

BICYCLE & PEDESTRIAN ACCESS

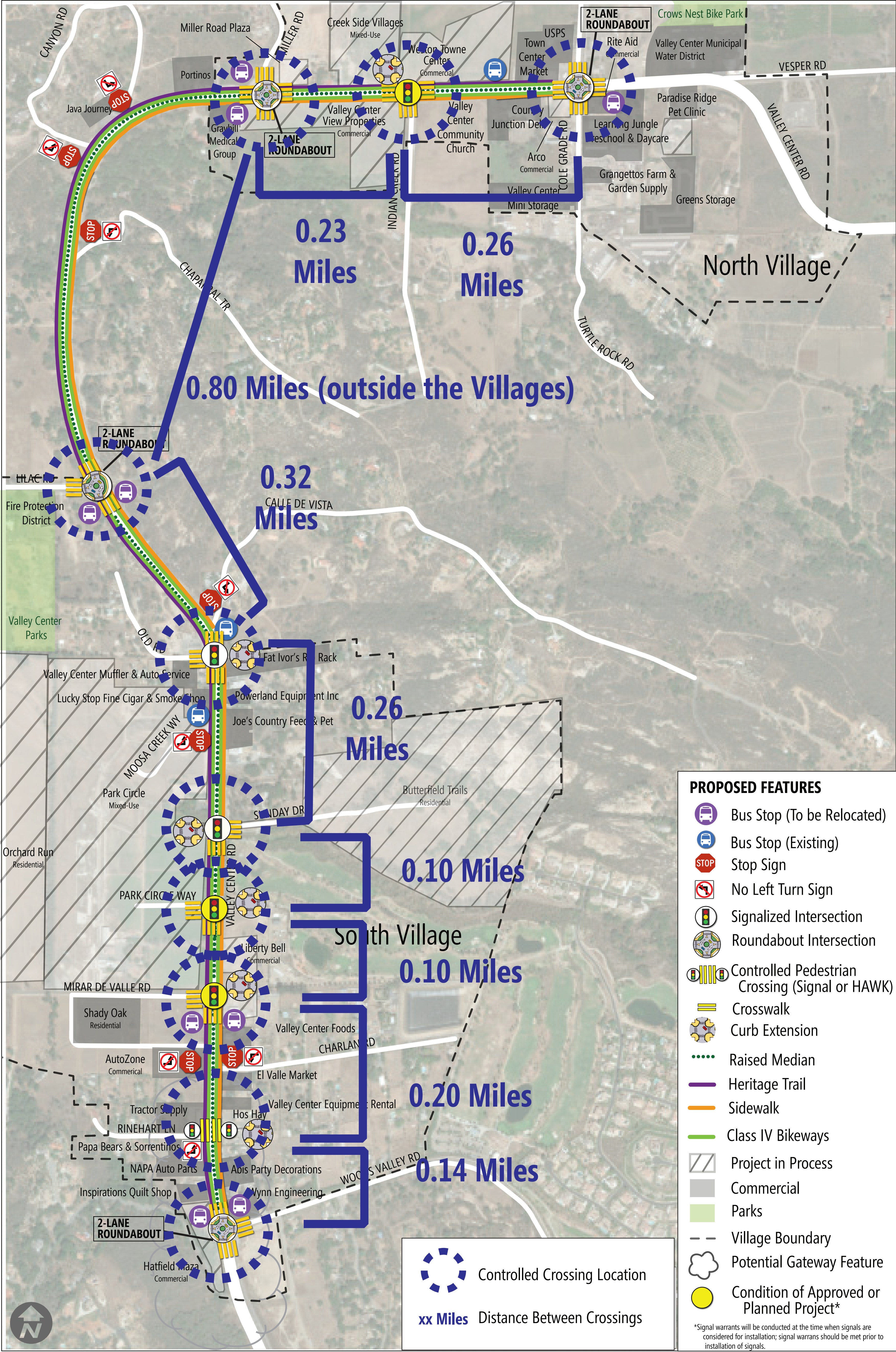
WHAT WE HEARD

What We Heard About Pedestrian & Bicycle Access:

- Biking and walking for daily errands is impractical.
- The North Village is not pedestrian friendly.
- Bus stop and bike lane conflicts.
- Biking is very dangerous, there is no separation for bike riders.
- More pedestrian facilities are needed.
- More bicycle facilities are needed.
- The Heritage Trail and equestrian crossing button is very helpful.
- All of the traffic is very upsetting to the horses, slowing traffic down will calm them.
- Need wider bike lanes along Valley Center Road.

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DISTANCE BETWEEN CONTROLLED CROSSINGS



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EXAMPLES

CLASS IV BIKEWAY



CURB EXTENSIONS



BUS STOPS

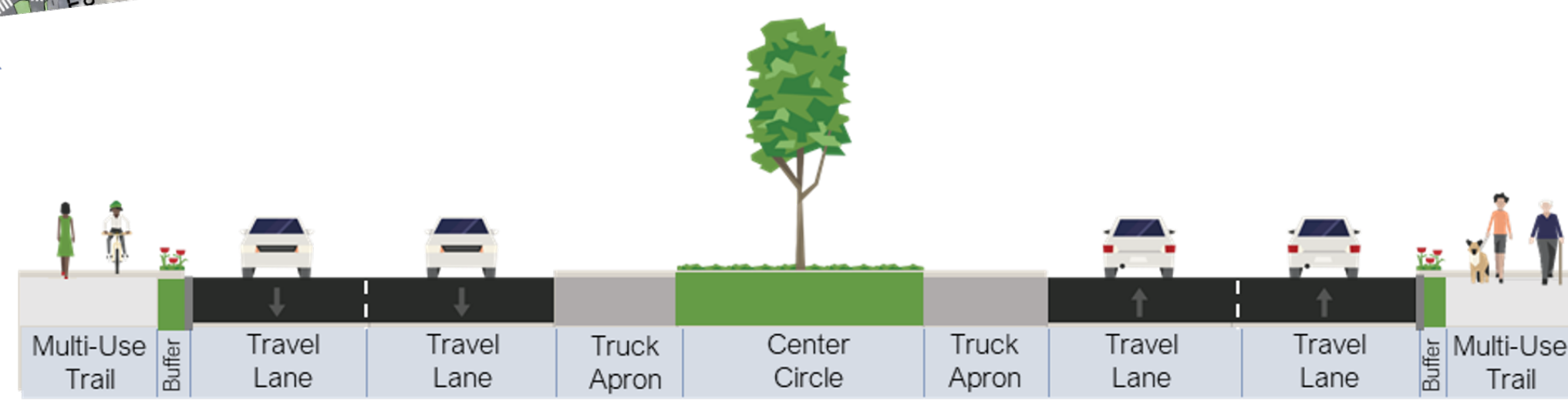


PEDESTRIAN SIGNAL



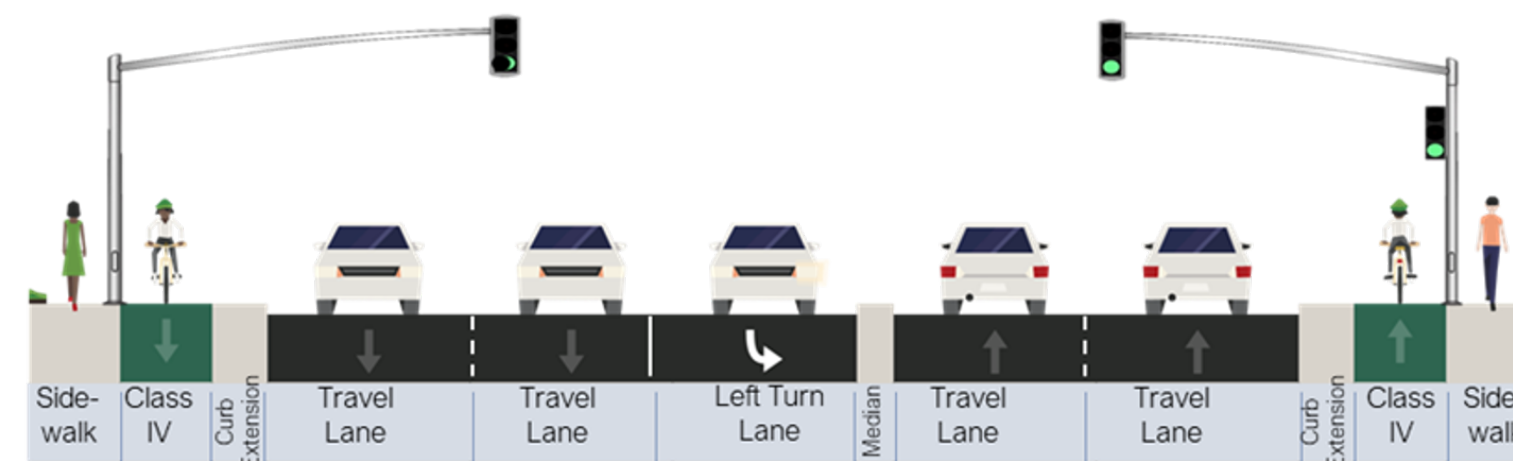
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TYPICAL SECTIONS



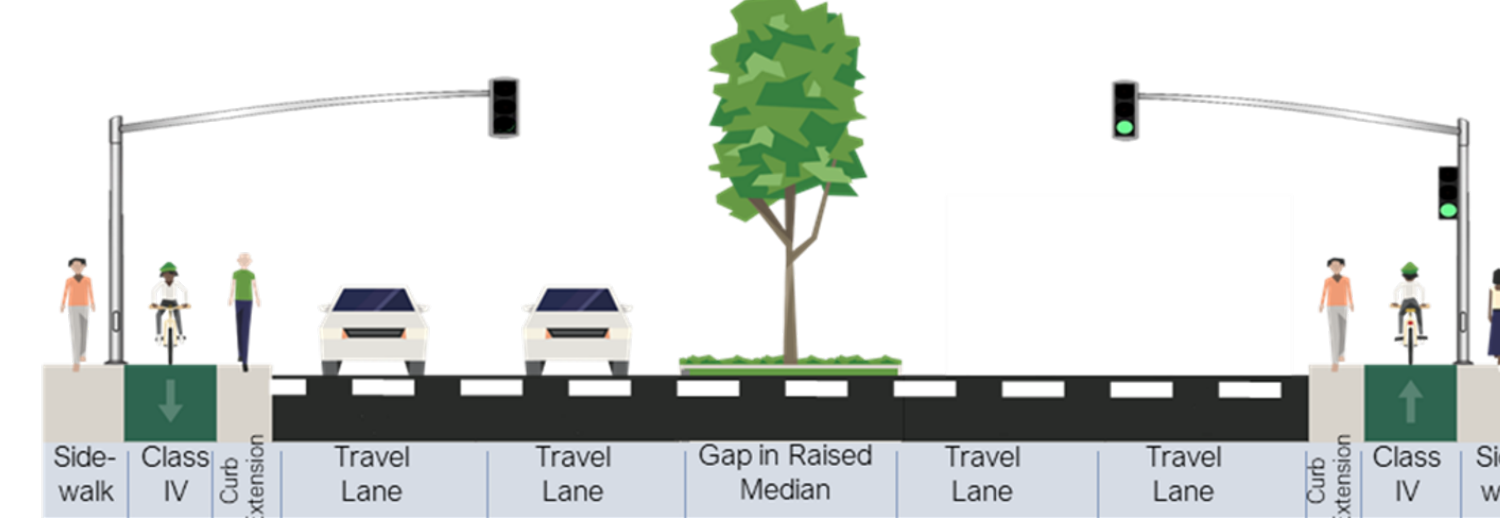
A Typical Two-Lane Roundabout

Pedestrians and bicyclists travel around the perimeter of the roundabout on a multi-use trail. The trail 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.



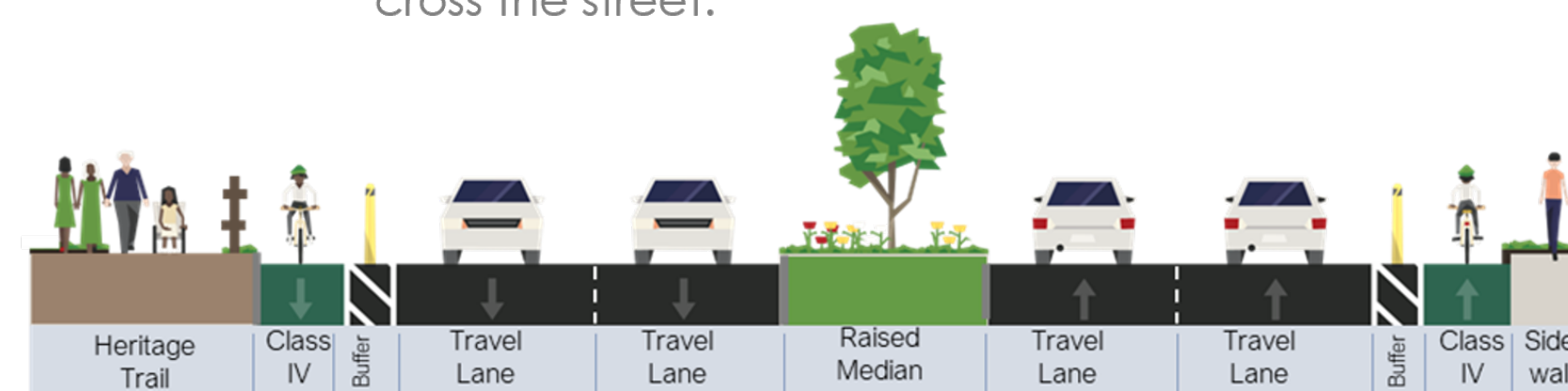
D Typical Signalized Intersection with Curb Extensions

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.



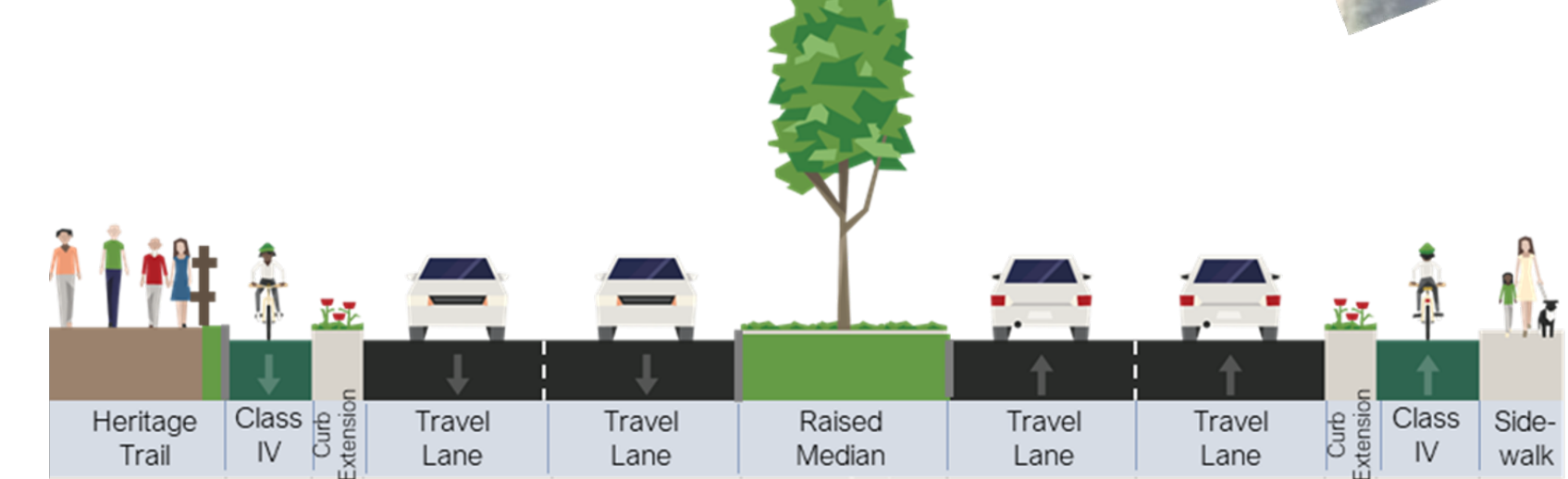
B Controlled Pedestrian Crossing with Curb Extensions

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.



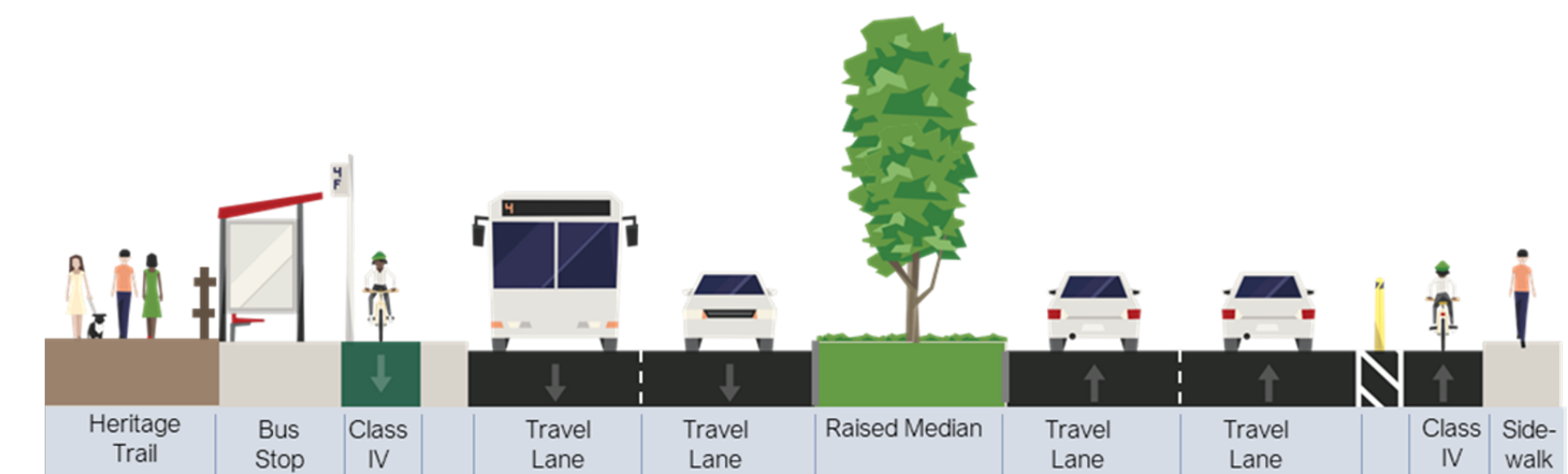
E Typical Road Section

The Draft Corridor Concept Plan includes Class IV separated bikeways with flexible delineator posts. The posts and the striped buffer provided a physical separation for bicycles from the adjacent vehicles. 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.



C Typical 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.



F Typical 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.