

# PUBLIC MEETING No. 2

## Tesla Road Safety Study

6:30pm – Open House

6:50pm – Presentation

7:20pm – Closing Comments



# Welcome & Introductions

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## Tesla Road Safety Study



# Safety Study Goals

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- 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

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- 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

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- 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

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## Community Input Received to Date



# Summary of Community Feedback from Public Meeting #1

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## ○ 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

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



# Tesla Road Safety Study

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## Reviewing Existing Data and Identifying Locations for Potential Countermeasures



# Identifying Locations For Potential Countermeasures

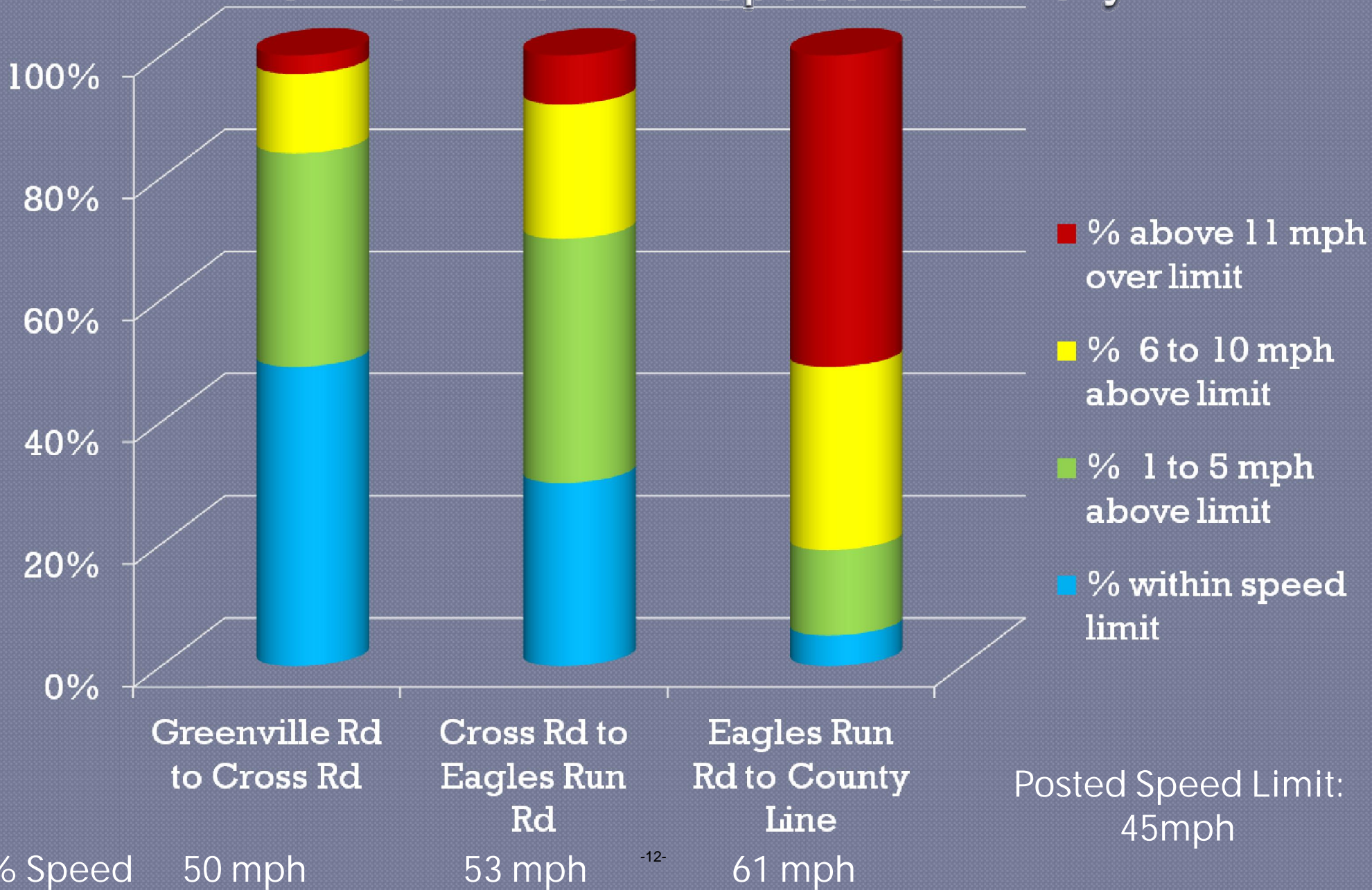
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- Analyzed issues identified by community
  - Speeding
  - Blind curves
  - Driveway access
- Reviewed 4 years of accident statistics
  - Years 2009 through 2012
  - 54 total accidents
  - Plotted accident frequency by location
  - Identified locations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



# Tesla Road Vehicle Spot Speeds

## Nov 2012 48 hour Speed Summary







# Identifying Locations For Potential Countermeasures

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# 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
<b>TOTAL</b>	<b>3</b>	<b>6</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>28</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>54</b>





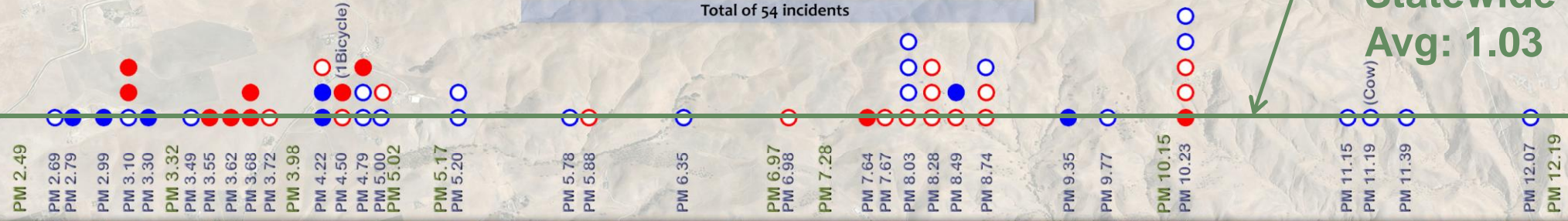
# TESLA ROAD SAFETY STUDY



## 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			

Statewide  
Avg: 1.03



# Identification of Potential Countermeasures

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## Tesla Road Safety Study



# Potential Countermeasures

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



# Countermeasure Goals

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



# Tesla Road Safety Study

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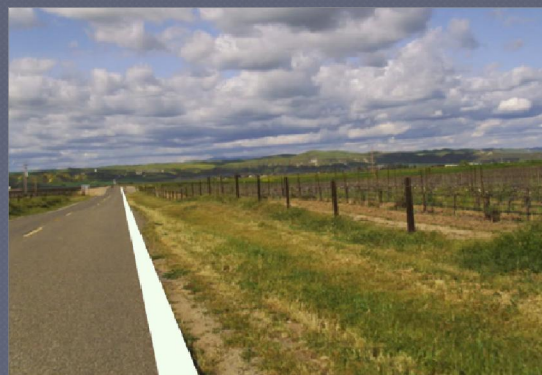
- Timeline to implement potential countermeasures
  - Near term: 2 to 4 years
  - Mid term: 4 to 10 years
  - Long term: Beyond 10 years



# 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



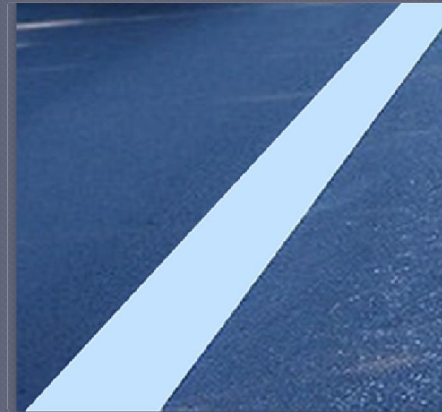
Trim Trees



# Typical Mid-Term Countermeasures



4 ft Wide Paved Shoulder



8" Wide White Edge Lines



Shoulder Rumble Strips



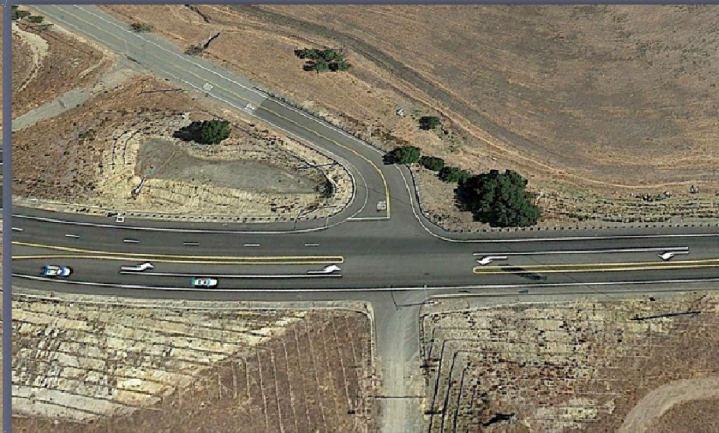
# Typical Long-Term Countermeasures



8 Foot Wide Paved Shoulders



Realigned Curves to Increase Sight Distance



Left Turn Pockets at Public and Private Street Intersections



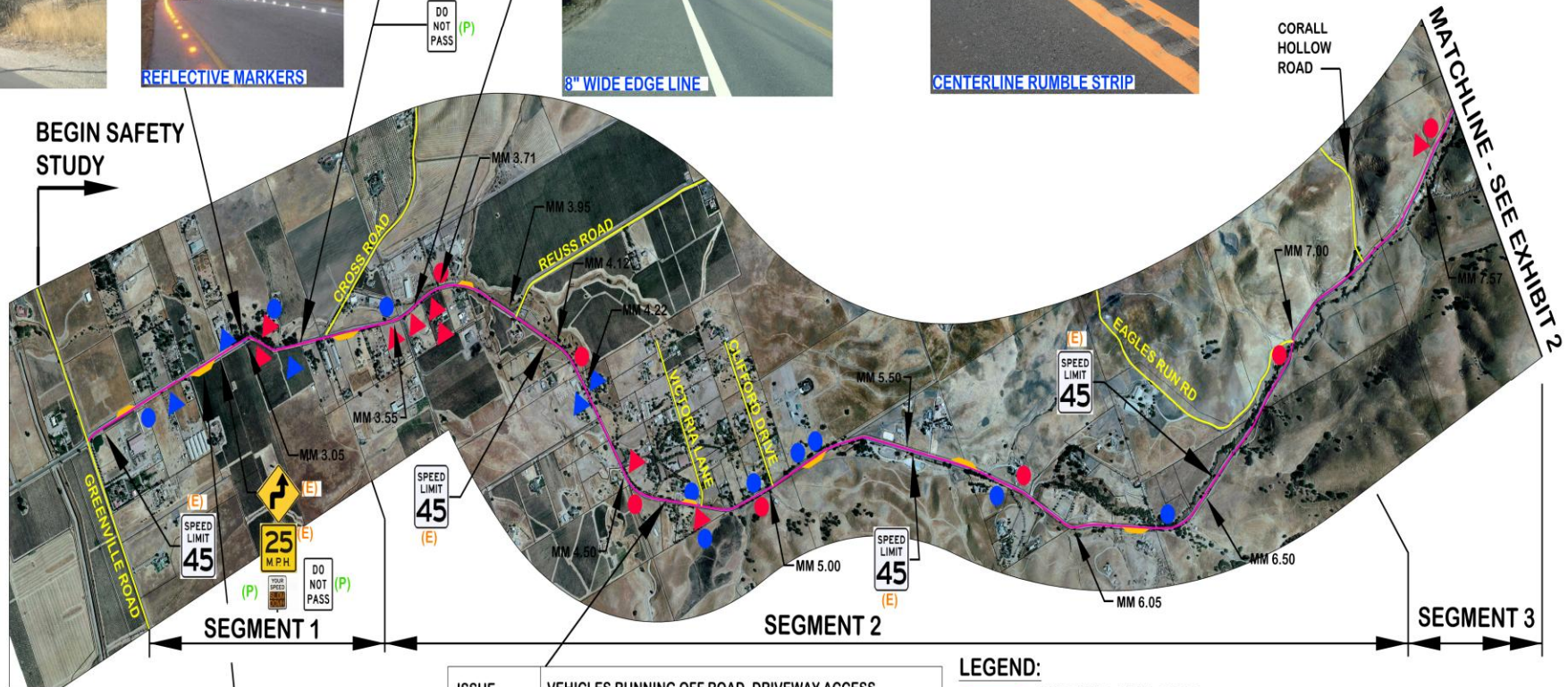
**ISSUE** UNSAFE PASSING AND VEHICLES RUNNING OFF ROAD ALONG S-CURVE.

**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



**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



BEGIN SAFETY STUDY

SEGMENT 1

SEGMENT 2

SEGMENT 3

MATCHLINE - SEE EXHIBIT 2

**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



**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

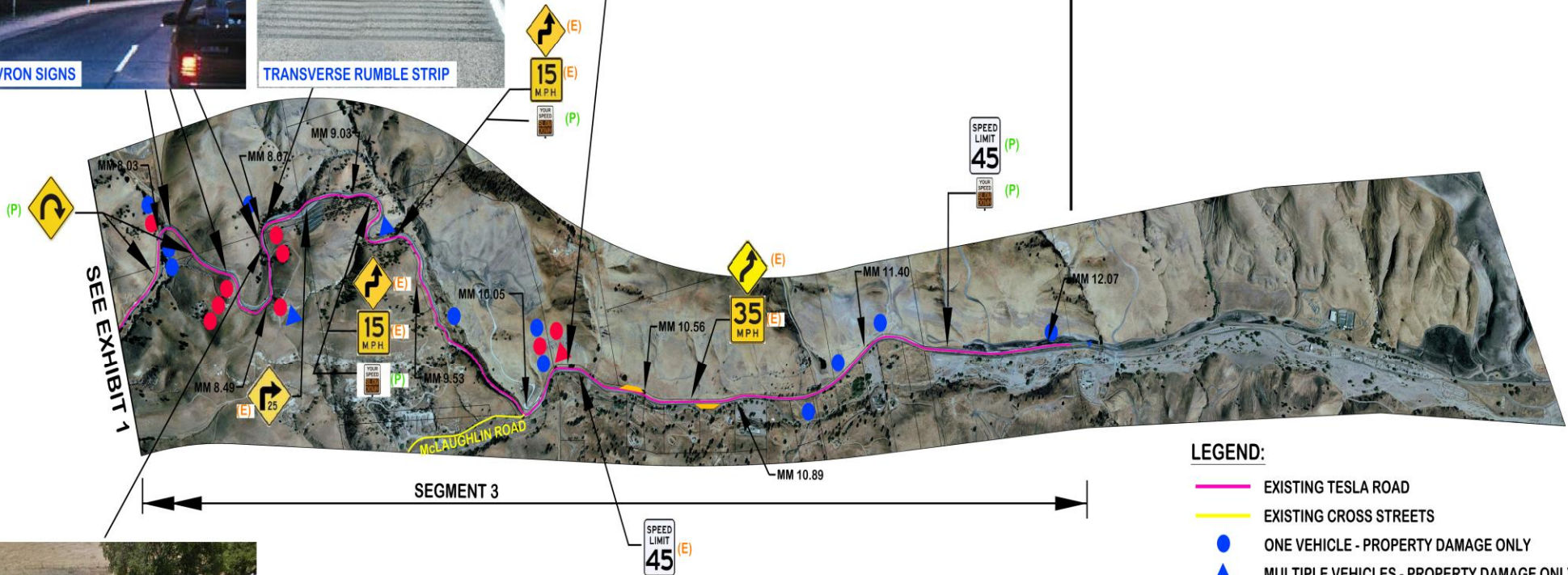
**TESLA ROAD SAFETY STUDY**

SCALE 1"=500' Sep 2014

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



ALAMEDA COUNTY SAN JOAQUIN COUNTY  
← END SAFETY STUDY →



SEE EXHIBIT 1

SEGMENT 3

- 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



**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

TOTAL LENGTH = ± 9.6 MILES  
POSTED SPEED 45 MPH

**TESLA ROAD SAFETY STUDY**  
SCALE 1"=500' Sep 2014



# Tesla Road Safety Study

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- 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

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## ○ Next Steps:

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



# Safety Study Tasks & Preliminary Schedule

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## 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

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## Tesla Road Safety Study



# Community Participation Opportunities

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- 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](http://www.ACPWA.org)
  - Download a comment form or email [info@acpwa.org](mailto:info@acpwa.org) with your thoughts
- Mail/Phone
  - Pre-printed comment cards
  - 510.670.6456
- At public meeting #3
  - Nov/Dec 2014

