

City of Salinas
East Boronda Roundabout
Concept
Public Meeting



McKinnon School

May 3, 2017

Introduction

In December 2015, City Council authorized the preparation of an Intersection Control Evaluation (ICE) study to evaluate the feasibility of 2-lane roundabouts to meet the future traffic demands of East Boronda. Over the past several years roundabouts have emerged as a safer, more attractive and more environmentally effective approach to managing traffic in high volume areas, as compared to multilane expressways.

This idea was advanced as the City has had significant success and broad based community support for our first roundabout project at Skyway Boulevard and Alisal.

In an effort to address previous concerns expressed by school districts, a study of roundabout safety for pedestrians and bicycles was also conducted. Other studies were also evaluated that indicated that roundabouts have many advantages including: fewer traffic fatalities; fewer injury crashes; less severity of collisions; less number of person-hours delayed in traffic; less traffic-related pollutants; and less operation and maintenance cost.

Over the past several months staff has held meetings both internally and with a variety of stakeholders' providing this information to determine levels of support for the proposed roundabout concepts. Stakeholders have included internal departments and externally with the Future Growth Area developers, the City Council Future Growth Area Subcommittee, the Santa Rita Union School District and the Salinas Union High School District. Overall, among these stakeholder groups there has been support of the roundabout concept.

On May 3, 2017, a Public Meeting was held at Mckinnon School to bring these concepts to the community to hear concerns, receive input and evaluate support for roundabouts. Although the majority of the attendees' responses to the roundabouts were in favor of the concept many legitimate concerns were raised by those in opposition.

At one point during the meeting a Councilmember who was present asked for a show of hands as to who supported a roundabout and who supported traditional multiple lane traffic signal intersections. Not everyone present participated but those who did favored the roundabouts by approximately a 70%-30% margin.

It was also clear from the meeting that there is work to do to create an educational program on how to use roundabouts and to take up concerns on the specific area of Gabilan Creek under Boronda near Independence where a bridge will eventually need to be widened. There will also need to be further work done to make sure that pedestrian and bicycle needs are well met with this project.

The purpose of this document is to articulate those areas of concern and provide your Council with an accurate summary of the meeting.

Meeting Design

The process used for this meeting is a modified version of the World Café Model. This process developed by Juanita Brown allows participants to engage each other through a range of questions designed to address a specific topic. This process was selected for its energetic and

Full Text of All Written Comments

Question 1

Of the choices you have seen, what do you like? Why do you like it?

●Group 1:

- Option 1
- Safer (Germany)
- Pedestrians – Negative
- Peak Hours – Negative
- Power out / traffic keeps going
- Push traffic into residential – Negative
- Emergency vehicles – Negative
- Option 2
- Widen the road cost money
- Faster

●Group 2:

- Roundabout – continuous movement, training videos for using roundabouts / bikes and pedestrians
- Roundabout – the lesser of two evils
- Bike lanes included?
- Current situation – pedestrians friendly/pedestrian signals included
- Feasible options for bridge construction
- Narrower section of roadway and is outside the roundabout center

●Group 3:

- Roundabout
- Pedestrian Lights
- Crossing guards
- McKinnon it's the most important street
- Fluent traffic/slower
- Traffic will be moving faster
- (Open Dartmouth Way take out barricade)

●Group 4:

- Three lights one roundabout

- Likes: Delay factor for pedestrians, help reduce BN, want to do a bridge

●Group 5:

- We don't need two left hand turns on McKinnon heading south turning left onto Boronda. Most of the traffic on McKinnon from the school is heading south.
- Kids will try to go play in the roundabout after school.
- Roundabout will cause confusion especially with careless \ rude drivers, who won't let drivers enter a needed lane change.

●Group 6:

- Choice 1
- Rumble stripes (slow down to approach)
- Keep it moving?
- Safety island for crossing
- Property owners, homeowners property not taken.

●Group 7:

- Roundabout (Pros)
- No traffic lights
- Cars moving slower
- Looks nice
- More lanes for traffic
- Roundabouts (Cons)
- Too many pedestrians crossing
- Independence Blvd. only one lane entrance
- Pedestrian crossing lights too short
- Right of way confusion
- Do roundabouts require more real estate?
- 20% more cost

●Group 8:

- Likes – straight intersection with lights (familiar)
- Roundabout keeps traffic moving
- Staggered pedestrian walkways

●Group 9:

- Likes – Keeps traffic moving

- Fewer accidents
- Decreases pollution
- Shorter pedestrian crossing
- Slower traffic overall

●Group 10:

- Only one lane exiting McKinnon on either plan
- Solution: cut back width of area between the sidewalk and road to make a second exiting lane
- Plus – make Dartmouth Way to McKinnon 2 lanes now with the #2 lane dedicated right turn lane alleviate both right turns and keep traffic to Creekbridge flowing.

●Group 11:

- Neither really are good choices
- Familiar, more lanes on Boronda

●Group 12:

- Choice 1
- Pedestrian lights, ease traffic flow, doesn't encroach on current residences.

●Group 13:

- Pros:
- More efficient, low maintenance, lower cost, landscape maintenance would be less (in the interior of the circle)
- We need a freeway on Boronda Road, not just a band aid on a serious traffic problem. If this was San Jose, this would be a talk about making a freeway, not an express way. This is a major corridor, so treat it as such!

●Group 14:

- Roundabout YES
- Because traffic continues to flow, aesthetically pleasing, easier U-turns, auto sorts traffic.
- Concerns – Center Island should be low maintenance and drought resistant, pedestrian safety on “island” between lanes of traffic.
- Barriers, fencing, rails to defer crossing at other places.
- Where is the bus stop going?

Question 2

Of the choices you have seen, what would you change or modify?

●Group 1:

- We would like to see something be done at Alisal High School.
- There is always traffic jam due to school traffic.
- You would need to put a wall around the center, because folks will just drive over the middle with out stopping.
- We need another road, in addition to Boronda Road!

●Group 2:

- Safety guard/railing/netting in the median area of roundabout
- Between the lanes
- Single lane from Natividad to Independence East bound on Boronda Road.
- A short merge lane only into traffic to avoid "Dive Bombers".
- Start permit process to widen bridge NOW it will be NEEDED sooner than later.

●Group 3:

- Less "learning curve".

●Group 4:

- Would like a Real video example of a roundabout in a city with high traffic volume, not a simulation.

●Group 5:

- Bridge at Independence 1st.

●Group 6:

- Are there currently crossing guards at McKinnon and Boronda? If not no budget for them at least one year.
- Keep 2 lanes across Gabilan creek. (still roundabout nut 2 lanes)
- Continue to Williams Road all roundabouts.

●Group 7:

- Include a tunnel (bridge for pedestrians and cyclist) that does not need to be real close to the entrance and exits of the roundabouts. Also for any crosswalks close to elementary schools, young children and preschoolers are not aware of vehicles.

●Group 8:

- EIR fast track for bridge for either option.
- Center median for pedestrian at half waypoint. (Same as roundabout)
- Widen lane for future growth (6 lanes)
- Min. of (2) lanes all the way around.
- Traffic enforcement

●Group 9:

- Roundabout stripes
- Cut into road surface
- More distant in are for entry's Independence
- Sight by incoming traffic

●Group 10:

- Only one left turn lane McKinnon to roundabout
- Where are the bike lanes? Same width?
- Crosswalks on Boronda too long
- Drivers distracted from pedestrians by navigating roundabouts
- Having to cross 2 lanes of traffic on Boronda Road to go to McKinnon either way.
- Where are the stop lights mentioned to slow traffic?
- How does a bicycle navigate? How are pedestrians seen at night?

Question 3

What should we do next?

- Group 1:

- Realistic videos (actual) of high traffic roundabouts.
- Construction impact mitigation especially school and neighborhoods cut through.
- Alternate routes/public educations.

- Group 2:

- Start!
- Study simulations

- Group 3:

- Widen Boronda Road now! All the way to Constitution, work into improving intersection.
- Make Hemingway a part of the project or install a stoplight there.
- Review synchronization of existing stoplight.

- Group 4:

- Build another adequate.
- Well-designed road parallel to Boronda Road there is a lot of land.
- Do the environmental study.
- Get it started so you can widen the bridge by Independence, it must be widen, that will be the bottleneck for eternity unless you do this.

- Group 5:

- Synchronize all the lights on Boronda Road now!
- Lane striping (lanes are not clearly marked)
- Improve left turn signal lights at Independence Blvd.

- Group 6:

- Are EPA reports completed for this project?
- Future development (north of Boronda Road)
- Consider safety as a top priority

●Group 7:

- Build it!
- But fix potholes first!
- San Juan Grade, El Dorado, Rogge, Natividad, and Independence.
- Street lights and signs are broken!
- McKinnon, El Dorado, Laurel, and Independence.

●Group 8:

- If the presentation of this is to be made to the city council on May 16, 2017 (13 days away) is there time to make any changes as recommended by the public?
- Consult with and “lesson learned” from similar communities and schools.

●Group 9:

- Send mailings to all residents about changes along Boronda Road, including those that typically use it.

●Group 10:

- Dedicate right turn lane Dartmouth to McKinnon now.
- Will alleviate traffic Creekbridge
- Want to see how high traffic Hwy101/Hemingway Drive works

●Group 11:

- Independence and Boronda current signal needs to be reprogrammed for longer left turn (NB to WB) during peak time.
- Trash cans along Boronda especially at schools plus doggie bag/trash stations.
- Any way to add improvements at El Dorado and Alvin? (Signal)
- Open Dartmouth for neighborhood access.