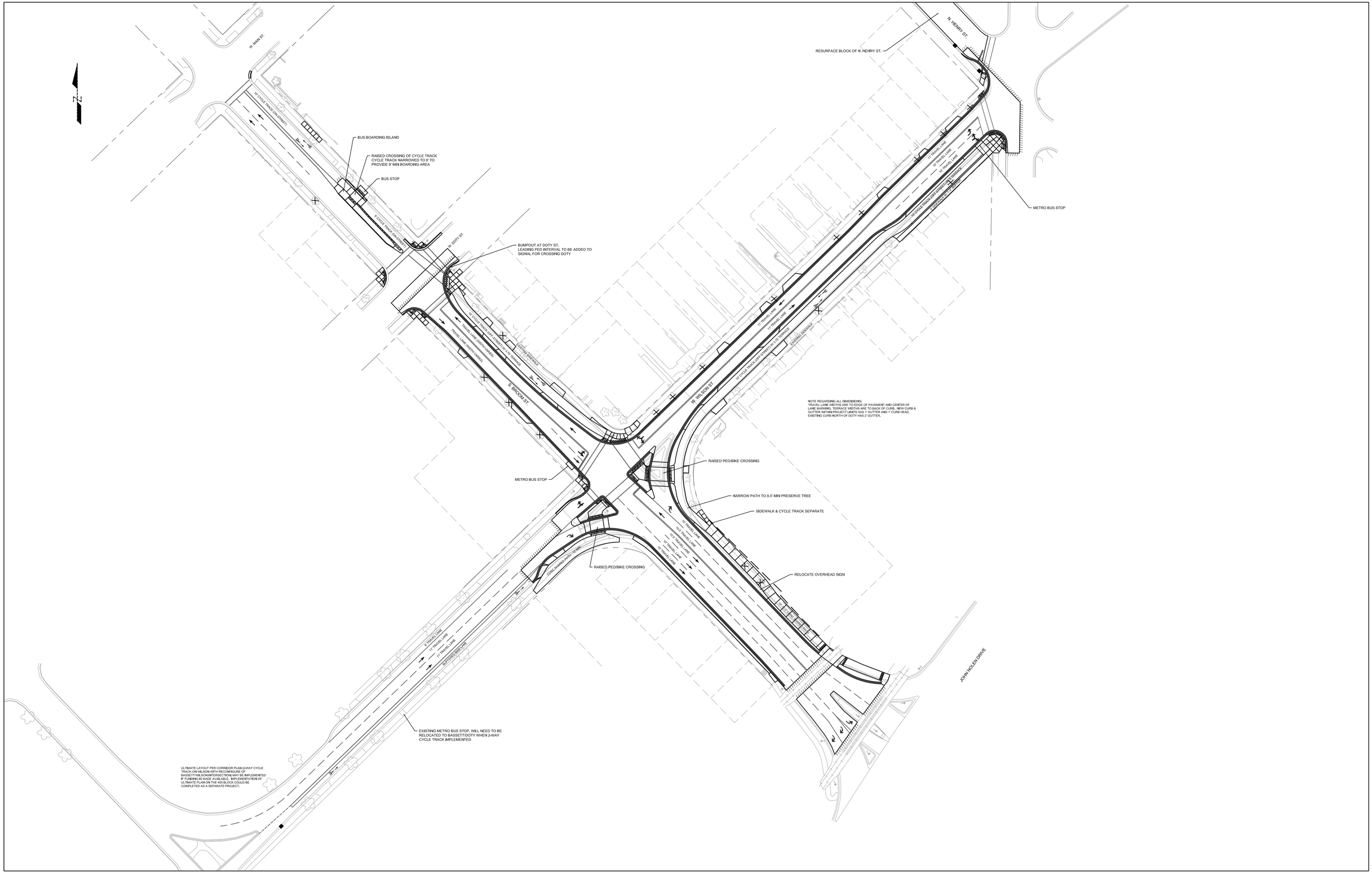
W MAIN ST
W CYCLE TRACK (RELOCATED)
BUS BOARDING ISLAND
RAISED CROSSING OF CYCLE TRACK
CYCLE TRACK NARROWED TO 8' TO PROVIDE 8' MIN BOARDING AREA
BUS STOP
8' CYCLE TRACK (EXISTING)
W DOTY ST
BUMPOUT AT DOTY ST.
LEADING PED INTERVAL TO BE ADDED TO SIGNAL FOR CROSSING DOTY
W CYCLE TRACK (RE-STRIPED TO 10' WIDTH)
EXISTING GEWALK
TRAVEL LANE WIDTH VARIES
S RECOR ST
METRO BUS STOP
RESURFACE BLOCK OF N. HENRY ST.
N. HENRY ST.
11' TRAVEL LANE
W CYCLE TRACK (RE-STRIPED TO 10' WIDTH)
EXISTING GEWALK
METRO BUS STOP
W WILSON ST
RAISED PED/BIKE CROSSING
NARROW PATH TO 8.5' MIN PRESERVE TREE
SIDEWALK & CYCLE TRACK SEPARATE
10' TRAVEL LANE
10.5' TRAVEL LANE
10' TRAVEL LANE
11' TRAVEL LANE
10' TRAVEL LANE
RAISED PED/BIKE CROSSING
CURB-SEPARATED PATH TO 8' MIN.
RELOCATE OVERHEAD SIGN
JOHN NOLEN DRIVE
8' TRAVEL LANE
11' TRAVEL LANE
11' TRAVEL LANE
BUFFERED BIKE LANE
EXISTING METRO BUS STOP, WILL NEED TO BE RELOCATED TO BASSETT/DOTY WHEN 2-WAY CYCLE TRACK IMPLEMENTED
ULTIMATE LAYOUT PER CORRIDOR PLAN (2-WAY CYCLE TRACK ON WILSON WITH RECONFIGURE OF BASSETT/WILSON INTERSECTION) MAY BE IMPLEMENTED IF FUNDING IS MADE AVAILABLE. IMPLEMENTATION OF ULTIMATE PLAN ON THE 400 BLOCK COULD BE COMPLETED AS A SEPARATE PROJECT.
NOTE REGARDING ALL DIMENSIONS:
TRAVEL LANE WIDTHS ARE TO EDGE OF PAVEMENT AND CENTER OF LANE MARKING, TERRACE WIDTHS ARE TO BACK OF CURB. NEW CURB & GUTTER WITHIN PROJECT LIMITS HAS 1' GUTTER AND 1' CURB HEAD. EXISTING CURB NORTH OF DOTY HAS 2' GUTTER.