M15D023H Opus notes

Figure 2: intersection numbering is hard to follow as numbers do not increase sequentiallu clockwise or couterclockwise. Makes it hard to remember when reviewing Study.

Signal warrants are met at Woodward and University. P. viii. **Can we move more traffic to Flightway as the LOS is better than at Woodward.** it to Flightway Ave. Woodward is 420 ft from Sunport Blvd. Can we force this with right-in/right-out at Driveway A? Flashing mode for non-peak

NO additional ROW at Woodard and University to help the LOS, but we can get rid of parking lanes on both side of the road. What does that do to the local busniesses.?

Do traffic volumes meet any other signal warrants?

Per DPM, te hsignal warrant has to be in the implementation year, not the horizon year.

Using Autonomous vehicles in the year 2035 as a reason fro no signal at woodmoant and university. Hah?

**Trips Am 106 PM 132**

Recommend striping the entire roadway-OK

If no left-out tis it full-access? P. 13 Driveways have left-out so are full-access

Trip distribution; it should be wieghte dfor more people to take sunport ave

p.19 Trip Distribution tabl eis entitled “Unser BLvd and Sage Rd Development”- Whoops

p.22

Why do the Synchro Reulsts summary sheet for FLightwy University and woodward/Universsity have the word “signalized”

Where are the traffic counts? Start on p. 90

Woodward truning north onto Universtiy LOS F. turn Lnae???

Trips truning ino Flightwasy from southbound University warrant a right turn lane, but ther eis no room due to bike trail. From traffic coutn son p.90, but synchro shet on p. 22 dwones hav eeany movments .???