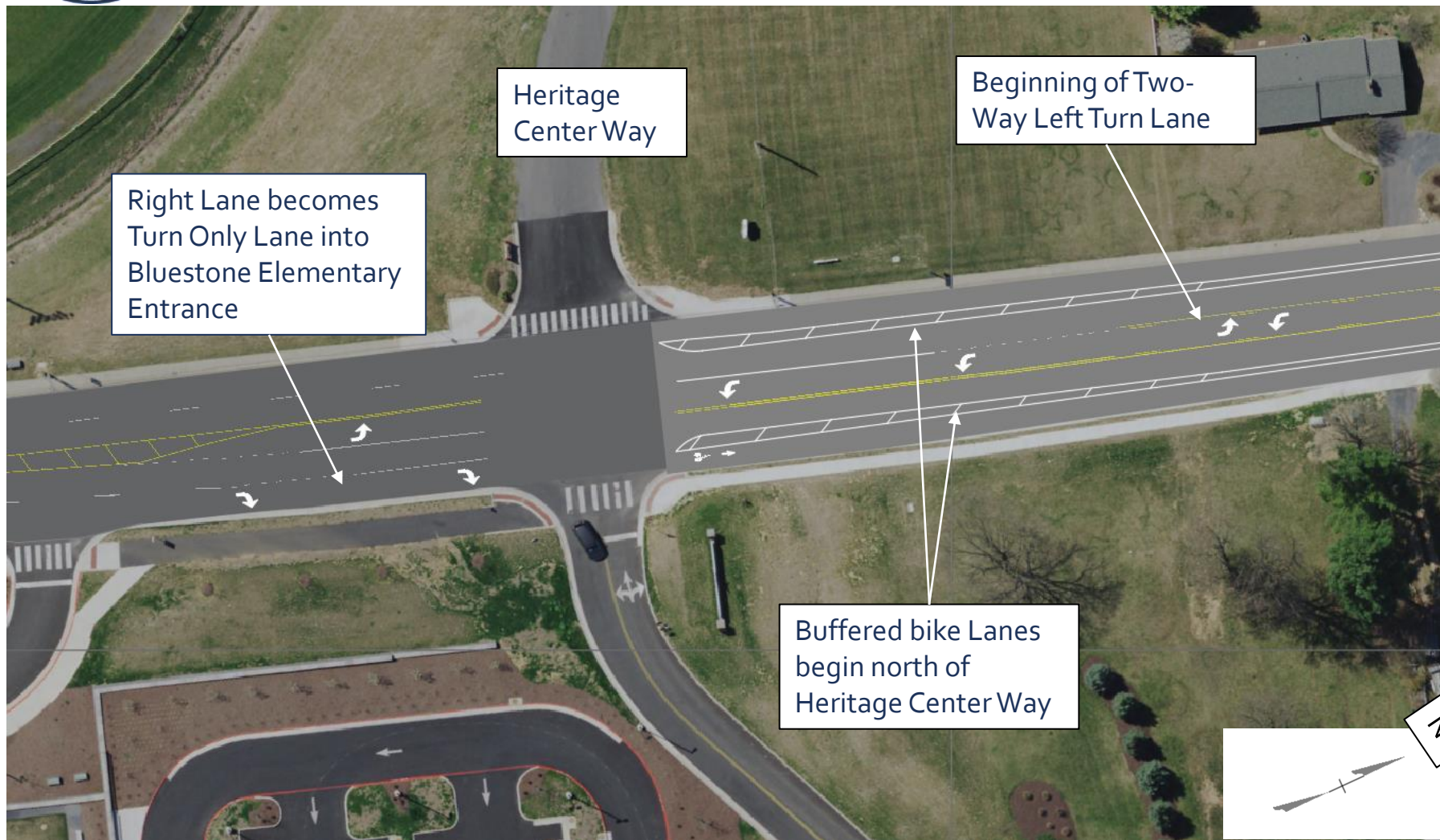




Southern Extent of Paving

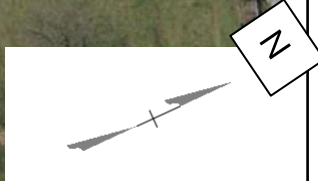


Right Lane becomes Turn Only Lane into Bluestone Elementary Entrance

Heritage Center Way

Beginning of Two-Way Left Turn Lane

Buffered bike Lanes begin north of Heritage Center Way

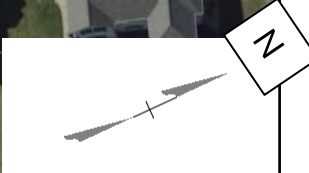
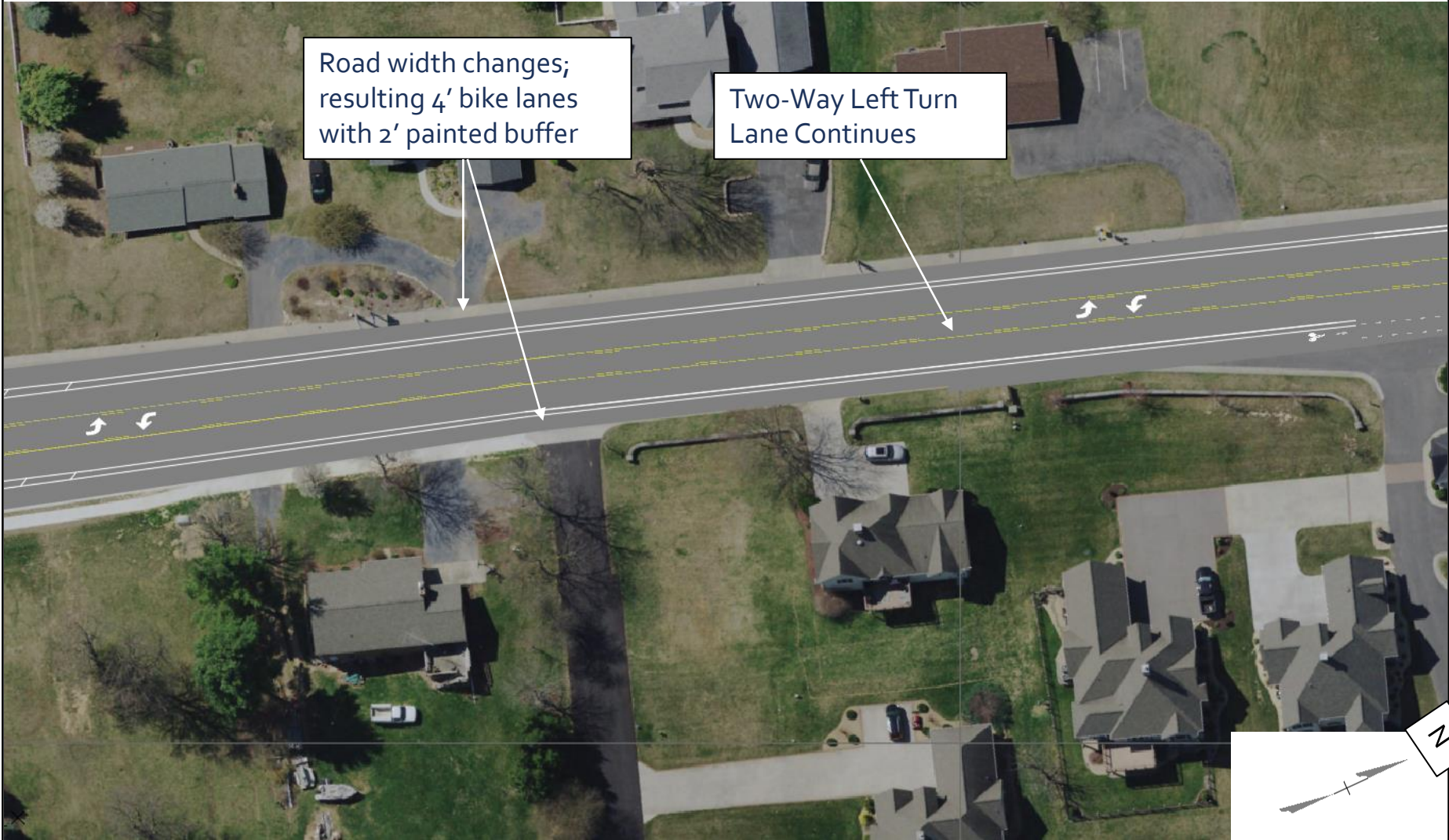




Garbers Church Road

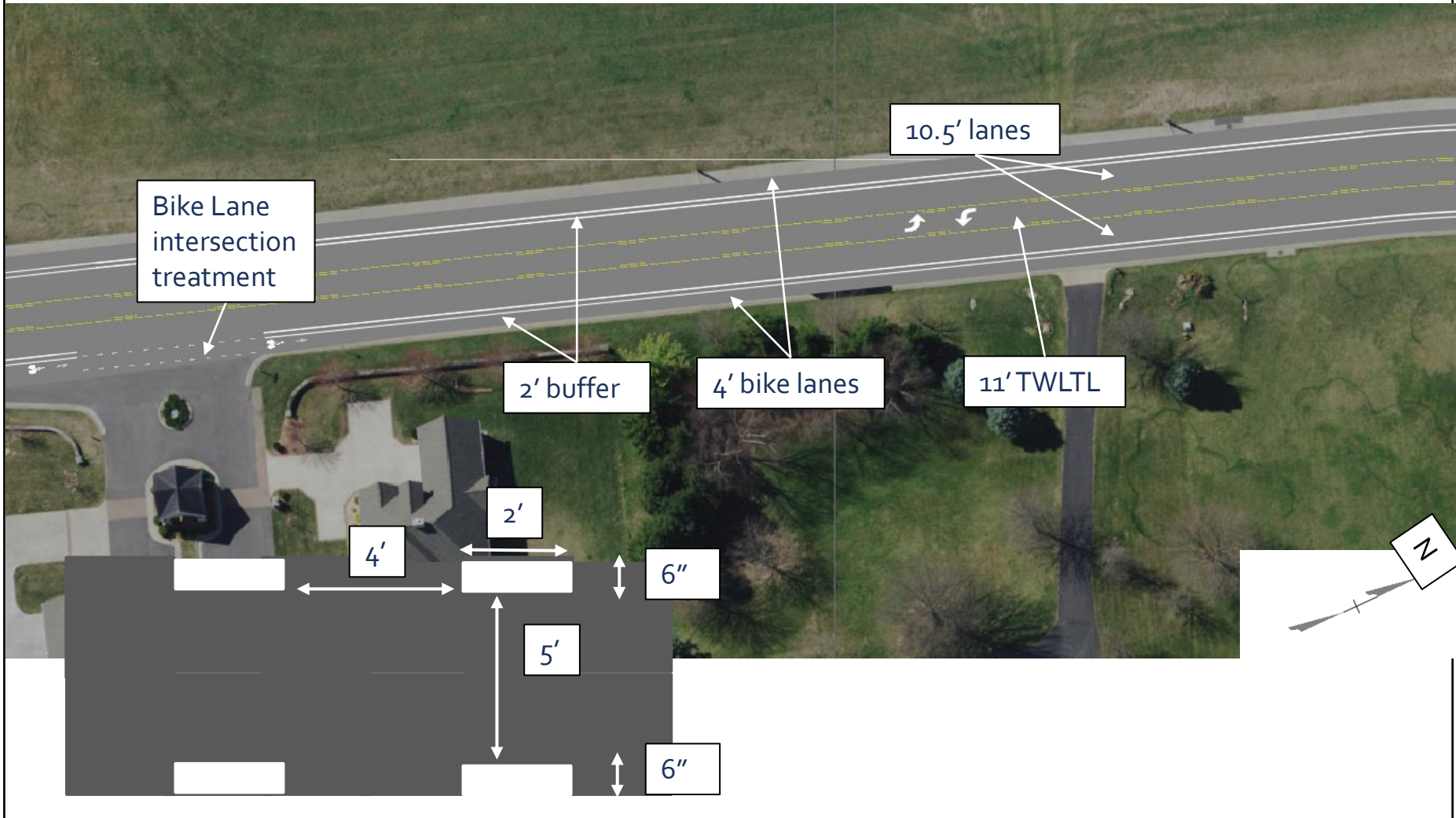
Road width changes;
resulting 4' bike lanes
with 2' painted buffer

Two-Way Left Turn
Lane Continues



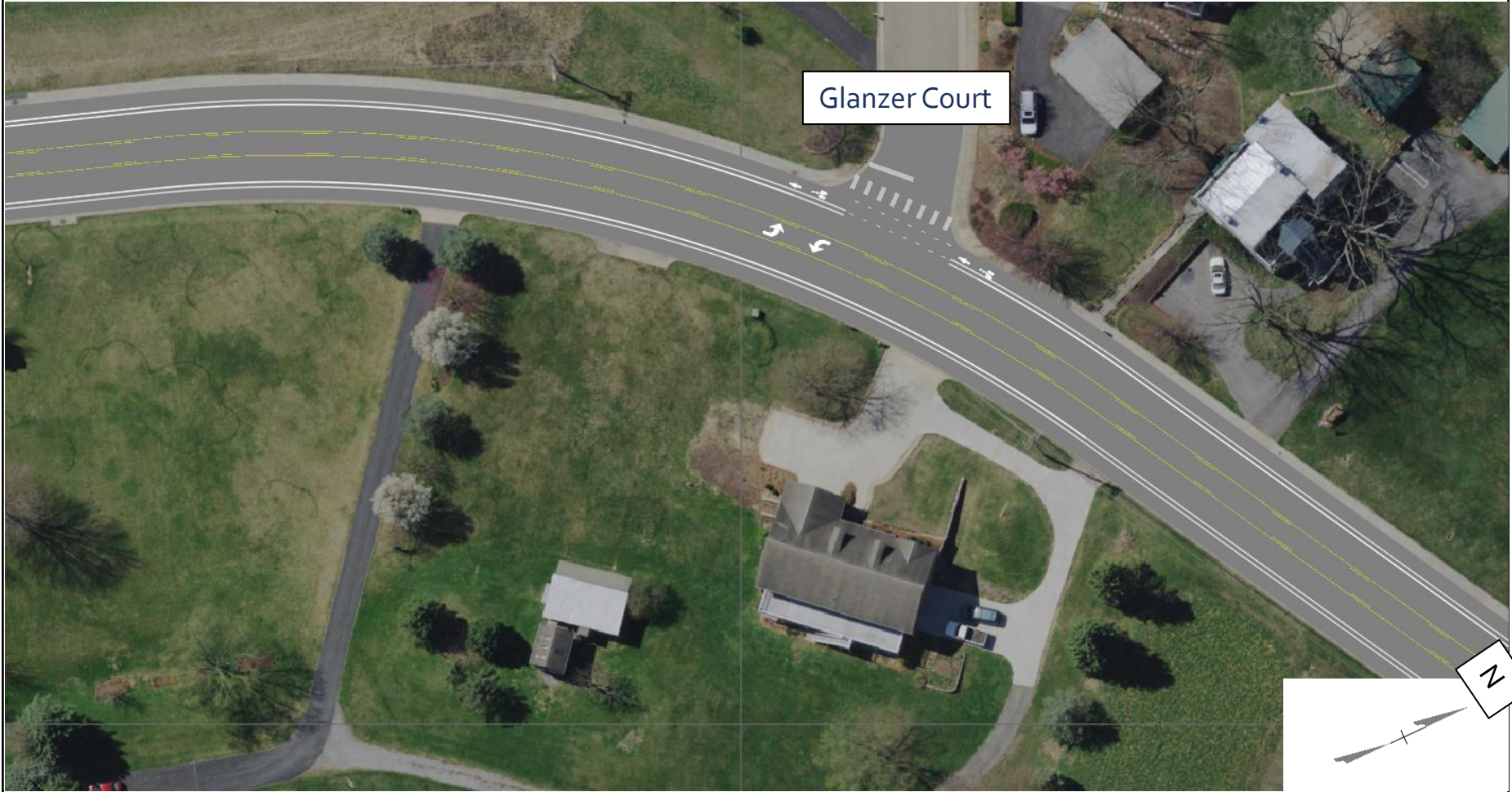


Garbers Church Road



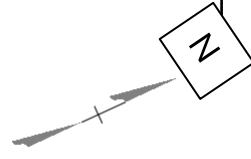


Garbers Church Road





Garbers Church Road



Park Lawn Drive

Rhianon Lane



Garbers Church Road

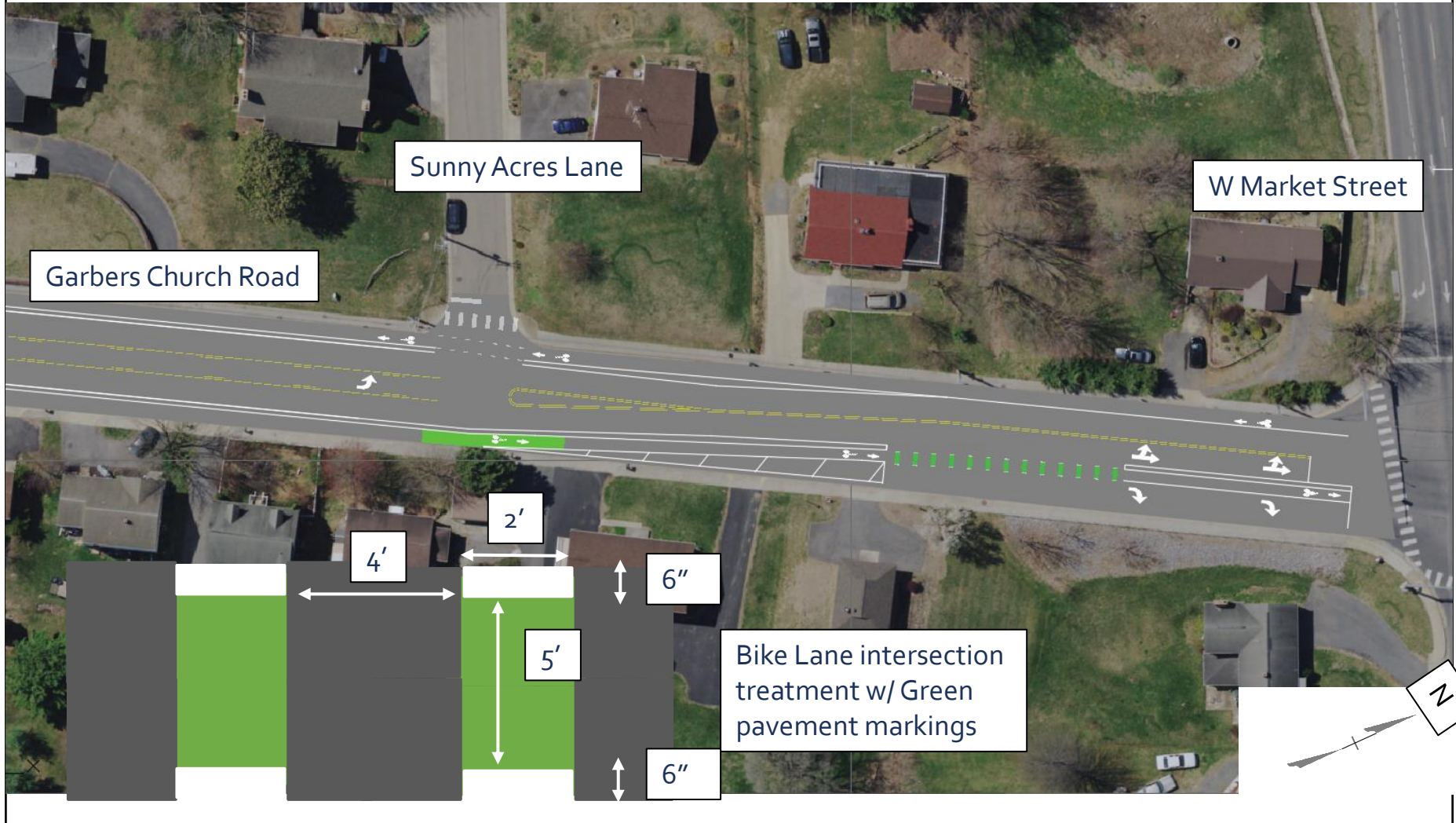


Lendale Lane





Garbers Church Road – Northern Extent of Paving



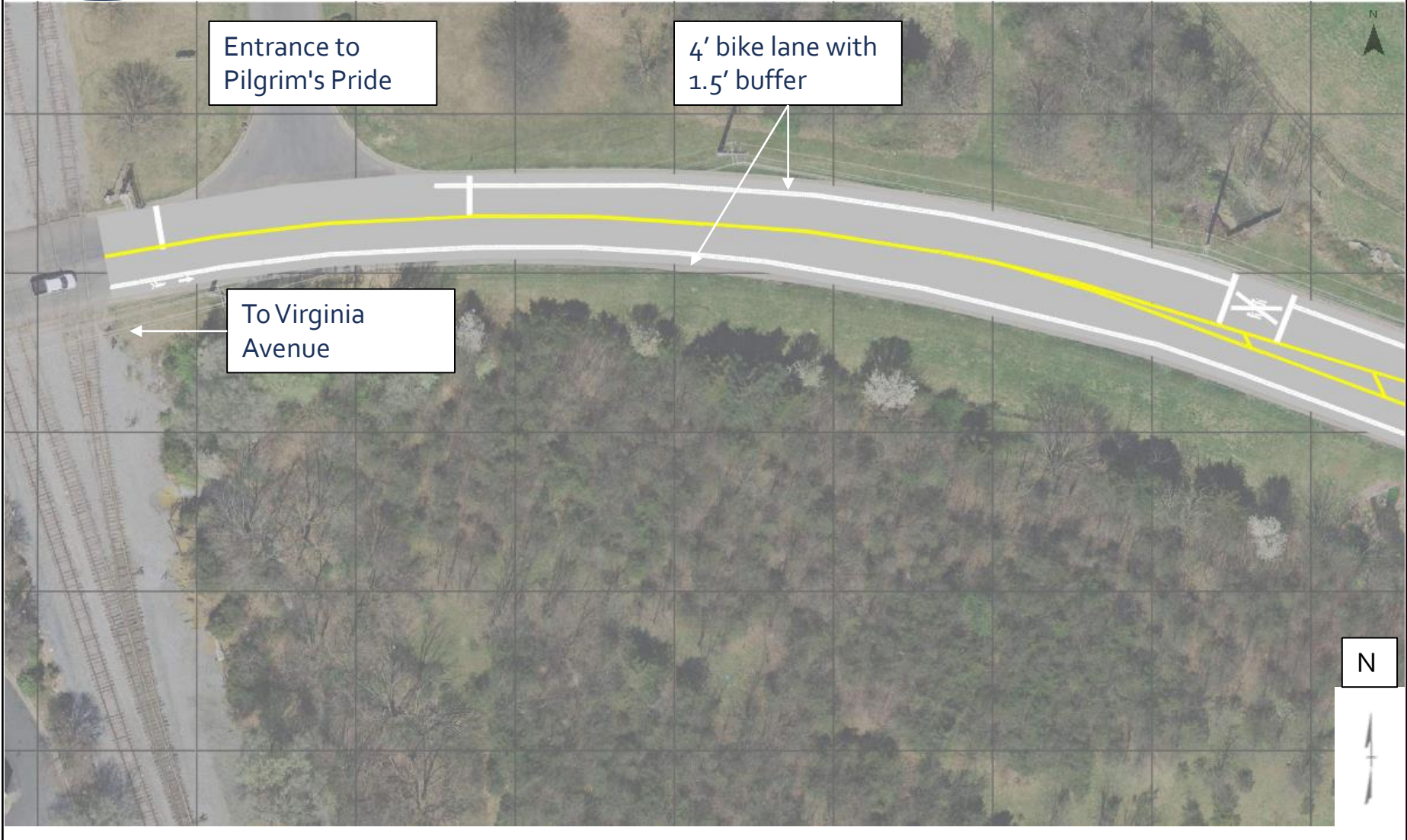


Mt. Clinton Pike

Entrance to Pilgrim's Pride

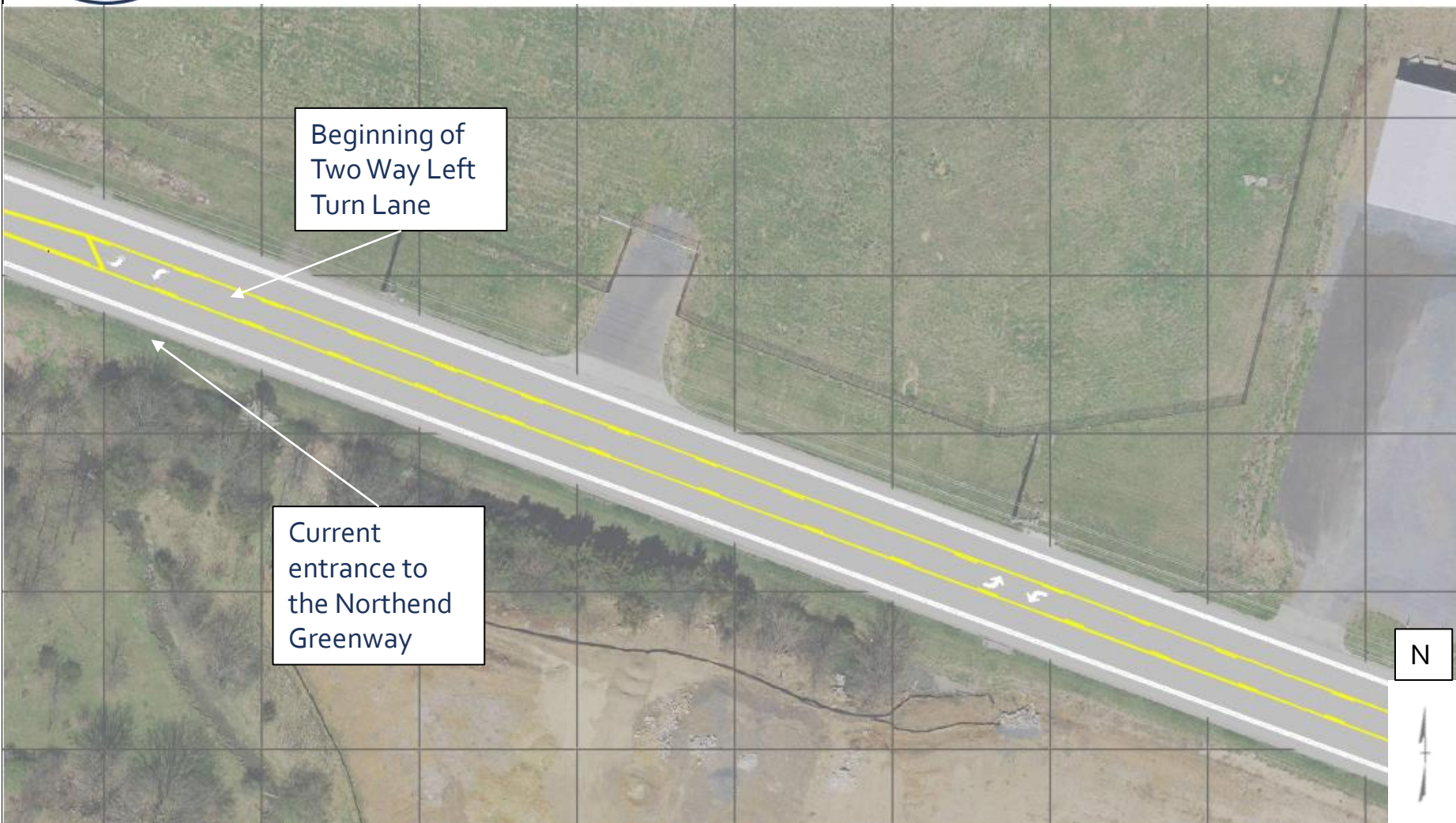
4' bike lane with 1.5' buffer

To Virginia Avenue





Mt. Clinton Pike



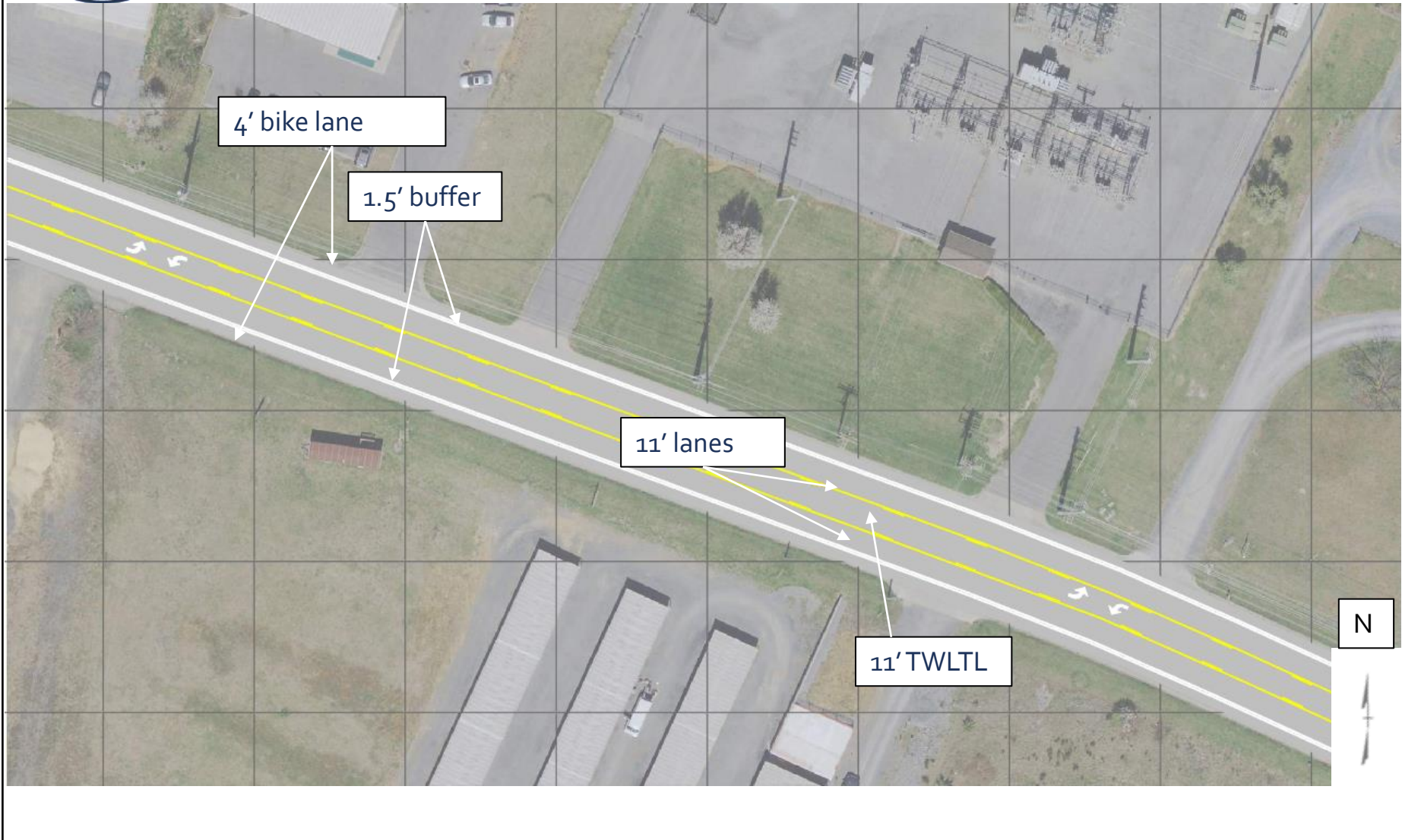
Beginning of
Two Way Left
Turn Lane

Current
entrance to
the Northend
Greenway

N

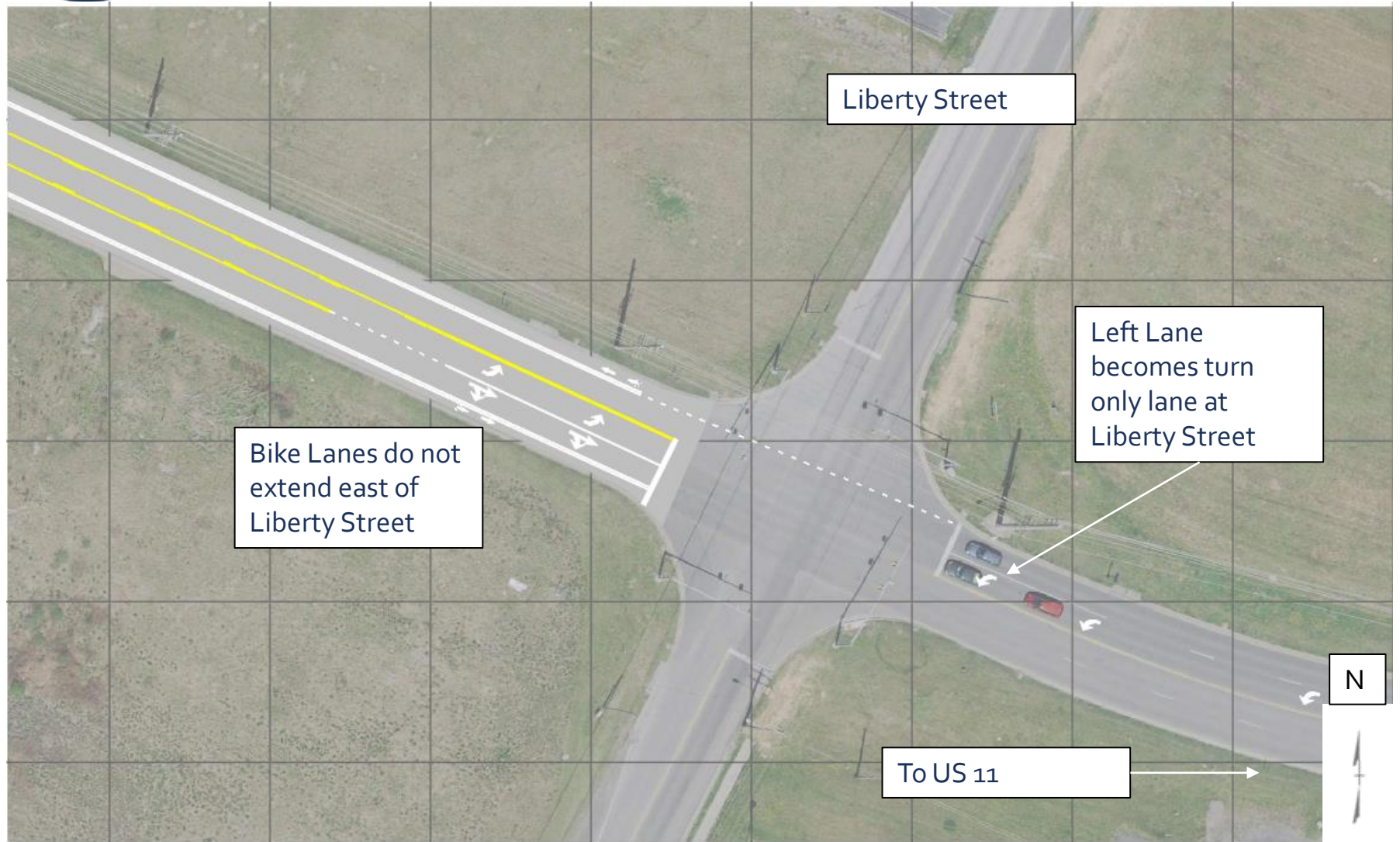


Mt. Clinton Pike





Mt. Clinton Pike & Liberty Street



Liberty Street

Bike Lanes do not extend east of Liberty Street

Left Lane becomes turn only lane at Liberty Street

To US 11

N



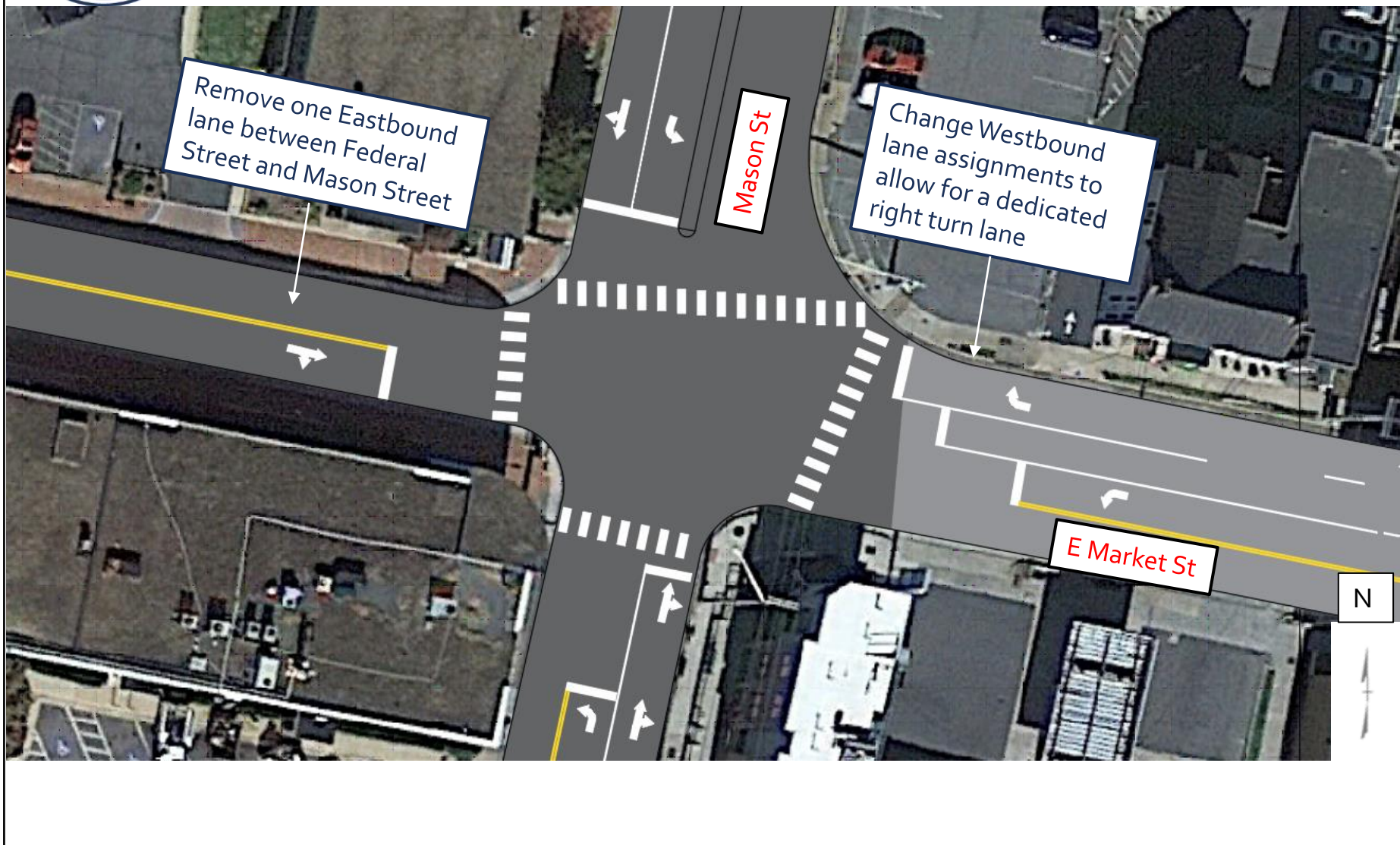
E Market Street & Mason Street

Remove one Eastbound lane between Federal Street and Mason Street

Mason St

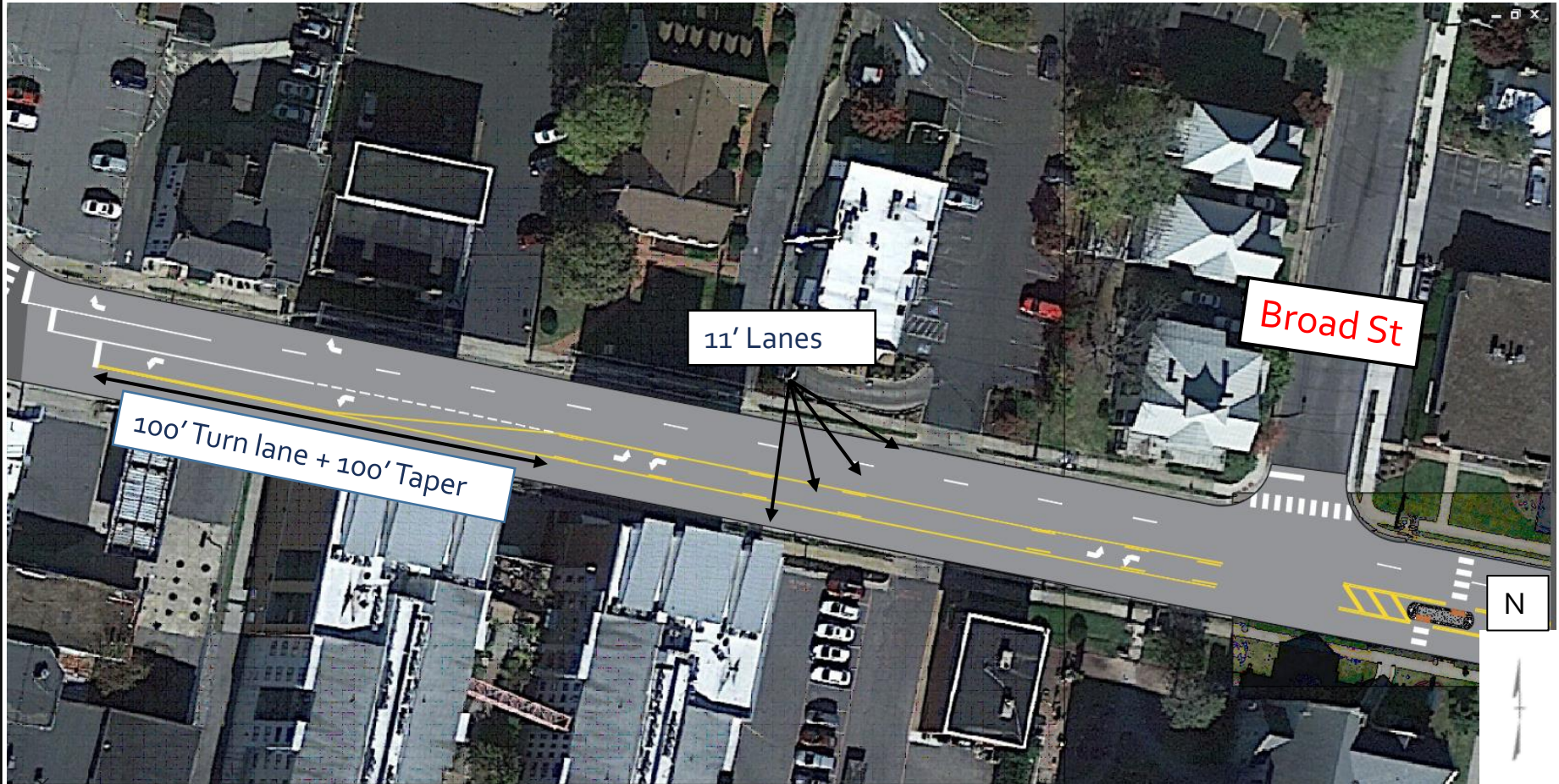
Change Westbound lane assignments to allow for a dedicated right turn lane

E Market St



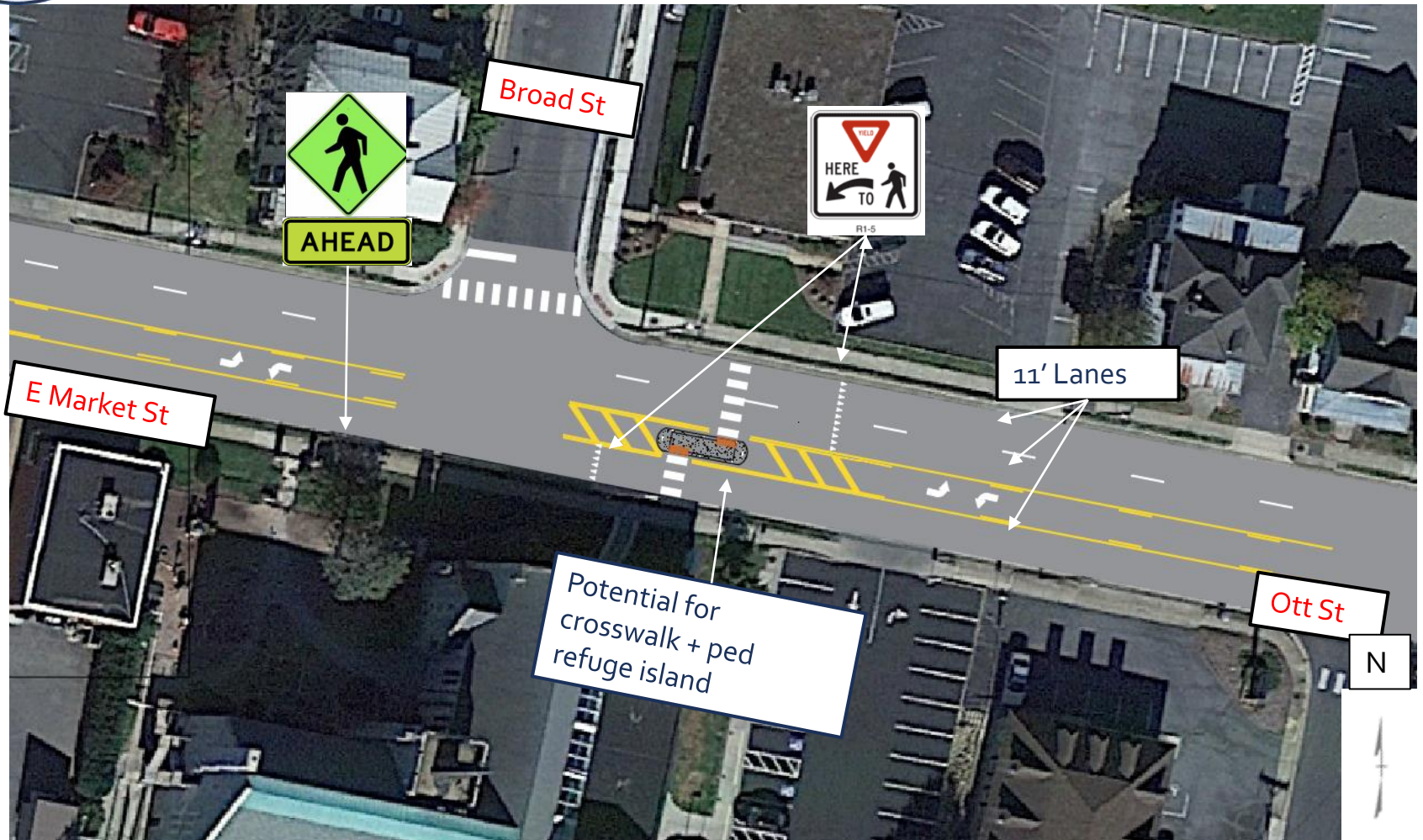


E Market Street Corridor





E Market Street & Broad Street





E Market Street & Broad Street



E Market St

100' Left Turn Lane

Myrtle St



AHEAD

Sterling St

Ott St

Potential Median
pedestrian refuge island
Restricts Southbound
left turns



Reservoir St

N