olsson studio

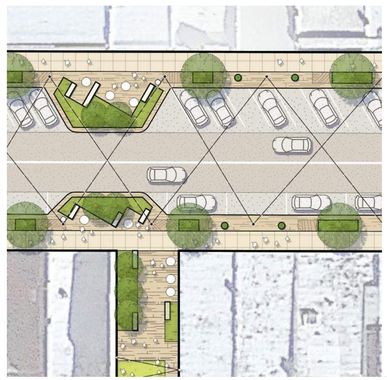
COURT STREET CORRIDOR MASTER PLAN

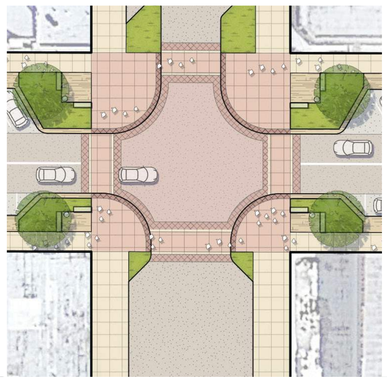
Beatrice, Nebraska

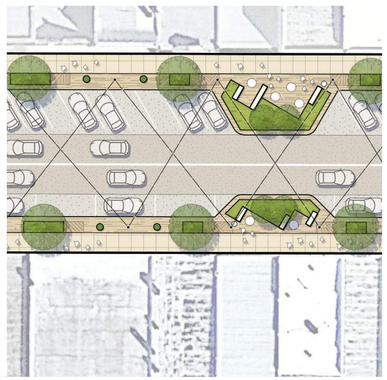
July 10, 2023

STAKE YOUR CLAIM

BEATRICE







COURT STREET CORRIDOR **MASTER PLAN**

STAKE YOUR CLAIM
BEATRICE

Project Overview

WHAT IS A MASTER PLAN?

A master plan is a vision for future implementation. It provides a conceptual layout to guide future growth and development. Master planning is about people and their connection to the buildings, social settings, and surrounding environment.

A master plan will identify future design opportunities, streetscape enhancements, and the aspirational vision as a planning tool.

WHY NOW?

The discussion about what Court Street and Downtown Beatrice can and should look like have been a common point of community conversation for many years; the topic of downtown revitalization continues to be a leading goal of residents and leaders alike. The current downtown design is focused on vehicles and less on promoting a strong sense of place and connecting people to economic and residential opportunities. As Beatrice looks to strengthen its downtown, solutions and improvements are being considered, and community input is needed to determine what that future will look like.

What are the goals of this master plan?

Understand aspirations of the community and downtown stakeholders

Coordinate community aspirations with the needs and desires of the community stakeholders

Guide the long-term vision for Court Street

The objectives of this master plan include:

Help retain & attract businesses to the corridor.

Create a comfortable pedestrian environment.

Project a welcoming image to visitors.

Improve downtown parking.

Support an active downtown.

COURT STREET CORRIDOR **MASTER PLAN**

STAKE YOUR CLAIM
BEATRICE

Project Objectives

Help retain & attract businesses to the corridor.

Improving the quality of downtown creates an environment for businesses to stay downtown, while attracting new private investment. Recommendations should include improved access to available parking and enhancing the overall experience of visiting Beatrice.

Project a welcoming image to visitors.

City streets compose the largest segment of public property in a community. They also tell visitors a great deal about that community. The streetscape in downtown Beatrice is simple, but it's overshadowed by the standard highway amenities, including signage, galvanized lighting, and a lack of street furniture and landscaping. Improvements to this environment should create a unique pedestrian environment that is not only pleasant for the pedestrian, but also for the passing motorist, encouraging them to stop and explore the district. An improved streetscape for downtown Beatrice should include, at a minimum, landscaping (including trees), wayfinding, benches, and trash receptacles.

Support an active downtown.

Downtown Beatrice should to be the center for entertainment and civic life. It's important that private investments are supported by the city policy and capital improvements (streetscape and gathering spaces). These new private and civic investments can create new economic opportunities that improve the business mix and support expanded hours of operations.

Create a comfortable pedestrian environment.

Gateways would welcome visitors to the district and include landscaping, decorative lighting, and some form of signage, either along or over the street that welcomes visitors to the district. Common space is central to the life of traditional town centers. Beatrice's Charles Park is a wonderful yet underused public amenity. Downtown lacks significant green space for people to gather and hold events. Small public spaces, such as pedestrian nodes, plazas, and passageways, can enhance the downtown experience, and stimulate surrounding redevelopment efforts.

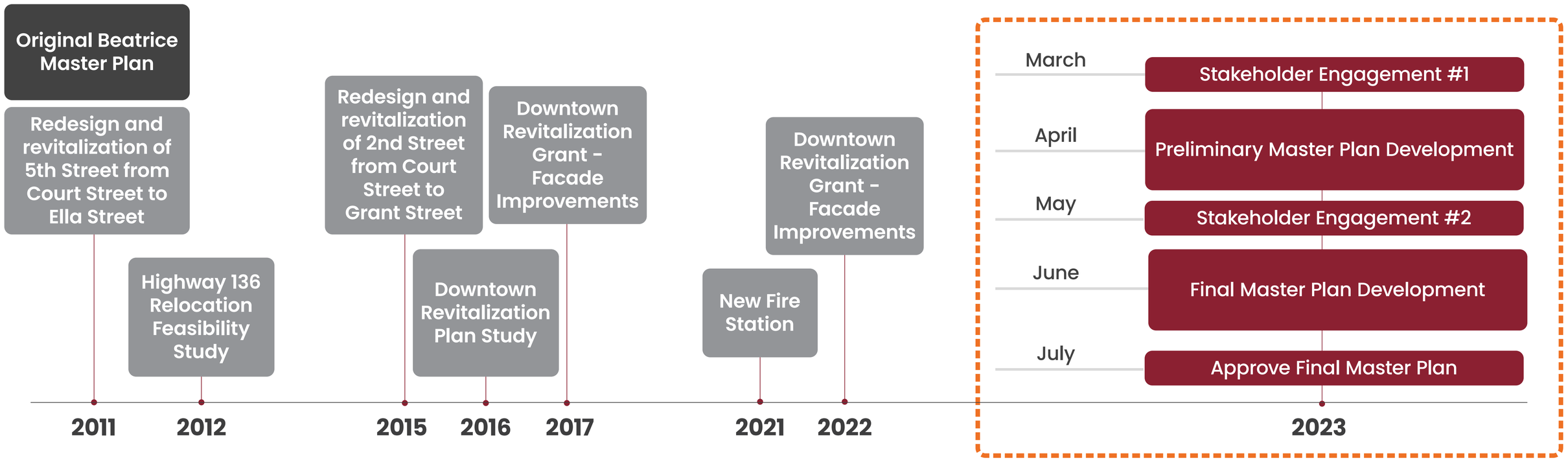
Improve on-street parking.

Parking is an issue in nearly every town center across the nation, and in many cases the availability of parking can either make or break a district. Along Court Street, parking is tight due to lane requirements for Highway 136. Increasing on-street parking, greening existing parking lots, wayfinding, and crafting better routes from car-door to store-door would improve the district's parking environment.

COURT STREET CORRIDOR **MASTER PLAN**

STAKE YOUR CLAIM
BEATRICE

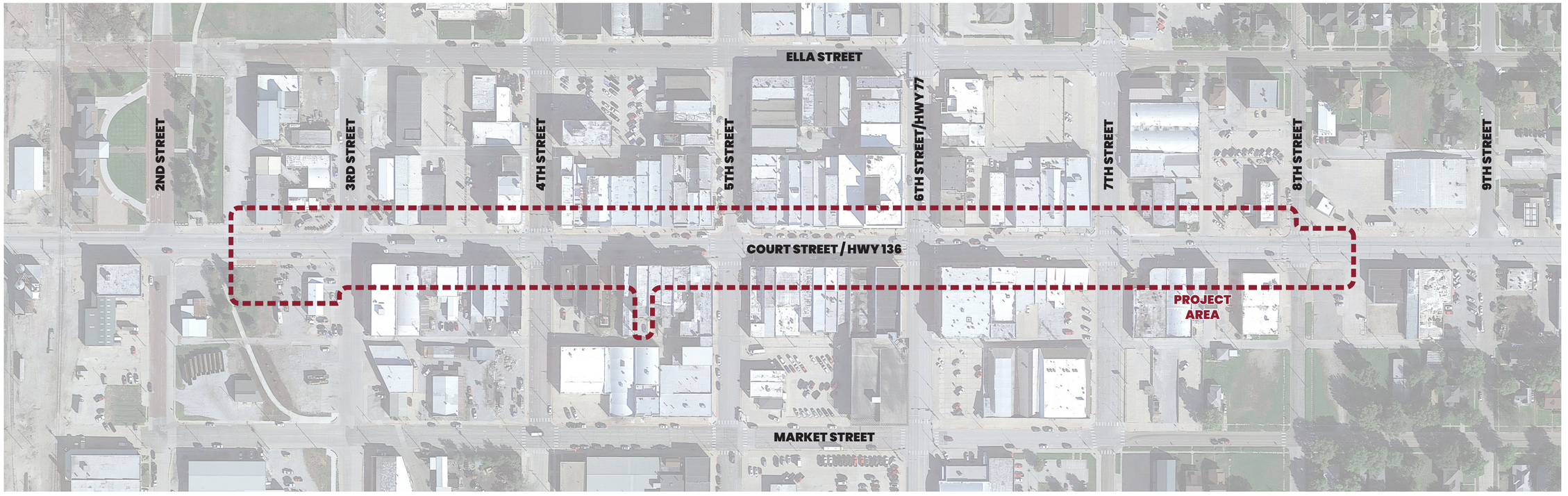
Project Timeline



COURT STREET CORRIDOR **MASTER PLAN**

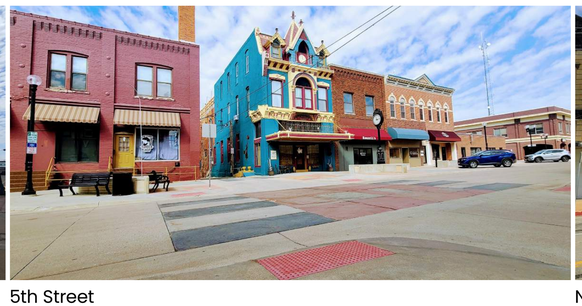
STAKE YOUR CLAIM
BEATRICE

Existing Site



1" = 100'
0' 50' 100' 200'
SCALE IN FEET


400 Block, Court Street


5th Street

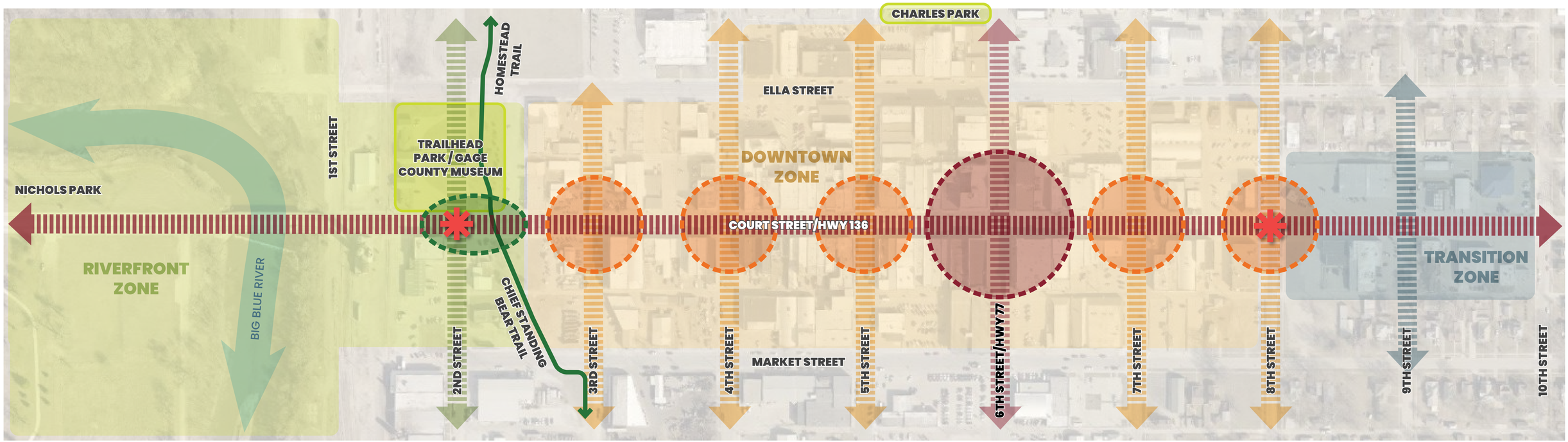

North 500 Block, Court Street

South 500 Block, Court Street

COURT STREET CORRIDOR **MASTER PLAN**

STAKE YOUR CLAIM
BEATRICE

Existing Site Analysis



Legend:

- HIGHWAY CORRIDOR
- PEDESTRIAN CORRIDOR
- TRAIL CORRIDOR
- TRANSITIONAL CORRIDOR
- MAIN HIGHWAY NODE
- AUTO/PEDESTRIAN NODES
- GREEN NODE
- GATEWAY OPPORTUNITIES

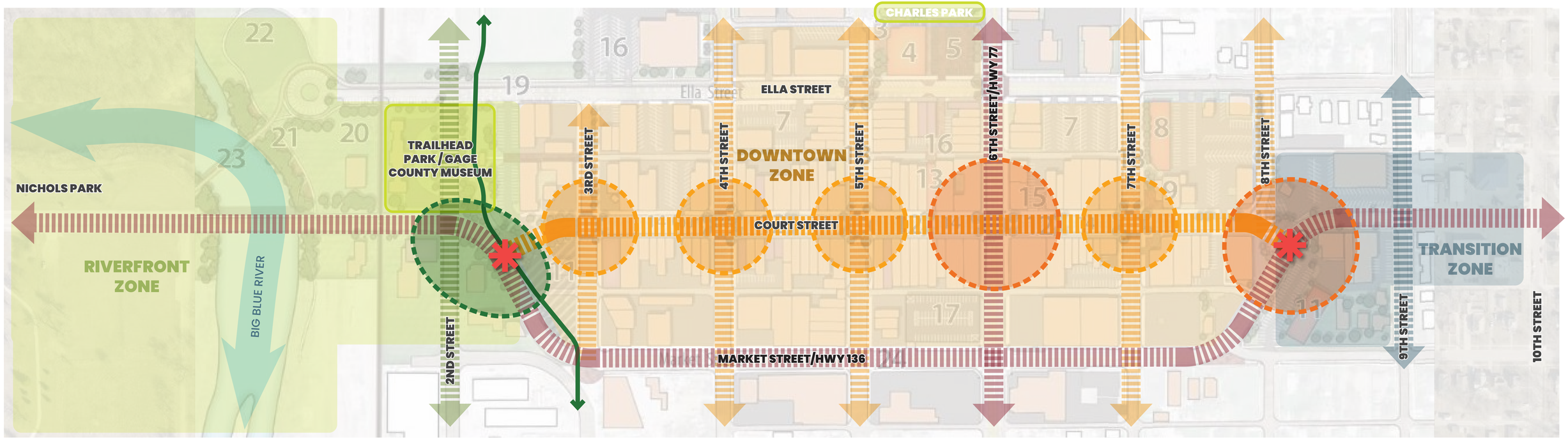
Court Street - A Highway Corridor:

Due to the current routing of Highway 136 the character of Court Street, and scope of pedestrian improvements are limited due to highway design standards and regulations. Additionally the high speed and frequency of vehicles creates an environment where the pedestrian and storefronts can feel secondary to the movement of cars and trucks. The higher chance of pedestrian and vehicular conflicts causes a subconscious sense of discomfort when walking the corridor, which can be detrimental to businesses in urban building types that require a certain amount of walking to access.

COURT STREET CORRIDOR **MASTER PLAN**

STAKE YOUR CLAIM
BEATRICE

HWY 136 Relocation Analysis



Legend:

- HIGHWAY CORRIDOR
- PEDESTRIAN CORRIDOR
- GREEN CORRIDOR
- TRANSITIONAL CORRIDOR
- MAIN AUTO/PEDESTRIAN NODES
- PEDESTRIAN NODES
- GREEN NODE
- GATEWAY OPPORTUNITIES

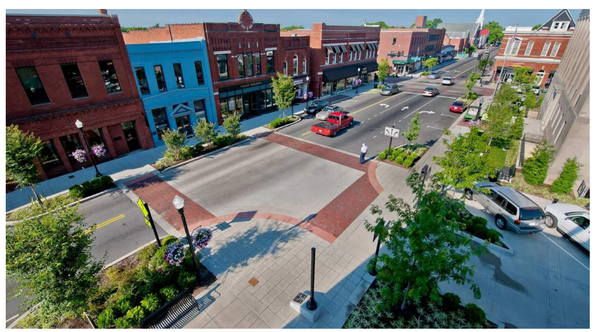
Court Street - A Pedestrian Corridor:

A proposed plan to reroute Highway 136 one block South to market street would help ease the traffic conflicts currently hindering the walkability of Court Street. Slower traffic speeds, and fewer design considerations for truck traffic allows greater opportunity to create an environment where pedestrians feel comfortable and desire to be. Without the subconscious discomfort of walking next to a highway people are more likely to feel comfortable walking greater distances, and creates the sense that buildings along the corridor are easier to access.

1" = 600'
0' 300' 600' 1200'
SCALE IN FEET

Pedestrian Corridor Examples:

Pedestrian enhancements in these corridors can take many different forms depending on the space available. Some streets may have simply bump outs to reduce crosswalk width, and enhanced landscaping/furnishings. Others may also have enhanced lighting, paving materials, and furnishings. Shared space streets, with a seamless curb transition from sidewalk to street, are often used in entertainment districts and in places that frequently hold large events. Many of these improvements are not possible to accomplish on a designated Highway.



COURT STREET CORRIDOR **MASTER PLAN**

STAKE YOUR CLAIM
BEATRICE

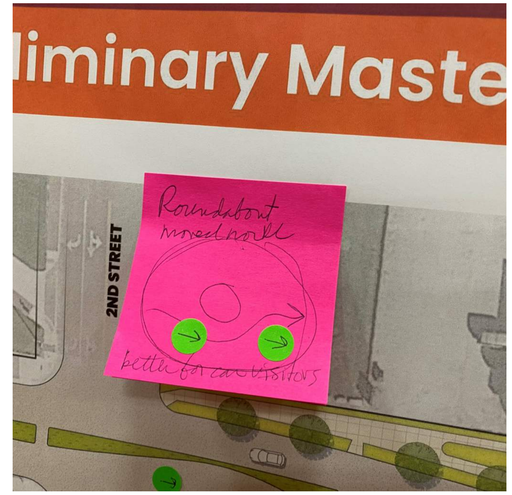
Stakeholder Engagement

Public Open Houses:

Two two-hour public open houses were held to solicit feedback on stakeholders aspirations and concerns for the project, and to gather thoughts on possible design solutions. Comments were gathered with provided sticky notes, green dots, and through verbal conversations with the public. Stakeholders were generally supportive of proposed pedestrian improvements along Court Street, particularly with the added green and shade that proposed street trees would provide. However concerns were expressed over the rerouting of HWY 136, with the fear that businesses along the corridor could become more difficult to access.

The comments gathered during these events provided the design team with a clear direction that the future intersections of Court Street and HWY 136 should be designed to encourage non-truck traffic to move through the corridor, and that wayfinding and/or eye-catching features at these points can and should be used to signal to drivers that there is a vibrant and successful downtown worth visiting. Furthermore, the design of Court Street should build a sense of place and strive to become a destination that people know and go out of their way to visit.

These two big ideas along with other comments gathered inform the vision for the proposed corridor master plan.

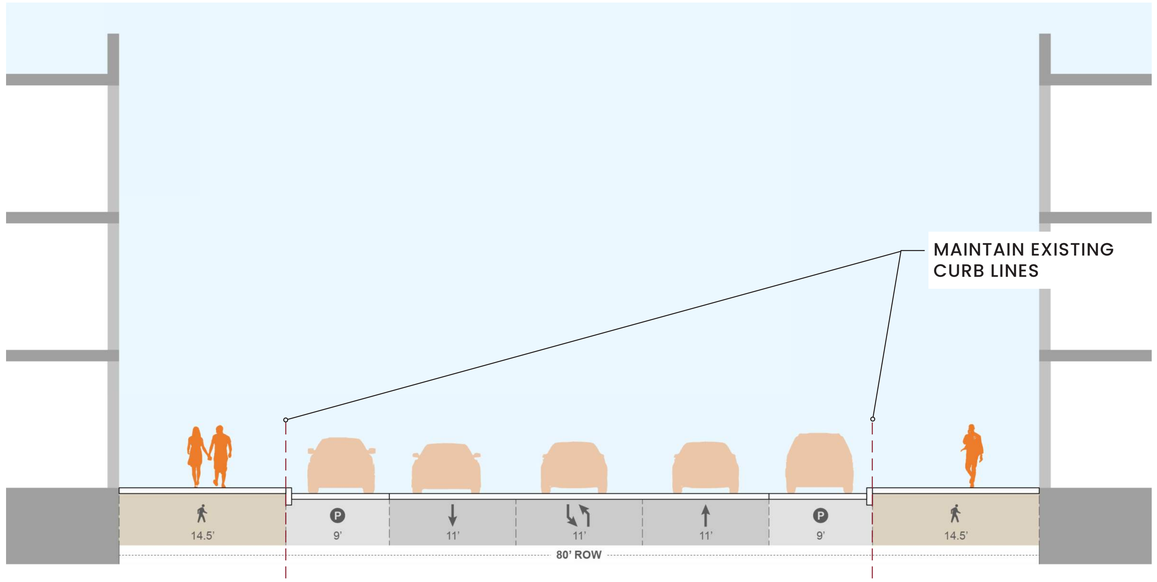


COURT STREET CORRIDOR **MASTER PLAN**

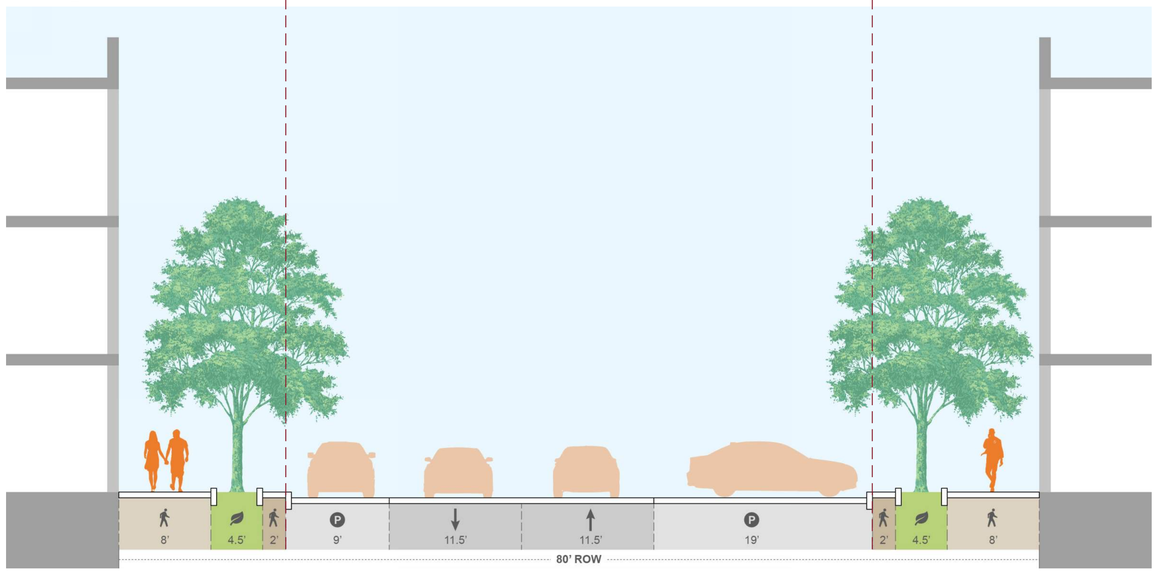
STAKE YOUR CLAIM
BEATRICE

Proposed Street Section

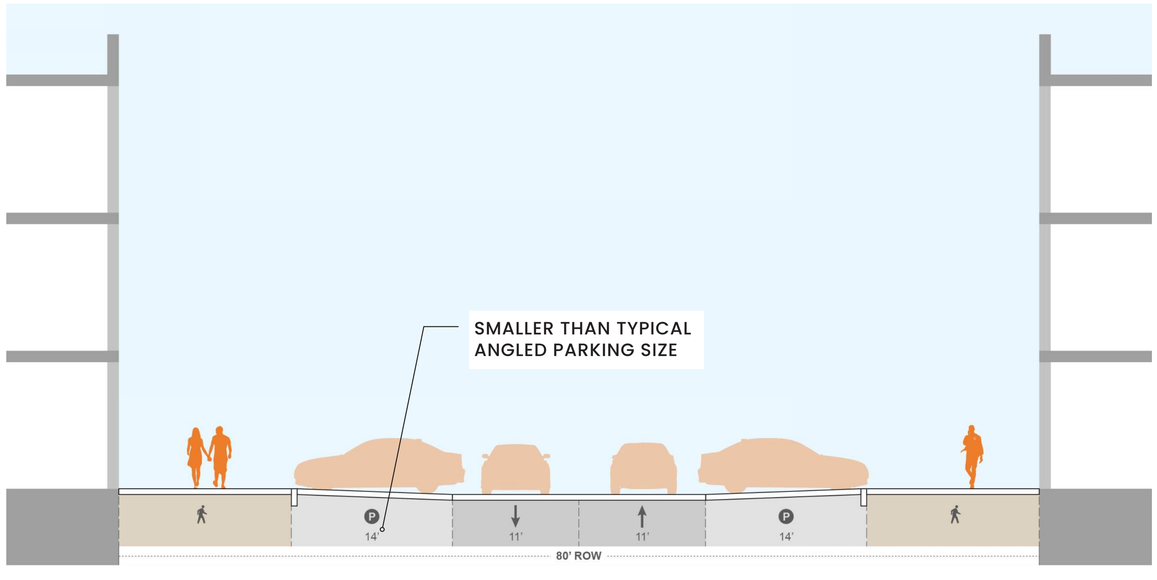
Existing Section:



Proposed Section:



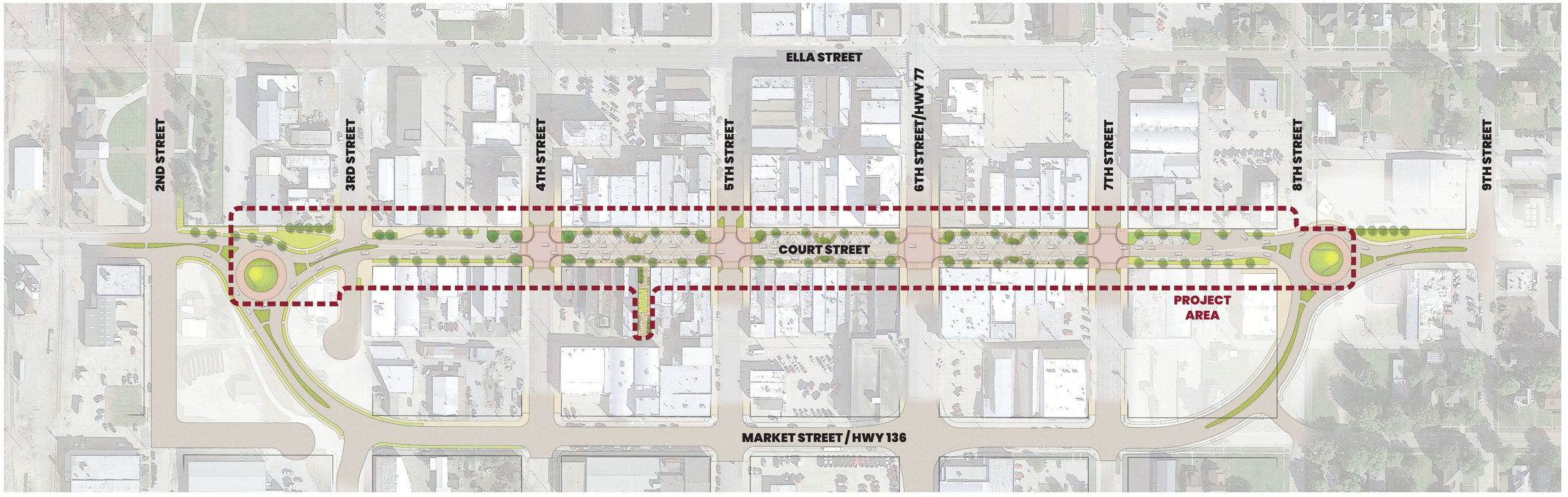
5th Street Section: *(for reference)*



COURT STREET CORRIDOR **MASTER PLAN**

STAKE YOUR CLAIM
BEATRICE

Overall Master Plan



1" = 100'
0' 50' 100' 200'
SCALE IN FEET

Court Street Corridor Master Plan:

This master plan proposes to re-envision Court Street as a Pedestrian first place, where people of all ages and backgrounds desire to be. The two roundabouts proposed in the HWY 136 rerouting plan should be enhanced with features designed to announce the corridors prominence as a vibrant and interesting place. Wayfinding features should also be included that intuitively signal to non-truck traffic that there is a downtown worth visiting.

The central three blocks of the plan are envisioned as a traditional urban streetscape, with enhanced paving that provides flexibility to every day users of the corridor as well as the ability to accommodate a wide arrange of potential events. Street trees and planting beds should be thoughtfully placed to provide shade and aesthetic benefits to these blocks. A range of pedestrian furnishings and amenities including seating, benches, bike racks, trash receptacles, above grad planters, and decorative lighting should also be provided to facilitate a sense of comfort and place. Finally there is an opportunity for a canopy of festival style string lights over the street that create a ceiling along the corridor, and a unique night time experience that would be visible from either end of the street.

The intersections of 4th through 7th street should be enhanced with decorative paving to suggest the pedestrian crossings are of primary importance, helping to slow traffic at these key points.

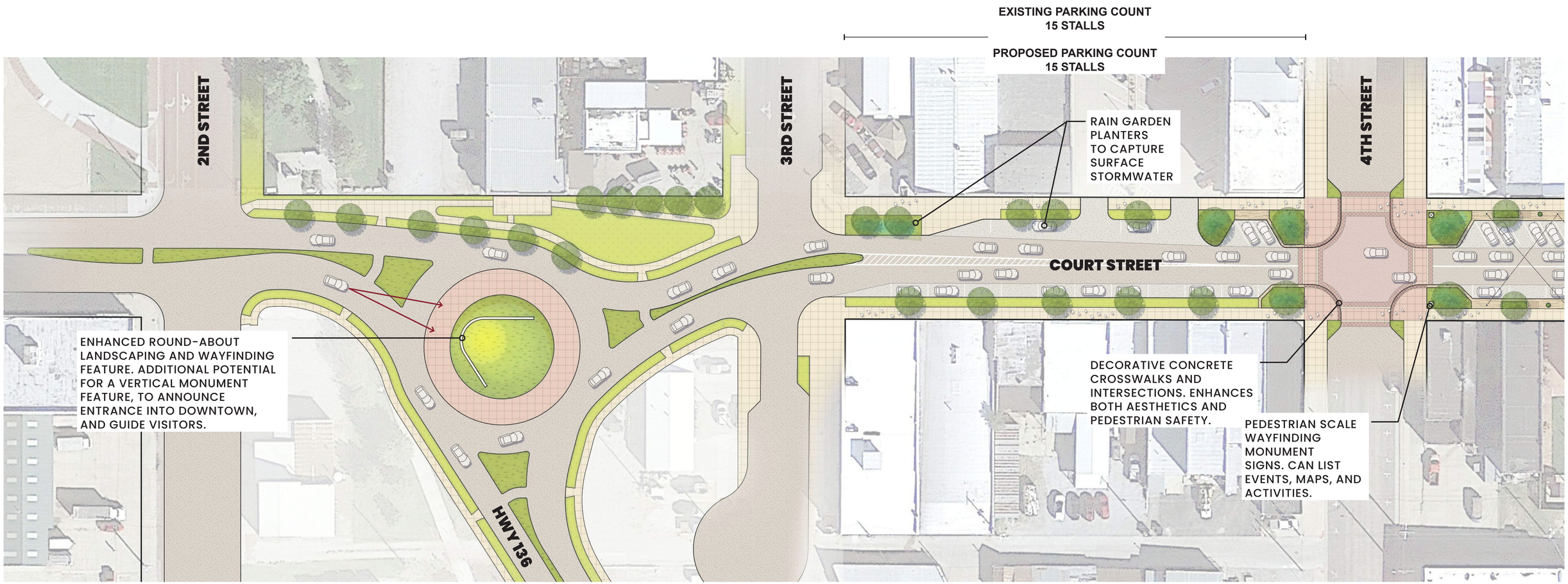
The blocks between 3rd-4th and 7th-8th are envisioned as softer green blocks with less paving behind the back of curb. Instead turf-grass easily provides a softer green character. Pedestrian amenities should also be included along these stretches but can be provided less frequently.

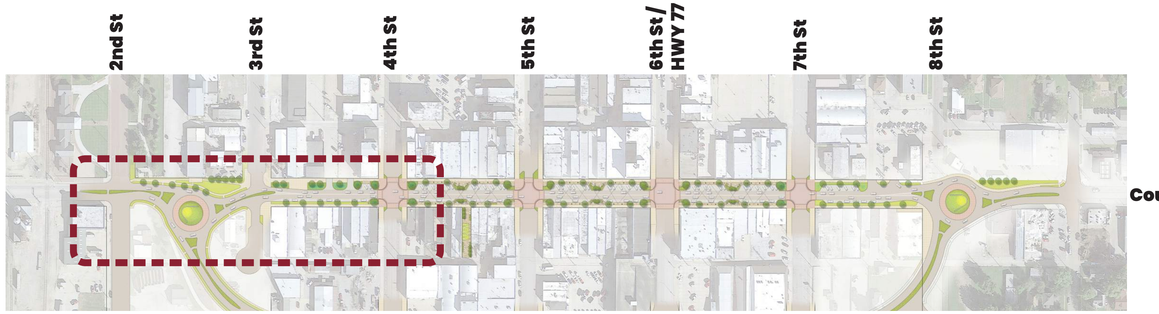
Finally, there is the opportunity for stormwater gardens in many of the planting areas along the corridor that would capture surface runoff from the street and further contribute to the unique character of the streetscape.

COURT STREET CORRIDOR **MASTER PLAN**

STAKE YOUR CLAIM
BEATRICE

Master Plan: 2nd Street - 4th Street



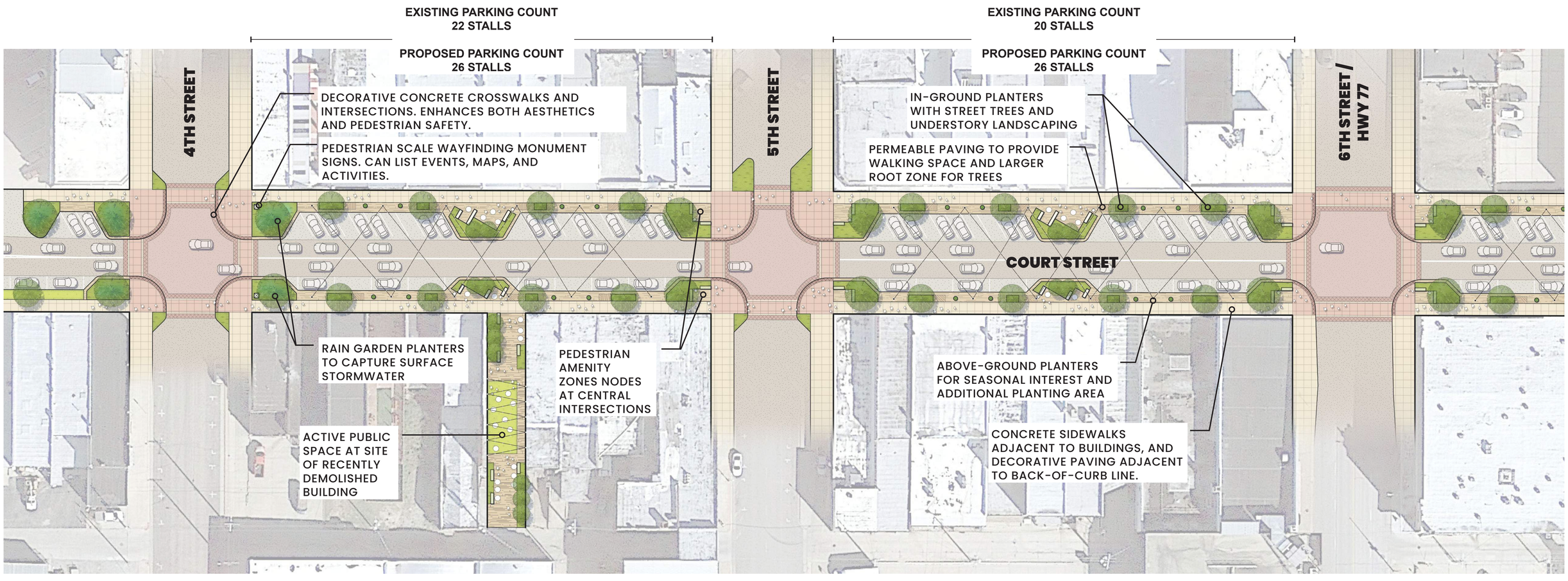


Key Map:

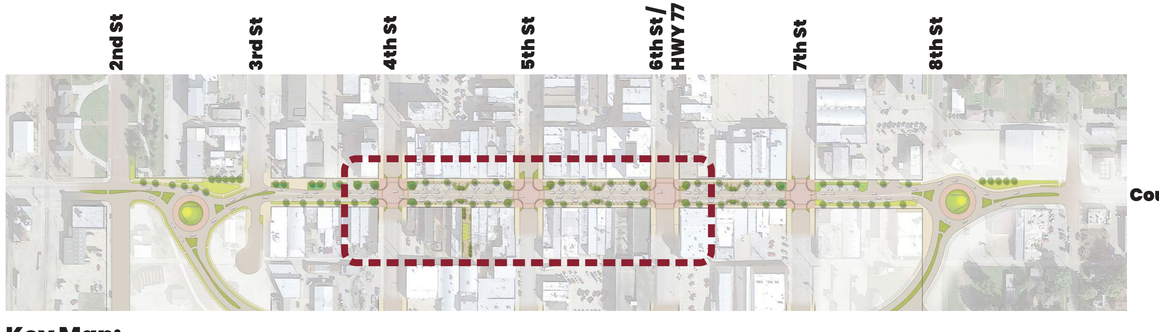
COURT STREET CORRIDOR **MASTER PLAN**

STAKE YOUR CLAIM
BEATRICE

Master Plan: 4th Street - 6th Street/HWY 77



1" = 30'
0' 15' 30' 60'
SCALE IN FEET

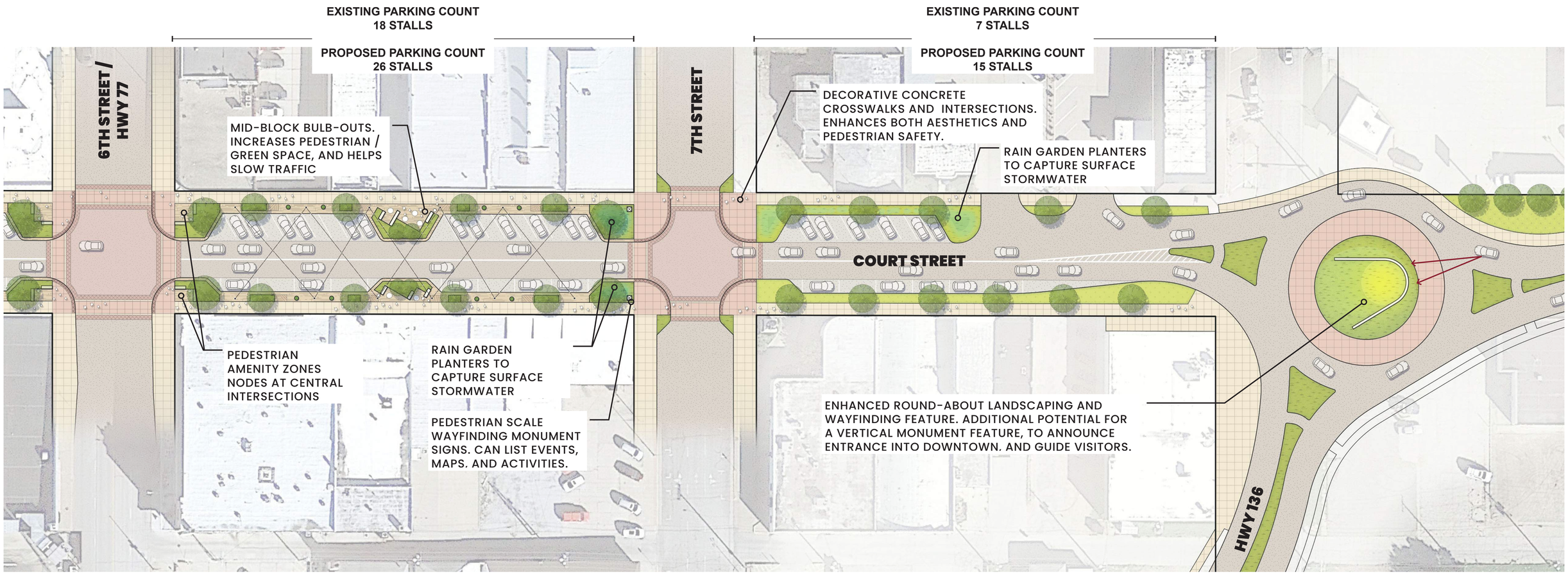


Key Map:

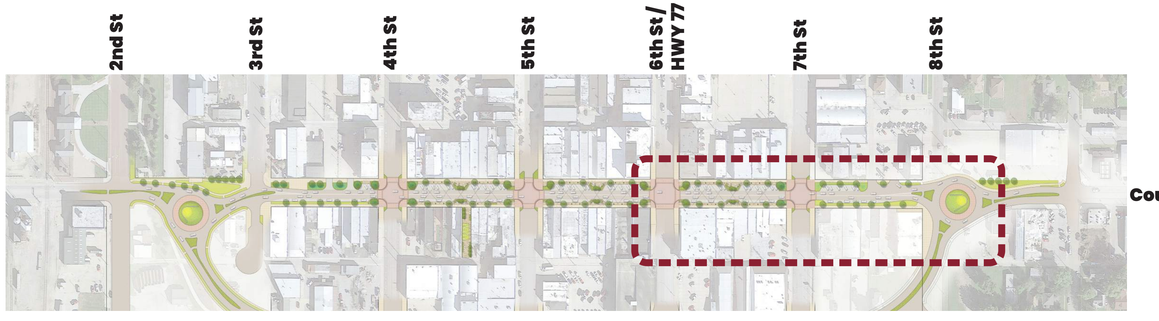
COURT STREET CORRIDOR **MASTER PLAN**

STAKE YOUR CLAIM
BEATRICE

Master Plan: 6th Street/HWY 77 - 8th Street



1" = 30'
0' 15' 30' 60'
SCALE IN FEET

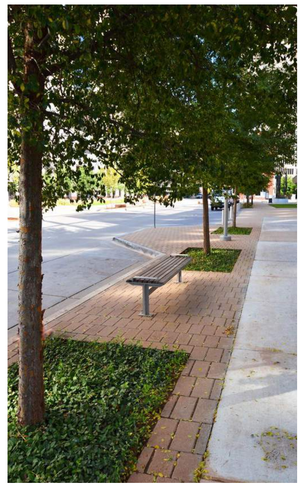


Key Map:

COURT STREET CORRIDOR **MASTER PLAN**

STAKE YOUR CLAIM
BEATRICE

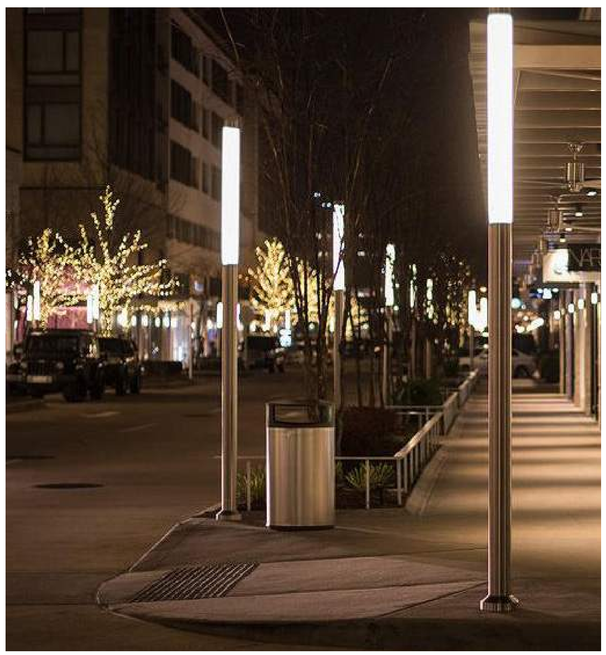
Inspirational Imagery



COURT STREET CORRIDOR **MASTER PLAN**

STAKE YOUR CLAIM
BEATRICE

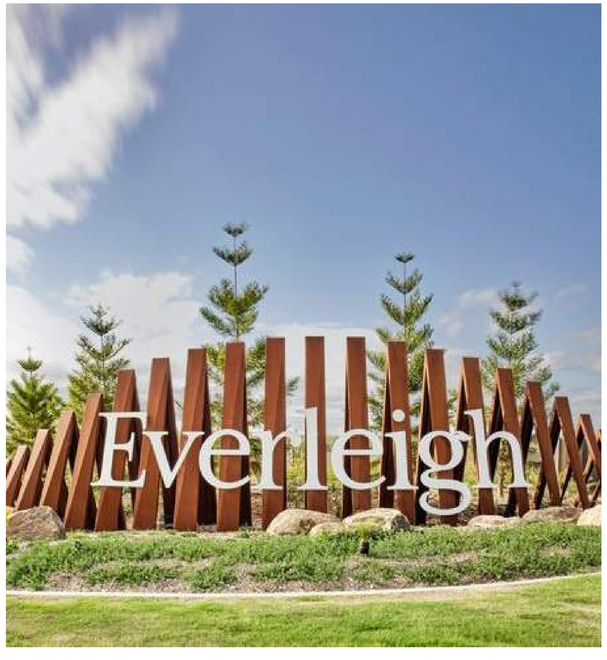
Inspirational Imagery



COURT STREET CORRIDOR **MASTER PLAN**

STAKE YOUR CLAIM
BEATRICE

Inspirational Imagery



COURT STREET CORRIDOR **MASTER PLAN**

STAKE YOUR CLAIM
BEATRICE

Opinion of Probable Cost

OPINION OF PROBABLE COST
CITY OF BEATRICE
Court Street - Low End

ITEM No.	DESCRIPTION	UNIT	QNTY	UNIT COST	TOTAL COST
1	Remove Pavement	SY	16,085	$5.25	$84,446.25
2	Pedestrian Amenity Signage	EA	4	$8,000.00	$32,000.00
3	Vehicular Curbs	LF	4,068	$28.00	$113,904.00
4	5" Concrete Sidewalk - Standard Gray	SF	34,036	$8.00	$272,288.00
5	5" Concrete Sidewalk - Integral Color	SF	10,355	$19.00	$196,745.00
6	5" Concrete Sidewalk - Integral Color and Pattern	SF	-	$32.00	$0.00
7	9" Concrete Roadway - Standard Gray	SF	82,676	$10.00	$826,760.00
8	9" Concrete Roadway - Integral Color	SF	-	$22.00	$0.00
9	9" Concrete Roadway - Integral Color and Pattern	SF	-	$34.00	$0.00
10	Pedestrian Clay Pavers w/ Conc. Base	SF	-	$19.00	$0.00
11	Pedestrian Permeable Pavers	SF	1,332	$33.50	$44,622.00
12	Planter Curbs	LF	2,978	$35.00	$104,230.00
13	Landscaping, Bed Prep, Mulch, Planting Soil	SF	5,636	$8.00	$45,088.00
14	Landscaping - Bioswales	SF	5,390	$12.00	$64,680.00
15	Sod	SF	5,148	$2.00	$10,296.00
16	Landscape Irrigation	SF	16,174	$2.00	$32,348.00
17	Street Tree	EA	60	$750.00	$45,000.00
18	Ornamental Tree	EA	12	$500.00	$6,000.00
19	Planter Pots	EA	24	$2,000.00	$48,000.00
20	Decorative Lighting	EA	36	$8,000.00	$288,000.00
21	Festoon Lights & Wire	LF	2,240	$5.00	$11,200.00
22	Fixed Seating	EA	34	$1,600.00	$54,400.00
23	Movable Seating	EA	18	$2,500.00	$45,000.00
24	Trash Receptacles	EA	15	$1,250.00	$18,750.00
25	Roundabout Wayfinding and Landscape	EA	2	$45,000.00	$90,000.00
26	Pavement Markings (Linear)	LF	1,640	$4.50	$7,380.00
27	Pavement Markings (Symbols)	EA	6	$375.00	$2,250.00
28	Alleyway Park	LS	1	$150,000.00	$150,000.00
29	Mobilization (8%)	LS	1	$219,470.00	$219,470.00
				Subtotal Construction =	**$2,812,857.25**
				Construction Contingencies (15%) =	**$ 421,928.59**
				Total Estimated Construction Cost =	**$ 3,234,785.84**
				Engineering/Design (10%) =	**$ 323,478.58**
				Total Opinion of Cost =	**$ 3,558,264.42**

OPINION OF PROBABLE COST
CITY OF BEATRICE
Court Street - High End

ITEM No.	DESCRIPTION	UNIT	QNTY	UNIT COST	TOTAL COST
1	Remove Pavement	SY	16,085	$5.25	$84,446.25
2	Pedestrian Amenity Signage	EA	4	$8,000.00	$32,000.00
3	Vehicular Curbs	LF	4,068	$28.00	$113,904.00
4	5" Concrete Sidewalk - Standard Gray	SF	25,402	$8.00	$203,216.00
5	5" Concrete Sidewalk - Integral Color	SF	7,352	$19.00	$139,688.00
6	5" Concrete Sidewalk - Integral Color and Pattern	SF	1,282	$32.00	$41,024.00
7	9" Concrete Roadway - Standard Gray	SF	63,802	$10.00	$638,020.00
8	9" Concrete Roadway - Integral Color	SF	13,984	$22.00	$307,648.00
9	9" Concrete Roadway - Integral Color and Pattern	SF	4,890	$34.00	$166,260.00
10	Pedestrian Clay Pavers w/ Conc. Base	SF	10,355	$33.50	$346,892.50
11	Pedestrian Permeable Pavers	SF	1,332	$33.50	$44,622.00
12	Planter Curbs	LF	2,978	$35.00	$104,230.00
13	Landscaping, Bed Prep, Mulch, Planting Soil	SF	5,636	$8.00	$45,088.00
14	Landscaping - Bioswales	SF	5,390	$12.00	$64,680.00
15	Sod	SF	5,148	$2.00	$10,296.00
16	Landscape Irrigation	SF	16,174	$2.00	$32,348.00
17	Street Tree	EA	60	$750.00	$45,000.00
18	Ornamental Tree	EA	12	$500.00	$6,000.00
19	Planter Pots	EA	24	$4,000.00	$96,000.00
20	Decorative Lighting	EA	36	$12,000.00	$432,000.00
21	Festoon Lights & Wire	LF	2,240	$5.00	$11,200.00
22	Fixed Seating	EA	34	$2,500.00	$85,000.00
23	Movable Seating	EA	18	$3,500.00	$63,000.00
24	Trash Receptacles	EA	15	$2,500.00	$37,500.00
25	Roundabout Wayfinding and Landscape	EA	2	$75,000.00	$150,000.00
26	Pavement Markings (Linear)	LF	1,640	$4.50	$7,380.00
27	Pavement Markings (Symbols)	EA	6	$375.00	$2,250.00
28	Alleyway Park	LS	1	$250,000.00	$250,000.00
29	Mobilization (8%)	LS	1	$287,755.00	$287,755.00
				Subtotal Construction =	**$3,847,447.75**
				Construction Contingencies (15%) =	**$ 577,117.16**
				Total Estimated Construction Cost =	**$ 4,424,564.91**
				Engineering/Design (10%) =	**$ 442,456.49**
				Total Opinion of Cost =	**$ 4,867,021.40**