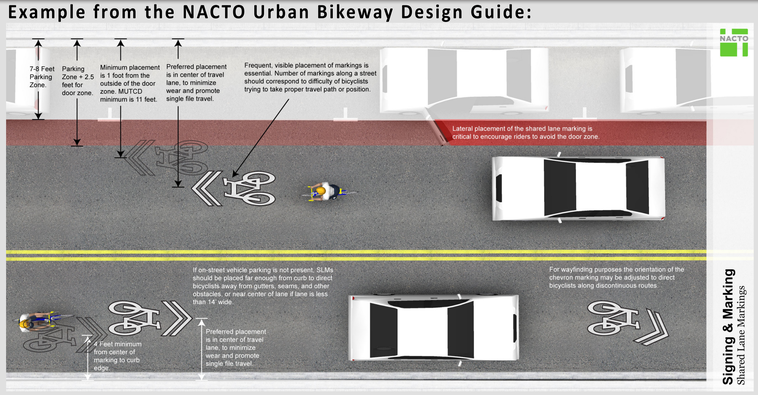
LINCOLN BETWEEN SOUTHFIELD AND WOODWARD AVENUE

PROPOSED BICYCLE IMPROVEMENTS

Shared Lane Markings are proposed between Southfield Rd and Ann St

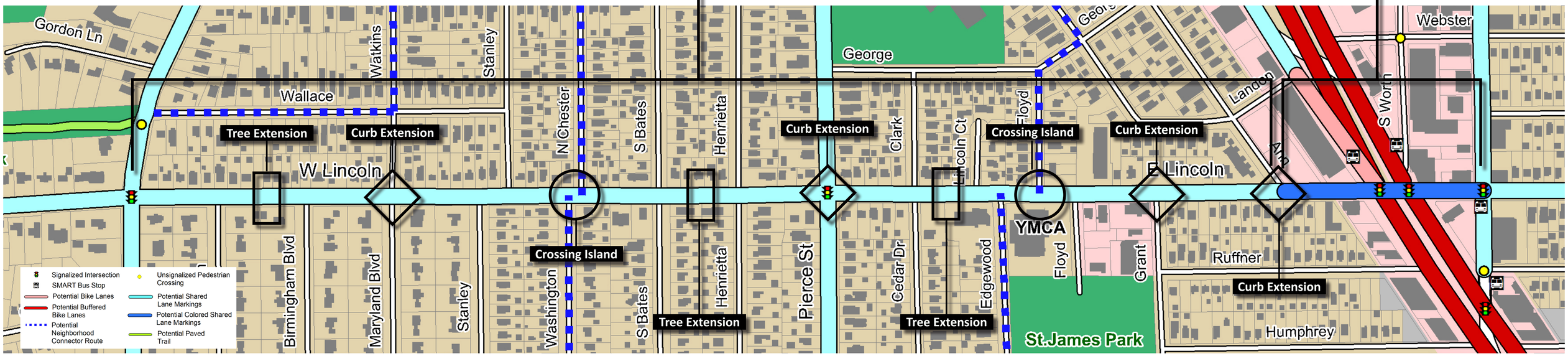
- Shared Lane Markings are road markings used to indicate to bicyclists a recommended lane position and to indicate to motorists to expect bicycles in the roadway.
- They may also be used to help position bicyclists a safe distance from parked cars, so that they do not run into opening car doors.

Example from the NACTO Urban Bikeway Design Guide:

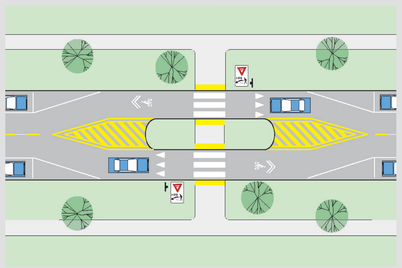


Colored Shared Lane Markings are proposed between Ann St and Adams Rd to help bicycles navigate through the intersection

- Colored pavement with the Shared Lane Marking increases visibility of the facility, identifies potential areas of conflict and reinforces priority to bicyclists in conflict areas



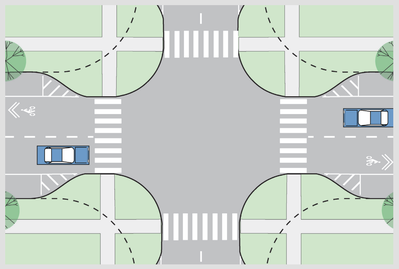
PROPOSED CROSSING ISLANDS



Crossing Islands are proposed at N Chester St and Floyd St

- Crossing Islands are raised areas that separate lanes of opposing traffic and eliminate the need for pedestrians to cross more than one direction of traffic at a time
- Crossing Islands increase the visibility of the crosswalk to motorists and reduce pedestrian crossing distances
- Crossing Islands create a physical barrier in the middle of the roadway which encourages motorists to drive slower
- Crosswalks can be staggered to direct the pedestrian views towards oncoming traffic and provide more space in the median

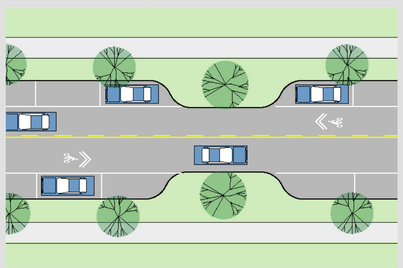
PROPOSED CURB EXTENSIONS



Curb Extensions are proposed at Maryland Blvd, Pierce St, Grant St and Ann St

- Curb Extensions reduce the effective street width by extending the sidewalk or curb line out into the parking lane
- Curb Extensions shorten the pedestrian's crossing distance and increase visibility between the pedestrian and motorists
- Curb Extensions create small curb radii that control traffic speeds around corners
- Curb Extensions reduce the effective street width which encourages motorists to drive slower
- Landscaping may be incorporated

PROPOSED TREE EXTENSIONS



Tree Extensions are proposed mid-block between Clark St and Lincoln Ct, S Bates St and Henrietta St and Shipman Blvd and Birmingham Blvd

- Tree Extensions reduce the effective street width by extending the curb line out into the parking lane
- Tree Extensions create a physical barrier in the roadways which encourages motorists to drive slower
- Landscaping may be incorporated