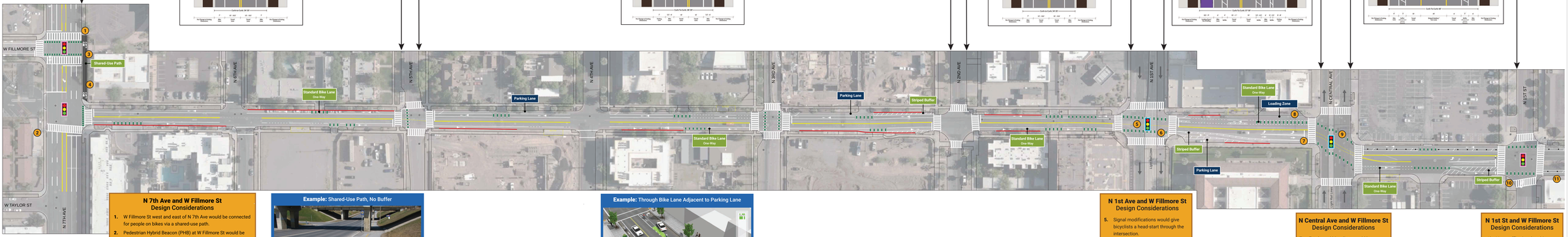
W Fillmore Street Bike Lane Feasibility Study

OPTION 1



N 7th Ave and W Fillmore St Design Considerations

1. W Fillmore St west and east of N 7th Ave would be connected for people on bikes via a shared-use path.
2. Pedestrian Hybrid Beacon (PHB) at W Fillmore St would be removed and standard traffic signal would be installed to eliminate existing conflicts. New traffic signal equipment would be installed to improve overall operations and enable safe crossings of N 7th Ave.
3. Existing trees (up to 2) need to be removed to ensure sufficient width for the shared-use path.
4. Additional right-of-way may need to be acquired and the security wall relocated to make room for shared-use paths.

Example: Shared-Use Path, No Buffer

Example: Through Bike Lane Adjacent to Parking Lane

Source: NACTO

N 1st Ave and W Fillmore St Design Considerations

5. Signal modifications would give bicyclists a head-start through the intersection.
6. Green markings and bike lanes guide bicyclists to move in a direction where drivers tend to expect them, compared to a two-way bikeway (e.g., Option 3).

N Central Ave and W Fillmore St Design Considerations

7. Eastbound bicyclists would have no conflicts with turning vehicles, westbound bicyclists would get a head-start with the signal.
8. Existing loading zone conflicts with proposed westbound bike lane.
9. Green conflict markings guide bicyclists to cross the light rail tracks at a safer angle.

N 1st St and W Fillmore St Design Considerations

10. New traffic signal at this intersection to be installed through another ongoing project.
11. Existing protected bike lanes continue east of N 1st St.

LEGEND

- ABC Proposed Bikeway Design Elements
- ABC Other Proposed Design Elements
- # Proposed Design Considerations
- Proposed Removal of On-Street Parking
- Bike Conflict Marking
- Existing Signalized Intersection
- Proposed Signalized Intersection
- Street Light
- Traffic Signal Pole
- Other Signal/ Utility Pole
- Pedestrian Push Button Signal
- Manhole Cover
- Fire Hydrant
- Drain Inlet
- Bike Lane Vertical Deliniator
- Direction of One-Way Vehicle Travel

N

0 40' 80' 120'