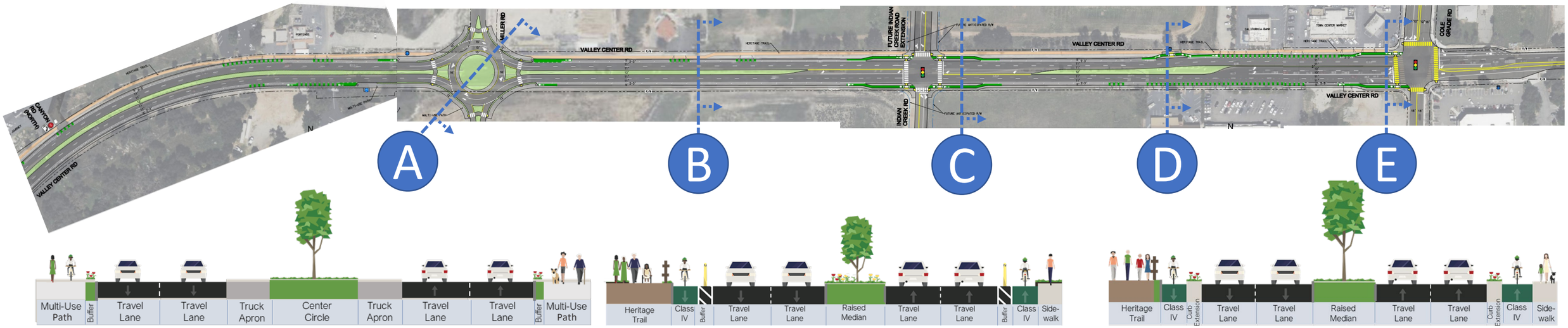
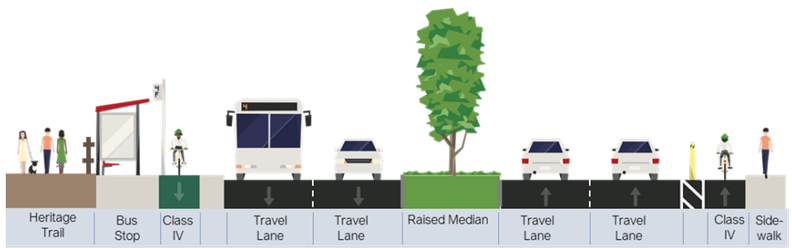


A Two-Lane Roundabout

The conceptual design would involve 2 entry/exit lanes at the Valley Center Road approaches and one entry/exit lane at the Miller Road approaches. Pedestrians and bicyclists travel around the perimeter of the roundabout on a multi-use path. The path is accessible to bicycles via bike ramps on the approach to and departure from the roundabout. Bicyclists may also choose to share the lane and travel through the roundabout with vehicles. Marked crosswalks are provided on all legs of the roundabout for pedestrians. Splitter islands provide a refuge area for pedestrians as they cross each direction of traffic.



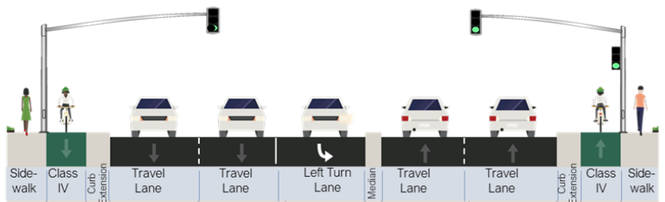
D Bus Stop with Curb Extension

Buses must stop along the curb for passengers to board. Since the Class IV separated bikeway would prevent buses from entering the bicycle lane to stop curb adjacent, the bicycles are moved behind a bus loading area. The Class IV separated bikeway is ramped up to sidewalk level the length of the bus stop to provide level crossing from the bus stop waiting area to the curb to board.

B Typical Road Section

(Outside areas of the roundabout and curb extensions)

The Corridor Concept Plan includes Class IV separated bikeways, which include a buffer and some type of physical separation. The type of physical separation will be determined at the engineering stage of implementation. This graphic shows a common type of physical separation, a flexible delineator post. Green paint is used in conflict zones (areas where bicycles and vehicles could intersect) and in transition areas (approaching and departing intersections and driveways) to provide a visual queue to the driver of potential bicyclists. Sidewalks are provided on the east and south side of Valley Center Road and the Heritage Trail is provided on the west and north side. The buffer and bicycle lane provide a physical separation between pedestrians along the sidewalk and the vehicle lanes.



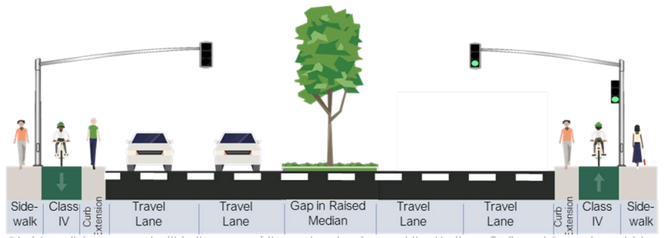
*A sidewalk is proposed within the area of the curb extension and the Heritage Trail would remain, outside of the curb extension area.

E Signalized Intersection with Curb Extensions

Traffic signals will improve access along the Valley Center Road corridor by clearly defining time for pedestrians, bicycles and vehicles to cross or proceed along the roadway. Curb extensions are included at all signalized intersections to reduce the crossing distance and reduce the amount of green time needed for a pedestrian to cross Valley Center Road. Signal phasing and other features will provide safe crossing accommodations for pedestrians and bicyclists.

C Curb Extension

Curb extensions shorten the crossing distance for pedestrians across Valley Center Road. Curb extensions also provide additional traffic calming along the road. The Class IV separated bikeway ramps up to sidewalk level through the curb extension to allow level crossing for pedestrians across the bikeway.



*A sidewalk is proposed within the area of the curb extension and the Heritage Trail would remain, outside of the curb extension area.

Controlled Pedestrian Crossing with Curb Extensions (Planned outside the extent of the plan sheet section above)

The controlled pedestrian crossing at Rinehart Lane may include either a hybrid beacon (HAWK) or a pedestrian traffic signal. Either option will be activated by the pedestrian using a push button and both will stop traffic to provide a dedicated time for pedestrians to cross the street while vehicles are stopped at a red light. A gap in the raised median at the controlled crossing provides a refuge area for a pedestrian should they need additional time to cross the street.

Cross-Sections

Figure 5