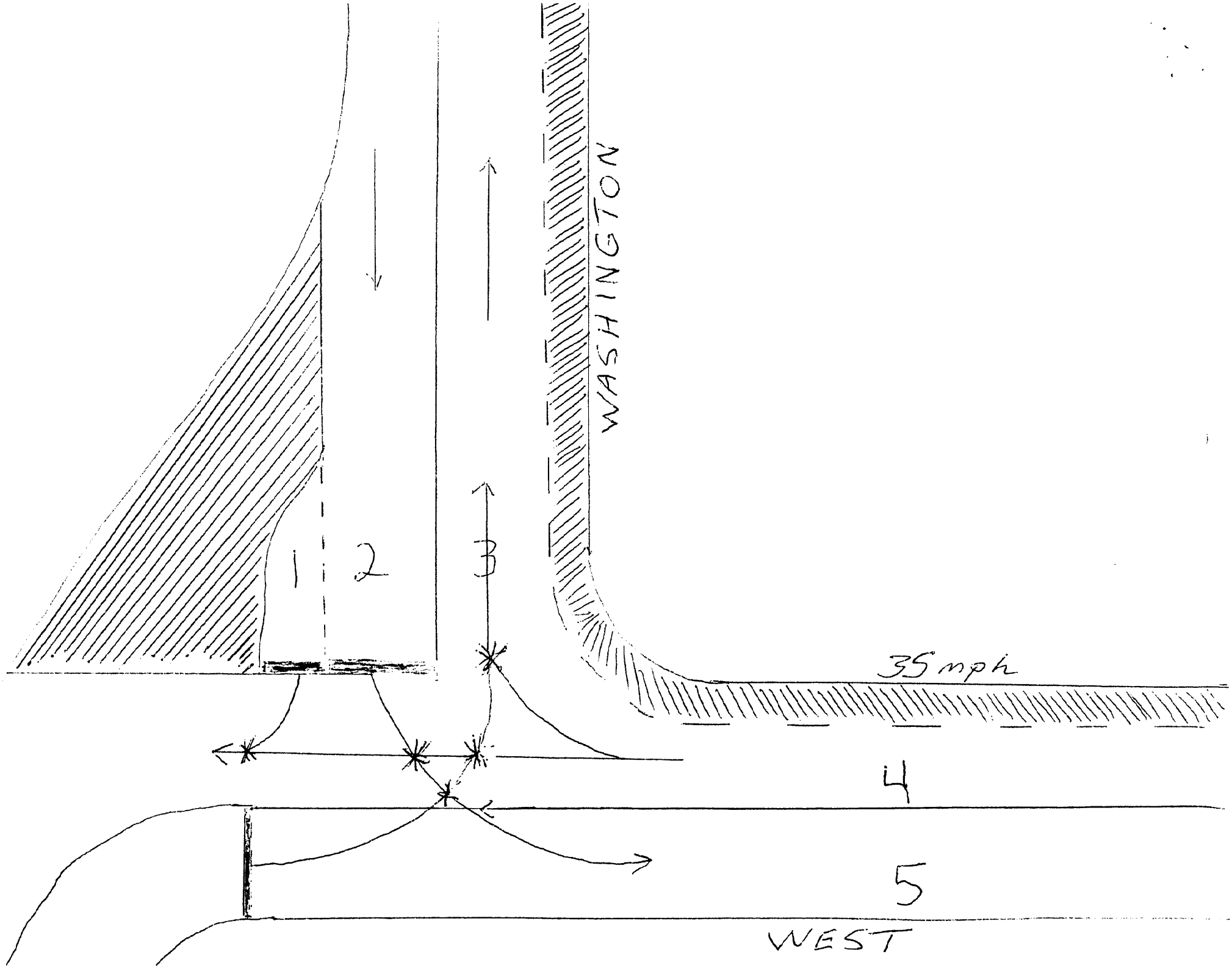
Some of the problems with the intersection redesigns in the Rose Bowl Loop.

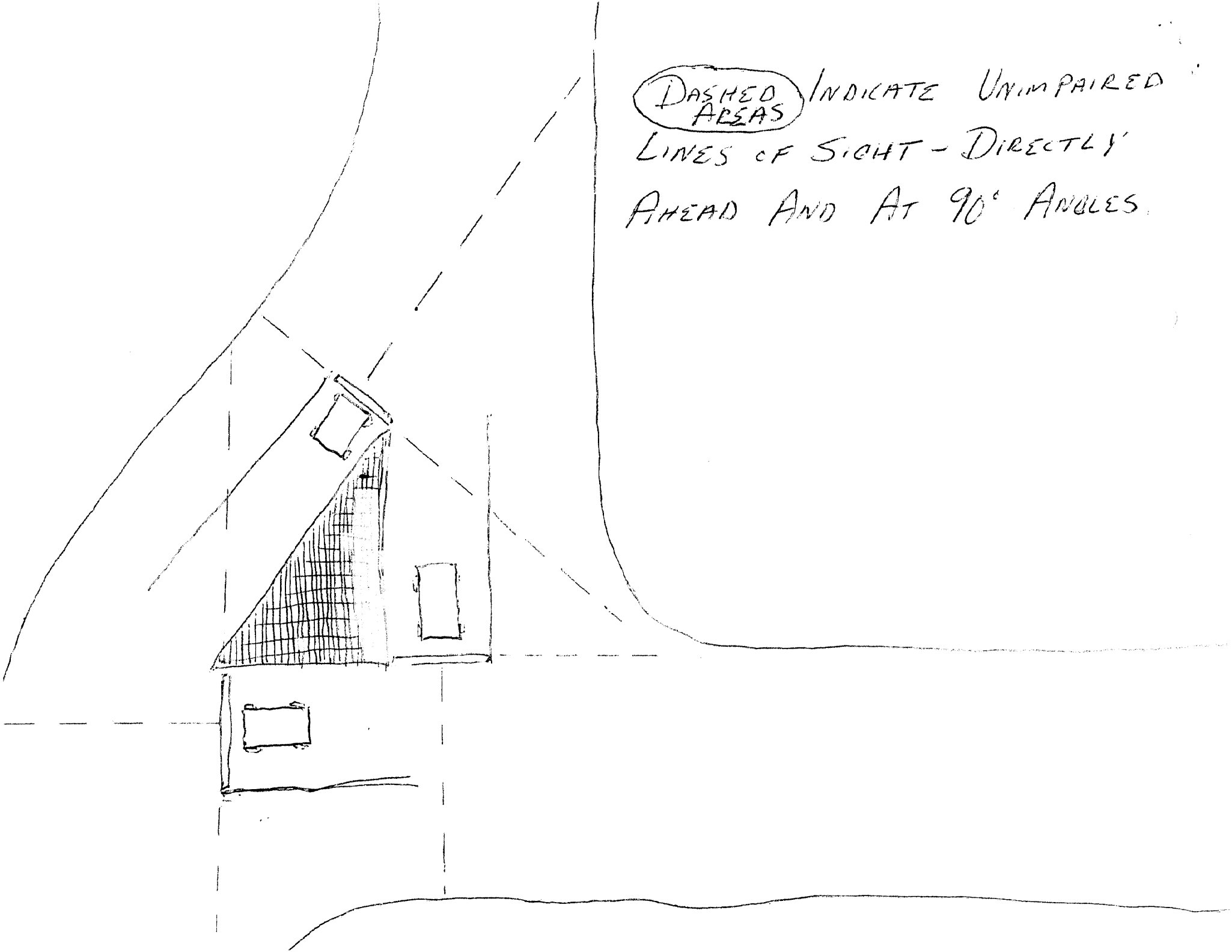
Lets start with Parkview and West. It is in this intersection that Bauman Janka has completely altered the natural shape of the space to create- accommodate a T-intersection. He did this by barricading a large area that, in the past, allowed driving traffic to follow the natural flow of the golf course up the hill and onto Parkview Ave. Because it followed the golf course wall on the right hand side, traffic flow acted largely independently of the rest of the intersection. The space and the golf course wall itself were originally designed to facilitate the unfettered flow of traffic up the hill. Mr. Jankas goals are unclear- possibly to slow traffic. He has created a completely disjointed-dangerous intersection. People really can't understand it. The Problems: Refer to my drawing.

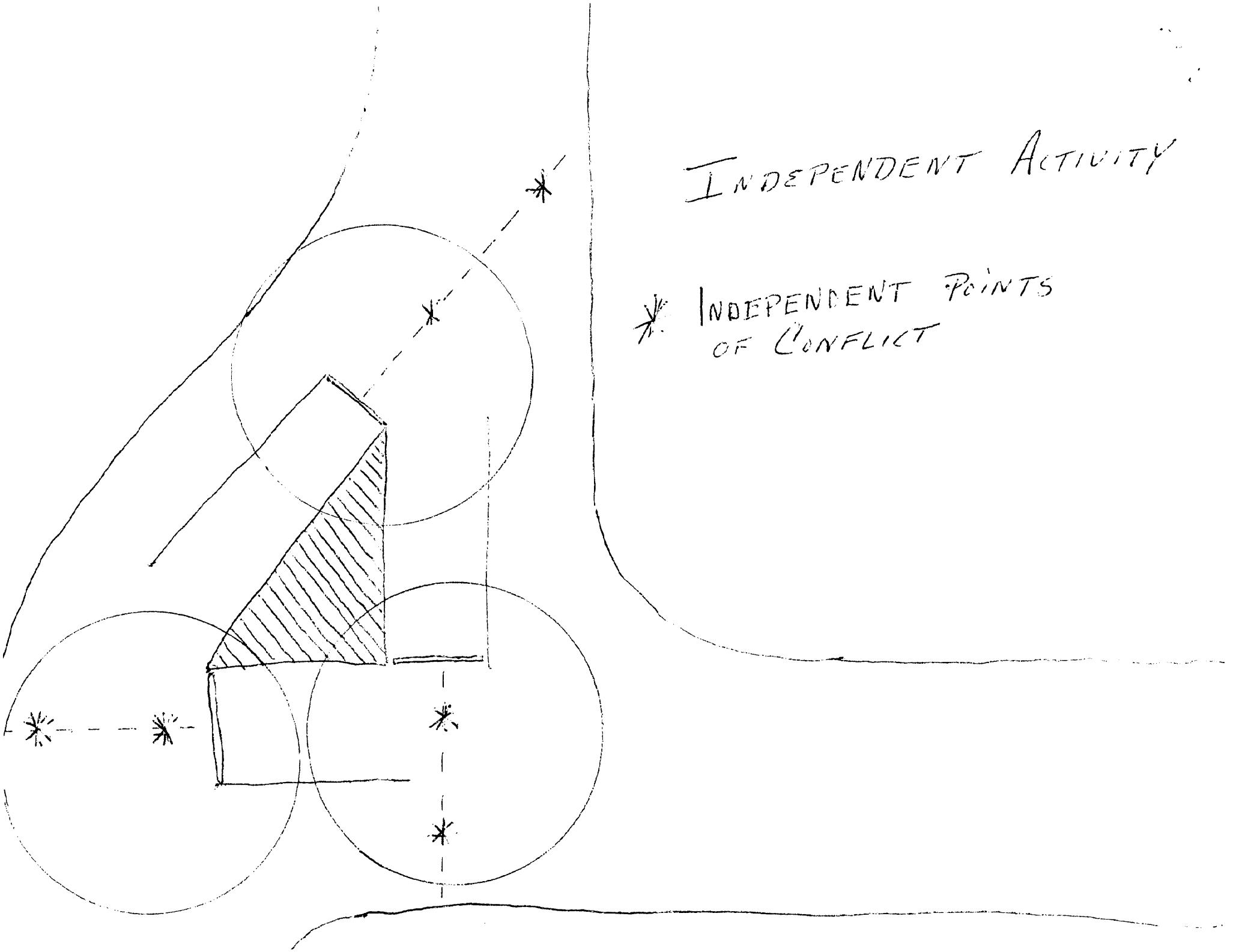
1. The new barriers create a large and rather bizarre waste of usable space in the intersection.
2. The effect of this lost space combined with the lost space taken by the pedestrian loop-cause traffic- conflicts to be concentrated in a smaller more congested area.
3. By eliminating the triangle median Mr. Janka eliminated a large pedestrian safety zone that allowed people to safely cross over to the Pedestrian walkway. The median protected walkers from cars, cars from cars, and bicyclists from cars.
4. The new design eliminates 1 of 3 stop signs as well.
5. Lane 2 severely blocks Lane 1's view of on coming- 35mph - northbound traffic. That traffic is no longer forced to slow due to the removal of the afore mentioned stop sign.
6. Lane 1 was added as an after thought to the redesign so traffic wouldn't have to turn both right and left from the same lane.
7. Lane 1 is now forced to wait for Lane 2 to vacate before making a safe right turn. Often this wait can be multiple cars. See videos
8. North bound traffic on West now has unrestricted-35mph- speed across 3 lanes of turning traffic that includes large numbers of pedestrians and bicyclists.
9. Potential points of automobile conflict are concentrated into a smaller space.
10. Lack of flow- stifled capacity. Traffic now backs up on Washington behind Lane 1 and Lane 2.
11. Greatly increased turning distances from Lane 5 to Lane 3—and Lane 2 to Lane 5 causing traffic to cut the corners. In the case of Lane 2 to Lane 5 often causing near head on misses with North bound Lane 4 motorists. See videos
12. In an effort to maintain some sense of flow, and no longer forced by intersection design to slow for their own safety, people constantly run the stop signs. See Videos.


WASHINGTON
1
2
3
35 mph
4
5
WEST

The original design that occupied Parkview and West was much safer in many ways than the current one. It was designed by professional traffic engineers and occupied the space rather innocuously for approximately the last 20 years. The intersection was a 3-way intersection largely controlled by a very traditional triangle barrier at its center. This barrier acted as a safety zone as well.

Its effect, as is the case with triangle barriers, was to create three independent- simple crossings. Safety concerns were directly ahead of you and at 90 degree angles. Intersections like this are used all over the world. Because the separate-simple intersections act largely independently of each other they greatly increase the capacity and flow of the intersection as a whole. They improve safety, as well, by limiting potential conflicts to simple crossings rather than concentrating multiple points of conflict to one area. See diagrams.


DASHED AREAS INDICATE UNIMPAIRED LINES OF SIGHT - DIRECTLY AHEAD AND AT 90° ANGLES.


INDEPENDENT ACTIVITY
INDEPENDENT POINTS OF CONFLICT

Salvia Canyon and West—

Pre-redesign the intersection at Salvia Canyon and West performed beautifully. At that time the intersection was an exact replica of the current design at Seco and West. Oddly enough, that intersection continues to perform beautifully unchanged today. Despite both intersections designs originally being exactly the same, somehow the design at Salvia Canyon and West came to be characterized as "awkward and unsafe" and was changed for the worse.

The previous intersection was designed by professional engineers hired by the city and had been in place for over 5 years. One of its most functional qualities was that its separate areas, well defined by medians and distance, acted largely independently of each other. This allowed for much greater capacity and flow than today. The intersection was much safer as well. Today all traffic comes in and out of the same area located at the top of a blind grade in the center of the intersection. Cross traffic speed in unfettered at 35mph.

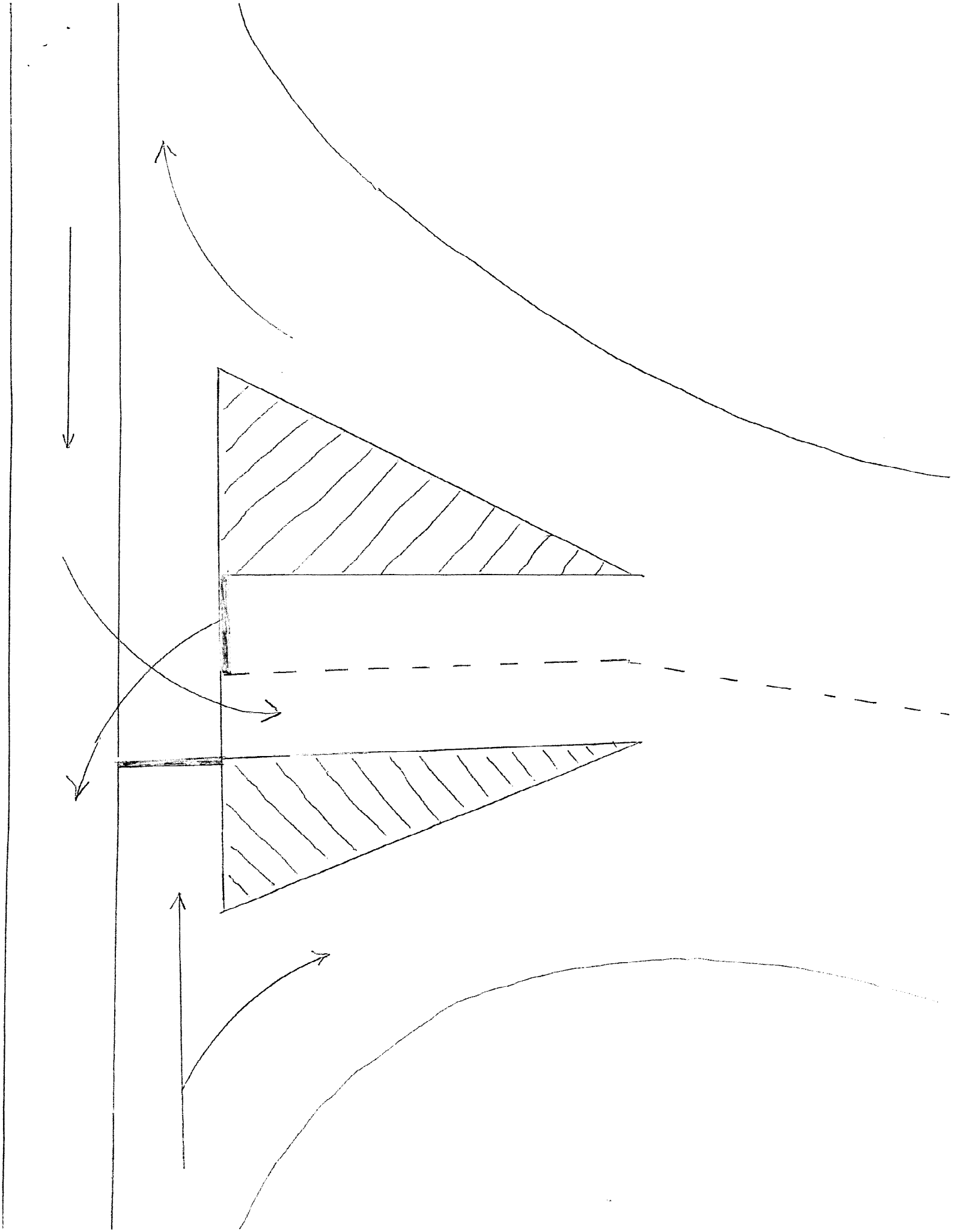
Southbound traffic on West Ave. had previously been able to effortlessly merge west onto Salvia Canyon. Similarly, Southeast bound traffic from Salvia Canyon had been easily able to merge safely onto West Ave. The now missing stop sign had facilitated that happening safely. These are both very natural flows created by the walled landscape of the intersection itself and are greatly missed today. There is a reason the rock walls and the space were built the way they were.

The redesign has greatly reduced the functionality of the intersection as a whole.

The elimination of the stop sign on southbound West Ave. has caused a large increase in traffic speed across the bottom of the redesign. It is exactly at this point that all 4 coming and going lanes from Salvia Canyon converge with West Ave. The large increase in southbound traffic speed manifests itself most dangerously at this point. The loss of the stop sign certainly does not improve safety.

In terms of efficient use of usable space, this intersection verges on bizarre. You shouldn't need me to tell the council that. It self evident!

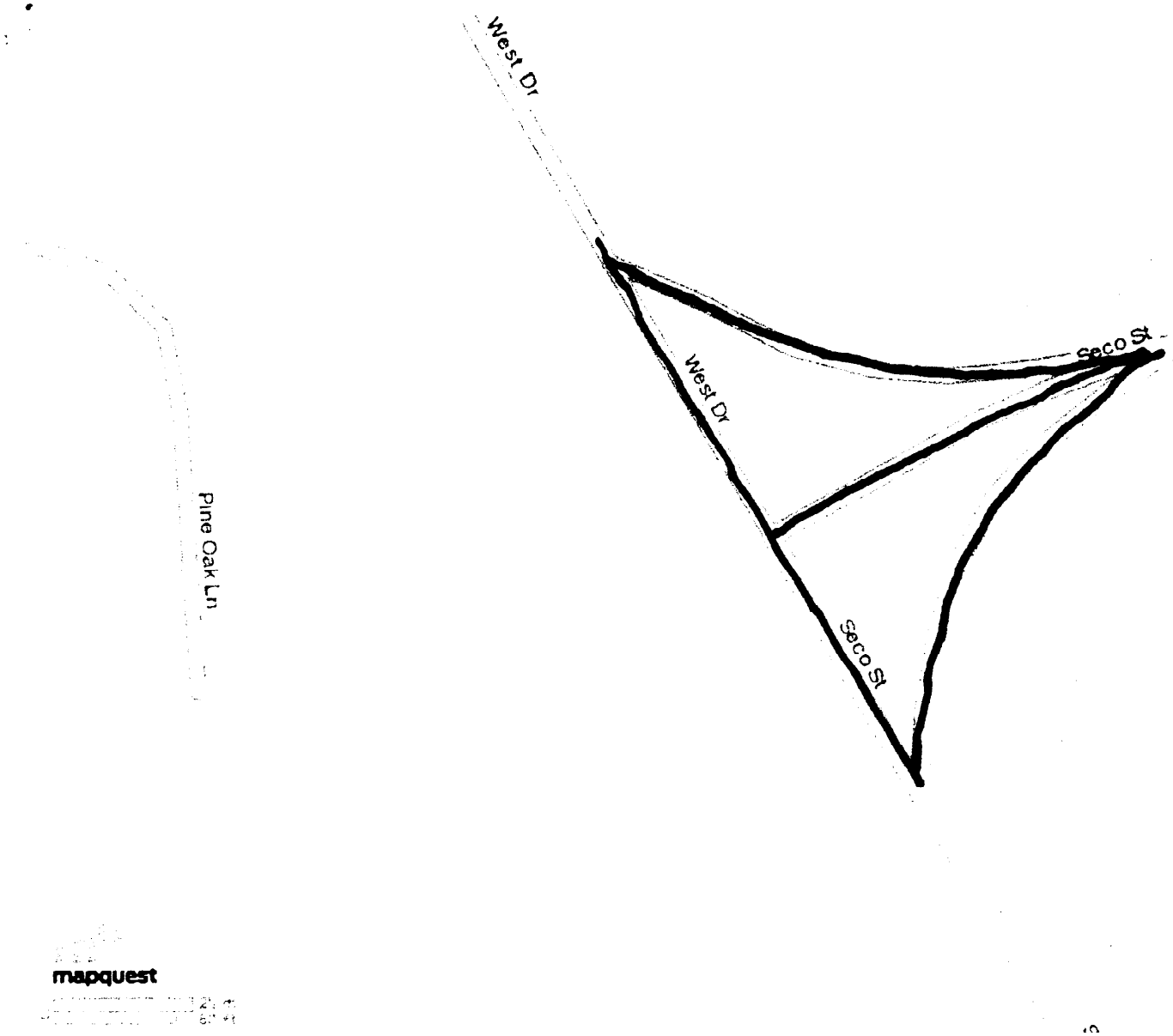
If for some reason you disagree- explain to me why the new design is so much more efficient. Compare for yourselves the current intersection at Seco and West with the intersection at Salvia Canyon. –IMAGINE THEM INTERCHANGED. The intersections were the same- the spaces were EXACTLY the same.

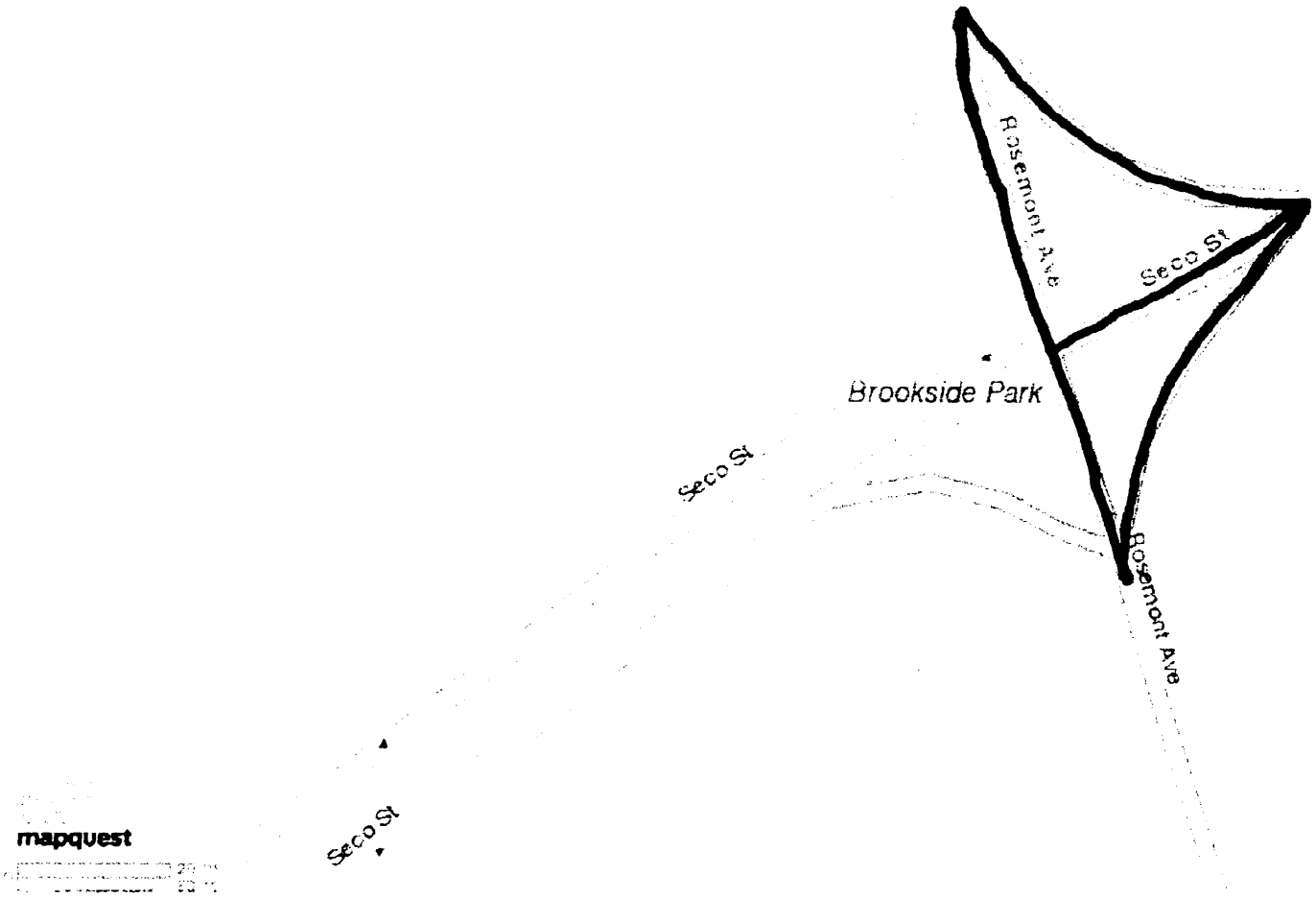


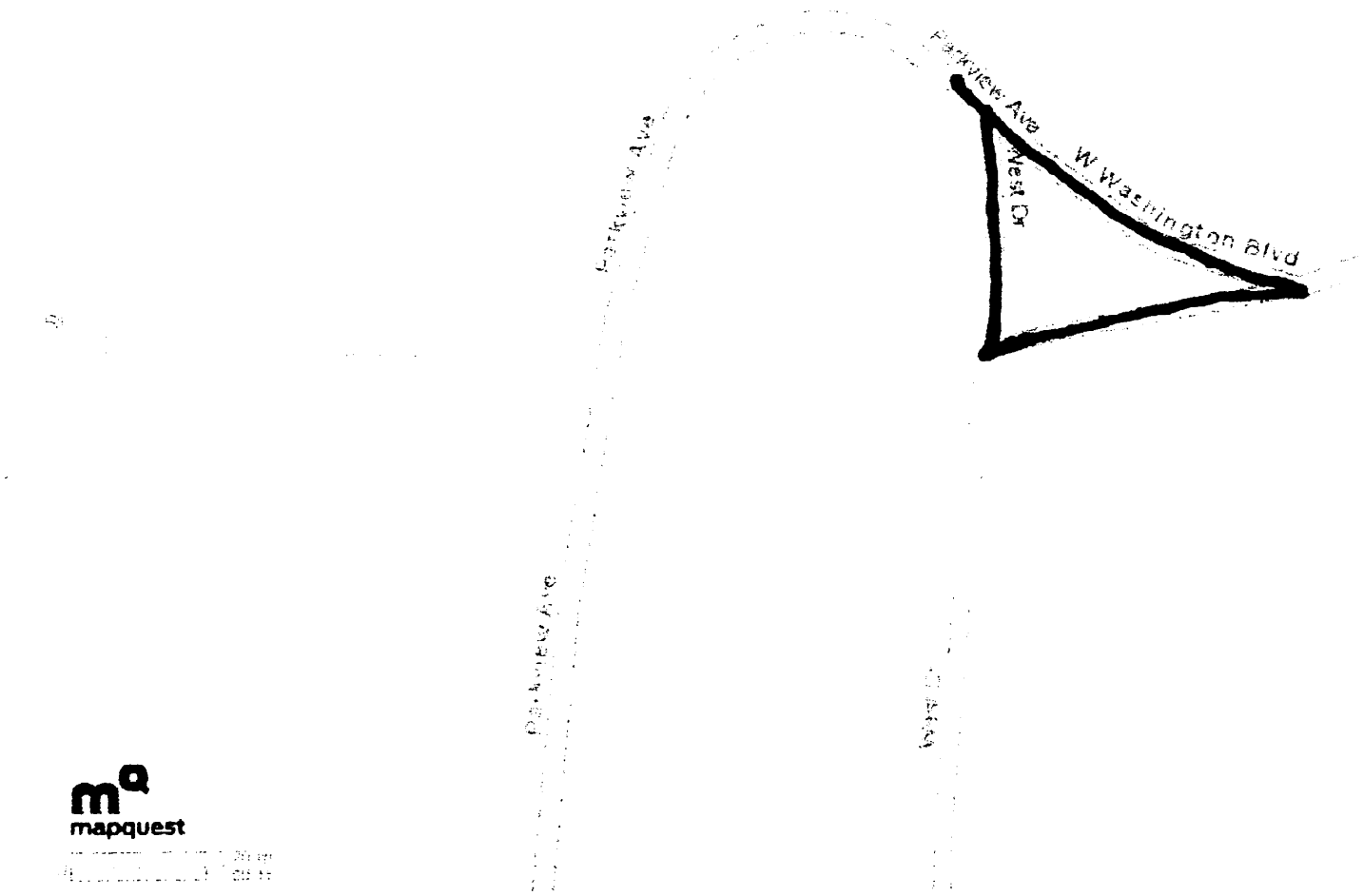
WEST
SALUIA CANYON

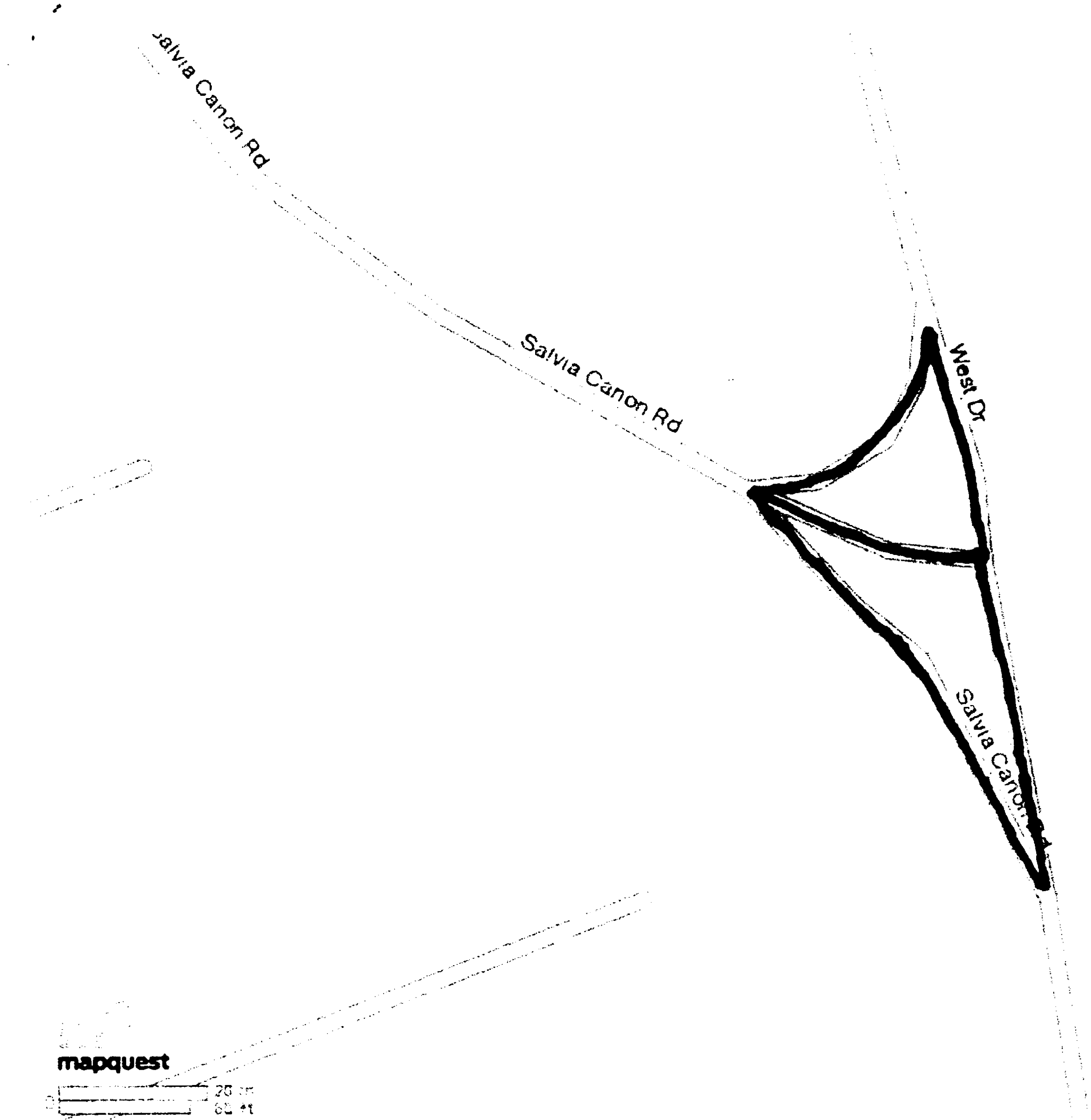
Continuity of intersection design creates familiarity for the user and in doing so sets a standard for how to behave given a similar circumstance. Its important. Note the continuity of design pre-loop changes. See Any Familiarities????

Michael Beck characterized the intersection of Salvia Canyon and West as "Awkward and Unsafe." Seems pretty similar to Rosemont and Seco/ Seco and West/ West and Washington. Odd? Have a look!


West Dr
Seco St
West Dr
Seco St
Pine Oak Ln
mapquest


Rosemont Ave
Seco St
Brookside Park
Seco St
Rosemont Ave
Seco St
mapquest


Fairview Ave
W Washington Blvd
West Dr


Salvia Canon Rd
Salvia Canon Rd
West Dr
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mapquest
20 m
60 ft