

Stinson Avenue Harborview Drive Improvements Open House 7/22/19

- Help Us Prioritize Project Objectives (Use Voting Dots)
- Review the Current Roundabout and Traffic Signal Alternatives
- Discuss Your Concerns with City Staff and Consultants
- Submit Your Comments (Fill Out a Comment Sheet)
- Your Input Will Be Presented to the City Council at its 7/29/19 Meeting
- The City Council Will Select the Preferred Alternative at its 8/12/19 Meeting



Project Objectives

(use your voting dots)

1. Improve Intersection Safety and Efficiency for Pedestrians
2. Improve Intersection Safety and Efficiency for Bicycles
3. Improve Intersection Safety and Efficiency for Automobiles
4. Address Northbound Congestion on Stinson Avenue During the PM Peak
5. Minimize Delay on Harborview Avenue During the Off-Peak
6. Preserve/Improve Access to Adjacent Properties
7. Preserve Historic Context of Waterfront
8. Improve Intersection Visual Appeal
9. Control Costs and Impacts



Do Nothing

Safety and efficiency will not be improved for any users.

Northbound congestion on Stinson worsens in PM peak.

Maximum queues will extend to the intersection of Stinson Ave. /Rosedale St.

Traffic will divert to Harborview Drive in the PM Peak.

Harborview Drive delay remains minimal off-peak.

Access to adjacent properties will become more difficult due to congestion.

No change in character of the intersection

Least cost alternative. No right-of-way needed.



Roundabout with Raised Central Island

Safety and efficiency are improved for all users by reducing vehicle speeds and conflicts and shortening crosswalks

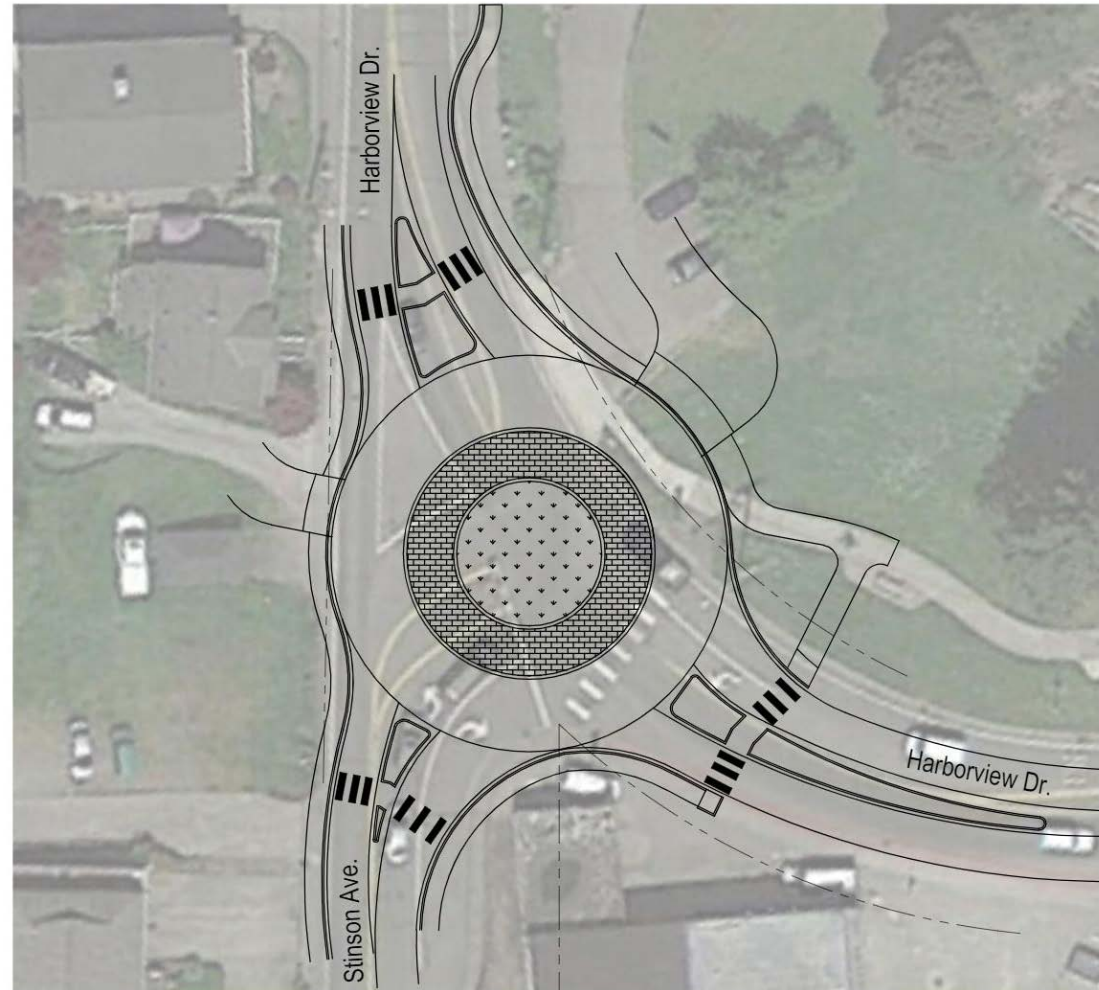
Northbound congestion on Stinson is reduced significantly during the PM peak, but Harborview Drive Congestion is increased significantly during the PM peak

Harborview Drive delay minimal off-peak

Requires reconfiguration of Eddon Park access and two residential driveways. Driveways accessing the roundabout are acceptable.

Substantial change in character of the intersection. Would allow for landscape of gateway treatment in central island.

Estimated Cost more than \$2M. Significant right-of-way needed. Cut/fill or walls of up to 4-feet required



115-FOOT DIAMETER ROUNDABOUT

Mini-Roundabout with Mountable Central Island

Safety and efficiency are improved for all users by reducing vehicle speeds and conflicts and shortening crosswalks

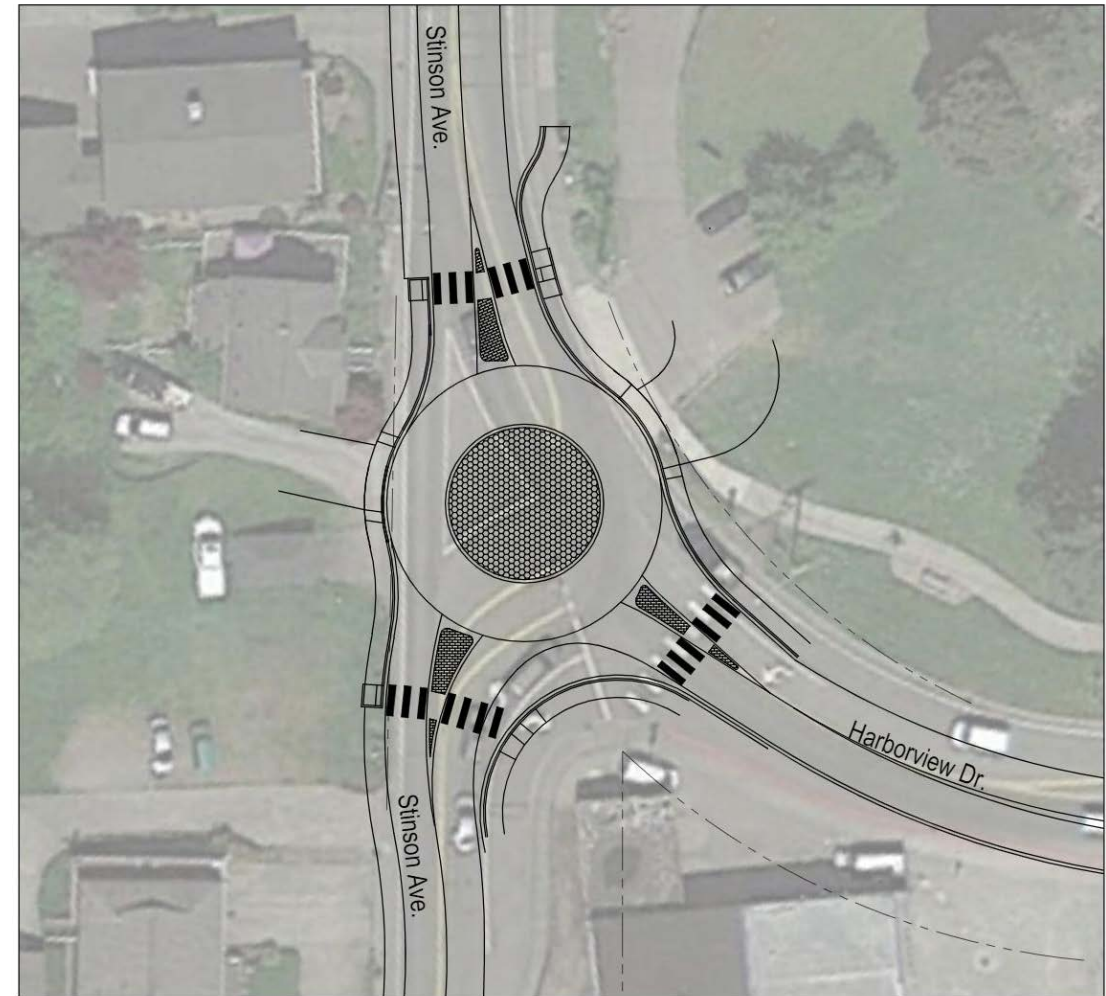
Northbound congestion on Stinson is reduced significantly during the PM peak, but Harborview Drive Congestion is increased significantly during the PM peak

Harborview Drive delay minimal off-peak

Requires reconfiguration of Eddon Park access and two residential driveways

Less substantial change in character of the intersection compared to full roundabout. Would not allow for landscape of gateway treatment in central island. But textured pavement of flush art (compass rose) could be included. SE corner could be landscaped.

Estimated Cost +/- \$1M. Minor right-of-way needed. Cut/fill or walls of up to 2-feet required



80-FOOT DIAMETER MINI-ROUNDABOUT

Traffic Signal Stinson Avenue Emphasis

Safety and efficiency are improved for most users; however, northbound/southbound speeds could be higher than desired with this option.

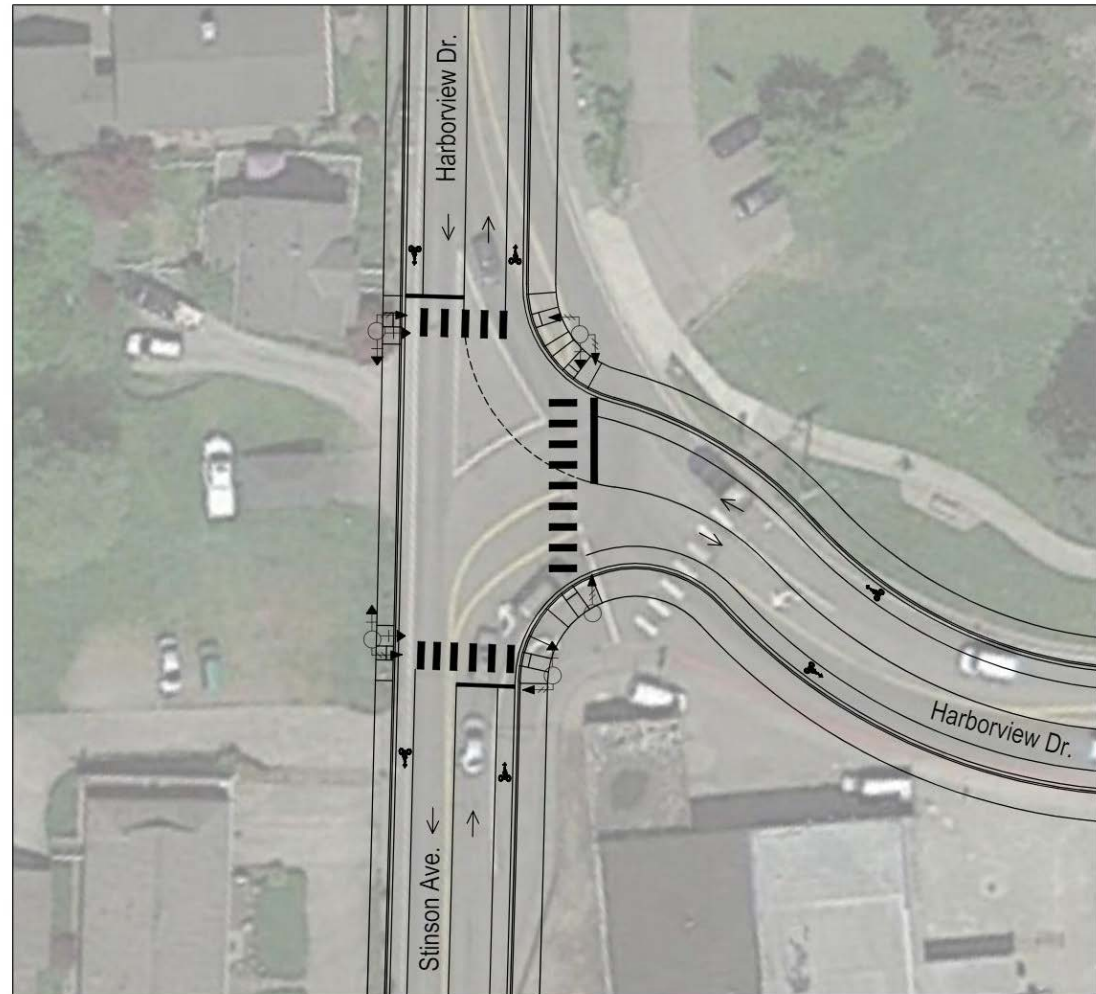
Northbound congestion on Stinson is reduced significantly during the PM peak, but Harborview Drive Congestion is increased significantly during the PM peak.

Harborview Drive delay increased off-peak. Traffic signal timing can be used to adjust relative delay.

Requires more significant reconfiguration of Eddon Park access and two residential driveways.

Less significant change in character of the intersection. More conventional intersection design. Decorative traffic signal posts could be utilized. NE and SE corners could be landscaped

Estimated Cost +/- \$1.5M. Minor right-of-way needed. Traffic signal equipment would be located near existing home. Cut/fill or walls of up to 2-feet required
Traffic signal can rest in green for Stinson Avenue.



TRAFFIC SIGNAL - STINSON AVENUE EMPHASIS

Traffic Signal Harborview Drive Emphasis

Safety and efficiency are improved for all users

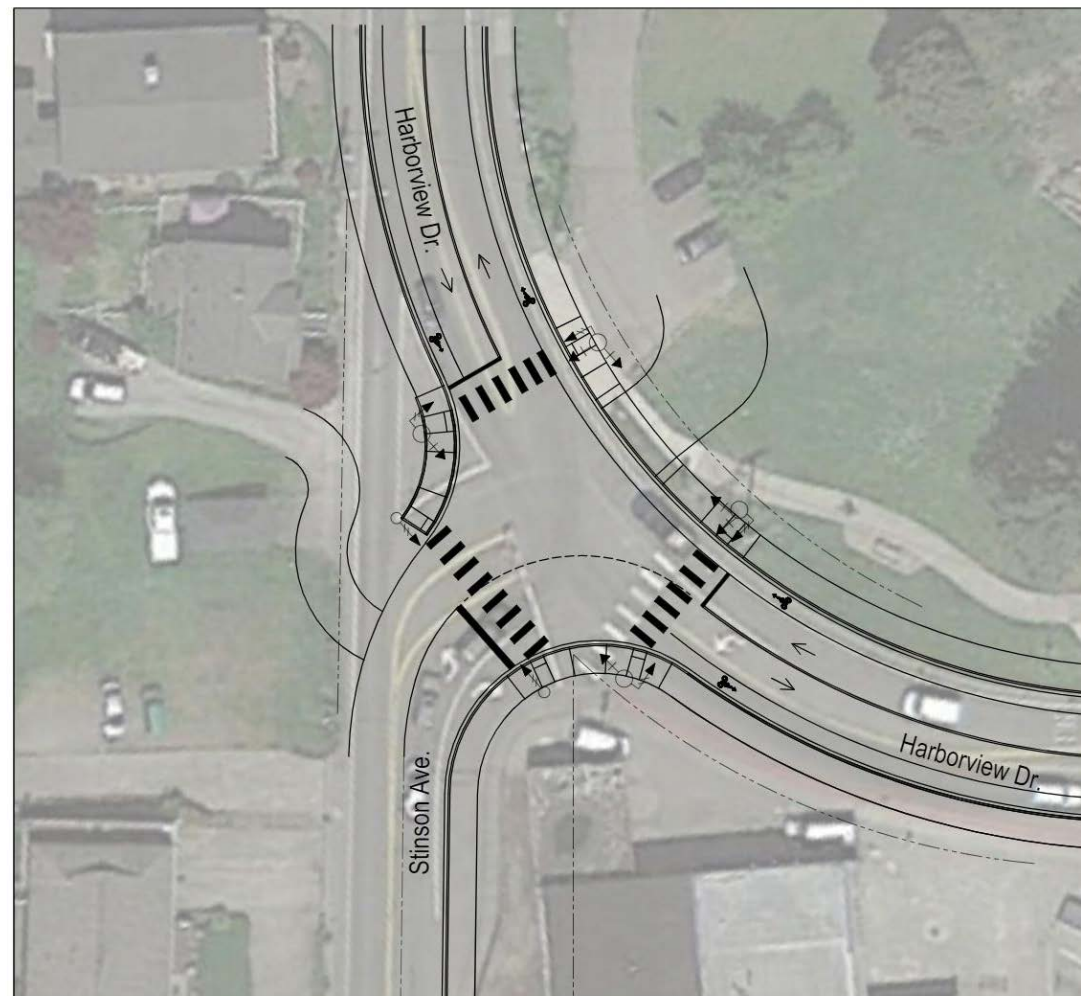
Northbound congestion on Stinson is reduced significantly during the PM peak, but Harborview Drive Congestion is increased significantly during the PM peak Traffic signal timing can be used to adjust relative delay.

Harborview Drive delay minimal off-peak. Traffic signal can rest in green for Harborview Drive.

Requires moderate reconfiguration of Eddon Park access and two residential driveways

Less significant change in character of the intersection. More conventional intersection design. Decorative traffic signal posts could be utilized. NW corner and SE corner could be landscaped.

Estimated Cost +/- \$1M. Construction stays within existing intersection footprint. Negligible right-of-way needed. NW corner and SE corner could be landscaped. Cut/fill or walls of up to 2-feet required.



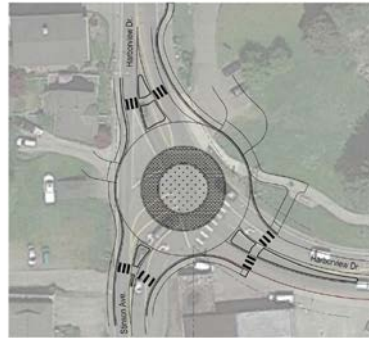
TRAFFIC SIGNAL - HARBORVIEW DRIVE EMPHASIS

Stinson Avenue/Harborview Drive Alternatives Comparison

Existing



Roundabout



115-FOOT DIAMETER ROUNDABOUT

Mini-roundabout



80-FOOT DIAMETER MINI-ROUNDABOUT

Stinson Emphasis



TRAFFIC SIGNAL - STINSON AVENUE EMPHASIS

Harborview Emphasis



TRAFFIC SIGNAL - HARBORVIEW DRIVE EMPHASIS

95th Percentile Backup

NB Stinson 675'

SB Harborview 0'

NB Harborview 0'

Average Delay per Vehicle (seconds)

NB Stinson 381.1

SB Harborview 0

NB Harborview 0.3

95th Percentile Backup

NB Stinson 75'

SB Harborview 100'

NB Harborview 250'

Average Delay per Vehicle (seconds)

NB Stinson 10.9

SB Harborview 4.6

NB Harborview 13.1

95th Percentile Backup

NB Stinson 100'

SB Harborview 125'

NB Harborview 300'

Average Delay per Vehicle (seconds)

NB Stinson 10.5

SB Harborview 5.3

NB Harborview 16.6

95th Percentile Backup

NB Stinson 225'

SB Harborview 500'

NB Harborview 275'

Average Delay per Vehicle (seconds)

NB Stinson 6.2

SB Harborview 26.1

NB Harborview 30.7

95th Percentile Backup

NB Stinson 275'

SB Harborview 100'

NB Harborview 250'

Average Delay per Vehicle (seconds)

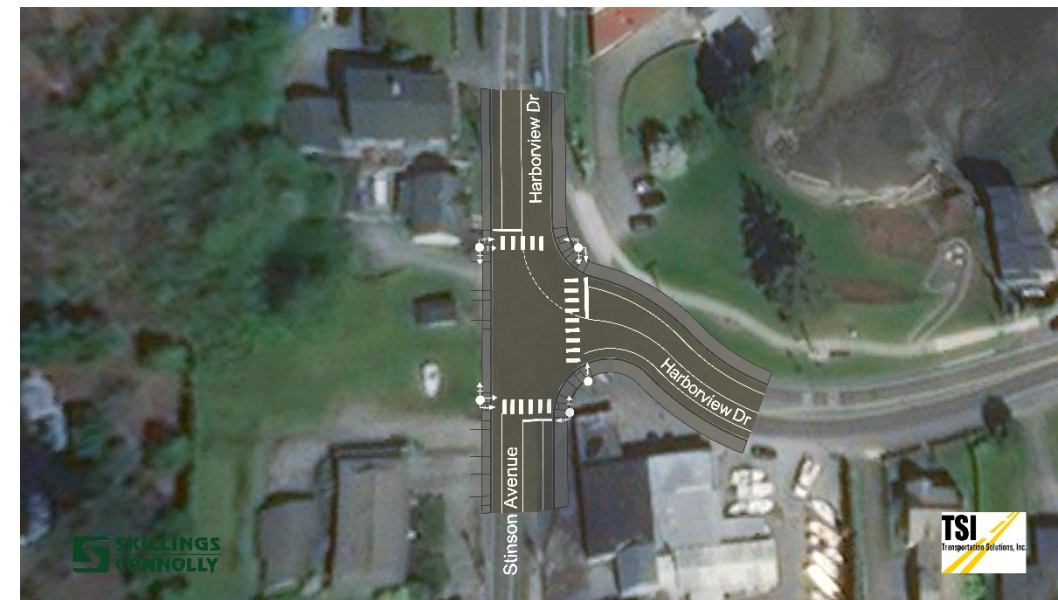
NB Stinson 13.5

SB Harborview 7.9

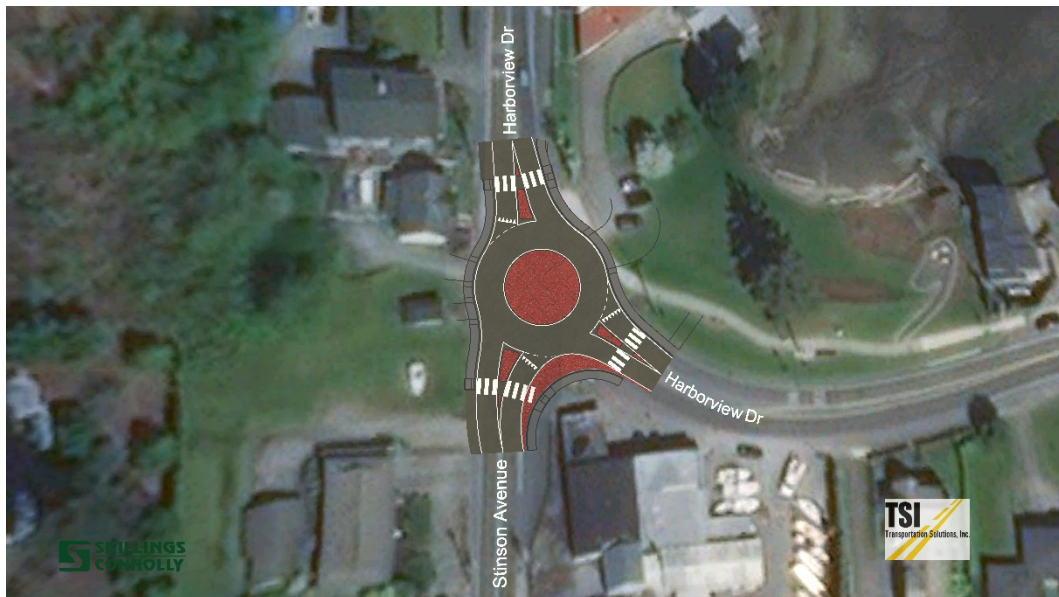
NB Harborview 10.3



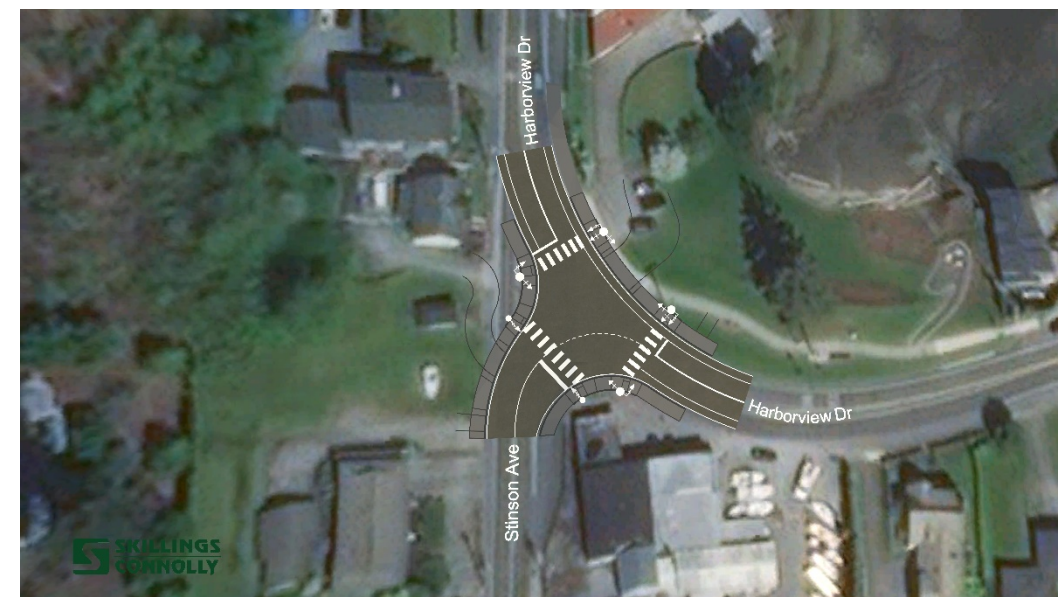
Roundabout with Raised Central Island



Traffic Signal - Stinson Avenue Emphasis



Mini-Roundabout with Mountable Central Island



Traffic Signal - Harborview Drive Emphasis