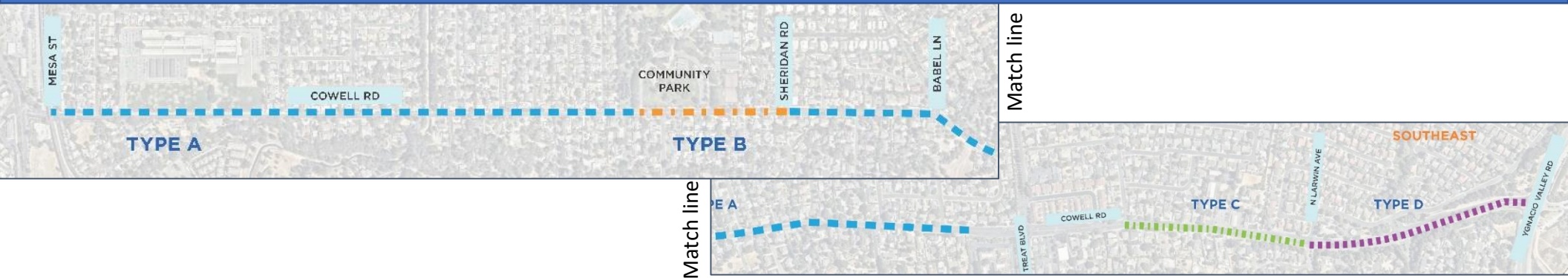
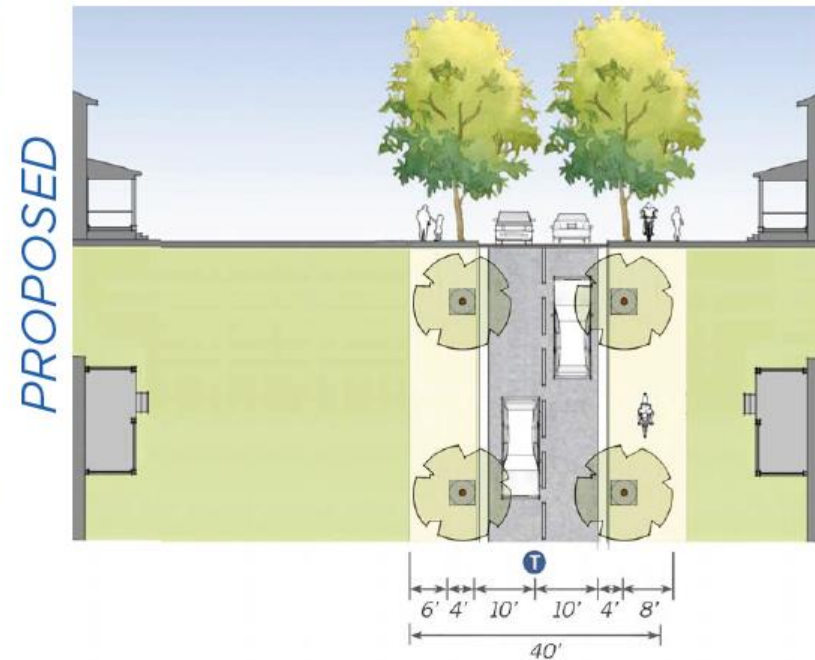
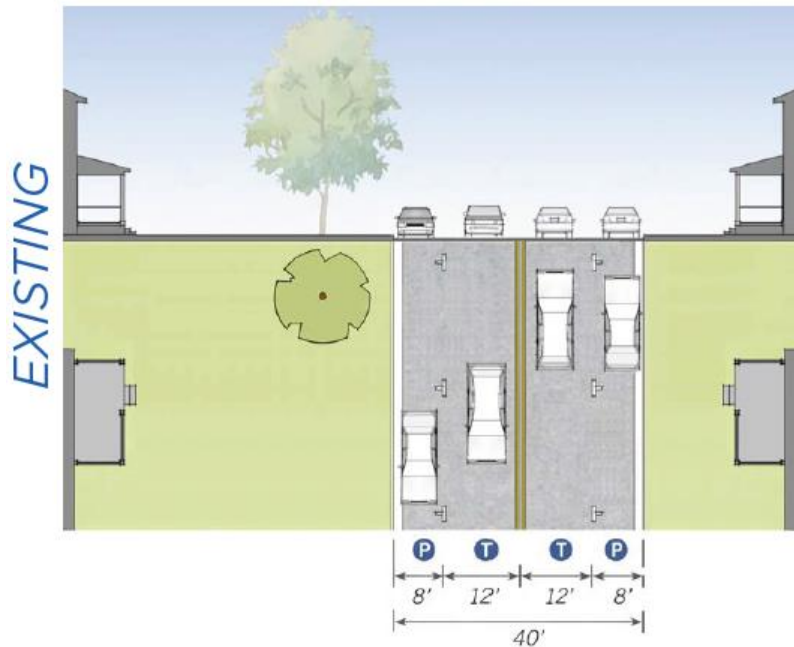


COWELL ROAD CONCEPT



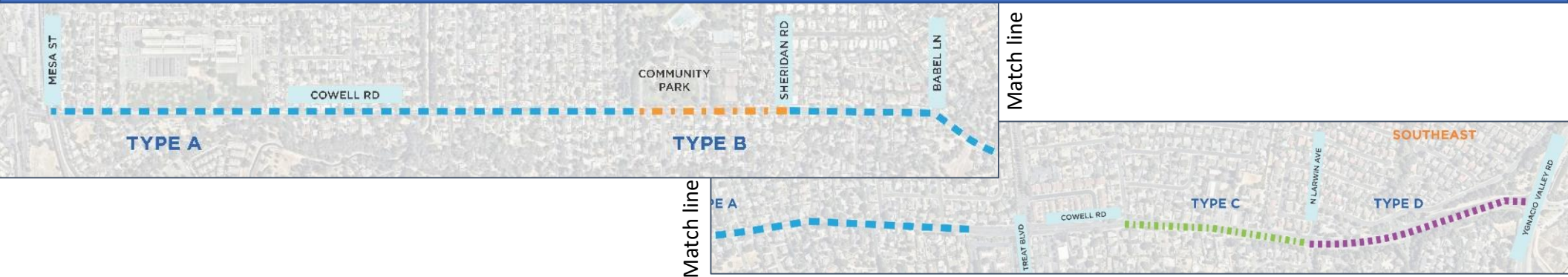
TYPE A ■■■■ Mesa to Community Park & Sheridan to Treat



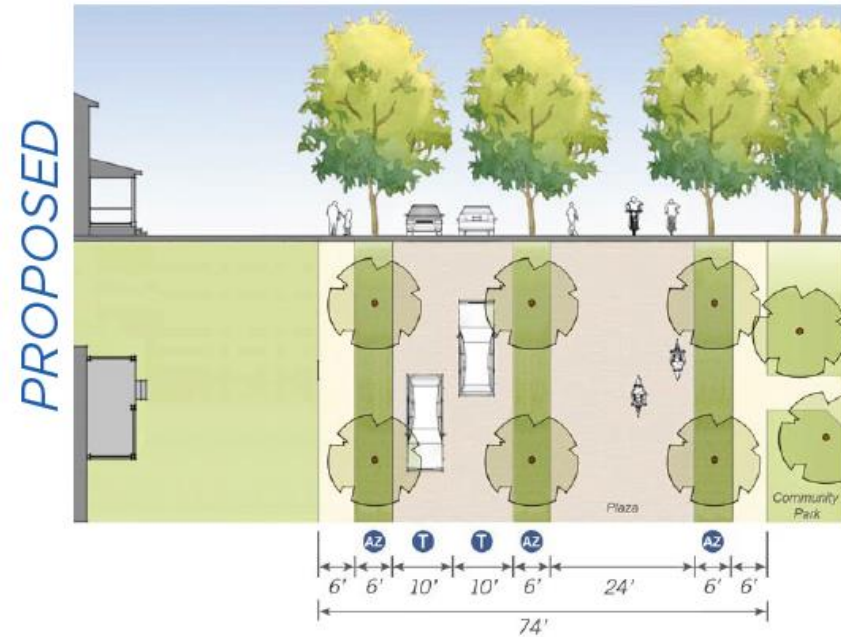
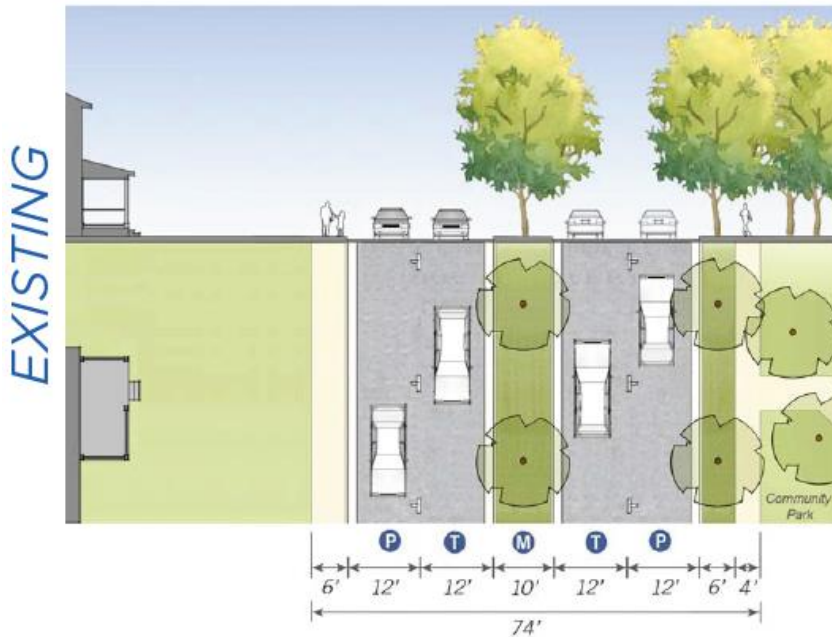
- Keep number of travel lanes same as existing
- Narrow travel lanes to 10'
- Remove street parking

- Move curb line inward toward center of street
- Provide wide 10'-12' ped and bike path on both sides of the street

COWELL ROAD CONCEPT

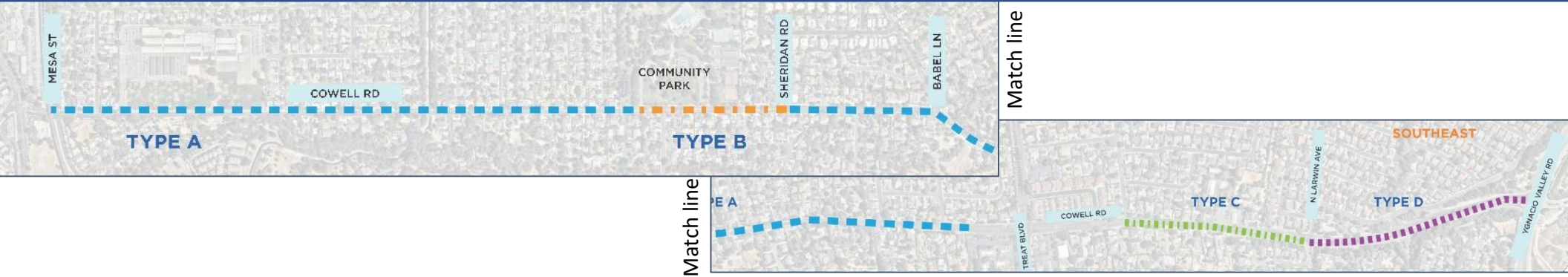


TYPE B ■■■ Community Park to Sheridan

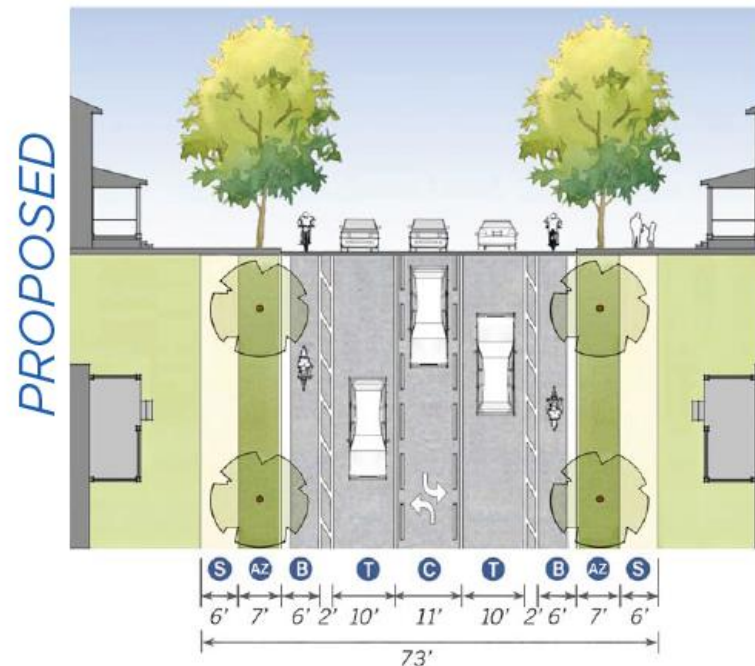
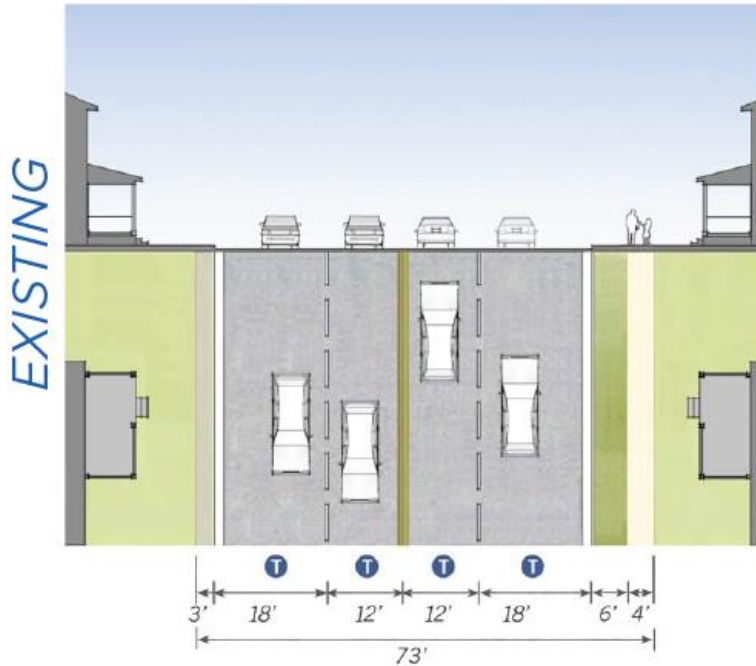


- Extend Community Park into road to create wide plaza & deflect traffic
- Narrow travel lanes to 10'
- Add 6' green buffer zone on south side
- Provide wide 24'-36' flexible shared-space on north side adjacent to Community Park

COWELL ROAD CONCEPT

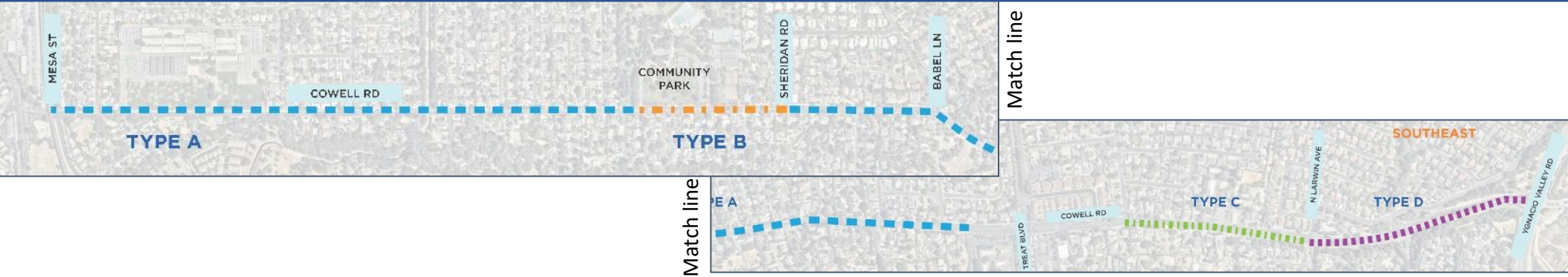


TYPE C Treat to N Larwin

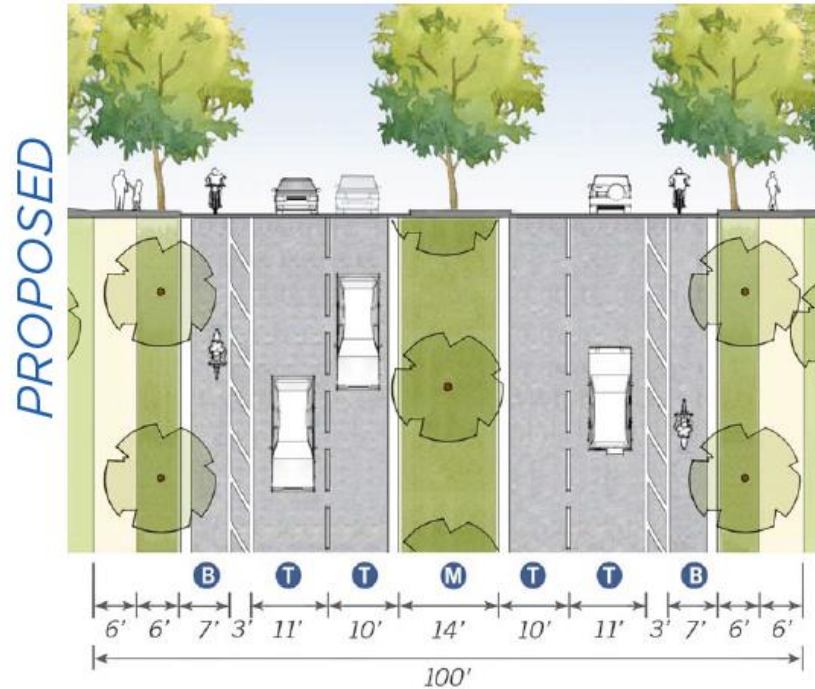
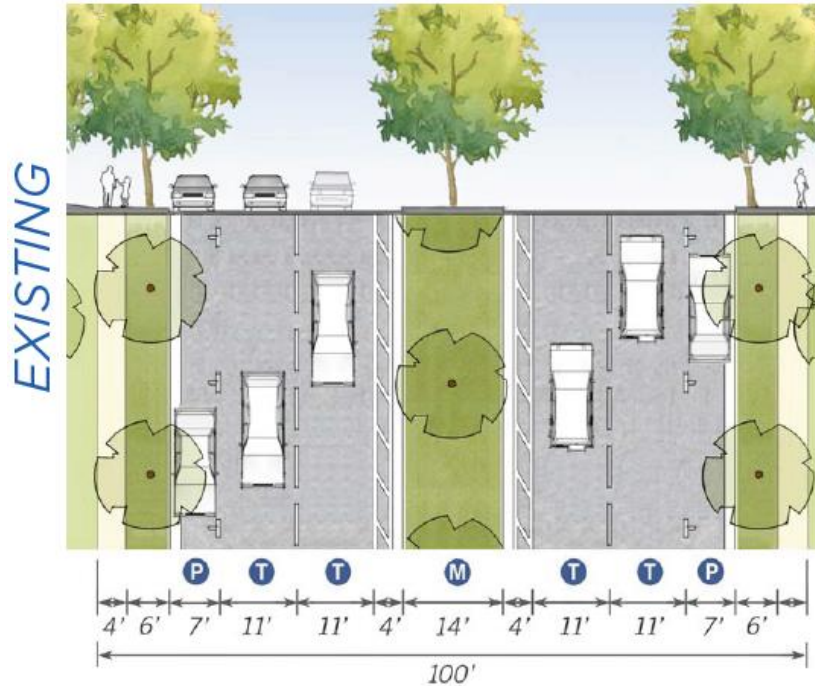


- 4 to 3 lane road diet
- Narrow travel lanes to 10'
- 6' bike lane with 2' buffer on both sides of street
- Provide 6'-7' sidewalks & green buffer zones on both sides of street

COWELL ROAD CONCEPT



TYPE D ■■■■■ N Larwin to Ygnacio Valley



- Narrow inside travel lanes to 10'
- Remove street parking

- 7' bike lanes with 3' buffer on both sides of street
- Widen sidewalks to 6'