

The Preferred Streetscape Alternative

This section describes the recommended design elements of Alternative B, including improvements through 10th Street.

Cross Section Elements

Roadway and Intersections

Four travel lanes would be maintained but their widths would be reduced to 11 feet by constructing new curbs that are moved 2 feet into the existing roadway on each side. As with Alternative A, intersection bulb-outs are recommended at 3rd Street, 5th Street, and 6th Street to improve pedestrian visibility and crossing. (See Technical Memorandum 4 in the appendix for more information on turning radii and other bulb-out design considerations.) No mid-block bulb-outs are included with this alternative since street trees can be accommodated in the wider sidewalks.

Intersection bulb-outs are not recommended at 2nd Street and 4th Street in order to better accommodate truck and bus turning movements. Specially paved crosswalks should be added at each intersection, using durable concrete materials rather than stamped concrete or thermoplastic treatments.



Intersection bulb-out

Sidewalk and Amenity Zones

Sidewalk and amenity zone widths would be increased to ten feet total as a result of reconstructing the curbs. This width provides the minimum conditions for Main Street design. The amenity zone has been increased to four feet, which will support street trees and other street furniture. The six foot sidewalk width is the functional minimum for two people to comfortably walk side-by-side, but is still constrained for outdoor seating and sidewalk business displays. Sidewalks should be reconstructed to a consistent finish and pavement detail throughout.

Street Trees and Furniture

Street trees could be located in small tree wells (approximately four feet by eight feet) that could be planted or finished with pervious concrete pavers set in sand to allow water infiltration to the zone. Root barriers are also recommended for each tree. Other furniture such as bike racks, benches, and vending machines may now be located in the amenity zone.



Trees in pavers

Street Lighting

All existing street lights should be replaced by ornamental street lights to match those already in place between Front Street and 1st Street. Use two poles per corner at each intersection and one pole on each side of the street at mid-block locations. Light pole locations should avoid car doors in relation to parking stalls.

Parking Zone

One space would be lost to the enhanced bus stop at 6th Street. Street corner curb bulb-outs at intersection will not reduce on-street parking.

Bicycle Facilities

Painted sharrow markings on East Pine Street and bike racks located within the intersection bulb-outs or the wider sidewalk amenity zone are recommended enhancements to supplement marked bike routes on Oak and Manzanita Streets. Sharrows should be installed in the outer lanes at spacing of 50 to 100 feet, or about 2-3 per block.

How Do the Elements Fit Together?

While the recommended alternative retains four travel lanes on East Pine Street, the improvements shown above combine to provide significant enhancements to the street's character and livability. Figure 13, below, and Figure 14 on the following page show how the recommended elements fit into the corridor and give a sense of how these improvements promote a Main Street character.



Figure 13: Rendering of Streetscape Alternative B

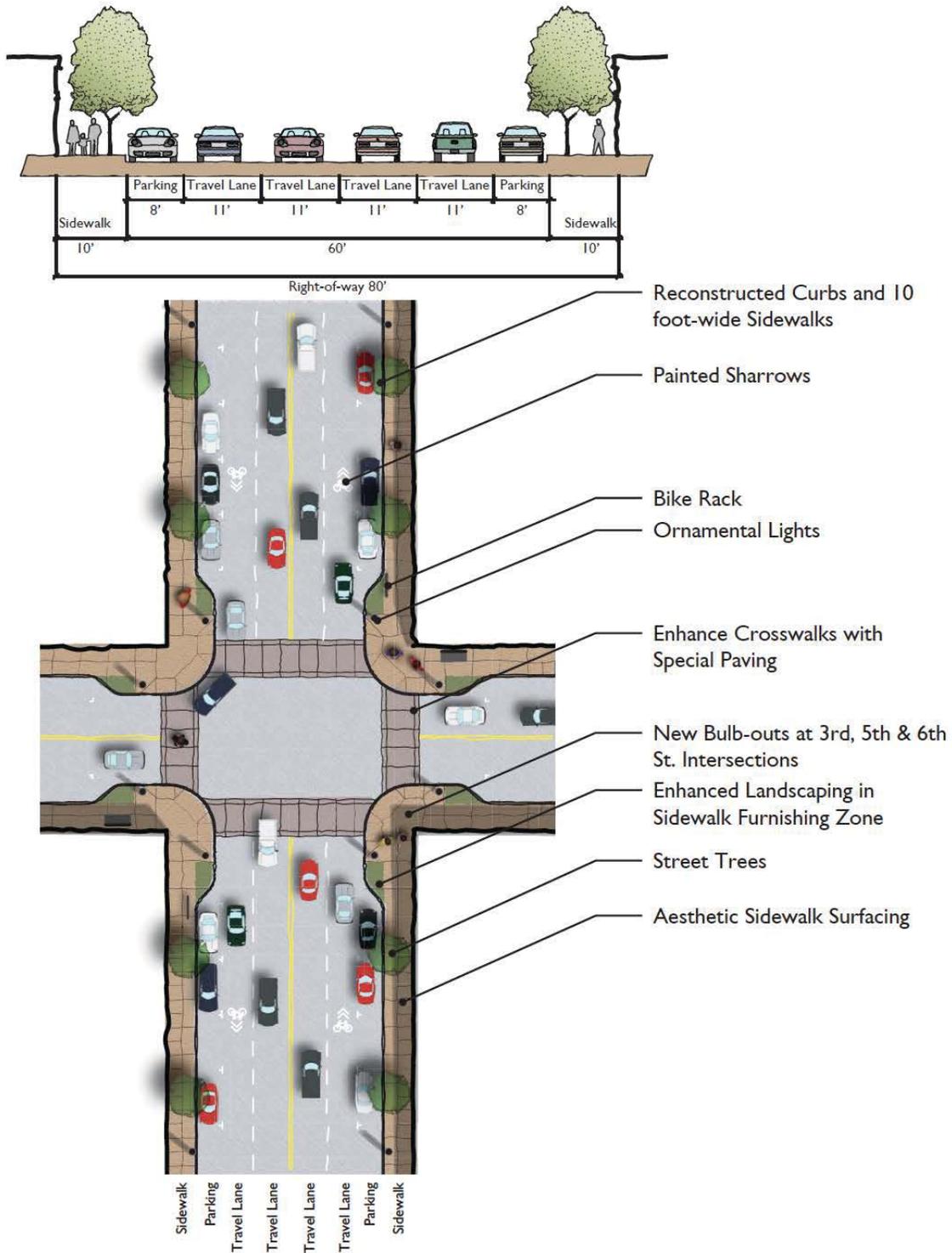


Figure 14: Alternative B cross section and streetscape elements

Enhanced Bus Bulb-Out on 6th and Pine Street

Transit service is likely to play and increasingly important role in Central Point. The existing bus stop at 6th and Pine Streets should be improved by:

- A street corner extended bulb-out of approximately 30-feet in length, sufficient to load front and rear doors of a bus
- A small shelter
- An ADA-compliant landing within the bulb-out and at the front door loading area.

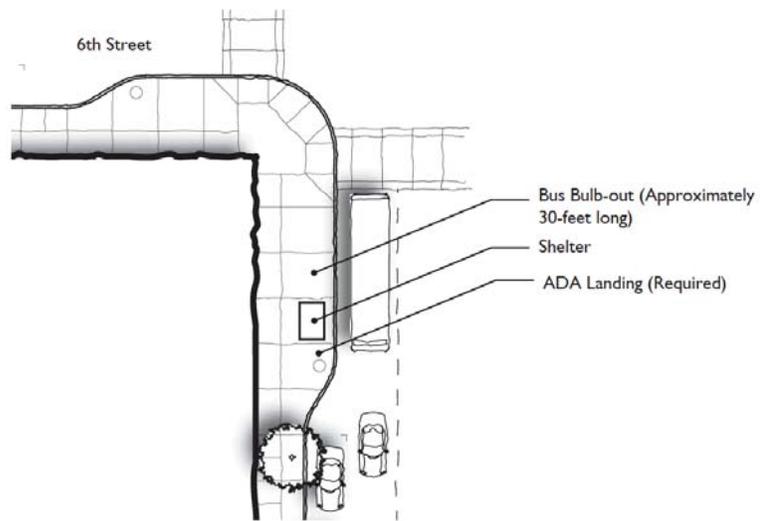


Figure 15: Enhanced bus bulb-out elements

Smaller bulb-outs should be constructed at the other three corners of the intersection with specially paved crosswalks. Improvements are illustrated in Figure 15, above.

2nd Street Roadway and Traffic Improvements

Additional improvements to vehicle operations can be achieved through removal of the existing traffic signal at 3rd Street, installation of a new signal at 2nd Street, and coordination of all signals on Pine Street. Figure 16, below, illustrates proposed changes for 2nd Street south of East Pine Street.



Figure 16: New 2nd Street lane configuration

Improvements on East Pine Street Between 1st and 2nd Street

In order to better facilitate vehicle traffic and to improve the sense of place at this location on East Pine Street, additional traffic operational improvements are proposed as well as a 2nd Street Pedestrian Plaza. These elements are discussed below.

Modified Striping

Installing a new traffic signal at 2nd Street requires some changes to the way eastbound travel lanes are striped on East Pine Street between 1st Street and 2nd Street. This is the location where the street widens from one lane eastbound to two. The additional lane, which currently begins just 25 feet west of 2nd Street, should be extended to 100 feet to improve queuing conditions. Figure 17, right, shows this concept.

Plaza

The 2nd Street Plaza was originally conceived while developing the Central Point Downtown Revitalization Plan. At one community workshop there was a strong consensus that a small plaza along Pine Street, adjacent to Ray's Food Place, would be a very desirable amenity. Ray's deli is busy during the lunch hour so a place for outdoor dining and a focal gathering point seemed plausible. The Plaza was designed into the public right-of-way to minimize the loss of on-street parking, and to retain all of the grocery store's parking. Landscaping, street furniture, art, and shade structures were all envisioned for the site.

Conceptual drawings of a potential plaza in front of Ray's are shown in Figure 18, below.



Figure 17: Proposed restriping on East Pine Street between 1st and 2nd Street

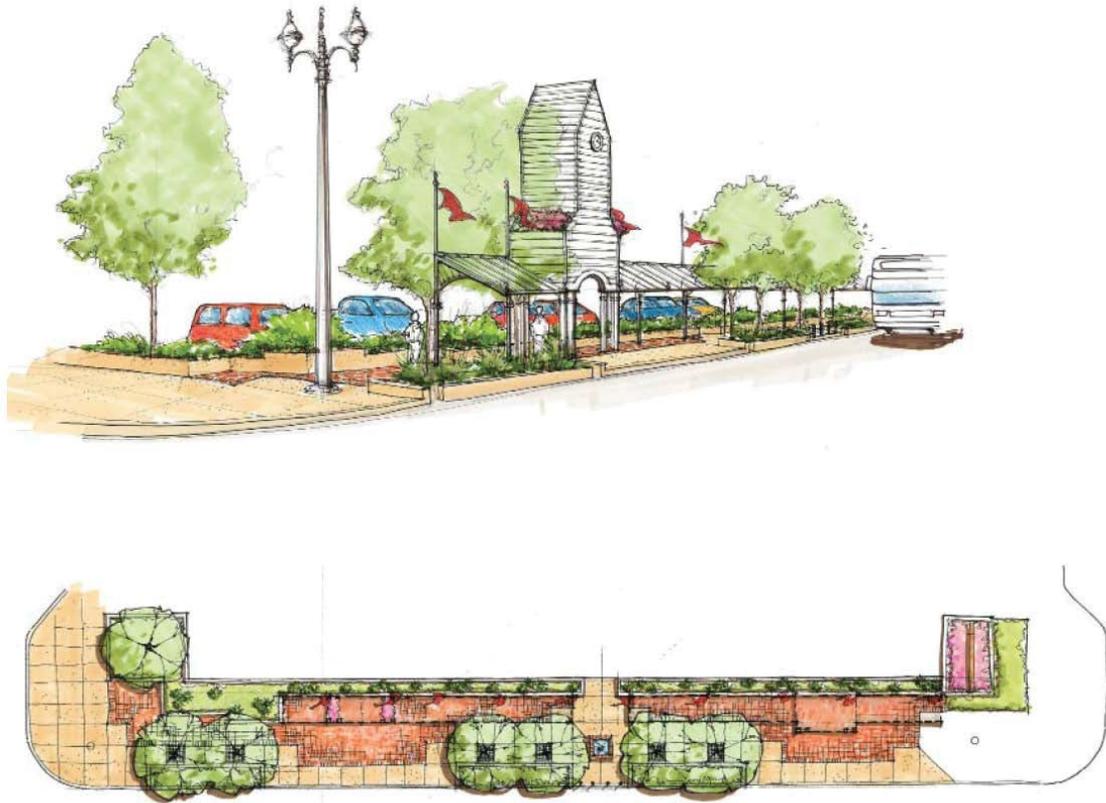
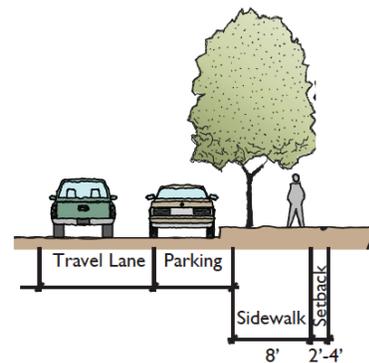


Figure 18: Conceptual drawing of 2nd Street Plaza

Pine Street Blocks 6th-10th Sidewalk Improvements

Beyond 6th Street, basic frontage improvements could be incrementally implemented as opportunities present themselves. Buildings along this section are setback, making it possible to widen sidewalks through additional right-of-way dedication. For these segments, no reduction in the width of roadway lanes, or in the number lanes, will occur. Existing sidewalks could be widened to 10 to 12 feet in width by acquiring additional right-of-way or easements from property owners with front yard setbacks between buildings and the current sidewalks. With wider sidewalks, street trees could be introduced into the streetscape. Improvements could occur with property redevelopment or as a series of smaller capital projects carried out by the City.



Implementation

Development of streetscape designs included planning-level cost estimates and recommendations for phasing of improvements. These are described below.

Planning-Level Costs

Estimates include probable construction costs of the key elements, a construction cost contingency, and estimates of mobilization and erosion control, construction survey, and temporary traffic control based on a typical percentage of construction costs. Also, an allowance for utility adjustments within the right-of-way has been made, as well as for meeting stormwater treatment requirements likely to be triggered by the reconstruction of impervious surfaces (e.g. roadway and sidewalks).

Modified Four-Lane Cross Section, 1st Street to 6th Street

The preferred cross section between 1st Street and 6th Street includes new sidewalks and curbs, along with new bulb-outs at three intersections. The curb line on each side of the street would be moved two-feet into the existing road surface. That would likely require partial to complete roadway reconstruction in the affected blocks, along with adjustments to the existing utilities and meeting stormwater treatment requirements. Allowances for those costs have been made. Ornamental street lighting, crosswalks, and extensive street tree planting have been assumed as well.

7th Street through 10th Street Improvements

Improvements in this segment consist of incrementally widening the existing sidewalk frontage through right-of-way acquisition or easements in the front yard setback of properties. These improvements could be completed on a property-by-property basis if redevelopment or building expansions occur, or as publicly funded capital projects. For informational purposes a probable lineal foot cost for frontage improvements has been included.

Cost estimates are shown in Table 10. More detail on cost elements is available in the appendix.

Table 10: Cost estimates for recommended projects

Improvement	Planning-Level Cost
Modified 4-Lane Cross Section (1 st to 6 th Street)	\$2.1M to \$2.2M
7 th to 10 th Street Improvements	\$5,500 to \$6,000 per linear foot

Potential Phasing

1st Street to 6th Street

The improvements between 1st Street and 6th Street could be constructed in two separate phases. A Phase I project could be 1st Street through 4th Street, which corresponds to the current downtown core, with the greatest density of business activity and continuous building frontage. Most participants in the walking tour conducted as part of this project said their feeling of being “downtown” was strongest in these blocks. Since corner bulb-outs are not recommended for the intersection of 4th Street, construction could be terminated at either the west or east side of the intersection without creating a dangerous misalignment of curbs.

A Phase II project would complete the improvements from 4th Street through the 6th Street intersection, making sure the curb bulb-outs were constructed on both sides of the intersection in order to facilitate safe vehicle and bike movements through the intersection.

6th Street to 10th Street Sidewalk Improvements

These improvements would likely be constructed as opportunities arise along individual property frontages and parcels are redeveloped.

2nd Street Plaza

Because the preferred alternative requires moving and reconstructing the existing curbs, the plaza project could not be completed prior to completion of the streetscape project. However, once the streetscape project is completed, with the new curbs in place, the plaza can be completed later as a separate project.