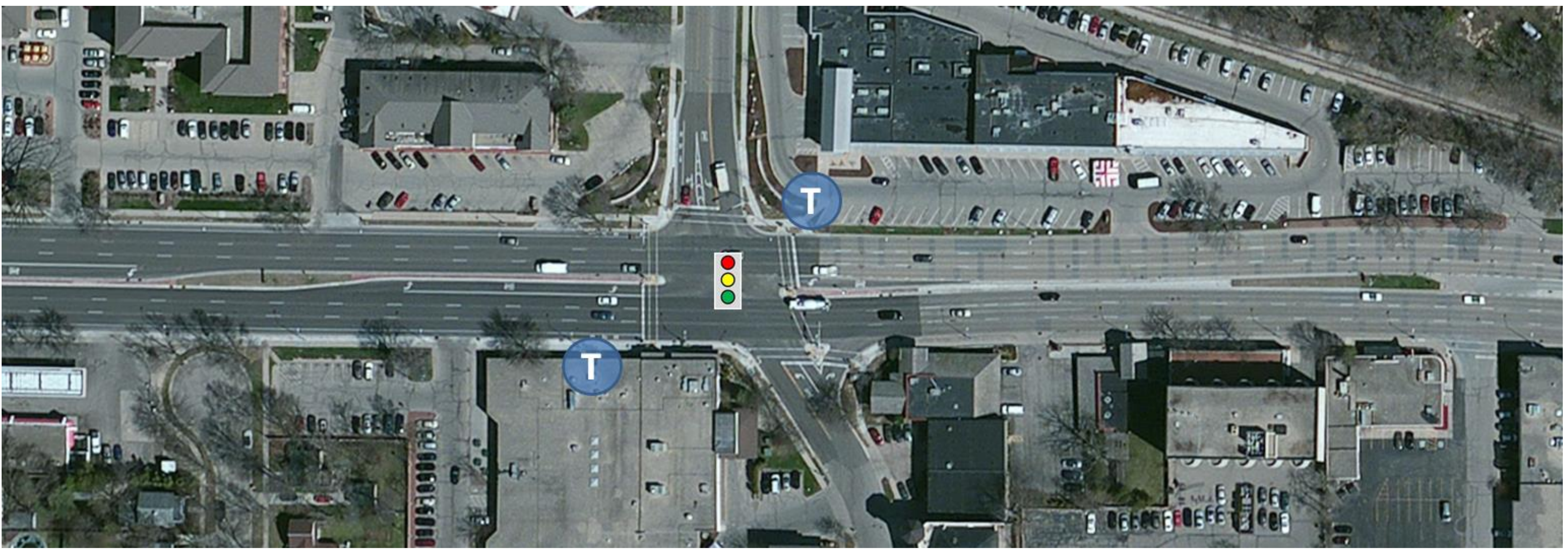


University Avenue & Shorewood Boulevard

Scenario

Base Conditions



Pedestrian

Multiple concerns regarding turning vehicles and failure to yield to peds in crosswalks

Bicycle

Difficult crossing

Transit

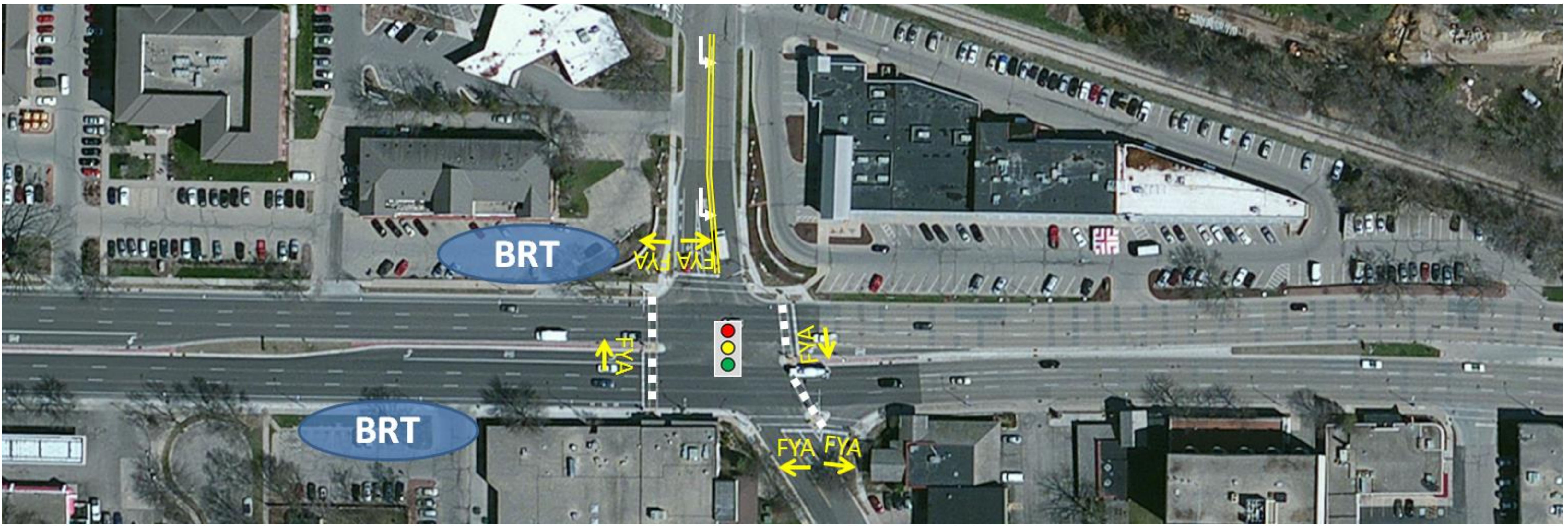
Existing Metro stops:

- Westbound east of Shorewood Blvd.
- Eastbound west of Shorewood Blvd.

Motor Vehicles (115% of existing traffic)

- Overall Intersection LOS E (68.9 s/vh)
- 2 movements at LOS F

LB1B: Extend Southbound Left Storage, Enhance Crosswalks, Install Flashing Yellow Arrow Signal Heads



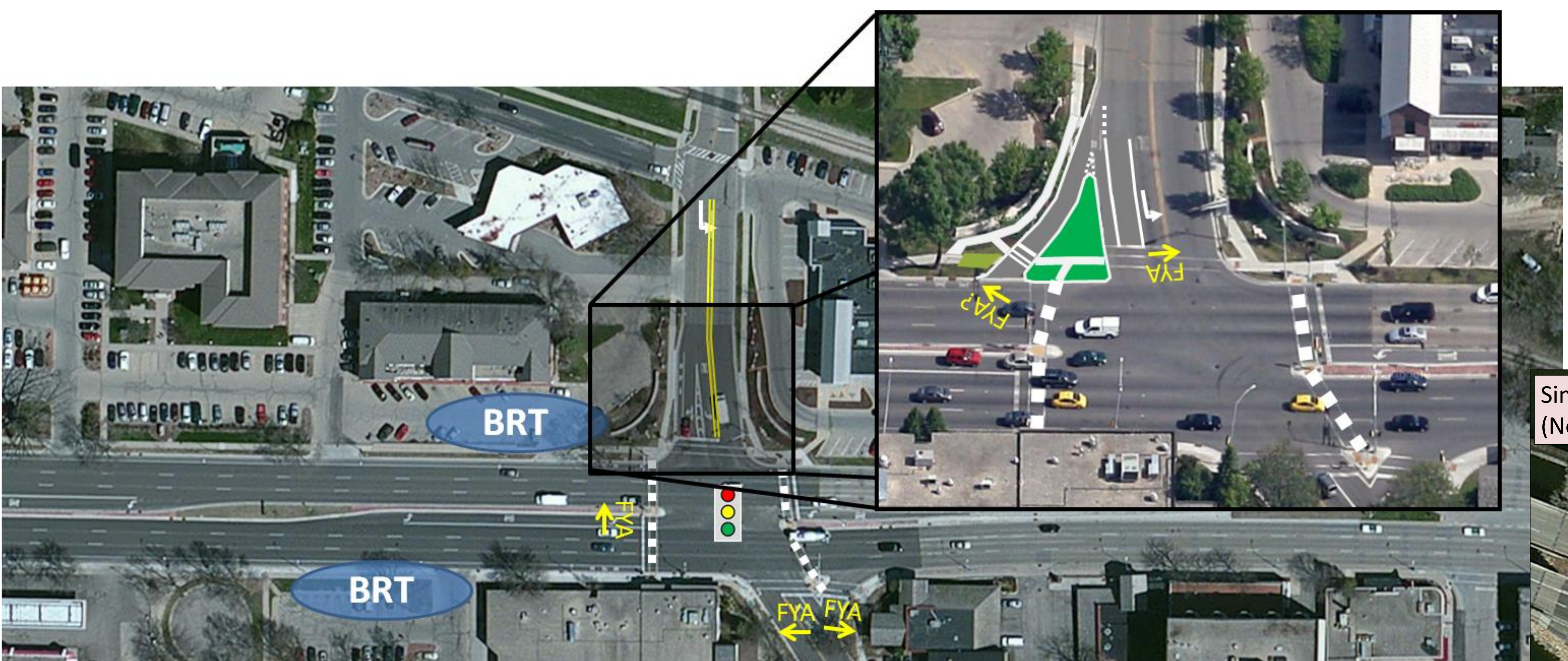
Enhanced crosswalks and flashing yellow arrow signal heads to improve driver compliance

Potential for improved driver awareness

Generally compatible with BRT

- Overall Intersection LOS E (68.9 s/vh)
- 2 movements at LOS F

LB1C: Same as LB1B plus Reconfigure Southbound Right Turn

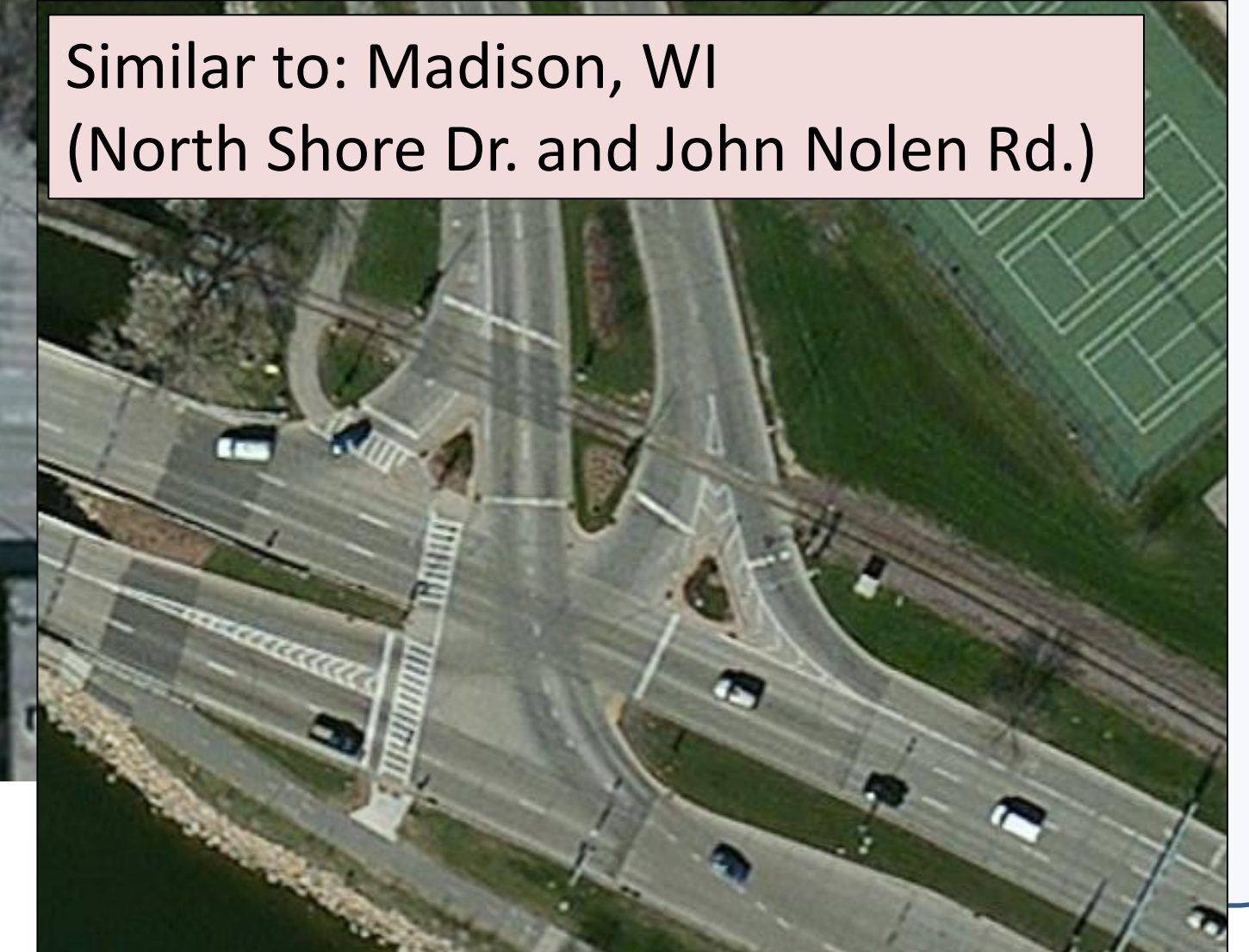


Improved driver compliance and large pedestrian refuge added

- Southbound bikes separated from right-turning motor vehicles
- Potential improved driver awareness

Generally compatible with BRT

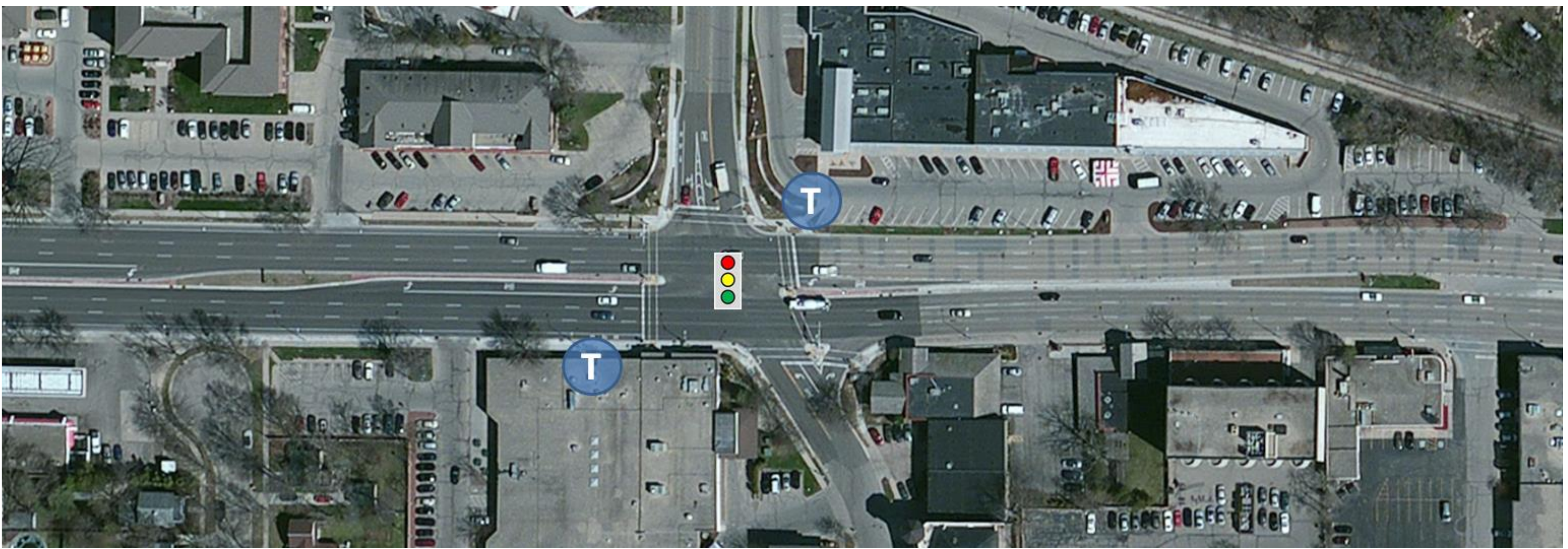
- Overall Intersection LOS E (68.9 s/vh)
- 2 movements at LOS F



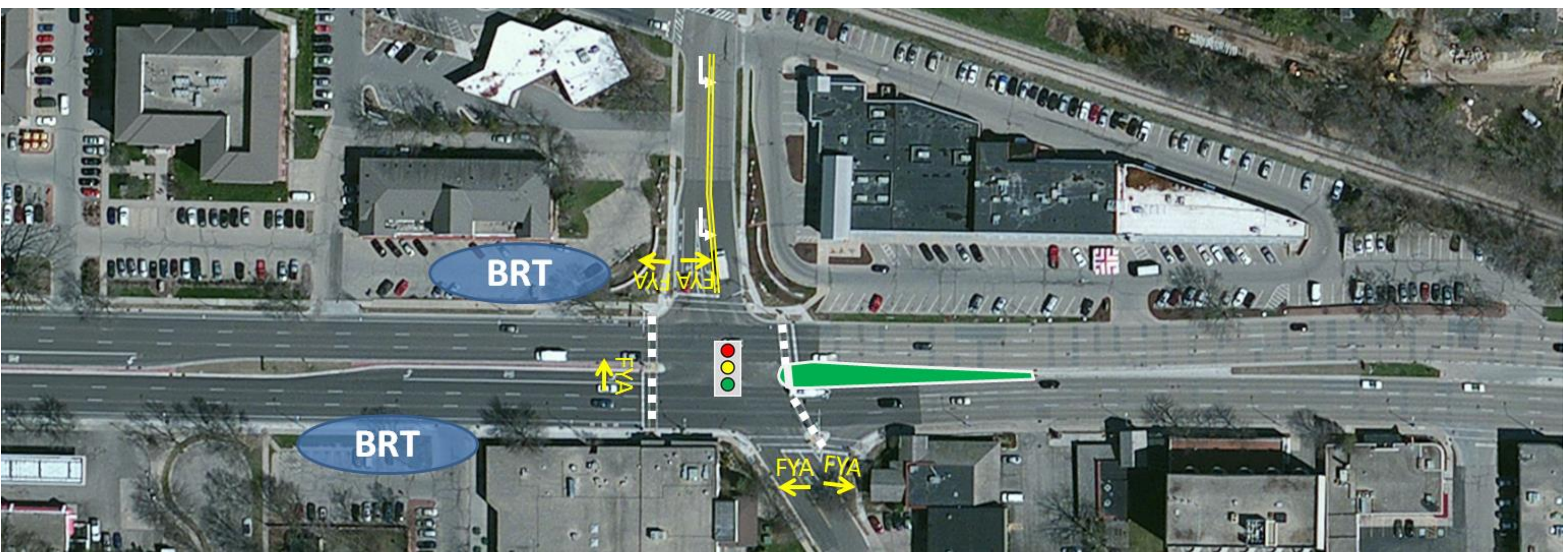
University Avenue & Shorewood Boulevard

Scenario

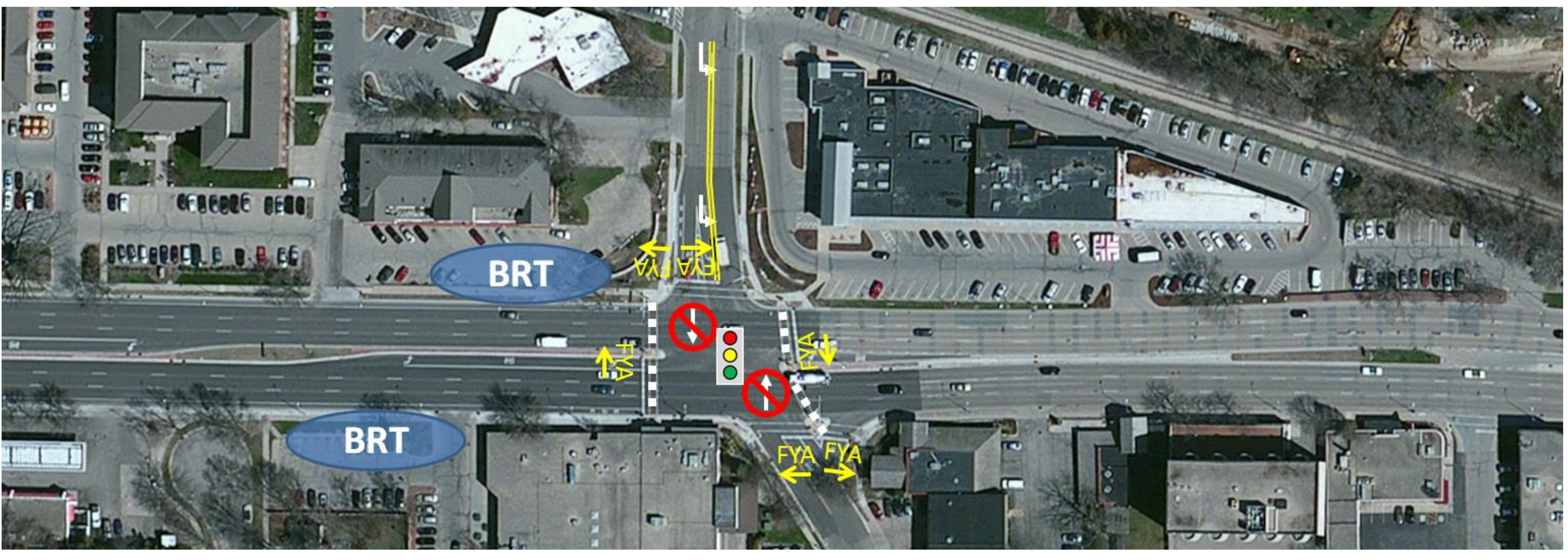
Base Conditions



LB1D: Same as LB1B plus Eliminate Westbound Left-Turn and Add Ped Refuge



LB2: Extend Southbound Left Storage, Enhance Crosswalks, Install Flashing Yellow Arrow Signal Heads, Eliminate North-South Vehicular Movements



Pedestrian

Multiple concerns regarding turning vehicles and failure to yield to peds in crosswalks

- Potential improved driver compliance and large refuge added for crossing on the east side
- Potential for partial signal at Blackhawk to provide an additional two-stage signalized crossing

Potential improved driver compliance

Bicycle

Difficult crossing

Potential improved driver awareness

Potential for improved driver awareness

Transit

Existing Metro stops:
 • Westbound east of Shorewood Blvd.
 • Eastbound west of Shorewood Blvd.

Generally compatible with BRT

Generally compatible with BRT

Motor Vehicles (115% of existing traffic)

- Overall Intersection LOS E (68.9 s/vh)
- 2 movements at LOS F

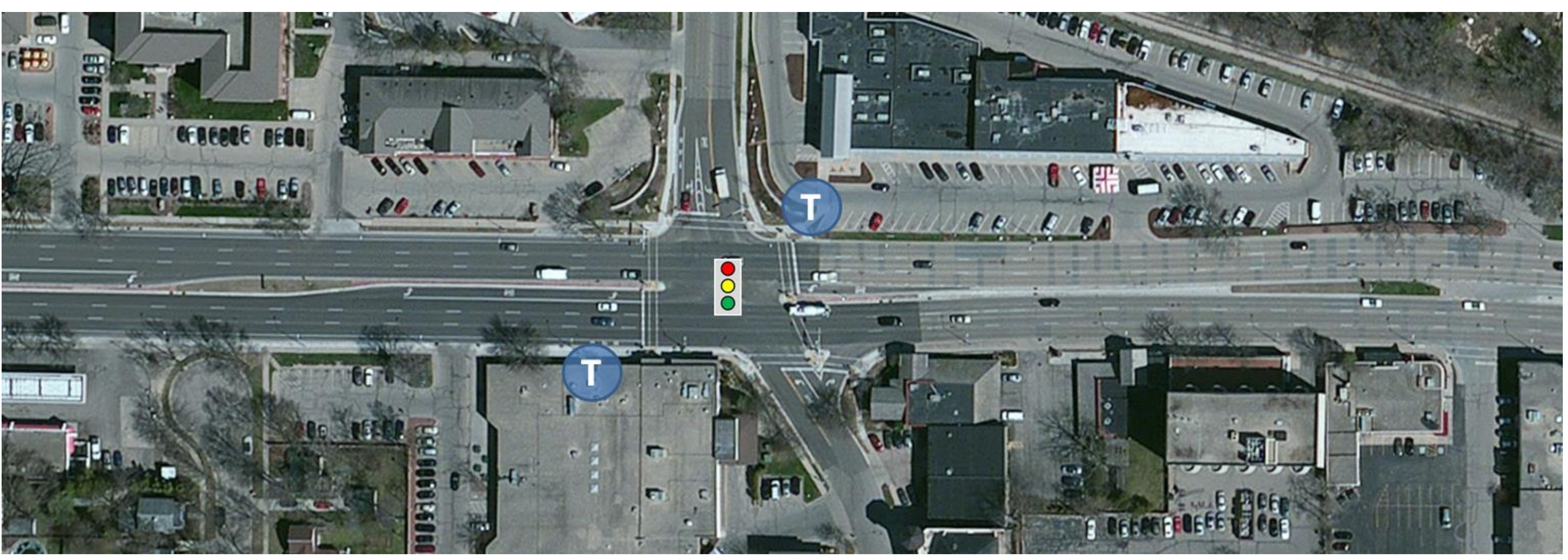
- Overall Intersection LOS E (68.9 s/vh)
- 2 movements at LOS F

- Overall Intersection LOS D (41.4 s/vh)
- 2 movements at LOS F
- Restricts some access

University Avenue & Shorewood Boulevard

Scenario

Base Conditions



Pedestrian

Multiple concerns regarding turning vehicles and failure to yield to peds in crosswalks

Bicycle

Difficult crossing

Transit

Existing Metro stops:

- Westbound east of Shorewood Blvd.
- Eastbound west of Shorewood Blvd.

Motor Vehicles (115% of existing traffic)

- Overall Intersection LOS E (68.9 s/vh)
- 2 movements at LOS F

MB1: Offset Tee Intersections



- Signalized crossing added at Blackhawk Ave.
- Single crossing only at Shorewood Blvd. (east side, opposite eastbound left-turn).

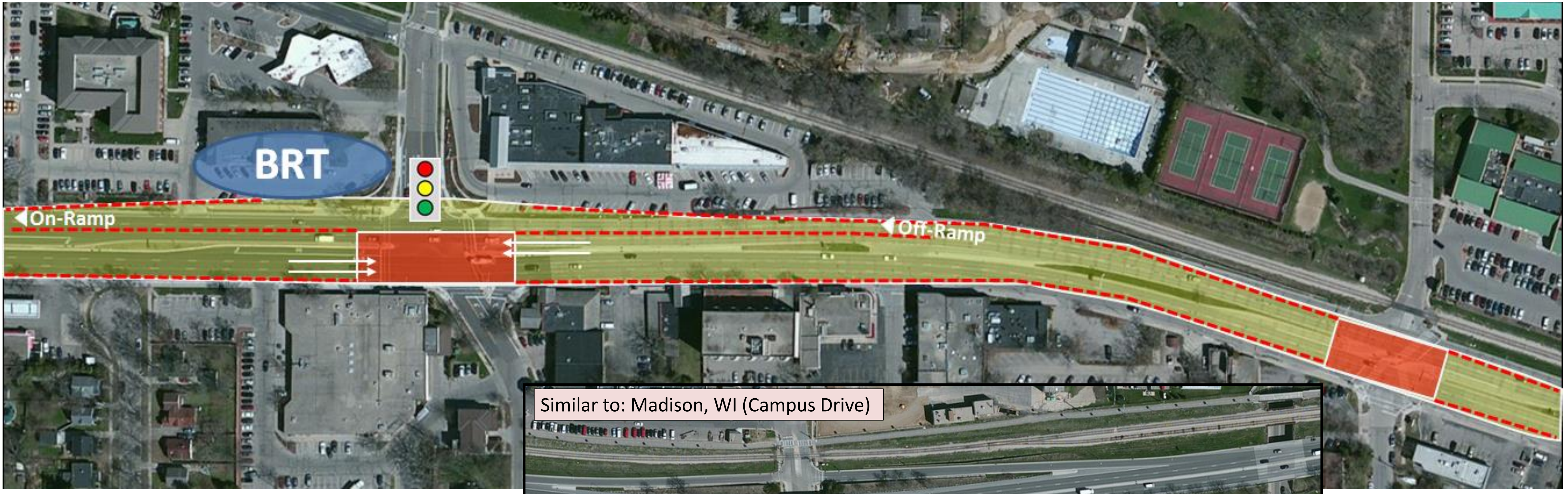
- Single direction only crossing allowed at each signal (northbound at Blackhawk Ave., southbound at Shorewood Blvd.)

Generally compatible with BRT

- Shorewood Boulevard:
 - Overall Intersection LOS B (15.5 s/vh)
 - 1 movement approaching LOS F
 - Restricts some access
- Blackhawk Avenue:
 - Overall Intersection LOS C (27.1 s/vh)
 - Restricts some access



HB1: Tight Half Diamond Interchange (possible Campus Drive extension, westbound access only)



- Short crossing lengths through signal
- Significantly less traffic through signal

Less traffic through signal

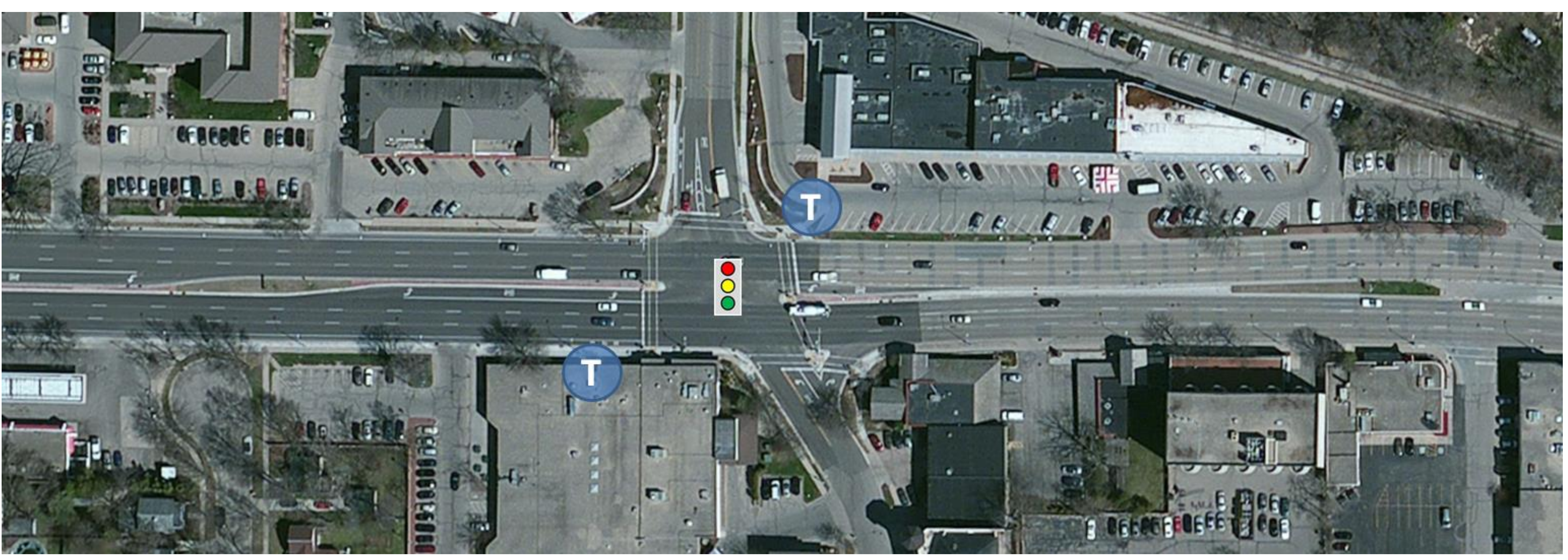
Less compatible with BRT due to impacts of locating outbound station and loss of location for inbound station at Shorewood Boulevard

- Overall Intersection LOS A (5.5 s/vh)
- Significant access restrictions
 - Eliminates entry to Village from the west (all traffic must use Midvale Blvd/ Rose Pl.)
 - Eliminates exit from Village to the east (all traffic must use Midvale Blvd./ Rose Place or University Bay Dr.)

University Avenue & Shorewood Boulevard

Scenario

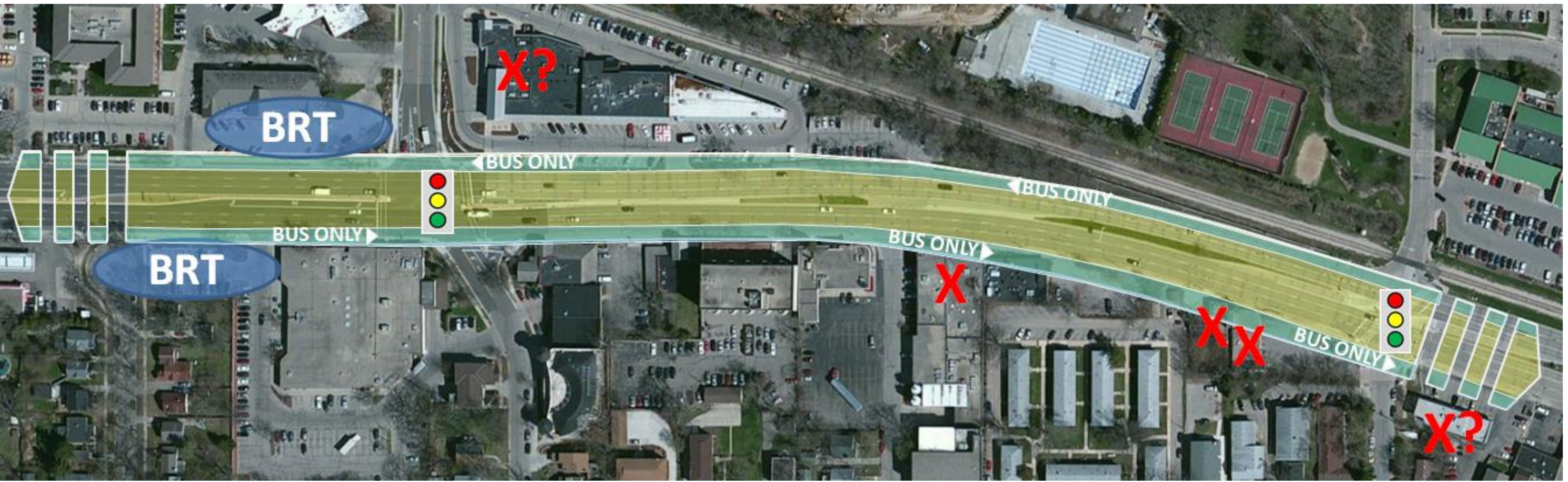
Base Conditions



HB2: 8-Lane Corridor (4 All-Purpose Lanes each direction)



HB3: 8-Lane Corridor (3 All-Purpose Lanes, 1 Bike/Bus/Right-Turn Lane each direction)



Pedestrian

Multiple concerns regarding turning vehicles and failure to yield to peds in crosswalks

- Longer signal phases for crossing
- Longer distances to cross
- Little/no terrace along University Avenue for eastbound and westbound pedestrians

Bicycle

Difficult crossing

- Longer distances to cross
- More lanes to navigate eastbound and westbound

Transit

Existing Metro stops:

- Westbound east of Shorewood Blvd.
- Eastbound west of Shorewood Blvd.

Generally compatible with BRT and local service

Motor Vehicles (115% of existing traffic)

- Overall Intersection LOS E (68.9 s/vh)
- 2 movements at LOS F

- Overall Intersection LOS B (15.8 s/vh)
- 1 movement approaching LOS F

- Overall Intersection LOS E (68.9 s/vh)
- 2 movements at LOS F

Dismissed Alternatives:

- Providing Bus/Bike/Right-Turn Lane without Expansion (poor ops without significant MV demand reduction)
- Full Tight Diamond Interchange (8 or more business relocations)
- Indirect Left-Turn Corridor (5 or more business relocations)
- Continuous Flow Intersection (10 or more business relocations)