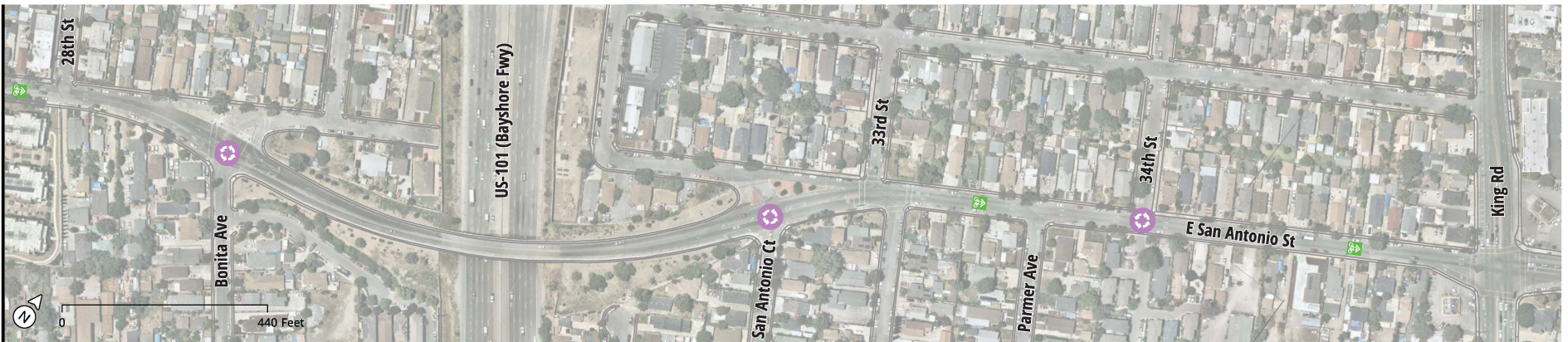









E SAN ANTONIO ST BIKE BOULEVARD









E SAN ANTONIO ST FROM 17TH ST TO KING RD - PROPOSED IMPROVEMENTS







Pedestrian

-  Widen sidewalk
-  New sidewalk
-  High-visibility pedestrian crossing
-  High-visibility pedestrian crossing Raised
-  High-visibility pedestrian crossing With bulbouts and/or tighter curb radius
-  High-visibility pedestrian crossing With new pedestrian signal
-  High-visibility pedestrian crossing With controlled pedestrian crossing








Bike

-  Bike boulevard
-  Bike boulevard curb cut
-  Class I trail
-  Class I trail crossing
-  Class II or IV bike lane
-  Class IV protected bike lane
-  New bike/pedestrian bridge
-  Class II bike lane

Transit

-  Upgrade bus stop
-  Relocate bus stop
-  Bus bulb or transit island
-  Public service lane or bus queue jump

Intersections

-  Existing signalized intersection*
-  New signalized intersection*
-  New median
-  Traffic circle
-  Vehicular traffic diverter
-  Chicane or speed hump
-  Speed hump

Notes

- * The following improvements are recommended at signalized intersections
- High visibility pedestrian crossings
 - Pedestrian countdown timers
 - Accessible pedestrian signals (APS)
 - Leading pedestrian intervals at intersections with adjacent bus stops