Legend

Arrows indicate one way direction of travel.

Yellow Streets are widened sidewalk "pedestrian boulevards" with sidewalk widths matching the 100 block of Gilmor Street in Union Square, and would have 30' roadbeds (a 10' reduction) with one travel lane and the usual parallel parking on each side. They would feature larger 6' tree pits and larger street trees to take advantage of the extra sidewalk width.

Blue Streets would feature pull in diagonal parking. Even without a single one of the proposed inner block parking lots actually being realized, these diagonal parking installations would add 25% more parking on those blocks (16 -> 24 spots on the diagonalized side on average).

Green Streets would have parking protected and concrete separated active mobility / cycle tracks. Pratt St would go from Catonsville via Frederick Ave to Patterson Park all as a continuous, all ages facility. Stricker St would go from Harlem Park Recreation Center to Carroll Park Recreation Center and the indicated crossing of the railroad tracks would be bicycle and pedestrian only with steel bollards to prevent vehicle access (that B&O could lower to use as an access road) with metal swing gates that only open the crossing from 6am to 8pm and close whenever the B&O runs a train.

Note: eastern extensions into the junction are proposed as part of its redevelopment plan.