

**INSTRUCTIONS:** Please review the pedestrian features below and identify any locations where you feel these features can reduce pedestrians concerns. Place the number of the feature by the location.



**1. Continental Crosswalks**  
Improve crosswalk visibility and are known to improve driver yielding compliance.



**2. Pedestrian Countdown Signals**  
provide pedestrians with a clear indication of how many seconds remain to safely cross.



**3. Curb Pop Outs or Curb Extensions**  
shorten pedestrian crossing distances and serve as a traffic calming mechanism.



**4. Lead Pedestrian Intervals**  
provide pedestrians a 3-7 second head start when entering an intersection, reinforcing their right-of-way over turning vehicles.



**5. Advanced Stop Bars/Limit Lines**  
direct drivers where to stop at intersections and mid-block crossing locations, providing separation between the vehicle and crossing pedestrians.



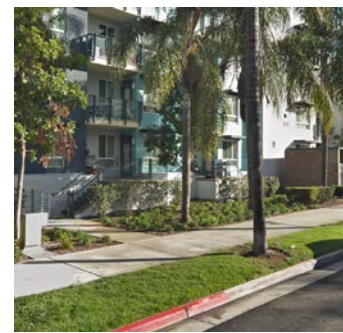
**6. Pedestrian Hybrid Beacons**  
are traffic control signals that help pedestrians and bicyclists cross mid-block across high traffic roadways.



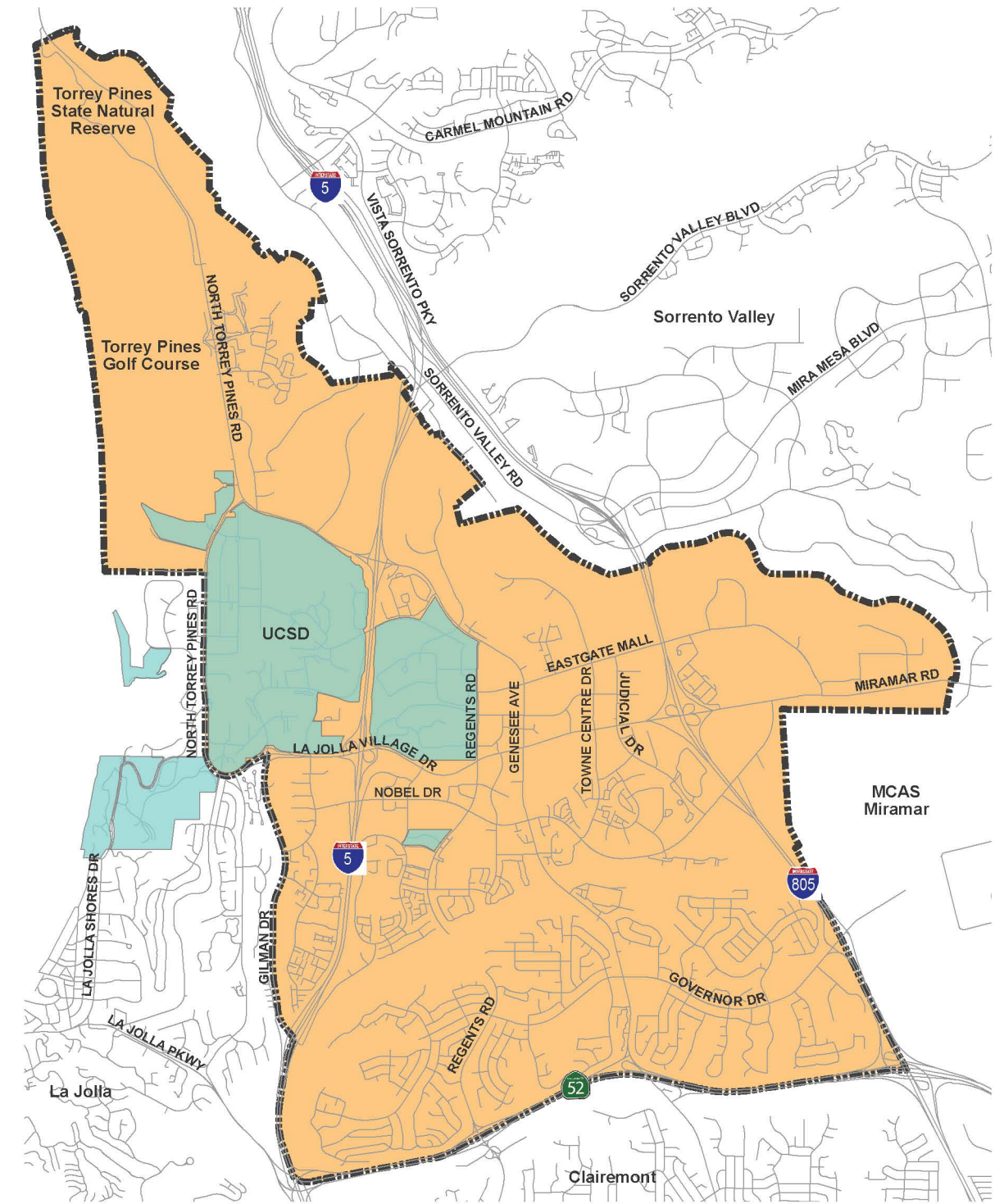
**7. Pedestrian Scale Lighting**  
increases visibility along walkways, creating a more comfortable and inviting environment for pedestrians.



**8. Wayfinding**  
is used to help orient pedestrians and direct them to destinations. Maps and directional signage are two wayfinding examples.



**9. Landscaped Buffers**  
along roadways provide separation between pedestrians and vehicles, creating a more comfortable environment.





**INSTRUCTIONS:** Please review the bicycle facility types below and draft future bicycle network map, then respond to the questions at the bottom of the page. The draft network was developed based on right-of-way, existing curb-to-curb width, and surrounding land uses.



CLASS I  
MULTI-USE PATH



CLASS II  
BICYCLE LANES



CLASS III  
BICYCLE ROUTE



CLASS IV  
CYCLE TRACK

PROS

- Provides physical separation from vehicular traffic
- Provides cyclists their own right-of-way
- Comfortable for all skill levels
- Increases cycling rates

CONS

- Right-of-way requirements
- May require parking reductions or vehicle capacity reductions

- Provides cyclists their own right-of-way on the roadway
- May provide a more comfortable environment for cyclists
- May increase cycling rates

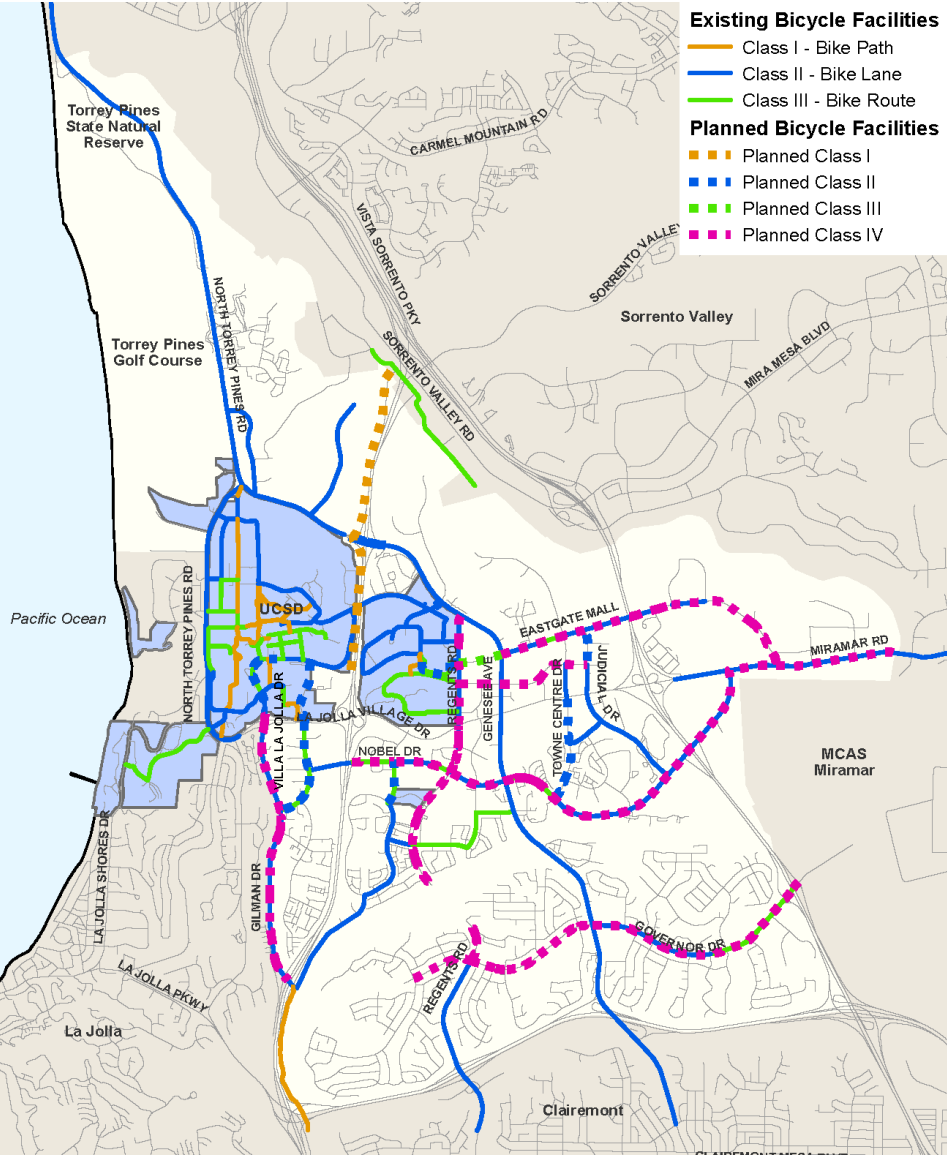
- No physical separation from vehicles
- May require parking reductions or vehicle capacity reductions
- May not appeal to the majority of potential cyclists

- Provides cyclist a shared facility with vehicular traffic
- Provides a low speed/low traffic volume cycling environment
- Alerts drivers to anticipate cyclists and share roadway with cyclists

- Does not provide a dedicated right-of-way
- Conflicts between cyclists and vehicular traffic
- Less desirable to the majority of the cyclist population

- Provides physical separation from vehicular traffic
- Provides cyclists their own right-of-way within the roadway
- Comfortable for all skill levels
- Increases cycling rates

- Right-of-way requirements
- May require parking reductions or vehicle capacity reductions



QUESTIONS:

Is there anything we are missing for connections within University?

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Is there anything we are missing for connections to adjacent communities?

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**INSTRUCTIONS:** Please review and respond to the questions below. The graphic to the right displays the existing transit service and the planned Mid-Coast Trolley extension.

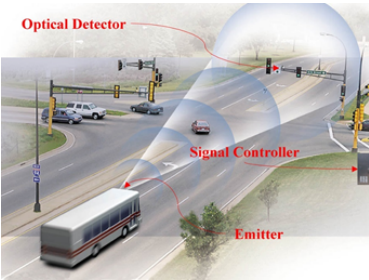
SANDAG has developed a Mid-Coast Mobility Hub Strategy that will provide Mobility Hubs at the six new light rail stations in the University community. Mobility Hubs are places where high frequency transit and other shared mobility services, amenities, and supporting technology converge to offer a seamless travel experience, complementing areas that support mixed-use, transit-oriented development. Apart from the Mid-Coast transit stations, provide additional preferred locations of Mobility Hubs within the community in order of priority.

1

2

3

Please review the transit features below and identify any locations where you feel these features can improve transit operations along a transit route. Place the number of the feature at the location.



1. **Green Extension** provides extra time for a transit vehicle to clear an intersection through Wi-Fi communication from the transit vehicle to the signal system.



2. **Queue Jump** provides a bus-only phase and a shared turn/bus-only lane to allow the transit vehicle to get ahead of the queue.



3. **Transit Stop Amenities** are features to that accommodate riders waiting at a stop, such as a bench, bus shelter, or real-time arrival displays



4. **Flex Lanes** can increase the capacity of moving people through a corridor by prioritizing transit and high occupancy vehicles during peak hours or daily.





**INSTRUCTIONS:** Please review the information below and respond to the questions. Though the map indicates areas of congestion determined through technical analysis, they may not be the same locations perceived by University residents.



ROUNDBOUT



ADAPTIVE TRAFFIC SIGNAL



FLEX LANE/SMART CORRIDOR

PROS

- Reduces conflicts and severity of collisions
- Slows vehicular traffic through intersection
- Adjusts signal timing to fluctuations in traffic patterns to create smoother traffic flow
- Increases capacity of moving people through a corridor
- Can prioritize high occupancy vehicles and cycling
- Can operate all day or during peak-hours

CONS

- Typically requires more right-of-way at intersection
- May require parking reductions
- Most beneficial at locations with seasonal or short-term fluctuations of traffic patterns
- May not allow for priority of transit
- Typically requires more right-of-way
- May require parking reductions or vehicle capacity reductions



In your experience, what are the five (5) most traffic congested intersections/segments in University? Identify which features you feel can improve traffic flow at the locations indicated.

1

2

3

4

5