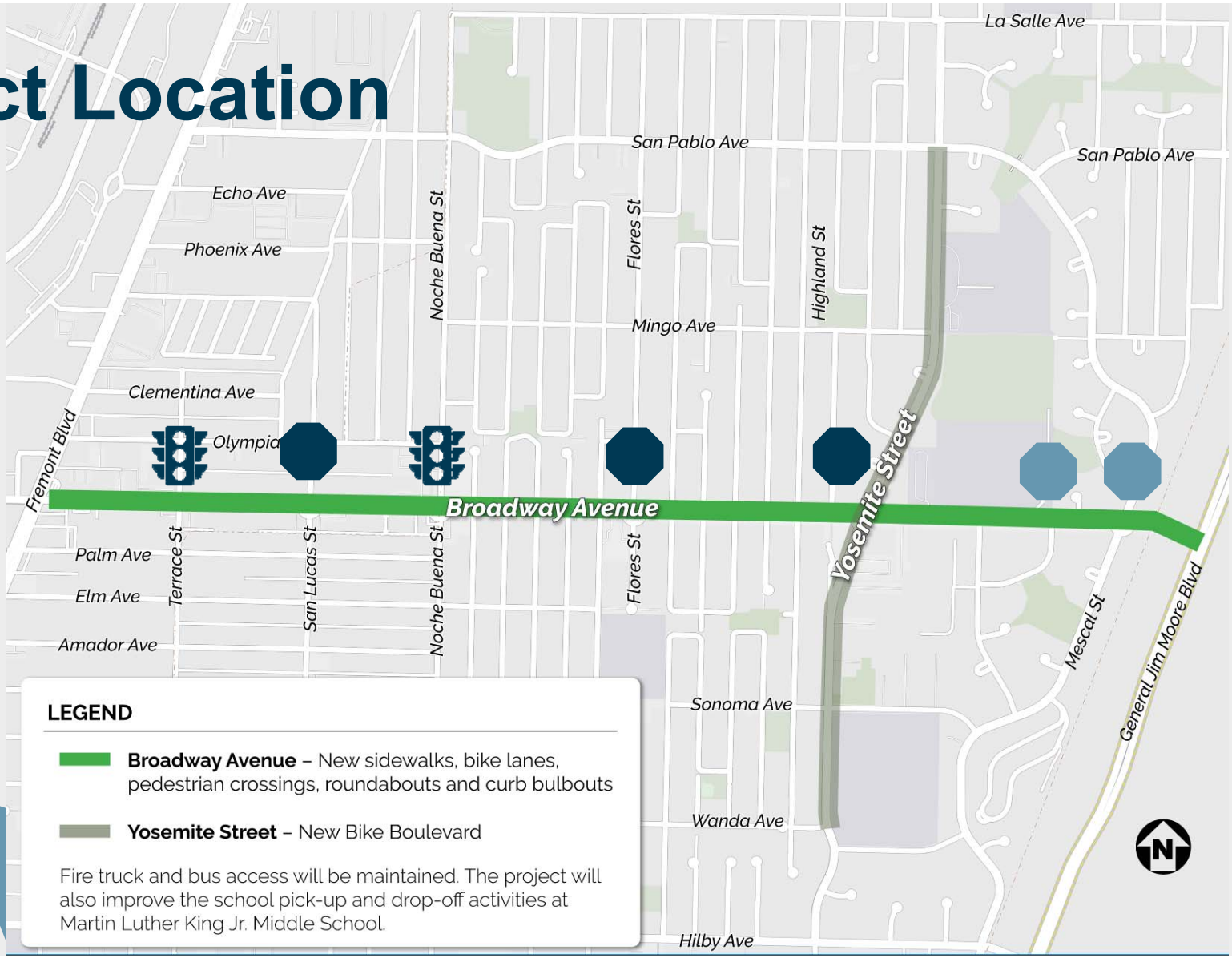
PowerPoint presented at the March 24, 2026, Open House at the Fire Station located at 1635 Broadway Avenue.

Broadway Avenue Complete Street Corridor Open House

March 24, 2026

Project Location



Broadway Ave

La Salle Ave
Broadway
AHEAD

La Salle Ave

Project Background

Safe Routes to School Plan (2018-2020)

Intersection Control Evaluation (2019)

Broadway Avenue Complete Street Corridor ATP Grant (2020)

SEASIDE & MARINA SAFE WALKING & BIKING TO SCHOOL: COMPLETE STREETS PLAN P. 130

Project Background

Safe Routes to School Plan (2018-2020)

Intersection Control Evaluation (2019)

Broadway Avenue Complete Street Corridor ATP Grant (2020)

1. **Safety**
2. **Delay** (travel time reduction savings)
3. **Emission reductions** (not used in some states)
4. **Operations and maintenance**
5. **Initial capital cost**

Benefit Performance Measures calculate the benefits of an alternative compared to the existing condition

Cost Performance Measures calculate the added costs of an alternative compared to the existing condition

Project Background

Safe Routes to School Plan (2018-2020) → Intersection Control Evaluation (2019) → **Broadway Avenue Complete Street Corridor ATP Grant (2020)**

- Statewide Active Transportation Program
  - $11M infrastructure costs, $1M outreach & education
- TAMC RSTP Grants
  - $4M

Project Goals

Safe Routes to School Plan (2018-2020) → Intersection Control Evaluation (2019) → **Broadway Avenue Complete Street Corridor ATP Grant (2020)**

- Safety Project
  - Increase safety for all users, including cyclists, pedestrians, and drivers
  - Safe Routes to School Project
    - Increased safety is main priority, focus on students
    - Improve access to project area schools
- Beautification & Community Focus
  - Connecting the community with safe & beautiful improvements
  - Slower, more efficient traffic
  - Anticipated reduction in cut-through traffic

Why Roundabouts?

- Facilitate lane reductions without sacrificing vehicle capacity of corridor
- Repurpose existing roadway width = no need for ROW acquisition

Why Roundabouts?

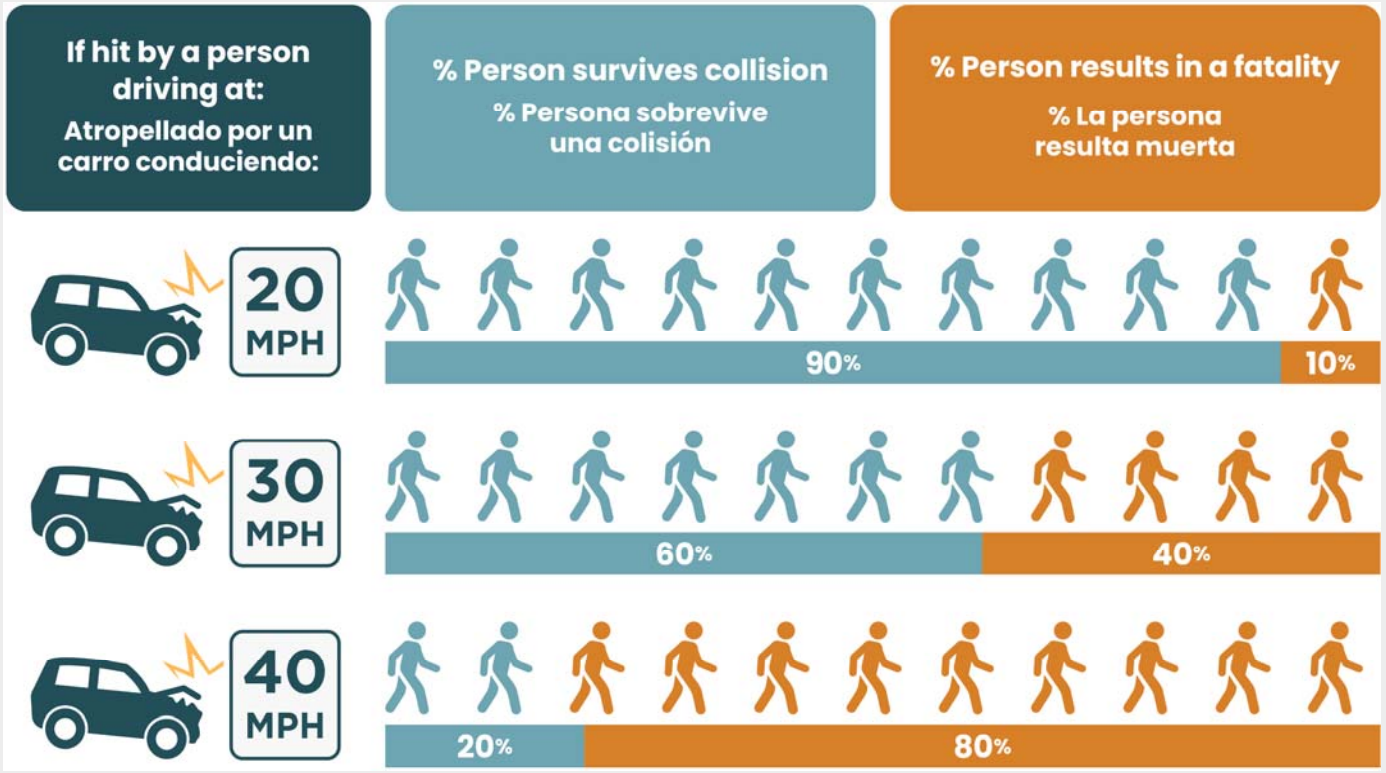
- Safety
  - Lower speeds = less severe collisions
  - Shorter crossing distances = reduced pedestrian exposure
  - Fewer conflict points
  - Clear decision points

Safety: What can we expect?

- Fewer Crashes
  - 90% fewer Fatalities
  - 75% fewer Injuries
  - 37% reduction in All Crash Types
  - 10% - 40% fewer Bicycle/Pedestrian Crashes

Safety

- Why are Pedestrians Safer at Roundabouts?
  - **Lower traffic speeds, less severe collisions**
  - Fewer conflict points
  - Shorter crossing distances = less pedestrian exposure
  - Clear decision points



Safety

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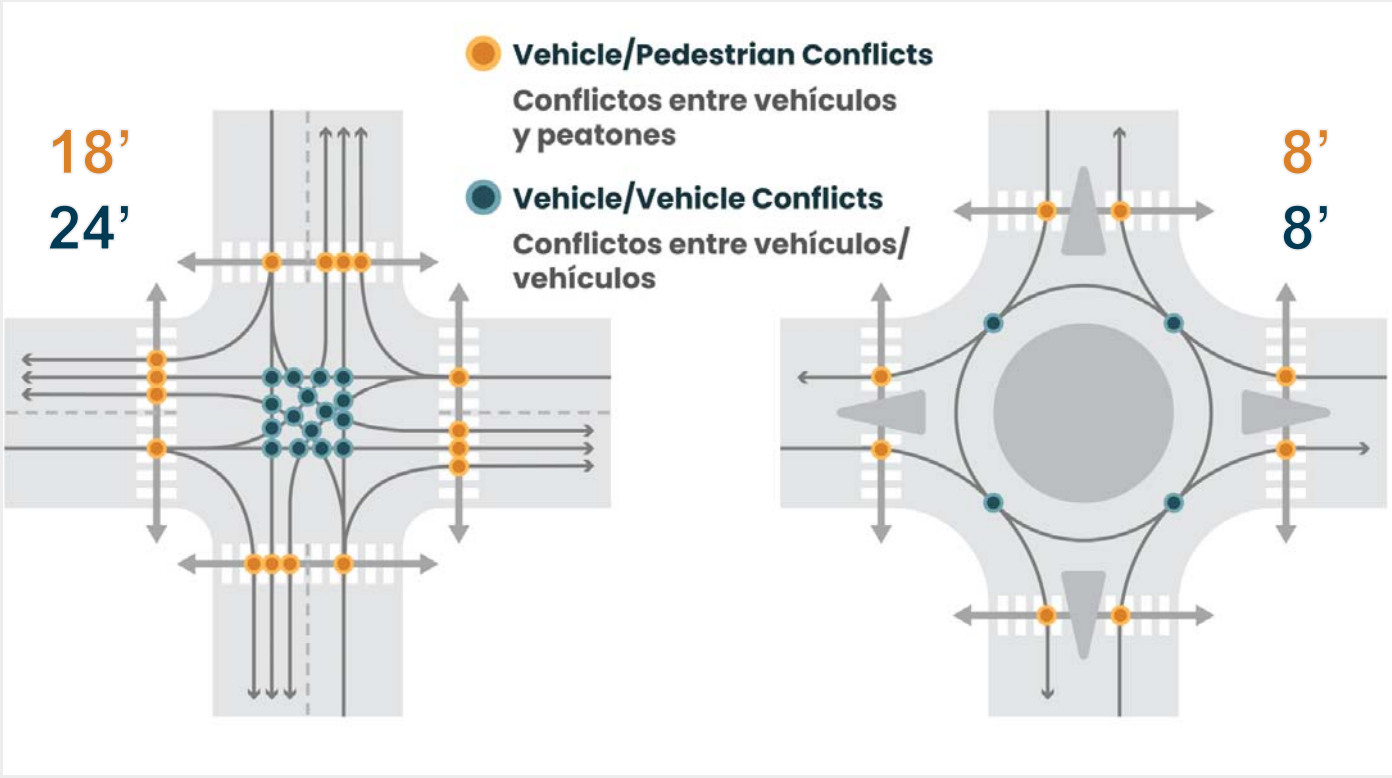
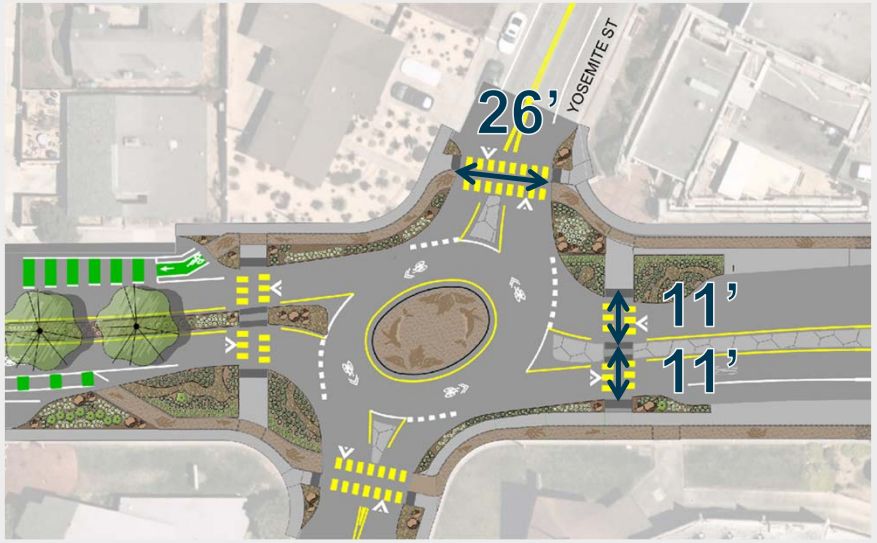


Safety

- Why are Pedestrians Safer at Roundabouts?
  - Lower traffic speeds, less severe collisions
  - Fewer conflict points
  - **Shorter crossing distances = less pedestrian exposure**
  - Clear decision points



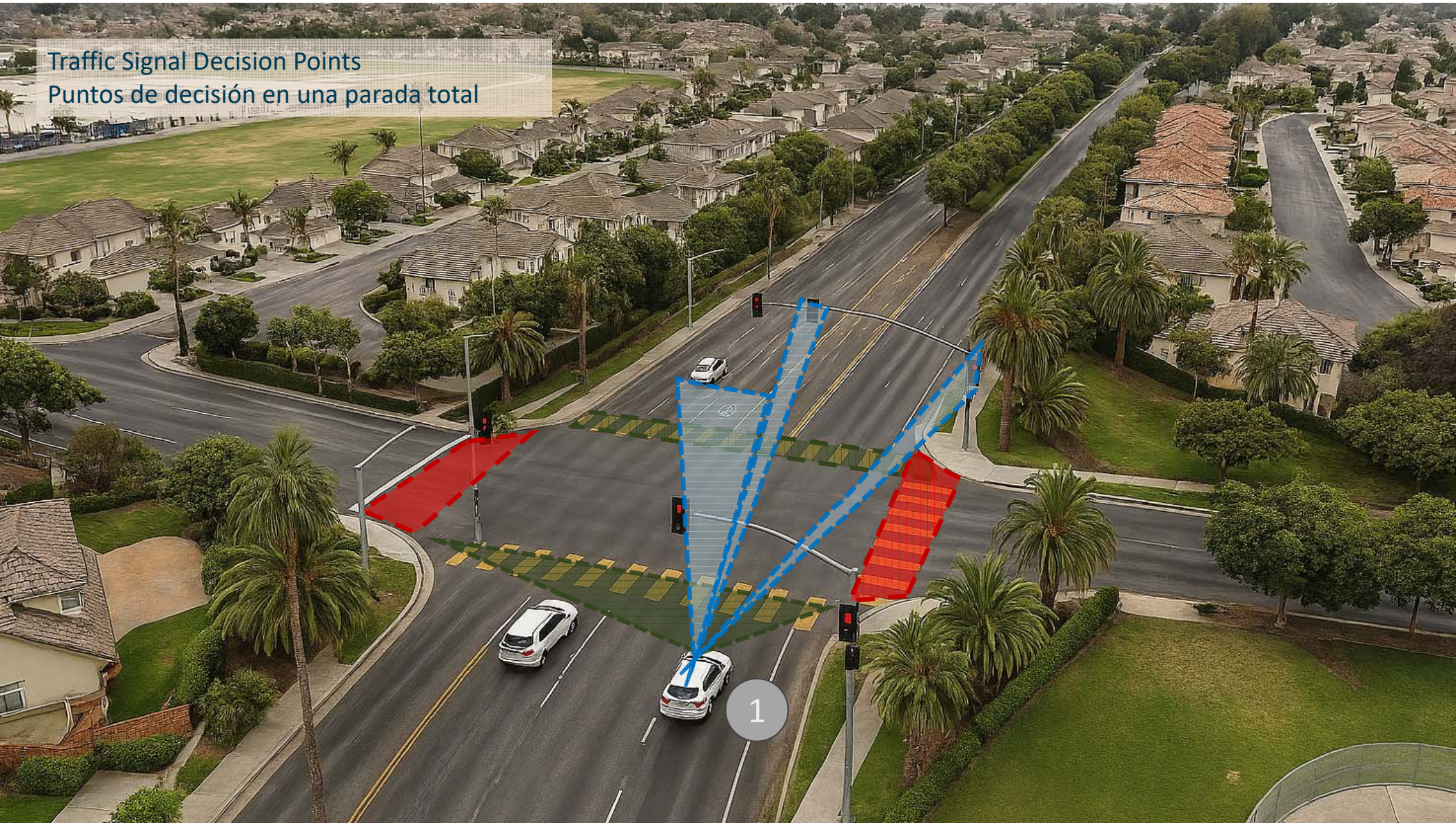
Safety

- Why are Pedestrians Safer at Roundabouts?
  - Lower traffic speeds, less severe collisions
  - Fewer conflict points
  - Shorter crossing distances = less pedestrian exposure
  - **Clear decision points**

Roundabout Decision Points
Puntos de decisión en una rotonda
4
1
2
3
2
1

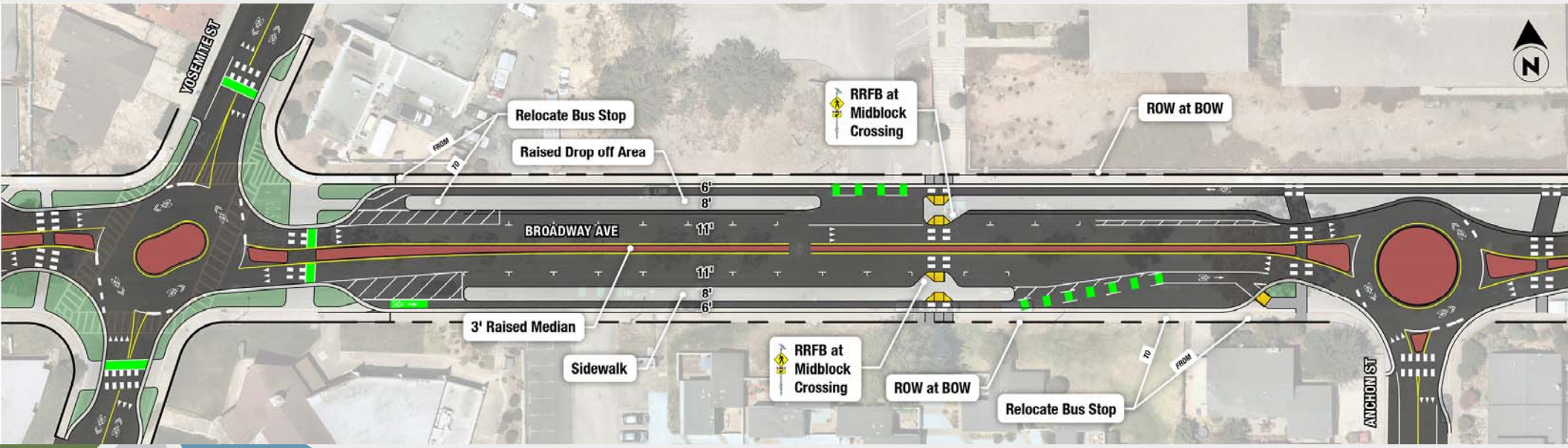
Stop Control Decision Points
Puntos de decisión en una parada total
STOP
1

Stop Control Decision Points
Puntos de decisión en una parada total
STOP
STOP


Traffic Signal Decision Points
Puntos de decisión en una parada total
1

Project Design

Preliminary Design & Environmental (2022 – 2023) → Public Outreach (2022 – 2024) → Final Design (2023 – 2025) → Construction (2026 – 2028)



Project Design

Preliminary Design & Environmental (2022 – 2023)

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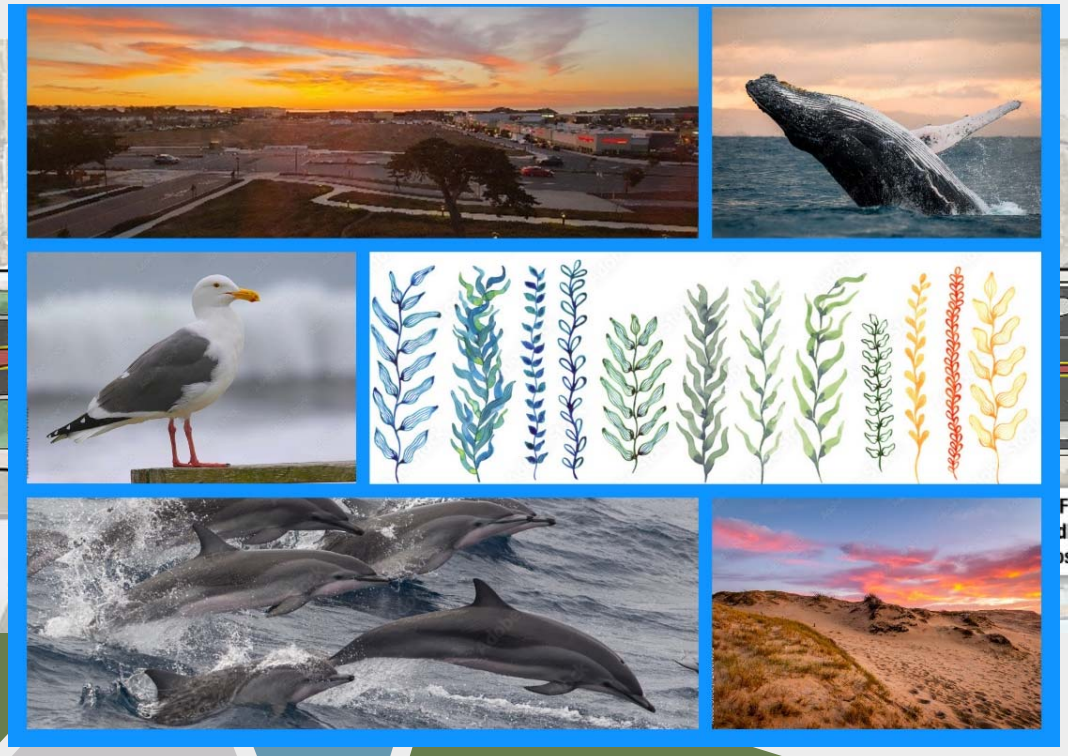
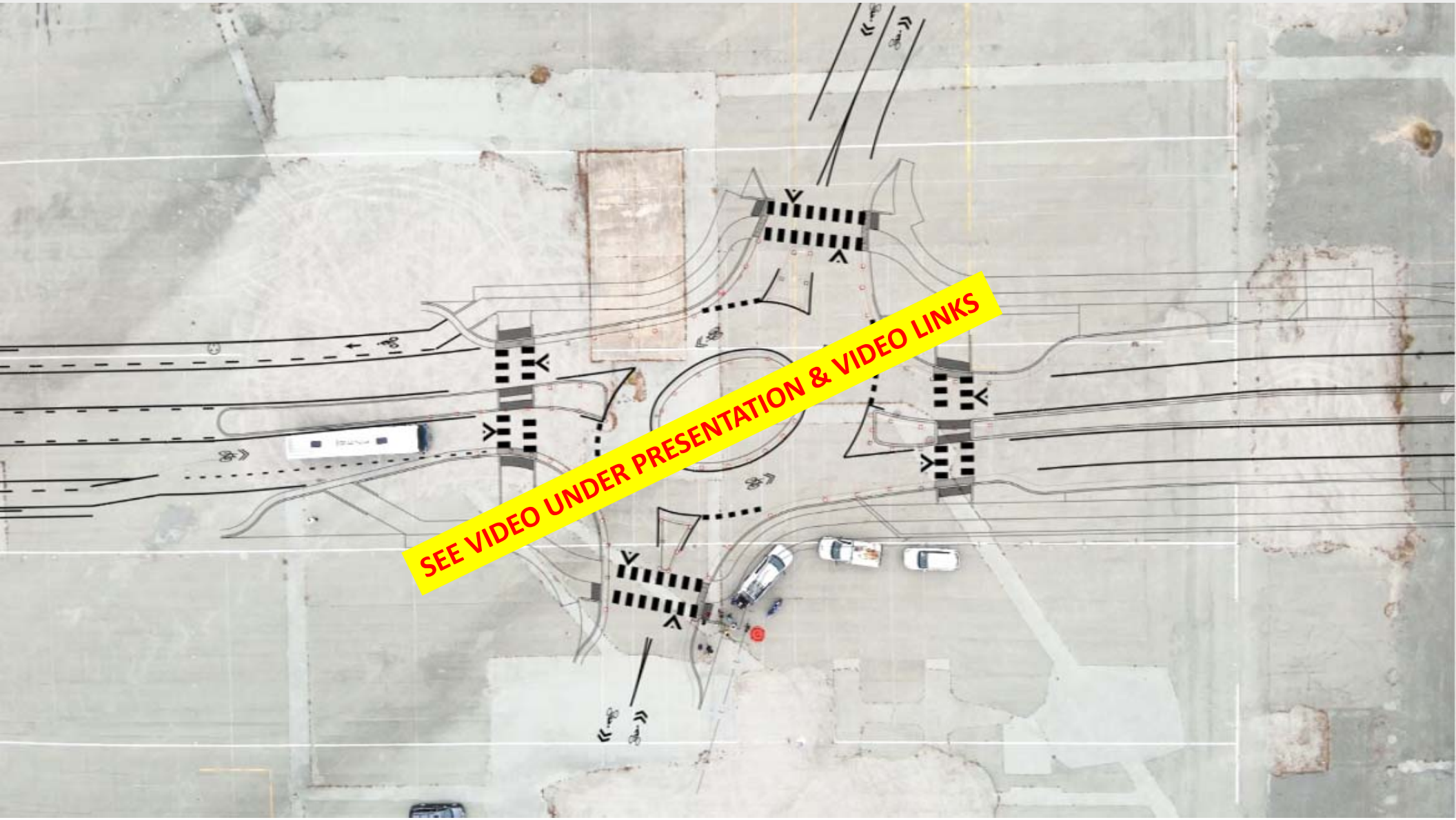


Project Design

Preliminary Design & Environmental (2022 – 2023) → **Public Outreach (2022 – 2024)** → Final Design (2023 – 2025) → Construction (2026 – 2028)

- 149 Completed Surveys
- 50+ participants at Community Meetings
- Pop Up Events
  - City Birthday
  - After School Programs

- La Preciosa Family Market
- Villa Del Monte Apartments
- Resident Meetings
- Survey Participants


SEE VIDEO UNDER PRESENTATION & VIDEO LINKS

Martin Luther King, Jr School Meeting History

Meeting	Date	Results
Project Introduction	December 2022	Preference for raised cycle track, bus zones (MST, school, B&G Club), existing double parking and side street parking locations
Concept Refinement	March 2023	Shift roundabout from Ancon to Costa Develop rendering & more analysis of traffic
Traffic Operations	February 2024	District not convinced RAB corridor will operate effectively Develop comprehensive traffic simulation using actual counts and dwell times Evaluated additional on-site improvements that District could pursue
VISSIM Analysis	June 2024	Simulated operations show the roundabout system is operating as intended

West Location - Parking Lot

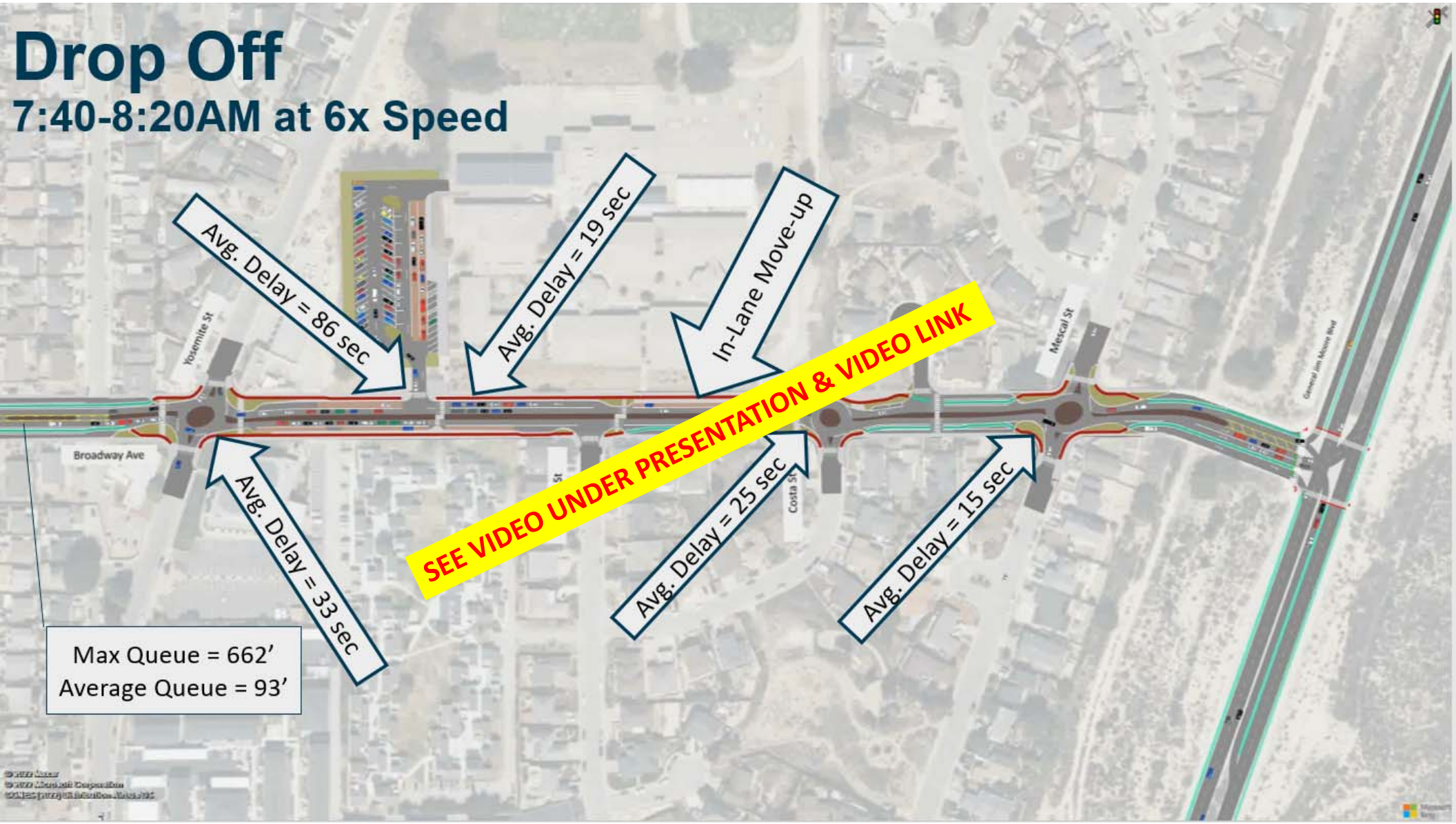
Eastbound Left-turn Wait Time (Pick-up)

- EBL Vehicle wait time
  - Minimum = 2 seconds, **Average = 3.71 Minutes**, Maximum = 7.62 Minutes
  - Not able to make left until crossing guard directs traffic

West Location - Parking Lot

Pedestrian Crossings

- Crossings at unmarked locations
  - Drop-off occurrences = 2
  - Pick-up occurrences = 10
  - Cannot cross “safely” without a crossing guard
- Crossing guard must direct multiple lanes in several directions

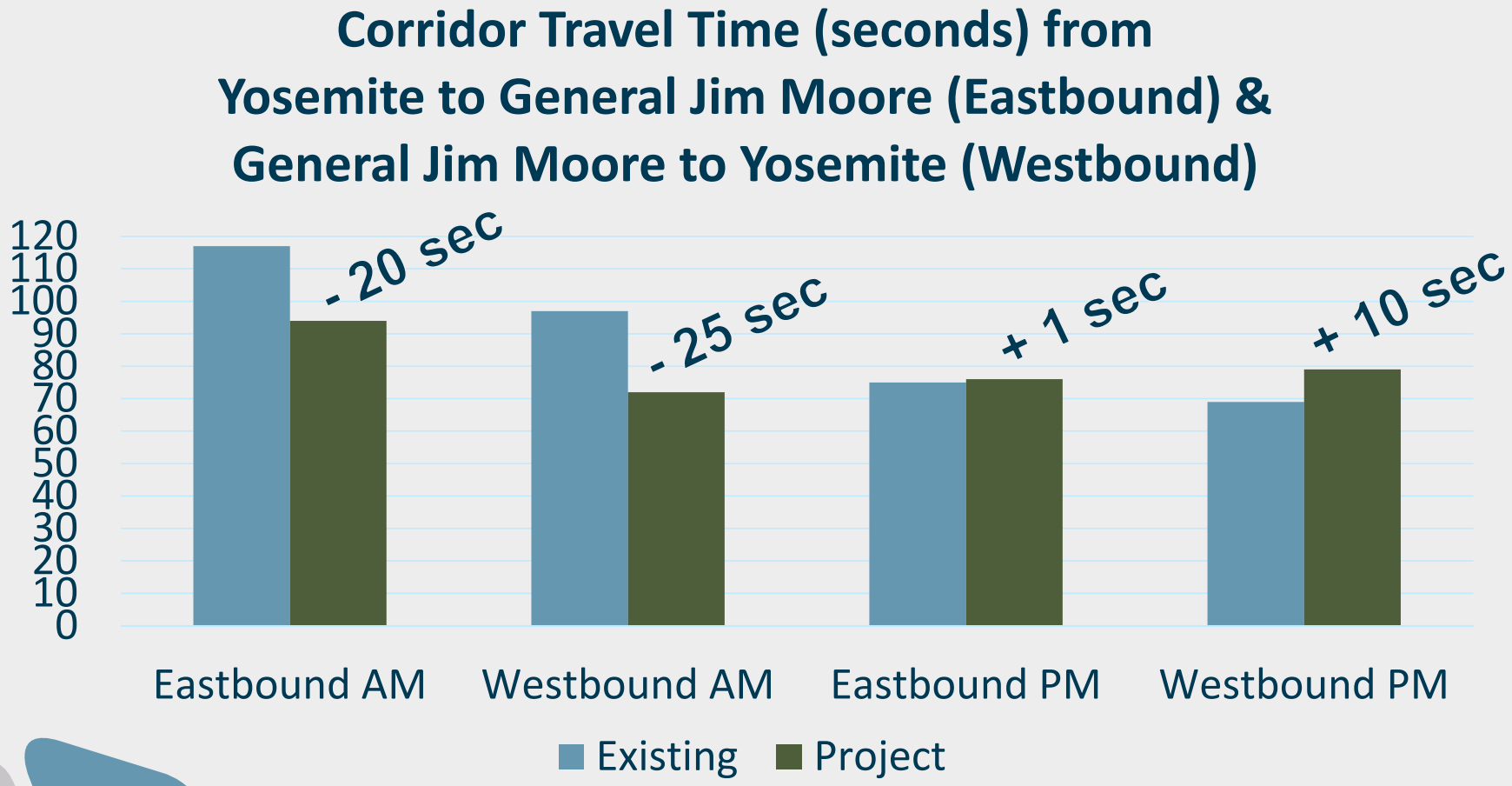

Drop Off
7:40-8:20AM at 6x Speed
Avg. Delay = 86 sec
Avg. Delay = 19 sec
In-Lane Move-up
SEE VIDEO UNDER PRESENTATION & VIDEO LINK
Avg. Delay = 33 sec
Avg. Delay = 25 sec
Avg. Delay = 15 sec
Max Queue = 662'
Average Queue = 93'
Broadway Ave
Yosemite St
Mescal St
Costa St

Summary

- Simulated operations show the roundabout system is operating as intended (no increase to congestion)
- Reduced lanes work due to
  - Efficiency of roundabouts
  - Dedicated right-turn lane at west parking lot & increased capacity
  - Reduction in conflicts (vehicle-vehicle and vehicle-pedestrian)
  - Increased usage of on-street parking
  - **Elimination/reduction of turbulence (lane switching, double parking, left-turn conflicts)**

Drop Off
7:40-8:20AM at 3x Speed
Left Turn Queue
U Turn & Park
Ped Crossing
SEE VIDEO UNDER PRESENTATION & VIDEO LINK
Ped Crossing
U-Turns
Traffic Turbulence
Instability created when frequent, unpredictable interruptions, like:
• Lane changes
• Parking maneuvers
• Double parking
• Unexpected pedestrian crossings
• Speeding
disrupt smooth vehicle flow, causing congestion and safety risks

Travel Time Summary



Project Design

Preliminary Design & Environmental (2022 – 2023)

Public Outreach (2022 – 2024)

Final Design (2023 – 2025)

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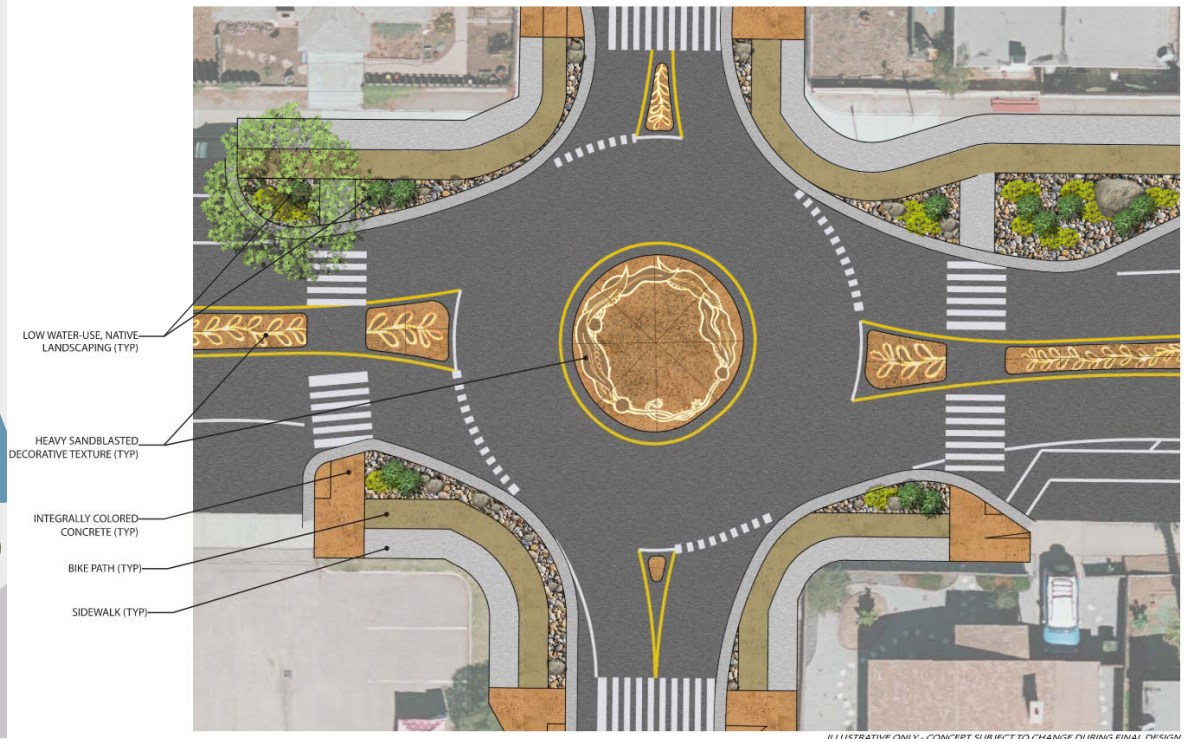
TYPICAL TRAFFIC CIRCLE

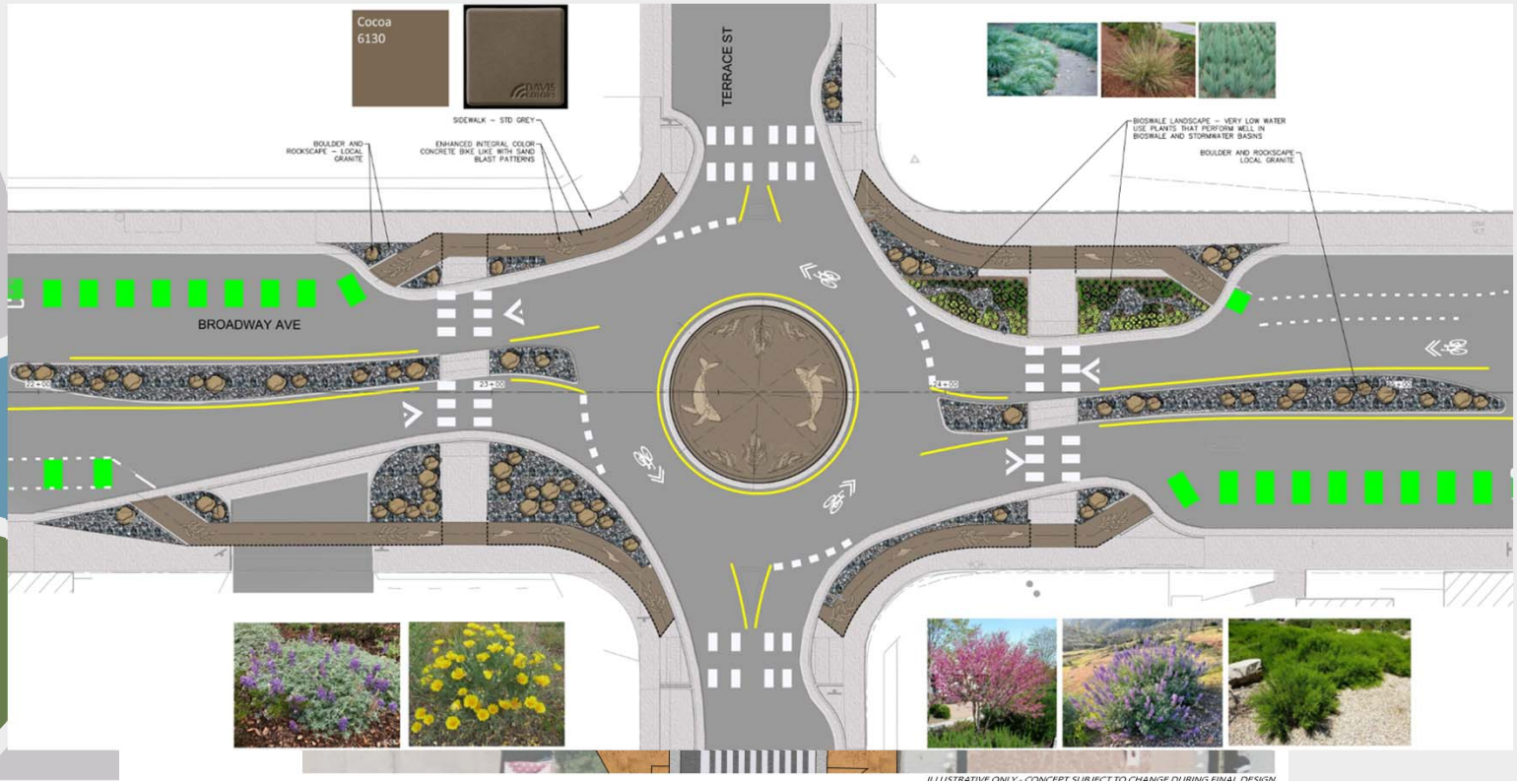


ILLUSTRATIVE ONLY - CONCEPT SUBJECT TO CHANGE DURING FINAL DESIGN

INSPIRATION

Project Design

Preliminary Design & Environmental (2022 – 2023) → Public Outreach (2022 – 2024) → **Final Design (2023 – 2025)** → Construction (2026 – 2028)



INSPIRATION

Project Construction

Preliminary Design & Environmental (2022 – 2023)

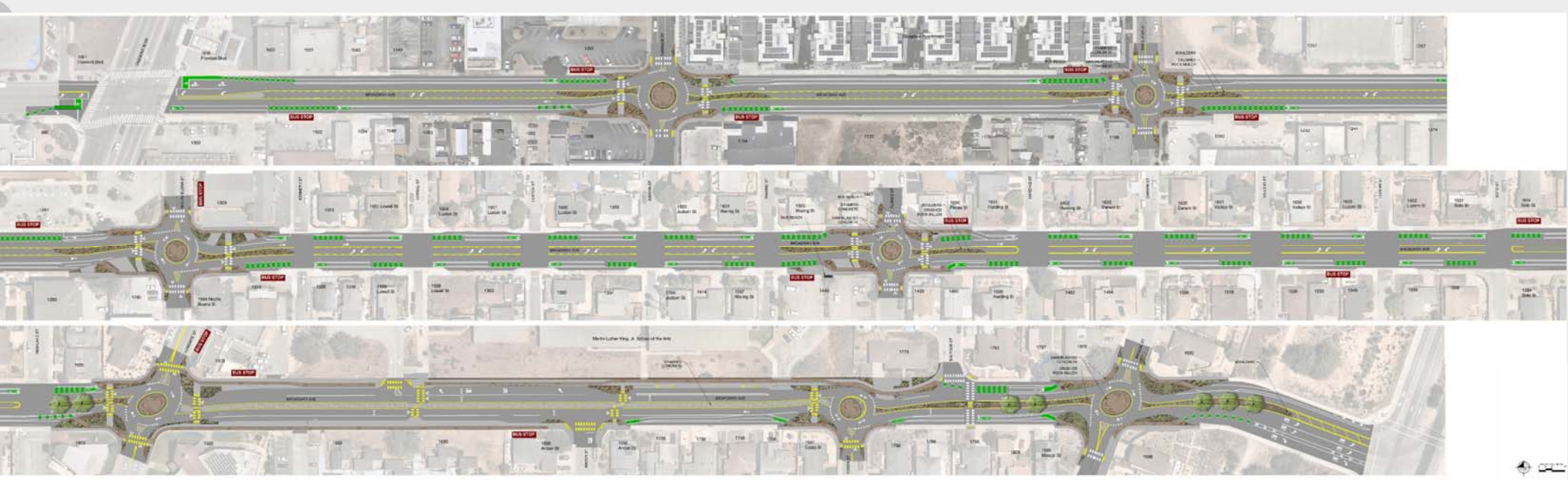
Public Outreach (2022 – 2024)

Final Design (2023 – 2025)

Construction (2026 – 2028)

Open House

- Stations with final design board
- Video of Traffic Simulation, Drone Field Review, & Rendering



INSPIRATION

KELP

SEAL

WHALE

HARDSCAPE

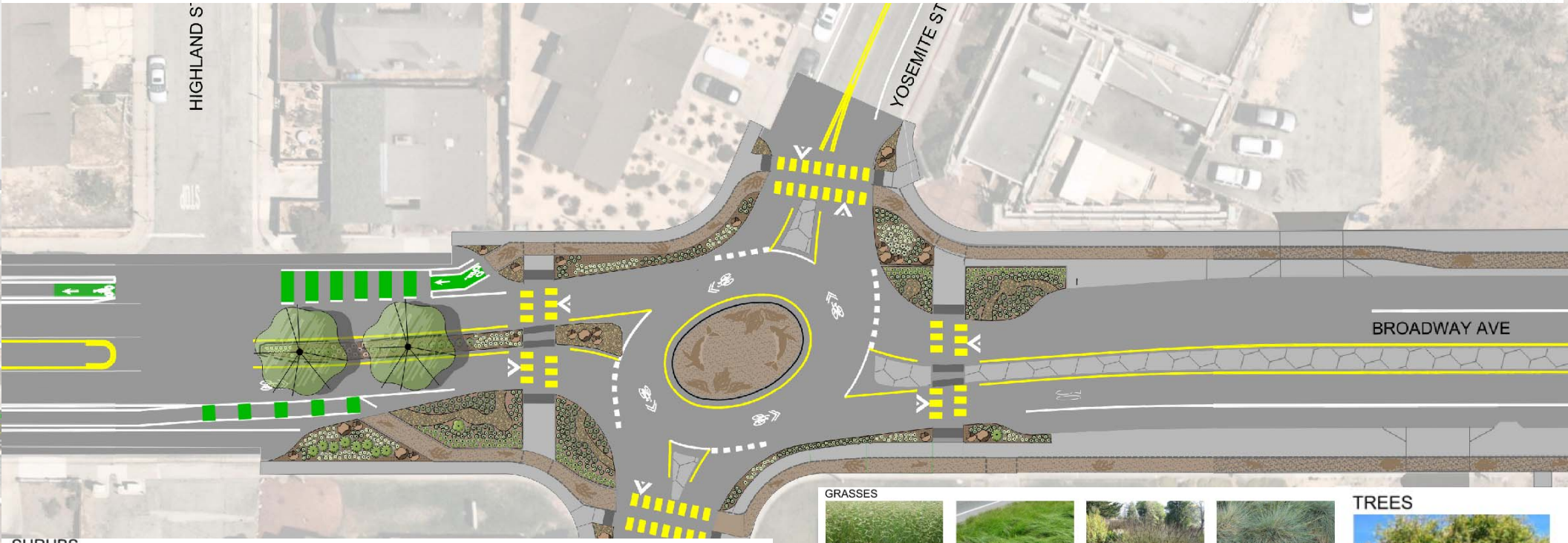
DECORATIVE ROCK

DECORATIVE ROCK

BOULDERS

SANDBLASTED CONCRETE

SANDBLASTED CONCRETE



SHRUBS

EPILOBIUM CANUM
CALIFORNIA FUCHSIA

RHAMNUS CALIFORNICA 'LITTLE SUR'
LITTLE SUR COFFEEBERRY

ERIGERON GLAUCUS
SEASIDE DAISY

SALVIA APIANA COMPACTA
COMPACT WHITE SAGE

GRASSES

BOUTELOUA GRACILIS 'BLONDE AMBITION'
BLONDE AMBITION BLUE GRAMA

CAREX PANSA
MEADOW SEDGE

ELEGIA ELEPHANTINA
LARGE CAPE RUSH

FESTUCA IDAHOENSIS 'SISKIYOU BLUE'
SISKIYOU BLUE FESCUE

JUNCUS PATENS
CALIFORNIA GRAY RUSH

MUHLENBERGIA RIGENS
DEER GRASS

BOUTELOUA CURTIPENDULA
SIDE OATS GRAMA

TREES

QUERCUS AGRIFOLIA
COAST LIVE OAK

Open House

- Stations with final design board
- Video of Traffic Simulation, Drone Field Review, & Rendering