

1D - West Side Sidewalk/Road Option:

- The existing island in Douglas at Main Street/Washington Street and Blue Star Highway intersection would be removed. Like what exists in Douglas today, the northwestern 14 feet of existing road pavement would be converted to the Trail and it would run parallel to the existing sidewalk.
- To separate the Trail from the southbound lane, the curb would be extended north of Main St. in the area where the southbound turn lane onto Main St. exists. The new curb would be directly north of the existing curb in Douglas and as a result, will reduce driver confusion as vehicles enter Douglas from the north.
- North of where the southbound turn lane begins, a five-foot striped buffer would replace the curb as the separator of the 14-foot on road Trail and the southbound lane. This is accomplished by eliminating the turn lane on the bridge section of the road to convert it to 2 vehicular lanes with a 5-foot buffer on the west and a 5-foot shoulder on the east.
- This 14-foot Trail and 2-lane configuration would continue north of the bridge where the Trail would transition slightly west off the roadway to join an expanded 10-foot sidewalk (with two-foot buffers) that would run west of the existing tree line. This transition would occur prior to the end of the acceleration lane so its use can be preserved.
- The 10-foot sidewalk would continue north to Lake St. and cross Lake St. with a standard crosswalk configuration. The northwest curb in front of the Palette sign would be relocated to provide space for the Trail between the road and landscaping surrounding the sign.
- A new traffic signal would be installed at the intersection of Lake St. and Blue Star Highway. Besides making the intersection safer for trail users and vehicles, the signal would also improve traffic flow (reduce wait times) during periods of high seasonal use. During the off-season (and overnight hours), the signal can be programmed to make Lake St. function as a minor stop as it does today. The signal can also be remotely managed by Fire/Police personnel so they can better respond to emergency situations and deal with heavy traffic during major local events.
- North of the intersection, between Lake Street and Maple Street, the road would be widened, and the northwestern 14 feet of pavement would be converted to the Trail. Separation between the southbound lane and Trail would be achieved by a 5-foot buffer.

2F - West Side Road Option:

- This option is exactly like West Side Sidewalk/Road Option described above except in the area of the acceleration lane south of Lake St. Rather than using the expanded sidewalk as the Trail in the area of the acceleration lane, the acceleration lane itself would be converted into the Trail.
- Separation of the Trail from the southbound lane would be achieved with a concrete curb. The curb would run the length of the northbound left turn lane and transition to a 5-foot striped buffer south of the turn lane.
- The Trail and 2 vehicular lane configuration described in option **1D - West Side Sidewalk/Road Option** would continue south to Douglas as described above.