

Attachment 1 — Clares Street Configuration Changes



Figure 1 — Pre-Improvement Configuration (circa 2007)

Existing intersection configuration prior to lane reconfiguration and turn control modifications.

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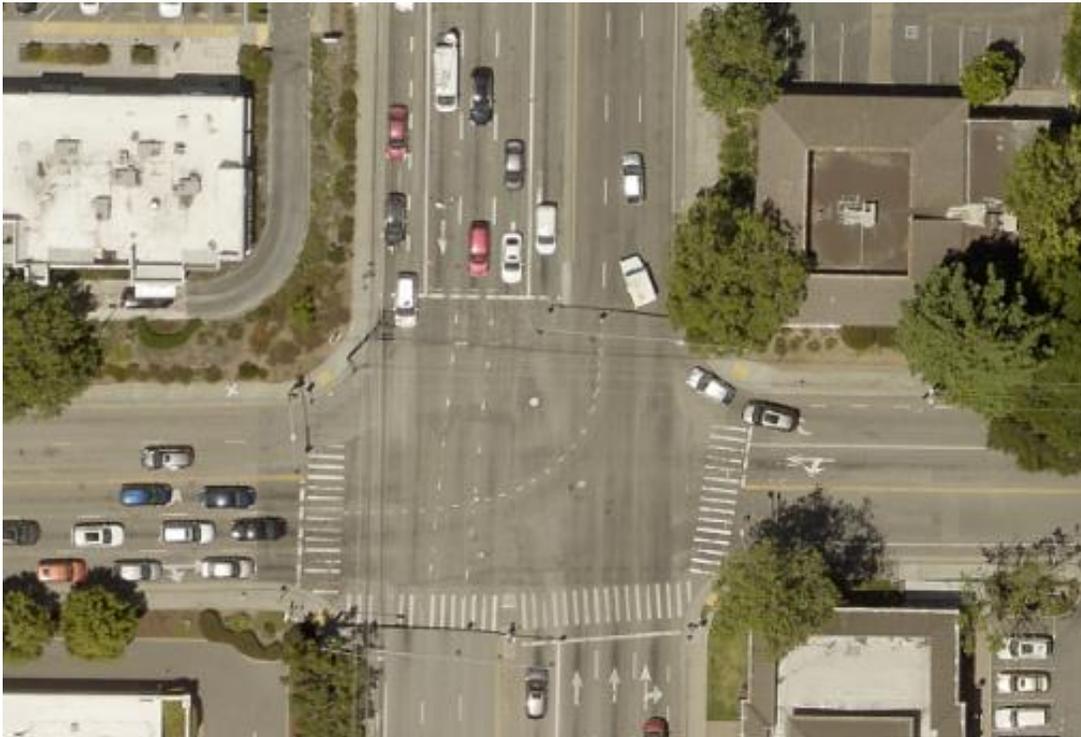
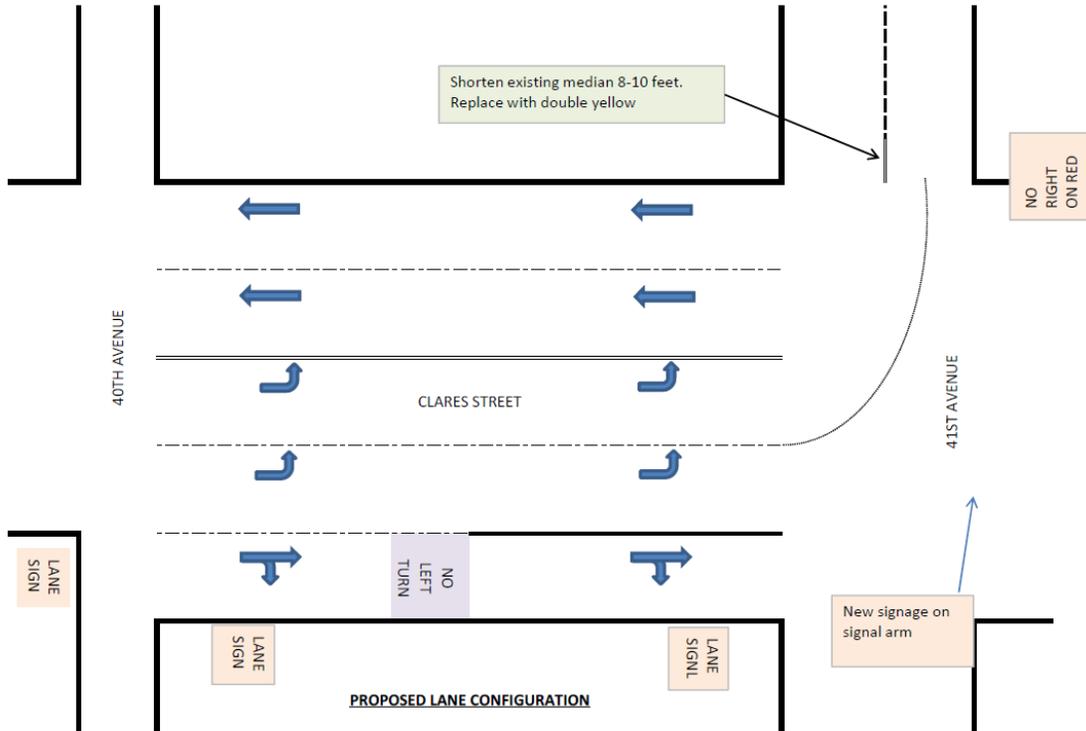


Figure 2 — Post-Reconfiguration and NTOR Implementation (circa 2016)

Installation of No Right Turn on Red restriction and median modifications intended to reduce turning conflicts and improve intersection safety.

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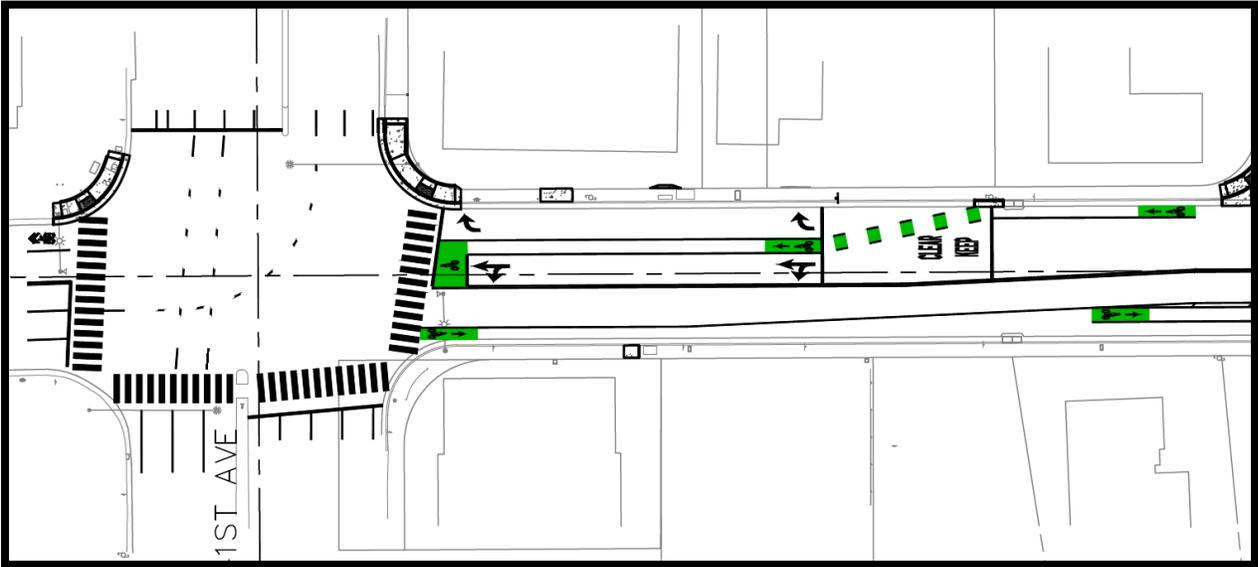


Figure 3 — Current Configuration with Multimodal Striping (2025)

Updated striping reflecting the Clares Street Traffic Calming and Multimodal Improvements Project, including bicycle positioning and refined lane assignments.