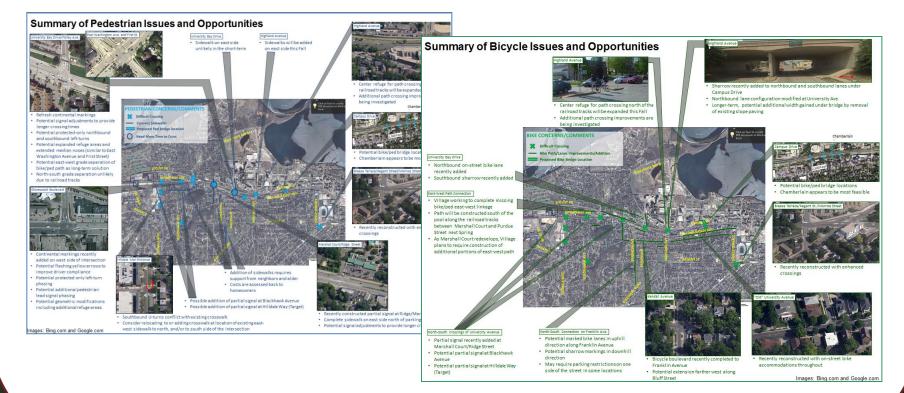
Workshop Exhibits:

Pedestrian Issues and Opportunities
 Bike Issues and Opportunities

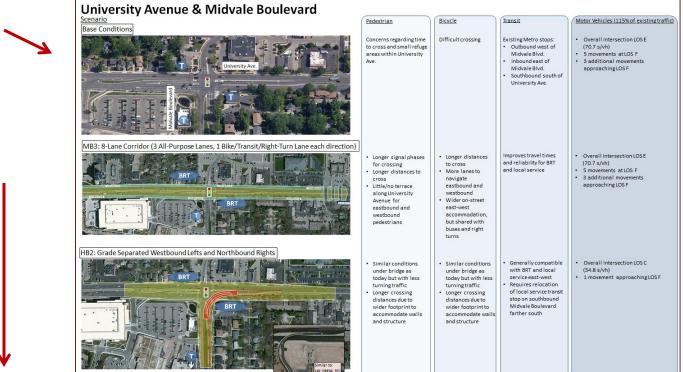


Workshop Exhibits:

3. Corridor Modification Options

Base conditions shown on top row of each set of exhibits

Options generally proceed from lower build to higher build



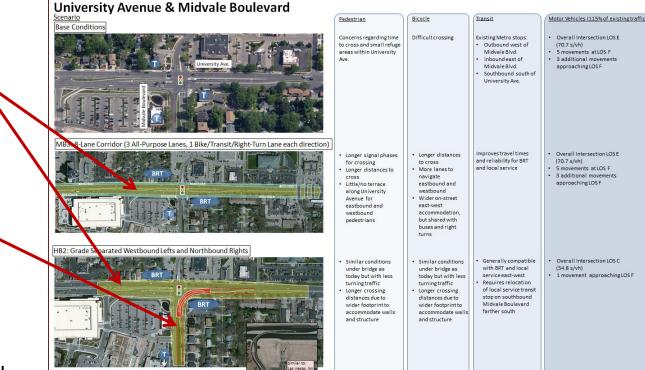
LB = Lower build, options that likely do not require property MB = Medium build, likely require property but no relocations or grade separations HB = Higer build, likely require property, relocations, and/or grade separations

Workshop Exhibits: 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



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Workshop Exhibits: 3. Corridor Modification Options

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	Pedestrian	Bicycle	Transit	Motor Vehicles (115% of existing traffic)
	Concerns regarding time to cross and small refuge areas within University Ave.	Difficult crossing	Existing Metro stops: • Outbound west of Midvale Blvd. • Inbound east of Midvale Blvd. • Southbound south of University Ave.	Overall Intersection LOS E (70.7 s/vh) S movements at LOS F Sadditional movements approaching LOS F
MB3: 8-Lane Corridor (3 All-Purpose Lanes, 1 Bike/Transit/Right-Turn Lane each direction)	 Longer signal phases for crossing Longer distances to cross Little/no terrace along University Avenue for eastbound and westbound pedestrians 	 Longer distances to cross More lanesto 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	 Overall Intersection LOSE (70.7 s/vh) Smovements atLOSF 3 additional movements approachingLOSF
HB2: Grade Separated Westbound Lefts and Northbound Rights	 Similar conditions under bridge as today but with less turning traffic longer crossing distances due to wider footprintto accommodate walls and structure 	 Similar conditions under bridge as today but with Jess turning traffic longer crossing distances due to wider footprint to accommodate walls and structure 	 Generally compatible with BRT and local service east-west Requires relocation of local service transit stop on southbound Midvale Boulevard farther south 	 Overall Intersection LOSC (34.8 s/vh) 1 movement approachingLOSF

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