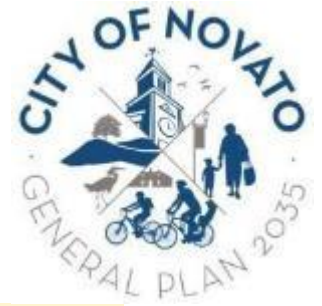




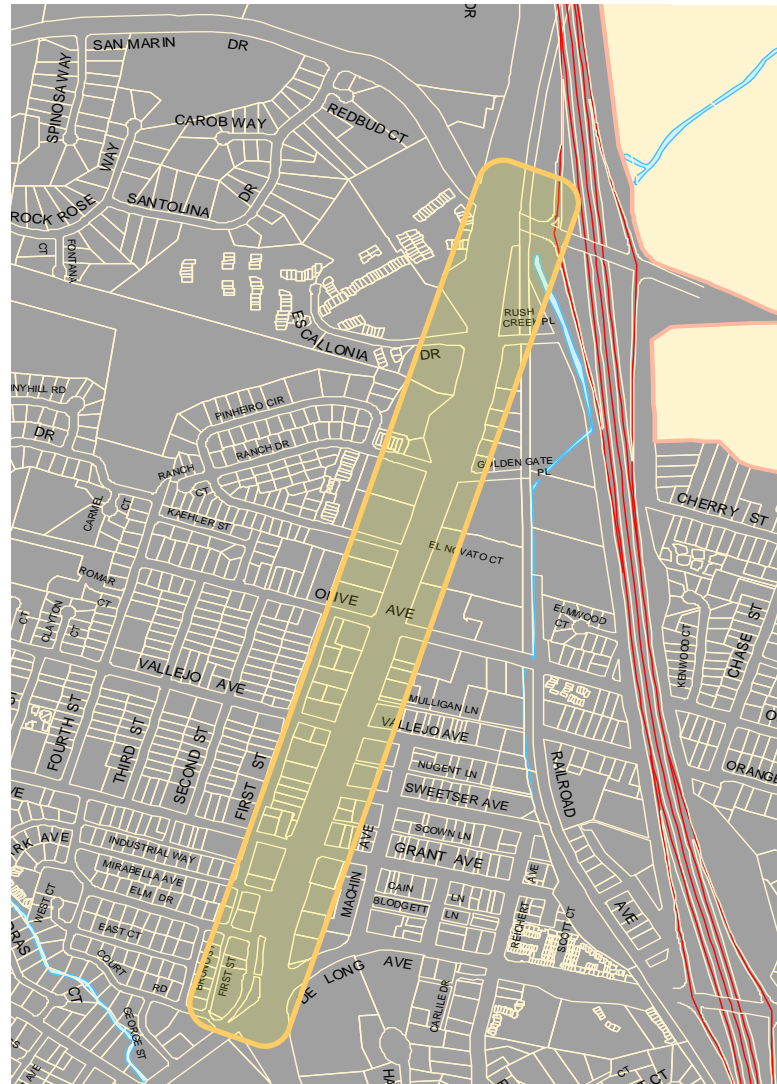
NORTH REDWOOD BOULEVARD STREETScape CHARRETTE

NORTH REDWOOD BOULEVARD STREETScape CHARRETTE



Study Area

Redwood Boulevard from
DeLong Ave. to San Marin
Ave.

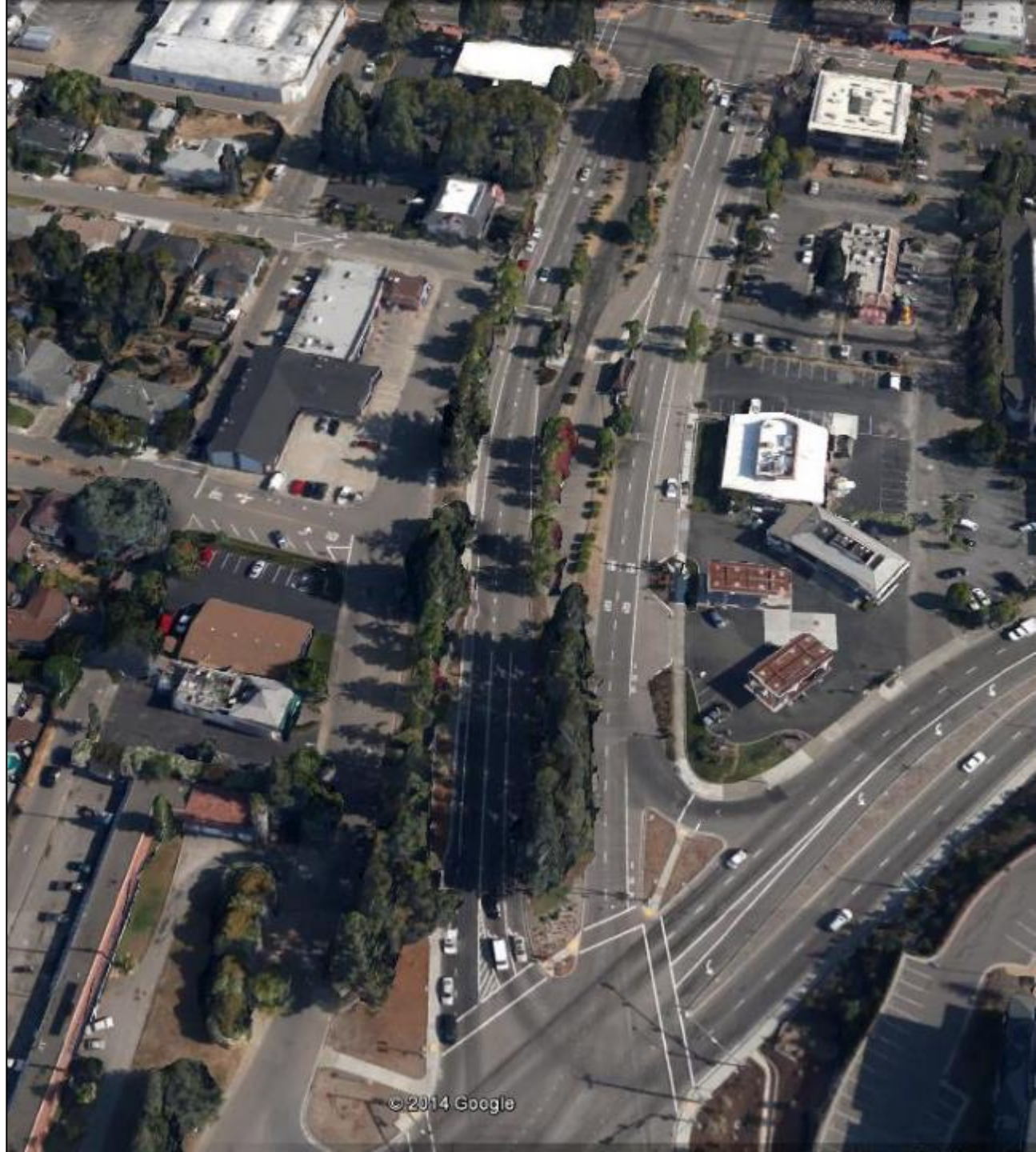




A TOUR OF REDWOOD BOULEVARD

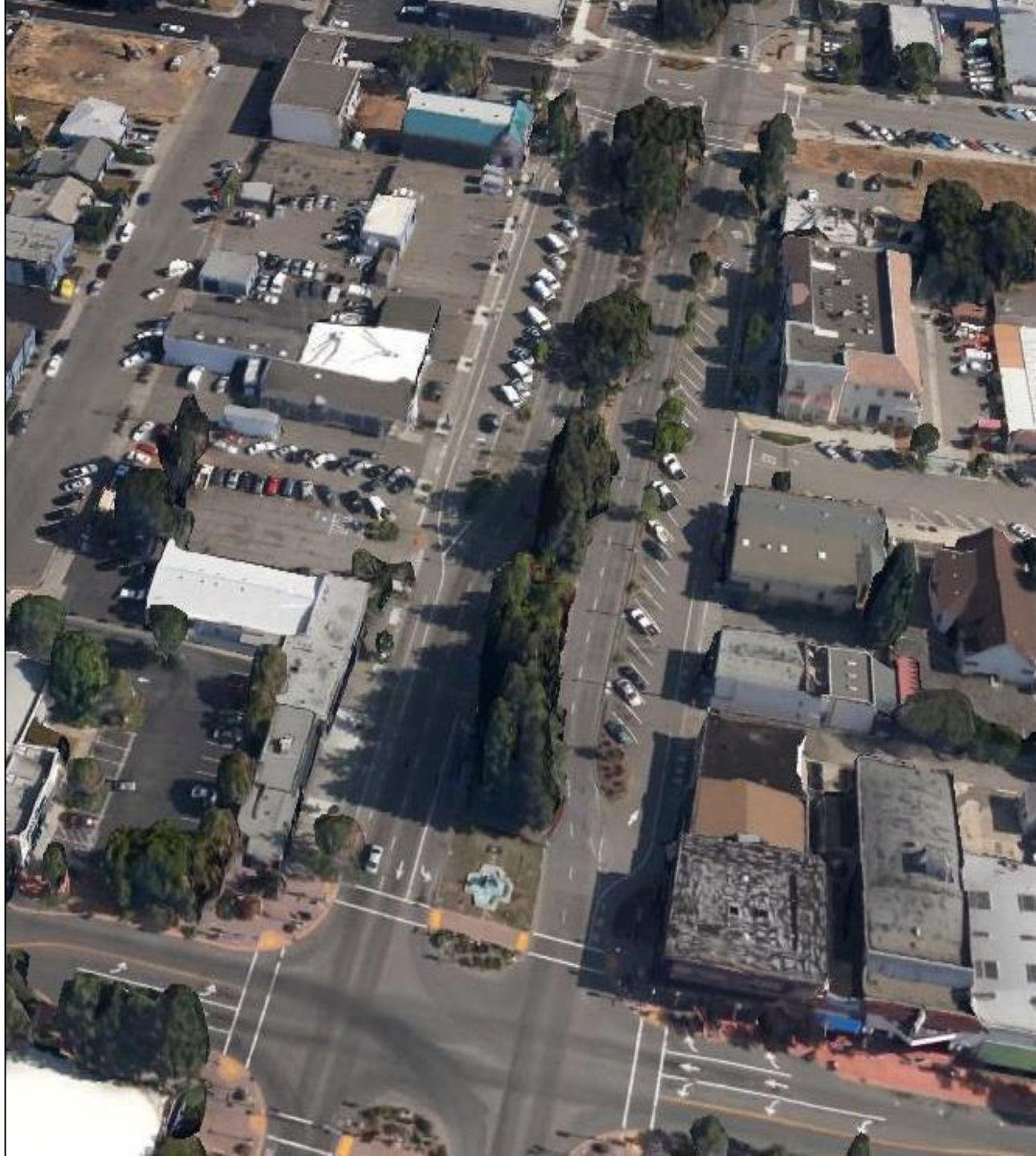
DeLong to Grant

- Very auto-dominated
- Median occupied by bus facility
- On-street, narrow bike lanes
- Mature redwoods in southern median
- Very poor median landscaping, particularly at DeLong



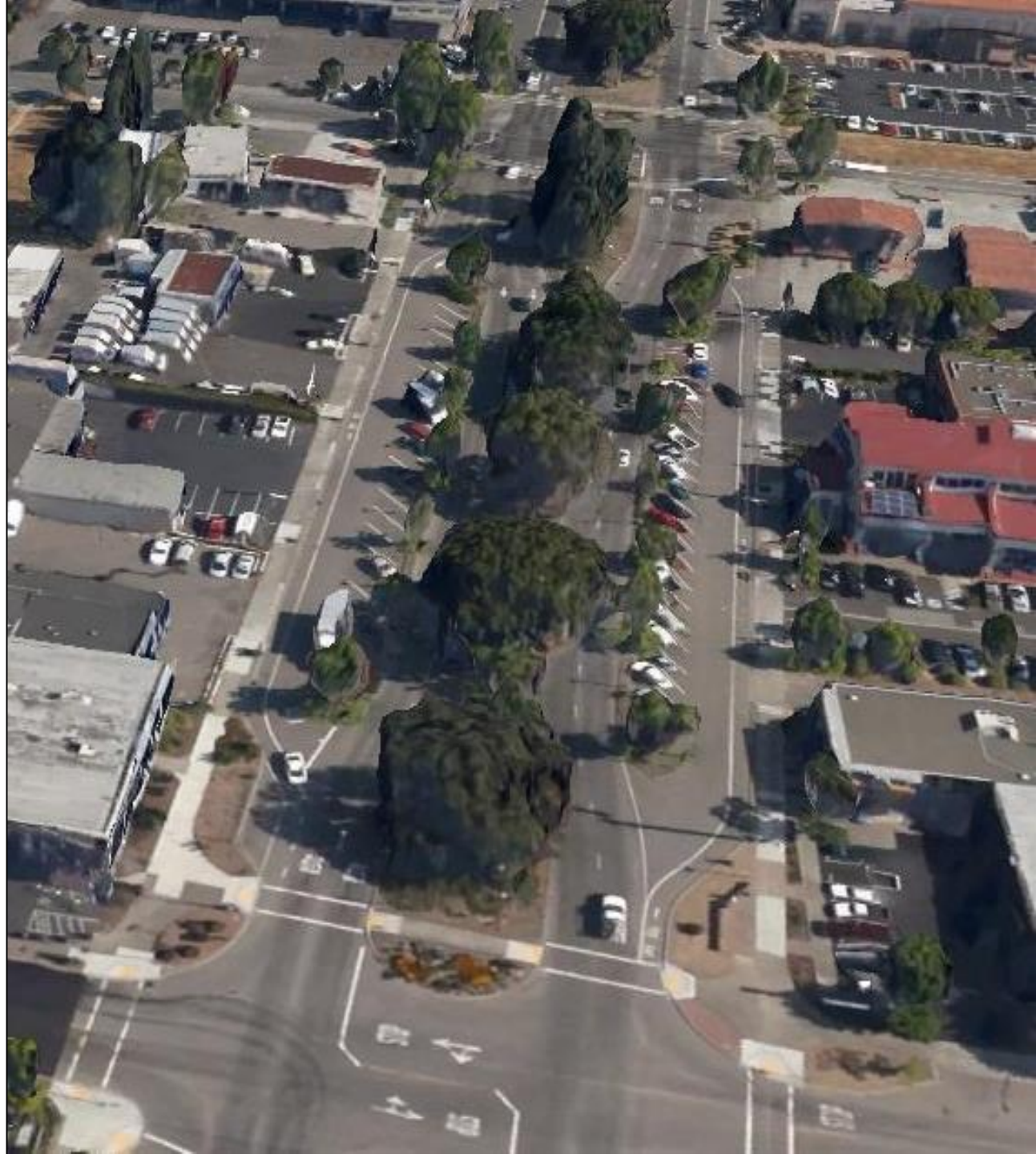
Grant to Vallejo

- Very auto-dominated
- Diagonal parking off frontage lane that provides access to driveways
- Narrowed median due to diagonal parking
- Very narrow sidewalk on east side
- Bike lanes along frontage lane
- Tired fountain



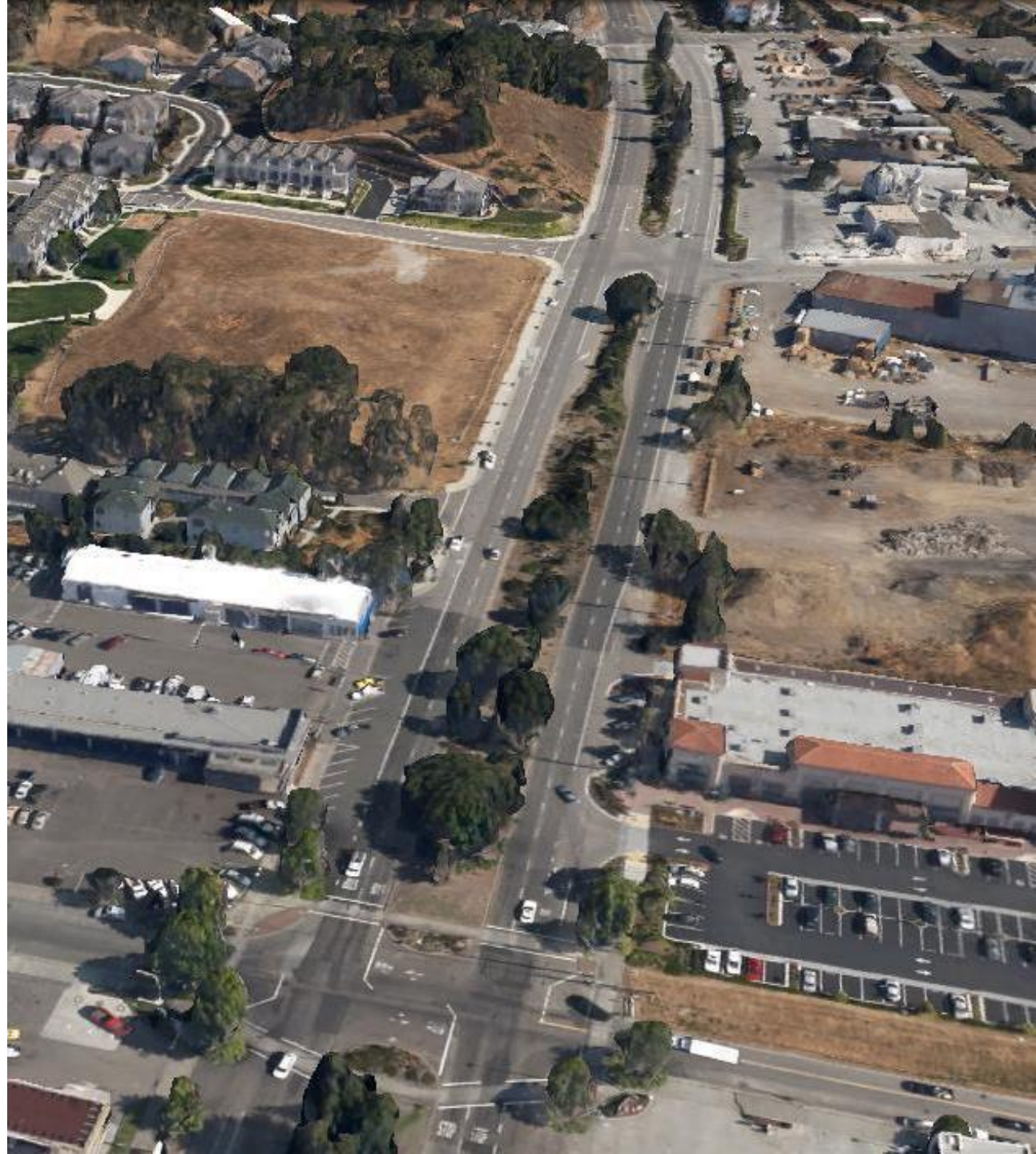
Vallejo to Olive

- Very auto-dominated
- Diagonal parking off frontage lane that provides access to driveways
- Narrowed median due to diagonal parking
- Very narrow sidewalk on east side
- Bike lanes along frontage lane



North of Olive

- Very auto-dominated
- Very difficult signal configuration at Olive due to median
- Diagonal on-street parking (no lanes)
- No bike lane on west side
- Wide sidewalk in front of Starbucks
- Narrower medians due to turn lanes at Golden Gate/Ranch Drive



NORTH REDWOOD BOULEVARD

STREETScape CHARRETTE



Existing Conditions

- Very wide street right-of-way, formerly U.S. 101
- Very auto-dominated, lots of asphalt
- Not very aesthetic, other than some large median trees
- Lack of pedestrian and bicycle facilities and activity zones
- No real sense of place
- Not particularly comfortable/desirable to walk between ROIC properties and Downtown

NORTH REDWOOD BOULEVARD STREETScape CHARRETTE



Funding

- **There is no funding** for a major redo of Redwood Blvd., although with an accepted design, pieces (mostly frontage improvements) can be implemented by private developers
- If the City Council is interested in exploring a City-funded upgrade, they would:
 - Identify preferred components of the options presented,
 - Direct staff to refine the proposals to reflect this guidance and prepare cost estimates with consultant assistance, and
 - Determine how to fund such a major capital improvement

NORTH REDWOOD BOULEVARD STREETScape CHARRETTE

Opportunities

- Width of the street!
- Cork oaks
- Ability to connect Grant Avenue with ROIC development to promote walking the two blocks which separate



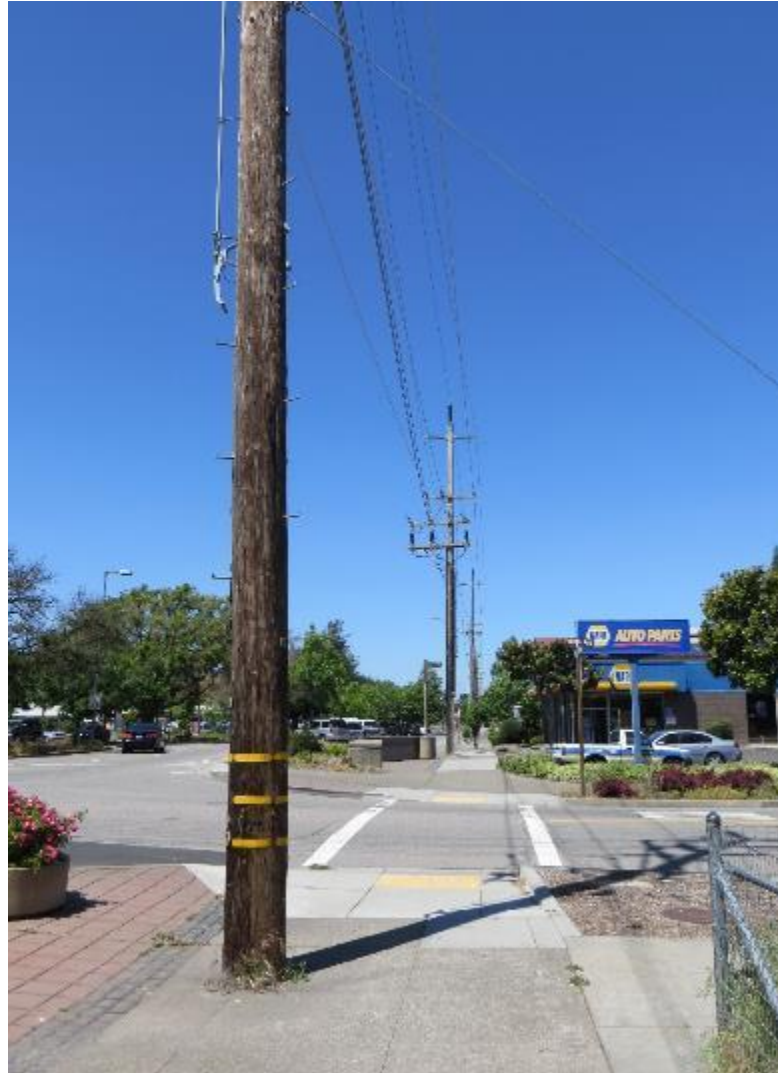
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Constraints

Utilities

- PG&E gas mains
- PG&E electrical transmission lines (Vallejo to San Marin)



NORTH REDWOOD BOULEVARD STREETScape CHARRETTE



Utility Undergrounding/Relocation Costs

	<u>UNIT COST</u>	<u>APPROX. COST</u>
ELECTRIC TRANSMISSION	\$17 - \$20M/MILE	\$10.9M
ELECTRIC DISTRIBUTION	\$550/FOOT	\$1.65M
GAS MAIN REPLACEMENT	\$1,100/FOOT	\$3.3M
	APPROX. TOTAL	\$15.9M*

*OLIVE AVE. TO SAN MARIN

NORTH REDWOOD BOULEVARD STREETScape CHARRETTE



Parking Utilization

- Grant to Vallejo

West Side

19 spaces

16-37% utilization



East Side

29 spaces

52-69% utilization

NORTH REDWOOD BOULEVARD STREETScape CHARRETTE



Parking Utilization

- Vallejo to Olive

West Side

22 spaces

14-54% utilization



East Side

21 spaces

71-95% utilization

NORTH REDWOOD BOULEVARD STREETScape CHARRETTE



Parking Utilization

- North of Olive

West Side

14 spaces

7-29% utilization



East Side

6 spaces

67-83% utilization

WHAT IS IMPORTANT TO YOU?



	Not important			Important				Ave. Score	
Traffic				X					
■ Maximize flow				X					4.1
■ Calm traffic							X		7.8
Pedestrians									
■ Separate from traffic							X		8.8
■ Wide sidewalks							X		8.3
■ Safe crosswalks								X	9.6
Bicycles									
■ Separate from traffic							X		8.2
■ Accommodate wide range of cyclist abilities						X			7.2

WHAT IS IMPORTANT TO YOU?



	Not important					Important			Ave. Score
Parking						X			6.7
■ Angled on-street						X			6.7
■ Off-street							X		8.0
Median									
■ Improve landscaping								X	9.1
■ Active use					X				6.1
Placemaking									
■ Landscaping/trees								X	9.7
■ Public art						X			6.8
■ Outdoor seating			X					X	9.1

NORTH REDWOOD BOULEVARD STREETScape CHARRETTE



Two Options to Stimulate Discussion:

“The Grand Boulevard”

- The more “affordable” option
- Traffic calming by reducing width of vehicular lanes and adding additional trees/landscaping in the median, in planters adjacent to diagonal parking areas and in sidewalk grates
- Create bicycle path separated from travel lanes
- Much wider sidewalks
- Opportunities for outdoor dining or additional landscaping near corners (with loss of some diagonal parking)

NORTH REDWOOD BOULEVARD STREETScape CHARRETTE



“The Grand Boulevard”



NORTH REDWOOD BOULEVARD STREETScape CHARRETTE



Two Options to Stimulate Discussion:

“The Town Square”

- Create an active, linear park/plaza between Grant and Olive by:
- Shifting vehicular lanes to the west and reducing to 3 lanes (one in each direction and center turn lane), and eliminating diagonal parking on the west side,
- Retaining the one-way lanes accessing diagonal parking on the east side, but using specialty paving to allow use with the linear park/plaza, and
- Adding a two-way off-street bike path between the diagonal parking and park/plaza on the east, and adding bicycle lanes on either side of the vehicular lanes to the west

NORTH REDWOOD BOULEVARD STREETScape CHARRETTE

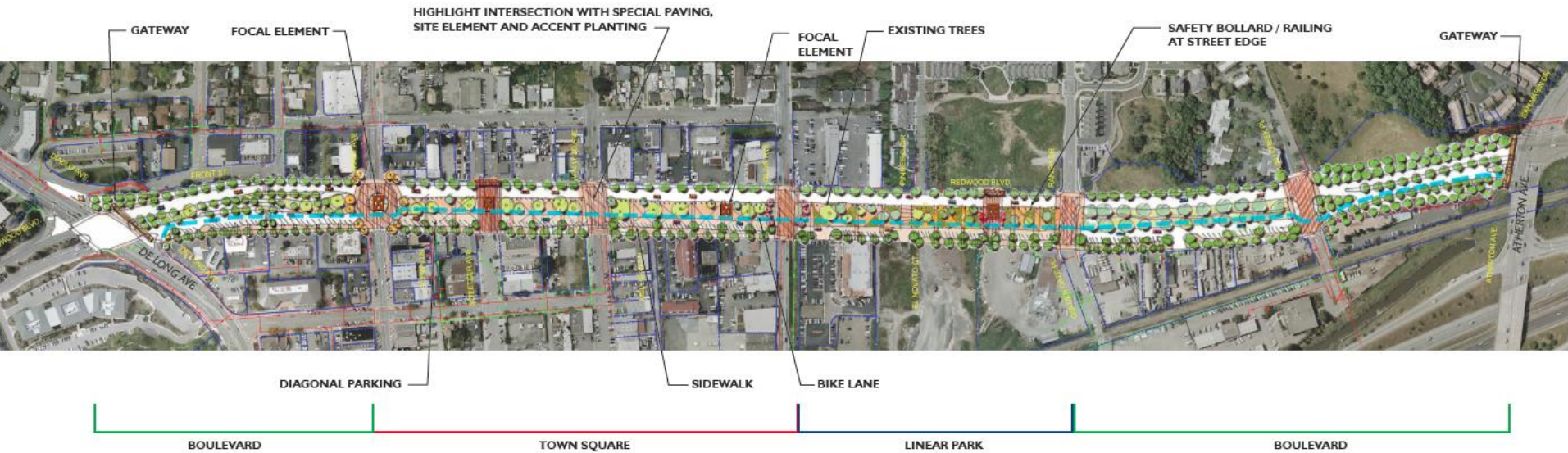


Two Options to Stimulate Discussion:

“The Town Square”

- Much wider sidewalks
- Gateway features at De Long and San Marin to define the entries to the new streetscape
- A Bosque of trees in the median at the north and south entries where the Boulevard transitions from a divided roadway to shifting travel lanes to the west between Grant and Olive
- Consideration of roundabouts instead of signalized intersections to make traffic flow better with elimination of two travel lanes (e.g., at Grant and Olive)

“The Town Square”



“The Town Square”



GATEWAY

FOCAL ELEMENT

DIABLO AVE.

FRONT ST.

REDWOOD BLVD.

DE LONG AVE.

DE LONG AVE.

DIAGONAL PARKING -

BOULEVARD

**HIGHLIGHT INTERSECTION WITH SPECIAL PAVING,
SITE ELEMENT AND ACCENT PLANTING**

**FOCAL
ELEMENT**



MARKING

SIDEWALK

BIKE LANE



TOWN SQUARE

**FOCAL
ELEMENT**

EXISTING TREES



BIKE LANE



LINEAR PARK

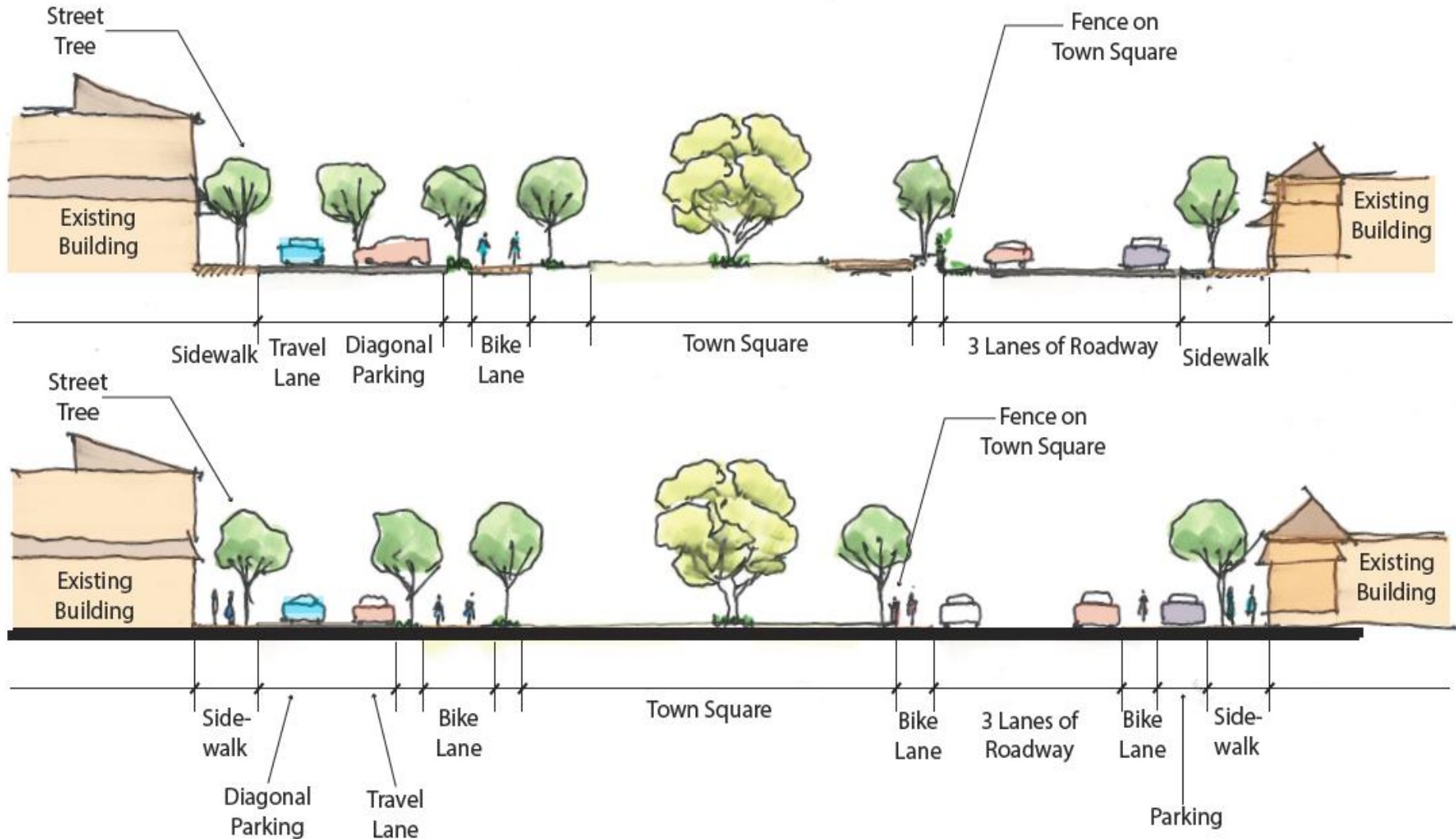
**SAFETY BOLLARD / RAILING
AT STREET EDGE**

GATEWAY



BOULEVARD

“The Town Square”



WHAT IS IMPORTANT TO YOU?

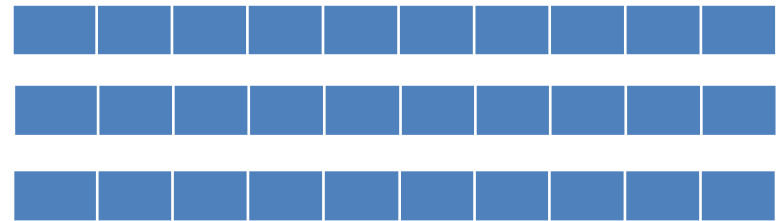


Traffic

- Reduce # of travel lanes
- Narrow travel lanes
- Consider roundabouts to help with traffic flow if # lanes reduced

Not important

Important



Bicycles

- Separate from traffic
- Also have bike lanes adjacent to vehicular lanes



WHAT IS IMPORTANT TO YOU?



Pedestrians

- Widen sidewalks
- Have opportunities for outdoor dining

Not important

Important



Parking

- Keep diagonal parking on the east side
- Eliminate diagonal parking on the west side to create wider/active town square



WHAT IS IMPORTANT TO YOU?



Not important

Important

Landscaping

- Increase trees in medians, planter islands next to diagonal parking and in sidewalk grates
- Retain cork oaks



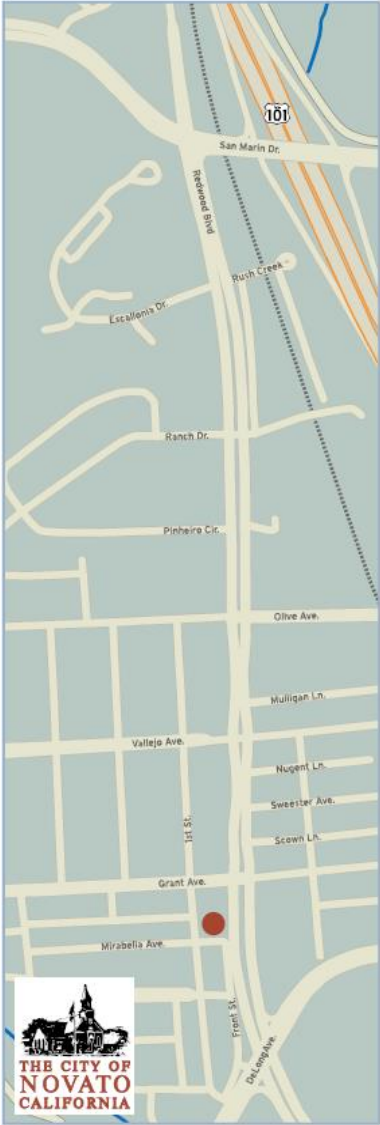
Median

- Create active, linear Town Green
- Add “gateway features” at DeLong and San Marin
- Replace Grant Ave. fountain





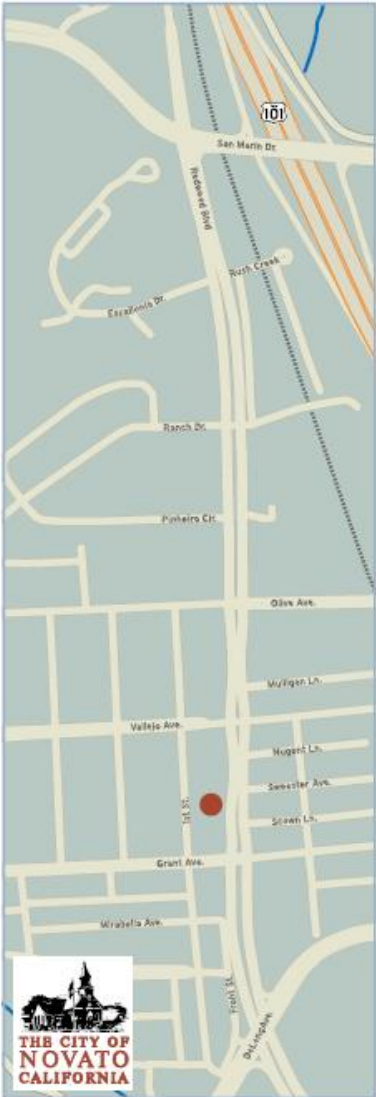
NORTH REDWOOD BOULEVARD STREETScape CHARRETTE



A Redwood Boulevard Section 1



- Sidewalk
- Parking
- Bike Lane
- Vehicle Lane
- Median
- Bus Lane



B Redwood Boulevard Section 2



- Sidewalk
- Parking
- Bike Lane
- Vehicle Lane
- Median



Redwood Boulevard Section 3



- Sidewalk
- Parking
- Bike Lane
- Vehicle Lane
- Median



D Redwood Boulevard Section 4



- Sidewalk
- Parking
- Bike Lane
- Vehicle Lane
- Median



E Redwood Boulevard Section 5

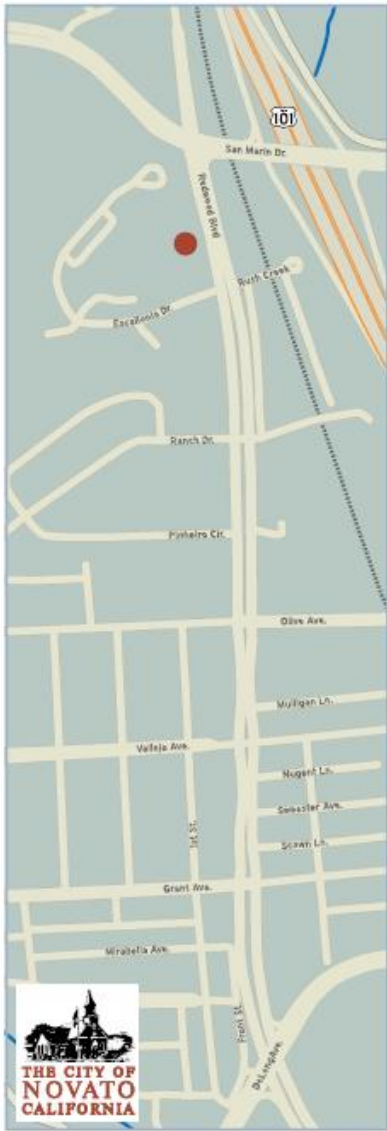


- Sidewalk
- Parking
- Bike Lane
- Vehicle Lane
- Median

6'	14'	25'	45'	31'	6'	19'	15'	28'	5'
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Redwood Boulevard Section 6



-  Bike Lane
-  Vehicle Lane
-  Median