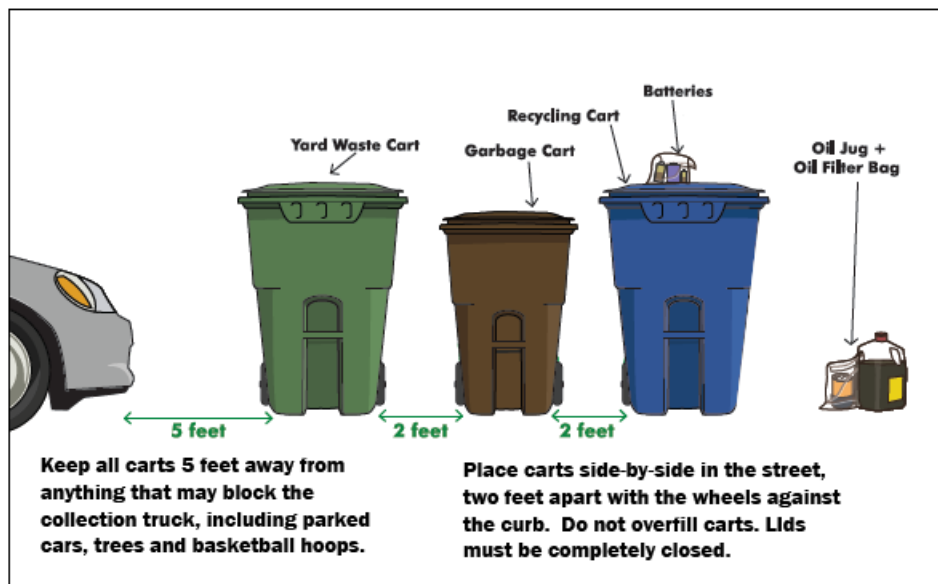


Winchester Boulevard Class IV Bike Lane Project – Additional Frequently Asked Questions

- Will the garbage/trash collection be affected by this project and where shall the garbage bins be placed?
 - The Town has coordinated the work with West Valley Collection & Recycling. Garbage/Trash collection will not be affected by this project. There are few multi-family residences that has commercial garage or entry from different street where trucks can drive-in to pick-up trashes. Trash bins shall be placed in the buffer area. Where buffer area is not present, place bins in dashed green bike lanes. Please see the picture below regarding the bin placement. More information can be found at the West Valley’s website at <http://www.westvalleyrecycles.com/serviceareas/singlefamily-setout.html>



- Orange squares below show locations where waste bins should be placed for collection.



Where buffer areas are available



No buffer areas fronting the property

- **What is a Two-Stage Left Turn Box?**
 - A two-stage turn queue box offers bicyclists a way to make left turns at signalized intersections from a right-side bike lane. To use the two-stage turn box, proceed straight through the intersection with the green signal and wait in the queue box in front of vehicle traffic on the cross street to proceed through the intersection and wait in green queue box at the crosswalk. Bicyclists will be automatically detected via video detection camera. Bicyclists would proceed when the crossing street gets a green signal. Here is a short video clip (from the City of Sacramento) on how to use the two-stage left turn queue box: https://www.youtube.com/watch?v=MWQ_x5cCK84

- **Are pedestrians permitted to use in Class IV Bikeway?**
 - The general rule is that Class IV Bikeways are only for bicyclists due to safety. However, if there is no adjacent pedestrian facility such as a sidewalk, the California Vehicle Code allows pedestrians to utilize bikeways.

- **What about motorized wheelchairs?**
 - A person using a motorized wheelchair is considered a pedestrian.

- **Can there be other crosswalk improvements between Lark Ave and Blossom Hill Road?**
 - Due to the wide street width and existing “commute corridor” nature of Winchester Boulevard, additional crossing treatments, such as an RRFB and pedestrian median island, are recommended to improve the visibility of people crossing Winchester Boulevard. The Winchester Class IV Bikeway Project is proposing almost exclusively signage and striping improvements to Winchester Boulevard to provide separated bike lane improvements with a limited budget. An appropriately designed pedestrian crossing is not feasible at this time given the available budget

- **How are bicyclist protected from parked car opening passenger side doors unexpectedly?**
 - There is a proposed 3’ buffer between the parking lane and the bike lane, to provide space for people to open vehicle doors and load/unload from their vehicles without encroaching on the bike lane.

- **Why is it necessary to remove westbound left turn pocket on Lark at Winchester? The traffic backs up during commute hours. Can we keep it as existing?**
 - The second westbound left turn pocket must be removed because there is only one receiving southbound travel lane proposed on Winchester Boulevard. There is only one southbound travel lane proposed on Winchester Boulevard to

provide space for a protected bike lane. Without the removal of the second southbound travel lane, there is not enough space to install a protected Class IV bike lane.

- **Can southbound travel lane on Winchester Boulevard be kept as existing? i.e. keep merge south of Lark before Newell instead of merge happening before Lark intersection.**
 - No, there is not enough curb-to-curb space to maintain two travel lanes and a protected bike lane for the length necessary to meet the CA-MUTCD lane drop taper length (CA-MUTCD Figure 3B-14). While there is enough curb-to-curb space (32') between Newell Avenue and Lark Avenue to provide two travel lanes and a protected bike lane, south of Newell Avenue the curb-to-curb width is reduced to 28', which is not enough space to maintain two travel lanes and a protected bike lane. In order to fully reduce to a single southbound lane by Newell Avenue, the lane drop transitions ("L" in CA-MUTCD Figure 3B-14) would be required through the Lark intersection, which is not recommended as a design strategy by the CA-MUTCD.

- **Did the project look at the impact of people using University vs Winchester due to proposed changes?**
 - The analysis indicates that additional delays to traffic on Winchester Boulevard would be minimal, thus limiting the incentive of drivers to divert to University Avenue. Therefore, the analysis does not predict a significant diversion of traffic off of from Winchester Blvd to University Avenue as a result of this project.

- **Are any bus stops being removed or relocated with this project?**
 - Southbound bus stop at Via Sereno is proposed to be removed.

- **What is the impact to the fire station ingress and egress with this proposal?**
 - Fire station access will remain; the proposed improvements will not impede ingress and egress to the fire station.

- **What is the plan to keep the lanes clear of debris?**
 - The streets and bike lanes will be swept regularly. The town has access to special street sweeping equipment that is currently used for the similar treatment on Blossom Hill Road.

- **Is vegetation trimming included as part of the project?**
 - Existing trees or shrubs encroaching into the public right-of-way and obstructing the Contractor's operation or visibility at the intersections, will be trimmed by

the Contractor prior to construction. Residents are encouraged to trim landscapes/bushes/trees in order to maintain visibility while coming out of their driveway.