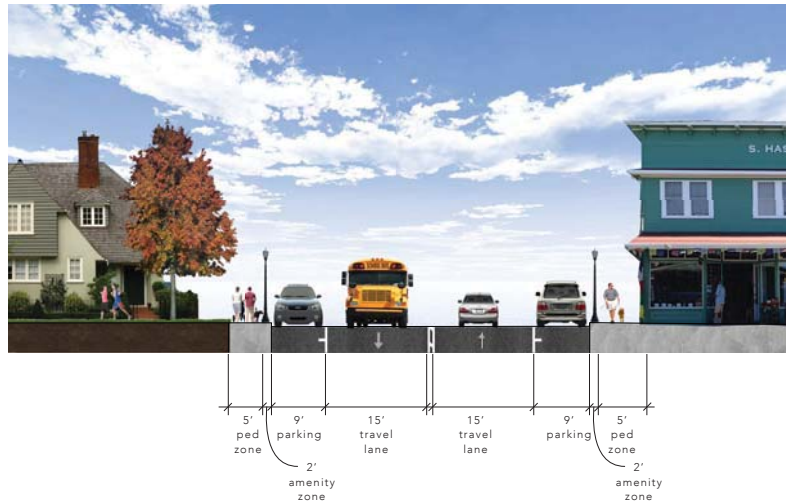


# PETERS AVENUE

Note: Typical section, does not represent all cases or dimensions  
 Prepared for the October 10, 2017 Task Force Meeting

## Existing

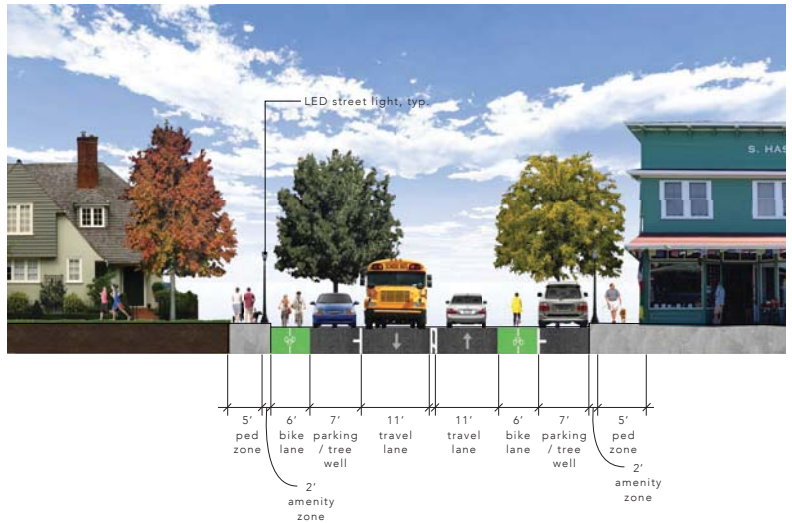
- Peters Avenue is a bus route corridor and includes street parking and two travel lanes, 15'-0" width each.
- Peters Avenue does not have a tree canopy like Main Street or First Street.
- Street lights run the length of the street and match those found on Main Street.



## Medium-Degree Change

This option introduces street trees, bike facilities, and additional lighting.

- Parking areas and travel lanes are narrowed to accommodate two bike lanes.
- Parking is used as a buffer for the bike lane on the west side.
- Parking on the east side is on the curb to provide bulbouts and shorten walking distances.
- In both parking areas, street trees are introduced to create a shade canopy over the street and sidewalk areas.
- Travel lanes are narrowed to 11'-0" to control travel speeds and provide a quieter and safer environment for pedestrian and bicycle users and match the feel of Main Street.



## High-Degree Change

This option carries forward the enhancements from the medium-degree change option, and is supplemented by infrastructure changes including:

- Pavers at sidewalk to match the aesthetic of Main Street.
- Providing a raised contra-flow cycle track.

