WHAT IS A COMPLETE STREET?

COMPLETE STREET OVERVIEW
• Complete Streets is a design approach, not one-size-fits-all
• Improve safety, access, and function for all users
• Celebrate community, placemaking

PROJECT OVERVIEW
• Residents identified need for bike and pedestrian connections, and improved traffic safety along Willow Pass Road, Galindo Street and Cowell Road
• Develop and test design alternatives along the three corridors
• Assess trade-offs to the overall street network
• Near-term Willow Pass Road restriping recommendation coordinates with Willow Pass Road repaving project
WILLOW PASS:
NEAR-TERM ROADWAY

EXISTING & PROPOSED ROADWAYS

ELEMENTS

NEAR-TERM ALT 2
- Alternative 2 reduces one travel lane in the westbound direction from Landana Drive to Parkside Drive enabling a two-way bike facility on the north side of the roadway as well as on-street parking.

NEAR-TERM ALT 3
- Alternative 3 reduces one travel lane in the westbound direction from Landana Drive to Farm Bureau Road enabling a wider two-way bike facility on the north side of the roadway to Parkside Drive.

TRADE-OFFS

ALT 2: OPPORTUNITIES
- Increases bicycle connectivity
- Traffic calming through narrowing of travel lanes
- Reduces cut through traffic
- Formalizes on-street parking

ALT 2: CONSTRAINTS
- Parking and two-way cycle track at minimum dimension
- Morning travel time increase of 3 minutes for drivers traveling westbound

ALT 3: OPPORTUNITIES
- Increases bicycle connectivity
- Wider two-way cycle track and buffer
- Traffic calming through narrowing of travel lanes
- Reduces cut through traffic

ALT 3: CONSTRAINTS
- Removal of on-street parking
- Morning travel time increase of 2.5 minutes for drivers traveling westbound
WILLLOW PASS: LONG-TERM ROADWAY

EXISTING & PROPOSED ROADWAYS

**TYPE A**
- Long-term alternatives remain in line with the near-term alternatives within the roadway. The curb line moves toward the center of the roadway in order to focus on infrastructure changes within the public realm (from back-of-curb to back-of-sidewalk). Including, but not limited to, shade trees, green infrastructure and transit infrastructure.

**OPPORTUNITIES**
- Increases bicycle connectivity
- Supports two people walking side-by-side
- Traffic calming through enclosure from street trees and narrowing of travel lanes
- Ability to integrate green infrastructure into amenity zone
- Supports transit
- Reduces cut through traffic

**CONTRAINTS**
- See Near-Term Willow Pass

**TRADE-OFFS**
**EXISTING & PROPOSED ROADWAYS**

**TYPE A**
- Recommended concept design comprehensively looks at the simplification of Galindo Street. Two through lanes are provided in each direction with varied turn lanes at intersections to support traffic operations. Varying shared spaces and pedestrian amenity zones are provided to support Downtown foot and bicycle traffic, green infrastructure, as well as transit.

**TYPE B**
- Increases bicycle connectivity
- Supports two people walking side-by-side
- Traffic calming through enclosure from street trees and narrowing of travel lanes
- Ability to integrate green infrastructure into amenity zone
- Supports transit
- Traffic operations are simplified along corridor and at intersections

**ELEMENTS**

**TRADE-OFFS**

**CONSTRAINTS**
- Roadway imbalance along Types A and B due to queuing at intersections and one-way directionality of Concord Blvd. and Clayton Rd.
EXISTING & PROPOSED ROADWAYS

**TYPE A**
- **EXISTING**
- **PROPOSED**

**TYPE B**
- **EXISTING**
- **PROPOSED**

**TYPE C**
- **EXISTING**
- **PROPOSED**

**TYPE D**
- **EXISTING**
- **PROPOSED**

**ELEMENTS**

**LONG-TERM**
- Recommended concept design comprehensively looks at providing enhanced pedestrian and bike facilities and green infrastructure along the length of Cowell Road. Three of the four types keep the number of travel lanes as they are. Type C recommends a conversion from 4 through lanes to 2 through lanes with a center turn lane.

**TRADE-OFFS**

**OPPORTUNITIES**
- Increases bicycle connectivity
- Supports two people walking side-by-side
- Traffic calming through enclosure from street trees, narrowing of travel lanes and a shared space adjacent to Community Park
- Ability to integrate green infrastructure into amenity zone

**CONSTRAINTS**
- Slight increase in delay at the intersection of Cowell and Treat (PM), Cowell and Mesa (AM), and Cowell and Galindo (PM)