



# CITY OF COLUSA

# Market Street/SR20 & 45

COMPLETE STREETS CONCEPT PLAN

**CITY OF COLUSA**  
**MARKET STREET/SR 20 & 45**

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Complete Streets Concept Plan

**DECEMBER 2010**

PREPARED FOR:



PREPARED BY:



CITY OF COLUSA

MARKET STREET/SR 20 & 45

COMPLETE STREETS CONCEPT PLAN

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# acknowledgments

This plan would not have been possible without the dedicated support of the following individuals:

## City of Colusa

Jan McClintock , City Manager  
Bryan Stice, City Planner  
Nick Ponticello, City Engineer

## Caltrans

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## Colusa Residents

Special thanks to the many residents and community members who participated in the meetings and workshops.

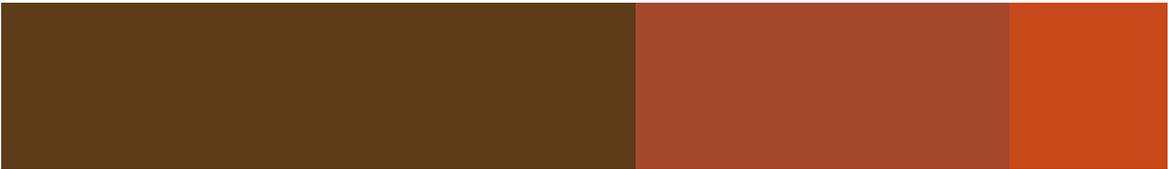
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# Executive Summary

## Proposed Complete Streets Concepts

The proposed Complete Streets Concepts present a community-supported vision for a more pedestrian friendly corridor that continues to support smooth automobile traffic flows.

After the speed limit was increased in 2009, there was strong interest in making the type of improvements along the corridor that are described in DD-64-R1, the Complete Streets Policy Act of 2008.

Two options are presented, all designed to accommodate agricultural equipment. The key elements of these options include:

### Option A

Option A maintains the existing travel patterns, including number of travel lanes. Key features include:

- Two travel lanes in each direction
- Parallel parking
- Bulbouts at intersections that

accommodate turning radii of trucks and farm equipment that use the corridor

- Separated median with turf or shrub landscape treatment
- Treated pavement shoulder between median and travel lane to accommodate agricultural vehicles and equipment

### Option B (End Blocks, 7th–3rd Street)

Option B (End Blocks) presents a more nuanced approach that maintains overall travel patterns, but reflects the changing character of the street. Key features include:

- One travel lane in each direction
- Parallel parking
- Bulbouts at intersections that accommodate turning radii of trucks and farm equipment that use the corridor
- Separated median with landscape treatment
- Treated pavement shoulder between parking and travel

lane to accommodate agricultural vehicles and equipment

- Left turns allowed at 10th, 7th, 3rd and Bridge Streets

### Option B (Middle Blocks, 10th–7th Street and 3rd–Bridge Street)

Option B (Middle Blocks) presents a more nuanced approach that maintains overall travel patterns, but reflects the changing character of the street. Key features include:

- One travel lane in each direction
- Parallel parking on one side of the street
- Diagonal back-in parking on the other side of the street
- Bulbouts at intersections that accommodate turning radii of trucks and farm equipment that use the corridor
- Center turning lane
- Treated pavement shoulder between parking and travel lane to accommodate agricultural vehicles and equipment

The options presented provide a basis for future conversation about improvements along the corridor that build on community preferences.

This project is not a confirmation of any element's feasibility or prioritization, or a funding commitment. The project will need to address challenges of funding for further planning, environmental studies, design, construction and ongoing maintenance.

### Next Steps

Potential next steps for the City of Colusa include:

- Securing project funding
- Identifying projects/phases
- Developing a Project Initiation Document (PID) to refine concept, describe project purpose, and identify project scope, schedule and cost
- Producing Environmental Document for improvements
- Project Design
- Project Construction



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USA HEARING AD CENTER

USA HEARING AD CENTER

# 1

## Introduction

### OVERVIEW

During 2010, Caltrans District 3 and the City of Colusa developed a community-based Complete Streets Concept Plan for Market Street/SR 20 & 45.

The study area runs from 10th Street to Bridge Street. Market Street/SR 20 & 45 is the principal east-west arterial traversing the City of Colusa that provides access for local, regional and interregional traffic, as well as farm equipment. The City of Colusa is in Colusa County, approximately 9 miles east of Williams and 26 miles west of Marysville. At the western edge of the study corridor, SR 20, coming from the south, converges with SR 45 coming from the north. The two continue as a co-named state route through the corridor and south of the Colusa airport, where they diverge. The study corridor is a mix of light industrial, commercial, retail, residential and public uses.

### Project Purpose

The Market Street/SR 20 & 45 Complete Streets project built upon previous planning efforts to improve safety, character, access and mobility along the corridor for all modes of travel.

The overall goal of the Market Street/SR 20 & 45 Complete Streets project was to assess the feasibility of Complete Streets improvements along Market Street by engaging the community in a discussion about potential design improvements that would have the following outcomes:

- Improve the overall safety and usability of the Market Street/SR 20 & 45 corridor for pedestrians;
- Enhance connectivity along the corridor for all modes of travel;
- Calm automobile traffic along the corridor; and
- Preserve and enhance Colusa's small town character and identity.

### Document Overview

This report is organized into six main sections:

#### Complete Streets

The project represents an opportunity for implementing one of Caltrans' newest policies, the Complete Streets Policy Act of 2008, as described in DD-64-R1. The Act explains that:

*"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."*



*Top: A residence along the corridor.*

*Above: Farm equipment at Colusa Tractor.*

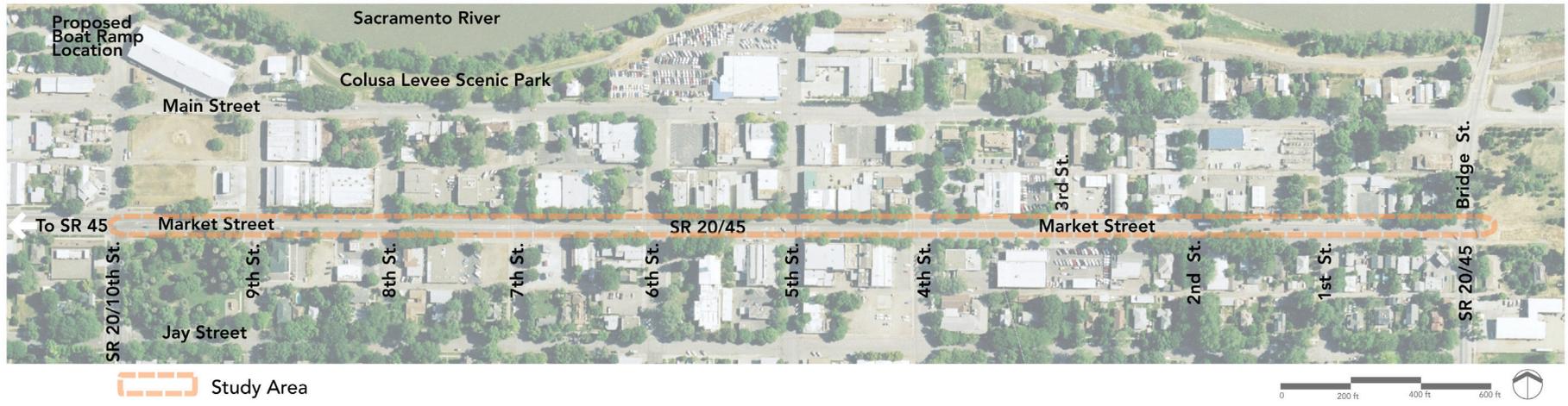


FIGURE 1-1: AERIAL IMAGE OF THE CORRIDOR

**Corridor Conditions**

Describes existing corridor conditions and the previously completed planning studies that informed this effort. This section also details corridor Assets, Opportunities and Challenges as identified in previous studies and the community outreach process.

**Community Outreach Process**

The project was informed by extensive community outreach including two rounds of community workshops, special focus workshops with tribal and business representatives, a City Council/ Planning commission study session and final City Council presentation.

**Preliminary Alternatives**

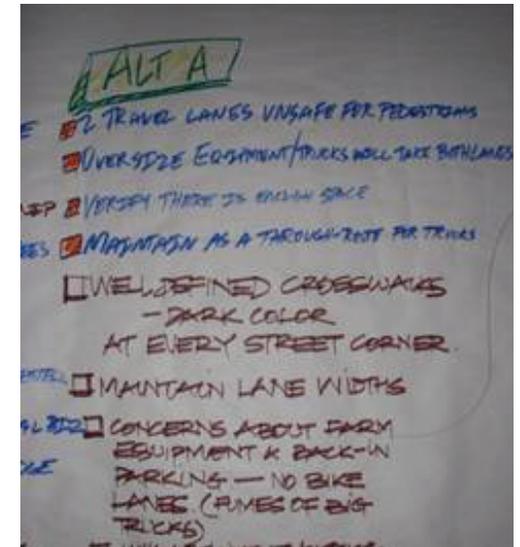
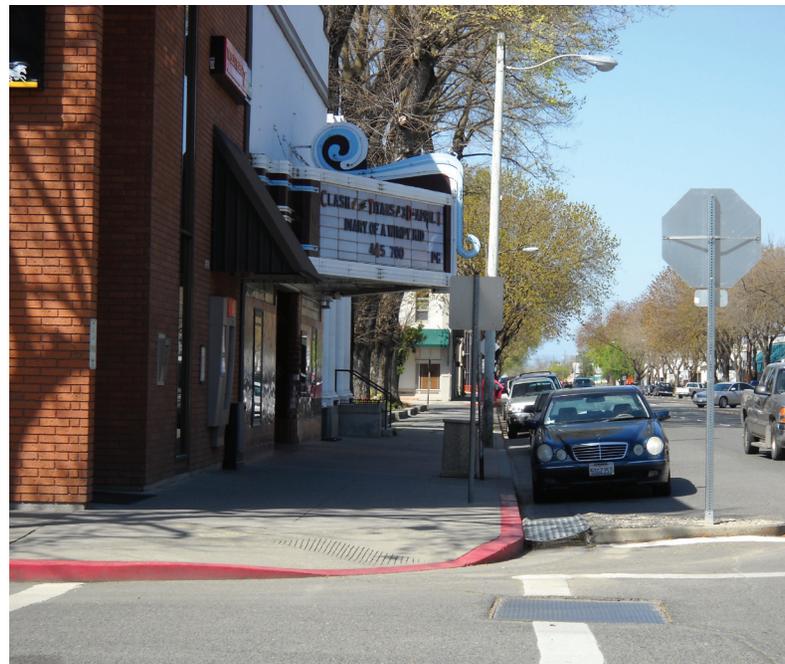
Describes the five preliminary alternatives presented at the July 28, 2010 Community Workshop and other potential design considerations.

**Preferred Conceptual Complete Streets Concept**

The preferred Conceptual Complete Streets Concept presents a community-supported vision for a more pedestrian-friendly corridor that continues to support smooth automobile traffic flows.

**Next Steps**

Describes next steps for improving the corridor and achieving the Complete Streets vision identified in this report.



*Top: July 28, 2010 Community workshop comments.*

*Below: New development along the corridor.*

*Left: Looking west along the corridor from Market & 5th Street intersection.*



COLUSA CITY FIRE  
THIS SATURDAY



FIGHTERS ASSOCIATION  
ANNUAL PANCAKE BREAKFAST THIS SATURDAY



# Complete Streets

## COMPLETE STREETS DEFINED

Developing and implementing Complete Streets is an exciting development in transportation planning. Caltrans is exploring this concept in a number of locations across the state and has developed DD-64-R1, the Complete Streets Policy Act (2008), to guide these efforts.

Complete Streets are designed to be safe and attractive while providing comfortable access and travel for all users. Pedestrians, bicyclists, motorists and public transportation users of all ages and abilities are able to safely and comfortably move along and across a Complete Street.

## Why Complete Streets?

As local, county and state-wide jurisdictions continue to implement Complete Streets legislation and

requirements, many studies are available that document the benefits of these design strategies. The following section describes some of these benefits, including:

### Improving Safety

- Pedestrian-related crashes are more than twice as likely to occur in places without sidewalks; streets with sidewalks on both sides have the fewest crashes.<sup>1</sup>
- One study found that redesigning streets for pedestrian travel with raised medians and sidewalks reduced the risk of pedestrian-related crashes by 28 percent.<sup>2</sup>

### Increasing Health and Activity

- Complete Streets provide opportunities for kids to walk to school in safety. Pedestrian injury is a leading cause of unintentional, injury-related

death among 5-14 year olds.<sup>3</sup>

- Obesity rates among kids have increased significantly in the last 30 years. A recent survey found that while 71% of adults walked or rode a bicycle to school, only 17% of children currently do so.<sup>4</sup>

### Generating Environmental and Economic Benefits

- Transit investments and improvements to bicycling and walking infrastructure have the potential to reduce overall CO<sup>2</sup> emissions and provide cost savings while encouraging increased activity for local businesses.



*Top: An example of a well-marked bicycle and pedestrian crossing with a landscaped median.*

*Bottom: Art and plantings are key design features of Complete Streets.*

<sup>1</sup> B.J. Campbell and others. A Review of Pedestrian Safety Research in the United States and Abroad. Federal Highway Administration Publication #FHWA-RD-03-042 (January 2004).

<sup>2</sup> M.R. King, J.A. Carnegie, and R. Ewing. "Pedestrian Safety Through a Raised Median and Redesigned Intersections" Transportation Research Board 1828 (2003): 55-66.

<sup>3</sup> Surface Transportation Policy Project (2004) Mean Streets.

<sup>4</sup> Appleyard, B. (2005) Livable Streets for Schoolchildren. NCBW Forum.

<sup>6</sup> Cortright, Joe. "Portland's Green Dividend." CEOs for Cities. July 2007.

## CHAPTER TWO

### Creating Cost Savings

Generally, Complete Streets cost less money to maintain over time than traditional street improvements.<sup>7</sup>

### Benefits of Complete Streets

Other benefits of Complete Streets include:

- Creating a sense of place and identity
- Increased social interaction
- Improved ADA access
- Increased transit usage
- Desirable walkable and bikeable environment
- Better health and air quality
- Community life and ownership
- Cost effectiveness
- Lower transportation costs

- Economic revitalization

### Factors to Consider

Complete Streets are more than engineering projects. They are community-building activities that acknowledge and integrate a variety of social factors in order to be successful, including:

- Social & cultural needs and values
- Community vision & engagement
- Economic & political realities
- Contextual planning & design principles

To achieve success, project teams developing Complete Streets should

invest in ongoing communication and dialogue to address design issues as they arise.

Potential design issues related to travel speeds and barriers between bicyclists, pedestrians and automobiles must be identified and addressed during the design stages of a Complete Streets project.

Complete Streets projects like this are an exciting step forward and are supported by related Caltrans planning documents, including DD-64-R1, the Complete Streets Policy Act (2008), the Complete Streets Implementation Action Plan (2010), and Main Streets: Flexibility in Design and Operations, (2005).



*Left: Coast Highway 101, Encinitas.*

*Below: Roundabouts are a potential traffic calming intersection treatment.*



<sup>7</sup> According to the 2002-2006 Transportation Improvement Program for the Green Bay Urbanized Area and Construction cost estimates from the Brown County Highway Department (November 30, 2004), a Complete Streets project in Brown County, Wisconsin came in under budget and cost less money to maintain than the original design.

### Key Design Characteristics

The key design characteristics to be considered when developing Complete Streets include developing a facility that is:

- **Functional: Safe and Calm**  
The street provides space for all users.
- **Context Sensitive**  
The designs pay attention to the local environment and culture and the street fits with the adjoining area.
- **Human Scale**  
The street is for people.
- **Memorable**  
The street is a place that people want to return to.



### COMPLETE STREETS ELEMENT

#### Pedestrian Facilities

- Continuous, safe and comfortable pedestrian facilities;
- Safe, visible and well-marked crosswalks;
- Well-signed crossings; and
- Bulbouts at key intersections to create shorter crossing distances.



*Top left: Clear and highly visible pedestrian signage.*

*Bottom left: A separated bicycle and pedestrian trail along Russell Boulevard connects Davis and Winters.*

*Above: A well-marked pedestrian crossing.*



*Top: Roundabouts can be designed to accommodate the turning needs of the heavy trucks, RVs, and trailer traffic common on SR 20.*

*Right: Complete Streets may include median landscaping while providing adequate shoulder space for large automobiles and bicycle traffic.*

*Bottom left: San Pablo Avenue, State Route 123, traverses Oakland, Berkeley, El Cerrito and Albany along the East Bay. Many miles of this busy state route have landscaped medians and heavy tree plantings.*



## COMPLETE STREETS ELEMENT

### Space for vehicles and bicycles

- Adequate automobile travel lanes;
- Safe, visible and well-marked crosswalks; and
- Well-signed intersections.





*Top left: A landscaped median along Orange Avenue, SR 75, in Corondo, CA.  
Bottom right: Places for people to sit on India Street, in San Diego, CA.  
Bottom left: A sidewalk buffer along Orange Avenue, SR 75, in Corondo, CA.*



**COMPLETE STREETS ELEMENT**

**Amenities**

- Well-signed intersections;
- Appropriate landscaping;
- Places to sit; and
- Other appropriate amenities, such as signage and lighting.





# Corridor Conditions

## CORRIDOR DESCRIPTION

Market Street/SR 20 & 45 is the primary commercial corridor in the City of Colusa, supporting local, residential and business traffic as well as interregional trucks and agricultural equipment.

Colusa is a small rural community with a population of less than 6,000 people. Buildout population is 25,000.

The Market Street corridor serves a variety of users. The planning process was informed by an overview of planning documents, recent and pending activities.

## Previous Studies and Plans

The Complete Streets project was built on a series of previously completed studies along the corridor and their key findings, including:

### City of Colusa General Plan, 2007

- Land Use Element: Identifies and details new planning areas,

including Riverfront District and Colusa Riverbend.

- Community Character and Design Element: Includes Downtown and Riverfront Design Concepts and policies related to community vision for community, history, environment and mobility.
- Circulation Element: Establishes LOS D as the minimum acceptable LOS in the study corridor. Also states “If conditions of LOS D or worse are already present, future proposed projects may not cause roadway volumes to increase by five percent or more and will be accompanied by other mitigation measures intended to reduce trip generations.”

### City of Colusa Streets and Roadways Master Plan, 2009

- 10th Street/Market Street traffic signal improvement.
- Identified potential traffic signal or roundabout at Bridge Street/

Market Street.

- Identifies potential Market Street widening between 1st Street and Bridge Street to four lanes with left turn lanes at major intersections to accommodate buildout conditions.

### Caltrans Transportation Concept Report—SR20, 2009

- Segment currently operates at LOS E and is expected to decline to LOS F by the year 2027.
- Calls for study of potential operational improvements and capacity expansions.
- Calls for considerations of developing parallel arterials.



*Top: SR 20 provides connections to communities across northern California.*

*Bottom: Vehicles with boats travel along the corridor to gain access to the Sacramento River.*

CHAPTER THREE

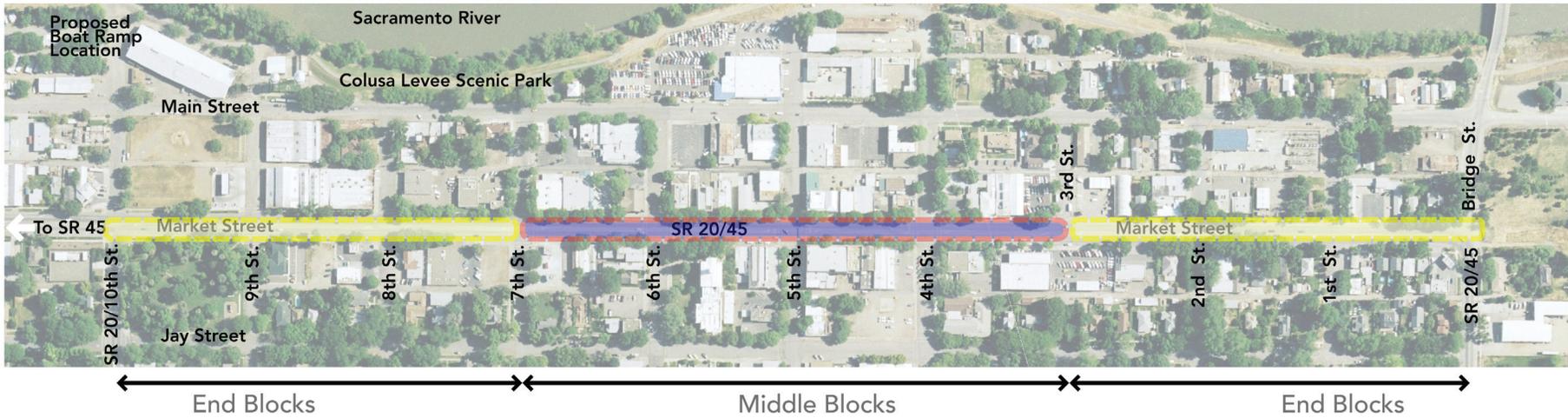


FIGURE 3-1: AERIAL IMAGE OF THE CORRIDOR WITH BLOCK AREAS



*Top: Aerial image showing the corridor limits, end block and middle block areas.*

*Above: Images from the west end, middle and east end of the corridor.*

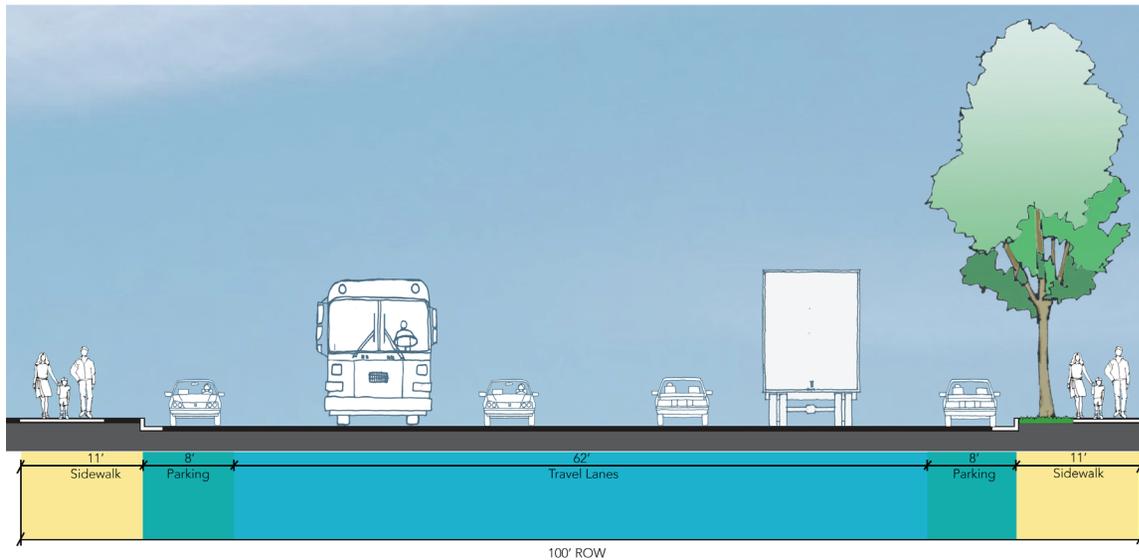


FIGURE 3-2: CROSS SECTION OF EXISTING CORRIDOR

### Recent Efforts

#### Traffic Signal at Market and 10th Streets

A traffic signal was installed at the western edge of the corridor at the intersection of Market and 10th Streets.

### Pending Projects

#### Riverbend Development

Development plans are in progress for the Riverbend Project along the east end of the corridor. The project area includes an 80-acre parcel within the city limits that is expected to support 376 units upon completion. Anticipated traffic impacts on the

roadway will require the development of a Market Street extension.

### Existing Conditions

The existing corridor conditions are depicted in the aerial image on the opposite page. The corridor includes:

- Four travel lanes throughout the corridor.
- A center turning lane.
- Paved sidewalks on both sides of the corridor.

The corridor has two sets of end blocks, east and west, and middle blocks that have unique traffic and land use patterns.

The western end blocks have vacant parcels, open space and light industrial uses. The western end blocks are generally located between 10th Street and 7th Street.

The middle blocks are primarily commercial, retail and community public uses. The middle blocks are generally located between 7th Street and 3rd Street.

The eastern end blocks primarily are residential with a hotel, and

*Left: A cross section of the existing Market Street/SR 20 & 45 corridor.*

*Below: A plan view of the existing corridor showing travel lanes and parking configuration.*

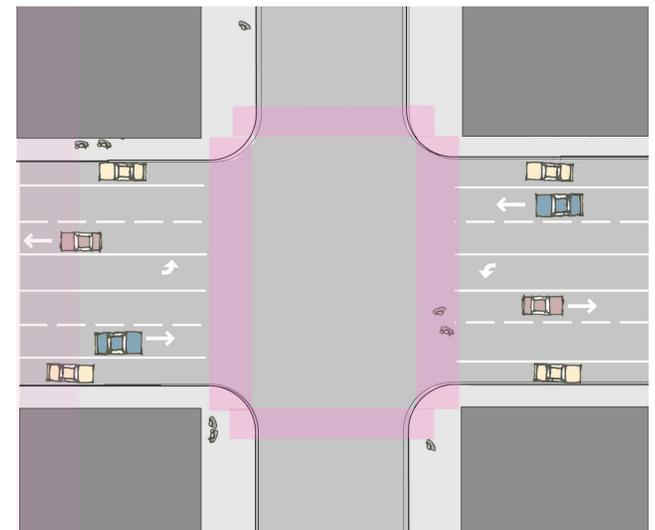


FIGURE 3-3: PLAN VIEW OF EXISTING CORRIDOR INTERSECTION

community services, including the fire station. The eastern end blocks are generally located between run from 3rd Street and Bridge Street.

### Corridor Assets

The corridor has many assets identified during the planning process that residents would like to see maintained and improved upon, including:

- Hosting a **diverse mix of uses and amenities** including a variety of businesses, residences and public spaces;
- **Providing connections** within the City of Colusa and to the greater region, including Williams, Marysville and Chico;
- Serving as a **gateway** to the Sacramento River;
- Providing a shady and pleasant place to be with an impressive **canopy of mature trees**; and
- Embodying the **historic, rural and small-town character** of Colusa.

*Right: Downtown Colusa.*

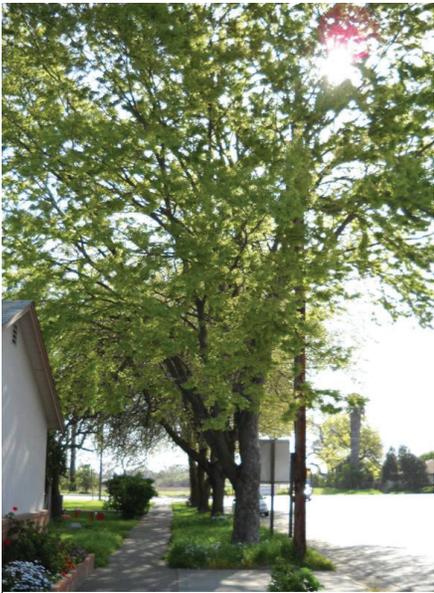
*Bottom: The view of Sutter Buttes from the east end of the corridor.*



*Right: Parks and open space along the corridor provide a setting for community events.*

*Bottom left: Historical and unique buildings along the corridor.*

*Bottom right: The existing tree canopy provides a pleasant place to walk.*



### Corridor Issues and Opportunities

The primary issues and opportunities in the corridor are related to:

- **Improving the pedestrian environment** and safety at key intersections and crossings. Community members are concerned about unsafe crosswalks and uneven sidewalks.
- Addressing the **needs of different users and drivers** of a variety of vehicles, including commercial and agricultural trucks and recreational vehicles and equipment. Agricultural vehicles and equipment require adequate space for turning.
- **Building on community needs and values.**
- Respecting the **ecological context.**
- Developing a **gateway monument or signage** at Memorial Park and Bridge Street that provides a sense of place.
- Building on the historic street light character, trees and brick crosswalks.
- Creating **pocket plazas and public spaces** that integrate the local site context and provide outdoor spaces for businesses and community buildings along the corridor.





*Opposite page top: The highway provides access for a variety of users, including regional, interregional, local traffic, and agricultural equipment.*

*Opposite page bottom: Pedestrians and people with disabilities share the highway with large trucks.*

*Above left: Due to lack of intersections at key crossings, pedestrians cross the middle of the highway.*

*Above right: The existing highway is wide and takes a long time for pedestrians to cross.*

*Right: There are opportunities for visual and aesthetic improvements along the corridor.*





# Community Outreach

## PLANNING PROCESS

The planning process began in early 2010 when the Project Team, comprised of representatives of Caltrans and the City of Colusa, met to review existing corridor conditions and discuss previous studies and planning efforts. These early meetings were critical for developing a shared vision for the project and fostering a collaborative approach to project design and implementation.

Preliminary design considerations identified at the meeting included the potential of developing:

- Three lanes of traffic with a continuous left turn lane.
- Diagonal parking. Allowing vehicles to back onto a state facility would require a design exception.
- Safer pedestrian crossings, including refuge islands, especially at the intersctions near the post office, movie theater and county courthouse.

Other issues identified included:

- A long-planned boat ramp location at 9th Street and 10th Street may be moved to 4th Street. City of Colusa staff are working with the Department of Boating and Waterways to finalize the boat ramp location and are hopeful that the location will not be moved.
- Speed limits along the SR20/Market Street corridor and other arterials in Colusa.
- The Environmental Impact Report for the Riverbend Development has been completed. The project calls for an eastward extension of Market Street which should be reflected in design concepts.

## Community Visioning and Focus Group Workshops

### Outreach

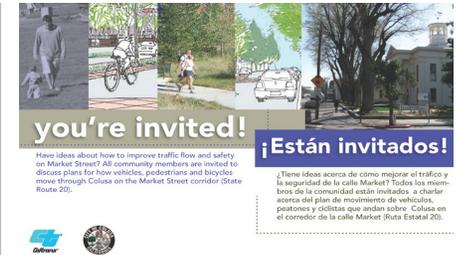
The Project Team conducted extensive outreach activities to inform the community about

workshops, including mailing invitations to residents, e-mailing existing listserves such as the Colusa County Chamber of Commerce, submitting press releases to the Colusa Sun Herald and making personal visits with invitations at businesses along the corridor.

### Workshop 1: May 11, 2010

An initial community workshop was held in May 2010 at Colusa City Hall. The workshop was attended by 30 people.

The overall goal of this workshop was to present an overview of existing corridor conditions (including previously completed studies), discuss corridor issues, assets and opportunities, and suggest potential design concepts.



*Top: Community workshop invitations sent to local residents.*

*Above: Bruce De Terra, Caltrans, welcomes people to the May 11, 2010 Workshop.*

*Left: Participants at the May 11, 2010 workshop.*





*Above: Community members listen to the presentation on July 28, 2010.*

The resulting input formed the basis of preliminary concept designs that were refined and presented at future workshops.

Following an overview presentation on preliminary corridor concepts, participants were asked to share their thoughts about the corridor in a large group discussion. Participants shared their ideas for a vision for the corridor and potential improvement locations and types. The input was graphically recorded by MIG staff for reference.

General direction provided by the

community at the workshop called for the development of improvement concepts that will focus on:

- Improving the pedestrian environment;
- Improving safety and connectivity for all modes of travel;
- Building on community needs and values, including support for local businesses and developing additional parking; and
- Integrating aesthetic and

environmental improvements that beautify the corridor while slowing traffic and increasing safety.

Specific comments provided on these issues are described in Chapter Three, Corridor Conditions.

Input was generated at the May and July, 2010 workshops through facilitated conversations and written comment cards. There were seven comment cards submitted following the May 11, 2010 workshop, and 12 were submitted following the July 28, 2010 workshop. Meeting materials were translated into Spanish, and Spanish interpreters were present at all workshops.

#### **Focus Group Workshop**

A special focus group workshop was held on June 25, 2010 at the Colusa County Chamber of Commerce with Colusa business owners along the corridor and representatives from the Cachil Dehe Band of Wintun Indians. Four business representatives and two tribal representatives attended these sessions.

Comments provided generally supported those comments received at the May workshop. In addition, participants in these sessions

suggested that Complete Streets improvements should:

- Attract business activity and investment;
- Help reduce speeds;
- Accommodate farm equipment, tractors and trucks;
- Provide increased on-street parking; and
- Support parades and other civic events.

#### **Preliminary Design Concepts Workshop**

At a follow-up workshop on July 28, 2010 a series of five preliminary concepts were presented for review and discussion. The concepts were developed integrating the broad concepts identified in the previous working sessions, and included options for both the corridor end blocks and middle blocks.

#### **End Block Concepts**

End Block concept designs were developed to provide a sense of entry to downtown Colusa that will encourage motorists to slow down.

#### **Middle Block Concepts**

Middle Block designs were developed to promote safe pedestrian crossings and support





## Preliminary Alternatives

### ALTERNATIVES PRESENTED

At the July 28 community workshop, five preliminary alternatives were presented for review and discussion. The following section details these alternatives and specific feedback generated at that workshop and through comment cards. The Preliminary Alternative features are presented in Figure 5-1 on page 24.

At the conclusion of the workshop, an informal vote was held to gauge support for the alternatives. Alternatives A and B2 received the most support.

The design team incorporated the feedback on these alternatives into the two preferred conceptual Complete Streets Concepts presented in Chapter Six. Other general comments are listed below:

### Pedestrian Improvements

Participants requested the following improvements to the pedestrian

environment along the corridor:

- Add well-marked, high-visibility crosswalks to every intersection.
- Improve existing sidewalks and provide additional sidewalks where there are none.
- Enhance sidewalks with pavement coloring or other similar strategy.
- Provide additional pedestrian safety and wayfinding signage.

### Traffic Calming

Participants made the following traffic calming requests:

- Reduce the speed limit and enforce the existing speed limit more aggressively.
- Add stop signs/signals to the Middle Blocks of the corridor.

### Landscaping

Participants provided the following input on landscaping considerations:

- Ensure that tree varieties selected do not have roots that

will disrupt sidewalks.

- Ensure that selected plantings do not impact the visibility of business.

### Maintenance Responsibility

Participants asked for clarification on maintenance responsibility and expressed an interest in alternatives that can be maintained over time.

*Right: Preliminary Alternatives were presented for review at the July 28 workshop.*

*Below: An informal vote at the July 28 workshop showed strong support for Alternatives A and B2.*

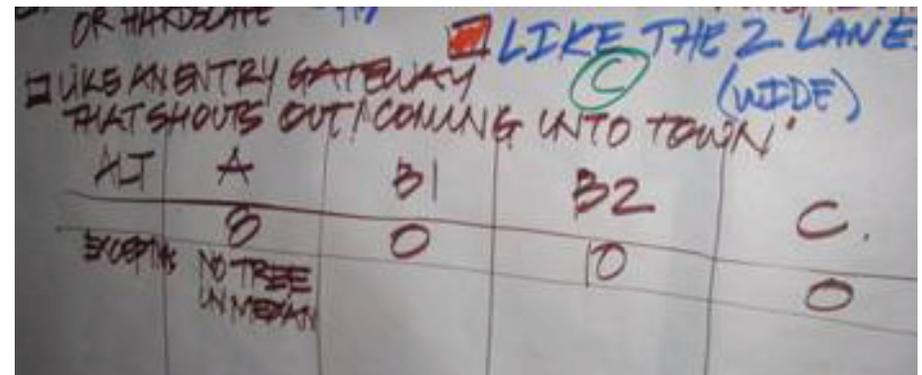


FIGURE 5-1: PRELIMINARY ALTERNATIVE FEATURES

Alternative	Features
A	<p>The primary features of Alternative A included:</p> <ul style="list-style-type: none"> <li>• Two travel lanes in each direction</li> <li>• Landscaped median with tree</li> <li>• Parallel parking</li> <li>• Improved pedestrian environment at key intersections and crossings</li> </ul>
B1a	<p>Alternative B1a was designed to be implemented at the corridor End Blocks, between 10th and 8th and 2nd and Bridge Streets.</p> <p>The primary features of Alternative B1a included:</p> <ul style="list-style-type: none"> <li>• One travel lane in each direction</li> <li>• Landscaped median with trees</li> <li>• Parallel parking</li> <li>• Improved pedestrian environment at key intersections and crossings</li> </ul>
B1b	<p>Identical to Alternative B1a, with an additional reference made to potential bike lane location.</p>
B2	<p>Alternative B2 was designed to be implemented in the corridor Middle Blocks, between 8th and 2nd Streets.</p> <p>The primary features of Alternative B2 included:</p> <ul style="list-style-type: none"> <li>• One travel lane in each direction</li> <li>• A dedicated left-turn lane</li> <li>• Bulbouts at intersections</li> <li>• Diagonal back-in parking</li> </ul>
C	<p>The primary features of Alternative C included:</p> <ul style="list-style-type: none"> <li>• One travel lane in each direction</li> <li>• A landscaped median with tree</li> <li>• Bulbouts at intersections</li> <li>• Diagonal back-in parking</li> <li>• Improved pedestrian environment at key intersections and crossings</li> </ul>

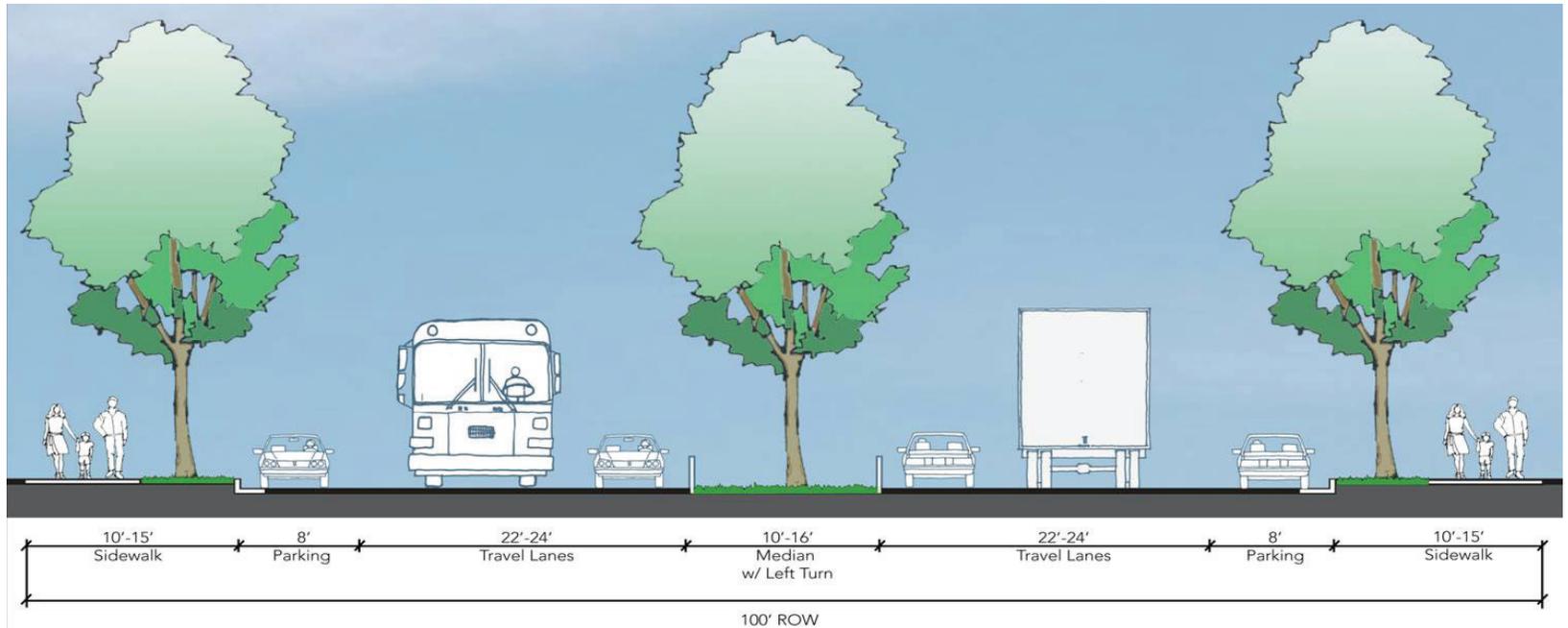


FIGURE 5-2: PRELIMINARY ALTERNATIVE A

### Alternative A

The primary features of Alternative A included:

- Two travel lanes in each direction
- Landscaped median with tree
- Parallel parking
- Improved pedestrian environment at key intersections and crossings

### Feedback

At the July 28 workshop, community members expressed:

- Support for two travel lanes in each direction
- Strong concern regarding the potential impact of trees on the ability of farm equipment to move through the corridor
- A desire to see Alternative A modified to address the potential conflict between farm equipment and the proposed landscaping within the median

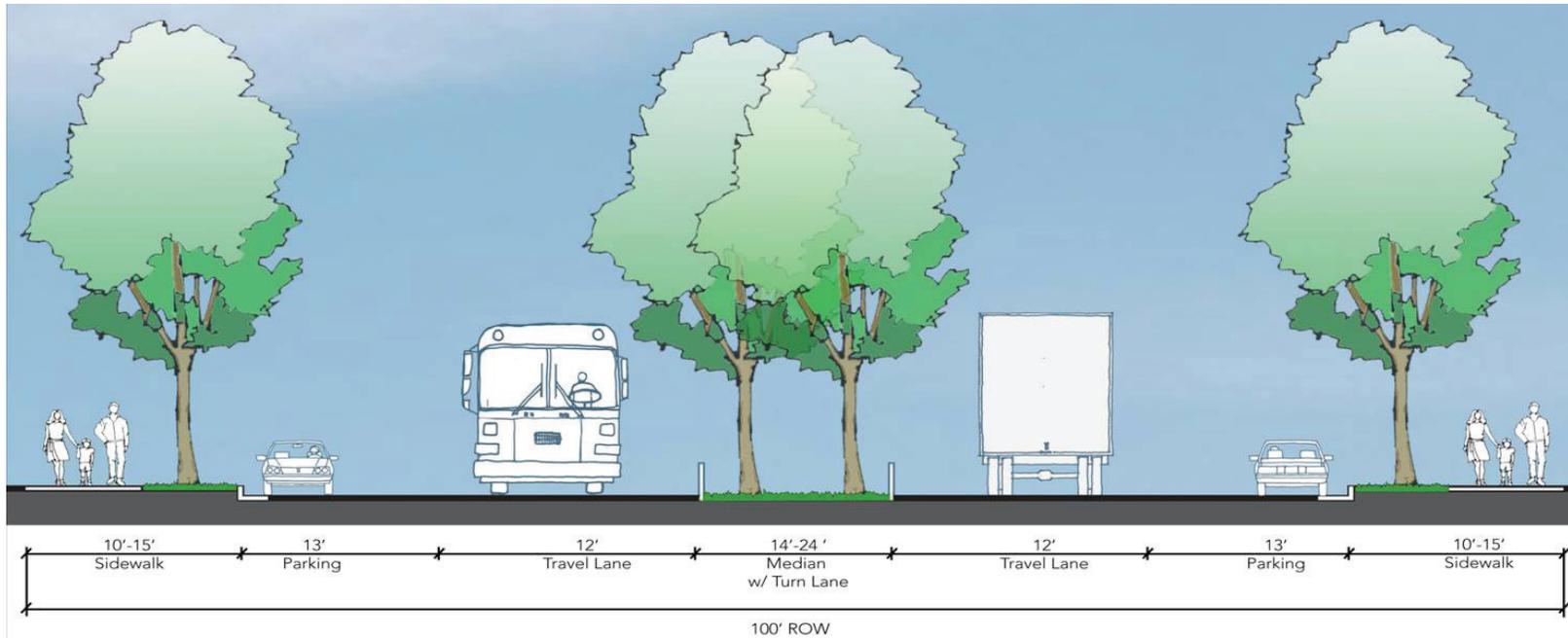


FIGURE 5-3: PRELIMINARY ALTERNATIVE B1A (END BLOCKS)

**Alternative B1a (End Blocks)**

Alternative B1a was designed to be implemented at the corridor End Blocks, between 10th and 8th and 2nd and Bridge Street.

The primary features of Alternative B1a included:

- One travel lane in each direction
- Landscaped median with trees
- Parallel parking
- Improved pedestrian environment at key intersections and crossings

**Feedback**

At the July 28 workshop, community members expressed:

- Enthusiasm for sense of entry and gateway provided by Alternative B1a
- Support for the traffic calming aspects of this design
- Very little desire to develop bike lanes on Market Street
- Desire for wider lanes
- A desire to see Alternative B1a modified to address the potential conflict between farm equipment and the proposed landscaping within the median

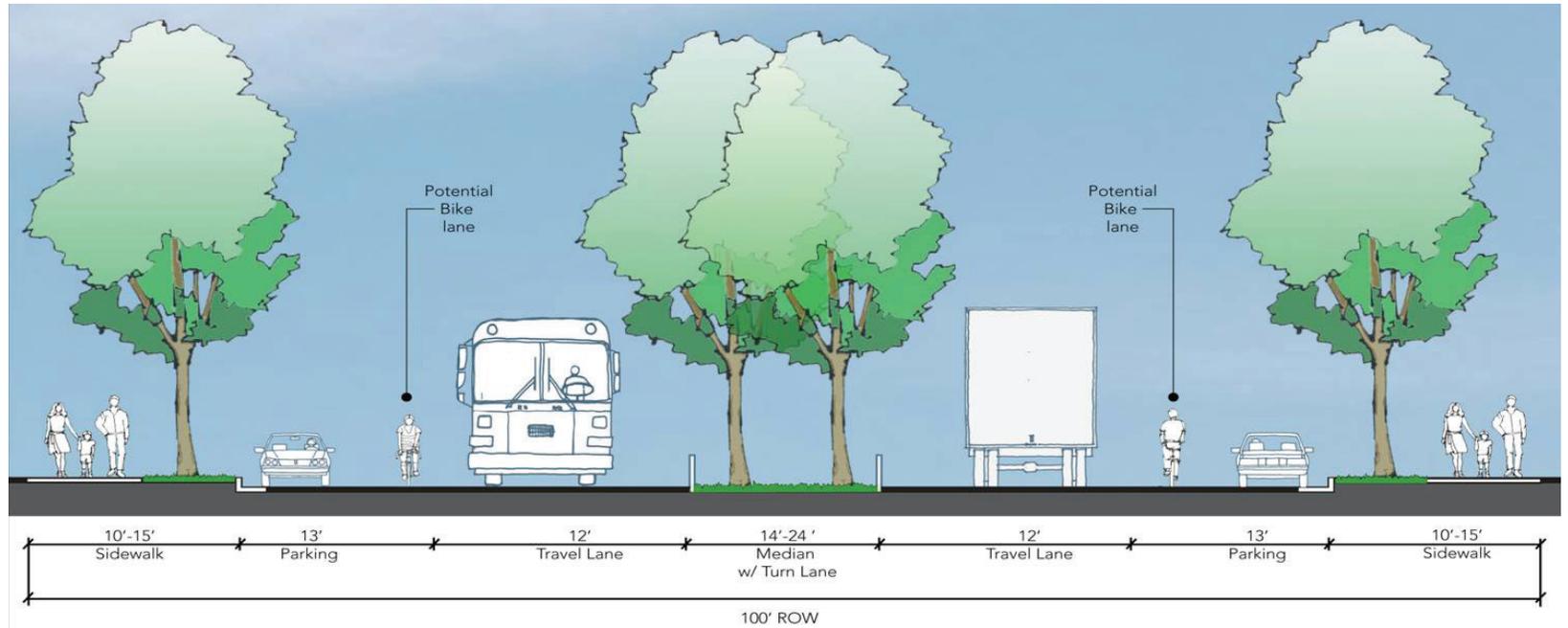


FIGURE 5-4: PRELIMINARY ALTERNATIVE B1B (END BLOCKS)

### Alternative B1b (End Blocks)

Alternative B1b was identical to Alternative B1a with an additional reference made to potential bike lane location.

### Feedback

There was very little desire to develop bike lanes on Market Street and strong interest in encouraging bicycle traffic one block north and south of the corridor.

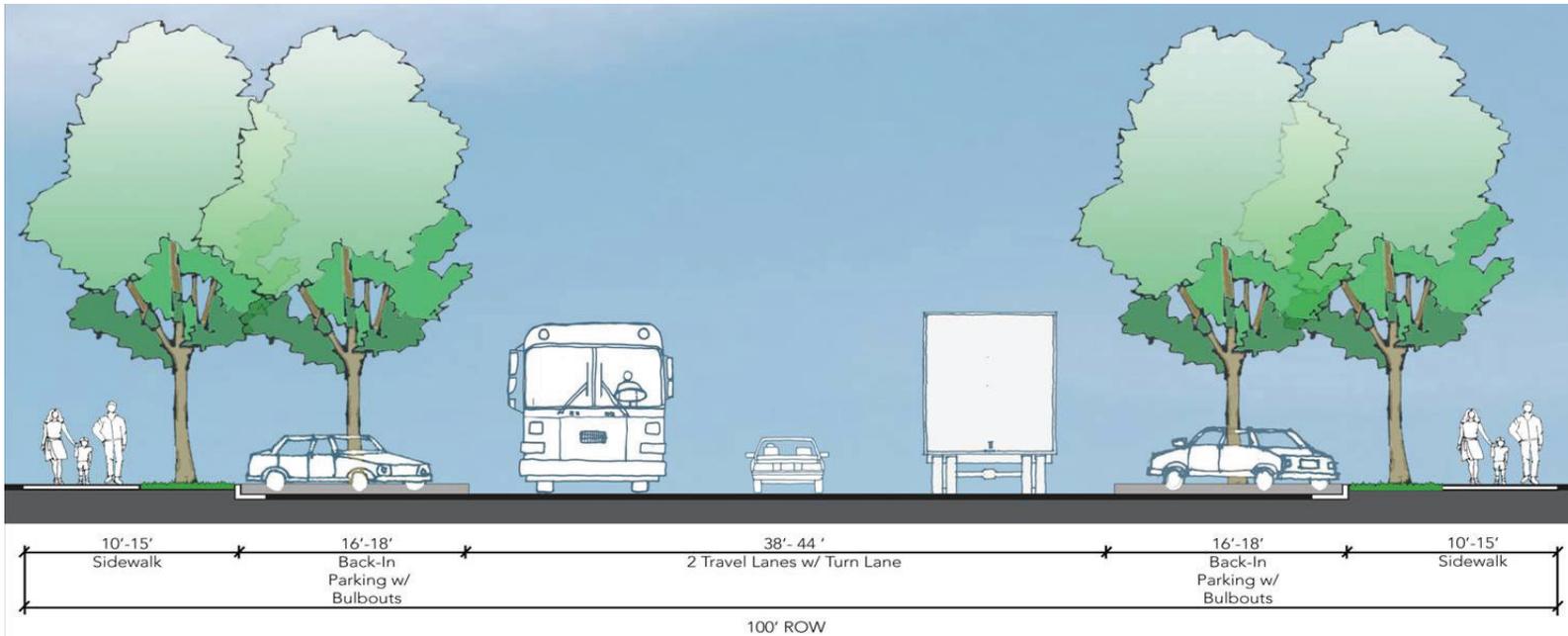


FIGURE 5-5: PRELIMINARY ALTERNATIVE B2 (MIDDLE BLOCKS)

### Alternative B2 (Middle Blocks)

Alternative B2 was designed to be implemented in the corridor Middle Blocks, between 8th and 2nd.

The primary features of Alternative B2 included:

- One travel lane in each direction
- A dedicated left-turn lane
- Bulbouts at intersections
- Diagonal back-in parking

### Feedback

At the July 28 workshop, community members expressed:

- Support for the potential of this design concept to slow traffic, accommodate farm equipment and enhance pedestrian safety
- Mixed support for the diagonal back-in parking concept, especially in a one-block pilot area

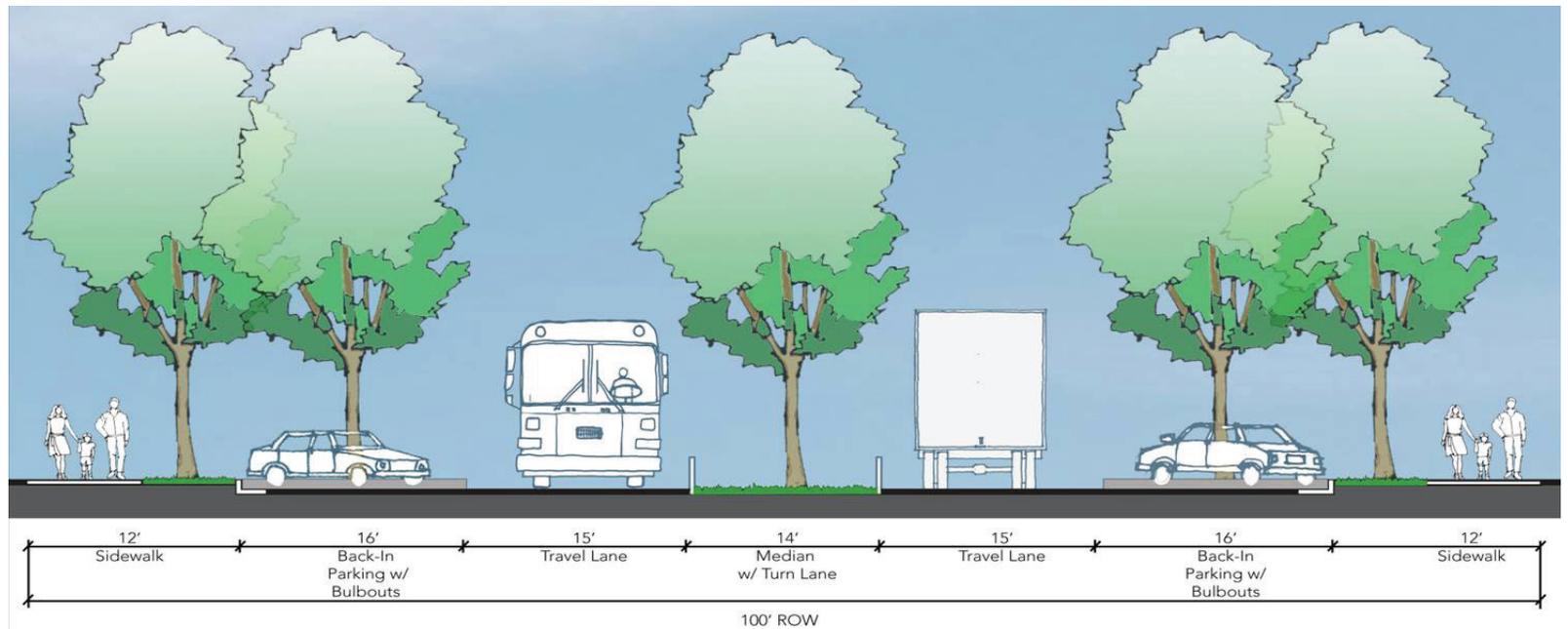


FIGURE 5-6: PRELIMINARY ALTERNATIVE C

### Alternative C

The primary features of Alternative C included:

- One travel lane in each direction
- A landscaped median with tree
- Bulbouts at intersections
- Diagonal back-in parking
- Improved pedestrian environment at key intersections and crossings.

### Feedback

At the July 28 workshop, community members expressed:

- Little to no support for Alternative C, noting the reduction of lanes, lane width and landscaped median as particularly problematic.

### Other Design Concepts for Future Consideration

The feedback provided at the July 28 workshop guided the refinements of the options presented in the following chapter. These concepts do not include a number of potential streetscape improvements designed to improve pedestrian safety, calm traffic and improve the overall sense of place along the corridor that could be considered moving forward, including:

#### Roundabouts

Roundabouts can be designed to accommodate the turning needs of the heavy trucks, RVs and trailer traffic common on SR 20. There are intersections along the corridor, mainly Market/Bridge Street, that may be able to accommodate a roundabout.

#### Median Landscaping

Median landscaping has been removed from the options presented in the following chapter. However, there are many successful examples across California of median landscaping that increase pedestrian safety, calm traffic and increase commercial activity along a corridor.

#### Bicycles

Space for bicycles was generally requested on local streets parallel to the corridor. Signage can be installed along the corridor to direct bicyclists to preferred bike routes.

#### Parking

In addition to parking options identified in the following chapter, additional parking options can be explored that include:

- Developing surface lot parking on available parcels.
- Diagonal back-in parking on streets parallel to Market Street.
- Providing adequate off-street parking for trailers and other recreational vehicles.

#### Signage

A variety of signage improvements along the corridor could be developed to calm traffic and provide directions to travelers of all modes along the corridor.



*Above: A landscaped median along SR 185 in San Leandro, CA includes a gateway monument and shrubs.*

*Right: An educational sign describing back-in angle parking.*





*Above Existing businesses along the corridor.*

*Top right: Community members ask Colusa City Manager Jan McClintock a question during the July 28, 2010 community workshop.*

*Below right: Pedestrians crossing at the corner of 5th and Market Streets.*



COLOGA CITY FIRE FIGHTERS ASSOCIATION  
THIS SATURDAY ANNUAL PANCAKE BREAKFAST THIS SATURDAY

WELLS FARGO

CLASH OF THE TITANS 2D-APRIL 1  
DIARY OF A WIMPY KID  
445 700 PG



# Preferred Conceptual Complete Streets Concepts

## OVERALL COMMUNITY VISION

Community members have a vision of the Market Street/SR 20 & 45 corridor for the future that includes:

- A safe and calm street for families and children;
- Adequate and accessible parking that supports neighboring businesses;
- An inviting gateway to downtown;
- An aesthetically pleasing street with trees and shaded gathering places;
- An attractive corridor that respects the historic character and reflects the rural/agricultural character of the area; and
- A Complete Street that supports all modes of travel.

## Concept Elements

Two preferred conceptual Complete Streets concepts have been identified for future consideration based on their ability to:

- Calm traffic by reducing vehicular travel speeds;
- Improve pedestrian connectivity throughout the corridor by creating convenient and well defined crossings for pedestrians;
- Maximize on-street parking; and
- Maintain access for farm equipment.

The Project Team prepared plan and section views of the proposed Complete Streets Concepts based on input from the November 16 City Council presentation.

The two options presented provide a basis for future conversation about improvements along the corridor that build on community preferences.



One of the primary drivers of this process was to develop concepts to reduce vehicular travel speeds along the corridor. A study should accompany the development or implementation of any of these concepts to observe what, if any, travel speed reduction they achieve.



*Top left: Colusa County Courthouse.*

*Above: The Colusa Post Office is a key destination along the corridor for pedestrians, motorists and bicyclists.*

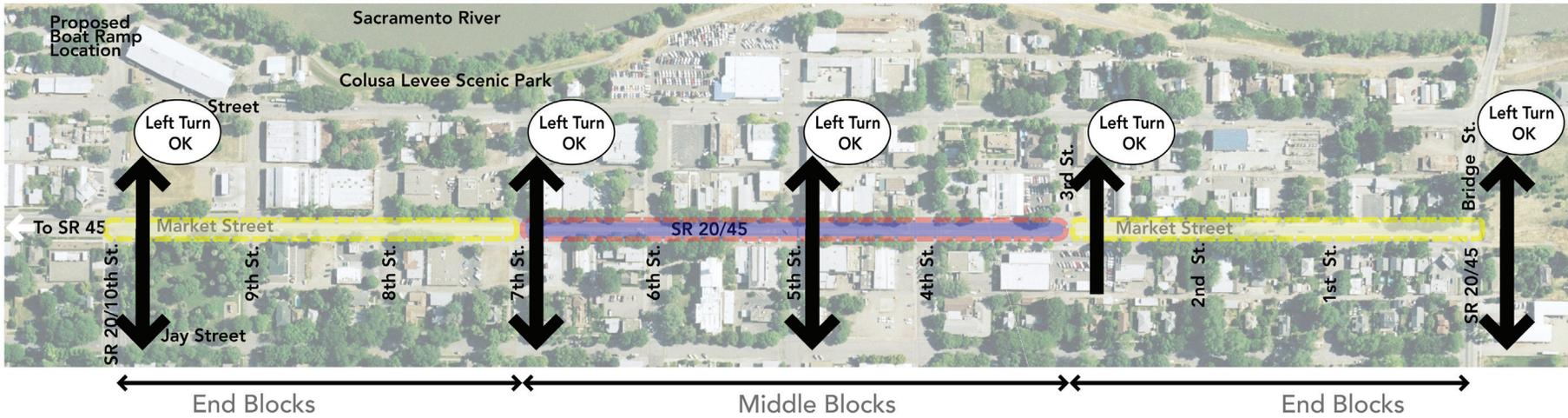


FIGURE 6-1: CORRIDOR LIMITS, BLOCK TYPE AND PROPOSED LEFT TURN LOCATIONS



*Above: Images from the west end, middle and east end of the corridor.*

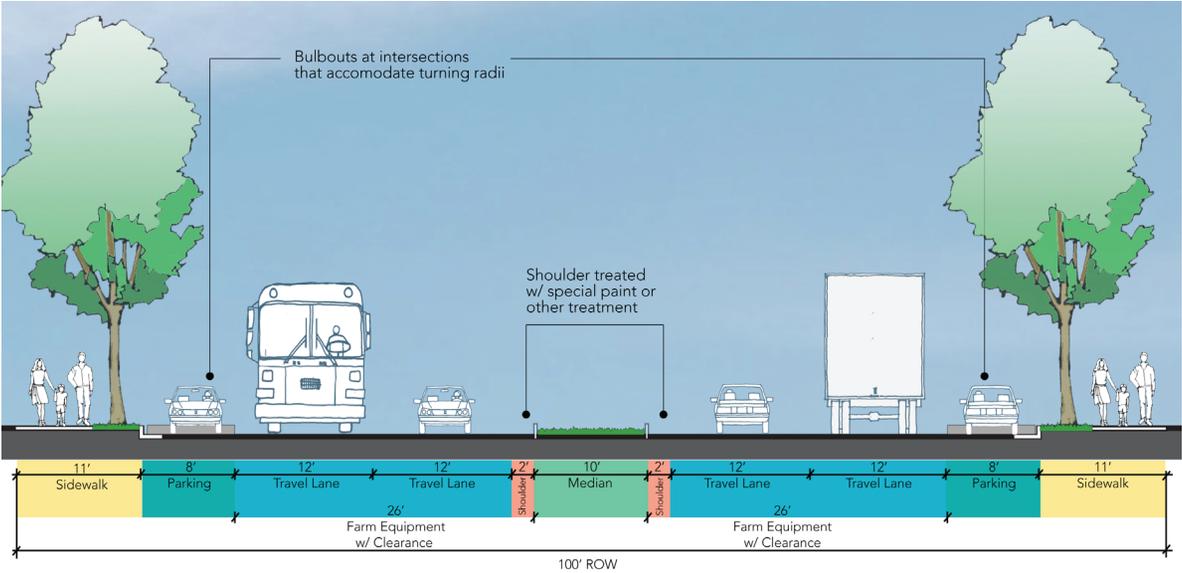


FIGURE 6-2: CROSS SECTION OF COMPLETE STREETS CONCEPT OPTION A

**Option A**

Option A maintains the existing travel patterns, including number of travel lanes.

The key features of Option A include:

- Two travel lanes in each direction
- Parallel parking
- Bulbouts at intersections that accommodate turning radii of trucks and farm equipment that use the corridor
- Separated median with turf or shrub landscape treatment
- Treated pavement shoulder between median and travel lane to accommodate agricultural vehicles and equipment

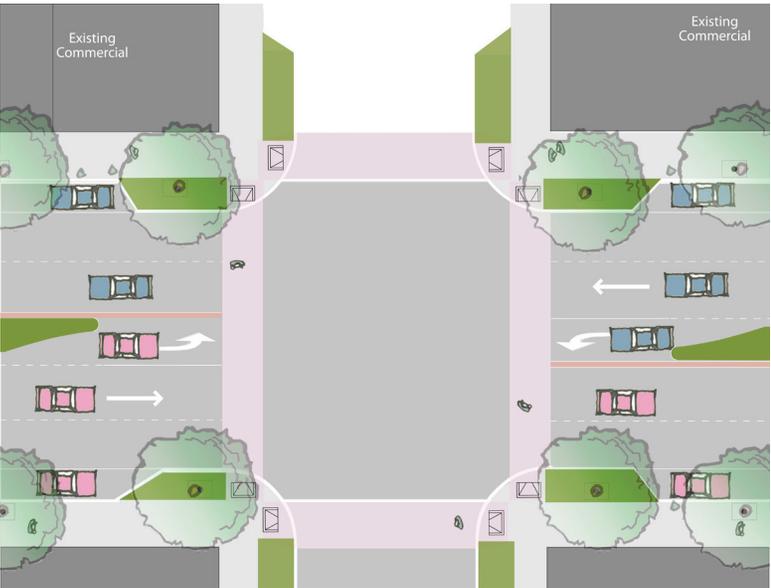
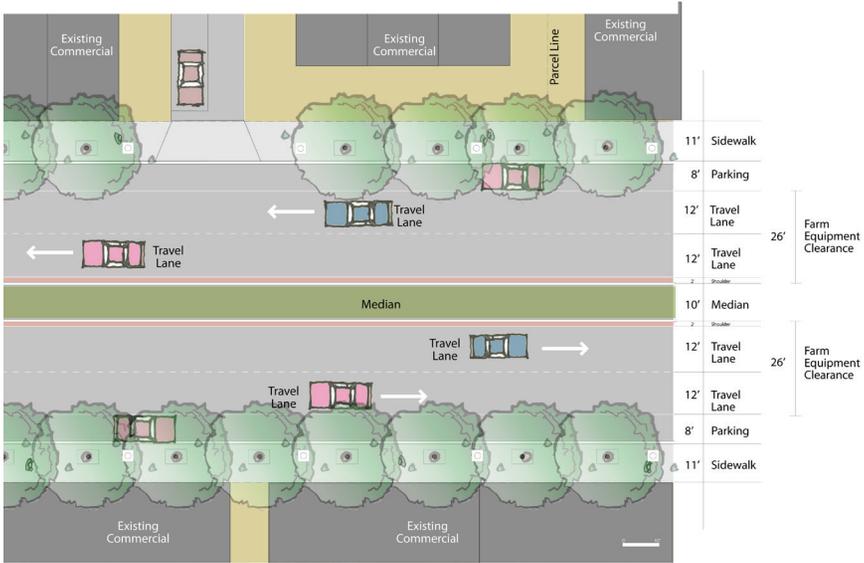


FIGURE 6-3: INTERSECTION AND BLOCK PLAN VIEW OF COMPLETE STREETS CONCEPT OPTION A



**Option B  
(End Blocks, 10th–7th Street and 3rd–Bridge Street)**

Option B presents a more nuanced approach that maintains overall travel patterns, but reflects the changing character of the street.

The key features of Option B (End Blocks) include:

- One travel lane in each direction
- Parallel parking
- Bulbouts at intersections that accommodate turning radii of trucks and farm equipment that use the corridor
- Separated median with landscape treatment
- Treated pavement shoulder between parking and travel lane to accommodate agricultural vehicles and equipment
- Left turns allowed at 10th, 7th, 3rd and Bridge Streets

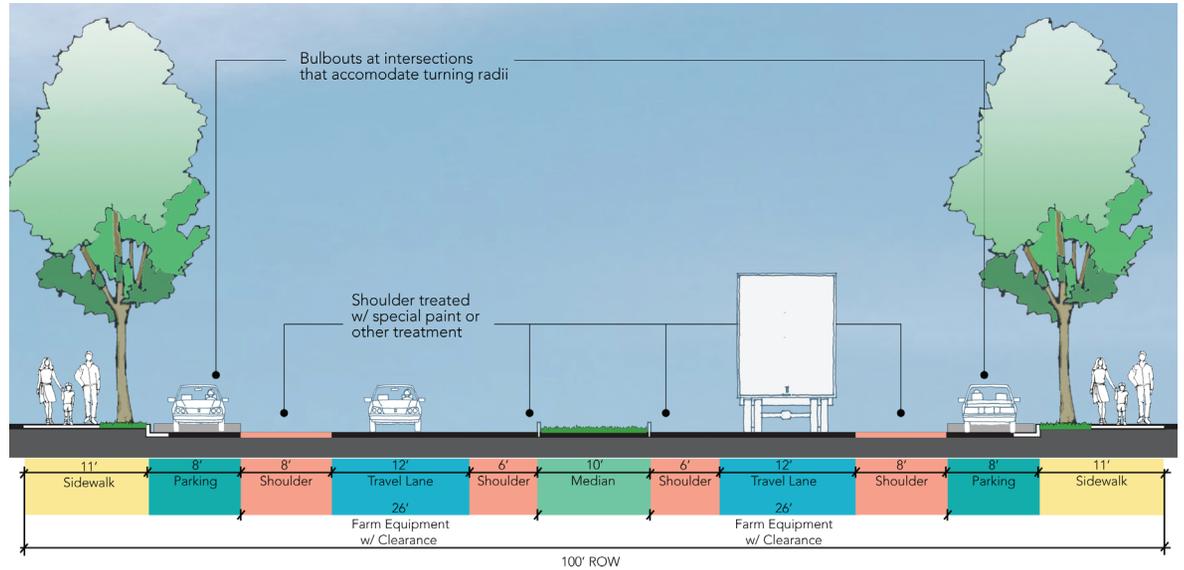


FIGURE 6-4: CROSS SECTION OF COMPLETE STREETS CONCEPT OPTION B (END BLOCKS)

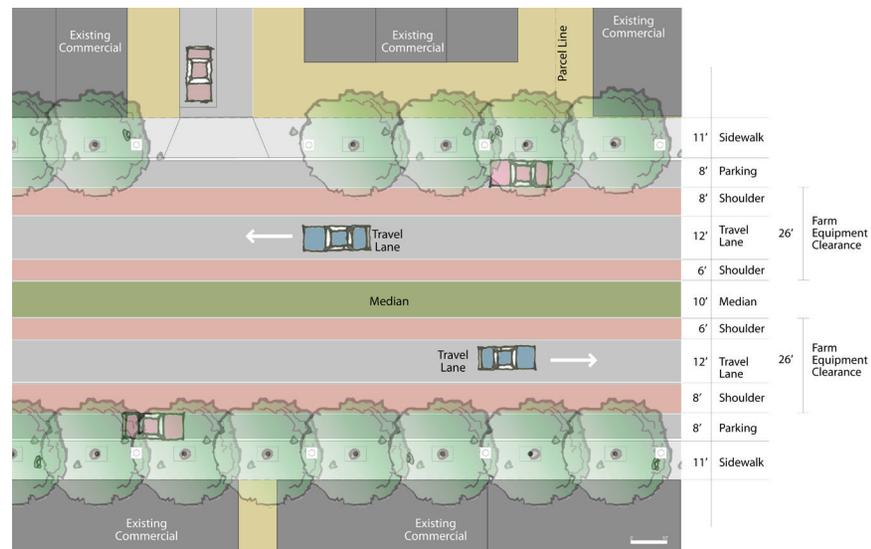
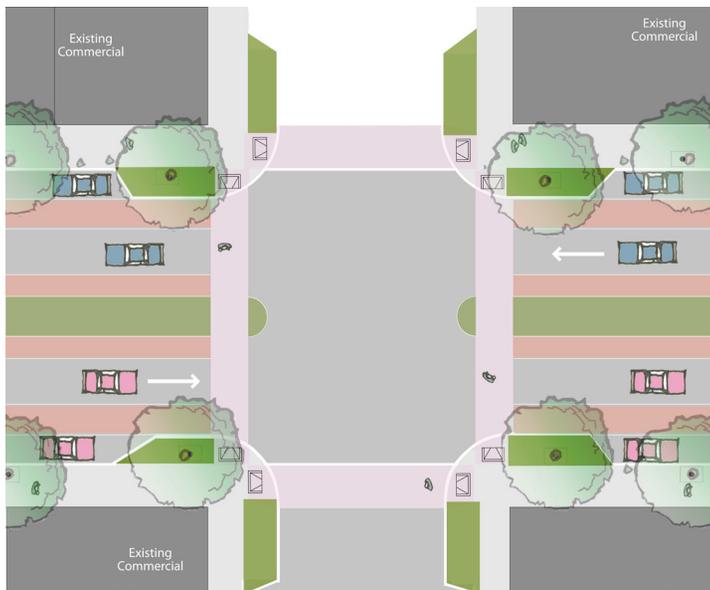


FIGURE 6-5: INTERSECTION AND BLOCK PLAN VIEW OF COMPLETE STREETS CONCEPT OPTION B (END BLOCKS)

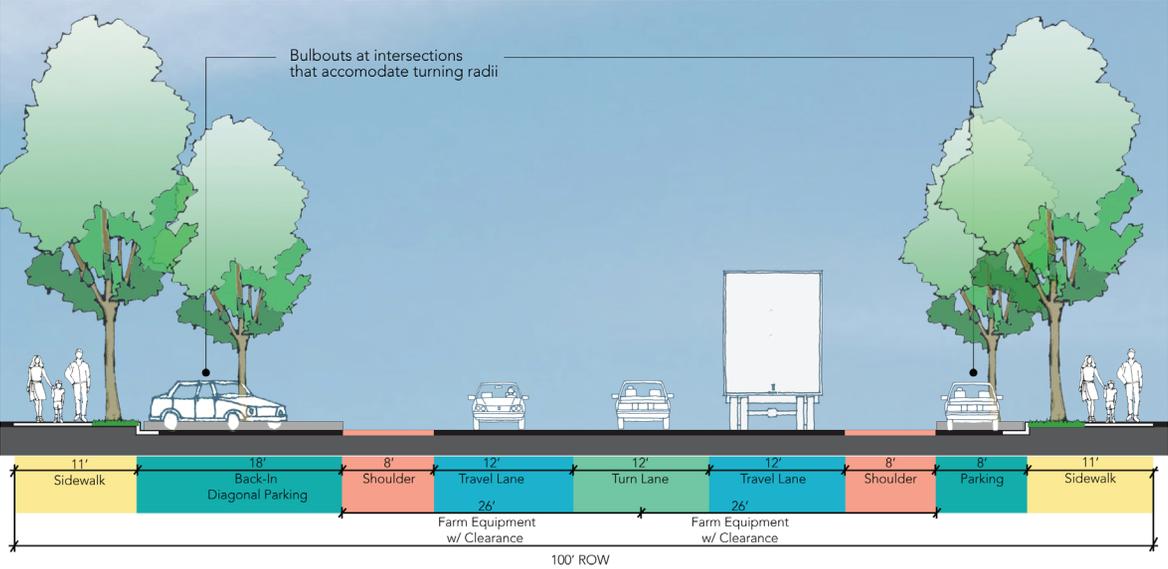


FIGURE 6-6: CROSS SECTION OF COMPLETE STREETS CONCEPT OPTION B (MIDDLE BLOCKS)

**Option B (Middle Blocks, 7th –3rd Street)**

Option B presents a more nuanced approach that maintains overall travel patterns, but reflects the changing character of the street. Key features include:

The key features of Option B (Middle Blocks) include:

- One travel lane in each direction
- Parallel parking one side of the street
- Diagonal back-in parking on the other side of the street
- Bulbouts at intersections that accommodate turning radii of trucks and farm equipment that use the corridor
- Center turn lane
- Treated pavement shoulder between parking and travel lane to accommodate agricultural vehicles and equipment

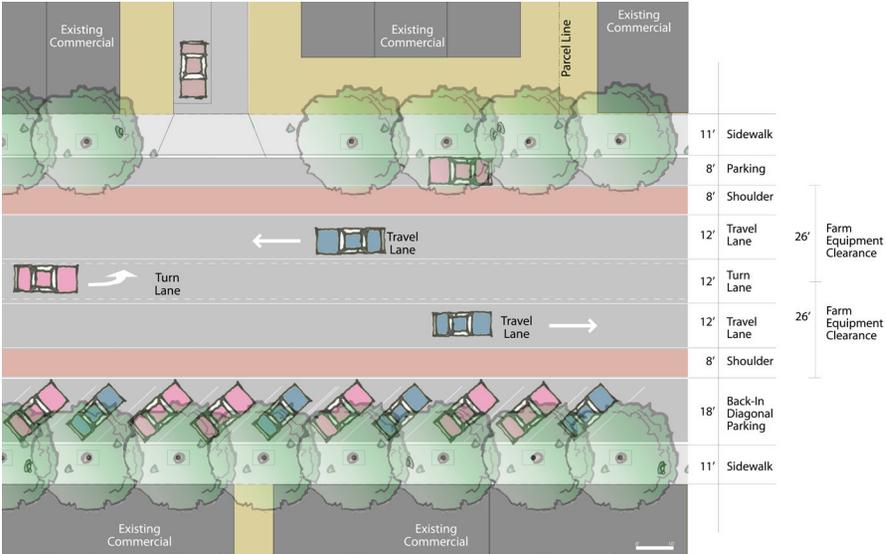
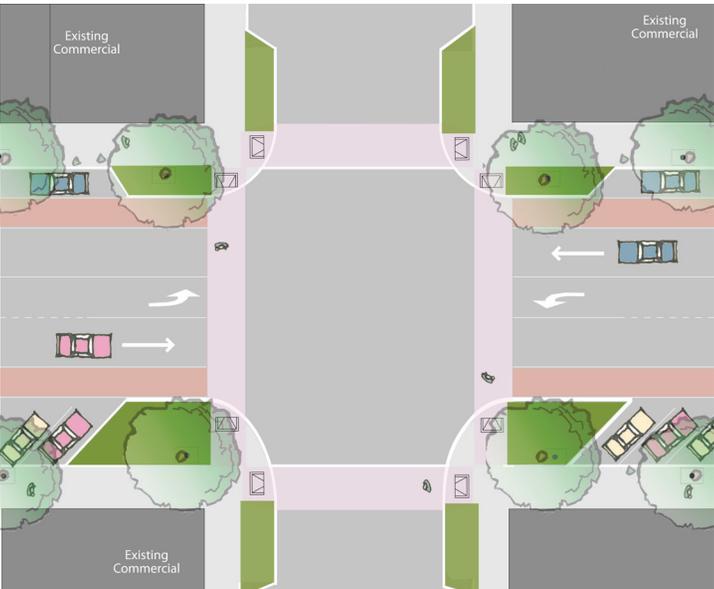


FIGURE 6-7: INTERSECTION AND BLOCK PLAN VIEW OF COMPLETE STREETS CONCEPT OPTION B (MIDDLE BLOCKS)



CALIFORNIA  
20

TO

CALIFORNIA  
45

NORTH



# Next Steps

## NEXT STEPS

The implementation of the community-supported concepts presented in this plan depend on a variety of factors including funding and technical feasibility.

The options proposed in this project are not a confirmation of any element's feasibility, or prioritization, or a funding commitment. Any project developed will need to address challenges of funding for further planning, environmental studies, design, construction, and ongoing maintenance.

Potential next steps for the City of Colusa include:

- Securing project funding
- Identifying projects/phases
- Developing a Project Initiation Document (PID) to refine concept, describe project purpose, and identify project scope, schedule and cost
- Producing an Environmental Document for improvements
- Project Design
- Project Construction

