Q.1. *Since there are no protected bikeways currently in the City, how is the scalability of this potential solution applicable to other Irvine roadways that may also need protected bikeways? Is this being considered?*

A.1. Yes, based on the input, use, and lessons learned, the City is considering applying protected treatments along other roadways in the future.

Q.2. *Is it possible to have more than one alternative, or a combination of alternatives?*

A.2. Yes, it is possible to have a combination of alternatives along portions of the roadway.

Q.3. *How do these alternatives consider cycling safety?*

A.3. Pedestrian and cyclist safety is a priority for the City and for this project. The proposed project alternatives explore enhanced separation between various travel modes with the use of landscaping, striping, medians, and barriers.

Q.4. *Does this project impact the Yale/405 Freeway overcrossing, or will it make Yale Avenue a four-lane roadway with two vehicle lanes in both directions?*

A.4. No, the scope of this project does not involve any aspect of opening up the roadway overcrossing at Yale Avenue and the 405 Freeway for vehicle use. The project limits are along Yale Avenue between University Drive and directly south of the 405 Freeway. The project scope is seeking ways to utilize this wide roadway and broadening uses for bicyclists, pedestrians, as well as vehicle parking needs.

Q.5. *Is there any thought of continuing a two-way cycle track to the Yale Avenue and 405 Freeway overcrossing, and blocking cars coming in and out of the Rancho San Joaquin Middle School?*

A.5. The two-way bike lane under Alternative 1 would continue to the existing multi-use path at the 405 Freeway overcrossing. However, the City does not expect to block cars from the middle school. Traffic data and site observations at the middle school show a need to support vehicular circulation for school drop-off and pick-up times, and blocking egress/ingress points would create further congestion.

Q.6. *Can anything be done about the parking congestion around Rancho San Joaquin Middle School?*

A.6. Yes, Alternatives 1, 2, and 3 support roadway parking to help with parking demand from the school and surrounding community.
Q.7.  *Will there be a change to the speed limits on these roads?*

A.7.  The proposed alternatives and supporting improvements could result in a reduction to speed limits along Yale Avenue, although it would need to be reviewed after completion.

Q.8.  *Would it be possible to replace the striped buffer between the bike lane and vehicle lane in Alternative 4 with landscaping or a barrier to provide increased security to cyclists?*

A.8.  The suggested improvement would be the same as Alternative 3 (showing a one-way cycle track with landscaped/hardscaped barrier) between bicyclists and vehicles.

Q.9.  *Are roundabouts being considered at the intersection of Yale Avenue and Michelson Drive?*

A.9.  Yes. Once a preferred alternative is identified, the project will evaluate appropriate intersection treatments along the corridor, including roundabouts.

Q.10.  *Are there any concepts that show how these roads will look at intersections and the traffic signal at Yale Avenue and University Drive?*

A.10.  These alternatives explore the midblock cross-section of Yale Avenue. The project will evaluate appropriate intersection treatments along the corridor, including the intersection at Michelson and University Drive, once a preferred alternative is identified.

Q.11.  *There are some safety concerns for bicyclists crossing at University Drive on the west side of the intersection, in conjunction with crossing mid-block along Yale Avenue to use the bike lanes on the east side of Yale Avenue. Is the project considering intersection treatments with enhanced connectivity at this location? Will this connect with a seamless cycle track for the length of Yale Avenue that continues south to the William R. Mason Regional Park?*

A.11.  Yes, project alternatives are considering a cycle track along Yale Avenue to University Drive. Once the preferred cross-section is determined, appropriate intersection treatments at the intersections will be identified. This may include improving the intersection at Yale Avenue and University Drive with additional or protected connectivity to trails at William R. Mason Regional Park.