



CHAPTER 7: ELEMENTS OF MOBILITY PLAN

The technical analysis summarized in Chapters 3 and 4 along with the community input described in Chapter 5 were utilized to develop the elements of the Mobility Plan. The primary goal of the Mobility Plan is to improve the overall quality of the transportation system for vehicles, pedestrians, bicycles, and transit through the entire study corridor. Focusing on all modes of transportation, key areas of interest were identified for the study corridor. Since the alternative that considered the potential deletion of the connection of Chollas Parkway to University Avenue had a negative impact on the University Avenue/54th Street intersection and the segment of University Avenue between 54th Street and 58th Street (i.e. the proposed deletion resulted in a degradation in the LOS), only the alternative based on the existing roadway network was considered when developing the proposed improvements for the University Avenue Corridor.

Summarizing the results of the Identification of the Mobility Issues (Chapter 6), key areas of interest were identified. This chapter identifies the recommended improvements along the corridor for these focus areas. Three (3) different options for the University Avenue Mobility Plan were developed, with each option being able to address different areas of concern. Improvements are summarized both by mode as well as by the Mobility Plan improvement option. Illustrations of each of the Mobility Plan improvement options are provided at the end of this chapter.

7.1 GUIDELINES FOR CORRIDOR IMPROVEMENTS

The following criteria were used as general guidelines to develop each of the three (3) options for the University Avenue Mobility Plan:

- No right-of-way acquisition;
- "No" exceptions to design standards;
- Maintain the four (4)-Lane Major Arterial classification on University Avenue;
- Eliminate the free right turns at 54th Street and 58th Street;
- Provide five-foot (5') minimum, 10-foot (10') preferred sidewalk widths (where five-foot [5'] sidewalks are adjacent to privately maintained landscaping, the sidewalks would not be widened);
- Ensure all curb ramps and signals are ADA compliant;
- Add street lights to meet current standards (located a minimum of seven feet [7'] behind the face of curb);
- Eliminate parking that encroaches into the public sidewalk/public right-of-way;
- Add bus pads;
- Defer to MTS for bus operations, where possible suggest improved bus stop locations;
- Reconstructed driveways would comply with City standards for maximum width and location relative to intersections;
- Improve drainage; and
- Landscaping is optional due to need for a landscape maintenance district.



7.2 TRAFFIC OPERATION IMPROVEMENTS

Each mode of transportation will benefit from the many elements identified in each of the three (3) options of the Mobility Plan. Elements of the plan that would improve the traffic operation, circulation, and/or future levels of service include:

- Widening of pavement at the University Avenue/54th Street intersection with all three options to accommodate dual left turn lanes (eastbound, westbound, and northbound) if needed in the future once the Chollas Triangle Redevelopment project will be completed. However, only the dual westbound left turn lane has been shown in all three options of the University Avenue Mobility Plan.
- Re-alignment of the University Avenue/Chollas Parkway intersection to a 90-degree tee intersection with a new traffic signal. (This improvement is part of all three options.) The new signalized Chollas Parkway intersection will require widening along the south and north side of University Avenue. With Options 1 and 3, the widening on the south side of University Avenue will extend approximately 200 feet west of the intersection and widening on the north side of University Avenue will extend approximately 500 feet west of the intersection. With Option 2 the widening on the south side of University Avenue will extend approximately 200 feet west of the intersection and widening on the north side of University Avenue will extend approximately 300 feet west of the intersection.
- Modification of the University Avenue/58th Street intersection to provide northbound and southbound left turn lanes. (This improvement is part of all three options.)
- Addition of dual eastbound and westbound left turn lanes and the addition of northbound and southbound right turn lanes at the University Avenue/College Avenue intersection. (This improvement is part of all three options.)
- Construction of a raised median on University Avenue between 54th Street and 58th Street. (This improvement is part of all three options.)
- Construction of a raised median on University Avenue between 60th Street and Aragon Drive. (This improvement is part of Options 1 and 2.)

7.3 TRAFFIC SIGNAL IMPROVEMENTS

Existing traffic signals are located at the following eight (8) intersections along the University Avenue Corridor:

1. University Avenue/54th Street;
2. University Avenue/58th Street;
3. University Avenue/University Square Driveway;
4. University Avenue/60th Street;
5. University Avenue/College Avenue;
6. University Avenue/Rolando Boulevard;
7. University Avenue/Aragon Drive; and
8. University Avenue/Salvation Driveway.



All three (3) options of the University Avenue Mobility Plan include the following components to improve the existing signals along the University Avenue Corridor:

- Addition of pedestrian signal heads where needed;
- Conversion of all pedestrian signals to countdown signals;
- Addition of ADA push buttons where needed;
- Removing median mounted signals;
- Upgraded signals where necessary to reflect new intersection geometry (54th Street, 58th Street, College Avenue);
- Upgraded signals where necessary to conform to city standards; and
- Addition of bicycle loop detection to all signals.

7.4 PEDESTRIAN IMPROVEMENTS

Elements of the plan that would improve the pedestrian connectivity and walking environment include:

- New or improved curb ramps to meet current ADA Standards. (This improvement is part of all three options.)
- New sidewalks. (This improvement is part of all three options, although some options have more sidewalks added than others.)
- Upgraded traffic signals with ADA push buttons and pedestrian countdown heads. (This improvement is part of all three options.)
- Reduce pedestrian crossing distances by eliminating free right turns at 54th Street and 58th Street. (This improvement is part of all three options.)
- New signal at re-aligned University Avenue/Chollas Parkway intersection provides additional protected pedestrian crossing. (This improvement is part of all three options.)
- The northeast corner of 58th Street and northwest corner of 60th Street would be widened to provide a wider plaza area for pedestrians (This improvement is part of all three options.)
- Curb pop outs would be provided at intersections to provide traffic calming and shorten the pedestrian crossing lengths. (Curb pop-outs are generally only provided as part of Option 3.)
- Tree wells/trees could be added to intersections to provide additional shade for the pedestrians.



7.5 BICYCLE IMPROVEMENTS

Elements of the plan that would improve the bicycle riding environment include:

- Option 1 includes the provision for a five-foot (5') dedicated bike lane with a two-foot (2') striped buffer between the adjacent travel lane along both the north and south sides of University Avenue between 54th Street and College Avenue. Between College Avenue and Aragon Drive, Option 1 provides for a five-foot (5') bike lane adjacent to a seven-foot (7') parking lane along both the north and south sides of University Avenue. Between Aragon Drive and 69th Street, Option 1 provides for one (1) twenty-one-foot (21') wide sharrow lane (shared bike/vehicle/parking lane) along both the north and south sides of University Avenue.
- Option 2 includes the provision for a five-foot (5') minimum dedicated bike lane along both the north and south sides of University Avenue along the entire University Avenue Corridor between 54th Street and 69th Street.
- Option 3 includes the provision for a five-foot (5') dedicated bike lane with a two-foot (2') striped buffer between the adjacent travel lane along both the north and south sides of University Avenue between 54th Street and College Avenue. Between College Avenue and Rolando Boulevard, Option 3 provides for a five-foot (5') bike lane adjacent to a seven-foot (7') parking lane along both the north and south sides of University Avenue. Between Rolando Boulevard and Aragon Drive, Option 3 provides for a five-foot (5') bike lane adjacent to a seven-foot (7') parking lane along the south side of University Avenue and a five-foot (5') bike lane with no parking along the north side of University Avenue. Between Aragon Drive and 69th Street, Option 3 provides for one (1) twenty-one-foot (21') wide sharrow lane (shared bike/vehicle/parking lane) along the north side of University Avenue and a dedicated six-foot (6') bike lane along the south side of University Avenue.

7.6 TRANSIT IMPROVEMENTS

Elements of the plan that would improve the accessibility and/or appeal of the transit stops along the corridor include:

- Consideration was given to providing a combined transit and bike lane along both the north and south sides of University Avenue between 54th Street and College Avenue. There is adequate room within the existing right-of-way to accommodate this type of scenario. Joint uses of bicycle and transit have been tried in several other jurisdictions; however, this use is not currently allowed per the California Vehicle Code and was therefore not included in any of the proposed options at this time.
- Option 2 would provide a dedicated transit lane along the south side of University Avenue lane between 58th Street and College Avenue. The dedicated transit lane should help decrease the delay experienced by the transit vehicles which could help improve the efficiency of the transit vehicles operating schedule and thus make transit more appealing.
- Bus Pads would be added at all transit stops.
- Several bus stops along the corridor would be relocated to provide a more accessible/appealing location. Please refer to the University Avenue Mobility Plan illustrations located at the end of this chapter for the specific bus stops that are being relocated.



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- The station area at the University Square Bus Stop on the north side of University Avenue (Bus Stop 4W) would be enlarged and a pedestrian ramp would be added to provide direct access for the housing located to the north on the frontage road between 58th Street and 60th Street.
- The bus stop areas at 54th Street, 58th Street, 60th Street westbound, Cartagena Drive westbound, and Aragon Drive westbound would be enlarged to improve the waiting area.
- Access to all bus stops along the corridor would be improved.

7.7 MOBILITY PLAN IMPROVEMENT OPTIONS

As discussed previously, three (3) different options for the proposed University Avenue Mobility Plan were developed. An illustration of each of the three (3) options for the University Avenue Mobility Plan are provided at the end of this chapter. For each option, a discussion on the following is provided:

- Design Elements of the Proposed Plan
- How the Proposed Plan Resolves/Improves the Community's Concerns
- How the Proposed Plan Addresses the Measures of Effectiveness
- Community Input

Design Elements of University Avenue Mobility Plan - Option 1

54th Street to College Avenue

Option 1 provides five-foot (5') bike lanes with a two-foot (2') buffer between the adjacent travel lane and two (2) 11-foot (11') travel lanes in each direction and raised median from 54th Street to 58th Street. Between 58th Street and College Avenue, Option 3 provides for a raised median, two (2) westbound travel lanes, three (3) eastbound travel lanes, and a dedicated five-foot (5') bike lane with a two-foot (2') buffer from the travel lane on both sides of the road. Consideration was given to the use a shared transit/bike lane along the portion of College Avenue between 54th Street and College Avenue; however the option was eliminated from further consideration at this time due to conflicts with the California Vehicle Code. Parking would be eliminated along the segment of University Avenue between 54th Street and College Avenue with the exception of the 300 foot long segment on the north side of the road west of 58th Street where the existing pavement is wide enough to allow parking.

The University Avenue/54th Street and University Avenue/58th Street intersections would be reconstructed to eliminate the free right turns. Dual left turn lanes from westbound University Avenue to southbound 54th Street would be provided to accommodate future demand. Northbound and Southbound left turn lanes would be added to the University Avenue/58th Street intersection.

The Chollas Parkway intersection at University Avenue would be realigned to form a 90-degree T-intersection with a new traffic signal. The new configuration would result in a significant amount of excess right-of-way that would be available for other uses. The new intersection location would provide an additional protected crossing for pedestrians. The existing bus stop at Chollas Parkway would be relocated to the far side position and the station area would be expanded.

The northeast corner of 58th Street and the northwest corner of 60th Street would be widened to provide a wider plaza area for pedestrians. The bus stop on the north side of the street at University Square would be enlarged and a pedestrian ramp would be constructed to provide direct access for the housing located to the north on the frontage road between 58th Street and 60th Street. A new sidewalk would be constructed on the north side of the street between 58th Street and 60th Street.



To accommodate the future demand, the University Avenue/College Avenue intersection would be modified to provide dual eastbound and westbound left turn lanes and northbound and southbound right turn lanes.

College Avenue to 69th Street

The existing roadway section between College Avenue and Aragon Drive varies in width from 80 feet (80') to 82 feet (82'). Maintaining street parking and providing bike lanes requires the use of reduced lane and median widths. Option 1 proposes to provide seven-foot (7') parking lanes, five-foot (5') bike lanes, and two (2) 11-foot (11') travel lanes in each direction and a 12-foot (12') raised median along this section of University Avenue. The raised median would provide landscaping opportunities if a maintenance district is established for the corridor. U-turns would be allowed at the intersections to provide access to midblock properties.

Due to the steepness of the existing driveways along the north side of University Avenue between Rolando Boulevard and Aragon Drive, construction of a sidewalk in this section would require rolled curb in place of standard driveway aprons.

Between Aragon Drive and 69th Street, the existing curb width is generally restricted and would not accommodate two (2) 11-foot (11') travel lanes, parking, and bike lanes. Thus in order to maintain the existing landscaped median, Option 1 proposes to re-stripe this section of the roadway to provide a raised median, two (2) standard 11-foot travel lanes (one in each direction) and one (1) twenty-one-foot (21') wide sharrow (shared bicycle/vehicle/parking lane) on each side of the road.

Curb pop outs would be provided at the northeast and southwest corners of the University Avenue/Rolando Boulevard intersection. The curb pop outs provide a larger plaza area at the intersection for pedestrians, shortens the pedestrian crossing lengths, and also provide a traffic calming measure.

Design Elements of University Avenue Mobility Plan - Option 2

54th Street to College Avenue

Option 2 provides five-foot (5') bike lanes with a two-foot (2') buffer from the travel lane and two (2) 11-foot (11') travel lanes in each direction and a raised median from 54th Street to 58th Street. Between 58th Street and College Avenue, Option 2 would provide for a raised median, four (4) standard vehicle travel lanes (two in each direction), a standard five-foot (5') bike lane with a two-foot (2') buffer from the travel lane on the north side of the road, and a dedicated five-foot (5') minimum bike lane and a dedicated 11-foot (11') wide minimum transit lane on the south side of the road. Parking would be eliminated along the segment of University Avenue between 54th Street and College Avenue with the exception of the 300 foot long segment on the north side of the road west of 58th Street where the existing pavement is wide enough to allow parking.

The University Avenue/54th Street and University Avenue/58th Street intersections would be reconstructed to eliminate the free right turns. Dual left turn lanes from westbound University Avenue to southbound 54th Street would be constructed. Northbound and Southbound left turn lanes would be added to the University Avenue/58th Street intersection.

The Chollas Parkway intersection at University Avenue would be realigned to form a 90-degree T-intersection with a new traffic signal. The new configuration would result in a significant amount of excess right-of-way that would be available for other uses. The new intersection location would provide an additional protected crossing for pedestrians. The existing bus stop at Chollas Parkway would be relocated to the far side position and the station area would be expanded.



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Option 2 would provide for the construction of a new sidewalk along the north side of University Avenue between 58th Street and 60th Street. The sidewalk would extend into the existing roadway in order to limit the need for retaining walls into the existing slope.

The northeast corner of 58th Street and the northwest corner of 60th Street would be widened to provide a wider plaza area for pedestrians. The bus stop on the north side of the street at University Square would be enlarged and a pedestrian ramp would be constructed to provide direct access for the housing located to the north on the frontage road between 58th Street and 60th Street.

To accommodate the future demand, the University Avenue/College Avenue intersection would be modified to provide dual eastbound and westbound left turn lanes and northbound and southbound right turn lanes.

College Avenue to 69th Street

Option 2 proposes deleting parking on the south side of University Avenue between College Avenue and Cartagena Drive and between Rolando Boulevard and Aragon Drive. With Option 2, parking would be eliminated from both the north and south sides of University Avenue between Aragon Drive and 69th Street. The proposed parking deletion generally allows for the provision of two (2) travel lanes in each direction, a raised median, and a six-foot (6') bike lane on both sides of the roadway along University Avenue between College Avenue and 69th Street. Improvements of the alleys to the north of University Avenue is suggested to provide better access to onsite parking areas and help mitigate the loss of on street parking.

As with Option 1, due to the steepness of the existing driveways along the north side of University Avenue between Rolando Boulevard and Aragon Drive, construction of a sidewalk in this section as part of Option 2 would require rolled curb in place of standard driveway aprons.

Design Elements of University Avenue Mobility Plan - Option 3

54th Street to College Avenue

Option 3 provides five-foot (5') bike lanes with a two-foot (2') buffer between the adjacent travel lane and two (2) 11-foot (11') travel lanes in each direction and a raised median from 54th Street to 58th Street. Between 58th Street and College Avenue, Option 3 provides for a raised median, two (2) westbound travel lanes, three (3) eastbound travel lanes, and a dedicated five-foot (5') bike lane with a two-foot (2') buffer from the travel lane on both sides of the road. Consideration was given to the use a shared transit/bike lane along the portion of College Avenue between 54th Street and College Avenue; however the option was eliminated from further consideration at this time due to conflicts with the California Vehicle Code. Parking would be eliminated along this portion of the corridor with the exception of the 300 foot long segment on the north side of the road west of 58th Street where the existing pavement is wide enough to allow parking.

The University Avenue/54th Street and University Avenue/58th Street intersections would be reconstructed to eliminate the free right turns. Dual westbound left turn lanes would be added to the University Avenue/54th Street intersection and northbound and southbound left turn lanes would be added to the University Avenue/58th Street intersection.

The Chollas Parkway intersection at University Avenue would be realigned to form a 90-degree T-intersection with a new traffic signal. The new configuration would result in a significant amount of excess right-of-way that would be available for other uses. The new intersection location would provide an additional protected crossing for pedestrians. The existing bus stop at Chollas Parkway would be relocated to the far side position and the station area would be expanded.



The northeast corner of 58th Street and the northwest corner of 60th Street would be widened to provide a wider plaza area for pedestrians. The bus stop on the north side of the street at University Square would be enlarged and a pedestrian ramp would be constructed to provide direct access for the housing located to the north on the frontage road between 58th Street and 60th Street.

To accommodate the future demand, the University Avenue/College Avenue intersection would be modified to provide dual eastbound and westbound left turn lanes and northbound and southbound right turn lanes.

College Avenue to 69th Street

The existing roadway section between College Avenue and Aragon Drive varies in width from 80 feet (80') to 82 feet (82'). Maintaining street parking and providing bike lanes requires the use of reduced lane and median widths. Between College Avenue and Rolando Boulevard, Option 3 proposes to provide seven-foot (7') parking lanes, five-foot (5') bike lanes, and two (2) eleven-foot (11') travel lanes in each direction. Between Rolando Boulevard and Aragon Drive, Option 3 proposes to provide two (2) 11-foot (11') travel lanes in each direction, a five-foot (5') bike lane adjacent to a seven-foot (7') parking lane along the south side of University Avenue and a six-foot (6') bike lane with no parking along the north side of University Avenue. With Option 3, a twelve-foot (12') two-way left turn lane will be provided along University Avenue between College Avenue and Aragon Drive.

Between Aragon Drive and 69th Street, the existing curb width is generally restricted and will not accommodate two (2) 11-foot (11') travel lanes, parking, and bike lanes. Thus in order to maintain the existing landscaped median, Option 3 proposes to re-stripe this section of the roadway to eliminate parking on the south side of the roadway and provide the following lane configurations: a raised median, three (3) standard travel lanes (2 eastbound, 1 westbound), one (1) six-foot (6') wide bike lane with a two-foot (2') buffer from the travel lane on the south side of the road (eastbound direction), and one (1) twenty-one-foot (21') wide sharrow (shared bicycle/vehicle/parking lane) in the westbound direction.

Curb pop outs would be provided at the Cartagena Drive, Bonilla Drive, Rolando Boulevard, Aragon Drive, Alamo Drive, and 68th Street intersections. The curb pop out provide a larger plaza area at the intersections for pedestrians, shortens the pedestrian crossing lengths, and serve as a traffic calming measure. The installation of the curb pop-outs would preclude U-turns at the intersections.

How Community Concerns are Addressed in the Mobility Plan

Table 7-1 provides a summary of the key issues/concerns the community has about the existing conditions of the University Avenue Corridor and identifies how each of the community's concerns are addressed in the three (3) options for the University Avenue Mobility Plan.

How the Proposed Plan Addresses the Measures of Effectiveness

Table 7-2 provides a summary of the primary measures of effectiveness that were previously identified in Chapter 2.2 and identifies how the three (3) options for the University Avenue Mobility Plan addresses each of the measures of effectiveness.



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| Segment | Issue/Concern | How Issue/Concern is Addressed in Mobility Plan | | |
|--|---|--|----------|----------|
| | | Option 1 | Option 2 | Option 3 |
| Univ. Ave. – 54 th St. to 58 th St. | <ul style="list-style-type: none"> Children & Elderly on north side of University Ave. ability to cross traffic is restricted. | Elimination of free right turns reduces the pedestrian crossing width | | |
| | <ul style="list-style-type: none"> Bus riders run across the intersection | An additional signalized intersection with pedestrian crossing would be added at the Chollas intersection. The bus stop is also proposed to be relocated to the far side of 54 th Street. | | |
| | <ul style="list-style-type: none"> Free right turn at 54th St. while merge | The free right turn lanes would be eliminated. | | |
| | <ul style="list-style-type: none"> The addition of bike lanes would promote bike riding | Conflicts with busses and vehicles would be limited to bus stops and right turn lanes. | | |
| | <ul style="list-style-type: none"> Narrow lanes to reduce speeds | Travel lanes would be reduced to 11' | | |
| | <ul style="list-style-type: none"> Increase sidewalk widths | Sidewalks would be widened to 5' to 10' | | |
| | <ul style="list-style-type: none"> Add landscape median | Raised Medians would be added which could accommodate future landscaping if a landscape maintenance agreement is established in the future | | |
| | <ul style="list-style-type: none"> Sight distance at Bridgeport driveway. is restricted due to parked cars | Parking would be restricted along the north side of University in this area | | |
| | <ul style="list-style-type: none"> There is a blind spot for the free SBR at 54th St. onto WB Univ. | The free SBR would be eliminated | | |
| | <ul style="list-style-type: none"> Free Right Turn at 54th St. is dangerous for pedestrians | The free right turn lanes would be eliminated. | | |
| | <ul style="list-style-type: none"> The left turn movements at the Univ./Chollas are skewed and thus is blind | The Chollas intersection would be re-aligned to form a 90-degree T-intersection with a new traffic signal | | |
| | <ul style="list-style-type: none"> Speeds at the Chollas intersection are excessive | The re-alignment of the Chollas intersection would improve safety in this area. | | |
| | <ul style="list-style-type: none"> Drainage at the Chollas intersection is a problem. | Drainage would be improved throughout the corridor | | |
| Univ. Ave. – 58 th St. to College | <ul style="list-style-type: none"> Signal timing on lights seem too short at Univ. Sq. | Signal timings comply with City criteria. | | |
| | <ul style="list-style-type: none"> Can protected left turn lanes be provided at 58th St. | NBL & SBL turn lanes would be added to 58 th St | | |
| | <ul style="list-style-type: none"> Stair access on north side across from Univ. Sq. is in poor shape and not ADA compliant | An ADA compliant pedestrian ramp would be constructed on the north side of University Ave. at University Sq. to provide direct access to/from the apartments to the north | | |
| | <ul style="list-style-type: none"> At Univ. Sq. bus stop (WB Univ.)– street parking blocks the buses & the buses block traffic; prefer pull-in for buses | Street parking would be eliminated in this area in all options | | |
| | <ul style="list-style-type: none"> Can a bus shelter be provided at the northeast corner of 58th St | Although a bus shelter would not be added, the bus stop would be relocated to the far side position and the station area would be expanded. Addition of special bus shelters would require a maintenance district for long term maintenance costs. The placement of standard bus shelters will be determined by MTS. | | |
| | <ul style="list-style-type: none"> Another or better location for a traffic signal may be at the Food-For-Less western driveway. w/o 60th St | Additional traffic signals are not warranted within the corridor. | | |
| | <ul style="list-style-type: none"> The frontage road located on the north side of Univ. is too narrow for two-way traffic | The frontage road is not a part of the study area. | | |
| | <ul style="list-style-type: none"> Is the traffic signal at 60th St. warranted? | Traffic signal warrants provided by the City of San Diego do indicate that a signal is warranted at 60 th Street | | |
| | <ul style="list-style-type: none"> Utility boxes are on the slope on the south side of Univ. just west of College | The sidewalk would be widened throughout the corridor to provide a minimum of 5' of clear walkway. Relocation of major utility boxes within the right-of-way for aesthetic reasons would not likely happen with this project unless the franchise utility companies are responsible for the cost. | | |
| | <ul style="list-style-type: none"> Steep driveway. on 60th St. (may have been improved) | Comment is noted. | | |
| | <ul style="list-style-type: none"> There are three (3) schools in the area | Comment is noted. | | |
| | <ul style="list-style-type: none"> Trucks park on the street which create bad visibility | Parking would be eliminated on both sides of the road between 54 th and College | | |
| | <ul style="list-style-type: none"> Limited crossings over long distance | The crossings would be improved, but additional signals or midblock pedestrian signals do not meet City requirements. | | |
| <ul style="list-style-type: none"> There is a possible future park/garden that may go in at Univ./60th | The proposed plan would provide sidewalk for the entire block of 60 th St. between Univ. Ave. & Rock Pl. to better accommodate the future park | | | |

Elements of Mobility Plan



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Table 7-1 (Continued) – Summary of How Community Concerns are Addressed in the Mobility Plan

| Segment | Issue/Concern | How Issue/Concern is Addressed in Mobility Plan | | |
|--|--|--|---|--|
| | | Option 1 | Option 2 | Option 3 |
| Univ. Ave. – 58 th St. to College | <ul style="list-style-type: none"> The width of the driveway. for the specialty retail center located next to the Arco station w/o College on the north side of Univ. is too wide, plus there is no side walk | The driveway would be reconstructed and the width would be reduced to comply with City standards | | |
| | <ul style="list-style-type: none"> There is difficulty getting into the parking spaces at the specialty retail center located next to the Arco station w/o College on the north side of Univ. | The proposed plan calls for removing/restriping the parking spaces at this location | | |
| | <ul style="list-style-type: none"> Do we have pedestrian and bicycle counts? | Pedestrian & bicycle counts were summarized in Chapter 3 (Tables 3-8 and 3-14) | | |
| | <ul style="list-style-type: none"> What level of landscape will be added to existing medians? | The proposed plan only calls for raised medians at this time. However, landscaping could be added to the medians in the future if a landscape maintenance agreement is established. | | |
| | <ul style="list-style-type: none"> In general, two ramps at the corners are preferred over one | The goal of the project is to provide two curb ramps where possible. In general, skewed intersections and very wide intersections do not work as well with two ramps as narrower intersections with smaller curb radii. The details and locations would be a part of the final design based on the final geometrics, existing constraints and drainage conditions. | | |
| Univ. Ave.– College Ave. to Aragon Dr | <ul style="list-style-type: none"> Sidewalk width is a concern, comfortable pedestrian zones 8-14 feet or more | Sidewalks would be widened to a minimum of 5' with a preferred width of 8' to 10'. The ultimate sidewalk width is constrained by the width of the existing right-of-way and existing physical improvements. | | |
| | <ul style="list-style-type: none"> Commercial businesses are parking on the sidewalk area | The plan proposes to re-construct the driveways at standard widths and locations within the City right-of-way. Removal and/or restriping of the commercial off-street parking would be required to help reduce the ability for commercial businesses to park on the sidewalks | | |
| | <ul style="list-style-type: none"> Medical marijuana facility w/o Cartagena has parking overflow, other vehicles park in the Taco Bell lot | New City Ordinance will address this issue. | | |
| | <ul style="list-style-type: none"> Payphones are mostly inoperable and should be removed | Comment noted, however this issue is not mobility related. | | |
| | <ul style="list-style-type: none"> Traffic moving too fast, makes it difficult to cross the street. | Travel lanes would be reduced to 11' and raised medians would be added to serve as a traffic calming measure. | Travel lanes would be reduced to 11' and raised medians would be added to serve as a traffic calming measure. | Provides pop-out to serve as a traffic calming measure in addition to reducing the travel lane width to 11'. |
| | <ul style="list-style-type: none"> ADA ramps (want two per corner) | The goal of the project is to provide two curb ramps where possible. In general, skewed intersections and very wide intersections do not work as well with two ramps as narrower intersections with smaller curb radii. The details and locations would be a part of the final design based on the final geometrics, existing constraints and drainage conditions. | | |
| | <ul style="list-style-type: none"> Bike travel is not safe (cars traveling too fast) | Provides a 5' bike lane on both sides of road | Provides a 6' bike lane on both sides of road | Provides a 5'-6' bike lane on both sides of road |
| | <ul style="list-style-type: none"> There are parking issues at certain times (find out where & when the business facilities are being used) | Existing parking demand studies found that the highest parking demand occurs on the north side of University Avenue between Cartagena Boulevard and Rolando Boulevard and between Aragon Drive and 69 th Street. All three options would eliminate the use of illegal parking and the parking in public right-of-way. | | |
| | | Parking is maximized e/o College, Loss of 192 Spaces | Loss of 273 Spaces | Loss of 246 Spaces |
| | <ul style="list-style-type: none"> There are no sidewalks after Cartagena Dr. | Proposed plan would widen/replace/construct 5'-10' sidewalk along entire corridor | | |
| | <ul style="list-style-type: none"> There are long blocks with no mid-block crossings available (e/o Cartagena) | The crossings would be improved, but additional signals or midblock pedestrian signals do not meet City requirements. | | |
| | <ul style="list-style-type: none"> Consider a traffic signal at Bonillo Dr. | A traffic signal is not warranted at this time. | | |
| | <ul style="list-style-type: none"> Check right-of-way | The right-of-way shown on the preliminary plans is based on SANGIS records and is schematic in nature. Discrepancies between the SANGIS records and other City records have been noted on the drawings. A further check of right-of-way would be part of the final design. | | |

Elements of Mobility Plan



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Table 7-1 (Continued) – Summary of How Community Concerns are Addressed in the Mobility Plan

| Segment | Issue/Concern | How Issue/Concern is Addressed in Mobility Plan | | |
|---|---|--|---|----------|
| | | Option 1 | Option 2 | Option 3 |
| Univ. Ave.– Aragon Dr. to 69 th St. | <ul style="list-style-type: none"> Aragon Dr. & Alamo Dr. intersections needs improvement | All three (3) options of the proposed plan proposed improvements to these intersections. All options would include curb ramps and drainage improvements. | | |
| | <ul style="list-style-type: none"> Can we put median on all of Univ. Ave. and landscaping maintenance | Raised median would be added to Univ. between 54 th St. & 58 th St., & between 60 th St. & Aragon Dr. Landscaping could be added in the future if a landscaping maintenance agreement is developed. | Raised median would be added to Univ. between 54 th St. & 58 th St. | |
| | <ul style="list-style-type: none"> Needs some type of shelter along corridor | Addition of special bus shelters would require a maintenance district for long term maintenance costs. The placement of standard bus shelters will be determined by MTS. | | |
| | <ul style="list-style-type: none"> Need for sidewalk w/o Aragon | Proposed plan would widen/replace/construct 5'-10' sidewalk along entire corridor | | |
| | <ul style="list-style-type: none"> Closeness of Alamo Dr. to Aragon Dr., can we close this opening and expand landscaping? | Closure of the intersection was considered, but rejected because of the potential for diverting traffic. | | |
| | <ul style="list-style-type: none"> NE corner of Aragon/Alamo intersection needs improvement | Curb ramps and drainage improvements are included in all options. | | |
| | <ul style="list-style-type: none"> Consider two ramps per corner | The goal of the project is to provide two curb ramps where possible. In general, skewed intersections and very wide intersections do not work as well with two ramps as narrower intersections with smaller curb radii. The details and locations would be a part of the final design based on the final geometrics, existing constraints and drainage conditions. | | |
| | <ul style="list-style-type: none"> There are drainage problems at Univ./Aragon | Drainage would be improved throughout the corridor | | |
| | <ul style="list-style-type: none"> Alamo Dr. has speed bumps | Comment is noted. | | |
| | <ul style="list-style-type: none"> Mesa Green condos and the automotive shop have poor sidewalks | Sidewalks would be improved throughout the corridor | | |
| | <ul style="list-style-type: none"> Children walking to the Kroc Center should be considered | Sidewalks and crosswalks would be improved within the corridor. Sidewalks to the north and south of University Avenue are not within the study. | | |
| | <ul style="list-style-type: none"> Placement of bus shelters near intersections should be reviewed for sight distance | Comment is noted. | | |
| | <ul style="list-style-type: none"> Consideration should be given to relocating shelters for improved visibility | Comment is noted. | | |

Elements of Mobility Plan



Table 7-2 – Summary of How the Proposed Plan Addresses the Measures of Effectiveness

| Measure of Effectiveness | How Measure of Effectiveness is Addressed in Mobility Plan | | |
|--|---|---|---|
| | Option 1 | Option 2 | Option 3 |
| Traffic Flow | | | |
| Intersection – LOS, Delay | Improved LOS at College All signalized intersections operate at LOS D or better(See Chapter 8) | | |
| Roadway Segments – LOS, Capacity | No changes to roadway capacity, operates at LOS C or better (See Chapter 8) | | |
| Arterial Segments – Avg. Travel Speed (mph) | Improved arterial level of service, operates at LOS D (See Chapter 8) | | |
| Pedestrian | | | |
| Presence and Quality of Sidewalks/ Sidewalk Accessibility | In general for all three options, all of the sidewalks would be widened to comply with ADA standards. Missing sidewalk sections would be completed. | | |
| | A 5' wide sidewalk would be constructed on the north side of the street between 58 th St. 60 th St. where the pedestrian traffic is limited. Steps and a ramp would be added for access to the bus stop from the residential neighborhood to the north. The existing driveways between Rolando Blvd. and Aragon Dr. are too steep to allow for an accessible path behind the aprons. A modified driveway apron would be used with a rolled curb section at the apron. | A 5' wide sidewalk would be constructed out into the travel lane between 58 th St. and 60 th St. to provide a complete sidewalk connection on the north side of the street. A new curb, gutter and sidewalk would be extended into the parking lane between Rolando Blvd. and Aragon Dr. to provide a standard driveway apron and sidewalk. Parking would be deleted. | A 5' wide sidewalk would be constructed on the north side of the street between 58 th St. 60 th St. where the pedestrian traffic is limited. Steps and a ramp would be added for access to the bus stop from the residential neighborhood to the north. The existing driveways between Rolando Blvd. and Aragon Dr. are too steep to allow for an accessible path behind the aprons. A modified driveway apron would be used with a rolled curb section at the apron. |
| Pedestrian Exposure at Crosswalks | Free rights would be eliminated at 54 th & 58 th , pop-outs would be added at Rolando | Free rights would be eliminated at 54 th & 58 th | Free rights would be eliminated at 54 th & 58 th , pop-outs would be added to intersections e/o College |
| Walking Environment/ Pedestrian Walking Comfort | Provides either a bike lane or a parking lane & bike lane between the sidewalk & travel lane between 54th & Aragon | Provides either a bike lane, a transit lane & bike lane, or a parking lane & bike lane between the sidewalk & travel lane along entire corridor | Provides either a bike lane or a parking lane & bike lane between the sidewalk & travel lane between 54th & Aragon |
| Crosswalk Locations | An additional signalized pedestrian crossing (with marked cross-walks) would be added at the re-aligned Chollas intersection | | |
| Crosswalk Visibility | Crosswalks at signalized intersections would be painted. Ladder crosswalks and other decorative paving to improve visibility would only be provided if a maintenance district was established to accept the long term maintenance costs. | | |
| Vehicle Speeds at Pedestrian Crossings | Center medians would be added and travel lane widths would be reduced to 11' as traffic calming measures | Center medians would be added and travel lane widths would be reduced to 11' as traffic calming measures | Curb pop-outs would be added to intersections e/o College |
| Potential for Pedestrian/Vehicle Conflicts | Free right turns would be eliminated at 54 th St. & 58 th St., & a new signalized pedestrian crossing would be added at Chollas. These improvements would reduce the potential pedestrian/vehicle conflict areas. | | |
| | Raised medians would be provided which control cross traffic and help limit mid-block pedestrian vehicle conflicts | Raised medians would be provided which control cross traffic and help limit mid-block pedestrian vehicle conflicts | Painted two-way left turn lanes would be provided e/o College which allow cross traffic and tend to increase mid-block pedestrian vehicle conflicts |



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| Table 7-2 (Continued) – Summary of How the Proposed Plan Addresses the Measures of Effectiveness | | | |
|---|---|---|---|
| Measure of Effectiveness | How Measure of Effectiveness is Addressed in Mobility Plan | | |
| | Option 1 | Option 2 | Option 3 |
| Bicycles | | | |
| Capacity | All three (3) options provide for either dedicated bike lanes or sharrow lanes (shared bike/vehicle/parking lanes) along the entire corridor. This significantly increases the bicycle capacity. | | |
| Crossings | Center medians would be added and travel lane widths would be reduced to 11'. These provide traffic calming measures which may make it easier for a bicyclist to cross University Avenue. | Center medians would be added and travel lane widths would be reduced to 11'. These provide traffic calming measures which may make it easier for a bicyclist to cross University Avenue. | Curb pop-outs would be added to intersections e/o College. The traffic calming feature may make it easier for bicyclist to cross University Avenue. |
| Riding Environment/Bicycle Rider Comfort | The addition of the dedicated bike lanes or sharrow lanes (shared bike/vehicle/parking lanes) would improve the riding environment for the bicycle rider. | | |
| Potential for Bicycle/Vehicle Conflicts | Center medians would be added to reduce cross traffic conflicts with bicycles | Center medians would be added to reduce cross traffic conflicts with bicycles | |
| Linkage to Bicycle Master Plan | All options would easily connect with the proposed Bicycle Master Plan which proposes a Class II bike lane along University Avenue | | |
| Transit | | | |
| Transit Access | Bus Stops would be relocated per discussions with MTS to provide better access | | |
| Transit Amenities | Bus Pads would be provided at all bus stops, & the station areas at some bus stops would be enlarged | | |
| Parking | | | |
| No. & Change in Number of Parking Spaces | Parking would be eliminated w/o College (both sides of the road). Parking would be maximized east of College. | Parking would be eliminated w/o College & between Aragon & 69 th St. (both sides of the road); Parking would be eliminated between College & Cartagena, & between Rolando & Aragon (south side of road) | Parking would be eliminated w/o College (both sides of the road), Parking would be eliminated between Rolando & Aragon (north side of road), & Parking would be eliminated between Aragon & 69 th St. (south side of road) |
| Effects of Increase/Decrease in Parking | Parking would be eliminated west of College Ave. in all options Loss of 192 parking spaces | Loss of 273 parking spaces | Loss of 246 parking spaces |
| Interaction of Parking Maneuvers & Traffic Flow | Maneuvering in and out of the parking lanes between College Ave. and Aragon Dr. would cross the dedicated bike lanes and potentially conflict with traffic flow. East of Aragon Dr., parking shares the lane with vehicles and bicycles and could potentially conflict. | Maneuvering in and out of the parking lane on the north side of the street between College Ave. and Aragon Dr. would cross the dedicated bike lane and potentially conflict with traffic flow. East of Aragon Dr., parking would be eliminated and would not conflict with traffic. | Maneuvering in and out of the parking lanes between College Ave. and Aragon Dr. would cross the dedicated bike lanes and potentially conflict with bicycle and vehicular traffic flow. East of Aragon Dr., parking shares the lane on the north side with vehicles and bicycles and could potentially conflict. Parking is deleted from the south side of the street. |

Elements of Mobility Plan



| Table 7-2 (Continued) – Summary of How the Proposed Plan Addresses the Measures of Effectiveness | | | |
|--|--|--|---|
| Measure of Effectiveness | How Measure of Effectiveness is Addressed in Mobility Plan | | |
| | Option 1 | Option 2 | Option 3 |
| Engineering | | | |
| Compliance With City Design Standards | All proposed improvements are in compliance with City Design Standards | | |
| Storm Drainage | Drainage would be improved throughout the corridor | | |
| Storm Water Management | The use of inlet filters is proposed to treat storm water runoff. | | |
| Right-of-Way Impacts | All proposed improvements stay within-in the existing right-of-way | | |
| Environmental Impacts | Would result in the loss of approximately 192 on-street parking spaces, the removal of 10 driveways, and require 13 private parking lots to re-stripe their lot. This could result in temporary economic impacts. | Would result in the loss of approximately 273 on-street parking spaces, the removal of 9 driveways, and require 13 private parking lots to re-stripe their lot. This could result in temporary economic impacts. | Would result in the loss of approximately 246 on-street parking spaces, the removal of 10 driveways, and require 13 private parking lots to re-stripe their lot. This could result in temporary economic impacts. |
| Maintenance | The proposed improvements would not require any maintenance beyond what the City has already implemented in their maintenance program for the maintenance of traffic signals, street lights, and roadway improvements. | | |
| Liability | Options 1 and 2 would require the construction of rolled curbs through the driveway aprons in order to provide accessible walkways on the north side of University Avenue between Bonillo Dr. and Aragon Dr. Since this is a non-standard design it may increase the liability for the City. | The use of standard curbs throughout may reduce the City's exposure. | |
| Constructability | All three options were designed within the existing right-of-way to minimize the need to obtain construction permits or cooperation of adjacent property owners. However, cooperation from adjacent property owners would be required when dealing with reconstructing/closing/relocating driveways. | | |

Community Input

The three (3) options for the University Avenue Mobility Plan were presented to the Project Working Group and the Community Planning Group to get a feel for how the community would respond to the proposed improvements. Not all elements of the proposed plans received positive input from the community; however, in general the community felt the proposed mobility plans would be an improvement over what currently exists today.



7.8 SUMMARY OF THE ELEMENTS OF THE MOBILITY PLAN

Three (3) options were identified for the University Avenue Mobility Plan. The three (3) options can generally be described as follows:

Option 1: Option 1 provides five-foot (5') bike lanes with a two-foot (2') buffer between the adjacent travel lane and two (2) 11-foot (11') travel lanes in each direction and raised median from 54th Street to 58th Street. Between 58th Street and College Avenue, Option 3 provides for a raised median, two (2) westbound travel lanes, three (3) eastbound travel lanes, and a dedicated five-foot (5') bike lane with a two-foot (2') buffer from the travel lane on both sides of the road. Consideration was given to the use a shared transit/bike lane along the portion of College Avenue between 54th Street and College Avenue; however the option was eliminated from further consideration at this time due to conflicts with the California Vehicle Code. Parking would be eliminated along the segment of University Avenue between 54th Street and College Avenue with the exception of the 300 foot long segment on the north side of the road west of 58th Street where the existing pavement is wide enough to allow parking.

Between College Avenue and Aragon Drive, Option 1 proposes to provide seven-foot (7') parking lanes, five-foot (5') bike lanes, and two (2) 11-foot (11') travel lanes in each direction and a 12-foot (12') median. Between Aragon Drive and 69th Street, Option 1 proposes to re-stripe this section of the roadway to provide a raised median, two (2) standard 11-foot travel lanes (one in each direction) and one (1) twenty-one-foot (21') wide sharrow (shared bicycle/vehicle/parking lane) on each side of the road.

With Option 1, curb pop outs would be provided at the northeast and southwest corners of the University Avenue/Rolando Boulevard intersection. Additionally, with Option 1, a new sidewalk would be constructed on the north side of College Avenue between 58th Street and 60th Street.

Option 2: Option 2 provides five-foot (5') bike lanes with a two-foot (2') buffer from the travel lane and two (2) 11-foot (11') travel lanes in each direction and a raised median from 54th Street to 58th Street. Between 58th Street and College Avenue, Option 2 would provide for a raised median, four (4) standard vehicle travel lanes (two in each direction), a standard five-foot (5') bike lane with a two-foot (2') buffer from the travel lane on the north side of the road, and a dedicated five-foot (5') minimum bike lane and a dedicated 11-foot (11') wide minimum transit lane on the south side of the road. Parking would be eliminated along the segment of University Avenue between 54th Street and College Avenue with the exception of the 300 foot long segment on the north side of the road west of 58th Street where the existing pavement is wide enough to allow parking.

Option 2 proposes deleting parking on the south side of University Avenue between College Avenue and Cartagena Drive and between Rolando Boulevard and Aragon Drive. With Option 2, parking would be eliminated from both the north and south sides of University Avenue between Aragon Drive and 69th Street. The proposed parking deletion generally allows for the provision of two (2) travel lanes in each direction, a raised median, and a six-foot (6') bike lane on both sides of the roadway along University Avenue between College Avenue and 69th Street. Improvements of the alleys to the north of University Avenue is suggested to provide better access to onsite parking areas and help mitigate the loss of on street parking.



Option 3: Option 3 provides five-foot (5') bike lanes with a two-foot (2') buffer between the adjacent travel lane and two (2) 11-foot (11') travel lanes in each direction and a raised median from 54th Street to 58th Street. Between 58th Street and College Avenue, Option 3 provides for a raised median, two (2) westbound travel lanes, three (3) eastbound travel lanes, and a dedicated five-foot (5') bike lane with a two-foot (2') buffer from the travel lane on both sides of the road. Consideration was given to the use a shared transit/bike lane along the portion of College Avenue between 54th Street and College Avenue; however the option was eliminated from further consideration at this time due to conflicts with the California Vehicle Code. Parking would be eliminated along this portion of the corridor with the exception of the 300 foot long segment on the north side of the road west of 58th Street where the existing pavement is wide enough to allow parking.

Between College Avenue and Rolando Boulevard, Option 3 proposes to provide seven-foot (7') parking lanes, five-foot (5') bike lanes, and two (2) eleven-foot (11') travel lanes in each direction. Between Rolando Boulevard and Aragon Drive, Option 3 proposes to provide two (2) 11-foot (11') travel lanes in each direction, a five-foot (5') bike lane adjacent to a seven-foot (7') parking lane along the south side of University Avenue and a six-foot (6') bike lane with no parking along the north side of University Avenue. With Option 3, a twelve-foot (12') two-way left turn lane will be provided along University Avenue between College Avenue and Aragon Drive.

Between Aragon Drive and 69th Street, Option 3 proposes to re-stripe this section of the roadway to eliminate parking on the south side of the roadway and provide the following lane configurations: a raised median, three (3) standard travel lanes (2 eastbound, 1 westbound), one (1) six-foot (6') wide bike lane with a two-foot (2') buffer from the travel lane on the south side of the road (eastbound direction), and one (1) twenty-one-foot (21') wide sharrow (shared bicycle/vehicle/parking lane) in the westbound direction.

The major improvements that are included in all three (3) options of the Mobility Plan include the following:

- The University Avenue/54th Street intersection would be reconstructed to eliminate the free westbound and southbound right turn lanes and to provide dual westbound left turn lanes.
- The University Avenue/58th Street intersection would be reconstructed to eliminate the free eastbound right turn lane.
- Northbound and southbound left turn lanes would be added to the University Avenue/58th Street intersection.
- The University Avenue/Chollas Parkway intersection would be realigned to form a 90-degree T-intersection with a new traffic signal. The new intersection location would provide an additional protected crossing for pedestrians. The existing bus stop at Chollas Parkway would be relocated to the far side position and the station area would be expanded.
- The northeast corner of 58th Street and the northwest corner of 60th Street would be widened to provide a wider plaza area for pedestrians. The bus stop on the north side of the street at University Square would be enlarged and a pedestrian ramp would be constructed to provide direct access for the housing located to the north on the frontage road between 58th Street and 60th Street.
- A new five-foot (5') wide sidewalk would be constructed along the north side of University Avenue between 58th Street and 60th Street.



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- The bus stop areas at 54th Street, 58th Street, 60th Street westbound, Cartagena Drive westbound, and Aragon Drive westbound would be enlarged to improve the waiting area.
- Access would be improved at all bus stops along the corridor.
- To accommodate the future demand, the University Avenue/College Avenue intersection would be modified to provide dual eastbound and westbound left turn lanes and northbound and southbound right turn lanes.
- The plan provides for 5-foot (5') to 10-foot (10') sidewalk widths.
- All curb ramps are proposed to be upgraded to be ADA compliant.
- All traffic signals are proposed to be upgraded to be ADA compliant, to meet City standards, to provide pedestrian signal heads, pedestrian countdown signals, bicycle loop detection, and to remove median mounted signals as required.
- Street lights are proposed to be added where necessary to meet current standards.
- Parking that encroaches into the public sidewalk area is proposed to be eliminated.
- Bus pads are proposed to be added at all transit stops and bus stops are proposed to be relocated per discussions with MTS.
- Driveways are proposed to be reconstructed/closed where necessary to comply with City Standards relative to maximum width and location relative to intersections.
- Drainage improvements are proposed throughout the corridor.

The three (3) options for the University Avenue Mobility Plan were reviewed based on how they addressed the community's concerns and the measures of effectiveness that were previously established back in Chapter 2.2. The community's input on each of the proposed options was also considered. Each option was then ranked on a scale of 1 to 3, where 1 represents the option where the measure of effectiveness satisfied the goals of the measures of effectiveness the best, and 3 represents the option that satisfied the goals of the measure of effectiveness the least. Table 7-3 summarizes the ranking system. As shown in Table 7-3, Option 1 was ranked the best, and is therefore the recommended plan. As you will notice from Table 7-3, some of the options were ranked the same (i.e. all three options were given a ranking of 1 for intersection LOS). In those cases, that just means all three options satisfied the measure of effectiveness equally.



| Table 7-3 – Summary of How Each Option Ranks By Measure of Effectiveness | | | |
|---|---|---------------|-------------|
| Measure of Effectiveness | How Each Option Ranks By Measure of Effectiveness | | |
| | Option 1 | Option 2 | Option 3 |
| Traffic Flow | | | |
| Intersection – LOS, Delay | 1 | 1 | 1 |
| Roadway Segments – LOS, Capacity | 1 | 1 | 1 |
| Arterial Segments – Avg. Travel Speed (mph) | 1 | 2 | 3 |
| Pedestrian | | | |
| Presence and Quality of Sidewalks/Sidewalk Accessibility | 1 | 1 | 2 |
| Pedestrian Exposure at Crosswalks | 2 | 2 | 1 |
| Walking Environment/Pedestrian Walking Comfort | 2 | 2 | 1 |
| Crosswalk Locations | 1 | 1 | 1 |
| Crosswalk Visibility | 2 | 2 | 2 |
| Vehicle Speeds at Pedestrian Crossings | 1 | 1 | 1 |
| Potential for Pedestrian/Vehicle Conflicts | 1 | 1 | 3 |
| Bicycles | | | |
| Capacity | 1 | 1 | 1 |
| Crossings | 1 | 1 | 2 |
| Riding Environment/Bicycle Rider Comfort | 2 | 1 | 2 |
| Potential for Bicycle/Vehicle Conflicts | 1 | 1 | 2 |
| Linkage to Bicycle Master Plan | 1 | 1 | 1 |
| Transit | | | |
| Transit Access | 1 | 3 | 2 |
| Transit Amenities | 1 | 1 | 1 |
| Parking | | | |
| No. & Change in Number of Parking Spaces | 1 | 3 | 2 |
| Effects of Increase/Decrease in Parking | 1 | 3 | 2 |
| Interaction of Parking Maneuvers & Traffic Flow | 2 | 1 | 2 |
| Engineering | | | |
| Compliance With City Design Standards | 1 | 1 | 1 |
| Storm Drainage | 1 | 1 | 1 |
| Storm Water Management | 1 | 1 | 1 |
| Right-of-Way Impacts | 1 | 1 | 1 |
| Environmental Impacts | 1 | 3 | 2 |
| Maintenance | 1 | 1 | 1 |
| Liability | 2 | 2 | 1 |
| Constructability | 1 | 2 | 3 |
| Overall Ranking: | BEST | BETTER | GOOD |
| 1 = Satisfies the Goals the Best, 3 = Satisfies the Goals the Least | | | |