

South Yale Corridor Improvements Project

Frequently Asked Questions, updated September 2023

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. *It is 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 are these alternatives considering 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 Avenue and the 405 freeway overcrossing, or will it make Yale Avenue into a 4 lane roadway with 2 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. *Can anything be done about the parking congestion around the school?*

A.5. The proposed concept can support roadway parking to help with parking demand from the school.

Q.6. *Will there be a change to the speed limits on these roads?*

A.6. The proposed alternative and supporting improvements could result in a reduction to speed limits along Yale Avenue, although it would have to be reviewed after completion.

Q.7. ***Would it be possible to install landscaping in the median or a barrier to provide increased security to cyclists?***

A.7. Yes, installation of landscaping in the proposed median would be considered using low water use plantings and recycled water. The details for landscaping and hardscaping will be determined in the final design phase.

Q.8. ***Are roundabouts being considered at the intersection of Yale Avenue and Michelson Drive?***

A.8. Yes, the project is evaluating the appropriate intersection treatments along the corridor, including roundabouts.

Q.9. ***Are there any concepts that show how these roads will look at intersections and the traffic signal at Yale Avenue and University Drive?***

A.9. The alternatives explored the midblock cross-section of Yale Avenue. The project is evaluating the appropriate intersection treatments along the corridor, including the intersection at Michelson and University Drive.

Q.10. ***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.10. Yes, the appropriate intersection treatments at the intersections will be developed. This will include improving the intersection at Yale Avenue and University Drive with additional or protected connectivity to trails at William R. Mason Regional Park.