

CITY OF BURKESVILLE

Downtown Streetscape Study

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Prepared for:

City of Burkesville
Cumberland County

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OVERVIEW

Downtown environments are embedded with the history of the community and the decisions that will guide its future. It's a place where the local residents and visitor congregate and cross paths. Businesses, governmental offices, financial institutions, and local events are all participants in the daily activity that occurs in a downtown environment. Numerous cities and towns across the country are realizing the importance and potential of their downtown and are revitalizing them for economic, aesthetic, and environmental motives.

Successful streets promote the vision of a thriving and viable downtown. Pedestrian, bicycle, and vehicular circulation are clear and prioritized. Buildings border the sidewalks to define a corridor. Street trees and plantings foster an inviting atmosphere for visitors as well as being productive for the natural environment.

Cumberland County's leaders have recognized the potential and importance of Main Street to the survival of downtown Burkesville. The Downtown Streetscape Study is the catalyst for a greater effort to make Burkesville a more attractive destination for the community, business, and tourism.

Current conditions along Main Street have deteriorated throughout the years. Broken and uneven pavement fail to provide accessible and safe routes to many businesses and shops. Inconsistent materials, narrow sidewalks, poor intersection crossings, and lack of pedestrian amenities have contributed to the nondesirable aesthetic throughout the Main Street corridor.

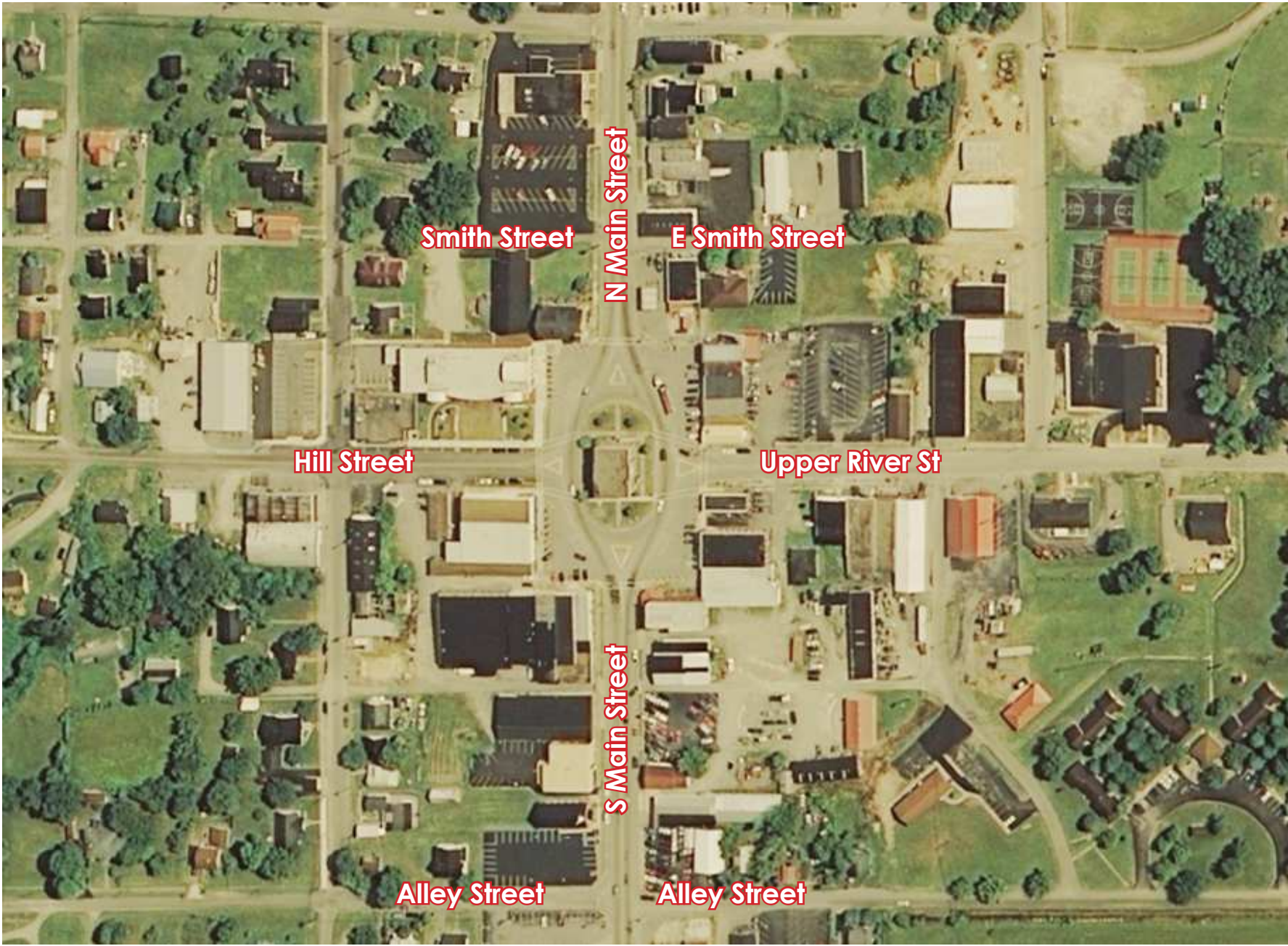
The Downtown Streetscape Study would correct these issues and provide opportunities for establishing downtown Burkesville as a charming and inviting destination for all of Cumberland County. This study will also be utilized as a tool for increased public and community support for future projects that will improve the quality of life for the people of Burkesville and Cumberland County.

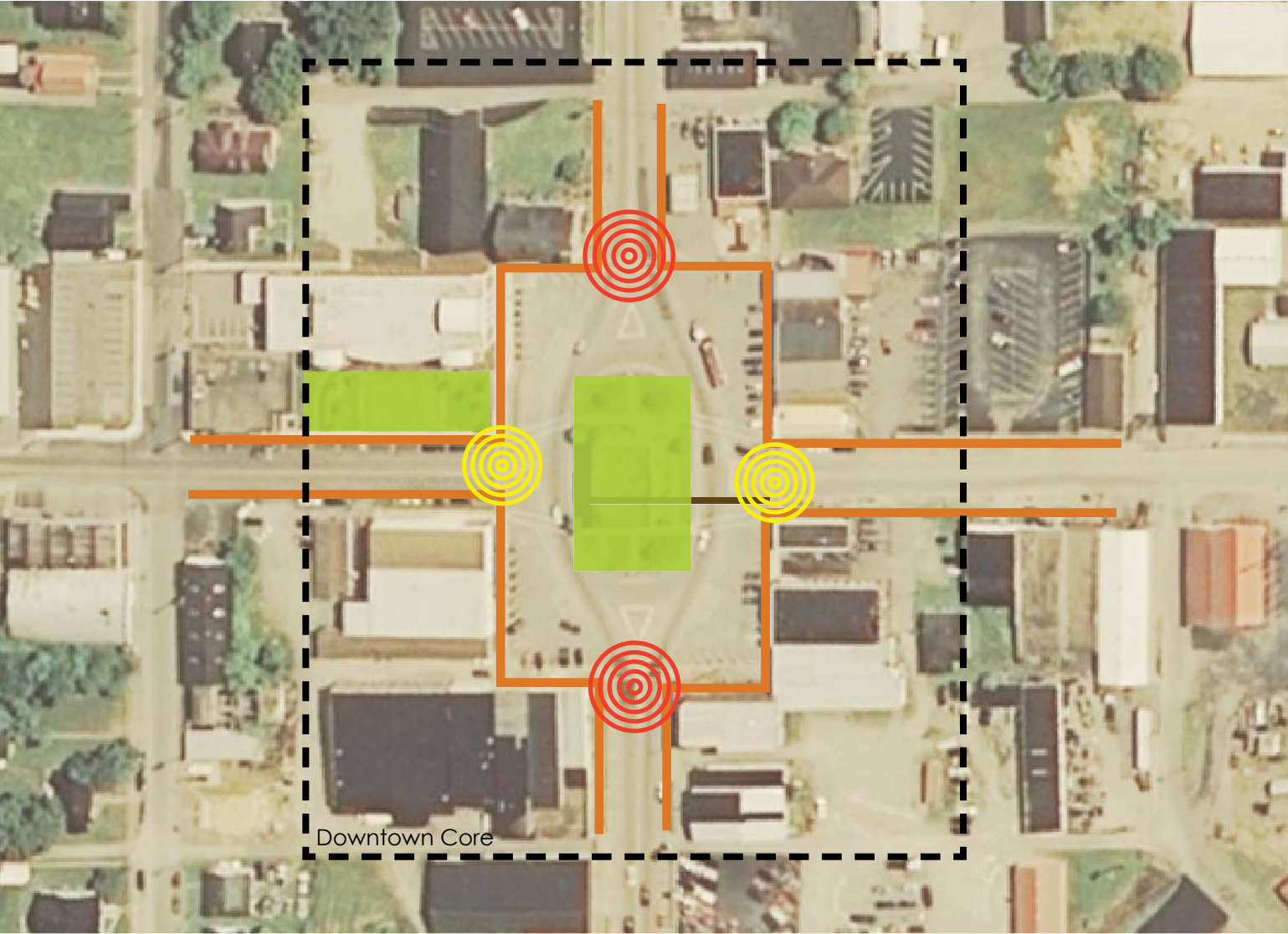
EXISTING CONDITIONS

Main Street, from Allen Street to Smith Street, Hill Street, and Upper River Street maintain some of the characteristics of a downtown area. The downtown core of Main Street is composed of one and two story businesses and offices. The sidewalk on this side is a fairly consistent width of 8 feet, but tends to be uneven and sterile. There are accessibility issues at all street crossings. Angled parking lines the edge of the sidewalk with 2"-6" curbs serving as barrier between car and pedestrian.





The downtown square is currently dominated by vehicular circulation. There are large expanses of asphalt pavement for circulation that contribute to the uninviting aesthetic and urban heat island effect. These areas should be minimized in a effort to promote safer pedestrian circulation and an inviting downtown character. Pedestrian crossings are also understated and in need of maintenance. These intersection crossings should be distinct and noticeable to both pedestrians and motor vehicles.

Throughout the downtown Burkesville square, utility poles encroach into the pedestrian corridor. Overhead power lines are visible throughout. These power, telephone and cable utility lines create visual clutter and become a visual distraction.





Legend: Urban Context

-  Gateway
-  Intersection
-  Existing Concrete Sidewalk
-  Open Space



Project
Development

DEVELOPMENT SUMMARY

Main Street has historically been the heart of downtown Burkesville. The buildings that establish its edges have evolved throughout the years, reacting and shifting due to economic and transportation forces. The current state of Main Street is a palimpsest of those decisions and directions, filled with optimism and opportunities, waiting for a clear direction into the future. This Downtown Streetscape Study will serve as that road map, harnessing those opportunities embedded throughout the last 100 years.

Considering all potential changes to Main Street as related to traffic volumes and circulation, the most ideal solution would be to put Main Street on a road diet. This approach suggests a reconfiguration of the existing travel lanes and on-street parking to allow for better organization and usage. Travel lanes are converted to two 11' lanes and on-street parking reorganized in the four quadrants of the square and parallel parking along the adjacent side streets. This solution allows for the sidewalk environment to increase by as much as 2' for a more generous pedestrian circulation experience and the opportunity for the pedestrian environment to read as primary.

In an effort to organize vehicular circulation and increase pedestrian safety, the study recommends bump-outs at all intersections. Bump-outs, or curb extensions, eliminate parking lanes, reduces the pedestrian crossing distance at the intersection, and causes motorists to slow their speed. The character of these bump-outs should be reflective of the aesthetic of the overall street corridor. Pavers, bollards, furnishings and lighting are all site elements that are typically found in these areas.

An additional improvement that coincides with the road diet would be stormwater management and the reduction of runoff from the paved areas of Main Street. The study suggests intercepting portions of this stormwater runoff into engineered bioretention areas. These areas are typically located in parking bulb-outs and landscape strips found between the curb and sidewalk. These retention areas allow for water to be stored, providing street trees and plantings with additional irrigation.

PLANNING AND DESIGN GOALS

The Big Picture:

The following goals articulate the intent of the study. These principles and goals are intended to serve as guidance to the City of Burkesville and its consultants in planning future development along Main Street and adjacent areas.

1. Promote Pedestrian Circulation as Primary - Pedestrian Friendly
2. Create an Accessible Main Street and Downtown Square
3. Reduce Potential for Pedestrian / Vehicle Conflict
4. Establish and Promote Downtown Main Street as a Place
5. Celebrate History, Present, and Future of Burkesville
6. Promote Safe and Welcoming Experience

Improvement Benefits

1. Increase Road Safety - reduce potential vehicular / pedestrian conflicts
2. Promote economic growth by attracting more pedestrians to the area
3. Assist in creating a unique downtown aesthetic
4. Foster a walkable community and cohesive district
5. Trees reduce urban 'heat island' effect - one acre of trees can produce enough oxygen for 18 people / day
6. Promote infill development - reduce cost of public services by reducing edge or sprawl development
7. A good system of sidewalks may allow older pedestrians who no longer drive to walk to services and socialize in their community while offering a continued independent lifestyle
8. Businesses can load and unload goods more easily
9. Wide sidewalks can be gathering places in neighborhoods and business districts and offer space for family and friends to walk and socialize together
10. Wide sidewalks in business communities offer an opportunity for trees, landscaping, and other amenities that create an inviting place for customers to shop and conduct business.



PROJECTED PROBABLE COST

The projected probable cost for the redevelopment and improvements for Main Street consist of demolition, utility relocation, addition of new soft and hardscape areas, new crosswalks, striping, stormwater management, lighting and furnishings.

These budgets have been established for the purpose of setting a framework and foundation for development expectations. These budgets are based on concepts and are intended to be all inclusive of current parameters including design, engineering, permitting, and construction.

Demolition of Existing Conditions	\$110,000
Excavation	10,000
Street Pavements and New Curbs	320,000
Storm Drainage Improvements	25,000
New Sidewalks and Pedestrian Areas	350,000
Landscape Plantings and Street Furniture	50,000
New Lighting	150,000
Utility Relocations	275,000
Design and Engineering	125,000
Contingencies	280,000
Total Project Budget	\$1,695,000

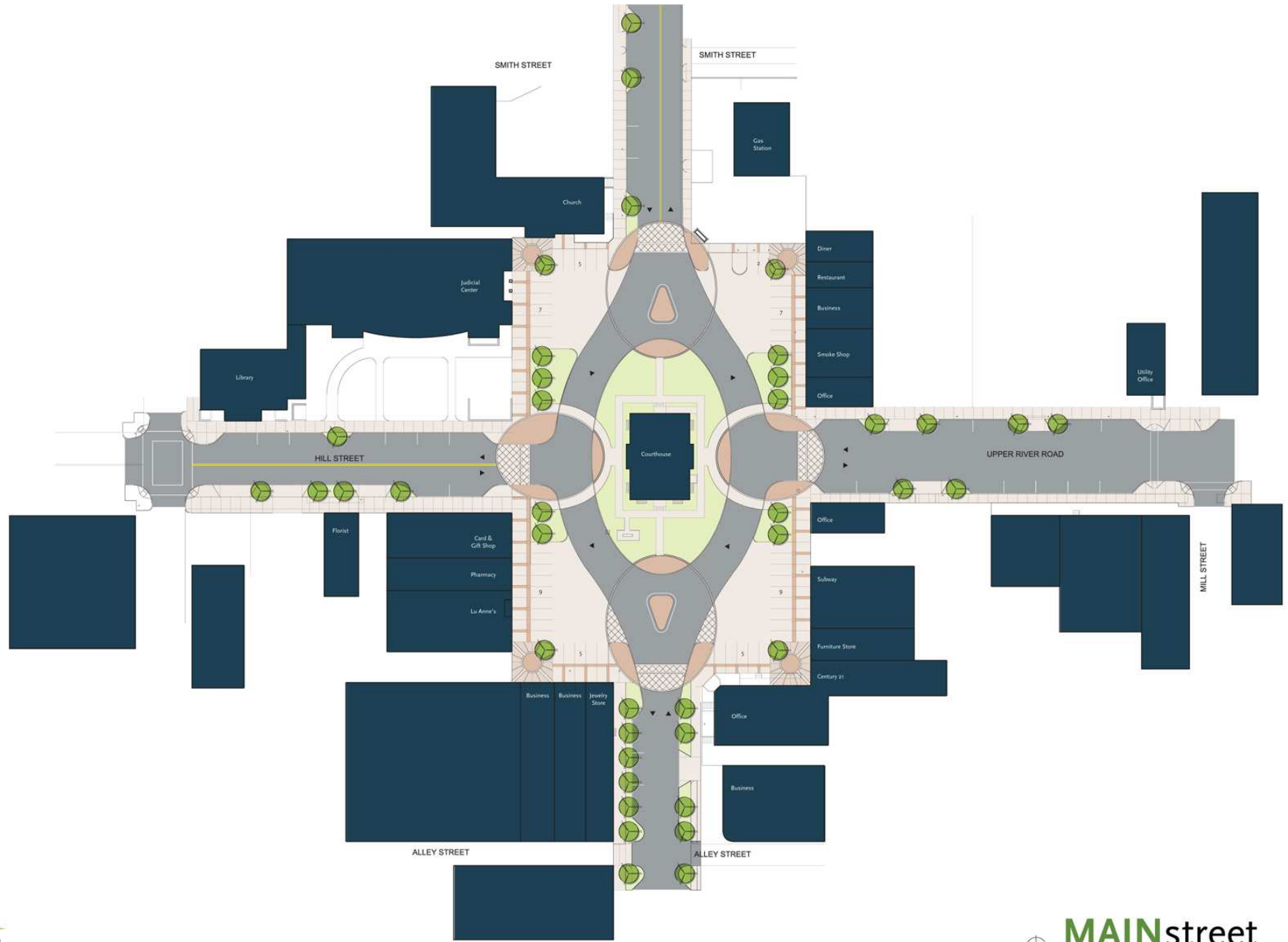
FUNDING

Typically funding for community improvement projects of this nature is provided through state and/or federal grants. Currently grants that may be considered are:

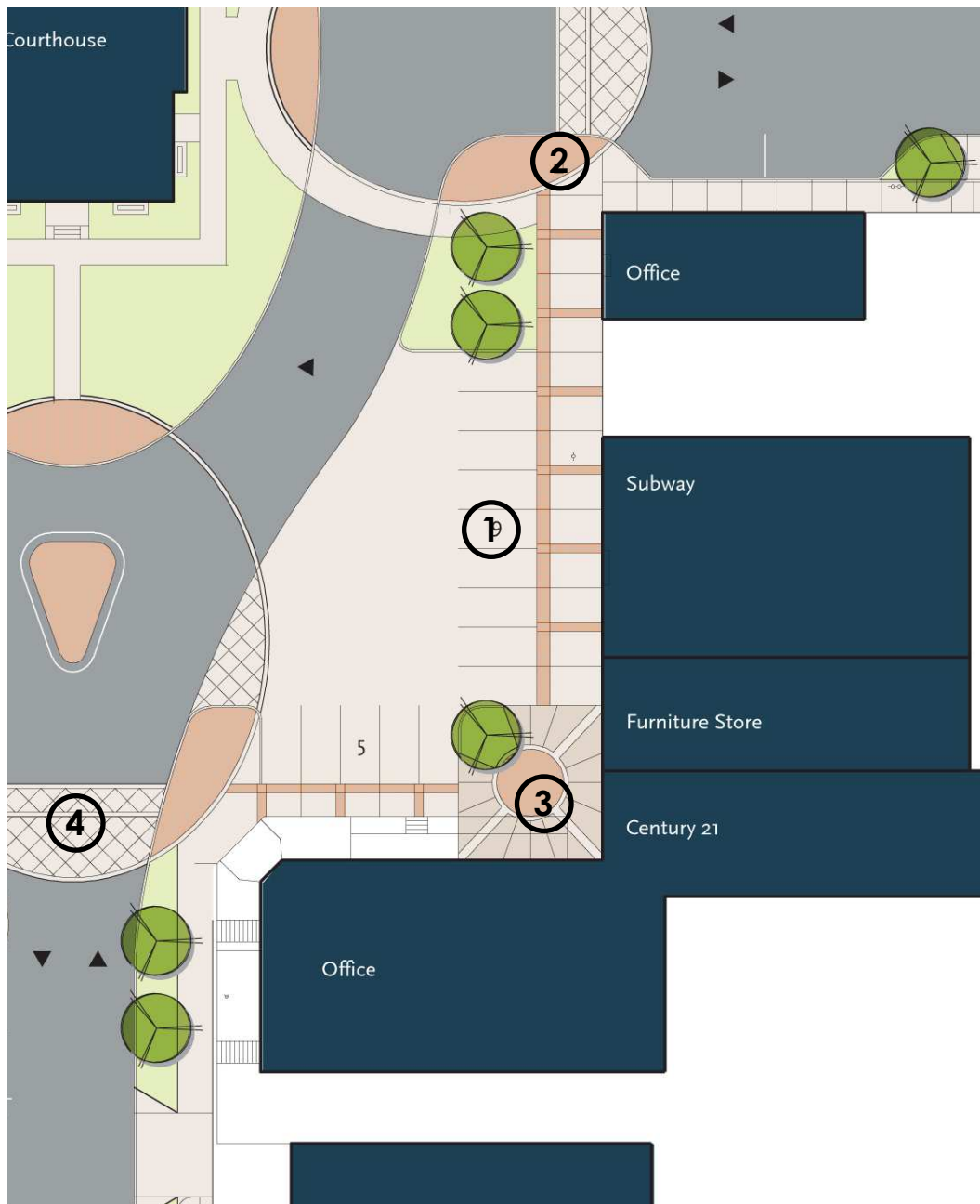
- **Transportation Enhancement Grants**
- **Tiger II Grants**
- **State Legislative Funding**
- **Federal Appropriations**
- **Area Development Grants**
- **DLG Trail Grants**



Master
Plan



MAINstreet
downtownBURKESVILLE
Conceptual Design - Ellipse



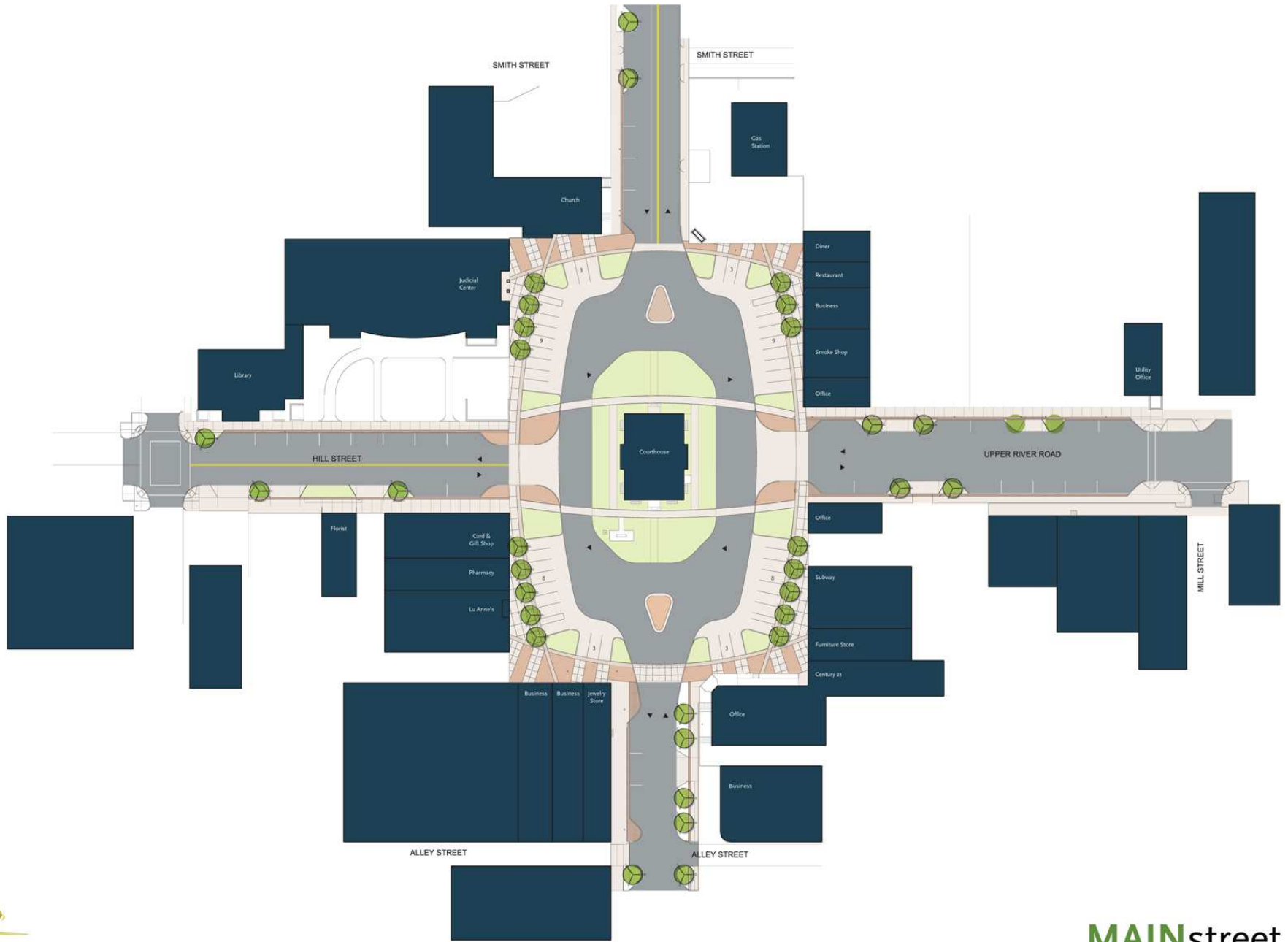
Concept One - Intersection Enlargement

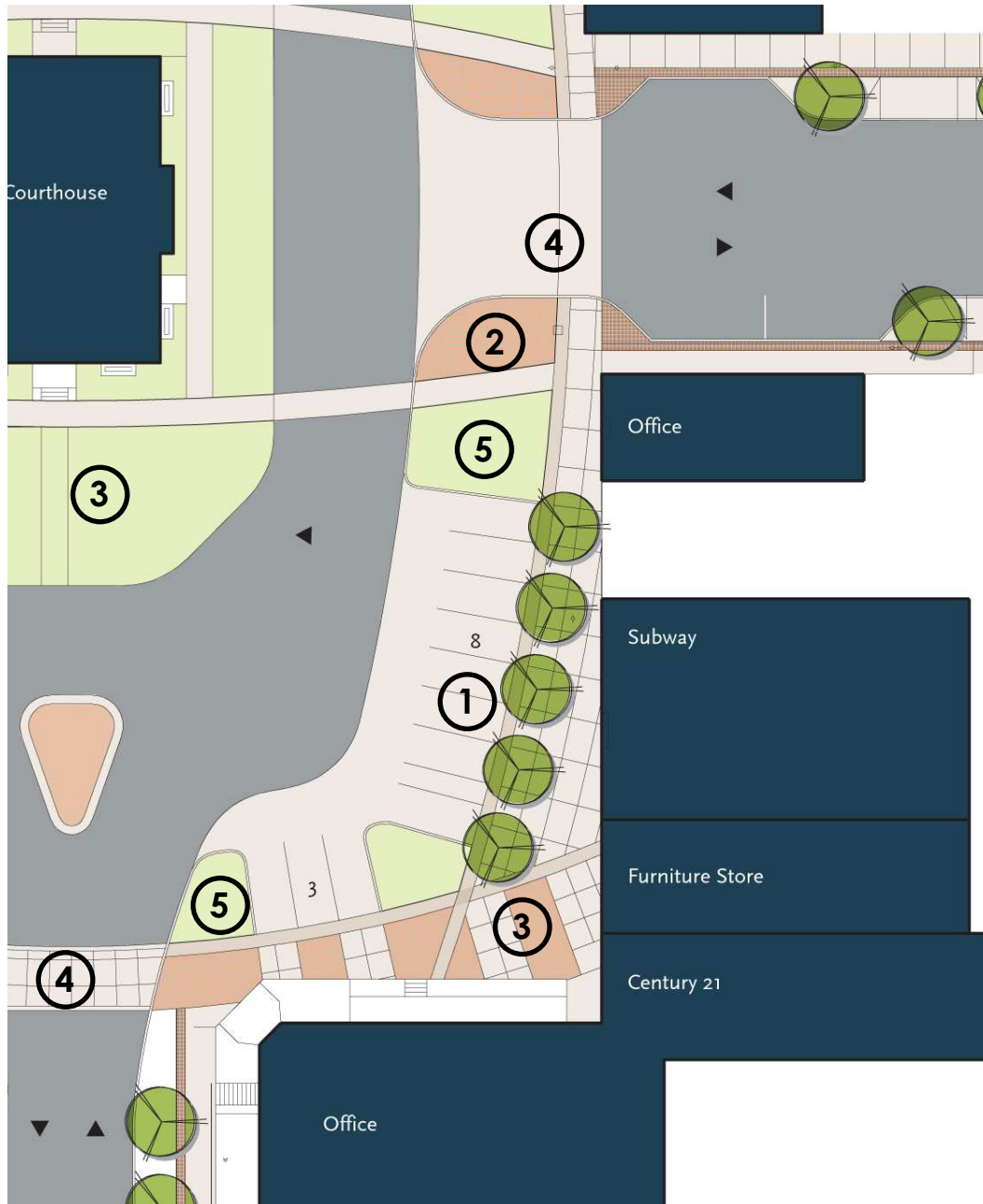
1. Re-organize parking with in each quadrant of the downtown square. Parking spaces between 2nd and 3rd Streets are designed with permeable paving and parking bulb-outs to effectively manage stormwater.

2. Intersection bump-outs allow for reduced pedestrian crossing zones and provide traffic calming measure.

3. The development of community gathering spaces and nodes throughout the square provides venue for the community to gather for a variety of events. The spaces can also be used as a temporary farmer's market, arts and crafts fair, outdoor dining, and small concerts.

4. New Main Street Gateway into square that serves as a threshold for motor vehicles as well as crosswalk zones for pedestrians. The materials and textures in the Gateway will provide visual interest and promote the uniqueness of the space, the square, and the City of Burkesville.





Concept Two - Intersection Enlargement

1. Re-organize parking with in each quadrant of the downtown square. Parking spaces between 2nd and 3rd Streets are designed with permeable paving and parking bulb-outs to effectively manage stormwater.
2. Intersection bump-outs allow for reduced pedestrian crossing zones and provide traffic calming measure.
3. The development of community gathering spaces and nodes throughout the square provides venue for the community to gather for a variety of events. The spaces can also be used as a temporary farmer's market, arts and crafts fair, outdoor dining, and small concerts.
4. Crosswalks are designed to provide safe crossing zones for pedestrian circulation. The character of these zones will be an extension of the overall square design aesthetic, with materials selected to both serve as texture and color enhancements to the downtown area.
5. Landscape areas throughout the downtown serve as deliberately planned green spaces within the downtown context rather than left over space in the vehicular use area being filled with green. These areas have the potential to be utilized as stormwater management areas (bioswales) and community beautification projects.

Existing Photo of Southeast
Quadrant of Downtown
Square



**Proposed Streetscape
Improvements
Concept One**



Street trees add moments of shade and green to the predominantly paved square.

Landscaped planter add colorful accent to streetscape and sidewalk.

Efficient Pole Light fixtures serve as street and pedestrian lighting for safety and visibility.

Decorative Pavers provide visual accent along sidewalk.

**Proposed Streetscape
Improvements
Concept 2**



Street trees add moments of shade and green to the predominantly paved square.

Landscaped planter add colorful accent to streetscape and sidewalk.

Efficient Pole Light fixtures serve as street and pedestrian lighting for safety and visibility.

Decorative Pavers provide visual accent along sidewalk.

Street tree grates are used to create for tree root protection while allowing for increase pedestrian circulation space



This northbound view along Main Street illustrates the utility line congestion, the vehicular dominance throughout the corridor, and the lack of vegetation.



The current sidewalk condition suffers from lack of maintenance, utility poles and signage in the pedestrian environment, minimal projection between pedestrian and vehicle.



Crosswalks are minimally delineated and provide inaccessible transitions between sidewalk and roadway.



Existing curb ramps are inaccessible and poorly delineated.



Relationship between the building and the sidewalk is minimal at best. Separation between vehicle and pedestrian space is also minimal.



Existing stormwater management creates conflicts with pedestrian circulation as well as erosion issues throughout Main Street



Narrow sidewalks on southern edge of Upper River Street present potential accessibility issues.



Existing outdoor space adjacent to Judicial Center. Consider making more visible from Main Street and more effectively incorporating into overall downtown experience.



Current access to the Courthouse Square is minimally delineated and in potential conflict with moving motor vehicles.



Building edges effectively contribute to the sense of place. Allow streetscape to engage building, offices and businesses.



Existing utility lines serve as visual distraction and obstructions for vehicles and pedestrians.



Lack of gateway or sense of place at intersection of Main and 4th Streets.



Stormwater Management can be integrated into the overall design aesthetic of the streetscape corridor.



Bioswales or greencurbs are typically vegetated and contribute to the greening of streetscapes .



Materials and textures not only promote a unique and beautiful character, but they also serve as traffic calming elements used to reduce conflicts between motorists and pedestrians / bicyclists.



Street furnishings can play an active role in the aesthetic and usefulness of the street. Fun areas become favorite destinations in the community.



Special designed areas adjacent to cafes and restaurants promotes the interaction between business and community.



Comfortable gathering areas with shelter, seating and shade are popular during community events and daily activity.