

UNIVERSITY AVENUE MOBILITY PROJECT (UAMP) – PROPOSED IMPROVEMENTS

Roadway Improvements

TRAFFIC SIGNALS & SIGNAL MODIFICATIONS

- Two new traffic signals on University Avenue at Arnold Avenue and Oregon Street.
- Existing traffic signal on University Avenue at Ohio Street intersection would be removed.
- Modifications will be made to signal timing at several intersections to improve traffic circulation and reduce conflicts between pedestrians and automobiles thereby improving safety.



LEFT-TURN POCKETS

- The project would maintain some existing left-turn pockets and provide additional left-turn pockets at intersections along University Avenue.
- Will trigger modifications to traffic signal timing, loop detectors, modification or replacement of signal mast arms and signal heads, and the striping of the dedicated left-turn lanes.



RAISED MEDIAN

- The project would construct a raised median in the center of University Avenue for the length of project site.
- The median would be a minimum of 10 feet wide and would narrow at intersections, where left-turn pockets would be provided.
- If a local MAD is set up to maintain landscaping along University Avenue, drought tolerant landscaping will be included as part of the UAMP project.
- If a local MAD is not set up prior to the construction bid opening hardscaped raised medians will be installed.

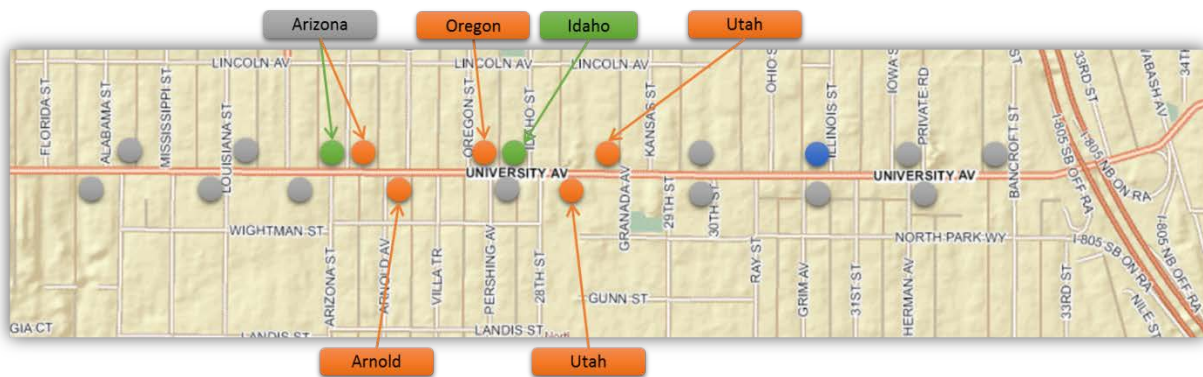


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Transit Improvements

TRANSIT STOP CONSOLIDATION

- 18 existing transit stops would be consolidated to a total of 14 with 7 in each direction along University Avenue.
- Stops would be compliant with the Americans with Disabilities Act (ADA).
- Far-side transit stop locations would be utilized where feasible to facilitate bus and traffic operations and minimize conflicts with right-turning vehicles and pedestrians.
- Encourage pedestrians to cross behind the bus and allow buses to board/drop off passengers after crossing the intersection
- Final transit stop locations subject to approval by MTS.



TRANSIT-ONLY LANES

- The project would include provision of a transit-only lane along University Avenue in both the eastbound and westbound direction.
- 11 feet wide and marked as “Transit Only”
- The transit lanes could also be used by right-turning vehicles at intersections and bicycles.
- WESTBOUND: Full length of the project site between Florida Street and Boundary Street
- EASTBOUND: Between Utah Street and Boundary Street



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Pedestrian Improvements

PEDESTRIAN CROSSWALKS

- Installation of four enhanced pedestrian crossings across University Avenue at Idaho Street/28th Street, Kansas Street, Ohio Street (pedestrian signal), and Iowa/Herman Street.
- Installation of two enhanced pedestrian crossings across abutting side streets at Alabama Street (north and south leg), Idaho Street (north leg), and 28th Street (south leg).
- Enhanced crossings on University Avenue may include Rapid Rectangular Flashing Beacons and reflective pavement markings to warn motorists of pedestrians.
- Existing pedestrian crosswalks would be re-striped with highly reflective paint or modified.
- Existing pedestrian crosswalk at Pershing Street removed to accommodate new traffic signal at Oregon Street.



Parking

- The project would remove 91 existing on-street parallel parking spaces on University Avenue between Florida Street and Boundary Street.
- This is necessary to accommodate the addition of left turn pockets and transit and bike only lanes within the existing right-of-way.
- In an effort to alleviate community concern regarding the loss of parking 114 head-in parking spaces along Alabama, Mississippi, Louisiana, Arizona, Oregon, Idaho, Illinois, and Iowa streets have been added ahead of design completion and construction.
- All of the streets within the project boundary were analyzed, however several side streets both north and south of University Avenue could not be converted because the street widths were too narrow, existing left-turn pockets were in place, or the potential gain was too small.

