



City of Abilene Mayor's Downtown Task Force Agenda

Notice is hereby given of a meeting of the Mayor's Downtown Task Force of City of Abilene to be held on February 28, 2020 at 10 AM at City Hall, 555 Walnut Street, Basement South Conference Room, Abilene, Texas, for the purpose of considering the following agenda items.

PUBLIC COMMENTS

There will be no votes or any formal actions taken on subjects presented during public comment. The public comment period will only allow members of the public to present ideas and information to city officials and staff.

MINUTES

1. Approval of minutes from previous regular meetings held on November 1, 2019 and January 24, 2020

AGENDA ITEMS

2. Discussion and Possible Action on Review of Center City Growth and Development Plan
3. Discussion and Possible Action Regarding the Realignment of On-Street Parking in the Downtown Area
4. Discussion and Possible Action Regarding Time Limits and Metered Parking Zones in the Downtown Area
5. Discussion and Possible Action Regarding Structured Parking Improvements in the Downtown Area
6. Discussion and Possible Action Regarding Branding and Marketing Downtown Abilene

ADJOURNMENT

Notice

In compliance with the Americans with Disabilities Act, the City of Abilene will provide for reasonable accommodations for persons attending meetings. To better serve you, requests should be received forty-eight (48) hours prior to scheduled meetings. Please contact the City Secretary's Office at 325-676-6208. Telecommunication device for the deaf is 325-676-6360.

CERTIFICATION

I hereby certify the above meeting notice was posted on the bulletin board at the City Hall of the City of Abilene, Texas, on the 21st day of February, 2020, at 9:45 a.m.

Shawna Atkinson, City Secretary

Mayor's Downtown Task Force

November 1, 2019

10:00 a.m.

City Hall, Abilene, Texas
Basement Conference Room

Members Present:

Mr. Regi McCabe-Gossett, Ms. Alex Russell, Ms. Yvonne Batts, Ms. Trish Dressen, Mr. Scott Dueser, Ms. Jessica Cantu

Members Absent:

Mr. Brandon Osborne and Ms. Erma Rodriguez

City Staff Present:

Mr. Robert Hanna, Mr. Michael Rice, Mr. Mike Warrix, Mr. Stanley Smith, Mr. Greg McCaffrey, Mr. James Rogge, Mr. Max Johnson, Ms. Melissa Farr

Others Present:

Mr. Charles Wolfe, Mr. Doug Williamson, Mr. Mason Mathews

Call to Order

Ms. Yvonne Batts called the meeting to order at 10:04 a.m. Melissa Farr noted the above members present.

Approval of Minutes

There being no deletions, no additions, and no corrections, Ms. Alex Russell made the motion to approve the minutes for the previous meeting held on September 23rd. Ms. Trish Dressen seconded the motion. The motion to approve prevailed by the following vote:

AYES: Dressen, Russell, Cantu, McCabe-Gossett, Dueser, Batts

NAYS: None

Discussion and Possible Action on Review of Center City Growth and Development Plan

This item was not discussed.

Discussion and Possible Action Regarding the Realignment of On-Street Parking in the Downtown Area

Mr. Michael Rice presented the pros and cons of one-way and two-way streets. Some advantages of one-way operation are faster access to on-street parking, improved traffic flow from simpler signal timing, and less vehicle conflict points for pedestrians crossing at intersections.

Advantages of two-way streets include the illusion of slower traffic, the perception of greater visibility to businesses, and the comfort of bicyclists. Members discussed the options most advantageous for promotion local businesses and allowing them to be seen when driving on the street.

Mr. Rice highlighted available options for stop controls and signals. Some of the topics included in this discussion were “feelings” of safety and loading and unloading for businesses. The approximate costs of conversions was discussed for each scenario, but members felt the most important criteria in which to base their decision is what is best for the citizens of the Abilene community and downtown area.

All in attendance agreed that focusing on new parking spaces is the current priority. They also agreed to leave Pine Street as is. Mr. Hanna recommended a town hall meeting be held to allow members of the public and stakeholders to ask questions and provide input on maximizing the ability to park in Downtown Abilene.

Ms. Dressen moved to only focus on the goal of parking and not address the consideration of two-way parking at this time. Ms. Russell seconded the motion. The motion prevailed by the following vote:

AYES: Dressen, Russell, Cantu, McCabe-Gossett, Dueser, Batts

NAYS: None

Discussion and Possible Action Regarding Time Limits and Metered Parking Zones in the Downtown Area

This item was not discussed.

Discussion and Possible Action Regarding Structured Parking Improvements in the Downtown Area

Mr. Robert Hanna proposed questions to the Task Force of whether or not Abilene is ready for structured parking (parking garages) and if the Task Force would support the public project. A potential parking garage would cost approximately \$22,000 per space. The concern is that surface (off-street) parking will never meet the needs of the City, as there are not enough street spaces.

Discussion included the opportunities for additional retail, restaurants, venues, and additional housing in the Downtown District. It was noted that corporate tenants are interested in the area, but parking is not currently available.

Discussion and Possible Action Regarding Branding and Marketing Downtown Abilene

Task Force members requested information be provided at a future meeting to educate them on Public Improvement Districts and the necessary guidelines. Everyone agreed the branding and marketing of Downtown Abilene must be driven by the business community.

Adjournment

Mr. Dueser moved to adjourn the meeting. Mr. McCabe-Gossett seconded the motion. There being no further discussion, Ms. Batts adjourned the meeting at 11:32 a.m.

APPROVED

Yvonne Batts, Chair



Mayor's Downtown Task Force

January 24, 2020

10:00 a.m.

City Hall, Abilene, Texas
Basement Conference Room

Members Present:

Mr. Regi McCabe-Gossett, Ms. Jessica Cantu, Ms. Yvonne Batts

Members Absent:

Mr. Scott Dueser, Ms. Trish Dressen, Ms. Alex Russell, Mr. Brandon Osborne, Ms. Erma Rodriguez

City Staff Present:

Mr. Robert Hanna, Mr. Michael Rice, Mr. Stanley Smith, Mr. Greg McCaffrey, Ms. Melissa Farr

Others Present:

Mr. Doug Peters, Mr. Ryan Gibson, Mr. Aaron Miller, Ms. Allison Carroll, Mr. David Swart, Mr. Charles Wolfe, Mr. William Wolfe, Mr. Doug Williamson, Ms. Misty Mayo

Call to Order

Ms. Yvonne Batts announced there would be no meeting due to a lack of quorum.

Approval of Minutes

This item was not discussed.

Discussion and Possible Action on Review of Center City Growth and Development Plan

This item was not discussed.

Discussion and Possible Action Regarding the Realignment of On-Street Parking in the Downtown Area

This item was not discussed.

Discussion and Possible Action Regarding Time Limits and Metered Parking Zones in the Downtown Area

This item was not discussed.

Discussion and Possible Action Regarding Structured Parking Improvements in the Downtown Area

This item was not discussed.

Discussion and Possible Action Regarding Branding and Marketing Downtown Abilene

This item was not discussed.

Adjournment

Due to a lack of quorum, this meeting was cancelled.

APPROVED

Yvonne Batts, Chair

One vs Two Way

Pros and Cons of One Way to Two Way Street Conversions



Advantages of One Way Operation

Signal timing is simpler, thus improving traffic flow and decreasing idling time and pollution from vehicles.

Facilitation of traffic flow before and after downtown events is simpler requiring less traffic control, and faster clearance.

Less vehicle conflict points for pedestrians crossing at intersections.

Can provide faster access to on-street parking.

Downtown Signals and timings were recently upgraded, therefore No changes are currently needed to existing operations of street network.

One way streets are common in downtown in many Cities in Texas.

Disadvantages of One Way Operation

Bicycles are less comfortable riding in multiple lanes.

Increases vehicle miles traveled by adding additional navigation of one way streets.

Unfamiliar visitors may struggle with indirect routes due to One way street configurations downtown.

Speeds appear increased, however well timed traffic signals easily address speeding.

Advantages of Two Way Operation

Two way streets provide bicyclists with a more comfortable trip.

Decreased vehicle miles traveled by eliminating indirect routes that one way streets require.

Gives the illusion of slower traffic due to oncoming traffic.

Gives the perception of greater visibility to businesses, two vehicles driving by in different directions versus having 2 vehicles driving by on a one way street.

Disadvantage of Two Way Operation

Reduced access to on street parking. If a parking stall is located on the opposite side of the street, the driver must circle the block or find a location to make a U-turn. Most streets downtown do not accommodate a U-turn, requiring the driver to travel several blocks out of the way to return to the original parking stall (which may be filled).

Additional conflict points making pedestrian and vehicular travel more risky, Vehicles turning from multiple directions not just 1.

Additional costs and labor for events downtown. Would require 2x more setup time for barricades and traffic control to control four way traffic.

May reduce on street parking, or may block travel lanes to accommodate deliveries.

High cost of added infrastructure to convert traffic control, and additional ongoing maintenance expenses.

Conversion is very costly and timely, and Construction could disrupt downtown businesses for several months.

Stop Control vs Signal Control

Two-Way Stop Intersection



Description
Through/Stop intersections is an uncontrolled intersection with stop control on the minor street. The stop-controlled approaches are referred to as the minor street approaches. The intersection approaches that are not controlled by stop signs are referred to as the major street approaches.

- Pros and Cons**
- Pros**
1. Low installation cost
 2. Continuous traffic flow for major approaches
 3. Low maintenance cost
- Cons**
1. Does not address the higher intersection crash severity rate
 2. Difficult to enforce stop control compliance
 3. Could result in drivers speeding across the intersection to make gaps
 4. Motorist must be able to detect the presence of the intersection and then detect, recognize, and respond to the drivers crossing.
 5. Higher stop control motorist delay during peak periods

- Safety Considerations**
- Crash Types**
- Most common crash types are rear end and right angle
- Average Crash Rate**
- 0.42 Crashes/MEV (Existing Conditions)
 - 0.28 Crashes/MEV (Statewide Average - Rural Thru/Stop)
- Crash Severity**
- Injury related crashes represent approximately 67% of the total reported intersection crashes

Traffic Signal System



Description
Traffic signals assign right-of-way to various traffic movements at intersections. Signal design has typically focused on the operating characteristics of motorized vehicles, but do provide some added protection for pedestrians.

- Pros and Cons**
- Pros**
1. Generally Can Be Designed with Minor Impact to Street Width/Curbs
 2. Compatible with the Lane Geometrics of the Stop Controlled Intersection and Could be Easily Installed at a Later Date.
 3. Improves Left Turn Access onto CR 15
 4. Provides for Controlled Movement of Traffic
 5. Reduces the Frequency and Severity of Certain Types of Right-Angle Collisions
 6. Familiarity
- Cons**
1. Traffic signal warrants are not met
 2. Traffic Signals That Do Not Meet MMUTCD Warrants are Ineligible for Federal Funding. County Cost or Wait Until Warranted.
 3. Ongoing Operation, Maintenance, Electricity Costs
 4. Increased Crashes, Particularly Rear-end, Right Angle
 5. Increased Motor Vehicle Delay and can be Inefficient During Off Peak Periods

- Safety Considerations**
- Crash Types**
- Predominant crash types are rear end, right angle and left turn collisions
- Average Crash Rate**
- 0.6 Crashes/MEV (Low Volume / Low Speed)
- Crash Severity**
- Injury related crashes represent approximately 29% of the total reported intersection crashes

Costs of Conversion to Stop Conditions

Stop Conditions

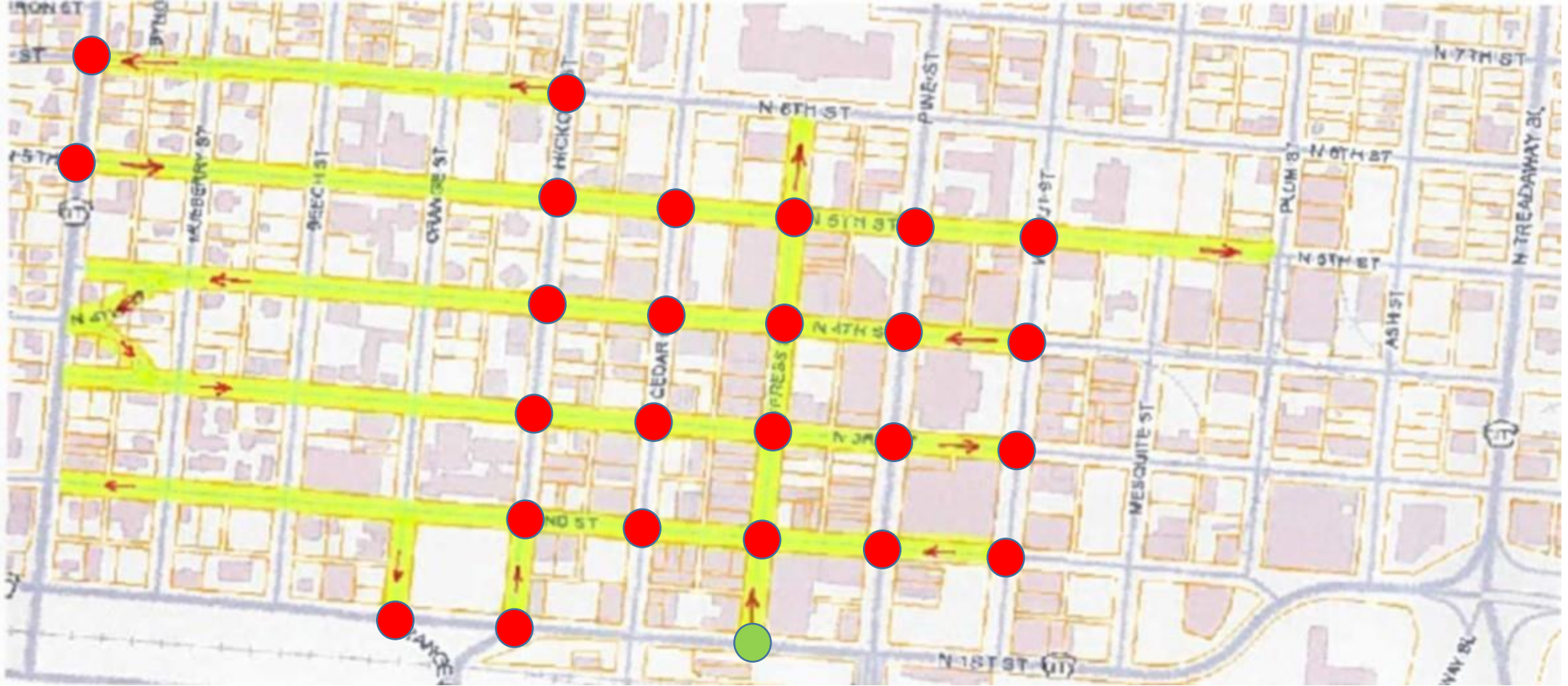
	Hickory	Cedar	Cypress	Pine	Walnut	Mesquite	Plum	Ash	totals	Unit Cost to Implement	Extended Cost
signals to be removed	5	5	4		5				19	\$5,000.00	\$95,000.00
stop signs to be installed	20	4	16			4	8		52	\$200.00	\$10,400.00
add traffic signal			1						1	\$125,000.00	\$125,000.00
traffic control									6	\$1,500.00	\$9,000.00
Sub Total											\$239,400.00
Mobilization (15%)											\$35,910.00
Cont. (20%)											\$55,062.00
Grand Total											\$330,372.00



Cost of Signal Conversions for Two Way Operations

Signal Conversions			
Item	SUM	Unit Cost	Total
Signal Arm and Pole	44	\$8,500.00	\$374,000.00
Signal Foundation	44	\$3,000.00	\$132,000.00
Signal Cable	4165	\$7.00	\$29,155.00
Signal Heads	258	\$150.00	\$38,700.00
Traffic Signal Arm Removal	21	\$3,000.00	\$63,000.00
NEW Intersection	1	\$125,000.00	\$125,000.00
Traffic Control (Month)	6	\$1,500.00	\$9,000.00
Sub Total			\$770,855.00
Mobilization (15%)	1		\$115,628.25
Contingency (20%)			\$177,296.65
TOTAL			\$1,063,779.90

Study Area - One Way Streets



Study Area - Paving Widths



Pine & Walnut – 70’
Blue – 50’
Yellow – 35’

Purple – 56’
Orange – 40’
N. 4th (1 Way) – 26’

Study Area – Current ROW Configurations

STREET WIDTH (Face to Face)		26		35/36		35/36		39/40/4		50/51/5		50/51/5		56				56				70									
One Way vs Two Way		One Way		One Way		Two Way		One Way		Two Way		One Way		Two Way		One Way				Two Way				Two Way							
# of Blocks		2		13.5		11		8		12		2		18		21.5				14				10							
A	PARKWAY	22		6		6		20		8		8		15		12				12				15							
B	Parallel Parking (6'-8')	6		6		8		8		7		7		17				8				17				19					
	30 Degree Parking (17')	6		6		8		8		7		7		17				8				17				19					
	45 Degree Parking (19'-19.4')	6		6		8		8		7		7		17				8				17				19					
C	60 Degree Parking (20'-20.3')	6		6		8		8		7		7		17				8				17				19					
	Lane (12')	13		12		12		12		12		11		12		14				11				12				11			
	Lane (12')	13		12		12		12		12		11		12		14				11				12				11			
	Lane (12')	13		12		12		12		12		11		12		14				11				12				11			
D	60 Degree Parking (20'-20.3')	22		6		6		20		8		8		15				12				12				15					
	45 Degree Parking (19'-19.4')	22		6		6		20		8		8		15				12				12				15					
	30 Degree Parking (17')	22		6		6		20		8		8		15				12				12				15					
E	Parallel Parking (6'-8')	22		6		6		20		8		8		15				12				12				15					
	PARKWAY	22		6		6		20		8		8		15				12				12				15					
STREET TOTAL		26		36		36		40		40		50		50		56				56				56				70			
ROW TOTAL		26		80		80		80		80		80		80				80				80				100					

Cypress St-1st to 2nd

Parking Dimensions Along Curb		Ratio
Parallel	22'	1:1
30 Degree	18'	1:1.22
45 Degree	12.75'	1:1.72
60 Degree	10.5'	1:2.1

Staff Recommended ->

I
I
II
II
III
IV

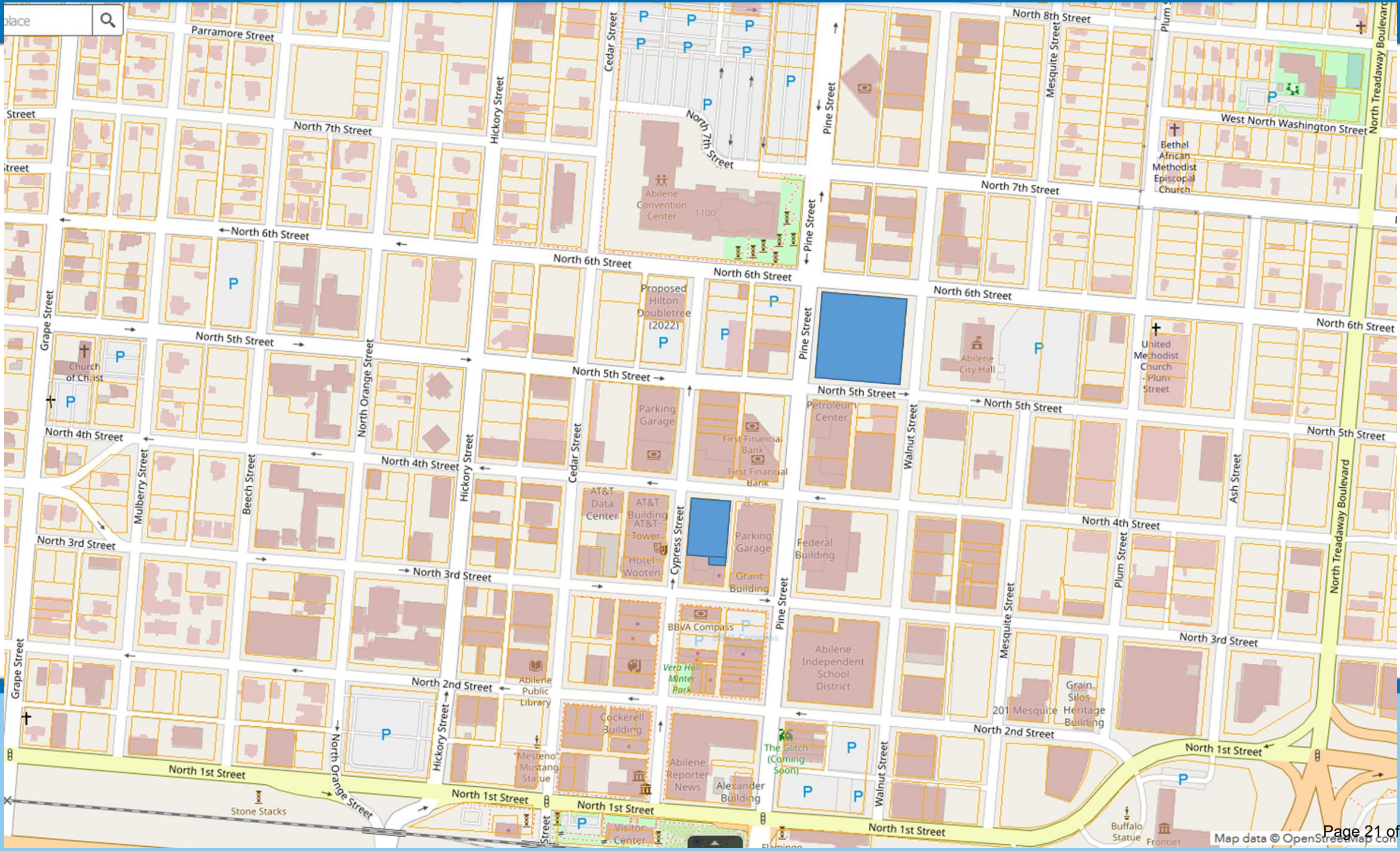
N. 6th
Cedar
Hickory



Questions?



Off Street Parking



Questions?

