



**DOWNTOWN MAIN STREET
STREETSCAPE IMPROVEMENTS
PLANNING AND SCOPING PHASE SUMMARY**



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

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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

DOWNTOWN MAIN STREET STREETScape IMPROVEMENTS PARKING STUDY (TEC)

- 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.



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PRELIMINARY DRAINAGE REPORT (COWAN GROUP ENGINEERING)

- 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.

The background image shows a street scene with a brick building on the right, a sidewalk, and a road with a white van in the distance. A sign on a pole in the background reads '100 YEARS' and 'DAYS'.

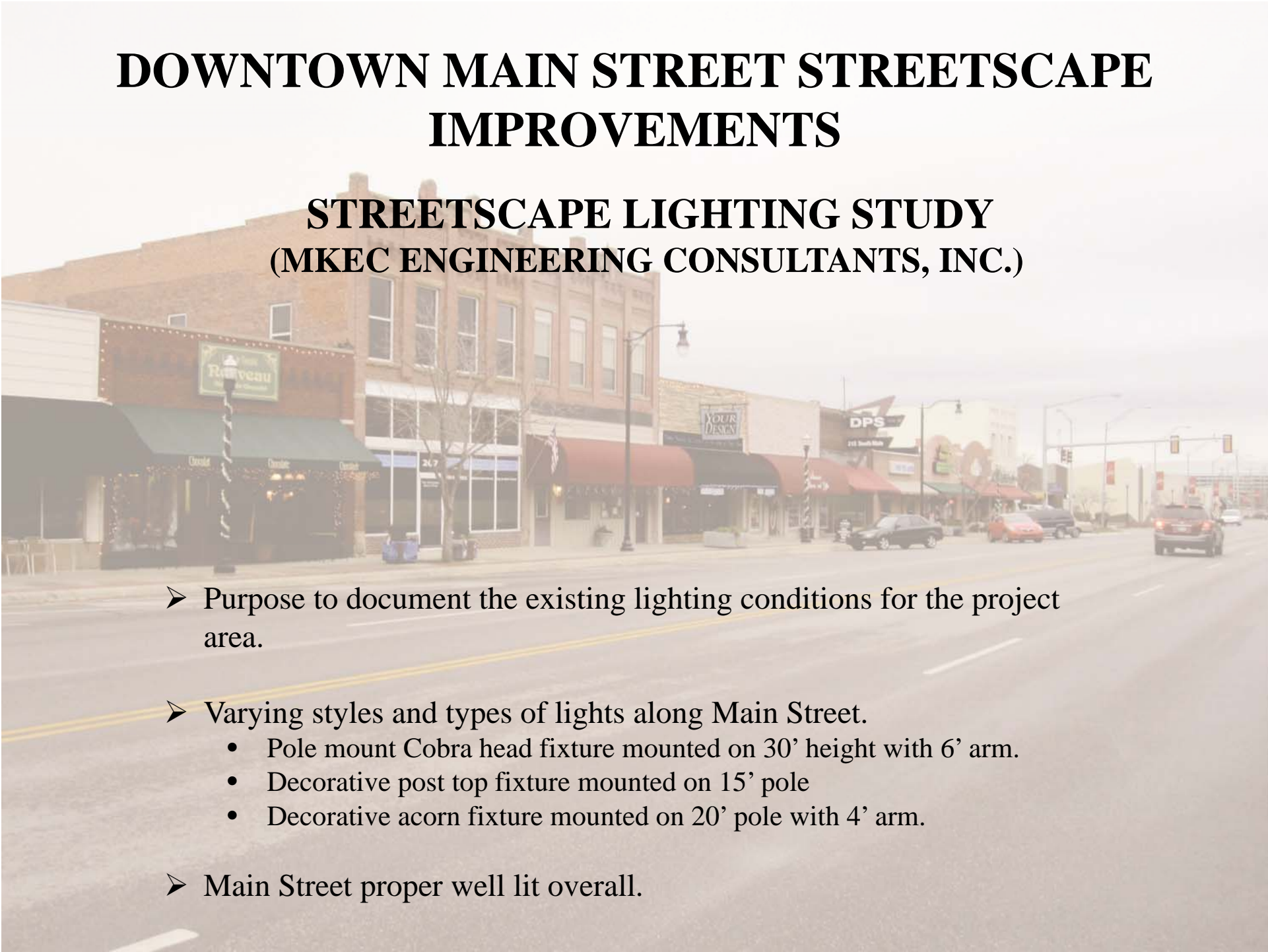
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ADA COMPLIANCE ASSESSMENT REPORT (RL SHEARS COMPANY)

- 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.
- Primary focus was sidewalk cross slopes, building doorway entry landings and building doorways.
- Results of 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).

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STREETScape LIGHTING STUDY (MKEC ENGINEERING CONSULTANTS, INC.)

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- 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.

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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**