

PUBLIC MEETING No. 2

Patterson Pass Road Safety Study

Alameda County Public Works Agency

January 28, 2014

6:00 pm – Presentation

6:30 pm – Questions and Answers

7:00 pm – Open House

WELCOME

Eileen Goodwin - Apex Strategies



Patterson Pass Road Safety Study

Ground Rules

- ❑ Turn off cell phones.
- ❑ Do not interrupt the presentation.
- ❑ Wait to be called upon for your question.
- ❑ Be patient and courteous to those who are asking questions.

Purpose of the Study

- ❑ Improve roadway safety
- ❑ Identify and recommend future safety improvements
- ❑ Document preferred safety improvements (with public input)
- ❑ Position ACPWA to compete for highly sought after State/Federal funding grants

Study Tasks

- ✓ Obtain Right of Entries
- ✓ Research and collect existing data
- ✓ Perform traffic, geotechnical, drainage, and environmental assessments
- ✓ Identify locations to improve safety
- ❑ **Develop safety alternatives**
- ❑ **Prepare cost estimates**
- ❑ **Recommend improvements and priorities**
- ❑ **Prepare report**

Existing Corridor

Features	Greenville Rd to San Joaquin County Line
Length within limits	9.2 miles
Four Intersections	Greenville Rd, Flynn Rd, Cross Rd, Midway Rd
Physical Features	Flat and rolling terrain, steep grades, large vertical cuts and fills, vacant grazing lands, nonstandard pavement widths, limited or no shoulders
Posted Speed Limits	45 to 50 mph
Existing Traffic Volumes	2,700 to 3,700 vpd



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mph = miles per hour
vpd = vehicles per day

Intersection Level of Service

- ❑ Greenville Road - LOS “F” for the AM and PM peak hours.
- ❑ Flynn Road - LOS “C” in the AM and LOS “A” in the PM.
- ❑ Cross Road - LOS “F” in the AM and LOS “B” in the PM.
- ❑ Midway Road – LOS “D” in the AM and LOS “B” in the PM.

Level of Service	Flow Conditions	Delay per Vehicle (seconds)	Technical Descriptions
A		<10	Highest quality of service. Free traffic flow with few restrictions on maneuverability or speed. Very short delay
B		10-15	Stable traffic flow. Speed becoming slightly restricted. Low restriction on maneuverability. No delays
C		15-25	Stable traffic flow, but less freedom to select speed, change lanes or pass. Minimal delays
D		25-35	Traffic flow becoming unstable. Speeds subject to sudden change. Passing is difficult. Minimal delays
E		35-50	Unstable traffic flow. Speeds change quickly and maneuverability is low. Significant delays
F		>50	Heavily congested traffic. Demand exceeds capacity and speeds vary greatly. Considerable delays

Source: 2000 HCM, Exhibit 20-2, LOS Criteria for Two-Lane Highways in Class 1

Corridor Users

- ❑ Majority of users are commuters trying to reduce travel time on congested I-580.
- ❑ 60% to 70% are passenger cars
- ❑ 20% to 30% are 2-axle trucks
- ❑ Larger trucks seem to avoid using the corridor

Traffic Findings

Speed Data		
	85 Percentile Speed	Posted Speed Limit
Greenville to Flynn	51	50
Flynn to Cross	54	50
Cross to UPRR	54	45
UPRR to Midway	52	45
Midway to County Line	63	45

Accident Data

January 2005 to December 2012

	Rear-End	Side-Swipe	Head-On	Over-turned	Broadside	Hit Object	TOTALS
Greenville to Flynn	4	0	0	1	5	3	13
Flynn to Cross	1	1	0	3	0	17	22
Cross to UPRR	4	13	13	12	1	52	95
UPRR to Midway	1	1	2	1	0	11	16
Midway to County Line	0	0	0	0	0	0	0
TOTALS	10	15	15	17	6	83	146
% of TOTAL	6.8	10.2	10.2	11.6	4.1	57.1	

Collision Rates

	Average Daily Traffic	No. of Collisions	Length (miles)	Collision Rate (pmvm)	Compared to Statewide Avg of 1.08
Greenville to Flynn	3,094	13	1.2	1.20	+10%
Flynn to Cross	2,661	22	1.08	2.62	+143%
Cross to UPRR	3,595	95	5.54	1.63	+51%
UPRR to Midway	3,574	16	1.20	1.28	+18%
Midway to County Line	3,695	0	0.22	0.00	--
Greenville to County Line	3,300	146	9.24	1.64	+52%

pmvm = per million vehicle miles



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Bicycle Users

❑ East of Cross Road

- Weekdays (2 EB and 5 WB) in the PM hours
- Weekends (26 EB and 10 WB) in late AM and early PM hours.

❑ East of Greenville

- Weekdays (13 EB and 29 WB) in the PM
- Weekends (55 EB and 11 WB) in the late AM and early PM hours.

Data collected in November 2012

Geotechnical Findings

- ❑ Meandering drainage ravines/creeks exist below the roadway with landslides and localized bank failures observed.
- ❑ Landslides located directly adjacent to the roadway but do not appear to be active.
- ❑ Slope failures were observed on steep terrains below the roadway.
- ❑ Greenville Fault crosses the roadway at MM

1.4.

Environmental Findings

- ❑ **Land Use/Community**
 - **Mostly undeveloped grazing lands, some industrial, and scattered residential uses**
- ❑ **Cultural Resources**
 - **Some properties (8) that are 50 years or older – potential historic resources**

Environmental Findings

- ❑ **Hydrology, Water Quality, Storm Water**
 - **East of Flynn Rd – outside FEMA 100-yr floodplain**
 - **West of Flynn Rd – some areas of Zone A (100-yr floodplain) and Zone X (100-yr sheetflow)**
 - **Area susceptible to erosion**

Environmental Findings

- ❑ **Air Quality**
 - **Some portions are close to residences, potential need to mitigate construction emissions**
- ❑ **Noise**
 - **Unlikely that construction operations would exceed local noise thresholds**

Environmental Findings

□ Biological Environment

- **Within East Alameda County Conservation Strategy (EACCS) boundaries**
- **Sensitive natural communities** – *Alkali meadow and scald, mixed willow riparian scrub, and seasonal wetlands*
- **Habitats** – *Burrowing Owl, California Tiger Salamander, California Red-Legged Frog, and San Joaquin Kit Fox*

Safety Recommendations

- ❑ **Short Term Projects – 1 year to 4 years****
 - **Trim Trees** – improve sight distances
 - **Traffic Signs** – warning and regulatory
 - **Enhanced Traffic Signs** – flashing LEDs and Speed Feedback
 - **Rumble Strips** – speed control
 - **CHP Enforcement Turnouts** – speed control
 - **Traffic Signal at Greenville Rd** – under City control

**** Subject to funding availability**

Safety Recommendations

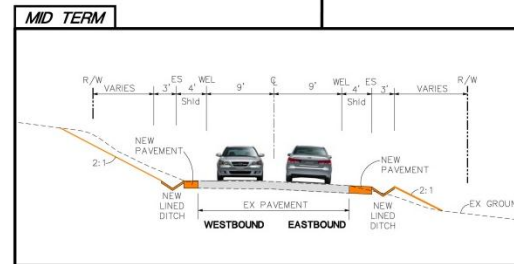
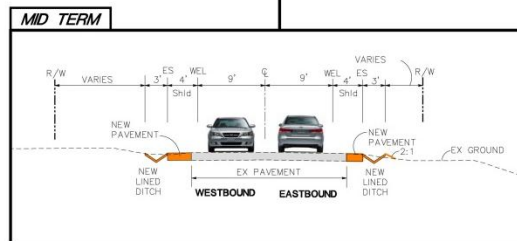
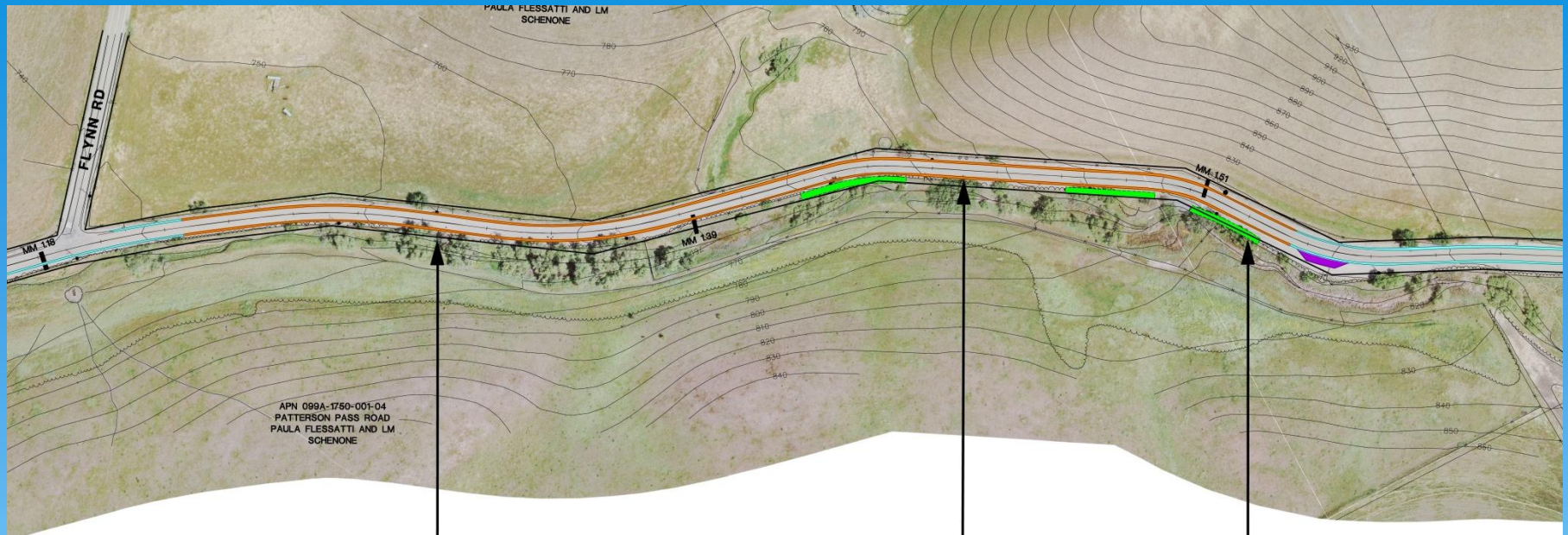
- ❑ **Mid-Term – 5 years to 10 years****
 - **Widen Pavement - 9-ft lanes and 4-ft shoulders**
 - **Context sensitive** – less than Caltrans or AASHTO standards
 - **Spot locations only** – at high accident areas
 - **Does not increase capacity**
 - **No major curve corrections**
 - **Install retaining walls** - minimizes grading and will include surface aesthetic treatments to maintain rural character.

**** Subject to funding availability**

Safety Recommendations

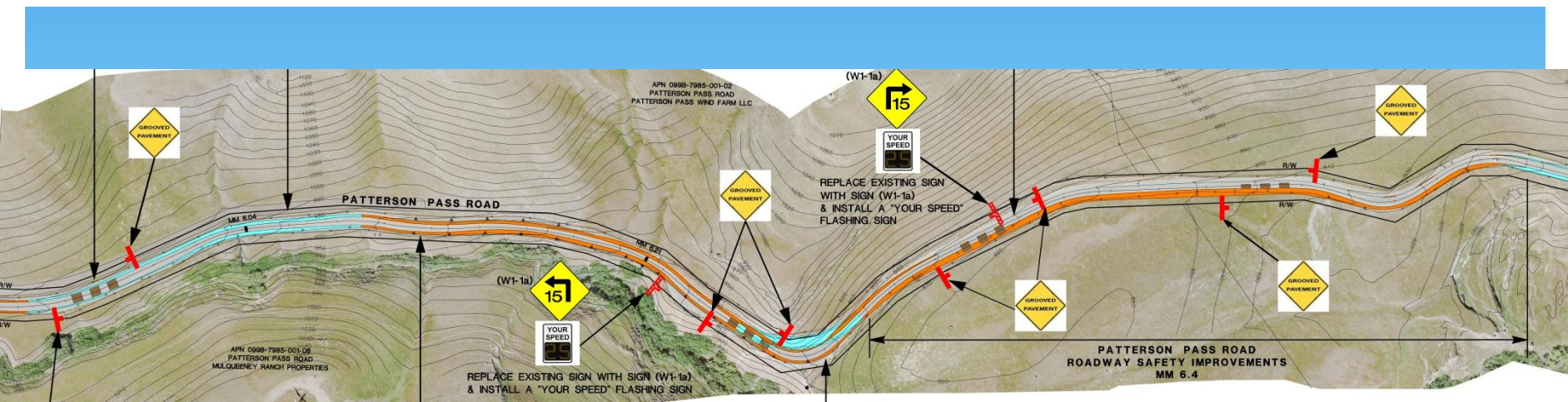
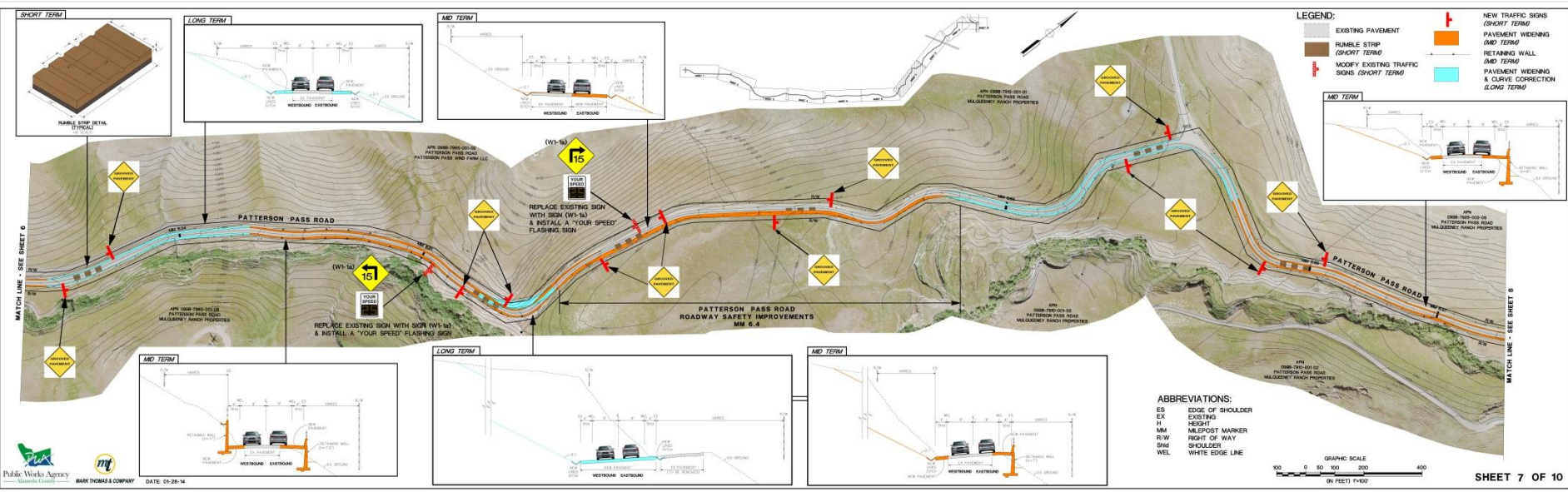
- ❑ Long Term – > than 11 years**
 - **Widen Pavement** - 9-ft lanes and 4-ft shoulders to create consistent widths
 - **Implement curve corrections**

** Subject to funding availability



LOOKING EAST

**** Subject to funding availability**



What will the Safety Study Provide?

- ❑ **Conceptual Plans**
- ❑ **Priority Listing of Short, Mid Term, and Long Term Projects**
- ❑ **Project Descriptions**
- ❑ **Project Cost Estimates**
- ❑ **Preliminary Environmental Assessments**
- ❑ **Final Report and Appendices**

Study Schedule

Public Meeting #1	Completed
Prepare Technical Assessments	Completed
Develop Conceptual Alternatives	Completed
Public Meeting #2	Today
Public Input – present preliminary findings/recommendations	
Complete Technical Studies	
Finalize Recommendations	
Prepare Draft Report	
Draft Report Available to Public	Spring 2014
Public Meeting #3	Summer 2014
Public Input – present recommendations	
Prepare Final Report	Fall 2014

Community Participation

- ❑ **At this meeting:**
 - ***Give your input to County staff and Consultants***
 - ***Provide your input on the pre-printed comment forms***
- ❑ **Online:**
 - ***Presentation materials will be posted online at www.ACPWA.org***
 - ***Download a comment form or email info@acpwa.org with your thoughts***

Community Participation

- ❑ **Mail/Telephone**
 - Mail the pre-printed comment forms
 - Call County Staff:
 - Bond Ng (Patterson Pass Rd)
(510) 670-5785
- ❑ ***Watch for notices of future meetings***

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