

Location: Hollis at 59th

ROW Width: 68

OUTPUTS

OUTPUT
(POINTS)

OUTPUT
(ASSOCIATED)

General Plan Designations		Select Here ("x")
Area Specific (select only one)	Regional Retail Overlay	
	Pedestrian Priority Zone/Neighborhood Retail Overlay	
	Greenway/Green Street	
	Eastern Residential Neighborhood	
	Transit Hub	x
Street Type	Transit Street	x
	Connector Street	
	Local Street	
	Bike Route or Bay Trail	
	Truck Route	x
Building and Use Type (select only one)	Mixed-use	x
	Retail	
	Industrial	
	Residential	

INPUTS

Highest and Best Curb Uses

Total Points

Min. Width (ft.
- horizontal)

Transit/shuttle stop (on-street)	150	8
Transit passenger environment	130	6
Bus bulb-out	130	8
Transit-only lane (center-running)	130	11
Transit-only lane (curbside)	130	11
Transit queue jump	130	11
Shuttle passenger environment	120	6
Curb ramp	110	5
Pedestrian thru-way	110	6
Bike rack	100	2
Parklet/Artlet	100	8
Bike share station	95	8
Curb extension at crosswalk	90	8
Curb widening	90	12
Sidewalk café	90	8
Drop off and loading for cars for hire	80	8
Bike lane	80	5
Protected bike lane/cycle track	80	10
Bulb-out at intersection	70	8
Delivery and pickup of goods	60	8
Driveway or loading dock	60	N/A
Bike corral	60	8
Pedestrian light	40	3
Electric Vehicle charging	30	8
Paid parking	25	8
Bike repair (DIY)	25	2
Planter	20	4
Tree well	20	4
Rain garden	10	8
Permeable paving/passive stormwater treatment	10	N/A

Case Study Application: Hollis Street



Hollis Street (between 59th and Powell Streets)

- ✓ **Transit Hub**
- ✓ **Transit Street**
- ✓ **Truck Route**
- ✓ **Mixed-use**

Highest and Best Curb Uses

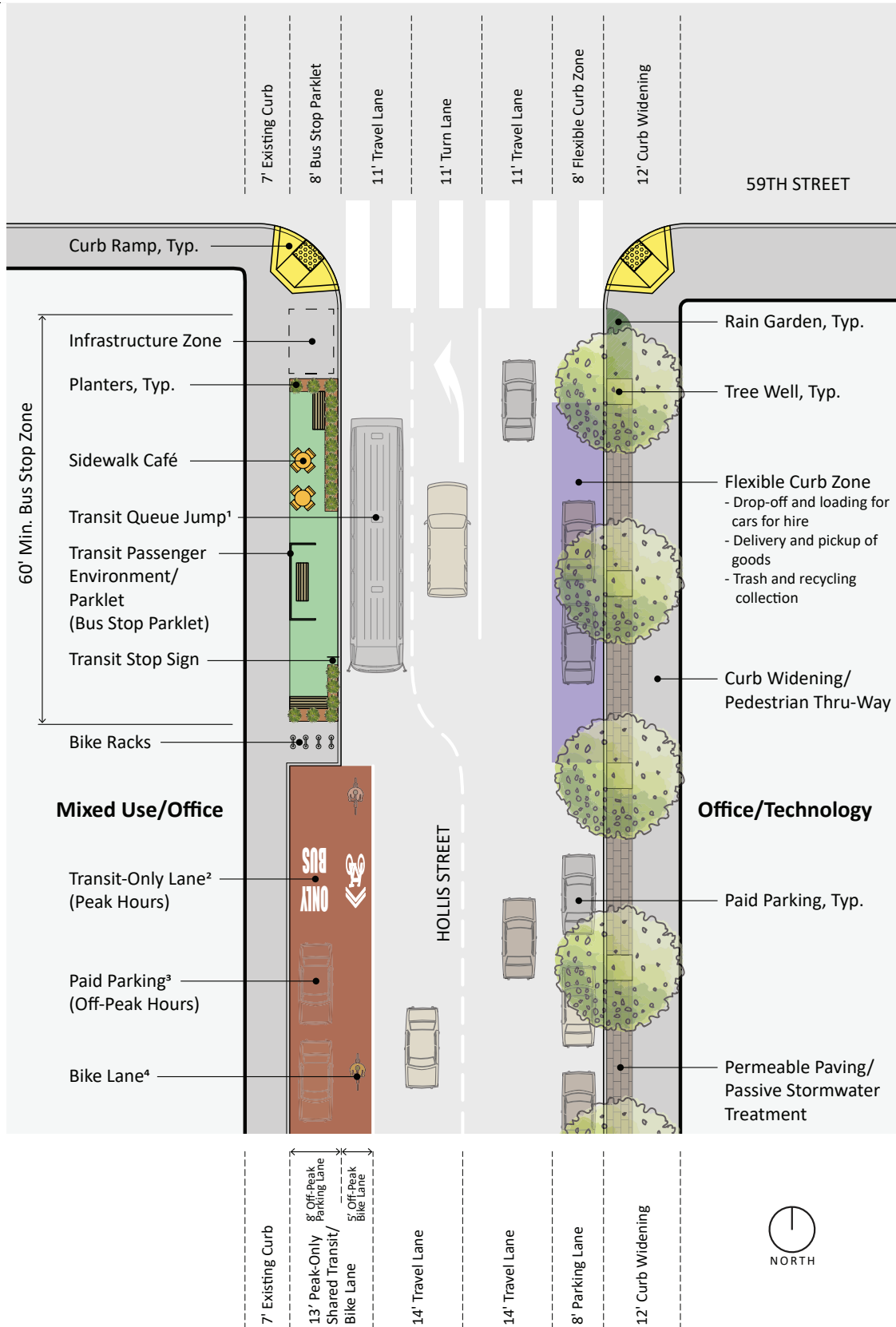
Transit/shuttle stop (on-street)	150
Transit passenger environment	130
Bus bulb-out	130
Transit-only lane (center-running)	130
Transit-only lane (curbside)	130
Transit queue jump	130
Shuttle passenger environment	120
Curb ramp	110
Pedestrian thru-way	110
Bike rack	100
Parklet/Artlet	100
Bike share station	95
Curb extension at crosswalk	90
Curb widening	90
Sidewalk café	90
Drop off and loading for cars for hire	80
Bike lane	80
Protected bike lane/cycle track	80
Carshare parking	70

Total Points

Carshare parking	70
Bulb-out at intersection	70
Delivery and pickup of goods	60
Driveway or loading dock	60
Bike corral	60
Pedestrian light	40
Trash and recycling collection	30
Electric Vehicle charging	30
Paid parking	25
Bike repair (DIY)	25
Planter	20
Tree well	20
Rain garden	10
Permeable paving/passive stormwater treatment	10

HOLLIS STREET AT 59TH STREET

Existing ROW: 68' Wide



Notes:

1. Consider installing a transit queue jump at the traffic signal north of 59th Street to allow for boardings and alightings at the bus parklet transit stop ahead of other traffic.
2. Transit-only lane shown in this scenario is designed for the southbound direction and operates during peak hours (morning and evening commute times) to allow for faster, more reliable bus service.
3. Parking availability in this zone would be restricted during peak hours when the transit-only lane is in operation. During off-peak hours, the curbside portion of the lane may become a parking lane.
4. During off-peak hours, this zone can accommodate a bike lane adjacent to the parking lane. During peak hours, this zone would be shared by transit and bikes. There must be signage to communicate that bicycling is permitted at all times. Local regulation may need to be modified to permit bicycling in transit lanes.