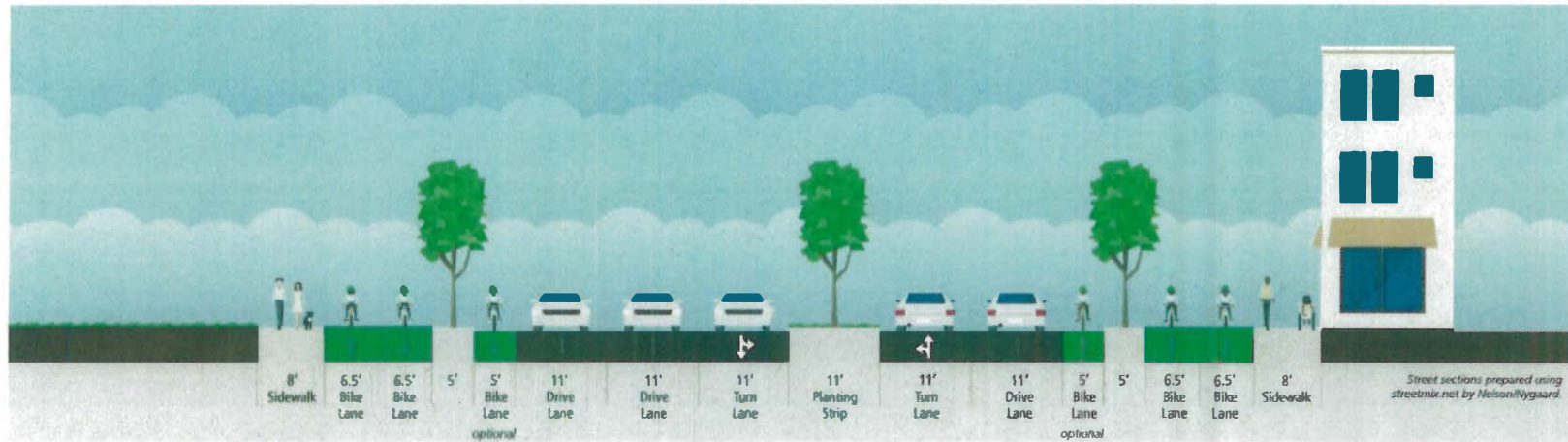
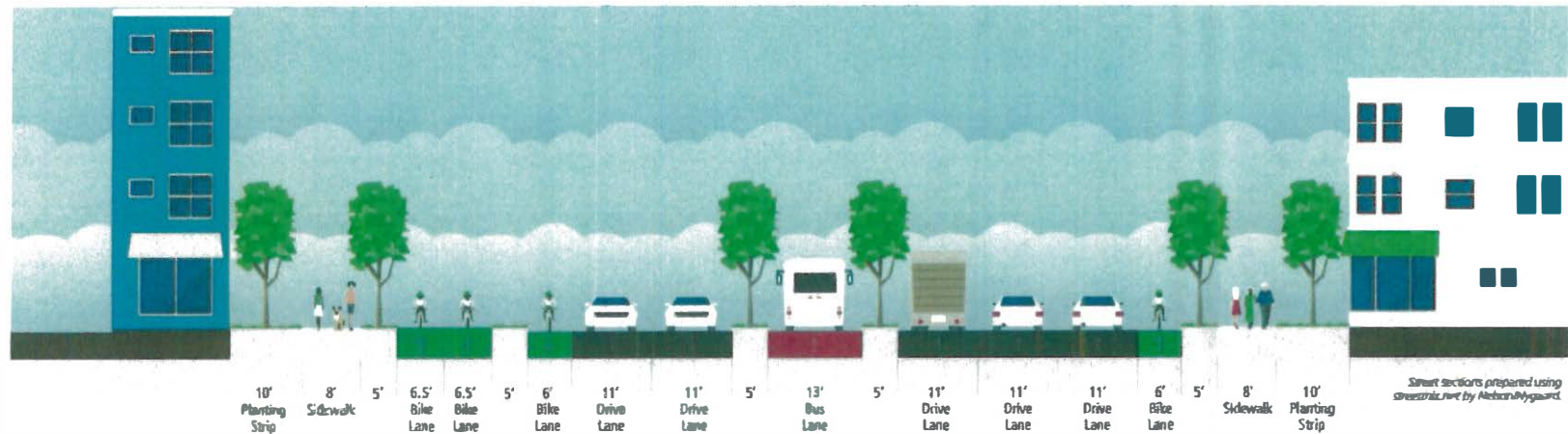


Figure 29: Gateway Boulevard: Potential Configuration of Amphitheatre Parkway



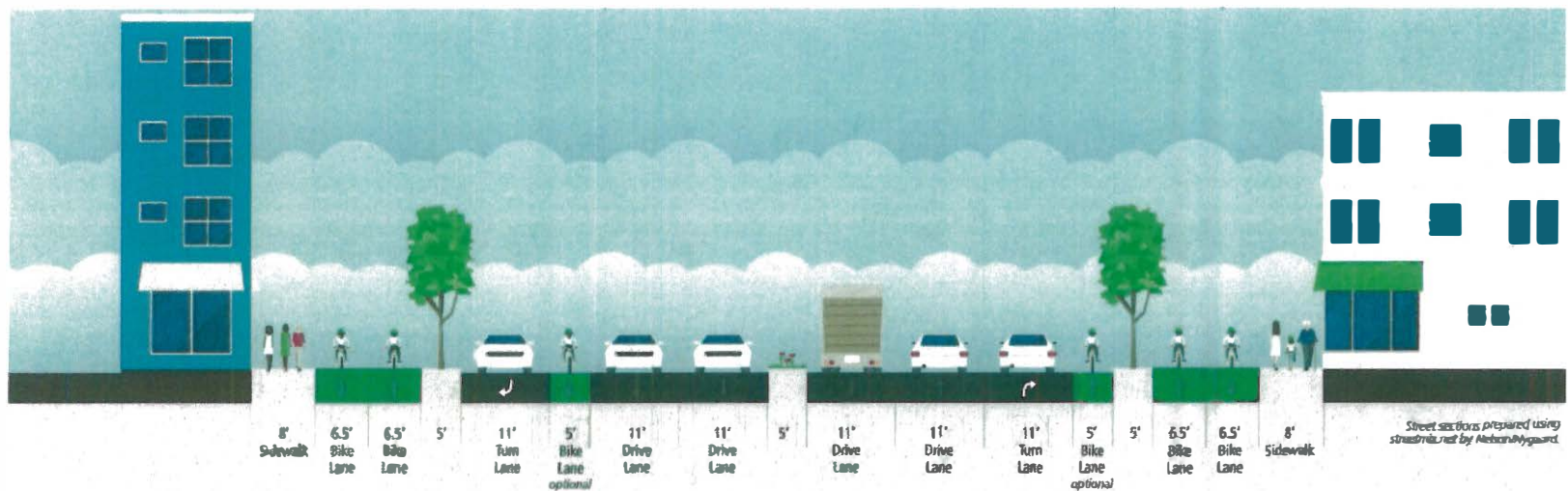
Cross sections will be reconciled with existing conditions as part of a future effort.

Figure 30: Gateway Boulevard: Potential Configuration of Shoreline Boulevard from La Avenida to Pear Avenue Looking North



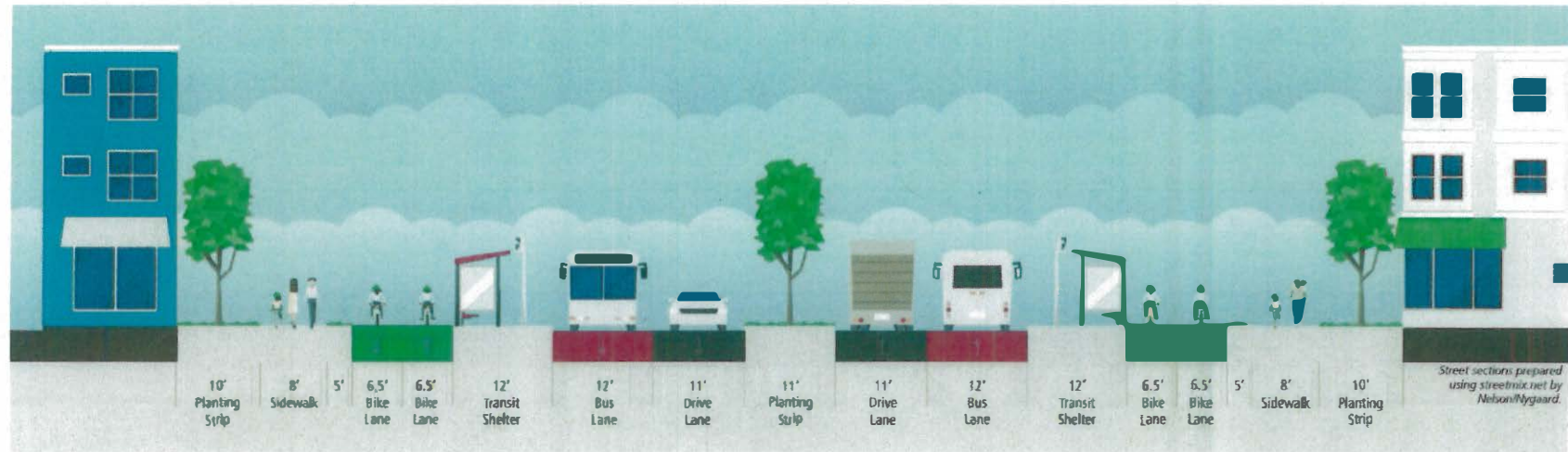
Cross sections will be reconciled with existing conditions as part of a future effort.

Figure 31: Gateway Boulevard: Potential Configuration of Rengstorff Avenue



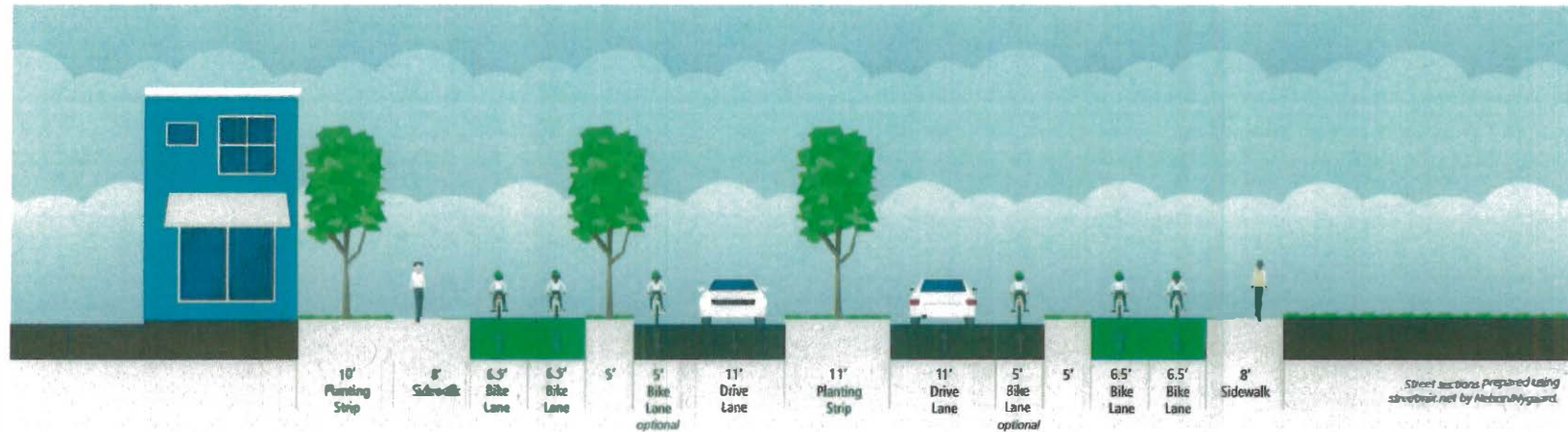
Cross sections will be reconciled with existing conditions as part of a future effort.

Figure 32: Transit Boulevard: Potential Configuration of Charleston Road



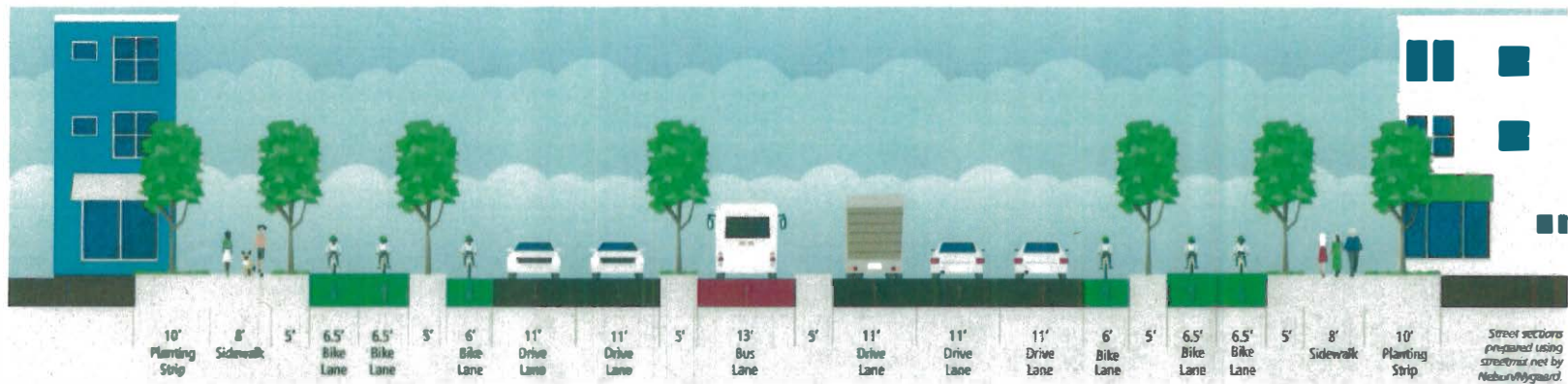
Cross sections will be reconciled with existing conditions as part of a future effort.

Figure 33: Transit Boulevard: Potential Configuration of Garcia Avenue



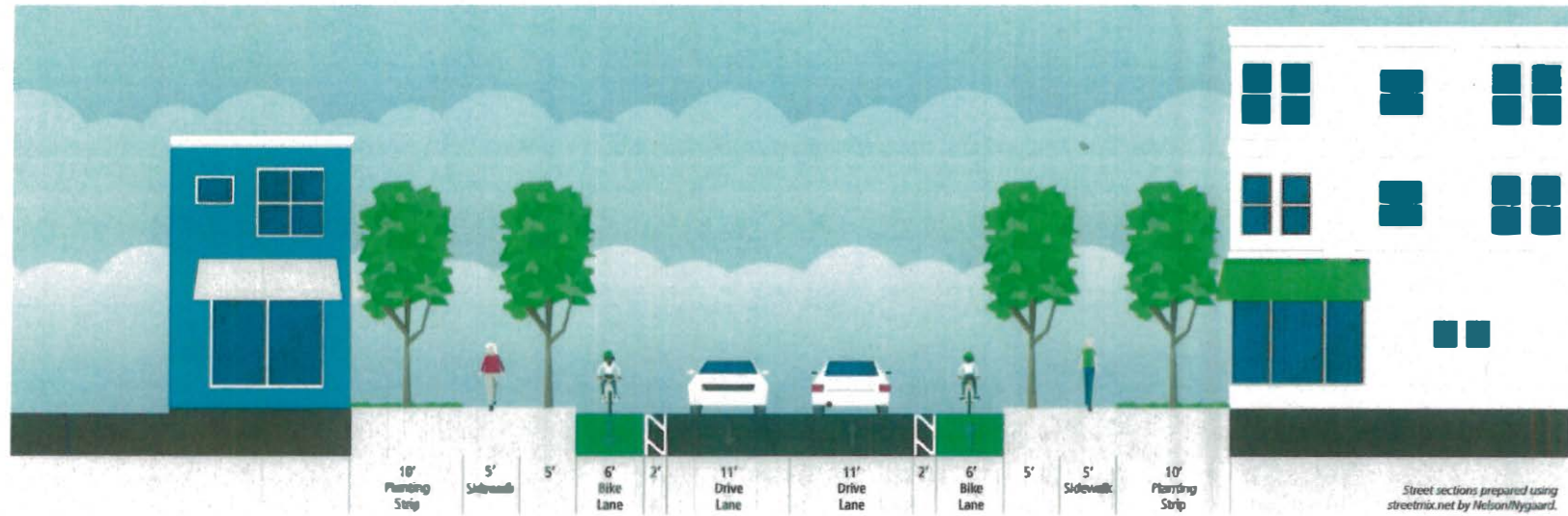
Cross sections will be reconciled with existing conditions as part of a future effort.

Figure 34: Transit Boulevard: Potential Configuration of Shoreline Boulevard between Pear Avenue and Plymouth Street Looking North



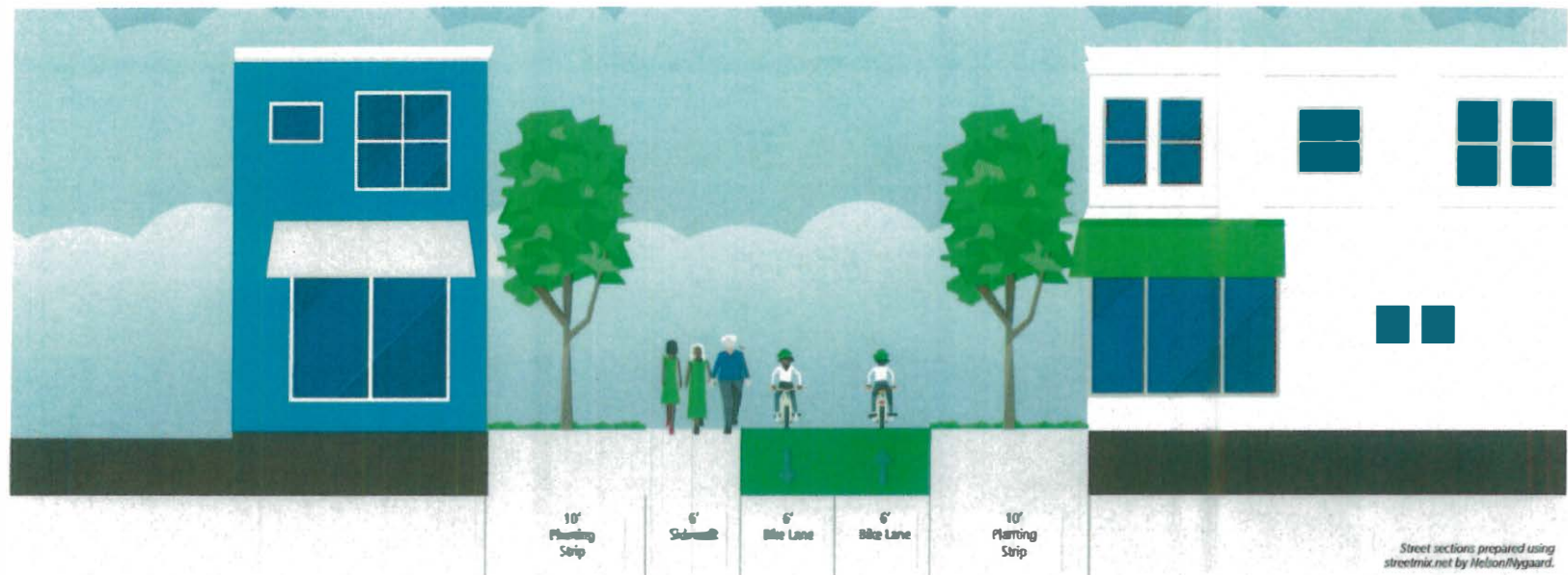
Cross sections will be reconciled with existing conditions as part of a future effort.

Figure 35: Access Street: Potential Cross Section



Cross sections will be reconciled with existing conditions as part of a future effort.

Figure 36: Green Way: Cross Section



Cross sections will be reconciled with existing conditions as part of a future effort.

Table 0224: Design Standards for Gateway Boulevards

Gateway Boulevards are major entries to North Bayshore and other arterials, with high quality facilities for walking and biking.				
Design Criteria	Shoreline Boulevard	Amphitheatre Parkway	Rengstorff Avenue	Garcia Avenue
Curb-to-curb	70' to 84'	56' to 85'	80' to 85'	50'
Right-of-way	The existing curb-to-curb section may remain north of Plymouth, with cycle tracks and sidewalks requiring additional right of way. <u>Additional row may be needed to accommodate existing conditions (i.e. trees) while maintaining other design criteria.</u>	Mostly the same as existing, with cycle tracks and sidewalks requiring additional new right of way.	Mostly the same as existing, with cycle tracks and sidewalks requiring new right of way	Mostly the same as existing, with cycle tracks requiring some new right of way where path segments missing.
Design Speed ¹	30 mph			
Pedestrian Zone	<u>101 to Charleston Rd.: Min. 13' sidewalk with structural soil, tree grates, and trees adjacent to cycle track, except for east side from La Avenida to Pear. East side La Avenida to Pear: Min. 8' sidewalk and min. 5' street side adjacent landscape buffer. Charleston to Amphitheatre: Min. 8' sidewalk and min. 5' landscape buffer between sidewalk and cycle track. Minimum 5' sidewalk and minimum 5' landscape buffer between sidewalk and travel lanes. Minimum 3' landscape buffer between sidewalk and cycle track.</u>			

¹ Design rather than posted speed is specified as this is the speed for which the roadway should be designed.

Gateway Boulevards are major entries to North Bayshore and other arterials, with high quality facilities for walking and biking.

Design Criteria	Shoreline Boulevard	Amphitheatre Parkway	Rengstorff Avenue	Garcia Avenue
Vehicular Lanes	Two lanes northbound and three southbound from Highway 101 to Plymouth, plus turn pockets. Two lanes each direction from Plymouth to Amphitheatre. Lane width 10'-11' - 12' Reversible transit only lane south of Plymouth, pending recommendation from Shoreline Corridor Study. Curb lane may be converted to peak HOV lane, pending further study	Up to two lanes each direction plus turn pockets Lane width 10'-11'	Up to two lanes each direction plus turn pockets. Lane width 10'-11'	Up to two lanes each direction plus turn pockets. Lane width 10'-11'
Transit	Highest quality bus stop amenities. Signal prioritization. Stops in traffic lane on Transit Boulevards; may be in duck-out where not part of Transit Boulevard overlay.			
On-Street Parking	Not permitted			
Parking Access	Not allowed except for properties not served by Access Streets. Driveway curb cuts should be minimized and shared wherever possible.			
Bike Facilities	<u>La Avenida to Pear Ave.: 13' two-way cycle track on west side only. Bike lanes in street. Min. 5' landscape buffer between cycle track and travel lanes. Pear to Amphitheatre: 12'-13' two-way cycle track on both sides of the street.</u> Optional bike lanes in street.	12'-13' two-way cycle track on both sides of the street. Optional bike lanes in street.	12'-13' two-way cycle track on both sides of the street. Optional bike lanes in street.	12'-13' two-way cycle track on both sides of the street. Optional bike lanes in street.
Medians	Maintain median except if replaced by reversible transit-only lane.	Maintain existing median	Maintain existing median	Maintain existing median

Special Policy Considerations	Additional property dedications may be necessary to achieve desired improvements and/or turn lanes.
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Table 325 Design Standards for Transit Boulevards

Transit Boulevards provide cohesiveness, amenities and reliability for high frequency transit. This type may be overlaid onto other street types. Transit Boulevard design considerations supersede design guidance for other street types.			
Design Criteria	Charleston Road between Shoreline Boulevard and Garcia Avenue	Garcia Avenue	Shoreline Boulevard between Highway 101 and Charleston Road
Curb-to-curb	57'	50'	70' to 84'
Right-of-way	Mostly the same as existing, with cycle tracks and sidewalks requiring some new right of way as well as widened sidewalks with transit waiting areas.	Mostly the same as existing, with cycle tracks and sidewalks requiring some new right of way where path segments missing.	The existing curb-to-curb section may remain north of Plymouth, with cycle tracks <u>and</u> sidewalks requiring additional right of way. South of Plymouth additional right of way will be needed for the reversible transit lane and boarding areas at Pear. <u>Additional row may be needed to accommodate existing conditions (i.e. trees) while maintaining other design criteria.</u>
Design Speed ²	25 mph	30 mph	30 mph
Pedestrian Zone	Minimum 8' sidewalk plus an additional 12' for bus passenger waiting areas and bus stop amenities. Most of Charleston from Shoreline to Permanente Creek will be a bus passenger loading zone. Except at bus stops, a minimum 5' landscape buffer between sidewalk and curb.	Minimum 5' sidewalk and minimum 5' landscape buffer between sidewalk and travel lanes. Minimum 3' landscape buffer between sidewalk and cycle track. At bus stops a minimum of an additional 12' for waiting areas and bus stop amenities.	Minimum <u>5'-13'</u> sidewalk <u>with structural soil, tree grates and trees adjacent to cycle track, except east side from La Avenida to Pear. La Avenida to Pear: Min. 8' sidewalk and min. 5' street side adjacent landscape buffer, and minimum 5' landscape buffer between sidewalk and travel lanes. Minimum 3' landscape buffer between sidewalk and cycle track.</u> At bus stops a minimum of an additional 12' for waiting areas and bus stop amenities.
Vehicular Lanes	2 through lanes in each direction, plus turn	One lane in each direction, plus turn pockets	Two lanes northbound and three southbound

² Design rather than posted speed is specified as this is the speed for which the roadway should be designed.

Transit Boulevards provide cohesiveness, amenities and reliability for high frequency transit. This type may be overlaid onto other street types. Transit Boulevard design considerations supersede design guidance for other street types.

Design Criteria	Charleston Road between Shoreline Boulevard and Garcia Avenue	Garcia Avenue	Shoreline Boulevard between Highway 101 and Charleston Road
	pockets. Curb lanes designated transit only. Lane width 11' – 12'	Lane width 11' – 12'	from Highway 101 to Plymouth, plus turn pockets. Two lanes each direction from Plymouth to Amphitheatre. Lane width 10'-11' – 12' Reversible transit only lane south of Plymouth, pending recommendation from Shoreline Corridor Study. Curb lane may be converted to peak HOV lane.
Transit	Provide high-quality transit amenities within the core area. Signal prioritization. Transit-only lanes and queue-jumps as necessary to reduce delay. Stops typically in lane.		
On-Street Parking	Not allowed		
Parking Access	Not allowed except for properties not served by access streets. Driveway curb cuts should be minimized and shared wherever possible.		
Bike Facilities	12' <u>13'</u> minimum two-way cycle track on each side of the street	12'-13' two-way cycle track on both sides of the street. Bike lanes in street.	<u>La Avenida to Pear Ave.: 13' two-way cycle track on west side only. Bike lanes in street. Min. 5' landscape buffer between cycle track and travel lanes. Pear Ave. to Charleston Rd.: 12'-13' two-way cycle track on both sides of the street.</u> Bike lanes in street. <u>Min. 5' landscape buffer between cycle track and travel lanes.</u>
Medians	Maintain existing medians if feasible	Maintain existing median	Maintain existing medians if feasible
Special Policy Considerations	Dedicated transit lanes and transit queue-jump lanes may be necessary to minimize person delay while maintaining acceptable vehicle delay. The areas adjacent to bus stops along Transit Boulevards should receive the highest level of pedestrian investment.		