



CHAPTER 6: IDENTIFIED MOBILITY ISSUES

Review of the technical analysis for the corridor and the community concerns raised during the workshops and walk audits allowed the project team to identify a series of mobility issues for the University Avenue Corridor. The mobility issues for the corridor were grouped into key areas of interest where careful consideration was made for improving mobility. This chapter summarizes the types of mobility issues and identifies where along the corridor the issues are of most concern.

6.1 TRAFFIC MOBILITY ISSUES

The technical analysis revealed that under existing conditions, all signalized intersections operate at an acceptable level of service; however, the stop-controlled intersections of University Avenue/Chollas Parkway and 54th Street/Chollas Parkway do experience critical movements with unacceptable levels of service. Additionally, the future conditions analysis found that the University Avenue/College Avenue intersection would operate at an unacceptable LOS F during the PM peak hour. The University Avenue/54th Street intersection was found to operate at an acceptable LOS D overall under future year 2030 conditions, however, several of the intersection movements were found to operate at LOS E or F.

Participants during the Community Workshops and Project Working Groups noted that the wait time and queue for the northbound left turn movement at the University Avenue/58th Street intersection seemed to be excessive at times and asked about getting the addition of a left turn lane and/or left turn phasing at this intersection.

Based on the information discussed above, the following intersections were identified for alternatives analysis as part of the study based on traffic mobility issues:

- University Avenue/54th Street;
- University Avenue/Chollas Parkway;
- University Avenue/58th Street; and
- University Avenue/College Avenue.

6.2 PARKING ISSUES

Based on the information received from a review of the existing conditions in the field, Community Workshops, Project Working Group Meetings, and Walk Audits the following key issues were identified for alternatives analysis as part of the study based on parking mobility issues:

- Reduce the number of large trucks that park on University Avenue west of College Avenue;
- Eliminate/reduce the illegal parking that occurs east of College Avenue;
- Prevent vehicles from parking in the public right-of-way; and
- Try to maintain on-street parking on the north side of University Avenue between Cartagena Drive and Rolando Boulevard and between Aragon Drive and 69th Street.



6.3 PEDESTRIAN MOBILITY ISSUES

As discussed in Chapter 3, there are either missing or poor sidewalk conditions along most of the University Avenue Mobility study area with the majority of the problems occurring between College Avenue and Aragon Drive. Additionally, there was found to be a total of 555 feet of sidewalk along the University Avenue Corridor that provided less than 48 inches (4 feet) of clearance and was thus concluded to be obstructed.

In addition to missing and obstructed sidewalk, Chapter 3 also noted that there are a total of ten (10) missing curb ramps at four (4) intersections (University Avenue/Chollas Parkway; University Avenue/60th Street; University Avenue/Cartagena Drive; and University Avenue 68th Street) along the study corridor.

These pedestrian mobility issues were pointed out by the community during the Community Workshops, Project Working Group Meetings, and Walk Audits as the Pedestrian Walkability along the majority of the University Avenue Corridor, with the exception of the segment between College Avenue and Bonillo Drive was ranked poorly by the majority of the walk auditor participants.

Based on the information received from the technical analysis, the Community Workshops, Project Working Group Meetings, and Walk Audits the following key issues were identified for alternatives analysis as part of the study based on pedestrian mobility issues:

- Provide Sidewalk Connectivity Along the Corridor;
- Reduce Sidewalk Obstructions Along Corridor;
- Eliminate/Reduce Free Right Turn Lanes at University Avenue/54th Street;
- Eliminate/Reduce Free Right Turn Lanes at University Avenue/58th Street; and
- Add ADA Curb Ramps Where Needed (at least 2 per intersection).

6.4 BICYCLE MOBILITY ISSUES

As previously discussed, currently, there are no bike lanes or bikeways along the University Avenue Corridor. In fact, although the University Avenue Corridor is identified in the Mid-Cities Community Plan and City's Bicycle Master Plan as having a Class II Bike Lane, presently there are no posted signs to even identify the segment of University Avenue between 54th Street and 69th Street as a Bike Route. Therefore, the following key issue was identified for alternatives analysis as part of the study based on bicycle mobility issues:

- Identify ways to provide Class II Bike Lanes or at a minimum a Class III bike route along the University Avenue Corridor where feasible.

6.5 TRANSIT MOBILITY ISSUES

Based on the information received from the Community Workshops, Project Working Group Meetings, and Walk Audits the community identified that accesses to the transit stops were poor between Aragon Drive and 69th Street and that in general they would like to see improvements in the amenities at the transit stops along the entire corridor. Based on this information, the following key issues were identified for alternatives analysis as part of the study based on transit mobility issues:

- Localized widening for bus stops; and
- Relocated bus stops.



6.6 SUMMARY OF MOBILITY ISSUES

Reviewing the technical analysis and input from the community during the first Community Workshop, Project Working Group Meetings, and Walk Audits, mobility concerns were identified for the study corridor. The goal of the University Avenue Mobility Study is to identify solutions to address these mobility concerns that can be implemented with a 20 year time frame. The improvements identified to resolve many of these mobility concerns shall be balanced with the overall needs of the corridor and should minimize impacts to right-of-way and existing structures. The improvements identified in this mobility study will not recommend or suggest land use changes, but may suggest that when properties in the study area are redeveloped, transportation improvements that benefit the community be considered. Longer range improvements that can be coupled with redevelopment are addressed as part of the overall implementation plan summarized later in this report. The details of the short to medium term improvements recommended to address the identified mobility issues are outlined in Chapter 7 of this report.

