

South Yale Complete Street Master Plan

Segment 1 - Commercial / Main Street District (Avenida Cesar Chavez to Kathryn Avenue)	
Design Emphasis / Needs	Potential Design Elements
<ul style="list-style-type: none"> • Create a safe, comfortable pedestrian realm for accessing a mix of uses and activities • Focus on activating the public realm and facilitating pedestrian movement and interaction with adjoining economic activity • Create an attractive public space to serve as a catalyst for private redevelopment • Identify a northern gateway to the South Yale Corridor community 	<ul style="list-style-type: none"> □ Pedestrian Mobility & Comfort: <ul style="list-style-type: none"> • Pedestrian-scaled lighting • Street trees • Widened sidewalks • Buffers between pedestrians and moving traffic □ Pedestrian Crossing Safety: <ul style="list-style-type: none"> • Curb extensions ("bulbouts") [to shorten crossing distance] • High-visibility crosswalk markings • Safety lighting at corners [to illuminate crosswalks] • ADA-compliant curb ramps □ Community Identity: <ul style="list-style-type: none"> • Gateway landmark • Public Art / Community Murals • Banners [mounted to street lights or other poles] • Themed street furniture/amenities/landscaping • Alternative paving at intersections and/or crosswalks [design increases visibility and identifies unique area] • Parklets within parking lane [provides public space for seating, street cafés, etc.] • Signage/Wayfinding System [assists visitors and supports unique area identity] □ Traffic Calming: <ul style="list-style-type: none"> • Curb extensions ("bulbouts") • Narrowed (11') lane widths • On-street parking • Pedestrian-focused signing and pavement markings □ Public Transit: <ul style="list-style-type: none"> • Enhanced branded/themed bus stops with shelters, ADA compliant platform, lighting and service information • Bus stop area dedication or permanent easement on private property to accommodate enhanced bus stops
Segment 2 - Community-Serving District (Kathryn Avenue to Ross Avenue)	
Design Emphasis / Needs	Potential Design Elements
<ul style="list-style-type: none"> • Provide safe, convenient access to community center • Create attractive neighborhood-oriented pedestrian environment • Calm traffic and reduce speeding within community-serving district 	<ul style="list-style-type: none"> □ Pedestrian Mobility & Comfort: <ul style="list-style-type: none"> • Widened sidewalks • Street trees □ Pedestrian Crossing Safety: <ul style="list-style-type: none"> • Intersection safety improvements • High-visibility crosswalk markings • Safety lighting at corners [to illuminate crosswalks] • ADA-compliant curb ramps □ Traffic Calming: <ul style="list-style-type: none"> • Narrowed (11') lane widths • Pedestrian-focused signing and pavement markings • Raised medians / channelizing islands □ Community Identity: <ul style="list-style-type: none"> • Public Art / Community Murals • Banners [mounted to street lights or other poles] • Alternative paving treatment at intersections and/or crosswalks [design increases visibility and identifies unique area] • Informal landscaping □ Public Transit: <ul style="list-style-type: none"> • Enhanced branded/themed bus stops with shelters, ADA compliant platform, lighting and service information • Bus stop area dedication or permanent easement on private property to accommodate enhanced bus stops
Segment 3 - Hospitality District (Ross Avenue to Gibson Boulevard)	
Design Emphasis / Needs	Potential Design Elements
<ul style="list-style-type: none"> • Maintain safe, comfortable vehicular and pedestrian access to adjacent hospitality and service ses • Facilitate access to transit stops for hotel employees and guests • Identify a southern gateway for the South Yale Corridor community 	<ul style="list-style-type: none"> □ Pedestrian Mobility & Comfort: <ul style="list-style-type: none"> • Sidewalks that meet ADA standards for pedestrian travel way □ Pedestrian Crossing Safety: <ul style="list-style-type: none"> • High-visibility crosswalk markings • Safety lighting at corners [to illuminate crosswalks] • ADA-compliant curb ramps □ Traffic Calming: <ul style="list-style-type: none"> • Pedestrian-focused signing and pavement markings • Raised medians / channelizing islands □ Community Identity: <ul style="list-style-type: none"> • Gateway landmark • Informal landscaping • Signage/Wayfinding System [assists visitors and supports unique area identity] □ Public Transit: <ul style="list-style-type: none"> • Enhanced branded/themed bus stops with shelters, ADA compliant platform, lighting and service information • Bus stop area dedication or permanent easement on private property to accommodate enhanced bus stops



Widened sidewalk provide additional width for pedestrian movement and expand the pedestrian realm to include trees, street furniture, and other amenities



Alternative paving or imprinting materials can be used at crosswalks and within intersections to increase visibility and identify a unique area



On-street parking with bulbouts provides an attractive public environment to support private commercial development and economic growth



Curb extensions ("bulbouts") shorten crossing distances for pedestrians and provide area for landscaping, benches, street art, etc.



Mounted banners increase visibility and help promote community identity



Public art can be incorporated in the form of murals, custom street furniture and other forms, and helps create an attractive public realm with an enhanced sense of community identity



Raised medians provide area for water-conservative, native landscaping and can provide traffic calming and aesthetic benefits, as well as space to locate pedestrian safety measures and amenities.



A gateway landmark identifies a unique area or community and indicates a change in environment from a higher speed arterial to a lower speed residential or commercial district



Enhanced bus stops with branded/themed shelters, ADA compliant platforms, lighting and route info help emphasize South Yale Boulevard as a key transit corridor