

Overview

The Complete Streets Plan retains the Preferred Plan design of a road diet on Main Street and Rodriguez Street, along with some parking removal, and recommendations that further traffic studies be prepared because of the following:

- Pedestrian and bicyclist safety concerns
- Vision Zero policies
- Change in state standard measurement of traffic impact from level of service to vehicle miles traveled
- GHG emissions and climate change considerations
- Overwhelming support from the community during phase 1 and phase 2 outreach for more pedestrian and bike oriented improvements
- Lack of overwhelming opposition to the road diet

In general, the Complete Streets Plan recommends the following:

- Improvements to enhance pedestrian safety and access, bicycle connectivity, and revitalize the Downtown streetscape
- Widen sidewalks up to ten-feet where there is space
- Prioritize bike infrastructure along thoroughfares that connect the Downtown to current and future key City locations and destinations
- Provide bike infrastructure on every Downtown street with a preference for infrastructure that will provide the lowest stress environment for bicyclists
- Bike lanes with buffers, bike lanes, and sharrows should be provided where space allows
- Provide amenities throughout the Downtown to improve the pedestrian experience

This section provides a summary of the main features and recommendations for the Complete Streets Plan. The Complete Streets Plan is composed of four main elements:

- Primary Corridor
- Cross Streets
- General Circulation Improvements
- Streetscape Amenities

Primary Corridors

Below is a summary of the key design features of each primary corridor in the Complete Streets Plan:

Main Street

- Bike oriented
- Reduce number of travel lanes from four to two (contingent on results of future traffic analysis)
- Add center left turn lane or landscaped median
- Add buffered bike lanes
- Add on-street parking where space allows
- Keep on-street parking
- See Figures 20 through 22 and 27



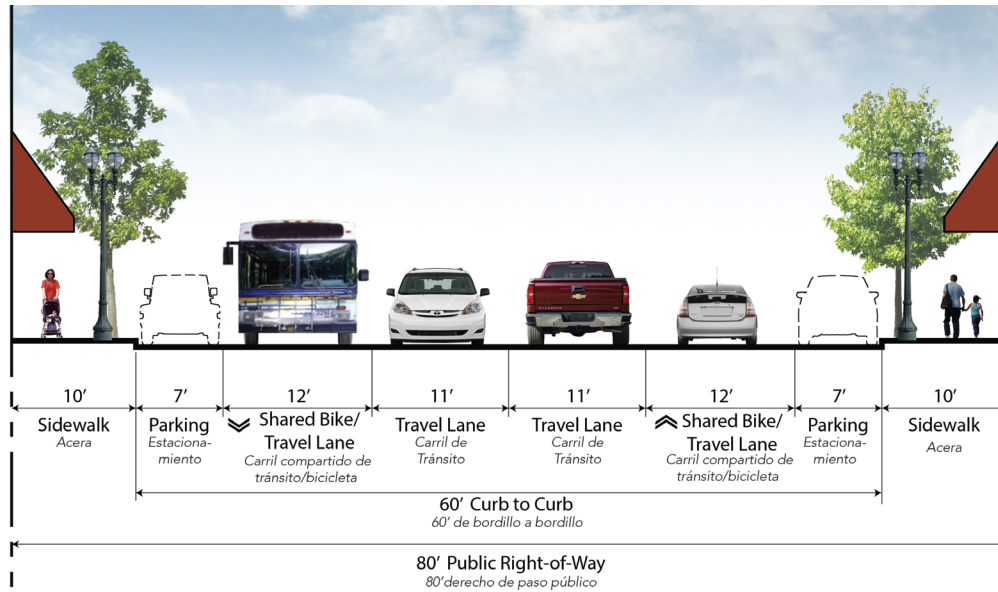
Figure 20 | Main Street Vehicular Oriented Visual Simulation



Figure 21 | Main Street Proposed Visual Simulation

**All improvements shown are conceptual and subject to further study and refinement.*

EXISTING



PROPOSED

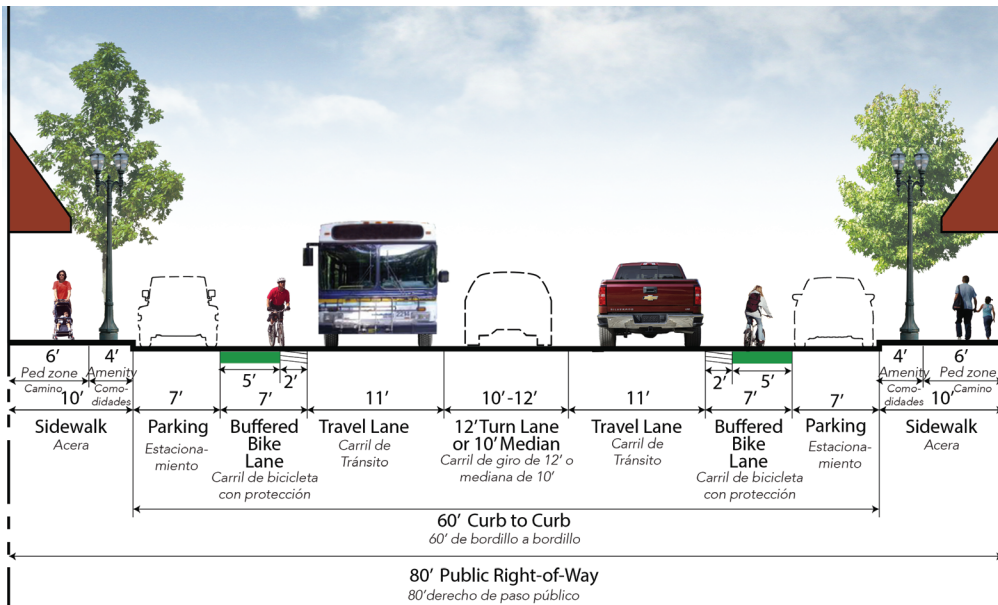


Figure 22 | Main Street Cross Sections

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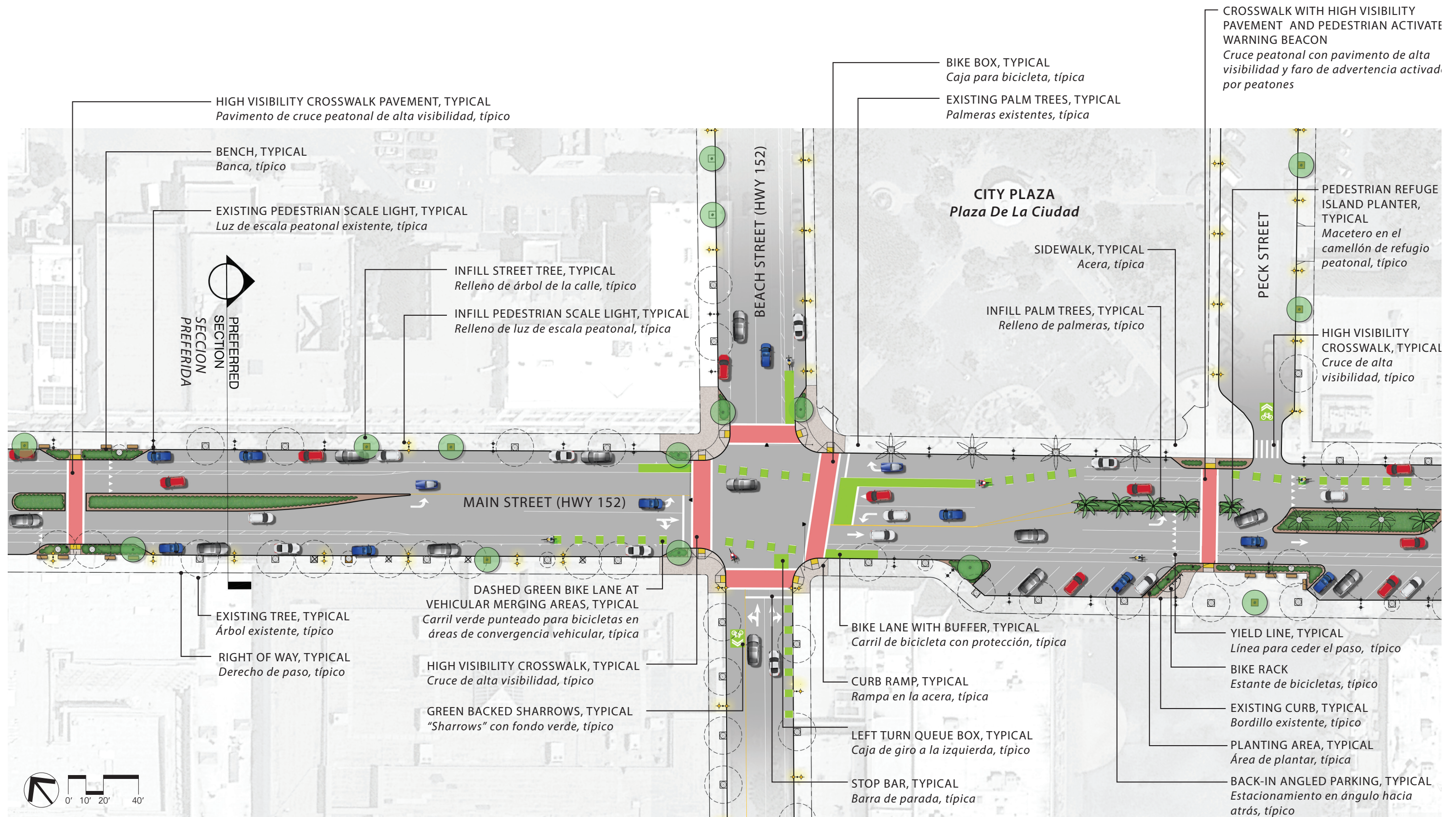


Figure 27 | Main Street Enlargement Plan

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