

Intersection Improvement Project: Central, Third and Taylor

**Community Workshop #2
Public Works Department
May 30, 2013**



Agenda

- Welcome & Introductions
- Presentation
- Break-out Groups
- Meeting Summary
- Follow-up Actions

Ground Rules

- Be polite
- Show respect
- Silence cell phones
- Work collaboratively

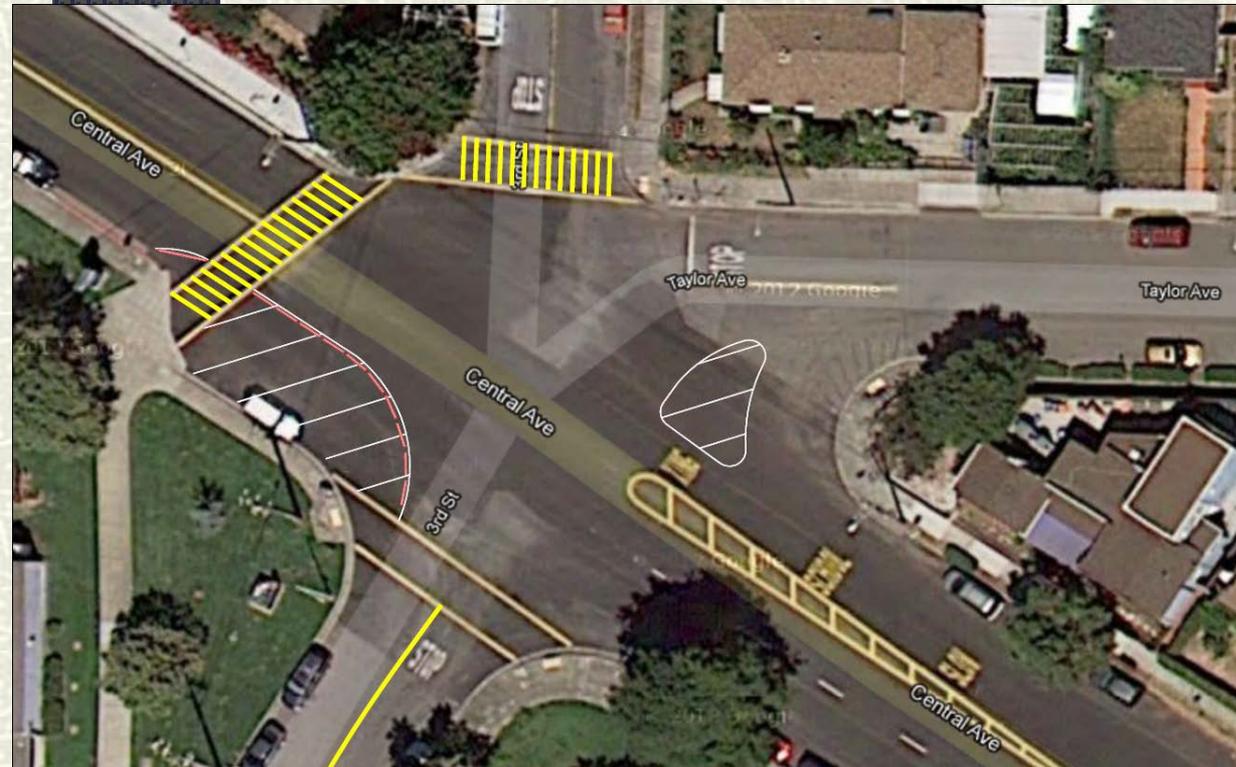
Presentation

- Meeting Purpose
- Community Concerns
- Potential Options
- Next Steps
- Questions and Comments

Meeting Purpose

- Share Information
- Brainstorm in Break-out Groups
- Hear from Break-out Groups
- Reach Consensus

Community Concerns

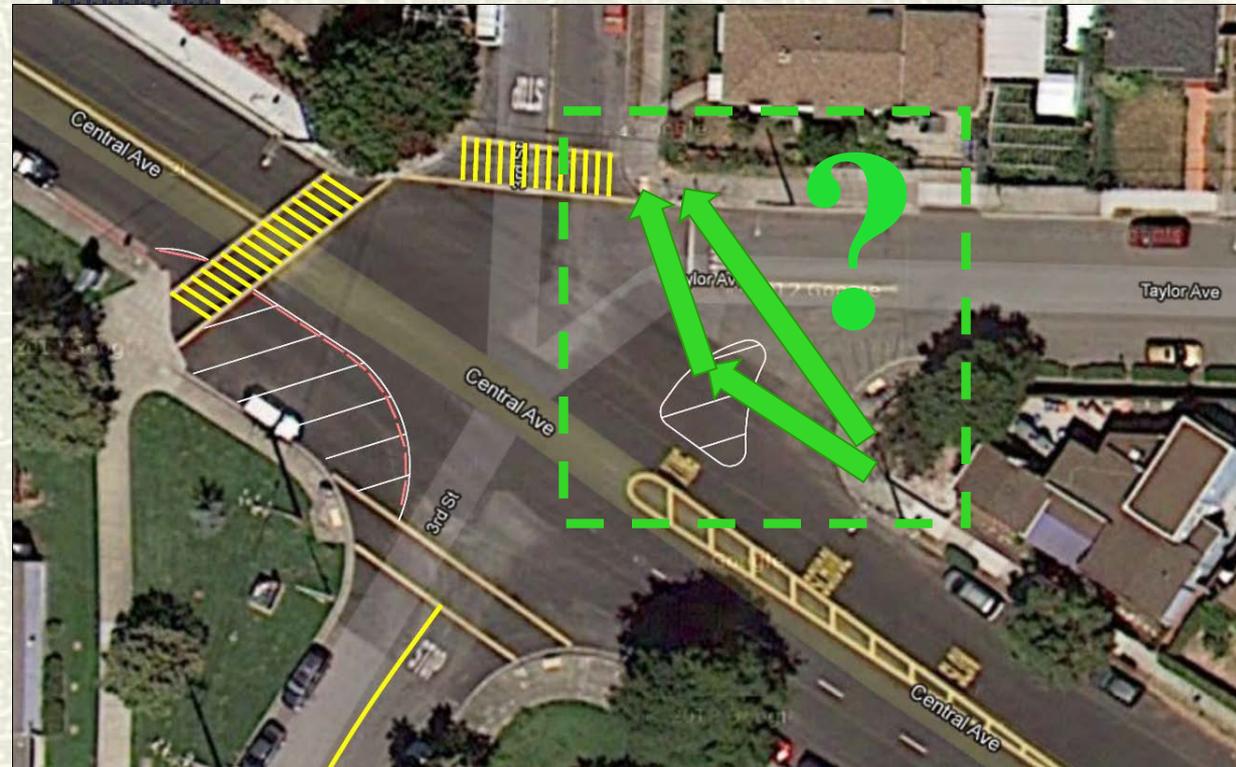


- Pedestrian/
Bicycle
Crossings
- Congestion
- Multiple
Movements

Community Concerns (cont.)

Pedestrian Xings

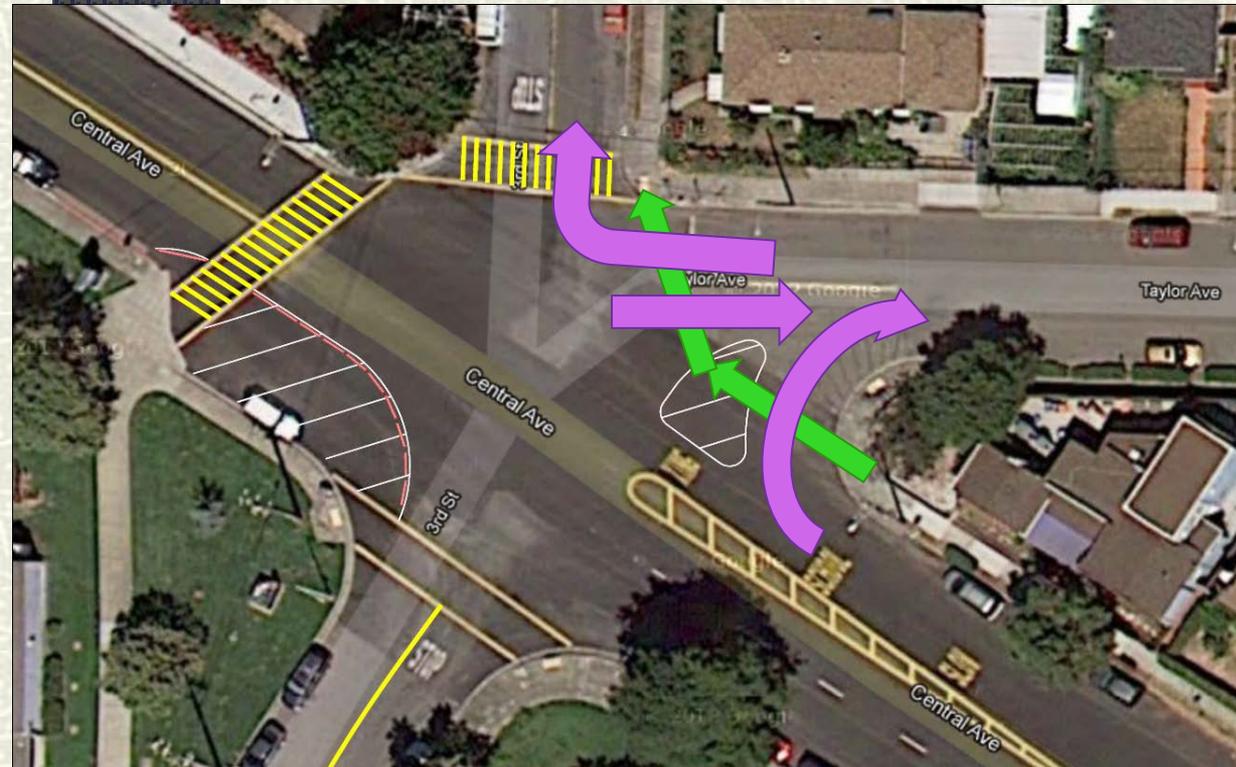
- No defined crossings
- Long, awkward crossing



Community Concerns (cont.)

Pedestrian Xings

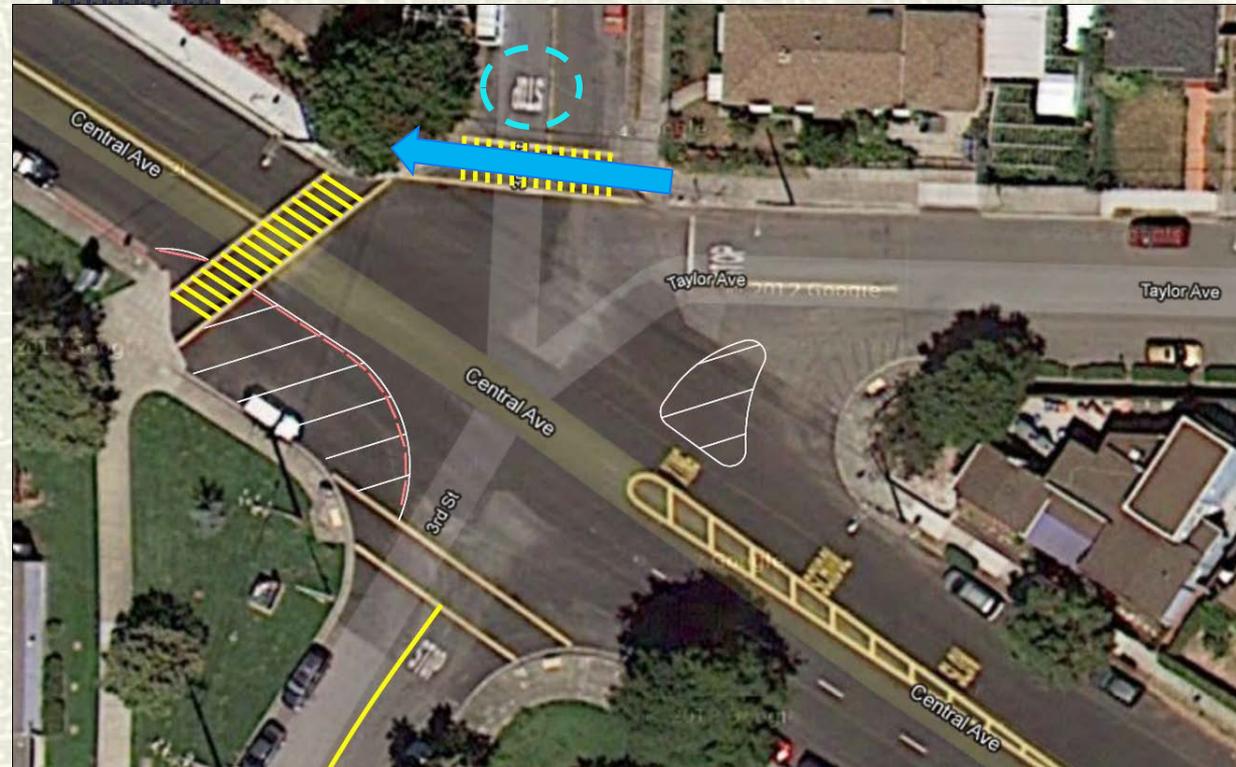
- No defined crossings
- Long, awkward crossing
- Conflicts with 3 vehicle movements



Community Concerns (cont.)

Pedestrian Xings

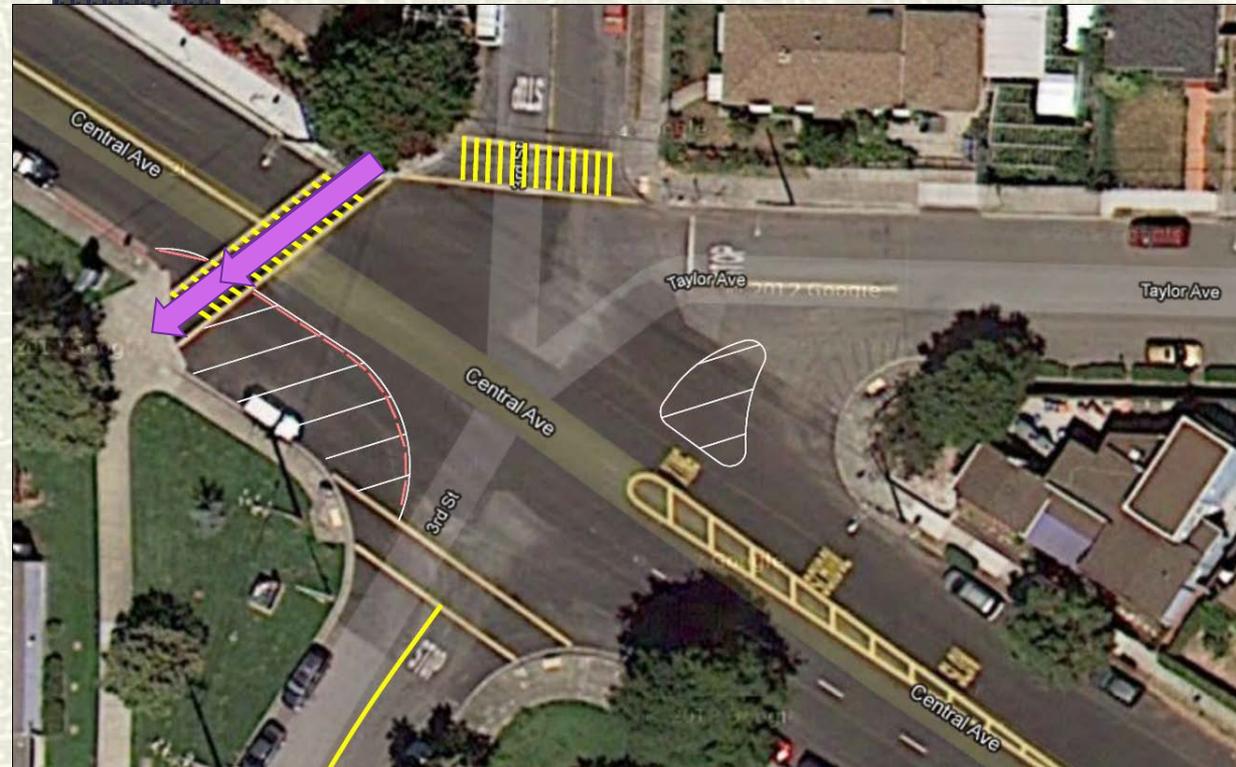
- Main conflict controlled by stop
- Staff did not observe difficulties crossing here



Community Concerns (cont.)

Ped/Bike Xings

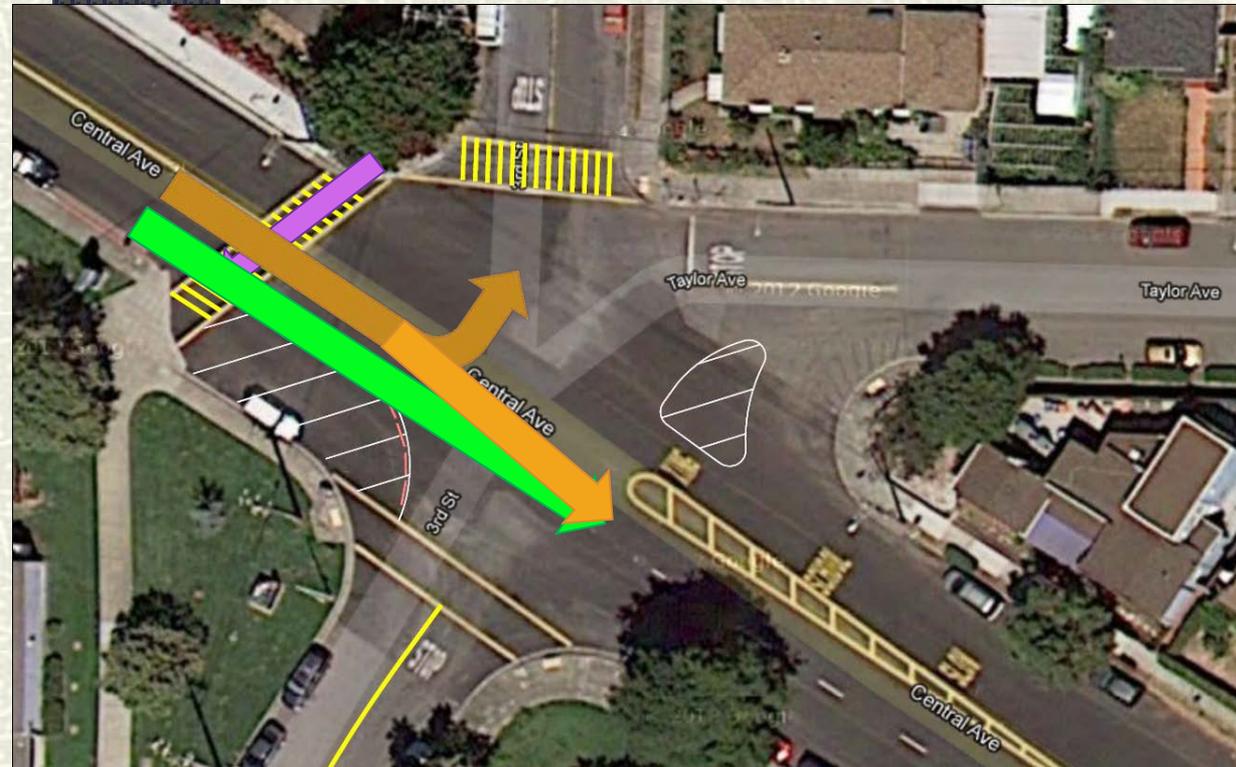
- Improvement decreased distance



Community Concerns (cont.)

Ped/Bike Xings

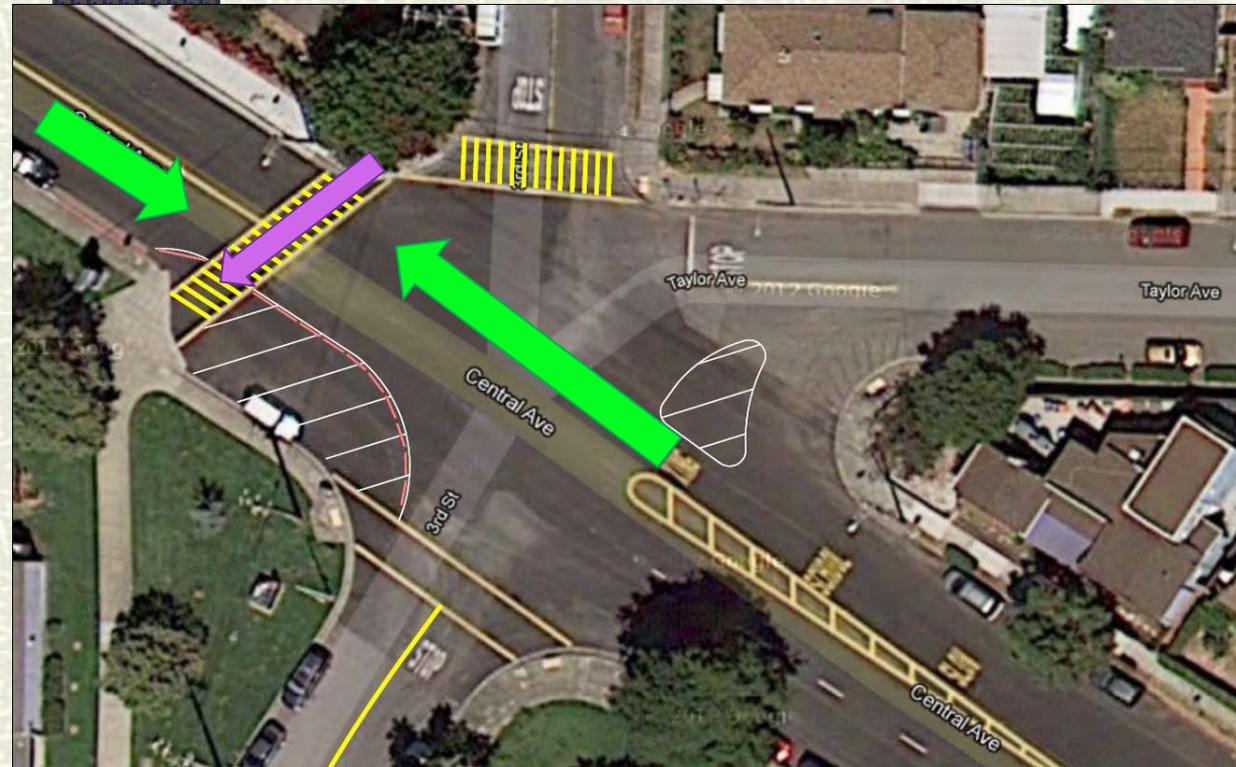
- Improvement decreased distance
- Reduced # of conflicts



Community Concerns (cont.)

Ped/Bike Xings

- Significant crossing causes congestion



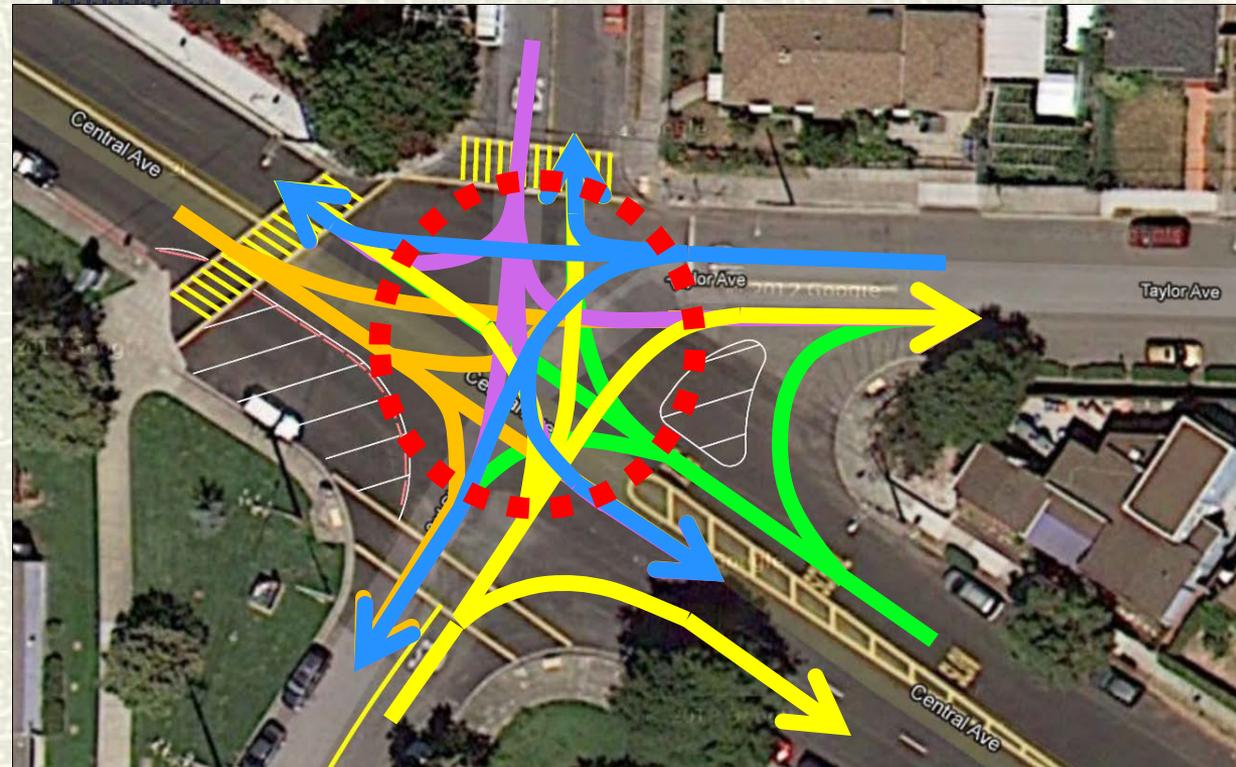
Community Concerns (cont.)

Congestion

- Multiple drop-off locations
- The random drop-offs add to the complexity



Community Concerns (cont.)



Congestion

- Multiple possible movements (and conflicts)
- Typical intersection has 12 movements, there are **20 here**

Project Goals/Priorities

1. Improve pedestrian/bicycle crossings
2. Improve student drop-off & pick-up
3. Simplify the intersection
4. Minimize inconvenience to residents
5. Reduce congestion

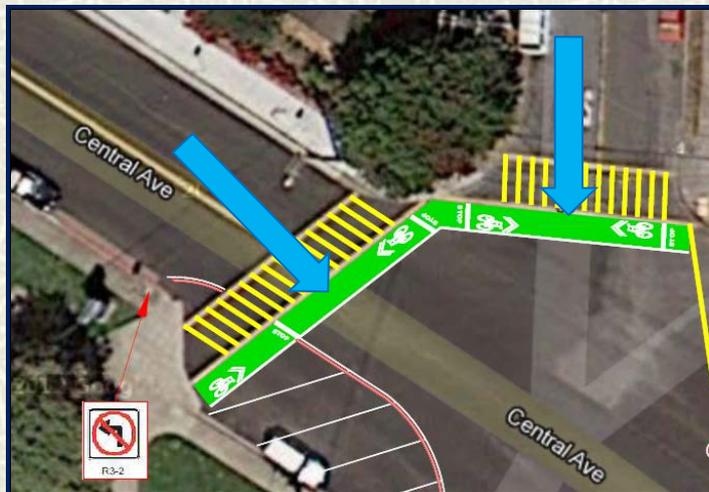
Project Concepts

- Green Crosswalks
- Turn Restrictions
- Island Median
- Limited Access, Taylor Avenue
- Exit Only, Taylor Avenue
- Taylor Avenue Cul-de-sac

Project Concepts (cont.)

Community consensus

- No on Green Crosswalks
- No on Taylor Avenue Cul-de-sac



Cul-de-sac	
<p>An aerial photograph of a cul-de-sac. A green-painted bike lane with white directional arrows is shown. Annotations include: 'Install at end of block', 'Two-Way Street', 'Existing ped ramp', 'NO PARKING', 'Adjustable curb', and 'Bollards on raised median'. A blue arrow points to the bike lane.</p>	<ul style="list-style-type: none">+ Bike+ Ped+ Reduces 9 Congestion- Access- 4 parking

Project Concepts (cont.)

Limited support

➤ Island Median

➤ Limited Access, Taylor Avenue

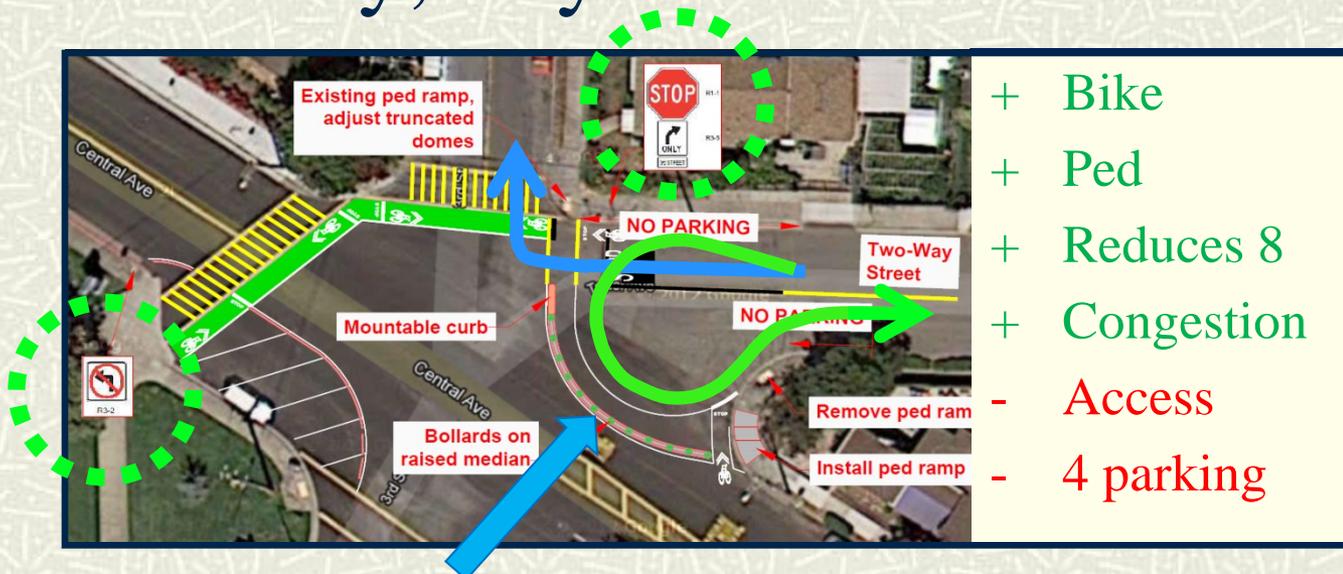
Island Median	
	<ul style="list-style-type: none"> • Bike • Ped + Reduces 5 • Congestion • Access - 2 parking

Limited Access	
	<ul style="list-style-type: none"> • Bike • Ped + Reduces 7 + Congestion - Access - 2 parking

Project Concepts (cont.)

Community preferred these options:

- Turn Restrictions
- Exit Only, Taylor Avenue

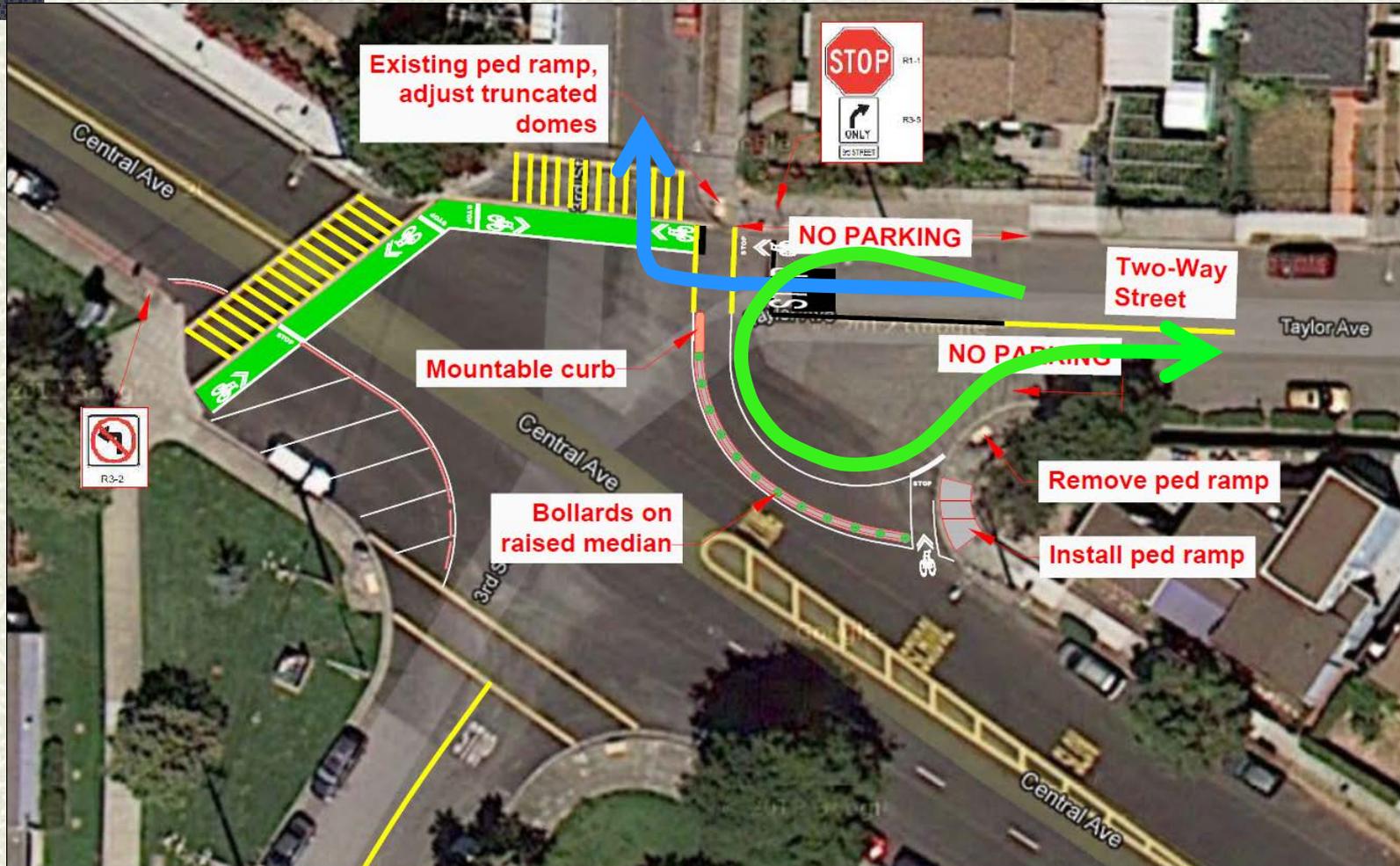


Project Concepts (cont.)

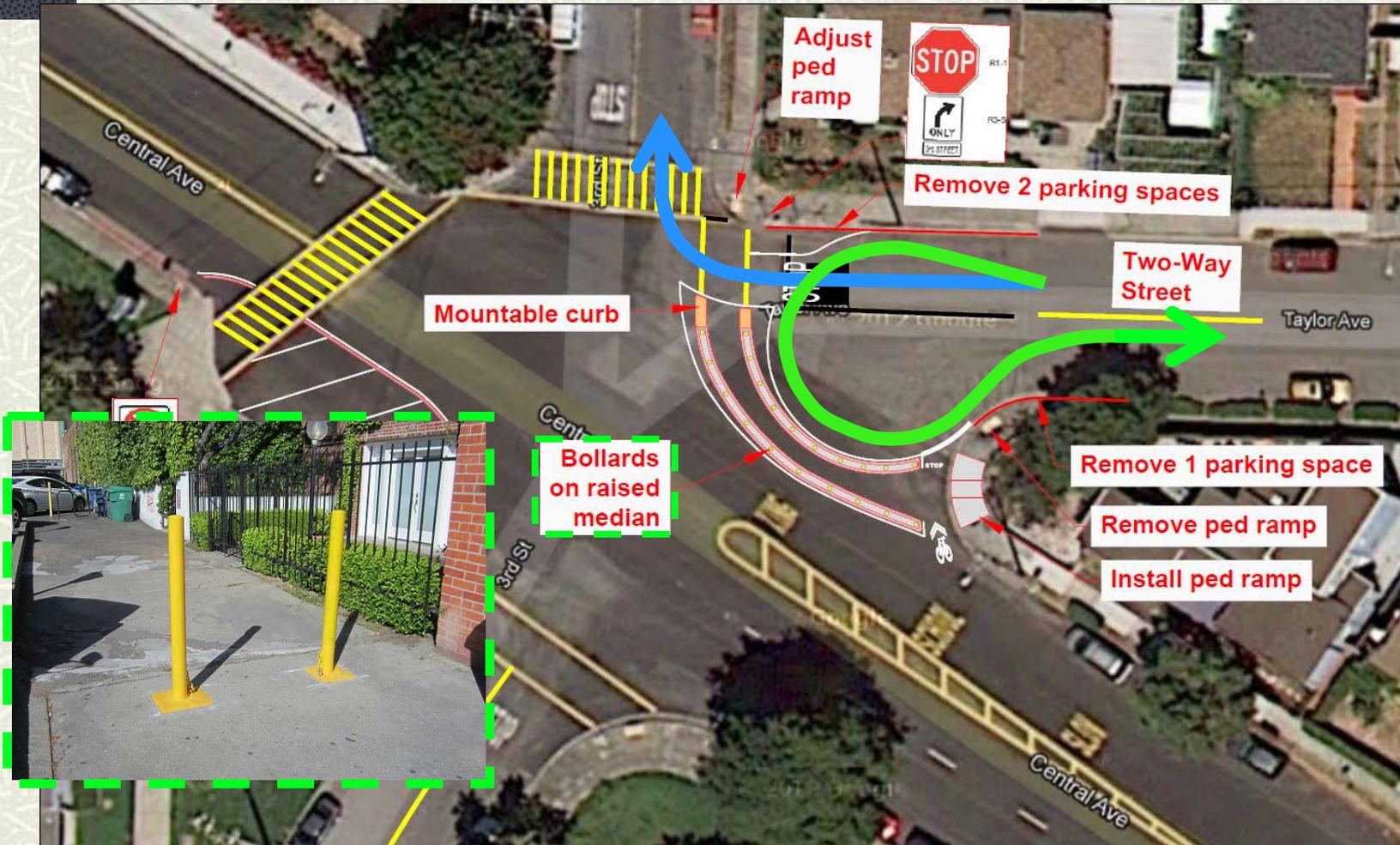
Community requested these options:

- Taylor Avenue, One-way Street
- Left-turn lane on Central Avenue
- Crosswalk on east side of Central Avenue
- Traffic Signal
- Roundabout

Exit Only, Taylor Avenue - Two-way Street



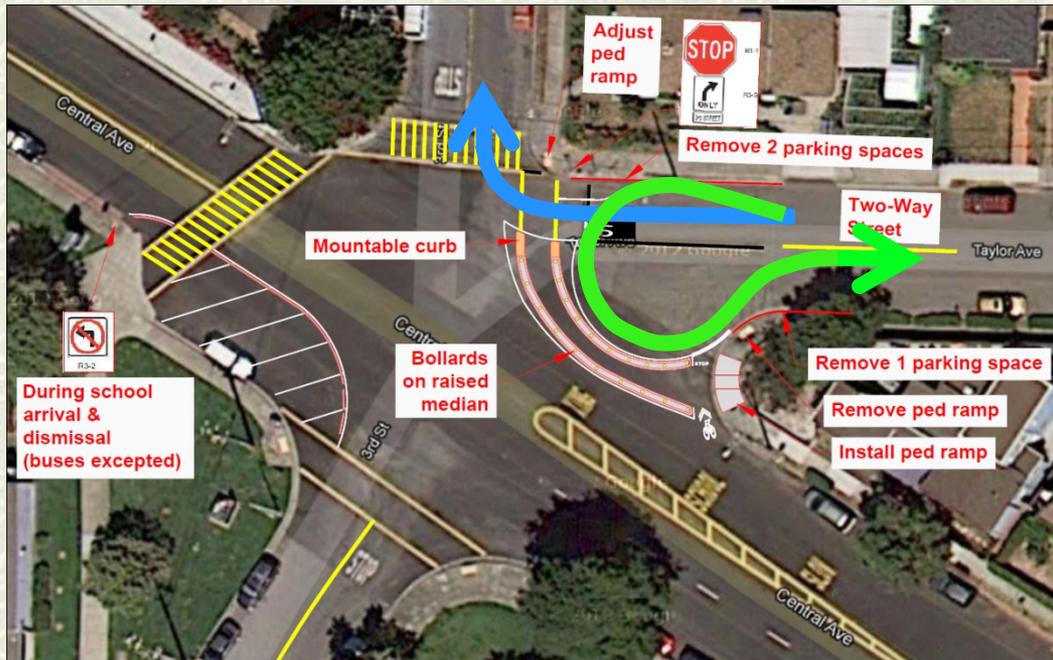
Exit Only, Taylor Avenue - Two-way Street (cont.)



Exit Only, Taylor Avenue - Two-way Street (cont.)



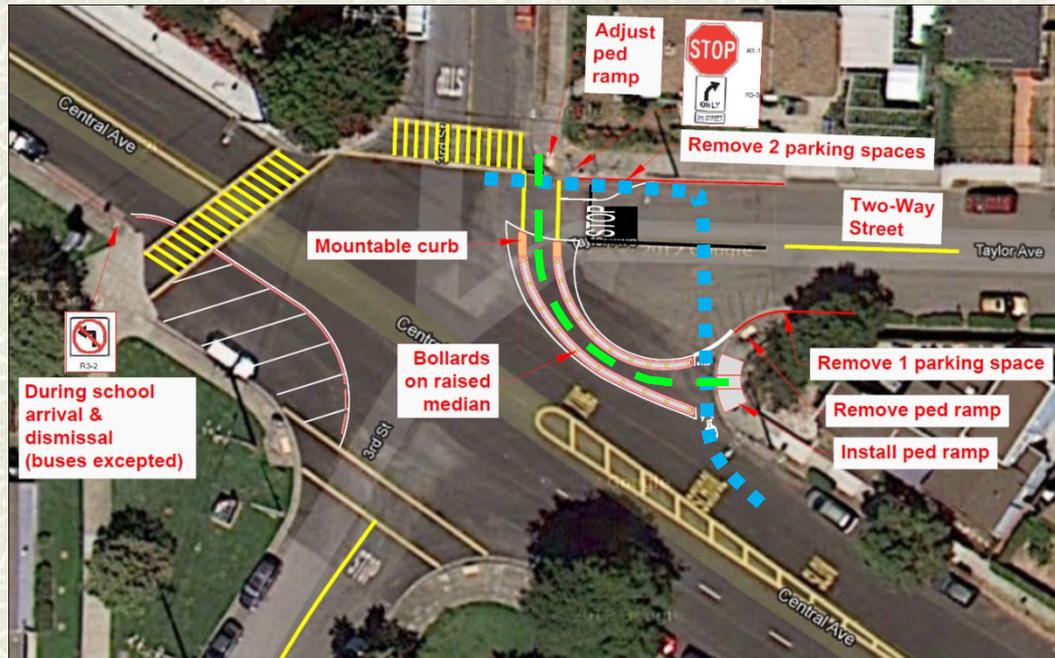
Exit Only, Taylor Avenue - Two-way Street (cont.)



Exit Only, Taylor

- + Simplifies intersection, reduces 8 movements
- + Allows for exit or U-Turn
- + Reduces intersection size
- + Defines movements

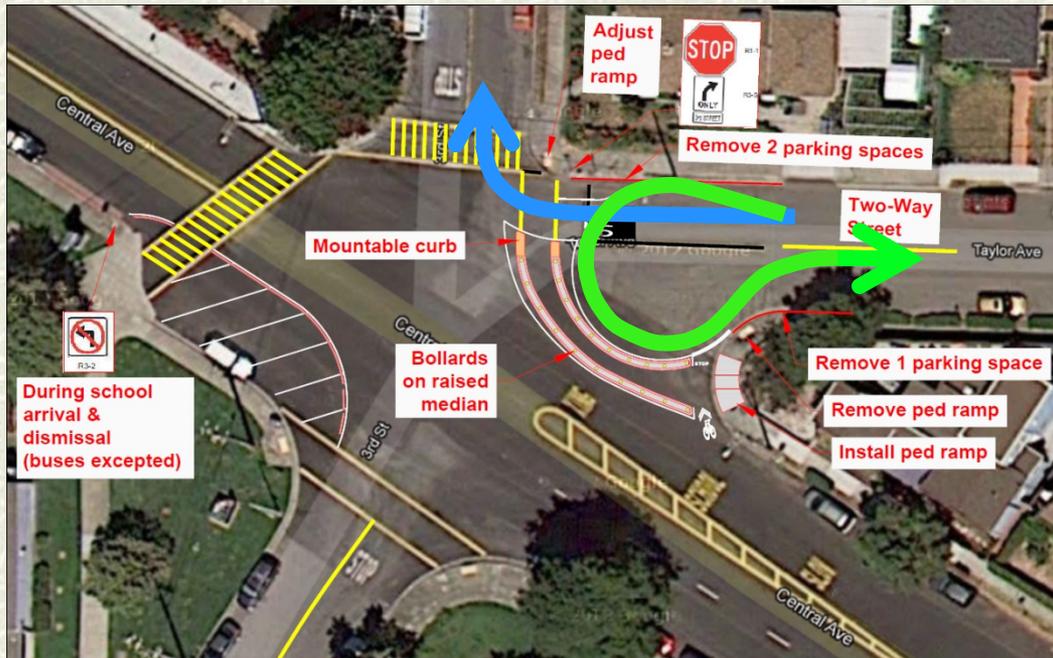
Exit Only, Taylor Avenue - Two-way Street (cont.)



Exit Only, Taylor

- + Significant ped xing improvement
- + Improves access for bikes
- + May reduce traffic on Taylor Avenue

Exit Only, Taylor Avenue - Two-way Street (cont.)



Exit Only, Taylor

- May promote passenger loading on Taylor Avenue (could be considered a positive to some)
- Removes 3 parking spaces
- Impacts to access

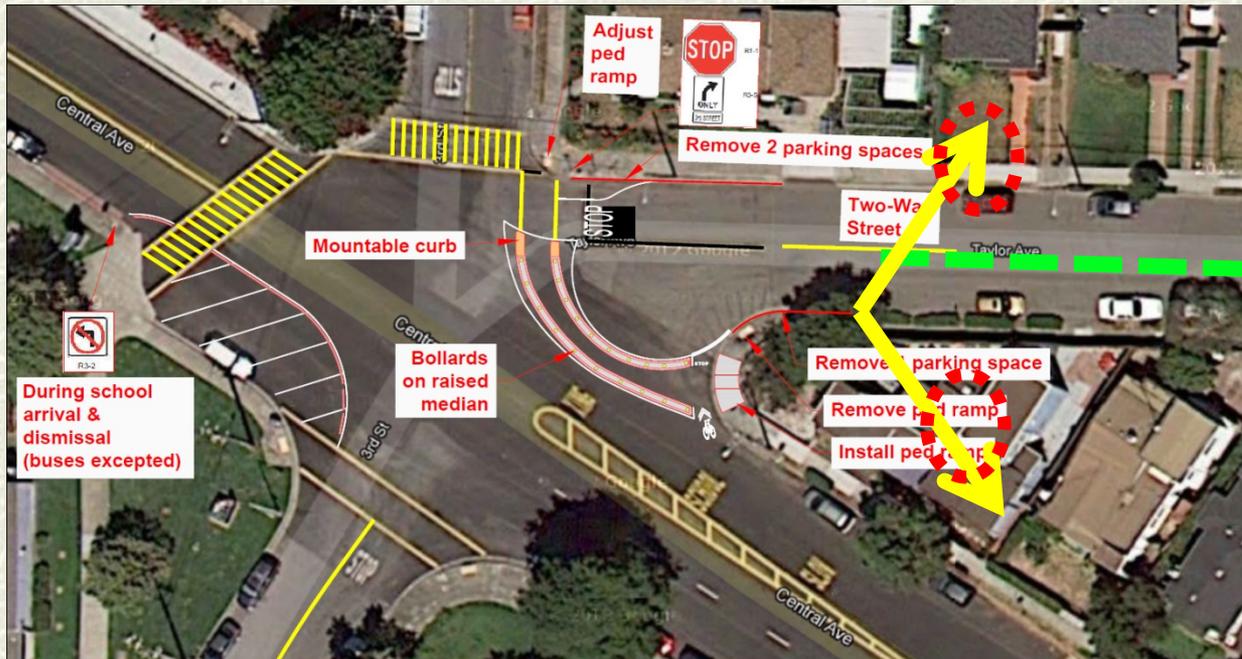
Exit Only, Taylor Avenue - Two-way Street (cont.)



spaces

- Impacts to access

Exit Only, Taylor Avenue - Two-way Street (cont.)



Visibility at Fourth
➤ Can be improved with the removal of two parking spaces

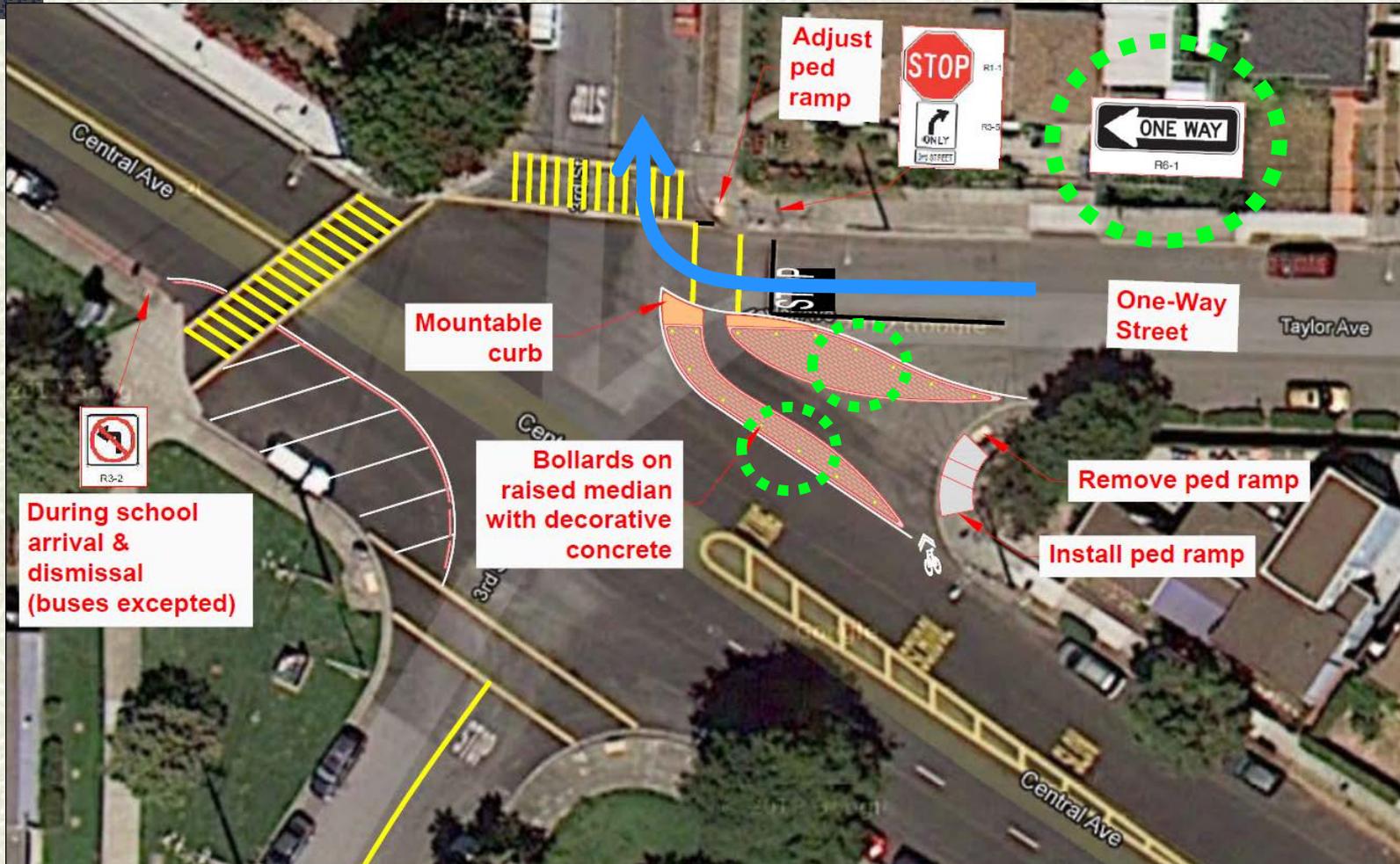
Exit Only, Taylor Avenue - Two-way Street (cont.)



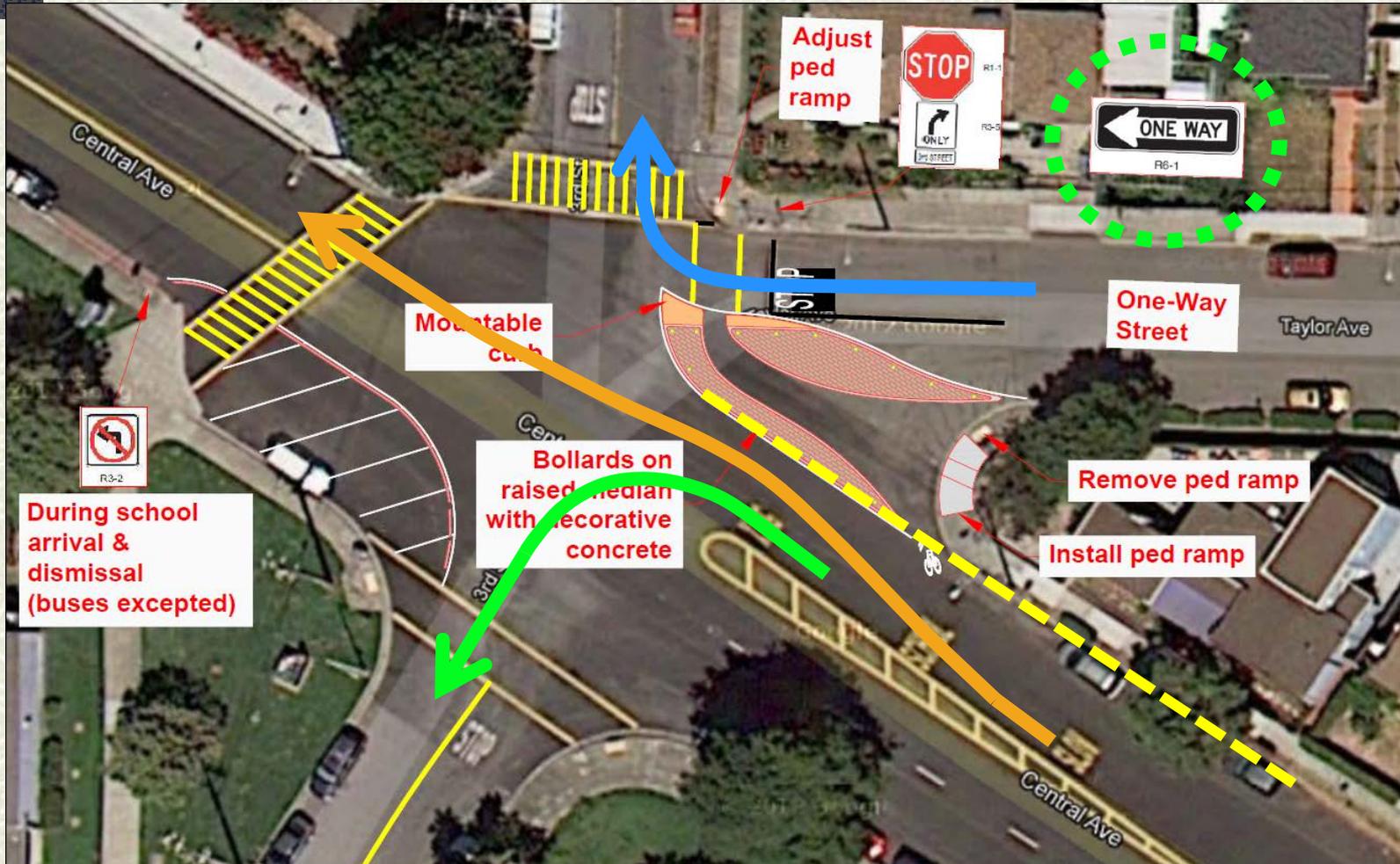
Visibility at Fourth

- Can be improved with the removal of two parking spaces
- The same can be done on the other side
- Dependent on community input

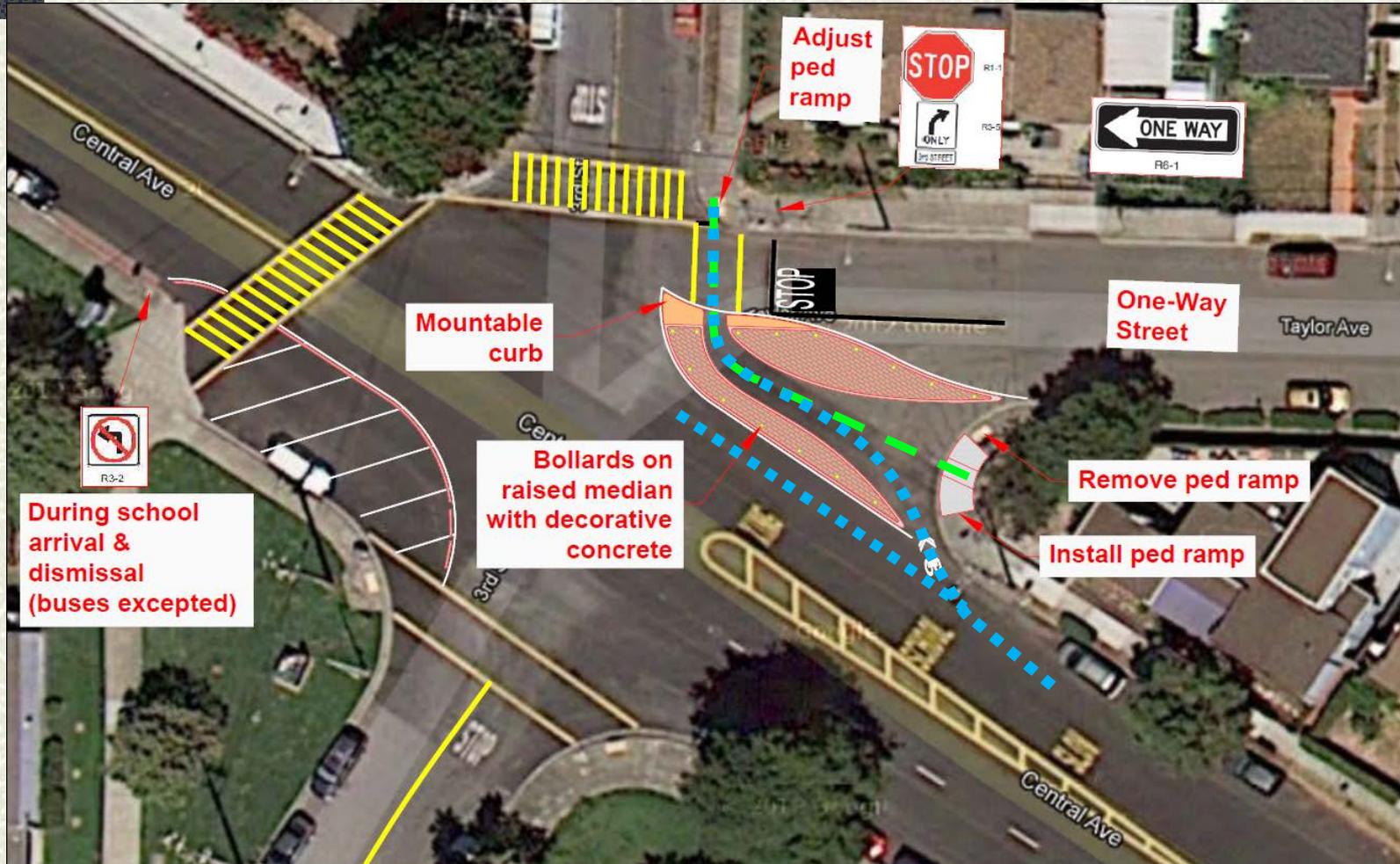
Exit Only, Taylor Avenue - One-way Street



Exit Only, Taylor Avenue - One-way Street (cont.)



Exit Only, Taylor Avenue - One-way Street (cont.)



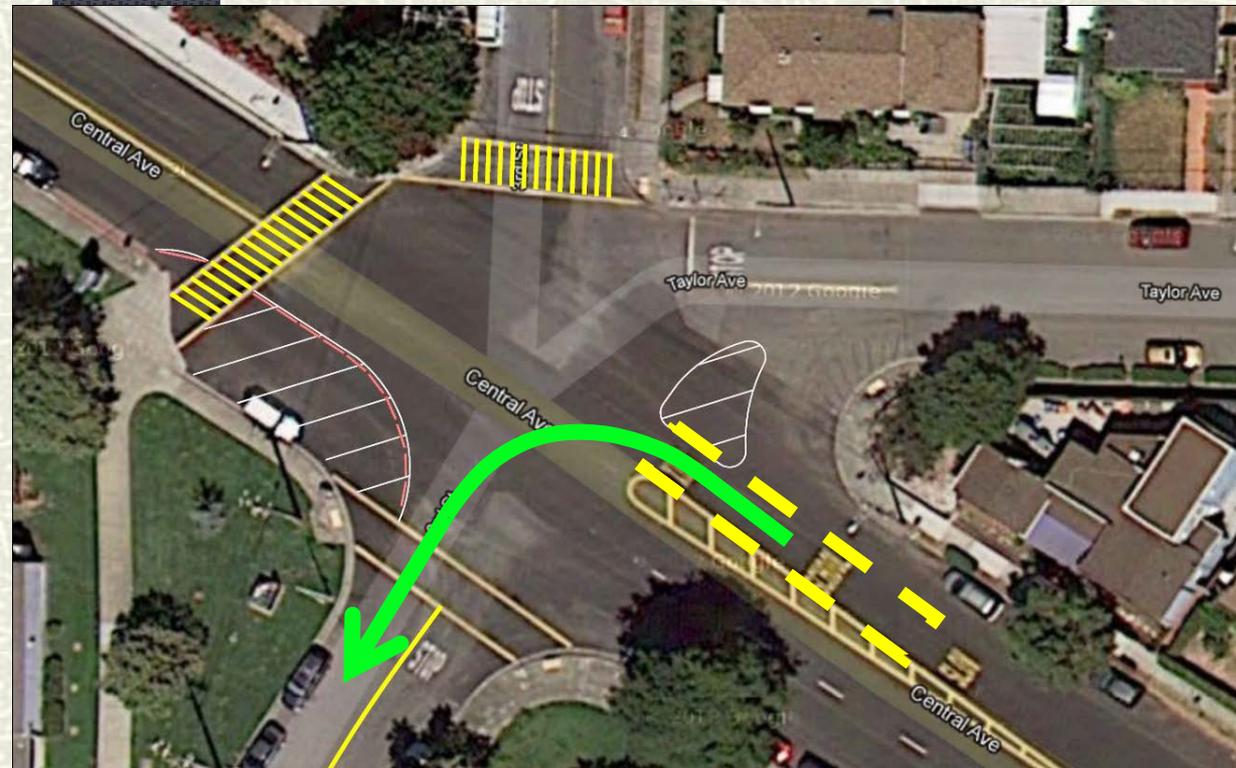
Exit Only, Taylor Avenue - One-way Street (cont.)



Exit Only, Taylor Avenue - One-way Street (cont.)



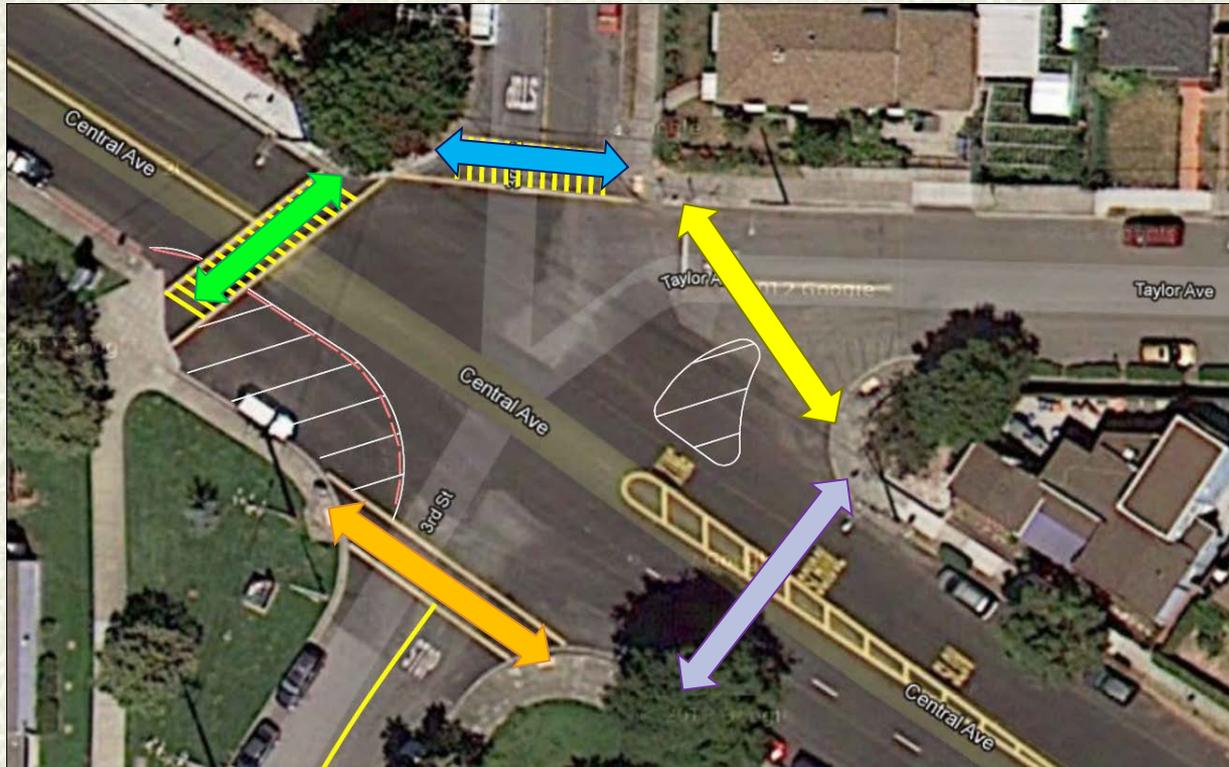
Left-turn Lane on Central Avenue



Not Recommended

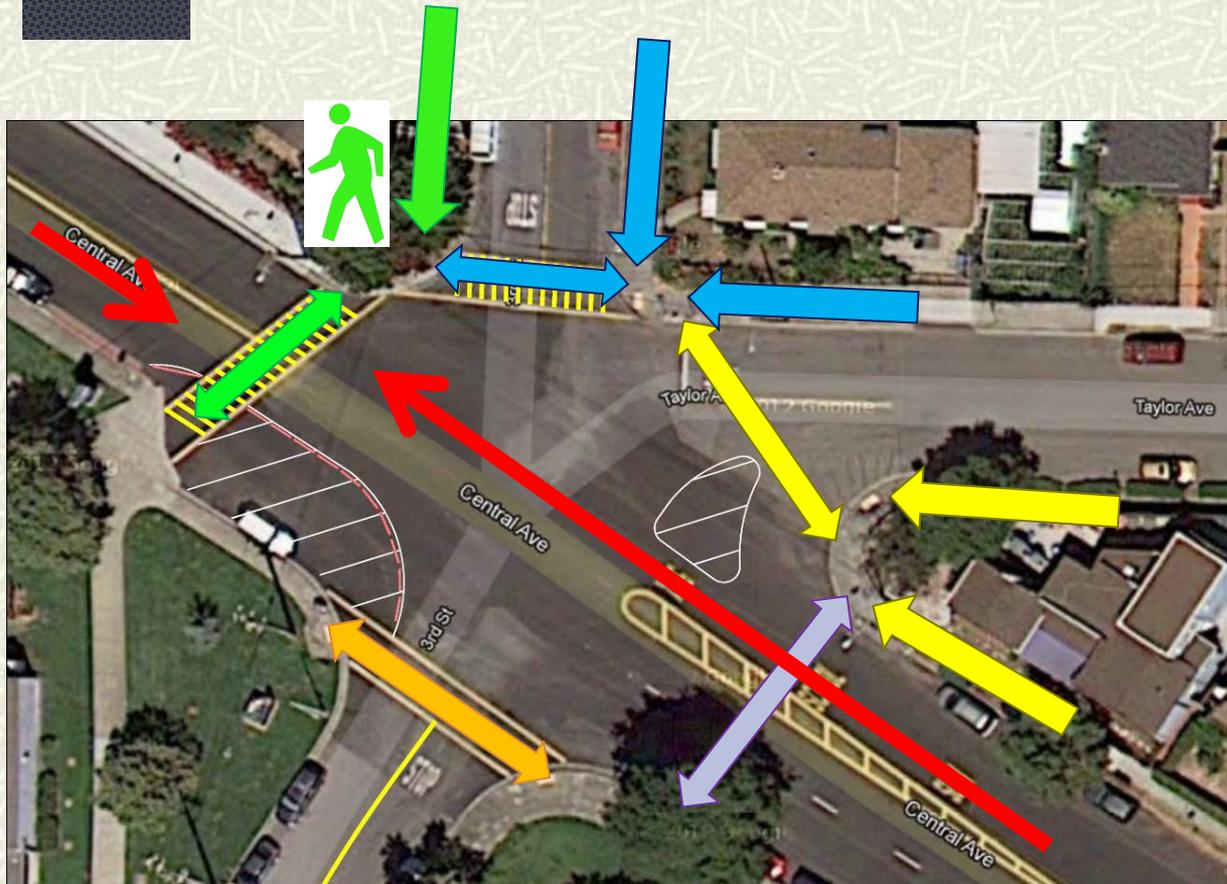
- Left-turn Lane
 - Requires **120 vehicles per hour (vph)** during peak hours
 - **67 vph, AM**
 - **50 vph PM**

Crosswalk on east side of Central Avenue



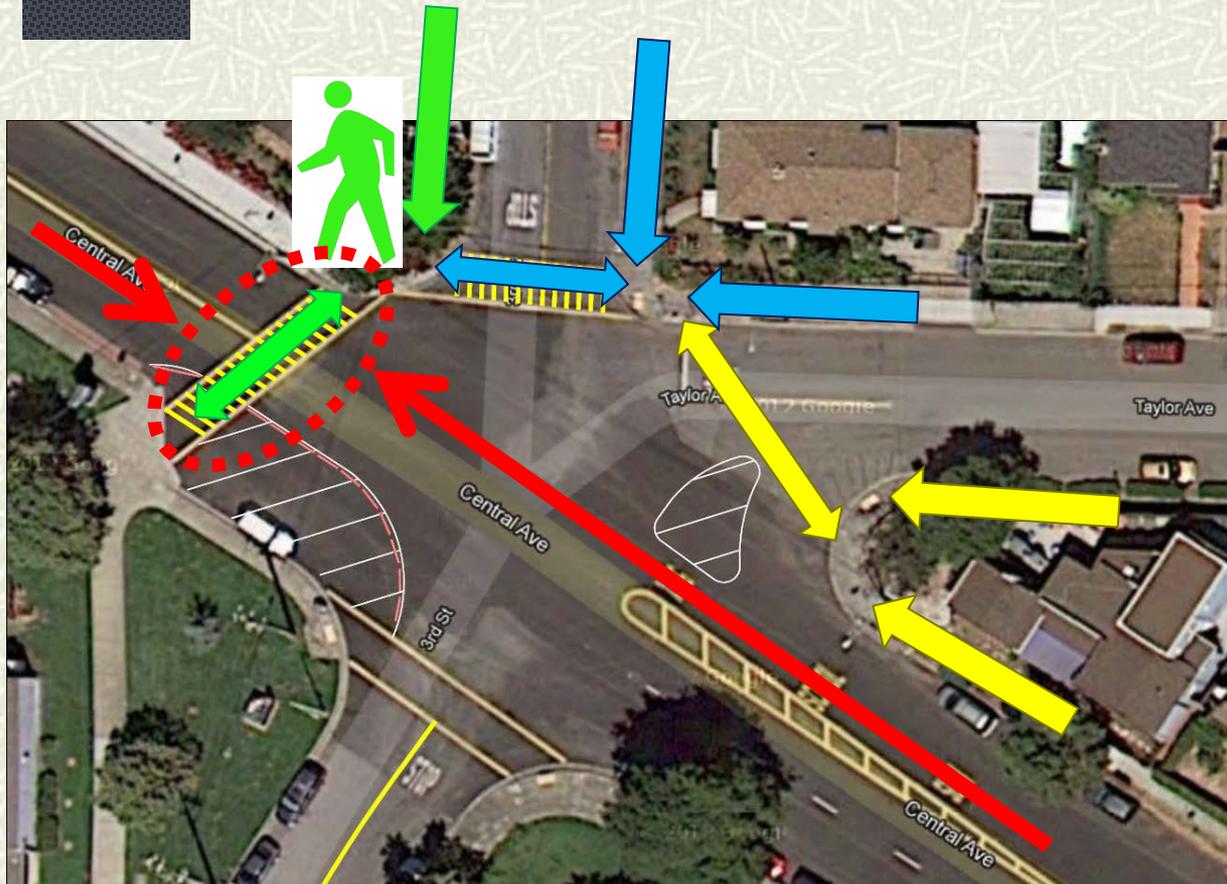
- Community requested crosswalk on east side

Crosswalk on east side of Central Avenue (cont.)



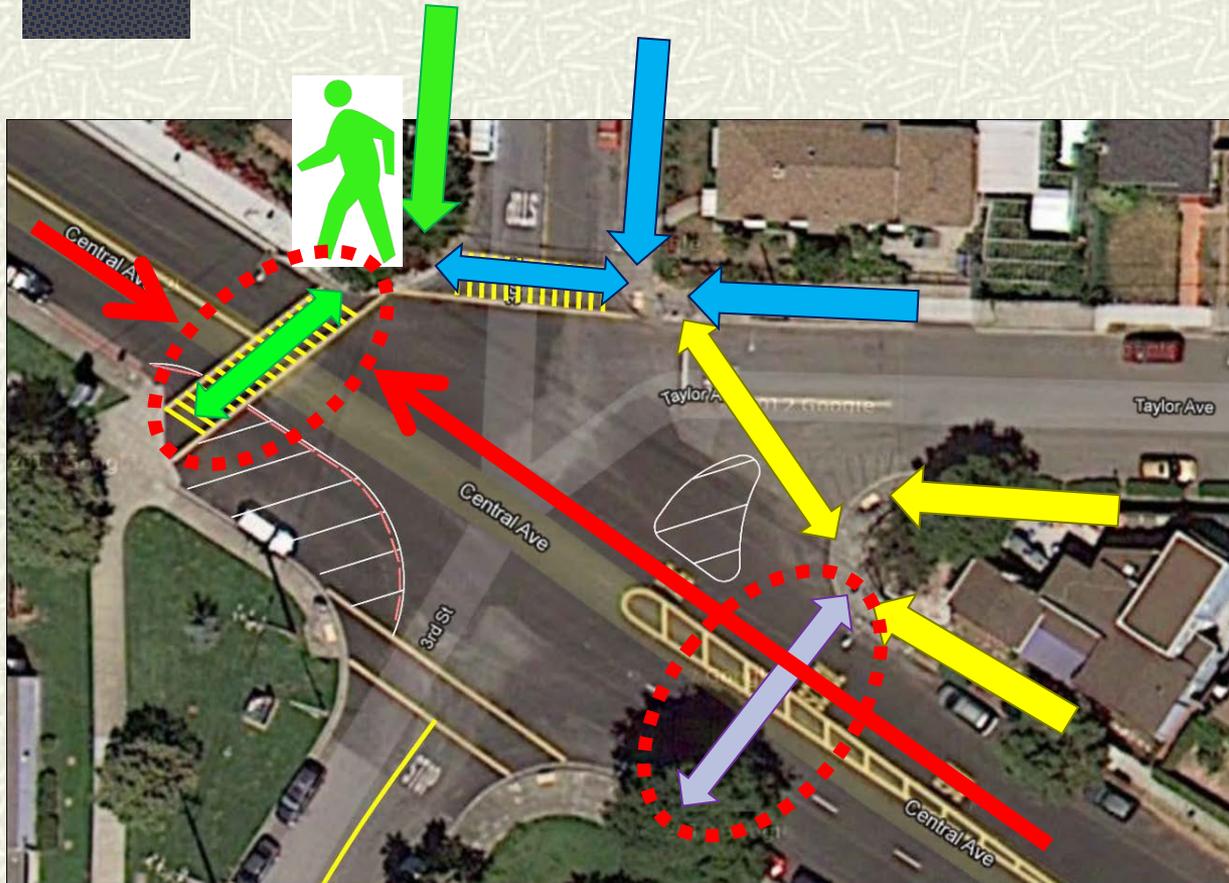
- Crosswalks are currently consolidated
- Makes peds more visible to motorists and more predictable

Crosswalk on east side of Central Avenue (cont.)



- Only 1 conflict with motorists

Crosswalk on east side of Central Avenue (cont.)



- New crosswalk would make 2 conflicts
- More difficult to predict peds

Traffic Signal



- Requires criteria, such as vehicular volume and pedestrian crossings, to be met
- Did not meet those criteria
- But...

Pedestrian Beacon

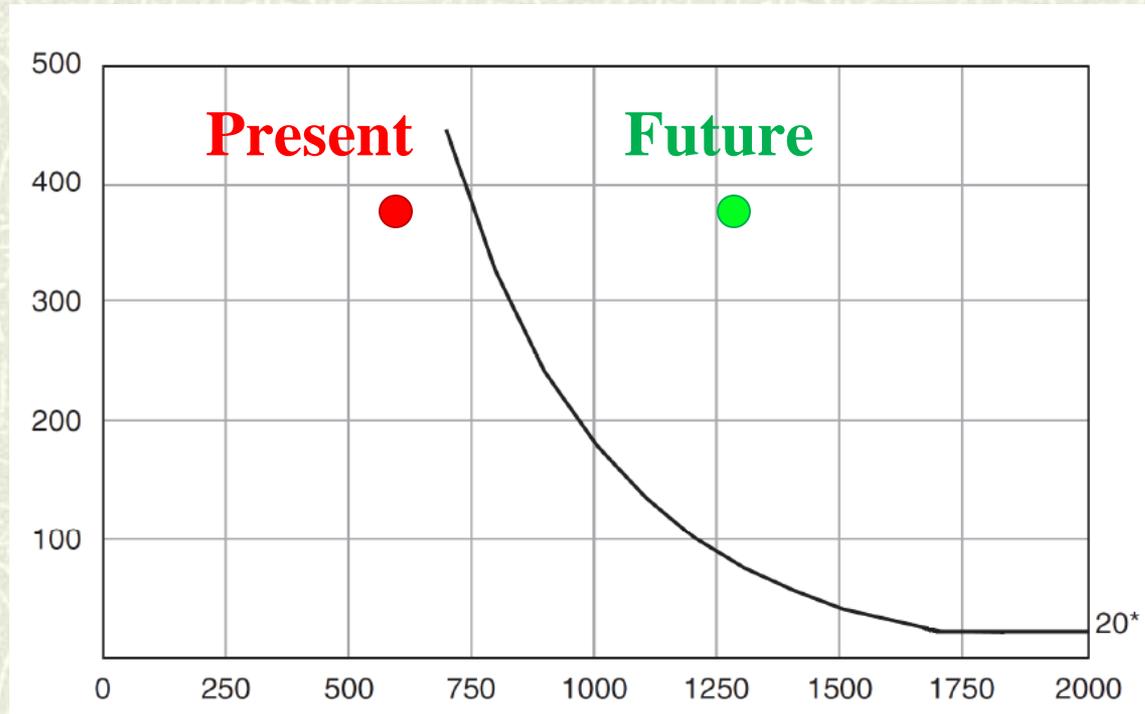


- Long-term potential
- Red for motorists when activated
- Red for pedestrians until activated
- Cost: \$100k-\$150k

Pedestrian Beacon (cont.)

Criteria for Installation

**Peds
Crossing
Central
Avenue
(peds per
hour)**



**Vehicles on Central Avenue
(vehicles per hour)**

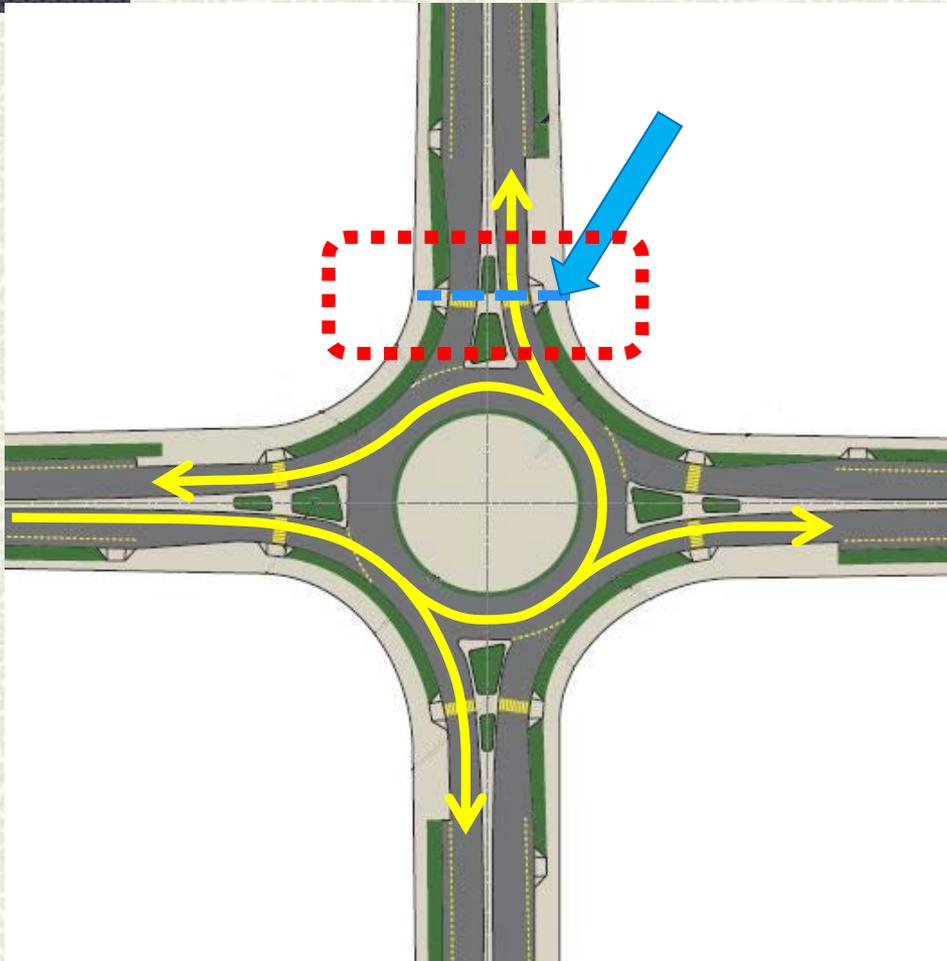
Present

- 599 vph
- 380 peds

Future

- 1277 vph
- 380 peds*

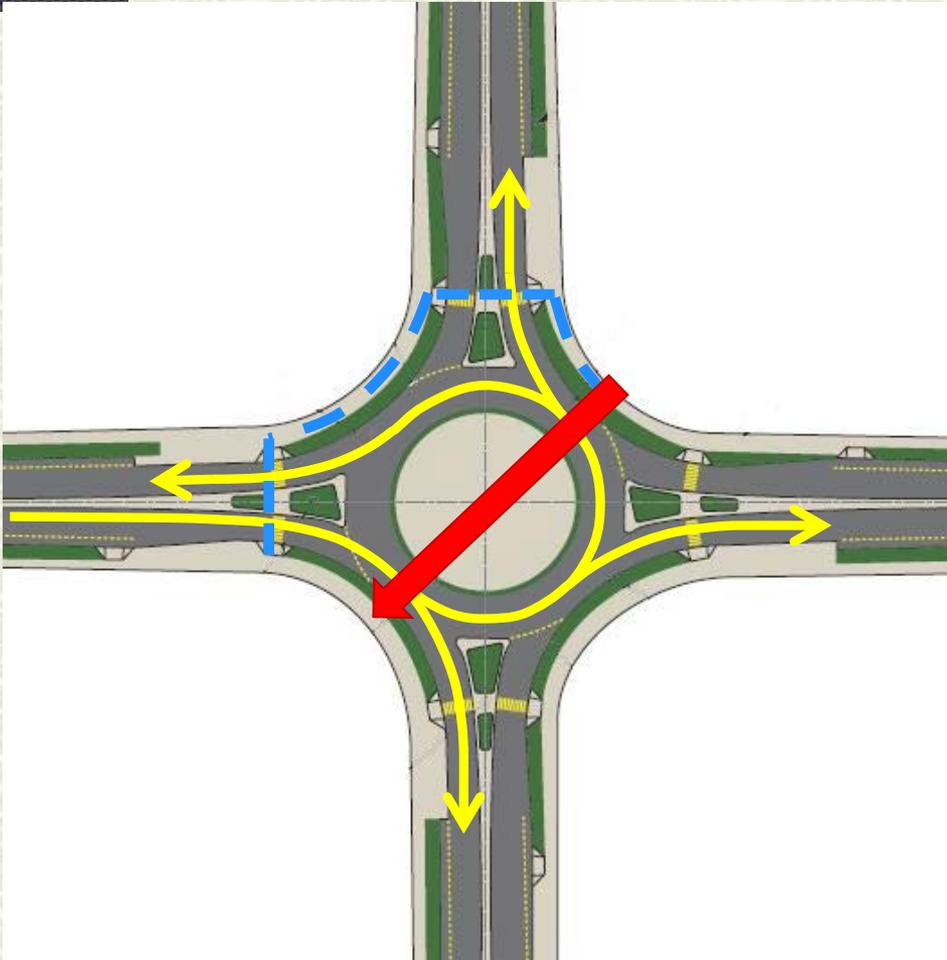
Roundabout



Roundabout

- Motorists are not looking for pedestrians

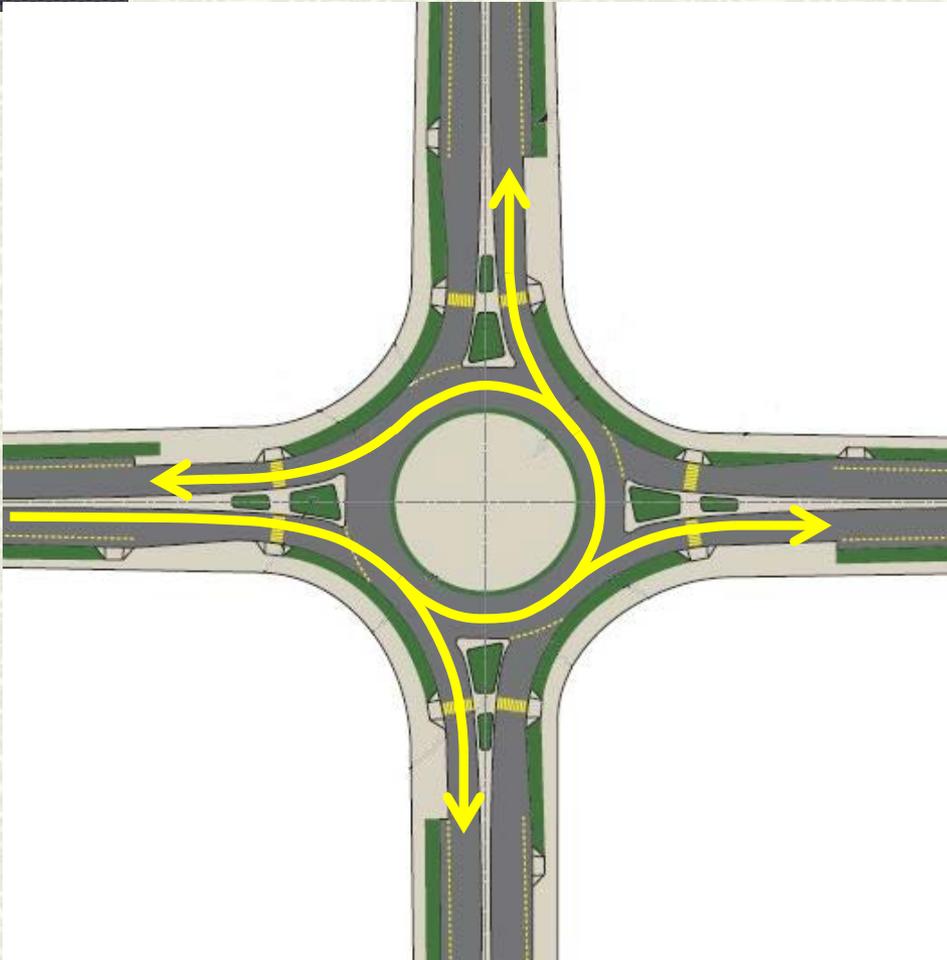
Roundabout



Roundabout

- Crosswalks at a roundabout are set back from the intersection
- Pedestrians may find that it is too long and cross through the middle

Roundabout

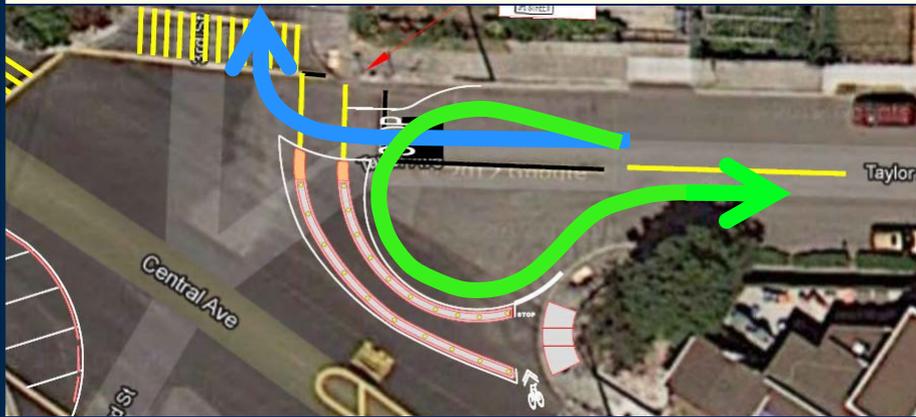


Roundabout

- Not ideal for pedestrians
- Top priority is to improve pedestrian and bike crossings
- **Not recommended**

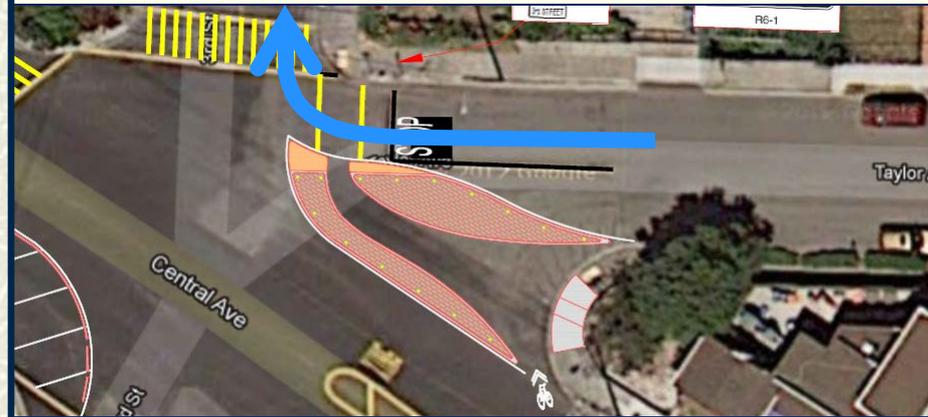
Summary of Potential Options

Exit Only, Taylor Ave - Two-Way



- | | |
|--|--------------------------------|
| + Ped & Bike | - Access |
| + Reduces 8 | |
| + Congestion | |
| + Constrained to simplify intersection | - 3 parking at Third St. Int. |
| | - 2 parking at Fourth St. Int. |

Exit Only, Taylor Ave - One-Way



- | | |
|----------------------------------|-------------------------------|
| + Ped & Bike | - Access |
| + Reduces 8 | |
| + Congestion | |
| + Room to go around left-turners | - 1 parking at Third St. Int. |

Summary of Potential Options (cont.)



- Potential for a pedestrian beacon in the future
- Cost: \$100k-\$150k

Student Drop-off and Pick-up

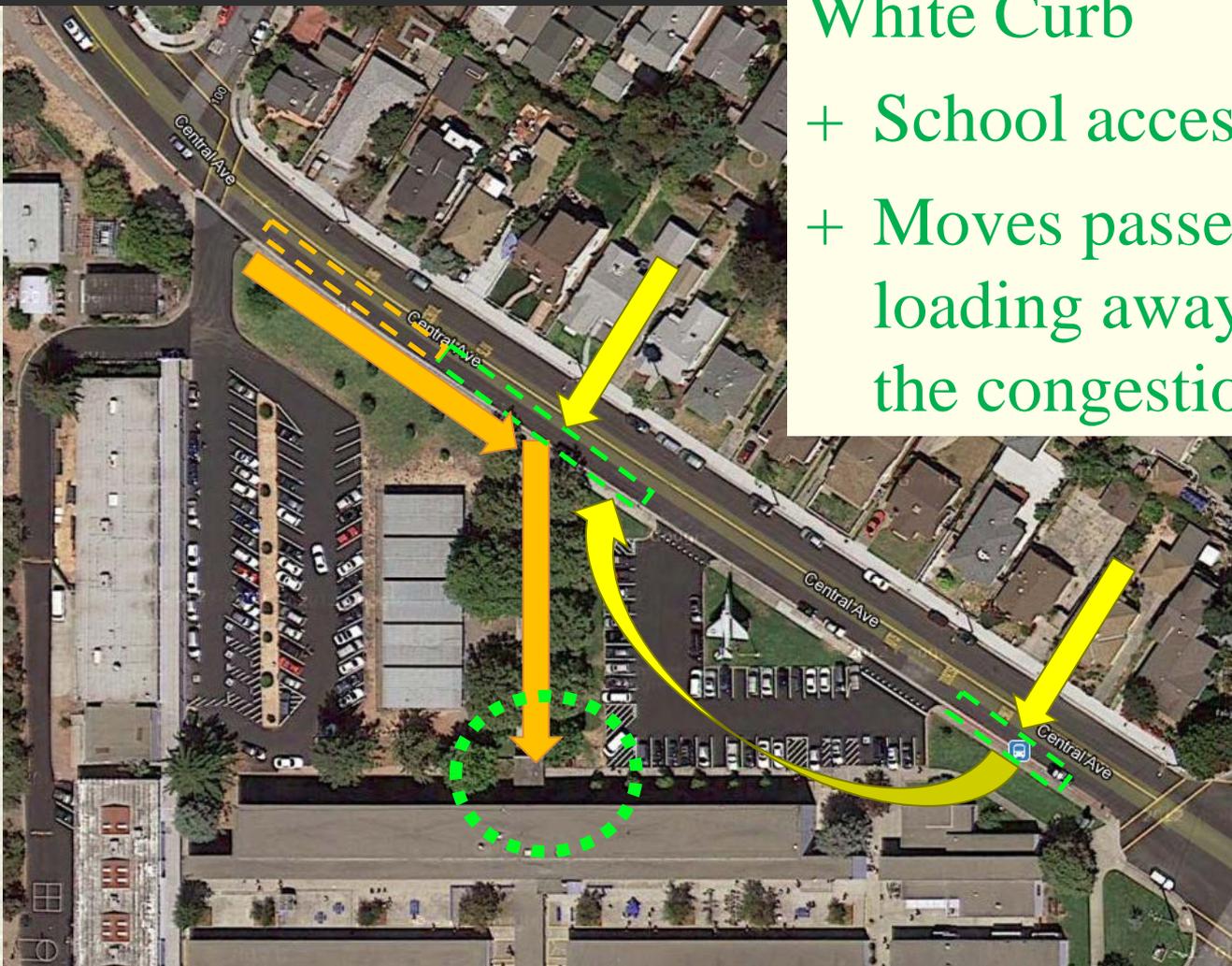
- Public Works and Police are working with AUSD
- School site improvements are being reviewed
- Some improvements on the street are...

Student Drop-off and Pick-up (cont.)



Relocate bus stop
+ School access
+ Moves bus
operations away
from the congestion

Student Drop-off and Pick-up (cont.)

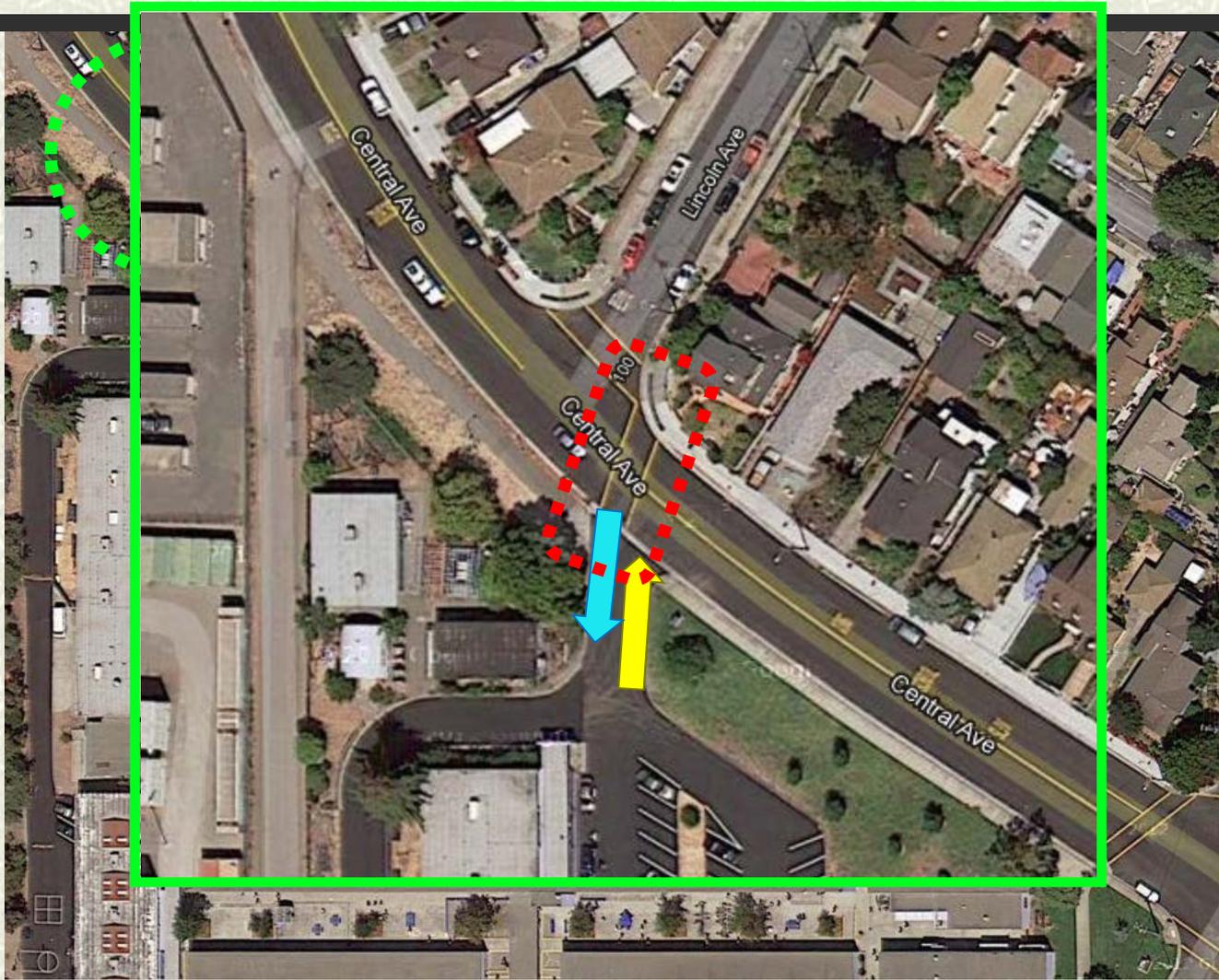


White Curb

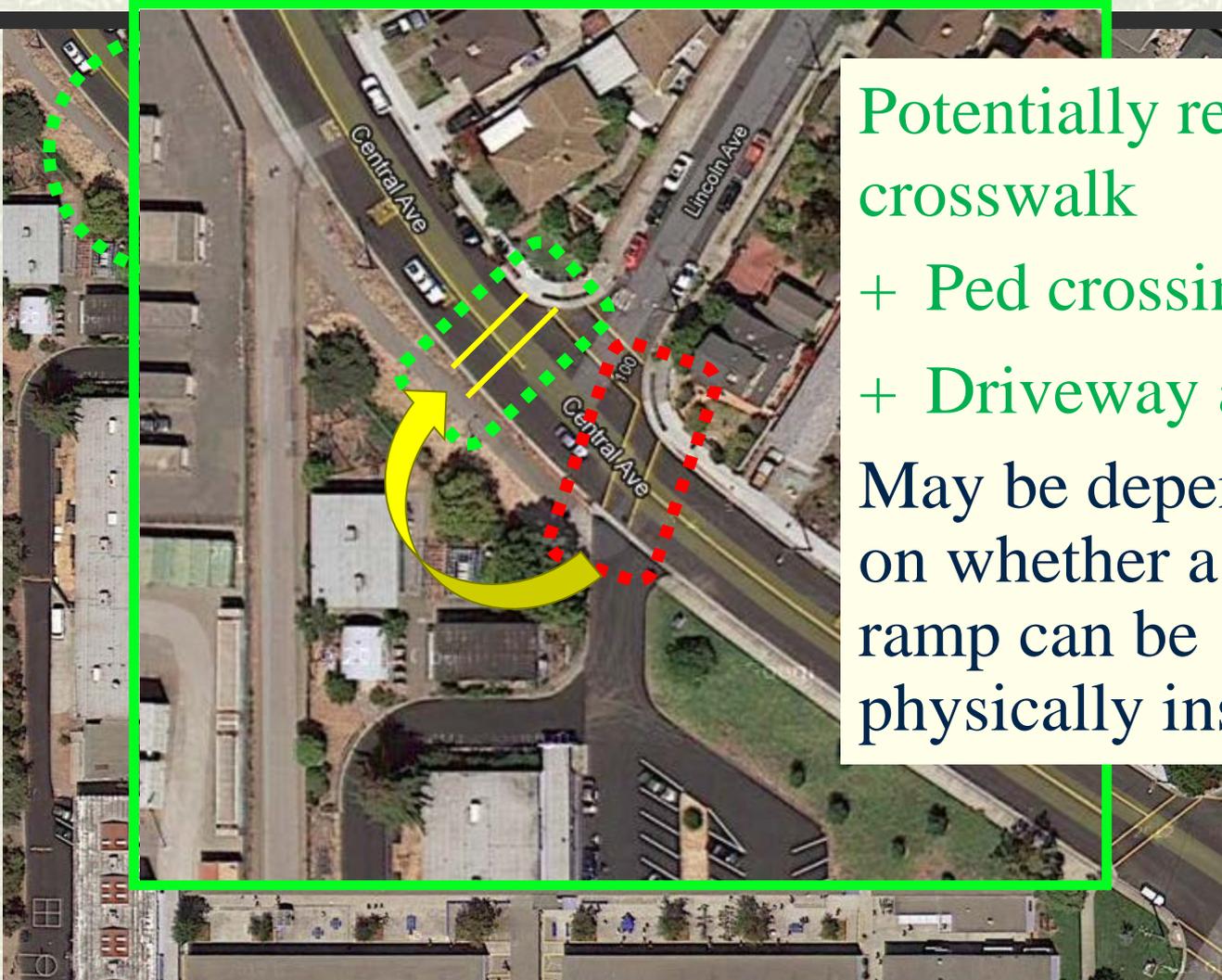
+ School access

+ Moves passenger loading away from the congestion

Student Drop-off and Pick-up (cont.)



Student Drop-off and Pick-up (cont.)



Potentially relocate
crosswalk

+ Ped crossing

+ Driveway access

May be dependent
on whether a ped
ramp can be
physically installed

Project Goals/Priorities

1. Improve pedestrian/bicycle crossings
2. Improve student drop-off & pick-up
3. Simplify the intersection
4. Minimize inconvenience to residents
5. Reduce congestion

Agenda: Break-out Groups

- Introductions
- Select Spokesperson(s)
- Review and Discuss Potential Options
- Present Group Summary

Next Steps

- Collect and analyze comments
- Transportation Commission (July 24)
- Installation (Fall 2013?)

Questions and Comments

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