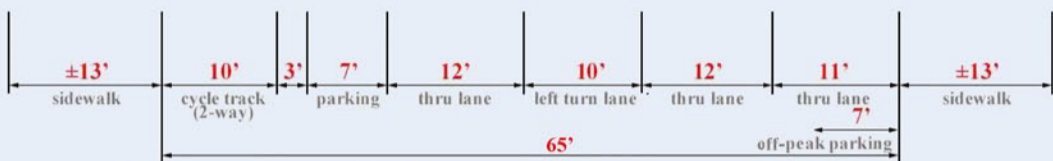
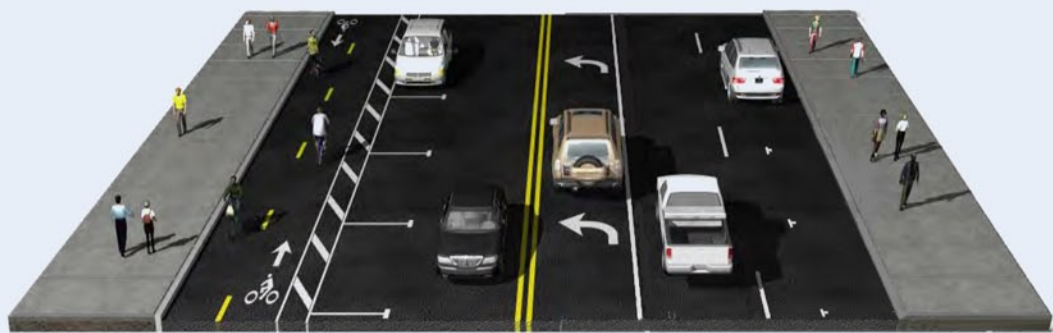


DETROIT STREET - CHURCH TO 3RD

2-WAY PROTECTED CYCLE TRACK



- 12-way bikeway on west side of Detroit St. from Church St. to 3rd St.
- Minimum 3 ft. striped buffer and bollards between cycle track and traffic/parking to protect cyclists
- Reduction of one travel lane without sacrificing traffic flow
- Safer, more comfortable cycling and pedestrian environment
- Elimination of one northbound travel lane from 3rd St. to 2nd St. to retain on-street parking on both sides.
- Hybrid parking/travel lane on east curb of Detroit between 2nd and Market - becomes travel lane during weekday afternoon rush hours; parking allowed all other times.
- Bike signal at Detroit/Main to stop vehicle turning movements when bikes need to cross

IMPROVED INTERSECTION FUNCTION

- Remove 5th leg (Detroit Boulevard) from intersection to reduce driver/pedestrian confusion. Only right turns onto Detroit Boulevard from East Church Street will be permitted.
- Re-configure southbound right turn lane so it meets Church Street at a broader angle, reducing rear-end crashes.

IMPROVED PEDESTRIAN CROSSING

- Relocate Detroit St. crossing at Market St. to south side of Market to remove pedestrian conflict with left-turning traffic.
- Install new overhead flashing red light, pedestrian-activated:



TRAFFIC SIGNALS (THROUGHOUT CORRIDOR)

- Relocate where needed
- Modify yellow change and red clearance times to reduce red-light-running violations.

