

Workshop Exhibits:

3. Corridor Modification Options

Base conditions shown on top row of each set of exhibits

Options generally proceed from lower build to higher build

University Avenue & Midvale Boulevard		Scenario	Pedestrian	Bicycle	Transit	Motor Vehicles (115% of existing traffic)
Base Conditions			Concerns regarding time to cross and small refuge areas within University Ave.	Difficult crossing	Existing Metro stops: <ul style="list-style-type: none"> Outbound west of Midvale Blvd. Inbound east of Midvale Blvd. Southbound south of University Ave. 	<ul style="list-style-type: none"> Overall Intersection LOS E (70.7 s/h) 5 movements at LOS F 3 additional movements approaching LOS F
MB3: 8-Lane Corridor (3 All-Purpose Lanes, 1 Bike/Transit/Right-Turn Lane each direction)			<ul style="list-style-type: none"> Longer signal phases for crossing Longer distances to cross Little/no terrace along University Avenue for eastbound and westbound pedestrians 	<ul style="list-style-type: none"> Longer distances to cross More lanes to navigate eastbound and westbound Wider on-street east-west accommodation, but shared with buses and right turns 	Improves travel times and reliability for BRT and local service	<ul style="list-style-type: none"> Overall Intersection LOS E (70.7 s/h) 5 movements at LOS F 3 additional movements approaching LOS F
HB2: Grade Separated Westbound Lefts and Northbound Rights			<ul style="list-style-type: none"> Similar conditions under bridge as today but with less turning traffic Longer crossing distances due to wider footprint to accommodate walls and structure 	<ul style="list-style-type: none"> Similar conditions under bridge as today but with less turning traffic Longer crossing distances due to wider footprint to accommodate walls and structure 	<ul style="list-style-type: none"> Generally compatible with BRT and local service east-west Requires relocation of local service transit stop on southbound Midvale Boulevard farther south 	<ul style="list-style-type: none"> Overall Intersection LOS C (34.8 s/h) 1 movement approaching LOS F

LB = Lower build, options that likely do not require property

MB = Medium build, likely require property but no relocations or grade separations

HB = Higher build, likely require property, relocations, and/or grade separations

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3. Corridor Modification Options

Yellow areas show approximate footprint

Orange/red areas show bridges/walls

All long-term modifications selected would add on-street bike accommodations and sidewalks where not provided today

University Avenue & Midvale Boulevard

Scenario

Base Conditions



MB3: 8-Lane Corridor (3 All-Purpose Lanes, 1 Bike/Transit/Right-Turn Lane each direction)



HB2: Grade Separated Westbound Lefts and Northbound Rights



Image Sources: Bing.com, Google.com

Pedestrian	Bicycle	Transit	Motor Vehicles (115% of existing traffic)
<ul style="list-style-type: none"> Concerns regarding time to cross and small refuge areas within University Ave. 	<ul style="list-style-type: none"> Difficult crossing 	<ul style="list-style-type: none"> Existing Metro stops: <ul style="list-style-type: none"> Outbound west of Midvale Blvd. Inbound east of Midvale Blvd. Southbound south of University Ave. 	<ul style="list-style-type: none"> Overall Intersection LOS E (70.7 s/vh) 5 movements at LOS F 3 additional movements approaching LOS F
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BRT = Bus Rapid Transit

LOS = Level of Service for Cars and Buses

- A through D generally acceptable
- E indicates high congestion
- F indicates volume exceeds capacity

FYA = Flashing Yellow Arrow

University Avenue & Midvale Boulevard

Scenario

Base Conditions



MB3: 8-Lane Corridor (3 All-Purpose Lanes, 1 Bike/Transit/Right-Turn Lane each direction)



HB2: Grade Separated Westbound Lefts and Northbound Rights



Image Sources: Bing.com, Google.com

Pedestrian	Bicycle	Transit	Motor Vehicles (115% of existing traffic)
<ul style="list-style-type: none"> • Concerns regarding time to cross and small refuge areas within University Ave. 	<ul style="list-style-type: none"> • Difficult crossing 	<ul style="list-style-type: none"> • Existing Metro stops: <ul style="list-style-type: none"> • Outbound west of Midvale Blvd. • Inbound east of Midvale Blvd. • Southbound south of University Ave. 	<ul style="list-style-type: none"> • Overall Intersection LOS E (70.7 s/vh) • 5 movements at LOS F • 3 additional movements approaching LOS F
<ul style="list-style-type: none"> • Longer signal phases for crossing • Longer distances to cross • Little/no terrace along University Avenue for eastbound and westbound pedestrians 	<ul style="list-style-type: none"> • Longer distances to cross • More lanes to navigate eastbound and westbound • Wider on-street east-west accommodation, but shared with buses and right turns 	<ul style="list-style-type: none"> • Improves travel times and reliability for BRT and local service 	<ul style="list-style-type: none"> • Overall Intersection LOS E (70.7 s/vh) • 5 movements at LOS F • 3 additional movements approaching LOS F
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