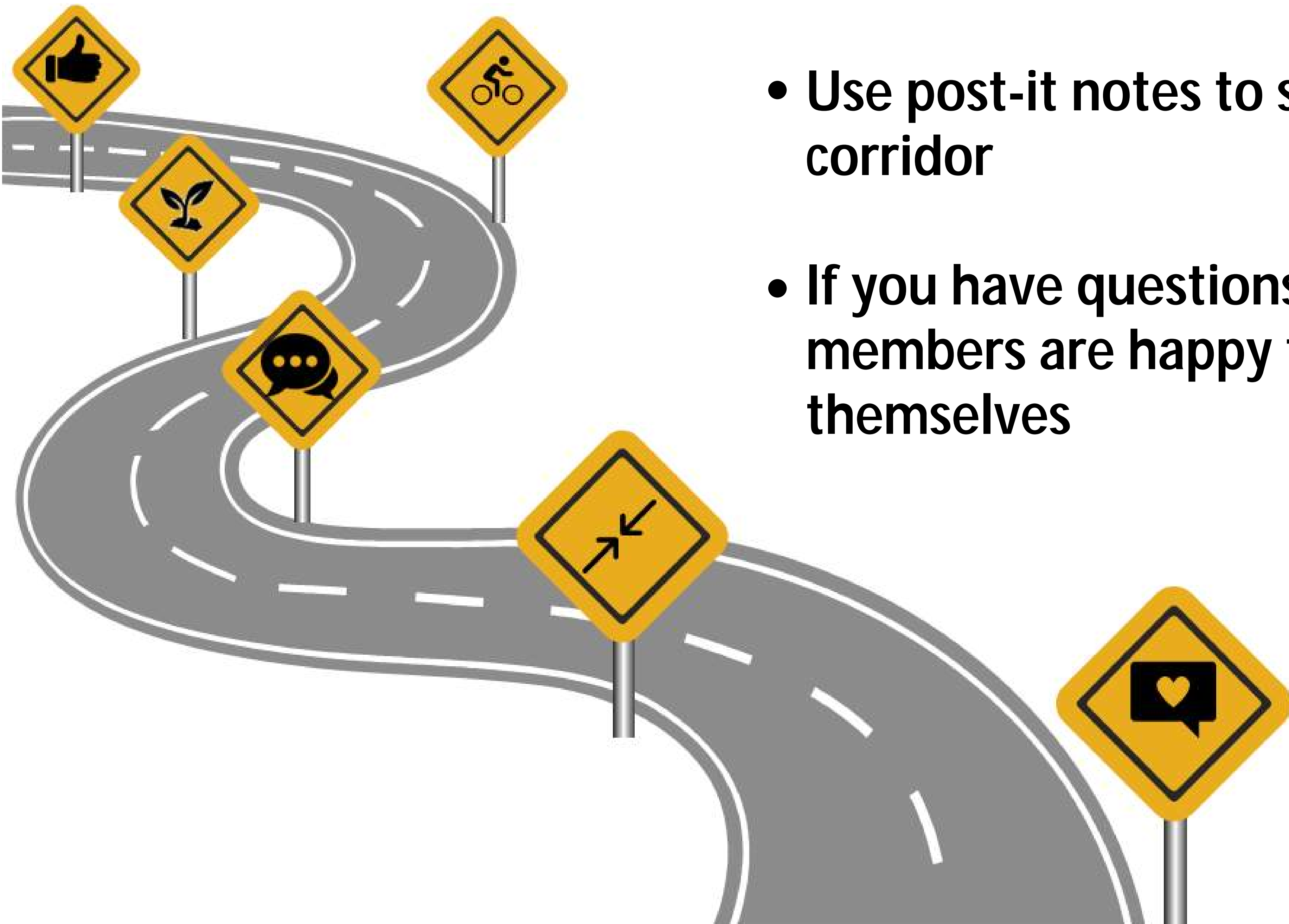


WELCOME to the Open House

- Please sign-in and provide contact information if you'd like to be updated on the project as it progresses
- Walk around and review preliminary analysis and alternatives
- Use post-it notes to share your priorities/concerns along the corridor
- If you have questions or want to chat about your ideas, team members are happy to help and have nametags to identify themselves

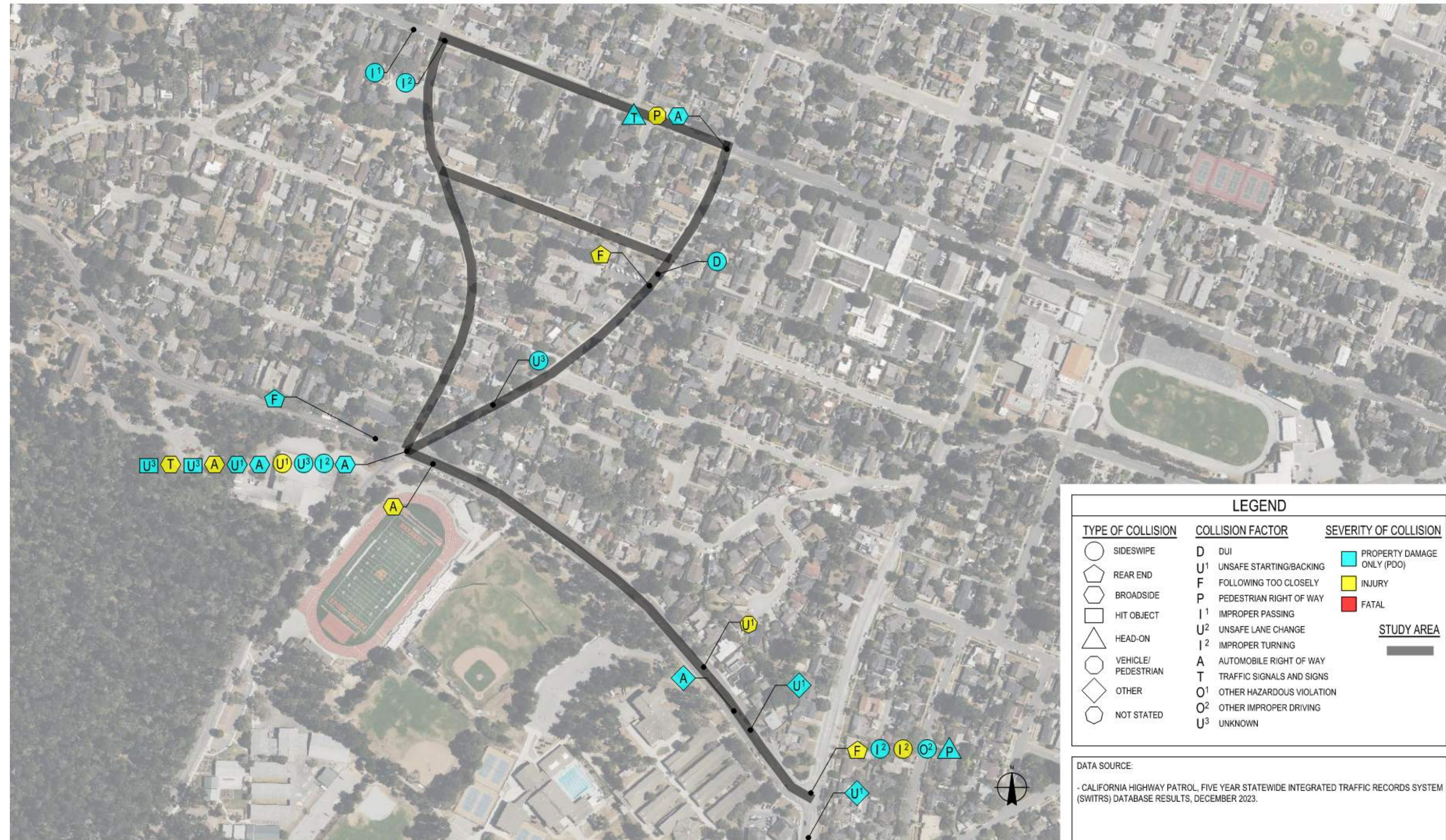


*Thank you
for Being Here!*

Existing Conditions

- Safety Concerns
- Complex Intersection
- School Crossings
- Sidewalk/Bicycle Facility Gaps

Most Recent 5 - year Collision Data



Purpose and Need

Improve Safety and Enhance Mobility for all Travel Modes along Sunset Drive/SR 68 within the project limits





Adhering to
Caltrans Requirements

Truck/Bus Turns,
Fastpath, sight
distance, view angles



Proving safety and
access for all **modes**

Autos, buses, trucks,
bikes, peds, visually
impaired

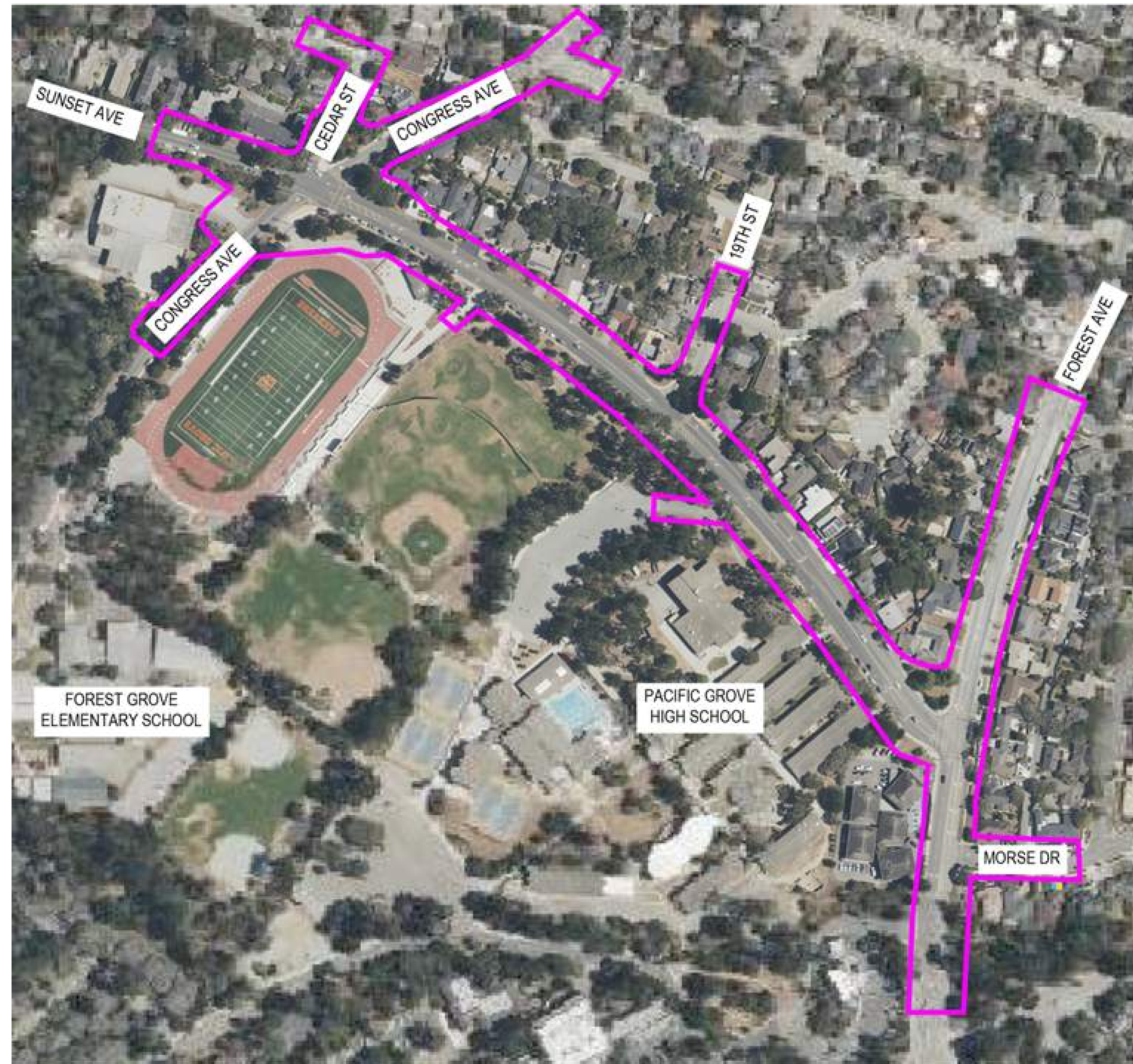


Minimizing **impacts**

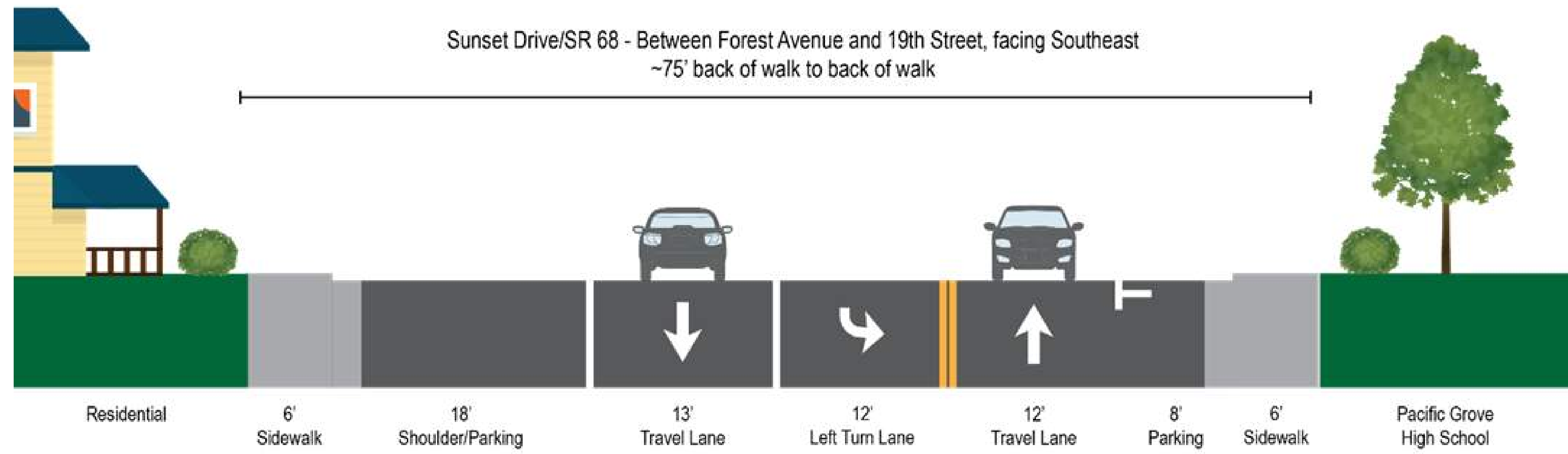
Right of way, access,
utilities, trees

Project Limits - Two blocks of Sunset:
Forest to Cedar/Congress

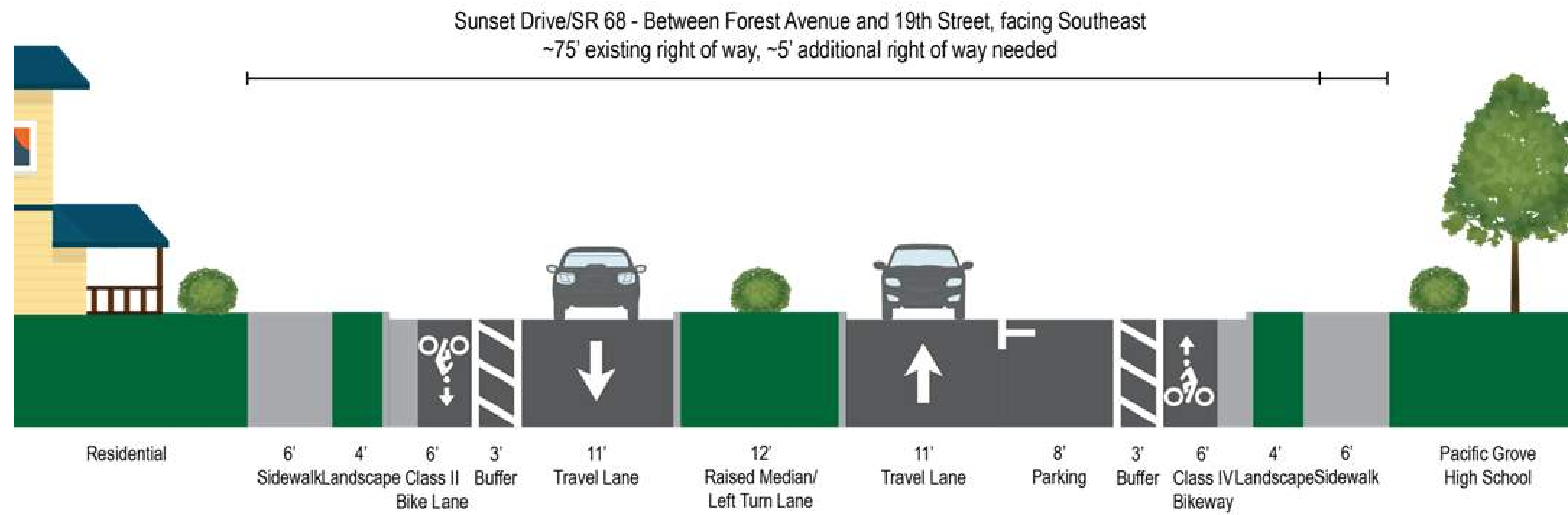
- Intersection/Connectivity Improvements at Sunset/Forest and Sunset/Cedar/Congress 5-way
- Improve crossing at 19th
- Bicycle and pedestrian connections along Sunset



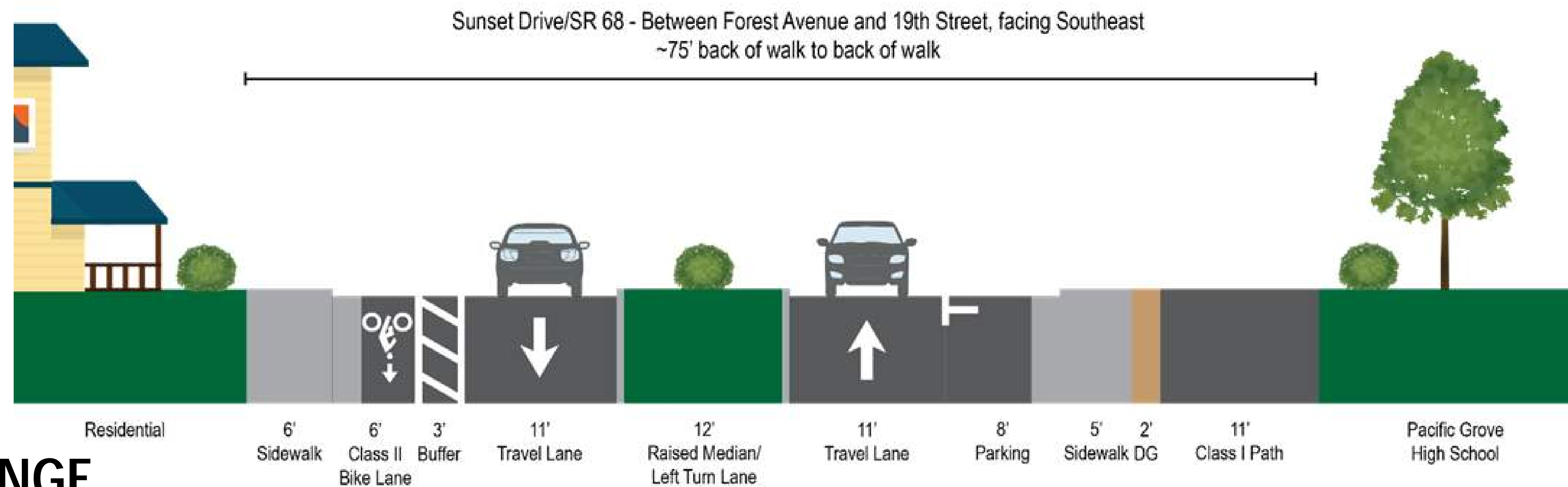
Existing Conditions



Previous Study Concept - Requires additional right of way



Current Draft Concept



DRAFT - SUBJECT TO CHANGE

Congested corner

Apartment access

Multiple utilities

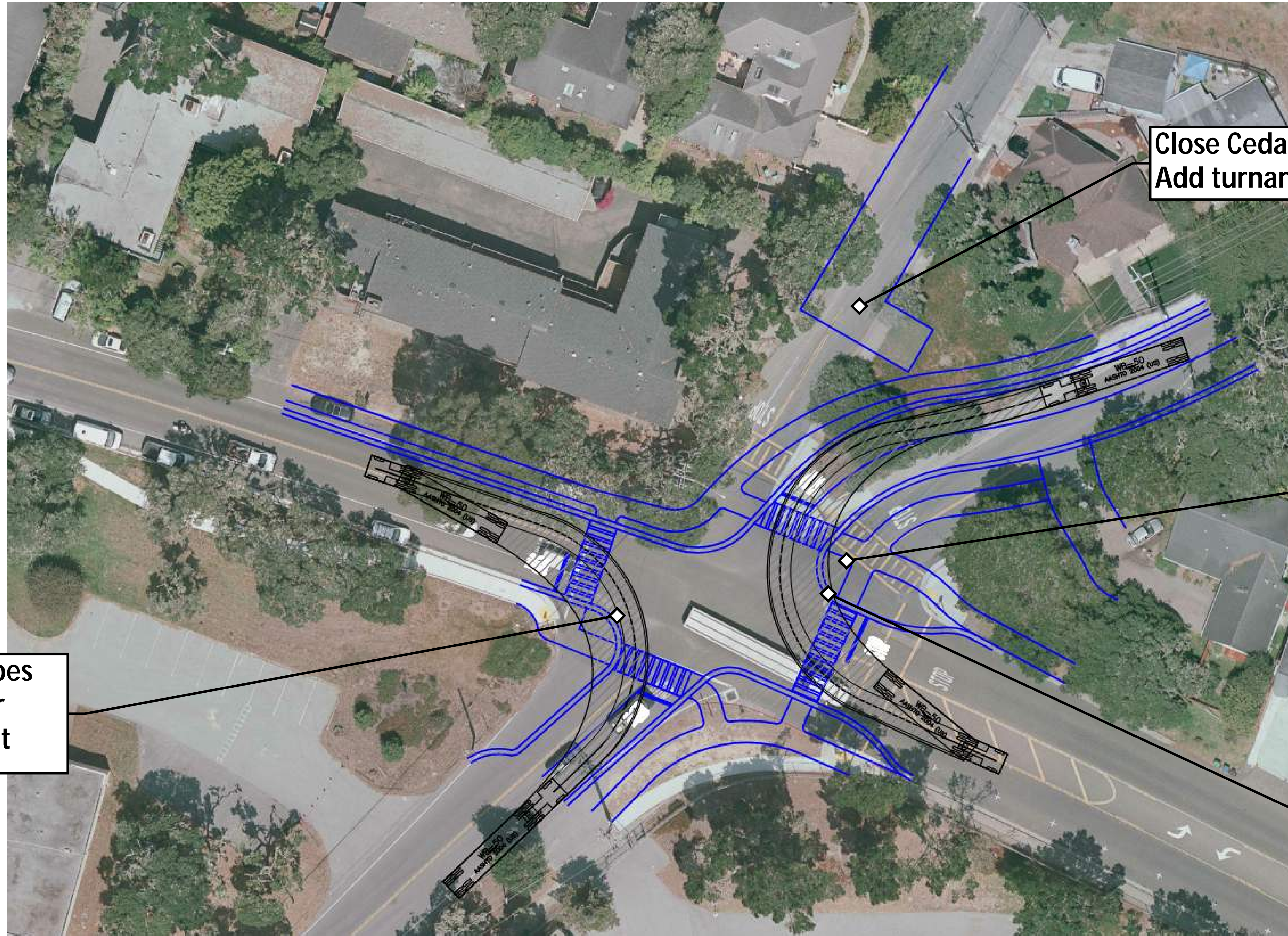
Access driveway

Crowded frontage

Residence driveway

Field access & utility pole

Playfield and sidewalk



Smaller truck turn does not fit due to smaller intersection footprint

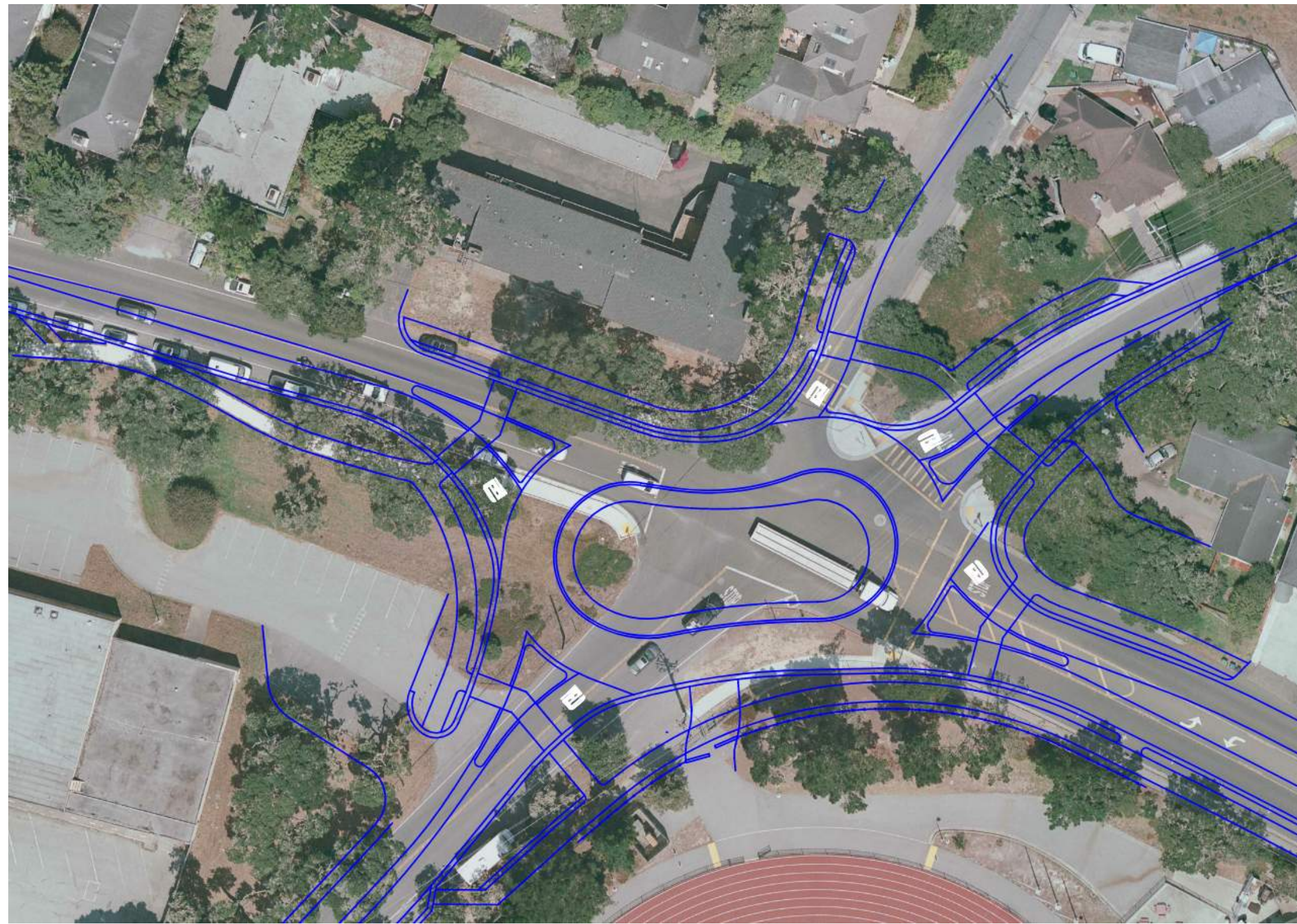
Close Cedar/
Add turnaround

Add Bulbout to decrease crossing width

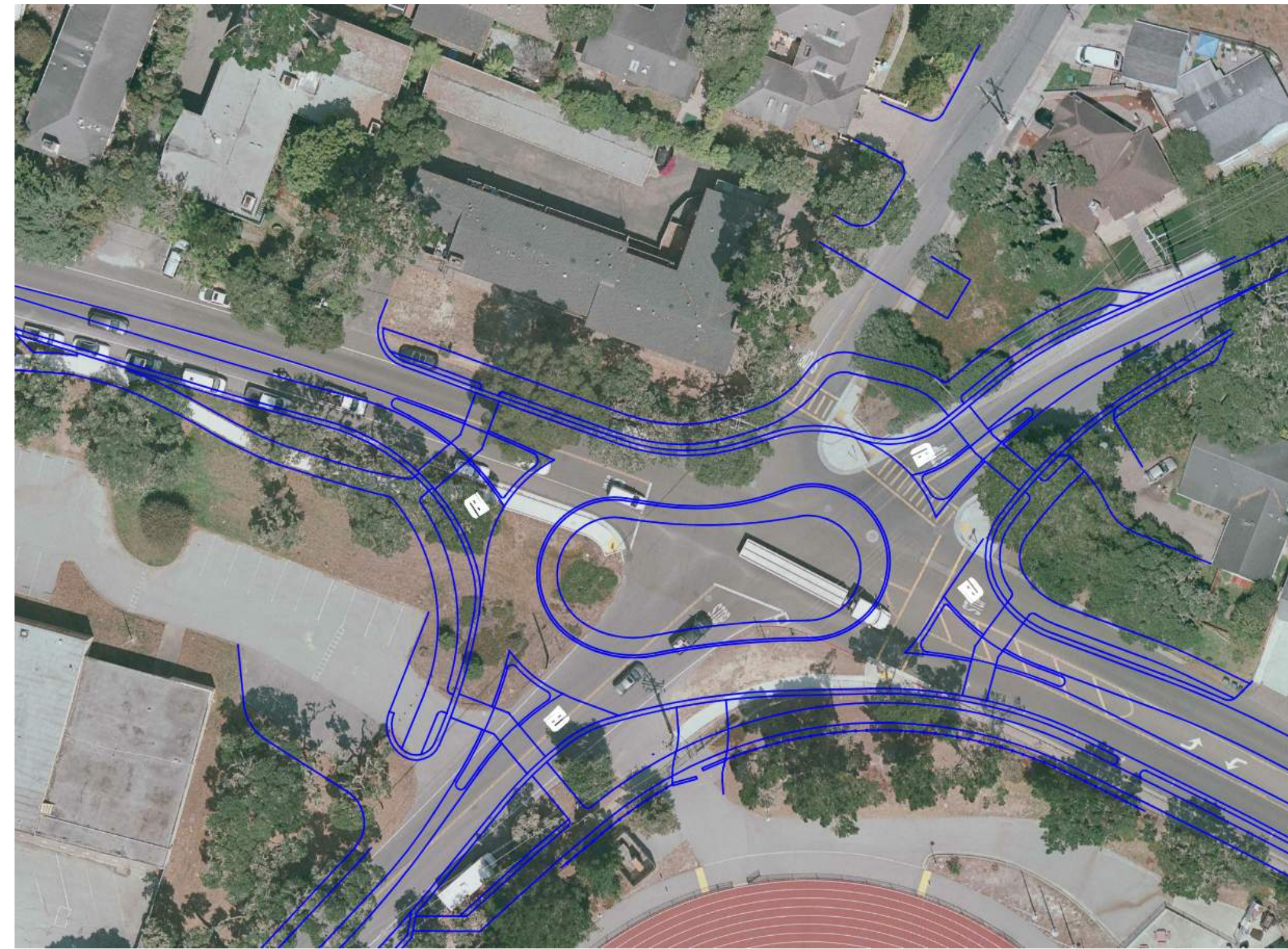
Smaller truck turn does not fit due to smaller intersection footprint

Note: Thru minimum design vehicle for truck of Cal Legal for Caltrans requirements on Sunset will still work. A smaller truck for minor local deliveries (WB 50) was used for Congress.

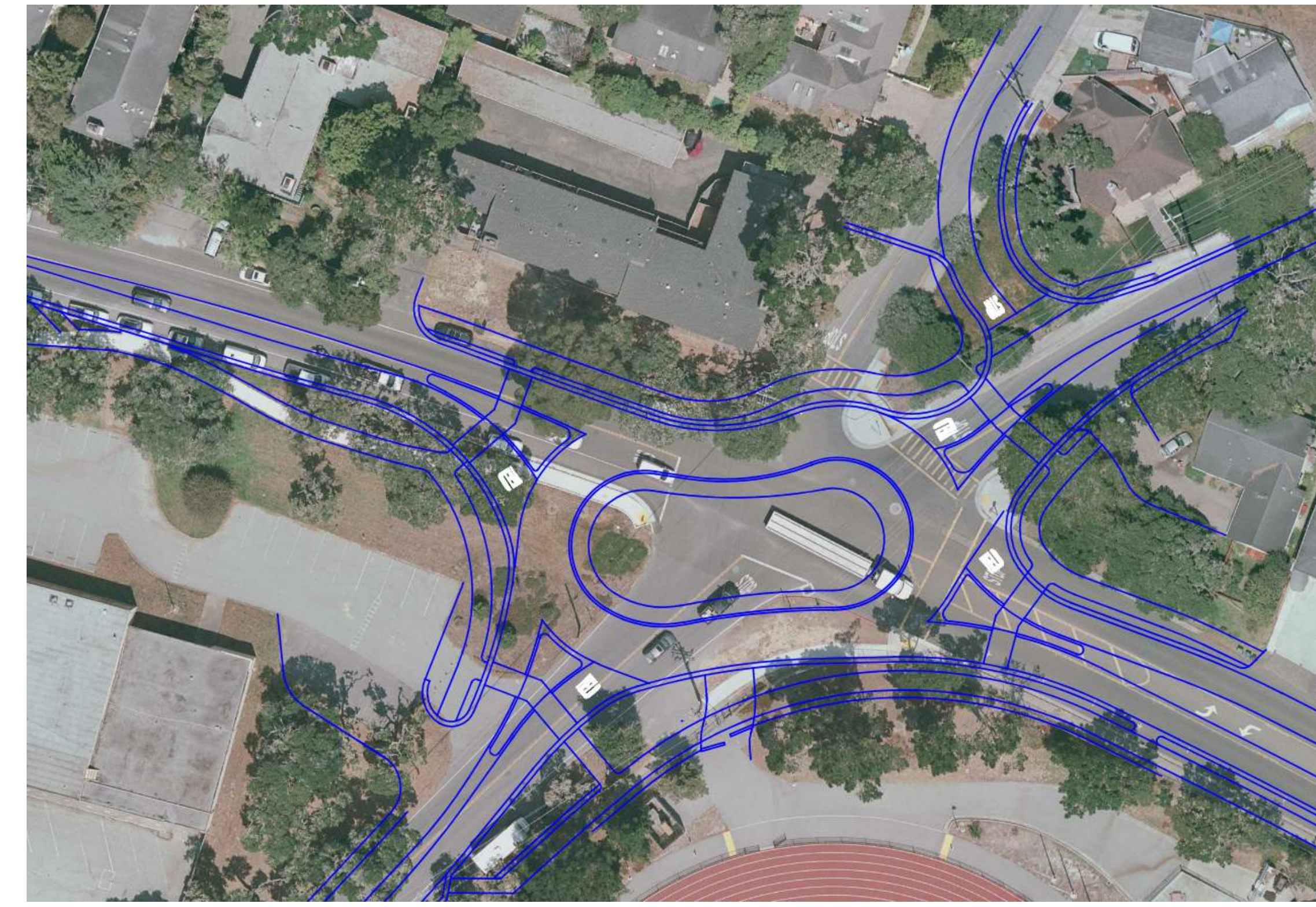
DRAFT - SUBJECT TO CHANGE



with Cedar Ingress



no Cedar Access




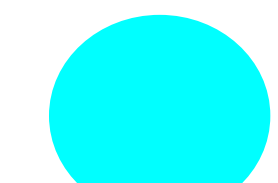


Cedar Access Relocated

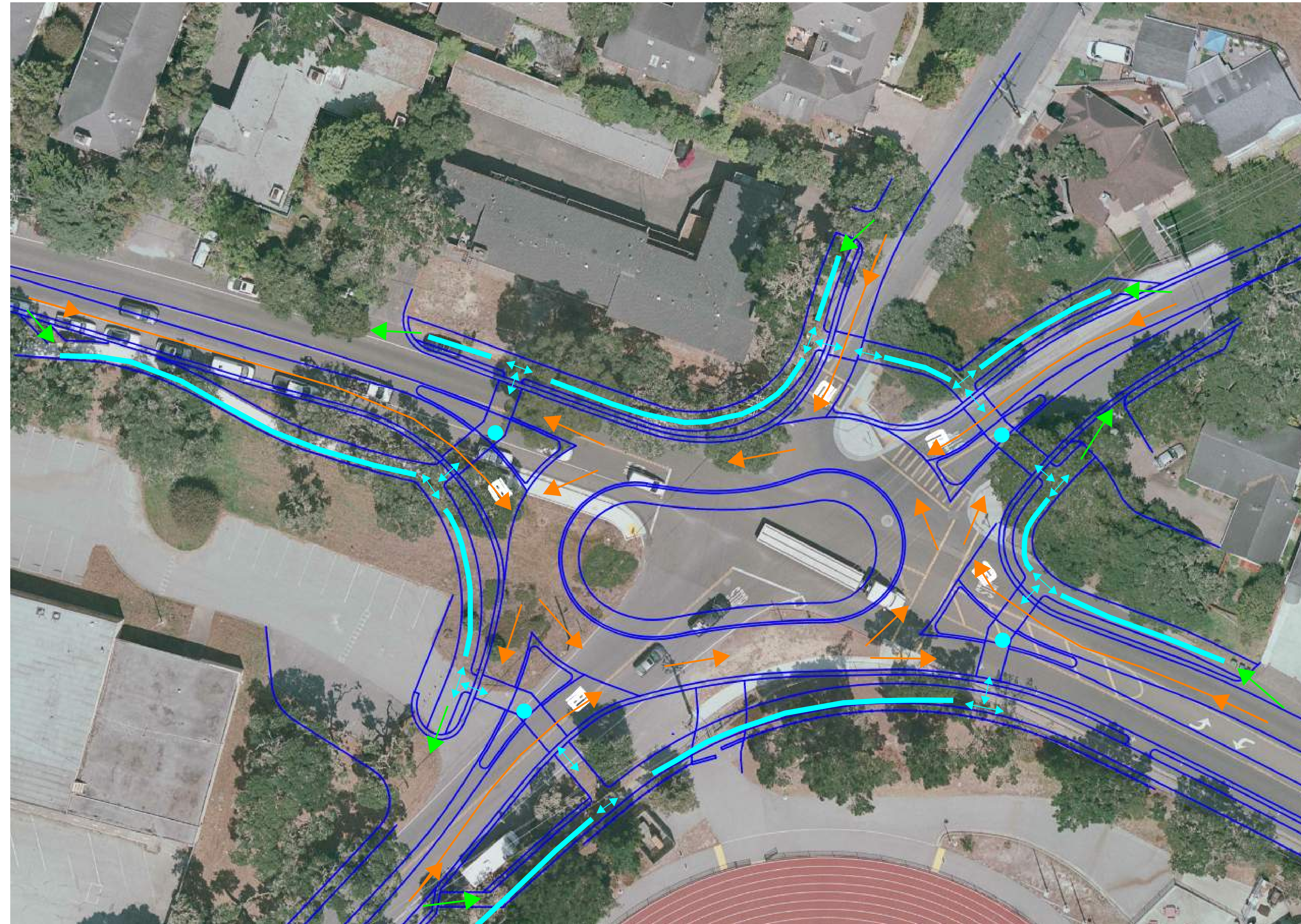


Draft
Rendering
Looking
South-East

DRAFT - SUBJECT TO CHANGE

Legend

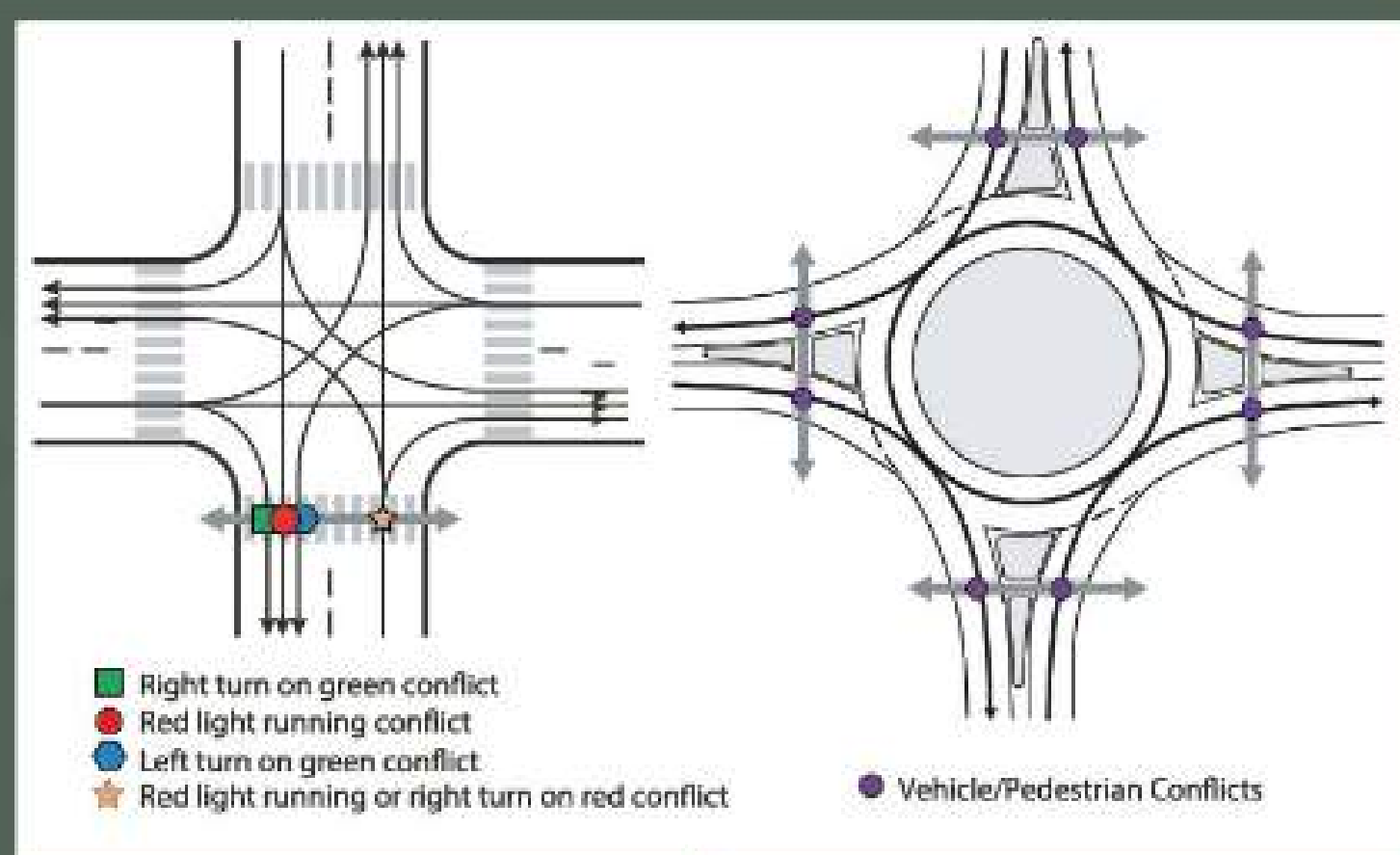
-  Bicycle/Pedestrian Shared Use Path
-  Bicycle/Pedestrian Landing Zone/
Crossing Staging Area
-  Cyclist Access to/from Shared Use Path
-  Cyclist Share the Road and Vehicular Movements



shown on concept with Cedar Ingress for reference only

DRAFT - SUBJECT TO CHANGE

Note: FHWA Pamphlet with bottom right image amended to show a draft rendering at project site for context



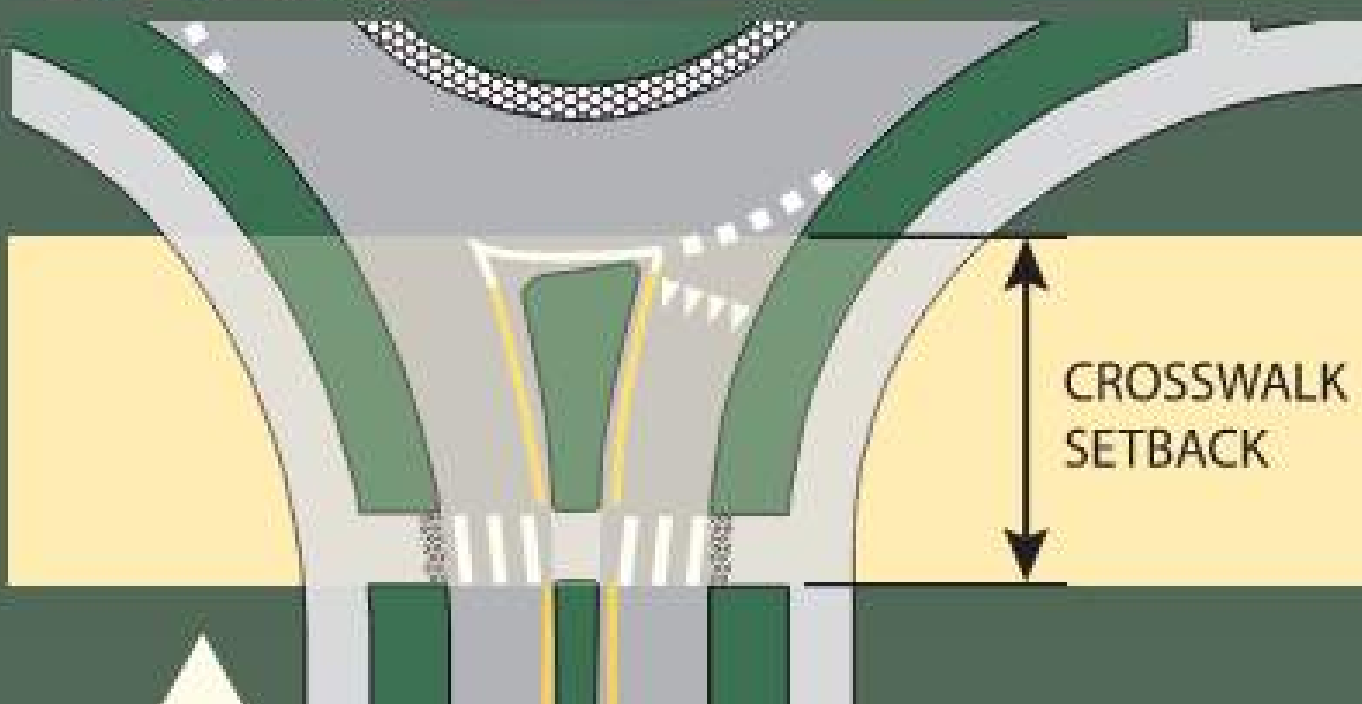
Less conflict. Roundabouts have fewer conflict points. A single lane roundabout has 50% fewer pedestrian-vehicle conflict points than a comparable stop or signal controlled intersection. Conflicts between bicycles and vehicles are reduced as well.

Lower speed. Traffic speed at any road or intersection is vitally important to the safety of everyone, and especially non-motorized users. Lower speed is associated with better yielding rates, reduced vehicle stopping distance, and lower risk of collision injury or fatality. Also, the speed of traffic through a roundabout is more consistent with comfortable bicycle riding speed.



Features for All Users. Adding certain treatments at roundabouts can enhance the experience for both pedestrians and bicycles.

- At more complex roundabouts, such as those with multiple lanes, certain design elements and enhanced crossing treatments can improve accessibility for visually impaired pedestrians.
- Where bicycle facilities lead to a roundabout, providing an option to bicyclists to either ride in the travel lane or use a ramp to and from a separated shared use path.



Shorter, setback crossings. Pedestrians cross a shorter distance of only one direction of traffic at a time since the entering and exiting flows are separated. Drivers focus on pedestrians apart from entering, circulating and exiting maneuvers.



Rendering looking West on Sunset

DRAFT - SUBJECT TO CHANGE

Decision on Preliminary Layout Spring 2024

CONCEPTUAL SCHEDULE

- D Deliverable Milestone
- M PDT
- M Upper Mgmt
- M Community Outreach
- R Review Period
- █ Task Work

	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24
Project Management & Coordination											
CT Upper Management Meetings	M			M							
PDT Meetings								M	M	M	M
Quality Assurance/Quality Control											
Public Outreach											
Public Engagement Memo				D							
Community Outreach Meetings					M	M	M		M	M	M
Exhibits and Visual Simulation/Renderings							D		D		
Preliminary Engineering											
Topographic and Boundary Surveys											
Traffic Analysis/ICE		D			D	R	R	D	R	R	D
Preliminary Engineering (30% Design)								D	R		D
Nonstandard Design Features							D	R	D		
Preliminary Right of Way Exhibits									D	R	D
DEER Justification Memo								D	R	R	
PEAR									D	R	D

