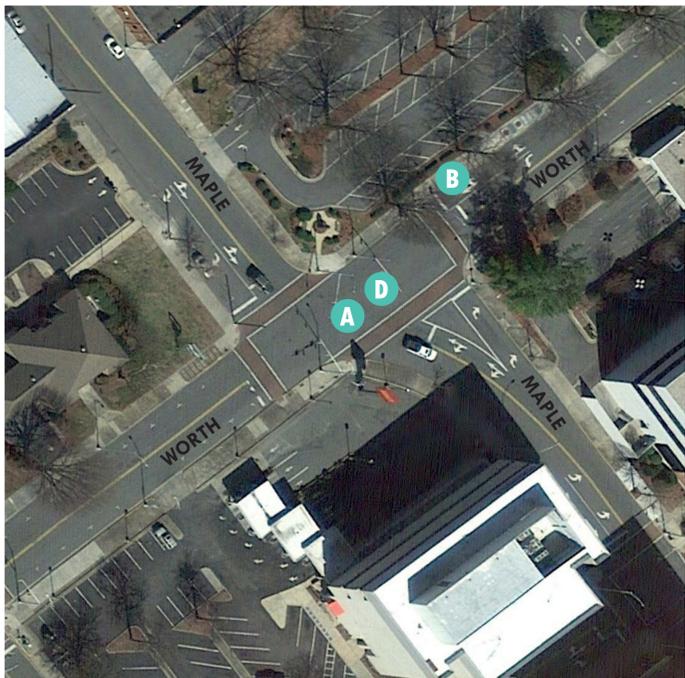
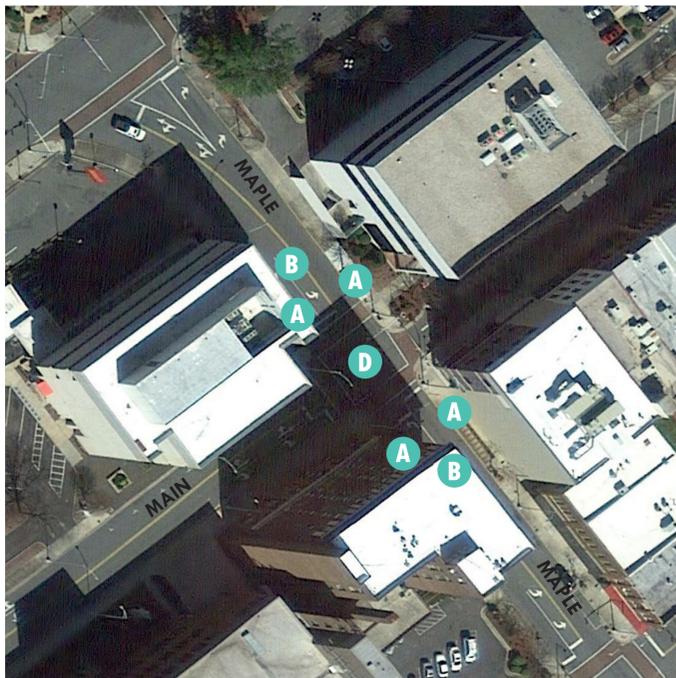


# WORTH



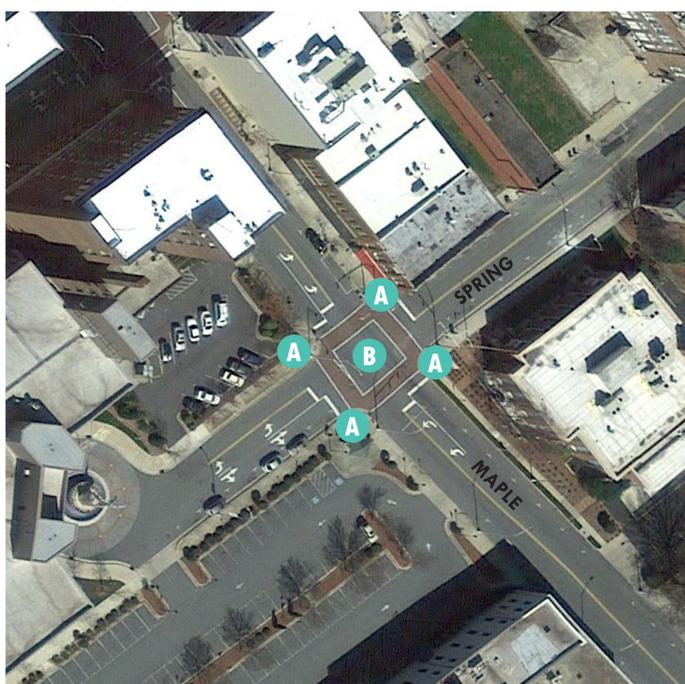
- A** CONSIDER CONVERSION TO SINGLE-LANE ROUNDABOUT
- B** SET BACK WORTH BUS STOP, USE LANE REDUCTION FOR LOADING ZONE
- C** INSTALL PEDESTRIAN SIGNALS
- D** INSTALL ENHANCED BRICK CROSSWALK
- E** ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
- F** ADD STREET FURNITURE
- G** ADD STREET TREES

# MAIN



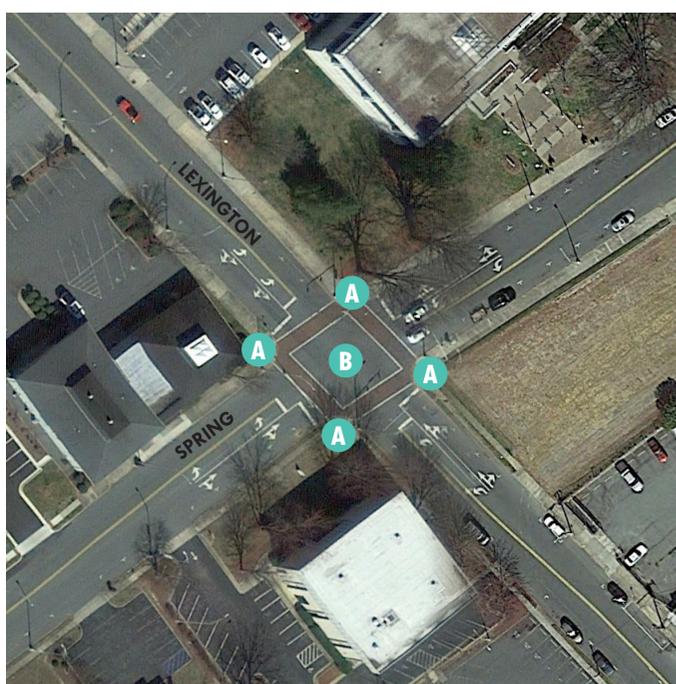
- A** INSTALL BULB-OUTS ON MAPLE (SIMILAR TO EAST MAIN)
- B** CONSIDER REMOVAL OF LEFT TURN LANES ON MAPLE
- C** INSTALL PEDESTRIAN SIGNALS
- D** INSTALL ENHANCED BRICK CROSSWALK
- E** ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
- F** ADD STREET FURNITURE
- G** ADD STREET TREES
- H** CONSIDER WALL ART

# SPRING



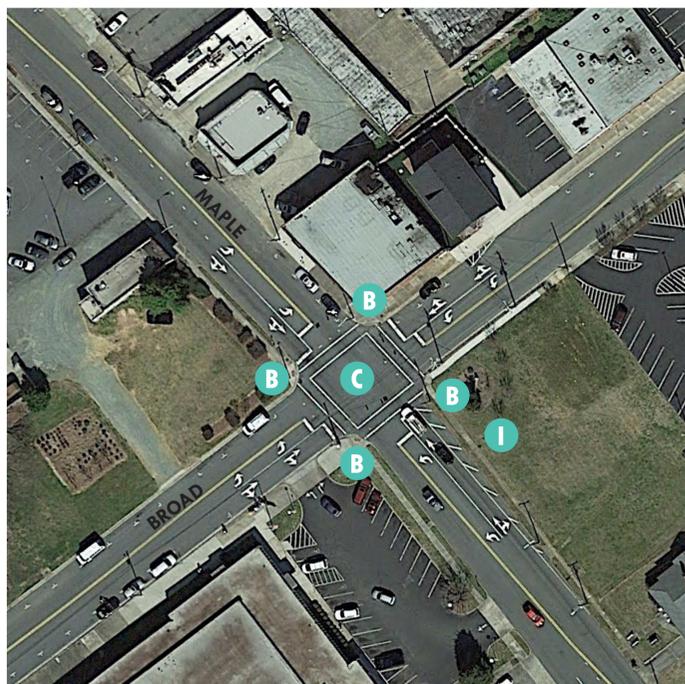
- A** CONSIDER BULB-OUTS FOR ALL STREETS ON ALL CORNERS
- B** INSTALL ENHANCED BRICK CROSSWALK
- C** ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
- D** ADD STREET FURNITURE
- E** ADD STREET TREES
- F** INSTALL PEDESTRIAN SIGNALS

# LEXINGTON



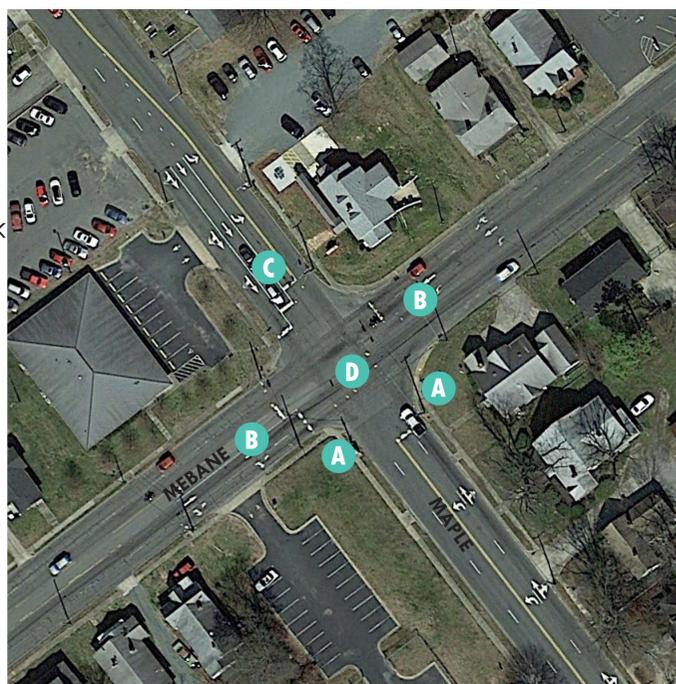
- A** CONSIDER BULB-OUTS FOR ALL STREETS ON ALL CORNERS
- B** INSTALL ENHANCED BRICK CROSSWALK
- C** ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
- D** ADD STREET FURNITURE
- E** ADD STREET TREES
- F** INSTALL PEDESTRIAN SIGNALS
- G** RETAIN SIZING OF CORNER RADII

# BROAD



- A** CONSIDER REMOVAL OF LEFT TURN LANES ON MAPLE
- B** CONSIDER BULB-OUTS ON MAPLE, NORTH SIDE OF BROAD
- C** INSTALL ENHANCED BRICK CROSSWALK
- D** ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
- E** ADD STREET FURNITURE
- F** ADD STREET TREES
- G** INSTALL PEDESTRIAN SIGNALS
- H** REDUCE CORNER RADIUS
- I** OPPORTUNITY FOR DOWNTOWN GATEWAY

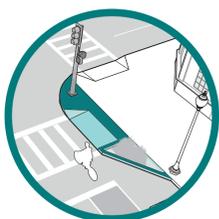
# MEBANE



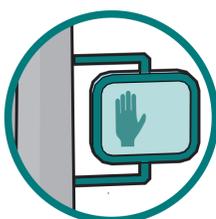
- A** TRANSITION BIKE LANES TO PATH OR SEPARATED LANE
- B** INSTALL PEDESTRIAN REFUGE ISLAND ON MEBANE
- C** CONSIDER CONSOLIDATION OF TURN LANES ON NORTH SIDE OF INTERSECTION
- D** INSTALL LADDER CROSSWALKS ON ALL FOUR SIDES OF INTERSECTION
- E** ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
- F** ADD STREET FURNITURE
- G** ADD STREET TREES
- H** INSTALL PEDESTRIAN SIGNALS

# DOWNTOWN

The low traffic volumes on Maple Avenue through the downtown portion may allow targeted removal of left turn lanes and addition of more on-street parking. General intersection improvements could include bulb-outs at intersections to reduce pedestrian crossing distances, pedestrian signals at traffic signals and a standardized brick crosswalk design.



**BULB-OUT**



**PEDESTRIAN SIGNAL**



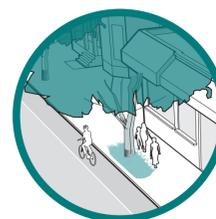
**ACCESSIBLE RAMP**



**BRICK CROSSWALK**



**STREET FURNITURE**



**STREET TREES**

# INTERSECTION RECOMMENDATIONS