

Main Street Options

The following cross-sections for Main Street were presented to City Council in August 2018 in order to determine the preferred alternative for Main Street in the future as it is redeveloped. Each option shows

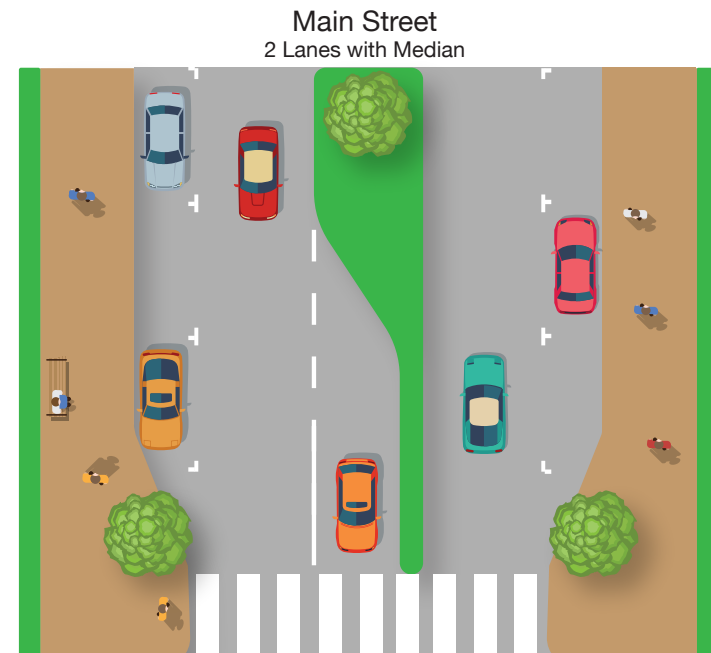
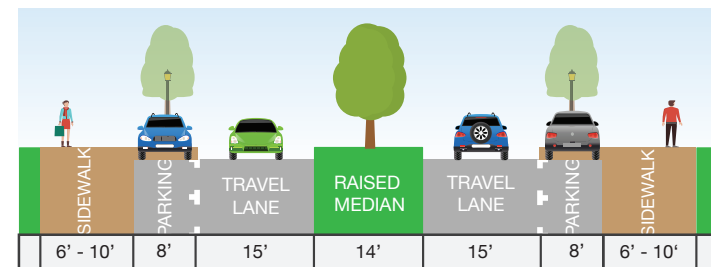
the level of impact it has on the various factors discussed earlier in this Master Plan, as well as similar types of Main Street cross-sections within the DFW Metroplex region.

MAIN STREET OPTION A Existing Conditions with Bulbouts

Option A keeps the existing roadway configuration and sidewalk widths, but adds bulbouts at the intersections to shorten the pedestrian crossing distance.

This configuration is similar to the existing Frisco Main Street, which had a daily traffic count of 20,343 vehicles per day in 2016.

FACTOR	IMPACTS?
Increase Sidewalk Width	
Reduce Pedestrian Crossing Distance	●
Increase Pedestrian Tree Shade	
Maintain Traffic Flow	●
Event Traffic Management	●
Provides On-Street Parking	●
Facilitating Short-Term Parking	



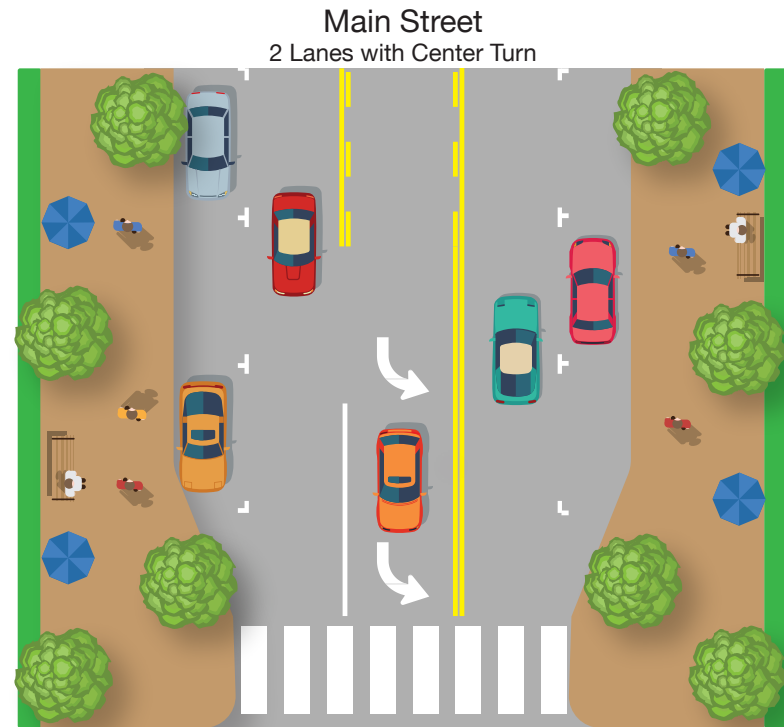
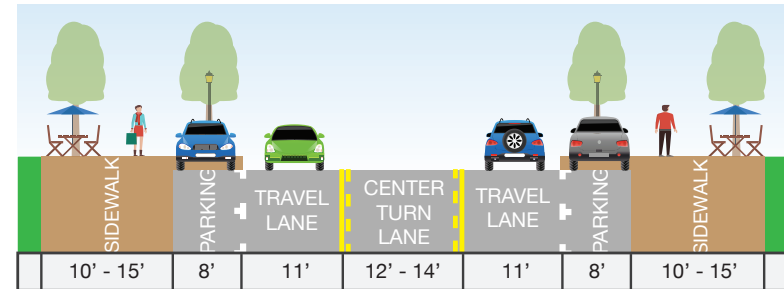


MAIN STREET OPTION B

Center Turn Lane, Wider Sidewalks

Option B replaces the median with a center turn lane. Removal of the curbed median allows for lanes to be narrowed, which in turn provides some additional sidewalk width. This alternative improves pedestrian safety, emergency access and traffic management over existing conditions

FACTOR	IMPACTS?
Increase Sidewalk Width	●
Reduce Pedestrian Crossing Distance	●
Increase Pedestrian Tree Shade	●
Maintain Traffic Flow	●
Event Traffic Management	●
Provides On-Street Parking	●
Facilitating Short-Term Parking	

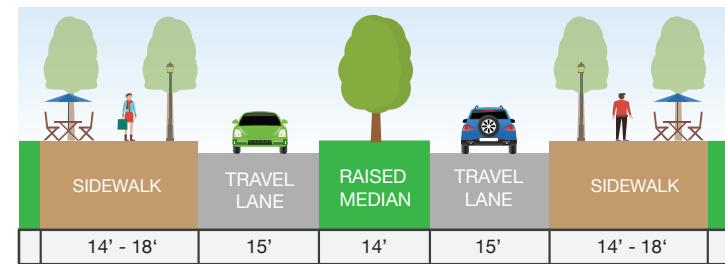


MAIN STREET OPTION C

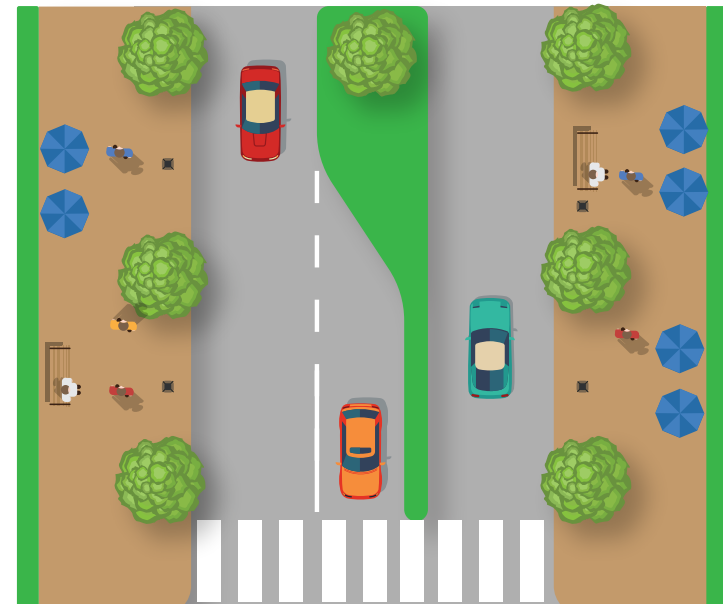
No Parking with Median, Wide Sidewalks

Option C keeps the median and removes on street parking, allowing for wider sidewalks. This improves sidewalk width, pedestrian shade and pedestrian crossing criteria, but negatively impacts the criteria related to parking for businesses.

FACTOR	IMPACTS?
Increase Sidewalk Width	●
Reduce Pedestrian Crossing Distance	●
Increase Pedestrian Tree Shade	●
Maintain Traffic Flow	●
Event Traffic Management	
Provides On-Street Parking	
Facilitating Short-Term Parking	



Main Street
2 Lanes with Median



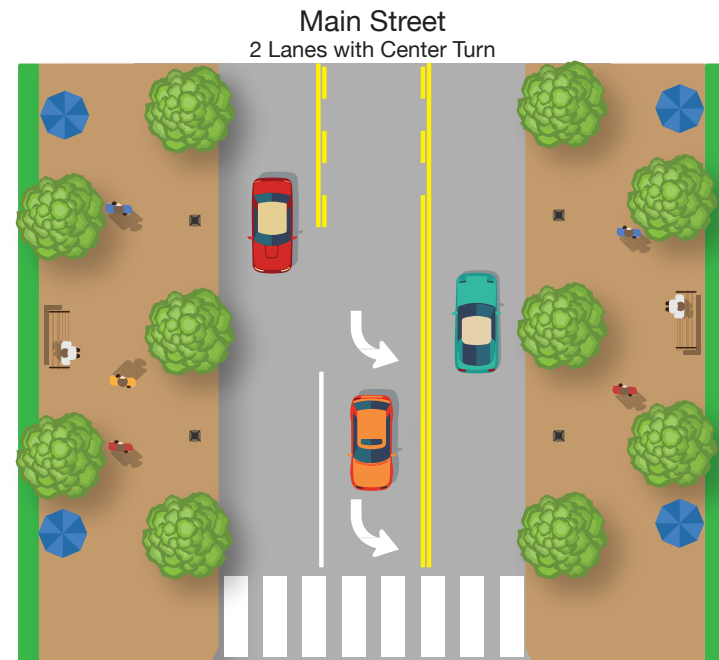
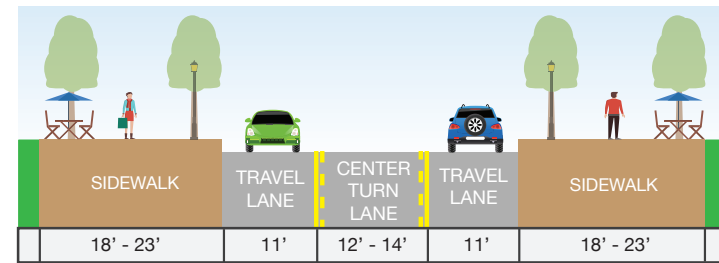


MAIN STREET OPTION D

Center Turn Lane, No Parking, Wider Sidewalks

Option D is the same as Option B but removes the on-street parking. This improves emergency access and event traffic management and allows for wider sidewalks, more street trees and a shorter crossing distance, but eliminates on-street parking.

FACTOR	IMPACTS?
Increase Sidewalk Width	●
Reduce Pedestrian Crossing Distance	●
Increase Pedestrian Tree Shade	●
Maintain Traffic Flow	●
Event Traffic Management	●
Provides On-Street Parking	
Facilitating Short-Term Parking	



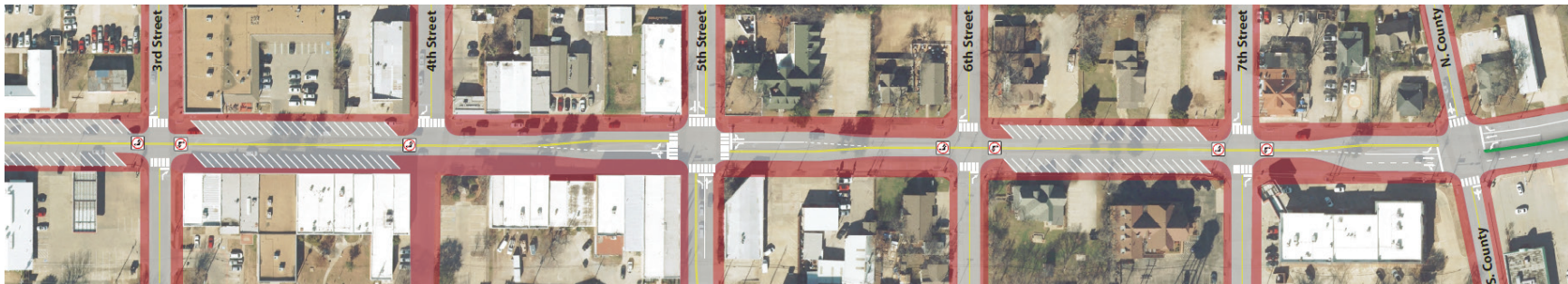
MAIN STREET OPTION E Angle Parking

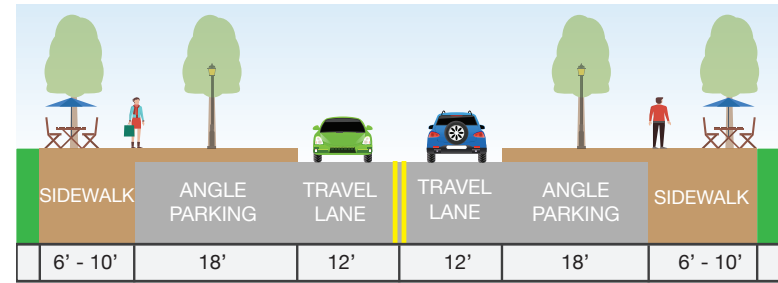
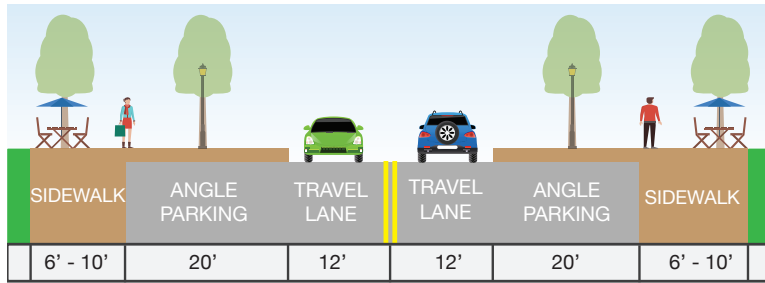
Option E eliminates the median and left turn lanes in order to provide angled parking on both sides. This option maximizes on street parking and pedestrian crossing distance metrics, but limits traffic flow, emergency access and event traffic management. It also has the narrowest sidewalks, which will limit pedestrian activity and comfort. An alternative of this option would be to provide angled parking on one side of the street and a wider sidewalk on the other.

FACTOR	IMPACTS?
Increase Sidewalk Width	
Reduce Pedestrian Crossing Distance	●
Increase Pedestrian Tree Shade	
Maintain Traffic Flow	
Event Traffic Management	
Provides On-Street Parking	●
Facilitating Short-Term Parking	

Restricted Left Turns

Parking Spots Today: 69 / Parking Spots Revised: 138 / Net +69 Spaces

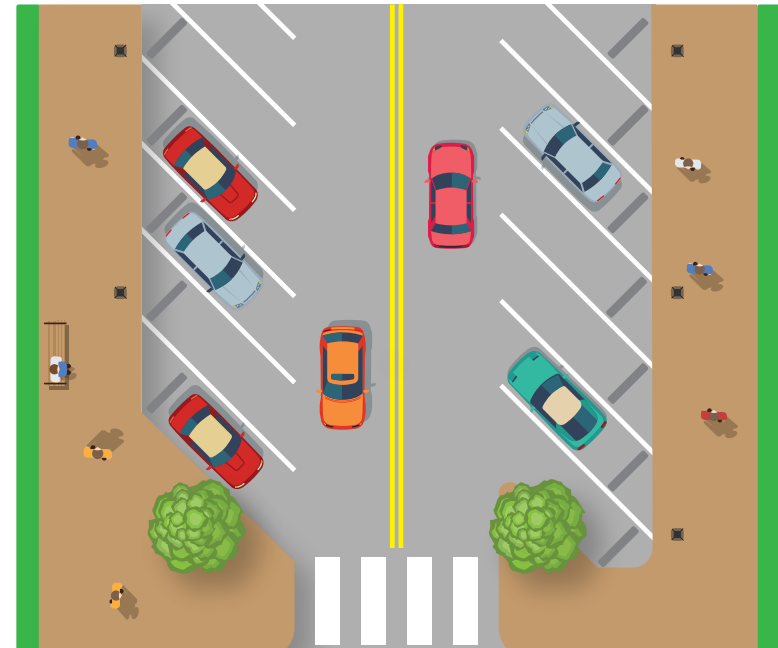




Main Street
2 Lanes Undivided



Main Street
2 Lanes Undivided

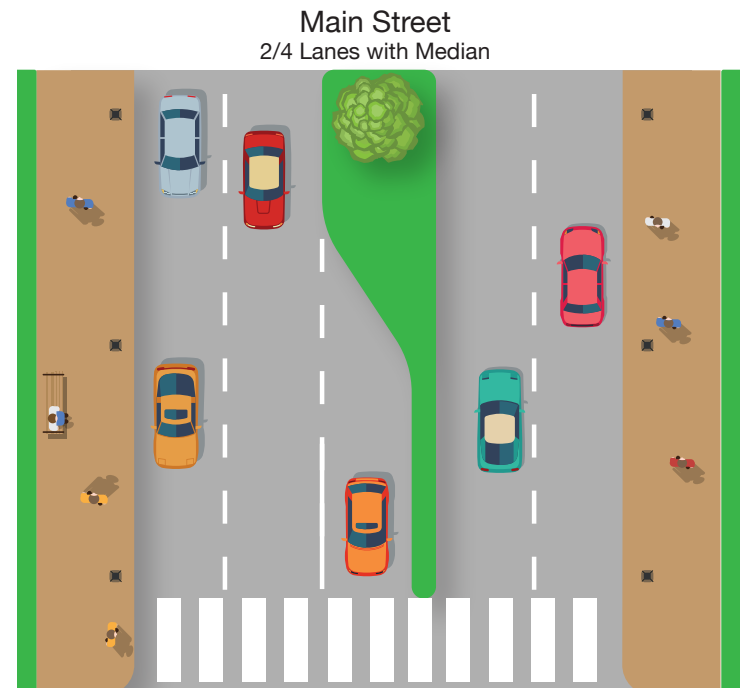
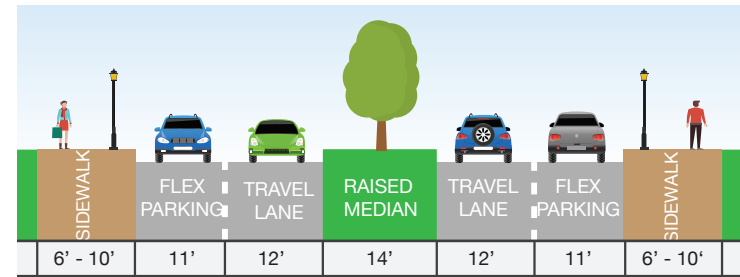


MAIN STREET OPTION F

Flex Parking Lane, Median Optional

Option F keeps the median and one travel lane in each direction, plus a flex lane on the outside (both directions) that can flex between on street parking and vehicle traffic for events and peak travel times. This option improves traffic flow and event traffic management, but limits sidewalk widths and pedestrian safety and activity opportunities.

FACTOR	IMPACTS?
Increase Sidewalk Width	
Reduce Pedestrian Crossing Distance	
Increase Pedestrian Tree Shade	●
Maintain Traffic Flow	●
Event Traffic Management	●
Provides On-Street Parking	●
Facilitating Short-Term Parking	





MAIN STREET OPTION G

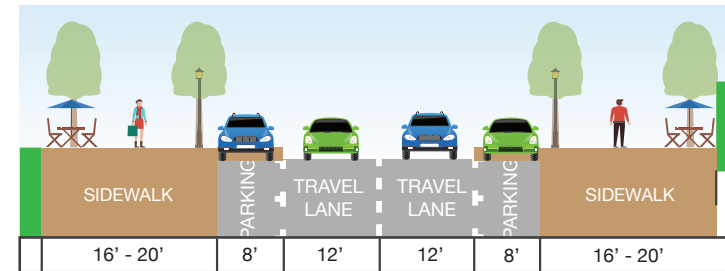
East/West Bound Couplet

In addition, a couplet has been researched by utilizing Main Street for one of the one-way segments. A couplet in theory has the potential to be beneficial to Downtown (with wider sidewalks and more traffic driving through Downtown); however, objections by local business owners, impacts on the adjacent neighborhood next to the street which would become faster and busier as a one-way in the other direction, and the need for the City to acquire private property to

implement the couplet make this alternative difficult to consider as a viable option. Without being able to build smooth, direct connections to each end of a couplet system, computer modeling showed this option increased east-west traffic through Downtown by only 11% (because all traffic would still have to pass through the intersection of Main Street and N County Road). Additionally, there are recent studies like the one completed in Louisville, Kentucky that show that converting two-way streets to one-ways can negatively impact property values, neighborhood activity, safety and business.

FACTOR	IMPACTS?
Increase Sidewalk Width	●
Reduce Pedestrian Crossing Distance	●
Increase Pedestrian Tree Shade	●
Maintain Traffic Flow	● ●
Event Traffic Management	●
Provides On-Street Parking	●
Facilitating Short-Term Parking	

Main Street
Couplet West Bound



Elm Street
Couplet East Bound

