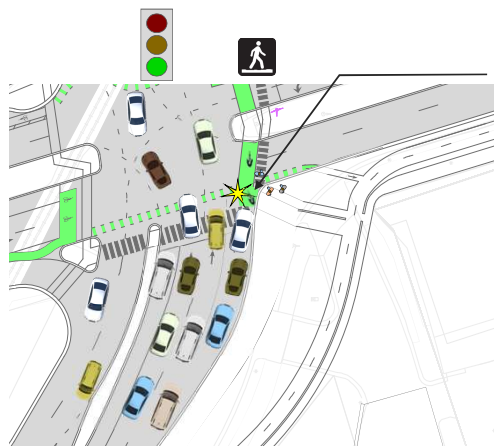


Why is the Channelized Right Turn Remaining?

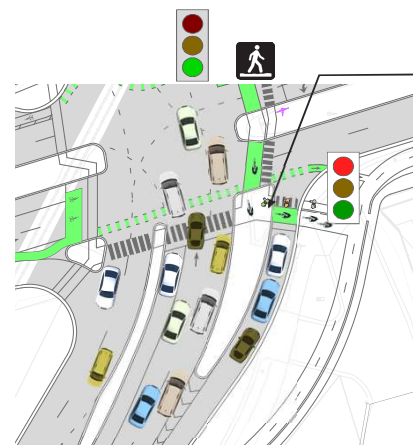


There are 900 vehicles making a right turn onto Williamson Street in the evening rush hour. Pedestrians and cyclists crossings likely exceed 200 during the evening rush hour.

Without a refuge island, these right turn vehicles have the same signal phase as the pedestrian walk phase.

This concurrent walk signal and right turn green light increases conflicts between peds/cyclist and right turning vehicles.

Delays for both peds/cyclists and right turning vehicles increases.



The channelization of the right turns allow the right turn lane to be controlled independently of the through lanes and walk signal. So the 900 vehicles and the 200 pedestrians/cyclist each have a separate signal phase.

Pedestrians/cyclist are able to cross Williamson on the through green signal without conflict from right turning vehicles. Pedestrians/cyclist are able to cross John Nolen Drive right turn lane on their own phase.

Why is the Driveway Entrance Being Relocated?

There is no entrance to Machinery Row for vehicles originating from the east or the north. Many vehicles choose to access Machinery row by traveling south on Blair and making a maneuver around the pork chop island. This move typically conflicts with the right turn movement and pedestrian/bike crossings. Because gaps are small, the vehicle makes the maneuver quickly, adding to the risk.

Vehicles turning out of the Machinery Row driveway must look for motor vehicles coming from the west, and look for pedestrians/cyclists coming from both directions. Buildings make it difficult to see path users. This makes it difficult for the motor vehicle to judge appropriate gaps in all directions and leads to numerous near misses.

