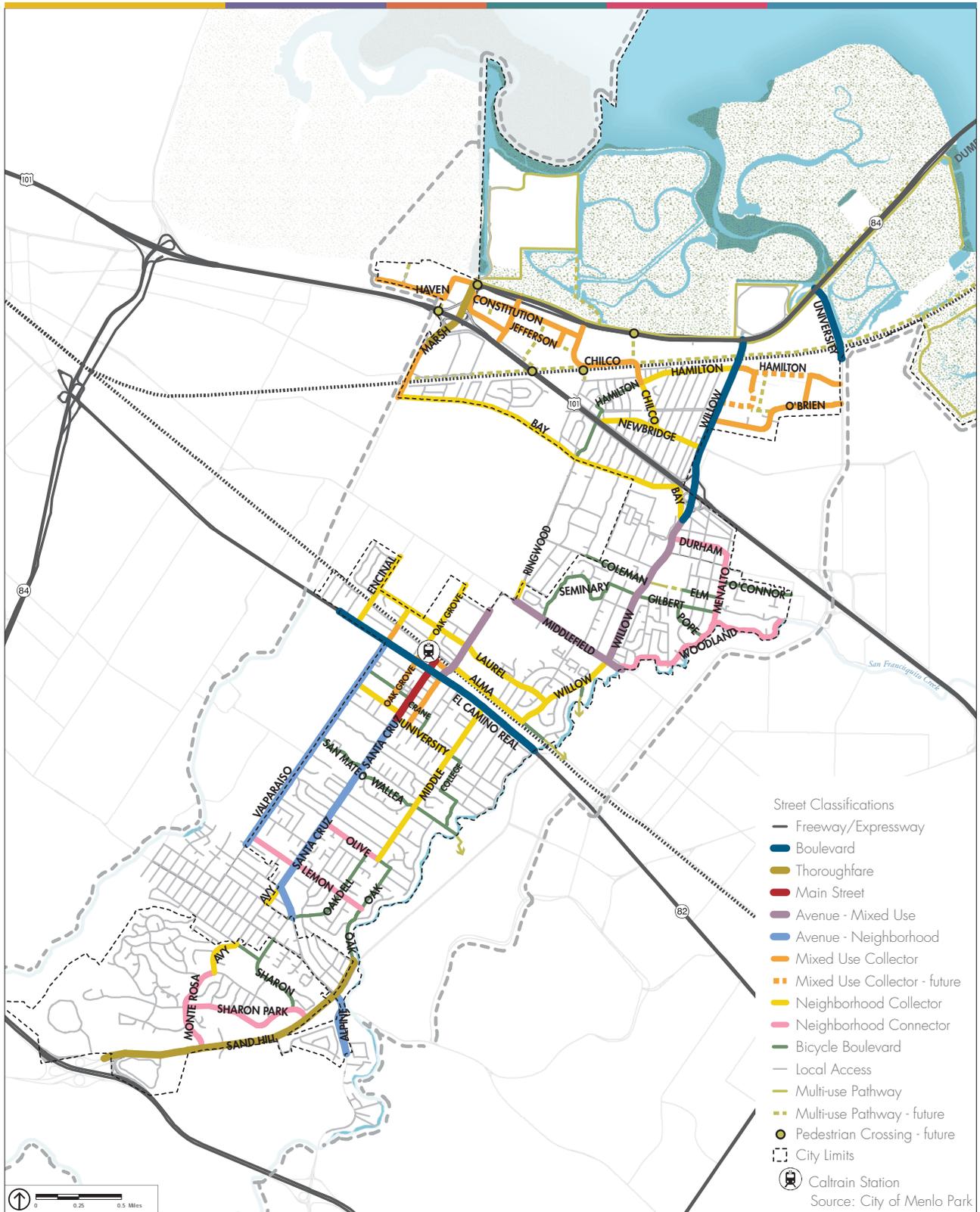


PROPOSED STREET CLASSIFICATION



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| CLASSIFICATION | MODE PRIORITY | DESCRIPTION AND GUIDELINES | EXAMPLES | TRADITIONAL CATEGORY |
|-------------------------------|---|--|--|----------------------|
| FREEWAY/ EXPRESSWAY | Vehicle: ● Other modes: N/A | Limited access, major regional freeways and expressways that are part of the state and regional network of highways and subject to state design standards. | Bayfront Expressway | Expressway |
| BOULEVARD | Bicycle: ◐ Pedestrian: ● Transit: ● Vehicle: ● | Major thoroughfare with higher frequency of transit service, strong pedestrian-orientation, and mixed commercial and retail frontages. Provides access and safe crossings for all travel modes along a regional transportation corridor. Emphasizes walking and transit and accommodates regional vehicle trips in order to discourage such trips on nearby local roadways, through collaborations with other cities and agencies. In areas of significant travel mode conflict, bicycle improvements may have lower priority if appropriate parallel corridors exist. | El Camino Real, Willow Road (north of Bay) | Primary Arterial |
| THOROUGHFARE | Bicycle: ◐ Pedestrian: ◐ Transit: ◐ Vehicle: ● | Major thoroughfare, limited mixed commercial frontages. Provides access and safe crossings for all travel modes along a regional transportation corridor. Emphasizes regional vehicle trips in order to discourage such trips on nearby local roadways, through collaborations with other cities and agencies. | Marsh Road, Sand Hill Road | Primary Arterial |
| MAIN STREET | Bicycle: ◐ Pedestrian: ● Transit: ◐ Vehicle: ◐ | High intensity, pedestrian-oriented retail street. Provides access to all travel modes in support of Downtown, includes on-street parking. Service to pedestrian-oriented retail is of prime importance. Vehicle performance indicators may be lowered to improve the pedestrian experience. Bicycle priority may be lower where appropriate parallel bicycle corridors exist. | Santa Cruz Avenue | Minor Arterial |
| AVENUE – MIXED USE | Bicycle: ● Pedestrian: ● Transit: ● Vehicle: ◐ | Streets with mixed residential and commercial frontages that serve as a main route for multiple modes. Distributes trips to residential and commercial areas. Provides a balanced level of service for vehicles, transit, bicycles, and pedestrians, wherever possible. Bicycle priority is greater along identified bicycle corridors. Pedestrian improvements are comfortable to walk along, and provide safe crossings at designated locations. | Willow Road (south of Bay), Middlefield Road | Minor Arterial |
| AVENUE – NEIGHBORHOOD | Bicycle: ● Pedestrian: ● Transit: ● Vehicle: ◐ | Streets with residential frontages that serve as a main route for multiple modes. Distributes trips to residential areas. Provides a balanced level of service for vehicles, transit, bicycles, and pedestrians, wherever possible. Bicycle priority is greater along identified bicycle corridors. Pedestrian improvements are comfortable to walk along, and provide safe crossings at designated locations. | Santa Cruz Avenue (south of University Drive), Valparaiso Avenue | Minor Arterial |
| MIXED-USE COLLECTOR | Bicycle: ● Pedestrian: ● Transit: ◐ Vehicle: ◐ | Mixed-use street that serves a significant destination. Prioritizes walking and bicycling. Accommodates intra-city trips while also distributing local traffic to other streets and areas. | Chilco St (n of rail corridor), O'Brien Drive, Haven Avenue | Collector |
| NEIGHBORHOOD COLLECTOR | Bicycle: ● Pedestrian: ● Transit: ◐ Vehicle: ◐ | Primarily residential street that serves a significant destination. Prioritizes walking and bicycling. Accommodates intra-city trips while also distributing local traffic to other streets and areas. Accommodating vehicle traffic while ensuring a high quality of life for residents is a key design challenge. | Bay Road, Laurel Street, Hamilton Avenue | Collector |
| NEIGHBORHOOD CONNECTOR | Bicycle: ● Pedestrian: ● Transit: ◐ Vehicle: ○ | Low-medium volume residential through street. Primarily serves residential neighborhoods. Provides high quality conditions for walking and bicycling and distributes vehicle, pedestrian, and bicycle trips to and from other streets. | Monte Rose Avenue, Woodland Avenue | Local |
| BICYCLE BOULEVARD | Bicycle: ● Pedestrian: ● Transit: ◐ Vehicle: ○ | Low volume residential street, serving mostly local traffic, connecting key bicycle facilities. Provides access primarily to abutting uses. These streets should offer safe and inviting places to walk and bike. | San Mateo Drive, Hamilton Avenue | Local |
| LOCAL ACCESS | Bicycle: ● Pedestrian: ● Transit: ○ Vehicle: ◐ | Low volume residential street, serving mostly local traffic. Provides access primarily to abutting uses. These streets should offer safe and inviting places to walk and bike. | San Mateo Drive | Local |
| MULTI-USE PATHWAY | Bicycle: ● Pedestrian: ● Transit: N/A Vehicle: N/A | Pedestrian and bicycle pathway. Provides priority access to pedestrians and bicycles only, per Caltrans pathway minimum standards. Multi-use pathways feature high-quality crossings where they traverse major roadways. | Bay Trail | N/A |

