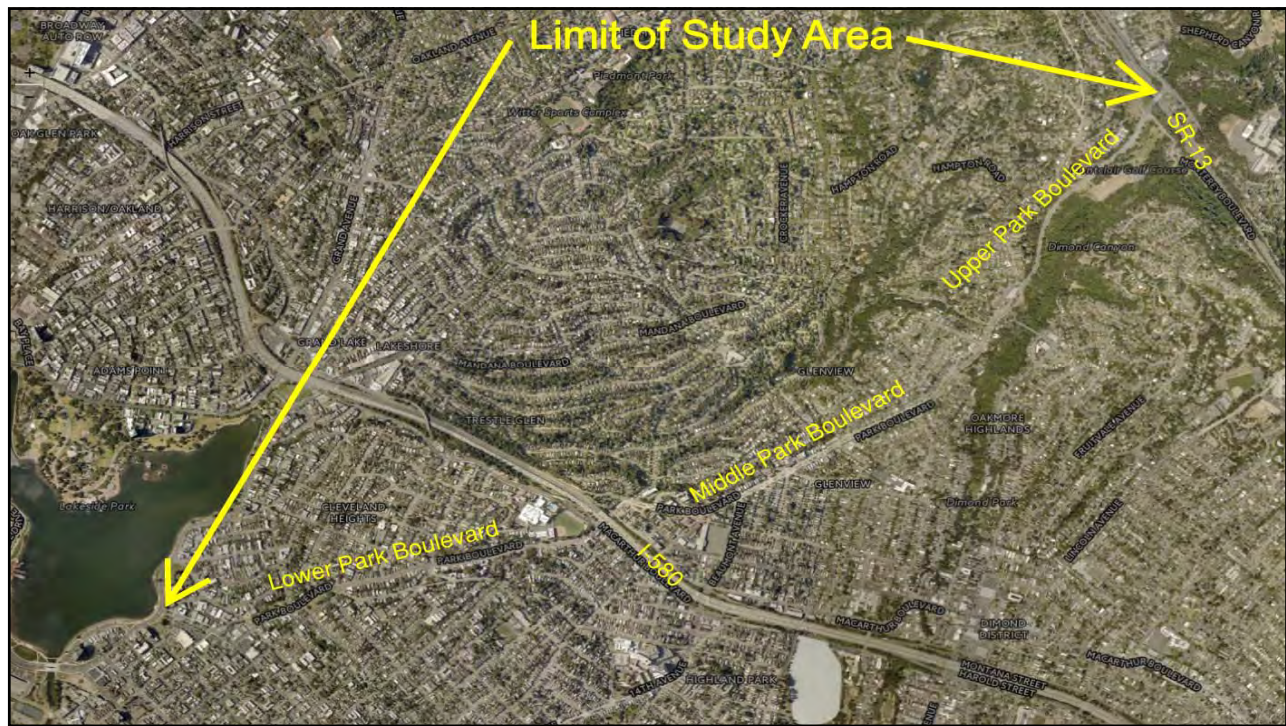
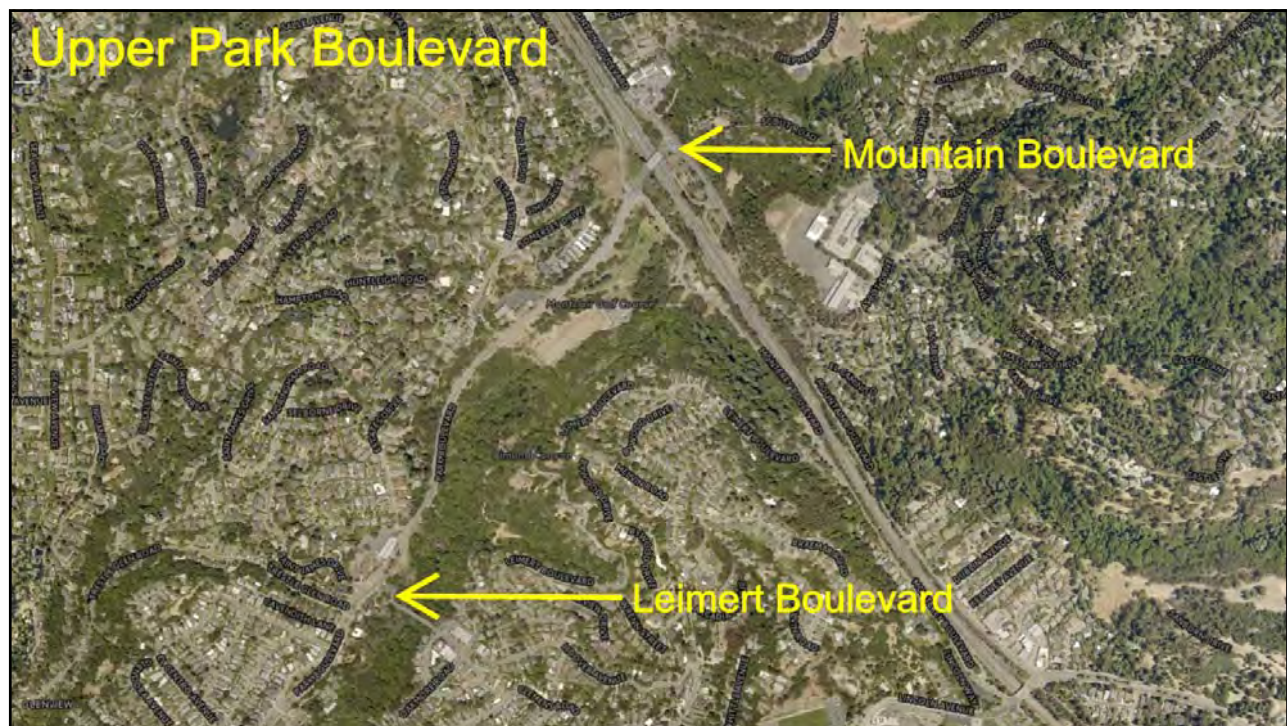




## Park Boulevard Corridor Study – Evaluation of Pedestrian, Bicycle and School Safety

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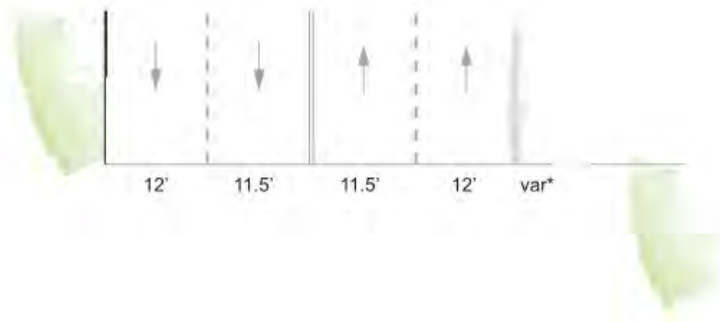




### Park Blvd Path, Existing and Alternative Cross Sections

#### Existing

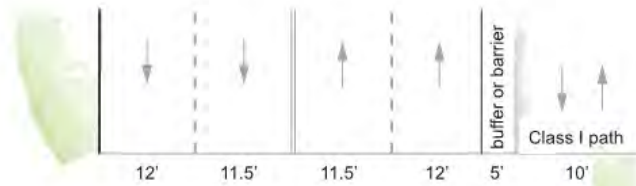
Total roadway width (from aerials): 47'-48'  
plus 10' sidewalk on bridges



#### Concept #1

Total cross-section width: 62'

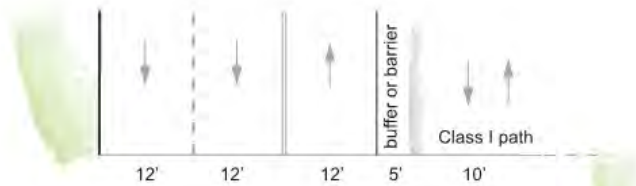
- no change in roadway width
- buffer may be replaced with vertical barrier



#### Concept #2

Total cross-section width: 51'

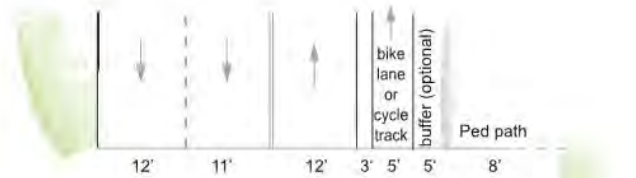
- decreases roadway width by 11'



#### Concept #3

Total cross-section width: 51'

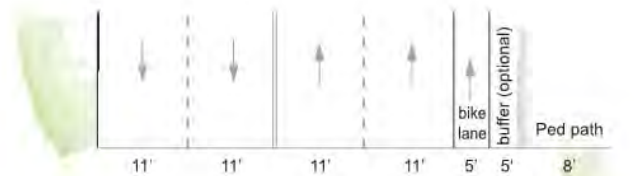
- decreases roadway width by 4'
- decreases path width by 2'
- 5' buffer is optional



#### Concept #4

Total cross-section width: 57'

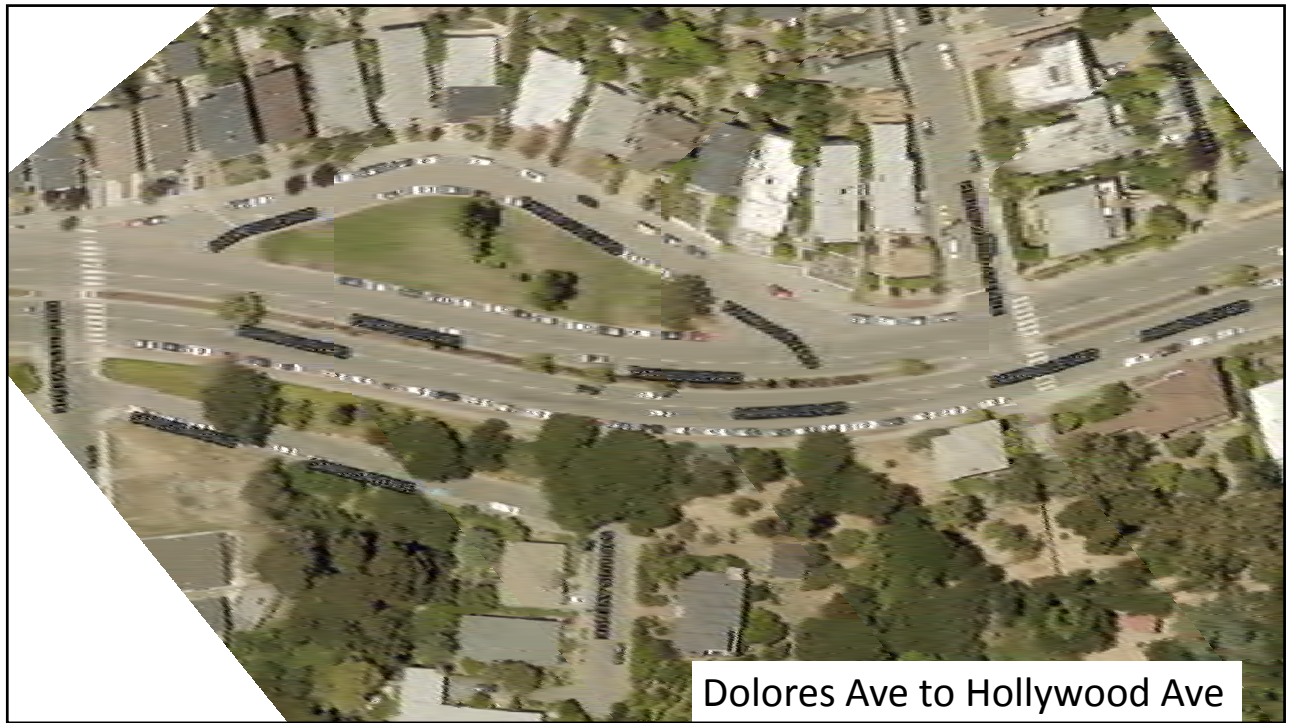
- increases roadway width by 2'
- decreases path width by 2'
- 5' buffer is optional



On bridges:

11' 10.5' 10.5' 11' 4' 10'



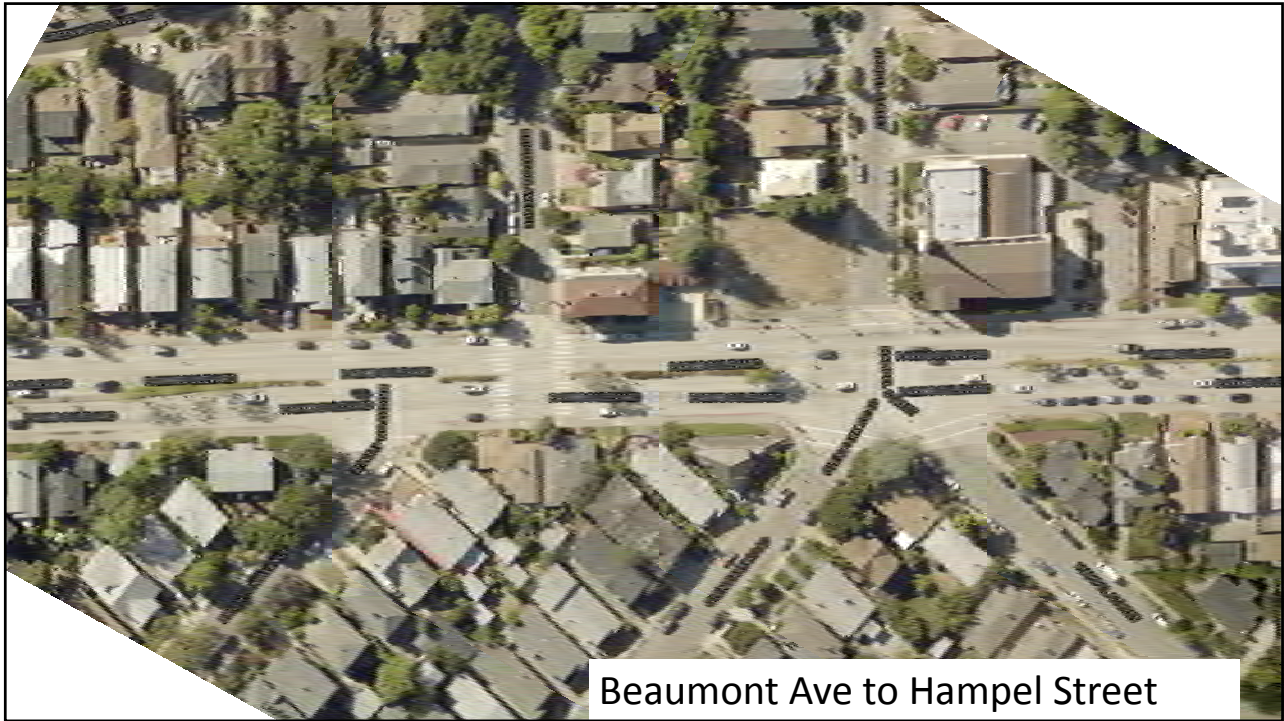




Wellington St to Everett Ave



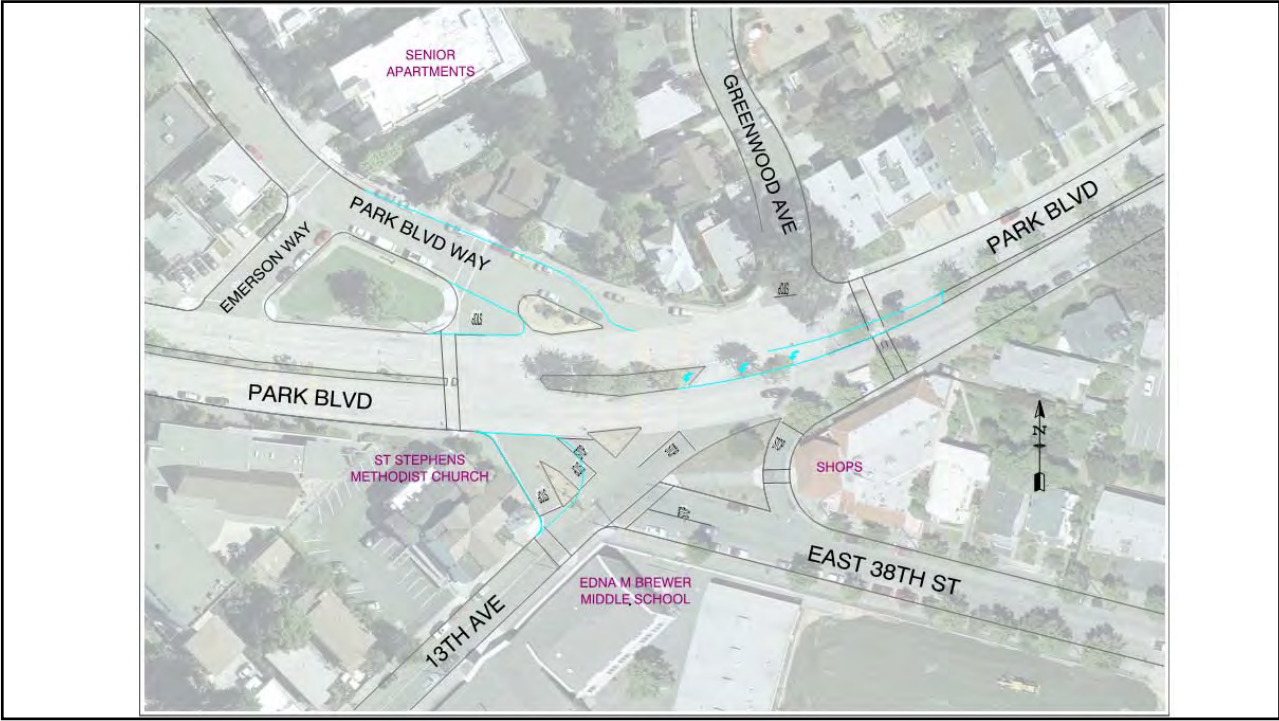
Hampel Street to Wellington St

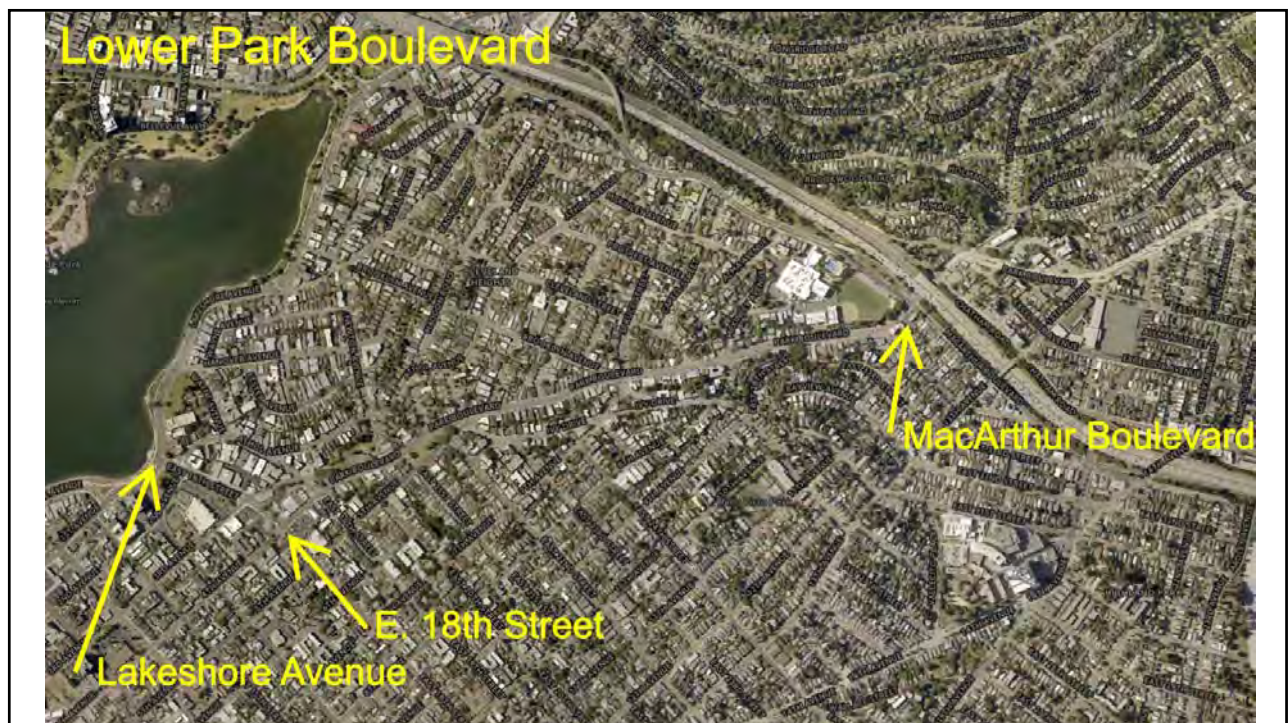
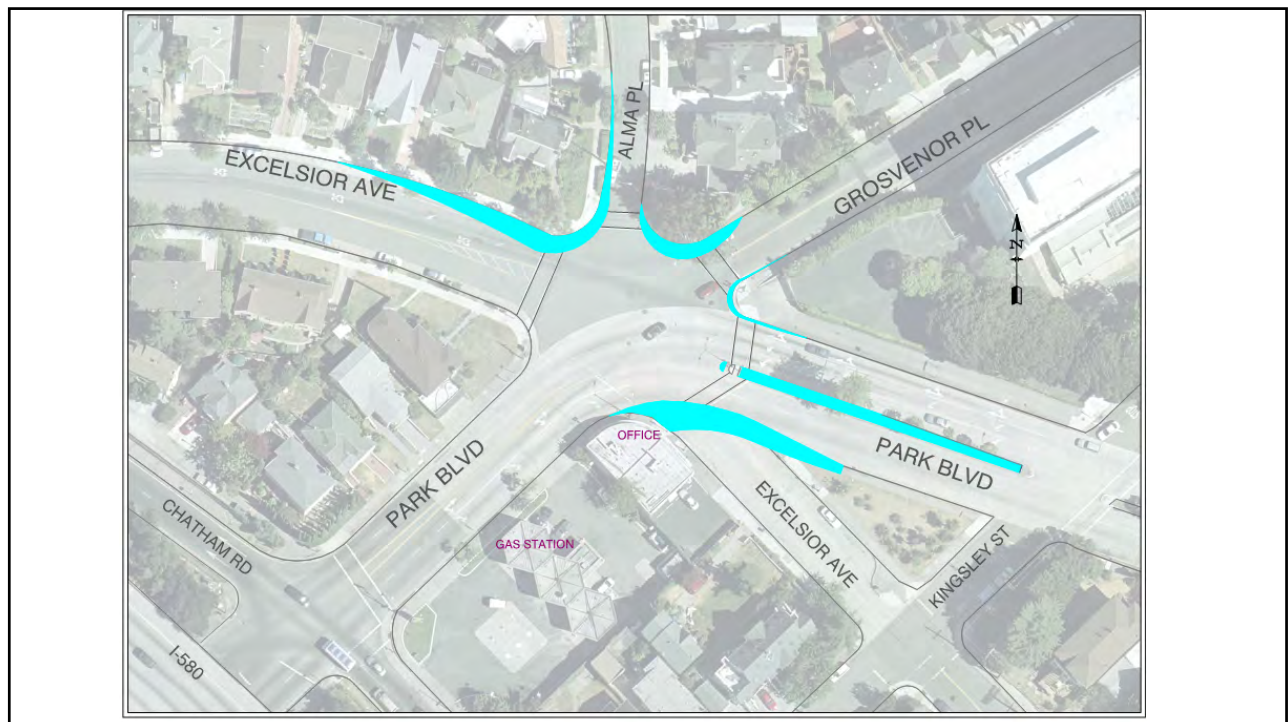


Beaumont Ave to Hampel Street



Emerson Way to Beaumont Ave







8<sup>th</sup> Avenue to MacArthur Boulevard



7<sup>th</sup> Avenue to 8<sup>th</sup> Avenue



Van Dyke Ave. to 7<sup>th</sup> Ave.



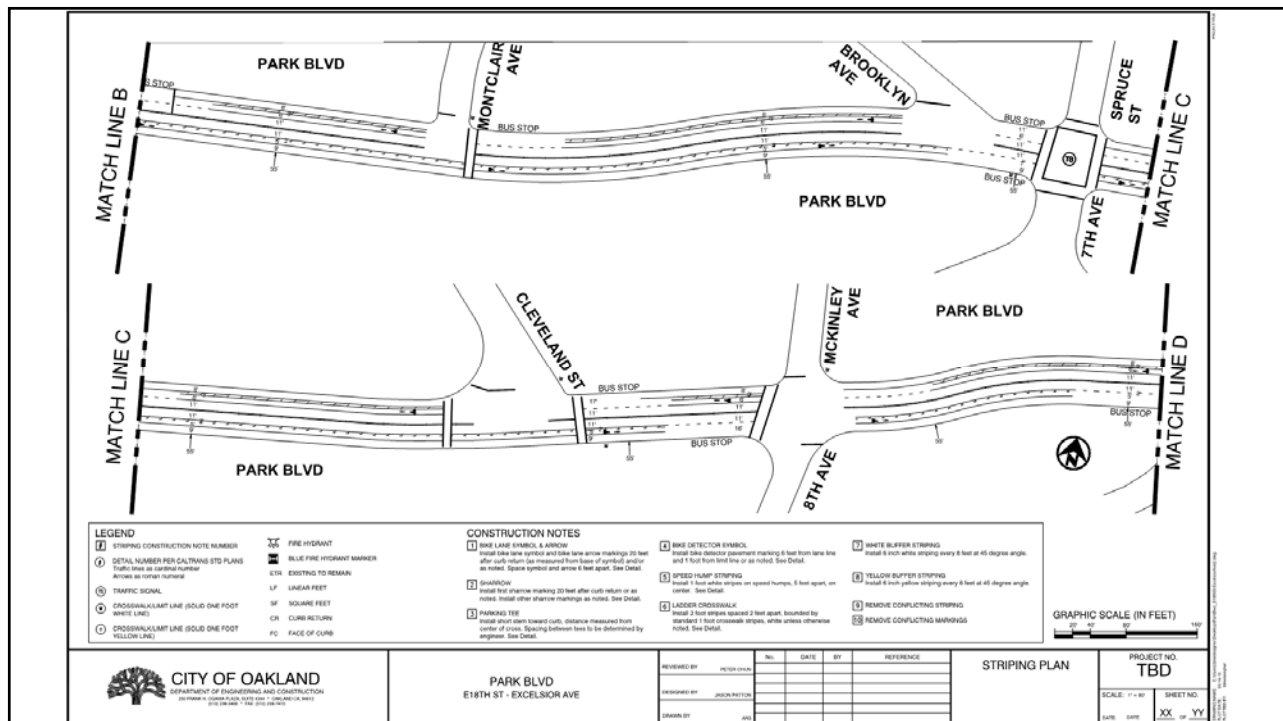
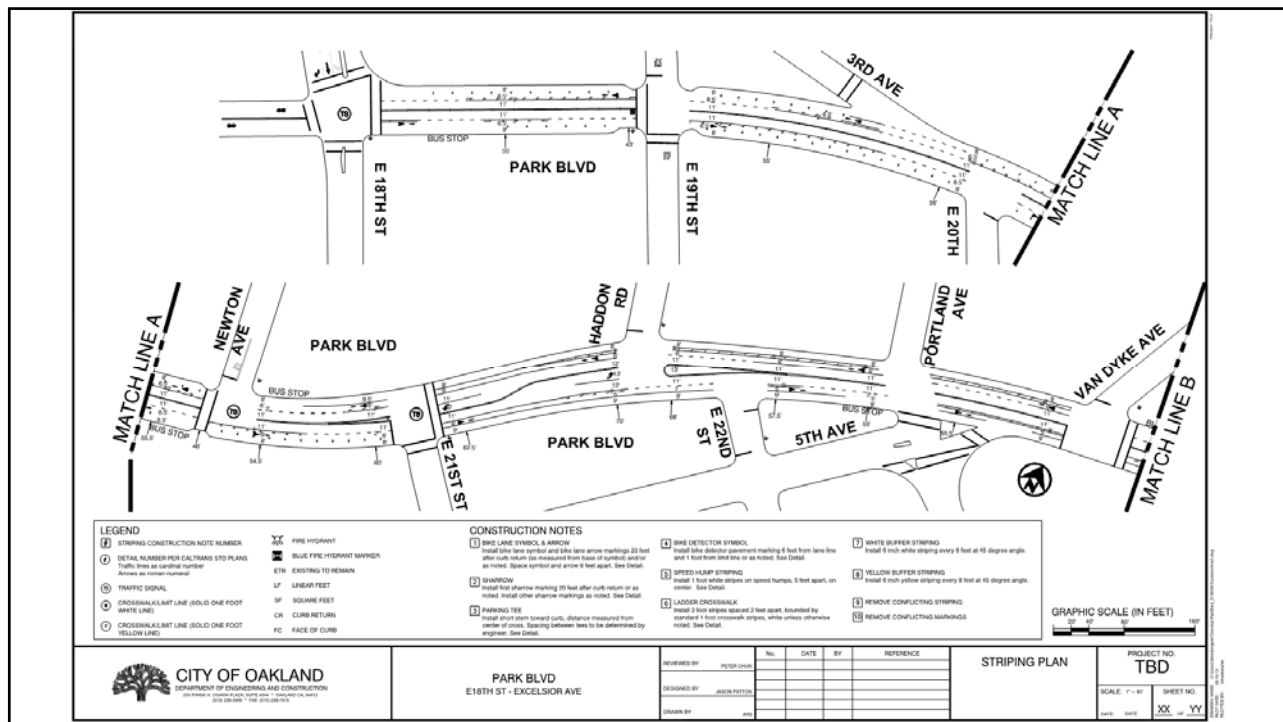
Newton Ave. to Van Dyke Ave.

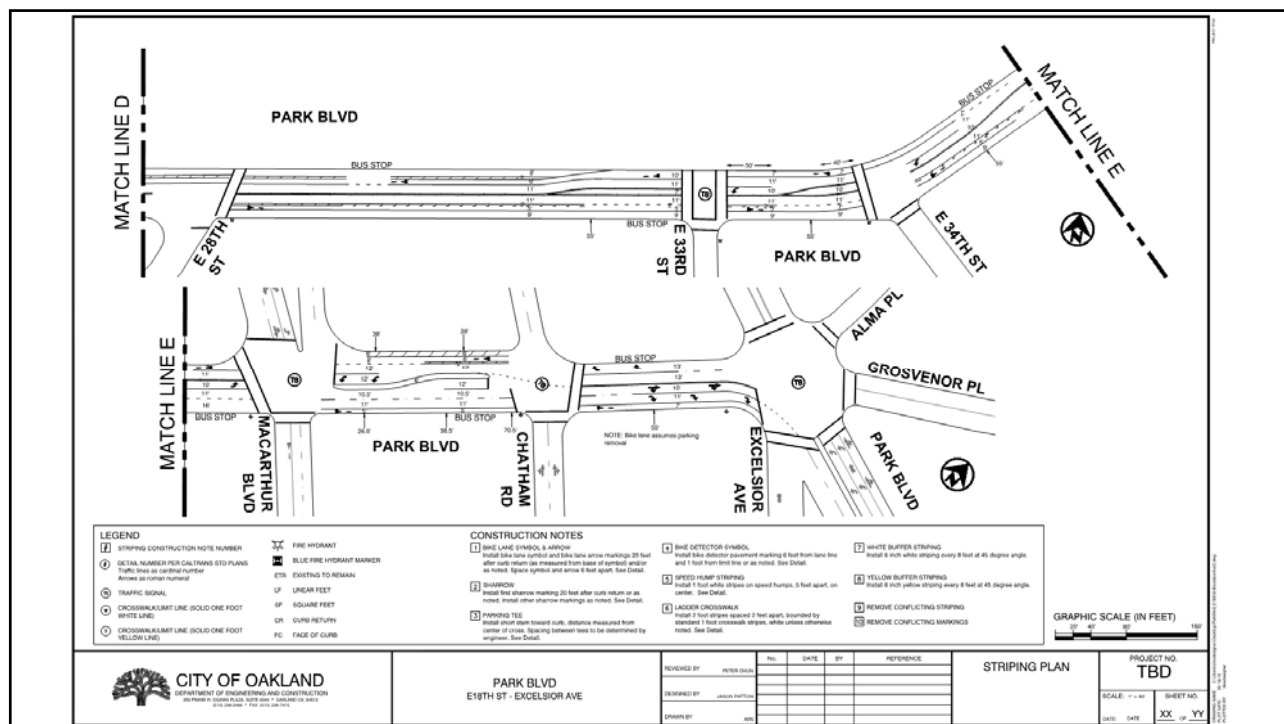


E. 18<sup>th</sup> St. to Newton Ave



E. 18<sup>th</sup> St. – Lakeshore to Park Blvd.





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