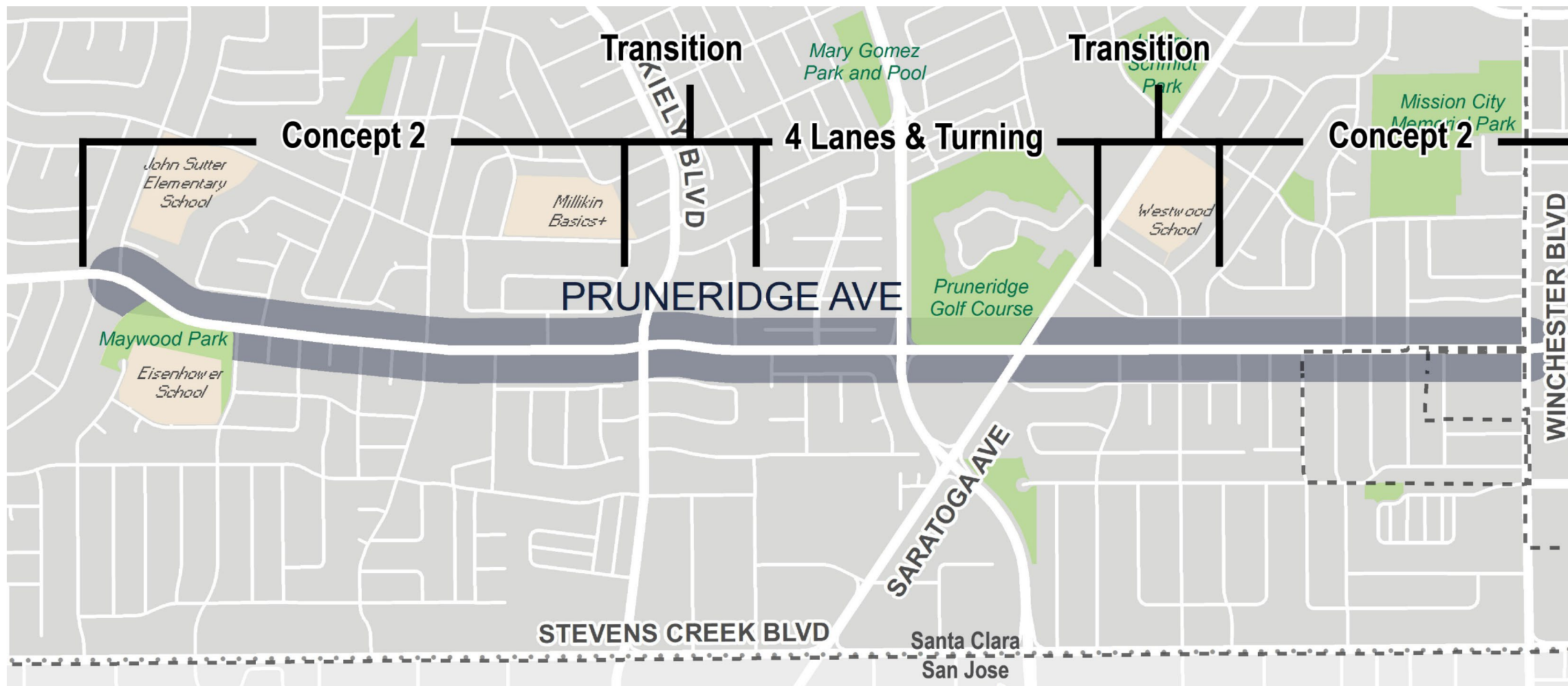




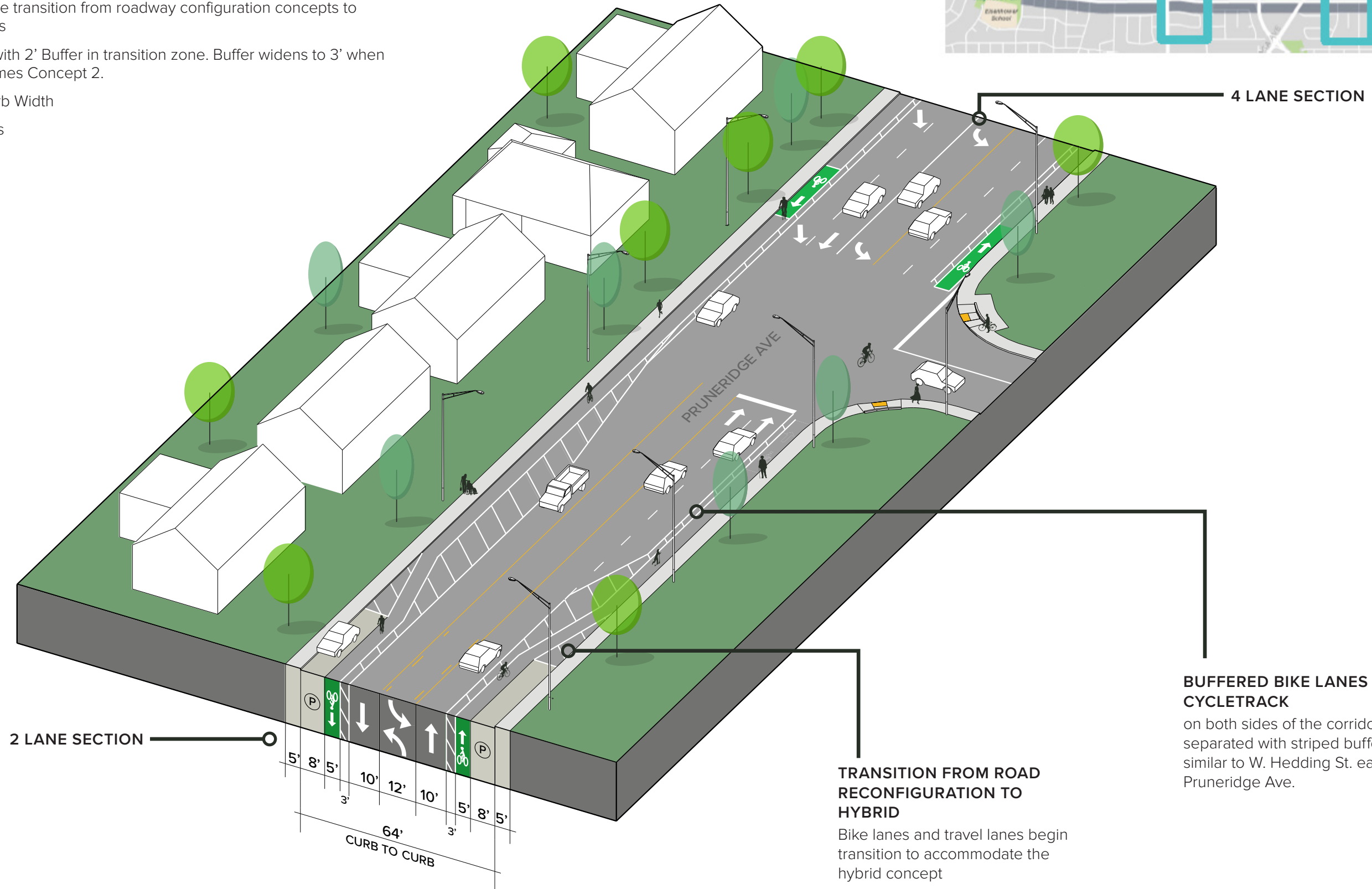
Concept 4: Hybrid Option



Hybrid Concept 04

1 - Transition

- Beginning of the transition from roadway configuration concepts to hybrid concepts
- 5' Bike Lanes with 2' Buffer in transition zone. Buffer widens to 3' when roadway becomes Concept 2.
- 64' Curb to Curb Width
- 10' Travel Lanes



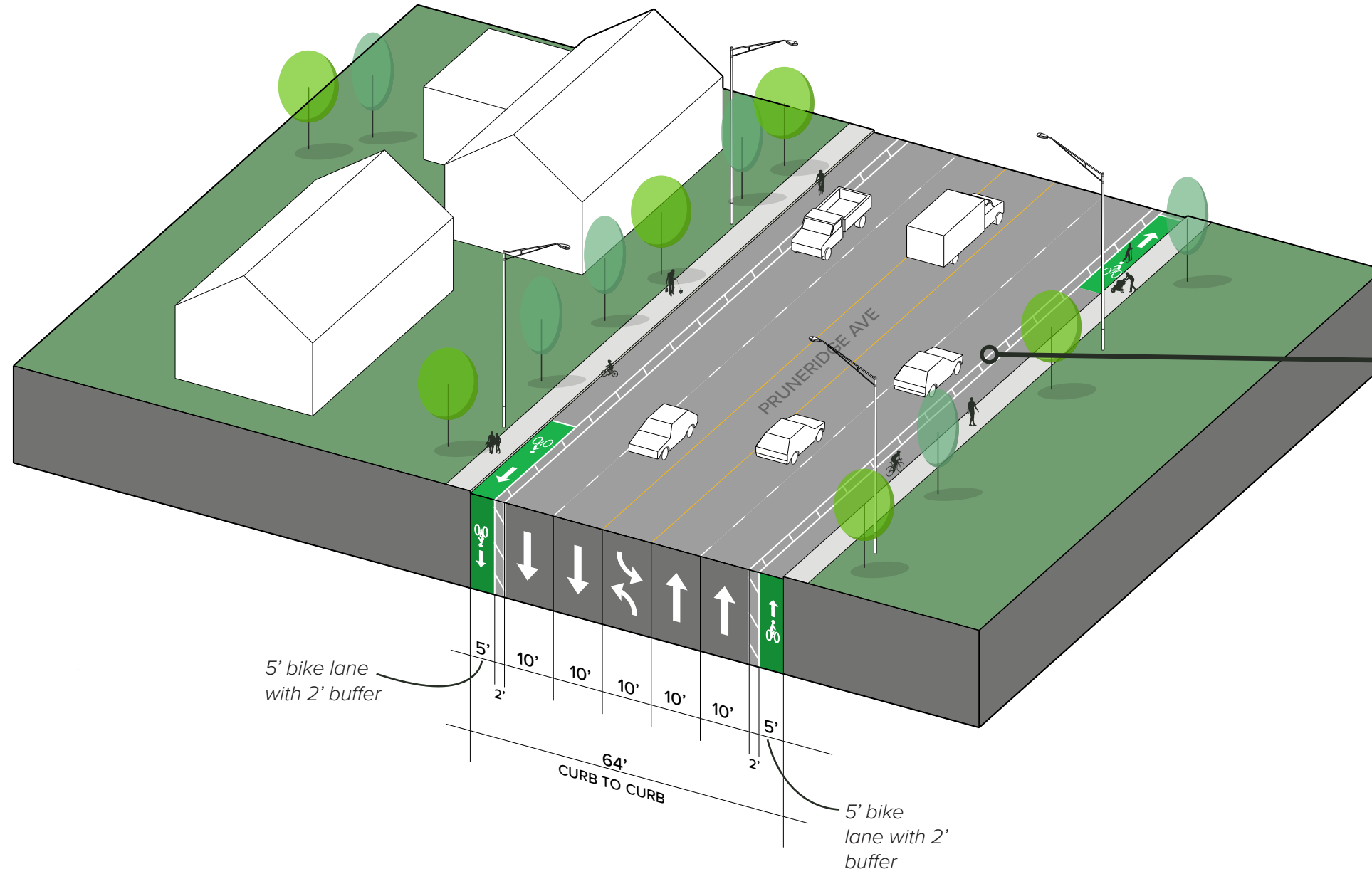
BUFFERED BIKE LANES OR CYCLETRACK
 on both sides of the corridor are separated with striped buffers, similar to W. Hedding St. east of Pruneridge Ave.

TRANSITION FROM ROAD RECONFIGURATION TO HYBRID
 Bike lanes and travel lanes begin transition to accommodate the hybrid concept

Hybrid Concept 04

2 - Mid-Block

- Five (5) 10'-wide travel lanes
- Buffered bike lanes



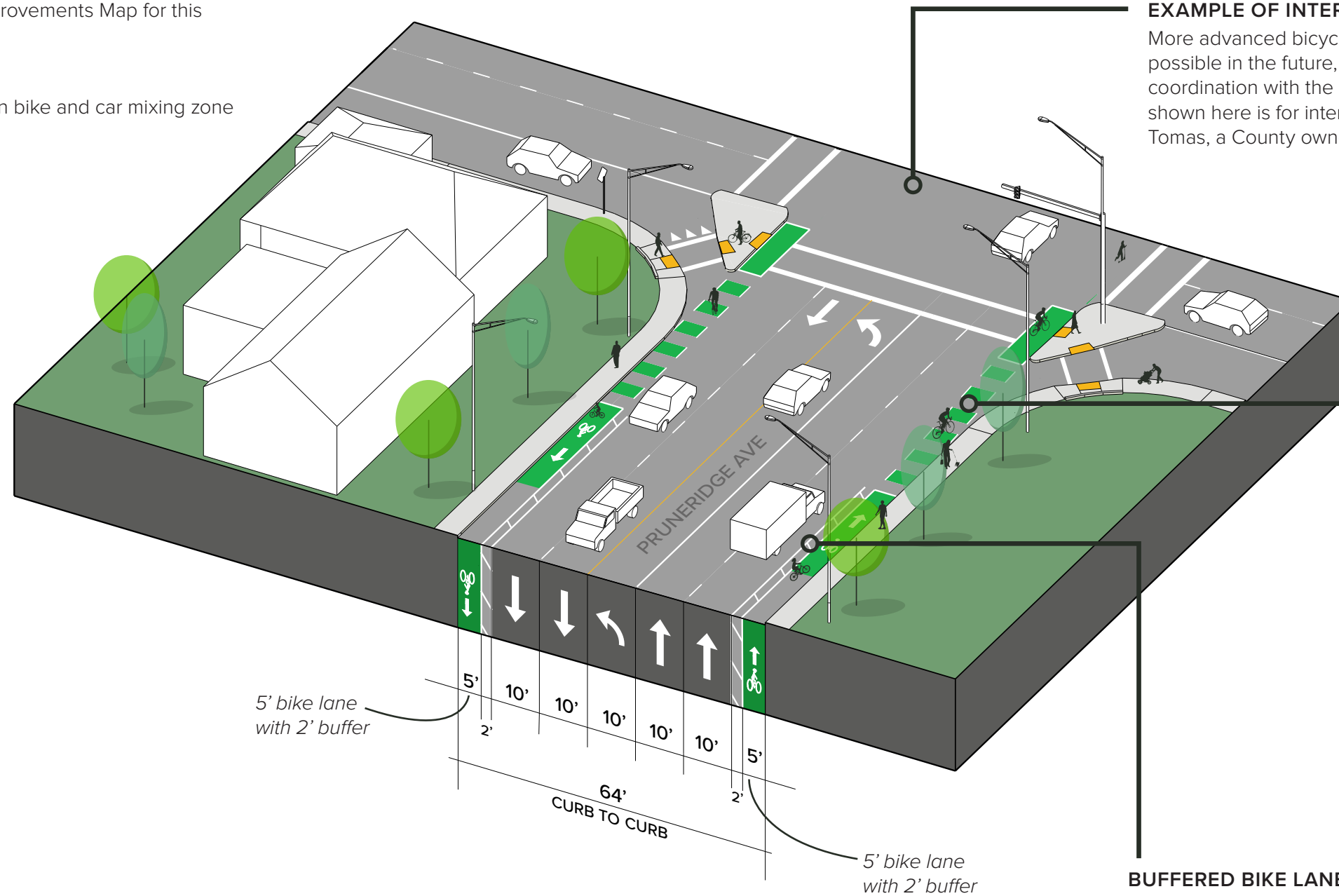
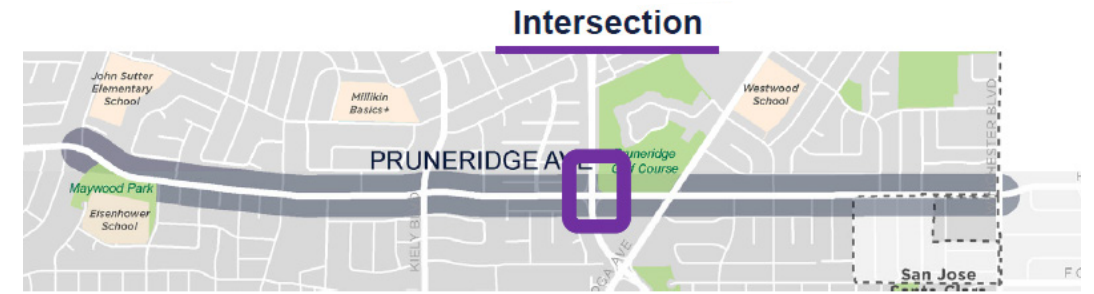
BUFFERED BIKE LANES OR CYCLETRACK

on both sides of the corridor are separated with striped buffers, similar to W. Hedding St. east of Pruneridge Ave.

Hybrid Concept 04

3 - Intersection

- Example Illustration of County owned intersection like San Tomas
- Intersection improvement possibilities are limited at this time. There may be opportunities to coordinate with the County on future improvements as shown on the Pedestrian Improvements Map for this location
- Buffered bike lanes
- Striping and signage in bike and car mixing zone near intersection



EXAMPLE OF INTERSECTION

More advanced bicycle protection may be possible in the future, but will require additional coordination with the County. The example shown here is for intersection such as San Tomas, a County owned roadway

MIXING ZONE

signage and roadway markings alert all users to a shared transition zone near the intersection

BUFFERED BIKE LANES

on both sides of the corridor are separated with striped buffers, similar to W. Hedding St. east of Pruneridge Ave.