

Priority Corridor Concepts Report

February 2019

Contents

1.0 Overview.....	3
Purpose	3
Approach	3
Corridor Analyses	4
Next Steps	4
2.0 Corridor Concepts.....	5
Pennsylvania and Delaware Avenues (from the western City limit to Jefferson Street).....	7
Corridor Overview.....	7
Segment Concepts	7
Baynard Boulevard and Washington Street (from north of Concord Avenue to MLK Jr. Blvd).....	11
Overview	11
Segment Concepts	11
Walnut Street (from Front Street to 12th Street).....	27
Overview	27
Corridor Concepts.....	27
12th Street (from Walnut Street to Delaware Avenue).....	38
Overview	38
Corridor Concepts.....	38
4th Street (from Walnut Street to Greenhill Avenue)	47
Overview	47
Corridor Concepts.....	47
Figure 1: Typical sections for Gilpin and Shallcross Avenues.....	9
Figure 2: Parking protected bike lane (Burlington, VT).....	9
Figure 3: Bicycle-friendly street / neighborhood greenway (Portland, OR)	10
Figure 4: Existing (top) and Proposed (Bottom) configuration between 20 th Street and Concord Avenue (Segment A1)	12
Figure 5: Existing roadway configuration, Walnut Street Segment A.....	27
Figure 6: Floating bus stop example (<i>MassDOT Separated Bike Lane Planning and Design Guide</i>)	28
Figure 7: Constrained Bus Stop example (<i>MassDOT Separated Bike Lane Planning and Design Guide</i>) ...	29
Figure 8: Existing (top) and Proposed (Bottom) configuration for bicycle facility on 12 th Street, Segment E, at Adams Street looking east	40
Figure 9: Existing (top) and proposed (bottom) concept for bicycle facilities on 4 th Street, Segment D (Adams Street to Jackson Street).....	49

1.0 Overview

Purpose

The City of Wilmington is currently preparing an update to *The City of Wilmington Bicycle Plan*, completed in 2008. The new plan will establish a shared vision and goals for bicycling in the City of Wilmington and comprehensively address bicycle infrastructure and culture. A bicycle network plan and strategies to support building a safe and coordinated network will be included in the plan, aligning with the statewide *Blueprint for a Bicycle-Friendly Delaware* (2018). That plan establishes a range of new policy approaches including a statewide, locally driven approach to bicycle network planning and development.

Among the more than 15 recommendations from the new Wilmington Bicycle Plan is to “build a coordinated and safe citywide bicycle network...” Based on network analysis and public outreach completed by the City of Wilmington in 2017 and 2018, the following five corridors were identified as high-priority, high-impact opportunities that could help create important connections for bicyclists to move across and around the City:

- **Pennsylvania and Delaware Avenues**—from the western City limit to Jefferson Street
- **Baynard Boulevard and Washington Street**—from north of Concord Avenue to MLK Jr. Boulevard
- **Walnut Street**—from Front Street to 12th Street
- **12th Street**—from Walnut Street to Delaware Avenue
- **4th Street**—from Greenhill Avenue to Walnut Street

With the aim of jumpstarting implementation of the network plan, the City has identified concepts for these corridors so that as transportation capital and pave and rehab projects are planned and implemented in these corridors, and as other resources become available, these bicycle facilities may be included.

This report presents potential concepts for the five priority corridors, including documentation of the related analysis and tradeoffs associated with each corridor.

Notably, the I-95 Viaduct project, which is expected to have significant impacts on local and regional traffic in the coming years, presents an important consideration for opportunities and further concept development presented herein.

Approach

Development of these concepts involved a high-level evaluation of the feasibility of low-stress bicycle facilities in five priority corridors. The study process involved breaking down each corridor into similar segments, developing alternatives for each segment that would accommodate a full range of bicyclists of varying ages and abilities, and identifying key constraints and transportation system trade-offs for the alternatives.

These concepts should be considered aspirational, as they were developed based on desktop analyses. No precise measurements were taken in the field, nor were any formal traffic analyses conducted. The process included investigating current aerials, Google Street View, GIS maps/shapefiles and planimetric

(DWG) files provided by the City of Wilmington, and limited in-the-field verification. The types of information reviewed include existing street width, travel lane width, sidewalk width, lane configuration, presence of bicycle facilities, parking characteristics, and transit service and facilities.

Corridor Analyses

Many options were considered in developing the alternatives presented in the following pages. In general, the most desirable options are those which provide bicyclists with a low-stress option and have fewer anticipated impediments to implementation, which could include property impacts, environmental or infrastructure constraints that would require greater impacts or more costly designs, or more stakeholders and complexity for consensus and decision making.

All concepts offer preliminary possibilities for incorporating low-stress bicycle facilities that support accomplishing the five cross-city connections and achieving a connected, low-stress city-wide bicycle network over time. Concepts developed for some segments include ideas that would support near-term interventions, which may not require as much coordination or as many resources to accomplish, as well as longer-term options that offer more protection to bicyclists, but which are likely to be more resource intensive.

Next Steps

Important next steps include further feasibility and stakeholder engagement. Specifically, implementation should begin with more detailed field measurements, traffic counts, and traffic analysis to understand how all modes of travel may be affected by these improvements.

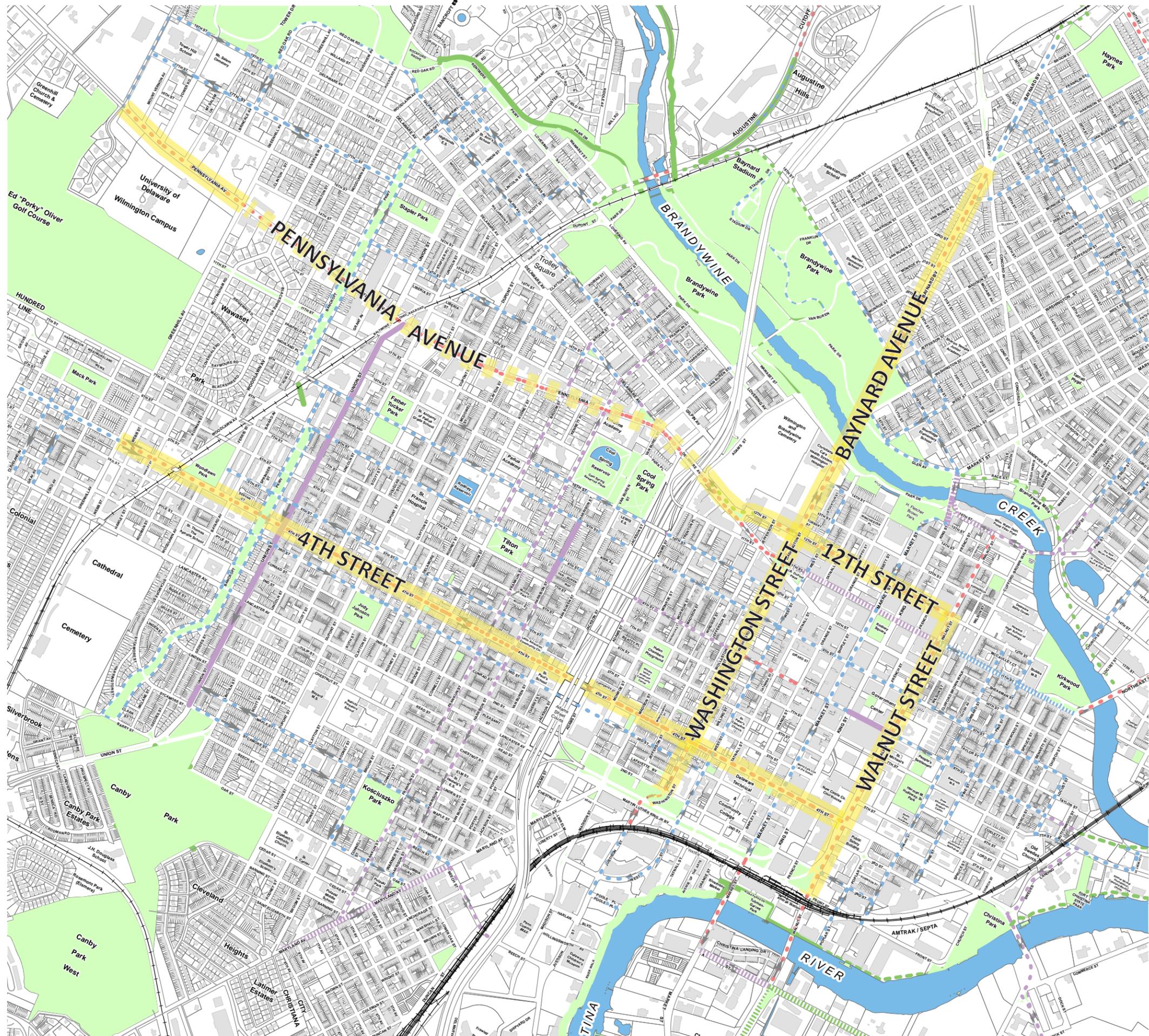
2.0 Corridor Concepts

The following pages present the analyses and concepts developed for each of the five corridors highlighted on page 6.

1. Pennsylvania and Delaware Avenues
2. Baynard Boulevard and Washington Street
3. Walnut Street
4. 12th Street
5. 4th Street

For each corridor, information is organized as follows:

- I. Corridor overview description
- II. Corridor overview map
- III. Corridor segment concepts
- IV. Additional supporting graphics and descriptions



Pennsylvania and Delaware Avenues (from the western City limit to Jefferson Street)

Corridor Overview

This corridor is approximately 1.5 miles long and connects the northwestern part of the city across I-95 into downtown Wilmington. Pennsylvania Avenue and portions of Delaware Avenue (near I-95) are maintained by the Delaware Department of Transportation (DelDOT)¹.

Pennsylvania Avenue is predominantly commercial and mixed use through the study area and experiences heavy peak period traffic. On-street parking is permitted for a few blocks near Bancroft Parkway, but not elsewhere, and transit stops are located throughout. The majority of this section is five lanes, with two through lanes in each direction and a center left-turn lane. The approximate width of this section is 57', with the area under the CSX railroad bridge at Union Street narrowing to 45'.

Delaware Avenue is also predominantly commercial and mixed use. On-street parking is permitted along much of Delaware Avenue east of I-95, and is relied upon by adjacent businesses and residences. Transit stops are also located along the majority of the street in the study area.

Although Pennsylvania Avenue has been identified in the City's bicycle route network map for application of a protected/buffered facility, such a facility is likely infeasible without significant and complex modifications. Specific constraints include high traffic volumes and speeds above 30 miles per hour, adjacent commercial land uses, frequent driveways, bus and truck traffic, and limiting factors such as the railroad bridge.

Consequently, the analysis for this corridor has focused on possible facilities up to Bancroft Parkway, where space between curbs is more likely to accommodate bicycle facilities without significant obstacles. Concepts for bicycle connections further east (shown in brown dashed lines on the Corridor Overview Map on page 11) focus on alternative streets, many of which are identified as "Bicycle-Friendly Streets" in the Bicycle Route Network Plan.

Segment Concepts

Segment A: Pennsylvania Avenue from Rising Sun Lane to Greenhill Avenue

This segment of the study area starts at the intersection with Rising Sun Lane, where the roadway width is approximately 70 feet between curbs, including a bus pull-off lane adjacent to Tower Hill School's field. The curb-to-curb width south of the bus pull-off lane is approximately 54 to 55 feet until Greenhill Avenue. The layout consists of two travel lanes in each direction with left-turn lanes at the Greenhill Avenue intersection. About 19,000 vehicles travel this segment of Pennsylvania Avenue on an average day. Graphics on page 12 show the existing typical sections.

¹ Concepts developed for this corridor connection also include side streets that are not maintained by DelDOT.

Given the traffic volume through this section, reduction in the number of travel lanes may not be an option. If a bicycle facility is to be installed at any point along Pennsylvania Avenue and intended to be low stress, protection is a must. Concepts for this segment are shown on page 12.

Segment B: Pennsylvania Avenue from Greenhill Avenue to Bancroft Parkway

The section of Pennsylvania Avenue from Greenhill Avenue to Bancroft Parkway has two travel lanes in each direction with on-street parking sporadically located on each side of the street. The width of the roadway curb-to-curb is approximately 58 feet. About 19,000 vehicles travel this segment of Pennsylvania Avenue on an average day.

Given the traffic volume through this section, reduction in number of travel lanes may not be an option. Installation of a bicycle facility through this segment would require removal of parking. Concepts for this segment are shown on pages 13.

Alternate Low-Stress Connections Between Greenhill Avenue and Adams Street

Given constraints on Pennsylvania Avenue east of Bancroft Parkway, lower-stress options would involve bicycle travel on side streets. These alternate connections are shown with brown, dashed lines on the corridor overview map on page 11.

A connection north of Pennsylvania Avenue could be made along Greenhill Avenue to Delaware Avenue and then to Woodlawn Avenue. These streets generally have low traffic volumes traveling at lower speeds. Continuing the low-stress connection eastward and across I-95 would require addressing tradeoffs in route directness/simplicity and level of comfort for bicyclists. Major challenges include one-way street segments and limited route options to cross the CSX railroad and I-95. Bicycle-friendly streets north of Delaware Avenue include Gilpin Avenue, Shallcross Avenue, and Lovering Avenue. Though potentially higher stress due to a greater mix of land use and traffic volumes, Lovering Avenue could serve as a direct route from Woodlawn Avenue and Kentmere Parkway all the way to Adams Street, whereas Shallcross and Gilpin Avenues do not allow for travel in both directions (Gilpin Avenue is one-way between Clayton Street and Union Street). Figure 1 shows how the existing typical section on Gilpin and Shallcross Avenues could be modified to accommodate a protected bicycle facility. Figure 2 shows an example of a similar treatment applied in Burlington, Vermont.

FIGURE 1: TYPICAL SECTIONS FOR GILPIN AND SHALLCROSS AVENUES

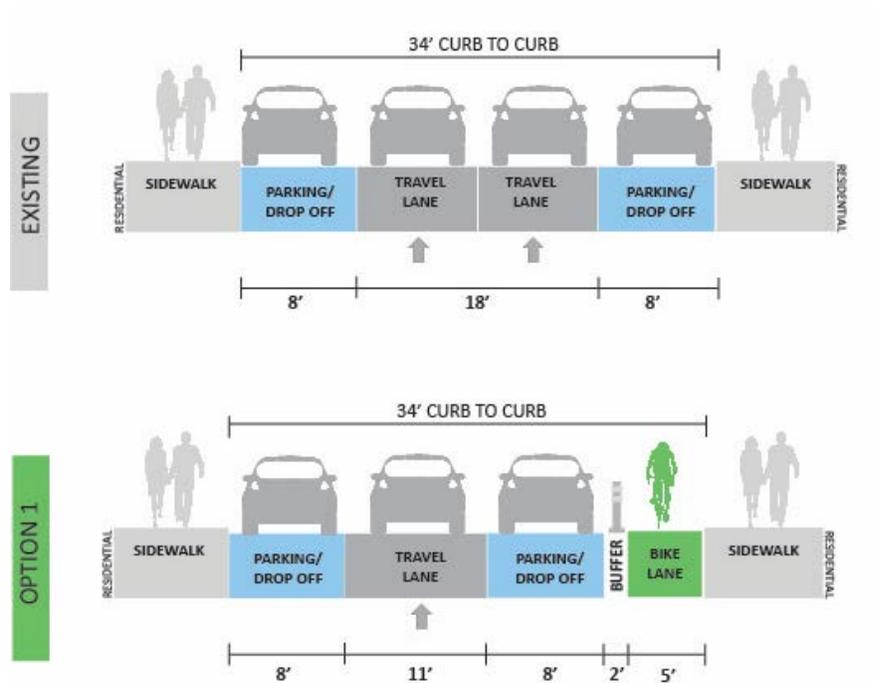


FIGURE 2: PARKING PROTECTED BIKE LANE (BURLINGTON, VT)



Image Credit: <https://www.bikedurham.org/news/2018/6/24/parking-protected-lanes-on-broad-street>

South of Pennsylvania Avenue, similar low-stress alternatives exist. Possible options that address route directness/simplicity and comfort for bicyclists are shown in brown dashed lines on the map on page 11. Crossing the CSX railroad must occur at 9th Street. From Greenhill Avenue, 11th Street and Bancroft Parkway could provide a connection to 9th Street as bicycle-friendly streets. From the Woodlawn Library to the east side of I-95, 9th Street and 10th Streets offer a pair of one-way streets (9th Street is one way eastbound from Union Street to the east) that could be designated as neighborhood greenways or bicycle boulevards and enhanced to complete the lower-stress connection south of Pennsylvania Avenue.² Figure 3 shows an example of a low-speed, bicycle-friendly street designated as a neighborhood greenway in Portland, Oregon.

FIGURE 3: BICYCLE-FRIENDLY STREET / NEIGHBORHOOD GREENWAY (PORTLAND, OR)



(Image Credit: Russ Roca, BikePedImages.org)

² 9th and 10th Streets were suggested by members of Bike Wilmington as a more desirable pair of one-way lower-stress streets than 8th and 9th, due especially to less significant grade changes on 10th Street.

PENNSYLVANIA / DELAWARE AVENUE CORRIDOR

KEY ISSUES

- Historic properties and Byway corridor
- Transit stops
- High traffic volumes (~16,000 AADT), which are likely to limit any lane removal; particularly concerned with peak periods
- Land use around Bancroft Parkway and Woodlawn Avenue is mostly commercial with on-street parking, appears well-used during business hours
- A low-stress facility along Pennsylvania Avenue without significant corridor redesign appears infeasible
- Alternatives to Pennsylvania Avenue: Bicycle-friendly Streets
 - Lovering, Shallcross, Gilpin on north side of Pennsylvania Avenue (potential for separated facilities)
 - 9th and 10th Street pair on south side of Pennsylvania Avenue



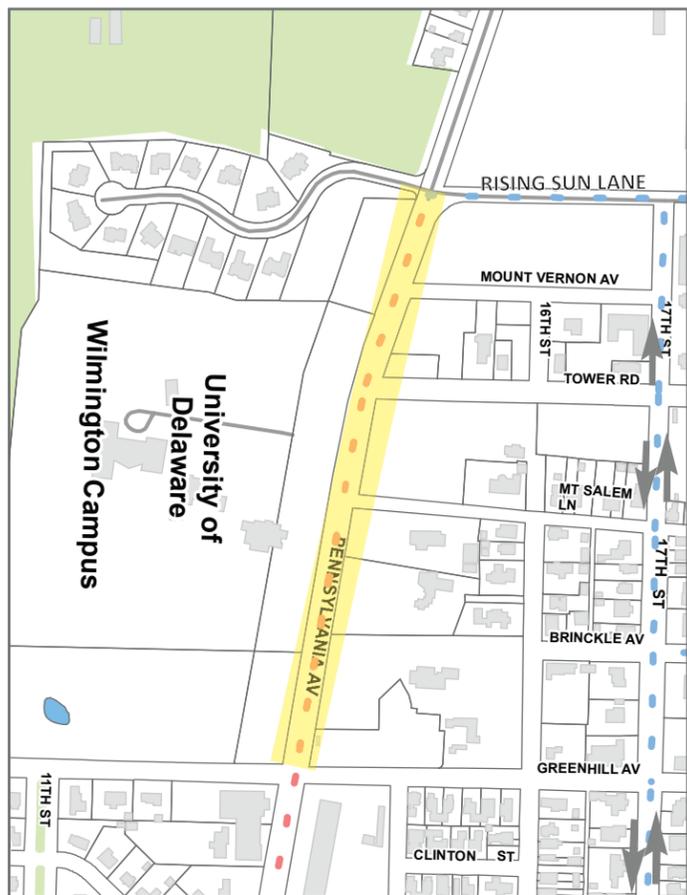
SEGMENTS

- A RISING SUN LANE TO GREENHILL AVENUE**
 - 1-North end: ~70' curb to curb (w/ bus pull-off)
 - 2-South end: 54' curb to curb; center turn lane near Greenhill Ave.
- B GREENHILL AVENUE TO BANCROFT PARKWAY**
 - 58' curb to curb

LEGEND

	EXISTING	PLANNED	PROPOSED
BIKE LANE			
PROTECTED/BUFFERED LANE	None		
BIKE-FRIENDLY STREET			
OFF-ROAD TRAIL			

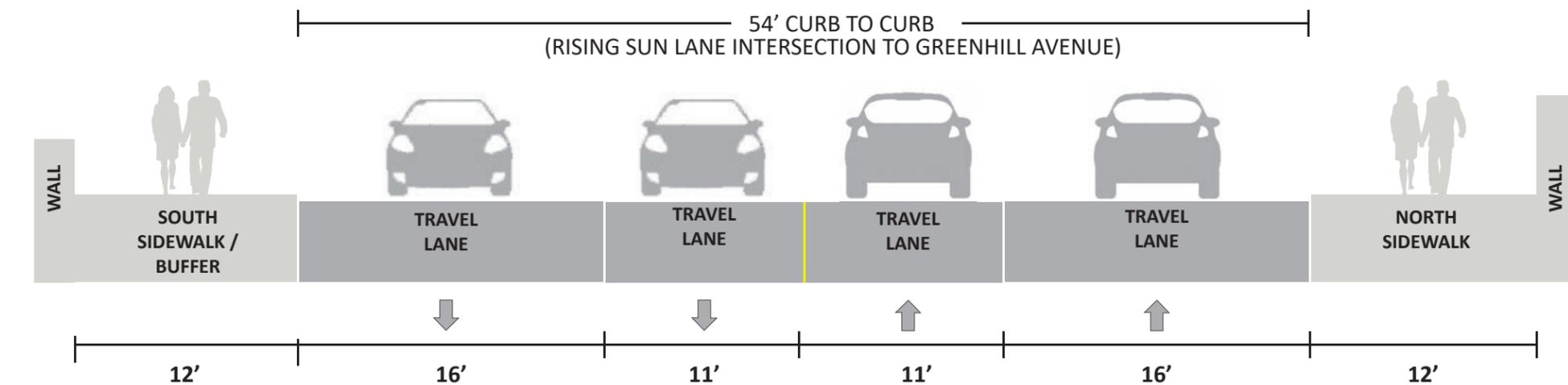
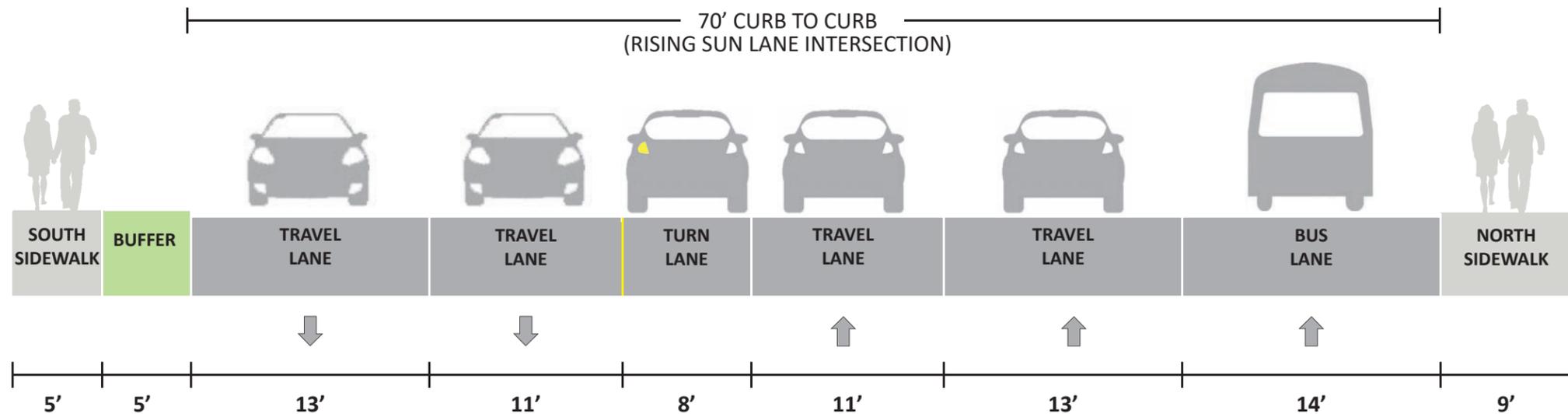
PENNSYLVANIA / DELAWARE AVENUE CORRIDOR | SEGMENT A - RISING SUN LANE TO GREENHILL AVENUE



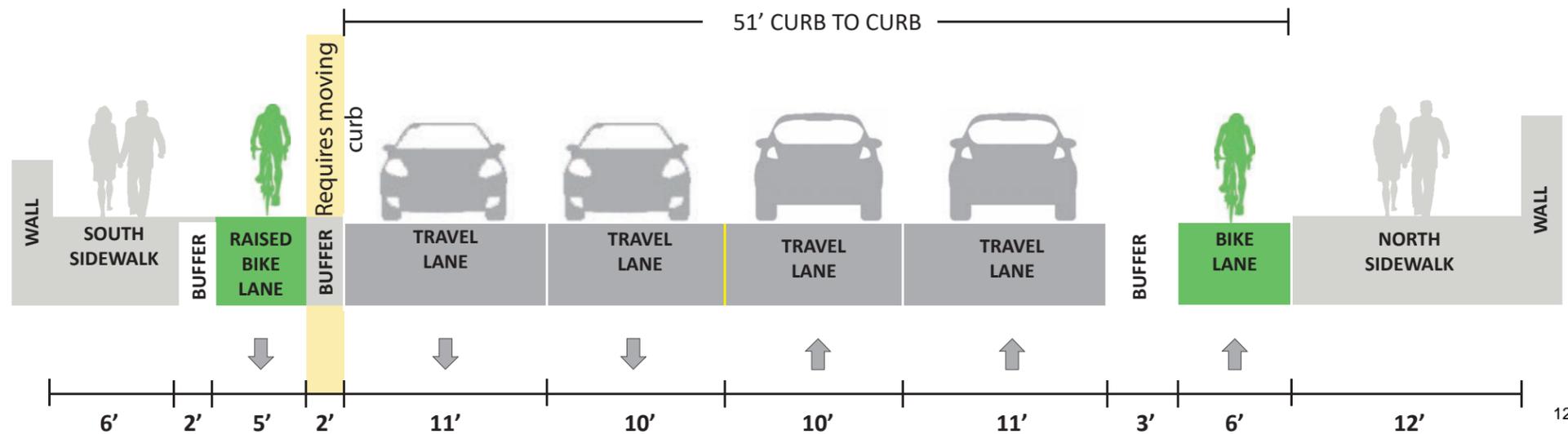
ANTICIPATED IMPACT (RELATIVE TO EXISTING)	IMPACT TO SIDEWALK / CURB		ADDITIONAL STREETSCAPE AMENITIES		REMOVAL OF PARKING		PROTECTED BICYCLE FACILITY		TRAVEL LANE REMOVAL		
	YES	NO	YES	NO	YES	NO	YES	NO	YES	NO	
OPTION 1	YES	NO	NO	NO	HALF	YES					

*Note: Space within the right of way is not currently sufficient at the Greenhill Avenue intersection to accommodate this configuration of bicycle and pedestrian facilities and also maintain traffic configuration (two travel lanes in each direction and left turn lane).

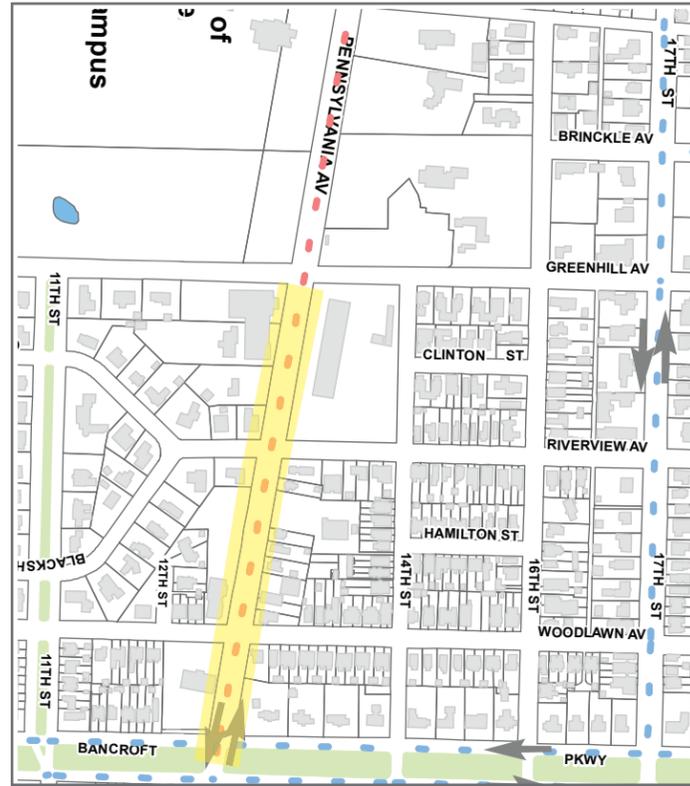
EXISTING



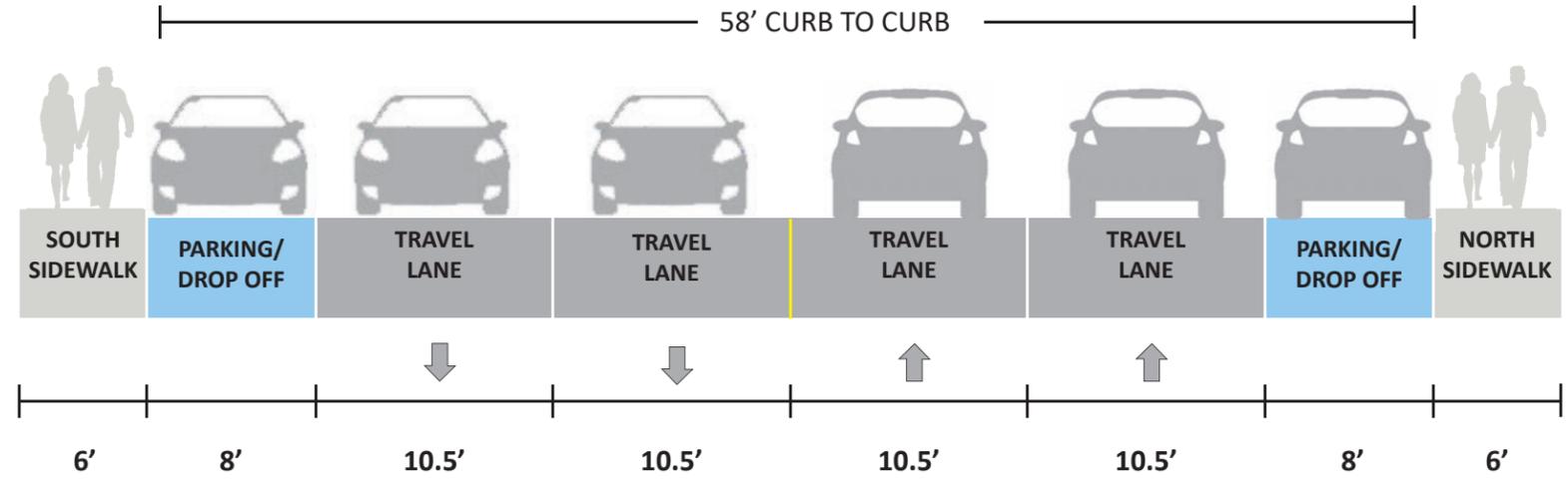
OPTION 1*



PENNSYLVANIA / DELAWARE AVENUE CORRIDOR | SEGMENT B - GREENHILL AVENUE TO BANCROFT PARKWAY

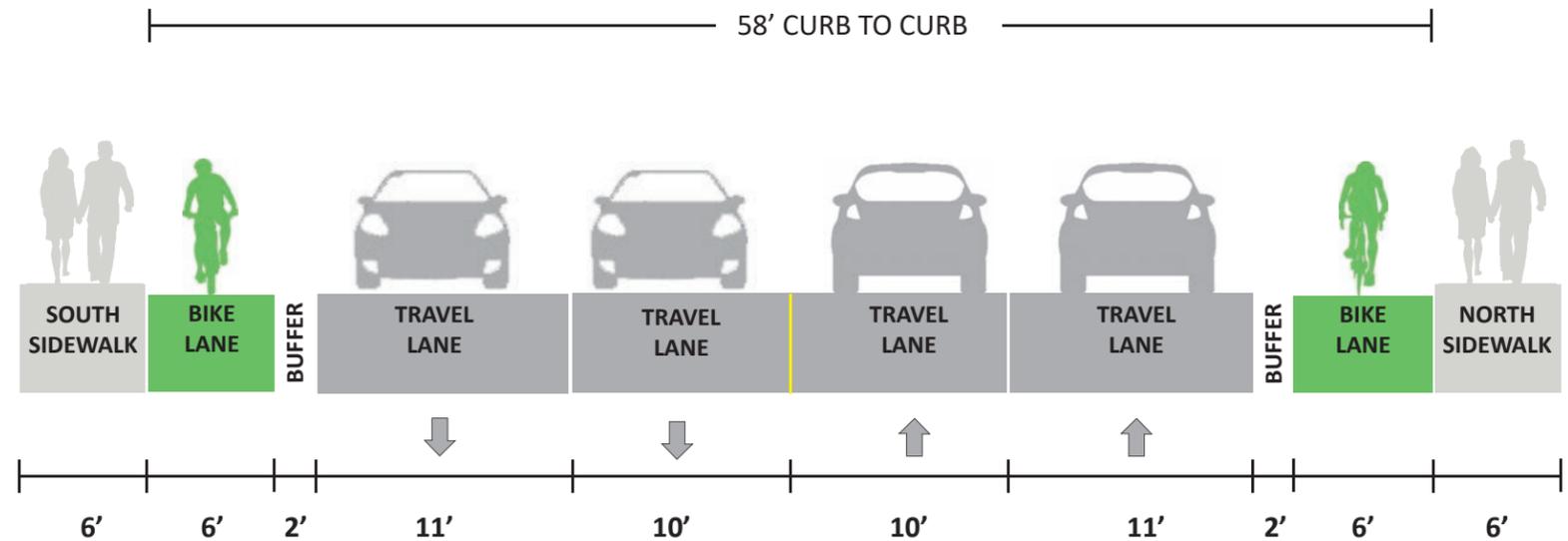


EXISTING



ANTICIPATED IMPACT (RELATIVE TO EXISTING)	OPTION 1				
	NO	NO	YES	NO	NO
IMPACT TO SIDEWALK / CURB					
ADDITIONAL STREETSCAPE AMENITIES					
REMOVAL OF PARKING					
PROTECTED BICYCLE FACILITY					
TRAVEL LANE REMOVAL					

OPTION 1



Baynard Boulevard and Washington Street (from north of Concord Avenue to MLK Jr. Boulevard)

Overview

This corridor is approximately 1.5 miles long and connects the northern, downtown, and riverfront areas of the city. The full length of the corridor evaluated is maintained by DeIDOT. Land use along the corridor is mixed, with predominantly residential uses concentrated at the north and south ends of the corridor and commercial/institutional located in the downtown section, from the Brandywine Creek to south of 10th Street). On-street parking is located throughout the corridor. Transit serves the corridor from 11th Street to Concord Avenue. Data from DeIDOT's Vehicle Volume Summary website (https://www.deldot.gov/Publications/manuals/traffic_counts/index.shtml) indicate average daily traffic volumes range from around 3,000 vehicles to over 15,000 vehicles at different points through the corridor. This and anecdotal evidence suggest that portions of this corridor may be able to support reduction in the number of travel lanes without significant traffic impacts. Further study will need to be conducted to confirm this assumption and proceed with any concepts. The overall corridor map is shown on page 18.

Segment Concepts

Segment A: Concord Avenue to 18th Street

This segment begins at the signalized intersection of Baynard Boulevard with Concord Avenue, West 25th Street, and Harrison Street. Immediately south of the intersection, Baynard Boulevard is approximately 40 feet wide with two travel lanes in each direction. The curbside lane provides for vehicular travel or on-street parking (during non-peak hours). The adjacent land use is primarily residential homes with several churches in the Baynard Boulevard Historic District. About 3,000 to 5,000 vehicles travel this segment of the corridor per day. Figure 4 depicts the existing typical section through this segment.

Bicycle facility concepts developed for this segment of Baynard Boulevard are shown on pages 19 and 20. Both require reduction of travel or parking lanes, but are intended to be implementable within the existing roadway. The option north of 20th Street (Segment A1, page 19) would require removal of the parking/peak hour travel lane in each direction. Figure 4 shows a rendering of the proposed option compared to the existing situation for segment A1. The option between 20th Street and 18th Street (Segment A2, page 20) would retain parking on the east side of the street to serve surrounding properties, including places of worship.

FIGURE 4: EXISTING (TOP) AND PROPOSED (BOTTOM) CONFIGURATION BETWEEN 20TH STREET AND CONCORD AVENUE (SEGMENT A1)



Segment B: 18th Street to north end of bridge over Brandywine Creek

South of 18th Street, the roadway is composed of four travel lanes – two in each direction – with no on-street parking. Outside the curb are wide buffers with mature trees and sidewalks on both sides of the street. This configuration continues as the street name changes to Washington Street and crosses over

the Brandywine Creek until the intersection with 14th Street and the Wilmington Hospital driveway entrance. Approximately 10,000 vehicles travel through this segment each day. This segment is adjacent to Brandywine Park.

Between 18th Street and the bridge, widening the current sidewalk to accommodate pedestrians and bicyclists on a raised cycle track would allow for the street itself to remain as is. This option is presented on page 21 as Option 1. Although the curb would not be moved, widening of the sidewalks would impact the landscaped buffer and effort should be taken to minimize impact to mature, healthy trees.

Option 2, shown on page 21, would keep bicyclists within the street to 14th Street and reduce the number of travel lanes. A detailed traffic study would need to be performed to justify any lane reductions.

Segment C: Bridge over Brandywine Creek to 14th Street

This segment of Washington Street has two travel lanes in each direction with 14-foot sidewalks on each side, shown on page 22. From the south side of the bridge to the intersection with 14th Street and the hospital entrance, the four travel lanes continue and sidewalks narrow to approximately 10 feet on each side, shown on page 23. The area between the bridge and 14th Street is constrained by surrounding land use, current sidewalk widths, and obstructions within the sidewalk. Approximately 10,000 vehicles travel through this segment each day.

Two options for bicycle facilities crossing the bridge have been developed and are shown on page 22. Option 1 is a shared use path on the existing sidewalk, which would not impact the travel lanes. Option 2 requires removal of one travel lane in each direction to accommodate buffered bike lanes.

From the south end of the bridge to 14th Street, the options for bicycle facilities remain similar: 1) a shared use facility in place of the sidewalk, or 2) removal of a travel lane in each direction to accommodate buffered bike lanes. These options are shown on page 23.

Segment D: 14th Street to Delaware Avenue

South of 14th Street, the distance between curbs is 50 feet. Most of this segment consists of three travel lanes (two southbound and one northbound), plus curbside parking or peak-period travel lanes on either side. Lane configurations vary through the 12th and 11th Street intersections to accommodate turning traffic. Approximately 14,000 vehicles travel through this segment each day. This section enters Wilmington's central business district, with land use consisting of commercial, retail, and parking facilities. Existing conditions are depicted on page 24.

Two concepts for adding bike lanes within the existing curb-to-curb space have been developed for this segment; they are shown on page 24. Both would require the removal of one parking lane and restriping. The graphics show parking on the east side of Washington Street. However, further evaluation and stakeholder engagement may suggest shifting parking to the other side.

Three other options with more substantial streetscape enhancements through this segment have been developed and are shown on page 25. These options present more intensive changes in addition to

bicycle facilities, such as extension of the furniture zone, planted buffers, and/or stormwater management facilities. These options would have more significant impact on the character of the area and additional benefits for pedestrians. Detailed traffic studies, including bus operations in this area, would have to be conducted prior to reduction of travel lanes or parking.

Segment E: Delaware Avenue to 2nd Street

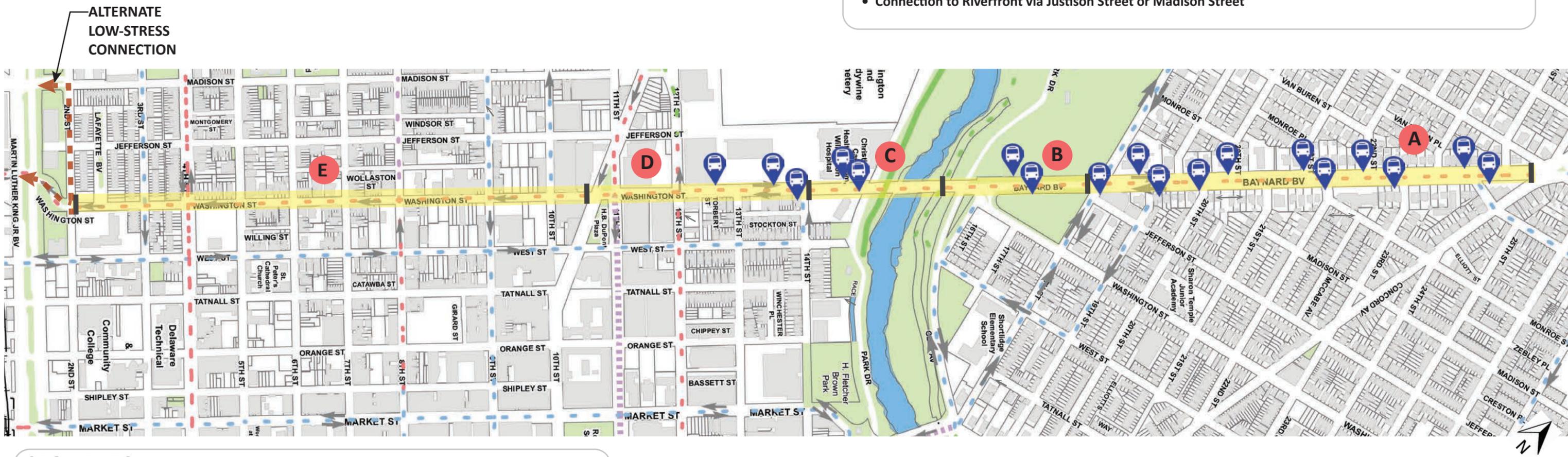
Washington Street changes to a one-way southbound street after the intersection with Delaware Avenue and continues toward the Riverfront. The street width is 30 feet with two travel lanes and one lane for on-street parking until the intersection with 2nd Street. After 8th Street, the land use is primarily residential and through much of the segment, the western (right) travel lane is used for off-peak parking. Approximately 6,000 vehicles travel this segment per day, with heavier peak period traffic near MLK Jr. Boulevard. The existing conditions for this segment are shown on page 26.

Concepts for the addition of bicycle facilities are presented on page 26 and would require removal of one travel lane.

BAYNARD BLVD/WASHINGTON STREET CORRIDOR

KEY ISSUES

- Reduction of existing travel lane widths alone will not allow enough space to provide bike facilities
- Interaction between designated bike lanes and bus stops
- Retain or relocate on-street parking for residential properties that do not have off street parking and for community facilities, mainly churches, that may use on-street parking during services and events
- Pinch point between southern edge of bridge and 14th Street
- Potential conflicts with emergency vehicles and trash truck access to homes
- Must maintain lanes from 2nd Street to MLK Blvd (peak period traffic flows in AM and PM)
- Connection to Riverfront via Justison Street or Madison Street



SEGMENTS

- A** CONCORD AVENUE TO 18TH STREET
40' roadway width; two travel lanes; two flex travel/parking; bus stops
- B** 18TH STREET TO NORTH OF BRIDGE
40' roadway width; four travel lanes; bus stops; park, river and bridge
- C** BRIDGE TO 14TH STREET
40' curb to curb; four travel lanes; bus stop near 14th Street
- D** 14TH STREET TO DELAWARE AVENUE
50' roadway width; three travel lanes; two flex travel/parking; bus stops
- E** DELAWARE AVENUE TO 2ND STREET
30' roadway width; two travel lanes; one parking/drop off lane

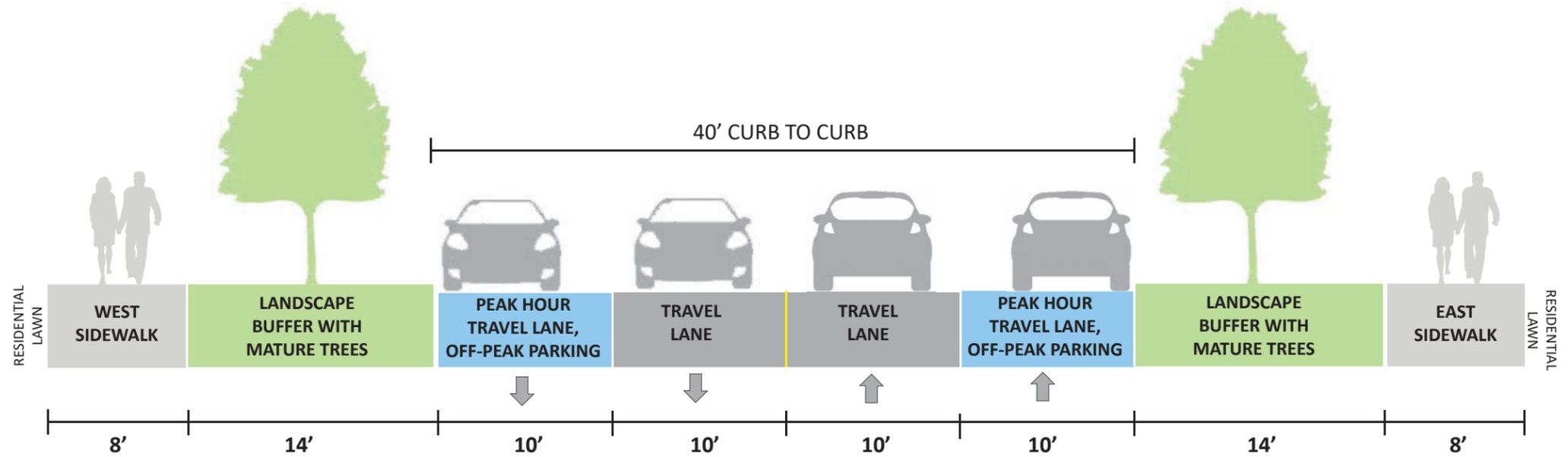
LEGEND

	EXISTING	PLANNED	PROPOSED
BIKE LANE			
PROTECTED/BUFFERED LANE	None		
BIKE-FRIENDLY STREET			
OFF-ROAD TRAIL			

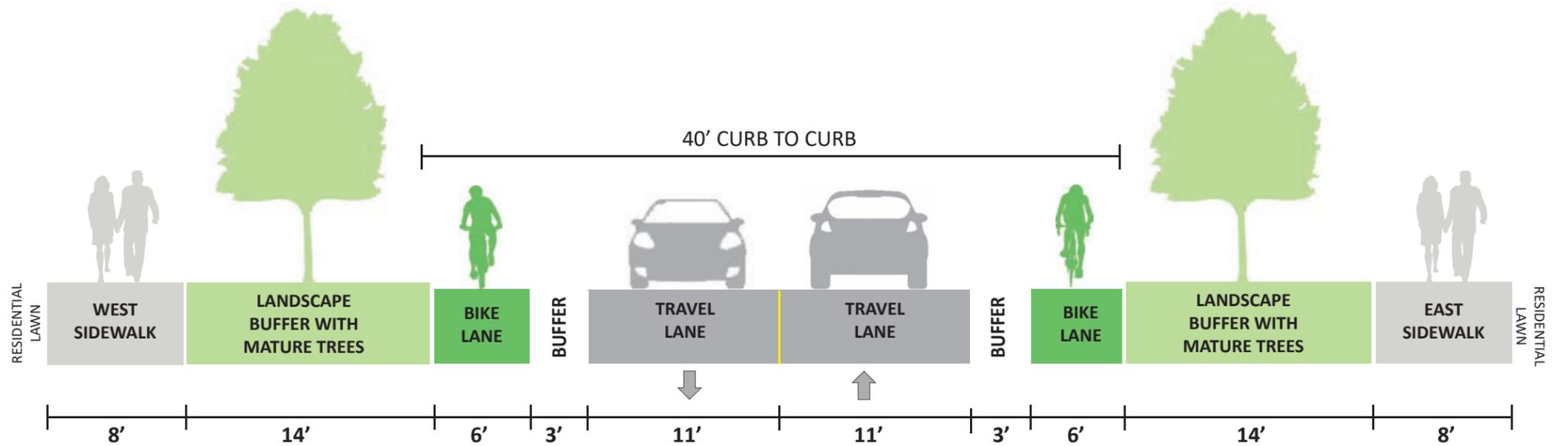
BAYNARD BLVD/WASHINGTON STREET CORRIDOR | SEGMENT A1 - CONCORD AVENUE TO 20TH



EXISTING



OPTION 1



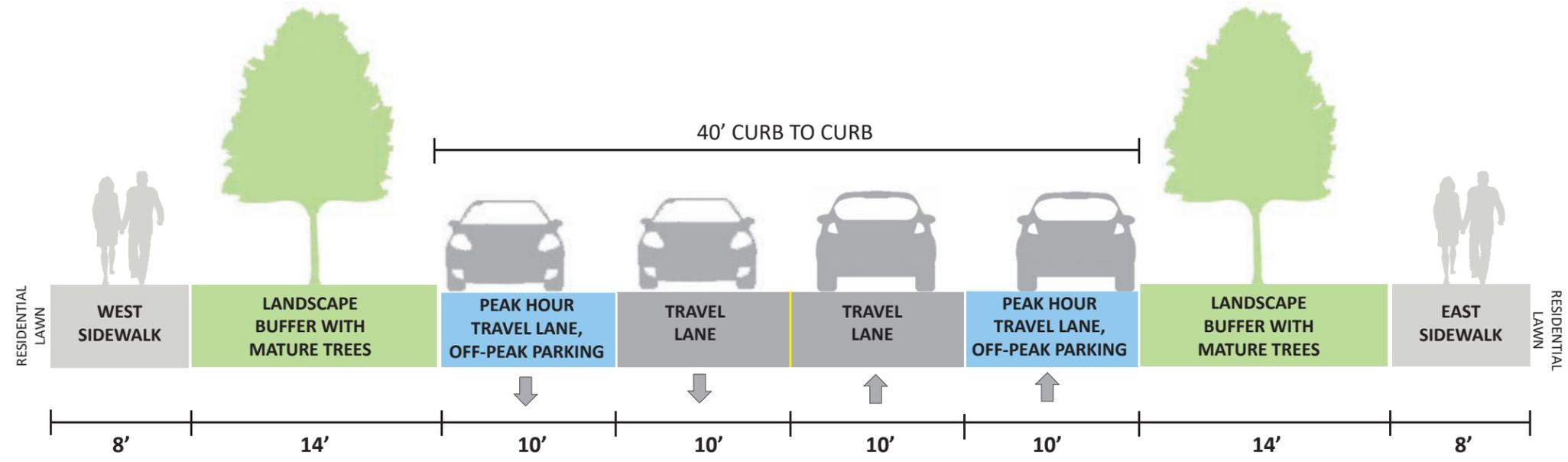
ANTICIPATED IMPACT
(RELATIVE TO EXISTING)

	IMPACT TO SIDEWALK / CURB	ADDITIONAL STREETSCAPE AMENITIES	REMOVAL OF PARKING	PROTECTED BICYCLE FACILITY	TRAVEL LANE REMOVAL
OPTION 1	NO	NO	YES	NO	YES

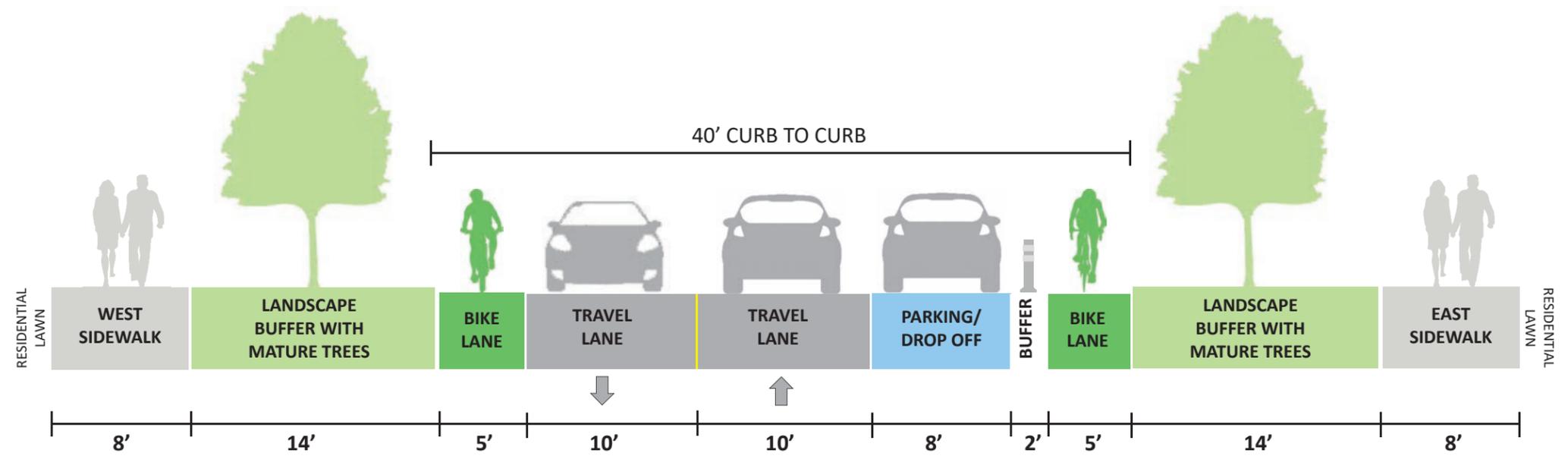
BAYNARD BLVD/WASHINGTON STREET CORRIDOR | SEGMENT A2 - 20TH STREET TO 18TH STREET



EXISTING

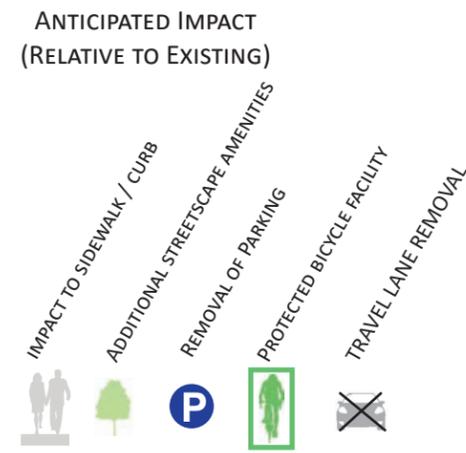
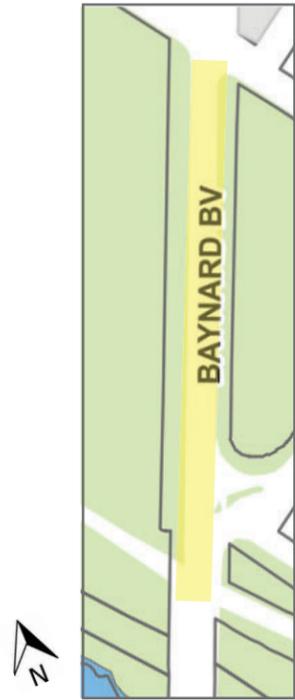


OPTION 1



ANTICIPATED IMPACT (RELATIVE TO EXISTING)	IMPACT TO SIDEWALK / CURB	ADDITIONAL STREETSCAPE AMENITIES	REMOVAL OF PARKING	PROTECTED BICYCLE FACILITY	TRAVEL LANE REMOVAL
OPTION 1	NO	NO	YES	HALF	YES

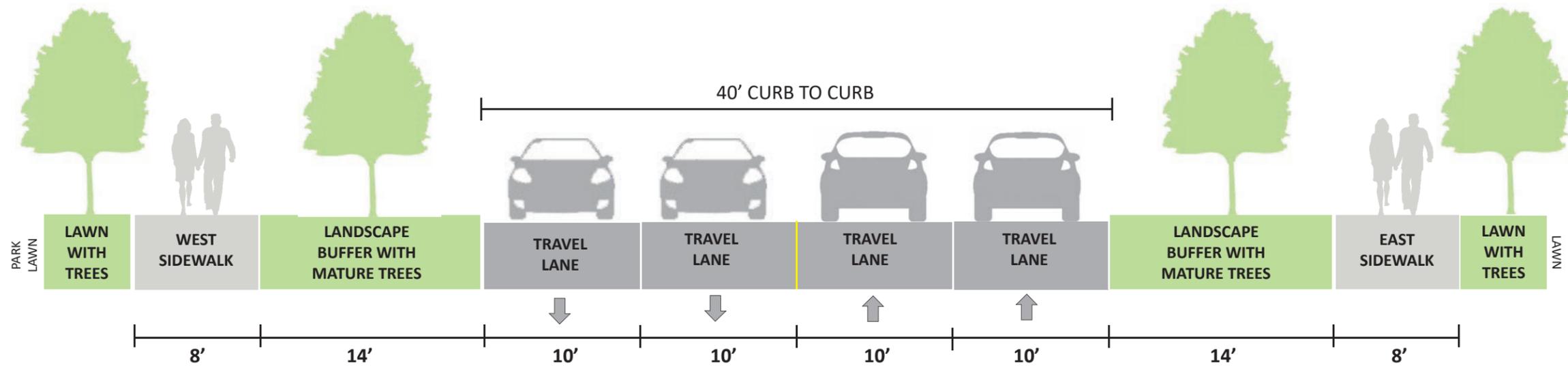
BAYNARD BLVD/WASHINGTON STREET CORRIDOR | SEGMENT B - 18TH STREET TO NORTH OF BRIDGE



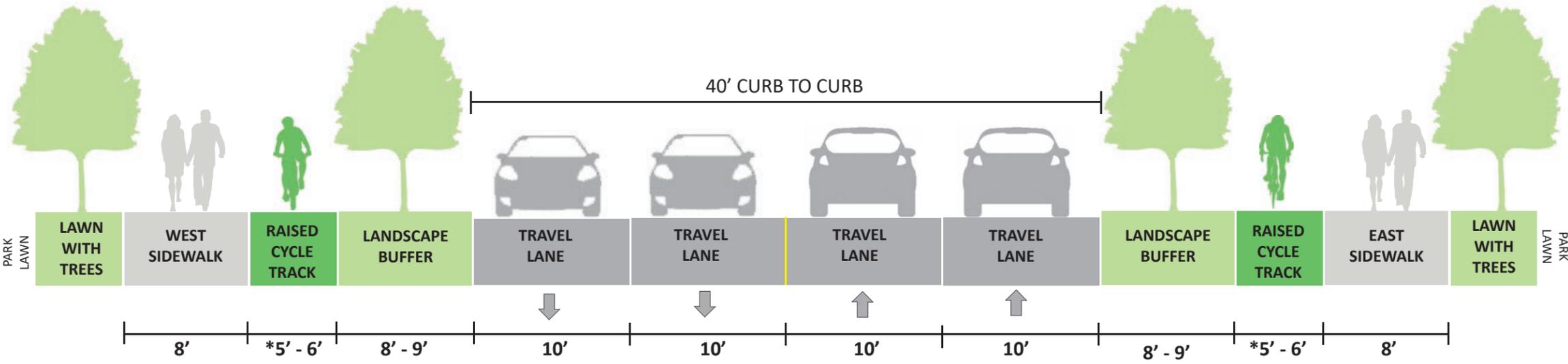
OPTION 1 YES NO NA YES NO

OPTION 2 NO NO NA NO YES

EXISTING

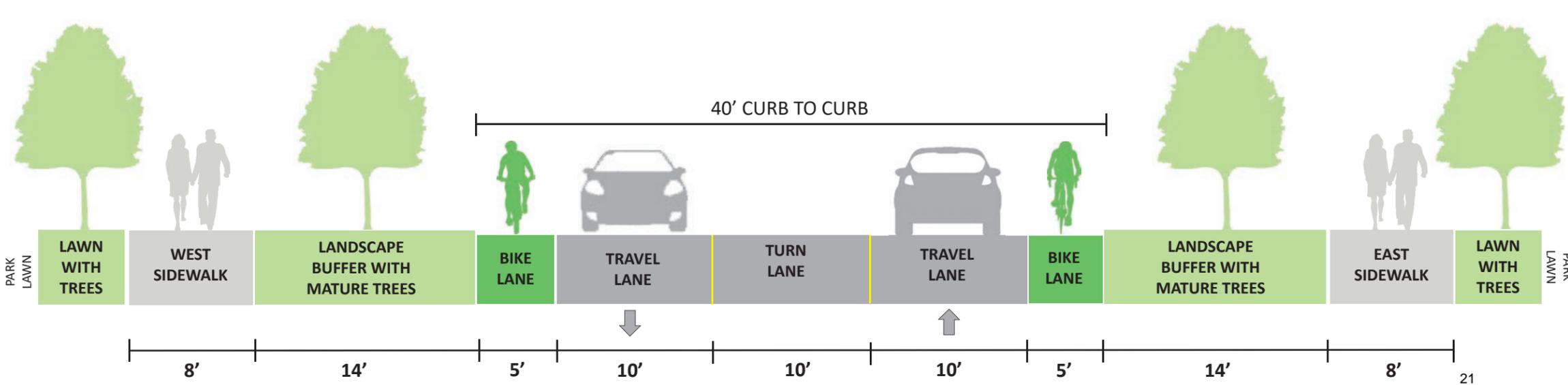


OPTION 1

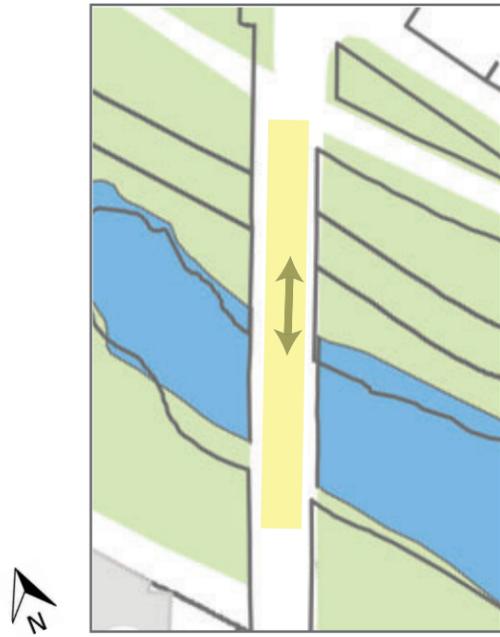


*EXACT CONFIGURATION OF PATHWAY SHOULD MINIMIZE IMPACTS TO EXISTING MATURE, HEALTHY TREES

OPTION 2



BAYNARD BLVD/WASHINGTON STREET CORRIDOR | SEGMENT C - 18TH STREET TO 14TH STREET (ON BRIDGE)



ANTICIPATED IMPACT
(RELATIVE TO EXISTING)

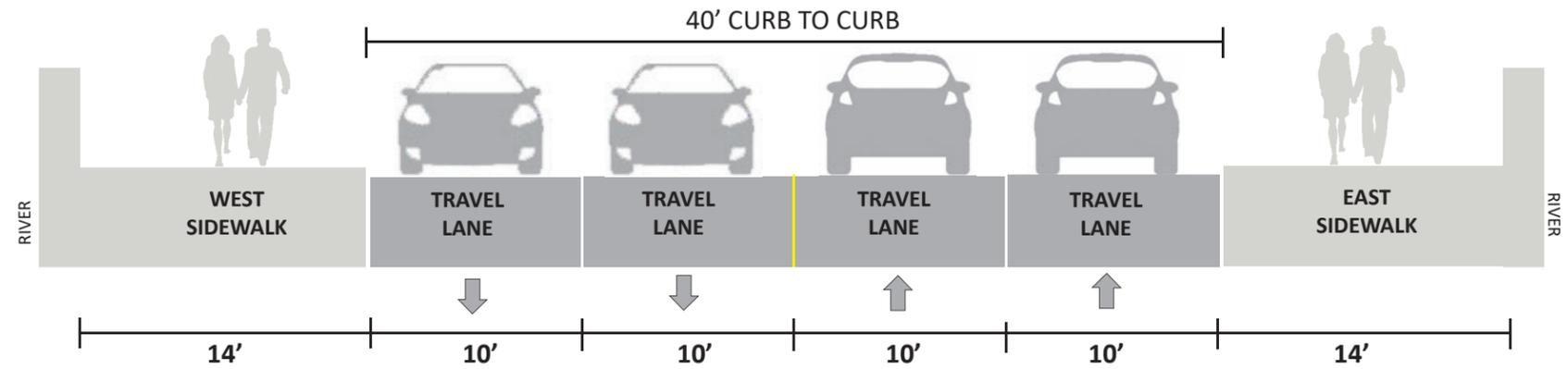


OPTION 1 NO NO NA YES NO

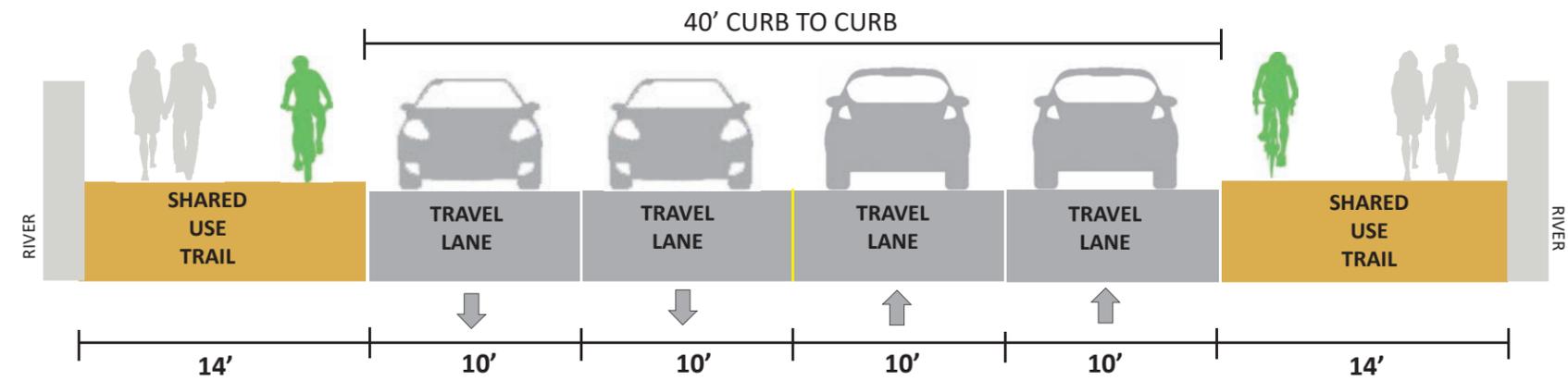


OPTION 2 NO NO NA YES YES

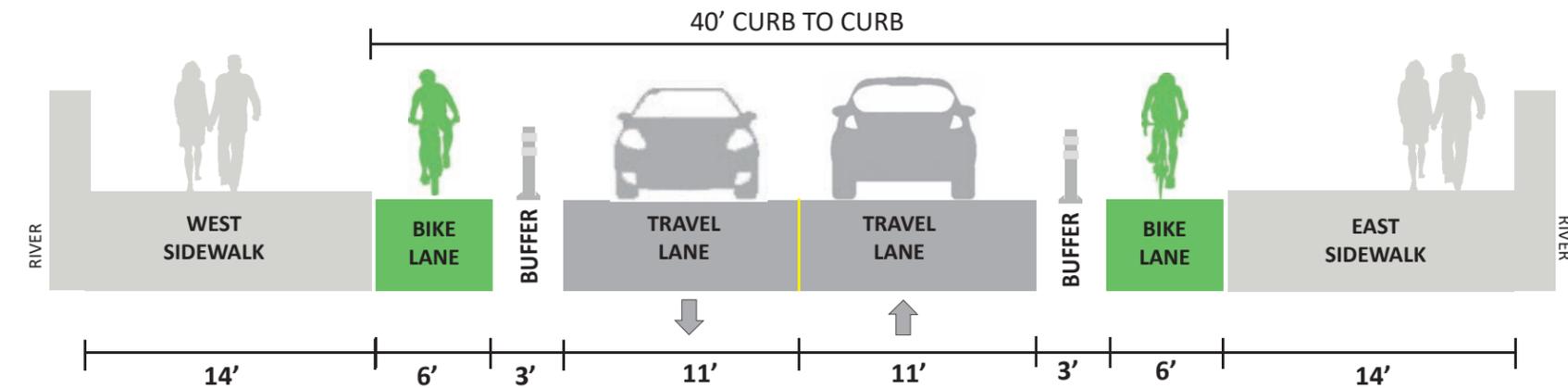
EXISTING



OPTION 1



OPTION 2



BAYNARD BLVD/WASHINGTON STREET CORRIDOR | SEGMENT C - SOUTH OF BRIDGE TO 14TH STREET



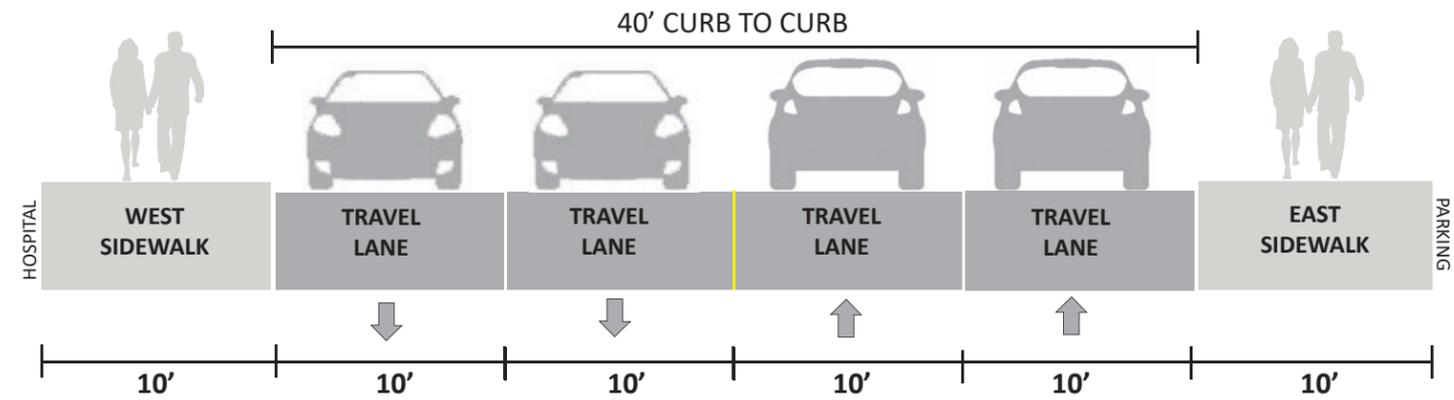
ANTICIPATED IMPACT
(RELATIVE TO EXISTING)



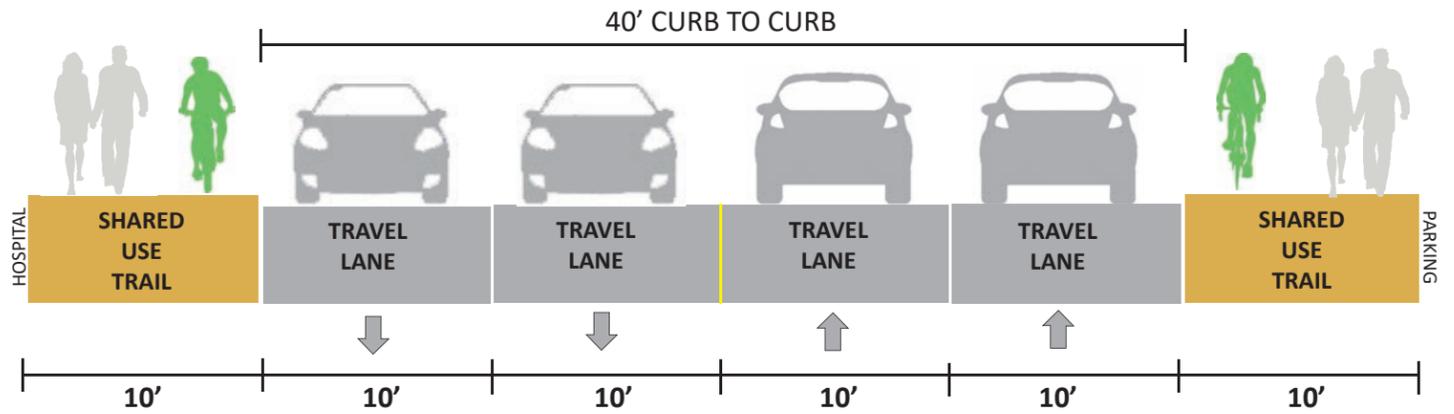
OPTION 1 YES NO NA YES NO

OPTION 2 NO NO NA YES YES

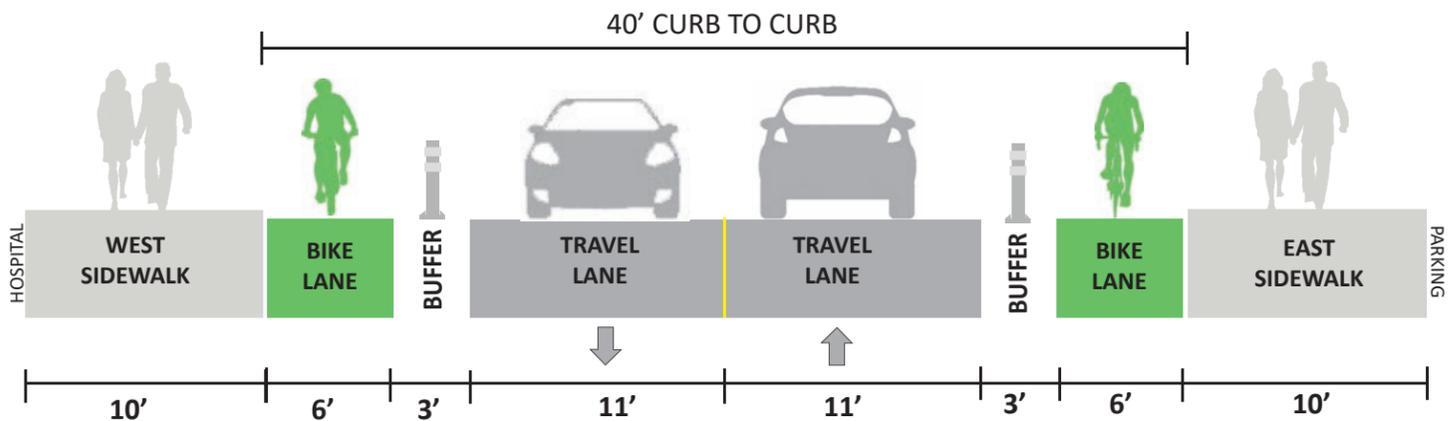
EXISTING



OPTION 1



OPTION 2



BAYNARD BLVD/WASHINGTON STREET CORRIDOR | SEGMENT D - 14TH STREET TO DELAWARE AVENUE



ANTICIPATED IMPACT
(RELATIVE TO EXISTING)

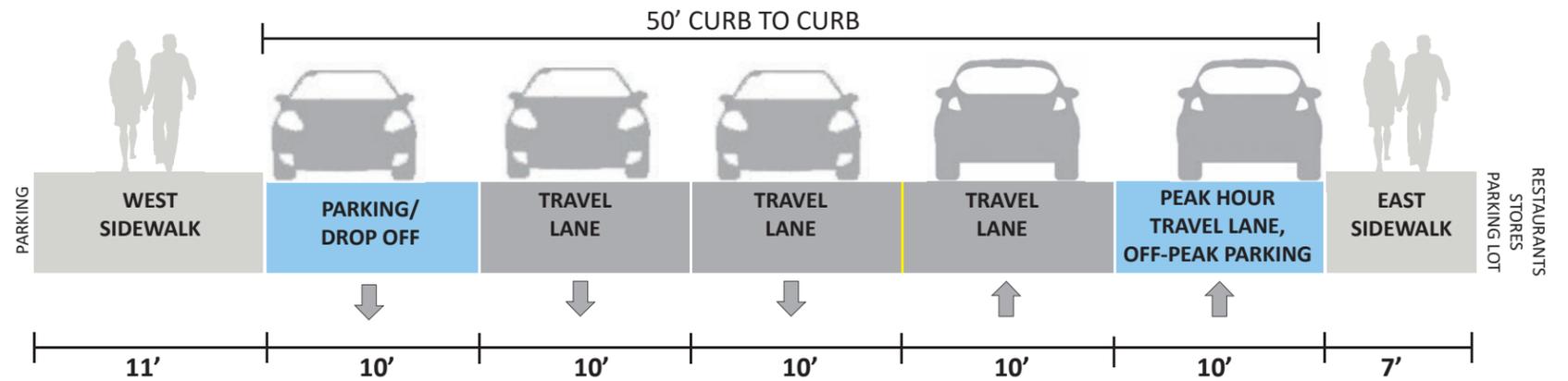


OPTION 1 NO NO YES HALF NO

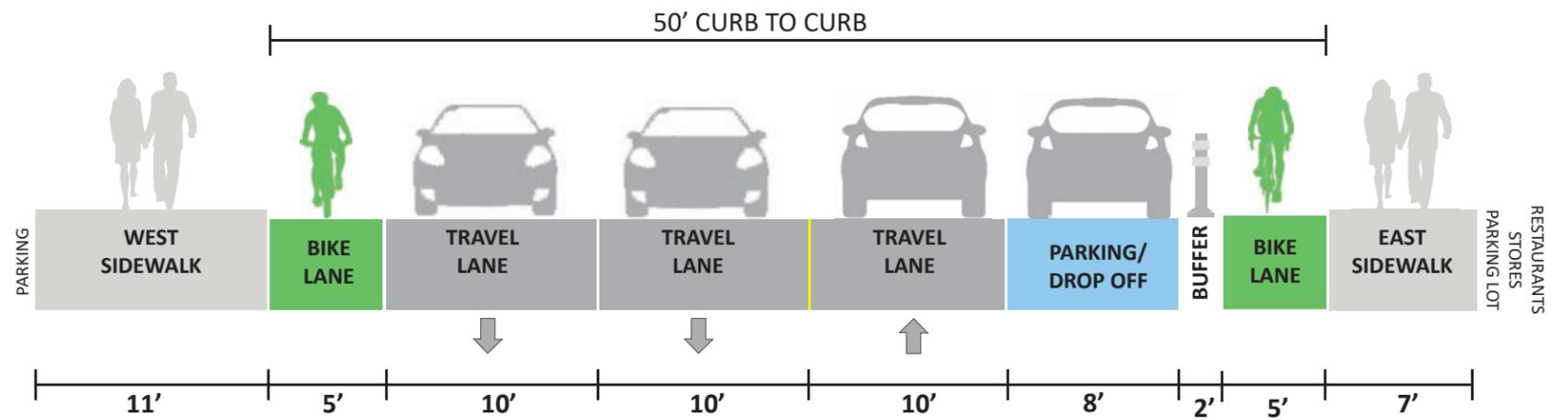


OPTION 2 NO NO YES NO NO

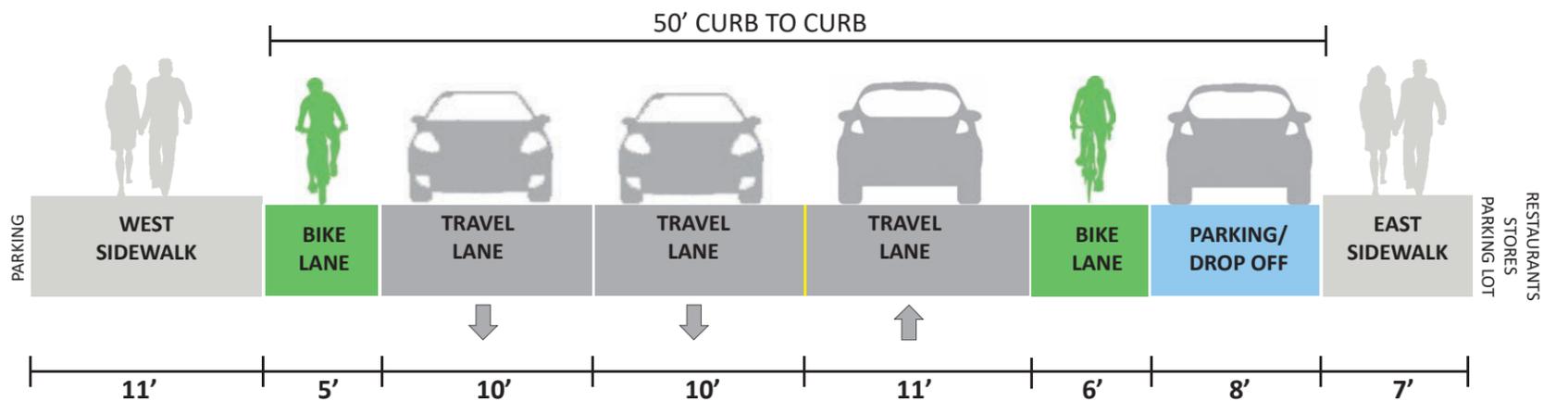
EXISTING



OPTION 1



OPTION 2



*PARKING/DROP OFF AREAS MAY SHIFT TO OTHER CURB SIDE DEPENDING ON PROGRAMMING ALONG THE SEGMENT

BAYNARD BLVD/WASHINGTON STREET CORRIDOR | SEGMENT D - 14TH STREET TO DELAWARE AVENUE



ANTICIPATED IMPACT
(RELATIVE TO EXISTING)

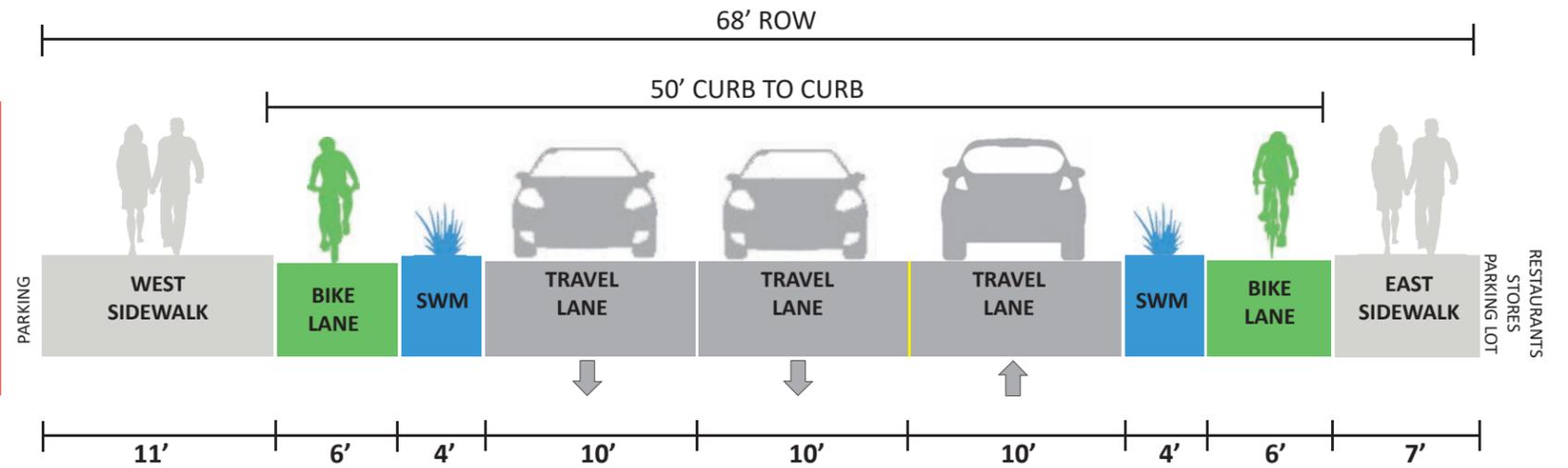


OPTION 1 NO YES YES YES NO

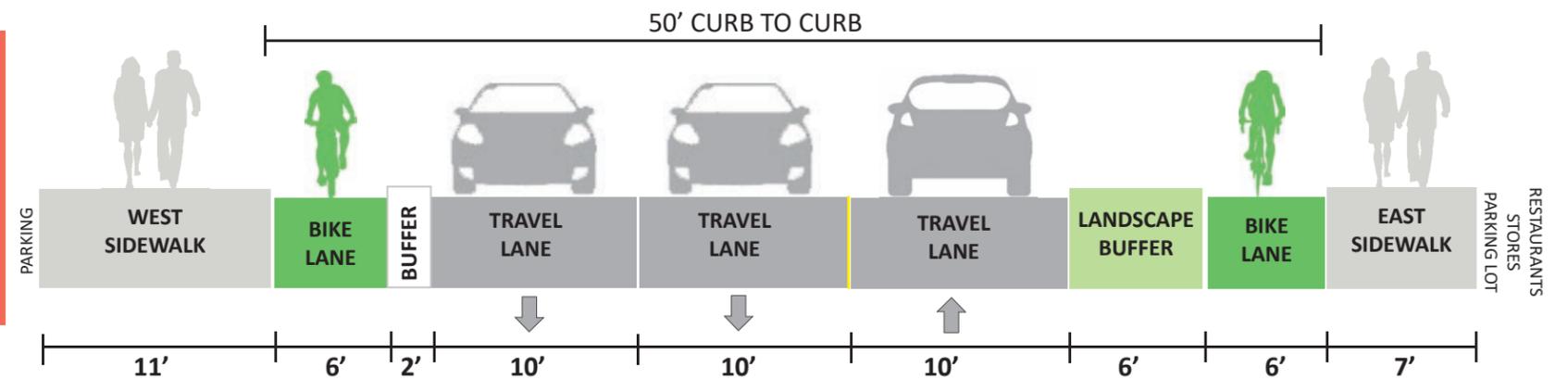
OPTION 2 NO YES YES YES NO

OPTION 3 YES YES YES YES YES

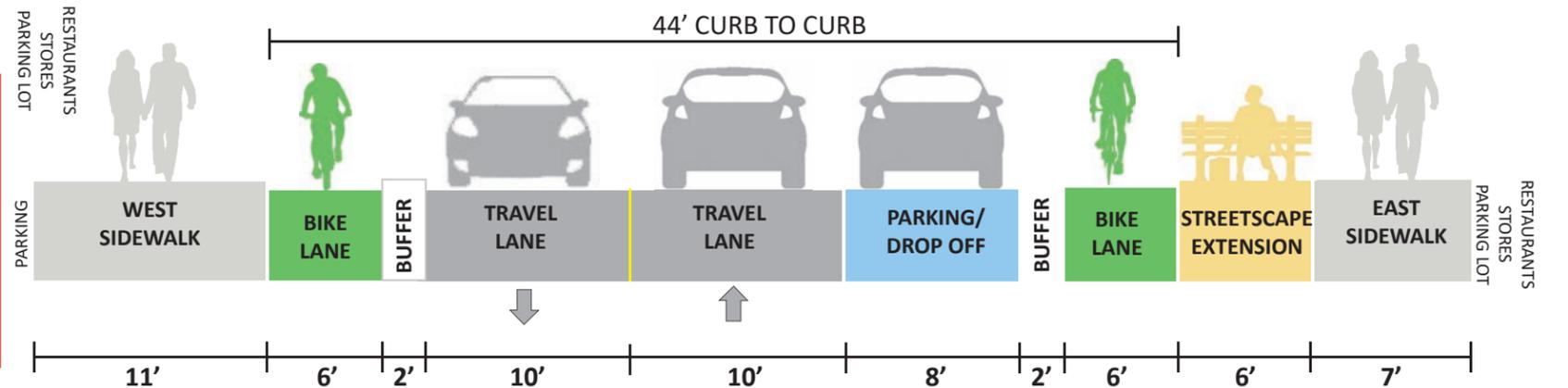
OPTION 1
PHASE 2



OPTION 2
PHASE 2

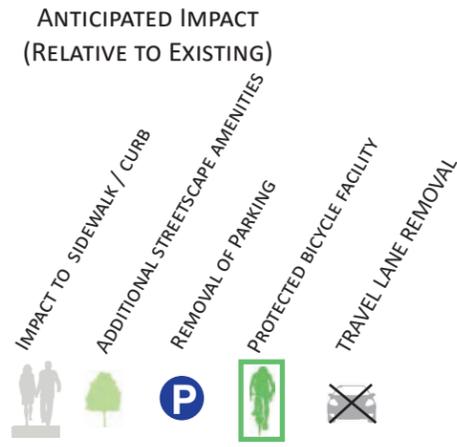


OPTION 3
PHASE 2



*PARKING/DROP OFF AREAS MAY SHIFT TO OTHER CURB SIDE DEPENDING ON PROGRAMMING ALONG THE SEGMENT

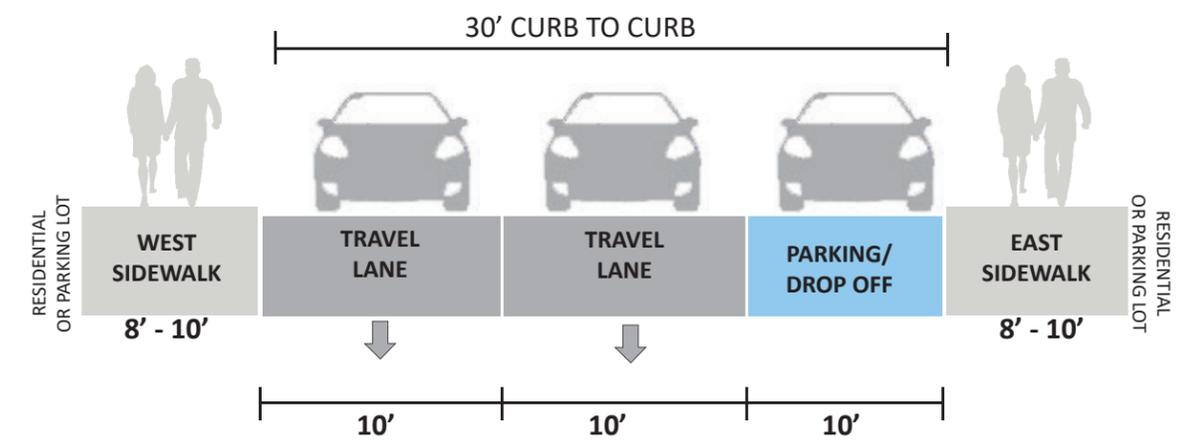
BAYNARD BLVD/WASHINGTON STREET CORRIDOR | SEGMENT E - DELAWARE AVENUE TO 2ND STREET



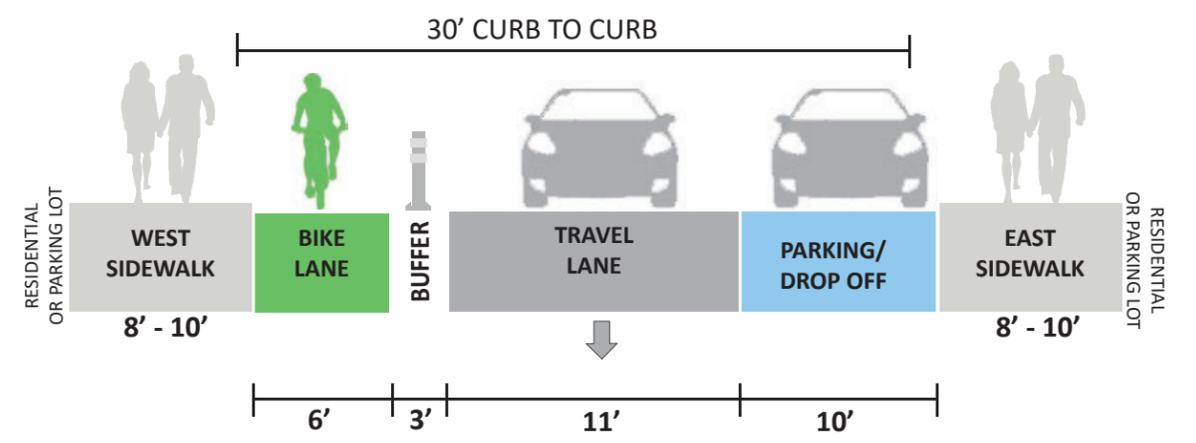
OPTION 1 NO NO NO YES YES

OPTION 2 NO NO YES YES YES

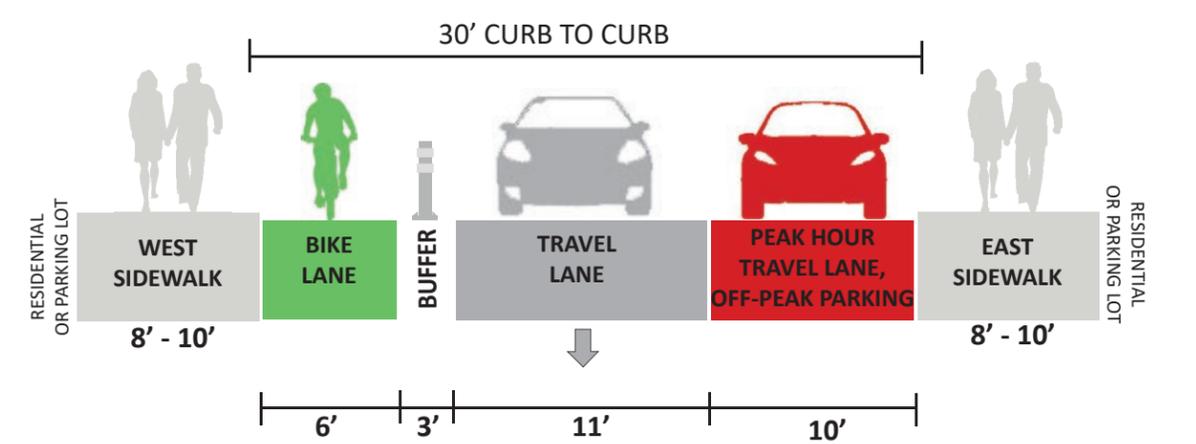
EXISTING



OPTION 1



OPTION 2*



*The second travel lane is likely to become more important between 4th Street and 2nd Street, particularly during weekday am and pm peak commuting hours.