



Imjin Parkway Widening Project

Kimley»»Horn
Expect More. Experience Better.

Project Overview



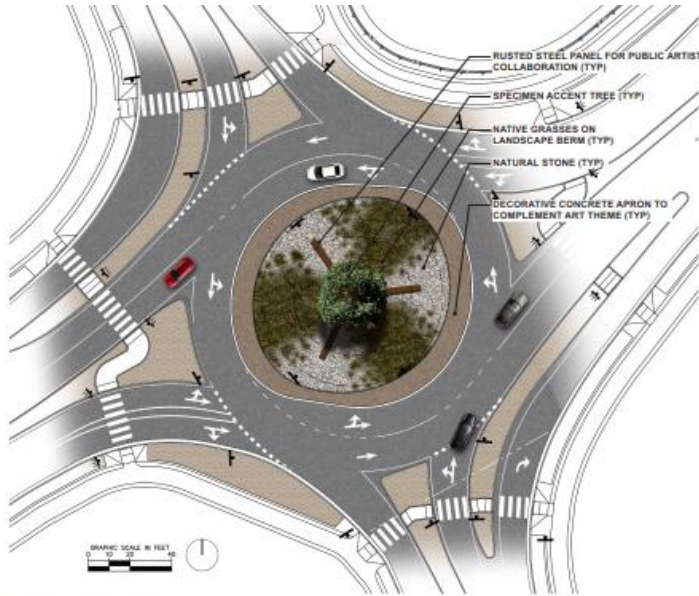
Project Overview



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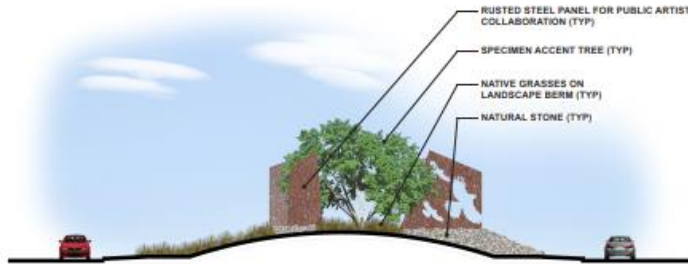
Aesthetics



Typical Layout Plan



Perspective



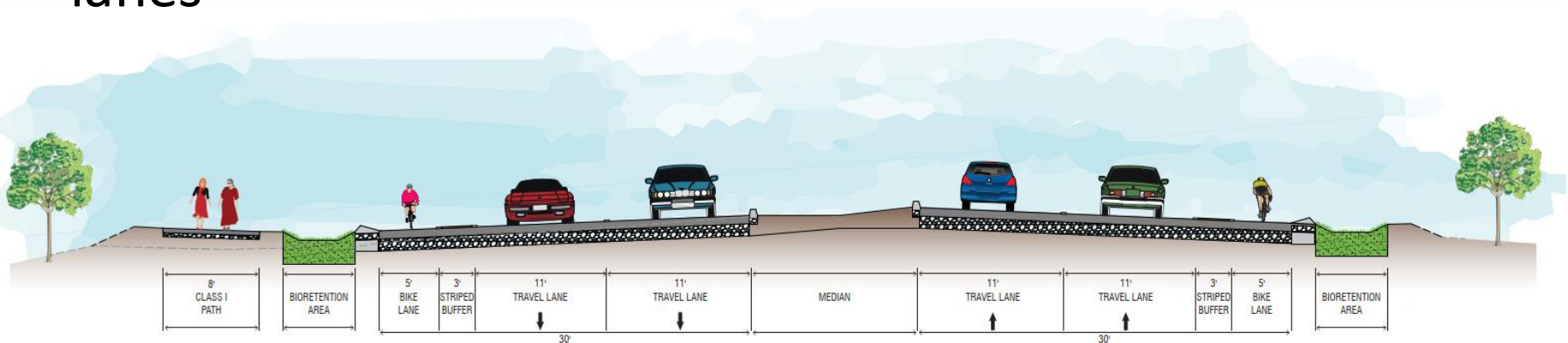
Elevation



Inspiration

Improvements

- Widen to four lanes
- Install four roundabouts
- Install mixed use path
- On-street buffered bike lanes
- Stormwater treatment areas
- Retaining and sound walls
- Landscaping and irrigation



Project Status

- Design at 100% level, moving forward to Bid plans
- Caltrans Right-of-Way Certification
 - Utility process through Caltrans completed October 2020
 - Right-of-way acquisition anticipated completed by late 2020
- Environmental mitigation through CDFW on-going
- Construction planned for 2021 – 2023

Funding

Component	Funding Source	Amount	Status
Environmental	STIP-RIP	\$1.65 million	Allocated
Design\PS&E	Local Impact Fee	\$1.65 million	Marina Impact Fees
ROW Cap & Sup.	Local Impact Fee	\$1.05 million	Marina Impact Fees
Construction	Local Impact Fee	\$2.00 million	Marina Impact Fees
	Measure X	\$17.00 million	Measure X Commitment
	State Local Partnership Fund	\$19.00 million	Awarded
	TOTAL	\$42.35 million	

Corridor Layout



Corridor Layout



Corridor Layout



Intersection Delay (2035)



Intersection	Traffic Signals		Roundabouts	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
2. Imjin Pkwy & Preston Dr	7.5	4.5	12.3	14.3
3. Imjin Pkwy & Abrams Dr	36.8	42.0	16.9	21.1
4. Imjin Pkwy & 3 rd Ave	16.3	8.6	19.5	13.3
5. Imjin Pkwy & Imjin Rd	13.9	12.3	18.2	12.9

Seconds per vehicle

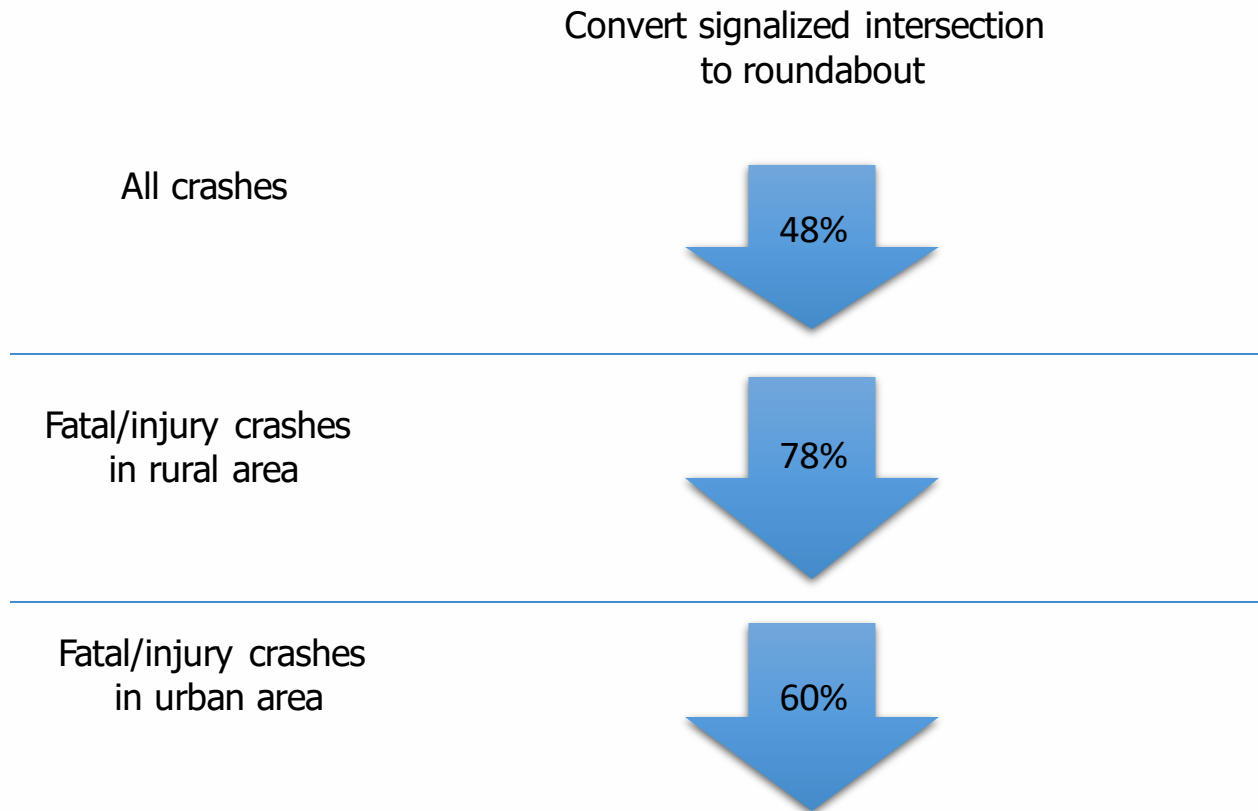
Traffic Comparison Analysis (2035)

Average Travel Time (Minutes)



Time	Traffic Signals	Roundabouts
<i>Average Off-Peak Hour</i>	2.9	2.1
AM Peak Hour	3.37 (16%)	2.65 (26%)
PM Peak Hour	3.31 (14%)	2.62 (25%)

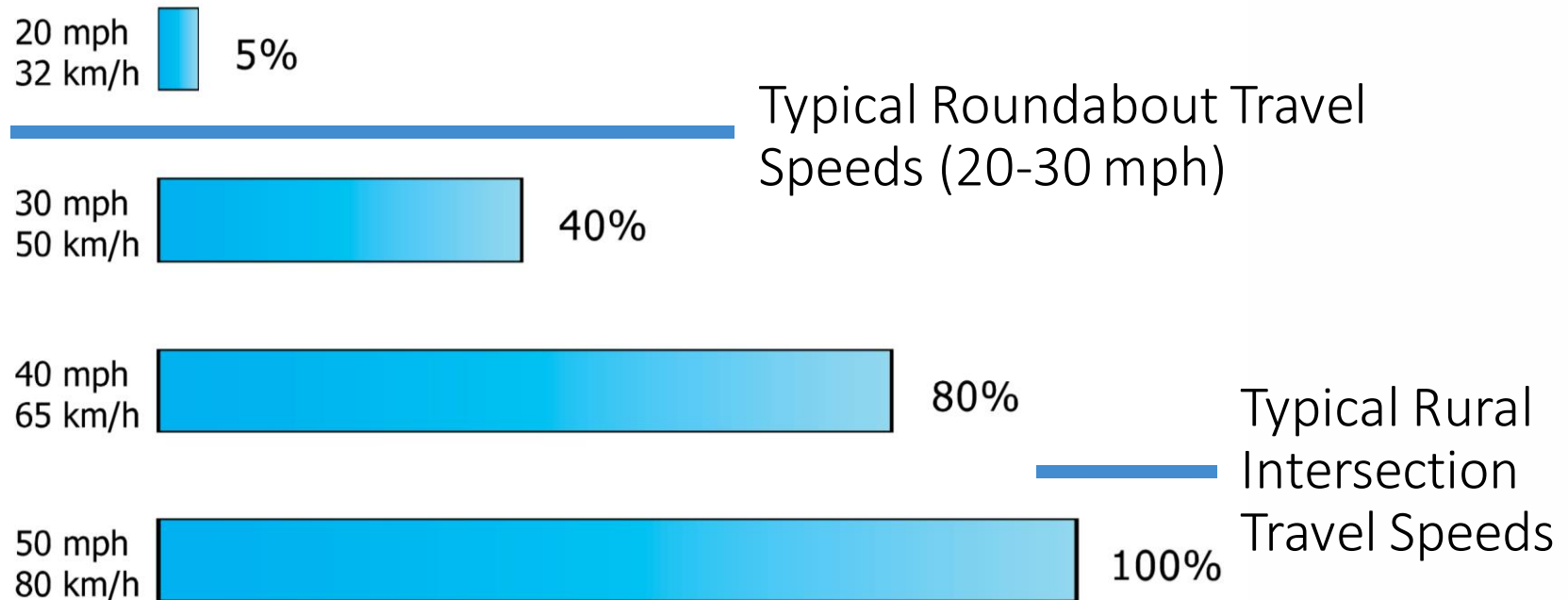
Safety Characteristics of Modern Roundabouts



Source: 2010 US Department of Transportation: Federal Highway Administration

Safety Characteristics of Modern Roundabouts

Chance of Pedestrian Fatality if Hit by a Motor Vehicle



Source: Literature Review on Vehicle Travel Speeds and Pedestrian Injuries, National Highway Traffic Safety Administration DOT, 1999

Summary

- Fatalities and injuries less on corridor + Police, Fire, Medical services available for 911 elsewhere
- Power outage – Flooding, Earthquake, Roundabouts unaffected, highest need for EV
- If signals fail on Imjin Pkwy, AWS = total gridlock, no Fire truck access
- EV response times vary between 3 and 7 minutes, 1 minute saves between 30% and 15%
- Emergency Vehicles ✓

