

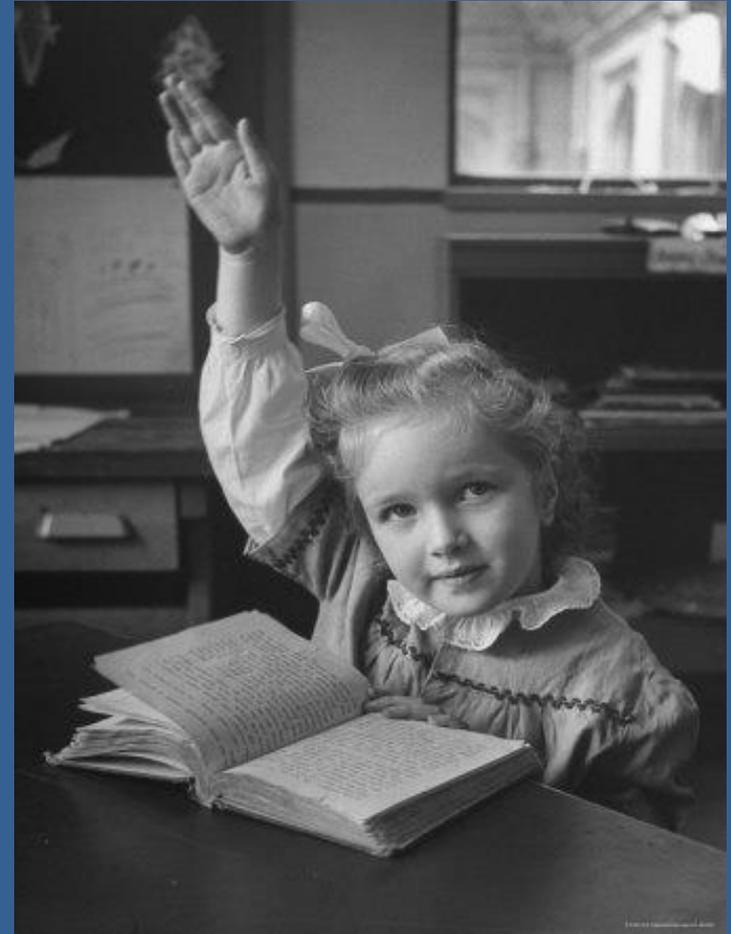
Improving Circulation at the 5-Way Intersection

# ***PUBLIC OPEN HOUSE #2***



# What are we doing tonight?

- Recap Meeting #1  
Highlights
- Review Alternatives
- Roundabout/Intersection  
Operations
- Q&A
- Breakout Stations for  
Input



## Meeting 1: What We Heard

# ‘What we heard that you liked?’

- Bike and Pedestrian Enhancements
- Improved Safety
- Reduced delays
- Maintain Access



## Meeting 1: What We Heard

# 'What were your primary concerns?'

- Improve the existing signal
- Divert traffic
- Access to neighborhoods
- Bike and pedestrian
- Safety
- Roundabout Operation



## Meeting 1: Community Input

# ‘Improve the existing signal’

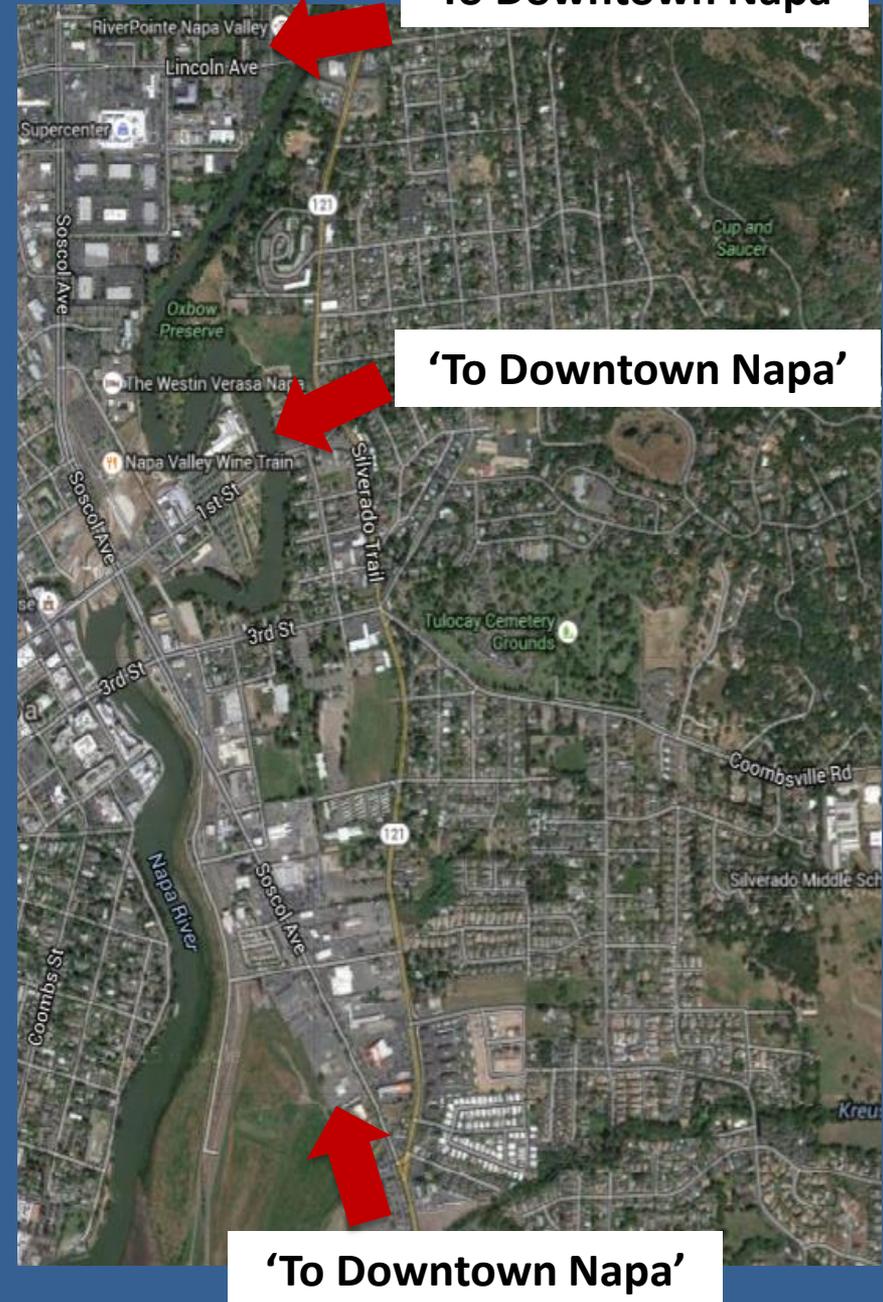
As of yesterday, the existing signal is now traffic actuated!  
The improvement will be noticeable at “off-hours,” however it will not fully address delays.



## Meeting 1: Community Input

# 'Divert Traffic'

- 'Divert Napa State Hospital traffic and other impactful user-group traffic'
- 'Change Silverado to a local road and Soscol Avenue to a State Highway'



## Meeting 1: Community Input

# ‘Neighborhood Access’

“Don’t cut off access to my neighborhood” and “open more streets, not close them.”



## Meeting 1: Community Input

# ‘Improve Bike/Ped Facilities’

“Repair/address disconnected sidewalk and ped facilities“  
and “major bike route;” provide safe bike/ped improvements



# Meeting 2: Alternatives

# Alternatives Analysis - Transforming Comments into Improvements

ASDM Designation	Description	Option's Previous Designation	Status	Evaluation Criteria						Composite Score	Composite Weighted Score	Further Considerations
				Traffic Operations	Pedestrian and Bicycle Facilities	Safety	Right of Way Impacts	Neighborhood Connectivity	Costs			
N/A	Expand Existing Intersection	0	Judged to be not a viable option due to unacceptable traffic operations related to long pedestrian crossing times.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Because of existing roadway grades, potential scope of intersection reconstruction effort is consistent with other alternatives.
N/A	Five-Leg Roundabout	1b	Developed into Options 5C, 5E at Project Development Level.	Evaluation Criteria								
N/A	North-South Tunnel with At-Grade Traffic Circle	4a	Judged to be excessively costly respect to the potential benefit of character with respect to the neighborhood.									
N/A	North-South Tunnel with At-Grade Intersection	4b	Judged to be excessively costly respect to the potential benefit of character with respect to the neighborhood.	Evaluation Criteria								
1	Signalized Intersection with Evans Avenue Access Restriction	5A	Discussed with ASDM, but not evaluated due to imposed access restrictions.									
2	Four-Leg Roundabout with Evans Avenue Access Restriction	5B	Discussed with ASDM, but not evaluated due to imposed access restrictions.	Evaluation Criteria								
3	Coombsville Road Re-Route Alternative	6	Discussed with ASDM, but not fully evaluated due to imposed access restrictions.									
4	Coombsville Road One-Way Alternative	7	Discussed with ASDM, but not fully evaluated due to imposed access restrictions.	Evaluation Criteria								
5	Five-Leg Roundabout - Top of Hill	5C	Evaluated fully under ASDM procedure.									
6	Five-Leg Roundabout - Shifted West	5E	Evaluated fully under ASDM procedure.	Evaluation Criteria								
7	Dual Roundabouts - North/South Orientation	5F	Evaluated fully under ASDM procedure.									
8	Dual Signalized Intersections	8	Discussed with ASDM, but not fully evaluated due to unacceptable traffic operations and the need for a CalTrans design exception.	Evaluation Criteria								
9	Optimize Existing Traffic Signals at Intersection	9	Discussed with ASDM, but not fully evaluated due to unacceptable traffic operations.									
Relative Weighing Factors:				4	4	5	2	5	3			

N/A	Developed by Fehr & Peers; Not discussed explicitly as a viable option within ASDM document
	Fully evaluated under ASDM procedure

\*N/A\* : Not Applicable  
\*FF\* : "Fatal Flaw" Failure  
\*F\* : "Fatal Flaw" Failure

## Meeting 2: Alternatives

# Most Early Concepts Out of Character



# Meeting 2: Alternatives

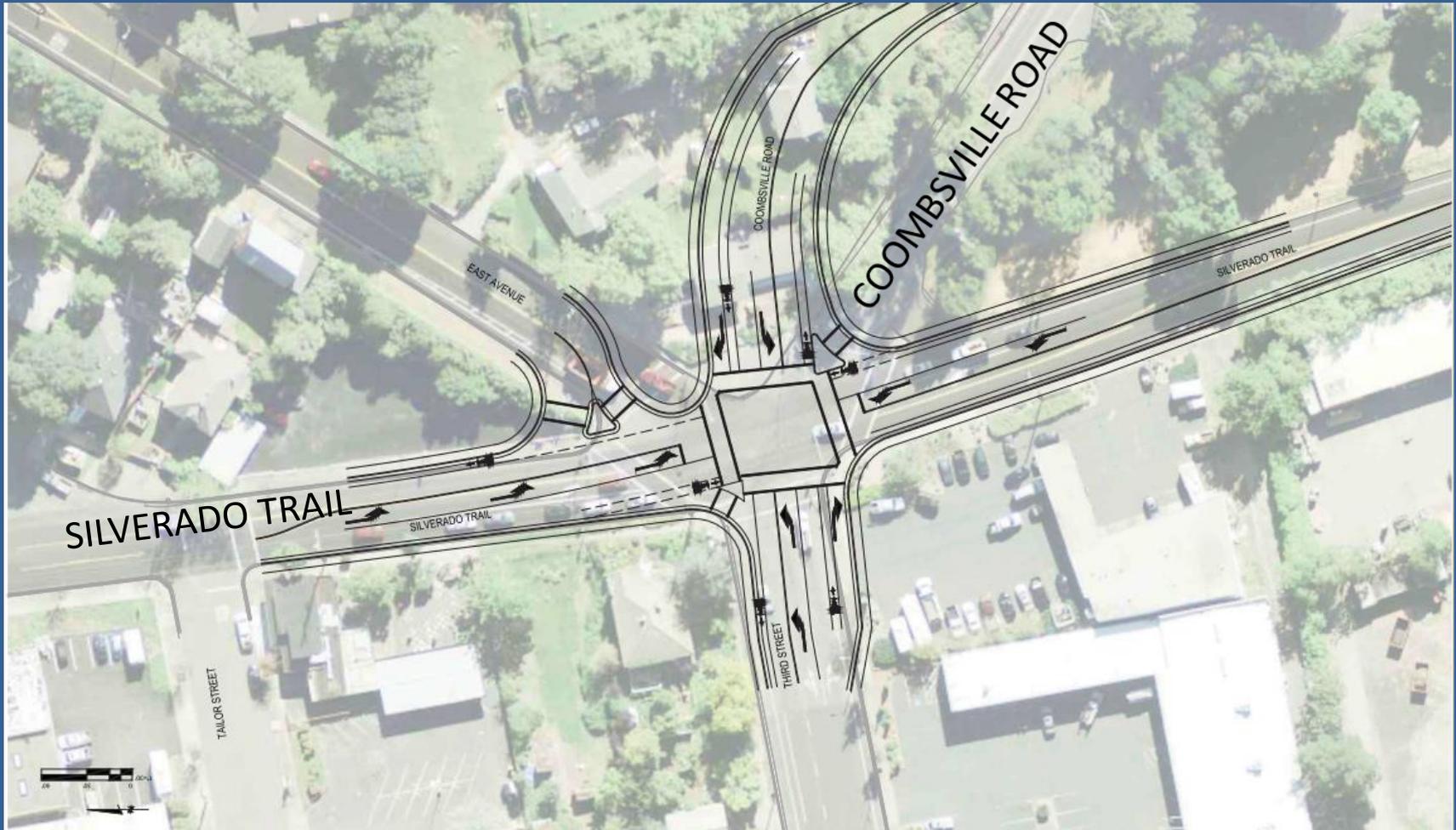
## A Viable Concept



**Option 1 - Five Leg Roundabout**

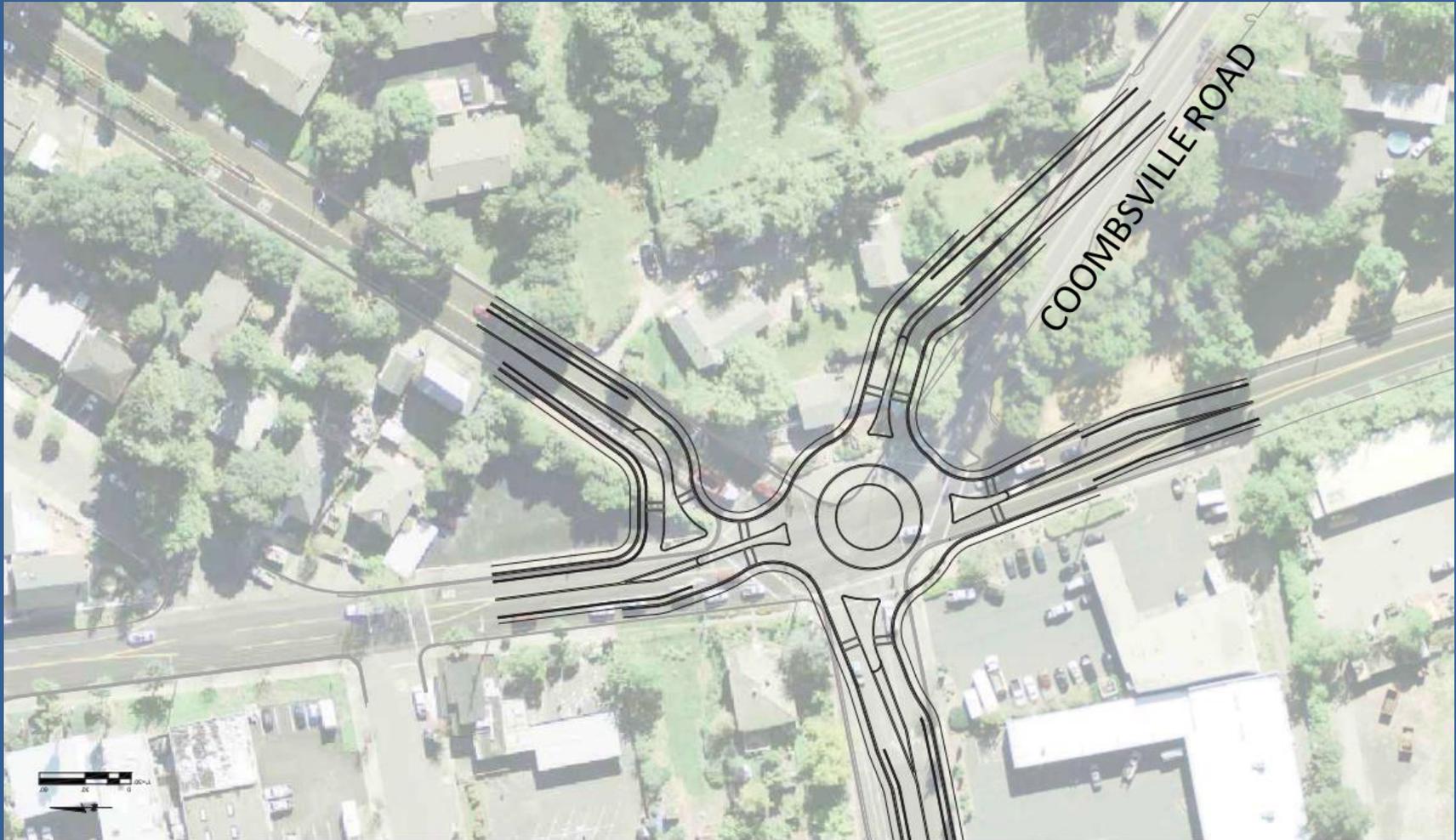
## Meeting 2: Alternatives

# Alternatives Review – 1



## Meeting 2: Alternatives

# Alternatives Review – 2



## Meeting 2: Alternatives

# Alternatives Review – 3



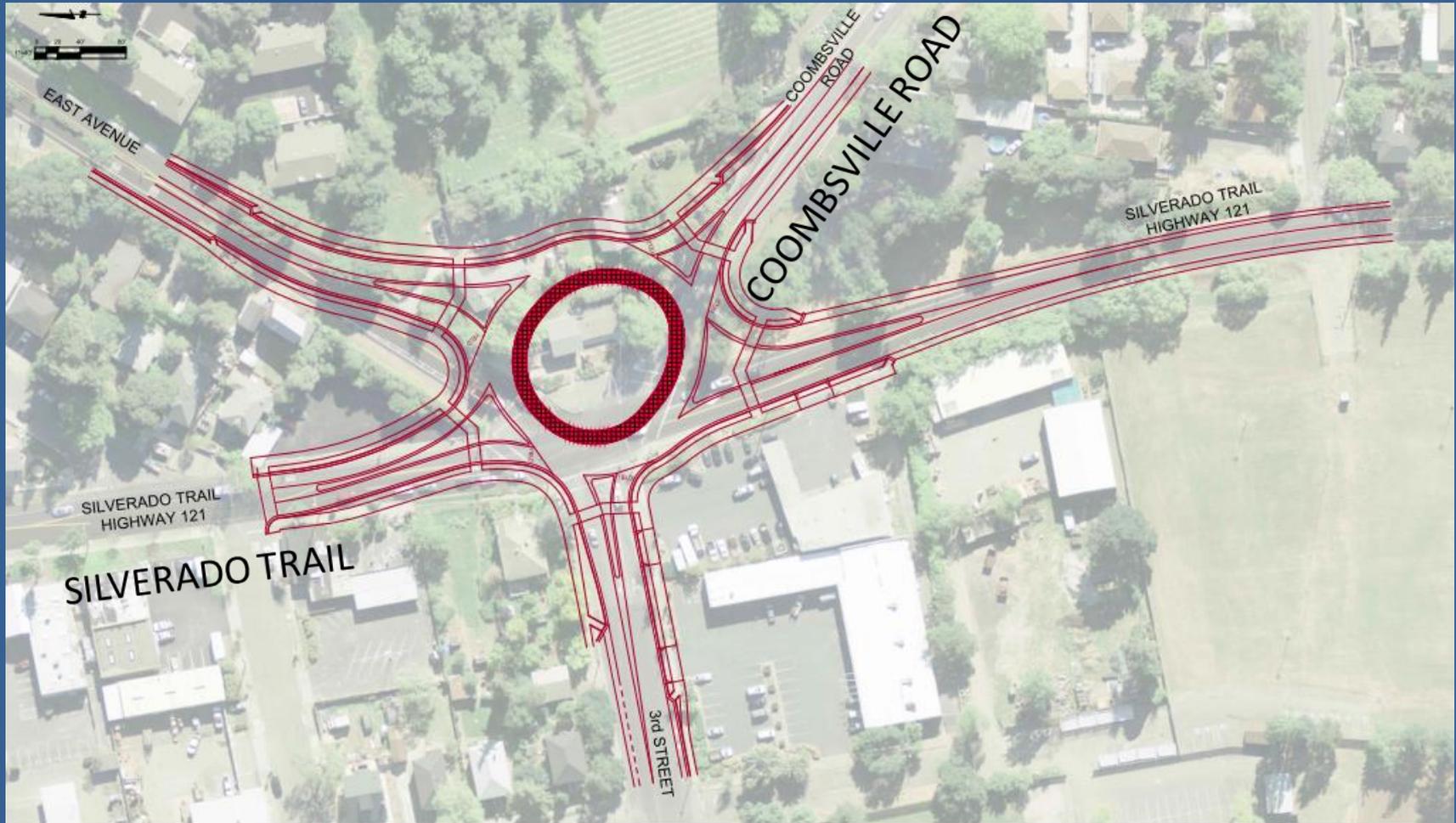
## Meeting 2: Alternatives

# Alternatives Review – 4



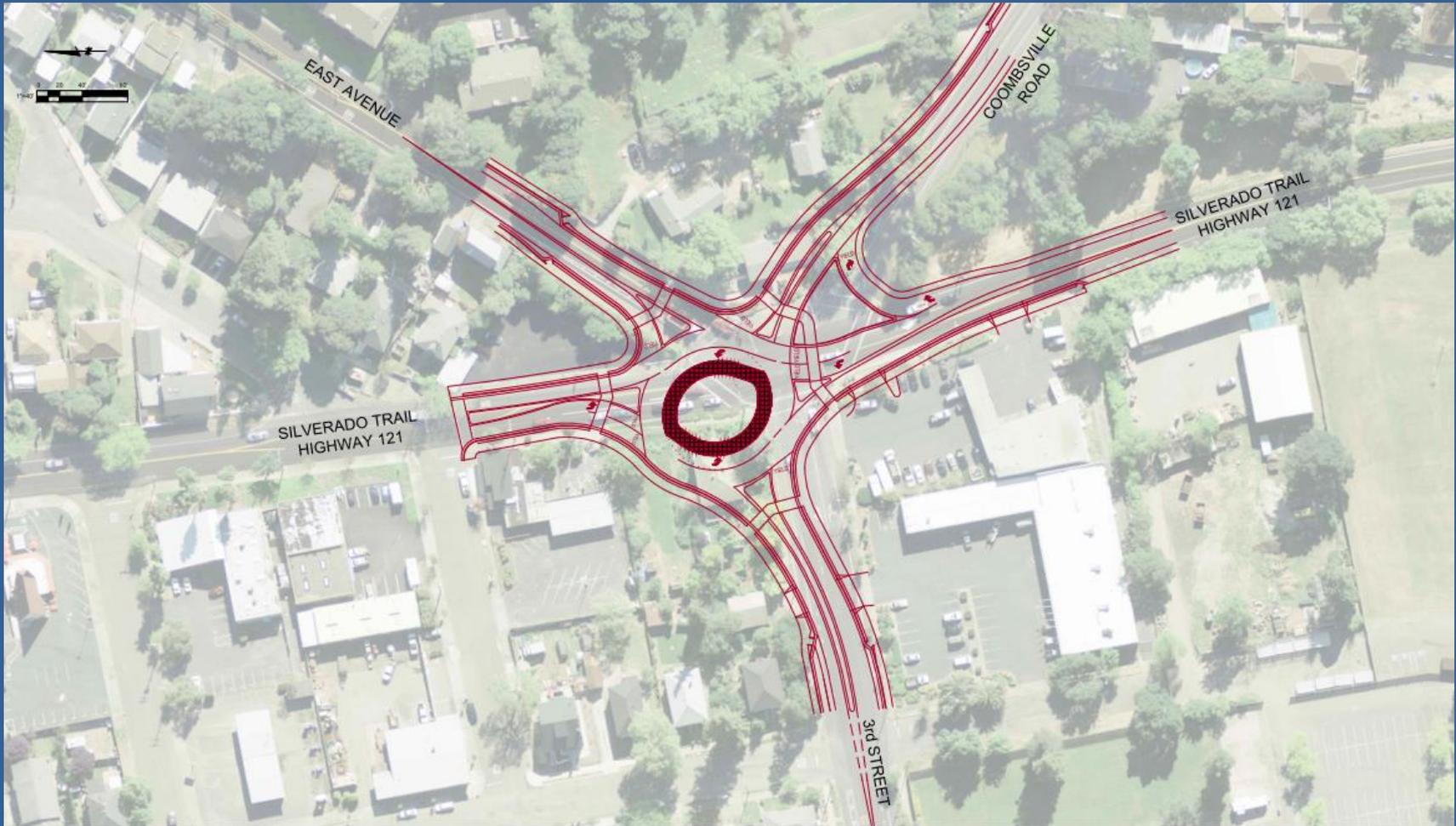
## Meeting 2: Alternatives

# Alternatives Review – 5



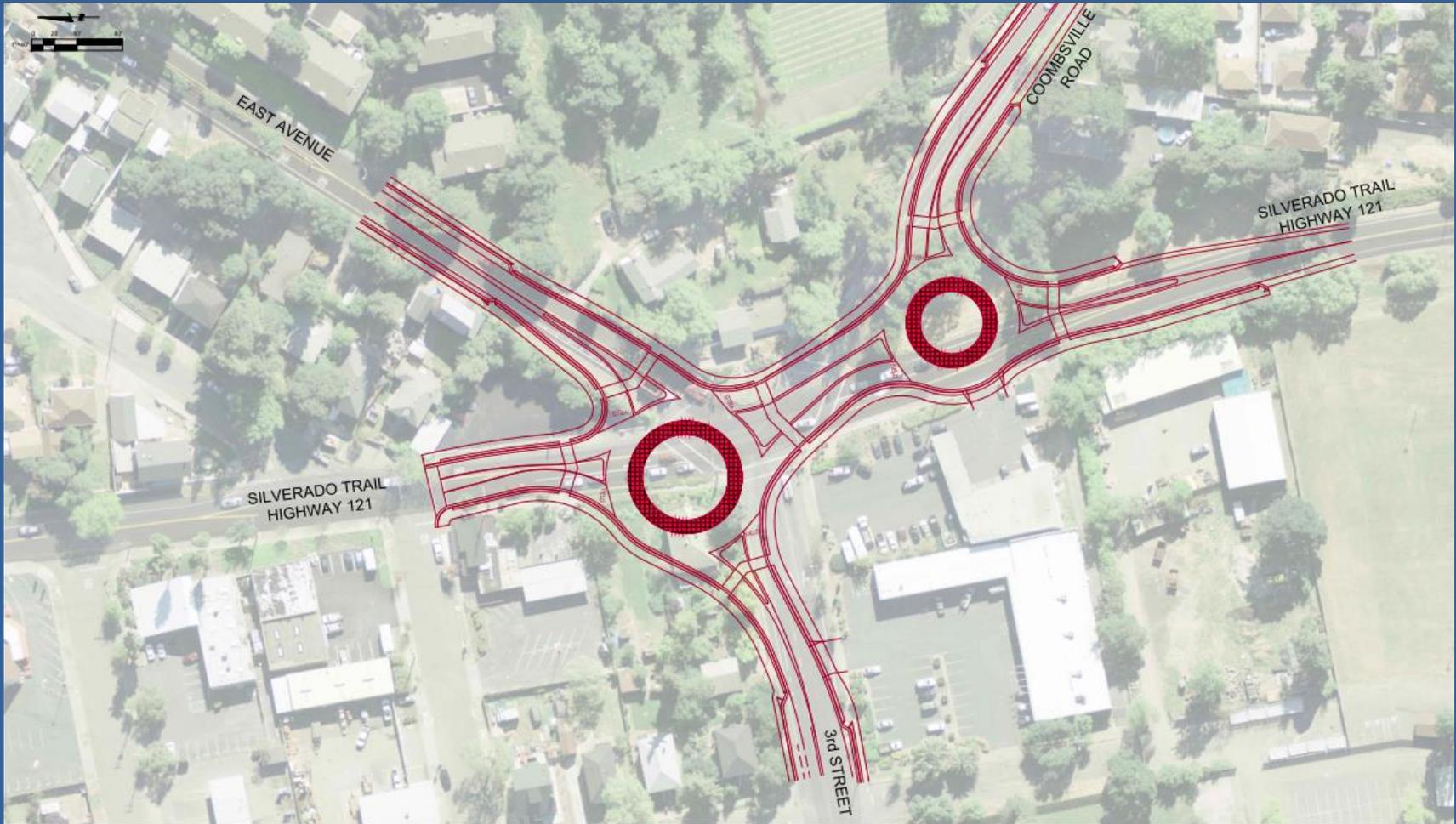
## Meeting 2: Alternatives

# Alternatives Review – 6



## Meeting 2: Alternatives

# Alternatives Review – 7



## Meeting 2: Operation of Alternatives

# Why not leave the signal?

### Functionality / Operations

- How a signal would operate at the 5-way
  - Now
  - Future
- How the traffic analysis was conducted

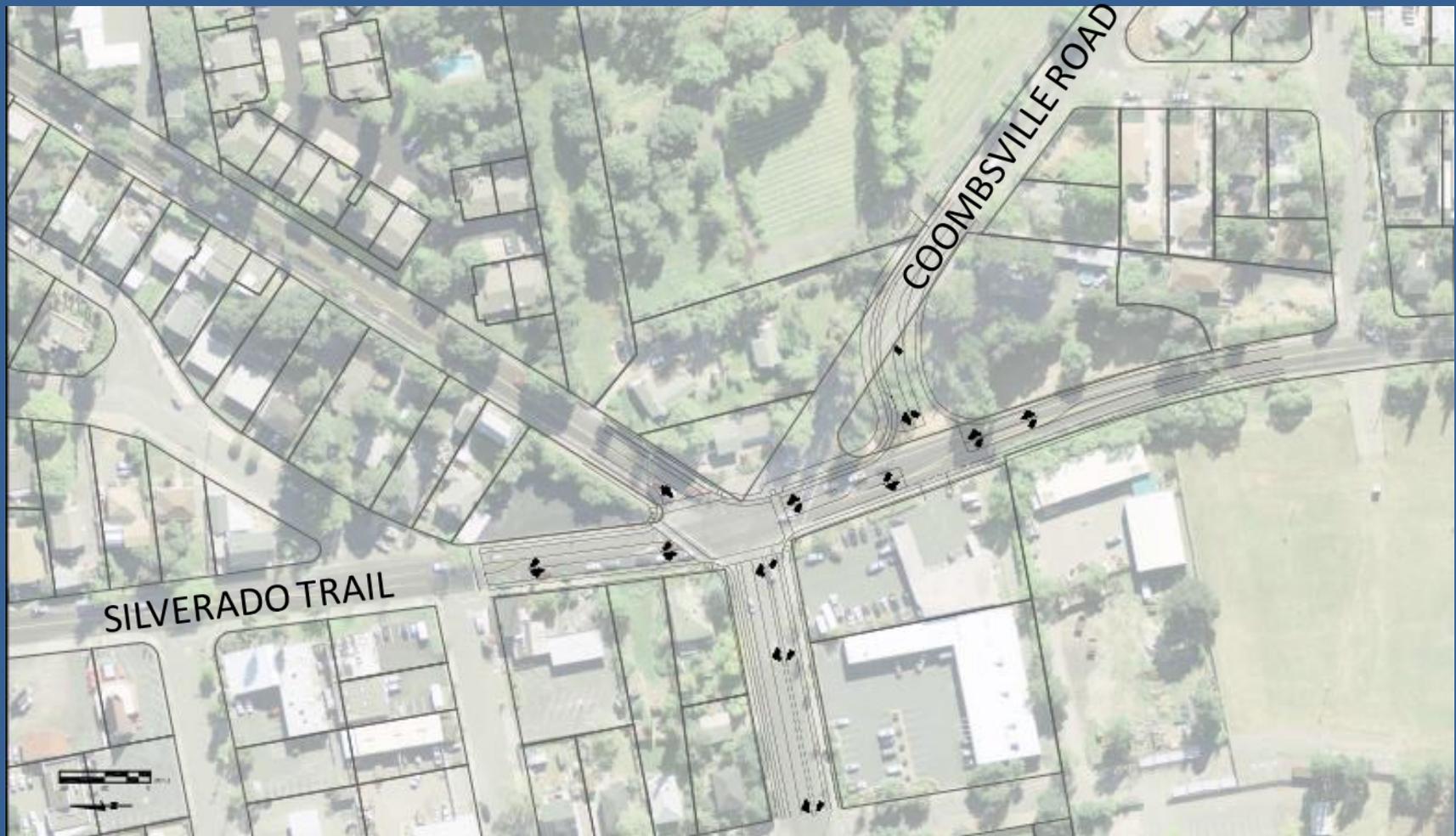
### Safety Discussion

### Bike/Ped Use



## Meeting 2: Alternatives

# Alternatives Review – 8



## Meeting 2: Operation of Alternatives

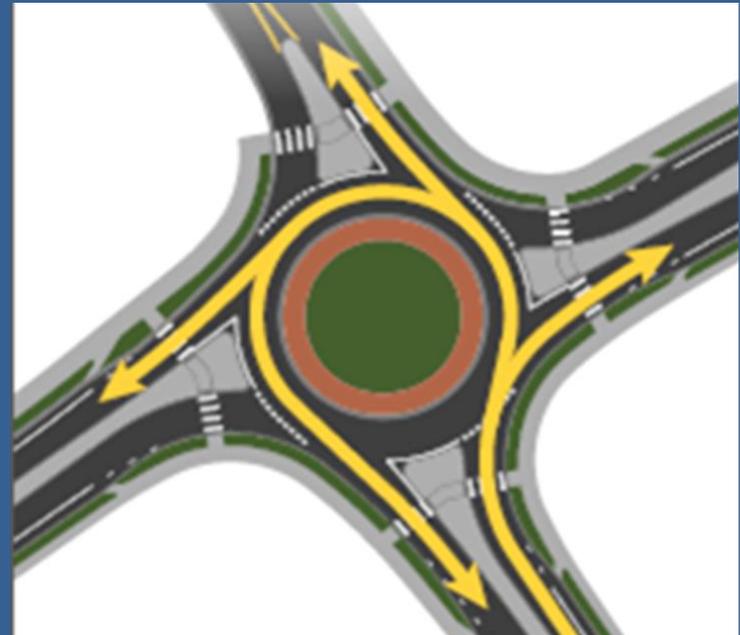
# Roundabouts...a review of operations

### Functionality / Operations

- How a roundabout would operate at the 5-way
- How the traffic analysis was conducted
- How big trucks/emergency vehicles will navigate

### Enhanced Safety

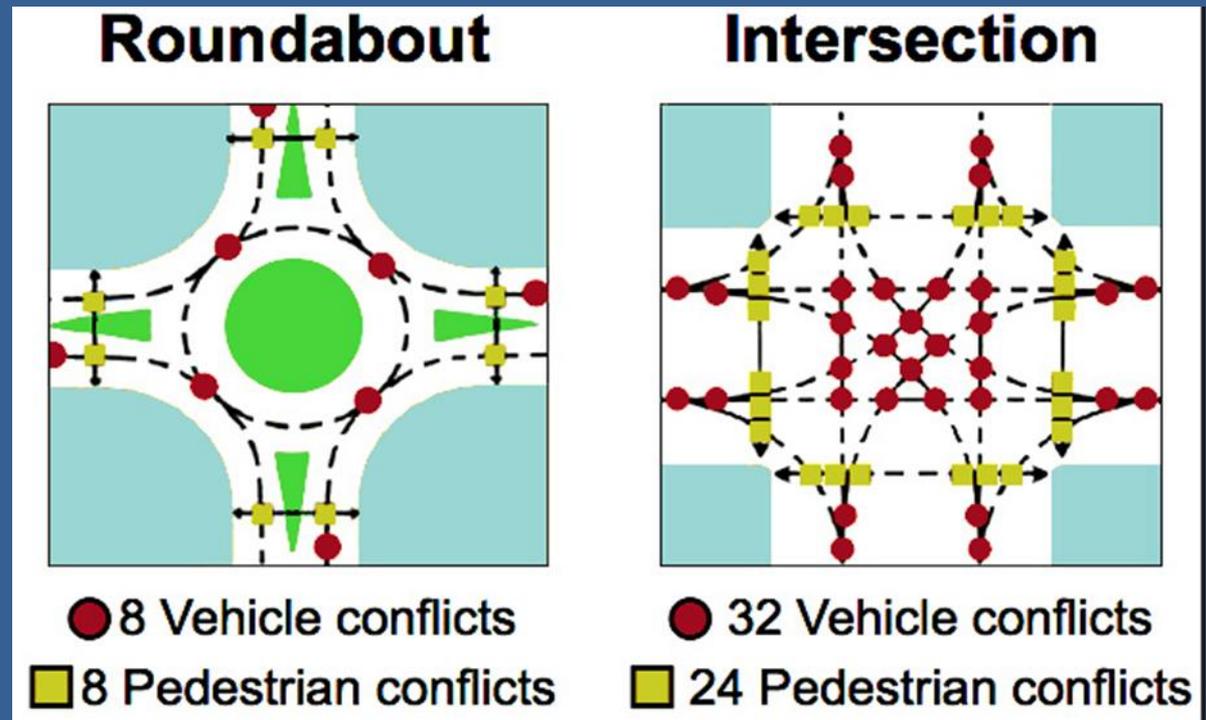
### Bike/Ped Use



## Meeting 2: Operation of Alternatives

# Roundabouts...a review of operations

Enhanced Safety



## Meeting 2: Operation of Alternatives

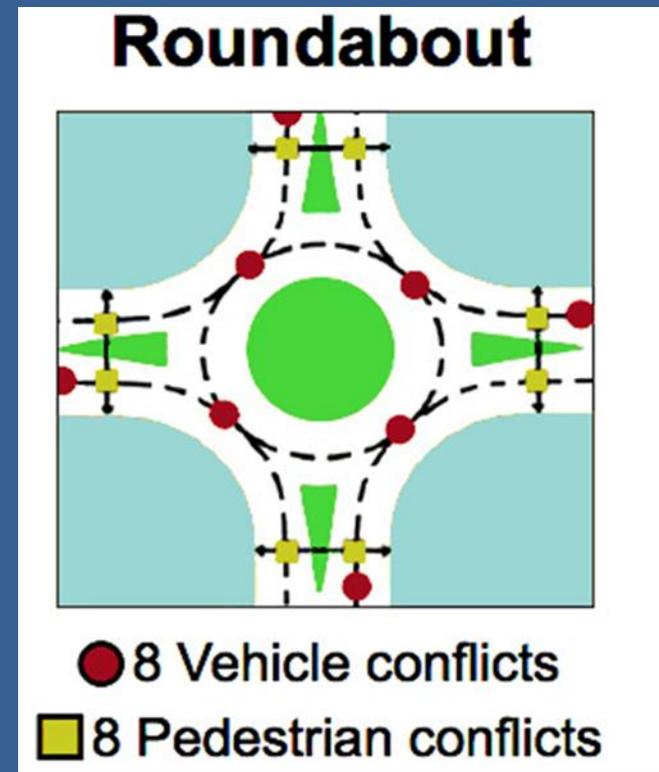
# Roundabouts...a review of operations

## Ped and Bike Use

There are statistically fewer pedestrian crashes at Roundabouts than at signalized intersections.

- Slower vehicle speeds
- Driver sight lines are directed to crossings
- Raised splitter island refuge

Cyclists benefit by having options to circulate as pedestrian or “take the lane”.



Meeting 2: Operation of Alternatives

**Discuss roundabout operation...**

# Tonight's Operations Take Aways

- **Community comments are being heard**
- **Signal requires addition phase and delay**
- **Roundabout is :**
  - **safer than other options**
  - **pedestrian and cyclist friendly**
  - **accommodating of vehicles big and small**

# Q&A Session



- **Q & A with Community / Attendees (10 Min)**

**Next:**

**Break Out Stations**

**Complete Comment Cards**

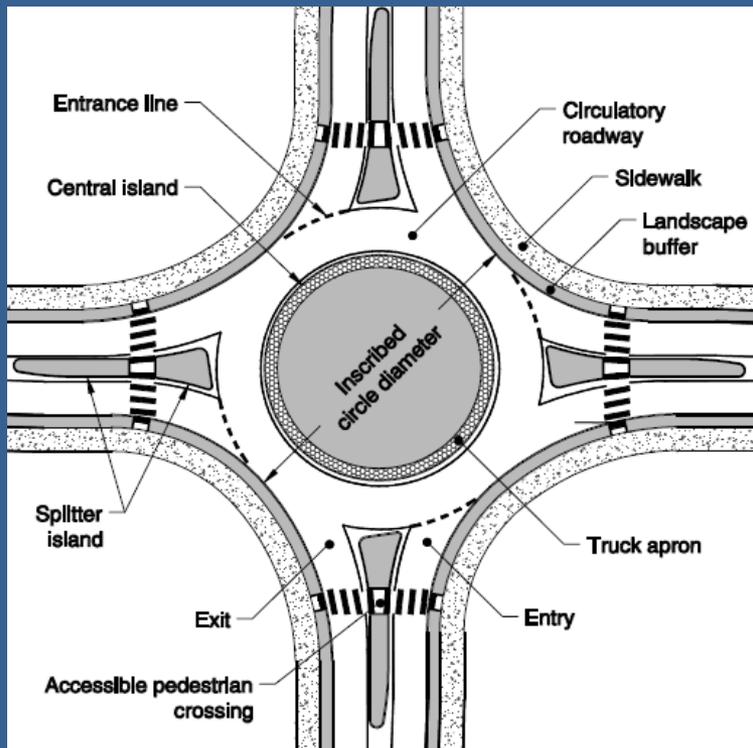
**Sign Attendee List**

**...Thank You!**

## Meeting 2: Operation of Alternatives

# Roundabout design elements

### Alignment, Sidewalks, Buffers, and Crosswalks



### Entry/Exit Design

