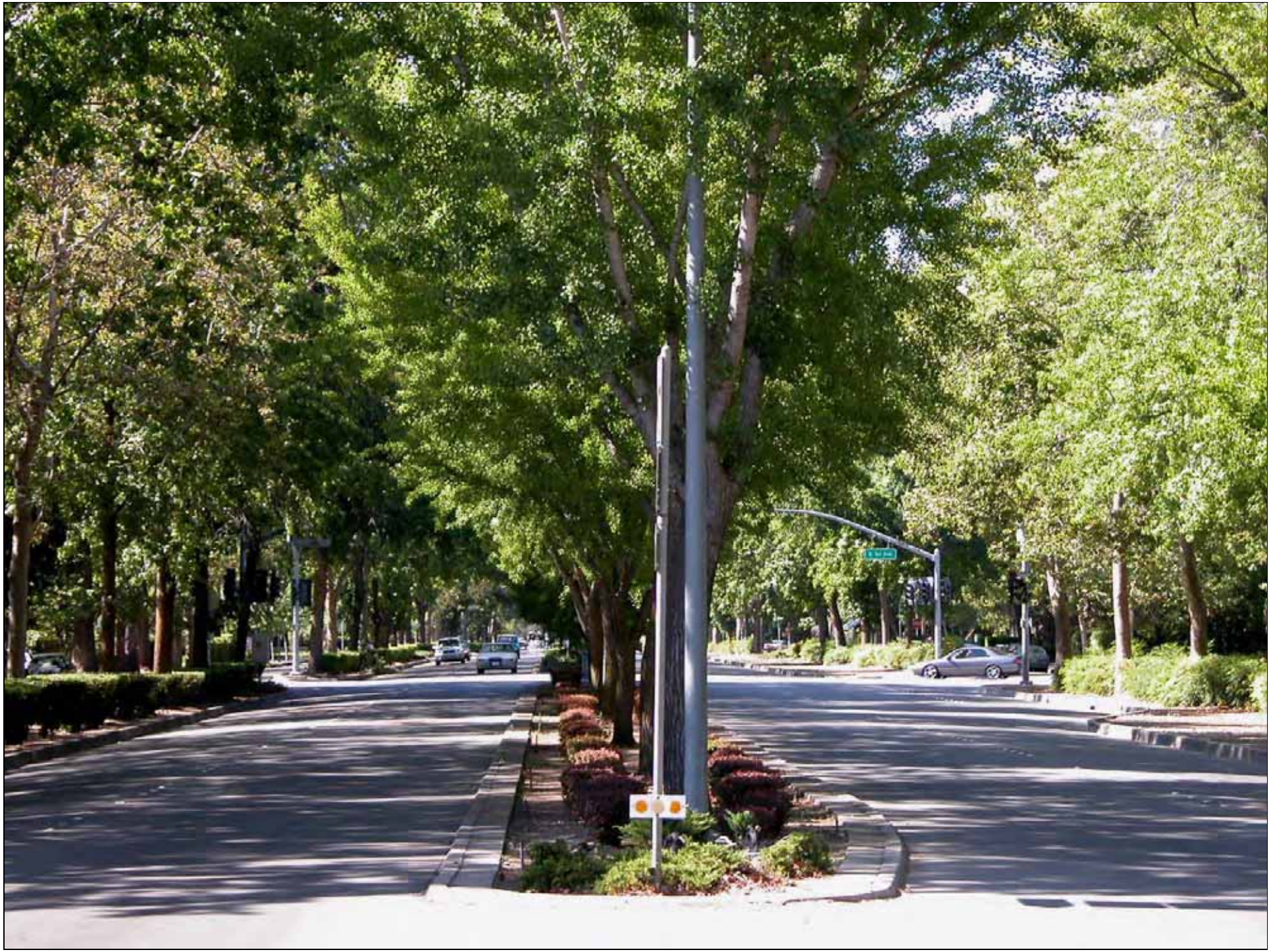
American multiway boulevard examples

The Esplanade in Chico, CA: Multiway Boulevard in Suburban Residential Setting

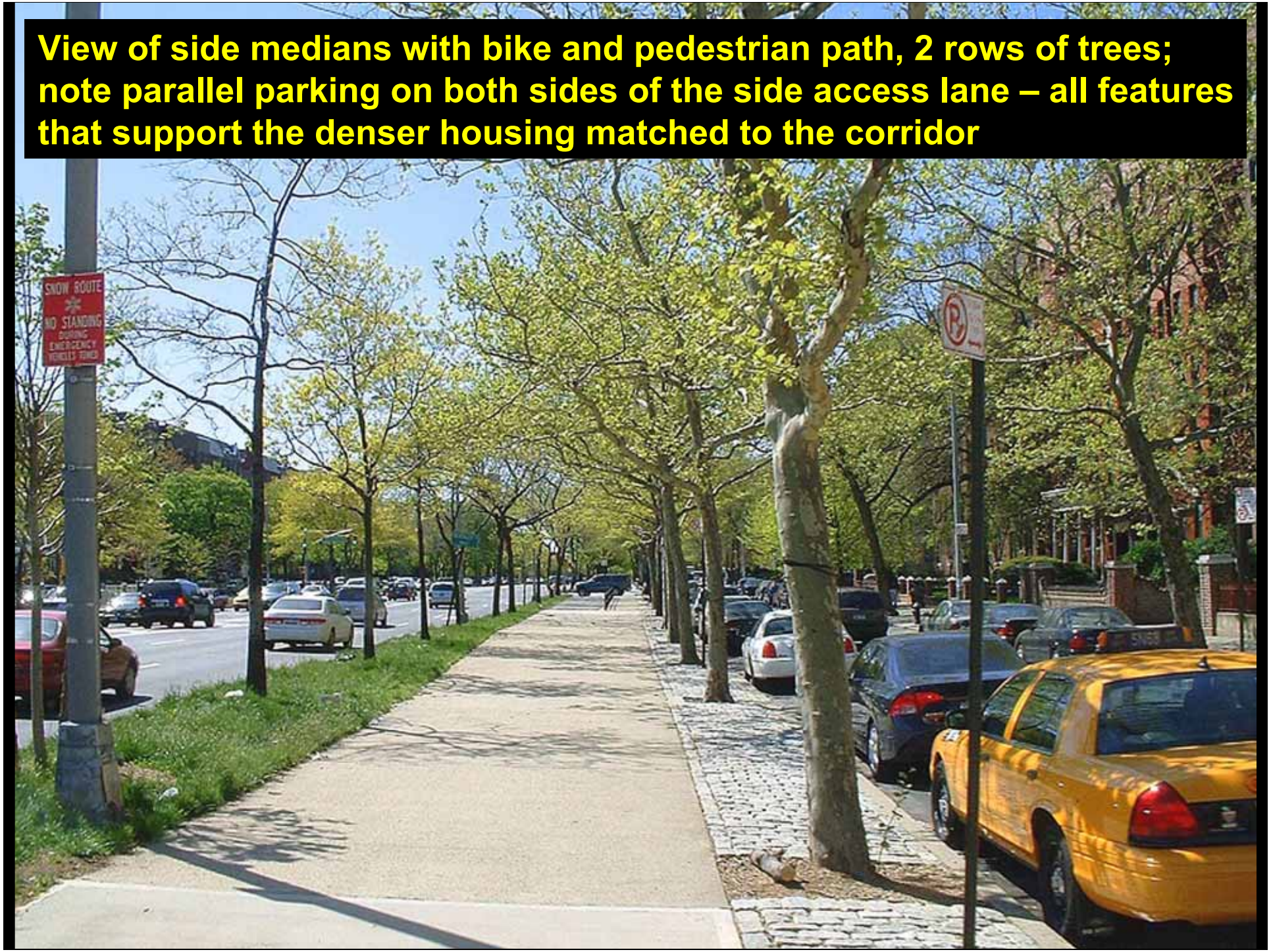

View of center arterial lanes with median and trees




View of side lanes with slow-speed local traffic and parallel parking – creates additional “buffering” of homes from arterial traffic effects


A one-block segment with angled parking to support a cluster of shops
STOP

Ocean Parkway, Brooklyn NY – multiway treatment of a major arterial


View of side medians with bike and pedestrian path, 2 rows of trees; note parallel parking on both sides of the side access lane – all features that support the denser housing matched to the corridor
SNOW ROUTE
NO STANDING

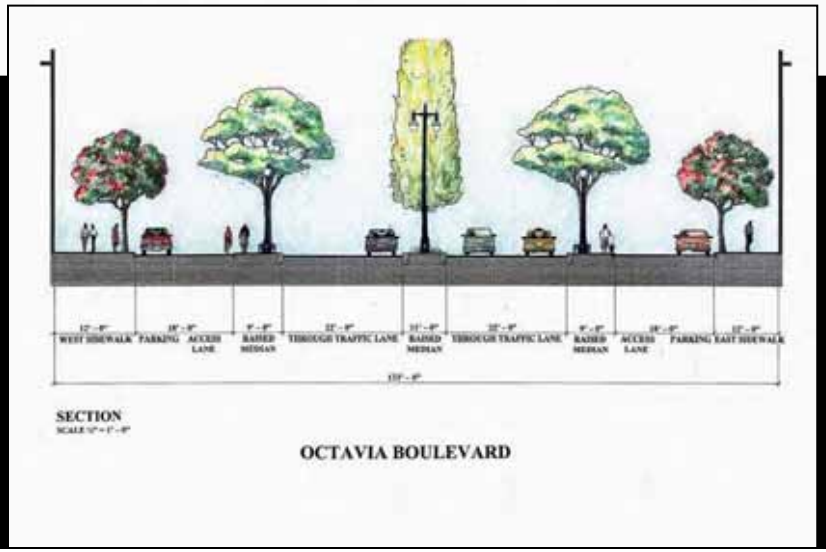
The median is wide enough to be a community gathering place

Octavia Boulevard in San Francisco: Multiway Blvd. in Urban Center/Urban Core

November 2002

CENTRAL FREEWAY REPLACEMENT PROJECT

OCTAVIA BOULEVARD IMPROVEMENTS PROJECT



Octavia Boulevard is the first new multiway boulevard built in the United States in 50 years. It was a design voted into place by the community to replace the earthquake-damaged elevated Central Freeway.

The newly constructed boulevard is planned as the future location of infill housing and ground-floor shops serving local residents.

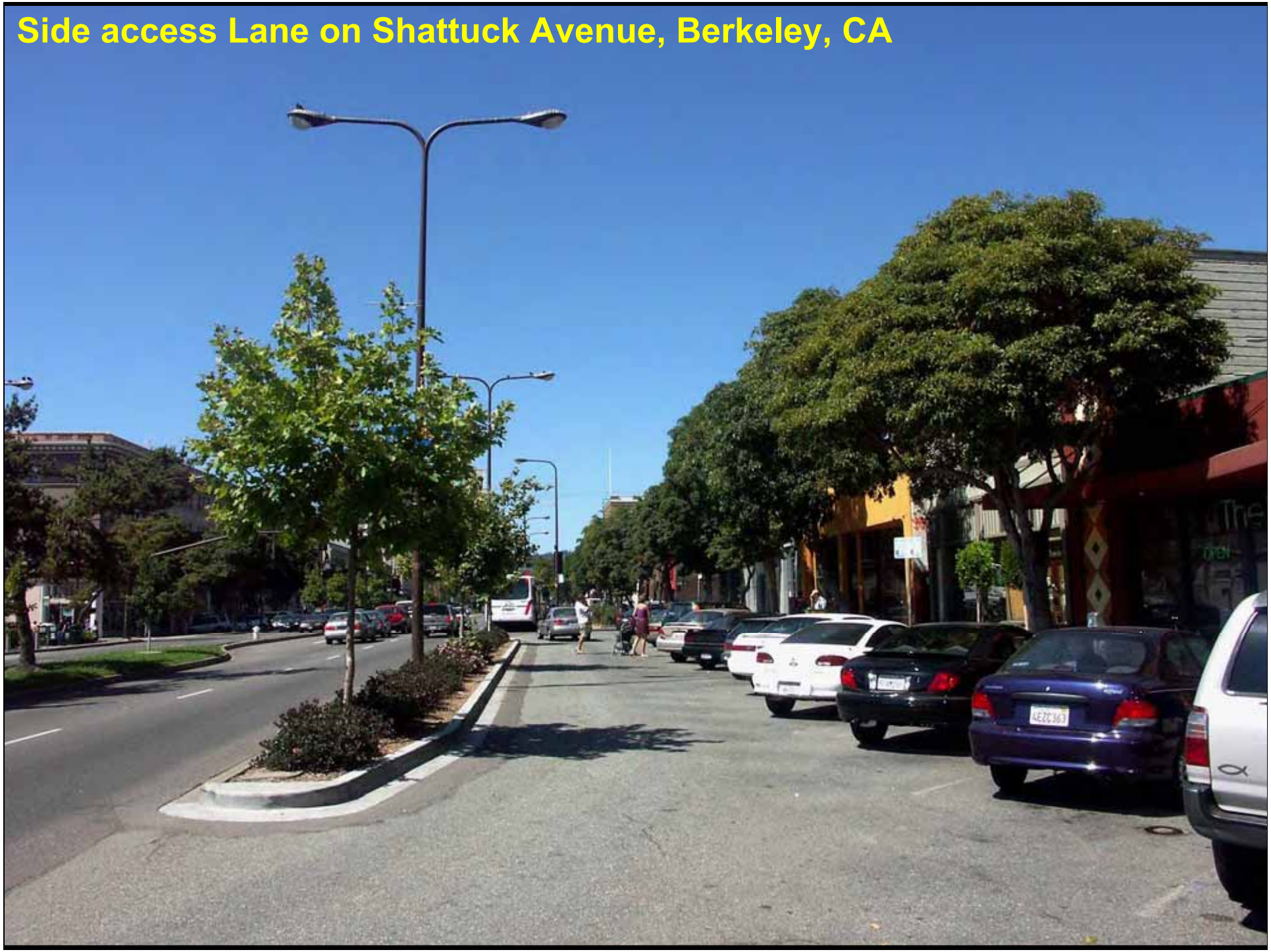
The slower-speed side access lane environment will "buffer" the homes with two rows of street trees, curbside parking and a pedestrian-friendly environment.

Shattuck Avenue in downtown Berkeley, CA, uses a modified multiway boulevard to serve as the "main street" of its downtown.

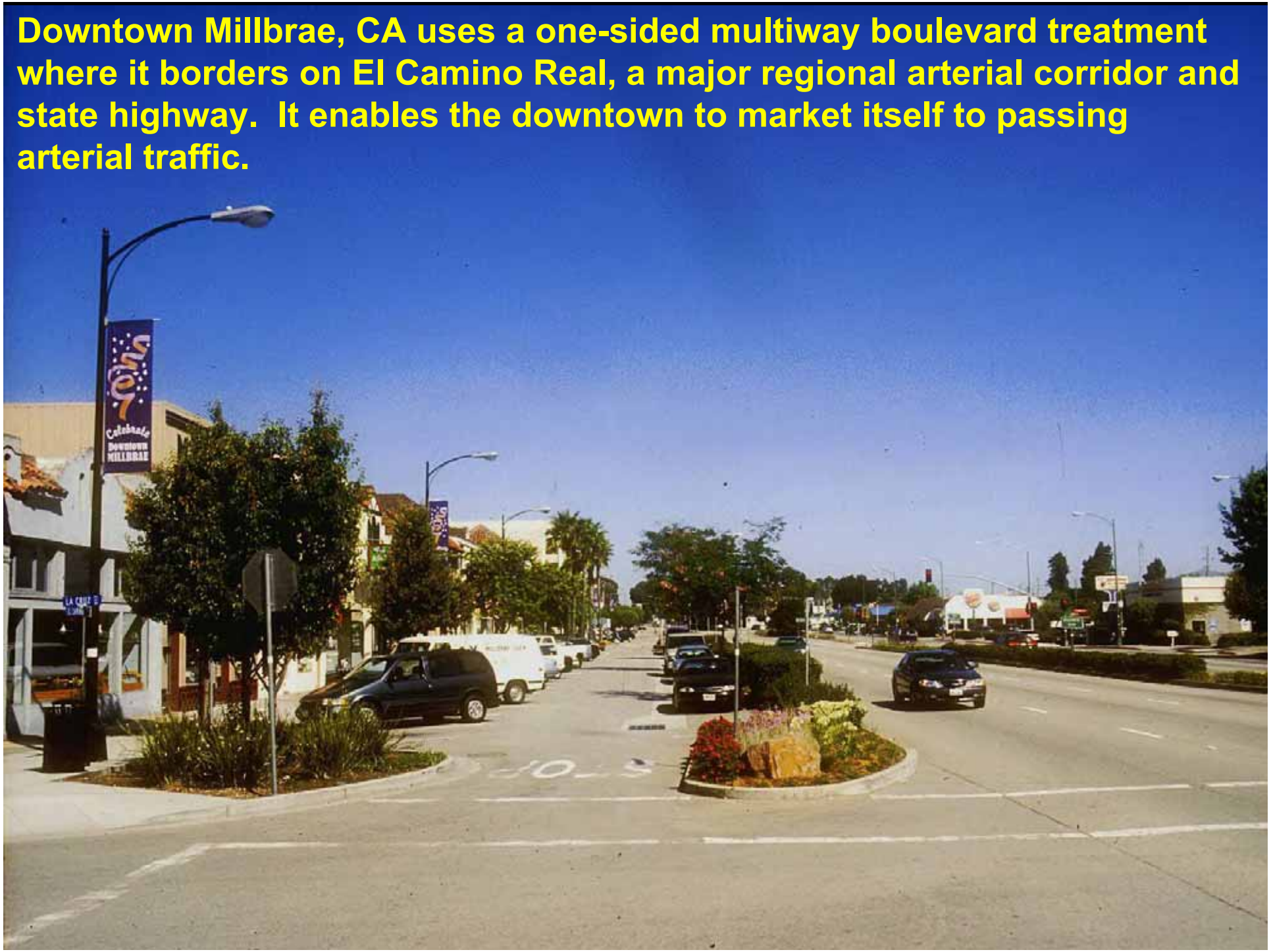

Side access Lane on Shattuck Avenue, Berkeley, CA

Corner “bulb” and side access lane on Shattuck Avenue, Berkeley, CA

Side access Lane on Shattuck Avenue, Berkeley, CA



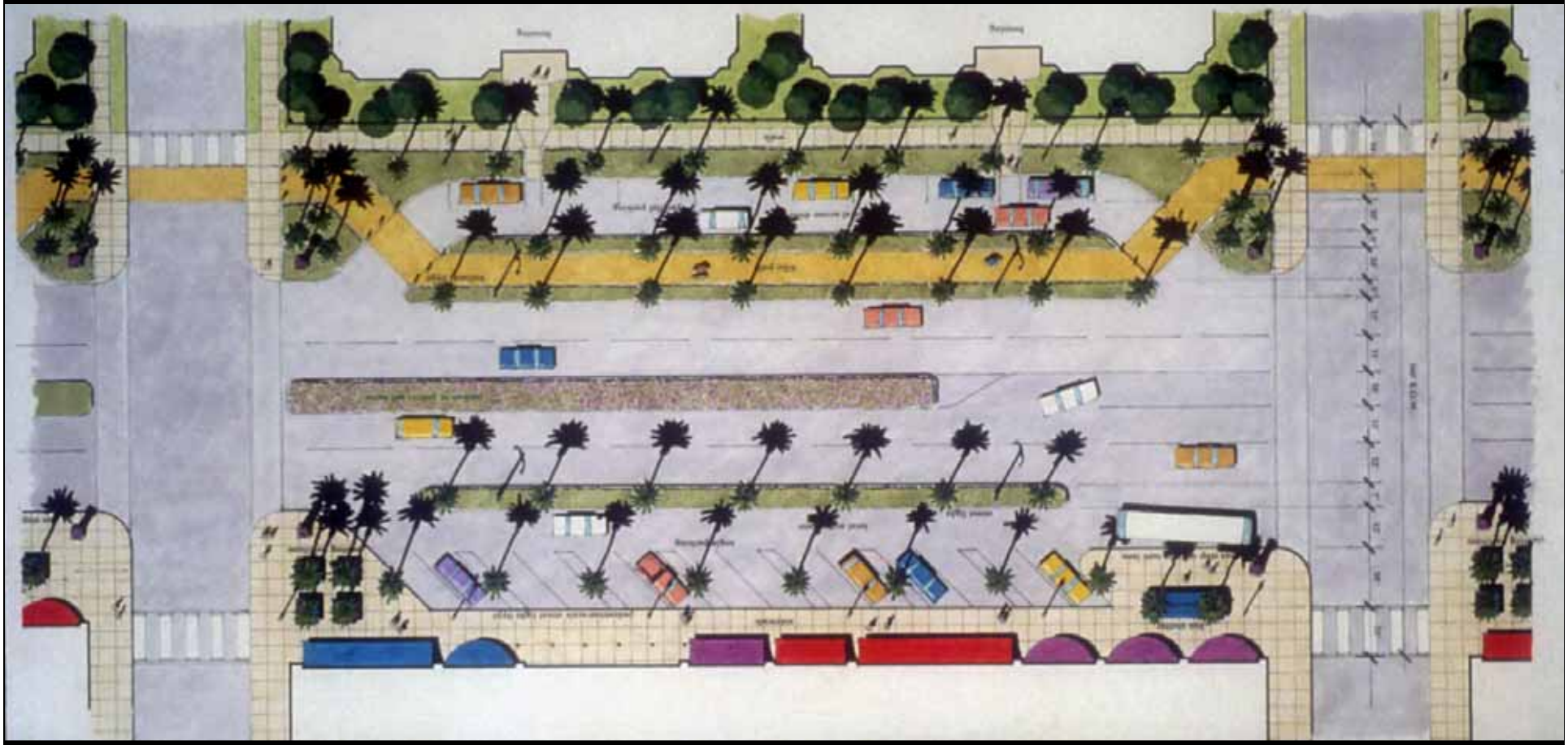
Downtown Millbrae, CA uses a one-sided multiway boulevard treatment where it borders on El Camino Real, a major regional arterial corridor and state highway. It enables the downtown to market itself to passing arterial traffic.



Palm Canyon Drive in Cathedral City, CA applies a mulitway boulevard treatment to one side of the corridor only, to support the revitalizing downtown on that side.

Planning and design concept for restructuring of Palm Canyon Drive as a multiway boulevard to support a downtown on one side of the street, housing and lodging on the other.

Planning and design concept for restructuring of Palm Canyon Drive as a multiway boulevard to support a downtown on one side of the street (below, with angled parking), housing and lodging on the other (above, with drop-off lane).



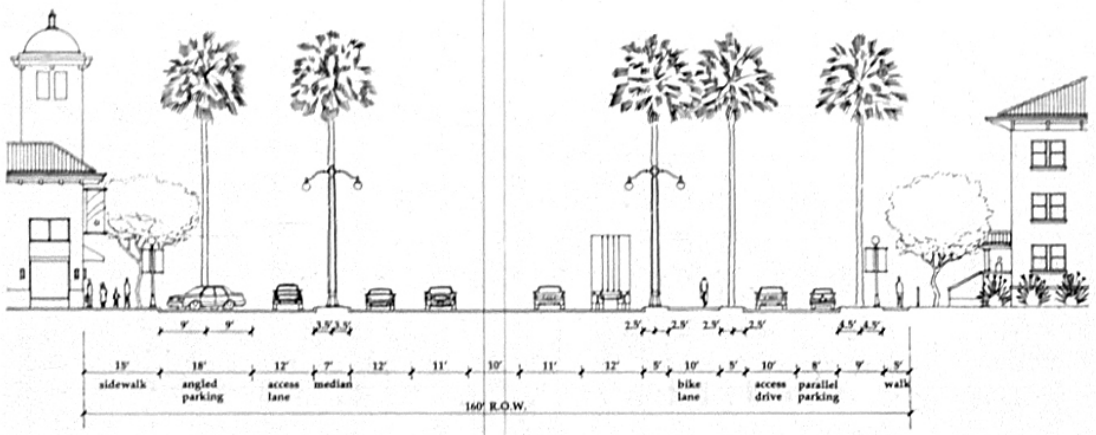
TOWNSCAPE

GREENSWARD

NORTH SIDE

A. RETAIL/ RESTAURANT/ ENTERTAINMENT CORE

supported by
- angled parking
- local access lane
- wide sidewalks
- seating areas



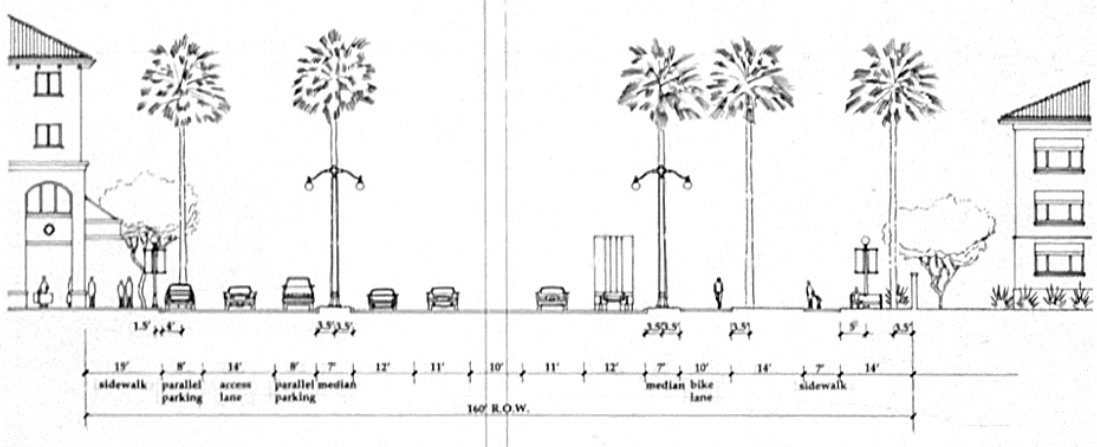
SOUTH SIDE

A. HOUSING, LODGING AND / OR COMMERCIAL USES FACING THE BOULEVARD

supported by
- local access drive
- parallel parking
- landscaped setbacks

B. HOUSING, LODGING AND / OR COMMERCIAL USES FACING THE BOULEVARD

supported by
- parallel parking
- local access lane
- wide sidewalks



B. HOUSING FACING SIDE STREETS

supported by
- pedestrian promenade
- deep setbacks
- generous landscaping

NORTH SIDE

SOUTH SIDE

Adaptable Boulevard Design Concept

0 5 20 40

Palm Canyon Drive in Cathedral City, CA - before and after mulitway boulevard street design treatment.