



City of Copperas Cove

BUSINESS 190 MASTER PLAN

CITY MANAGER'S WORKGROUP

JULY 21, 2015

DESIGN ELEMENTS

Proposed Roadway Section

Driveways

Landscaping and Open Space

Pedestrian and Bicycle Needs

Public Transit Integration

Underground Utilities

Electrical Service Planning

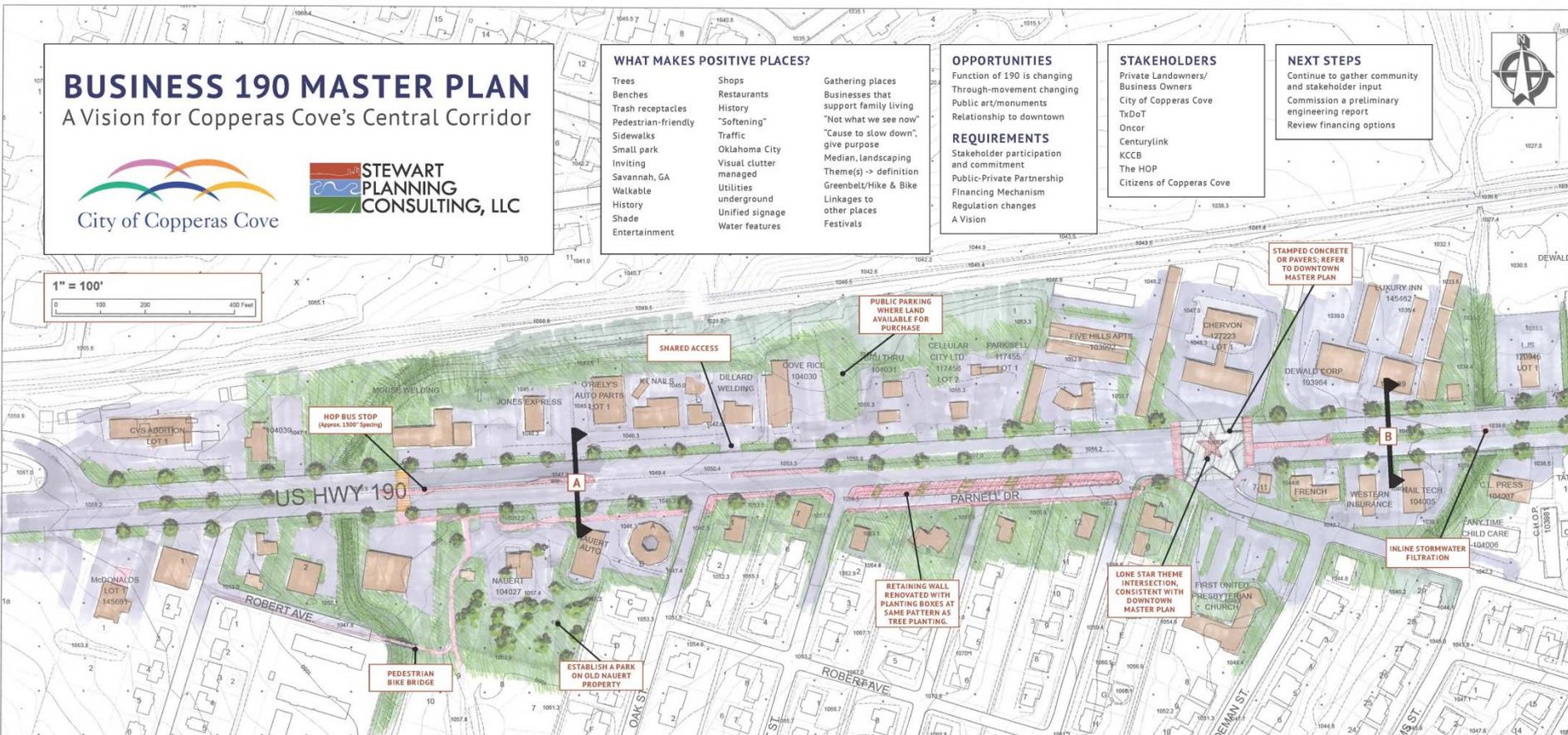
Drainage Considerations

Surface Treatments

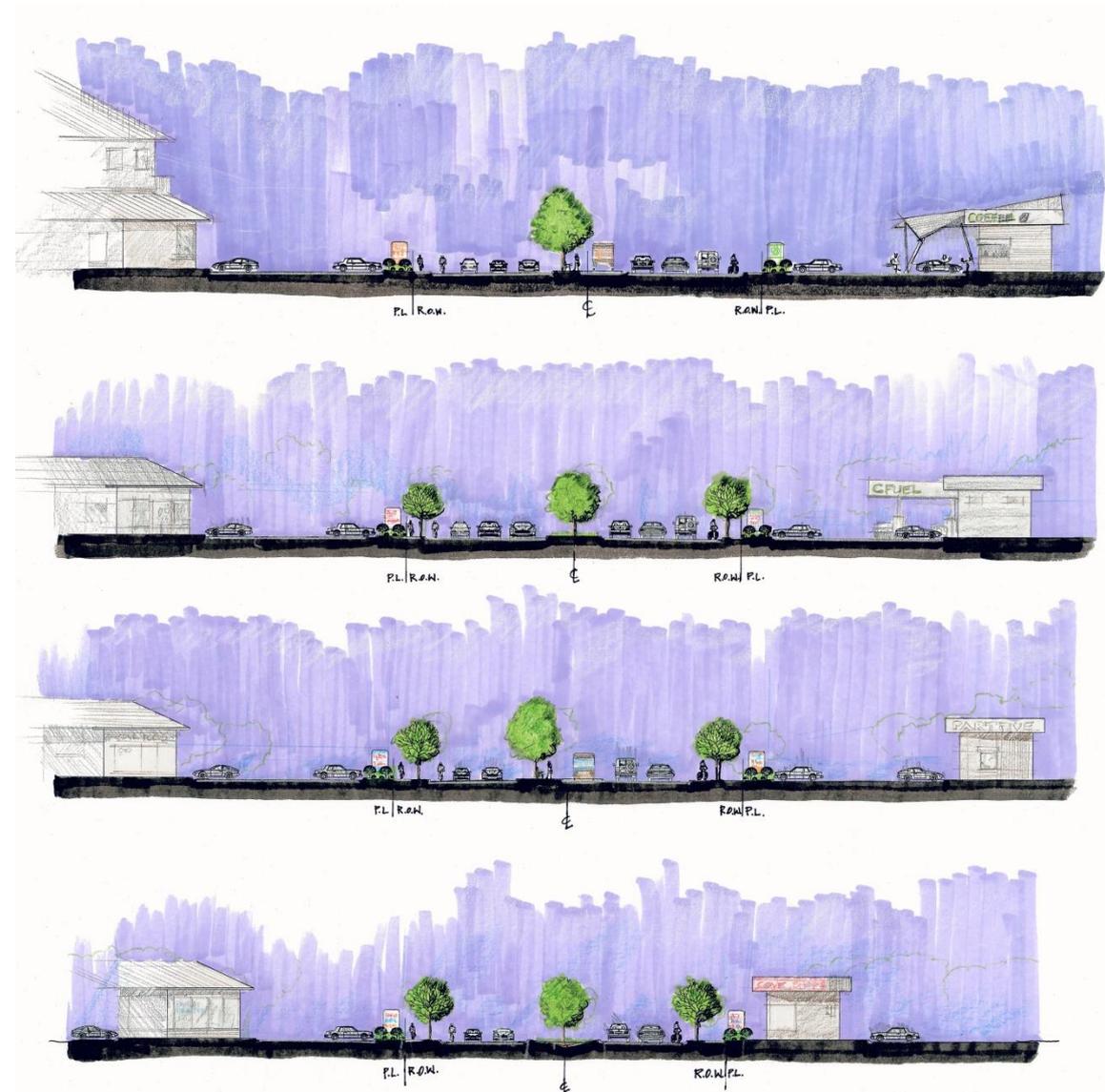
PROPOSED ROADWAY

Limitations of the current roadway section

- There is no uniform, predictable accommodation for pedestrians.
- There is no accommodation for bicyclists.
- There is no accommodation for regional, public transportation.
- The continuous center turn lane creates unsafe situations at times.
- The extent of asphalt does not contribute to the aesthetics of the corridor.



CROSS-SECTIONS



Proposed Sections

Section A

Divided Arterial, 4 Lanes plus 5' integrated bike lane (30.5' BOC-BOC each direction, 12.5' travel lanes), 23' Median/Transit stop, 5' sidewalk

Section B

Divided Arterial, 4 Lanes plus 5' integrated bike lane (30.5' BOC-BOC each direction, 12.5' travel lanes), 24' Median/stormwater filtration bed, 6' sidewalk, 6' treewell/landscaping.

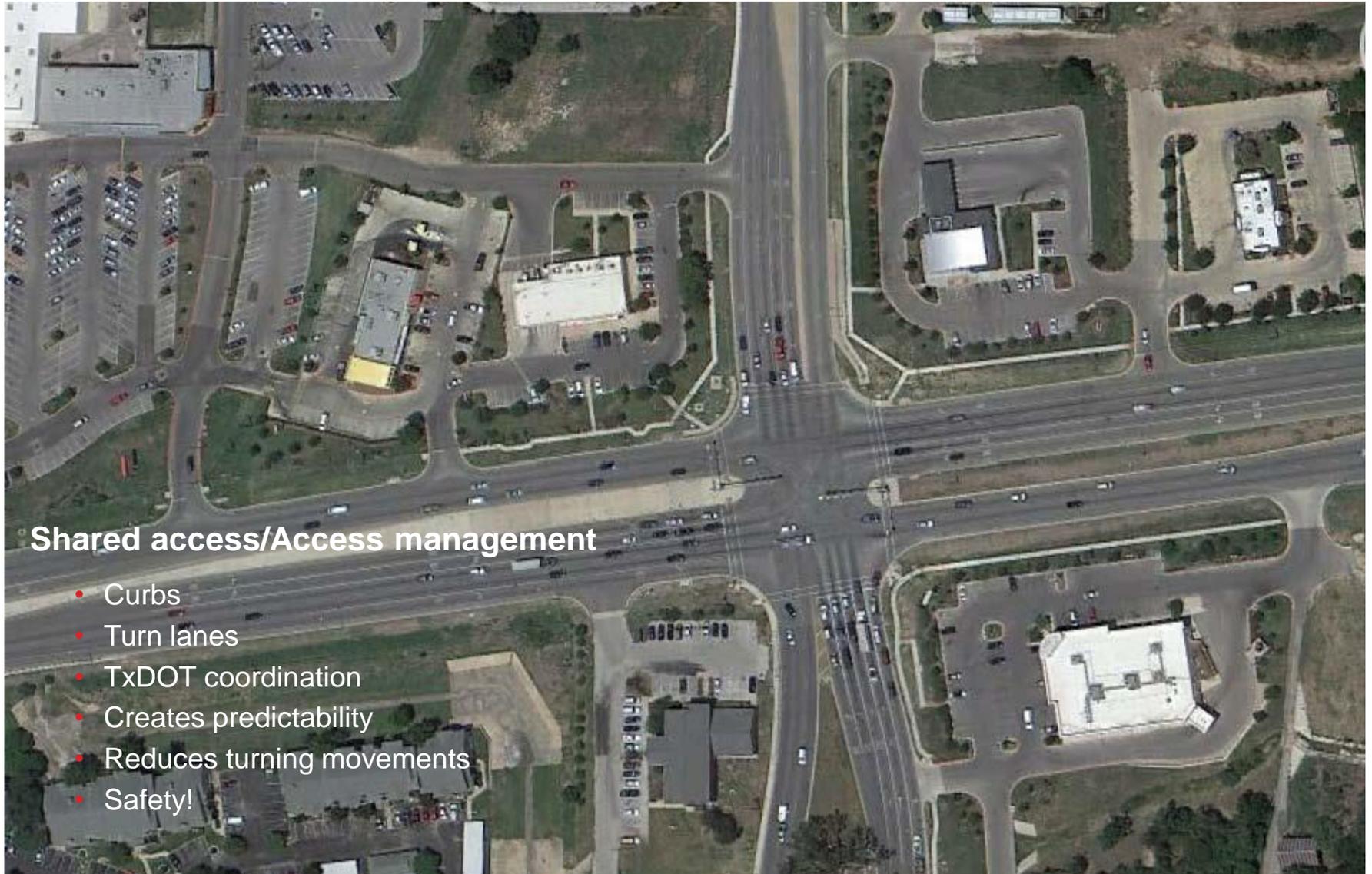
Section C

Divided Arterial 6 lanes plus 5' integrated bike lane (42.5' BOC-BOC each direction, 12.5' travel lanes), 23' Median/Transit stop, 5' sidewalk

Section D

Divided Arterial, 6 Lanes plus 5' integrated bike lane (42.5' BOC-BOC each direction, 12.5' travel lanes), 24' Median/stormwater filtration bed, 6' sidewalk, 6' treewell/landscaping.

DRIVEWAYS

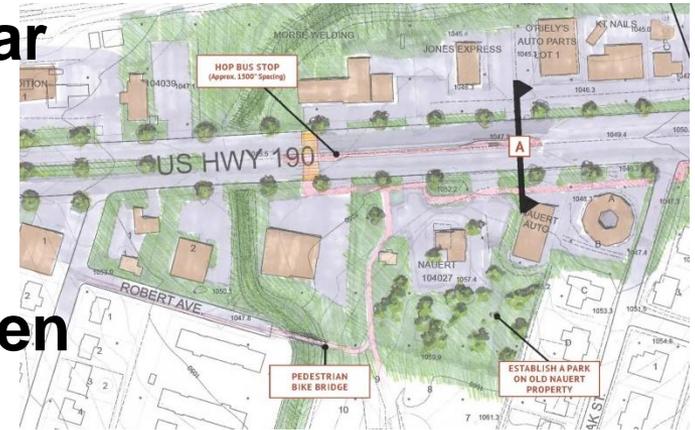


Shared access/Access management

- Curbs
- Turn lanes
- TxDOT coordination
- Creates predictability
- Reduces turning movements
- Safety!

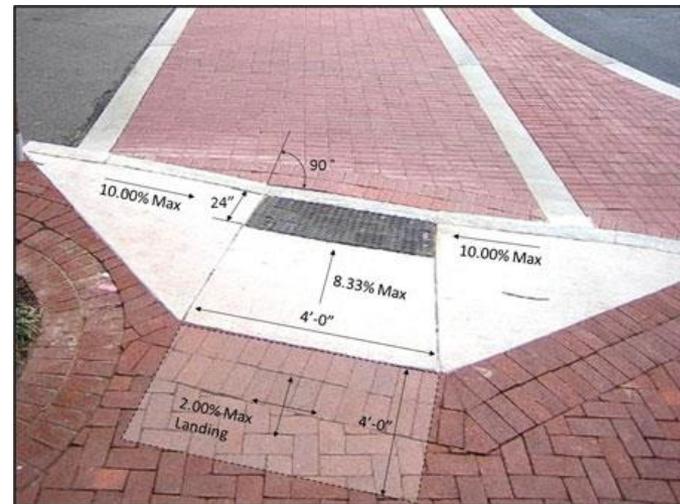
LANDSCAPING AND OPEN SPACE

- Proposed tree plantings at regular (100') intervals
- Private landscaped areas
- Nauert property preserved as open space



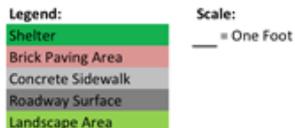
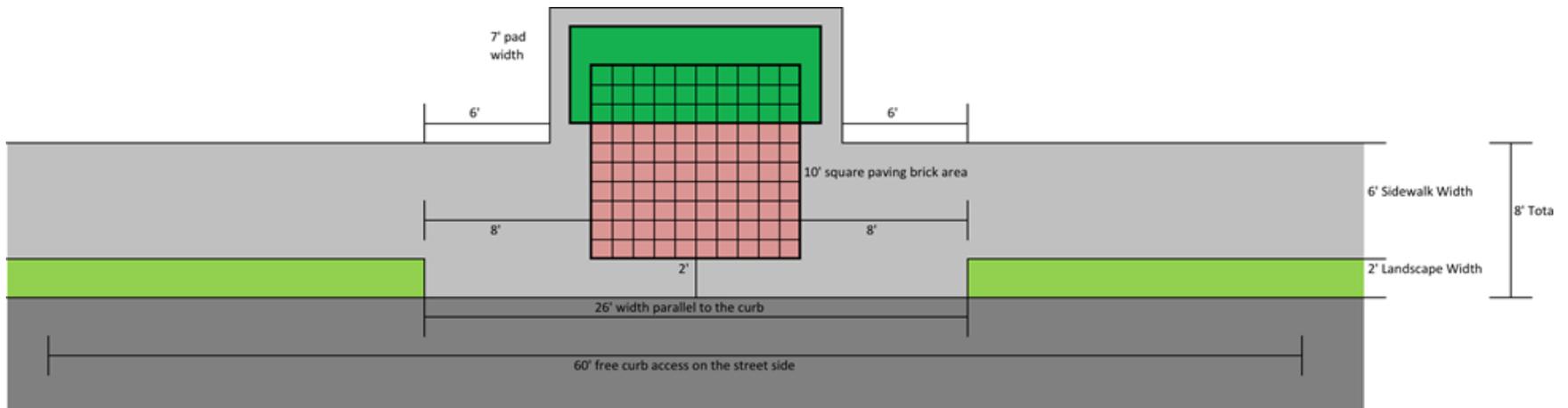
PEDESTRIAN AND BICYCLE NEEDS

- 5' dedicated bicycle lanes each direction
- 5'-6' sidewalk each direction
- ADA compliance
- Continuity
- Integrated with park/school routes



PUBLIC TRANSIT INTEGRATION

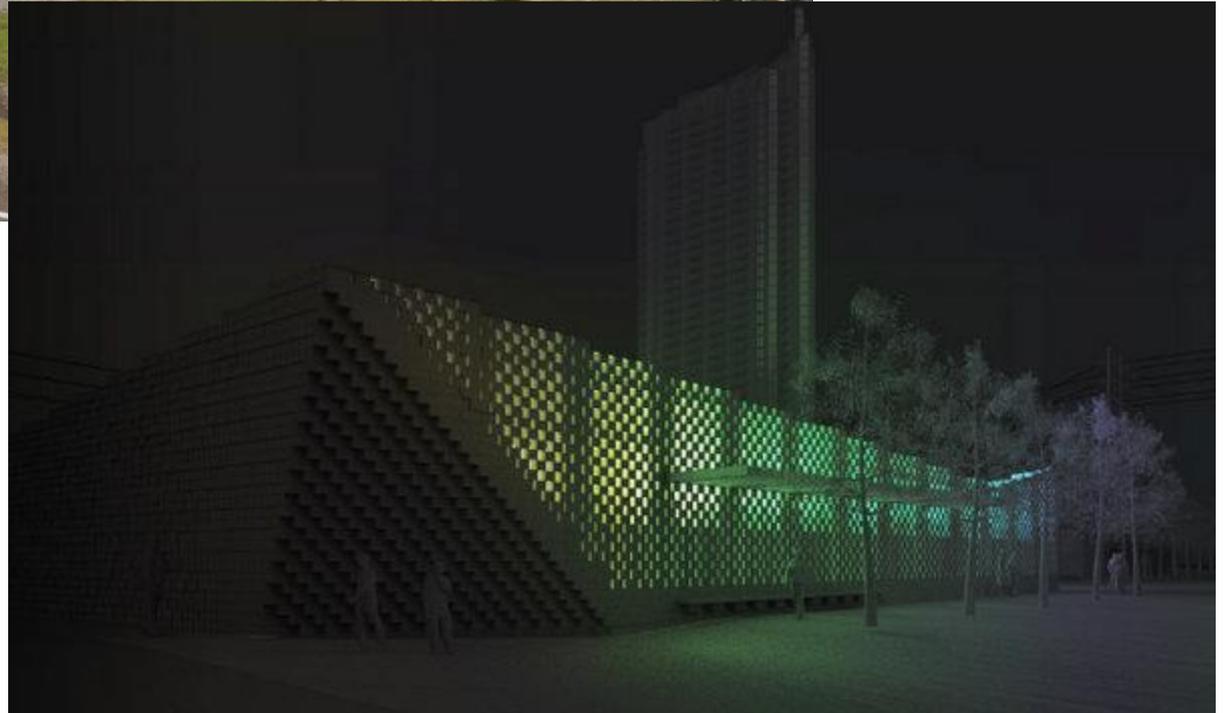
- Regional transit options – connecting Cove to Killeen, Belton, Temple
- Stops spaced approximately 1,500 ft apart along the corridor.



ELECTRICAL UTILITY CONSIDERATION



- Substation screening (future phase)
- Underground routing
- Funding challenges



ROADWAY SURFACE TREATMENT

2008 Downtown Master Plan identifies a “palette” and symbols
Provide texture and interest to reduce the asphalt expanse

