

Olympic Boulevard and Reliez Station Road Corridor (Pleasant Hill Road - Glenside Drive N.) Traffic Study



City of Lafayette
Community Meeting 2 – January 22, 2015

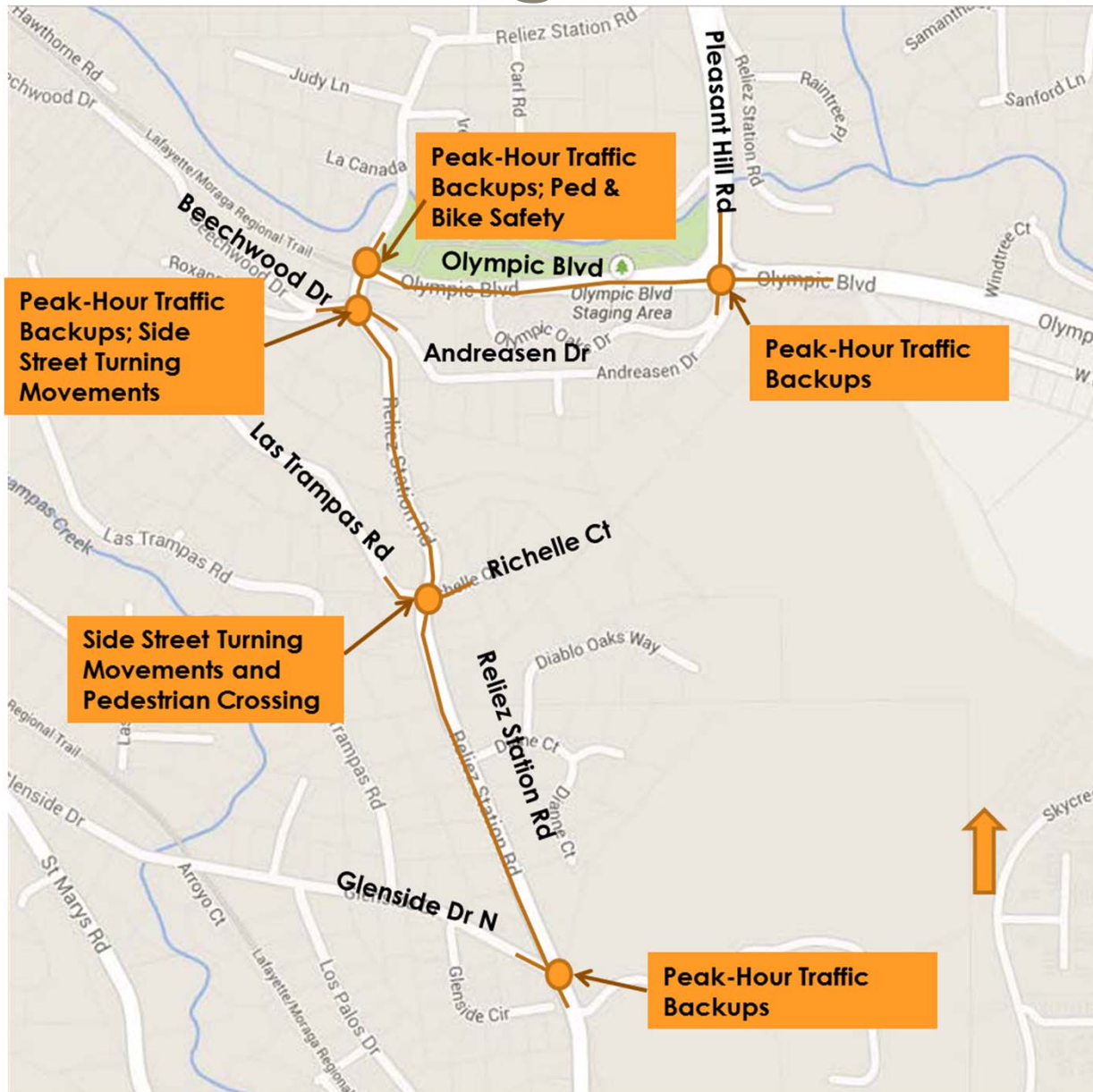
Agenda

- 6:30 – 7:00 Presentation Overview
- 7:00 – 7:30 Q & A
- 7:30 – 7:45 Prioritize Alternatives
- 7:45 – 8:00 Wrap-up

Presentation Overview

- Background
- Overview of Study
- Description of process
- Existing Conditions Findings
- Alternatives Presentation
- Next steps

Background



Project Goals

- Identify areas of concern for residents
- Clarify parameters and metrics for traffic study
- Gather & analyze data
- Develop appropriate traffic improvement plan for the corridor
- Gather residents' feedback on the improvements
- Recommend corridor wide solution

Process for Plan Approval

- Present solution options to address identified concerns
- Gather feedback and support from the community
- Plan will be presented to Circulation Commission for review
- Commission will review plans and recommend course of action to City Council



Pleasant Hill Rd & Olympic Blvd Concerns

Intersection	Issue Identified by Residents													
	Excessive Speed / Traffic Violations		Traffic Congestion (Ex. + Future)		Safety at Intersections		Side Street Accessibility		Excessive Truck Traffic		Traffic Routing/ RSR as a Bypass		Pedestrian / Bicycle Safety	
Measures / Analysis Conducted for Verification	Resident Input	Speed Data Assessment	Resident Input	Traffic Volume Data / Intersection LOS Assessment	Resident Input	Collision Data Assessment	Resident Input	Sight Distance Assessment	Resident Input	Classification Count Assessment	Resident Input	Traffic Volume Assessment	Resident Input	Traffic Volume / Speed / Collision Data/ Sight Distance Assessment
1 Pleasant Hill Rd. / Olympic Blvd.	Green	N/A	Red	Excessive eastbound queuing and poor LOS in the future	Green	N/A	Green	N/A	Green	N/A			Yellow	Auto volumes and speeds create potential issue

Assessment Key: [Red = Severe, Yellow = Moderate, Green = Minor]





Notes:

[1] Resident Input corresponds to 1) how respondents to the on-line survey ranked issues at each intersection and 2) input gathered from the Community Walks and Community Meeting; "Traffic Routing/Reliez Station Road (RSR) as a Bypass" was not offered as an issue choice in the survey but was raised in the community meeting.

Alternative 1: Traffic Signal



LEGEND:

-  SIGNAL POLE AND ARM
-  SIGNAL HEAD
-  LUMINAIRE
-  VIDEO DETECTION ZONE

Alternative 1: Pros & Cons

Pros:

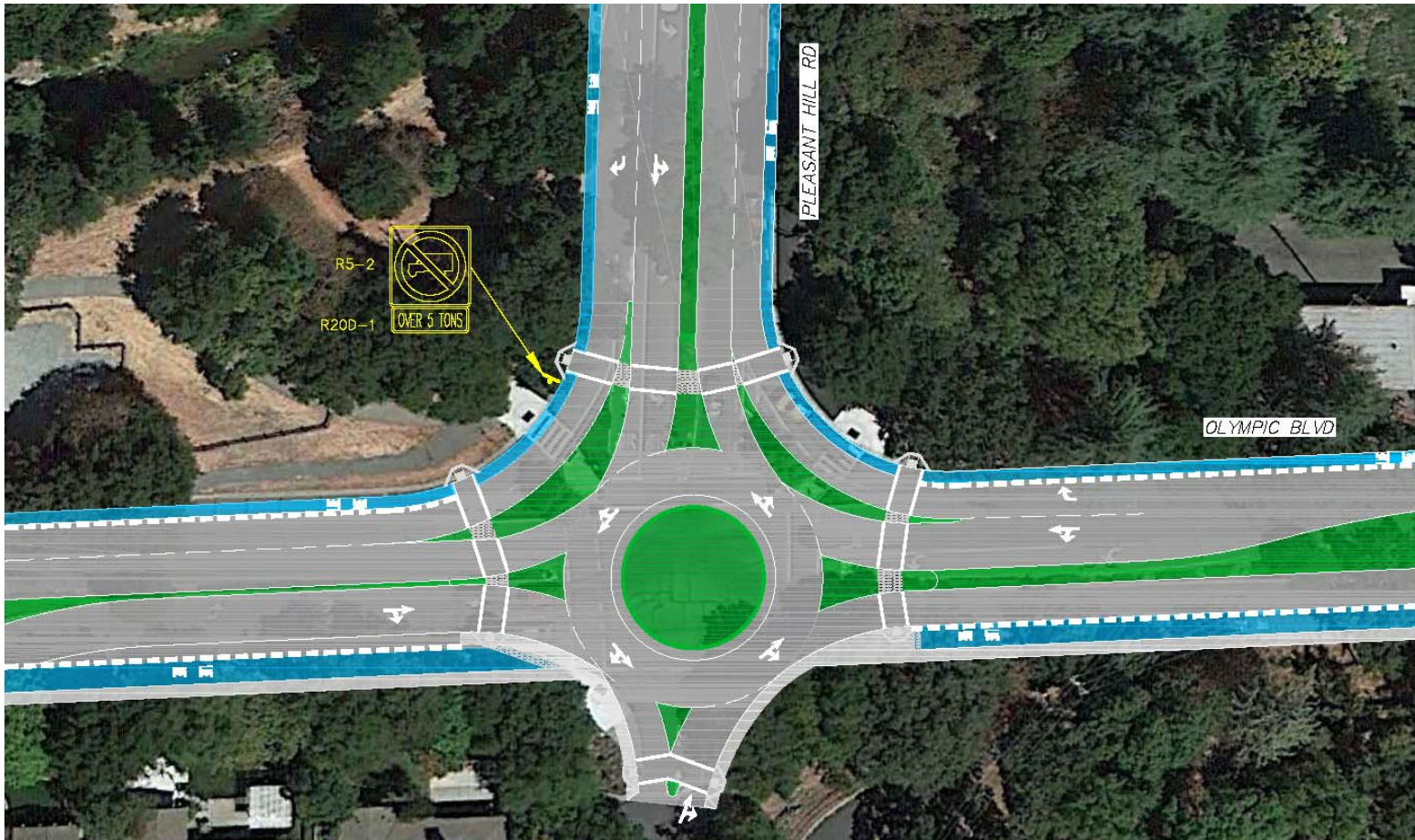
- Reduces delay and improves operation
- More familiar ped/bike movements
- Fast construction time

Cons:

- High Operating cost
- Visual aesthetic is not as pleasant
- Less efficient outside peak traffic times
- Repeated rejection by community in the past

Estimated Cost: \$300,000

Alternative 2: 1-Lane Roundabout



NOTES:

1. PROVIDE PROPER SIGNAGE FOR BICYCLIST TO USE CROSSWALK TO PASS THROUGH THE ROUNDABOUT.

Alternative 2: Pros & Cons

Pros:

- Reduces speed through the intersection
- Reduces delay and improves traffic operation
- Low operating cost
- Nice visual aesthetic

Cons:

- Bike and ped path of travel takes longer
- Driver acclimation may take time
- Construction time takes longer
- Higher construction cost compared to signal

Estimated Cost: \$700,000

Reliez Station Rd & Olympic Blvd Concerns

Intersection	Issue Identified by Residents													
	Excessive Speed / Traffic Violations		Traffic Congestion (Ex. + Future)		Safety at Intersections		Side Street Accessibility		Excessive Truck Traffic		Traffic Routing/ RSR as a Bypass		Pedestrian / Bicycle Safety	
Measures / Analysis Conducted for Verification	Resident Input	Speed Data Assessment	Resident Input	Traffic Volume Data / Intersection LOS Assessment	Resident Input	Collision Data Assessment	Resident Input	Sight Distance Assessment	Resident Input	Classification Count Assessment	Resident Input	Traffic Volume Assessment	Resident Input	Traffic Volume / Speed / Collision Data/ Sight Distance Assessment
2 Olympic Blvd. / Reliez Station Rd.		N/A		LOS F in AM Peak		N/A				The vehicle counts indicate that some larger trucks are violating the "trucks restricted" sign and using the corridor. However, large truck volume appears low and typical at 1%, Single Unit truck volumes may be excessive at 12%.		More trips observed than homes would generate		Potential issue as entry point to trail and observation that few drivers fully stop

Assessment Key: [Red = Severe, Yellow = Moderate, Green = Minor]

Notes:

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Reliez Station Rd & Beechwood Dr. Concerns

Intersection	Issue Identified by Residents													
	Excessive Speed / Traffic Violations		Traffic Congestion (Ex. + Future)		Safety at Intersections		Side Street Accessibility		Excessive Truck Traffic		Traffic Routing/ RSR as a Bypass		Pedestrian / Bicycle Safety	
Measures / Analysis Conducted for Verification	Resident Input	Speed Data Assessment	Resident Input	Traffic Volume Data / Intersection LOS Assessment	Resident Input	Collision Data Assessment	Resident Input	Sight Distance Assessment	Resident Input	Classification Count Assessment	Resident Input	Traffic Volume Assessment	Resident Input	Traffic Volume / Speed / Collision Data/ Sight Distance Assessment
3 Reliez Station Rd. / Beechwood Dr./ Andreason Ln.		N/A		LOS E in the existing AM Peak and LOS F in the future AM Peak		N/A		Does not meet Caltrans standards		The vehicle counts indicate that some larger trucks are violating the "trucks restricted" sign and using the corridor. However, large truck volume appears low and typical at 1%, Single Unit truck volumes may be excessive at 12%.				N/A

Assessment Key: [Red = Severe, Yellow = Moderate, Green = Minor]

Notes:

[1] Resident Input corresponds to 1) how respondents to the on-line survey ranked issues at each intersection and 2) input gathered from the Community Walks and Community Meeting; "Traffic Routing/Reliez Station Road (RSR) as a Bypass" was not offered as an issue choice in the survey but was raised in the community meeting.

Alternative 1: Free NB Right & WB Left



LEGEND:

RRFB RECTANGULAR
 RAPID FLASH
 BEACON



Alternative 1: Pros & Cons

Pros:

- Improves traffic congestion
- Improves side street access at Beechwood Dr
- Low construction cost

Cons:

- Non-conventional stop control
- Requires free right turn to yield to peds
- Inconvenient detours for some residents of Reliez Station (North Loop)

Estimated Cost: \$49,000

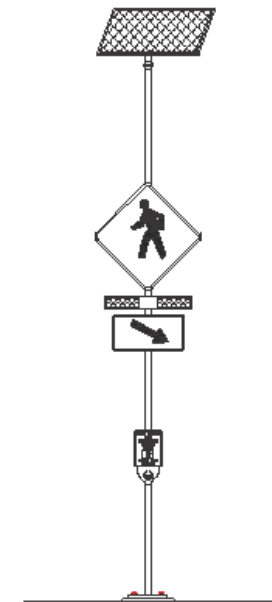
Alternative 2: 2-Way Turn Lane w/ raised median

Optional –
Relocate parking lot &
North leg of intersection



LEGEND:

RRFB RECTANGULAR
RAPID FLASH
BEACON



Alternative 2: Pros & Cons

Pros:

- Reduces traffic congestion
- Improves ped and bicycle safety
- Improves side street access for Beechwood Dr
- Reduces rear-end collision (potential)
- Reduce cut-thru onto Reliez Station (north loop)

Cons:

- Construction cost
- Inconvenient detours for some residents of Reliez Station Rd (North Loop)

Estimated Cost: \$56,000

Estimated Cost w/ Parking Lot: \$1,960,000

Alternative 3: Traffic Signal



LEGEND:

- SIGNAL POLE AND ARM
- SIGNAL HEAD
- LUMINAIRE
- VIDEO DETECTION ZONE

NOTES:

1. PROVIDE PROPER SIGNAL TIMING TO ACCOMMODATE PEDESTRIANS AND BICYCLIST CROSSING TO THE TRAIL.

Alternative 3: Pros & Cons

Pros:

- Reduces traffic congestion
- Improves ped/bike safety
- Controlled signalized access to and from Reliez Station north of Olympic
- Fast construction time

Cons:

- High construction and operation cost
- Visual aesthetic is not as pleasant
- Less efficient outside peak traffic times
- Area residents generally not supportive of signal in past

Estimated Cost: \$300,000

Alternative 4: Roundabout



NOTES:

1. PROVIDE PROPER SIGNAGE FOR PEDESTRIANS AND BICYCLIST TO USE CROSSWALK TO PASS THROUGH THE ROUNDABOUT.
2. ROUNDABOUT DESIGNED TO ACCOMMODATE FIRE TRUCKS AND OTHER EMERGENCY VEHICLES.
3. CONFORM BIKE LANE WITH BUFFER TO "OLYMPIC CORRIDOR TRAIL CONNECTOR STUDY".

Alternative 4: Pros & Cons

Pros:

- Lowers speed (somewhat improves ped/bike safety)
- Reduces traffic congestion
- Slightly improves side street access at Beechwood Dr
- Low maintenance cost
- Nice visual aesthetic

Cons:

- Requires Right-of-Way acquisition
- Highest construction cost
- Driver acclimation may take time

Estimated Cost w/ Right-of-Way: \$980,000

Reliez Station Rd & Las Trampas Rd Concerns

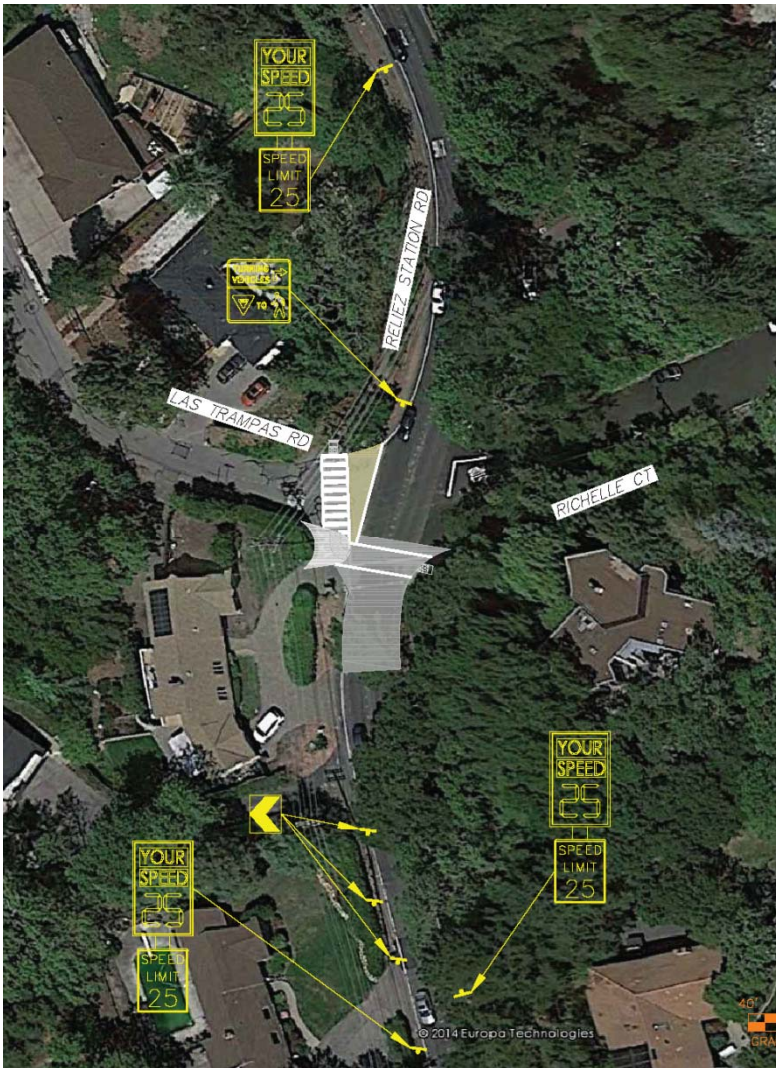
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4 Reliez Station Rd. / Las Trampas Rd. / Richelle Ct.		Data shows 85th percentile speed less than 5 mph over limit		LOS F in AM Peak		Collision history does not corroborate concerns		Does not meet Caltrans standards		The vehicle counts indicate that some larger trucks are violating the "trucks restricted" sign and using the corridor. However, large truck volume appears low and typical at 1%, Single Unit truck volumes may be excessive at 12%.				Speeds, travel volumes, and grades make this intersection a challenge for pedestrians; limited visibility

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Alternative 1: Pavement Marking & Signage



- Add speed feedback signs to both approaches of Reliez Station Rd
- Add high-visibility crosswalk to intersection
- Add warning signs

Alternative 1: Pros & Cons

Pros:

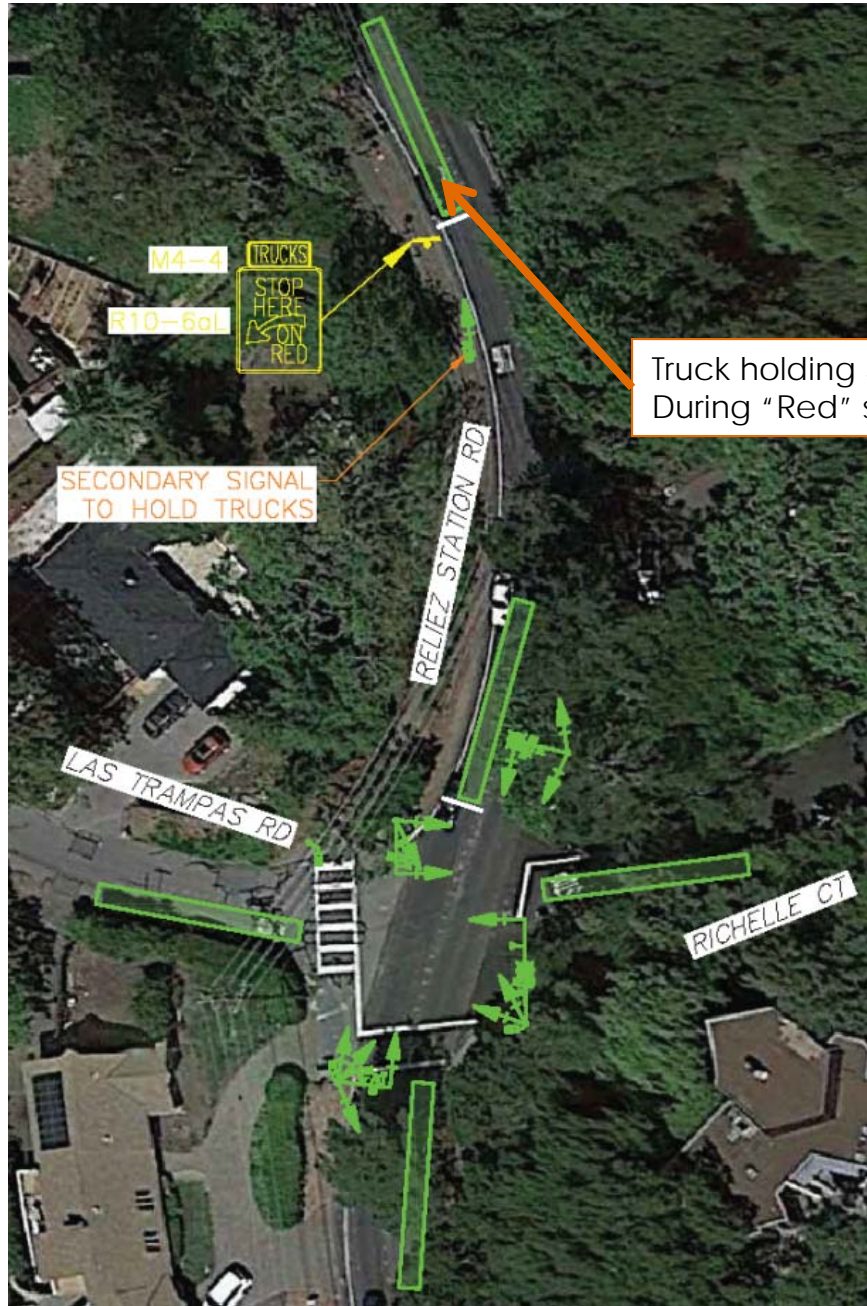
- Low construction cost
- Increases driver awareness of speeds
- Increases ped visibility

Cons:

- Side street movements still difficult

Estimated Cost: \$42,000

Alternative 2: Traffic Signal



Alternative 2: Pros & Cons

Pros:

- Improves side street access and safety
- Improves traffic operations
- Improves ped and bike safety
- Fast construction time

Cons:

- High construction cost and operation cost
- Visual aesthetic is not as pleasant
- Special measures needed for truck to stop prior to steep slopes
- Some residents have opposed a signal in the past

Estimated Cost: \$300,000

Reliez Station Rd & Glenside Dr Concerns

Intersection	Issue Identified by Residents													
	Excessive Speed / Traffic Violations		Traffic Congestion (Ex. + Future)		Safety at Intersections		Side Street Accessibility		Excessive Truck Traffic		Traffic Routing/ RSR as a Bypass		Pedestrian / Bicycle Safety	
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5 Reliez Station Rd. / Glenside Dr.	Green	N/A	Yellow	Red	Green	N/A	Green	N/A	Green	N/A	Grey	Grey	Yellow	Auto volumes and speeds create potential issue

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Alternative 1: Traffic Signal



LEGEND:

-  SIGNAL POLE AND ARM
-  SIGNAL HEAD
-  LUMINAIRE
-  VIDEO DETECTION ZONE

Alternative 1: Pros & Cons

Pros:

- Improves ped and bike safety
- Reduces traffic delay
- Fast construction time
- Easier side street access

Cons:

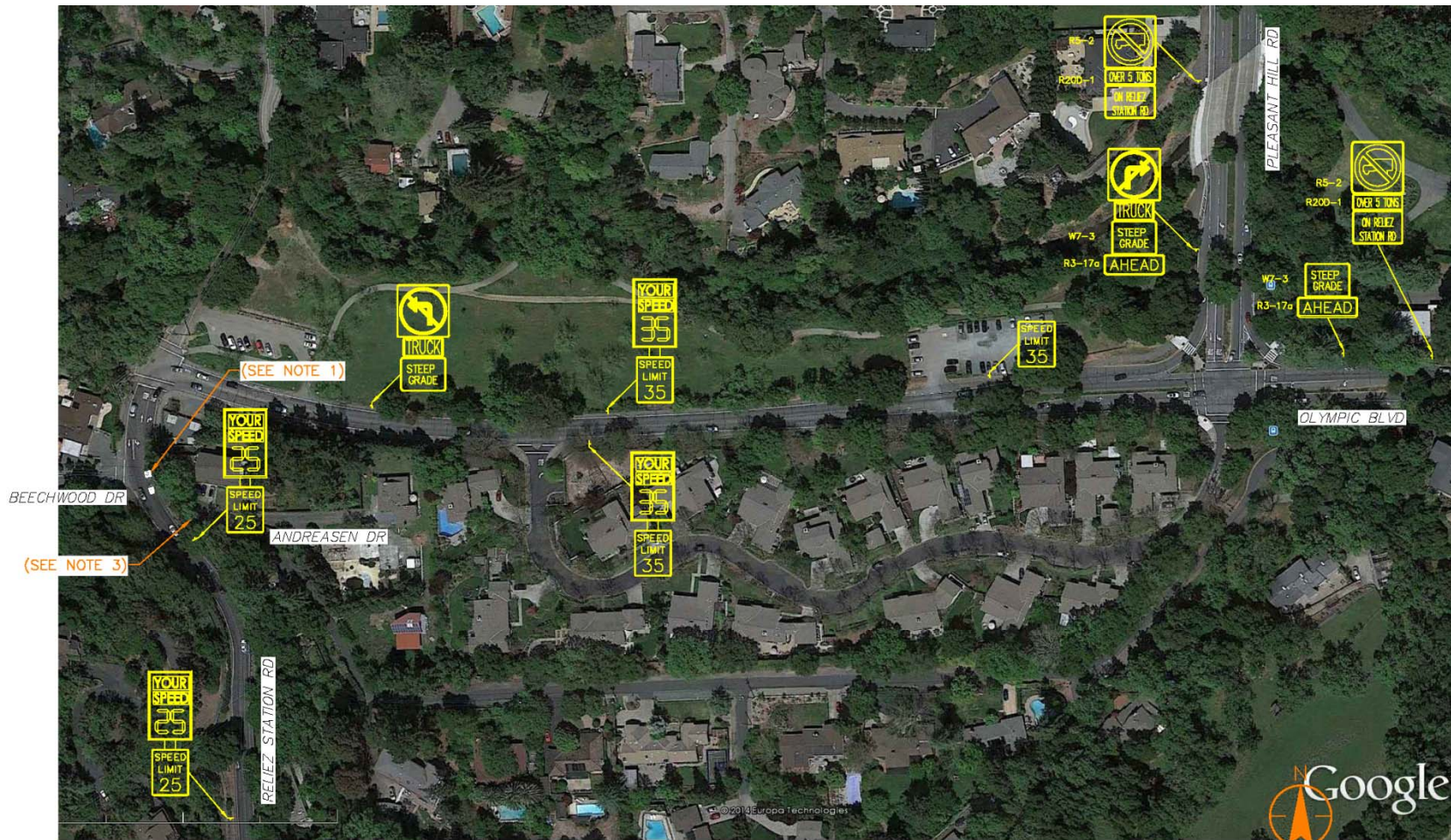
- High construction and operation cost
- Visual aesthetic is not as pleasant
- Signal not needed outside peak traffic times
- Some residents opposed signal in the past

Estimated Cost: \$300,000

Area Wide Concerns

- Traffic Delay
- Volumes of restricted trucks
- Vehicle speed

Recommendations



NOTES:

1. FURNISH AND INSTALL "KEEP CLEAR" PAVEMENT MARKING AT RELIEZ STATION ROAD AND ANDREASEN DRIVE.
2. CITY TO CONTACT GOOGLE MAPS, YAHOO MAPS, AND SIMILAR MAPPING RESOURCES TO CHANGE ROADWAY DESIGNATIONS.
3. PRUNE TREES AND BUSHES AT THE CORNER OF ANDREASEN DRIVE TO INCREASE SIGHT DISTANCE VISIBILITY.



Area-wide Recommendations

Pros & Cons

Pros:

- Low construction cost
- Provides vehicle calming
- Increase driver awareness

Cons:

- Maintenance cost
- Significantly increase the number of signs in the area

Estimated Cost: \$84,000

Opinion Survey

Purpose: Community Input on Alternatives

When: January 23 – February 8

Where: <https://www.surveymonkey.com/s/OlympicRSR>

Time Needed to Complete: < 10 Mins

Today's Presentation: Available on City website

"LoveLafayette.org/OlympicRSR"

Next Steps

- Compile survey results
- Prepare recommendations for Circulation Commission feedback
- Develop Final Alternatives that meets the current construction budget
- Prepare draft "Final Recommendations Report"
- Present report to Circulation Commission (2nd Meeting)
- Present Work Program to City Council

Thank You

For more information

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Website: <http://lovelafayette.org/OlympicRSR>