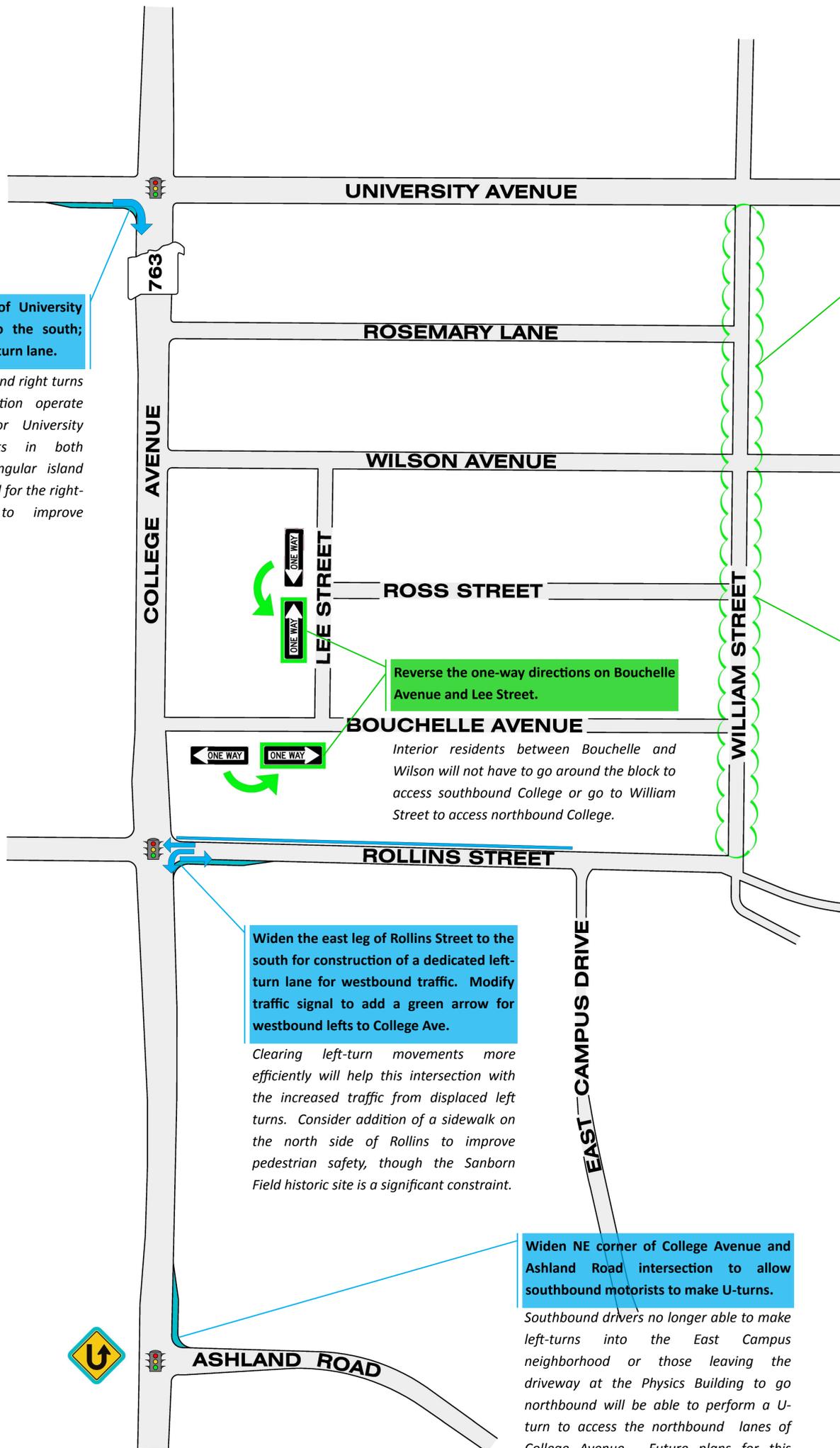


Proposed Traffic Changes in Corridor

Suggested current and future projects to reduce impact of displaced left turns

DRAFT



NOT TO SCALE

Widen SW corner of University Ave. intersection to the south; add dedicated right-turn lane.

Clearing the eastbound right turns helps this intersection operate more efficiently for University Avenue movements in both directions. A triangular island should be considered for the right-turn movement to improve pedestrian safety.

On William Street, University to Ross, change parking from the west side to the east side.

This will allow displaced traffic due to left-turn restrictions easier westbound turns and better visibility when entering William Street from the west.

Reverse the one-way directions on Bouchelle Avenue and Lee Street.

Interior residents between Bouchelle and Wilson will not have to go around the block to access southbound College or go to William Street to access northbound College.

No parking on William Street, south of Ross Street.

No homes front William Street south of Ross, reducing inconvenience to residents, and will improve safety and capacity on William Street for vehicles affected by displaced left-turns.

Widen the east leg of Rollins Street to the south for construction of a dedicated left-turn lane for westbound traffic. Modify traffic signal to add a green arrow for westbound lefts to College Ave.

Clearing left-turn movements more efficiently will help this intersection with the increased traffic from displaced left turns. Consider addition of a sidewalk on the north side of Rollins to improve pedestrian safety, though the Sanborn Field historic site is a significant constraint.

Widen NE corner of College Avenue and Ashland Road intersection to allow southbound motorists to make U-turns.

Southbound drivers no longer able to make left-turns into the East Campus neighborhood or those leaving the driveway at the Physics Building to go northbound will be able to perform a U-turn to access the northbound lanes of College Avenue. Future plans for this improvement will need to consider ROW acquisition from the University and relocation of the traffic signal base and mast arm.

LEGEND

 These recommendations for changes in traffic operations could be implemented with little cost and concurrent with the CASE Project improvements.

 These recommendations for changes in traffic operations are suggested as future improvements to be considered in the regular transportation planning process and as funding is identified.

College Avenue Safety Enhancement Project

Making the CASE for a Safer College Avenue

