DOWNTOWN MAIN STREET STREETSCAPE

TIMELINE

- February 24, 2012:
  - Downtown Advisory Board Approval for Planning and Scoping Phase
- March 6, 2012:
  - City Council Approval of A/E Contract
- March 15, 2012:
  - Notice to Proceed to RL Shears Company for Planning and Scoping Phase
- May 30, 2012:
  - Capacity Analysis prepared by TEC
  - Preliminary Drainage Report by Cowan Group Engineering
- June 13, 2012:
  - ADA Compliance Assessment by RL Shears Company
  - Photographic Inventory of Existing Conditions by RL Shears Company
  - Streetscape Lighting Survey by MKEC Engineering
- June 22, 2012:
  - Parking Study by TEC
  - Topographic Survey by MKEC Engineering
- July 24, 2012:
  - Request Recommendation for “Notice to Proceed” on Schematic Phase
DOWNTOWN MAIN STREET STREETSCAPE
PLANNING AND SCOPING PHASE

- Deliverables
  - Traffic Capacity Analysis
  - Parking Time and Duration Study
  - ADA Compliance Assessment Report
  - Streetscape Lighting Study
  - Existing Picture Inventory
DOWNTOWN MAIN STREET STREETSCAPE

CAPACITY ANALYSIS (TEC)

- 96-Hour Traffic Count Data Collected on Main from Ft. Worth to College in February 2012
  - Weekday Volume – 9,400 vpd
  - Saturday Volume – 7,100 vpd
  - Sunday Volume – 3,800 vpd
  - Weekday Peak Hours
    - 7:30 A.M. to 8:30 A.M.
    - 3:00 P.M. to 4:00 P.M.
    - No Significant Peak Demand Over Lunch Hour
- Turning Movement Count Data collected at all 6 intersections in March 2012
  - Main Street through traffic accounts for 85% to 95% of the total intersection traffic
- Additional traffic count taken on Friday afternoon and evening on April 20, 2012 during a PAC Event. No significant impact.
  - Traffic counts were less than weekday volumes
CAPACITY ANALYSIS (TEC)

- Existing 4-lane Main Street
  - All signalized intersections operate at LOS A
  - Existing issue at stop controlled Ft. Worth ‘T’ intersection LOS E
  - Main Street signalized intersection could take an additional 120% increase

- Potential Main Street 3-lane option
  - Signalized intersection operates at LOS A or B
  - Ft. Worth Intersection still at LOS E
  - Main Street Signalized intersection could take an additional 50% traffic

- Potential Main Street 2-lane option
  - Signalized intersection operate at LOS B or A
  - Ft. Worth ‘T’ intersection operates a LOS F
  - At the two lane configuration Main Street currently operates at acceptable levels due to the small amount of left turns. A slight increase in left turns may have drastic impacts on the operation of Main Street.

- Conclusions:
  - DO NOT reduce Main Street to 2 lanes
  - Reduction to 3 lanes with dedicated turning movements option is acceptable
Purpose was to inventory current on street parking spaces and to collect data related to the occupancy and duration of parking on a typical weekday.

Parking study performed on Thursday, June 7, 2012 from 9:00 A.M. to 5:00 P.M.

Total 274 parking spaces in the study area. (Main St from College to Ft Worth including side streets to alley)

Five blocks on Main Street have 139 spaces, 51% of the total.

2-hour parking limit posted.

15 designated handicap spaces, all but 2 are on side streets.

Inventory every 15 minutes with first 3 letters or number of the license plate. Used to calculate percent occupied and length of time individual vehicle duration.

- Overall average parked duration for the 562 vehicle was 58 minutes.
- 33 vehicles parked more than 4 hours, 16 more than 6 hours.
- 100% occupancy was reached in four block faces. However lasted 15 minutes and 1 lasted for 30 minutes.
- Other high occupancy rates reached were east and west side of Main Street between Commercial and Dallas which was 88% for 30 minutes over the lunch hour.
Purpose to analyze the existing runoff patterns within the project extents, the impact on existing drainage structures and determine the existing depth and spread of water on the roadway.

Existing condition with 100-year storm do not overtop 6-inch curb along Main Street. Main spread is 24 feet.

Reduction to 3 lanes will not drastically affect the runoff depth in the roadway.
Purpose: To evaluate the American with Disabilities Act (ADA) conditions of the existing sidewalks based on requirements and standards included in the 2010 ADA Standards for Accessible Design.

Key Focus Areas: Sidewalk cross slopes, building doorway entry landings, and building doorways.

Results: The ADA compliance assessment shows that a large majority of the existing sidewalks within the project area do not comply with the ADA (92% out of compliance).
Purpose to document the existing lighting conditions for the project area.

Varying styles and types of lights along Main Street.
- Pole mount Cobra head fixture mounted on 30’ height with 6’ arm.
- Decorative post top fixture mounted on 15’ pole
- Decorative acorn fixture mounted on 20’ pole with 4’ arm.

Main Street proper well lit overall.
DOWNTOWN MAIN STREET STREETSCAPE

REQUEST FOR RECOMMENDATION TO PROCEED

SCHEMATIC DESIGN ANTICIPATED SCHEDULE

- DRAFT CONCEPTUAL PLAN DEVELOPMENT – JULY 26, 2012 TO SEPTEMBER 15, 2012
- INITIAL PUBLIC WORKSHOP(S) – SEPTEMBER 16, 2012 TO SEPTEMBER 30, 2012
- FINAL CONCEPTUAL PLAN DEVELOPMENT – OCTOBER 1, 2012 TO NOVEMBER 10, 2012
- FINAL PUBLIC WORKSHOP - NOVEMBER 11, 2012 TO NOVEMBER 21, 2012