28th Avenue N./Ed Temple Boulevard Recommended Improvements

1. Restripe high visibility crosswalks with pedestrian push buttons and countdown pedestrian signal heads on all approaches.
2. Make curb ramps and all quadrants ADA-compliant by cleaning up existing concrete at the corners.
3. Install "Turning Vehicles Yield to Bikes/Peds" signs along the existing signal span wire for all approaches.
4. Provide leading pedestrian interval to pedestrian walk phase within signal timing for the intersection approaches.
5. Reduce the existing cycle length at the traffic signal to 90 seconds to improve operations and queue lengths.
6. Provide an additional westbound right-turn lane on Jefferson Street while maintaining a single southbound through lane and a single northbound receiving lane on Ed Temple Boulevard.
7. Provide a combined eastbound through/right-turn lane on John A. Merritt Boulevard.
8. Provide diagonal transverse shoulder markings through the channelized southbound right-turn lane. Install an additional crosswalk at the southern portion of the existing island with ADA compliant curb ramps. Convert existing yield movement to stop condition entering westbound John A. Merritt Boulevard.
9. Consider updating the existing signal to a proposed mast arm configuration.
10. Consider utilizing the additional space vacated by the existing right-turn lane to install new sidewalk facilities in the southwest quadrant of the intersection.
11. Consider a raised concrete channelized island separating the northbound through and right-turn lanes in order to provide a pedestrian refuge area, but accommodating larger vehicle right-turns. This will also provide a shorter pedestrian crossing distance and prohibit disallowed vehicle movements
12. Alternatively, consider installing a curb extension at the southeast quadrant of the intersection to reduce vehicle pedestrian conflicts and improve walkability.

NOTE:
See Metro Public Works' design plans at this intersection for additional design information. This drawing is intended for conceptual purposes only. Not to be used for design.

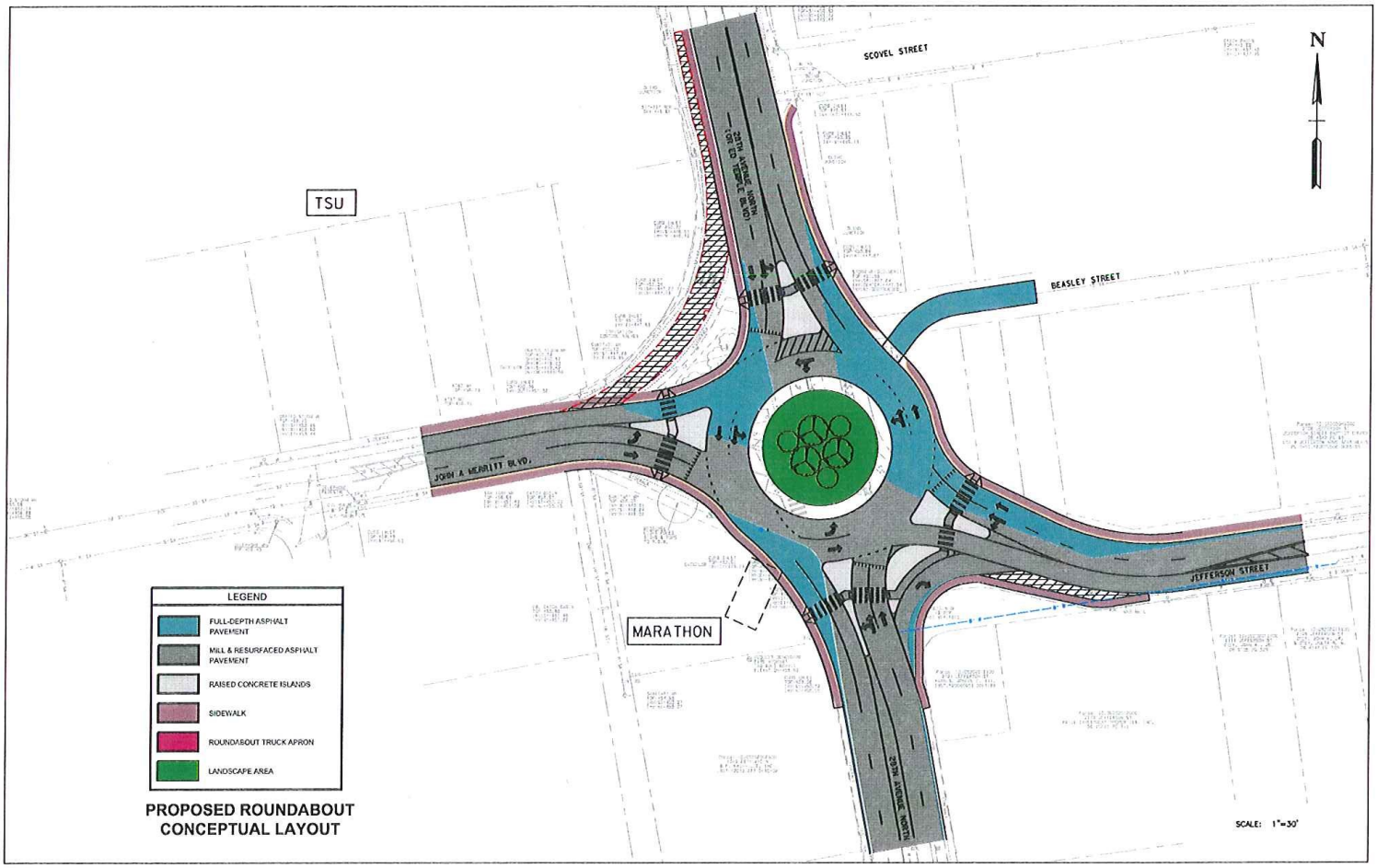
LEGEND
- PROPOSED PEDESTRIAN PEDESTAL POLE
- PROPOSED PAD MOUNTED SIGNAL CONTROLLER
- EXISTING MTA BUS STOP LOCATION

N

Recommended Improvements

0' 50' 100' GRAPHIC SCALE

Figure 1



PROPOSED ROUNDABOUT CONCEPTUAL LAYOUT