Attachment 2 – Narrowed Sidewalk Zone Concept in West Mile

Includes color-coding of sidewalks, landscaping, and medians to show different depths, and to show lengths where cycle tracks could be included

Fremont to Vine

Notes Regarding this Example Narrowing
1. The extent of the narrowing considered here is indicated by the green lines across the street alignment at the east and west ends of the portion of the street that is narrowed. Those represent the points to the staff-recommended alignment.
2. To reduce impacts to the north side, the staff-recommended 8' landscape buffer and 8' sidewalk have been replaced with a 4' landscape buffer and a 6' sidewalk.
3. The narrowed landscape buffer/sidewalk combination allows the overall roadway to be shifted southward, further reducing the impact to the north side. The southward shift of the centerline is nominally 4' west of Highland and 2' east of Highland.
4. Impact to several parcels on the north side has been further reduced by moving the bus platforms closer to Highland and extending the bike bypass approaches into the Highland intersection.
5. The narrowing shown here reduces the number of "directly impacted" buildings - or assumed demolitions - as follows:
   - Directly Impacted Buildings: 3
   - Potential Directly Impacted Buildings: 1
   - Non-Impacted Buildings: 2

Other Considerations
1. Note that the fact that a particular building is not directly impacted by the proposed improvements does not assure that it will not need to be acquired or demolished. Issues such as loss of access or parking, health and safety issues, and goals of the property owner are all factors in that determination.
2. The design team is not certain that this proposal is feasible from an engineering perspective. Elevation of the street, location of utilities, and other design issues may require more width. More detailed design work will be needed to make this determination.
3. The process suggested by this example can be followed in designing the street - that is generally limit the width of the sidewalk and/or landscape buffer except where other design considerations require additional width.
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Vine to Campbell