

# LOMPOC

Public Information Meeting  
Wednesday, July 16, 2008

## Purisima Road Safety Improvement Project

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| <i>PURPOSE</i>                     | The purpose of the proposed project is to improve safety at the intersection of Route 246 and Purisima Road by reducing the potential for broadside collisions and decreasing the severity of accidents.   |
| <i>NEED</i>                        | The intersection of Route 246 and Purisima Road is experiencing a pattern of broadside accidents. There have been twenty-five traffic collisions at the intersection in the five-year period between April 1, 2001 and March 31, 2006. (This is approximately four times the statewide average collision rate for similar intersections in California.) Of these collisions, twenty-one were broadside accidents involving vehicles turning left from Purisima Road onto Route 246. Of the twenty-one broadside collisions, eleven resulted in injuries.   |
| <i>PROJECT DESCRIPTION</i>         | There are two types of improvements being considered for this intersection, a roundabout and a traffic signal. Each leg of the roundabout would consist of a single lane entering and exiting the circular lane. There will be a dedicated right-turn lane from Purisima Road to westbound Route 246. The traffic signal would consist of dual through lanes for eastbound and westbound Route 246 as well as a single right-turn lane and dual left-turn lanes for Purisima Road. The traffic signal would also retain the left-turn lane from eastbound Route 246 to Purisima Road.  |
| <i>JUSTIFICATION OF ROUNDABOUT</i> | Numerous reports from data collected across the nation have identified roundabouts as viable alternatives to reduce the number and severity of broadside collisions. The modern roundabout is now recognized nationally as an intersection type and traffic control treatment capable of providing unique and significant operational and safety benefits over a wide range of traffic volumes and conditions. A roundabout at the project's intersection will have fewer conflict points and eliminate broadside conflicts. The severity of the collisions will decrease due to low speeds, 15 to 20 mph, within the circular roadway. High-speed broadside conflicts will be replaced with low speed merging conflicts, resulting in potentially fewer and less severe collisions. |
| <i>QUESTIONS?</i>                  | For more information please call: Cathy Stettler at (805) 549-3797<br>E-mail: <a href="mailto:cathy_stettler@dot.ca.gov">cathy_stettler@dot.ca.gov</a> or write to:<br><br>CALTRANS DISTRICT 5<br>Attention: Cathy Stettler<br>50 Higuera Street<br>San Luis Obispo, CA 93401<br><br>For other State Highway matters, please contact Caltrans District 5 Public Affairs at (805) 549-3138  |

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