PUBLIC MEETING No. 2
Tesla Road Safety Study

6:30pm – Open House

6:50pm – Presentation

7:20pm – Closing Comments

Public Works Agency
Alameda County

Welcome & Introductions

Tesla Road Safety Study

Safety Study Goals

- Identify safety needs
- Identify/recommend potential countermeasures
- Prioritize preferred countermeasures with community input
- Document potential countermeasures in a Safety Study Report

Purpose of Second Public Meeting

- Review of community input from Public Meeting # 1
- Present findings
- Identify potential countermeasure locations
- Present potential countermeasures
- Receive community input on proposed countermeasures

Brief Summary of Public Meeting # 1

- Presented the purpose of and need for the safety study
- Reviewed existing corridor characteristics and traffic conditions
- Presented preliminary schedule of the study tasks
- Provided opportunities for community participation
- Received community input

Tesla Road Safety Study

Community Input Received to Date

Summary of Community Feedback from Public Meeting #1

- Concern
  - Speeding and other safety issues
- Community Suggestions
  - Increase CHP enforcement and fines
  - Maintain existing roadway alignment
  - Study traffic calming measures
  - Improve/add shoulders or bike lanes
  - Guard rail at selected locations
  - Add passing lanes or wide turn outs

Summary of Community Feedback from Public Meeting #1

- Concern
  - Commute Traffic
- Community Suggestions
  - Tolls for commuters
  - Add stop signs
  - Restrict through traffic
  - Regional solutions

Tesla Road Safety Study

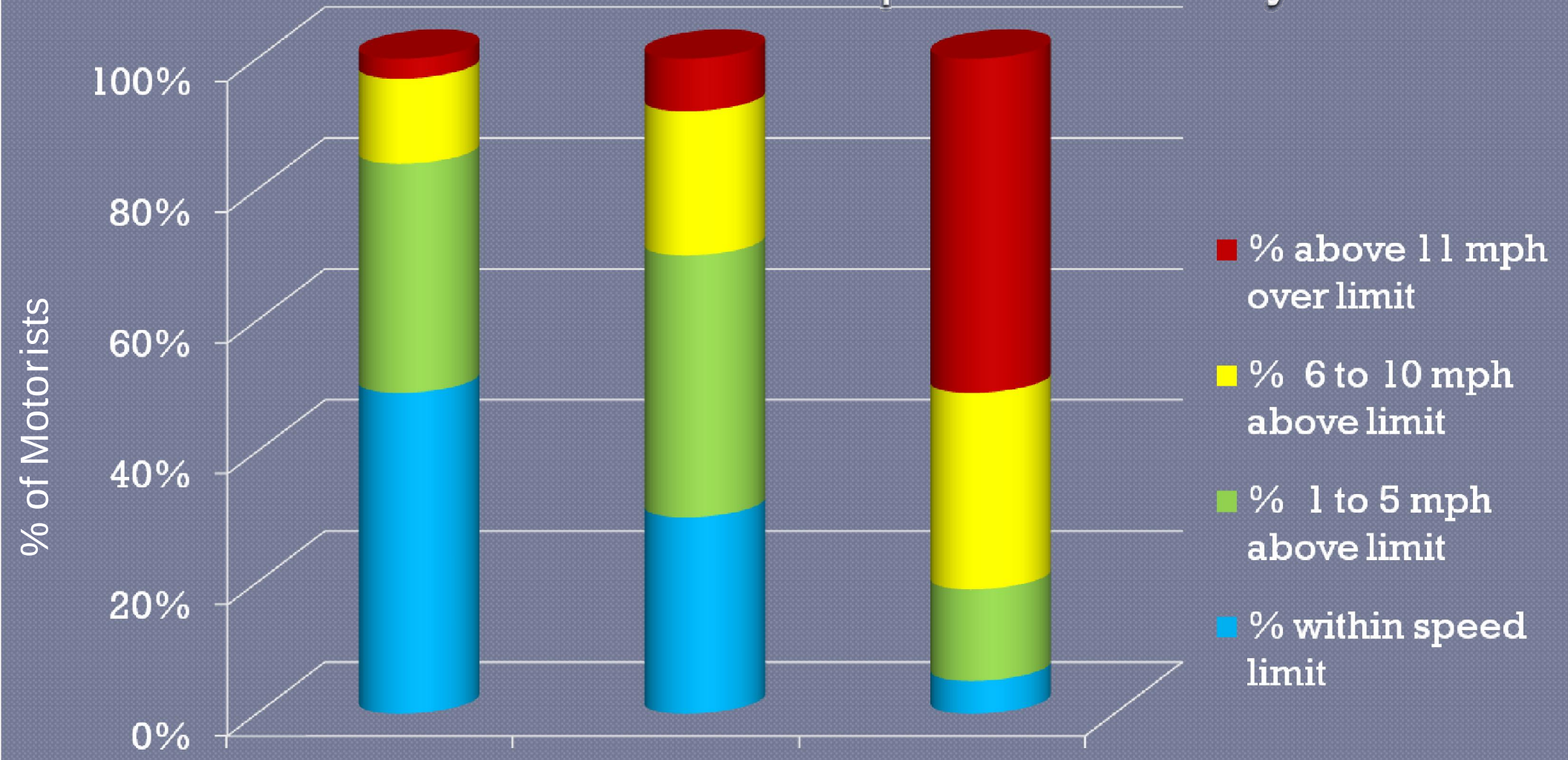
Reviewing Existing Data and Identifying Locations for Potential Countermeasures

Identifying Locations For Potential Countermeasures

- Analyzed issues identified by community
  - Speeding
  - Blind curves
  - Driveway access
- Reviewed 4 years of accident statistics
  - Years 2009 through 2012
  - 54 total accidents
  - Plotted accident frequency by location
  - Identified locations of accident clusters and causes

Tesla Road Vehicle Spot Speeds

Nov 2012 48 hour Speed Summary



	Greenville Rd to Cross Rd	Cross Rd to Eagles Run Rd	Eagles Run Rd to County Line
85% Speed	50 mph	53 mph	61 mph

Posted Speed Limit: 45mph


PRIVATE ROAD
10021 10057
10045 10063
10049 10069

Identifying Locations For Potential Countermeasures

- Analyzed issues identified by community
  - Speeding
  - Blind curves
  - Driveway access
- Reviewed 4 years of accident statistics
  - Years 2009 through 2012
  - 54 total accidents
  - Plotted accident frequency by location
  - Identified locations of accident clusters and causes

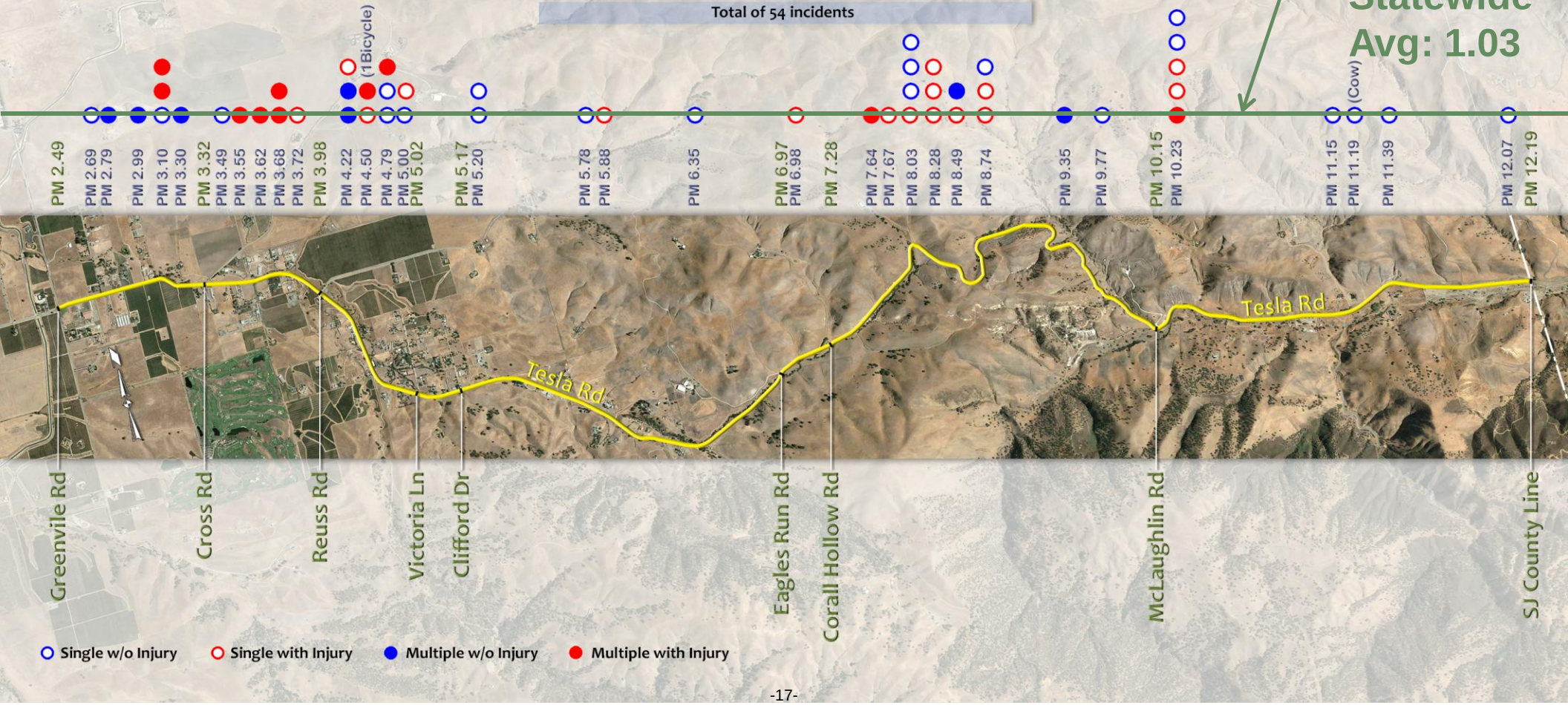
Collision Data (2009 – 2012)

Location	Rear-End	Side swipe	Head-On	Over turn	Broad side	Hit Object	Veh-Ped	Veh-Bike	Other	TOTAL
Greenville Rd to Cross Rd	2	2	1	0	0	2	0	0	0	7
Cross Rd to Eagles Run Rd	1	2	2	1	2	11	0	1	1	21
Eagles Run Rd to County line	0	2	2	6	0	15	0	0	1	26
TOTAL	**3**	**6**	**5**	**7**	**2**	**28**	**0**	**1**	**2**	**54**

TESLA ROAD SAFETY STUDY

Incident Locations and Types 2009 to 2012

INCIDENT TYPE			
Single w/o Injury	Single with Injury	Multiple w/o Injury	Multiple with Injury
21	17	7	9
39%	31%	13%	17%
Total of 54 incidents			



Identification of Potential Countermeasures

Tesla Road Safety Study

Potential Countermeasures

- Criteria for countermeasures
- Countermeasure goals
- Establish corridor specific guidelines for countermeasures
- Maintain local characteristics

Countermeasure Goals

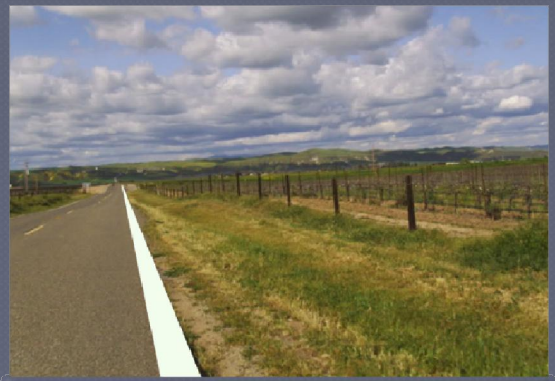
- Address causes for accidents
- Improve driveway access
- Improve multi-modal safety
- Community support

Tesla Road Safety Study

- Timeline to implement potential countermeasures
  - Near term: 2 to 4 years
  - Mid term: 4 to 10 years
  - Long term: Beyond 10 years

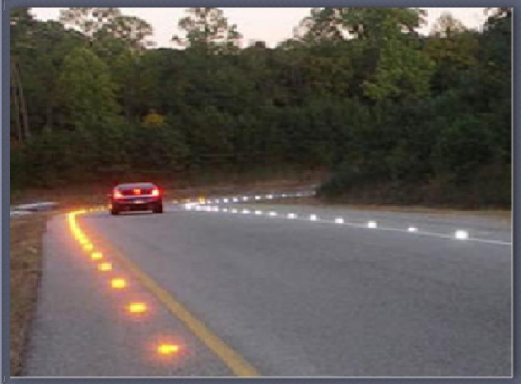
Typical Near-Term Countermeasures

Additional Signs



6” to 8” Wide Edge Line

Safety/Enforcement Pull-Out Area



Reflective Pavement Markers

Center Line Rumble Strip

Improve/Pave Driveways

Trim Trees

Typical Mid-Term Countermeasures

4 ft Wide Paved Shoulder

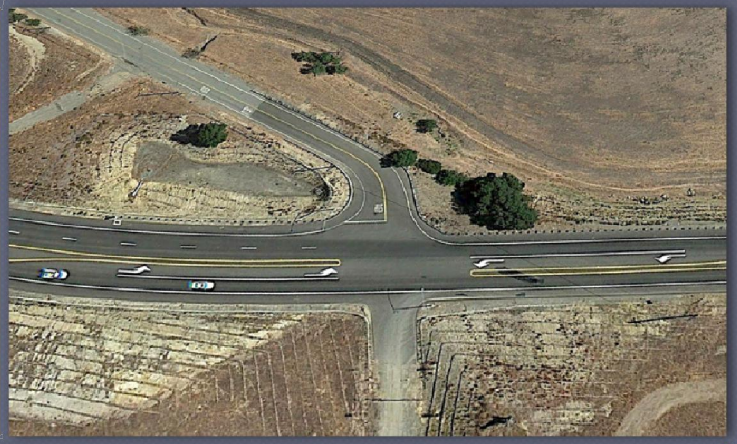
8" Wide White Edge Lines

Shoulder Rumble Strips

Typical Long-Term Countermeasures

8 Foot Wide Paved Shoulders

Realigned Curves to Increase Sight Distance



Left Turn Pockets at Public and Private Street Intersections

ISSUE	UNSAFE PASSING AND VEHICLES RUNNING OFF ROAD ALONG S-CURVE.
COUNTER-MEASURES	NEAR-TERM: SPEED FEEDBACK SIGNS, ADD'L WARNING SIGNS, TRIM TREES, CENTERLINE RUMBLE STRIPS, REFLECTIVE PAVEMENT MARKERS, 8" WIDE EDGE LINE, SAFETY/ENFORCEMENT PULLOUT AREA. MID-TERM: SHOULDER RUMBLE STRIPS, 4' WIDE SHOULDERS

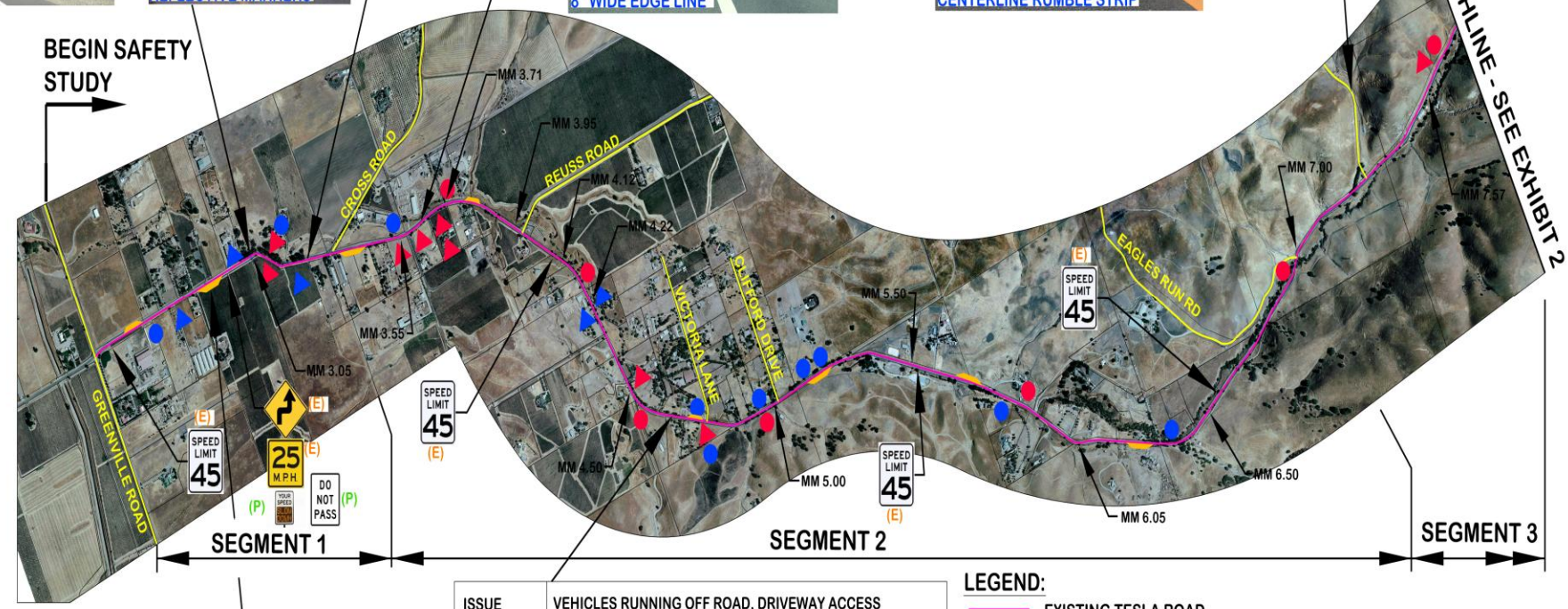

TRIM TREES


REFLECTIVE MARKERS

ISSUE	UNSAFE PASSING, VEHICLES RUNNING OFF ROAD
COUNTER-MEASURES	NEAR-TERM: ADVANCE CURVE WARNING SIGNS, DO NOT PASS SIGNS, CENTERLINE RUMBLE STRIPS, 8" WIDE EDGE LINE, REFLECTIVE PAVEMENT MARKERS, SAFETY/ENFORCEMENT PULLOUT AREA MID-TERM: SHOULDER RUMBLE STRIPS, 4' WIDE SHOULDERS


8" WIDE EDGE LINE


CENTERLINE RUMBLE STRIP



ISSUE	VEHICLES RUNNING OFF ROAD, DRIVEWAY ACCESS
COUNTER-MEASURES	NEAR-TERM: ADVANCE CURVE WARNING SIGNS, 8" WIDE EDGE LINE, REFLECTIVE PAVEMENT MARKERS, IMPROVE DRIVEWAYS, SAFETY/ENFORCEMENT PULLOUT AREA MID-TERM: SHOULDER RUMBLE STRIPS, 4' WIDE SHOULDERS


SAFETY / ENFORCEMENT PULLOUT AREA


DRIVEWAY IMPROVEMENTS


SHOULDER RUMBLE STRIP

LEGEND:

- EXISTING TESLA ROAD
- EXISTING CROSS STREETS
- ONE VEHICLE - PROPERTY DAMAGE ONLY
- MULTIPLE VEHICLES - PROPERTY DAMAGE ONLY
- ONE VEHICLE - INJURY
- MULTIPLE VEHICLES - INJURY
- MM X.XX EXISTING MILE MARKER
- (E) EXISTING SIGN
- (P) PROPOSED SIGN
- PROPOSED SAFETY/ENFORCEMENT PULLOUT AREA

NOTE: ACCIDENT DATA IS FROM 2009 TO 2012.

TOTAL LENGTH = ± 9.6 MILES
POSTED SPEED 45 MPH

TESLA ROAD SAFETY STUDY

SCALE 1'=500' | Sep 2014

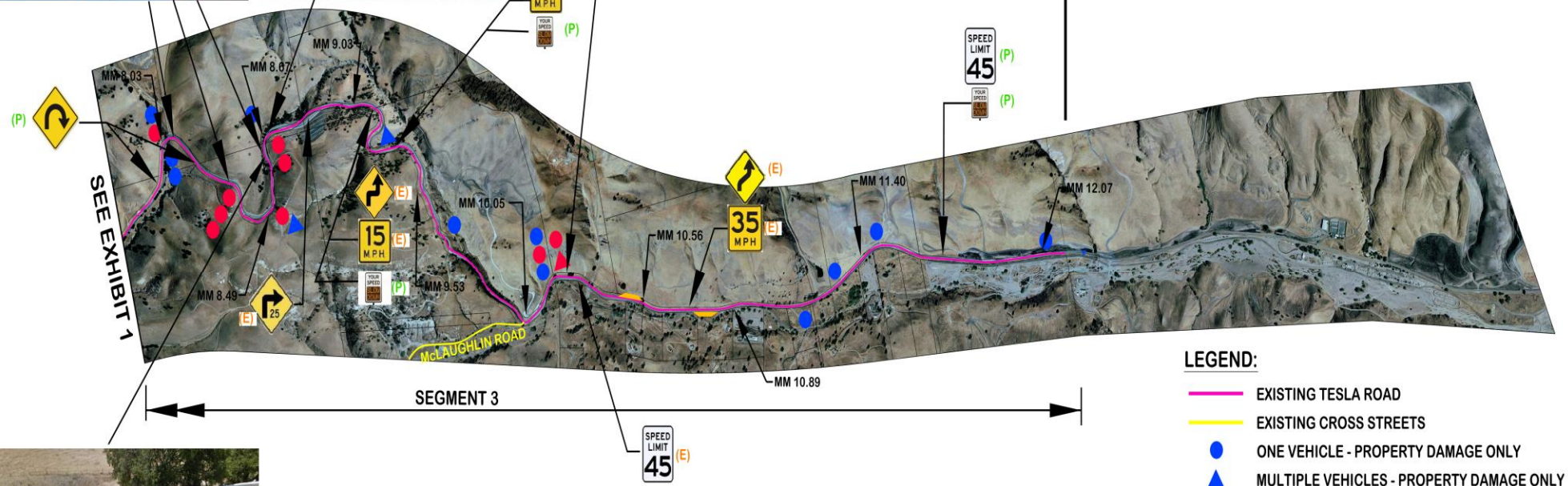
Public Works Agency — Alameda County

TY·LIN INTERNATIONAL

ISSUE	VEHICLES RUNNING OFF ROAD AND OVERTURNING AT SHARP CURVES, UNSAFE PASSING
COUNTER-MEASURES	NEAR TERM: ADVANCE CURVE WARNING SIGNS, SPEED FEED BACK SIGNS, CHEVRON SIGNS, REFLECTIVE PAVEMENT MARKERS, 8" WIDE EDGE LINE, TRANSVERSE RUMBLE STRIPS, CENTERLINE RUMBLE STRIPS, INSTALL/REPLACE GUARD RAIL MID-TERM: SHOULDER RUMBLE STRIPS, 4' WIDE SHOULDERS


CHEVRON SIGNS


TRANSVERSE RUMBLE STRIP




INSTALL/REPLACE GUARD RAIL

CORRIDOR COLLISION HISTORY (JAN 2009 THROUGH DEC 2012)

SEGMENT	LOCATION	NUMBER OF COLLISIONS	REAR-END	SIDE SWEEP	HEAD-ON	OVER-TURNED	BROAD-SIDE	HIT OBJECT	VEHICLE-PEDESTRIAN	VEHICLE-BIKE	OTHER
SEGMENT 1	GREENVILLE RD TO CROSS RD	7	2	2	1	0	0	2	0	0	0
SEGMENT 2	CROSS RD TO EAGLES RUN RD	21	1	2	2	1	2	11	0	1	1
SEGMENT 3	EAGLES RUN RD TO SAN JOAQUIN COUNTY LINE	26	0	2	2	6	0	15	0	0	1

LEGEND:

- EXISTING TESLA ROAD
- EXISTING CROSS STREETS
- ONE VEHICLE - PROPERTY DAMAGE ONLY
- MULTIPLE VEHICLES - PROPERTY DAMAGE ONLY
- ONE VEHICLE - INJURY
- MULTIPLE VEHICLES - INJURY
- MM X.XX EXISTING MILE MARKER
- (E) EXISTING SIGN
- (P) PROPOSED SIGN
- PROPOSED SAFETY/ENFORCEMENT PULLOUT AREA

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Alameda County

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TESLA ROAD SAFETY STUDY

SCALE 1'=500' | Sep 2014

Tesla Road Safety Study

- Multi-Agency Regional Countermeasures
  - Build new regional route for commuters
  - Extend BART
  - Study and improve I-580
  - Close exit ramps
  - Create toll road

Tesla Road Safety Study

- Next Steps:
  - Complete countermeasure evaluation
  - Recommendations and prioritizations
  - Draft safety report
  - Public meeting # 3

Safety Study Tasks & Preliminary Schedule

TASK	TIMEFRAME
Public Meeting # 1	*Completed*
Prepare Technical Assessments	*Completed*
Develop Conceptual Alternatives	*Completed*
✳Public Meeting #2	September 2014
Draft Report Available to Public	November 2014
Public Meeting #3	Nov/Dec 2014
Final Safety Study Report	January 2015

Continuing Public Involvement

Tesla Road Safety Study

Community Participation Opportunities

- We want you to stay involved!
- At this meeting
  - Give your input to County Staff and Consultants
- Online
  - Materials posted online at: www.ACPWA.org
  - Download a comment form or email info@acpwa.org with your thoughts
- Mail/Phone
  - Pre-printed comment cards
  - 510.670.6456
- At public meeting #3
  - Nov/Dec 2014