

Market Street / SR 20 & 45 Complete Street Project

June 25th, 2010
Tribal Community Focus Workshop

Study Area Corridor



Project Goals

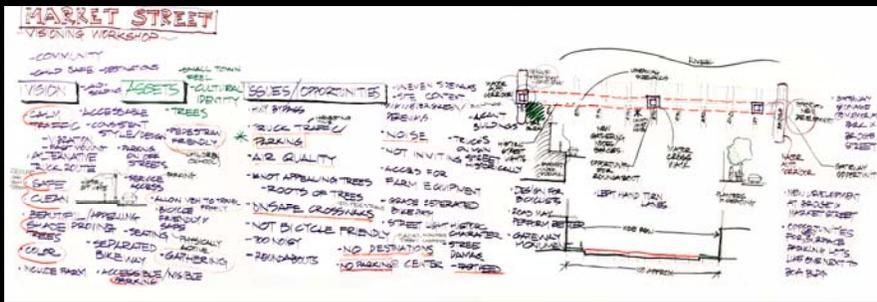
- Create a more bicycle and pedestrian friendly environment along the corridor
- Enhance connectivity along the corridor for all modes of travel
- Calm automobile traffic along the corridor
- Preserve and enhance Colusa's small town character and identity

Planning
Process

Current Planning & Design Process



Corridor Planning Process



Corridor Planning Process

Guiding Plans and Documents

- City of Colusa General Plan
 - a) Land Use
 - b) Community Character and Design
 - c) Circulation
- City of Colusa Streets and Roadways Master Plan
 - Fehr and Peers, 2009

Current Efforts

- River Bend

Existing Conditions Analysis *Assets*

Diverse Mix of Uses



Destinations: Buildings & Open Spaces



Key Transportation Corridor



Character - Historic



Character - Natural Context



Character - Changing



Sense of Community



Existing Conditions Analysis *Issues and Opportunities*

Improving Safety & Connectivity



Improving Pedestrian Environment



Improving Pedestrian Environment



Building on Community Needs & Values



Respecting the Ecological Context



Complete Streets

What are Complete Streets?

“Complete streets are streets designed and operated to enable safe access for ALL users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.”

Presentation by 

What are Complete Streets?

“Streets aren’t just for cars, they’re for people and with the Complete Streets Act local governments will plan for and build roadways that are safe and convenient for everyone — young or old, riding a bike or on foot, in a car or on a bus.”

California Complete Streets Act of 2008

A Successful Approach to Complete Street Combines....



Why do we need Complete Streets?

A Successful Complete Street Combines...



Why Complete Streets...

- Approximately 5,000 pedestrians and bicyclists die each year in the U.S., and more than 70,000 are injured
- Only 25% of Florida residents feel safe to walk along or to cross the closest U.S. or State road
- Children walking to school has declined from 71% to 17%
- 47% of Americans over 50 cannot cross main roads near their home safely



Presentation by 

Why Complete Streets...

- Designing for pedestrian travel by installing raised medians and redesigning intersections and sidewalks reduces pedestrian risk by 28%
- Reducing traffic speed improves safety:
 - 80% pedestrians struck by car going at 40 mph die
 - 40% pedestrians struck by car going at 30 mph die
 - 5% pedestrians struck by car going at 20 mph die



Why Complete Streets...

- Overweight or obese children tripled between 1980 and 2004
- Nature of trips in metropolitan areas:
 - 50% of all trips are three miles or less
 - 28% of all trips are one mile or less
 - 65% of trips under one mile are made by automobile



Why Complete Streets...

- Boulder Colorado: 350 miles of dedicated bike facilities, paved shoulders and comprehensive transit network has resulted:
 - Fewer people drove alone
 - More people bicycled
 - Transit trips increased by 500%
 - 0.5 million pound reduction in carbon emissions
- Portland, Oregon: Complete streets and associated land use policies initiative yield carbon savings worth between \$28-70 million annually

Better Health & Air Quality

Increased Transit Usage

Desirable Walkable & Bikable Environment



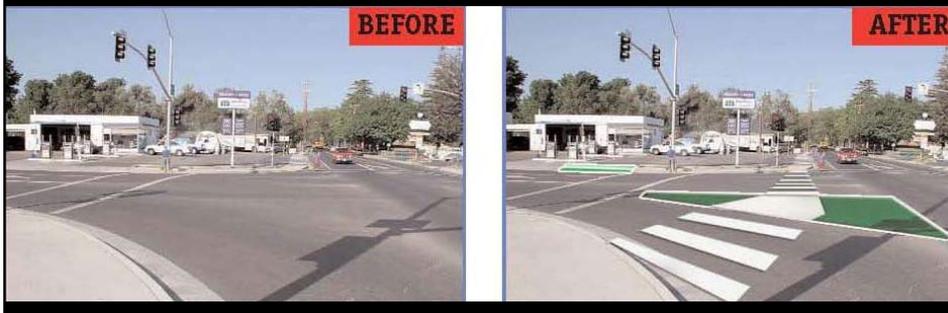
Why Complete Streets...

- Transportation is the second highest expense for American households – 18 cents for every dollar
- Lack of adequate transportation is a key barrier in hiring and retaining qualified employees

Lower Transportation Costs

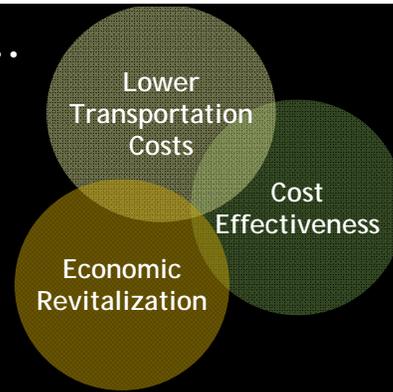
Cost Effectiveness

Economic Revitalization



Why Complete Streets...

- Requires far less pavement per user
- 12% increase in sales in commercial corridors
- Streetscape improvements along arterial roads resulted in:
 - 2/3rd increase in pedestrian and bicycle activity
 - 40% merchants reported increased sales 60% merchants reported more people shopping locally



Desirable Design Characteristics

- **Functional**
 - Address needs of different street users
 - Balanced not territorial
 - Safe & Calm
- **Human Scale**
- **Context Sensitive**
 - Shade and protection from the elements
 - Respectful of historic, cultural & ecological context
- **Memorable**

Presentation by 

Desirable Design Characteristics Functional- Address Needs of Different Users



COAST HIGHWAY 101, ENCINITAS, CA

Desirable Design Characteristics Functional – Balanced not Territorial



STATE ROUTE 75, CORNADO, CA

Desirable Design Characteristics

Functional Balanced Not Territorial



DEL PASO BLVD, SACRAMENTO, CA

Desirable Design Characteristics

Functional: Safe and Calm



STATE ROUTE 123, EMERYVILLE, CA

Desirable Design Characteristics Human Scale



STATE ROUTE 185, OAKLAND, CA

Desirable Design Characteristics Context Sensitive: Shade, Protection from the Elements



STATE ROUTE 123, BERKELEY, CA

Desirable Design Characteristics

Context Sensitive: Ecological



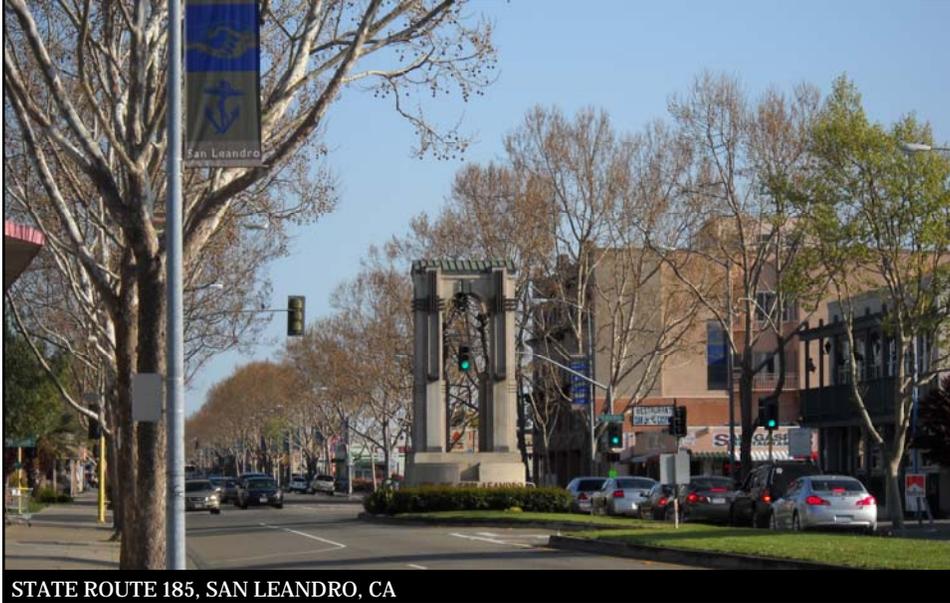
Desirable Design Characteristics

Context Sensitive: Historic & Cultural



COAST HIGHWAY 101, ENCINITAS, CA

Desirable Design Characteristics Memorable



STATE ROUTE 185, SAN LEANDRO, CA

Market Street Context *Potential Corridor Improvements*

Emerging Community Vision



- Safe for all modes of travel along and across Corridor
- Walkable and bikeable for families & children
- Well connected to community destinations
- Adequate and accessible on-street & off-street parking
- Maintain & balance role of farm and service vehicles
- Calm traffic speed
- Aesthetically pleasing with trees and shaded gathering places
- Clean and attractive
- Reflect the rural and agricultural character of the area

Potential Corridor Improvements Base Map



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