



APPENDIX D. PROJECT CUT SHEETS



257: CANYON WY | S AUBURN ST TO CANYON CT/I-80 RAMPS

PROJECT SUMMARY

Project Details & Considerations

- Extends along Canyon Way from S Auburn Street to Canyon Court/I-80 ramps
- Buffered Class II bike lanes from S Auburn Street to Plutes Way, with a short Class III segment near Siems Avenue due to a pinch point and an unbuffered Class II segment just north of Iowa Hills Road due to utility constraints
- Class II bike lanes from Plutes Way to Illinoistown Road, including the overpass
- Class III bike route signage and pavement markings where applicable

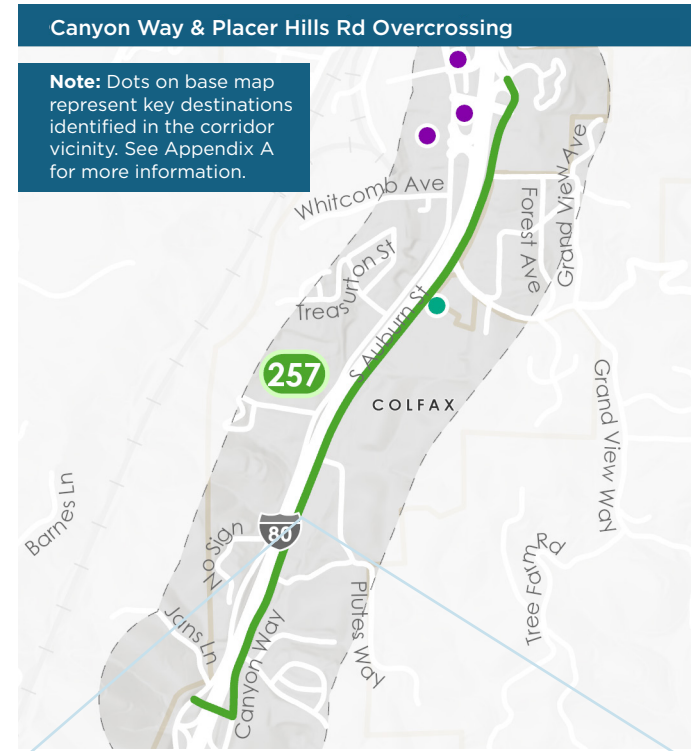
Study Area Destinations

1. Convenience stores

Planning Level Cost


\$1,720,000

LOCATION MAP



QUICK FACTS



Road Characteristics

Speed Limit*	# of Lanes	Project Length
	2	1.5 miles

Demographics

\$66k Median Household Income**	13 % 18 or Under
6 % Zero-Car Households	25 % 65 or Over
	14 % with a Disability

Crash History

Crashes Involving Someone Walking			Crashes Involving Someone Biking		
	0	0		0	0
Total	Fatal	Severe Injury	Total	Fatal	Severe Injury

Level of Traffic Stress

Existing	With Project
4	2-4

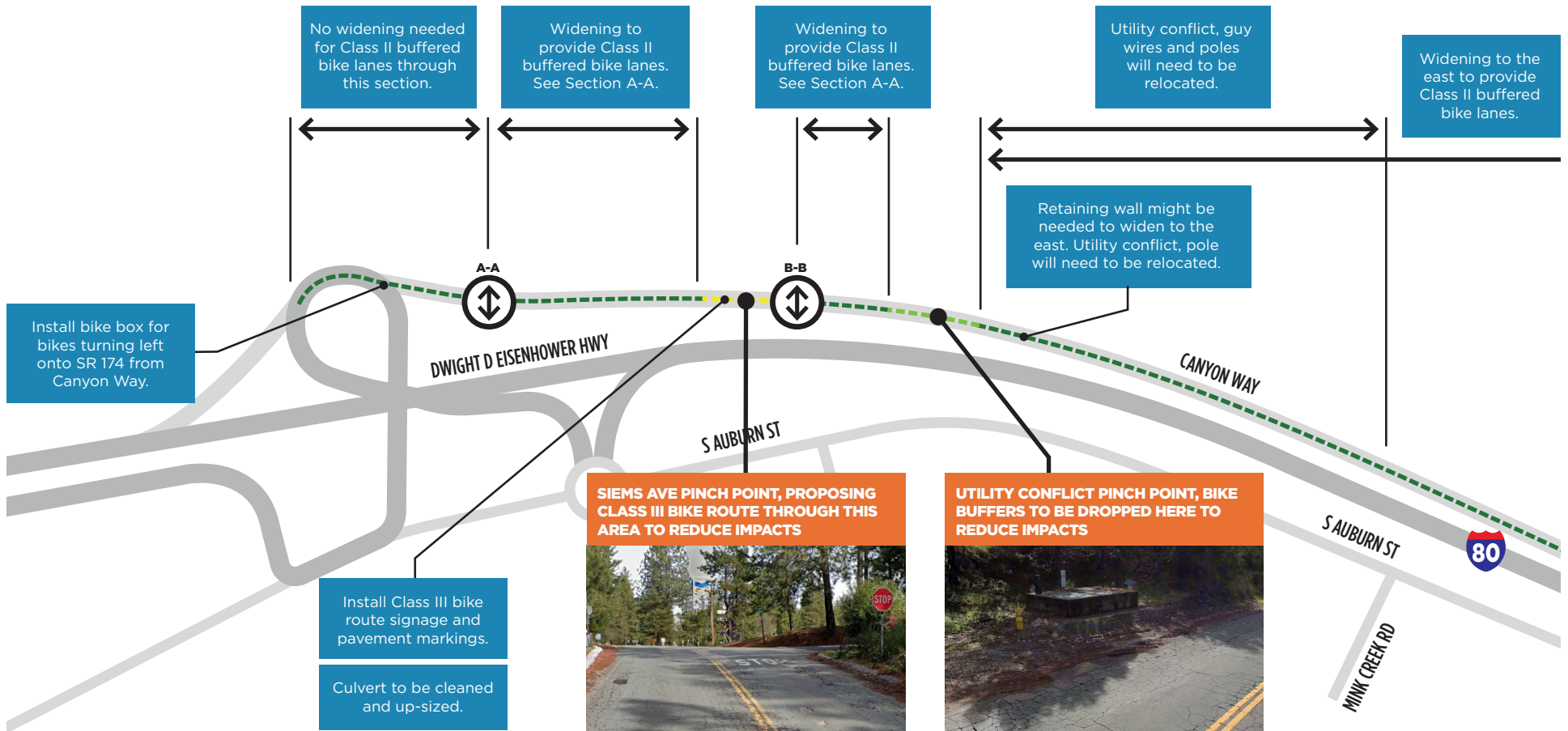
CANYON WAY LOOKING NORTH



*Posted speeds are 35 mph near ramp locations

**Demographic data based on corridor adjacent census tracts. Incomes vary along the corridor.

PROJECT #257: CANYON WAY



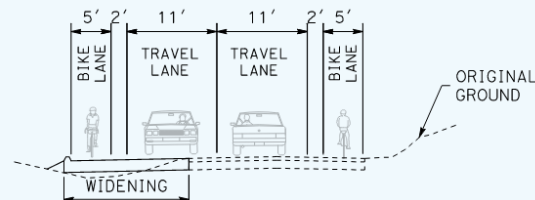
NOTES:

1. In locations where Canyon Way is within Caltrans ROW, Caltrans review and approval will be required during the design phase.
2. Recommend rehabilitating or reconstructing asphalt pavement with the project.
3. Widening in certain locations may impact private landowners to the east and Caltrans R/W to the west
4. Drainage will be further evaluated during design.

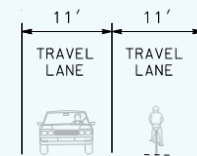
- Class II Bike Lane Improvements
- Buffered Class II Bike Lane Improvements
- Class III Bike Route Improvements

CROSS SECTIONS

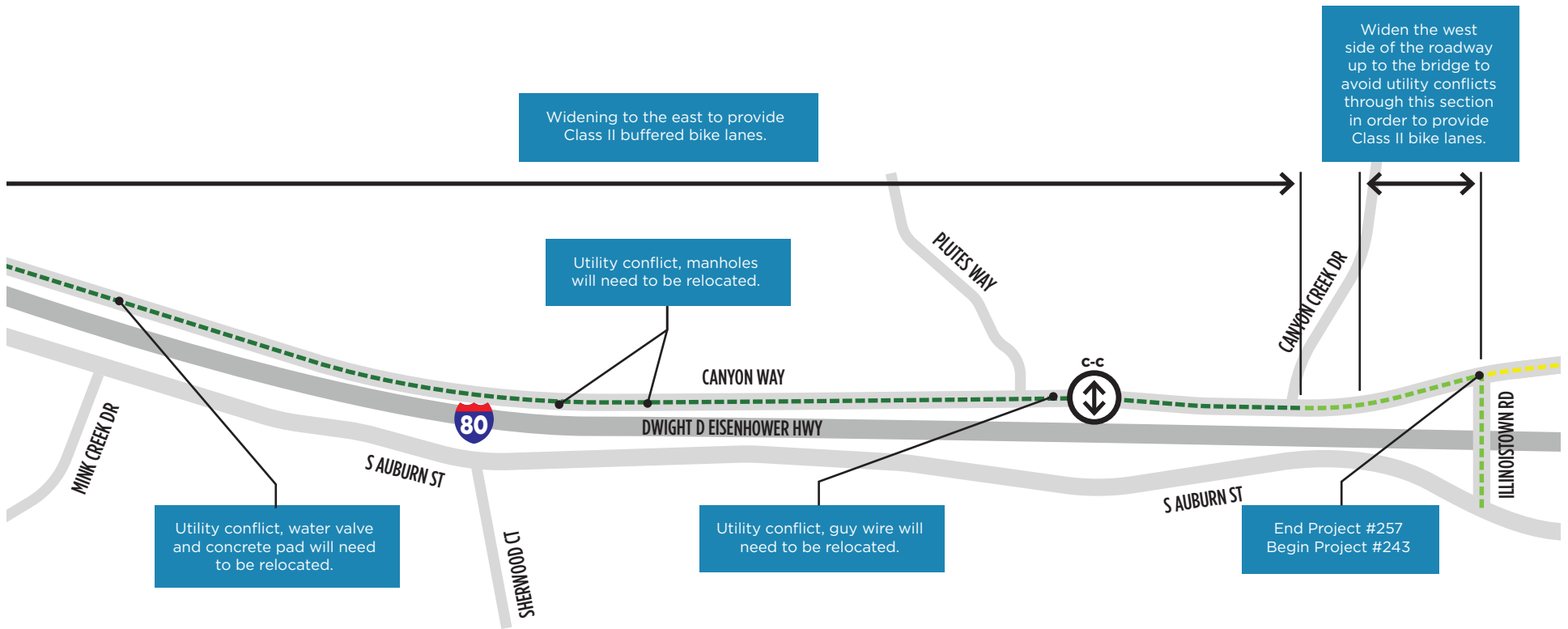
SECTION A-A. CANYON WAY



SECTION B-B. CANYON WAY (SIEMS AVE PINCH POINT)

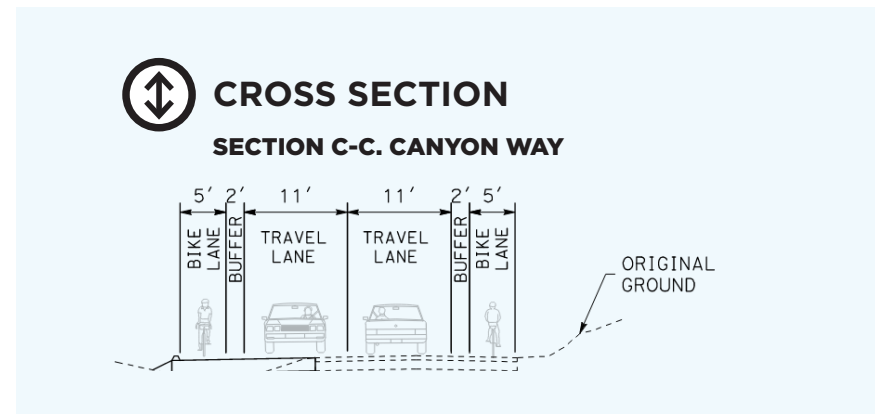
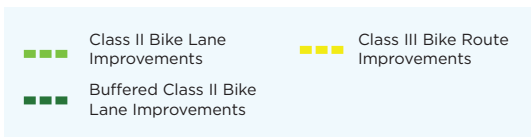


PROJECT #257: CANYON WAY



NOTES:

1. In locations where Canyon Way is within Caltrans ROW, Caltrans review and approval will be required during the design phase.
2. Recommend rehabilitating or reconstructing asphalt pavement with the project.
3. Widening in certain locations may impact private landowners to the east and Caltrans R/W to the west
4. Drainage will be further evaluated during design.
5. To be eligible for ATP funding, Class III bike routes would require improvements to reduce the design speed limit to 25 mph or less. Class III shared lane markings ("sharrows") may not be installed where posted speed limits are greater than 30 mph though bike route signage may be used.



CITY OF COLFAX TO UNINCORPORATED COUNTY

243: PAOLI LN/PONDEROSA WY | ILLINOISTOWN RD TO W PAOLI LN

PROJECT SUMMARY

Project Details & Considerations

- Extends along Paoli Lane/Ponderosa Way from Illinoistown Road to W Paoli Lane
- Provides Class III bike route improvements from Illinoistown Road to Live Oak Road, including bike route signage and pavement markings
- Provides Class II bike lane improvements from Live Oak Road to W Paoli Lane


Study Area Destinations

1. Weimar Post Office
2. Weimar Country Store
3. Weimar University
4. Weimar Hills Junior High School
5. Weimar Academy

Planning Level Cost
\$1,090,000

QUICK FACTS


Road Characteristics

Speed Limit*	# of Lanes	Project Length
	2	4.0 miles

Demographics

\$66k Median Household Income**	11% 18 or Under
5% Zero-Car Households	23% 65 or Over
	12% with a Disability

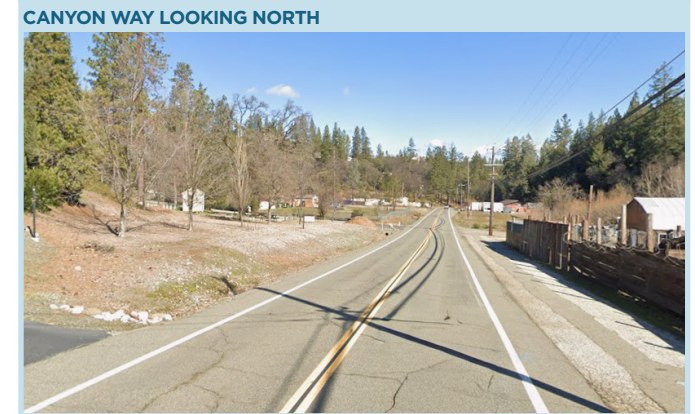
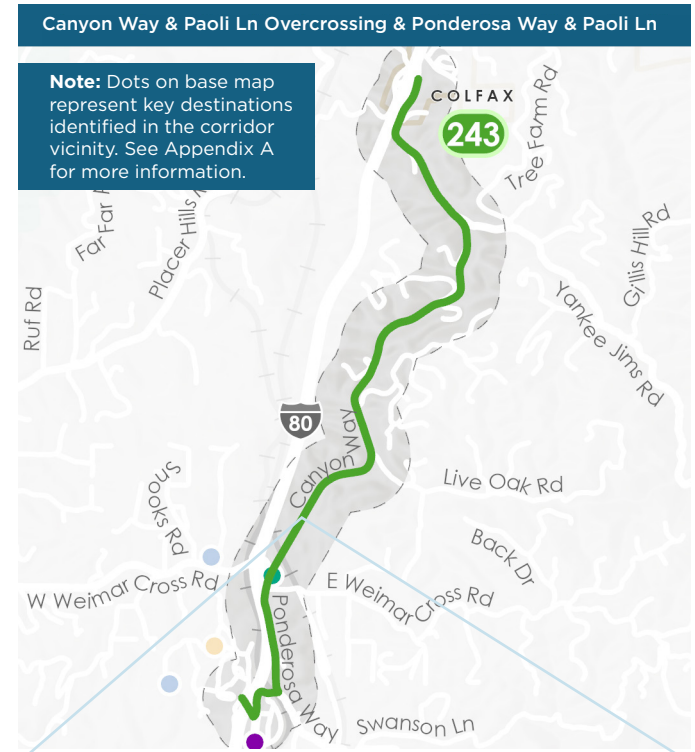
Crash History

Crashes Involving Someone Walking			Crashes Involving Someone Biking		
	0	0		0	0
Total	Fatal	Severe Injury	Total	Fatal	Severe Injury

Level of Traffic Stress

Existing	With Project
2-4	2-4

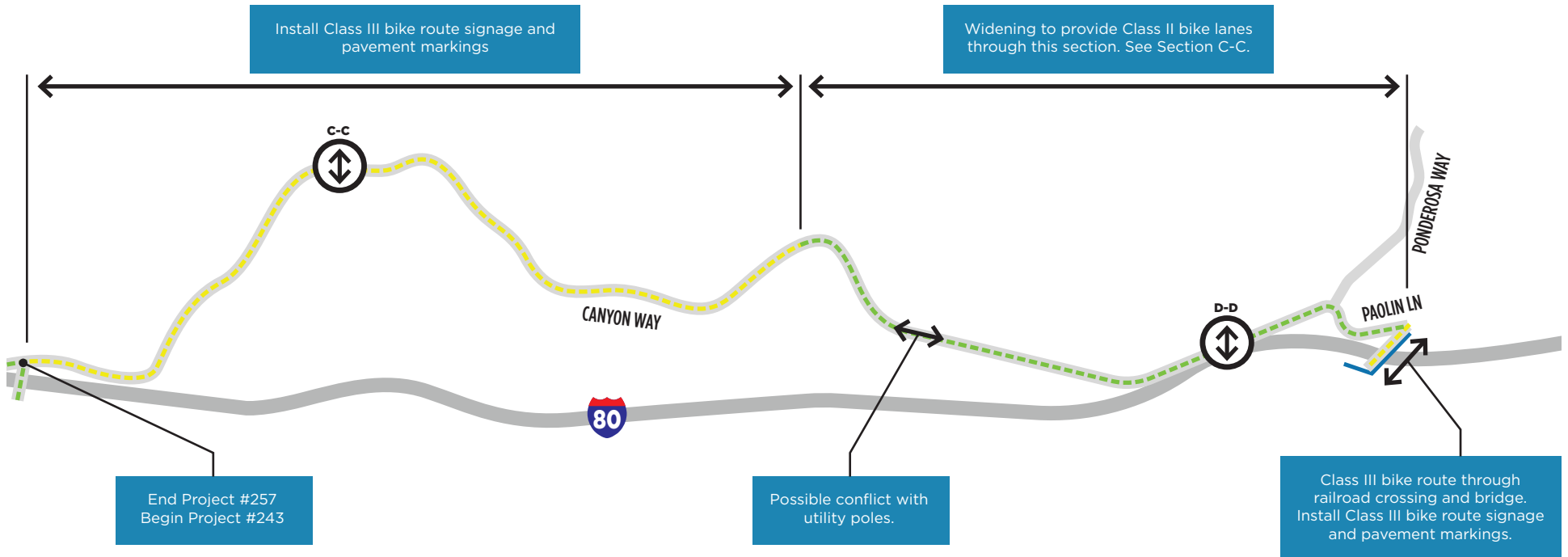
LOCATION MAP



*Posted speeds decrease to 40, 35, and 25 mph south of E Weimar Cross Road

** Demographic data based on corridor adjacent census tracts. Incomes vary along the corridor.

PROJECT #243: PAOLIN LN/PONDEROSA WAY



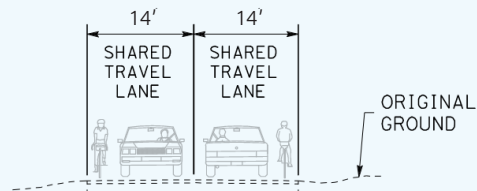
NOTES:

- To be eligible for ATP funding, Class III bike routes would require improvements to reduce the design speed limit to 25 mph or less. Class III shared lane markings ("sharrows") may not be installed where posted speed limits are greater than 30 mph though bike route signage may be used.

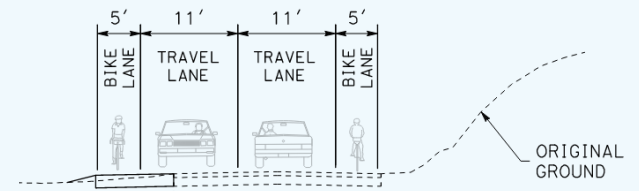


CROSS SECTIONS

SECTION C-C. CANYON WAY



SECTION D-D. PONDEROSA WAY



268: S AUBURN ST | ILLINOISTOWN RD TO S CANYON WAY

PROJECT SUMMARY

Project Details & Considerations

- Extends along S Auburn Street from Illinoistown Road to S Canyon Way
- Provides Class III bike route improvements on the SR 174 overpass and through the I-80 ramp roundabout, with bike route signage and pavement markings
- After bridge widening in the future, replace bike route with Class II bike lanes in each direction on the overpass
- Provides Class II bike lane improvements from the overpass to the roundabout and from the roundabout to Sherwood Court
- Provides Class III bike route improvements from Sherwood Court to Illinoistown Road


Study Area Destinations

1. Mar-Val Sierra Market grocery store
2. Dollar General

Planning Level Cost
\$880,000

QUICK FACTS



Road Characteristics

Speed Limit	# of Lanes	Project Length
 25	2	1.5 miles

Demographics

\$99k Median Household Income**	25 % 18 or Under
3 % Zero-Car Households	13 % 65 or Over
	14 % with a Disability

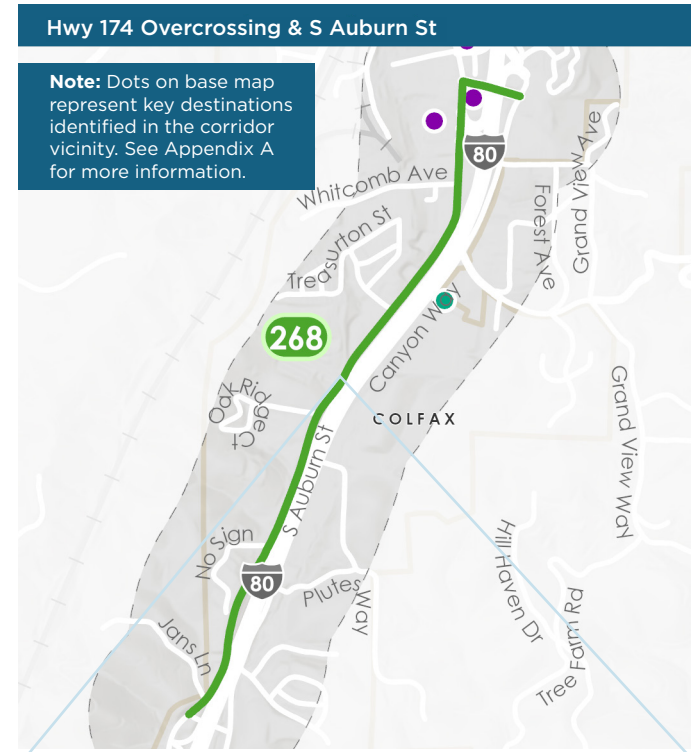
Crash History

Crashes Involving Someone Walking			Crashes Involving Someone Biking		
	0	0		0	0
Total	Fatal	Severe Injury	Total	Fatal	Severe Injury

Level of Traffic Stress

Existing	With Project
2-4	1

LOCATION MAP

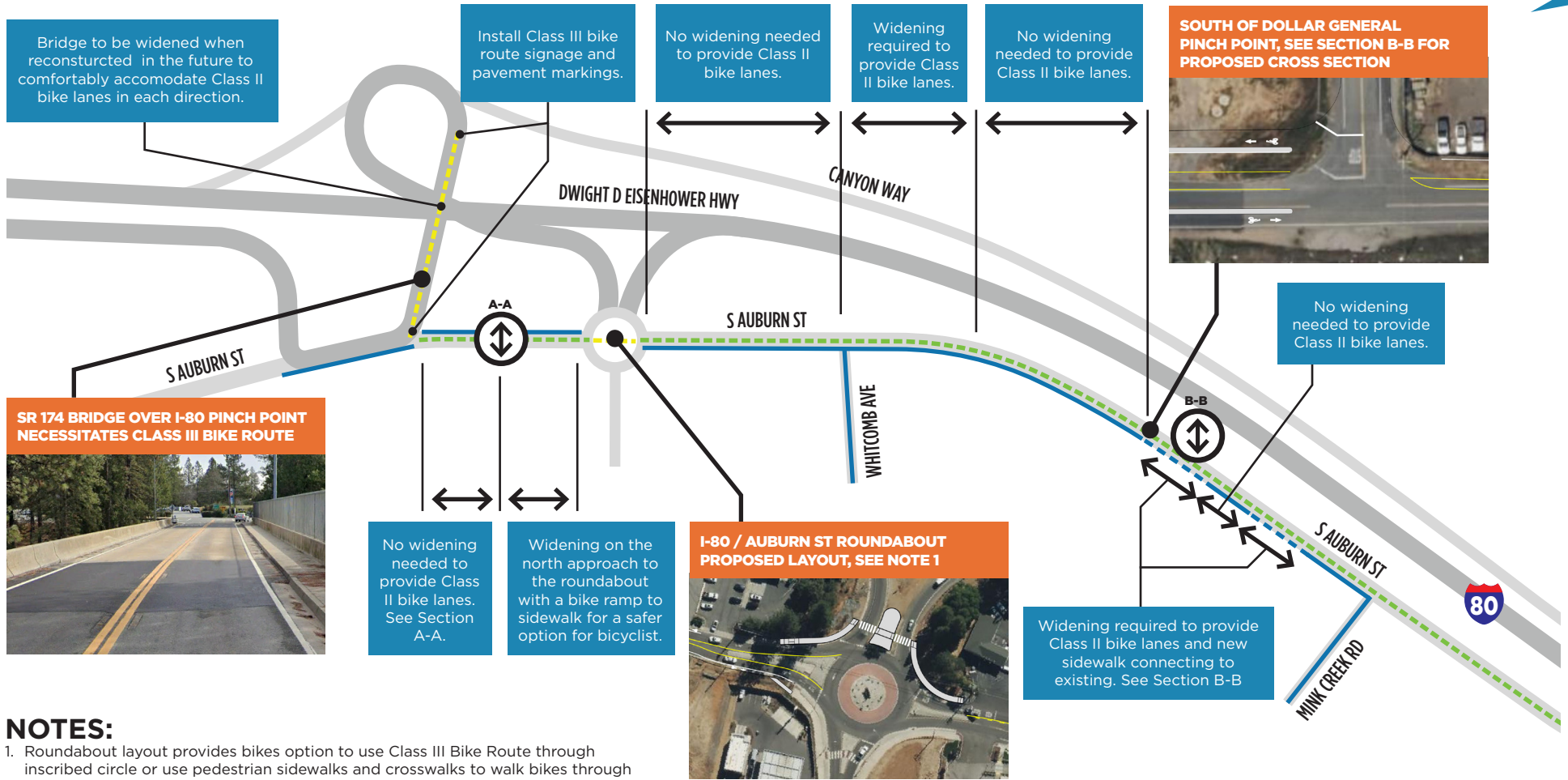


S AUBURN ST LOOKING NORTH



**Demographic data based on corridor adjacent census tracts. Incomes vary along the corridor.

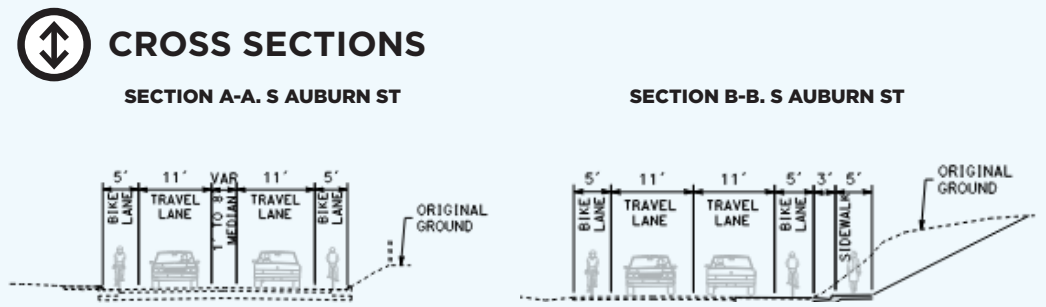
PROJECT #268: S AUBURN ST



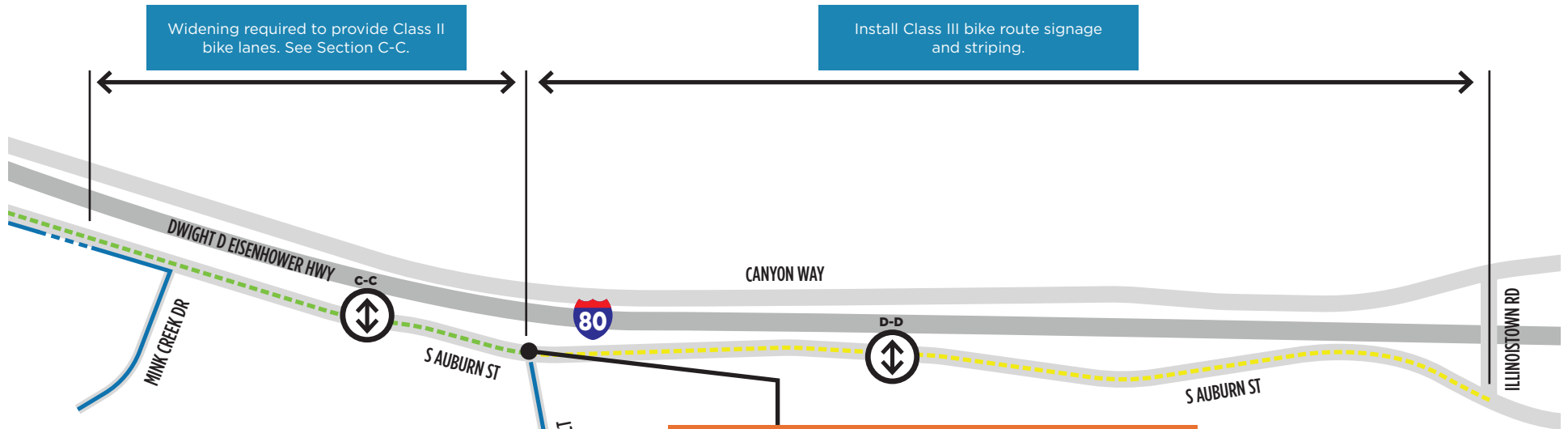
NOTES:

1. Roundabout layout provides bikes option to use Class III Bike Route through inscribed circle or use pedestrian sidewalks and crosswalks to walk bikes through roundabout.
2. In locations where South Auburn Street is within Caltrans ROW, Caltrans review and approval will be required during the design phase.
3. To be eligible for ATP funding, Class III bike routes would require improvements to reduce the design speed limit to 25 mph or less. Class III shared lane markings ("sharrows") may not be installed where posted speed limits are greater than 30 mph though bike route signage may be used.

- Class II Bike Lane Improvements
- Class III Bike Lane Improvements
- Sidewalk Improvements
- Existing Sidewalk



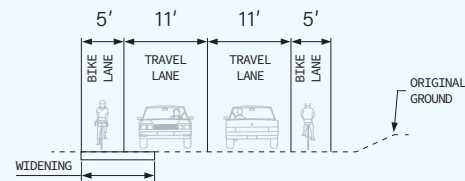
PROJECT #268: S AUBURN ST



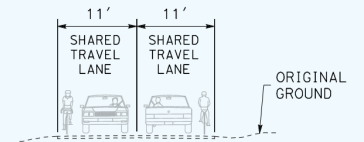
- Class II Bike Lane Improvements
- Class III Bike Route Improvements
- Sidewalk Improvements
- Existing Sidewalk

CROSS SECTIONS

SECTION C-C. S AUBURN ST



SECTION D-D. S AUBURN ST



UNINCORPORATED COUNTY

157: KEMPER RD/NEW AIRPORT RD | RICHARDSON DR TO OLD AIRPORT RD

PROJECT SUMMARY

Project Details & Considerations

- Extends along Kemper Road/New Airport Road from Richardson Drive to Old Airport Road
- Provides a Class III bike route eastbound and a Class II bike lane westbound
- Includes traffic calming in both directions approaching the canal bridge
- Adds Class II bike lane improvements from Sullivan Drive to Bill Francis Drive
- Adds new shared-use path from Bill Francis Drive to Old Airport Road
- Provides RRFB at Old Airport Road intersection
- Continuous sidewalks along the corridor

Study Area Destinations


1. Auburn Elementary School
2. St. Joseph Catholic School
3. BelAir Grocery
4. Ridge Golf Course & Events Center
5. Auburn Municipal Airport

Planning Level Cost

\$3,650,000

QUICK FACTS


Road Characteristics

Speed Limit*	# of Lanes	Project Length
 35	2-3	2.5 miles

Demographics

\$66k	17 % 18 or Under
Median Household Income**	24 % 65 or Over
1 % Zero-Car Households	14 % with a Disability

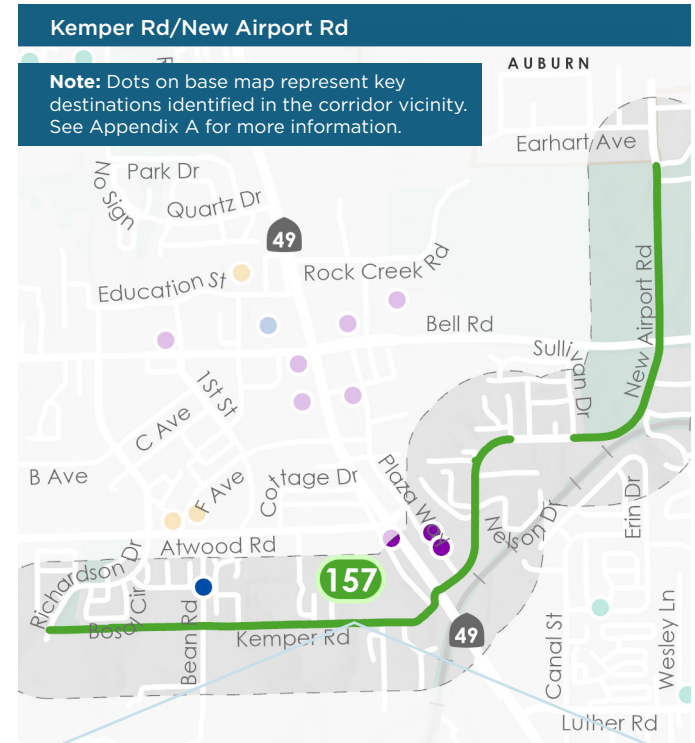
Crash History

Crashes Involving Someone Walking			Crashes Involving Someone Biking		
	0	0		0	0
Total	Fatal	Severe Injury	Total	Fatal	Severe Injury

Level of Traffic Stress

Existing	With Project
2-4	1-4

LOCATION MAP

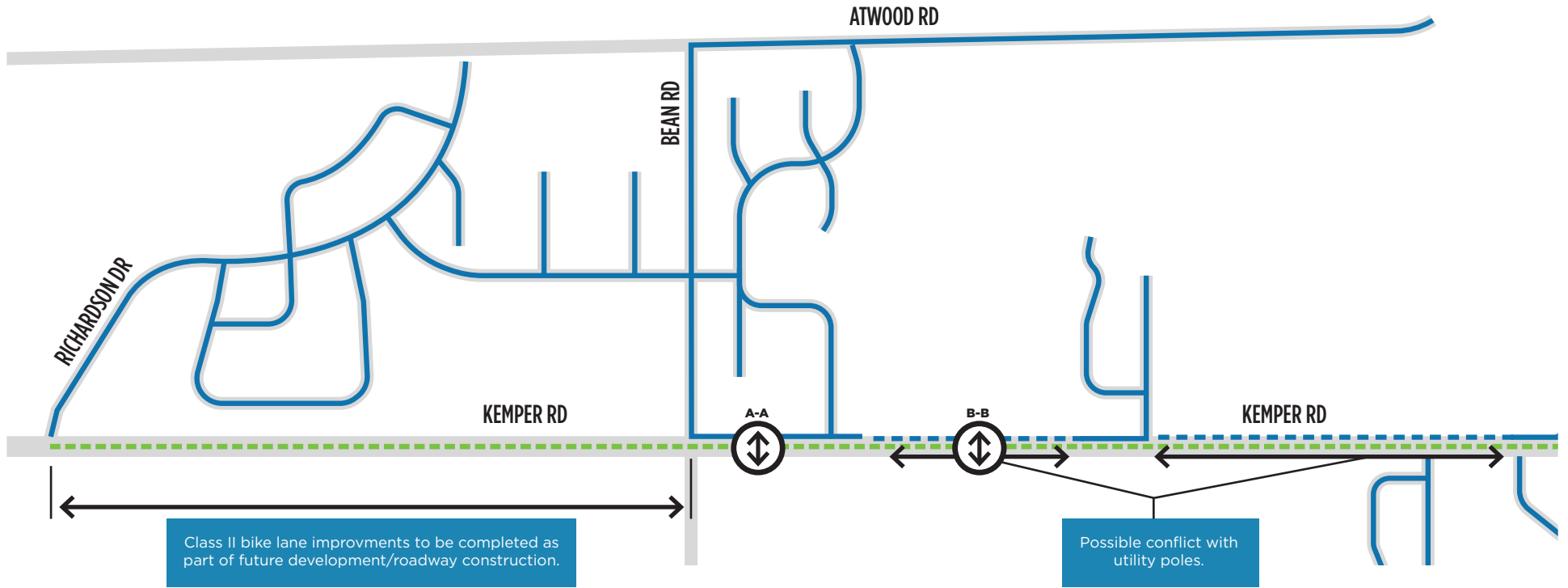


KEMPER RD LOOKING EAST



*Posted speeds are 25 mph between Richardson Drive and Bean Road & between Grass Valley Highway and Indian Rock Lane

**Demographic data based on corridor adjacent census tracts. Incomes vary along the corridor.



Class II bike lane improvements to be completed as part of future development/roadway construction.

Possible conflict with utility poles.

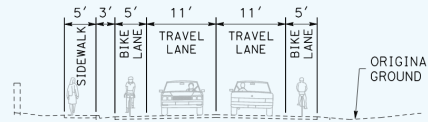
NOTES:

1. Continuous sidewalk provided through length of project to improve pedestrian accessibility.
2. Decision to propose Class III Bike Route for EB Kemper Rd and Class II Bike Lane for WB Kemper Rd in this location is based on eliminating the need for a retaining wall, while providing a designated bike lane in the climbing (uphill) direction. A wall section may be required to retain the cut slope for the sidewalk.
3. Lower Wise Canal Bridge should be widened to fit Class II Bike Lanes comfortably when reconstructed in the future.
4. Right of way acquisition may be required in locations of widening.

	Class II Bike Lane Improvements		Sidewalk Improvements
	Class III Bike Route Improvements		Existing Sidewalk

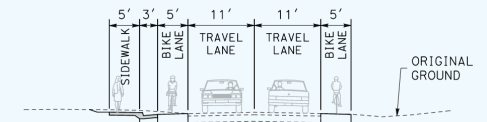
CROSS SECTIONS

SECTION A-A. KEMPER RD



Section A-A improvements can primarily be completed with striping activities. Some widening may be required and may incur power/telecom utility relocation costs.

SECTION B-B. KEMPER RD



Areas showing widening similar to Section B-B will incur power/telecom utility relocation costs as well as drainage impact costs.

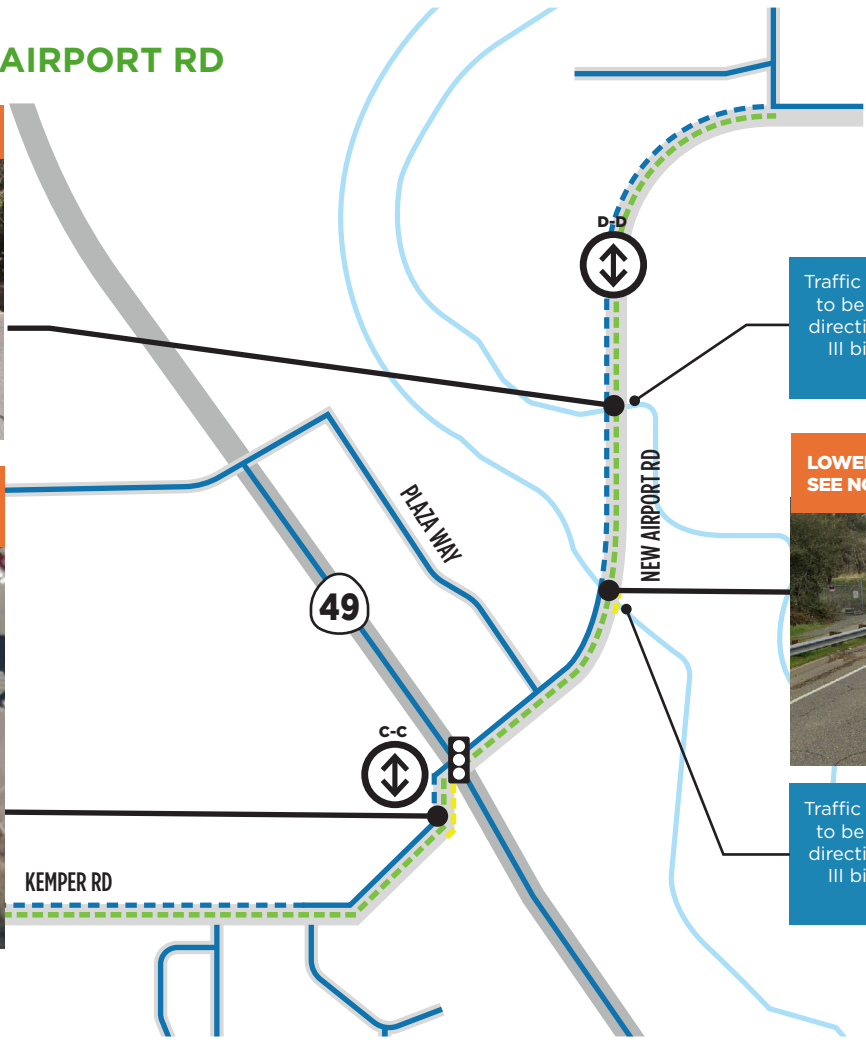
PROJECT #157: KEMPER RD/NEW AIRPORT RD



WISE CANAL PINCH POINT LOOKING SOUTH

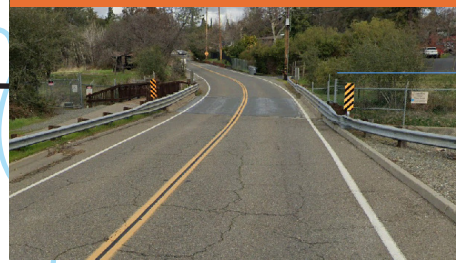


KEMPER ROAD / HIGHWAY 49 INTERSECTION PROPOSED LAYOUT, SEE NOTE 2



Traffic calming measures to be included in both directions prior to Class III bike route bridge crossing.

LOWER WISE CANAL BRIDGE PINCH POINT, SEE NOTE 3



Traffic calming measures to be included in both directions prior to Class III bike route bridge crossing.

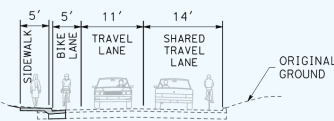
NOTES:

1. Continuous sidewalk provided through length of project to improve pedestrian accessibility.
2. Decision to propose Class III Bike Route for EB Kemper Rd and Class II Bike Lane for WB Kemper Rd in this location is based on eliminating the need for a retaining wall, while providing a designated bike lane in the climbing (uphill) direction. A wall section may be required to retain the cut slope for the sidewalk.
3. Lower Wise Canal Bridge should be widened to fit Class II Bike Lanes comfortably when reconstructed in the future.
4. Right of way acquisition may be required in locations of widening.

- Class II Bike Lane Improvements
- Sidewalk Improvements
- Class III Bike Route Improvements
- Existing Sidewalk
- Enhanced Traffic Signal

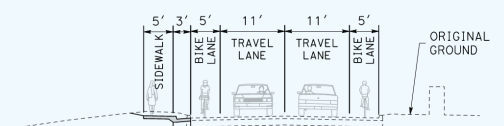
CROSS SECTIONS

SECTION C-C. KEMPER RD



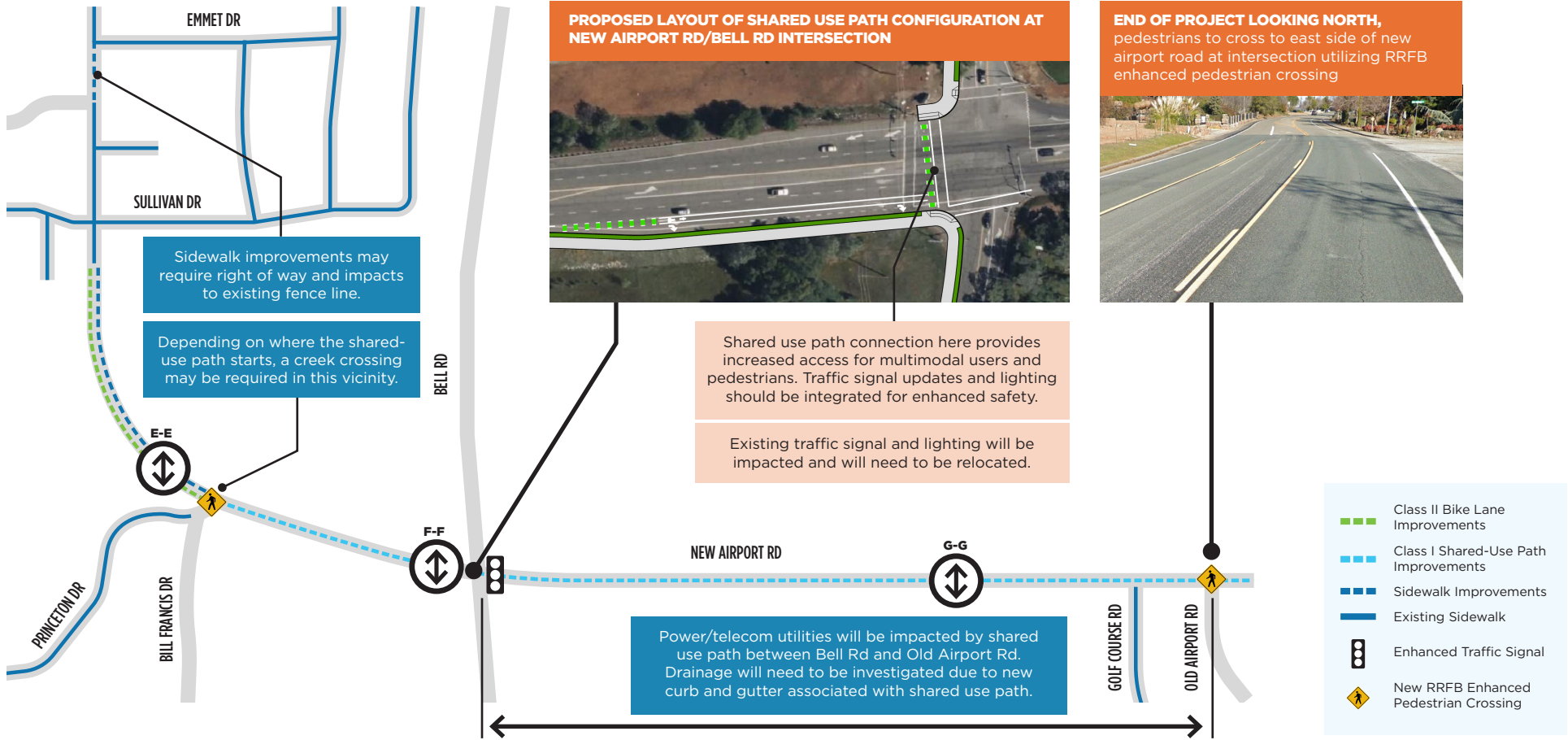
Drainage and utility conflicts will need to be addressed in spot locations where new sidewalk is proposed. Existing sidewalk/inlets are not expected to be impacted.

SECTION D-D. NEW AIRPORT RD



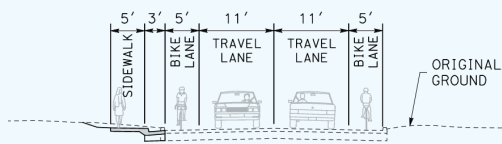
Drainage and utility conflicts will need to be addressed in spot locations where new sidewalk is proposed.

PROJECT #157: KEMPER RD/NEW AIRPORT RD

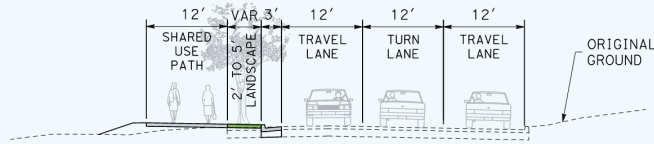


CROSS SECTIONS

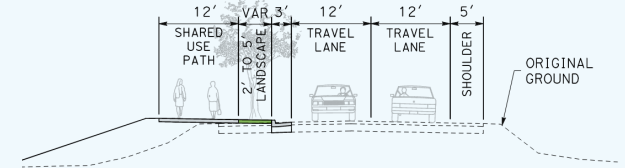
SECTION E-E. NEW AIRPORT RD



SECTION F-F. NEW AIRPORT RD



SECTION G-G NEW AIRPORT RD



UNINCORPORATED COUNTY

193/194: PFE RD | MASON TRAILS RD TO BILLY MITCHELL BLVD

PROJECT SUMMARY

Project Details & Considerations

- Extends along PFE Road from Mason Trails Road to Billy Mitchell Boulevard
- Adds a new Class I shared-use path from Mason Trails Road to Walerga Road
- Provides buffered Class II bike lanes from Walerga Road to Billy Mitchell Boulevard
- Adds a new pedestrian crosswalk at the PFE Road/Billy Mitchell Boulevard intersection
- Provides continuous sidewalks throughout the project to improve pedestrian access

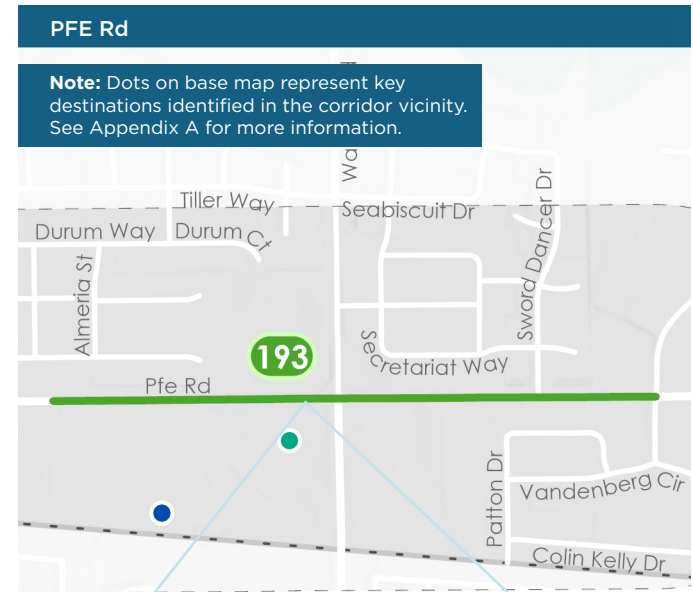
Study Area Destinations

1. Sageview Park
2. Wilson C. Riles Middle School

Planning Level Cost

\$3,130,000

LOCATION MAP

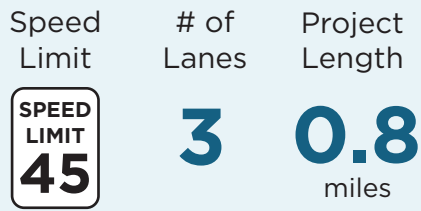


PFE RD LOOKING WEST

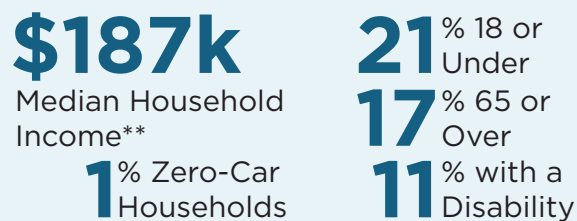


QUICK FACTS

Road Characteristics



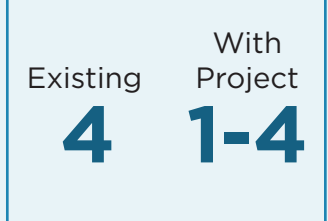
Demographics



Crash History



Level of Traffic Stress









**Demographic data based on corridor adjacent census tracts. Incomes vary along the corridor.

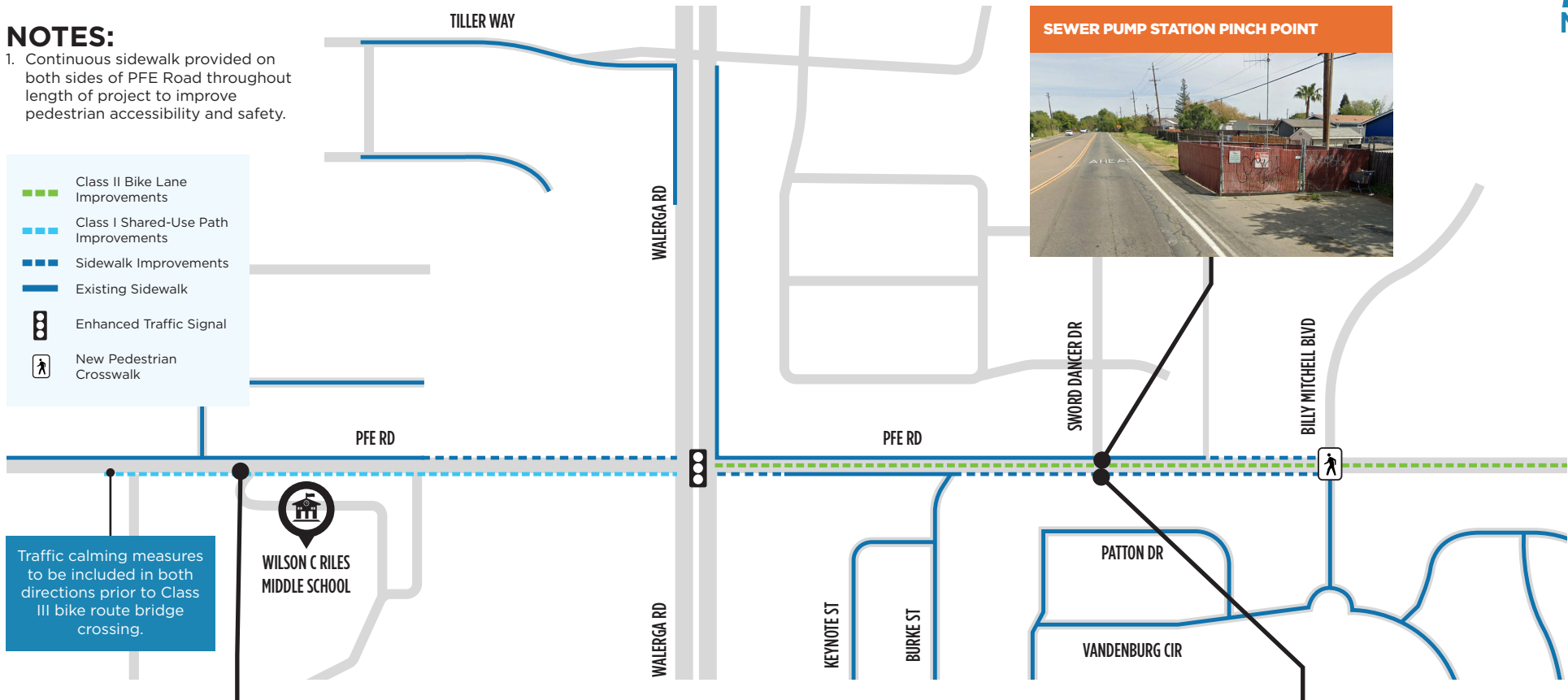
PROJECT #193/194: PFE RD PROJECT



NOTES:

1. Continuous sidewalk provided on both sides of PFE Road throughout length of project to improve pedestrian accessibility and safety.

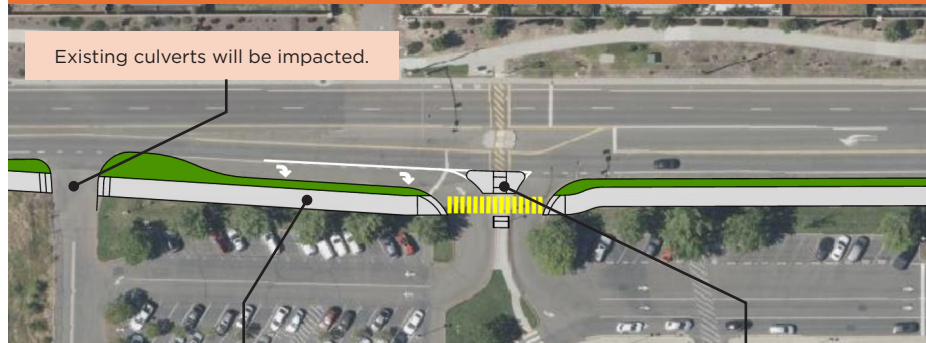
-  Class II Bike Lane Improvements
-  Class I Shared-Use Path Improvements
-  Sidewalk Improvements
-  Existing Sidewalk
-  Enhanced Traffic Signal
-  New Pedestrian Crosswalk



Traffic calming measures to be included in both directions prior to Class III bike route bridge crossing.



WILSON C RILES MIDDLE SCHOOL ENTRANCE SHARED USE PATH CONFIGURATION

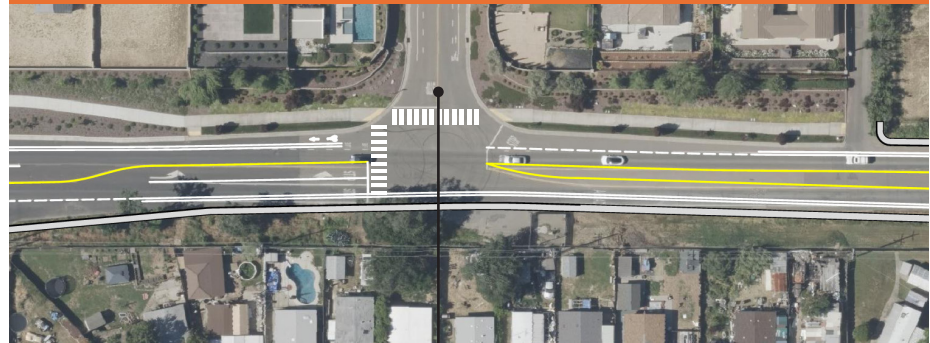


Existing culverts will be impacted.

New Shared Use Path will impact existing drainage ditch, drainage/inlet costs are expected with this improvement.

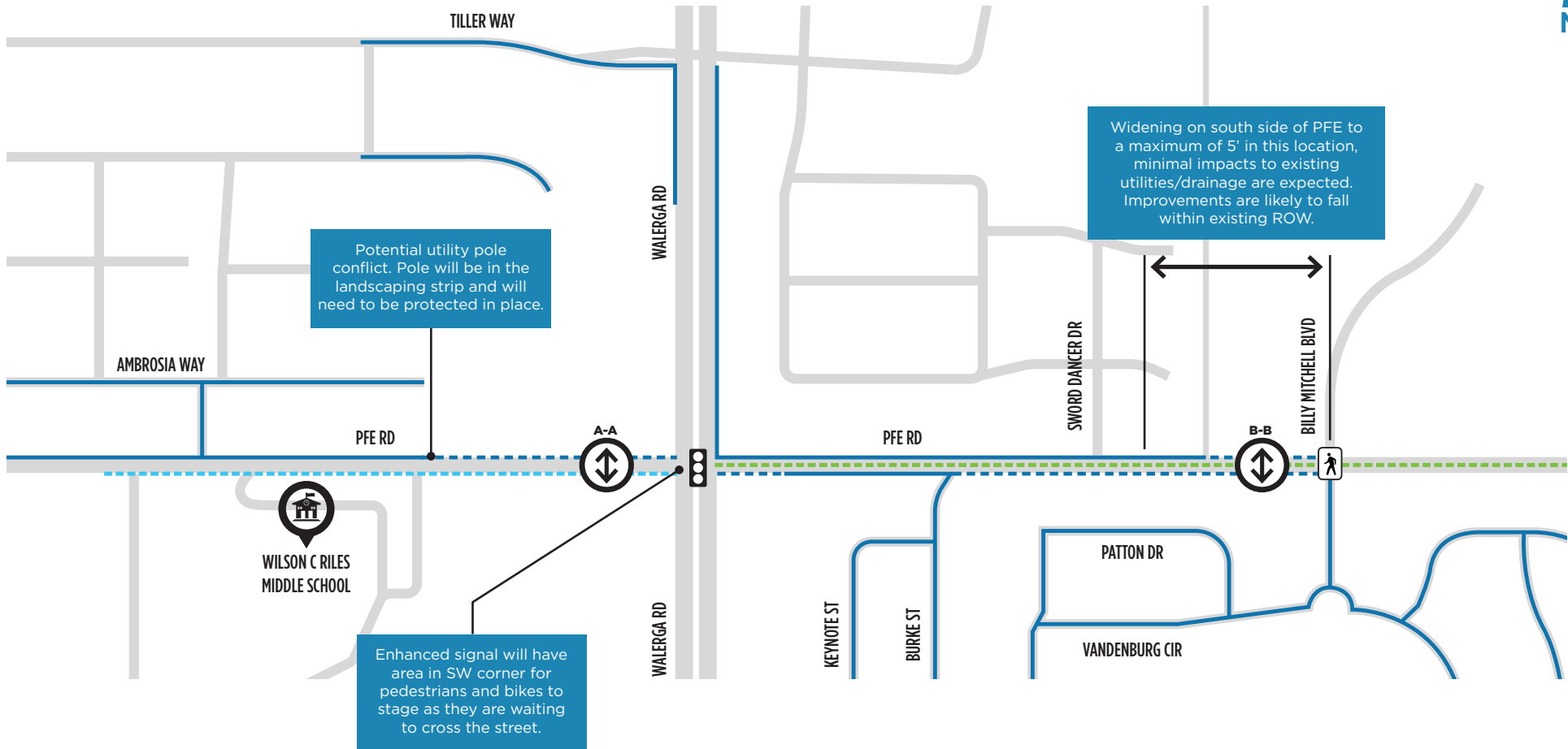
Existing traffic signal impacts are likely in this location with the new Shared Use Path.

BUFFERED BIKE LANES AND SIDEWALK INFILL CONFIGURATION AT SEWER PUMP STATION



Configuration shows ability to propose Class II buffered bike lanes and sidewalk while avoiding impacts to sewer pump station.

PROJECT #193/194: PFE RD PROJECT

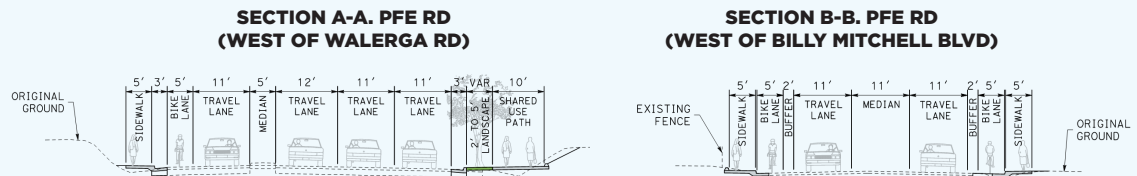


NOTES:

1. Continuous sidewalk provided on both sides of PFE Road throughout length of project to improve pedestrian accessibility and safety.

	Class II Bike Lane Improvements		Enhanced Traffic Signal
	Class I Shared-Use Path Improvements		New Pedestrian Crosswalk
	Sidewalk Improvements		
	Existing Sidewalk		

CROSS SECTIONS



Shared Use Path to go to 10' in section A-A to eliminate need for a wall. Drainage improvements will be necessary as shared use path will fill in existing ditch on the South side of PFE Rd.

112: E 12TH ST/VIRGINIA TOWN RD | EAST AVE TO HUNGRY HOLLOW RD

PROJECT SUMMARY

Project Details & Considerations

- Extends along E 12th Street/Virginia Town Road from East Avenue to Hungry Hollow Road
- Adds Class II bike lane improvements from East Avenue to Hoitt Avenue
- Adds Class IV bikeway improvements along the remainder of the corridor
- Improves sidewalks from Ryan Court to Red Leaf Way and closes a 100-foot gap near Hungry Hollow Road to provide continuous pedestrian access

Study Area Destinations


1. Palo Verde Park
2. Carlin C Coppin Elementary School

Planning Level Cost

\$3,430,000

QUICK FACTS



Road Characteristics

Speed Limit*	# of Lanes	Project Length
	2	1.0 miles

Demographics

\$90k Median Household Income**	22 % 18 or Under
2 % Zero-Car Households	14 % 65 or Over
	11 % with a Disability

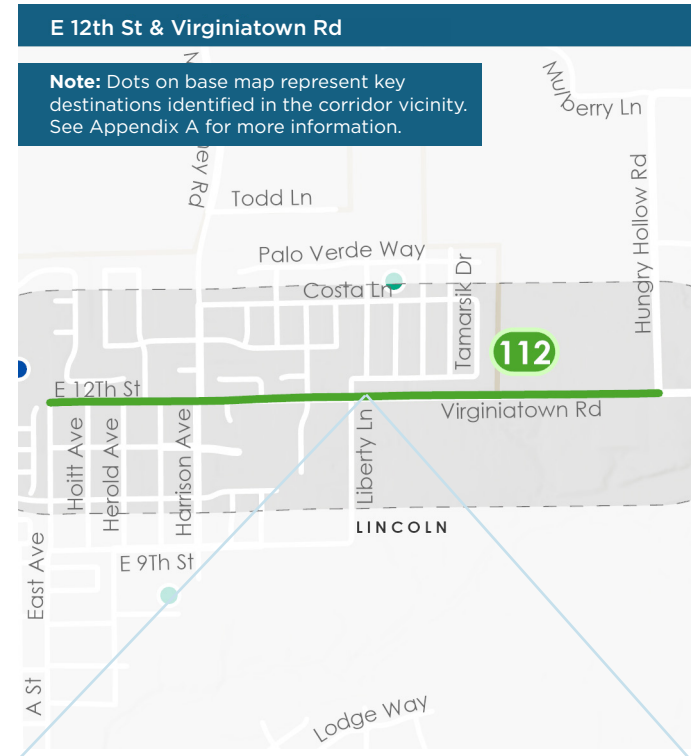
Crash History

Crashes Involving Someone Walking			Crashes Involving Someone Biking		
	0	0		0	0
Total	Fatal	Severe Injury	Total	Fatal	Severe Injury

Level of Traffic Stress

Existing	With Project
2-4	1-4

LOCATION MAP



*Posted speeds are 25 mph between East Avenue and Ryan Court

**Demographic data based on corridor adjacent census tracts. Incomes vary along the corridor.

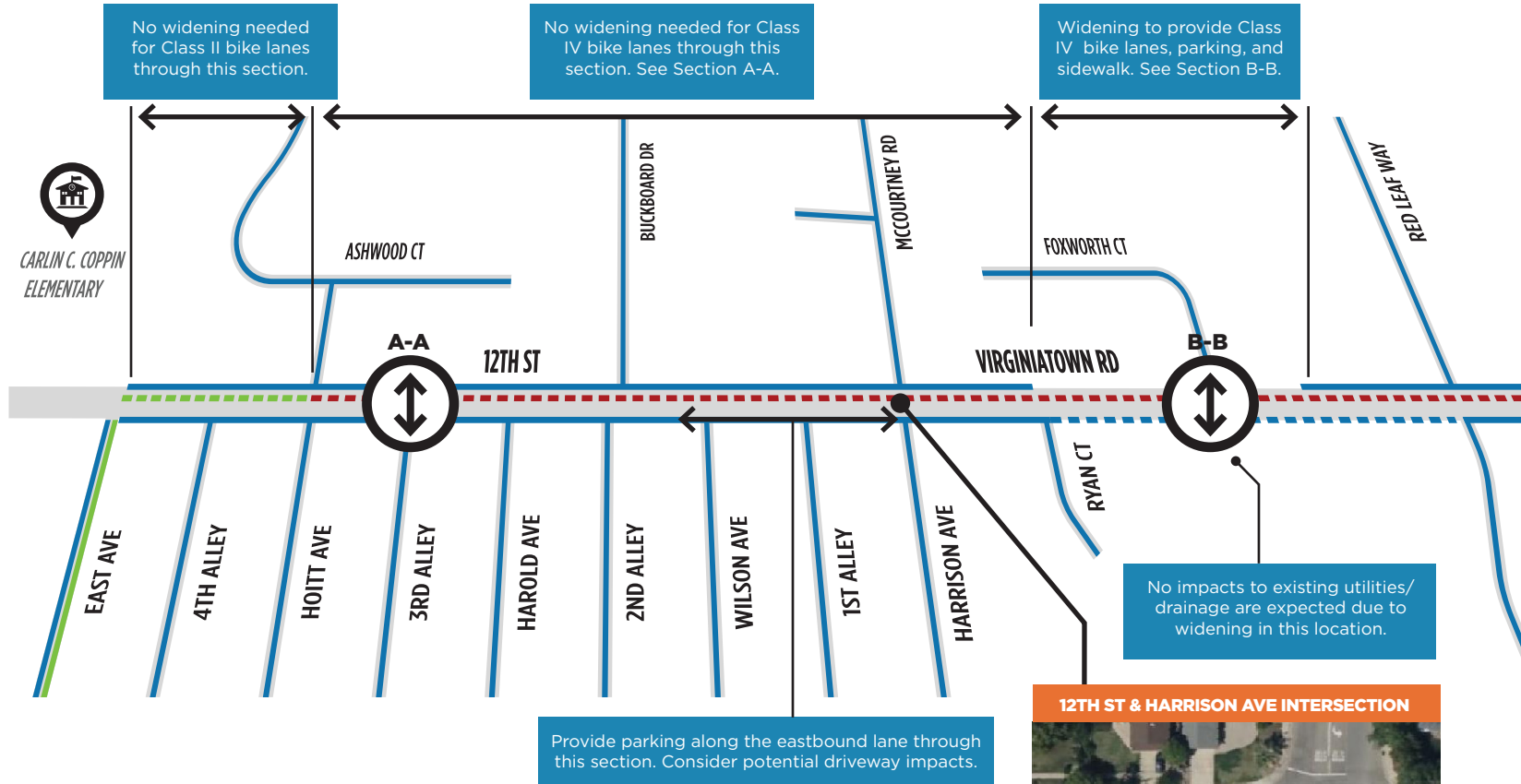
112: E 12TH ST/VIRGINIA TOWN RD



NOTES

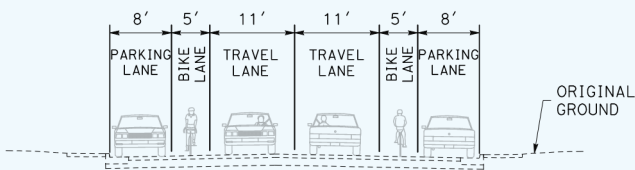
- Sections B and C shown would require widening the roadway to fit the Class IV bike facility while other sections would only necessitate re-stripping the traffic lanes prior to installing the Class IV bike lane protection.
- Class IV separation islands should be designed to minimize impacts to driveway access along the corridor.

- Class II Bike Lane Improvements
- Class IV Bike Lane Improvements
- Sidewalk Improvements
- Existing Bike Lane
- Existing Sidewalk

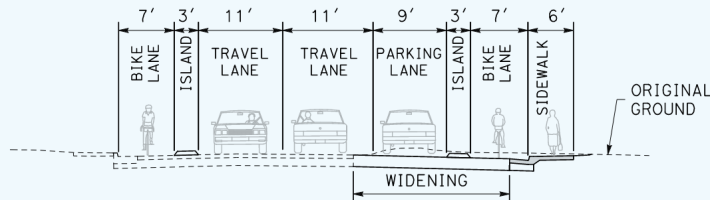


CROSS SECTIONS

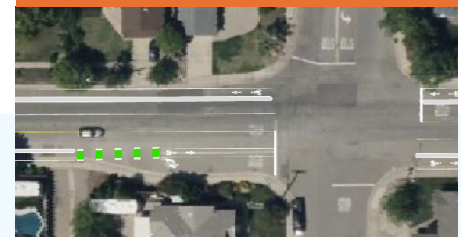
SECTION A-A. 12TH ST



SECTION B-B. VIRGINIATOWN RD

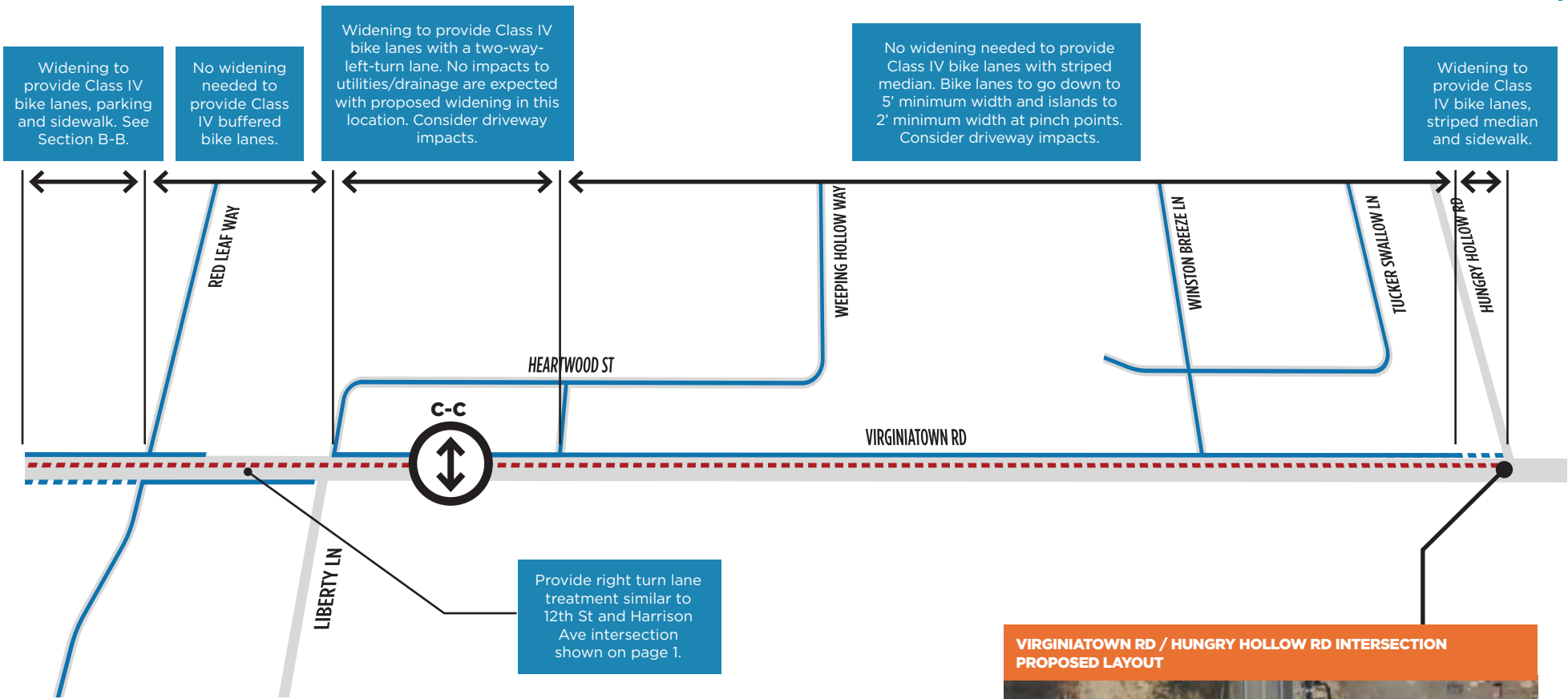


12TH ST & HARRISON AVE INTERSECTION



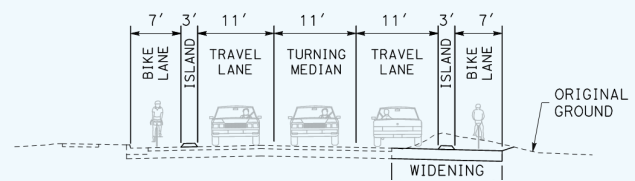
Class IV Bike Lane to transition to Class II and cross over Right turn only lane utilizing green conflict striping. This follows California MUTCD guidance for Class II Bike Lanes to improve bike safety and is to be implemented in all locations where right only turn lanes and Class II Bike Lanes exist.

112: E 12TH ST/VIRGINIA TOWN RD | EAST AVE TO HUNGRY HOLLOW RD



- Class IV Bike Lane Improvements
- Sidewalk Improvements
- Existing Sidewalk

CROSS SECTION SECTION C-C. VIRGINIATOWN RD



VIRGINIATOWN RD / HUNGRY HOLLOW RD INTERSECTION PROPOSED LAYOUT



If the cross section east of the intersection is not continued with new development that currently exists to the west, the roadway will need to transition from the 3 lane cross section (one lane each direction and median), down to the existing 2 lane cross section to the east. The start of that transition is shown in this layout.

CITY OF LINCOLN

222: STONERIDGE BLVD/TWELVE BRIDGES DR | INDUSTRIAL AVE TO DEL WEBB BLVD

PROJECT SUMMARY

Project Details & Considerations

- Extends along Stoneridge Boulevard/Twelve Bridges Drive from Industrial Avenue to Del Webb Boulevard
- Provides buffered Class II bike lane improvements along the corridor
- Reconfigures the SR-65 northbound on-ramp to reduce high-speed movements
- Provides continuous sidewalks throughout the project to improve pedestrian access

Study Area Destinations

1. Twelve Bridges High School
2. Sutter Medical Plaza
3. Kaiser Medical Offices
4. Lincoln Public Library
5. Coyote Pond Park
6. Twelve Bridges Southcreek Trailhead
7. Sun City Lincoln Hills
8. Lincoln Hills Golf Club

Planning Level Cost
\$5,110,000

QUICK FACTS

Road Characteristics

Speed Limit*	# of Lanes	Project Length
 50	2-4	8.3 miles

Demographics

\$72k Median Household Income**	11 % 18 or Under
2 % Zero-Car Households	63 % 65 or Over
	16 % with a Disability

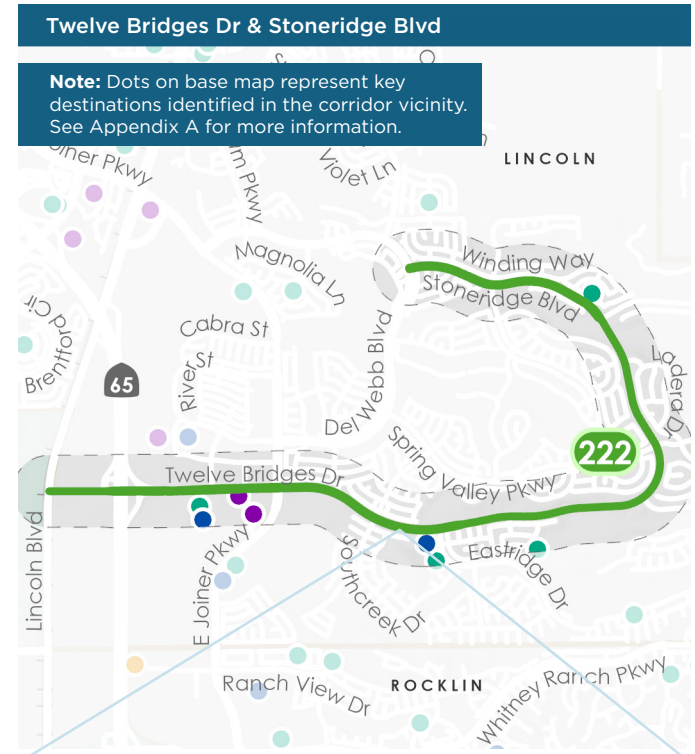
Crash History

Crashes Involving Someone Walking			Crashes Involving Someone Biking		
	3	0		1	0
Total	Fatal	Severe Injury	Total	Fatal	Severe Injury

Level of Traffic Stress

Existing	With Project
3-4	2-4

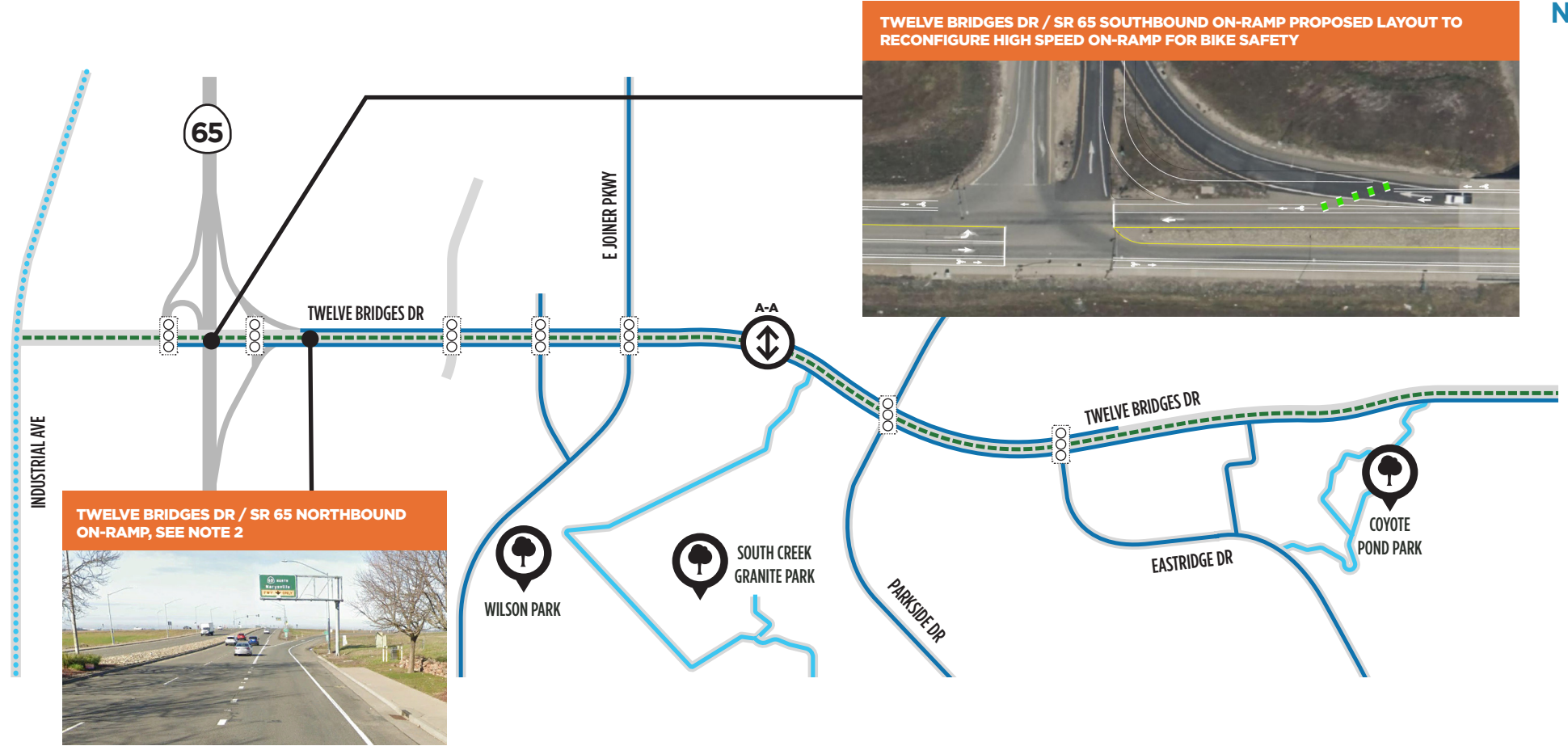
LOCATION MAP



*Posted speeds range from 35-50 mph along the corridor

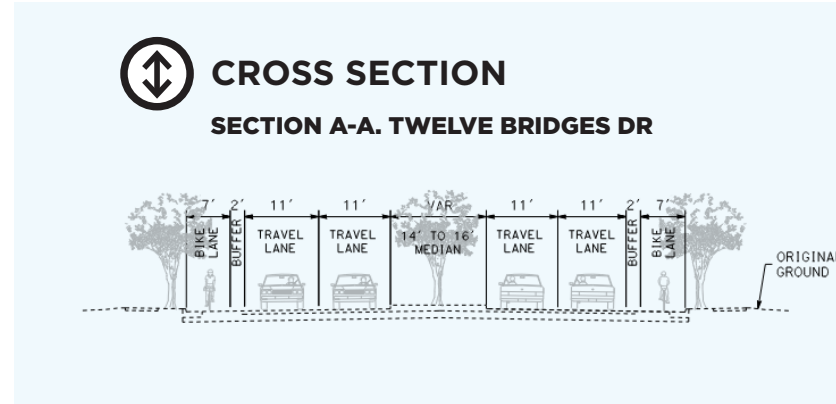
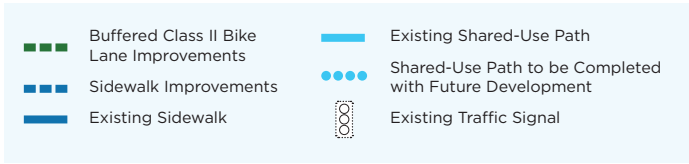
**Demographic data based on corridor adjacent census tracts. Incomes vary along the corridor.

PROJECT #222: STONERIDGE BLVD/TWELVE BRIDGES DR

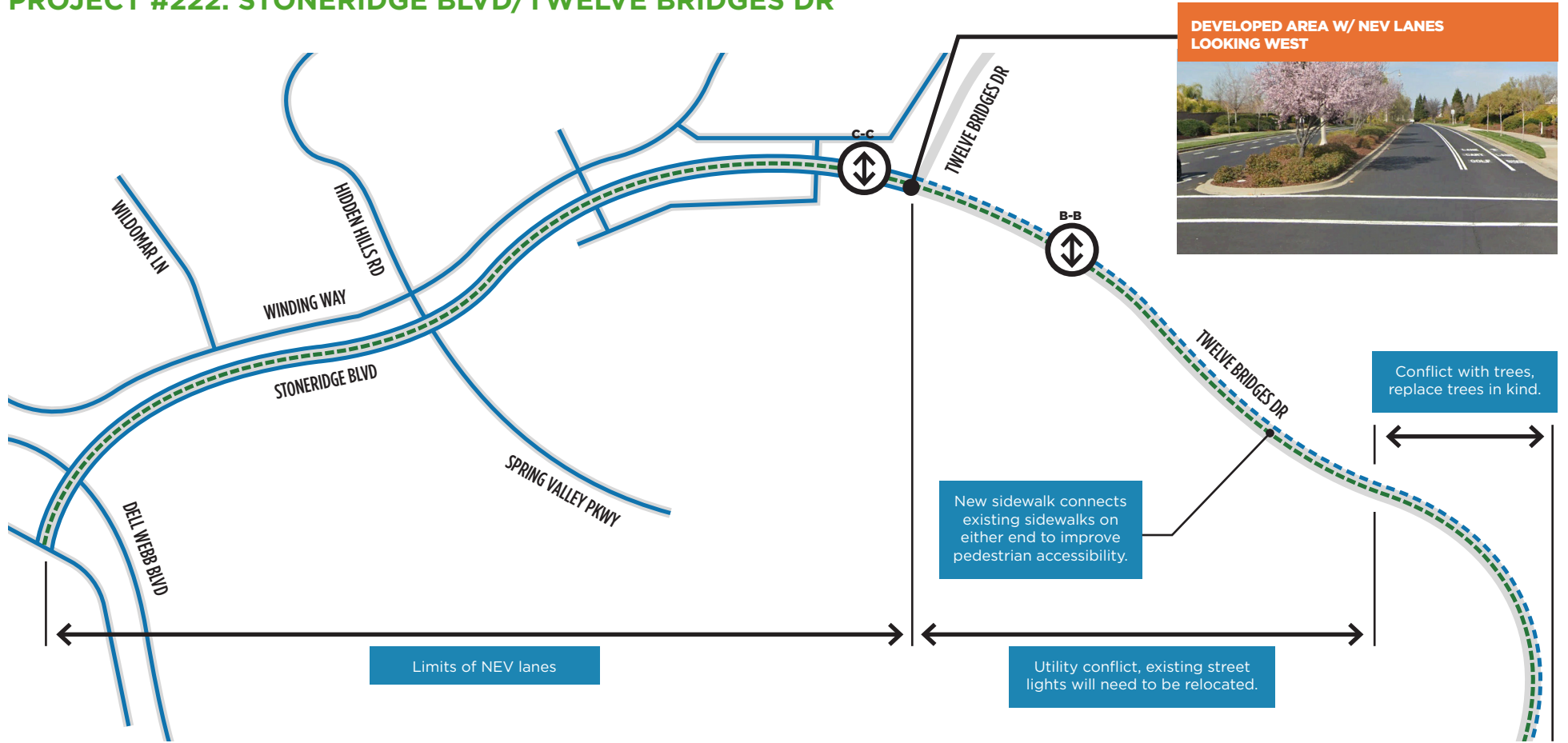


NOTES:

1. Continuous sidewalk provided through length of project to improve pedestrian accessibility.
2. Propose that the SR 65 northbound on-ramp be reconfigured to remove the high speed ramp layout similar to the layout of the southbound on-ramp shown above.
3. Existing Class II bike lanes are throughout the entire project and will be upgraded to Class II buffered bike lanes.
4. Improvements through the SR 65 interchange will require Caltrans coordination and approval.






PROJECT #222: STONERIDGE BLVD/TWELVE BRIDGES DR



NOTES:

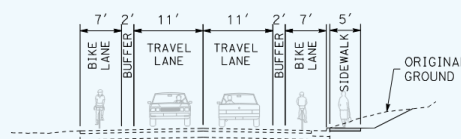
1. Continuous sidewalk provided through length of project to improve pedestrian accessibility.

-  Buffered Class II Bike Lane Improvements
-  Sidewalk Improvements
-  Existing Sidewalk

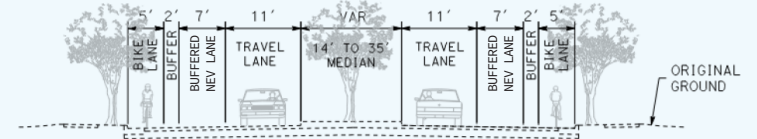


CROSS SECTIONS

SECTION B-B. TWELVE BRIDGES DR



SECTION C-C. STONERIDGE BLVD



Section B-B and Section C-C improvements can be completed with striping activities, impacts will be minimal. Section C-C NEV lane includes a 1-foot striped buffer from vehicle traffic

TOWN OF LOOMIS

158: KING RD | DELMAR AVE TO I-80

PROJECT SUMMARY

Project Details & Considerations

- Extends along King Road from Delmar Avenue to I-80
- Provides buffered Class II bike lanes along the corridor
- Transitions to standard Class II bike lanes at the I-80 bridge
- Maintains Class II bike lanes through right-turn-only lanes at signalized intersections
- Provides continuous sidewalks throughout the project to improve pedestrian access


Study Area Destinations

1. Loomis Elementary School
2. Sierra Foothills Academy
3. Del Oro High School
4. Blue Anchor Park
5. Downtown Loomis
6. Loomis Basin Community Park

Planning Level Cost
\$1,410,000

QUICK FACTS

Road Characteristics

Speed Limit*	# of Lanes	Project Length
	2	2.2 miles

Demographics

\$96k Median Household Income**	20 % 18 or Under
5 % Zero-Car Households	19 % 65 or Over
	7 % with a Disability

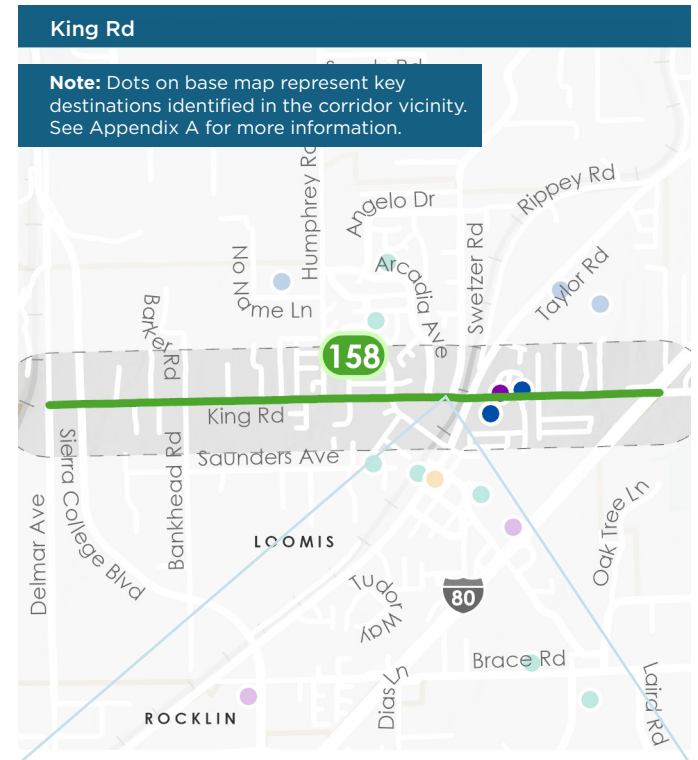
Crash History

Crashes Involving Someone Walking	Crashes Involving Someone Biking
 1 0 1	 0 0 0
Total Fatal Severe Injury	Total Fatal Severe Injury

Level of Traffic Stress

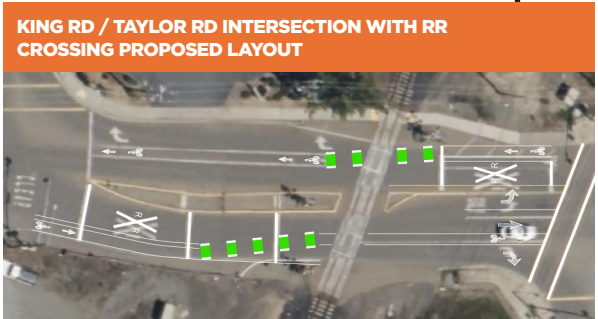
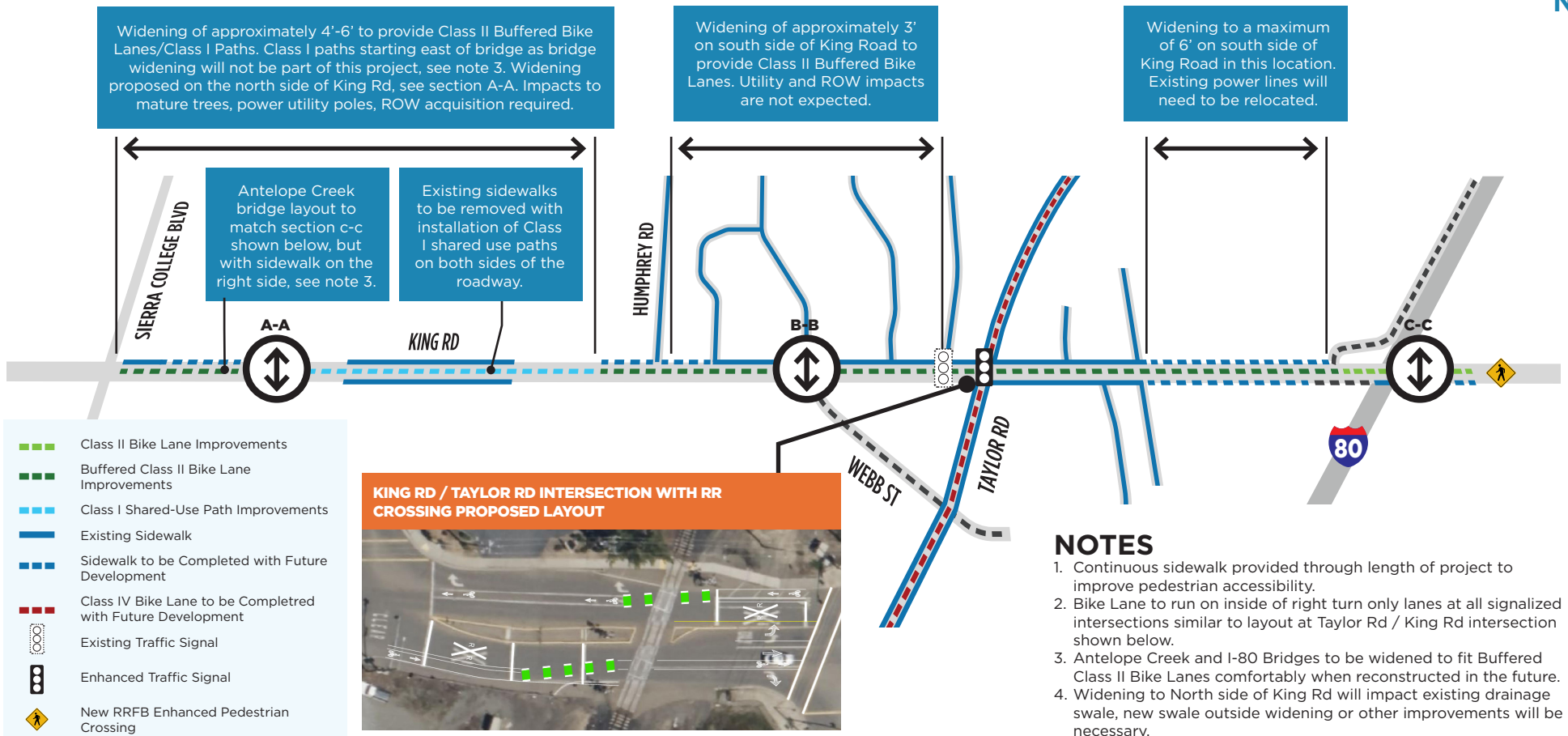
Existing	With Project
3-4	2

LOCATION MAP



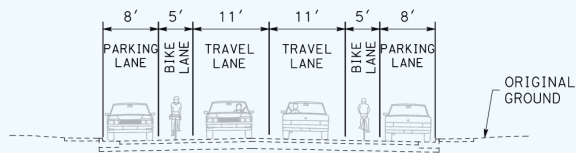
*Posted speeds are 40 mph between Boyington Road and I-80
 ** Demographic data based on corridor adjacent census tracts. Incomes vary along the corridor.

PROJECT #158: KING RD

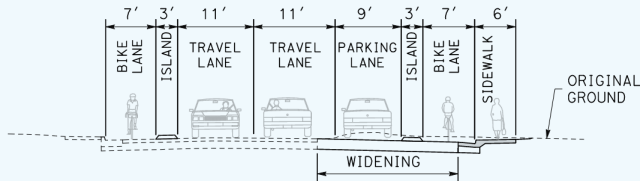


CROSS SECTIONS

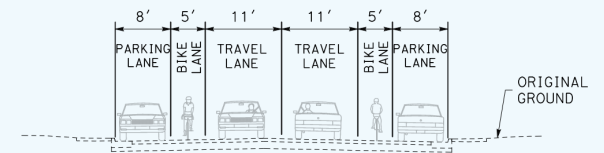
SECTION A-A. KING RD



SECTION B-B. KING RD



SECTION C-C. KING RD



TOWN OF LOOMIS

229: TAYLOR RD | SHAWN WY TO RIPPEY RD

PROJECT SUMMARY

Project Details & Considerations

- Extends along Taylor Road from Shawn Way to Rippey Road
- Improves connections through Loomis' historic downtown to schools and key community destinations
- Adds 0.8 miles of two-way Class IV bikeway on the west side of Taylor Road (Shawn Way to King Road)
- Transitions at King Road from a two-way bikeway to one-way Class IV bikeways
- Adds 1 mile of directional one-way Class IV bikeways from King Road to Rippey Road
- Provides continuous sidewalks throughout

Study Area Destinations

1. Downtown Loomis
2. Loomis Town Hall
3. Loomis Station
4. Loomis Skate Park
5. Loomis Post Office
6. Loomis Library and Community Learning Center
7. Loomis Grammar School
8. Del Oro High School
9. United Auburn Indian Community School
10. Sierra Foothills Academy
11. Blue Anchor Park

Planning Level Cost
\$5,290,000

LOCATION MAP

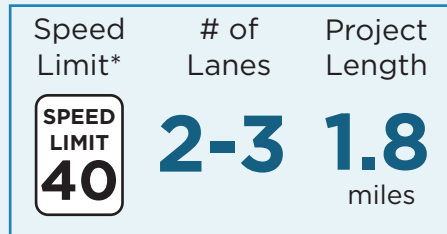


TAYLOR RD LOOKING NORTH

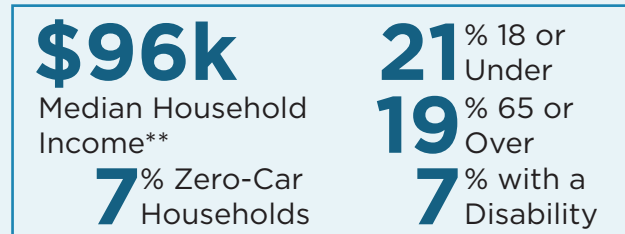


QUICK FACTS

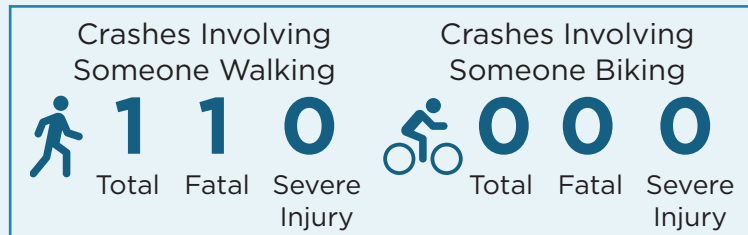
Road Characteristics



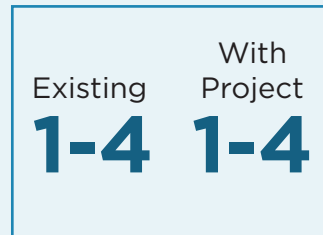
Demographics



Crash History



Level of Traffic Stress



*Posted speeds are 25 mph between Circle Drive and King Road

**Demographic data based on corridor adjacent census tracts. Incomes vary along the corridor.

PROJECT #229: TAYLOR RD

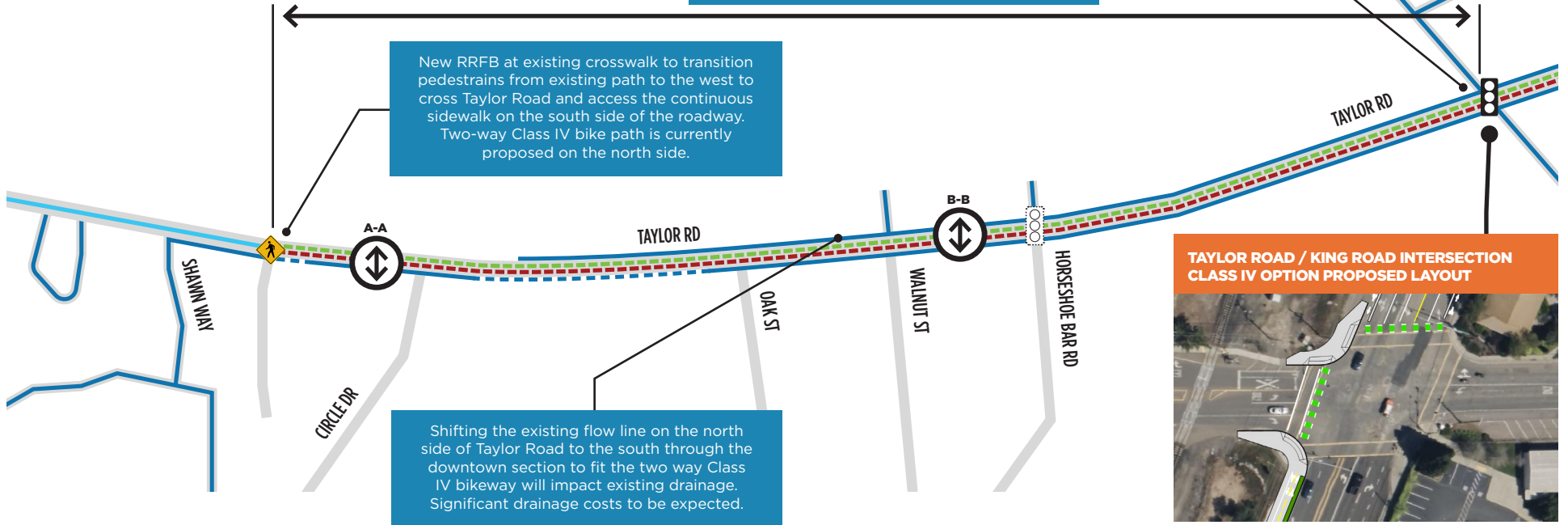
- Class II Bike Lane Improvements
- Class IV Bike Lane Improvements
- Sidewalk Improvements
- Existing Sidewalk
- Existing Shared-Use Path
-  Existing Traffic Signal
-  Enhanced Traffic Signal
-  New RRFB Enhanced Pedestrian Crossing

Enhanced signal will be necessary here as two way Class IV separated bike lane configuration changes. Large areas to be provided on NW and SW corners of the intersection to provide space for cyclists and pedestrians to maneuver safely.

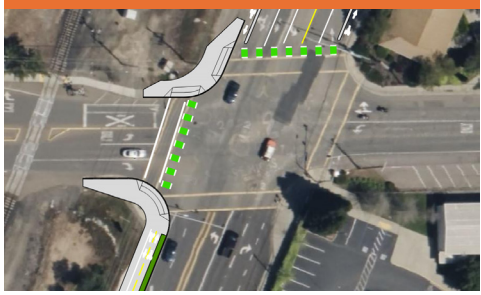
Two-way Class IV bikeway on west side of Taylor Rd to reduce footprint and impacts.

New RRFB at existing crosswalk to transition pedestrians from existing path to the west to cross Taylor Road and access the continuous sidewalk on the south side of the roadway. Two-way Class IV bike path is currently proposed on the north side.

Shifting the existing flow line on the north side of Taylor Road to the south through the downtown section to fit the two way Class IV bikeway will impact existing drainage. Significant drainage costs to be expected.



TAYLOR ROAD / KING ROAD INTERSECTION CLASS IV OPTION PROPOSED LAYOUT



CROSS SECTIONS

SECTION A-A. TAYLOR RD BUFFERED CLASS II OPTION

SECTION B-B. TAYLOR RD BUFFERED CLASS II OPTION

SECTION A-A. TAYLOR RD CLASS IV OPTION

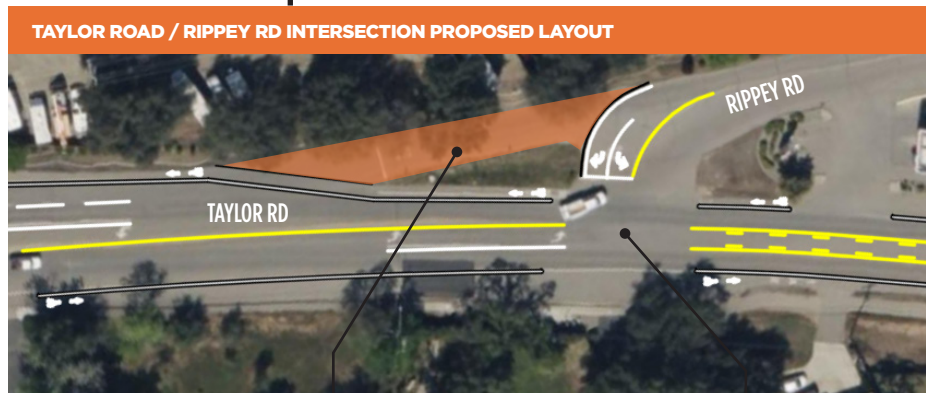
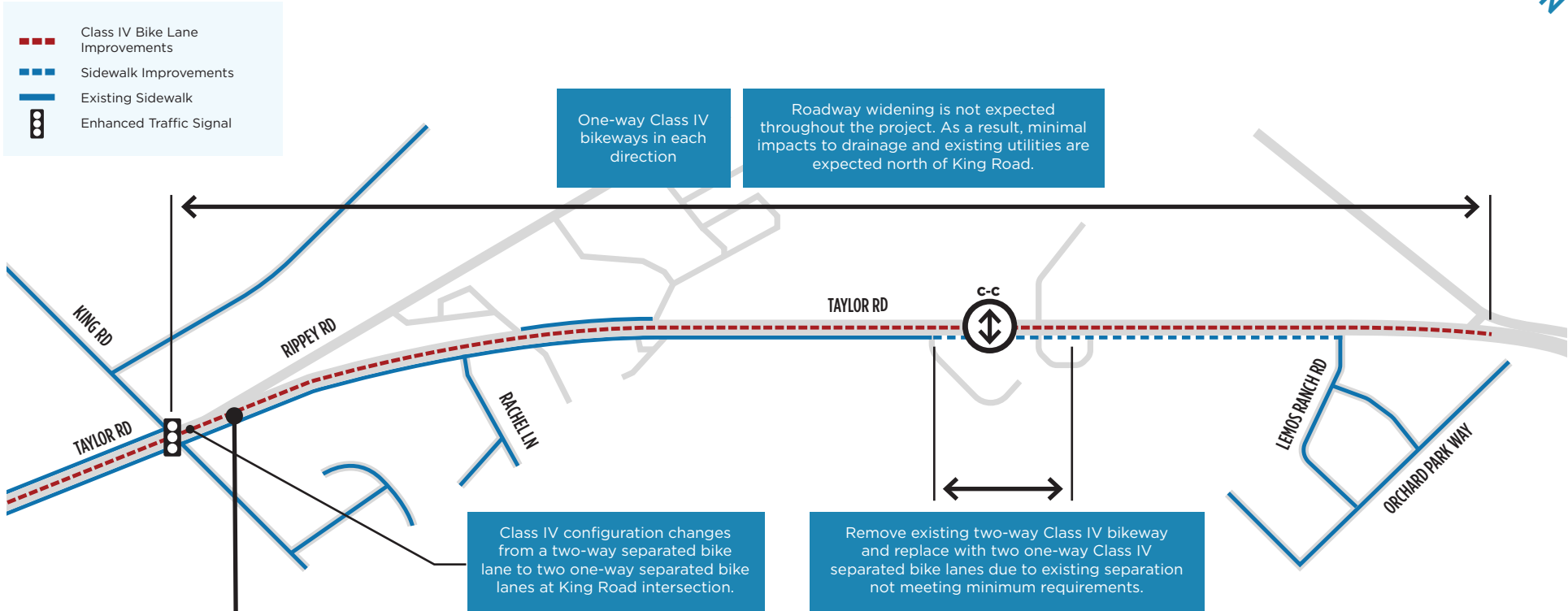
SECTION B-B. TAYLOR RD CLASS IV OPTION



Class II bike lanes option requires striping changes to existing lanes, minimal impacts to downtown corridor.

Class IV bikeway option gives cyclists improved comfort and safety with added protection, 8-10' width to comfortably travel the corridor, shifting traffic lanes and parking to south side of Taylor Road.

PROJECT #229: TAYLOR RD



Removal of this section of Rippey Road to improve bike safety on the north side of Taylor Road.

Roundabout design for this location will be considered.

