

Depot Street & Summit Street

Existing Design

- Key findings:**
- 80% of drivers go faster than the 30 mph speed limit south of Depot Street
 - No crosswalks across Main Street at Depot Street intersection
 - No gateway features to slow drivers or signal that you are entering downtown

Evaluation Key
Design Objectives

✓

 Supports

✗

 Conflicts

Project Design Objectives

Reduce Speeds	✗
Create safe connections	✗
Reduce vehicle miles traveled	✗
Improve Water Quality	✓
Improve property access	✗
Create a gateway into the city	✗



Alternative A: Reduced Intersection Footprint

- Considerations:**
- Slows drivers coming into and out of the city
 - Reduces the intersection size compared to existing intersection, shortening pedestrian crossings and creating a more pleasant walking environment
 - Fits within existing right-of-way

Project Design Objectives

Reduce Speeds	✓
Create safe connections	✓
Reduce vehicle miles traveled	✓
Improve Water Quality	✓
Improve property access	✓
Create a gateway into the city	✓



Alternative B: Two Roundabouts

- Considerations:**
- Roundabouts significantly reduce speeds through these intersections
 - Creates a more substantial gateway – paired with roundabouts at Lake Shore Drive and the M-14 interchange this could drastically change the character of the street and change driver behavior to slow down

This design requires a significant easements or purchase of additional right of way.

Project Design Objectives

Reduce Speeds	✓
Create safe connections	✓
Reduce vehicle miles traveled	✓
Improve Water Quality	✓
Improve property access	✓
Create a gateway into the city	✓



This alternative has been screened out at this time because of the substantial additional right-of-way that would be required to fit roundabouts.