

Attachment 9
Scott Boulevard Potential Roadway Cross-Sections
(S1) Arques Ave to Central Expy

Existing Conditions/No Build - 80 foot Roadway Width

This cross-section does not implement any improvements on Scott Boulevard between Arques Avenue to Central Expressway. There are four travel lanes (two in each direction), there is an existing 16-foot wide landscaped median island, there is no parking on either side of the street, and there is an existing six-foot wide bike lane on both sides of the street.



Four Lanes, Buffered Bike Lanes

This potential cross-section maintains four travel lanes, narrows these travel lanes, maintains the 16-foot wide landscaped median island, and improves the existing six-foot wide bike lanes to ten-foot wide buffered bike lanes (Class IIB) with seven feet of bikeway and three feet of buffer.



Attachment 9
Scott Boulevard Potential Roadway Cross-Sections
(S2) Central Expy to Martin Ave

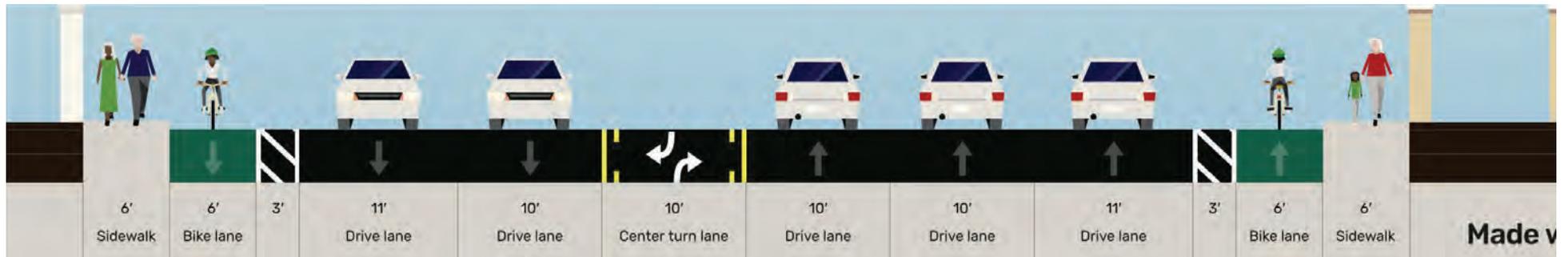
Existing Conditions/No Build - 80 foot Roadway Width

This cross-section does not implement any improvements on Scott Boulevard between Central Expressway and Martin Avenue. There are five travel lanes (two southbound and three northbound), there is an existing 13-foot wide two-way center turn lane, there is no parking on either side of the street, and there is an existing six-foot wide bike lane on both sides of the street.



Five Lanes, Buffered Bike Lanes

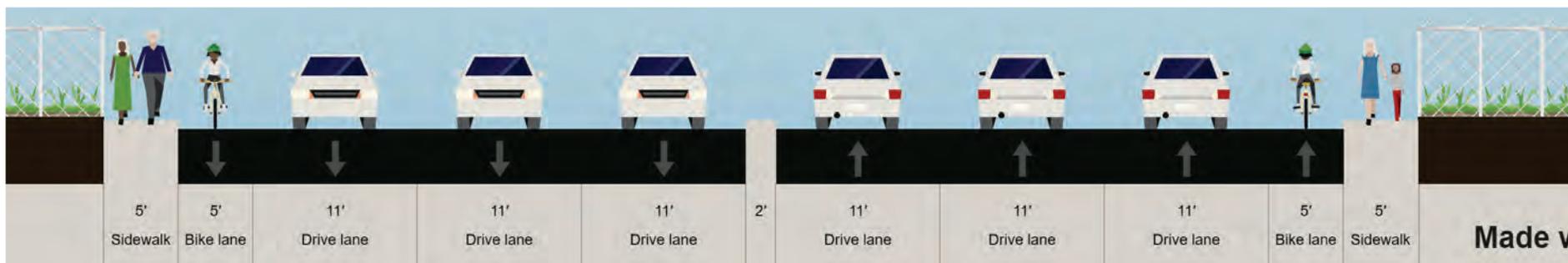
This potential cross-section maintains five travel lanes, narrows these travel lanes, narrows the existing 13-foot wide two-way center turn lane to ten feet, and improves the existing six-foot wide bike lanes to nine-foot wide buffered bike lanes (Class IIB) with six feet of bikeway and three feet of buffer.



Attachment 9
Scott Boulevard Potential Roadway Cross-Sections
(S3) Martin Ave to Monroe St

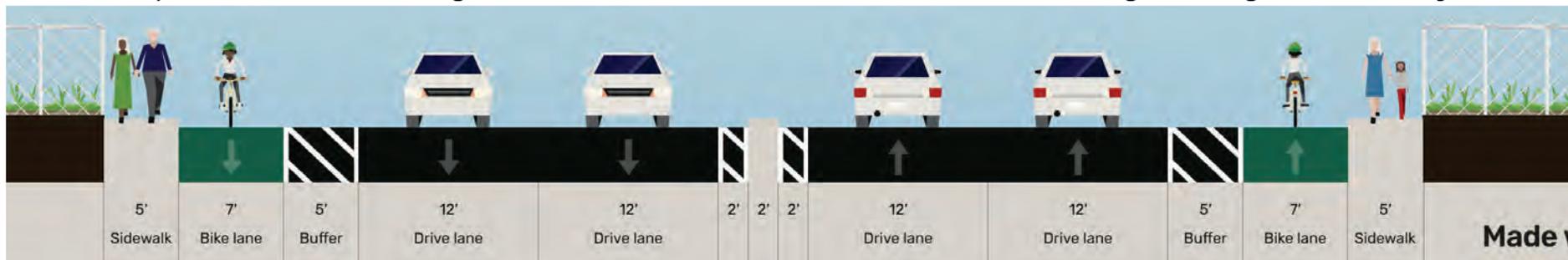
Existing Conditions/No Build - 78 foot Roadway Width

This cross-section does not implement any improvements on Scott Boulevard between Martin Avenue and Monroe Street. There are six travel lanes (three in each direction), there is an existing two-foot wide median island, there is no parking on either side of the street, and there is an existing five-foot wide bike lane on both sides of the street.



Four Lanes, Upgrade to Buffered Bike Lanes

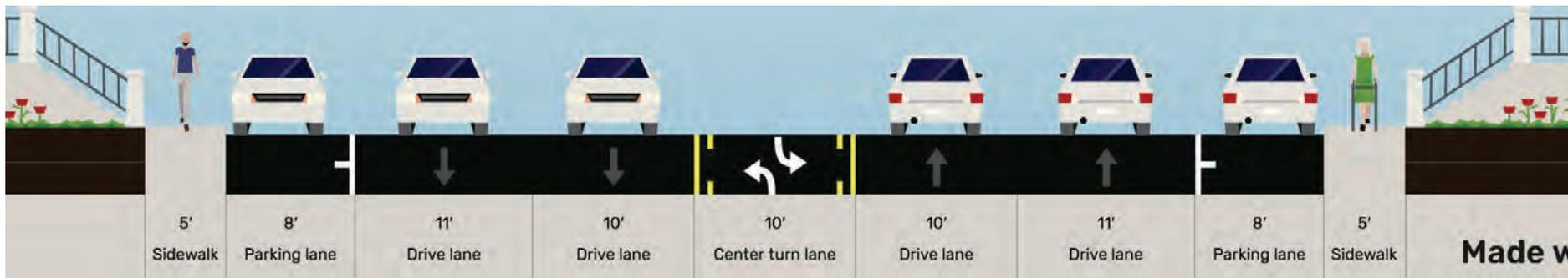
This potential cross-section removes one travel lane in each direction and upgrades the existing five-foot bike lanes to 12-foot wide buffered bike lanes with seven feet of bikeway and five feet of buffer. It is important to note that a majority of this portion of Scott Boulevard is part of the Scott Boulevard overpass over the existing Caltrain tracks and there are elevation changes along the roadway.



Attachment 9
Scott Boulevard Potential Roadway Cross-Sections
(S4) Monroe St to Harrison St

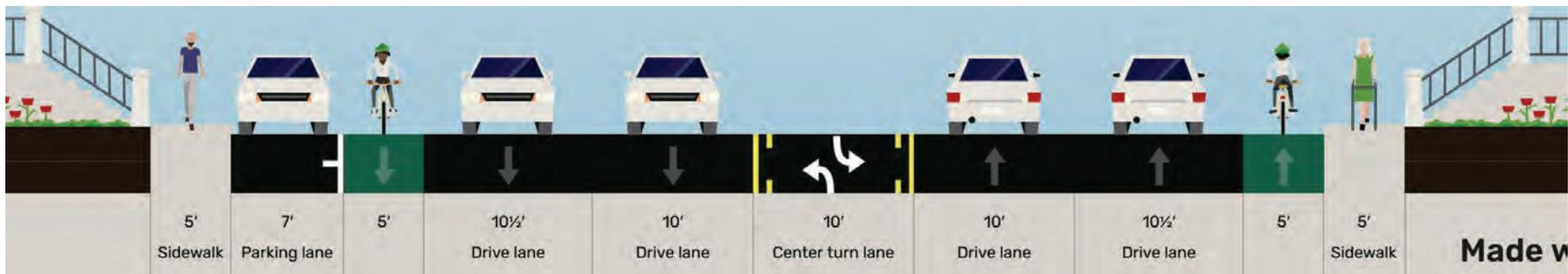
Existing Conditions/No Build - 68 foot Roadway Width

This cross-section does not implement any improvements on Scott Boulevard between Monroe Street and Harrison Street. There are four travel lanes (two in each direction), an existing ten-foot wide two-way center turn lane, parking on both sides of the street, and no new bicycle facilities are installed.



Four Lanes, Standard Bike Lanes, Remove Parking One Side

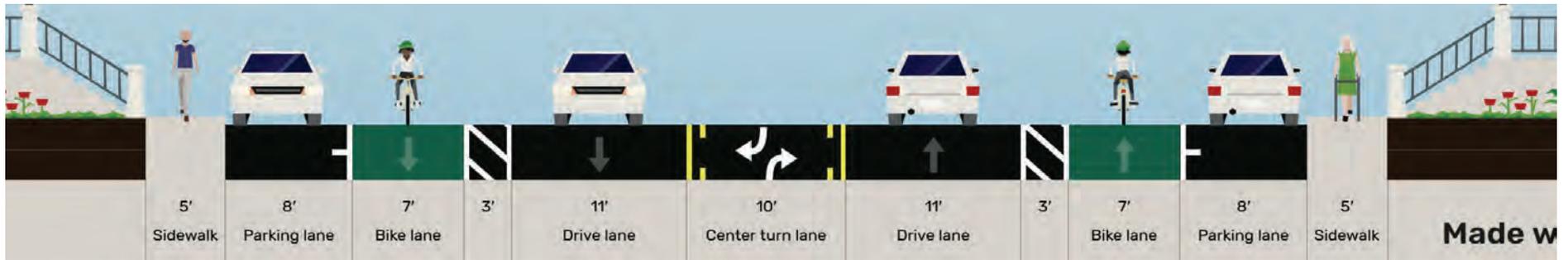
This potential cross-section maintains four travel lanes, installs five-foot wide standard bike lanes (Class II) on both sides of the street, maintains the existing two-way center turn lane and removes parking on one side of the street. Based on overall parking inventory, it is recommended that parking along the east side of the street be removed in this option. Parking would be removed when the City moves forward with construction of this cross-section



Attachment 9
Scott Boulevard Potential Roadway Cross-Sections
(S4) Monroe St to Harrison St

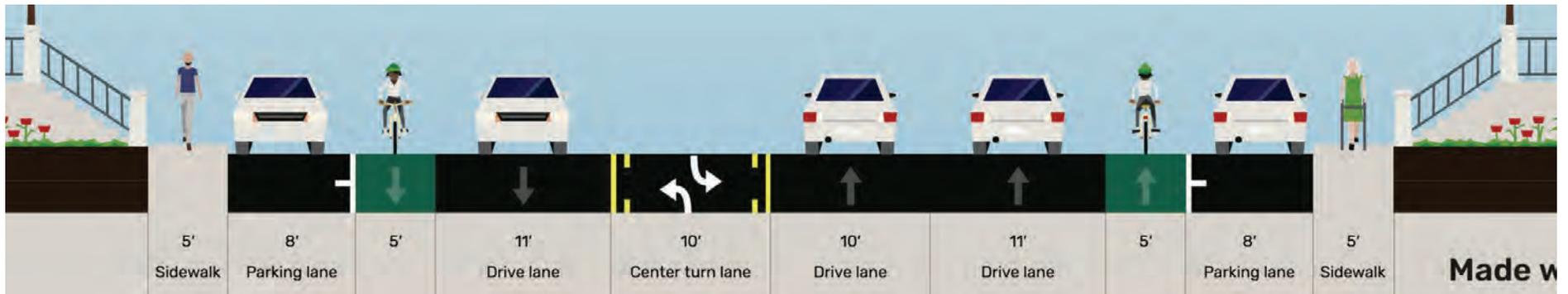
Two Lanes, Buffered Bike Lanes, Parking on Both Sides

This potential cross-section removes one travel lane in each direction, installs a ten-foot wide buffered bike lane on both sides of the street (seven feet of bikeway and three feet of buffer), maintains parking on both sides and maintains the existing two-way center turn lane.



Three Lanes, Standard Bike Lanes, Parking on Both Sides

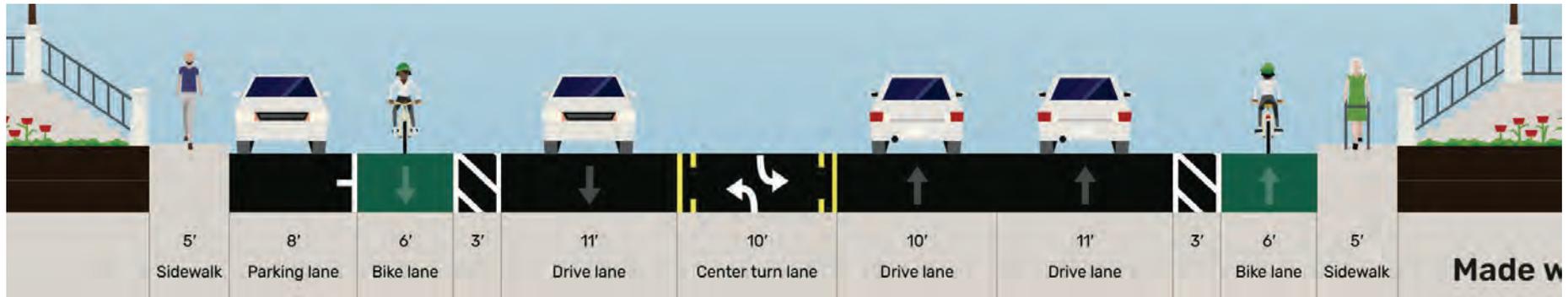
This potential cross-section removes one travel lane in southbound direction, maintains two travel lanes in the northbound direction, installs five-foot wide standard bike lanes (Class II) on both sides of the street, maintains parking on both sides, and maintains the existing two-way center turn lane.



Attachment 9
Scott Boulevard Potential Roadway Cross-Sections
(S4) Monroe St to Harrison St

Three Lanes, Buffered Bike Lanes, Remove Parking One Side of the Street

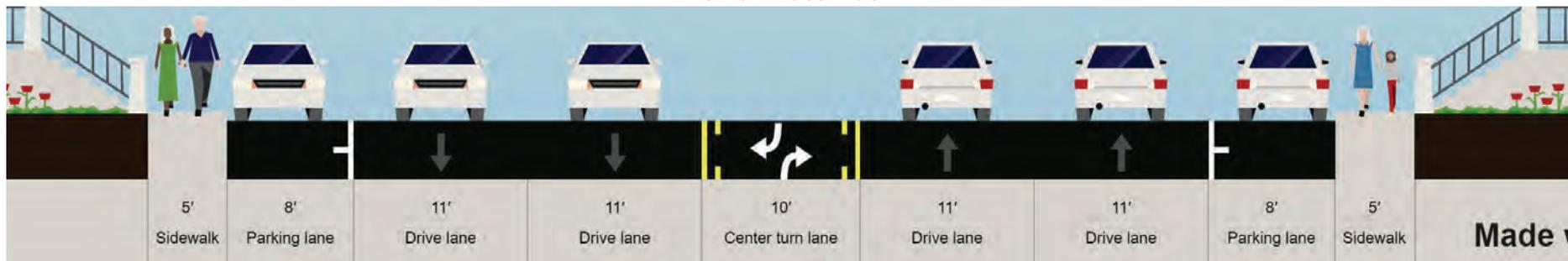
This potential cross-section removes one travel lane in southbound direction, maintains two travel lanes in the northbound direction, installs nine-foot wide buffered bike lanes (Class IIB) on both sides of the street (six feet of bikeway and three feet of buffer), removes parking on one side of the street, and maintains the existing two-way center turn lane. Based on overall parking inventory, it is recommended that parking along the east side of the street be removed in this option. Parking would be removed when the City moves forward with construction of this cross-section



Attachment 9
 Scott Boulevard Potential Roadway Cross-Sections
 (S5) Harrison St to Homestead Rd

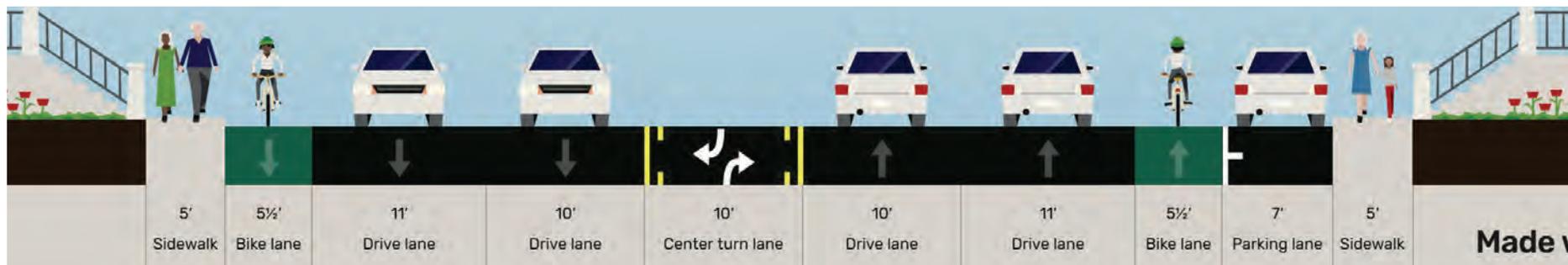
Existing Conditions/No Build - 70 foot Roadway Width

This cross-section does not implement any improvements on Scott Boulevard between Harrison Street and Homestead Road. There are four travel lanes (two in each direction), there is an existing ten-foot wide two-way center turn lane, there is parking on both sides of the street, and no new bicycle facilities are installed.



Four Lanes, Standard Bike Lanes, Remove Parking on One Side

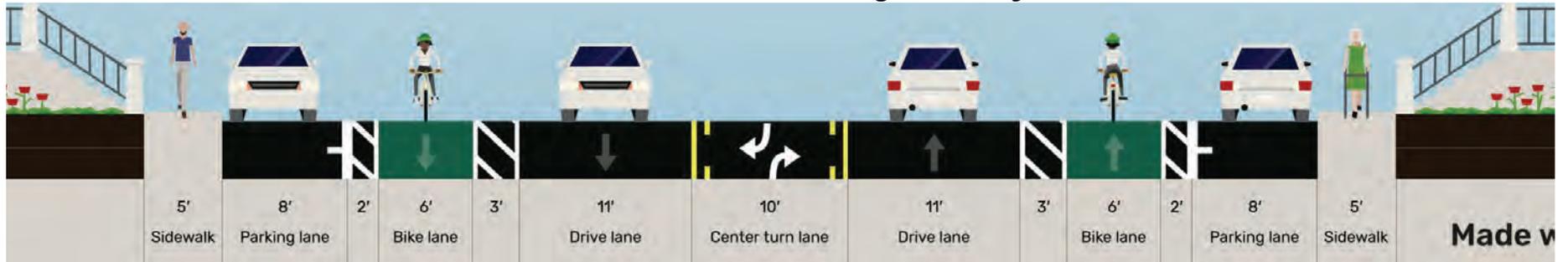
This potential cross-section maintains four travel lanes, installs five-foot wide standard bike lanes (Class II) on both sides of the street, removes parking on one side of the street, and maintains the existing two-way center turn lane. Based on overall parking inventory, it is recommended that parking along the west side of the street be removed in this option. Parking would be removed when the City moves forward with construction of this cross-section .



Attachment 9
Scott Boulevard Potential Roadway Cross-Sections
(S5) Harrison St to Homestead Rd

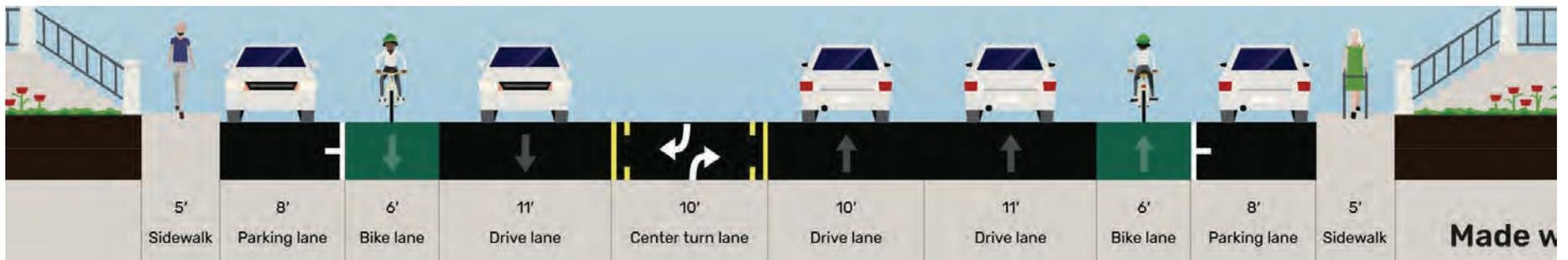
Two Lanes, Buffered Bike Lanes, Parking on Both Sides

This potential cross-section removes one travel lane in each direction, installs a nine-foot wide buffered bike lane (with six feet of bikeway and three feet of buffer) on both sides of the street, maintains parking on both sides and maintains the existing two-way center turn lane.



Three Lanes, Standard Bike Lanes, Parking on Both Sides

This potential cross-section removes one travel lane in southbound direction, maintains two travel lanes in the northbound direction, installs six-foot wide standard bike lanes (Class II) on both sides of the street, maintains parking on both sides, and maintains the existing two-way center turn lane.



Attachment 9
Scott Boulevard Potential Roadway Cross-Sections
(S6) Homestead Rd to Saratoga Ave

Existing Conditions/No Build - 64 foot Roadway Width

This cross-section does not implement any improvements on Scott Boulevard between Homestead Road and Saratoga Avenue. There are four travel lanes (two in each direction), there is no two-way center turn lane, there is parking on both sides of the street, and no new bicycle facilities are installed.



Four Lanes, Standard Bike Lanes, Remove Parking One Side

This potential cross-section maintains four travel lanes, installs six-foot wide standard bike lanes (Class II) on both sides of the street, and removes parking on one side of the street. Based on overall parking inventory, it is recommended that parking along the west side of the street be removed in this option. Parking would be removed when the City moves forward with construction of this cross-section.



Attachment 9
Scott Boulevard Potential Roadway Cross-Sections
(S6) Homestead Rd to Saratoga Ave

Two Lanes, Buffered Bike Lanes, Parking on Both Sides

This proposed cross-section removes one travel lane in each direction, installs an eight-foot wide buffered bike lane (with five feet of bikeway and three feet of buffer) on both sides of the street, maintains parking on both sides and maintains the existing two-way center turn lane.

