



Stakeholder Meeting #3: Street Section Activity

Purpose

This activity allows participants to imagine how two different types of streets - Boulevards and Community Corridors – can be designed to accommodate a range of roadway users. Not all desired street elements are feasible within the available right-of-way, and participants must make tradeoffs based on which street sets of transportation needs they believe should be prioritized.

Design Considerations

Category	Type	Suitability
Vehicle Lanes	12' Lane	<ul style="list-style-type: none"> Supports higher speeds; most appropriate on regional roads and highways
	11' Lane	<ul style="list-style-type: none"> Typical width to support transit vehicles and moderate-to-high vehicle speeds
	10' Lane	<ul style="list-style-type: none"> Appropriate width for most city streets Ensures safer speeds while maintaining relatively high level of vehicle capacity
	Center Turn Lane	<ul style="list-style-type: none"> Corridors with site access on both sides of the street May be combined with a median with landscaping and pedestrian refuge islands
Bike Facilities	Shared Use Path (Class I)	<ul style="list-style-type: none"> High-volume streets with more than 7,000 vehicles per day, with speeds between 35-55+ mph Supports multiple modes (bikes and pedestrians) and both recreational and transportation trips Wider facilities desired to creating passing zones
	Separated Bike Lane (Class 4)	<ul style="list-style-type: none"> High-volume streets with more than 7,000 vehicles per day, with speeds between 35-55+mph Greater width required than standard or buffered bike lanes
	Bike Lane (Class 2)	<ul style="list-style-type: none"> Higher volume streets with 3,000-7,000 vehicles per day, with speeds between 25-35 mph
	Bike Route (Class 3)	<ul style="list-style-type: none"> Low volume shared streets; speeds between 0-25 mph, with less than 3,000 vehicles per day
Pedestrian Facilities	Sidewalk	<ul style="list-style-type: none"> Wider sidewalks desired around activity centers and key destinations
	Landscaping	<ul style="list-style-type: none"> Provide buffer between pedestrians and motor vehicles Provide traffic calming effect
	Street Furnishing	<ul style="list-style-type: none"> Appropriate in Main Street areas, corridors with transit service, and other areas with high levels of pedestrian activity
	Sidepath	<ul style="list-style-type: none"> Shared facility at curb level for people walking and biking Most appropriate on higher speed and volume roadways to provide greater separation than on-street bikeways
Other Features	On-street Parking	<ul style="list-style-type: none"> Most appropriate on streets with low to moderate speeds and in mixed-use and residential areas Minimum width of 8' including gutter pan

Boulevards

- ***Travel Patterns:*** Higher speed and higher volume roadway that connects various parts of the City of Morgan Hill and the greater region.
- ***Bikeway and Pedestrian Considerations:*** Facilities require greater separation to be comfortable and useful.
- ***Land Uses:*** May include commercial, residential, or recreational amenities along the route.



Community Corridors

- ***Travel Patterns:*** Primarily serves trips within the City of Morgan Hill
- ***Bikeway and Pedestrian Considerations:*** Accommodates all modes while prioritizing safety, convenience, and comfort of bicyclists and pedestrians
- ***Land Uses:*** Balances land access and mobility and passes through residential and mixed use areas.

