

1. What about the segment of W University Avenue from NW 34th Street to NW 22nd Street?

Response: This segment is being included in a separate FDOT project. Any comments from the public related to this segment will be shared with FDOT.

2. Can “No Turn On Red” signs be added at specific intersections?

Response: While specific signage treatments are not depicted on the concepts, this treatment is currently being implemented at intersections with heavy pedestrian activity and will be considered in the ultimate design phase.

3. What about the segment of University Avenue from W 13th Street to Waldo Road?

Response: This segment will be revisited in the future after the first phase of the PD&E is finalized. Any comments from the public related to this segment will be considered in the next phase of the PD&E.

4. Why not a road diet/lane elimination along University Avenue adjacent to campus?

Response: The PD&E's proposed concept for this segment is consistent with the preliminary recommendations from the previous corridor study that were approved by the City Commission in April 2022. Additionally, the traffic volumes along this segment do not support a lane elimination. While traffic volumes have decreased in this area over the past several years, the traffic volumes are still well above the maximum service volume for a 2-lane roadway (one lane in each direction).

5. Why are bike lanes not being added along University Avenue adjacent to campus?

Response: The University of Florida has future plans for a 20' wide shared use path along the edge of campus on University Avenue from Gale Lemerand to W 13th Street, then along SW 13th Street from University Avenue to Museum Road.

6. Why is landscaping not shown in the conceptual plans? What are the plans for landscaping?

Response: Landscape design plans will be developed in the design phase of the PD&E. The conceptual roadway plans shown at the public meetings on October 15, 2024 and November 12, 2024, were created to highlight the specific transportation improvements proposed along University Avenue and W 13th Street.

7. Can different pavement materials/pavers be used in areas with high pedestrian activity?

Response: FDOT publishes standards dictating where architectural pavers and patterned pavements can be used. Currently the Florida Design Manual prohibits the use of architectural pavers on State Highway Systems roadways. The use of patterned pavement can be considered in the design phase.

8. What type of traffic control will be used for the new pedestrian crosswalks?

Response: Currently, the preferred traffic control type for the new pedestrian crosswalks is overhead signals (either fully signalized or pedestrian hybrid beacons depending on location); however, the exact treatment will be determined in the design phase.

9. Why not a road diet/lane elimination along East University Avenue east of Waldo Road?

Response: After coordination with FDOT and the state's new regulations regarding lane repurposing, the concept for lane elimination on eastern University Avenue was replaced with the proposed concept presented at the public meetings October 15, 2024 and November 12, 2024.

10. What type of buffer/separation will be used for the bike lanes along the southern portion of SW 13th Street and the eastern portion of E University Avenue?

Response: Zicla zippers similar to the recently installed along NW 17th Street north of University Avenue are the preferred traffic control type for the bike lanes at this time; however, the exact treatment will be determined in the design phase.

11. Can the mid-block pedestrian crossings on SW 13th Street north of University Avenue to NW 7th Avenue be raised crosswalks, instead of at-grade crosswalks, in recognition of the dense land use and numerous apartment complexes and pedestrian generators north of University Avenue?

Response: Raised crosswalks are being considered and coordinated with FDOT, however the exact treatment will be determined in the design phase.