



A Street Illustrative Concepts

CORRIDOR-WIDE RECOMMENDATIONS

Traffic Calming Recommendations

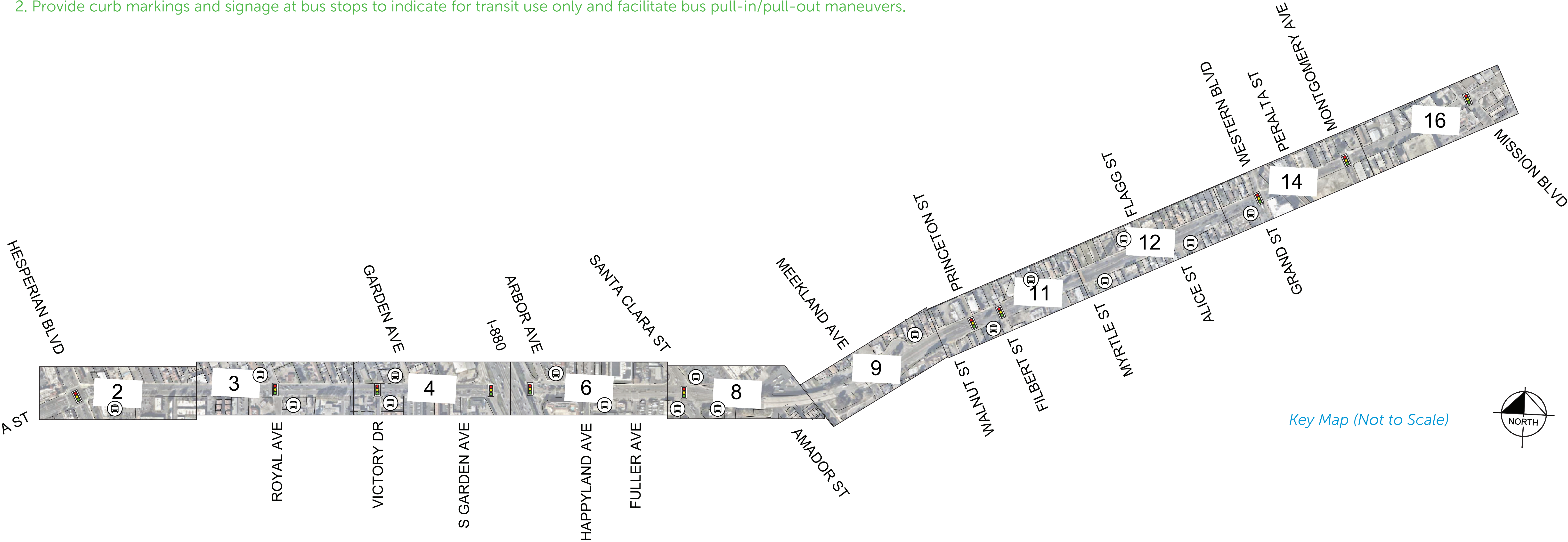
- 1. Coordinate traffic signals to align with City goals (improve traffic operational performance, limit traffic speeds, etc.).
- 2. Install retroreflective backplates on all traffic signals.
- 3. Refresh or add roadway markings, including crosswalks and bicycle lane markings, using thermoplastic.
- 4. Add advanced stop bars at all intersections.

Pedestrian Recommendations

- 1. Install pedestrian-scale lighting throughout the entire corridor.
- 2. Upgrade curb ramps to comply with current ADA standards.
- 3. Modify median noses that intrude into marked crosswalks.
- 4. Add red curb for daylighting in accordance with AB 413.

Bicycle/Transit Recommendations

- 1. Avoid bicycle/transit conflicts at bus stops by implementing transit islands, shared cycle track stops, or other treatments.
- 2. Provide curb markings and signage at bus stops to indicate for transit use only and facilitate bus pull-in/pull-out maneuvers.



Key Map (Not to Scale)





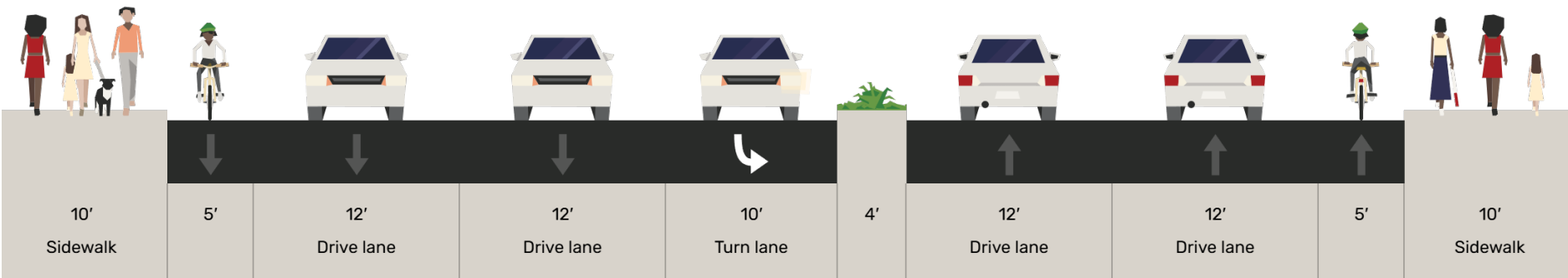
Segment 1 — Hesperian Boulevard to I-880 Interchange

SHEET 1



EXISTING CONDITIONS

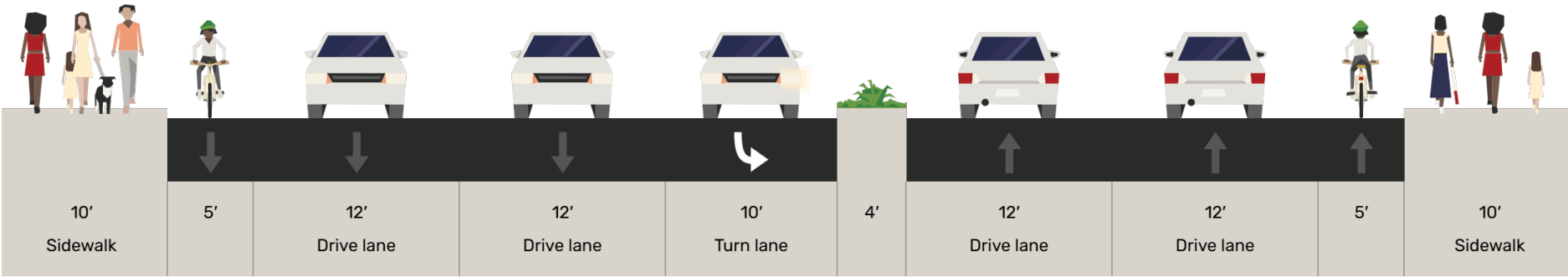
Class II bike lanes in both directions.



LOW IMPACT OPTION:

Existing Conditions with Spot Improvements

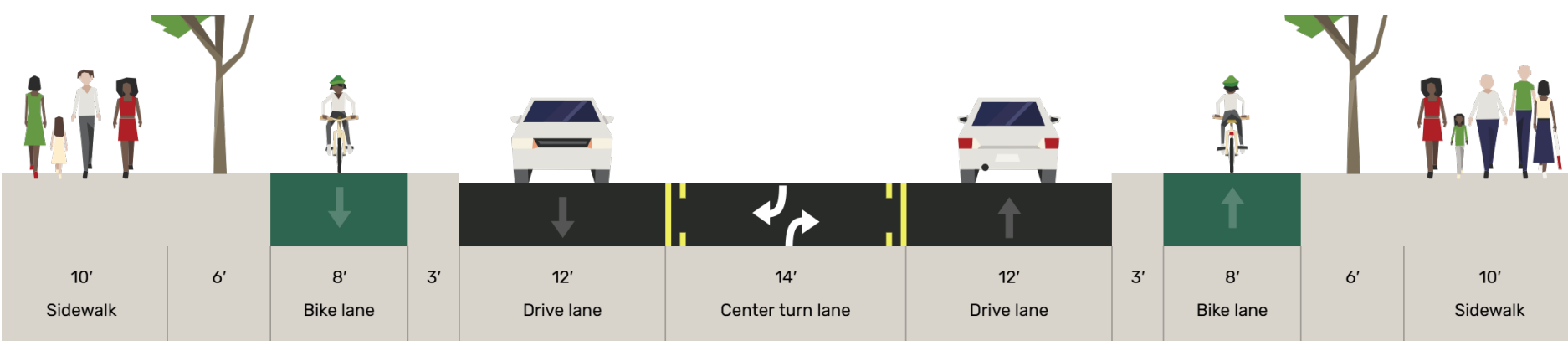
Existing conditions with spot improvements such as pedestrian scale lighting, protected traffic signal phasing, RRFBs, etc.



HIGH INVESTMENT OPTION 1:

Road Diet and Raised Separated Bike Facility

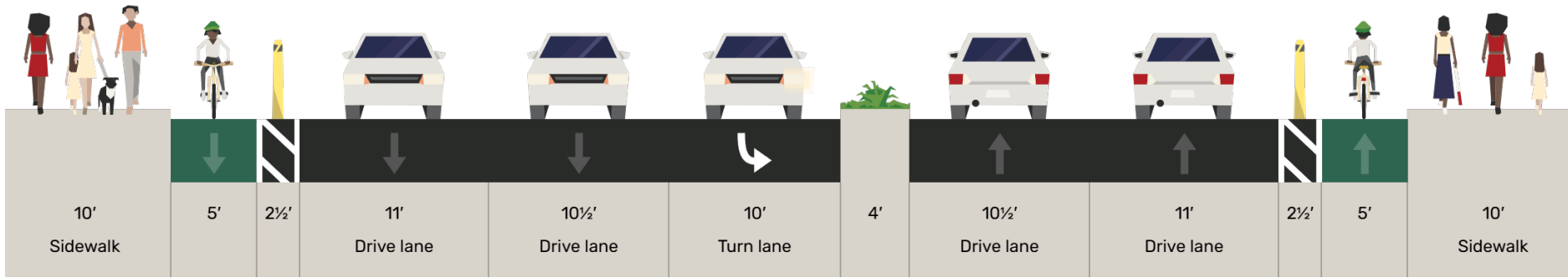
Implement a road diet to upgrade bike lanes to sidewalk level Class IV separated bike lanes in both directions.



Narrow travel lanes to upgrade bike lanes to Class IV separated bike lanes in both directions.

CONTINUOUS BIKE FACILITY:

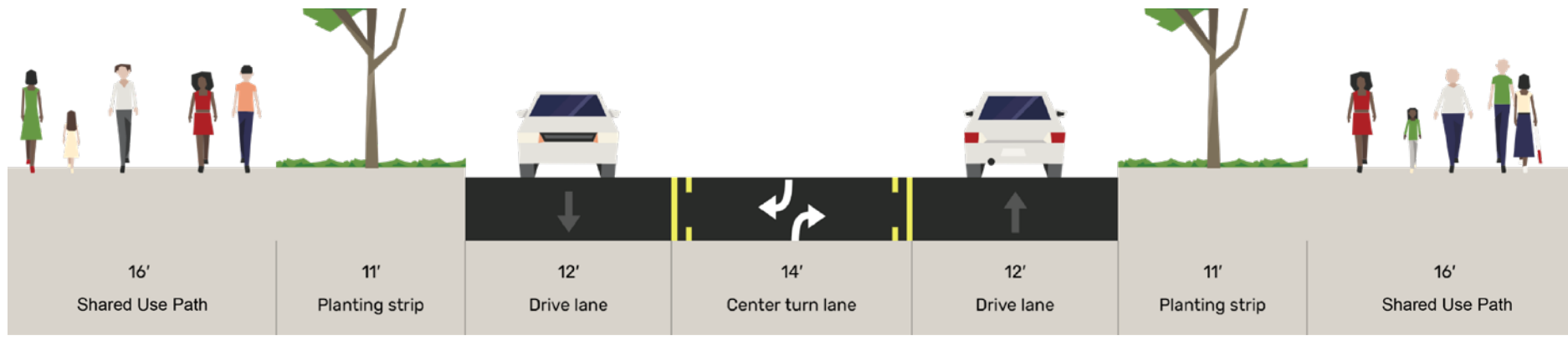
Lane Narrowing and Flex Post Separated Bike Facility



HIGH INVESTMENT OPTION 2:

Road Diet and Shared Use Paths

Implement a road diet to create Class I shared use paths in both directions.







Segment 1 — Hesperian Boulevard to I-880 Interchange

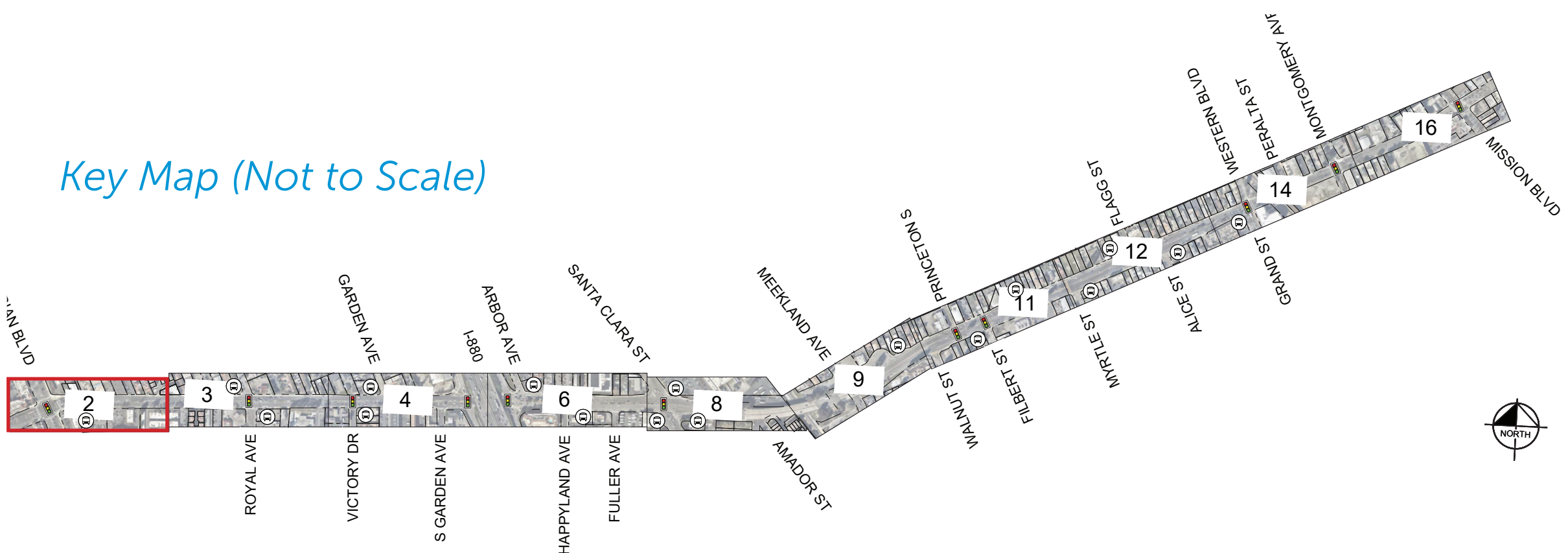
SHEET 2



Typical Cross Sections

See SHEET 1 for existing cross section and proposed alternatives.

Key Map (Not to Scale)

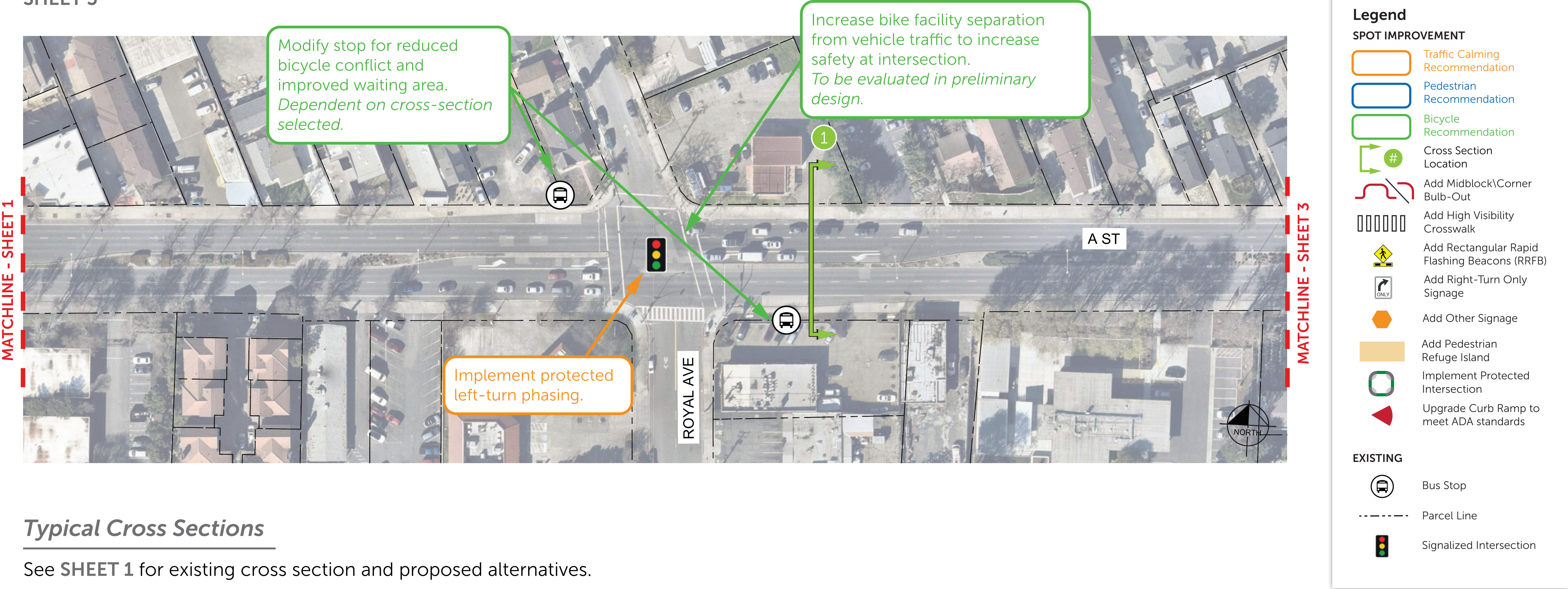






Segment 1 — Hesperian Boulevard to I-880 Interchange

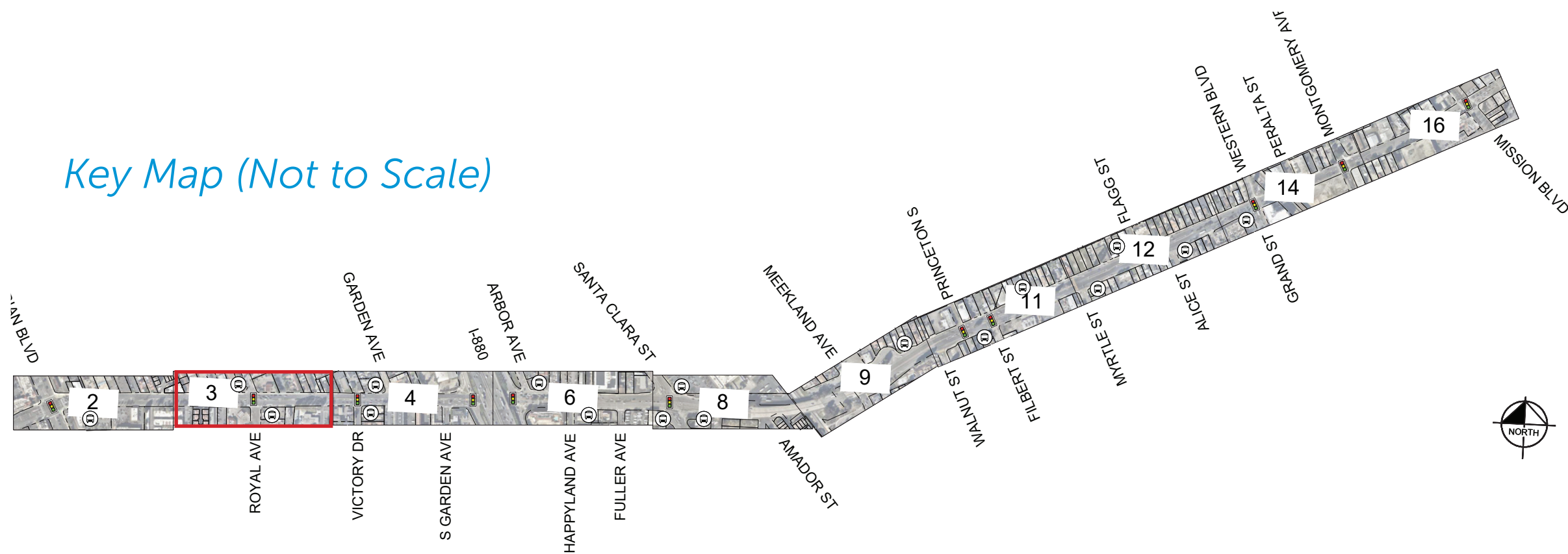
SHEET 3



Typical Cross Sections

See SHEET 1 for existing cross section and proposed alternatives.

Key Map (Not to Scale)

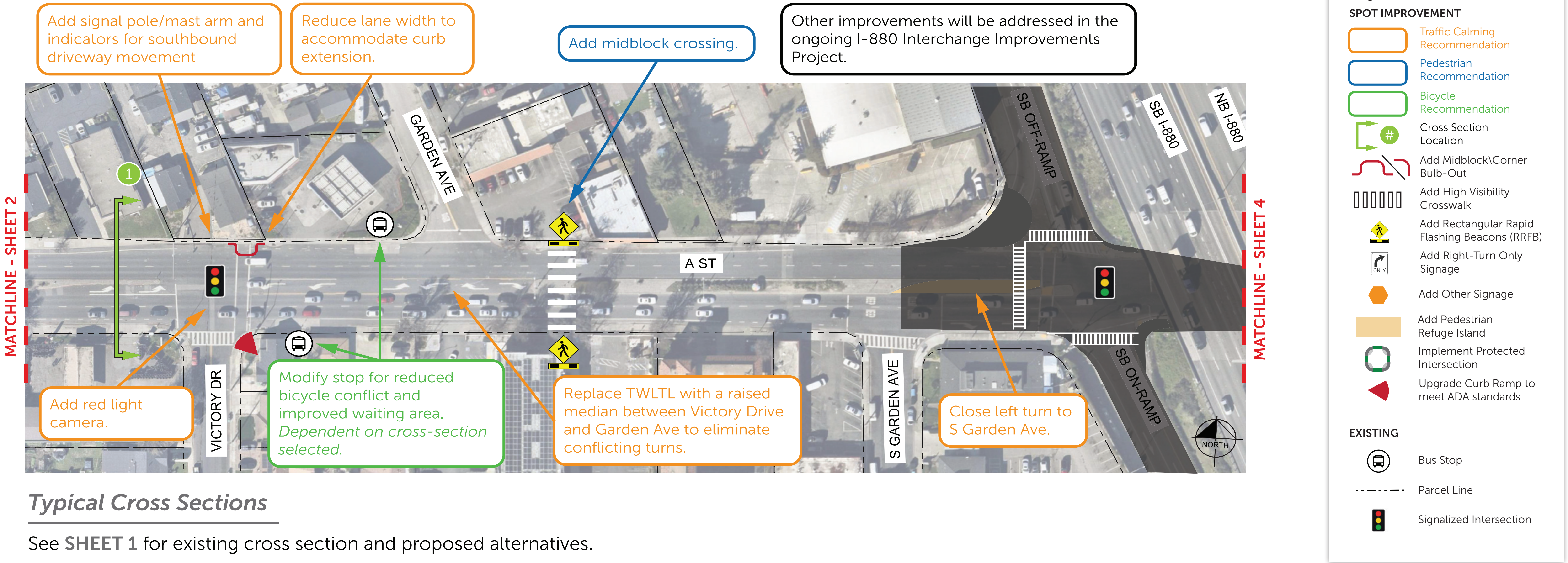






Segment 1 — Hesperian Boulevard to I-880 Interchange

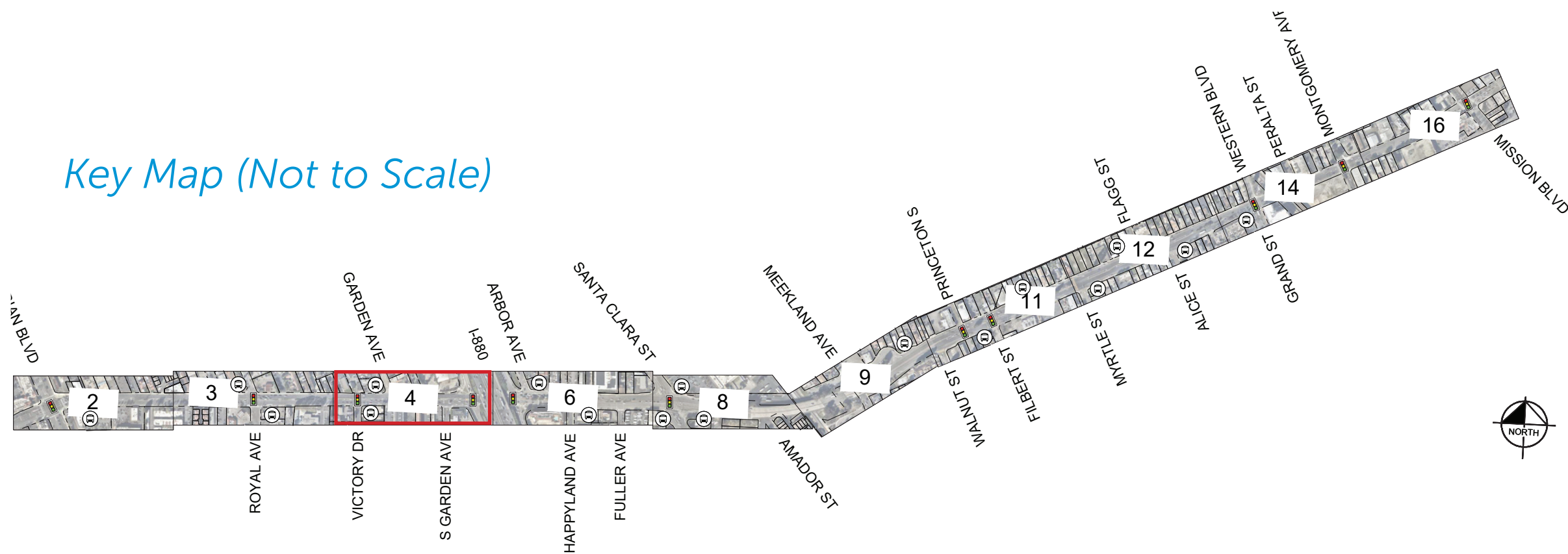
SHEET 4



Typical Cross Sections

See SHEET 1 for existing cross section and proposed alternatives.

Key Map (Not to Scale)

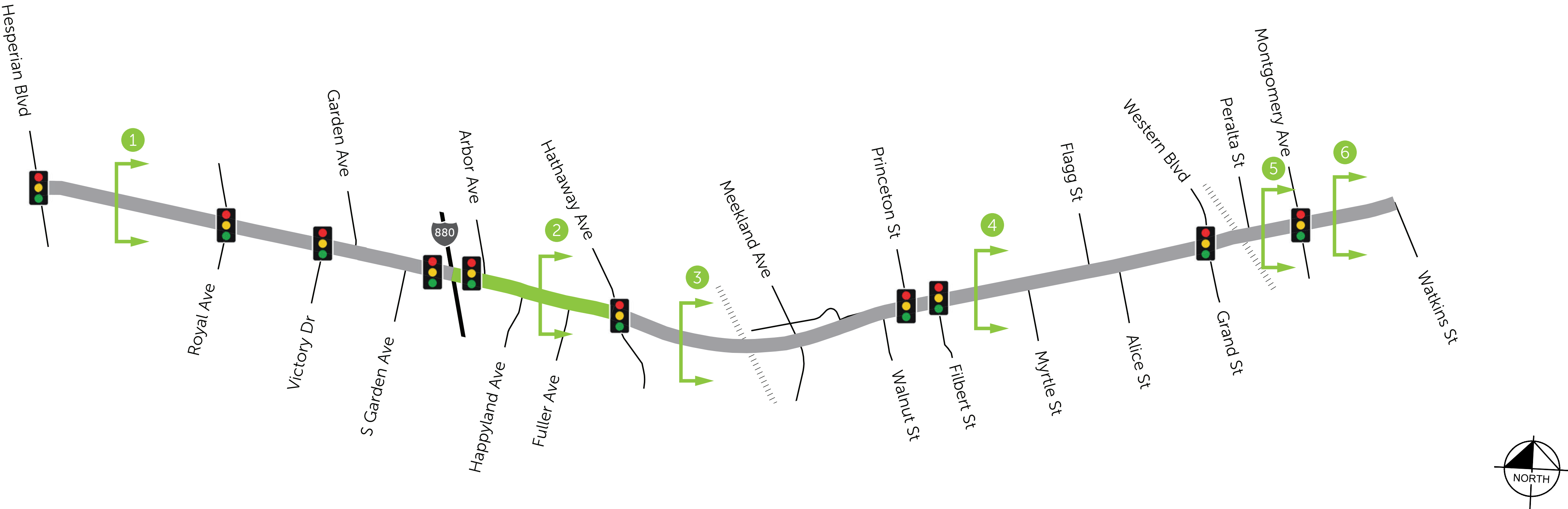






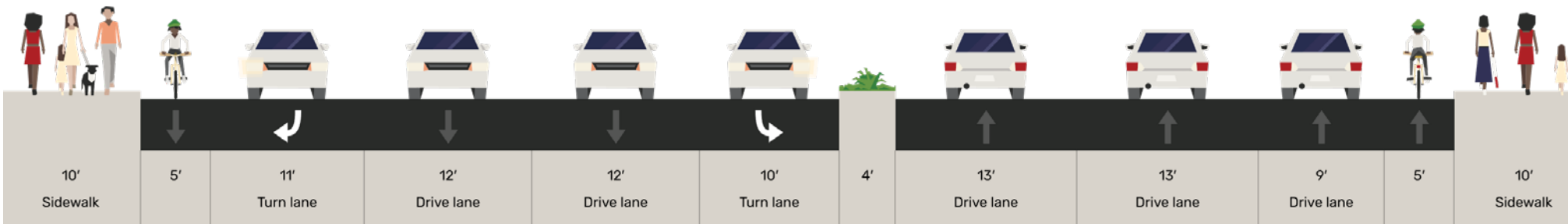
Segment 2 — I-880 Interchange to Hathaway Avenue

SHEET 5



EXISTING CONDITIONS

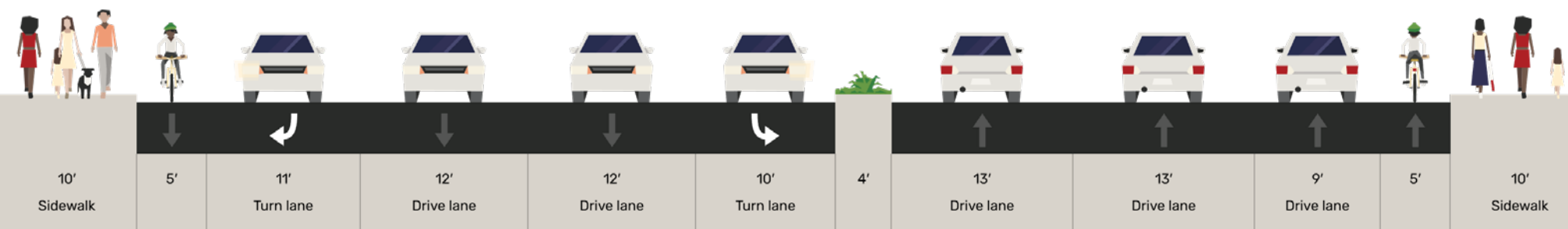
Class II bike lanes in both directions.



LOW IMPACT OPTION:

Existing Conditions with Spot Improvements

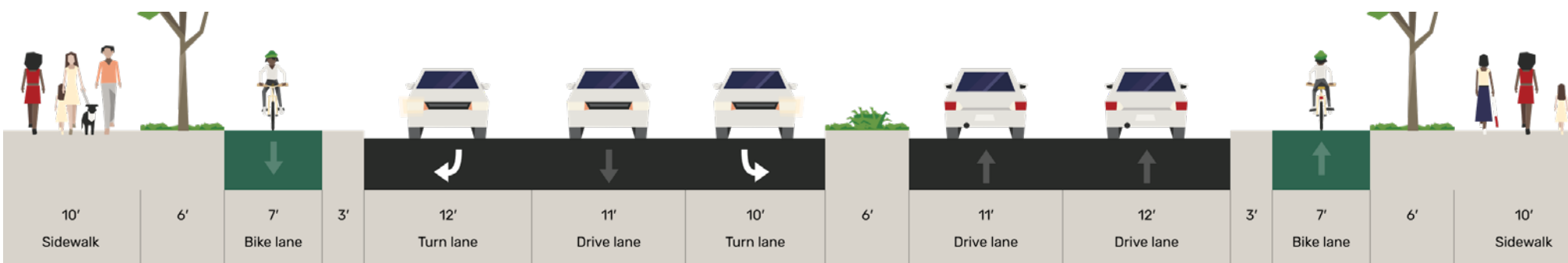
Existing conditions with spot improvements such as improved roadway markings, a median refuge island, etc.



HIGH INVESTMENT OPTION 1:

Road Diet and Raised Separated Bike Facility

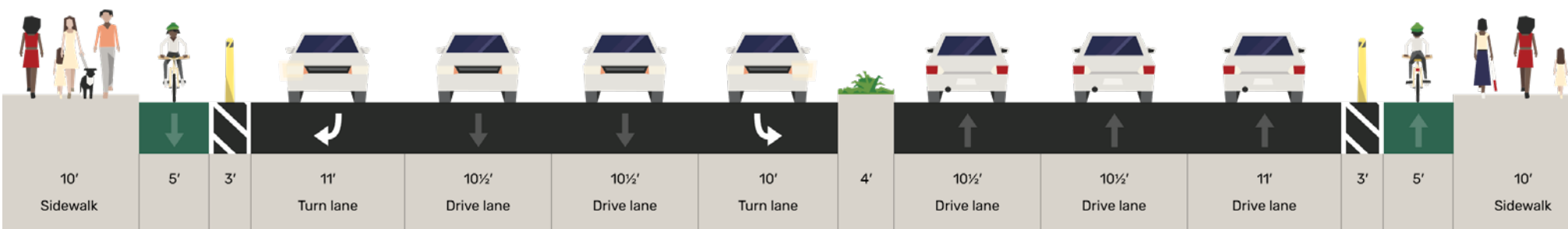
Implement a road diet to upgrade bike lanes to sidewalk level Class IV separated bike lanes in both directions.



CONTINUOUS BIKE FACILITY:

Lane Narrowing and Separated Bike Facility

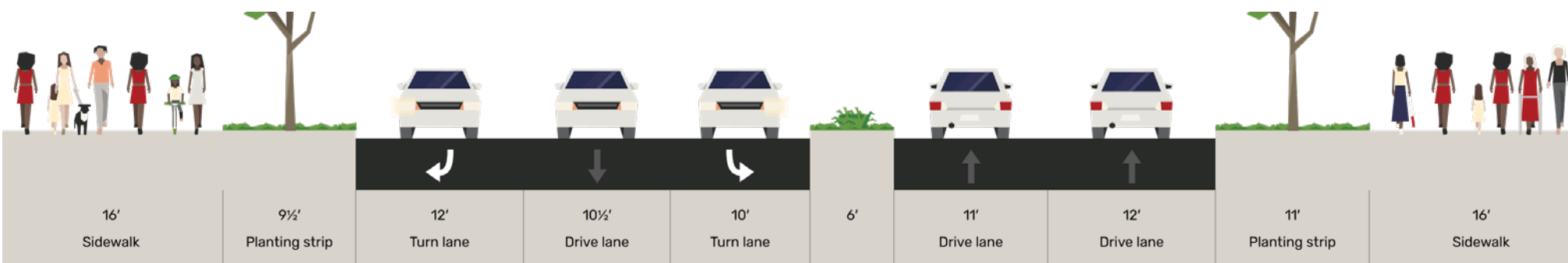
Narrow travel lanes to upgrade bike lanes to Class IV separated bike lanes in both directions.



HIGH INVESTMENT OPTION 2:

Road Diet and Shared Use Paths

Implement a road diet to create Class I shared use paths in both directions.

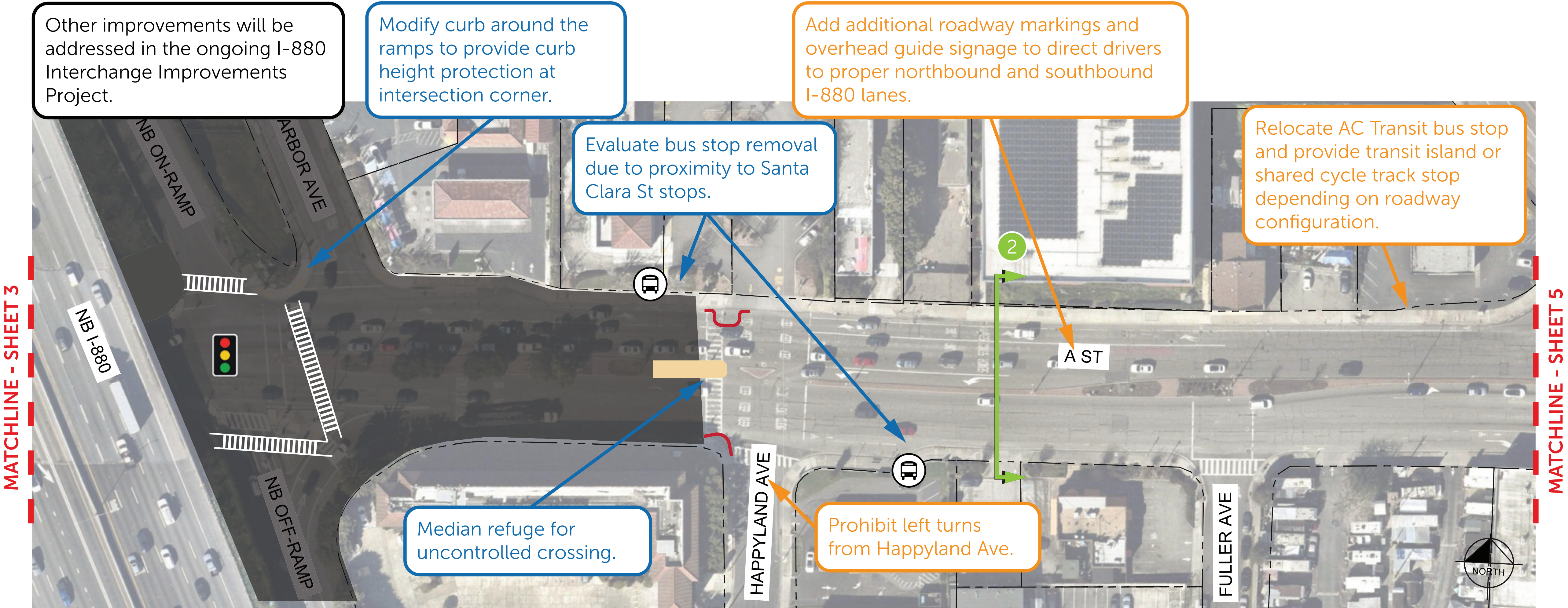






Segment 2 — I-880 Interchange to Hathaway Avenue

SHEET 6



Legend

SPOT IMPROVEMENT

Traffic Calming Recommendation

Pedestrian Recommendation

Bicycle Recommendation

#

Cross Section Location

Add Midblock\Corner Bulb-Out

Add High Visibility Crosswalk

Add Rectangular Rapid Flashing Beacons (RRFB)

ONLY

Add Right-Turn Only Signage

Add Other Signage

Add Pedestrian Refuge Island

Implement Protected Intersection

Upgrade Curb Ramp to meet ADA standards

EXISTING

Bus Stop

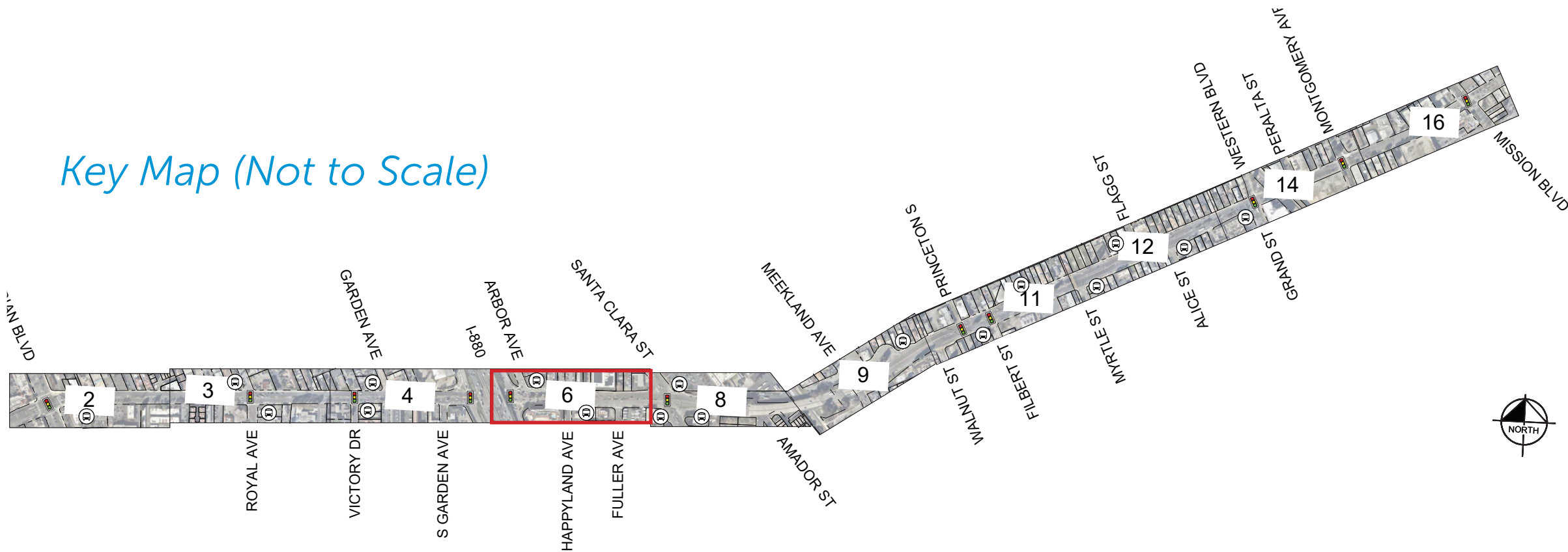
Parcel Line

Signalized Intersection

Typical Cross Sections

See SHEET 5 for existing cross section and proposed alternatives.

Key Map (Not to Scale)







Segment 3 — Hathaway Avenue to Meekland Avenue

SHEET 7



Legend

#

Cross Section Location

.....

Railroad

Signalized Intersection

EXISTING CONDITIONS

Class II bike lanes in both directions.

6'

Sidewalk

5'

Bike lane

12'

Drive lane

13 1/2'

Drive lane

5'

Median

13 1/2'

Drive lane

12'

Drive lane

6'

Bike lane

6'

Sidewalk

LOW IMPACT OPTION:  
Existing Conditions with Spot Improvements

Existing conditions with spot improvements such as pedestrian scale lighting, speed feedback signs, etc.

6'

Sidewalk

5'

Bike lane

12'

Drive lane

13 1/2'

Drive lane

5'

Median

13 1/2'

Drive lane

12'

Drive lane

6'

Bike lane

6'

Sidewalk

HIGH INVESTMENT OPTION:  
Lane Narrowing and Raised Separated Bike Facility

Narrow travel lanes to upgrade bike lanes to sidewalk level Class IV separated bike lanes in both directions.

6'

Sidewalk

6'

Bike lane

2 1/2'

12'

Drive lane

10 1/2'

Drive lane

5'

Median

10 1/2'

Drive lane

12'

Drive lane

2 1/2'

6'

Bike lane

6'

Sidewalk

CONTINUOUS BIKE FACILITY:  
Lane Narrowing and Separated Bike Facility

Narrow travel lanes to upgrade bike lanes to Class IV separated bike lanes in both directions.

6'

Sidewalk

6 1/2'

Bike lane

3'

11'

Drive lane

10 1/2'

Drive lane

5'

Median

10 1/2'

Drive lane

11'

Drive lane

3'

6 1/2'

Bike lane

6'

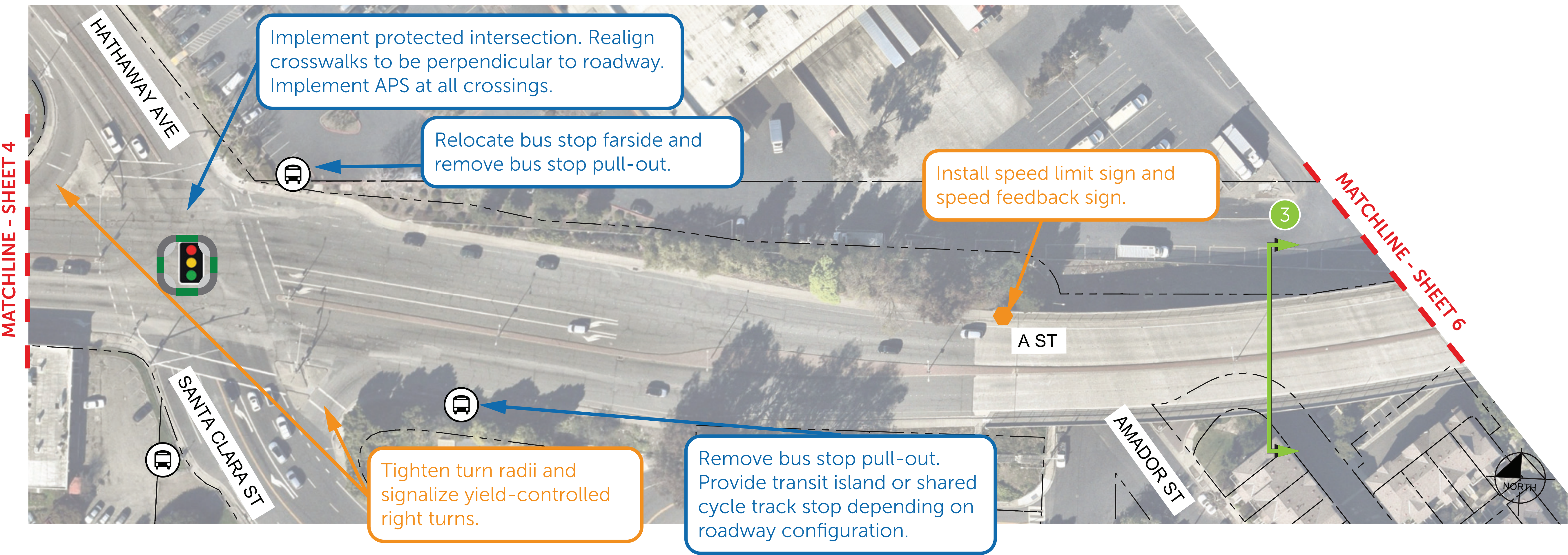
Sidewalk





Segment 3 — Hathaway Avenue to Meekland Avenue

SHEET 8



**Legend**

**SPOT IMPROVEMENT**

Traffic Calming Recommendation

Pedestrian Recommendation

#

ONLY

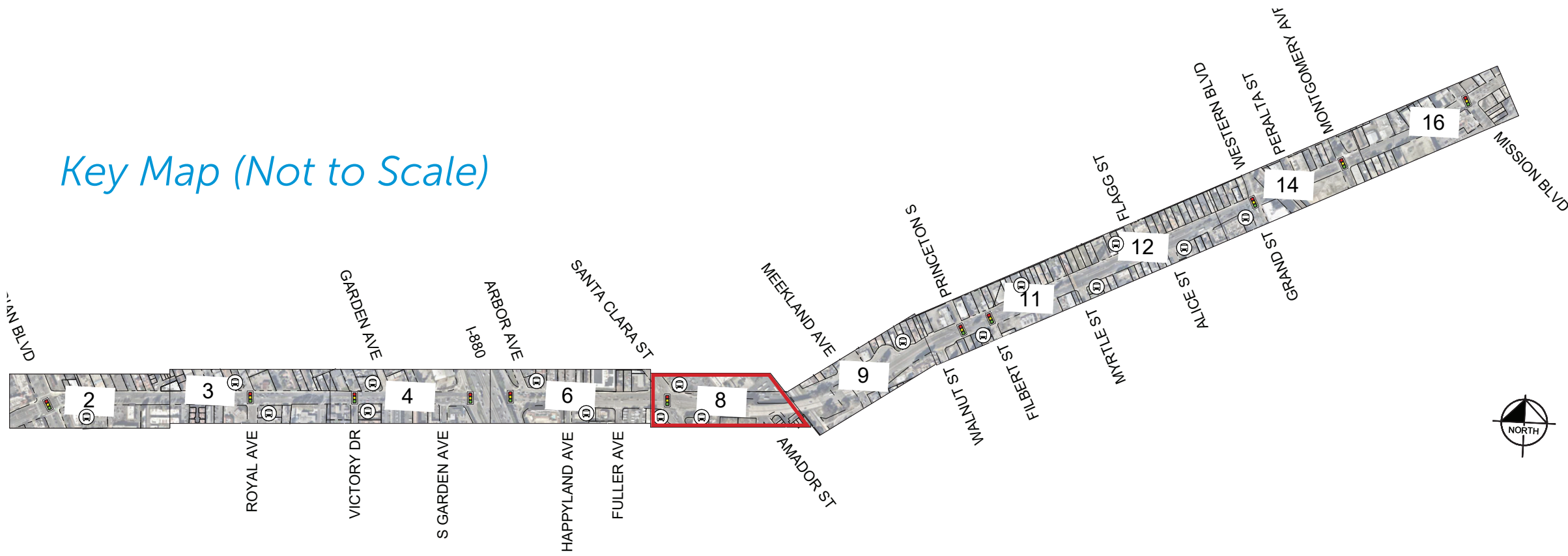
**EXISTING**

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Typical Cross Sections

See SHEET 7 for existing cross section and proposed alternatives.

Key Map (Not to Scale)







Segment 3 — Hathaway Avenue to Meekland Avenue

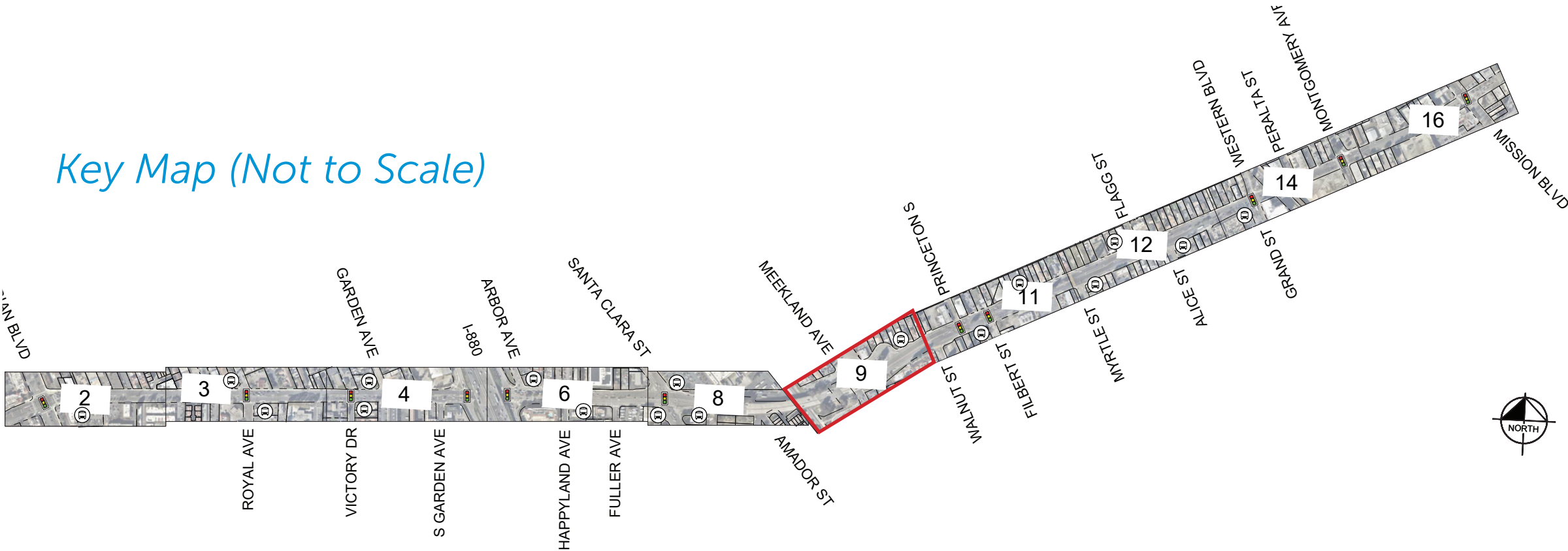
SHEET 9



Typical Cross Sections

See SHEET 7 for existing cross section and proposed alternatives.

Key Map (Not to Scale)

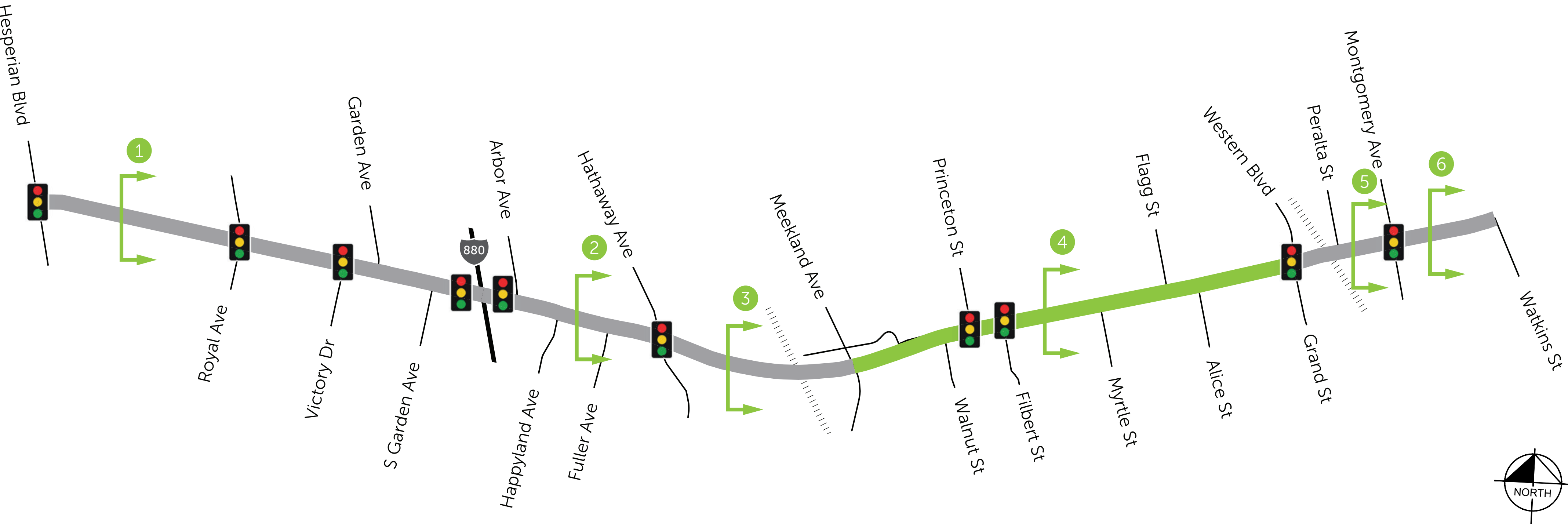






Segment 4 — Meekland Avenue to Grand Street

SHEET 10



Legend

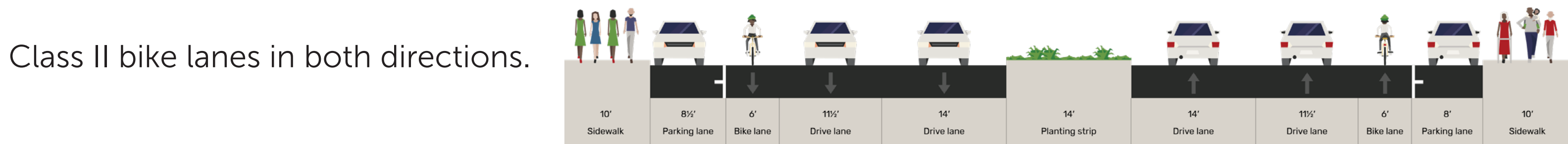
#

Cross Section Location

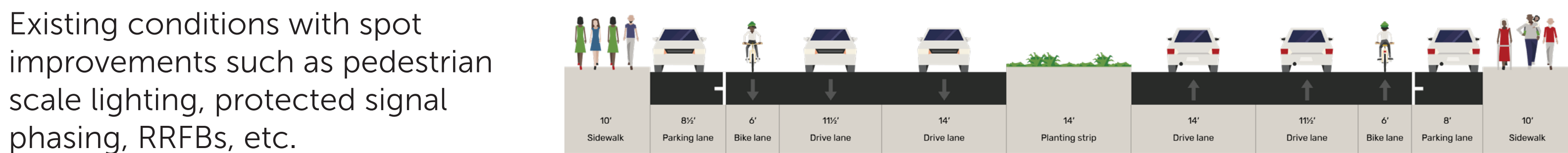
|||||

RailroadSignalized Intersection

EXISTING CONDITIONS

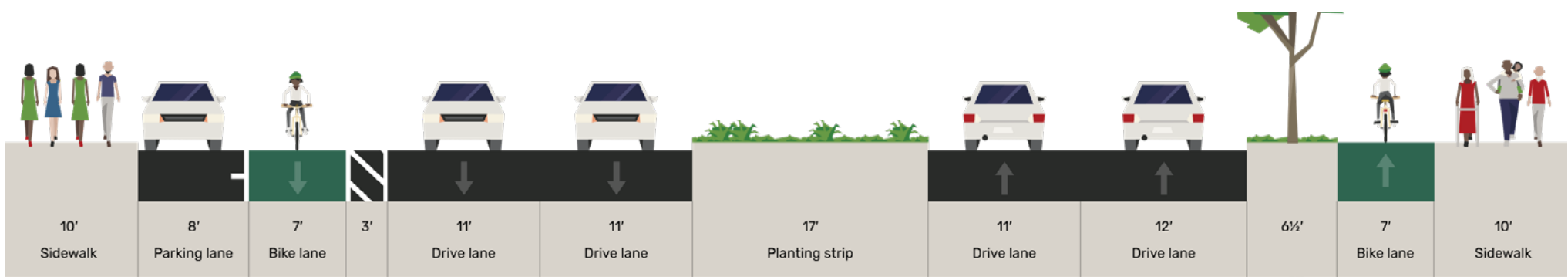


LOW IMPACT OPTION:  
Existing Conditions with Spot Improvements



Remove parking on the south side of the street and narrow travel lanes to upgrade bike lanes to a sidewalk level Class IV separated bike lane in the eastbound direction and a Class IIB buffered bike lane in the westbound direction.

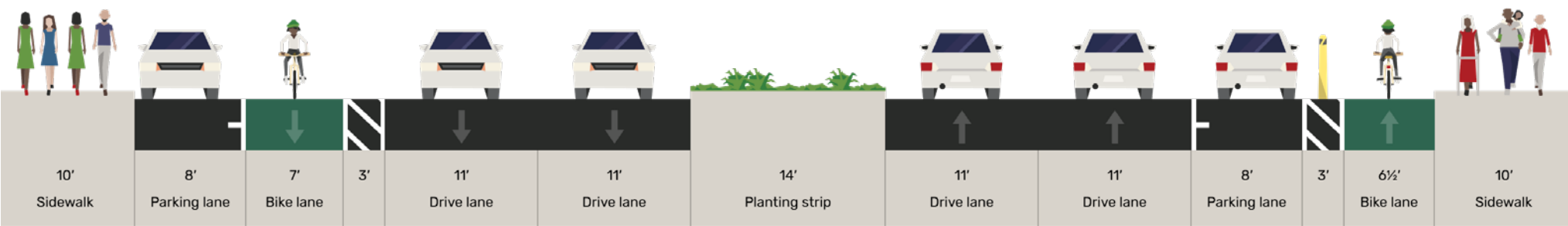
HIGH INVESTMENT OPTION 1:  
Lane Narrowing, Targeted Parking Removal and Partially Raised Bike Facility



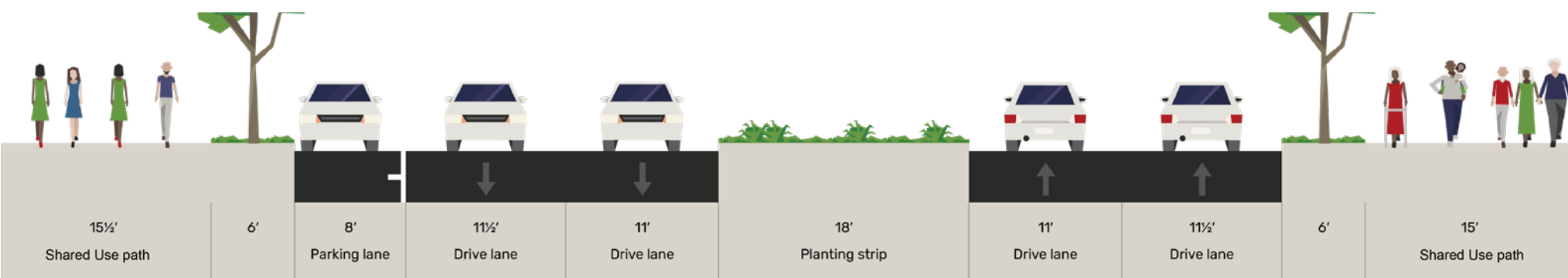
Narrow travel lanes to upgrade bike lanes to a Class IV parking protected bike lane in eastbound direction and a Class IIB buffered bike lane in westbound direction.

Remove parking on the south side of the street and narrow travel lanes to create Class I shared use paths on both sides of the street.

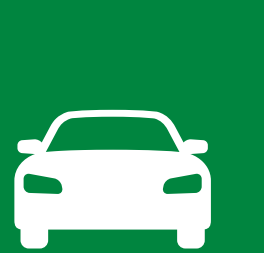
CONTINUOUS BIKE FACILITIES:  
Lane Narrowing and Separated Bike Facility



HIGH INVESTMENT OPTION 2:  
Lane Narrowing, Targeted Parking Removal, and Shared Use Paths

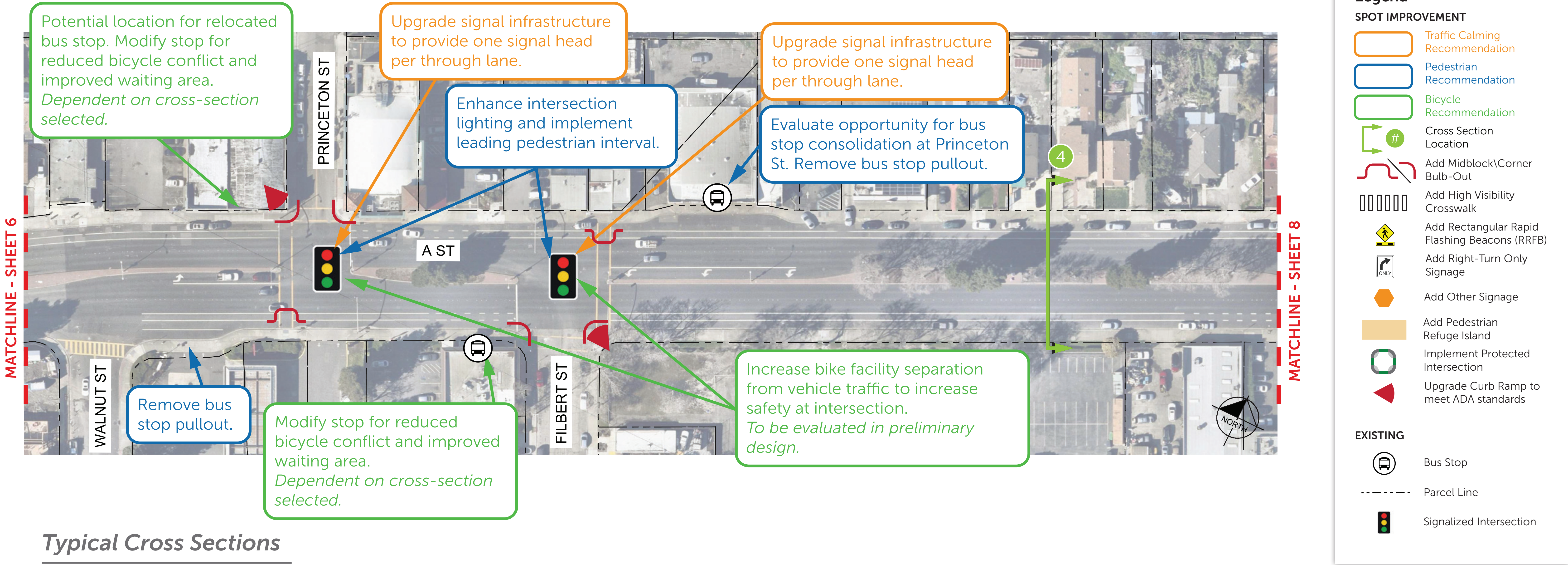






Segment 4 — Meekland Avenue to Grand Street

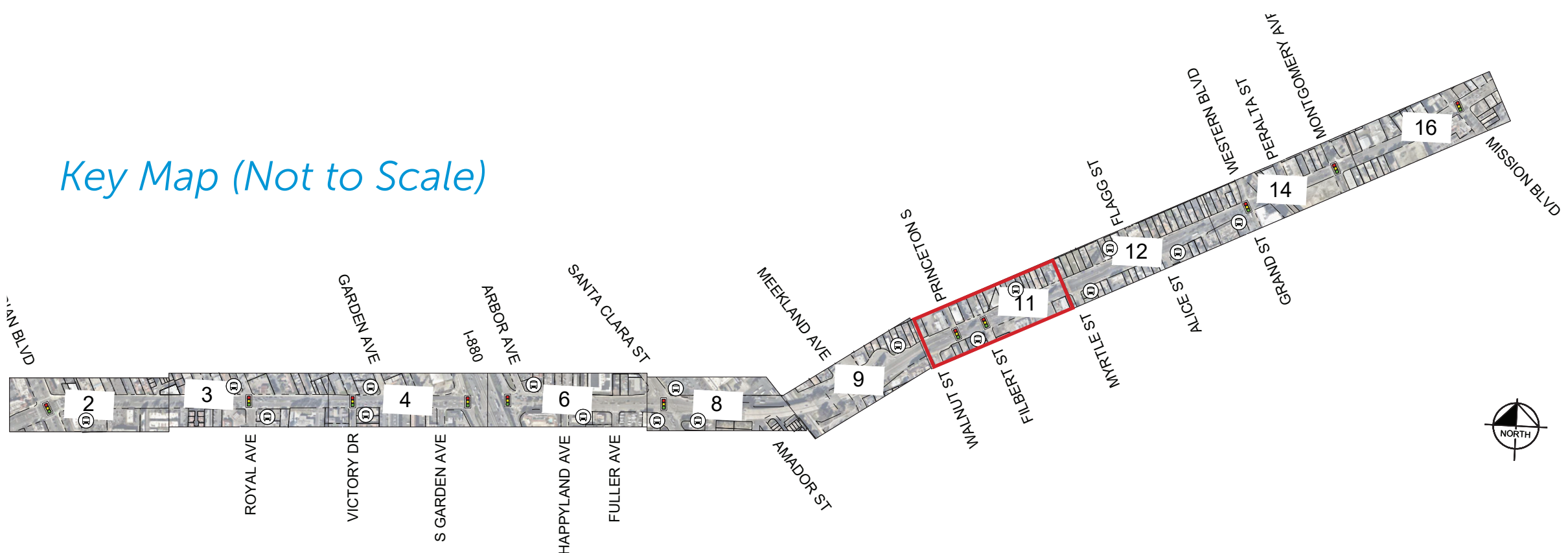
SHEET 11



Typical Cross Sections

See SHEET 10 for existing cross section and proposed alternatives.

Key Map (Not to Scale)

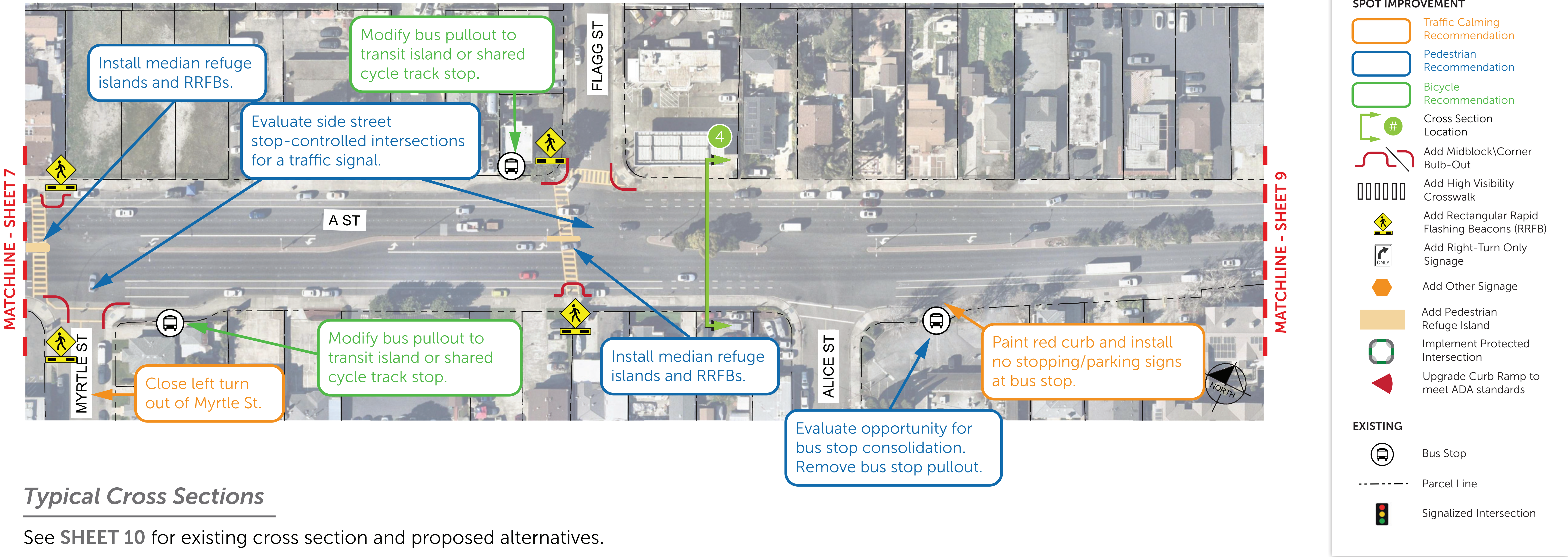






Segment 4 — Meekland Avenue to Grand Street

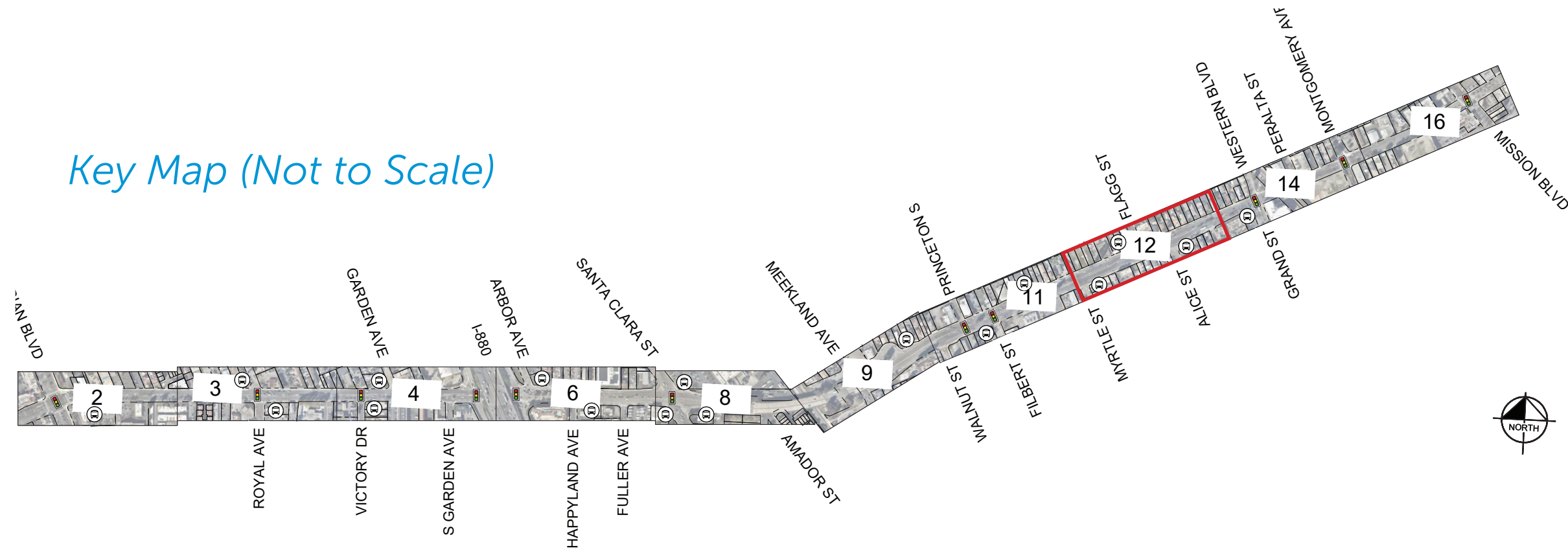
SHEET 12



Typical Cross Sections

See SHEET 10 for existing cross section and proposed alternatives.

Key Map (Not to Scale)







Segment 5 — Grand Street to Montgomery Avenue

SHEET 13



**Legend**

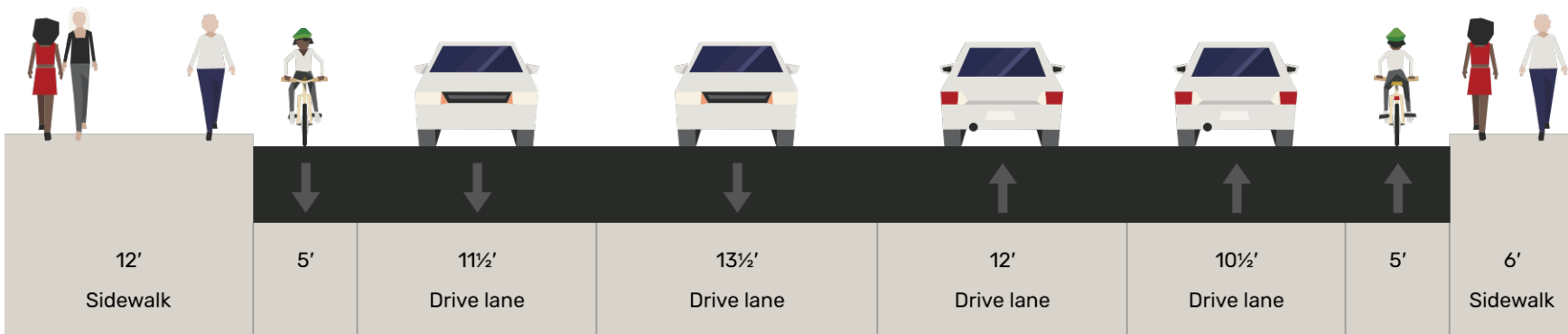
Cross Section Location

Railroad

Signalized Intersection

EXISTING CONDITIONS

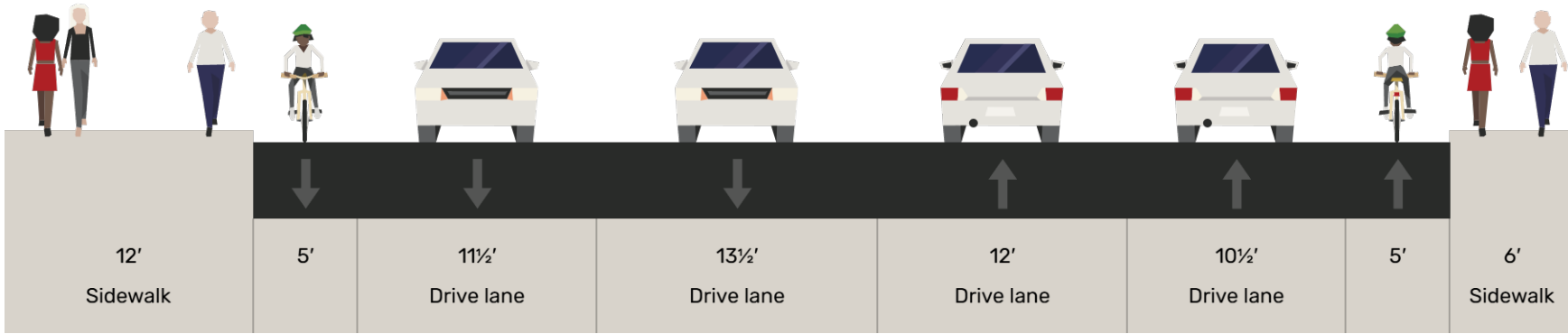
Class II bike lanes in both directions.



LOW IMPACT OPTION:

Existing Conditions with Spot Improvements

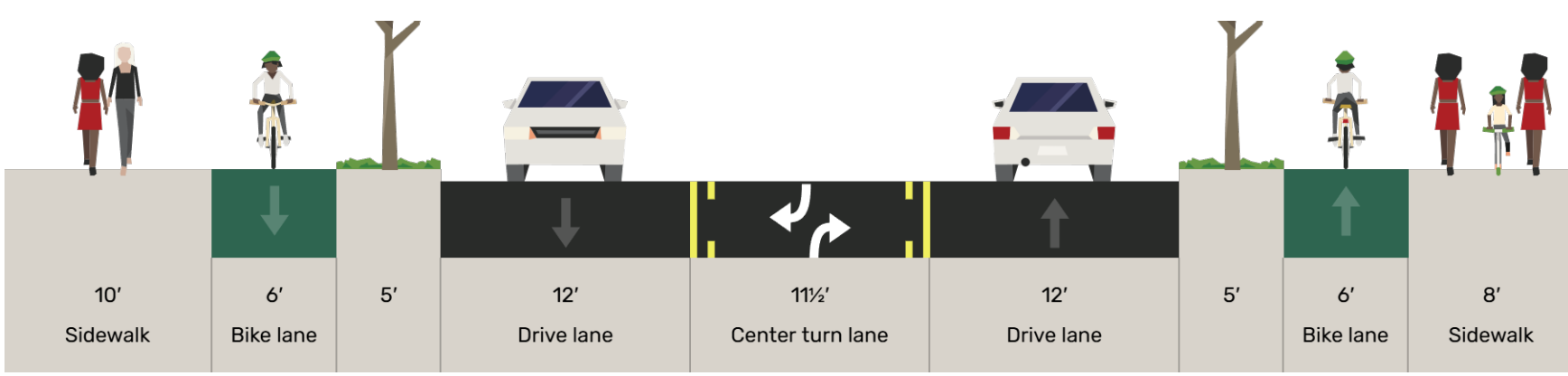
Existing conditions with spot improvements such as pedestrian scale lighting, protected signal phasing, etc.



HIGH INVESTMENT OPTION 1:

Road Diet and Raised Separated Bike Facility

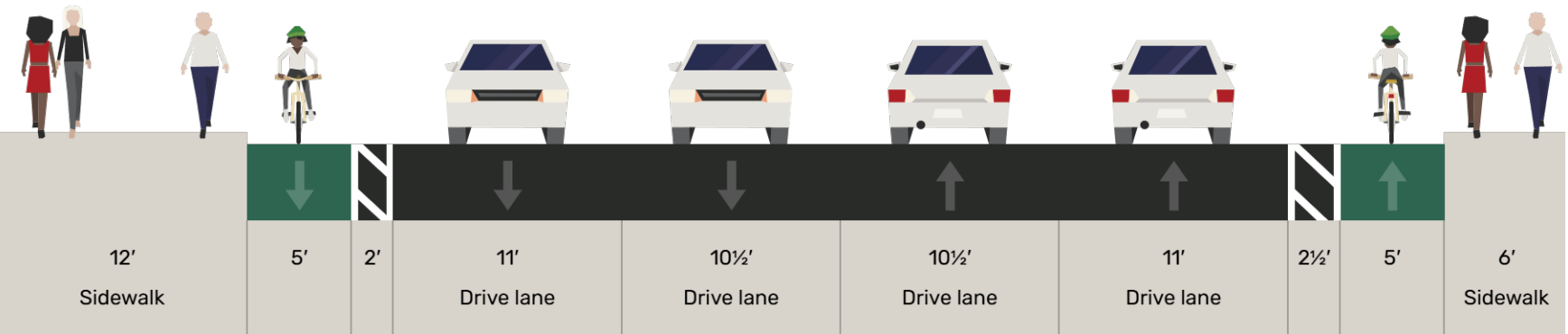
Implement a road diet to provide sidewalk level Class IV separated bike lanes and landscaping in both directions. The sidewalk on the south side of the street is widened and a center turn lane is provided.



CONTINUOUS BIKE FACILITIES:

Lane Narrowing and Buffered Bike Lanes

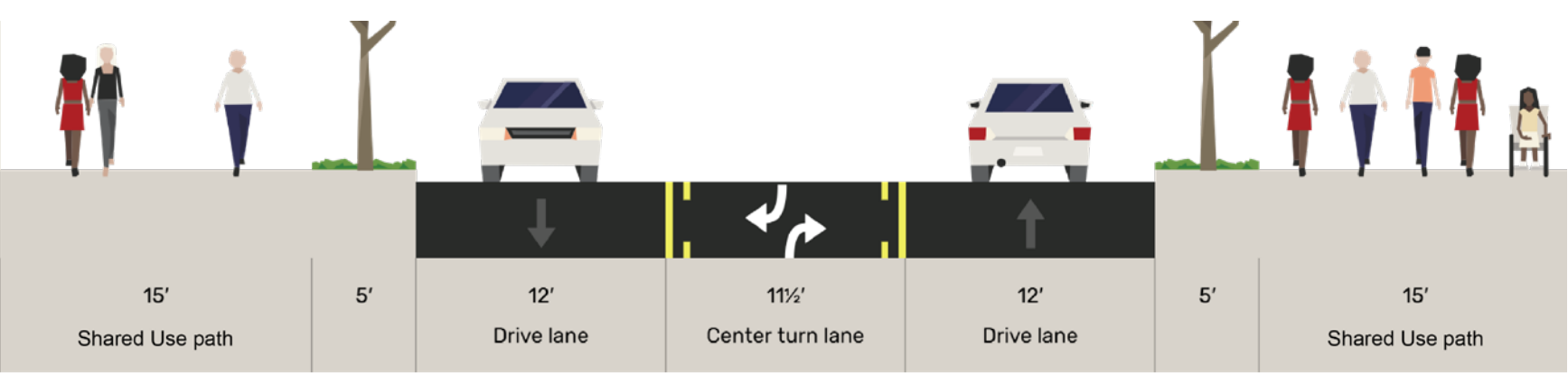
Narrow travel lanes to upgrade bike lanes to Class IIB buffered bike lanes in both directions.



HIGH INVESTMENT OPTION 2:

Road Diet and Shared Use Paths

Implement a road diet to create Class I shared use paths and landscaping on both sides of the street. A center turn lane is also provided.

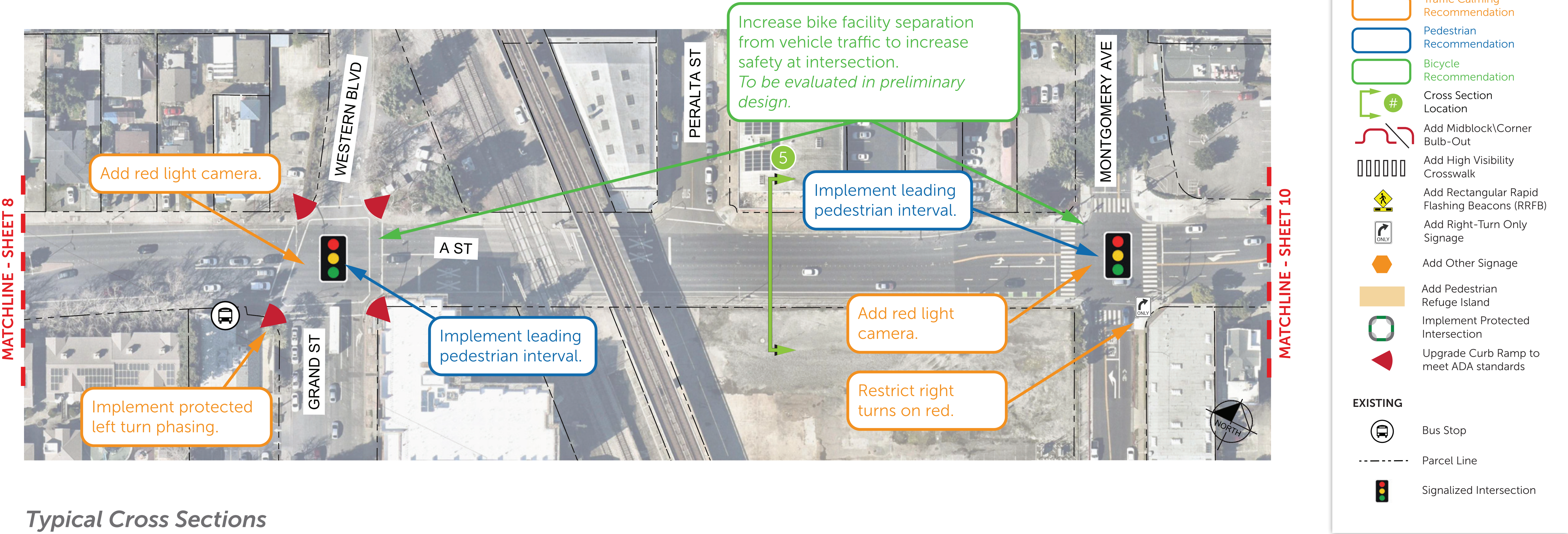






Segment 5 — Grand Street to Montgomery Avenue

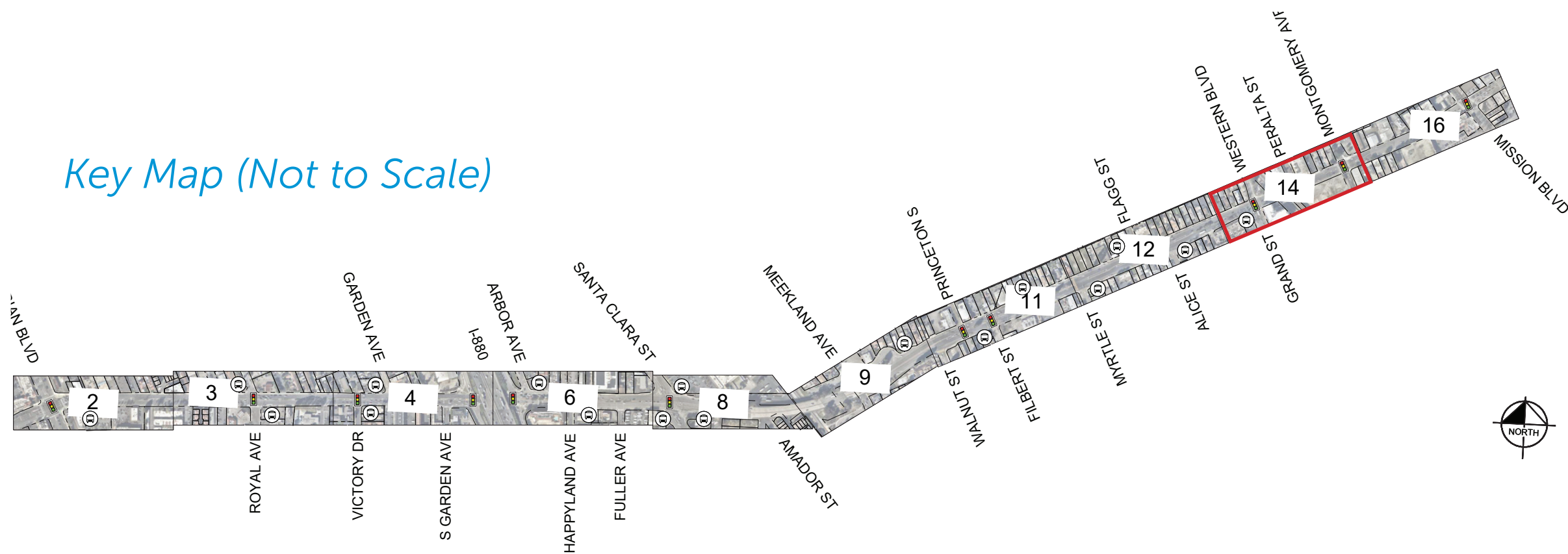
SHEET 14



Typical Cross Sections

See SHEET 13 for existing cross section and proposed alternatives.

Key Map (Not to Scale)







Segment 6 — Montgomery Avenue to Watkins Street

SHEET 15



Legend

#

Cross Section Location

.....

Railroad

Signalized Intersection

EXISTING CONDITIONS

No existing bike facilities.

10'

Sidewalk

7'

Parking lane

12'

Drive lane

11'

Drive lane

10'

Turn lane

12'

Drive lane

12'

Drive lane

7'

Parking lane

8'

Sidewalk

LOW IMPACT OPTION:  
Existing Conditions with Spot Improvements

Existing conditions with spot improvements such as pedestrian scale lighting and crosswalk improvements

10'

Sidewalk

7'

Parking lane

12'

Drive lane

11'

Drive lane

10'

Turn lane

12'

Drive lane

12'

Drive lane

7'

Parking lane

8'

Sidewalk

HIGH INVESTMENT OPTION 1:  
Road Diet, Targeted Parking Removal, and Separated Bike Facility

Implement a road diet to provide sidewalk level Class IV separated bike lanes and landscaping in both directions. The sidewalk on the south side of the street is widened, and a center turn lane is provided.

10'

Sidewalk

6'

Bike lane

5'

8'

Parking lane

11'

Drive lane

16'

Center turn lane

12'

Drive lane

5'

6'

Bike lane

10'

Sidewalk

CONTINUOUS BIKE FACILITIES:  
Lane Narrowing, Targeted Parking Removal, and Bike Lanes

Remove parking on the south side of the street and narrow travel lanes to implement Class II bike lanes.

10'

Sidewalk

7'

Parking lane

5 1/4'

Bike lane

11'

Drive lane

10 1/2'

Drive lane

10'

Turn lane

10 1/2'

Drive lane

11'

Drive lane

5 1/4'

Bike lane

8'

Sidewalk

HIGH INVESTMENT OPTION 2:  
Road Diet, Targeted Parking Removal, and Shared-Use Paths

Implement a road diet to provide Class I shared use paths and landscaping on both sides of the street. A center turn lane is provided.

16'

Shared-Use Path

5'

8'

Parking lane

11'

Drive lane

16'

Center turn lane

12'

Drive lane

5'

16'

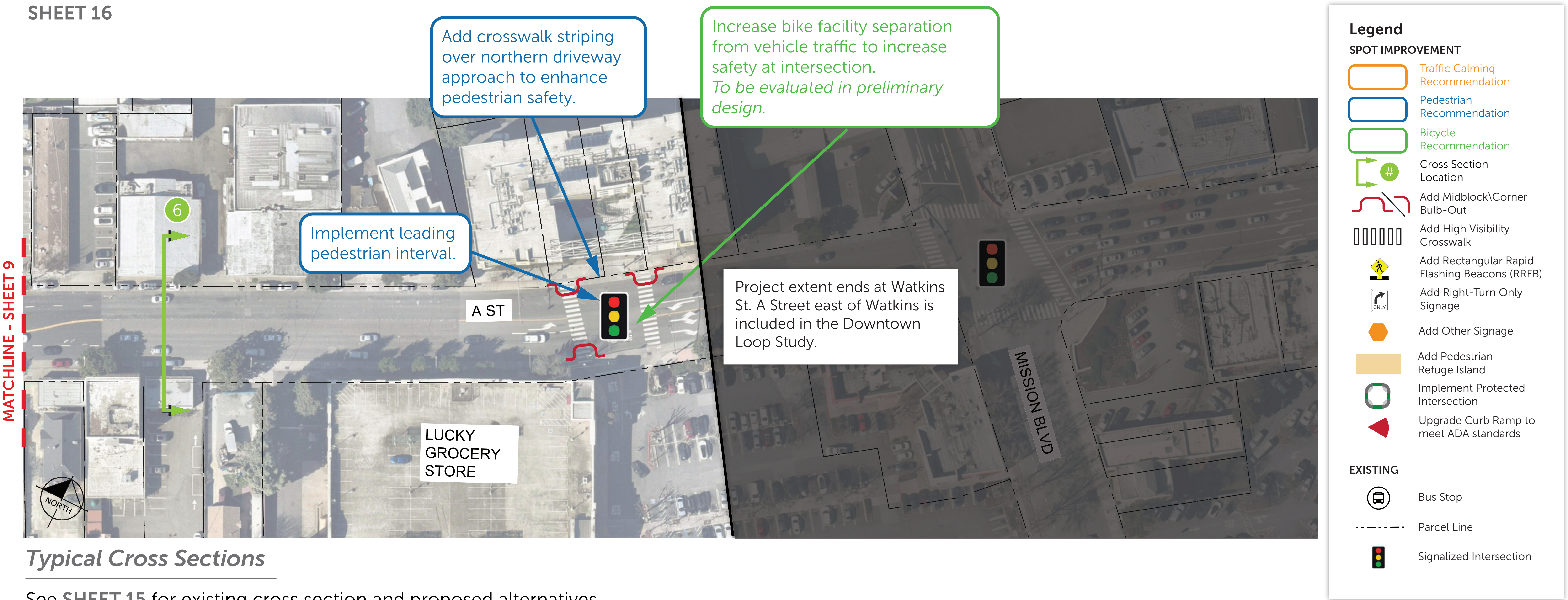
Shared-Use Path





Segment 6 — Montgomery Avenue to Watkins Street

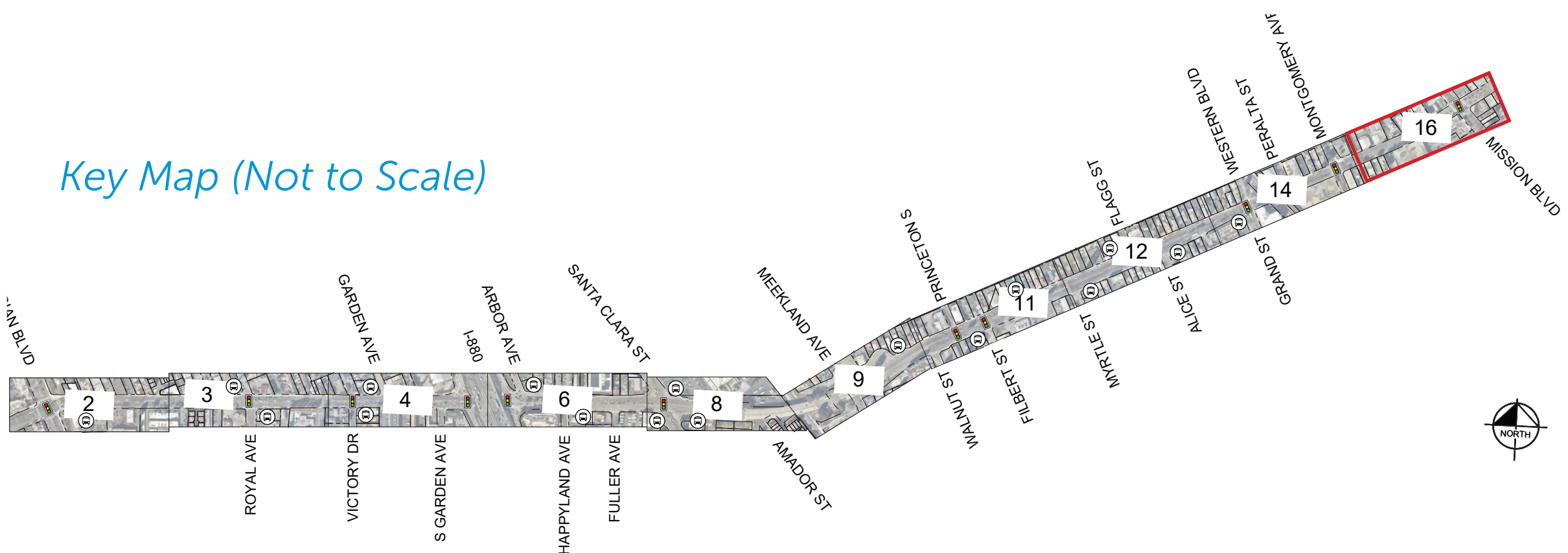
SHEET 16



Typical Cross Sections

See SHEET 15 for existing cross section and proposed alternatives.

Key Map (Not to Scale)







B Street Illustrative Concepts

CORRIDOR-WIDE RECOMMENDATIONS

Traffic Calming Recommendations

- 1. Install retroreflective backplates on all traffic signals.
- 2. Add reflective striping to stop sign posts.
- 3. Add the "all way" placard below all stop signs.

Pedestrian Recommendations

- 1. Upgrade curb ramps to comply with current ADA standards.
- 2. Install pedestrian scale lighting throughout the corridor.
- 3. Add red curb for daylighting in accordance with AB 413.

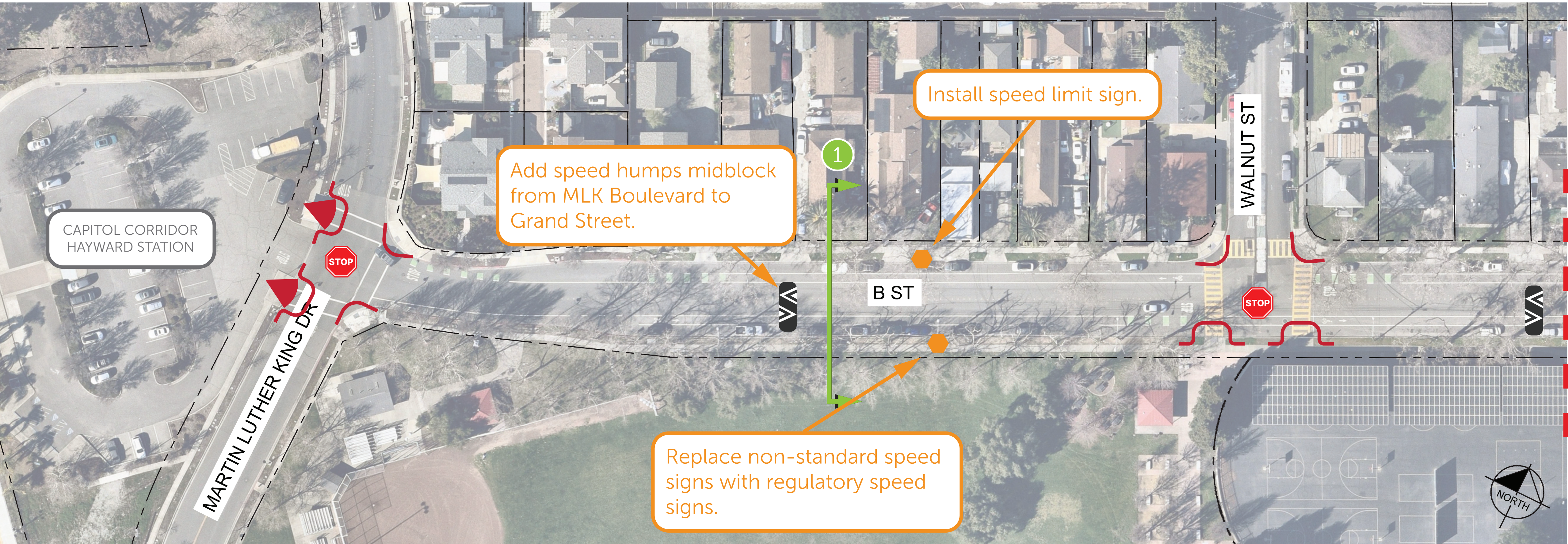






Segment 1 — Martin Luther King Drive to Myrtle Street

SHEET 1



**Legend**

**SPOT IMPROVEMENT**

Traffic Calming Recommendation

Pedestrian Recommendation

Bicycle Recommendation

Cross Section Location

Add Midblock\Corner Bulb-Out

Add Other Signage

Add High Visibility Crosswalk

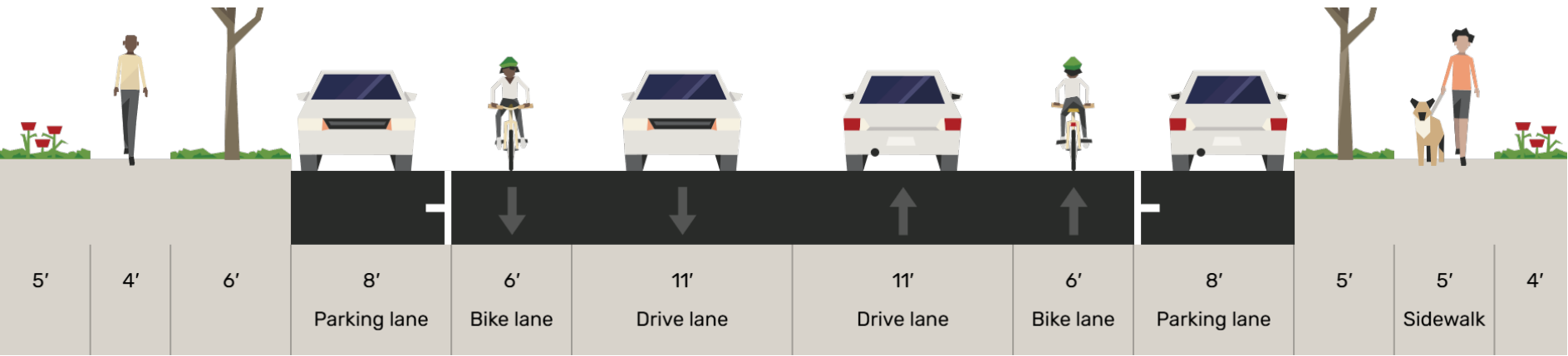
Add Speed Hump

Implement Neighborhood Traffic Circle or Diverters

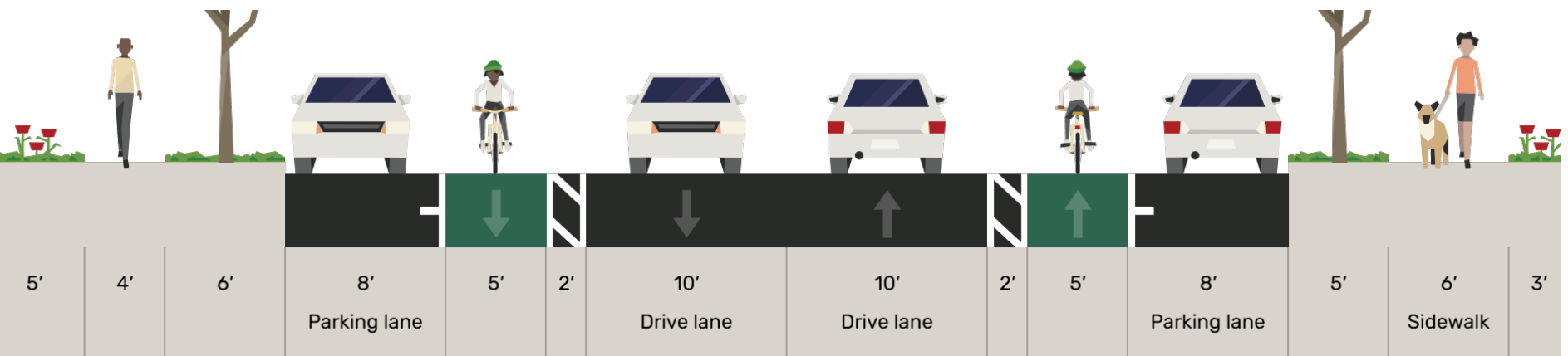
Upgrade Curb Ramp to meet ADA standards

**EXISTING**All-Way Stop Controlled IntersectionBus StopParcel LineSignalized Intersection

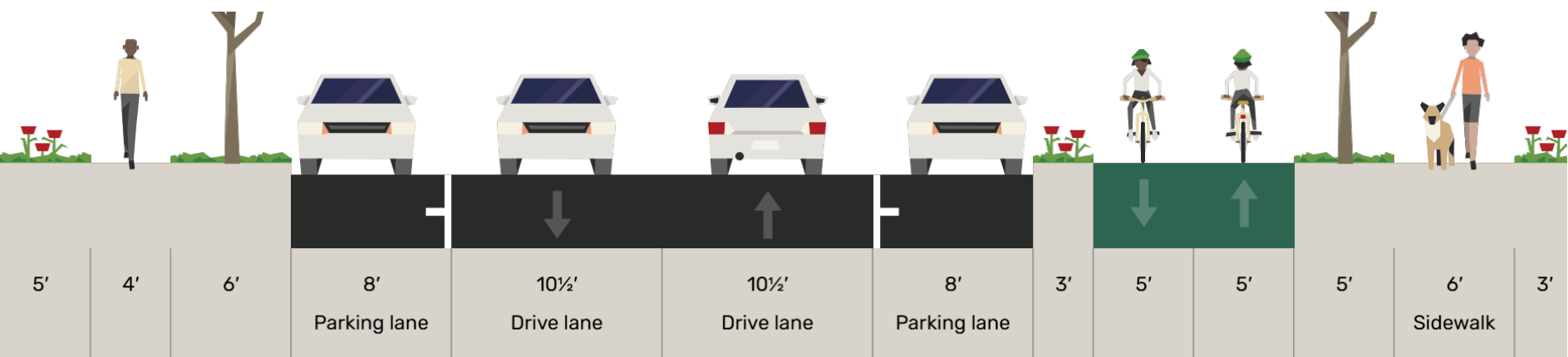
1 Typical Cross Sections



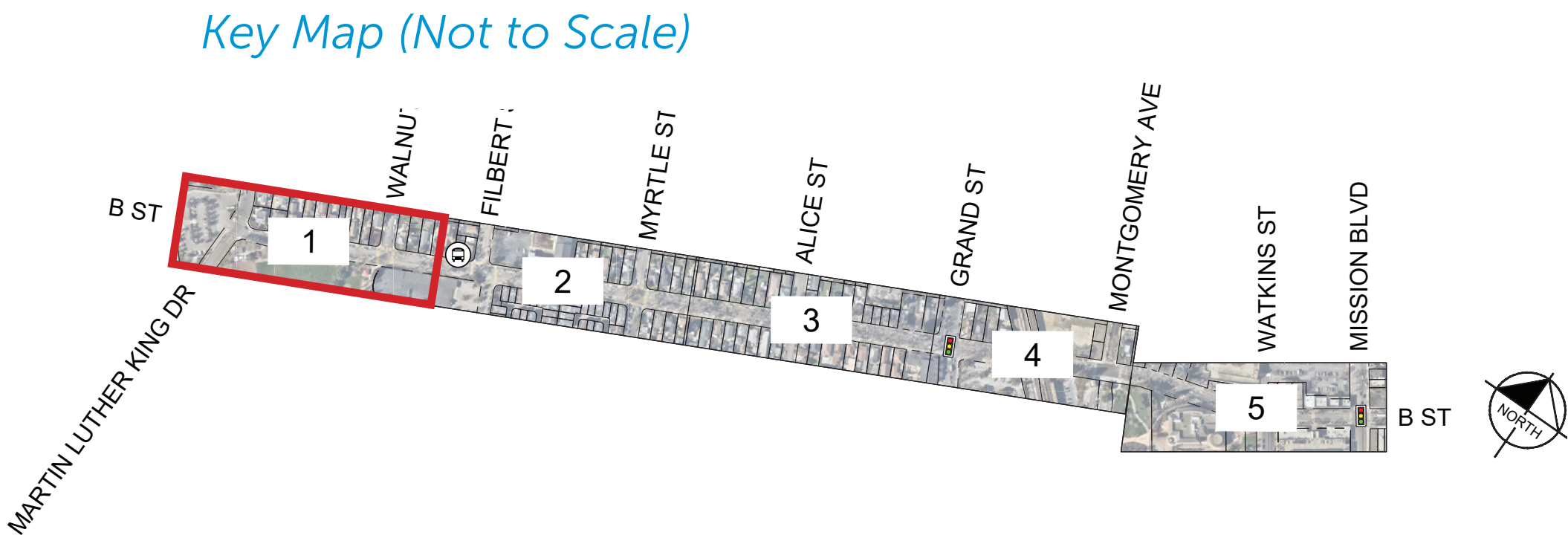
**EXISTING CONDITIONS / LOW IMPACT OPTION**  
Class II bike lanes in both directions.  
*Option to add spot improvements such as traffic circles, speed humps, and curb bulb outs.*



**CONTINUOUS BIKE FACILITY**  
Narrow travel lanes to implement Class IIB buffered bike lanes. *Option to assess feasibility of traffic diverters.*



**HIGH INVESTMENT OPTION**  
Narrow travel lanes to implement a two-way cycle track on the south side of the corridor.

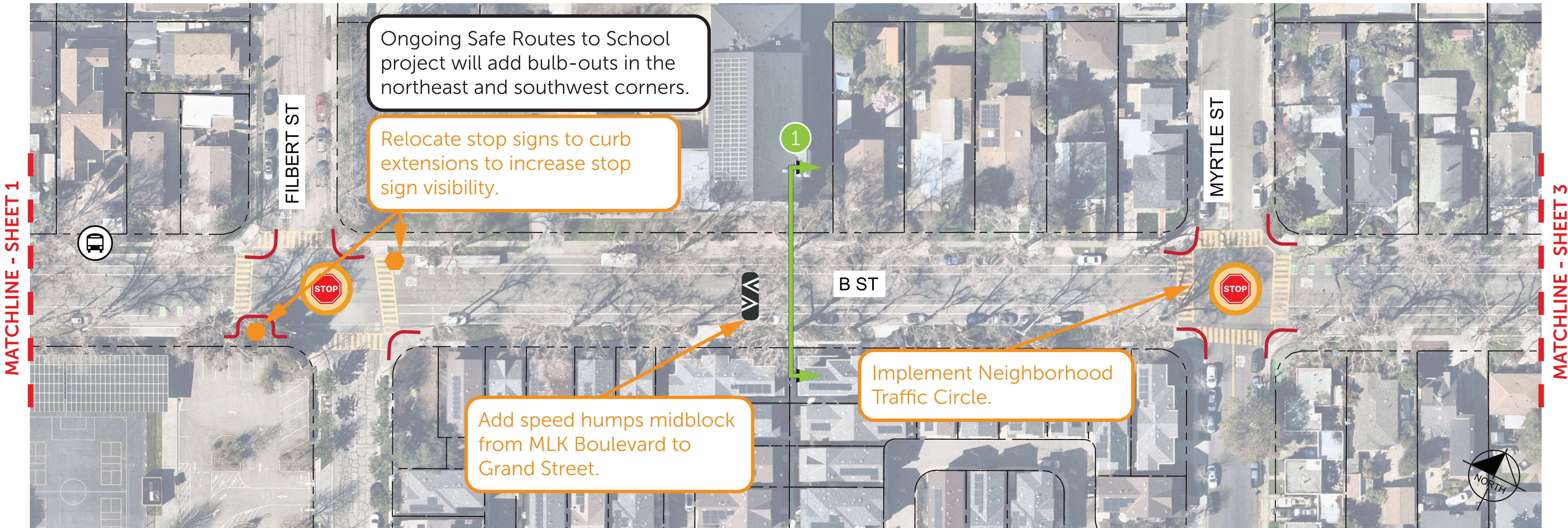






Segment 1 — Martin Luther King Drive to Myrtle Street

SHEET 2



Legend

SPOT IMPROVEMENT

Traffic Calming Recommendation

Pedestrian Recommendation

Bicycle Recommendation

#

Cross Section Location

Add Midblock\Corner Bulb-Out

Add Other Signage

Add High Visibility Crosswalk

Add Speed Hump

Implement Neighborhood Traffic Circle or Diverters

Upgrade Curb Ramp to meet ADA standards

EXISTING

All-Way Stop Controlled Intersection

Bus Stop

Parcel Line

Signalized Intersection

1 Typical Cross Sections

**EXISTING CONDITIONS / LOW IMPACT OPTION**  
Class II bike lanes in both directions.  
*Option to add spot improvements such as traffic circles, speed humps, and curb bulb outs.*

**CONTINUOUS BIKE FACILITY**  
Narrow travel lanes to implement Class IIB buffered bike lanes. *Option to assess feasibility of traffic diverters.*

**HIGH INVESTMENT OPTION**  
Narrow travel lanes to implement a two-way cycle track on the south side of the corridor.

Key Map (Not to Scale)

November 2025

H

HAYWARD

Vision Zero

Kimley »Horn

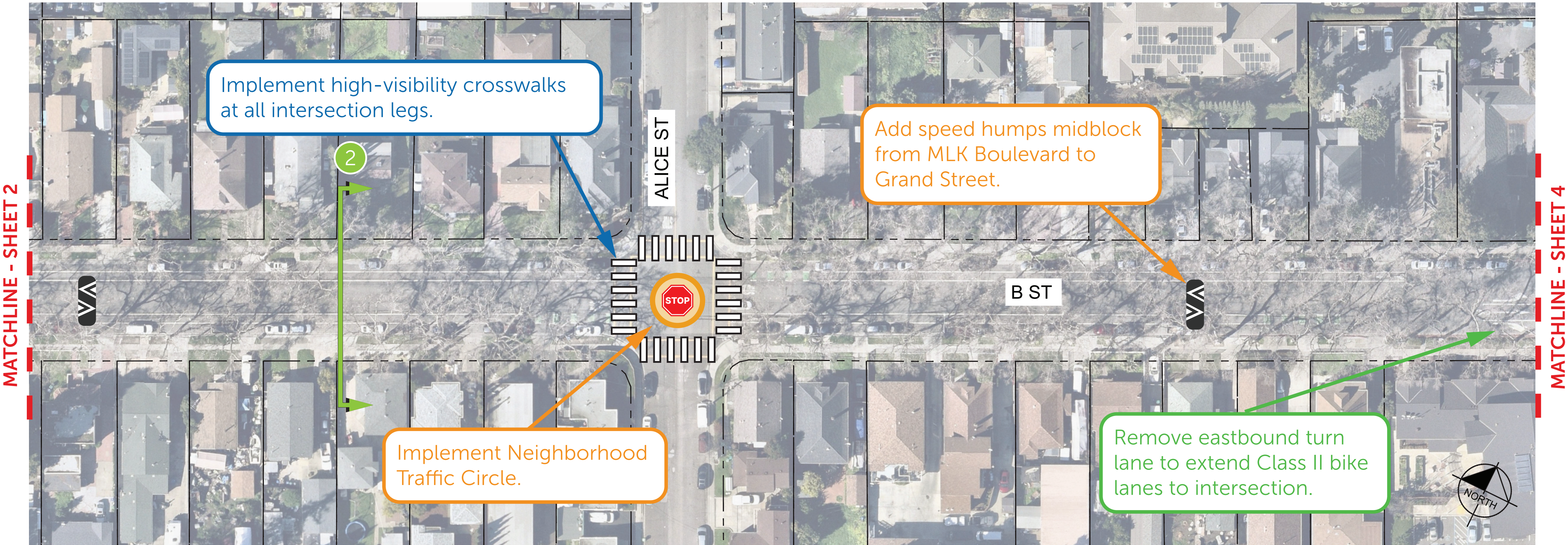
alta





Segment 2 — Myrtle Street to Grand Street

SHEET 3



**Legend**

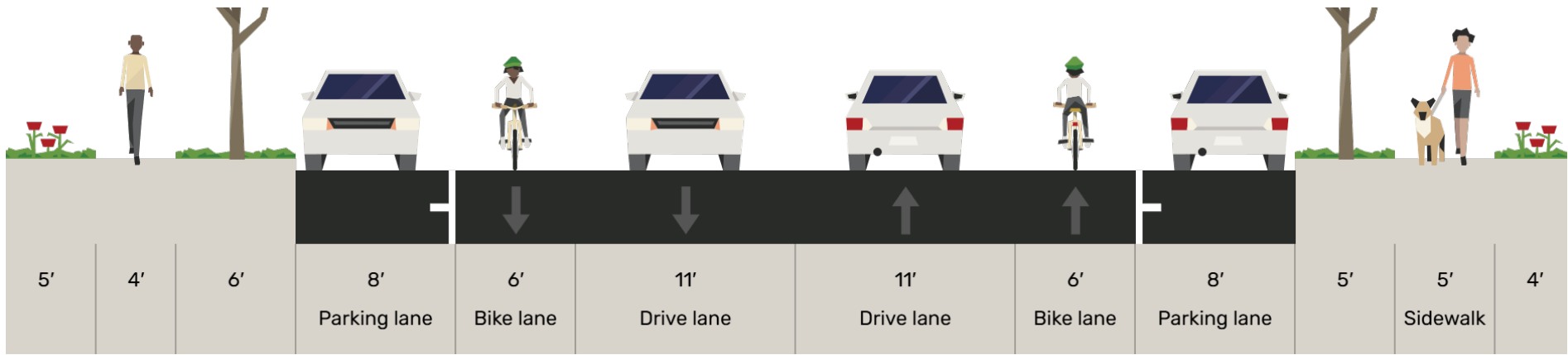
**SPOT IMPROVEMENT**

- Traffic Calming Recommendation
- Pedestrian Recommendation
- Bicycle Recommendation
- Cross Section Location
- Add Midblock\Corner Bulb-Out
- Add Other Signage
- Add High Visibility Crosswalk
- Add Speed Hump
- Implement Neighborhood Traffic Circle or Diverters
- Upgrade Curb Ramp to meet ADA standards

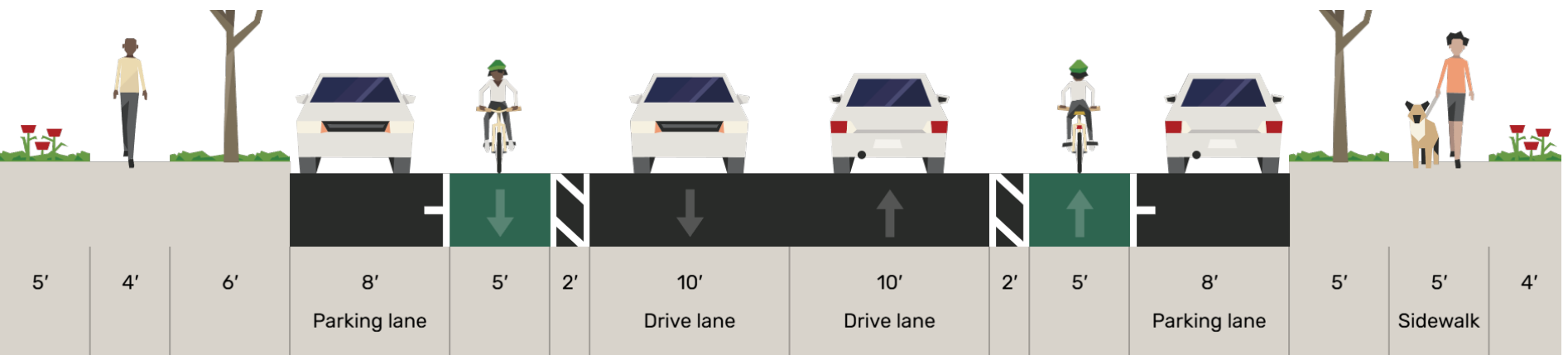
**EXISTING**

- All-Way Stop Controlled Intersection
- Bus Stop
- Parcel Line
- Signalized Intersection

2 Typical Cross Sections

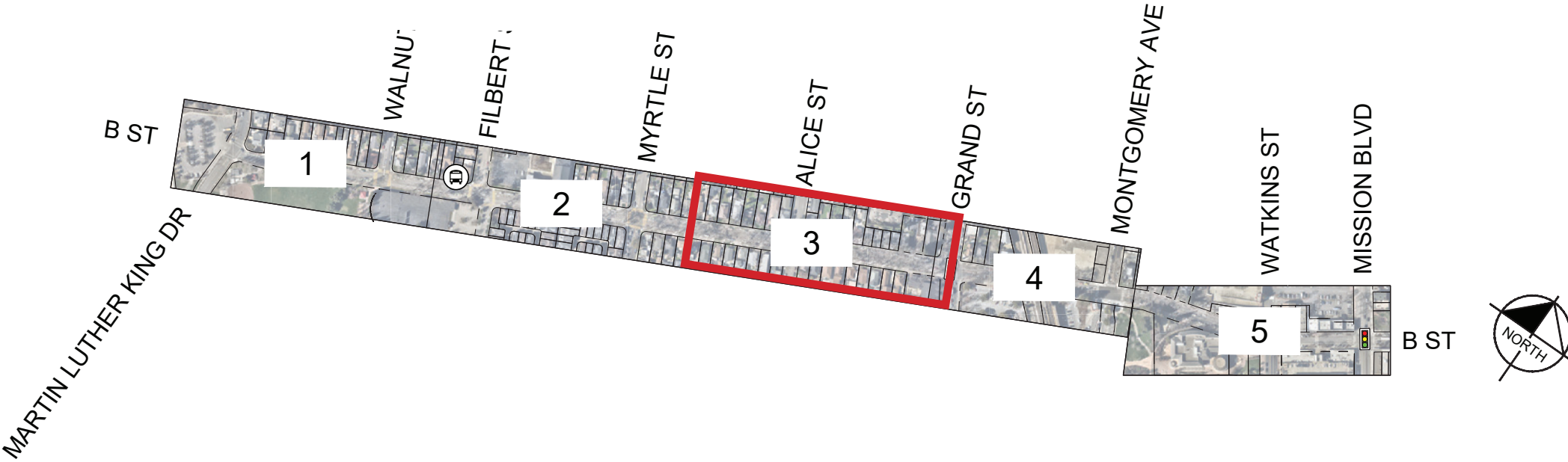


**EXISTING CONDITIONS / LOW IMPACT OPTION**  
Class II bike lanes in both directions.  
*Option to add spot improvements such as traffic circles, speed humps, and curb bulb outs.*



**CONTINUOUS BIKE FACILITY**  
Narrow travel lanes to implement Class IIB buffered bike lanes. *Option to assess feasibility of traffic diverters.*

Key Map (Not to Scale)

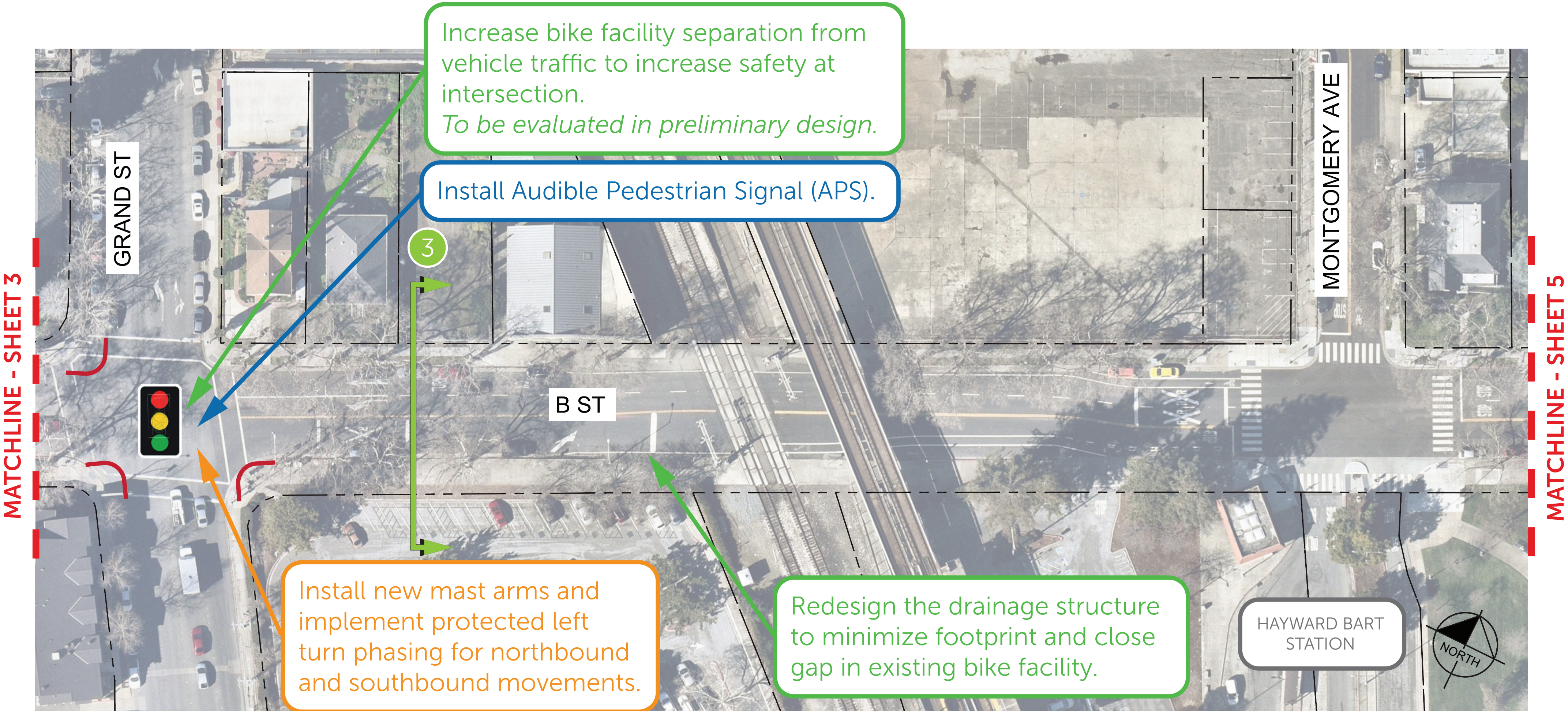






Segment 3 — Grand Street to Montgomery Avenue

SHEET 4



Legend

SPOT IMPROVEMENT

Traffic Calming Recommendation

Pedestrian Recommendation

Bicycle Recommendation

#

Cross Section Location

Add Midblock\Corner Bulb-Out

Add Other Signage

Add High Visibility Crosswalk

Add Speed Hump

Implement Neighborhood Traffic Circle or Diverters

Upgrade Curb Ramp to meet ADA standards

EXISTING

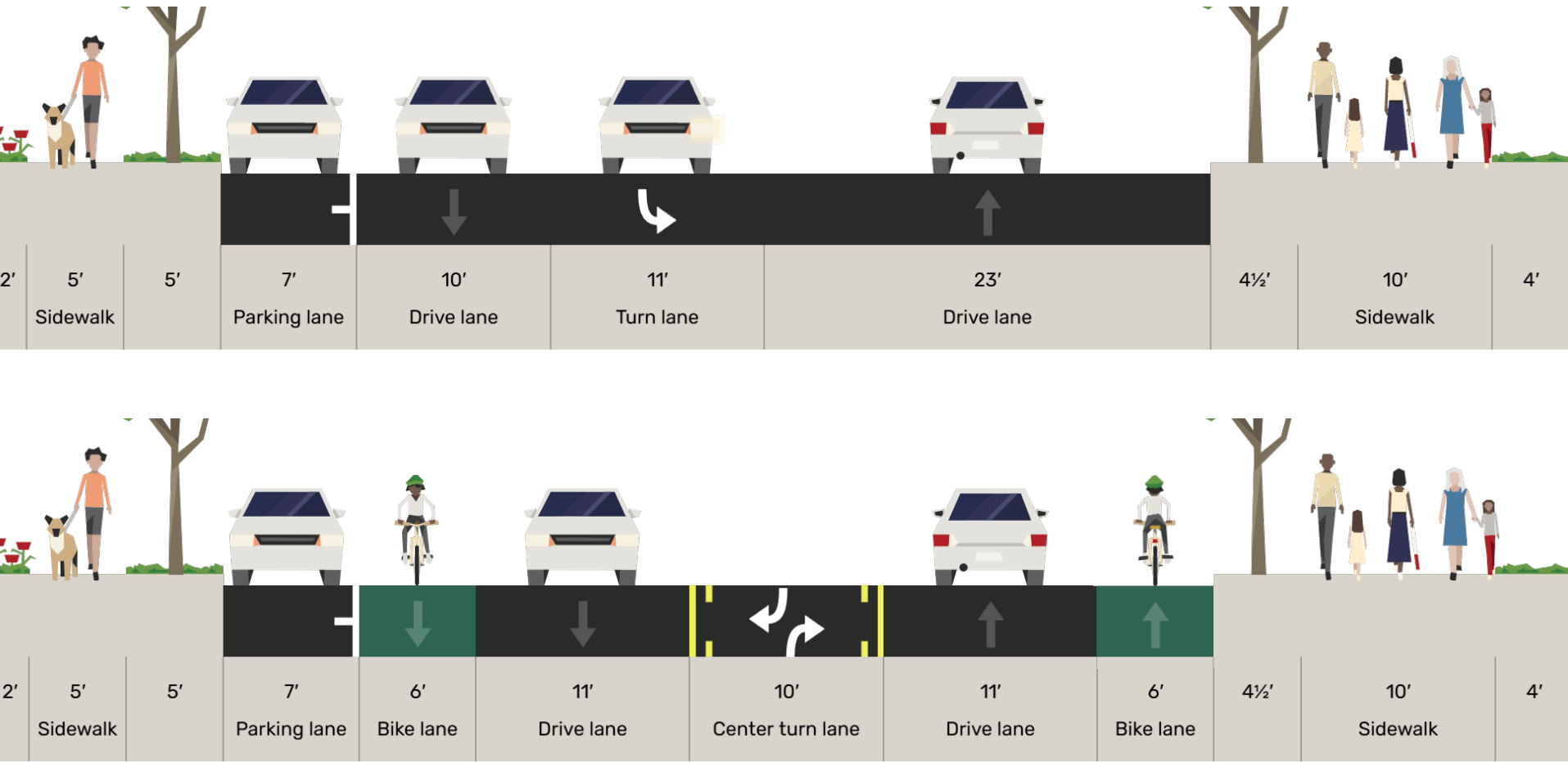
All-Way Stop Controlled Intersection

Bus Stop

Parcel Line

Signalized Intersection

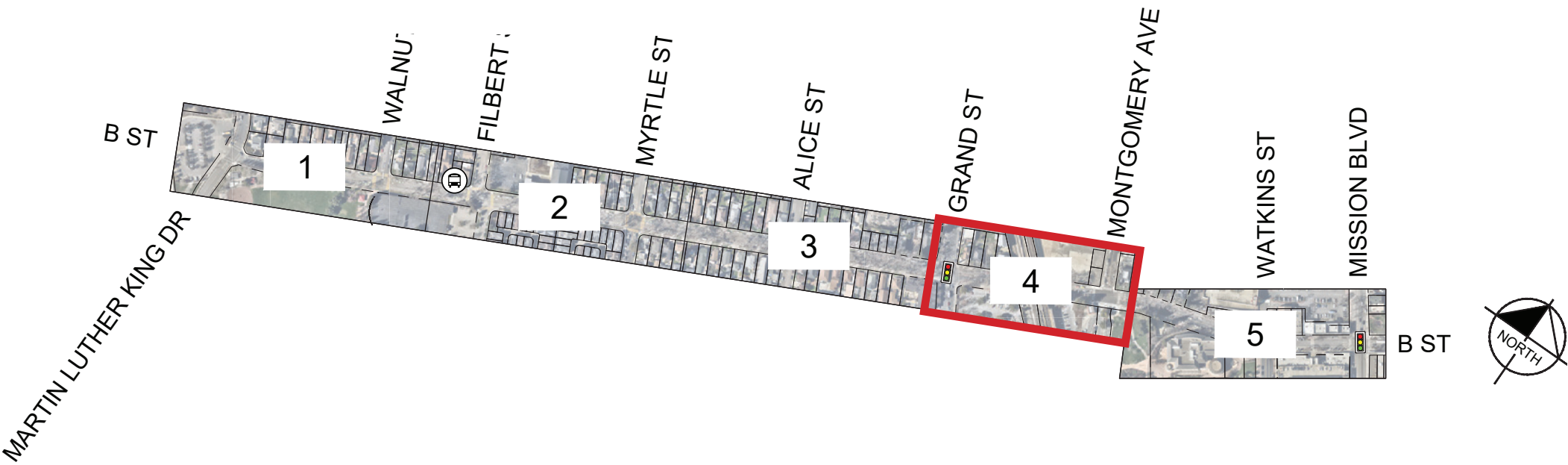
3 Typical Cross Sections



**EXISTING CONDITIONS / LOW IMPACT OPTION**  
No existing bikeways.  
Option to add spot improvements such as curb bulb outs and protected signal phasing.

**CONTINUOUS BIKE FACILITY**  
Narrow eastbound travel lane to provide center turn lane and Class II bike lanes in both directions.

Key Map (Not to Scale)

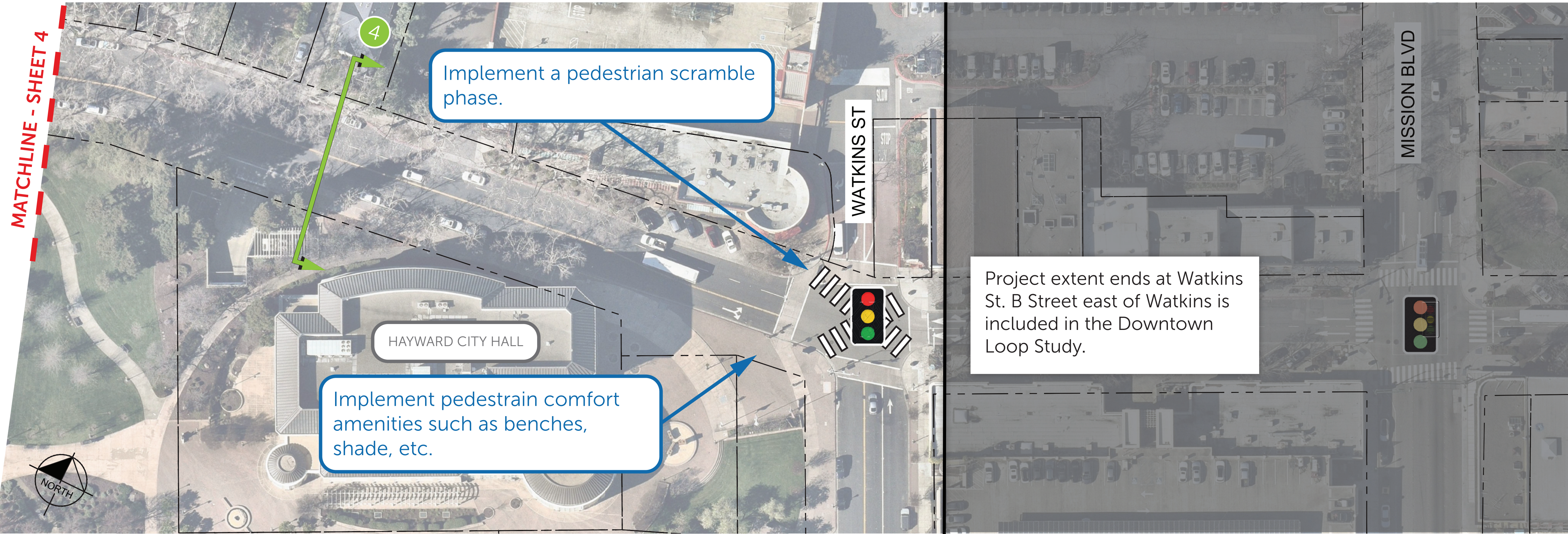






Segment 4 — Montgomery Avenue to Watkins Street

SHEET 5



Legend

SPOT IMPROVEMENT

Traffic Calming Recommendation

Pedestrian Recommendation

Bicycle Recommendation

#

Cross Section Location

Add Midblock\Corner Bulb-Out

Add Other Signage

Add High Visibility Crosswalk

Add Speed Hump

Implement Neighborhood Traffic Circle or Diverters

Upgrade Curb Ramp to meet ADA standards

EXISTING

All-Way Stop Controlled Intersection

Bus Stop

---

Parcel Line

Signalized Intersection

4 Typical Cross Sections

**EXISTING CONDITIONS / LOW IMPACT OPTION**  
Class II bike lanes in both directions.  
Option to add spot improvements such as a pedestrian scramble and pedestrian comfort amenities.

**CONTINUOUS BIKE FACILITY OPTION 1**  
Implement a road diet to install Class IIB buffered bike lanes.

**CONTINUOUS BIKE FACILITY OPTION 2**  
Remove parking on the south side of the corridor to install Class II bike lanes.

Key Map (Not to Scale)

November 2025

HAYWARD  
Vision Zero

Kimley »Horn

alta





Tennyson Road Illustrative Concepts

CORRIDOR-WIDE RECOMMENDATIONS

Traffic Calming Recommendations

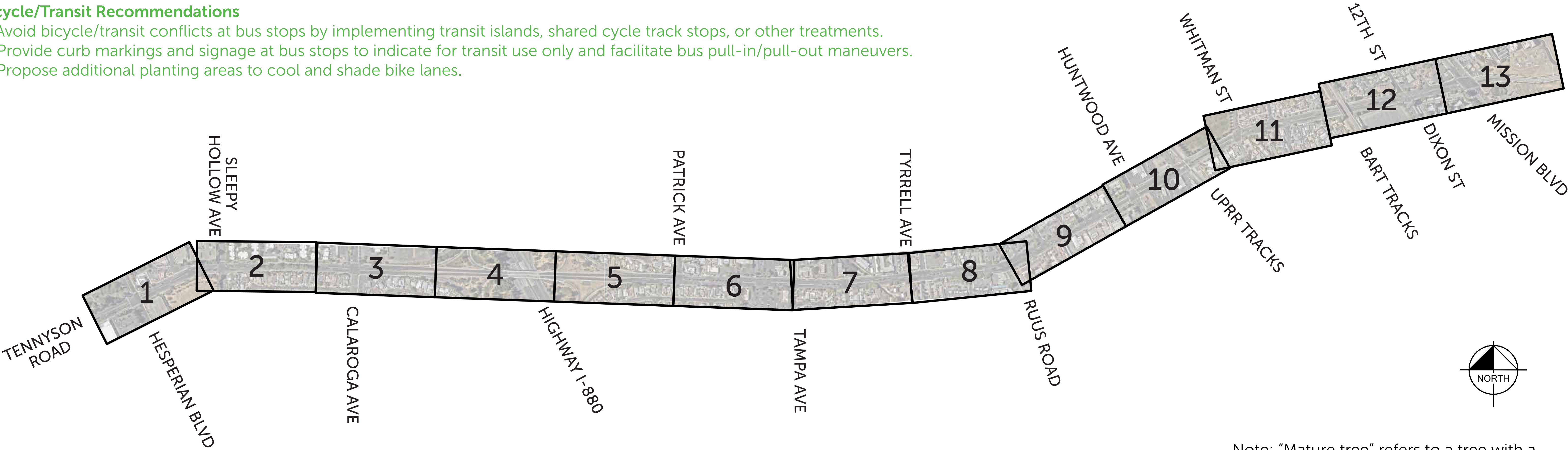
- 1. Coordinate traffic signals to align with City goals (improve traffic operational performance, limit traffic speeds, etc.).
- 2. Install retroreflective backplates on all traffic signals.
- 3. Refresh or add roadway markings, including crosswalks and bicycle lane markings, using thermoplastic.
- 4. Add advanced stop bars at all intersections.
- 5. Narrow travel lanes to 11 feet wide.

Pedestrian Recommendations

- 1. Install pedestrian-scale lighting throughout the entire corridor.
- 2. Upgrade curb ramps to comply with current ADA standards.
- 3. Install truncated domes where missing.
- 4. Modify median noses that intrude into marked crosswalks.
- 5. Implement Leading Pedestrian Intervals (LPIs) at top conflict intersections.
- 6. Maintain mature trees for shade, especially alongside sidewalks.
- 7. Propose additional planting areas to cool and shade sidewalks.

Bicycle/Transit Recommendations

- 1. Avoid bicycle/transit conflicts at bus stops by implementing transit islands, shared cycle track stops, or other treatments.
- 2. Provide curb markings and signage at bus stops to indicate for transit use only and facilitate bus pull-in/pull-out maneuvers.
- 3. Propose additional planting areas to cool and shade bike lanes.



Note: "Mature tree" refers to a tree with a Diameter at Breast Height (DBH) of 24" or more.





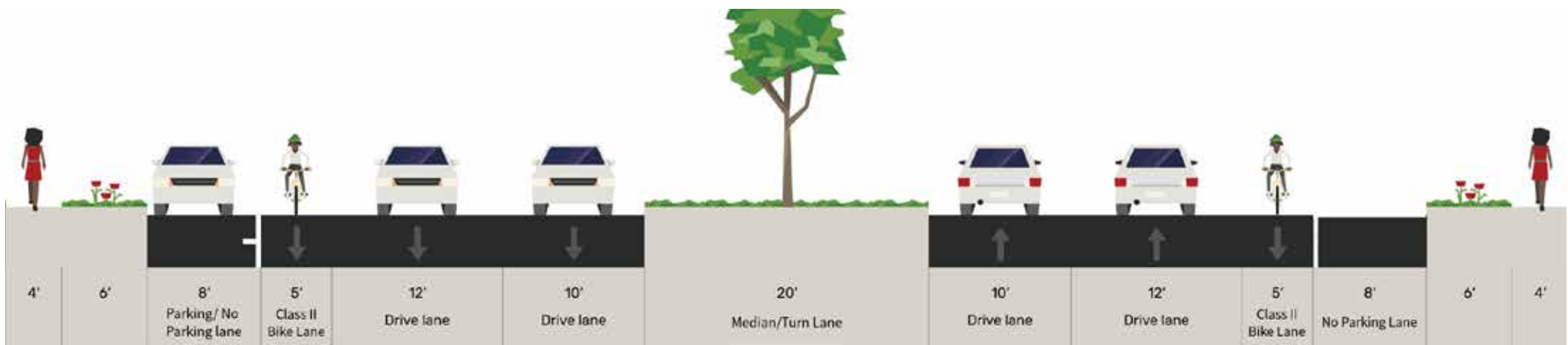
Segment 1 — Hesperian Boulevard to Calaroga Avenue

SHEET 1



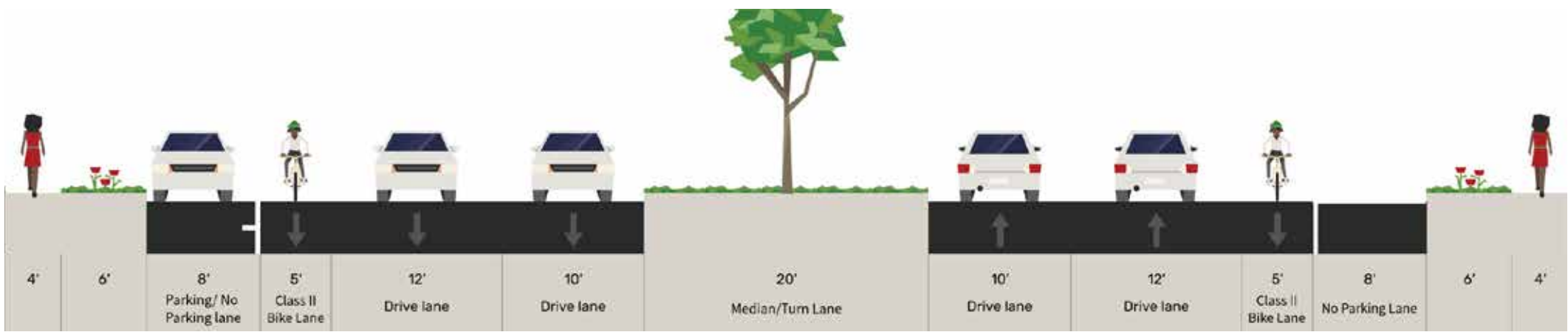
EXISTING CONDITIONS

Class II bike lanes in both directions



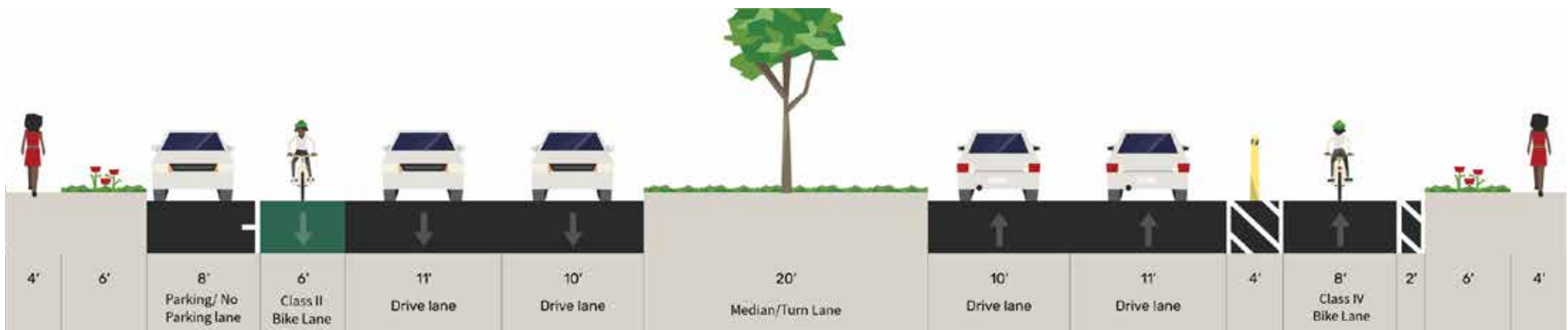
LOW IMPACT OPTION  
Existing Conditions + Spot Improvements

Existing conditions with spot improvements such as pedestrian scale lighting, bulb outs, protected signal phasing, etc.



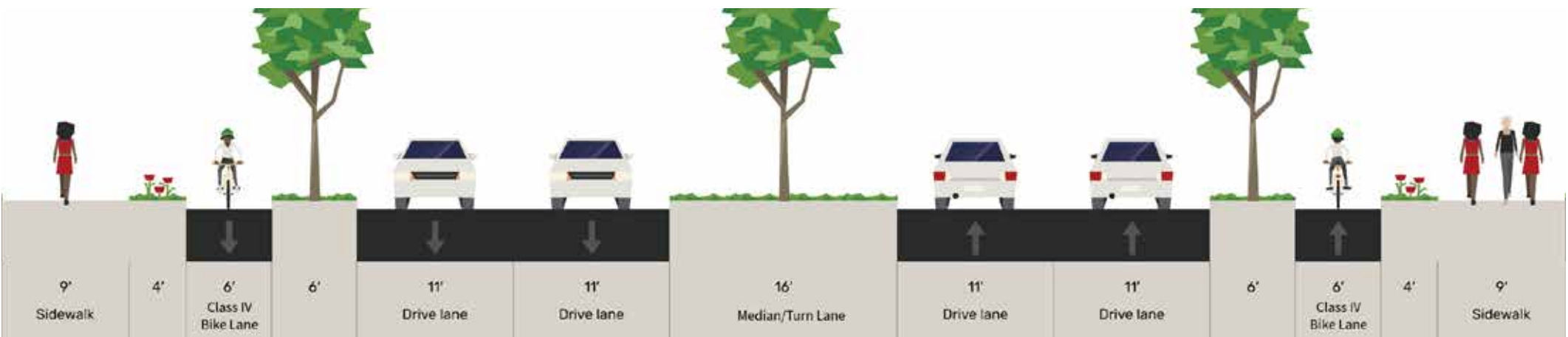
CONTINUOUS BIKE FACILITY  
Lane Narrowing + Flex Posts

Upgrade bike lanes to Class IV separated bikeways where "no parking" lane exists; narrow travel lanes to provide wider bike lane where street parking exists

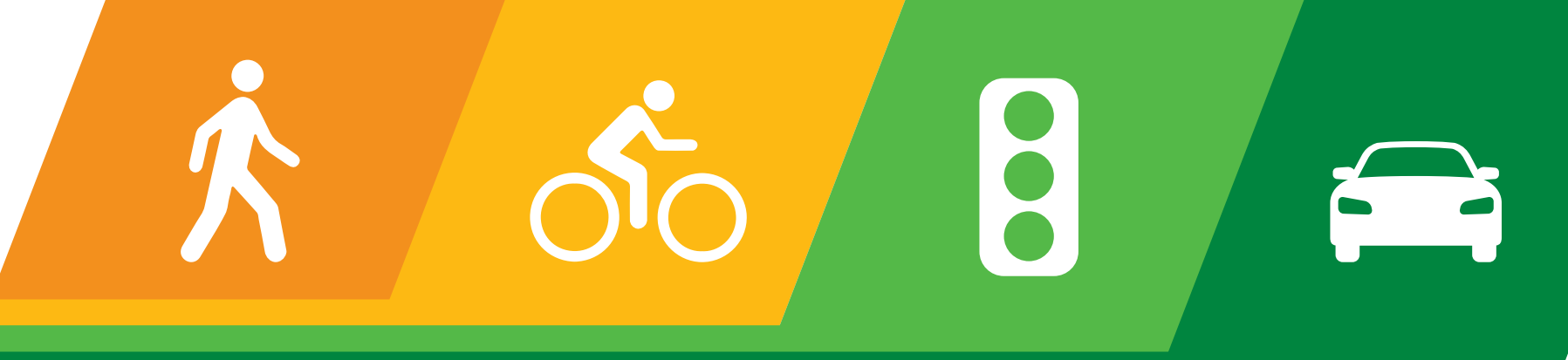


HIGH INVESTMENT OPTION  
Separated Bikeways + Wider Sidewalks

Implement Class IV separated bikeways + wider sidewalks on both sides of the street by modifying the median and removing street parking on the north side of the street

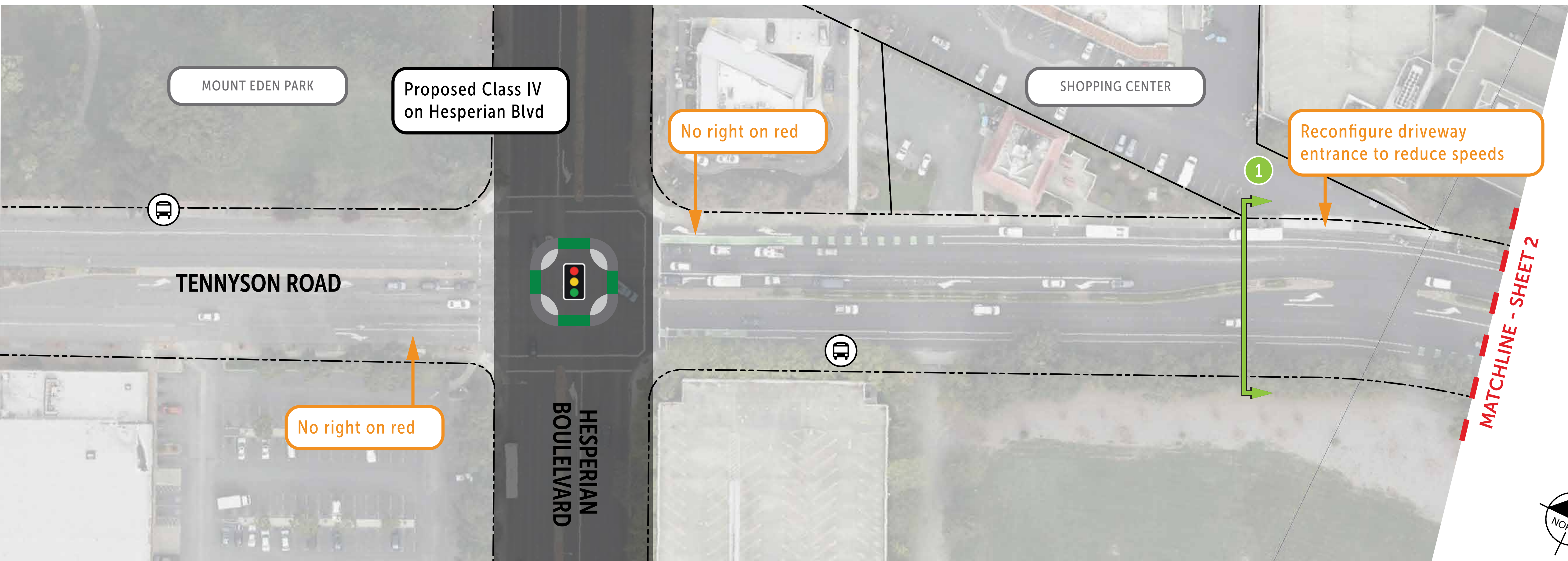






Segment 1 — Hesperian Boulevard to Calaroga Avenue

SHEET 2



**Legend**

**SPOT IMPROVEMENT**

**Traffic Calming Recommendation**

**Pedestrian Recommendation**

**Bicycle Recommendation**

**Cross Section Location**

**Add Midblock\ Corner Bulb-Out**

**Add High Visibility Crosswalk**

**Add Rectangular Rapid Flashing Beacons (RRFB)**

**Add Right-Turn Only Signage**

**Add Other Signage**

**Pedestrian Refuge Island**

**Implement Protected Intersection**

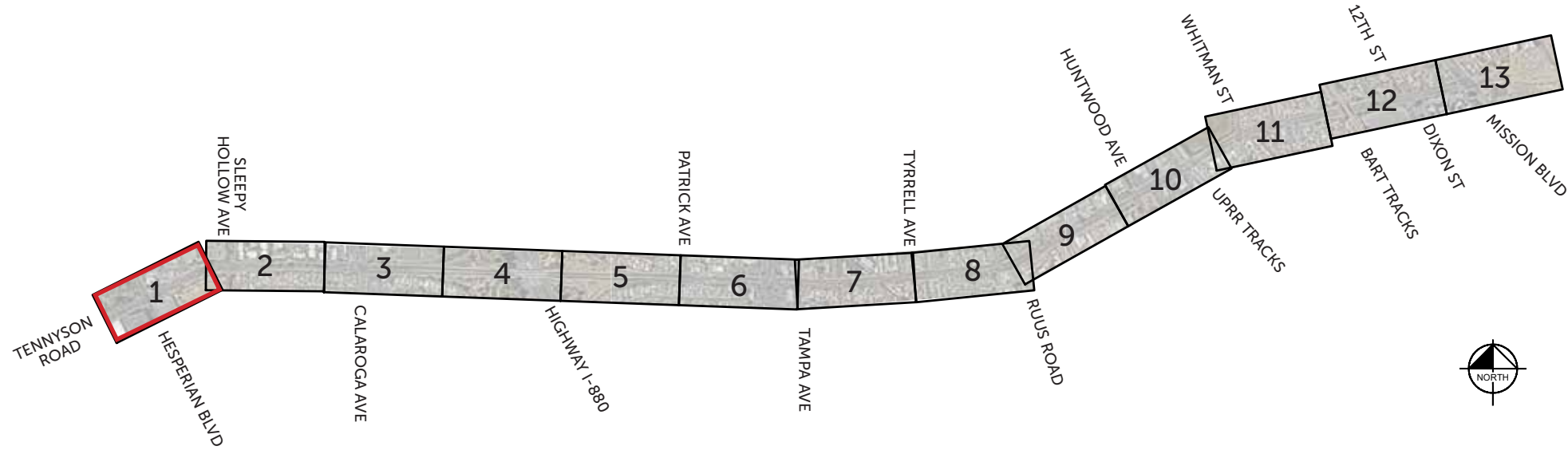
**Upgrade Curb Ramp to meet ADA standards**

**East Bay Greenway alignment**

**EXISTING****Bus Stop****Signalized Intersection****Right of Way (ROW)**

Typical Cross Sections

See SHEET 1 for existing cross section and proposed alternatives.







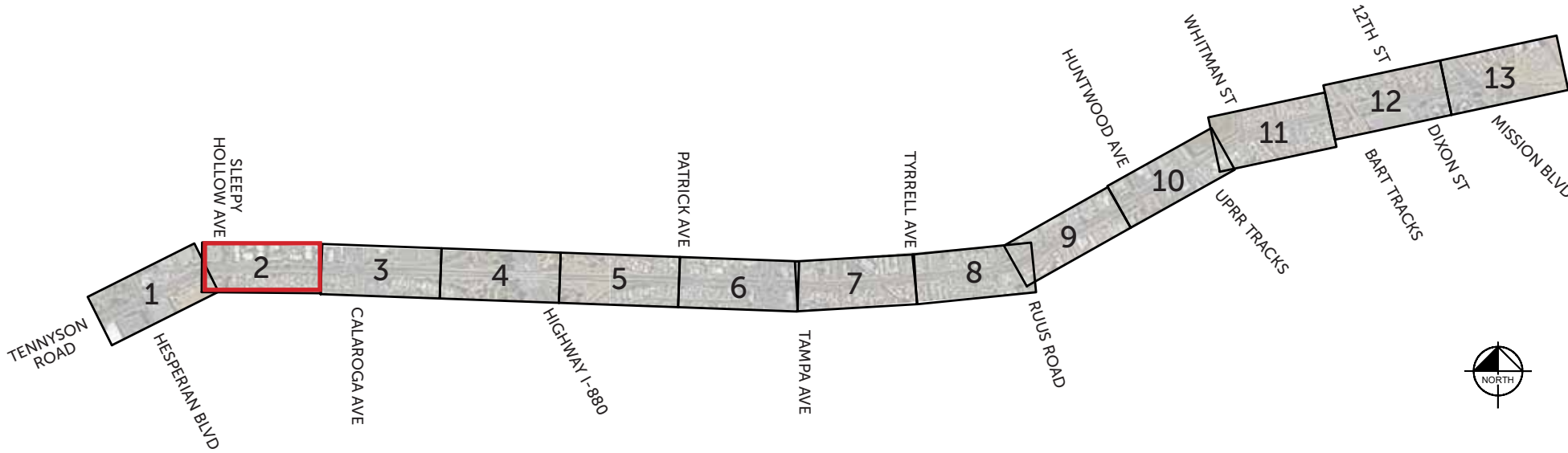
Segment 1 — Hesperian Boulevard to Calaroga Avenue

SHEET 3



Typical Cross Sections

See SHEET 1 for existing cross section and proposed alternatives.







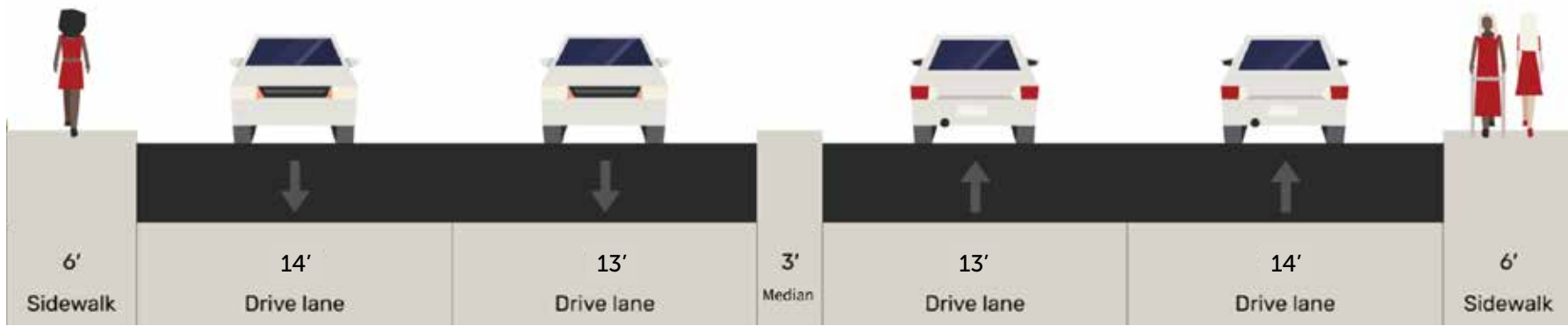
Segment 2 — Calaroga Avenue to Patrick Avenue

SHEET 4



EXISTING CONDITIONS

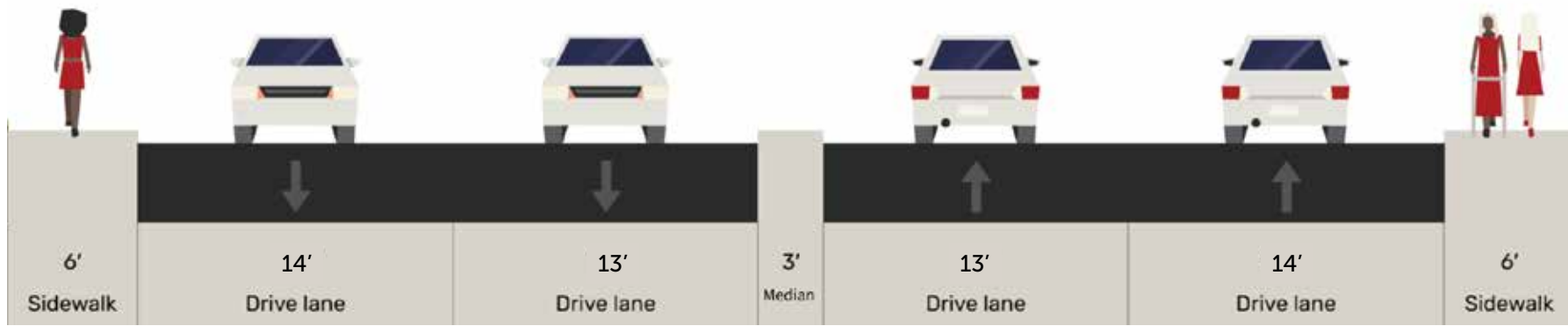
Sidewalks in both directions



LOW IMPACT OPTION

Existing Conditions + Spot Improvements

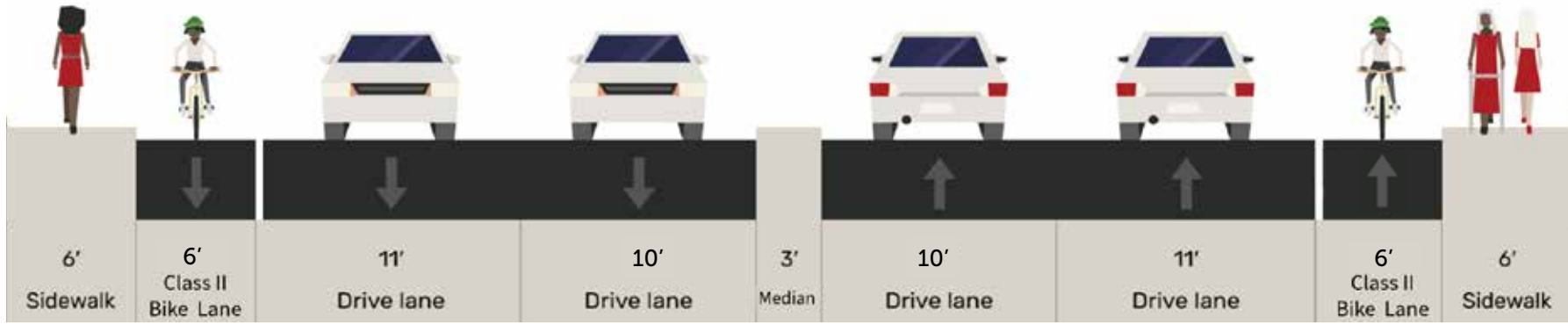
Existing conditions with spot improvements such as pedestrian scale lighting, bulb outs, protected signal phasing, etc.



CONTINUOUS BIKE FACILITY

Lane Narrowing + Bike Lanes

Narrow vehicular lanes and add bike lanes alongside existing sidewalks



HIGH INVESTMENT OPTION

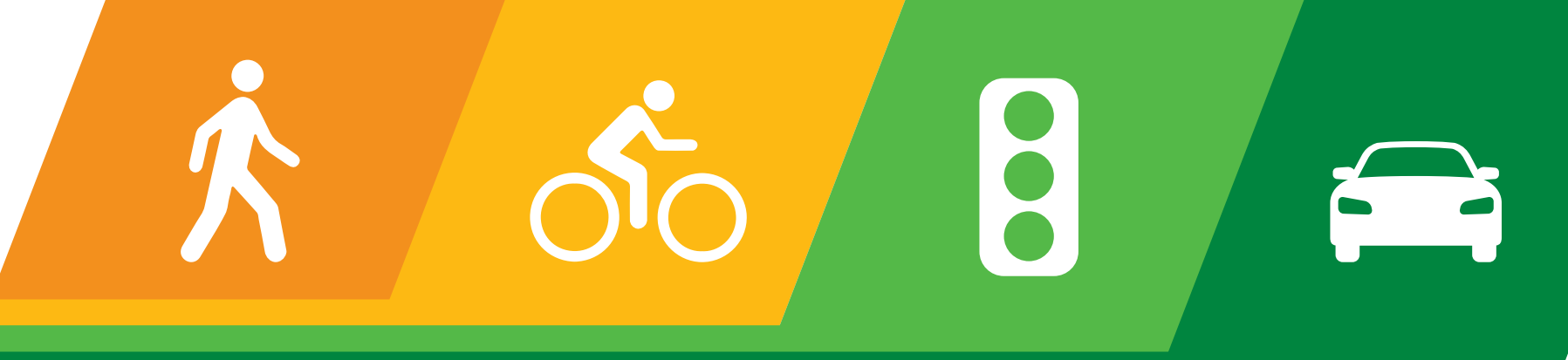
Raised Curb Separated Bikeways

Remove center median to allow for Class IV curb protected bike lanes



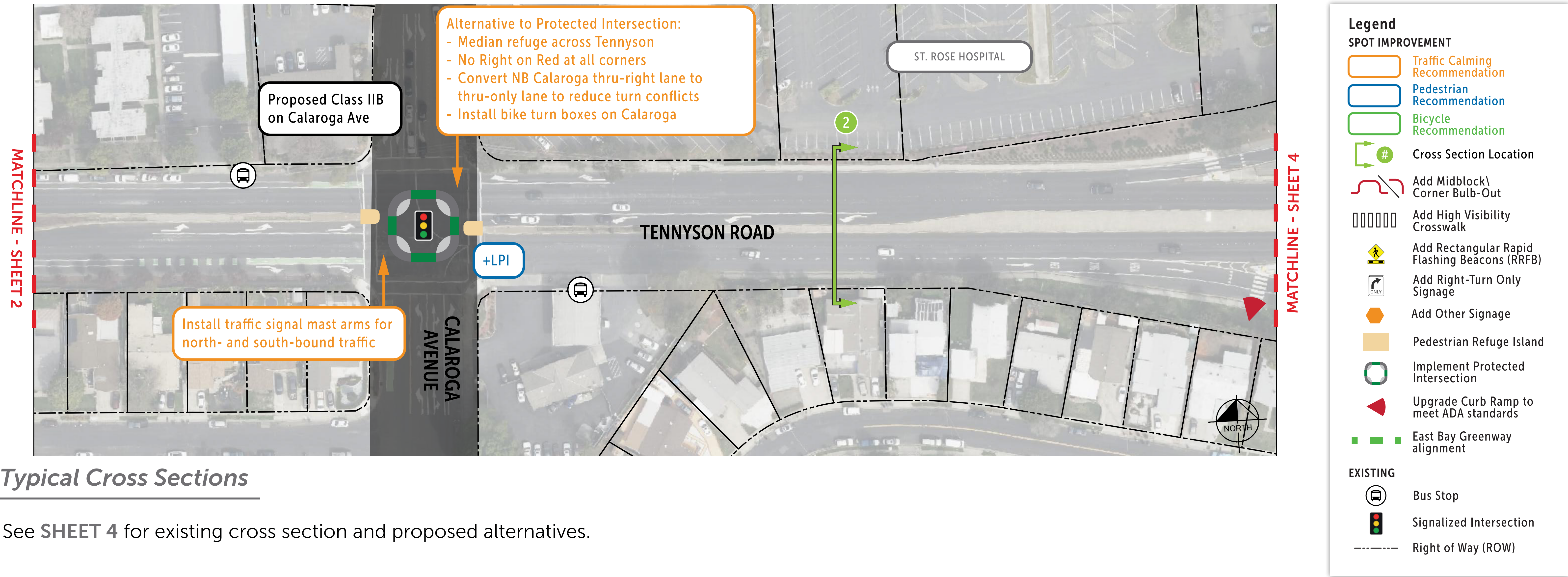
Note: Overcrossing bridge may be two structures. This may require structural analysis to confirm feasibility. Although planting is not feasible on the structure, it should be studied for inclusion on approaches to enhance the pedestrian/ cyclist experience.





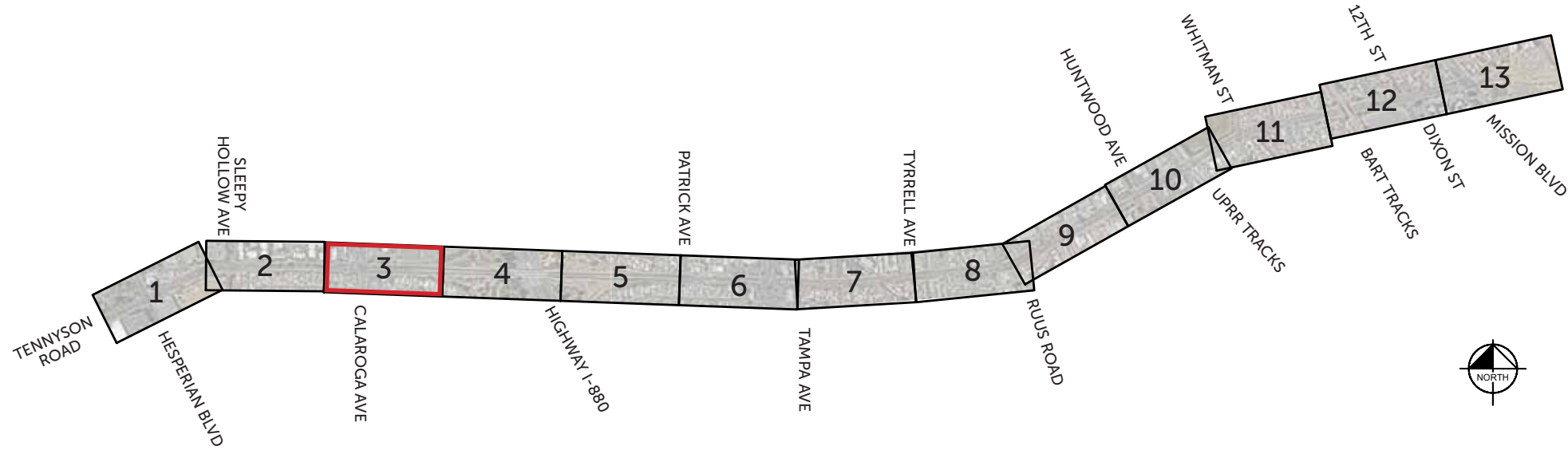
Segment 2 — Calaroga Avenue to Patrick Avenue

SHEET 5

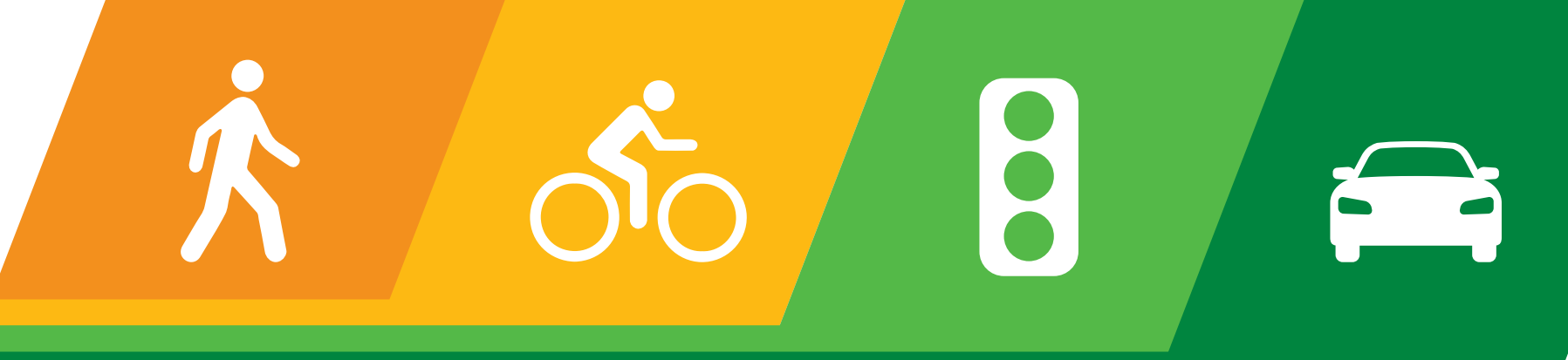


Typical Cross Sections

See SHEET 4 for existing cross section and proposed alternatives.

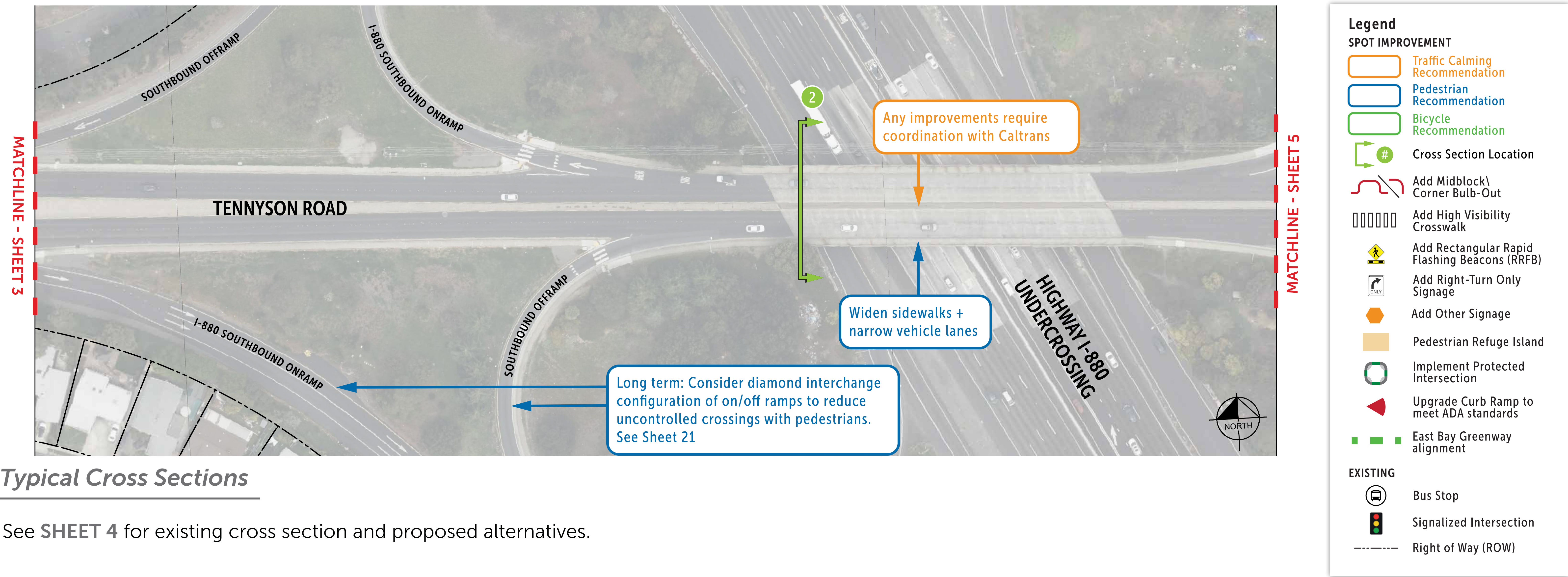






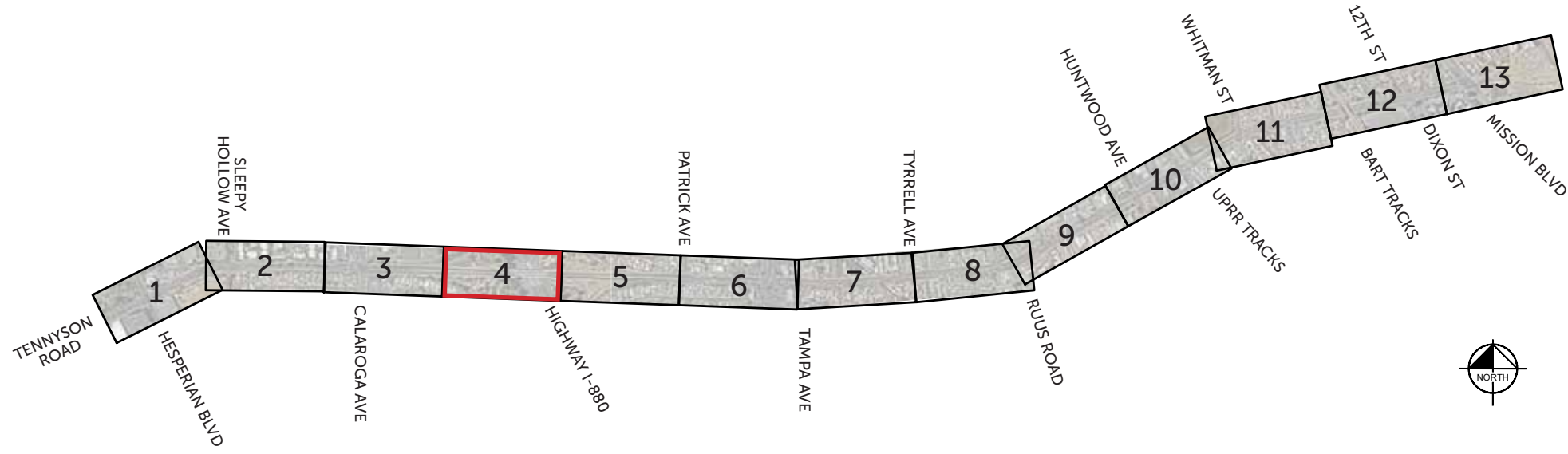
Segment 2 — Calaroga Avenue to Patrick Avenue

SHEET 6

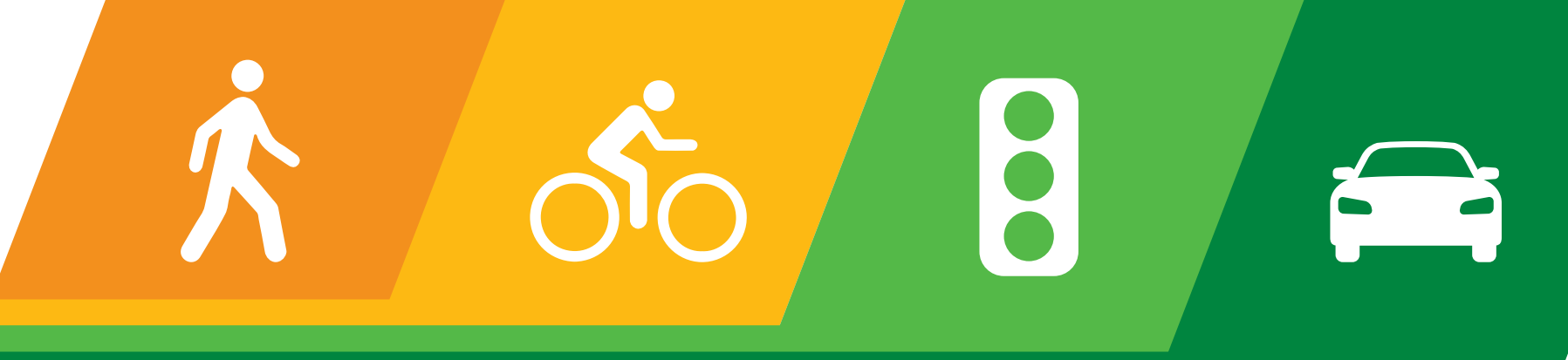


Typical Cross Sections

See SHEET 4 for existing cross section and proposed alternatives.







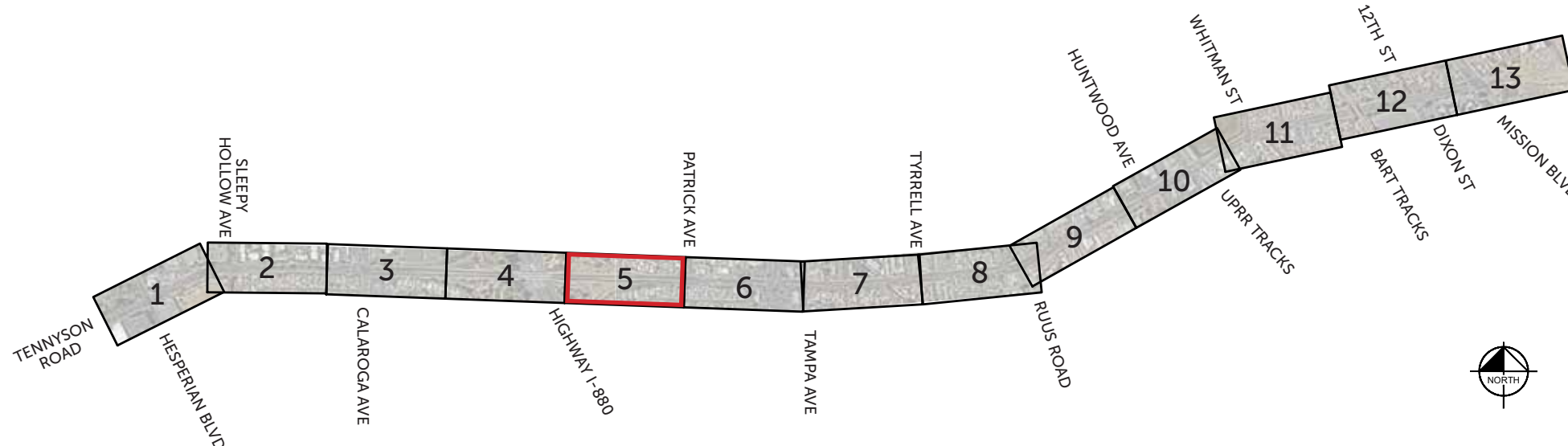
Segment 2 — Calaroga Avenue to Patrick Avenue

SHEET 7



Typical Cross Sections

See SHEET 4 for existing cross section and proposed alternatives.

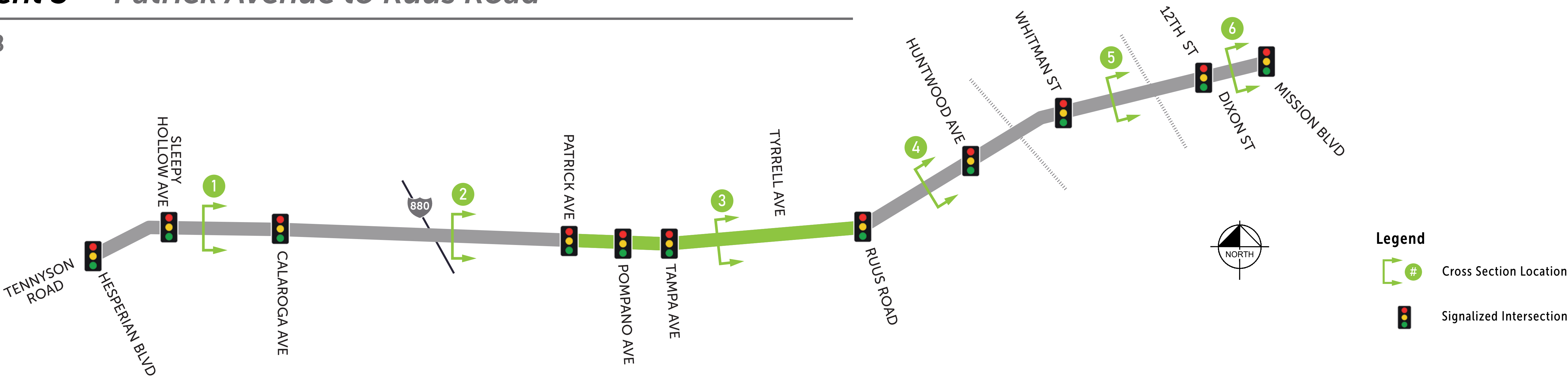






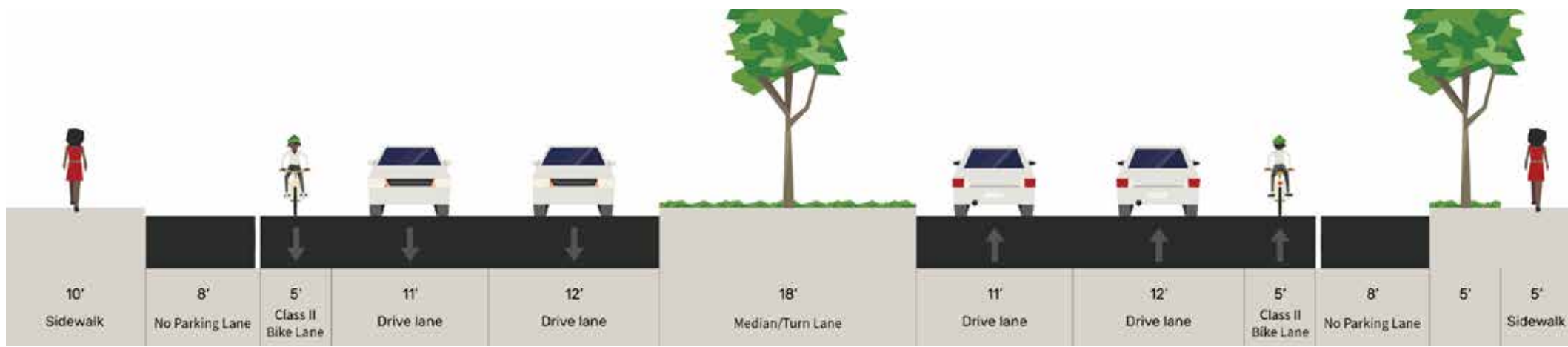
Segment 3 — Patrick Avenue to Ruus Road

SHEET 8



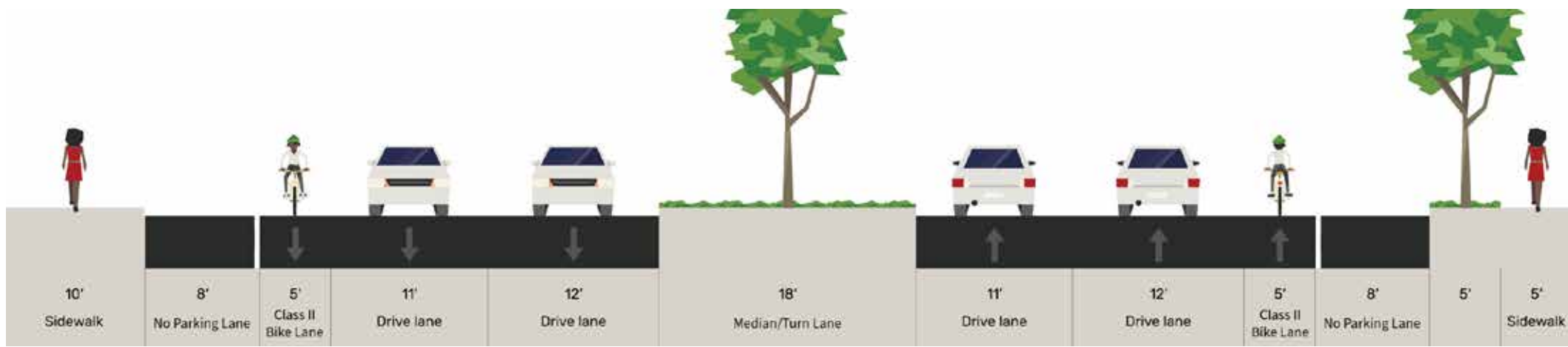
EXISTING CONDITIONS

Class II bike lanes in both directions



Existing conditions with spot improvements such as pedestrian scale lighting, bulb outs, protected signal phasing, etc.

LOW IMPACT OPTION  
Existing Conditions + Spot Improvements



CONTINUOUS BIKE FACILITY  
Lane Narrowing + Flex Post Buffer

Replace “No Parking Lanes” on both sides of the road to upgrade bike lanes to Class IV flex post-protected bike lanes



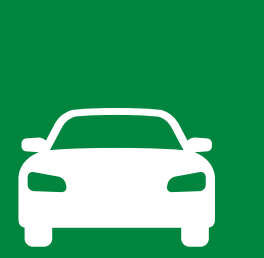
Replace Parking Lanes on both sides of the road to upgrade bike lanes to Class IV curb-protected bike lanes

HIGH INVESTMENT OPTION  
Lane Narrowing + Curb Separated Bikeways



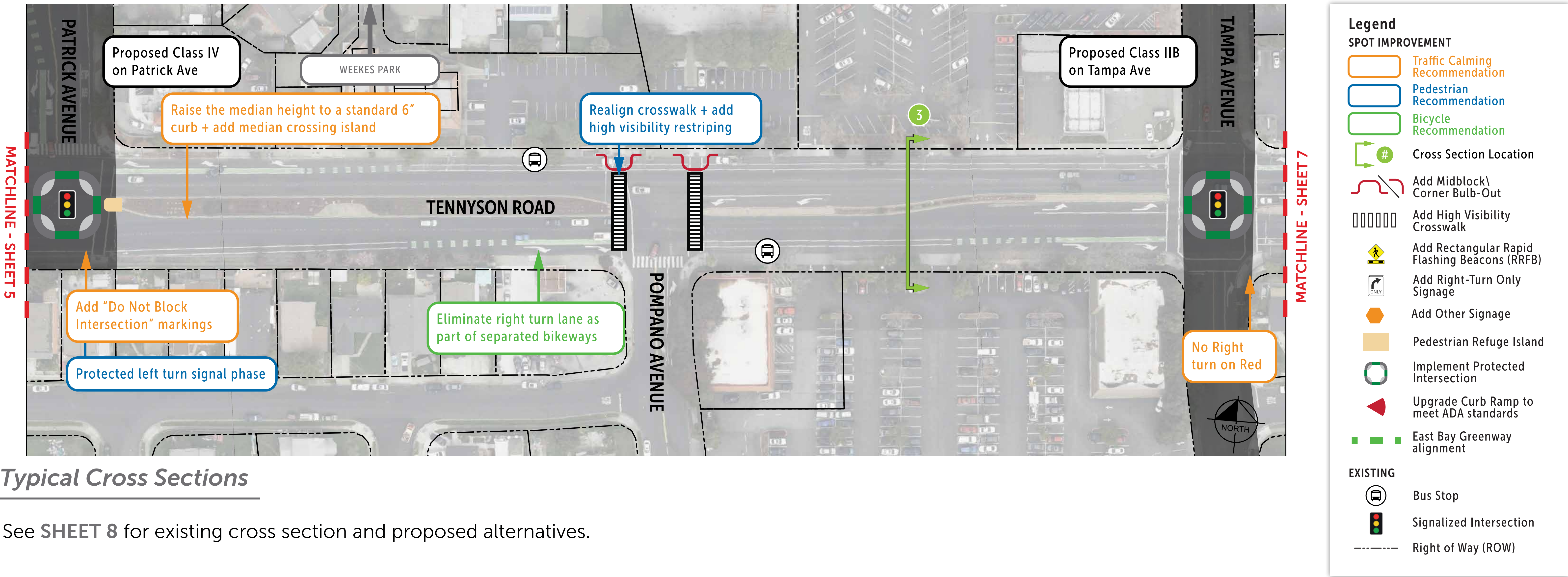
Note: Sidewalk may diverge to avoid disrupting mature trees





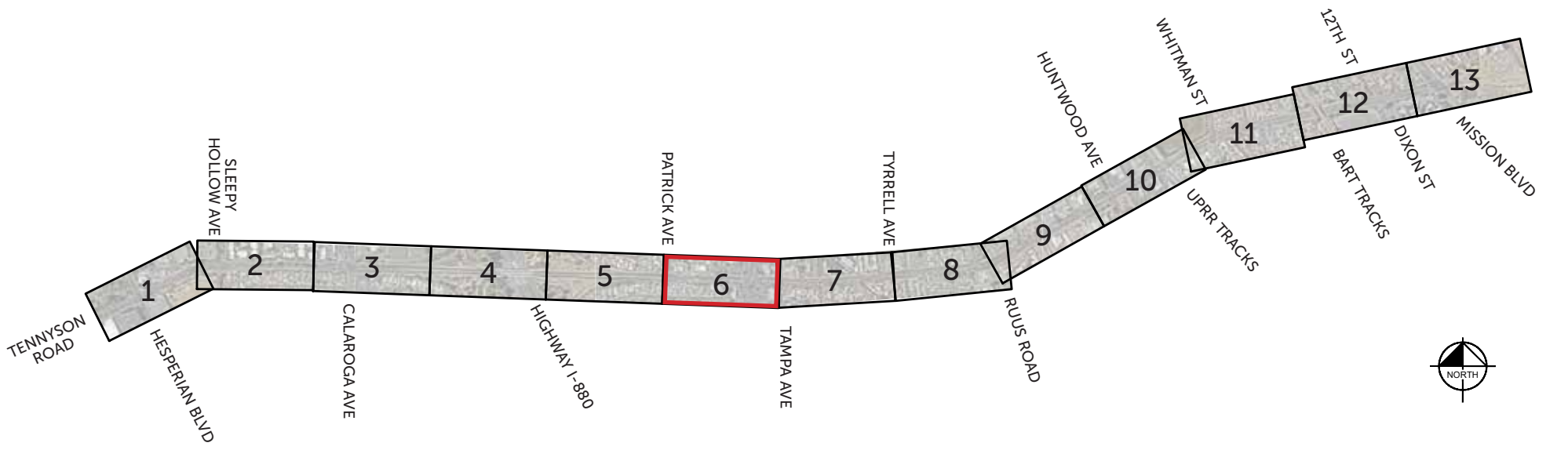
Segment 3 — Patrick Avenue to Ruus Road

SHEET 9

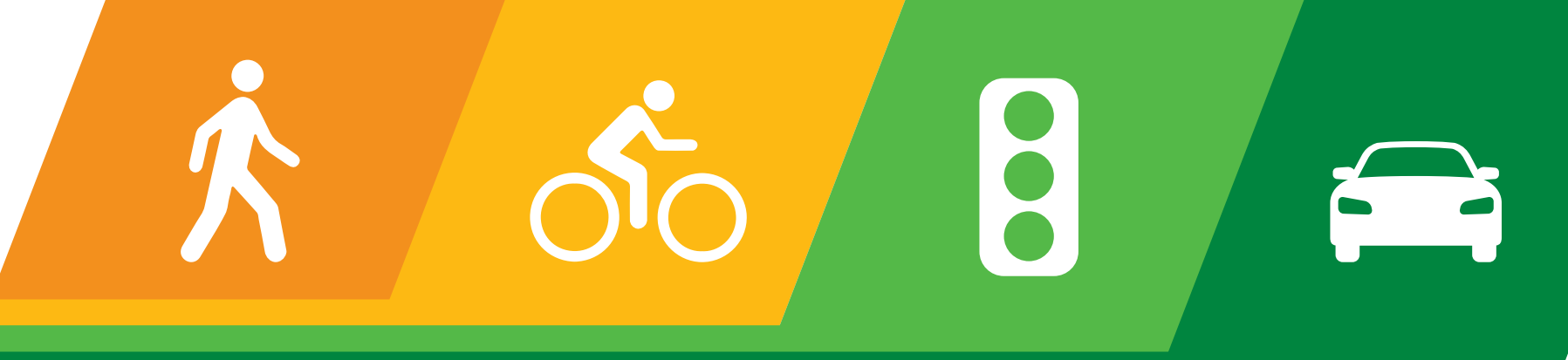


Typical Cross Sections

See SHEET 8 for existing cross section and proposed alternatives.

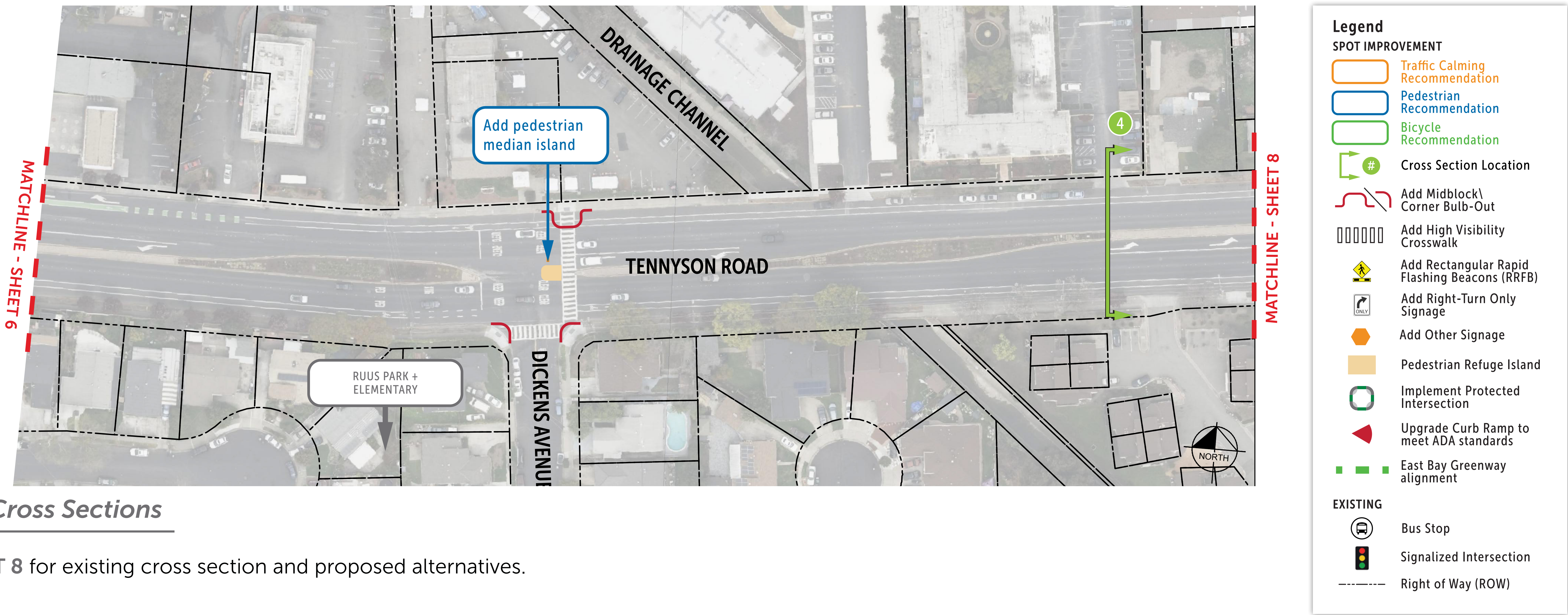






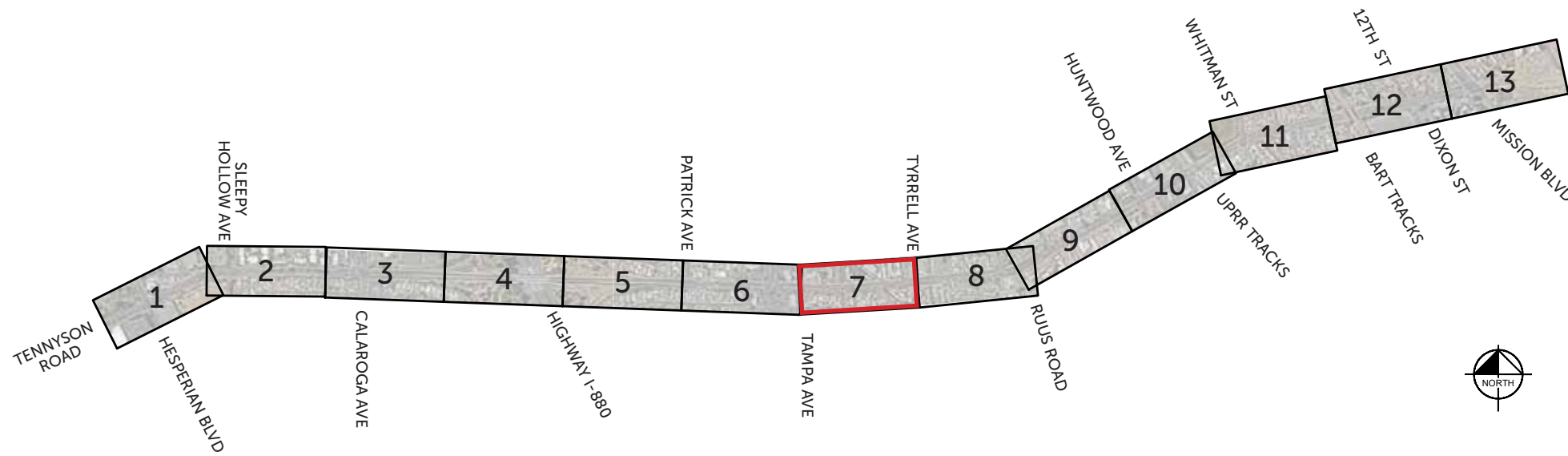
Segment 3 — Patrick Avenue to Ruus Road

SHEET 10

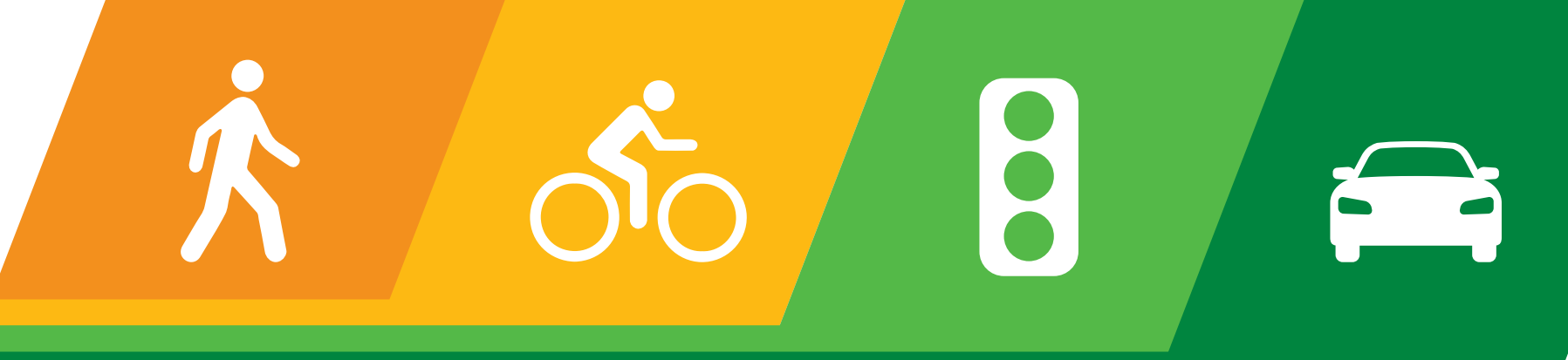


Typical Cross Sections

See SHEET 8 for existing cross section and proposed alternatives.

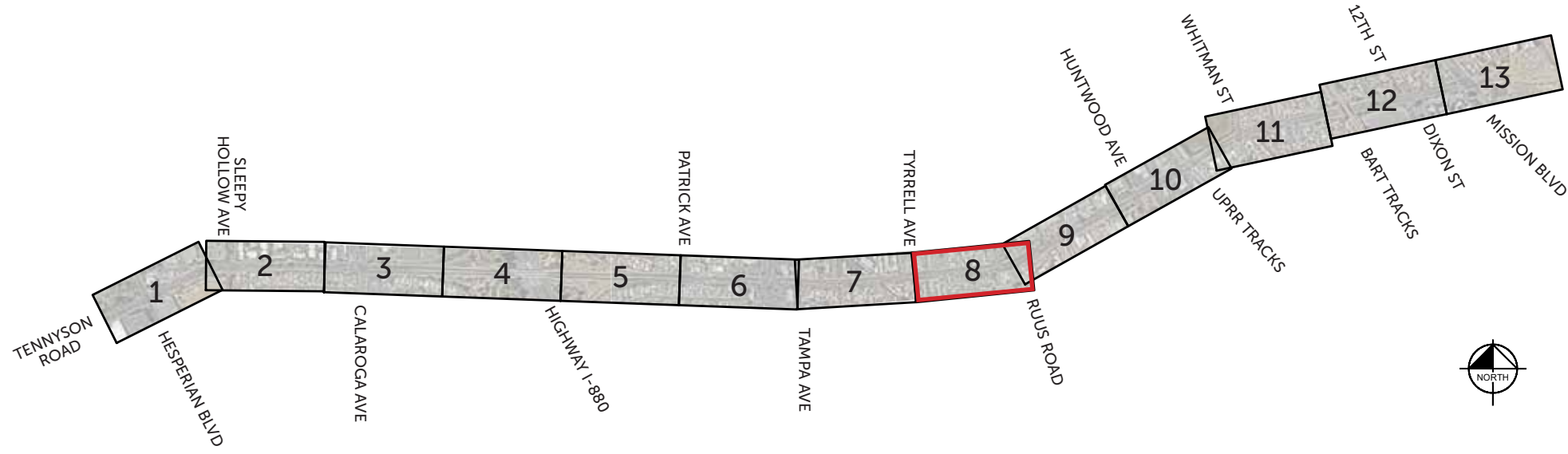
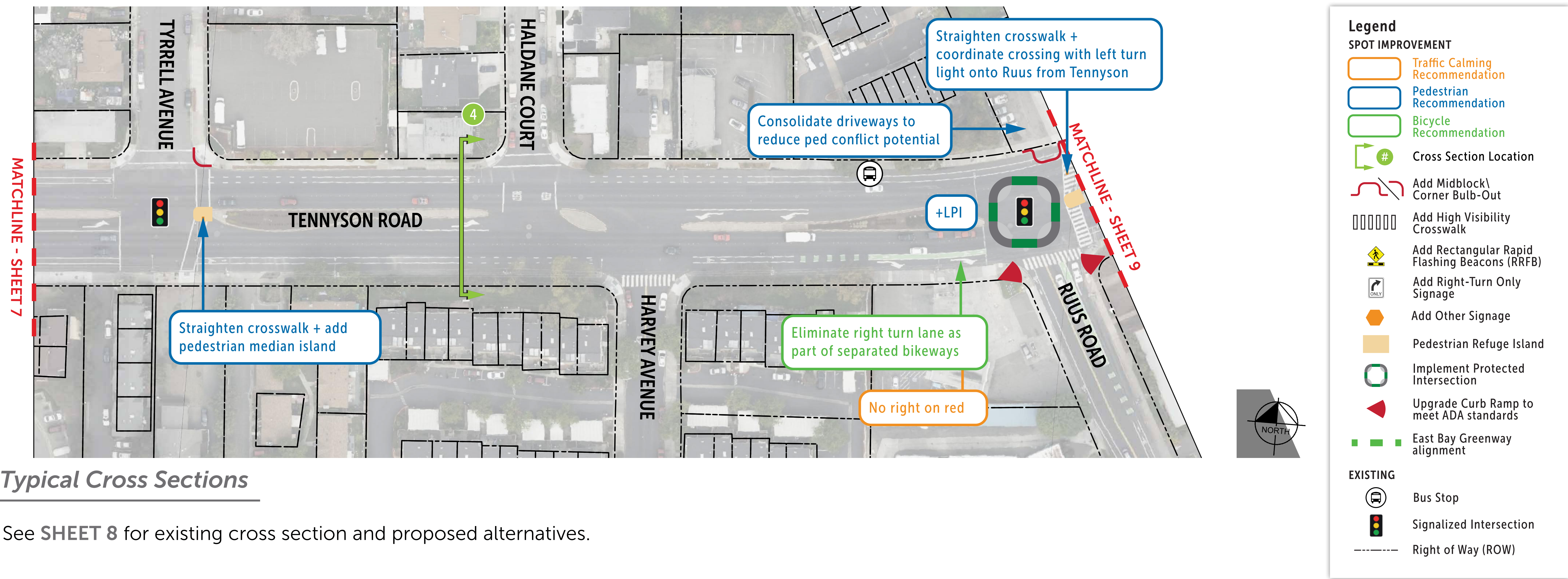






Segment 3 — Patrick Avenue to Ruus Road

SHEET 11

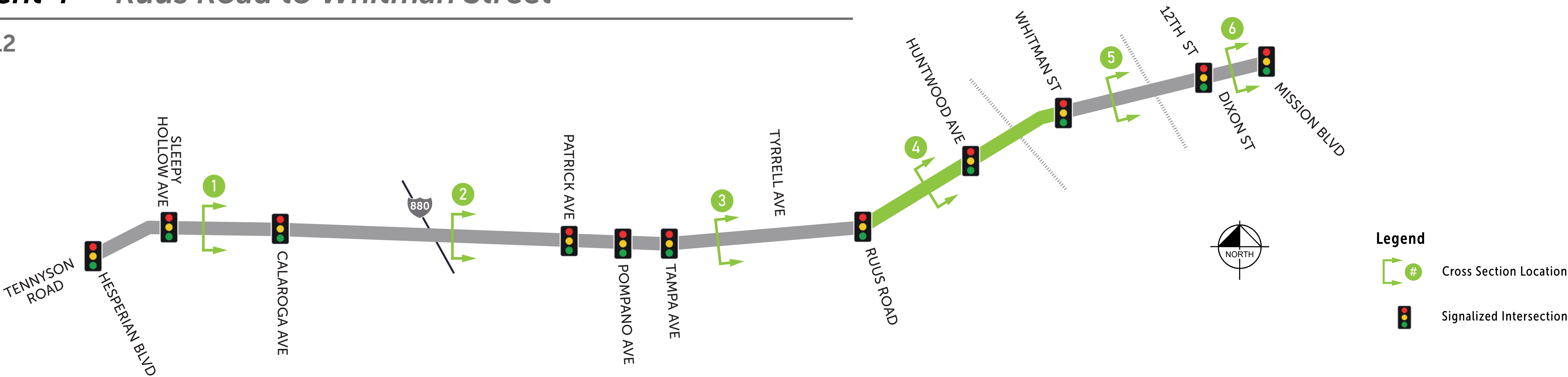






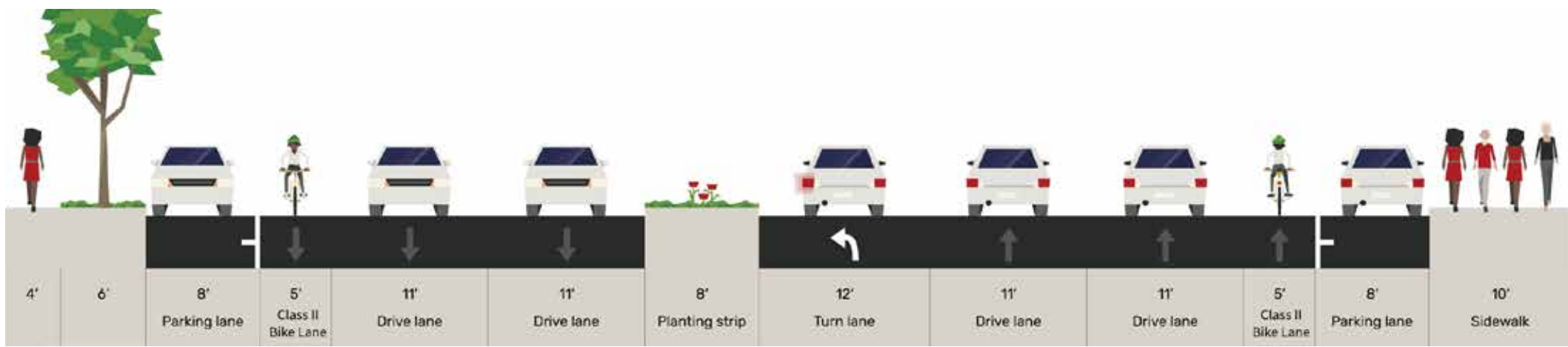
Segment 4 — Ruus Road to Whitman Street

SHEET 12



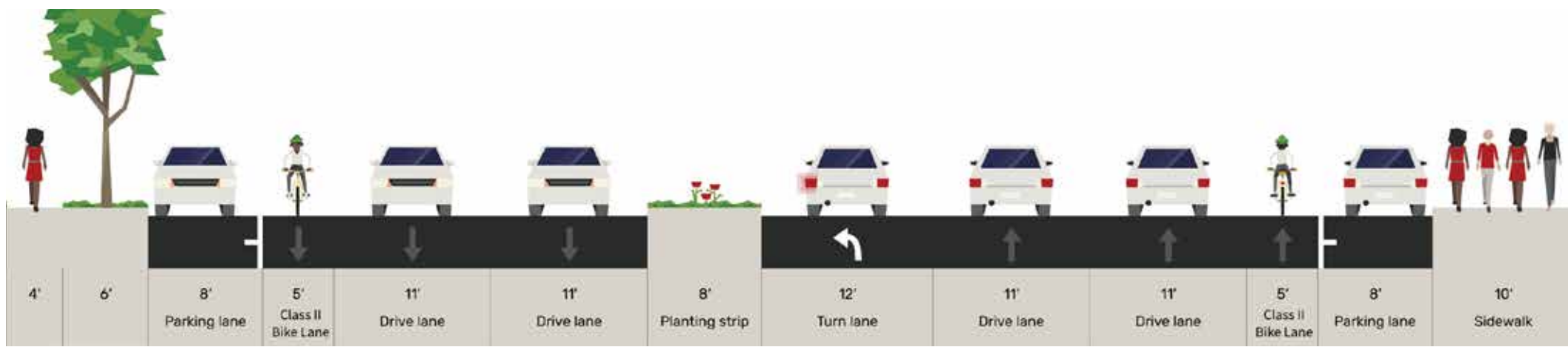
EXISTING CONDITIONS

Class II bike lanes in both directions



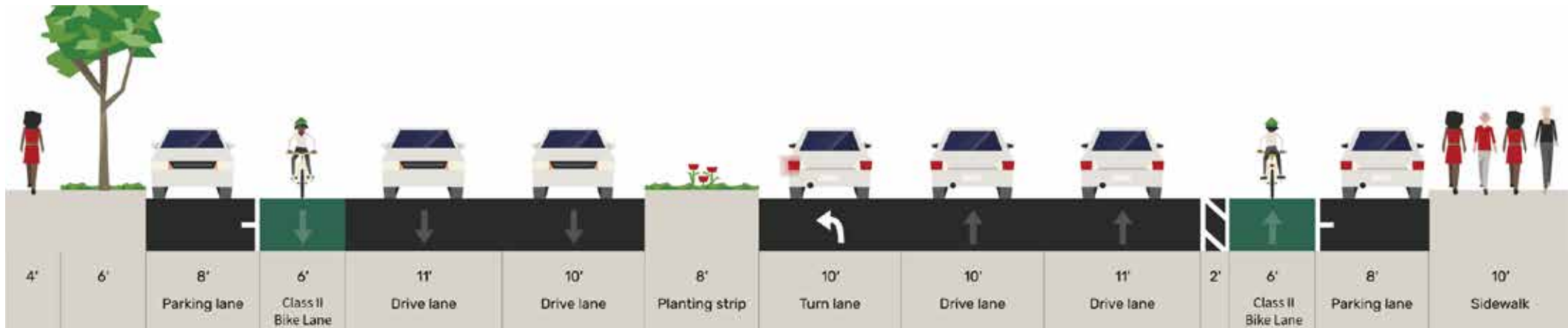
Existing conditions with spot improvements such as pedestrian scale lighting, bulb outs, protected signal phasing, etc.

LOW IMPACT OPTION  
Existing Conditions + Spot Improvements



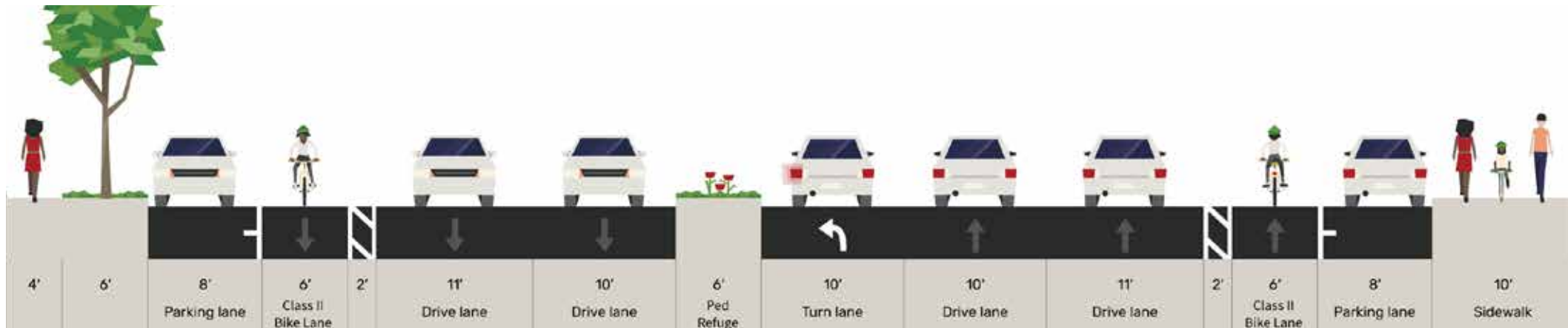
CONTINUOUS BIKE FACILITY  
Lane Narrowing + Striped Buffer

Narrow travel lanes to provide wider bike lanes and/or striped buffer where street parking exists

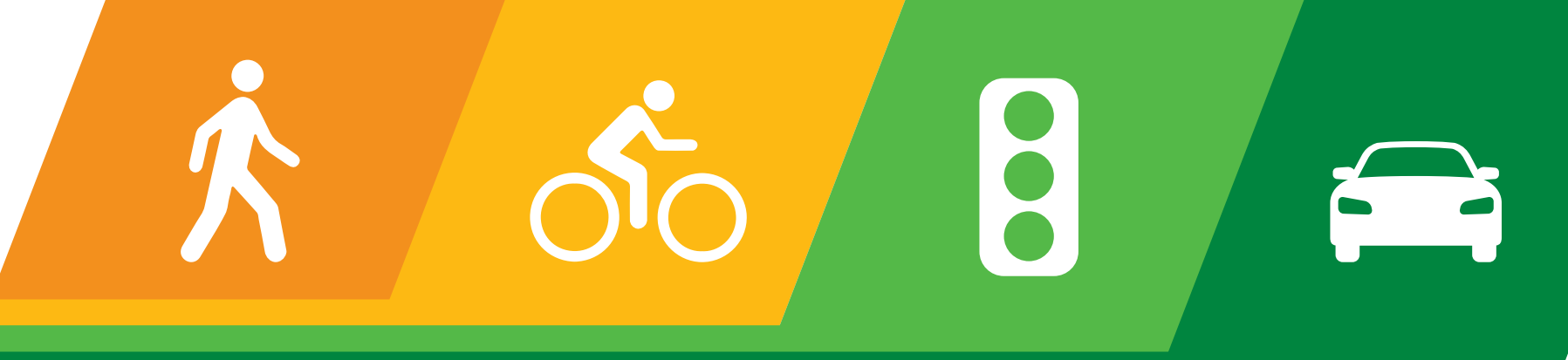


Narrow center median and turn lane to allow for buffer-protected bike lanes on both sides of the street

HIGH INVESTMENT OPTION  
Buffered Bikeways in Both Directions

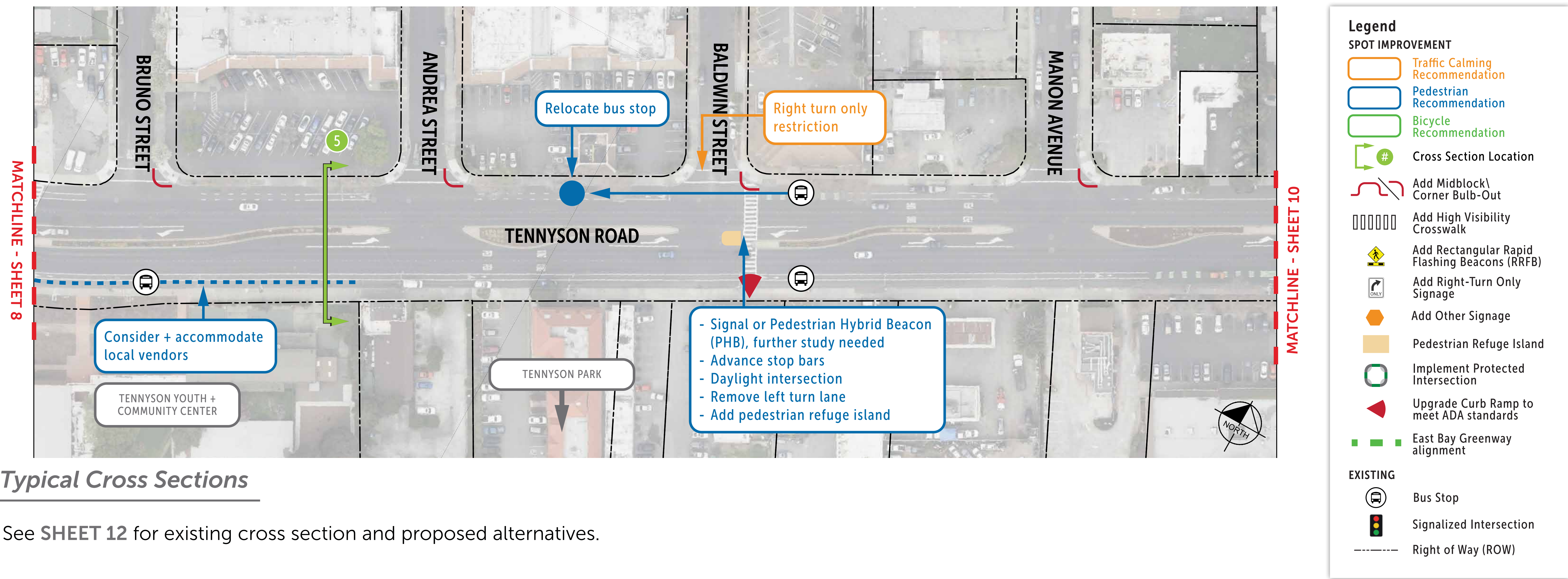






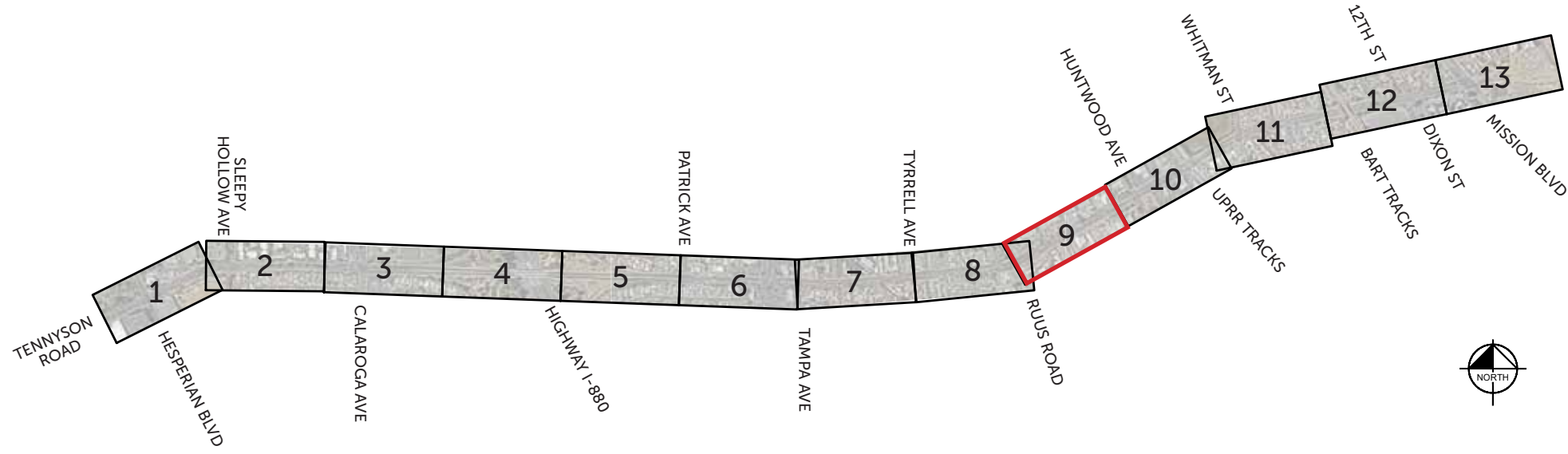
Segment 4 — Ruus Road to Whitman Street

SHEET 13

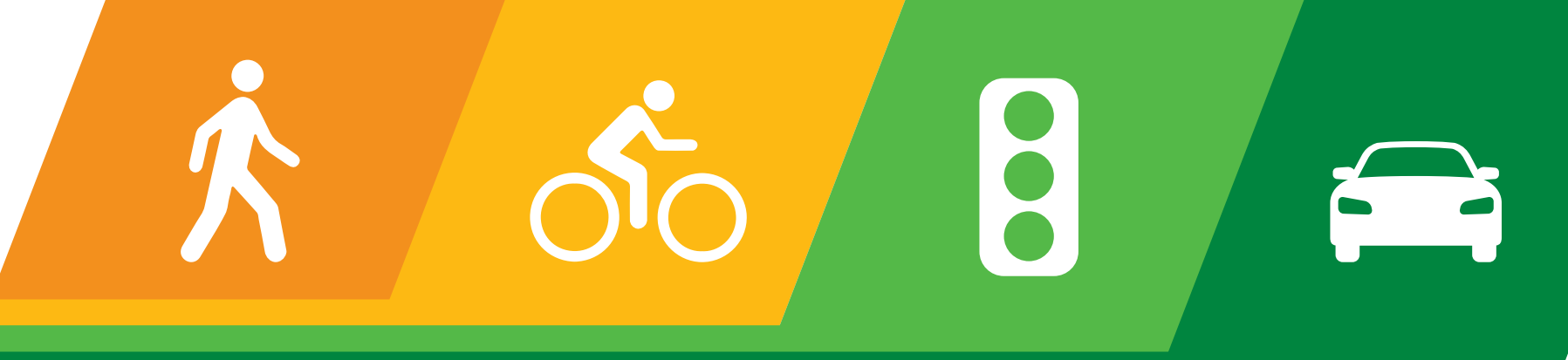


Typical Cross Sections

See SHEET 12 for existing cross section and proposed alternatives.

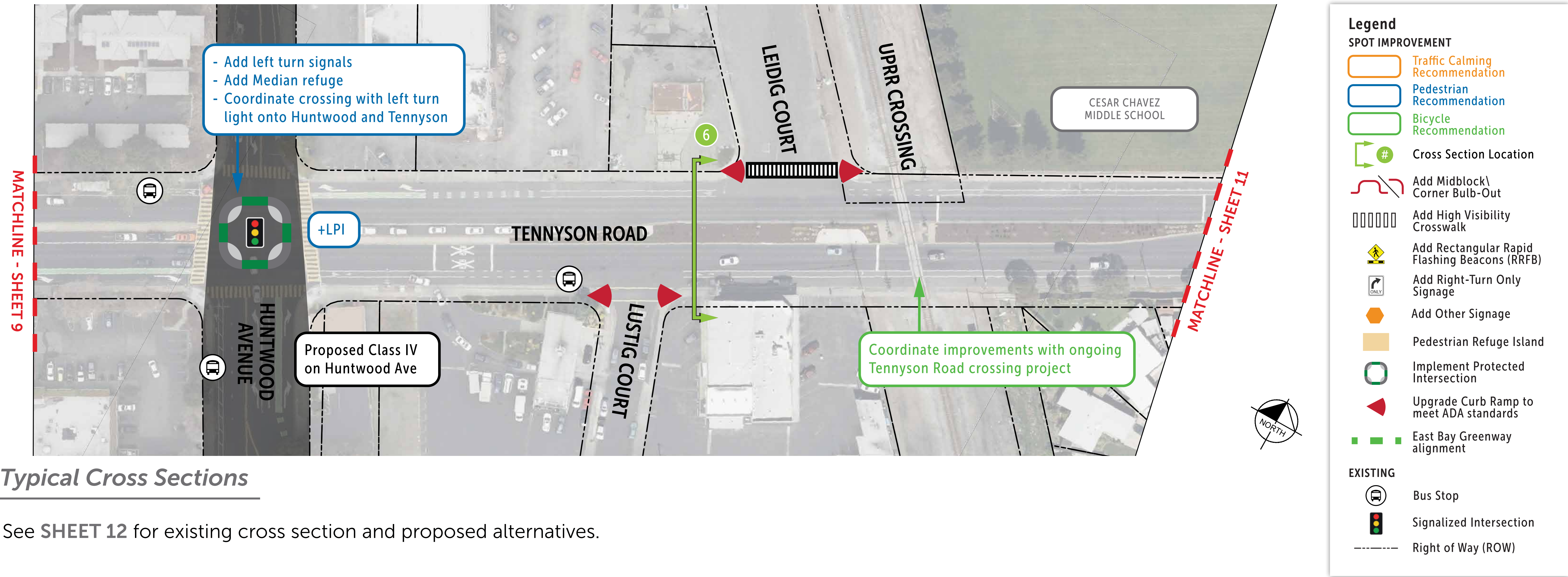






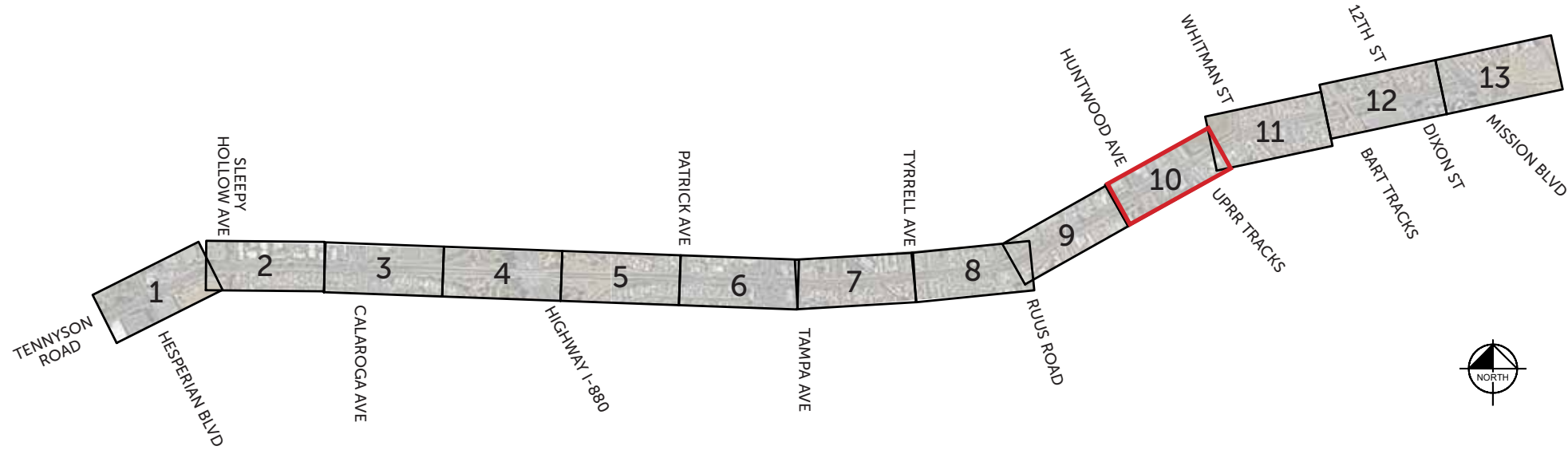
Segment 4 — Ruus Road to Whitman Street

SHEET 14



Typical Cross Sections

See SHEET 12 for existing cross section and proposed alternatives.







Segment 5 — Whitman Street to 12th Street/Dixon Street

SHEET 15



EXISTING CONDITIONS

Class II bike lanes in both directions



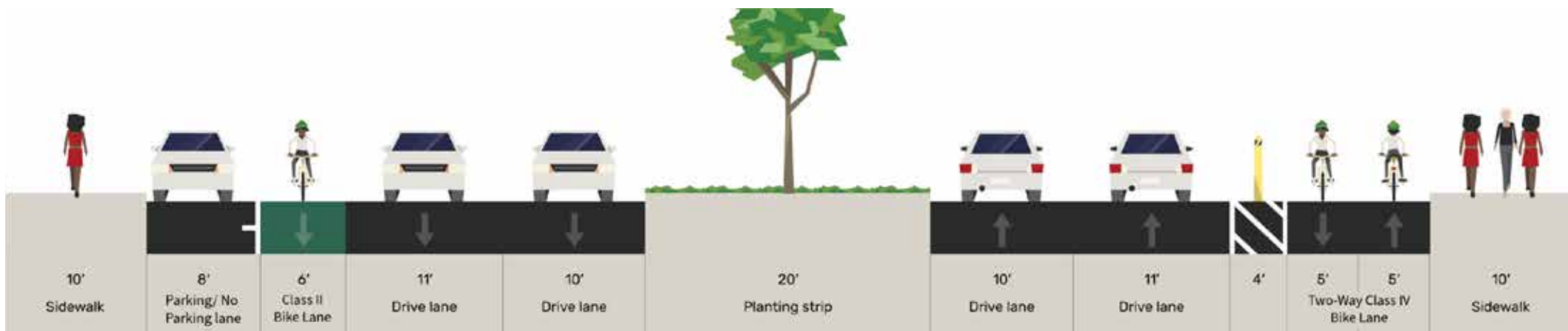
LOW IMPACT OPTION  
Existing Conditions + Spot Improvements

Existing conditions with spot improvements such as pedestrian scale lighting, bulb outs, protected signal phasing, etc.



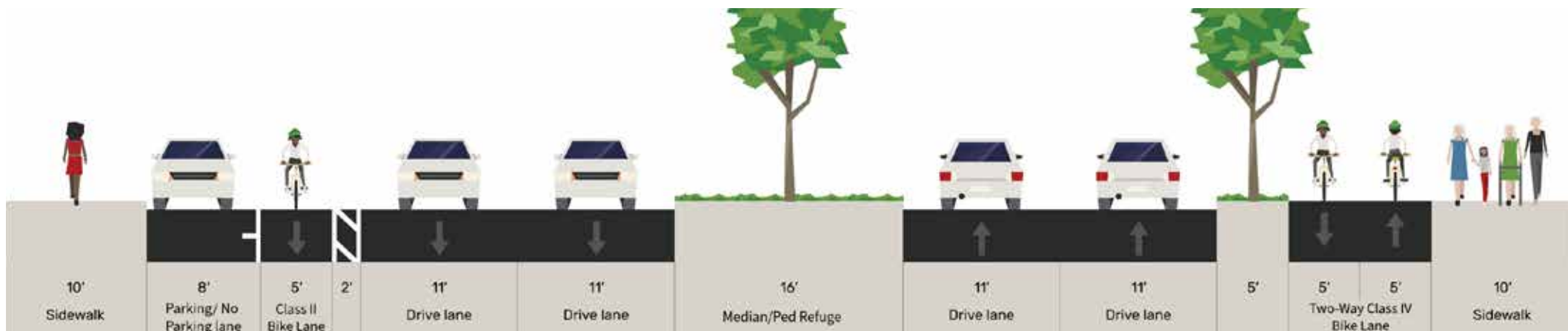
CONTINUOUS BIKE FACILITY  
Lane Narrowing + Flex Post Buffer

Replace Parking Lane on south side of road with a flex post-protected two-way Class IV cycle track

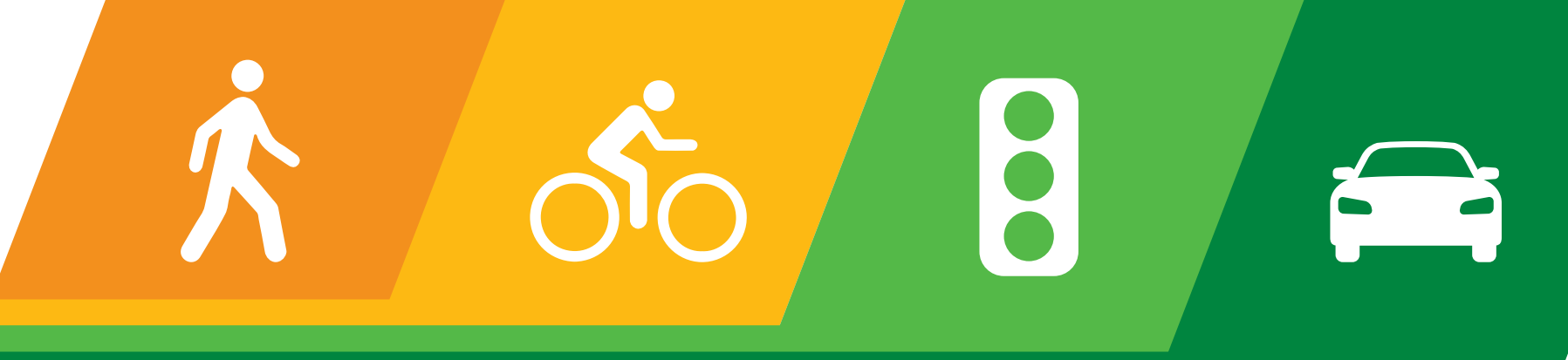


HIGH INVESTMENT OPTION  
Striped Buffer + Raised Separated Bikeways

Narrow median + replace Parking Lane on south side of road with a curb-height two-way Class IV cycle track

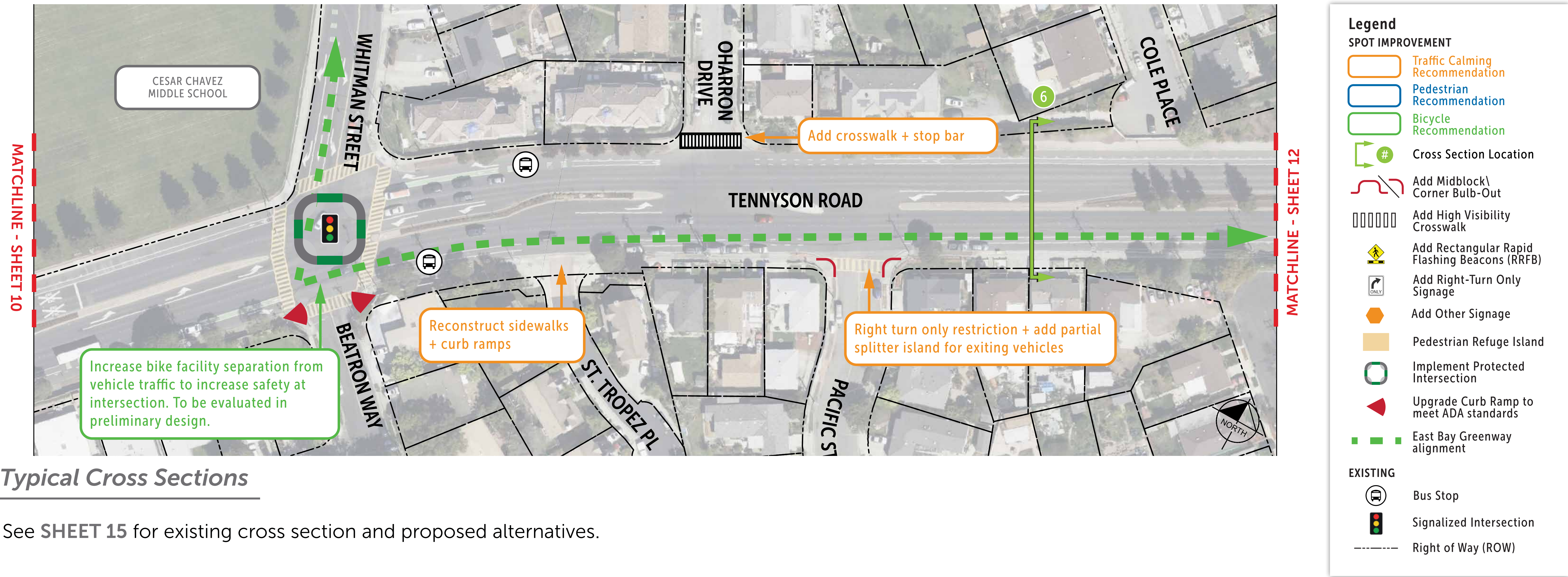






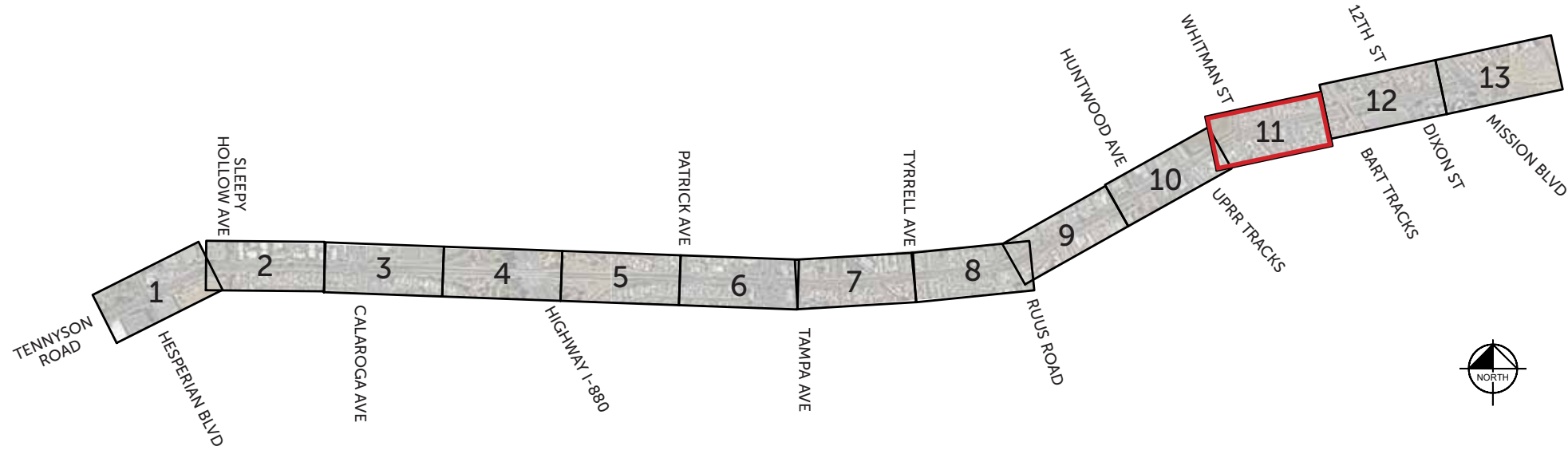
Segment 5 — Whitman Street to 12th Street/Dixon Street

SHEET 16



Typical Cross Sections

See SHEET 15 for existing cross section and proposed alternatives.

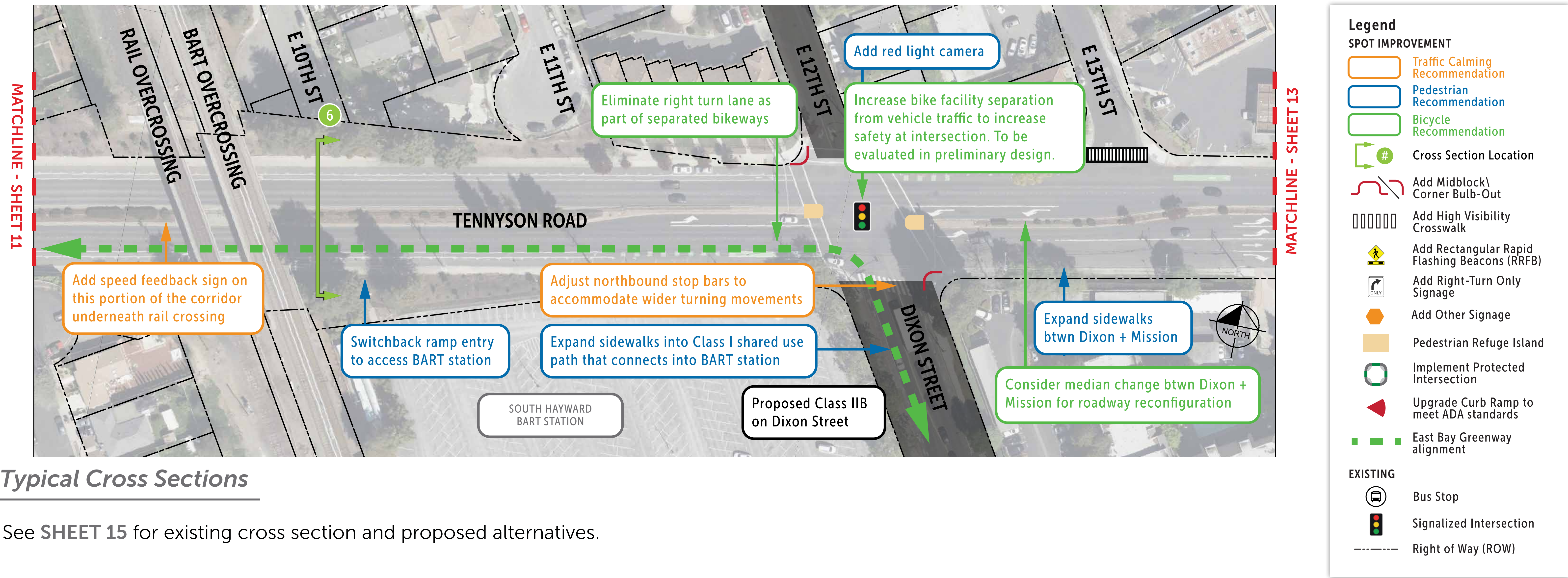






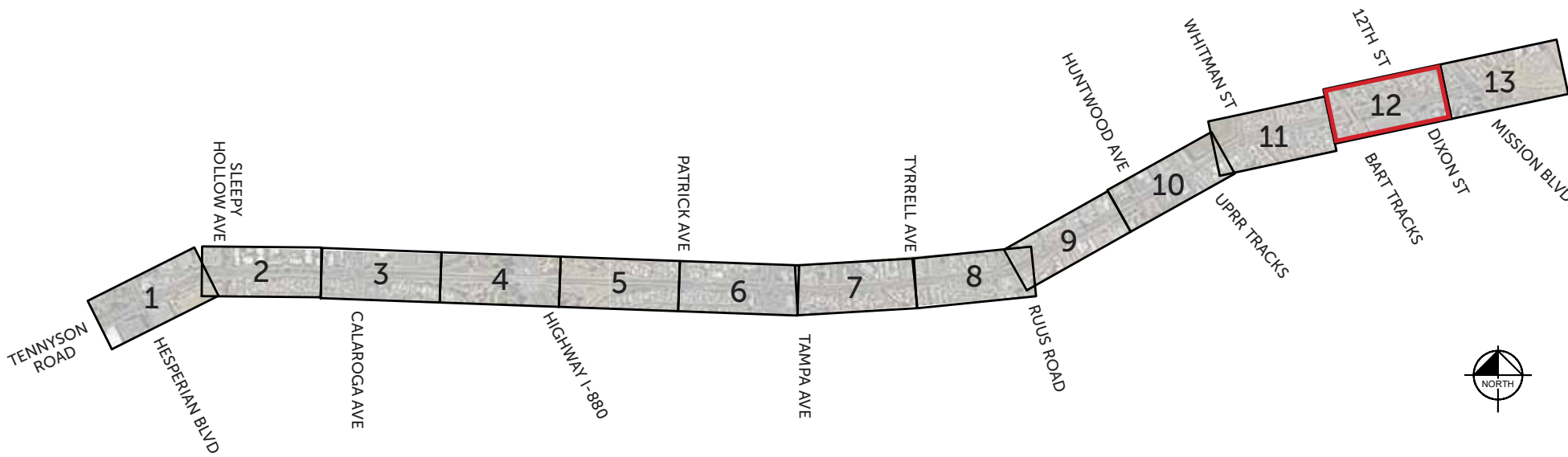
Segment 5 — Whitman Street to 12th Street/Dixon Street

SHEET 17



Typical Cross Sections

See SHEET 15 for existing cross section and proposed alternatives.







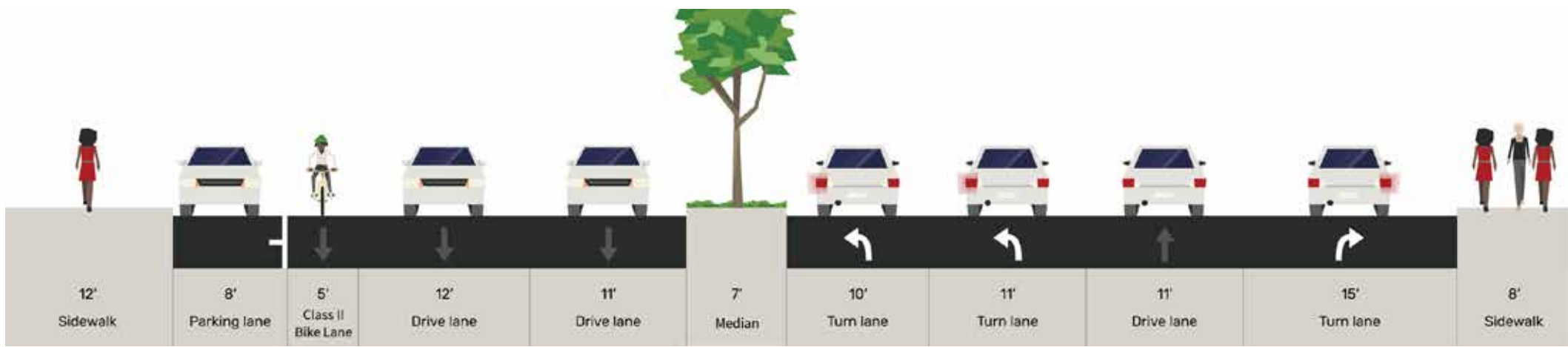
Segment 6 — 12th Street/Dixon Street to Mission Boulevard

SHEET 18



EXISTING CONDITIONS

Class II bike lanes in both directions



Note: Existing south sidewalk has numerous utilities which create barriers for pedestrians.

CONTINUOUS BIKE FACILITY

Lane Narrowing + Striped Buffer

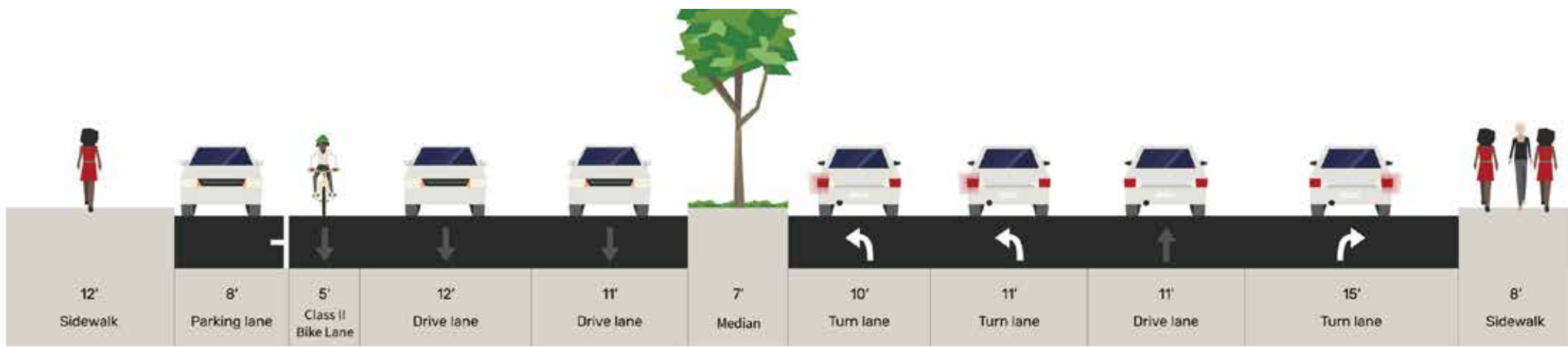
Replace turn lane on south side of road with a planter-protected one-way Class IV cycle track



LOW IMPACT OPTION

Existing Conditions + Spot Improvements

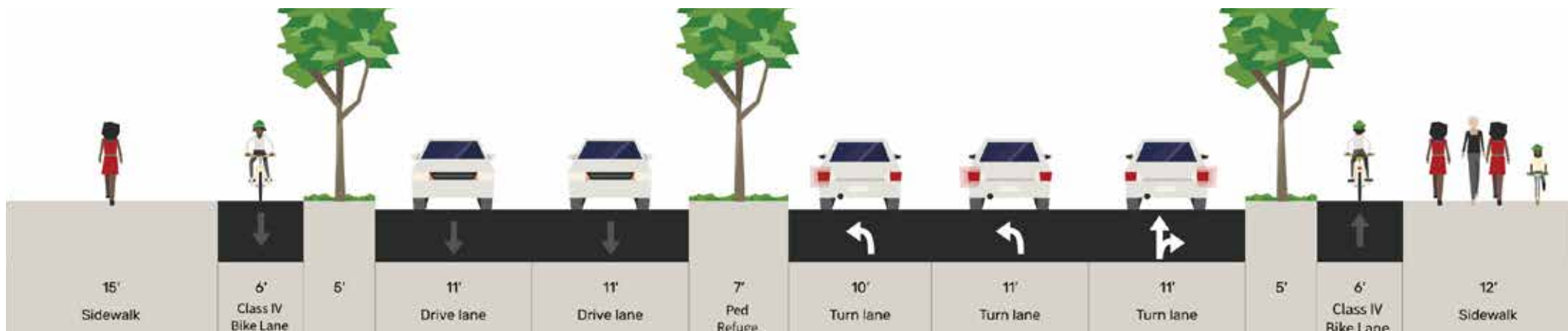
Existing conditions with spot improvements such as pedestrian scale lighting, bulb outs, protected signal phasing, etc.



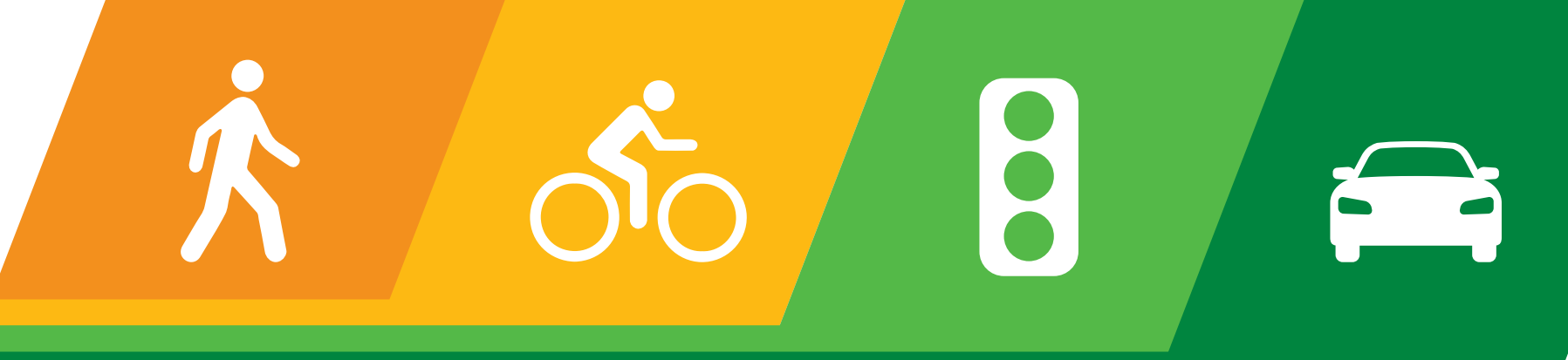
HIGH INVESTMENT OPTION

Raised Separated Bikeways

Replace Parking Lanes on both sides of the road to upgrade bike lanes to Class IV curb-protected bike lanes

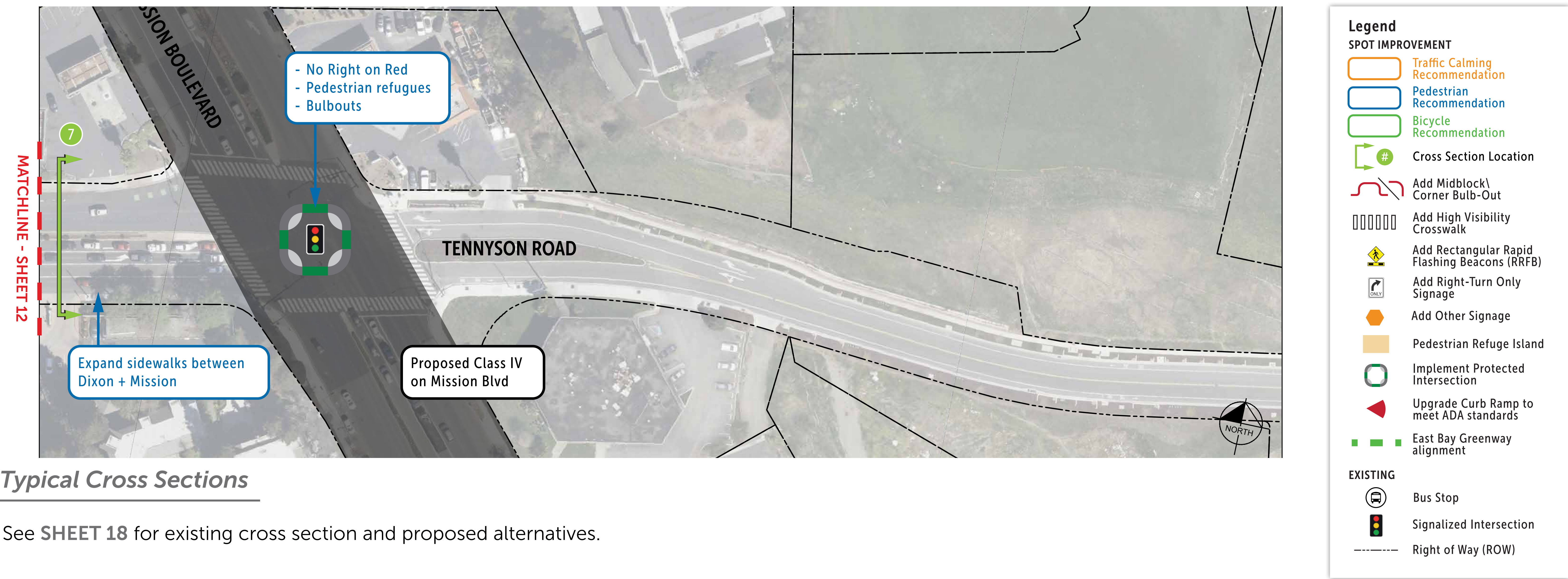






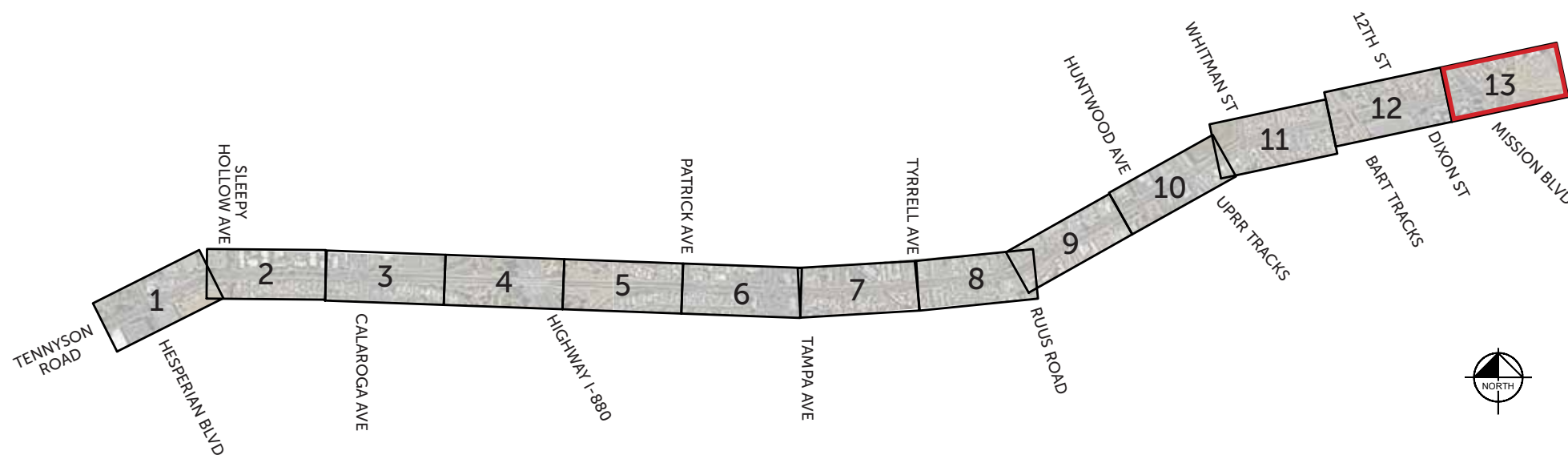
Segment 6 — 12th Street/Dixon Street to Mission Boulevard

SHEET 19



Typical Cross Sections

See SHEET 18 for existing cross section and proposed alternatives.

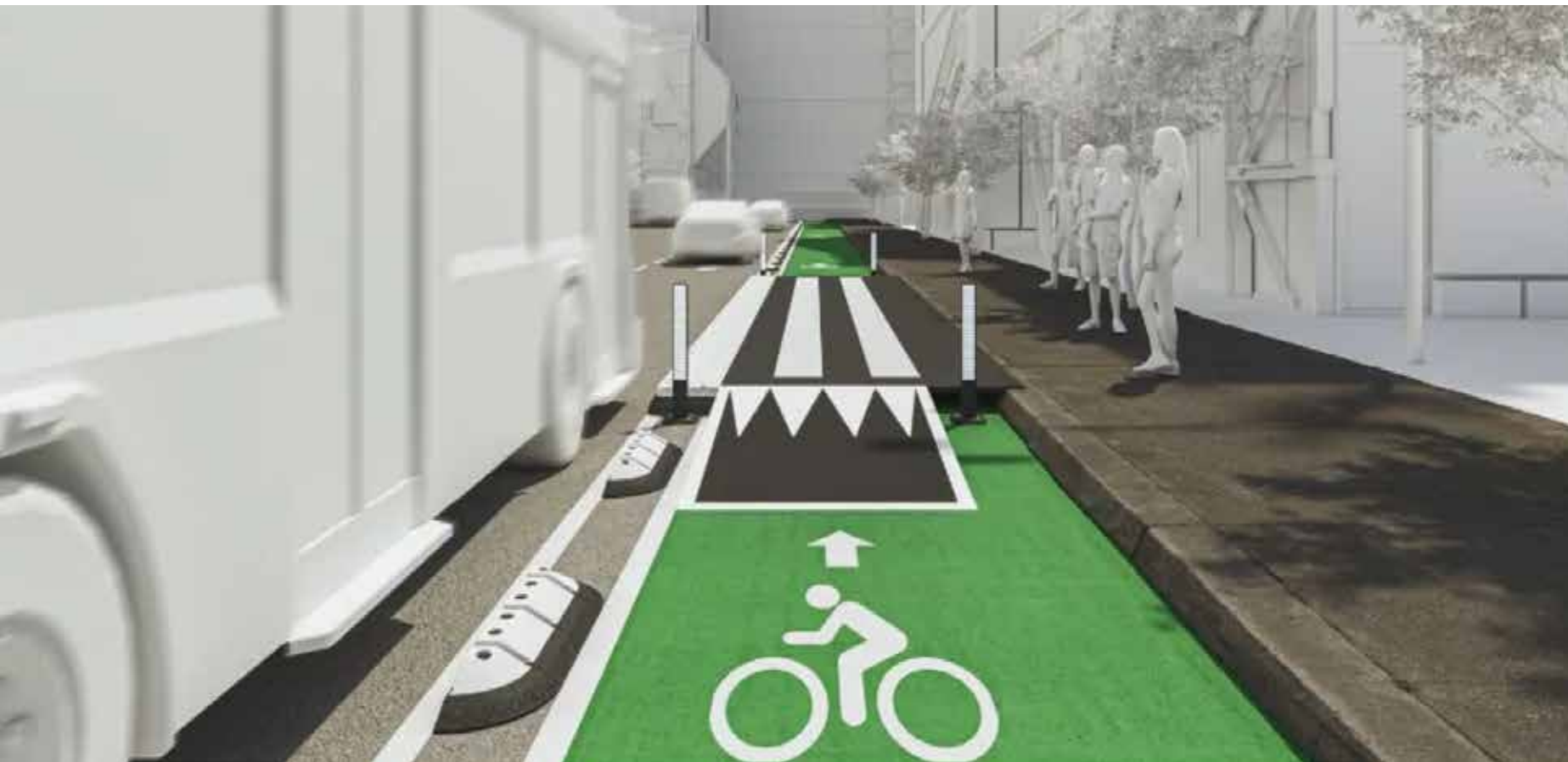






Bus Platform Compatibility

SHEET 20



CONTINUOUS BIKE FACILITY:  
TRANSIT INTEGRATION

In order to retain flex-post protected separated bikeways on Tennyson Road, a temporary bus boarding island may be required at bus stops.

Diagrammatic On- and Off-Ramp for I-880

SHEET 20



LONG-TERM PROPOSED RAMP CHANGE

Changing on- and off-ramps to perpendicular intersections allows for safer crossing for pedestrians and cyclists. This also frees up public land to be used for other purposes. Rough square footage is shown for each quadrant, but specific planning and zoning changes would be studied further if this change were implemented.