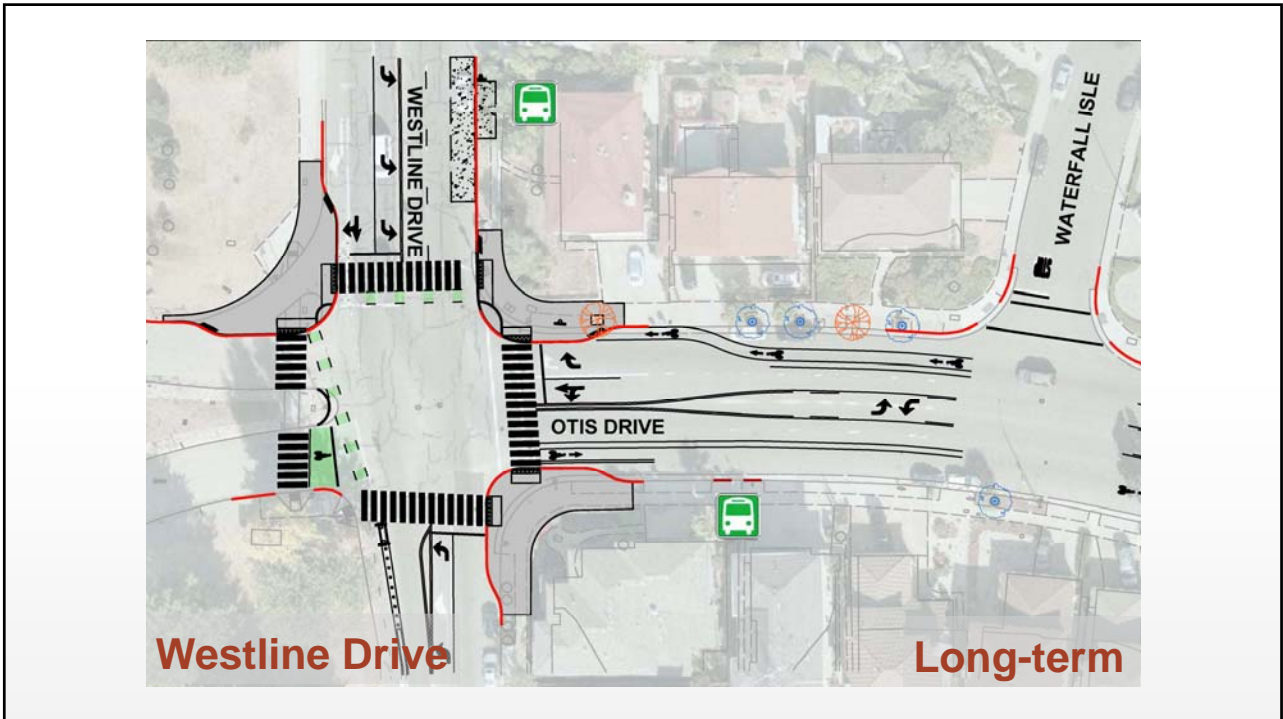


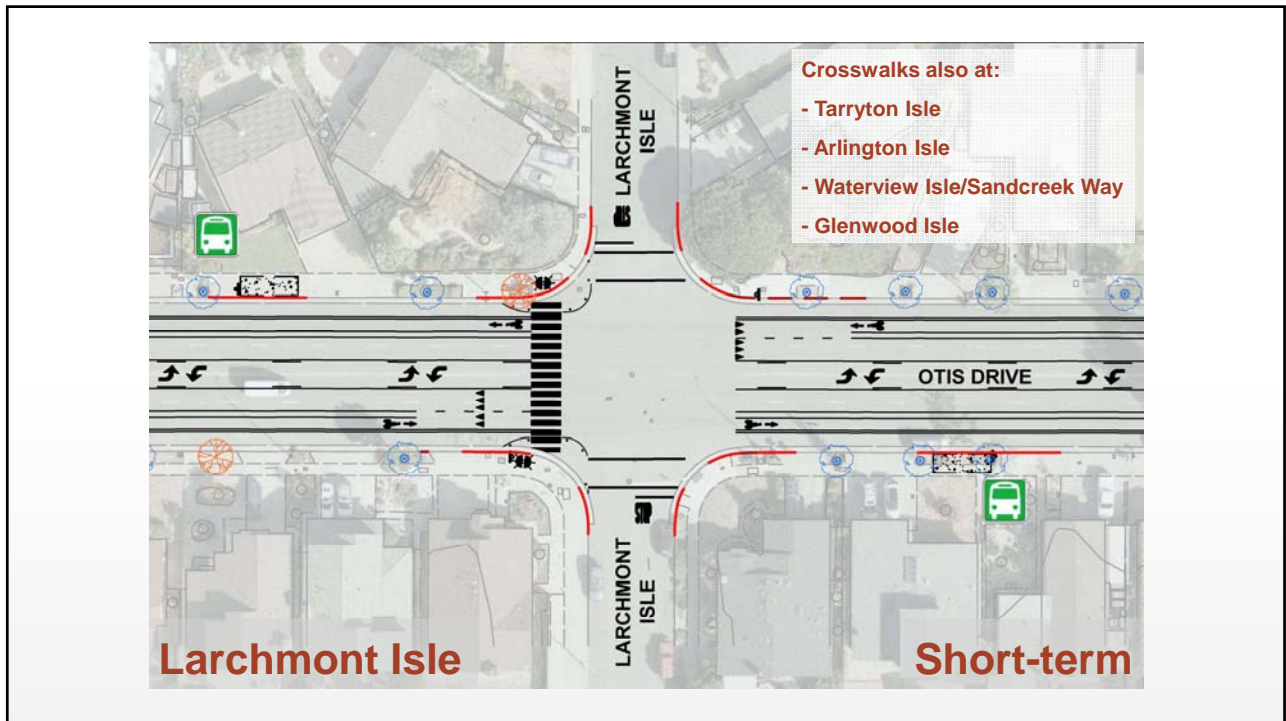
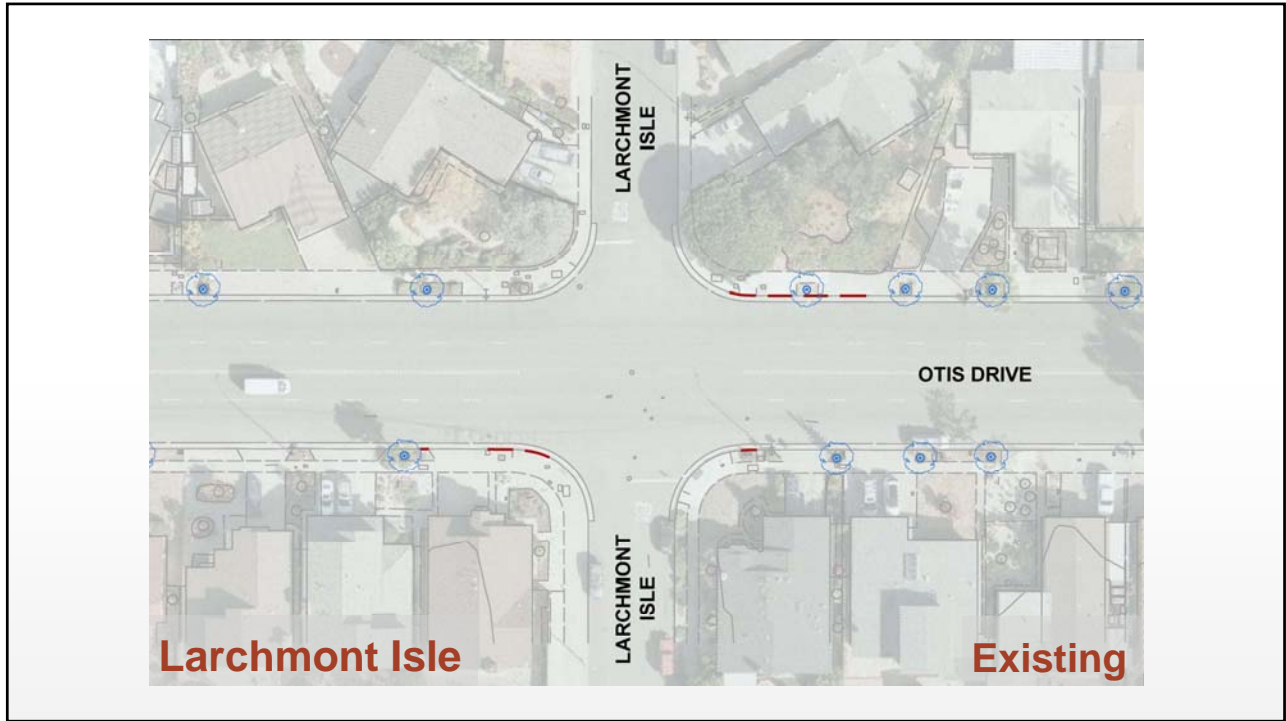
4-Lane to 3-Lane Conversion

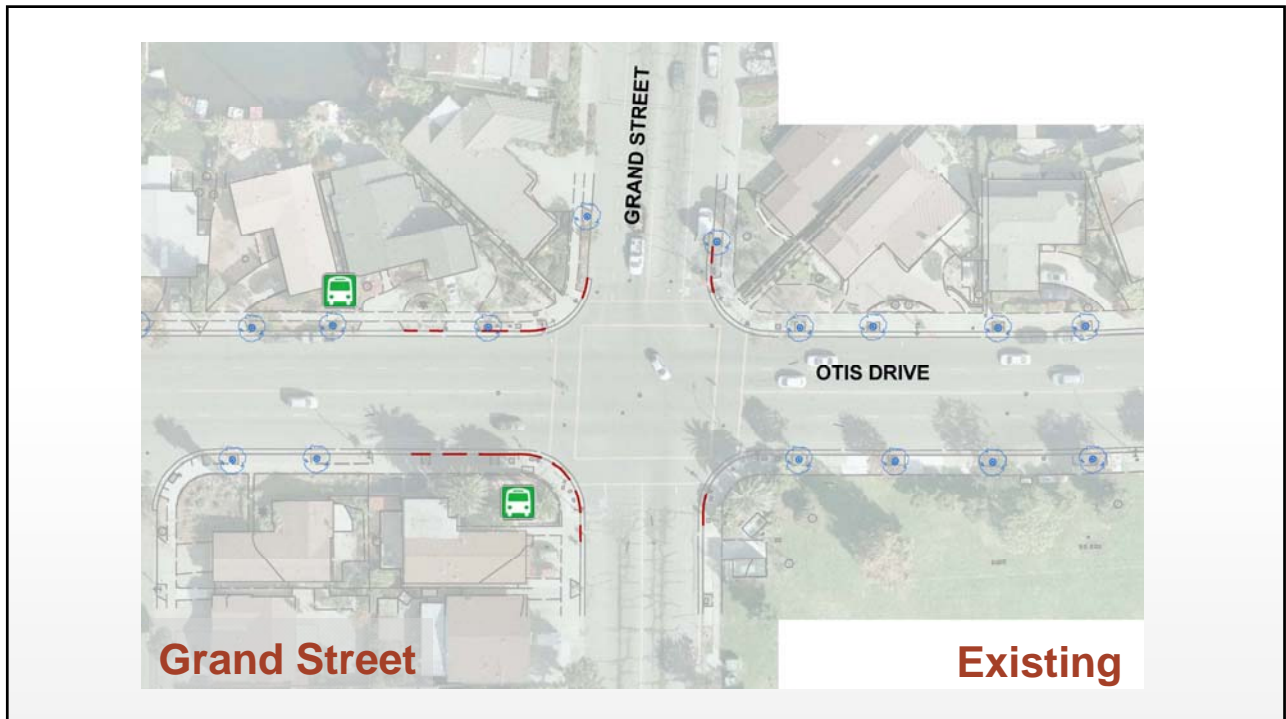
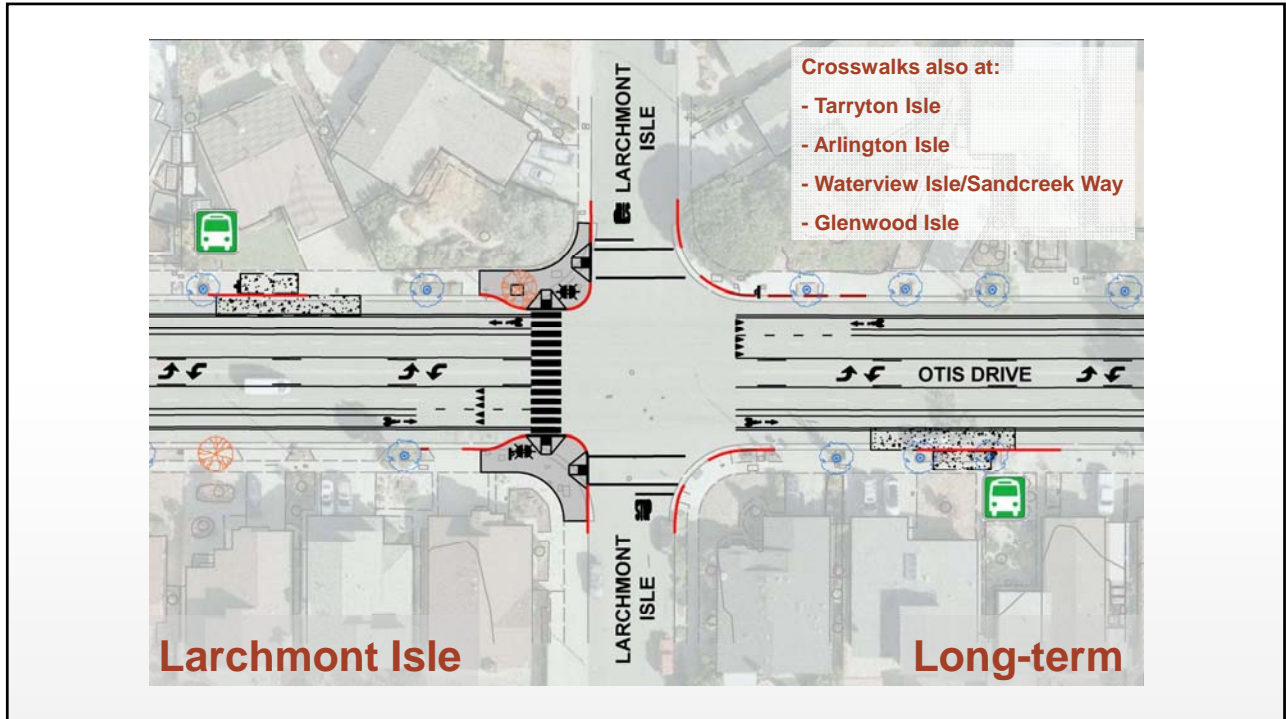


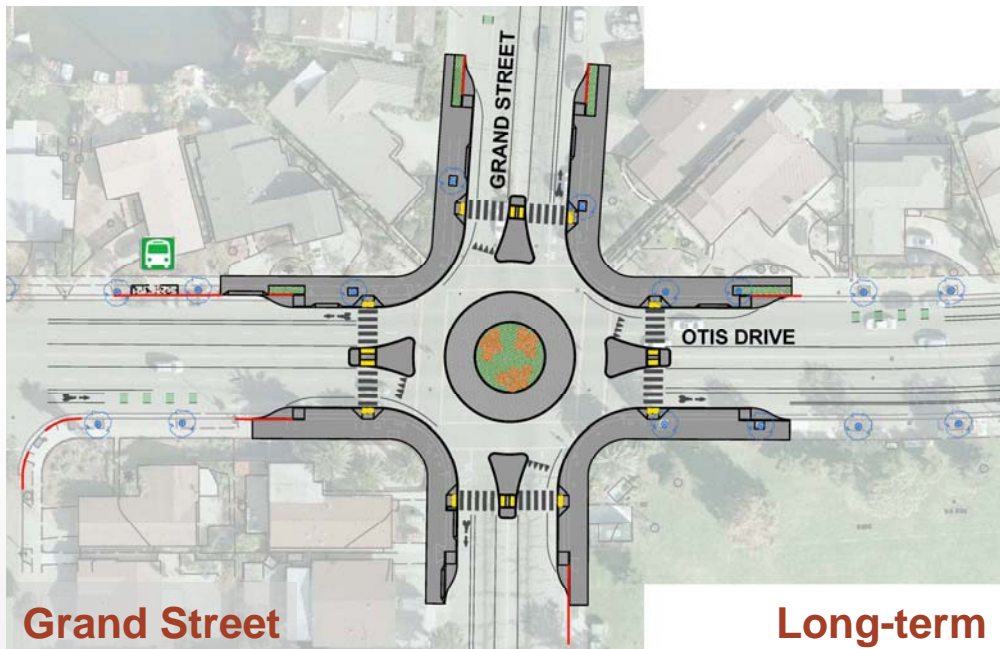
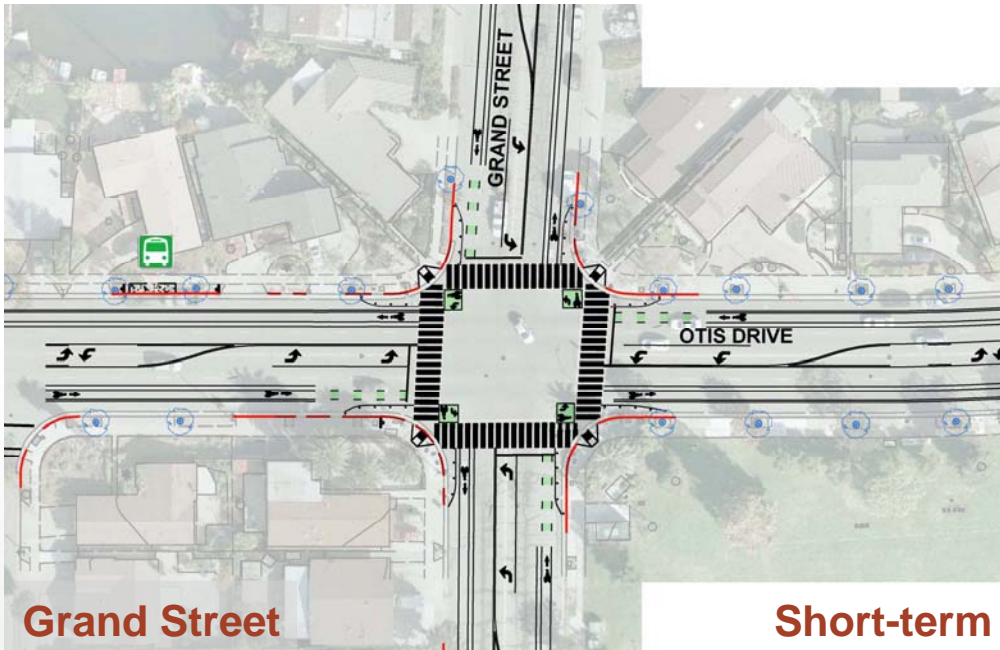


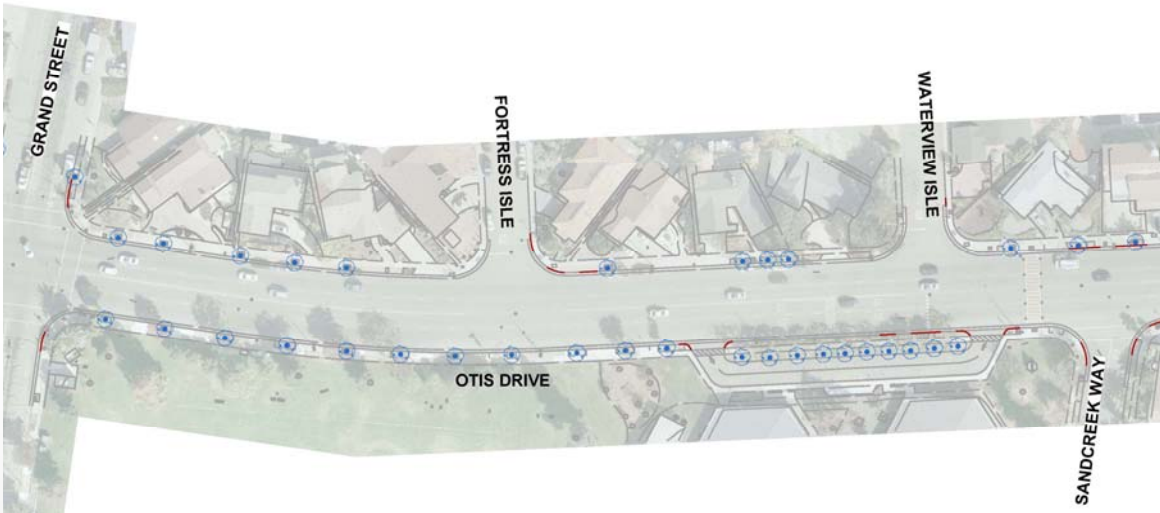






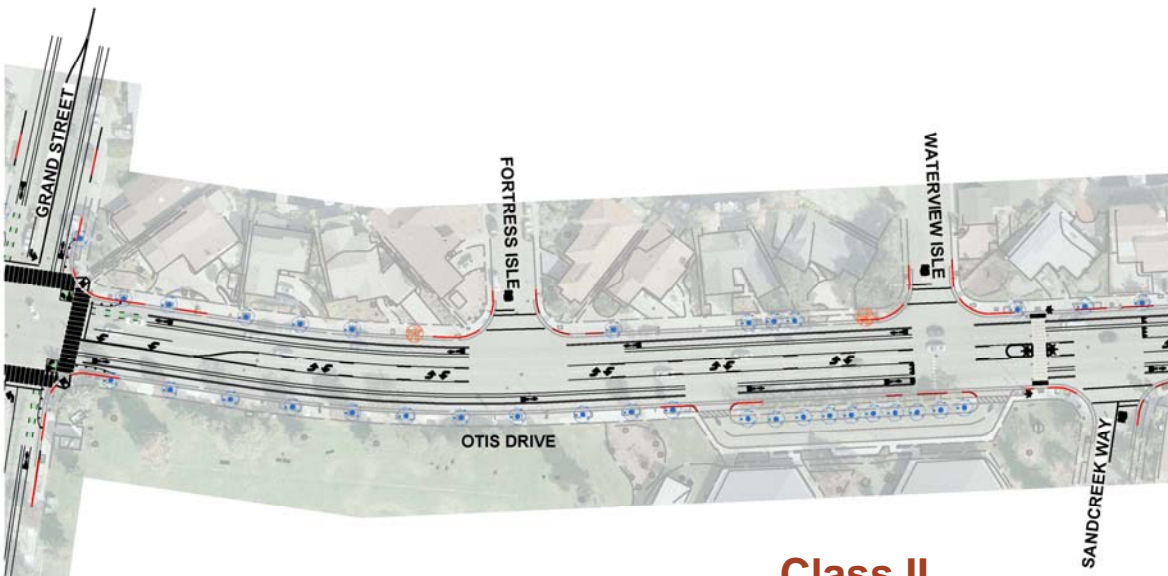






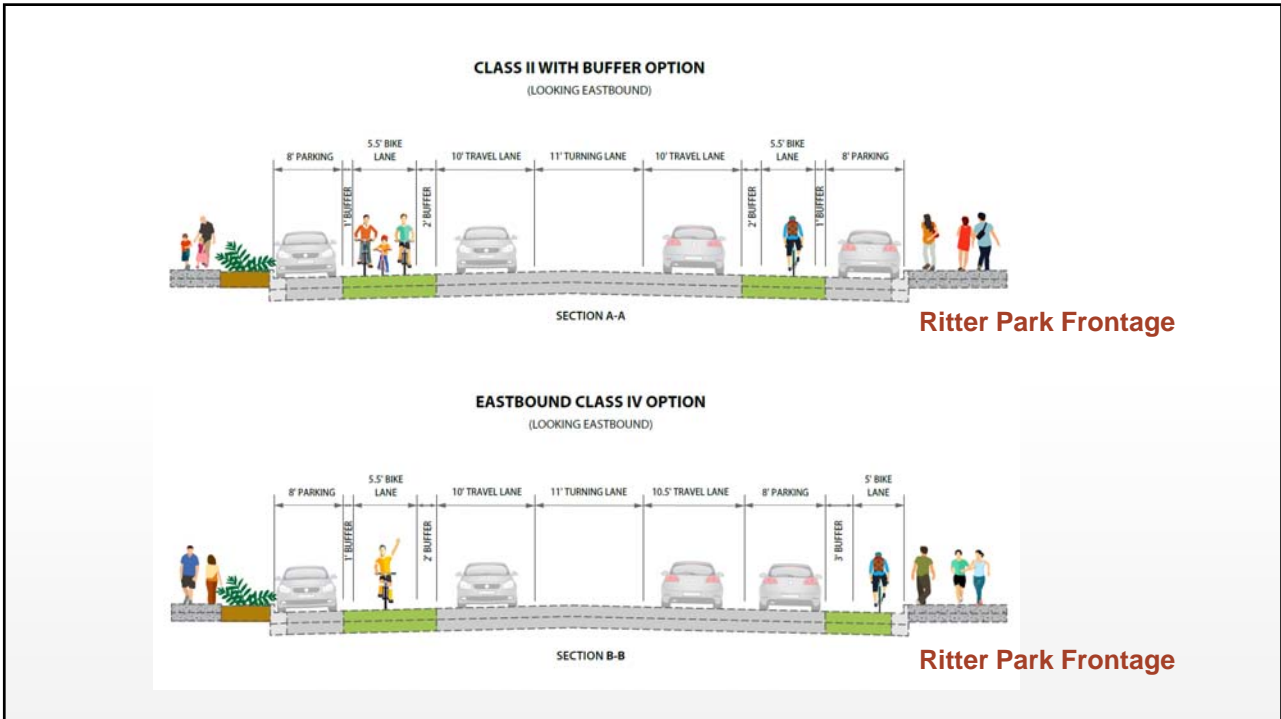
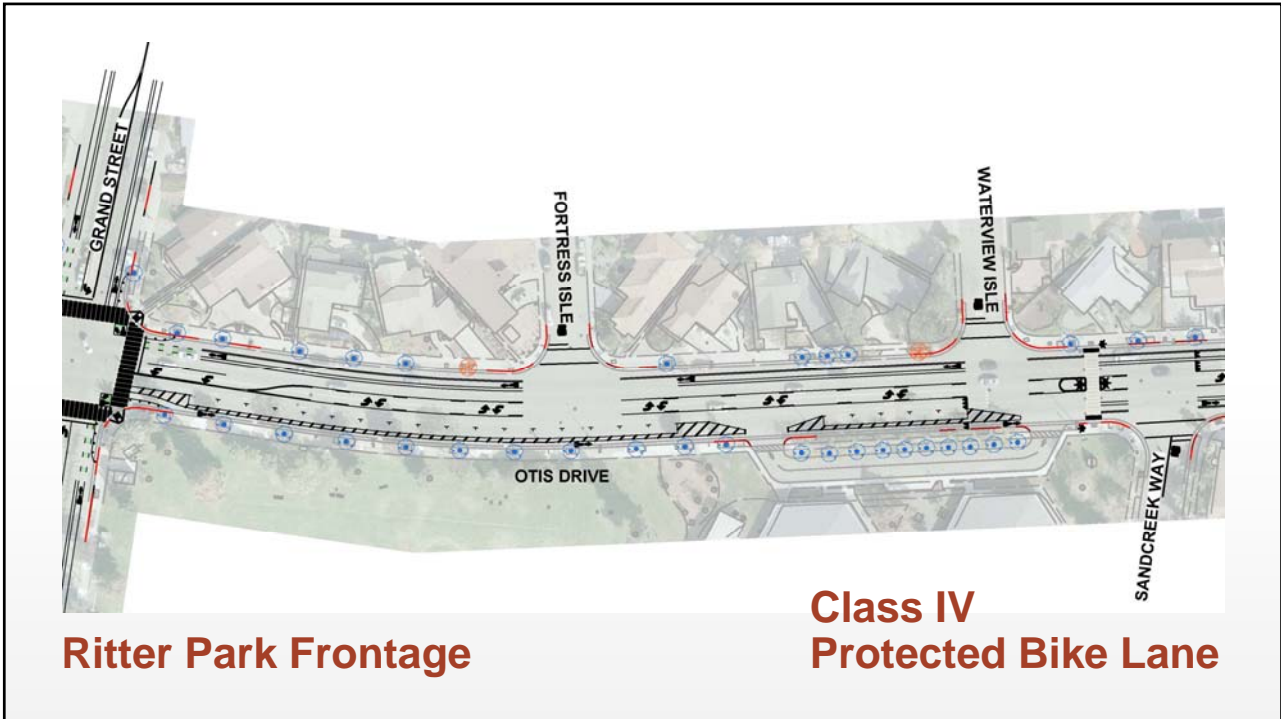
Ritter Park Frontage

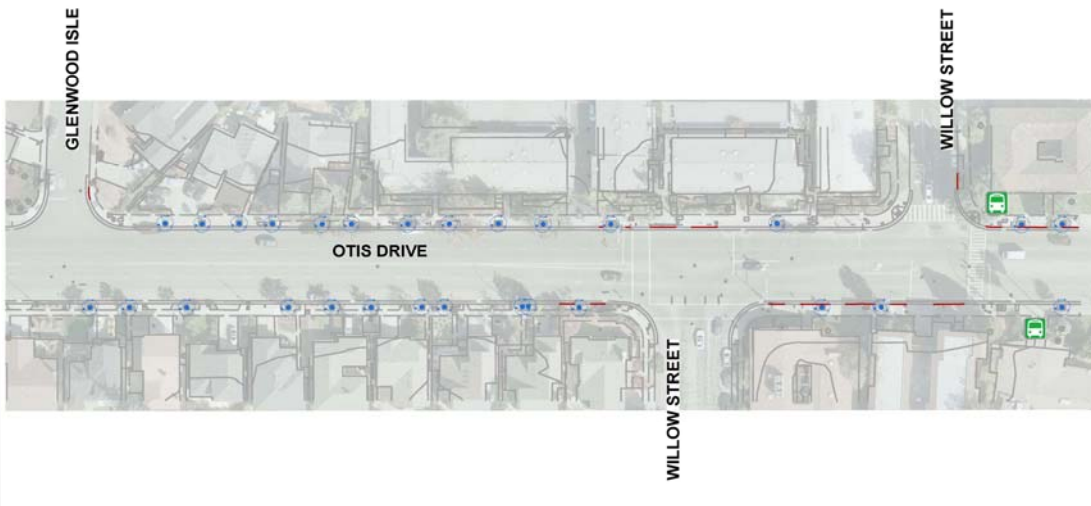
Existing



Ritter Park Frontage

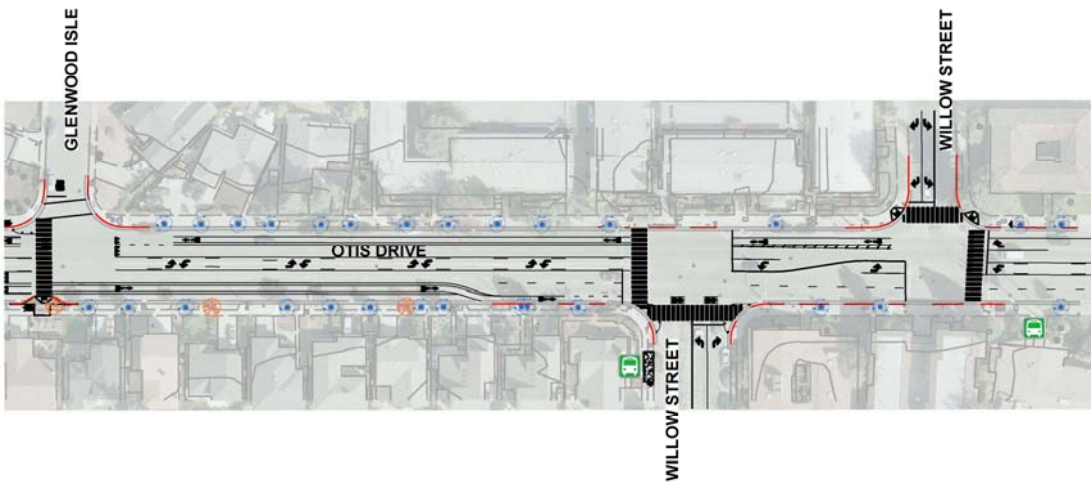
**Class II
Buffered Bike Lane**





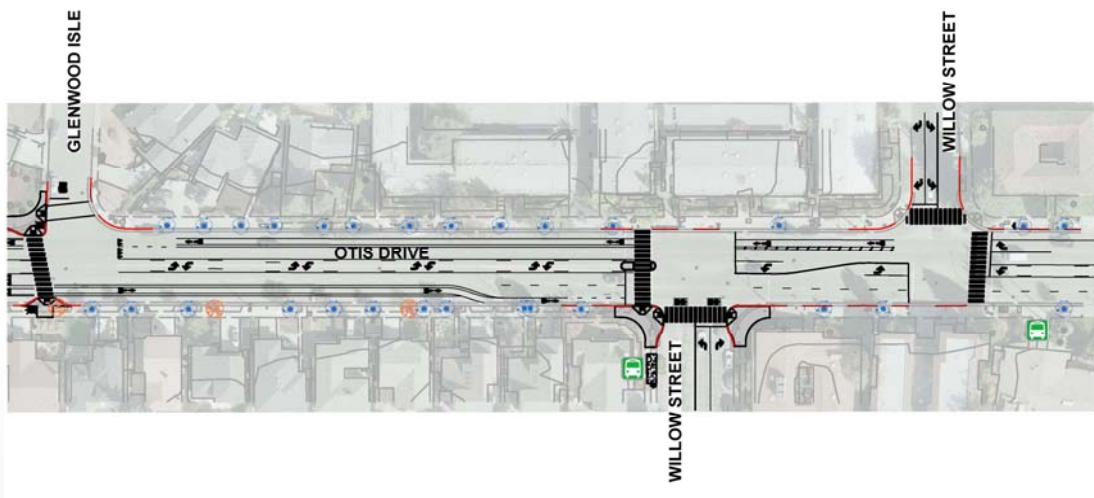
Willow Street

Existing



Willow Street

Short-term



Willow Street

Long-term

Next Steps

- City Council: Tuesday, June 4
 - Short-term Design: Fall 2019
 - Short-term Implementation: Spring 2020
-

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