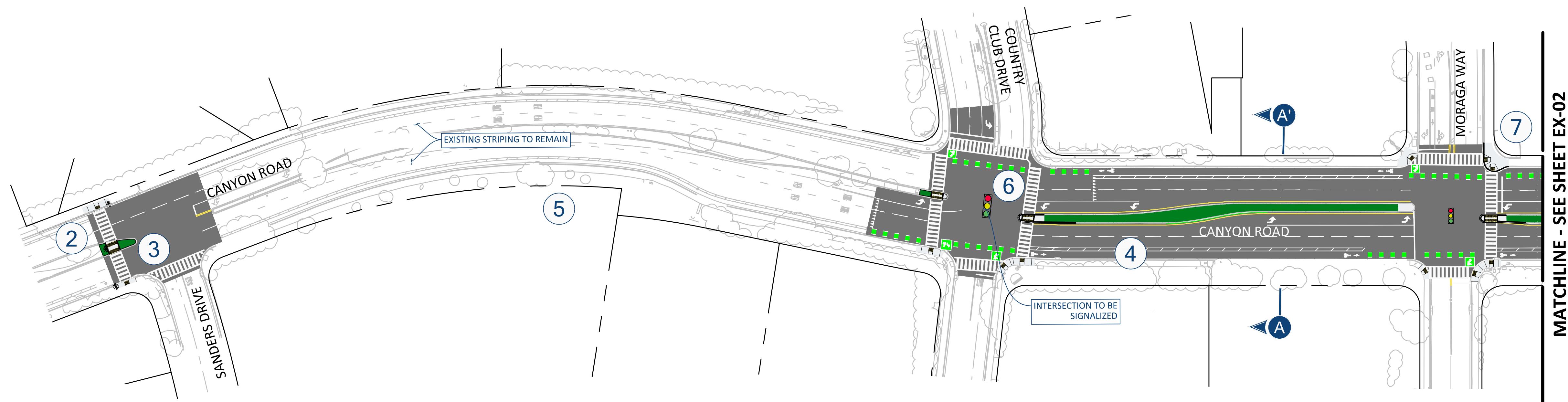


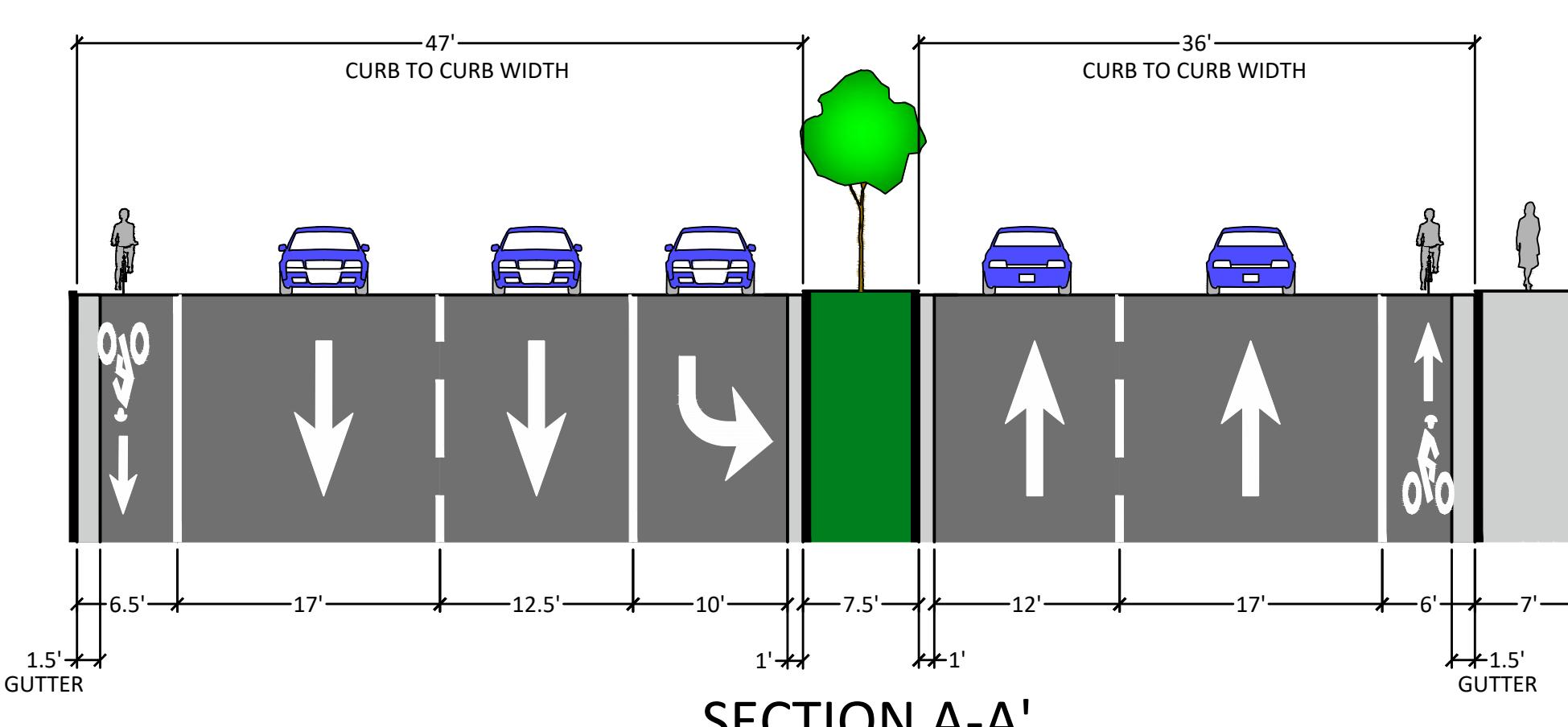
# CANYON ROAD / MORAGA ROAD SAFE STREETS FOR ALL

## Design Concept



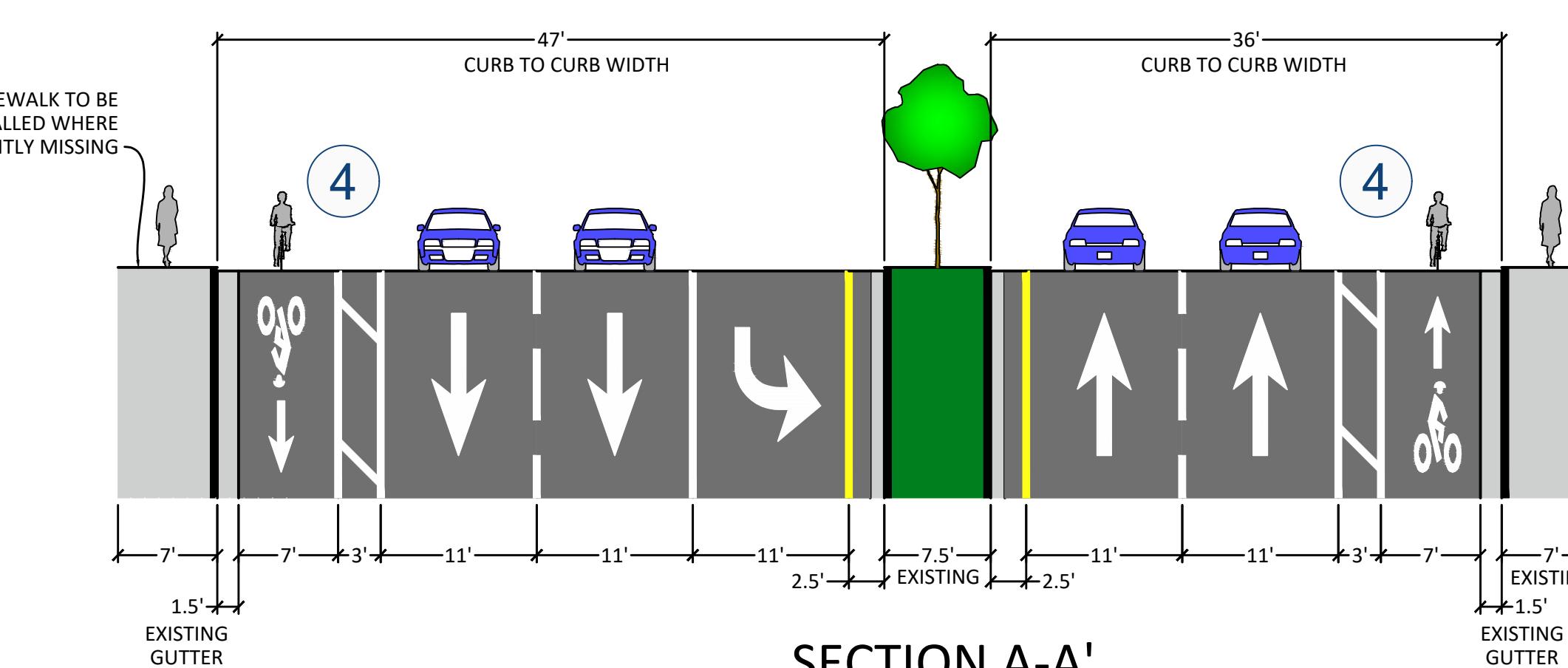
**MORAGA RD.**  
COUNTRY CLUB DR. TO MORAGA WAY

### EXISTING

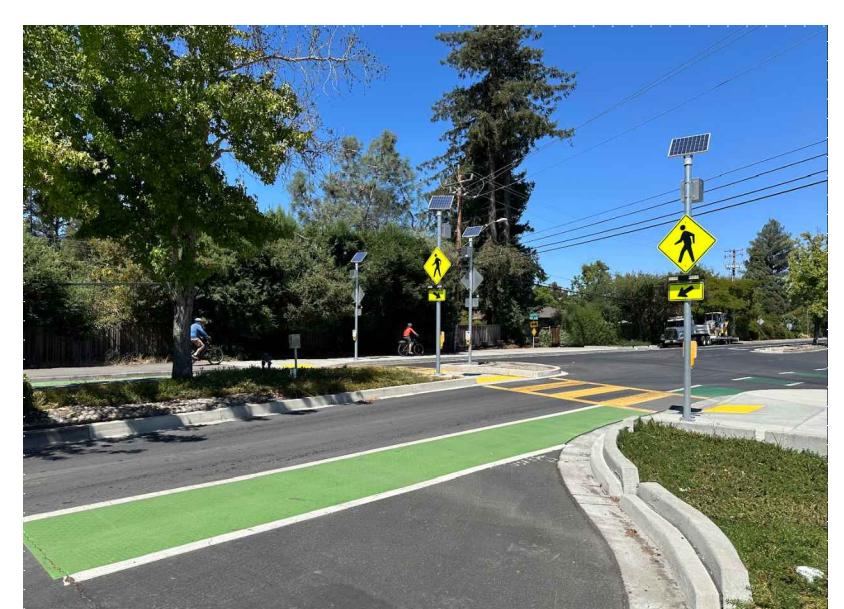


SECTION A-A'

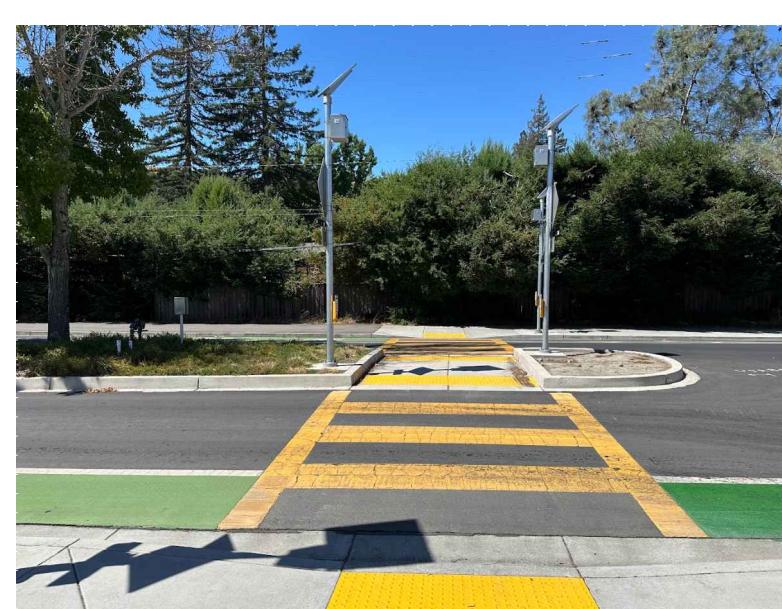
### PROPOSED



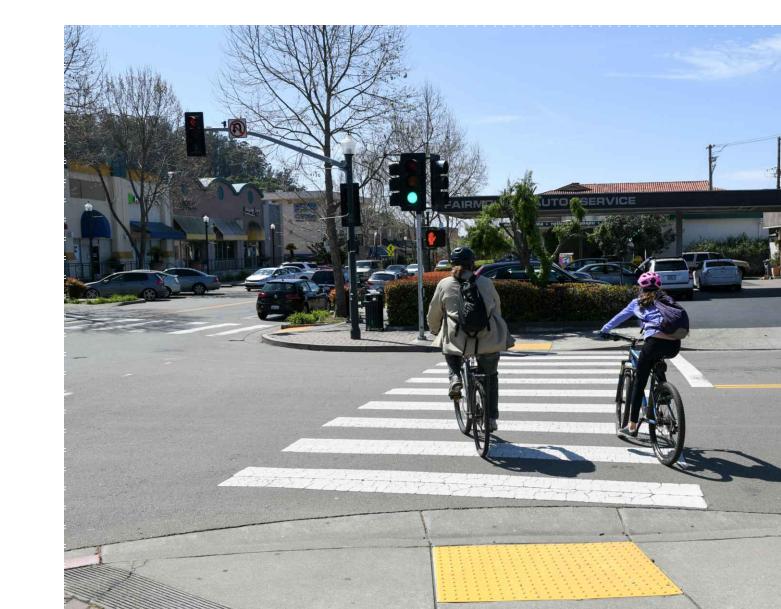
SECTION A-A'



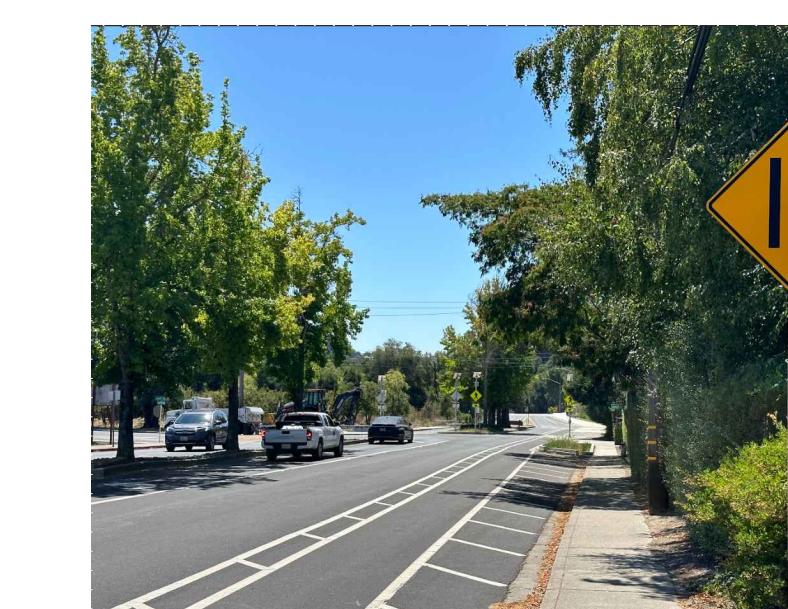
① RECTANGULAR RAPID  
FLASHING BEACONS (RRFBs)



② MEDIAN REFUGE ISLAND



③ HIGH-VISIBILITY CROSSWALK



④ BUFFERED BIKE LANES



⑤ RADAR SPEED FEEDBACK



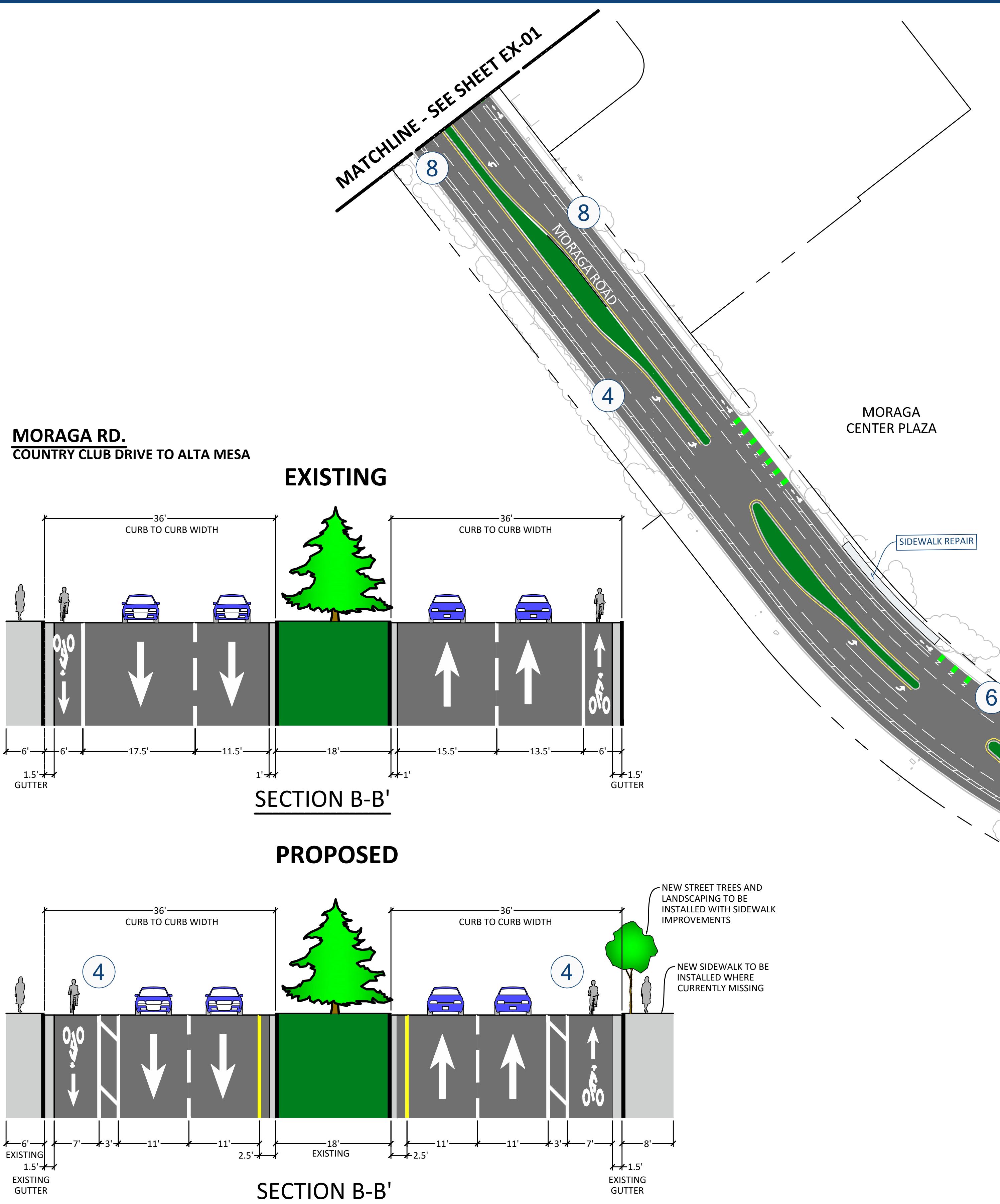
⑥ BICYCLE CONFLICT MARKINGS



⑦ CORNER BULBOUTS

# CANYON ROAD / MORAGA ROAD SAFE STREETS FOR ALL

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### SAFETY & COMFORT DESIGN TOOLKIT



#### ① RECTANGULAR RAPID FLASHING BEACONS (RRFBs)

FLASHING LIGHTS INSTALLED ON CROSSWALK SIGNAGE TO ALERT DRIVERS OF THE PRESENCE OF A PEDESTRIAN WHO IS ATTEMPTING TO CROSS THE STREET AT A MARKED CROSSWALK.



#### ② MEDIAN REFUGE ISLAND

PROVIDES A SEPARATED SPACE AT THE MEDIAN FOR PEDESTRIANS TO WAIT BEFORE CROSSING THE SECOND HALF OF THE STREET. THIS PROVIDES PEDESTRIANS A PLACE TO REST BETWEEN LEGS OF THE CROSSWALK, CREATING A MORE COMFORTABLE CROSSING EXPERIENCE AND REDUCES CROSSWALK LENGTHS.



#### ③ HIGH-VISIBILITY CROSSWALK

PROMINENT AND VISIBLE CROSSWALK MARKINGS (USUALLY IN THE FORM OF A LADDER OR CROSSBARS AS SHOWN ABOVE) THAT HELP DRIVERS AND PEDESTRIANS BETTER IDENTIFY THE PRESENCE AND LIMITS OF A MARKED CROSSWALK. THIS ALLOWS DRIVERS TO BE MORE ATTENTIVE TO CROSSWALKS AND BE MORE LIKELY TO SEE PEDESTRIANS CROSSING.



#### ④ BUFFERED BIKE LANES

TRADITIONAL BIKE LANES WITH THE ADDITION OF A STRIPED BUFFER THAT SEPARATES THE BIKE LANE FROM THE VEHICLE LANE. THIS SPACE SEPARATING THE LANES MAKES IT LESS LIKELY FOR VEHICLES OR BICYCLES TO IMPEDIMENT EACH OTHER, MAKING A MORE COMFORTABLE AND SAFER FACILITY FOR BOTH USER TYPES.



#### ⑤ RADAR SPEED FEEDBACK

ILLUMINATED SIGNS THAT USE RADAR TECHNOLOGY TO MEASURE THE SPEED OF APPROACHING VEHICLES AND PROVIDE THEIR ONCOMING SPEED. THE FEEDBACK SIGN IS PAIRED WITH A SPEED LIMIT SIGN, WHICH HELPS DRIVERS IDENTIFY IF THEY ARE TRAVELING ABOVE THE POSTED SPEED LIMIT.



#### ⑥ BICYCLE CONFLICT MARKINGS

GREEN PAVEMENT MARKINGS THAT INDICATE TO BOTH BICYCLISTS AND PEDESTRIANS THAT THEY ARE ENTERING A POTENTIAL CONFLICT POINT WHERE THEY MAY CROSS EACH OTHER'S PATHS. THESE ARE USED AT DRIVEWAYS, INTERSECTIONS, AND TURN LANES. IT INCREASES VISIBILITY OF BICYCLISTS AND ENCOURAGES CAUTION AT THESE LOCATIONS.



#### ⑦ CORNER BULBOUTS

THE SIDEWALK IS EXTENDED AT AN INTERSECTION CORNER. THIS IMPROVES THE VISIBILITY OF PEDESTRIANS AS THEY CROSS THE STREET, REDUCES CROSSWALK LENGTHS, AND ENCOURAGES SLOWER SPEEDS AS VEHICLES TURN RIGHT AROUND THE EXTENDED CORNER. THESE CREATE SAFER AND MORE COMFORTABLE CONDITIONS FOR ALL USERS AT INTERSECTIONS.



#### ⑧ BUS STOP ENHANCEMENTS

BUS STOP IMPROVEMENTS MAY INCLUDE NEW BENCHES, SHELTERS, LIGHTING, TRASH CANS, AND SIGNAGE. IMPROVEMENTS WILL MAKE WAITING FOR BUSES TO ARRIVE MORE COMFORTABLE FOR TRANSIT RIDERS. IMPROVEMENTS TO BE PROVIDED BY AND COORDINATED WITH COUNTY CONNECTION.

PROJECT IMPROVEMENTS MAY INCLUDE, BUT ARE NOT LIMITED TO THE ELEMENTS OF THE DESIGN TOOLKIT OUTLINED TO THE LEFT.

IMPROVEMENTS WILL ALSO INCLUDE ADA CURB RAMP AND SIDEWALK IMPROVEMENTS, TO BRING EXISTING FACILITIES TO MEET CURRENT CODES, INCREASING THE ACCESSIBILITY OF THE CORRIDOR FOR PEOPLE OF ALL ABILITIES. IT WILL ALSO INCLUDE SIDEWALK GAP CLOSURES ALONG MORAGA ROAD, AND PROVIDE INCREASED ACCESS TO THE LAFAYETTE-MORAGA REGIONAL TRAIL.