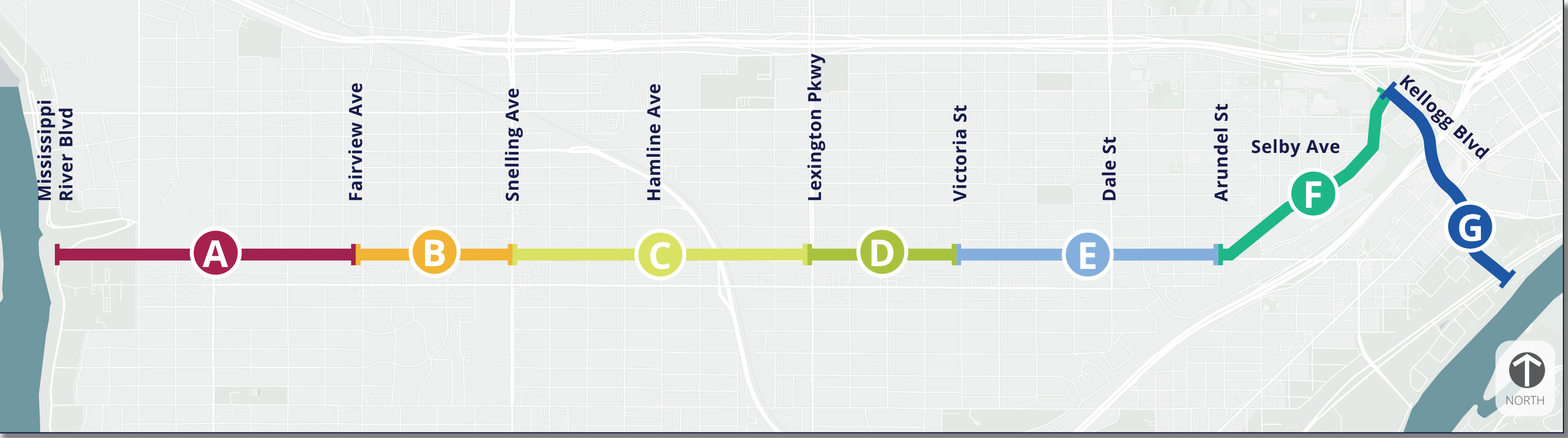


Corridor Segment Map



4 Concept Refinement

WE ARE
HERE

Constrained Conditions

Outlined below is a framework for decision making during future design and construction projects in the corridor. It sets up three tiers in reverse-priority that reflect what areas would need to be impacted when the recommended 'typical' section (7' Trail, 4' buffer) is not feasible or there is an opportunity to provide more greenspace given a site condition. Departure from the typical section would be determined during the design and engineering phase of the regional trail, identified due to context-specific site conditions found in the corridor.

1 Parking

Citywide planning and policies in general do not prioritize on-street parking for single-occupancy vehicles. Parking counts conducted as a part of master plan analysis phase reflect on-street parking is under-utilized corridor-wide which supports a strategy of reducing on-street parking options to reallocate space for a regional trail facility.

West of Lexington Parkway

- Parking removal if design alternatives are not feasible and is determined to be critical to meet deign standards for safety
- Parking to remain typically
- Design flexibility for parking removal at each block to accommodate emergency vehicles and sight lines

East of Lexington Parkway

- Context-based approach - 50% parking reduction assumed (typical)
- Remove parking one-side of street, create lane shift to vary parking locations north/south
- Remove parking both sides: if needed, look for consistency and re-introduce 50% on-street parking options every 1-2 blocks
- Prioritize maintaining 50% parking near areas of multi-unit housing and limited off-street options

2 Paved Surface Dimensions

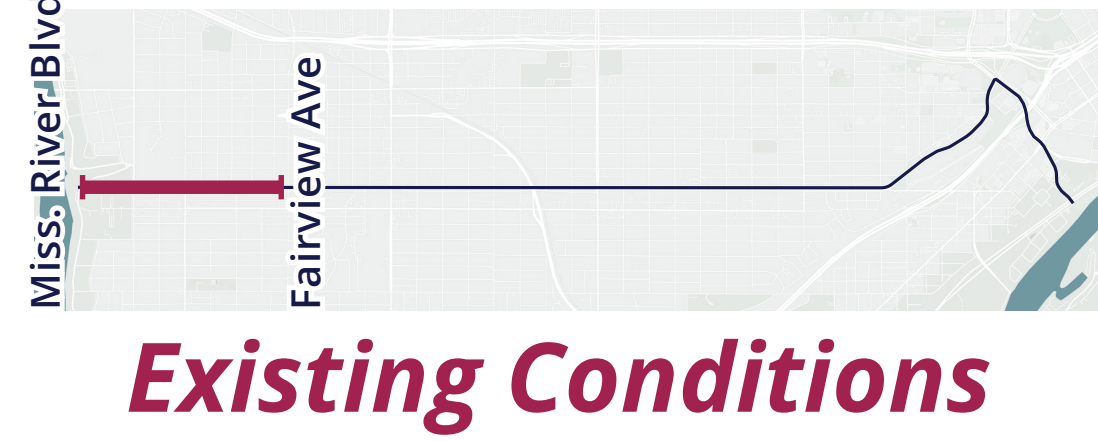
- Vehicle corridor: Lane width reduction where possible (11' Minimum: 10' drive lane with 1' curb reaction)
- Bicycle Corridor:
 - »Narrower 6' treadway
 - »Narrower 3' buffer
 - »Street lights, signs, and other obstructions to be outside of trail corridor (11' away from curb)

3 Boulevard/Buffer Condition

- Paved in lieu of grass for maintenance
- Tree Health: Forestry and Planned Removals
 - »Dead or declining health, potential hazard
 - »Ash Tree
- Relocate or replant immature/young trees with smaller root zones further away from curb

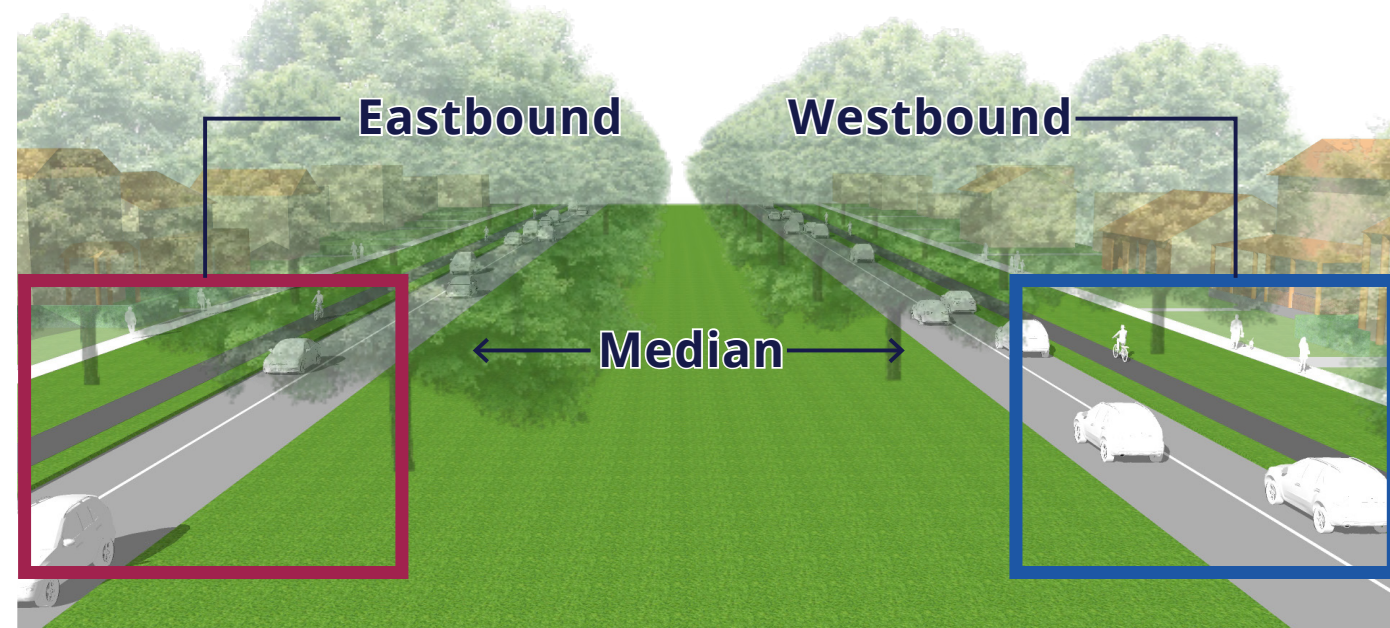
SEGMENTS A AND C

One-Way Bike Facilities

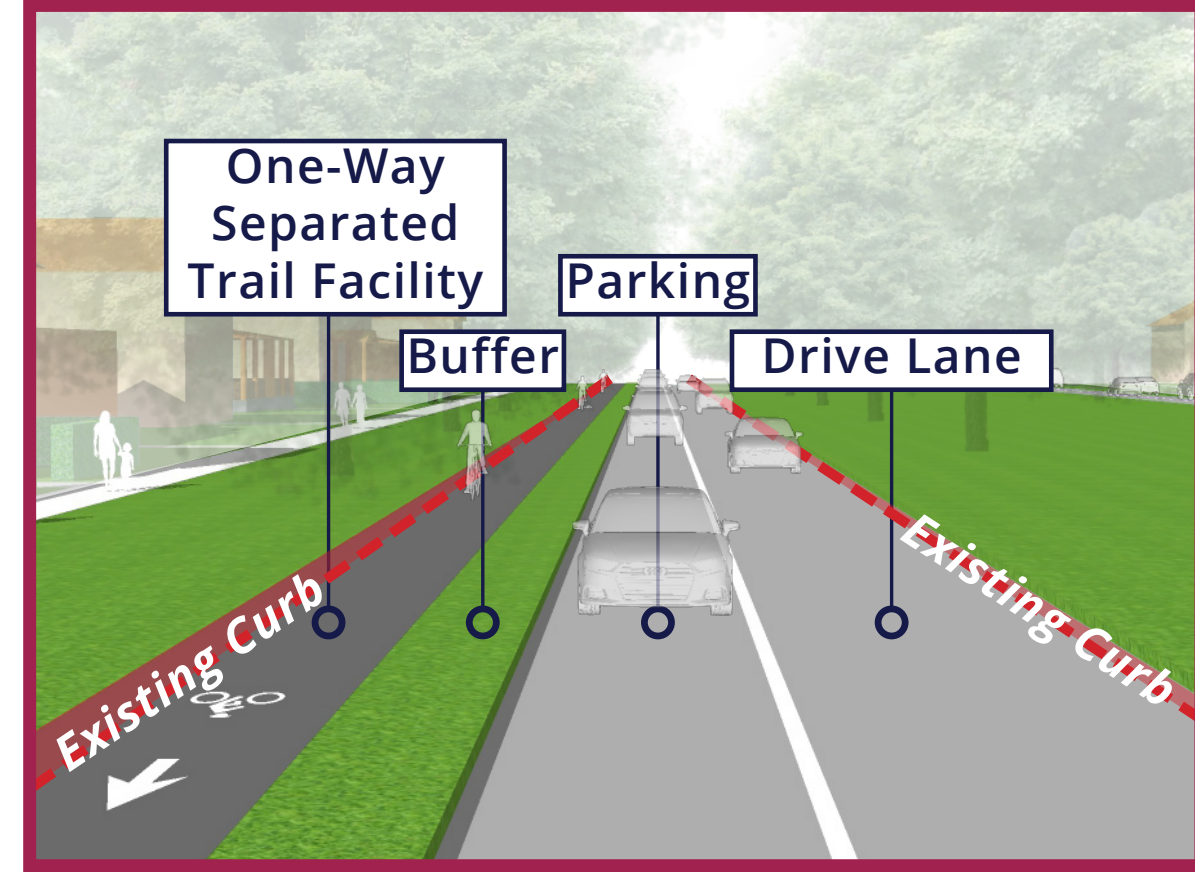


Proposed Trail Facility

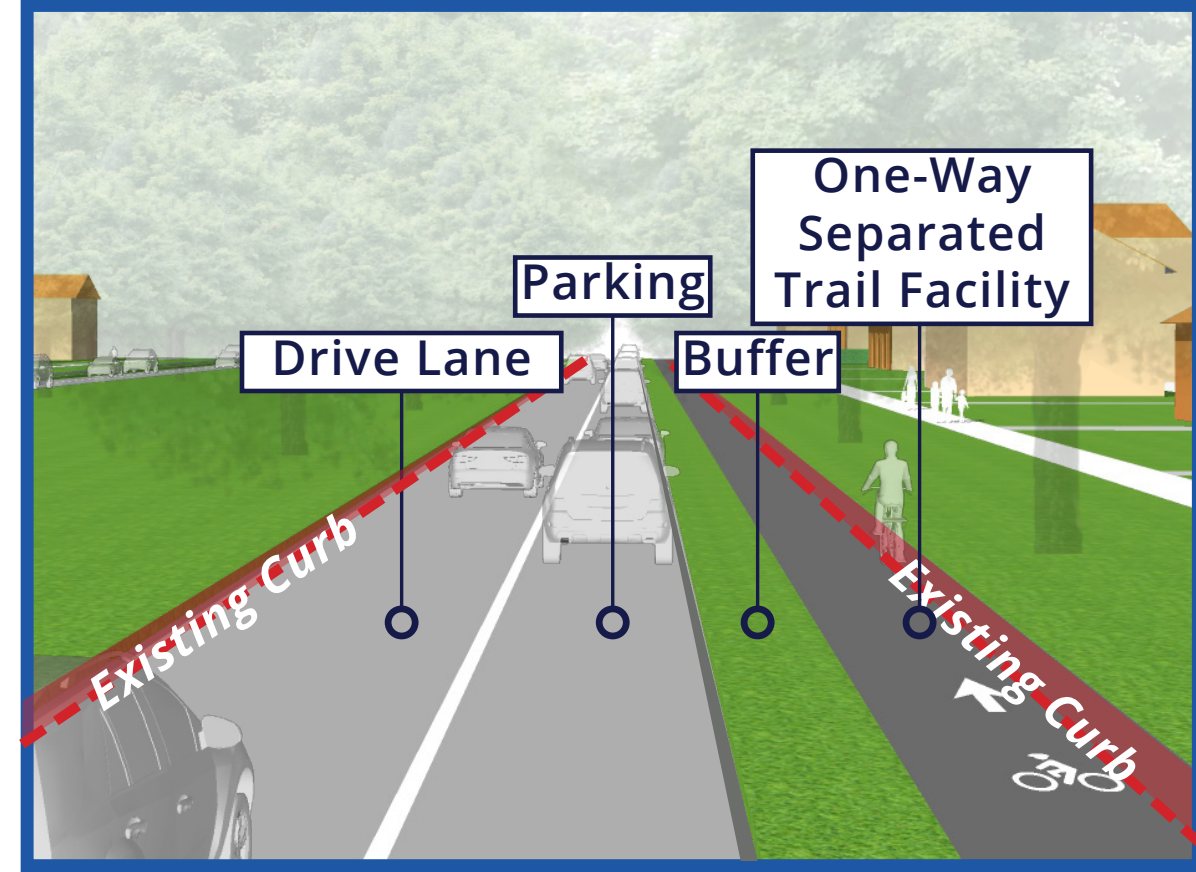
Public Right-of-Way Corridor | Facing West



Roadway on south side of Summit Ave - Eastbound

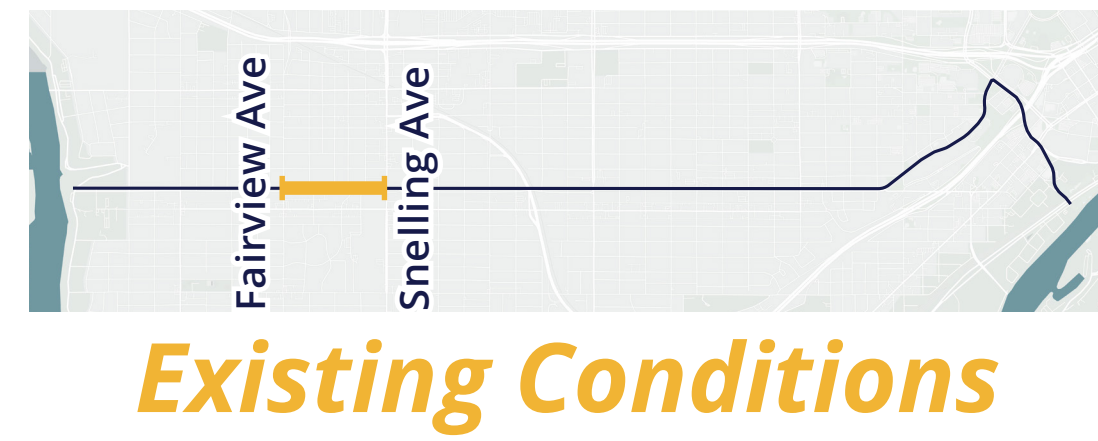


Roadway on north side of Summit Ave - Westbound



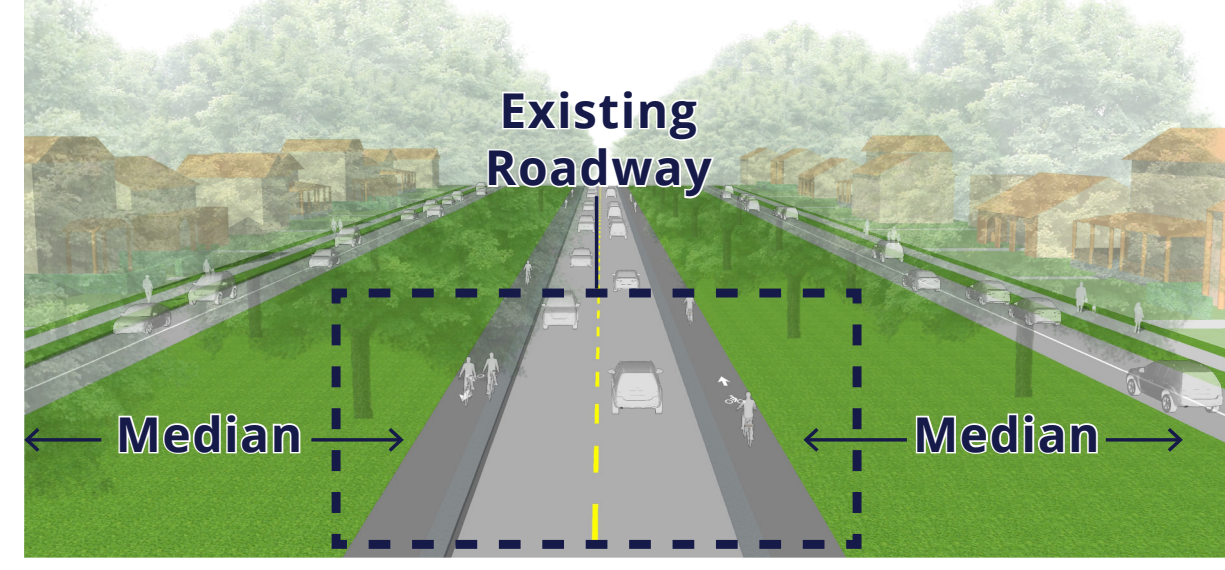
SEGMENT B

One-Way Bike Facilities

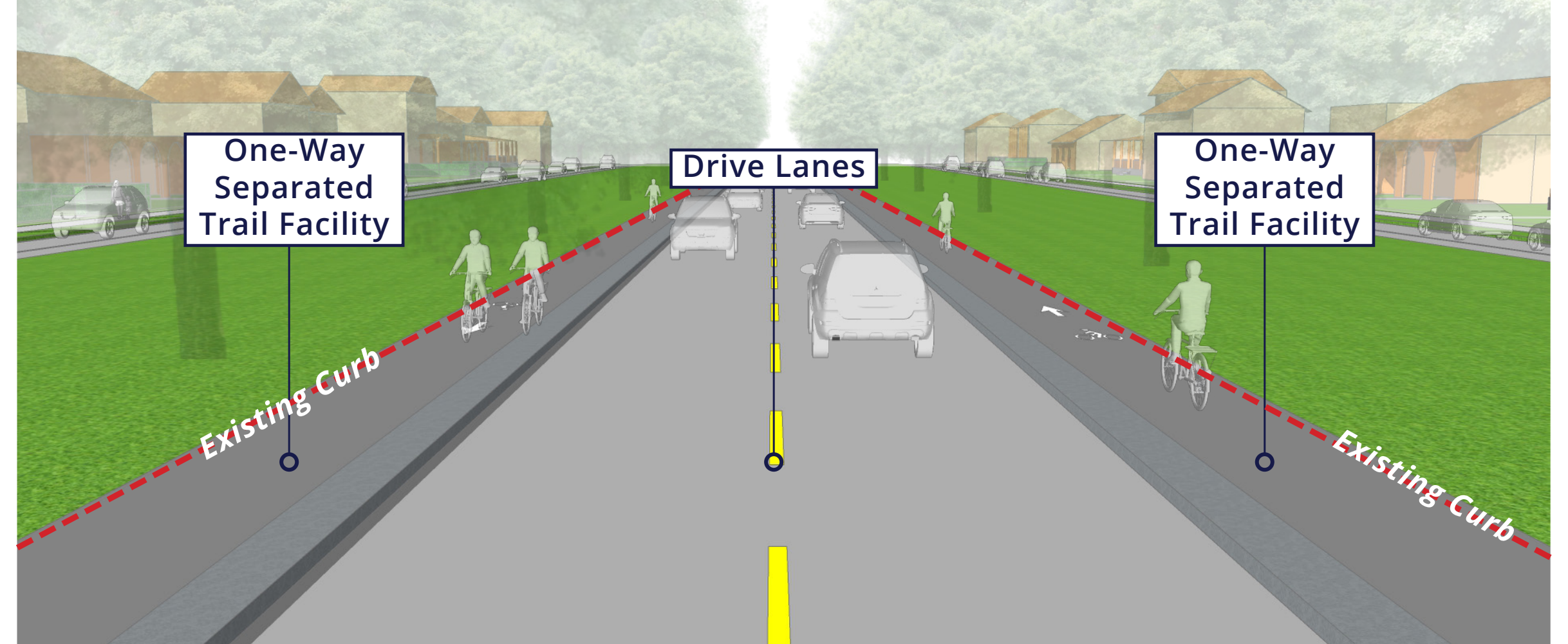


Proposed Trail Facility

Public Right-of-Way Corridor | Facing West



Center Two-Way Roadway



SEGMENTS D, E, AND F

One-Way Bike Facilities



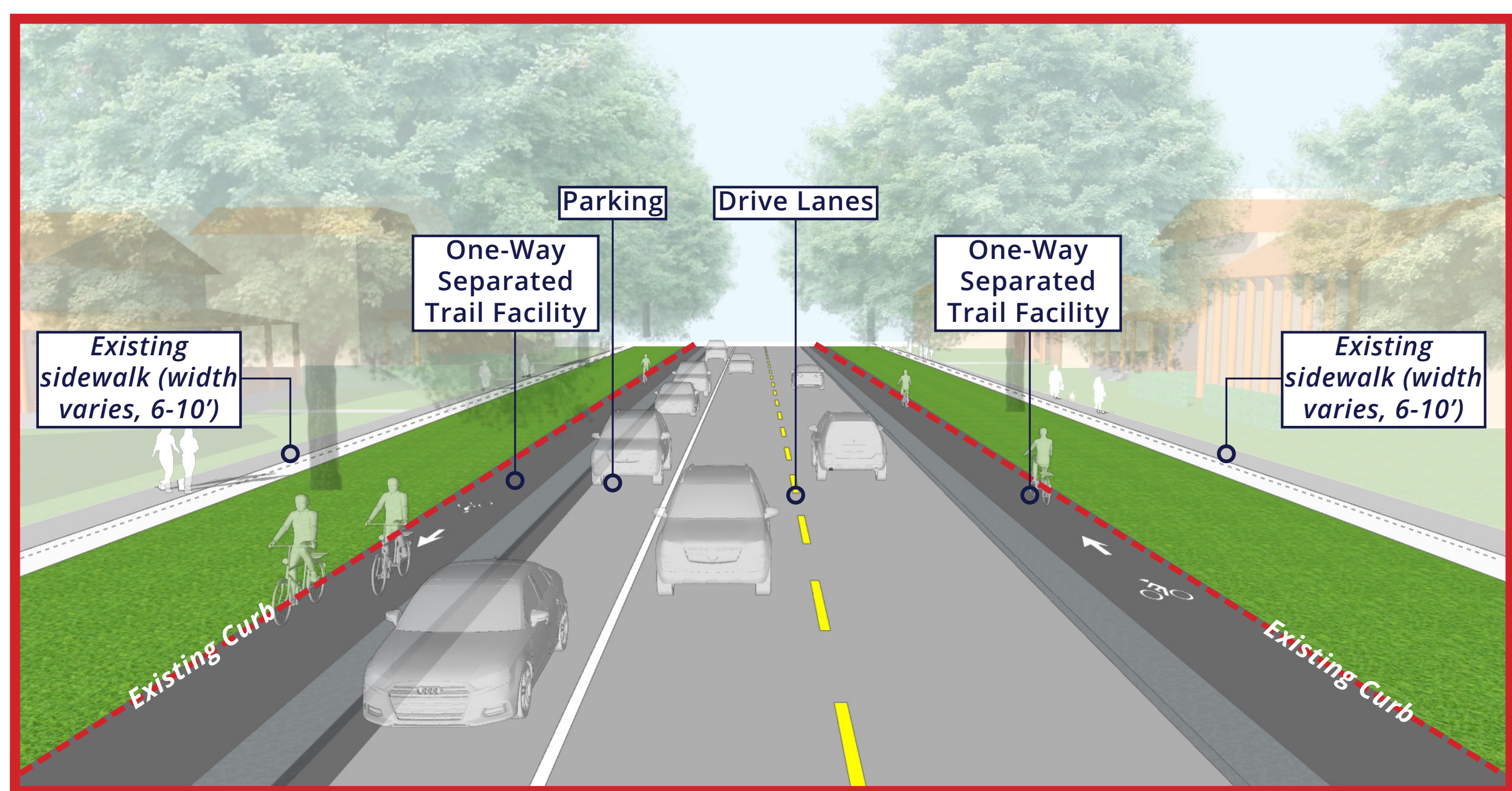
Existing Conditions



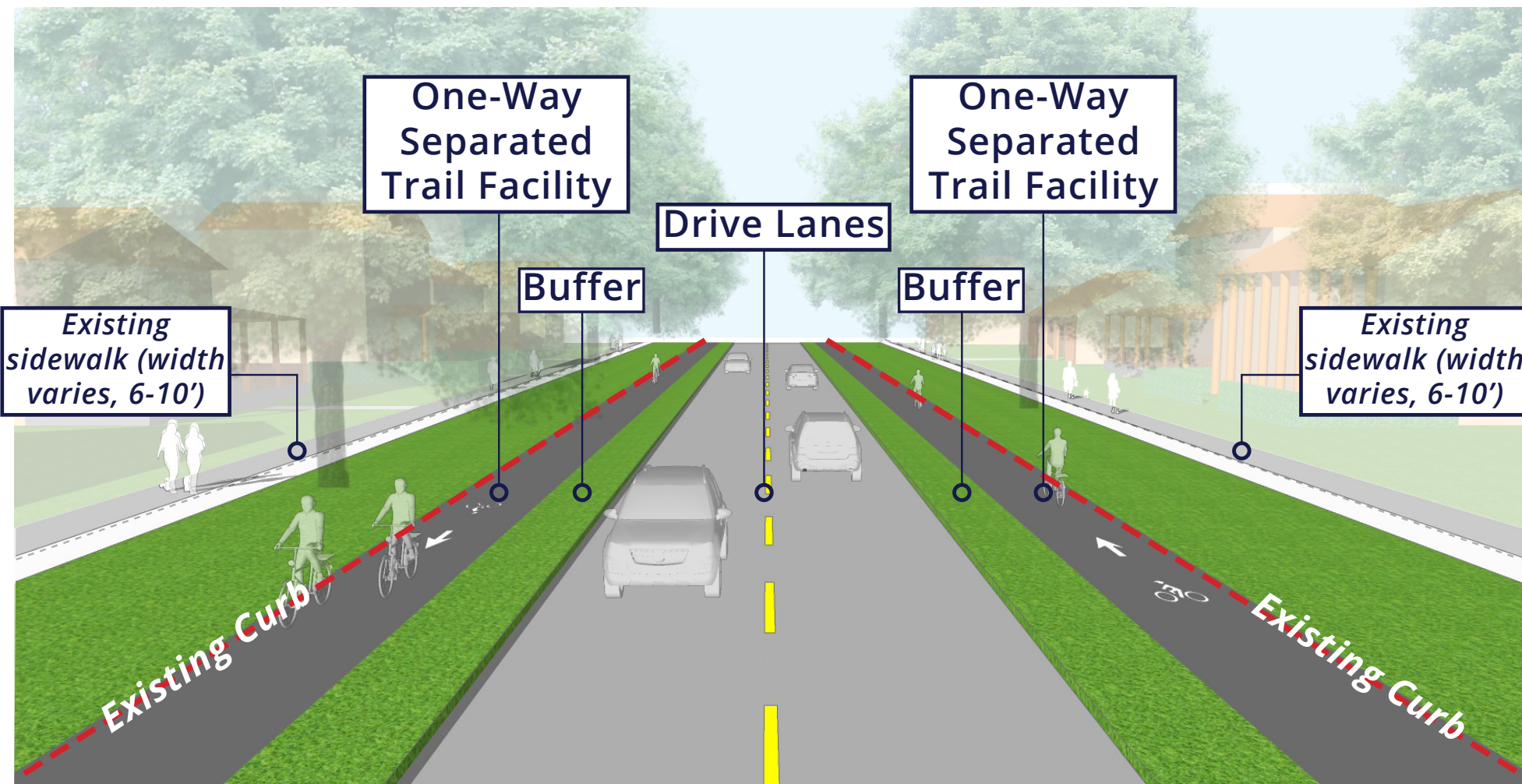
Proposed Trail Facility

Preferred Alignment
One-Way Trail Facilities

Constrained Condition | Narrow Treadway, remove vegetated buffer (preferred)



Constrained Condition | Remove Parking in Some Areas (only appropriate where feasible to remove parking both sides)



Alternate Alignment
Two-Way Trail Facility

Secondary Alignment | Two-Way Trail

