
GEBHARD ROAD ALIGNMENT STUDY

Alternatives Evaluation
Workshop

City of Central Point
June 17, 2015

CITY OF CENTRAL POINT

GEBHARD ROAD PREFERRED ALIGNMENT OPTIONS

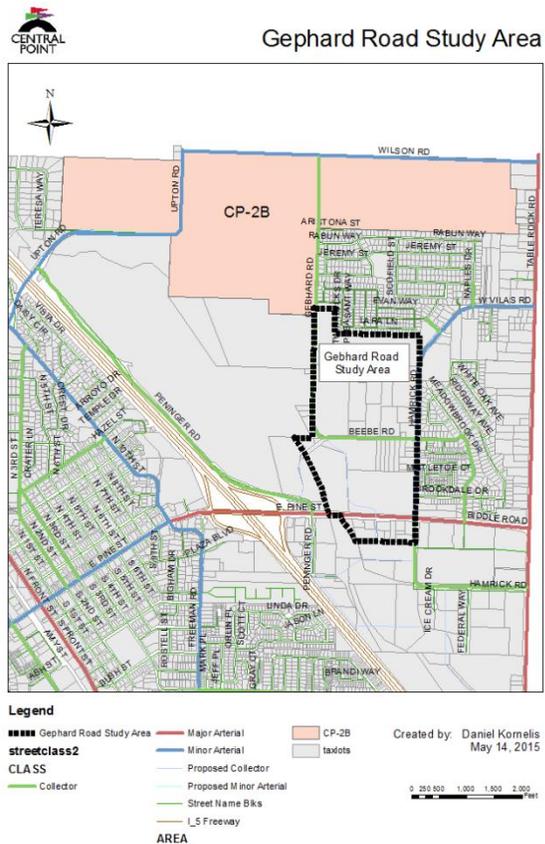
June 1, 2015

BACKGROUND: On February 11, 2015 the City held a workshop to introduce and discuss alignment options for the southerly extension of Gebhard Road to East Pine Street. At the conclusion of the workshop over ten (10) alignment proposals were presented. Each alignment proposal has since been evaluated, and where appropriate consolidated with other similar proposals. The result is four alignment options. Each alignment option was then compared against the criteria listed in this report (see Evaluation Criteria).

STUDY OBJECTIVE: Gebhard Road currently terminates at its intersection with Beebe Road, with continuing traffic diverting east/west on Beebe Road. In the City's Transportation System Plan (TSP) Gebhard Road is designated as a north/south collector street extending from Wilson Road south to East Pine Street. However, a specific route for the southerly extension of Gebhard Road has not been identified.

As a collector street Gebhard Road is expected to have an estimated average daily traffic (ADT) count in 2038 of 6,000 trips. As a collector the preferred design should complement the planned residential character of the Study Area, including abutting lands to the west and north. The end result would be an alignment that supports north/south connectivity through the Study Area and achieves the following objectives:

1. Encourages pedestrian and bicycle use;
2. Seamlessly integrates into, and enhances the residential character of the Study Area;
3. Provides north/south connectivity through the Study Area; and
4. Retains the westerly extension of Beebe Road across Bear Creek.



Design Elements

The Gebhard Road Re-alignment proposes to utilize the Residential Commercial cross-section, which is the same as that used for Haskell Road in the Twin Creeks TOD (See Figure 1). Where Gebhard Road crosses commercial property (i.e. the Wal-Mart site), the design and right-of-way requirements will use the Commercial Collector Standard, including 12-ft sidewalks with tree wells as illustrated in Figure 2.



Figure 1. Residential Collector – North Haskell Street

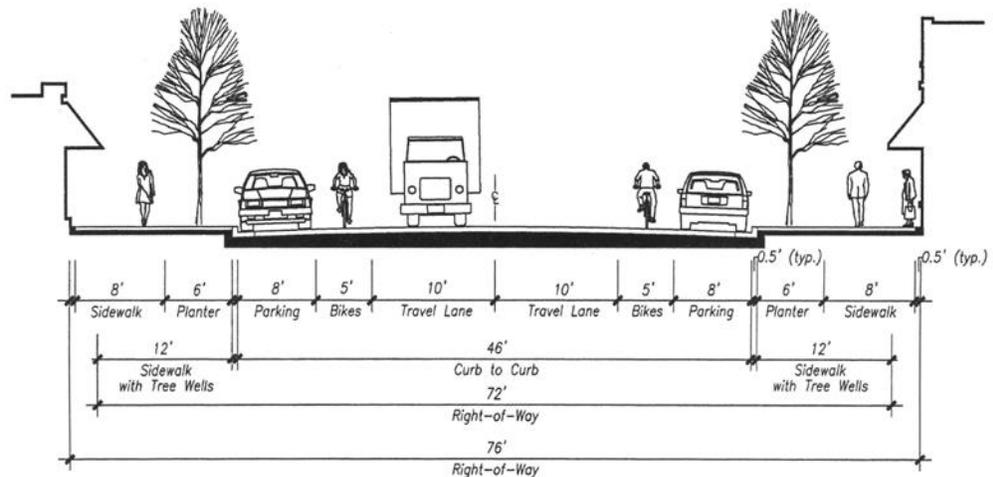


Figure 2. Commercial Collector Standard

Each of the alignment options includes design elements to achieve the residential character planned for the general area as provided below. This is primarily accomplished through the use of traffic calming techniques.

- All residential development will be designed and constructed to front on Gebhard Road with vehicular access from a rear alley. Commercial development should also front on Gebhard Road, or one of the other higher order streets (East Pine Street or Hamrick Road).

- Posted Speed – 25 mph preferred, reflecting the desire to provide reasonably safe and comfortable residential speeds for all modes. Currently, Haskell Street is posted with a 25 mph speed limit.
- Design Speed – 30-40 mph. The design speed should be slightly higher than the posted speed, but not so high as to encourage speeding.
- Number of through Lanes – 1 in each direction (2 total), or as an option 1 in each direction plus an intermittently landscaped, or back-to-back, turning lane at busier intersections.
- Lane Width – Minimum 10 ft. lanes.
- Minimum curve radius 300 feet.
- Bicycle Accommodations – Bicycle lanes are especially important to complete or continue a bicycle network. Bicycle lanes shall be a minimum 5 ft. wide and striped.
- Sidewalks – Pedestrian activity is expected and encouraged. Therefore, minimum 8 ft. wide unobstructed sidewalks shall be provided along residential areas and a 12 ft. wide sidewalk for commercial areas.
- Planting Strips – A design priority necessary to separate pedestrians from vehicles, provide a better walking environment, and enhance the streetscape. For residential development the planting strip should be a minimum of 6 ft. between curb and sidewalk to allow adequate area for meaningful landscaping. For commercial development the planting strip shall be replaced with a 12 ft. sidewalk with street trees in tree wells.
- Bus Stops – Gebhard Road should be designed to accommodate future bus services.
- Lighting – Decorative street lighting is to be provided. Pedestrian lighting should be sufficient to illuminate the sidewalk, as well as to provide for pedestrian visibility and safety from crime.
- Block Length – Maximum is 600 feet (CPMC 17.67.040(A)) to provide more frequent and accessible opportunities for crossings and to enhance connectivity for all modes.
- On-Street Parking – For residential development on-street parking is required as a traffic calming design element providing further separation from cars and pedestrians. For commercial development the on-street parking may be removed to allow for a third center turn lane.
- Driveways – For residential development driveways shall be limited to side streets/alleys. For commercial development driveways shall be limited to common/shared use driveways.

- Traffic Calming – On-street parking, short block lengths, roundabouts, landscape strip, curb extensions are all part of the design to reduce traffic speeds.

Evaluation Criteria

Each option can be divided into two distinct areas; the area north of Beebe Road, and the area south of Beebe Road. Most of the variation in options occurs in the northerly area, while the southerly area remains rather constant.

The following criteria were used in evaluating each option:

1. **Development of abutting lands.** Evaluates the efficiency of a proposed alignment on:
 - a. Neighborhood Connectivity – The preferred alignment must allow for connectivity to abutting and future neighborhood street networks.
 - b. Residual property – The preferred alignment should minimize the creation of small residual properties, or properties that are difficult to develop.
 - c. Existing Homes – The preferred alignment should minimize impacts on existing residential units.
2. **Construction phasing.** Because the realignment and extension of Gebhard Road will be the responsibility of separate developers, occurring at different times, it is important that the preferred option be easily phased without major disruption to current travel routes.
3. **Westerly extension of Beebe Road.** The preferred alignment must include provisions for the future westerly extension of Beebe Road across Bear Creek.
4. **North/South connectivity.** The preferred alignment must provide convenient north/south connectivity to East Pine Street (across from Sonic).
5. **Environmental impacts.** The preferred alignment should minimize impact on environmentally sensitive areas.
6. **Cost** – This criterion is a proxy measurement comparing the net relative cost of each option. The measurement is based on the amount of new right-of-way needed for each option.
7. **Safety** – The primary safety concern is the curve radius. A minimum radius of 300 feet is the accepted standard. A radius less than that is considered unsafe. Other safety issues are mitigated through use of the Design Elements previously noted.

Options involving routes easterly of the Shepherd of the Valley Church were looked at, but quickly abandoned due to the impact on existing homes and phasing.

OPTION A – WESTERLY ALIGNMENT

North Area: The northerly area of Option A relies heavily on the continued use of the existing Gebhard Road right-of-way. At the southerly end of this section of Gebhard Road the right-of-way transition radius has been increased and moved slightly to the east to align with the continued extension of Gebhard Road south of Beebe Road.

South Area: South of Beebe Road the extension of Gebhard Road would continue diagonally southeast across the Beebe Farms property before turning south to intersect with East Pine Street.

A street is proposed to extend westerly across Bear Creek, but to do so requires that said alignment be moved south of the current old crossing. This southerly movement was necessary to maintain minimum sight distance standards along Gebhard Road.

Positive

1. Development of abutting lands.

- a. Neighborhood Connectivity (Good). For development north of Beebe Road this option retains most of the current right-of-way and as such does not alter the current development options of properties to the north, west, and east. The one exception is the property at the northeast corner of Beebe Road and Gebhard Road (White Hawk) through which Gebhard Road would be slightly realigned (new right-of-way) easterly cutting into the property.
- b. Residual Property (Fair). For the northerly area the future development status of the properties is unaffected when compared to current conditions. Again, the only exception is the southwesterly corner of the White Hawk property.

South of Beebe Road the extension of Gebhard Road will require new right-of-way through two (2) undeveloped parcels. The parcel immediately south of Beebe Road (Beebe Farms) would be diagonally traversed by the proposed right-of-way resulting in two triangular shaped parcels. The property is zoned MMR with a density of 14-32 units/net acre. Without the extension a road network would still be required to serve the property when developed. For the property (Wal-Mart) south of Beebe Farms the proposed alignment will roughly bisect the parcel. This property is zoned for commercial use.

2. **Construction phasing** (Good). Option A can reasonably accommodate phasing for the extension of Gebhard Road. Phasing can be accomplished without disruption to the current traffic routing. The needed new right-of-way is limited to three (3) undeveloped properties (White Hawk, Beebe Farms, and Wal-Mart) that have the potential for development by 2025.
3. **North/south connectivity** (Good). Convenient uninterrupted north/south connectivity is provided.

Neutral

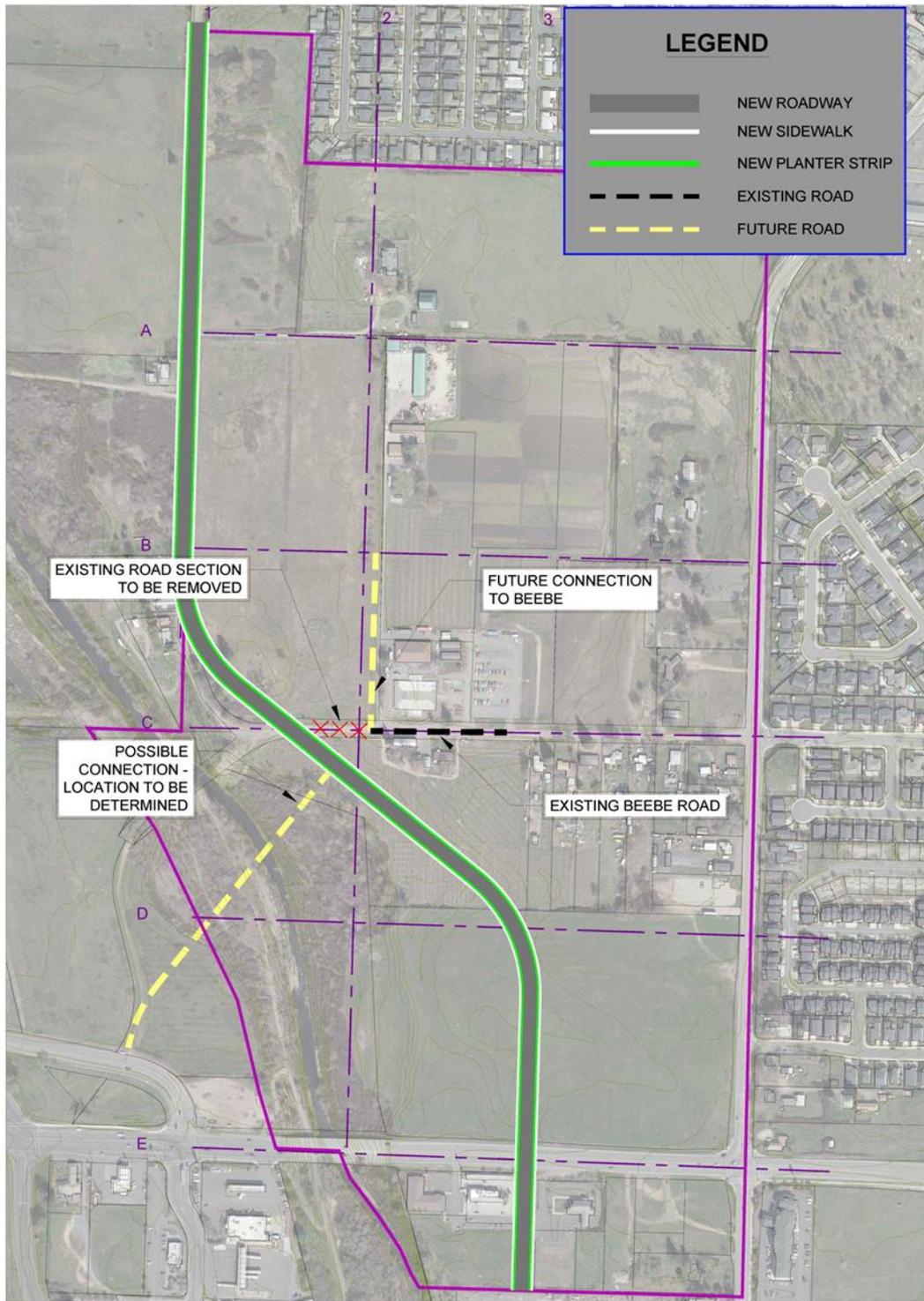
1. Development of abutting lands.

- a. Existing homes (Fair). Because of the wider right-of-way requirement for development as a collector the existing residences (4) on the west side of Gebhard Road will be affected to varying degrees. One of the residences is currently very close to Gebhard Road.

Negative

1. **Westerly extension of Beebe Road** (Poor). This option does not provide for direct extension of Beebe Road west across Bear Creek. This is not possible due to a combination of minimum curve radius requirements and the presence of a planned north/south street along the west side of the Shepherd of the Valley Church. Access to the west side of Bear Creek is provided, but via Gebhard Road.
2. **Environmental impacts** (Poor). The proposed future westerly extension of Beebe Road will impact lands within the flood hazard area, and that are part of the Bear Creek Greenway.

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GEBHARD ROAD ROUTE STUDY AREA
 OPTION A
 (MAY 11 2015)



OPTION B – EASTERLY ALIGNMENT

North Area: This option is similar to Option A, but moves most of the northerly Gebhard Road realignment in an easterly direction approximately 600 feet. The remnant right-of-way (south of where Gebhard Road turns east) would be incorporated into the future neighborhood circulation system for abutting properties.

South Area: Although similar to Option A the southerly alignment differs slightly at the northwest corner of the Beebe Farms property, which has been eliminated.

Positives

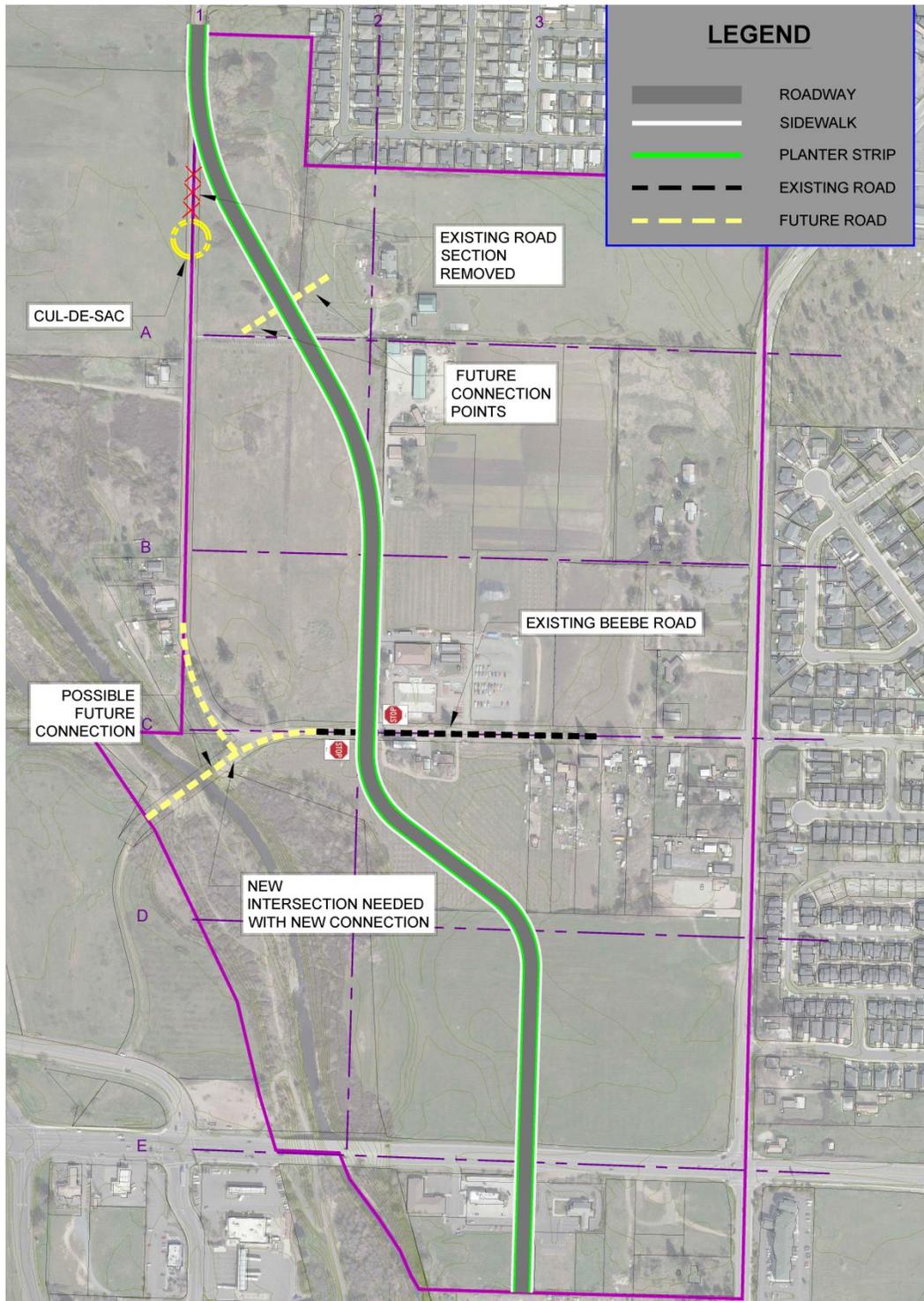
1. **Development of abutting lands.**
 - a. Neighborhood connectivity: (Fair). Due to the introduction of two curves in the proposed alignment access to abutting lands is subject to sight distance requirements, which will control access points along Gebhard Road. Ample opportunity remains for the development of a local street network, but not to the extent of Option A.
 - b. Existing homes (Good). Option B will not impact any existing homes. The impacted homes in Option A will be served by existing southerly section of Gebhard Road that will be converted to a local residential street.
2. **Westerly Extension of Beebe Road** (Good). The westerly extension of Beebe Road across Bear Creek is accommodated in this option through the use of the old right-of-way for Beebe Road as it crosses Bear Creek.
3. **North/south connectivity** (Good). Convenient direct north/south connectivity.

Neutral

4. **Environmental Impacts** (Good). The proposed future westerly alignment of Beebe Road relies on the existing old right-of-way for Beebe Road. Construction of a bridge across will require special permitting.
5. **Development of abutting lands**
 - a. Residual property (Fair). Although access to abutting lands was previously noted as a positive this option does create more triangular remnant parcels (4). This option also interferes with the park in the northeastern corner of the proposed White Hawk development.

Negative

6. **Construction phasing** (Poor). Because the construction phasing involves two additional properties vs. Option A the construction phasing for Option B is not as accommodating as Option A. Construction phasing will likely require interim use of the existing Gebhard right-of-way and use of dead ends in the White Hawk development until phasing can be completed.



GEBHARD ROAD ROUTE STUDY AREA
 OPTION B
 (MAY 11, 2015)



OPTION B-1 – EASTERLY ALIGNMENT

North Area: Option B-1 differs from Option B by replacing the two northerly 1,000 ft. curve radius with a 300 ft. curve radius. This was done to improve phasing and to avoid much of the park in the proposed White Hawk development; otherwise this option is the same as Option B.

South Area: The South Area is the same as Option B.

Positives

1. **Development of abutting lands.**
 - a. Neighborhood connectivity (Fair). The development of abutting lands is somewhat improved over option B in that the two northerly properties have been removed from the proposed right-of-way through the use of a 300 foot radius vs. the 1,000 ft. radius. The tighter radius does restrict access points to a greater extent than Option B. Given the variable development standards of the TOD this should not result in a reduction in density.
 - b. Existing homes (Good). Option B will not impact any existing homes. The impacted homes in Option A will be served by existing southerly section of Gebhard Road that will be converted to a local residential street.
2. **Westerly Extension of Beebe Road** (Good). The westerly extension of Beebe Road across Bear Creek is accommodated in this option through the use of the old right-of-way for Beebe Road as it crosses Bear Creek.
3. **North/south connectivity** (Good). Convenient direct north/south connectivity.
4. **Construction phasing** (Good). The construction phasing for Option B-1 is similar to Option A. This has been accomplished by removing the northerly most parcel from the alignment.

Neutral

5. **Neighborhood Connectivity**
 - a. Residual property (Fair). Although access to abutting lands was previously noted as a positive this option does create more triangular remnant parcels (4). This option also conflicts with the park in the northeastern corner of the proposed White Hawk development, although to a lesser extent than Option B. This option also conflicts with the proposed White Hawk development (See Figure 3).
6. **Environmental Impacts** (Good). The proposed future westerly alignment of Beebe Road relies on the existing old right-of-way for Beebe Road.

Negative
None

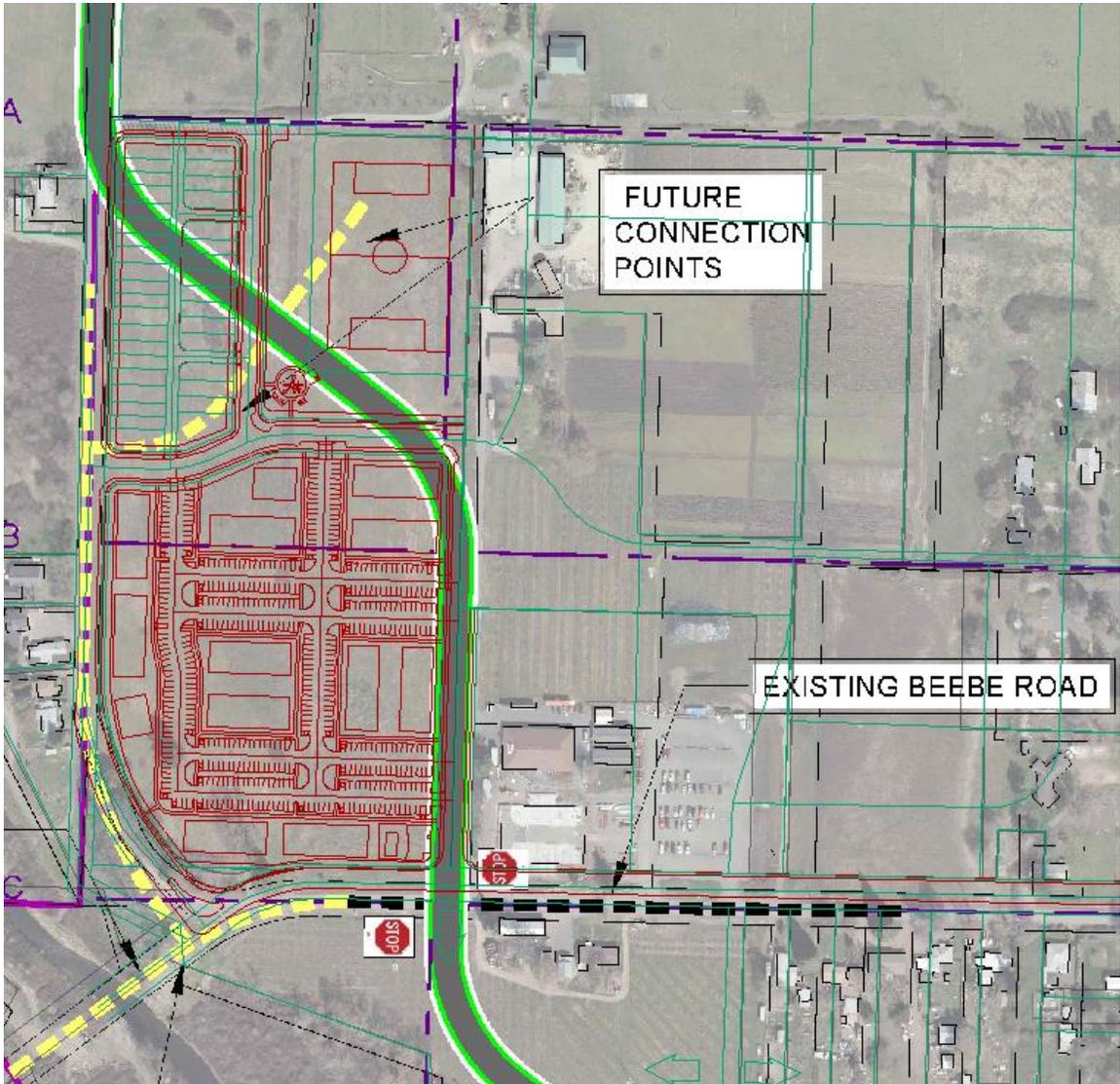


Figure 3. Option B-1 Impacts to the Proposed White Hawk Development.



GEBHARD ROAD ROUTE STUDY AREA
 OPTION B1
 (MAY 11, 2015)



OPTION C – ROUNDABOUTS

North Area: Option C relies on the use of roundabouts (2) at key intersections to connect Gebhard Road to East Pine Street.

South Area: Option C would use the same alignment as proposed on Option B and B1.

Positive

1. **Development of abutting lands.**
 - a. Neighborhood Connectivity. Allows for the extension of local street networks throughout the Study Area, similar to Option A.
 - b. Residual Property (Good). The proposed alignment uses a grid system, which avoids diagonal alignments.
 - c. Existing Homes (Good). Option C will not impact any existing homes.
2. **Construction phasing (Good).** The construction phasing for Option C north of Beebe Road is very feasible (1 parcel dependent). As each parcel is developed the current Gebhard/Beebe alignment can be used. South of Beebe Road two (2) large undeveloped parcels are affected, both of which have potential for development by 2025.
3. **Westerly Extension of Beebe Road (Good).** The westerly extension of Beebe Road across Bear Creek is accommodated in this option, using of the old right-of-way for Beebe Road as it crosses Bear Creek.



ROUNDABOUT ON 2-LANE COLLECTOR STREET

Neutral

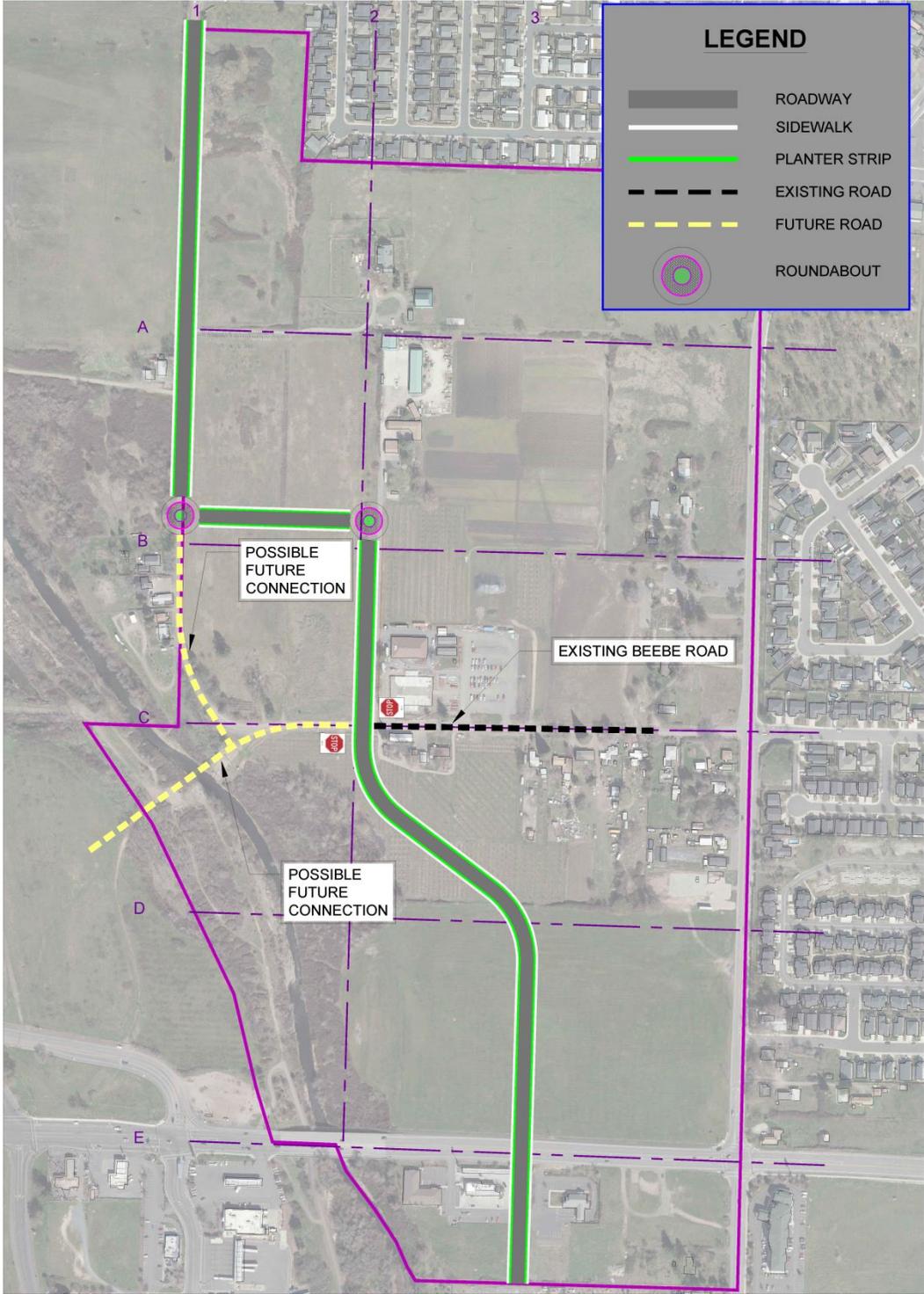
1. **Environmental impacts (Fair).** The proposed future westerly alignment of Beebe Road relies on the existing old right-of-way for Beebe Road.
2. **North/south connectivity (Fair).** North/South connectivity may be considered less convenient due to the use of roundabouts. However, the roundabouts will moderate traffic speeds, assisting in retaining the residential character of the neighborhood, while at the same time allowing for north/south connectivity.

3. **Phasing** (Fair/Poor). As a result of the additional right-of-way needs for the roundabouts and the location of the roundabouts, two additional properties are necessary for the completion of the roundabouts, thus complicating construction phasing. In the interim standard intersection design could be used.

Negative

None

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GEBHARD ROAD ROUTE STUDY AREA
 OPTION C
 (MAY 11, 2015)