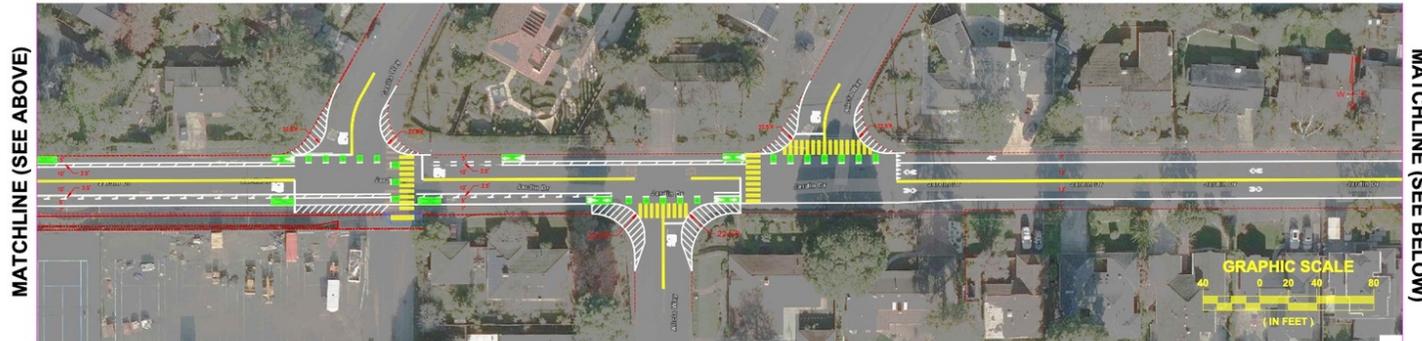


CONCEPT PLAN 1



CONCEPT PLAN 1: Shift parking next to sidewalk on (HS) side & add 5' bike lanes on both sides

- 1 | 7' parking provided on the south side, next to the existing sidewalk, between Valencia Dr and Alicia Way. Past Alicia Way, parking remains as it is today.
- 2 | 5' bike lanes with 2.5' buffer striping on both sides of the street, between Valencia Dr and Alicia Way.
- 3 | Since this option is NOT providing a space for pedestrians to walk on the north side of Jardin Dr, there are fewer high visibility, ladder, yellow crosswalks marked on the north side.
- 4 | Pedestrians are being routed around to existing sidewalk facilities.
- 5 | Parking edge line stripe and Sharrows, from Alicia Way to Clark Ave.
- 6 | All side streets are getting a centerline detail for a short segment and updated alignment of stop bar and stop pavement markers.

Proposed Design Concept 1

Buffered Bike lanes

Dedicated 5' bike lanes on each side of the street buffered by 2.5' striping

Street parking

Parallel on-street parking along the south side of the street (Los Altos High School side).

Realignment of STOP Markers & New Centerline

To improve visibility coming from side streets, the STOP bar and STOP markers are being adjusted to give drivers a better line of sight. New centerline detail will be added.

White edge line striping along Jardin Dr

The edge line stripe will define travel lane and parking lane beyond Alicia Way.

Sharrow Pavement Markers

Where striped bike lanes are no longer available (past Alicia Way), the remaining corridor will have Sharrow markers in the center of the lane for bicyclists to use the travel lane.