ATTACHMENT C

Note:
This design is built on prior efforts studying a road diet along this corridor.

De Solo Dr

Install Advanced Stop Bars on all approaches

Road Diet starting ~150' East of De Solo Drive

Linda Mar Blvd

Upgraded pavement markings East of De Solo Drive

Red curb

Install Thermoplastic Edge Lines

Signal Improvements:
- Install Retroreflective Backplates on all signal heads
- Add Leading Pedestrian Intervals for all phases

Linda Mar Blvd

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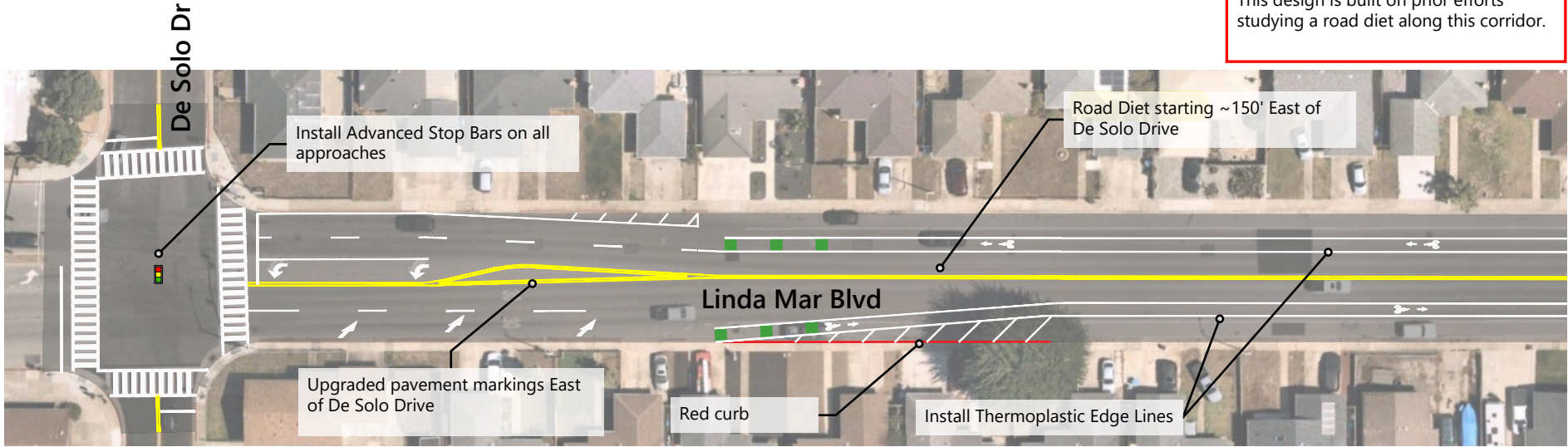
1:100

Figure 1

Linda Mar Boulevard East of De Solo Drive

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Peralta Rd

Upgraded pavement markings
and road diet to Adobe Dr

Existing red curb

Upgraded pavement markings
and road diet to Adobe Dr

Linda Mar Blvd

Install Thermoplastic Edge Lines

Install Advanced Stop Bars on all
approaches

Existing red curb

Signal Improvements:
- Install Retroreflective Backplates on all
signal heads
- Add Leading Pedestrian Intervals for
all phases

Linda Mar Blvd

Upgraded pavement markings
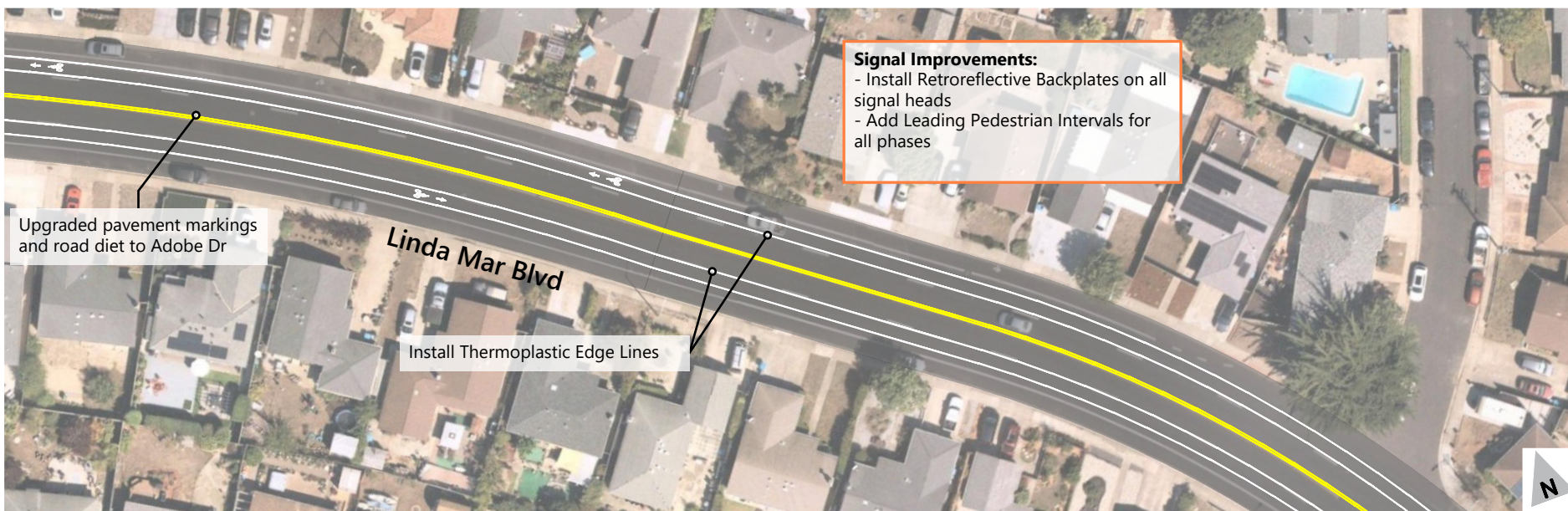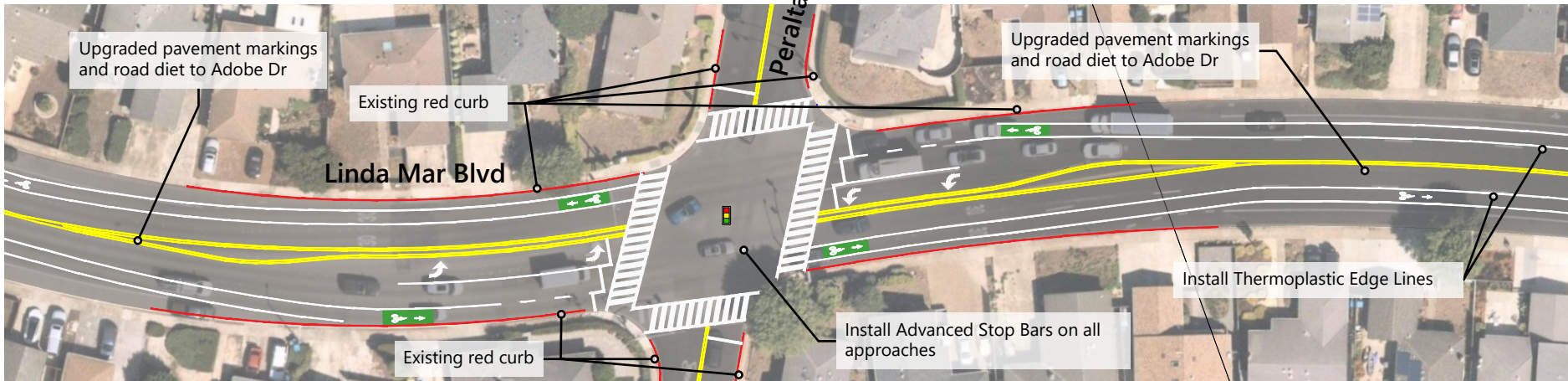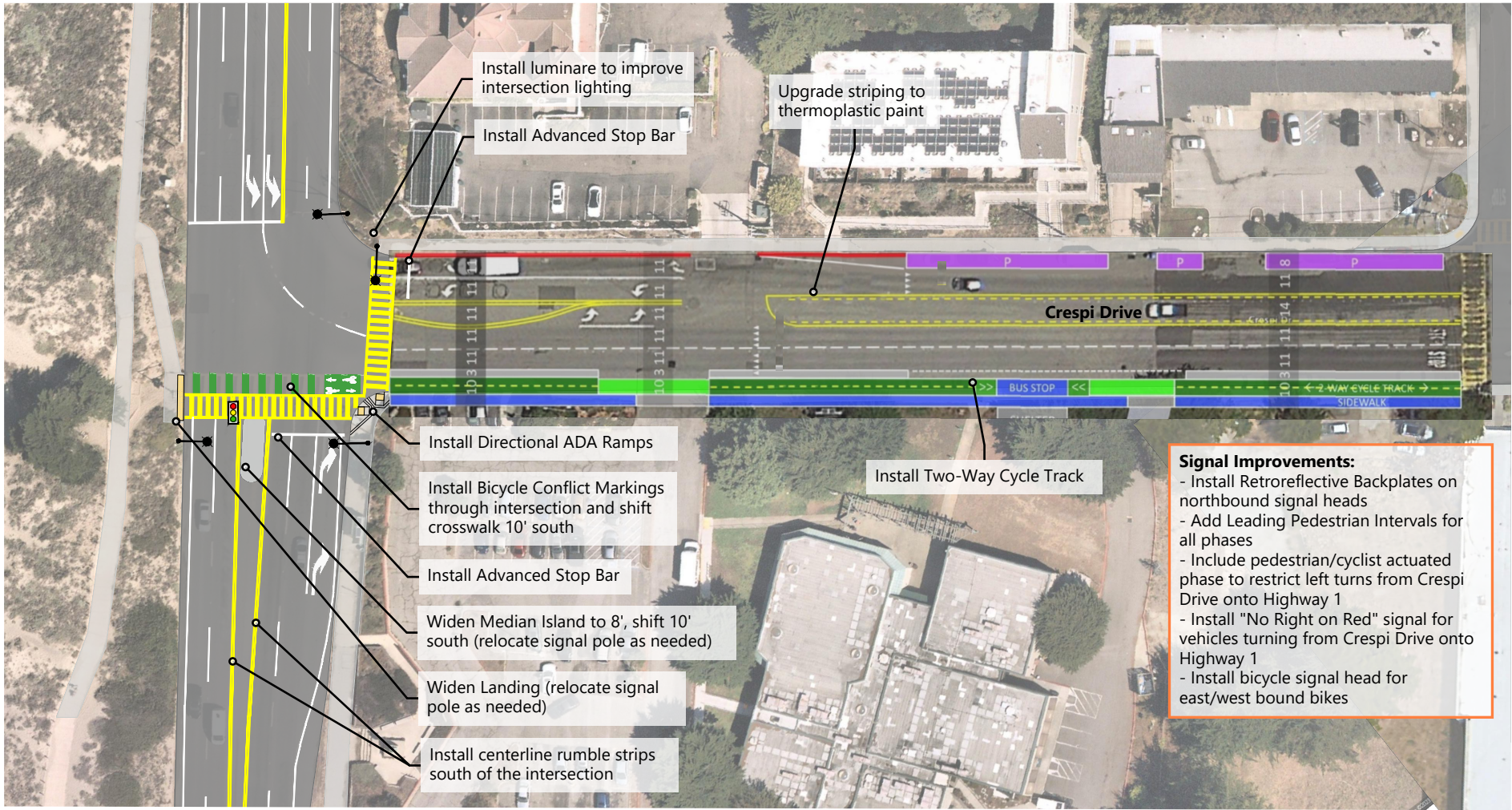and road diet to Adobe Dr

Install Thermoplastic Edge Lines

N

1:100

Figure 2

Linda Mar Boulevard/Peralta Road

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Install luminare to improve intersection lighting

Install Advanced Stop Bar

Upgrade striping to thermoplastic paint

Crespi Drive

Install Directional ADA Ramps

Install Bicycle Conflict Markings through intersection and shift crosswalk 10' south

Install Advanced Stop Bar

Widen Median Island to 8', shift 10' south (relocate signal pole as needed)

Widen Landing (relocate signal pole as needed)

Install centerline rumble strips south of the intersection

Install Two-Way Cycle Track

BUS STOP

2-WAY CYCLE TRACK

SIDEWALK

Signal Improvements:
- Install Retroreflective Backplates on northbound signal heads
- Add Leading Pedestrian Intervals for all phases
- Include pedestrian/cyclist actuated phase to restrict left turns from Crespi Drive onto Highway 1
- Install "No Right on Red" signal for vehicles turning from Crespi Drive onto Highway 1
- Install bicycle signal head for east/west bound bikes

N

1:70

Figure 1

Crespi Drive and Highway 1

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Upgrade to Ladder-Style
High Visibility Crosswalk

Upgrade to directional ADA ramps

Install Stop Control with
Advanced Stop Bar

"Daylight" Approaches

Install Yield markings
on approach and
"Yield Here to
Pedestrians" Sign

Install Thermoplastic Edge Lines

Install Yield markings on approach and
"Yield Here to Pedestrians" Sign and Post

Clarendon Road

Lakeview Avenue

YIELD HERE TO

Install Thermoplastic Edge Lines

Optional Quick Build Implementation:
short term installation using materials such as paint
and plastic bollards:

Install Stop Control with
Advanced Stop Bar

Upgrade Centerline with
Thermoplastic Paint

Lakeside Avenue

The Sharp Park Specific Plan identifies Clarendon for improved
bicycle and pedestrian facilities. The updates included in this
concept design improve the pedestrian experience and do not
preclude future bicycle facilities. Implementation of a Class II
bicycle facility would require the removal of parking to an extent
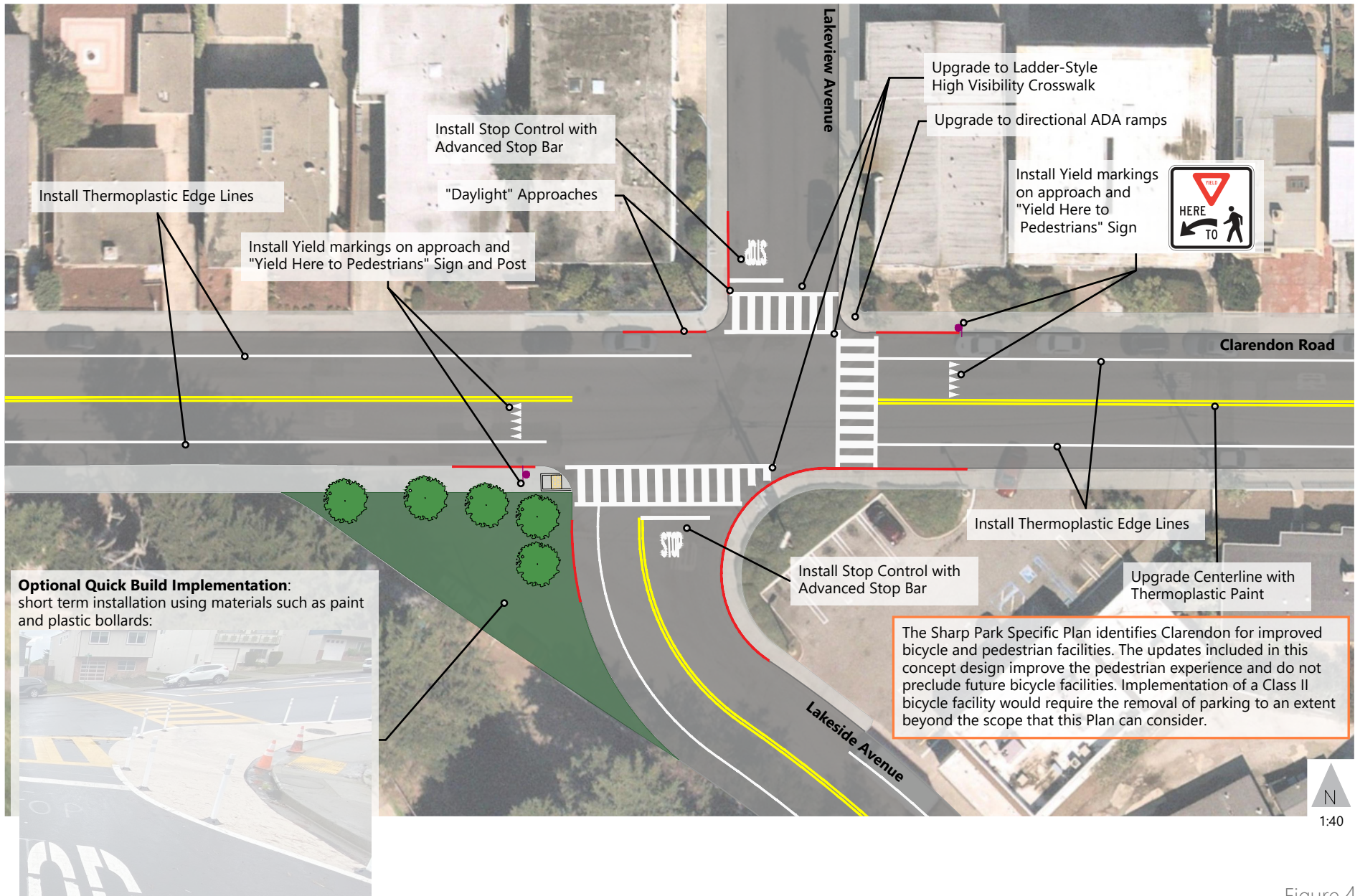beyond the scope that this Plan can consider.

N
1:40

Figure 4

Clarendon Road and Lakeside Avenue/Lakeview Avenue

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Install Advanced Stop Bar

"Daylight" Approaches

Rotate Luminare to improve intersection lighting

Install Thermoplastic Edge Lines

Install Ladder-Style High-Visibility Crosswalks

Consider wall art along underpass

Francisco Boulevard

Clarendon Road

Install Ladder-Style High-Visibility Crosswalks

Upgrade Centerline with Thermoplastic Paint

Install edge lines and hatching where parking is not permitted

N
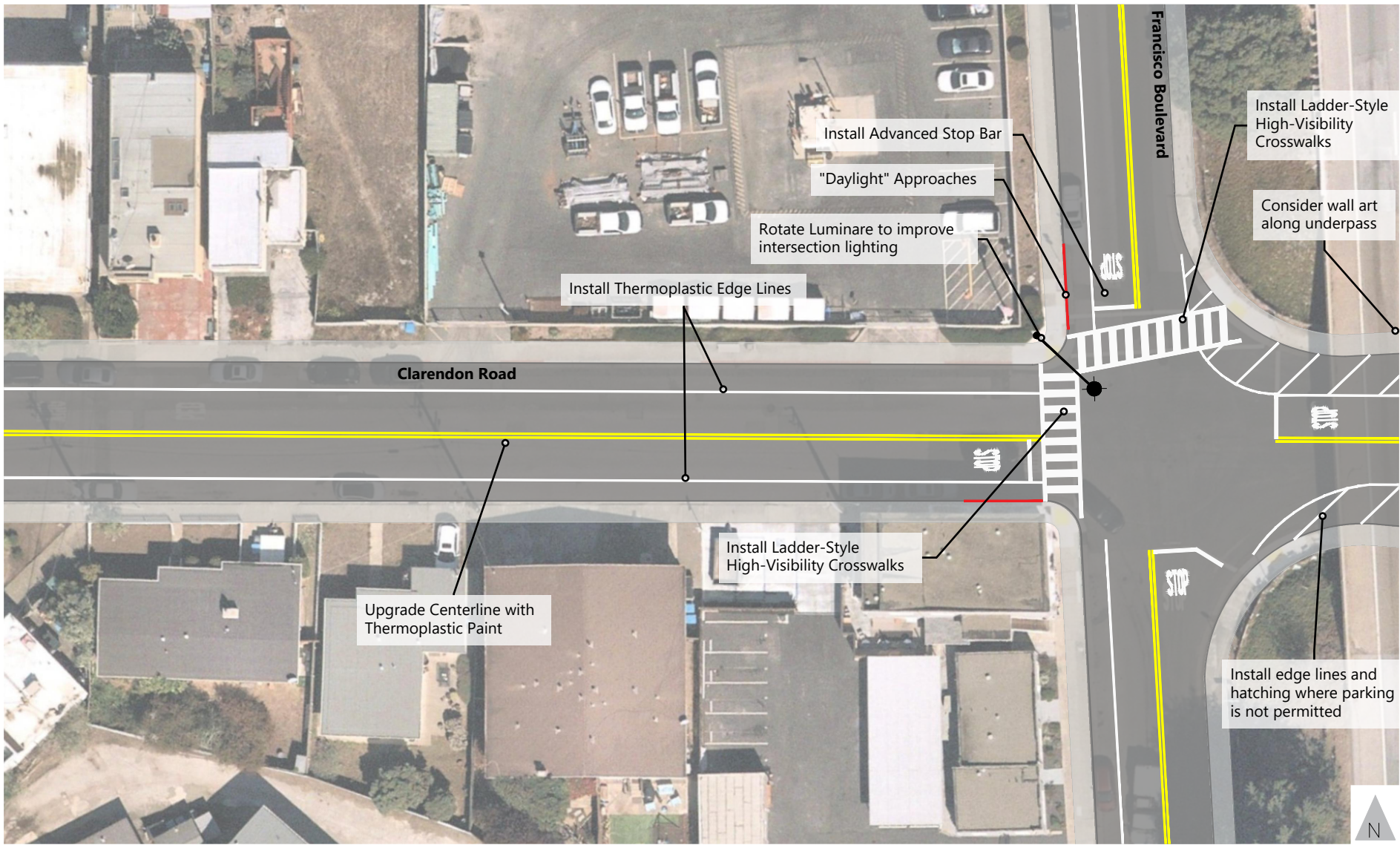
Figure 1

Clarendon Road and Francisco Boulevard

Representative Cross Section:

EB

8' bike lane | 4' | 12' vehicle lane | 4' | 12' vehicle lane | 0-7' shoulder | 4' | 8' bike lane

Consider intermittent gaps in bike lane barrier with rumble strips for emergency vehicle or disabled vehicle pull-outs:

Notes:
Conduct feasibility study to evaluate traffic operations, safety, multi-modal needs, as well as gather community input. This figure shows the use of Jersey Barriers to separate the bike lane. In order to maintain the option for existing operations, alternative designs could include the use of rumble strips or flex posts with breaks.
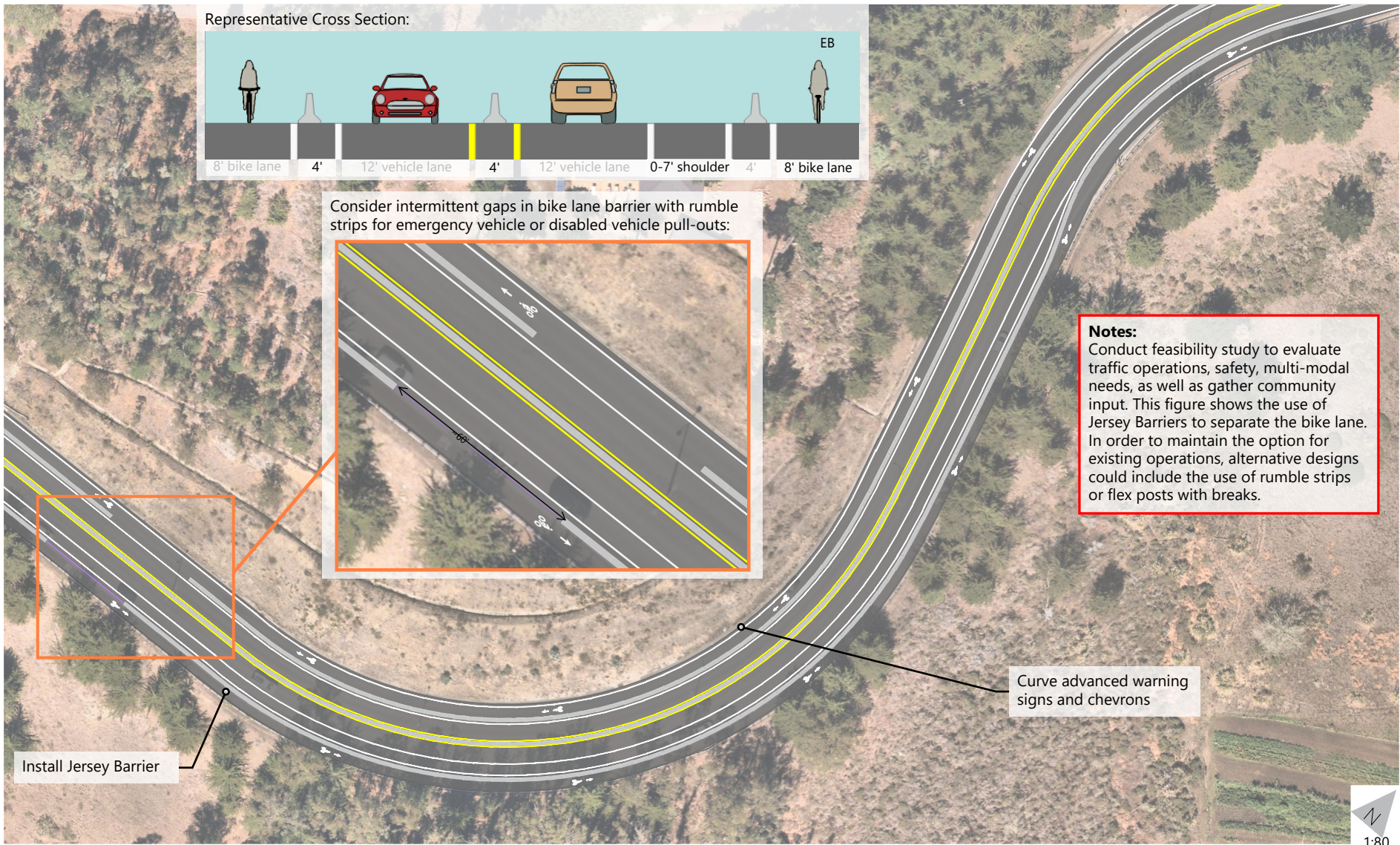
Install Jersey Barrier

Curve advanced warning signs and chevrons

1:80

Figure 6

Sharp Park Road

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Signal Improvements:
- Install new mast arms with singal heads aligned for each lane, with retroreflective backplates
- Add Leading Pedestrian Intervals for all phases
- Install LED pedestrian actuated no Right Turn on Red sign for WB Right turn from Fassler onto Highway 1

Install jersey barrier north of intersection on Highway 1

Install right edge line

Remove EB right turn slip lane and tighten curb radius. Install directional curb ramp for realigned crosswalk.

Tighten curb radius, install directional curb ramp, and shift crosswalk East on Fassler

Widen Median Island to 8' (relocate signal pole as needed)

Install sidewalk to provide connection to bus stop

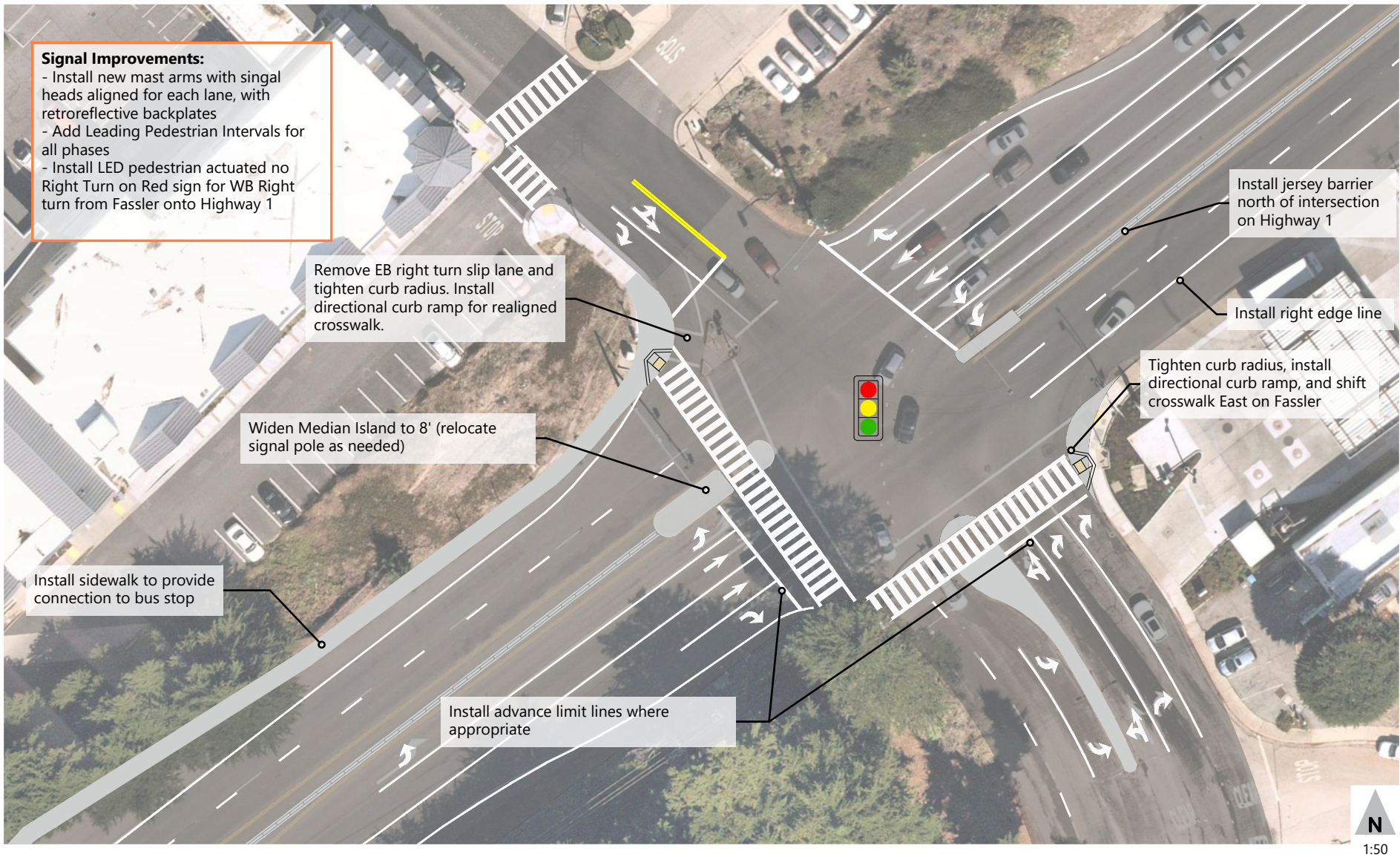Install advance limit lines where appropriate

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1:50

Figure 7

Fassler Avenue/Highway 1

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.