



EXISTING

SIDEWALK AND STREETSCLAPING

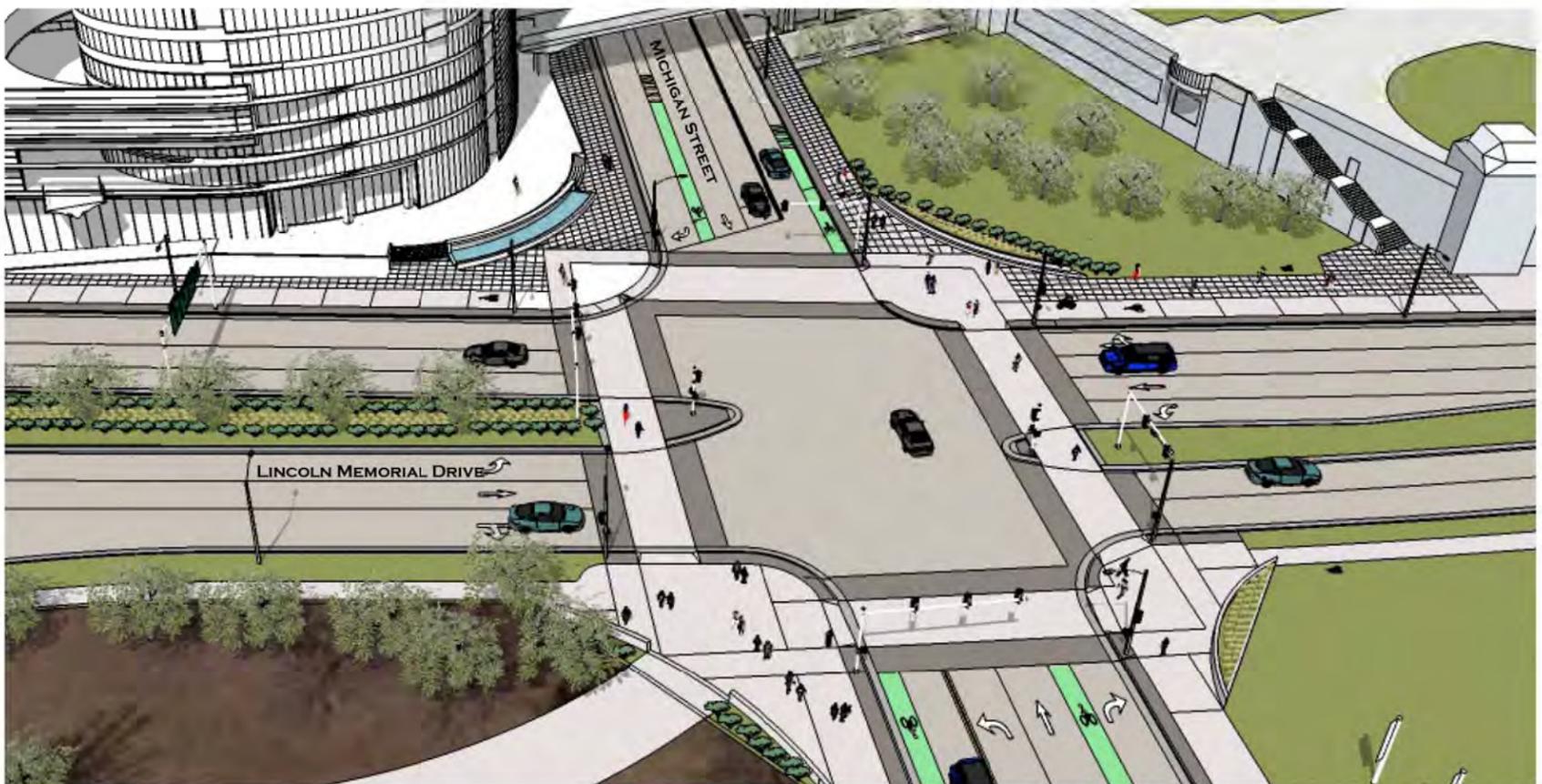
- SIDEWALKS WILL GENERALLY BE WIDER AND HAVE DECORATIVE FINISHES THROUGH SCORING AND DETAILING. TERRACE BORDERS WILL HAVE COLORED CONCRETE, SPECIALTY FINISHES, NEW PLANTINGS AND OTHER DECORATIVE ELEMENTS.
- RIGHT TURN BY-PASSES WILL BE ELIMINATED ALLOWING LARGER PEDESTRIAN AREAS.
- DETAILED FINISHES AND STREETScape ELEMENTS ARE IN DESIGN DEVELOPMENT.

ENHANCED STREET CROSSINGS

- CROSSWALKS WILL BE WIDER WITH CONTRASTING COLOR SIDE-BANDING TO GIVE MOTORISTS AN IMPROVED VISUAL DISTINCTION TO THE CROSSWALK.
- CENTER MEDIANS WILL BE WIDER AND HAVE PROTECTIVE CURBING TO GIVE PEDESTRIANS AN ENHANCED AREA OF REFUGE FROM TRAFFIC.
- THE MEDIAN SOUTH OF THE INTERSECTION WILL HAVE A "BOULEVARD" DESIGN CHARACTER.

BICYCLE CONNECTIONS

- THE OAK LEAF TRAIL THAT CURRENTLY EXISTS TO THE NORTH OF THE INTERSECTION WILL HAVE A DEDICATED AREA ADJACENT TO THE PEDESTRIAN SIDEWALK AREA.
- THE NORTH-SOUTH TRAIL WILL CONTINUE SOUTH BOUND, MAKING CONNECTIONS AT CHICAGO STREET IN THE HISTORIC THIRD WARD.
- MICHIGAN STREET WILL ADD DEDICATED BICYCLE LANES IN NEW STREET LANE PATTERN. AS THE OVERALL STREET LANE PATTERN CONTINUES IN ENGINEERING REVIEW, FURTHER ENHANCED BICYCLE FACILITIES ARE BEING STUDIED.



PROPOSED

