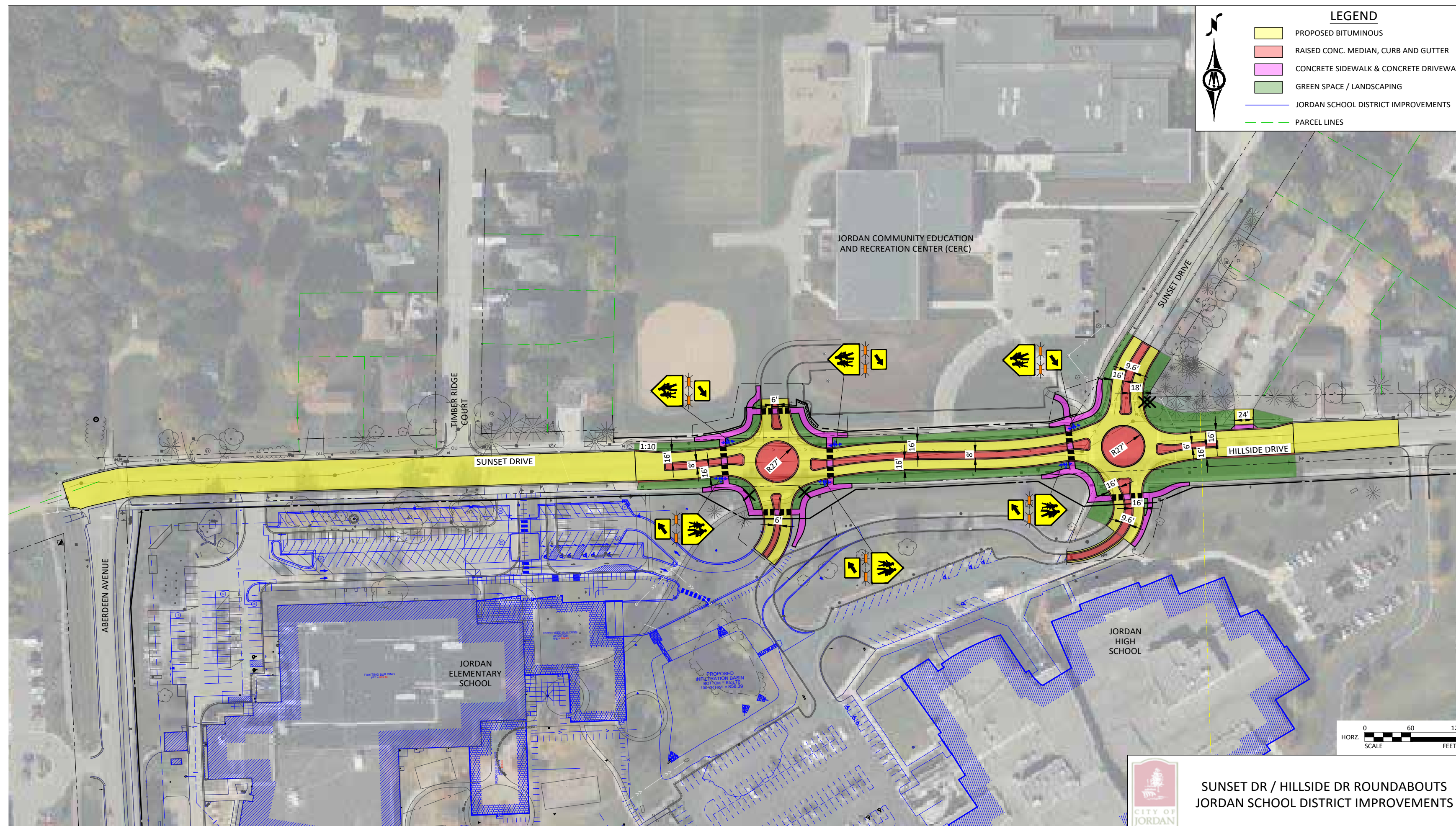


# Sunset Drive Improvements Project Overview



## PROJECT BACKGROUND

The City of Jordan and Jordan School District are working together on a project to improve Sunset Drive. A 2019 traffic study completed by the City and School District evaluated existing and future traffic impacts along Sunset Drive, adjacent to the Jordan School's area.

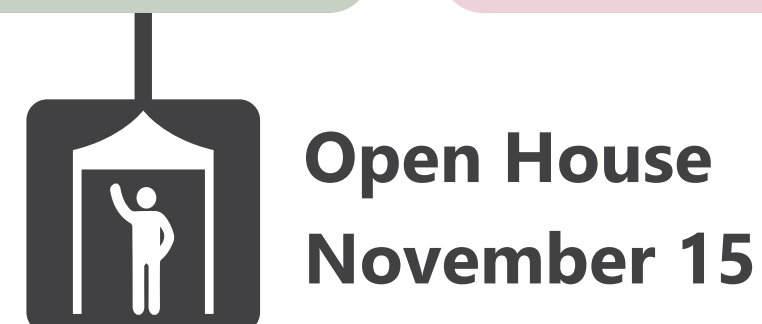
The analysis determined the area is best served by a pair of compact roundabouts along Sunset Drive, coupled with a series of driveway access closures and traffic re-routing within the elementary school site. This layout was the most efficient and safe way identified to move vehicle and pedestrian traffic through the area.

## FEEDBACK AND NEXT STEPS

Share your feedback on the roundabout center island design aesthetics by voting on the roundabout informational board and filling out our survey in person or on the project website.

Following the open house, the project team will use your feedback to finalize the project's design. Another open house will be held prior to construction beginning to share construction plans and what to expect.

## PROJECT SCHEDULE



Scan the QR code to visit the project website: [bit.ly/JordanSunsetDr](https://bit.ly/JordanSunsetDr)

# Roundabout Center Island Design Options



**Concept 1: Single Color (red concrete)**



**Concept 2: Two Colors (red and tan concrete)**



**Concept 3: Jordan Public Schools Logo (red concrete with plain concrete logo)**



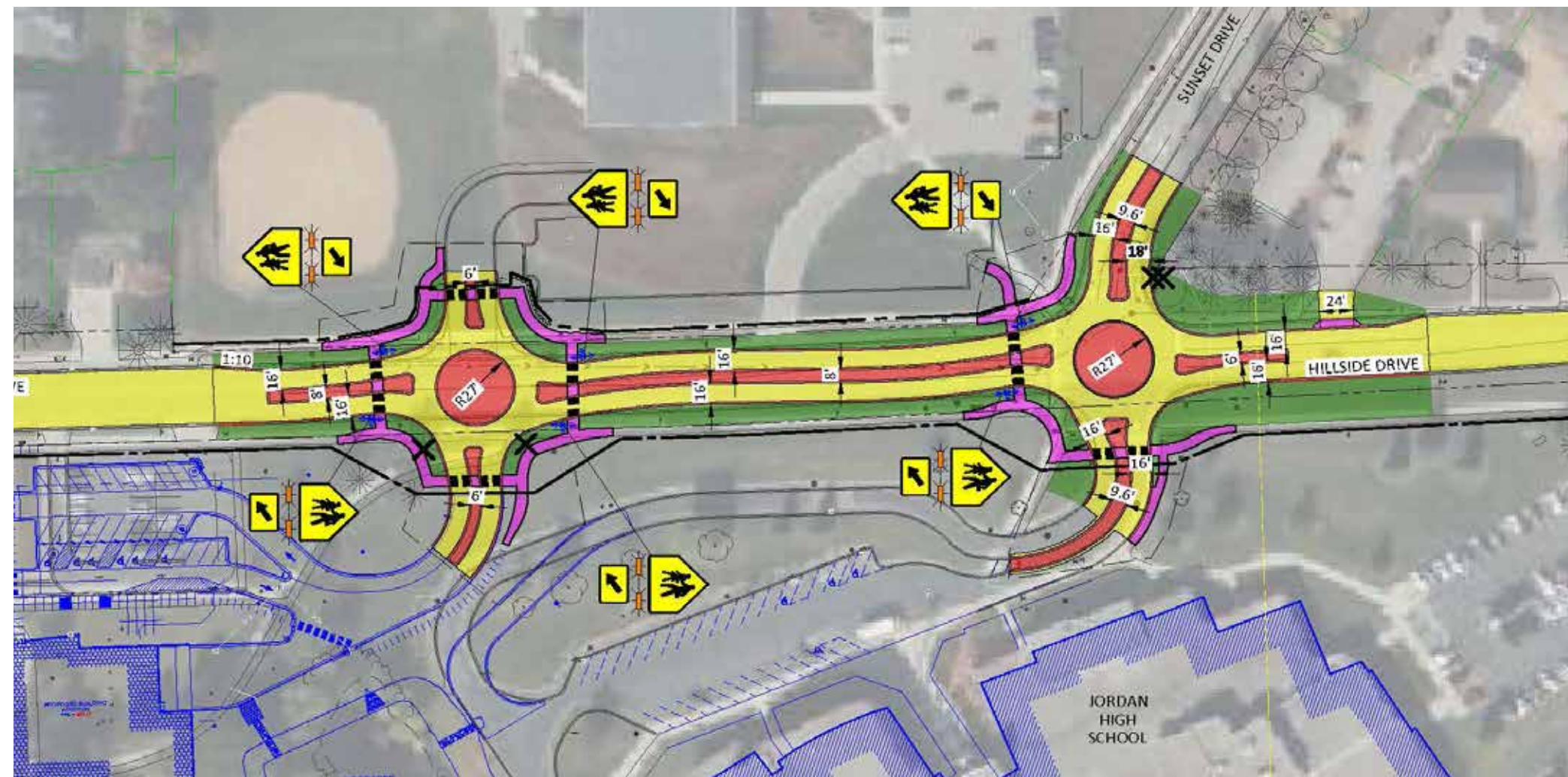
**Why concrete instead of landscaping?**  
Flat concrete allows for a compact design while providing additional space for large vehicles to drive over if needed.

# Roundabout Safety



## Proposed Compact Roundabouts

Based on traffic volumes, the existing stop signs at the high school entrance/Sunset Drive are not needed. This leads to drivers rolling through the stop signs, increasing the risk of a pedestrian crashes.



- › Smaller diameter than 'full sized roundabout'
- › Reduces costs and property impacts while still meeting safety and capacity needs.
- › Helps further reduce vehicle speeds and serious injury crashes.

### What diameter roundabout(s) is proposed?

- › 90' compact roundabouts are proposed to allow less common, large vehicles to drive over the center, while still facilitating traffic movements for passenger vehicles, box trucks and buses using the roundabout lanes.

### How do these compare in size to other compact roundabouts?

- › 82': Duluth Ave SE Village Lake Dr SE, Prior Lake
- › 78': Lyndale Ave / W 67th St, Richfield
- › 78': Lyndale Ave / W 70th St, Richfield
- › 75': Vierling Dr E / CR 79, Shakopee
- › 75': TH 19 / 1st Ave NE, New Prague
- › 69': Lyndale Ave / W 68th St, Richfield

## Safety

- › Roundabouts have a 15-20 mph vehicle design speed. Two consecutive roundabouts will help maintain lower speeds.
- › Only 2 pedestrian/vehicle interaction points instead of 6 at a traditional intersection, improving safety.
- › Consistently reduce traffic congestion, delays, and serious injury crashes.
- › Pedestrian crossings are half the distance of a traditional intersection.
- › Overall greater interaction (e.g. eye-to-eye contact) between drivers and pedestrians.
- › 87% fewer pedestrian injury crashes at a roundabout compared to a signalized intersection.<sup>1</sup>

**Give 'em a brake**  
State law requires that traffic entering and exiting a roundabout **must yield to pedestrians** in the crosswalk.

**Increased Yield Rates**  
**83% of vehicles yield** to pedestrians in single-lane roundabouts.<sup>2</sup>

## Enhanced Pedestrian Crossings

Signage with flashing pedestrian beacons (RRFBs) are planned on all crossings of Sunset Drive to alert motorists when a pedestrian is crossing. These increase yield rates of vehicles to enhance pedestrian safety.



**Simplified Decision Making**  
**Crosswalks** are set back to increase pedestrian visibility and allow drivers to focus on pedestrians crossing separate from vehicle traffic in the roundabout.



Sources 1. "A Study of the Traffic Safety at Roundabouts in Minnesota" - addendum, Minnesota Department of Transportation. 2018

2. "Report 572: Roundabouts in the United States," National Cooperative Highway Research Program. 2006.