Abram Street Corridor

– Cooper to Collins –

Conceptual Design Alternatives

May 20, 2014

PUBLIC WORKSHOP

Arlington Convention Center

Who We Are

- Gresham, Smith and Partners
- Retained by the City to:
  - conduct a traffic analysis for various traffic lane alternatives on Abram Street from Cooper to Collins
  - conduct a right-of-way/improvements survey
  - develop a concept design for each of three traffic lane alternatives

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Purpose of today's workshop

- Familiarize you with three design concept alternatives for the redesign of Abram Street between Collins Street and Cooper Street.
- Seek your comments and input at five work stations.
- Provide an opportunity to submit additional feedback using the feedback form.

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Welcome!

Thanks for joining us to see and hear about the City's plans to transform Abram Street into a people-friendly and visually pleasing environment! The purpose of tonight's workshop is to present background information and design concept alternatives. Your comments and input will help the City make final recommendations for the corridor.

Tell Us What You Think . . .

On a scale of 1 to 5, with 5 being 'Very Important' and 1 being 'Not Important at All,' please tell us how important each of the following is to you:

	Not Important				Very Important
Making Abram Street a safe and inviting place for people to walk.	1	2	3	4	5
Making Abram Street a visually pleasing environment that establishes it as Arlington's 'Main Street.'	1	2	3	4	5
Providing unimpeded access to businesses along Abram Street.	1	2	3	4	5
Maintaining on-street parking along Abram Street.	1	2	3	4	5
Ensuring traffic on Abram Street flows as smooth and easily as possible.	1	2	3	4	5

We're glad you're here!

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Why an Abram Street Project?

- 2004 Downtown Master Plan
- 2011 Thoroughfare Development Plan
- 2008 Bond program
- 2013 analysis of alternative traffic lane concepts
- City Council selects alternatives to explore concept designs

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2004 Downtown Master Plan

"Arlington's downtown will be a vibrant destination for residents, visitors and students providing entertainment, employment, culture and local goods and services for the immediate and surrounding community."

Goals include:

- *Create a community with multi-modal mobility that encourages pedestrians, bicyclists and automobiles*
- *Improve the appearance and design of the streets*
- *Ensure that downtown Arlington is a community with a clearly established identity.*
- *Foster pride through an aesthetically pleasing environment*
- *Encourage and promote areas that advocate for pedestrian design and amenities*
- *Ensure that there is good pedestrian infrastructure, including sidewalks, shade and calm traffic*

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2011 Thoroughfare Development Plan

- Abram Street Design Workshop held on August 30, 2010
- High-level design concepts developed to meet vision of the Downtown Master Plan:
  - Calm traffic
  - Create a safer environment for all users
  - Support efforts to revitalize downtown Arlington
- Additional study was recommended to assess trade-offs of design alternatives and select a final design concept

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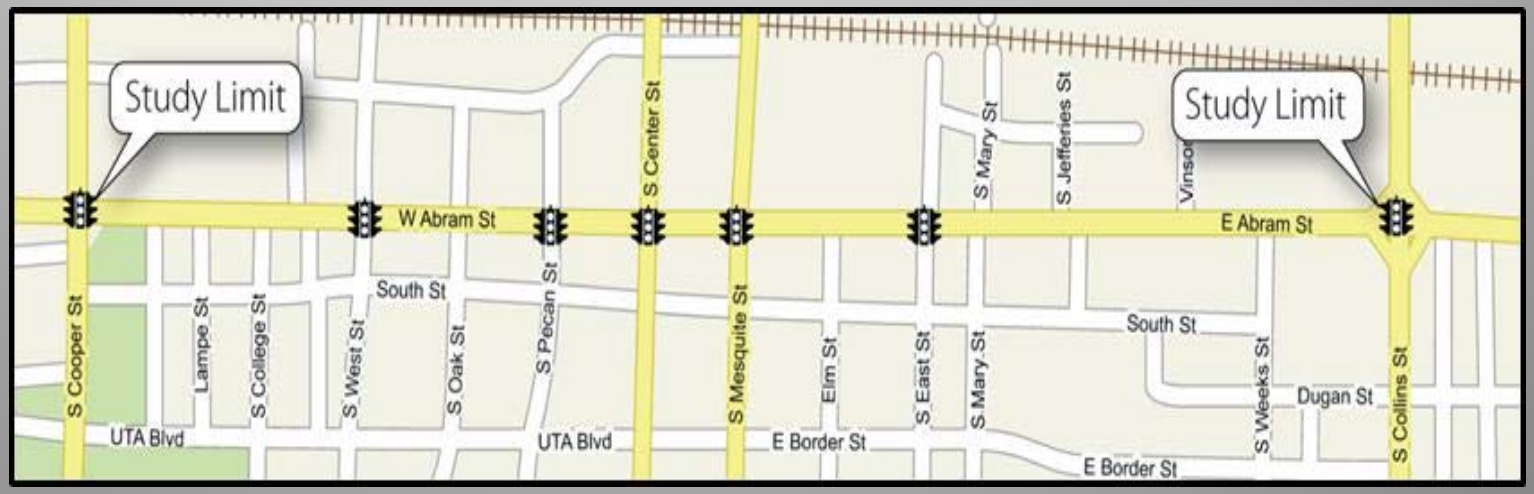
2013 Traffic Study

To analyze the traffic flow impacts of Abram Street traffic lane alternatives between Collins Street and Cooper Street from its existing five-lane section to alternative four-lane, three-lane and two-lane sections.



Three Different Alternatives

- **NOTE: For all options the existing lanes remain on the approaches to Cooper and Collins**

- Lane alternatives evaluated under projected 2030 traffic volumes
  - EXISTING: Four (4) thru lanes with turn lanes
  - Option A: Two (2) thru lanes with turn lanes
  - Option B: Three (3) thru lanes with turn lanes
  - Option C: Four (4) thru lanes with NO turn lanes and curb parking in off-peak times

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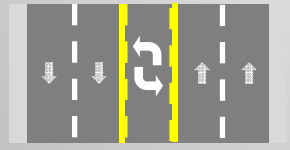
2013 Traffic Analysis Results

1. Corridor travel times will increase - especially during weekday PM periods - with the reduction of thru lanes and left turn lanes.

2. Due to increased travel times, some traffic will divert to the parallel routes of UTA/Border, Division or other routes, especially during weekday PM peak traffic hours.

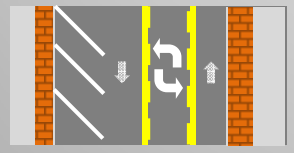
Afternoon Rush Hour

COOPER → COLLINS



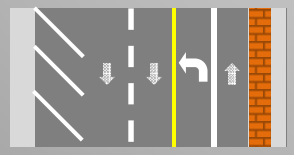
Future (2030)

5:05



Option A

+0:25



Option B

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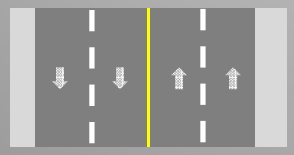

Option C

+3:00

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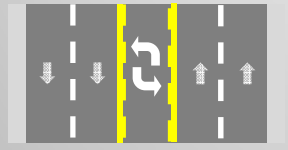
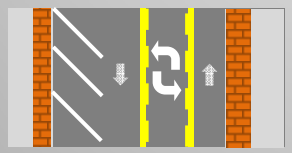
Afternoon Rush Hour

COOPER ← COLLINS



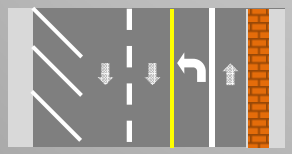
Future (2030)

3:35



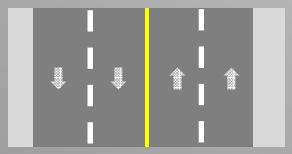
Option A

+2:30



Option B

+1:20



Option C

+1:50

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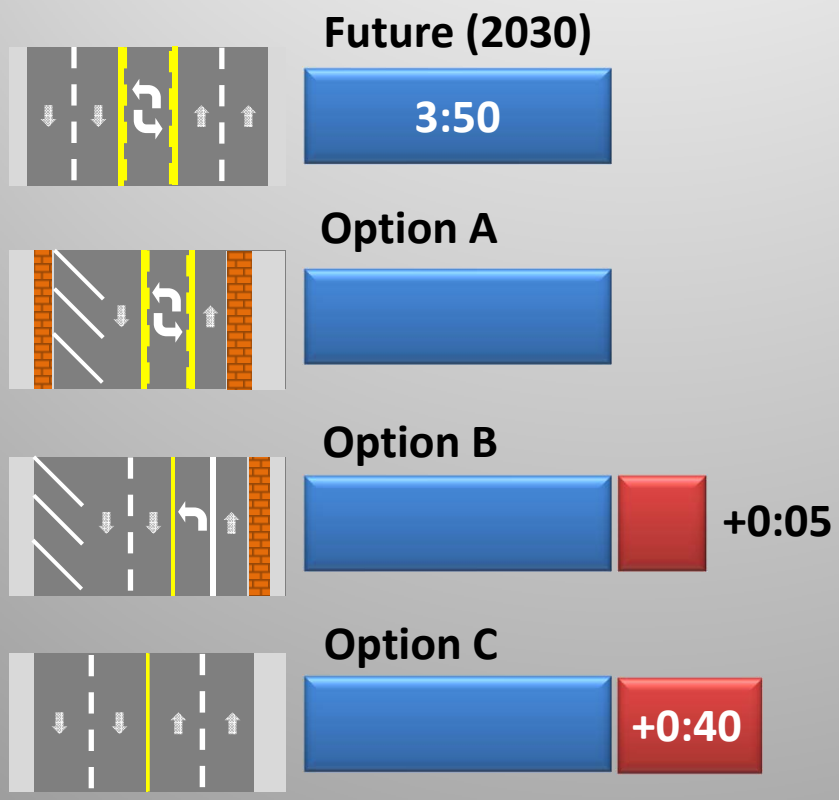
Morning Rush Hour

COOPER → COLLINS



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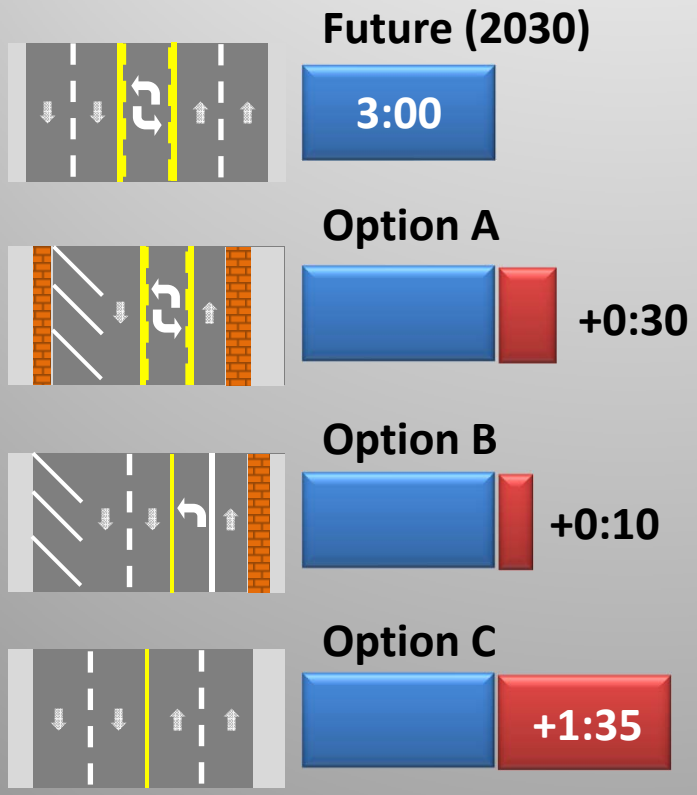
Morning Rush Hour

COOPER ← COLLINS



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Existing Corridor Conditions

- 65 to 70 foot right-of-way
- Five traffic lanes, each about 10 ft wide
- Carries from 24,000 to 27,000 vehicles a day
- 35 mph speed limit, five traffic signals
- 59 access points (streets & driveways)
- 73 adjacent parking spaces (angle, 90 degree, or parallel), most with limited sight distance

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Issues and Challenges

- Sidewalks exist along much of the corridor but several sections are missing or don’t meet ADA
- No consistent streetscape or pedestrian amenities such as shade trees or benches
- Lack of buffer from passing cars
- Inadequate pedestrian crossing opportunities
- Limited sight distance for parking maneuvers

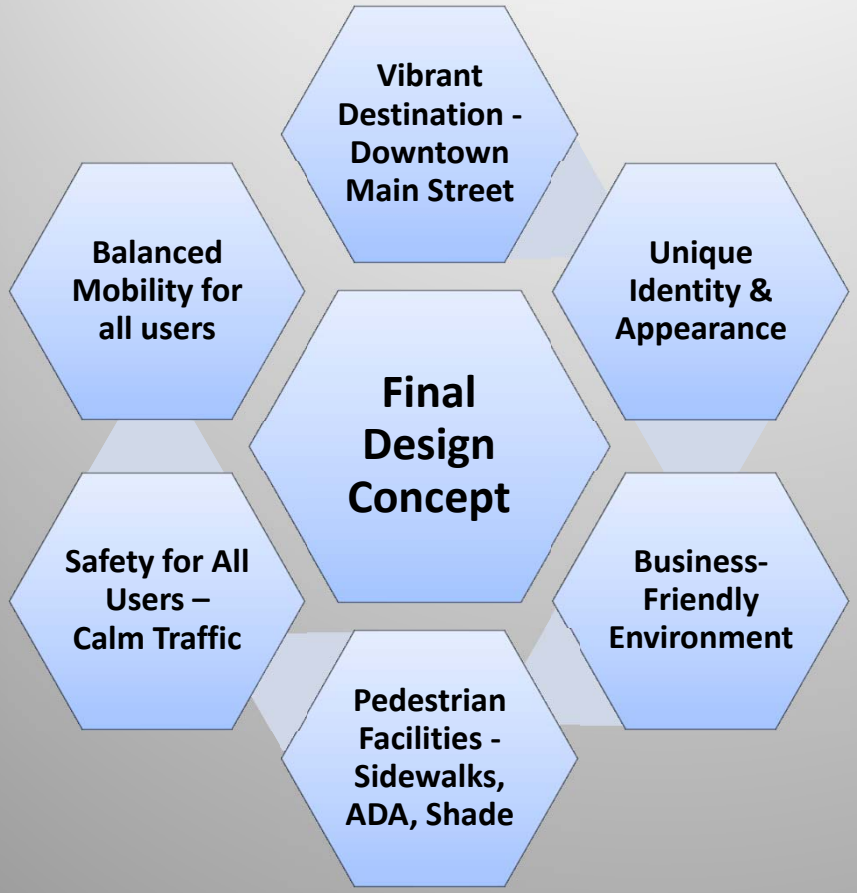
CULTURE
FOOD
SHOPPING
ARLINGTON
Pierson Behr
ATTORNEYS
SPEED LIMIT 35

DOWNTOWN ARLINGTON
Chamber of Commerce
City Tower
City Hall
Levitt Pavilion
UT Arlington
INSURANCE
GMAC Insurance
ASA PASSPORT PHOTO

SHIPLEY DO-NUTS
Shipley
the Greatest Name In Do-Nuts
COFFEE
SHIPLEY DO-NUTS
DRIVE-IN WINDOW
TWISTE

FUZZY
DOWNTOWN ARLINGTON
Chamber of Commerce
City Tower
City Hall
Levitt Pavilion
UT Arlington
PETE ROBINSON INSURANCE
GMAC Insurance
ASA PASSPORT PHOTO

Abram Street Concept Design Process



The goal of this design process is to understand the many needs and interests along the corridor and select a street design that best balances those needs and safely accommodates all street users now and into the future.

Is the Abram Street corridor a place for people to drive through . . .or is it a place for people to drive to?

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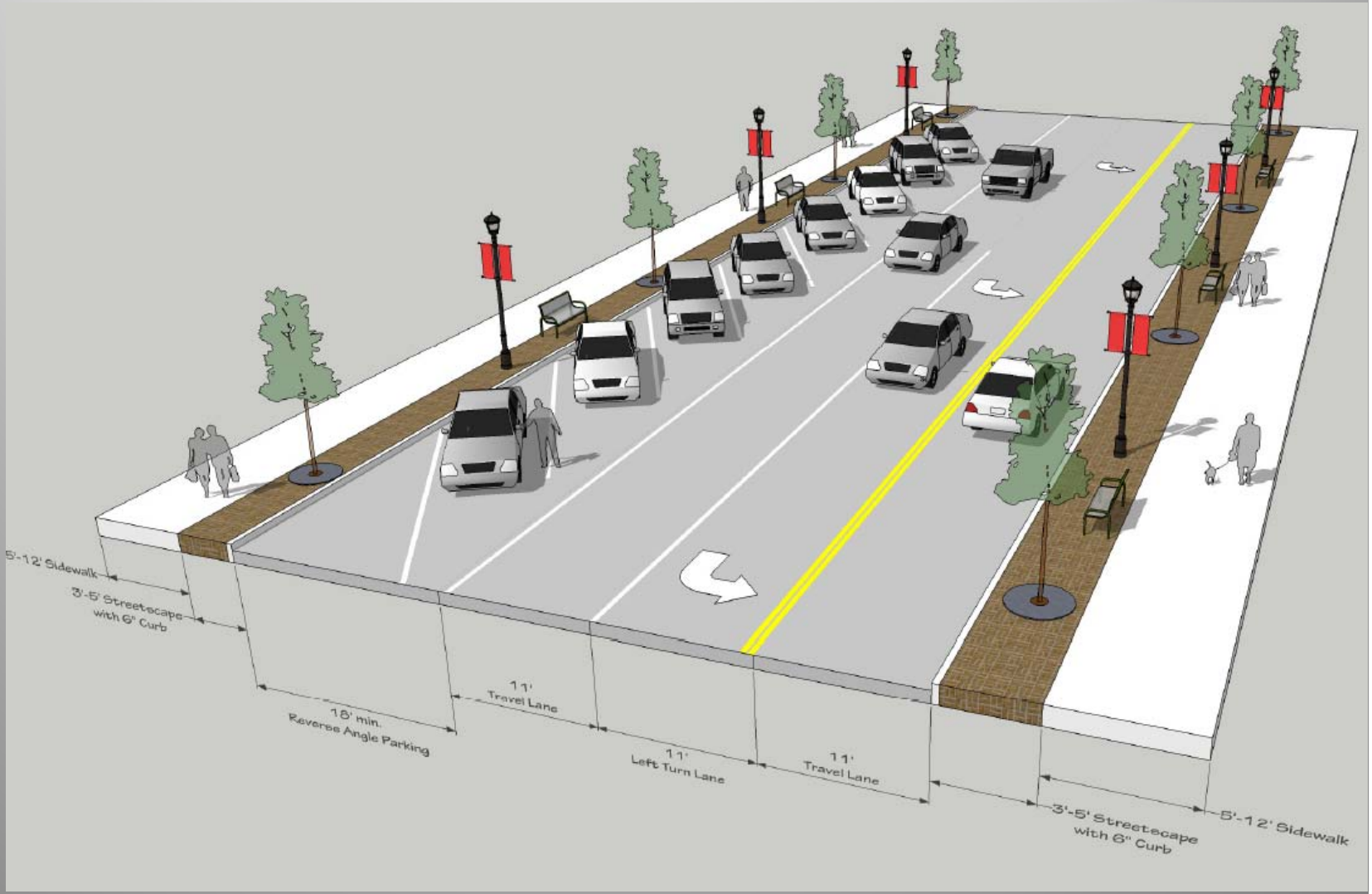
Abram Street about 1930

OPTION A – Two Thru Lanes with Left Turn Lanes



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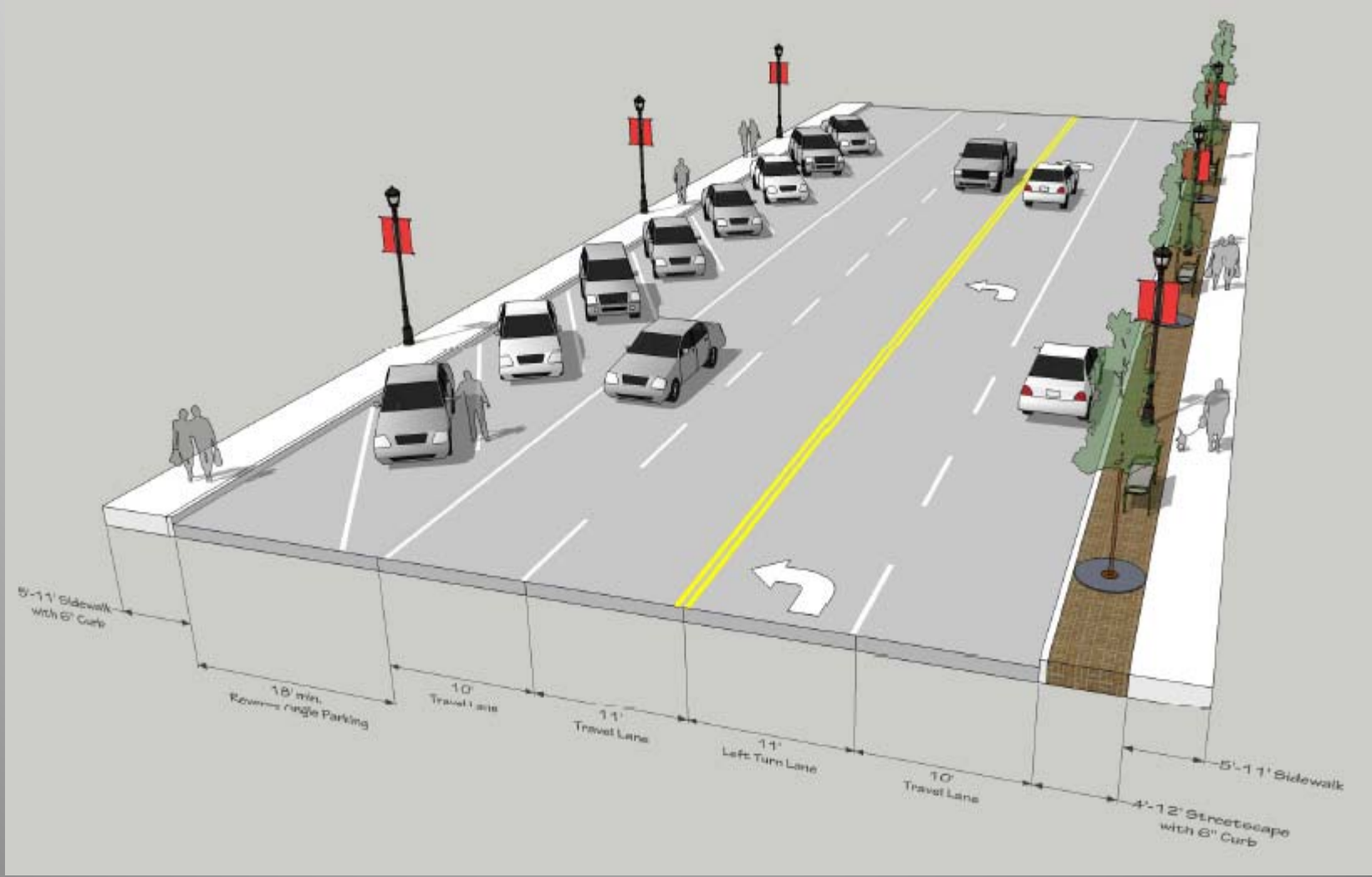
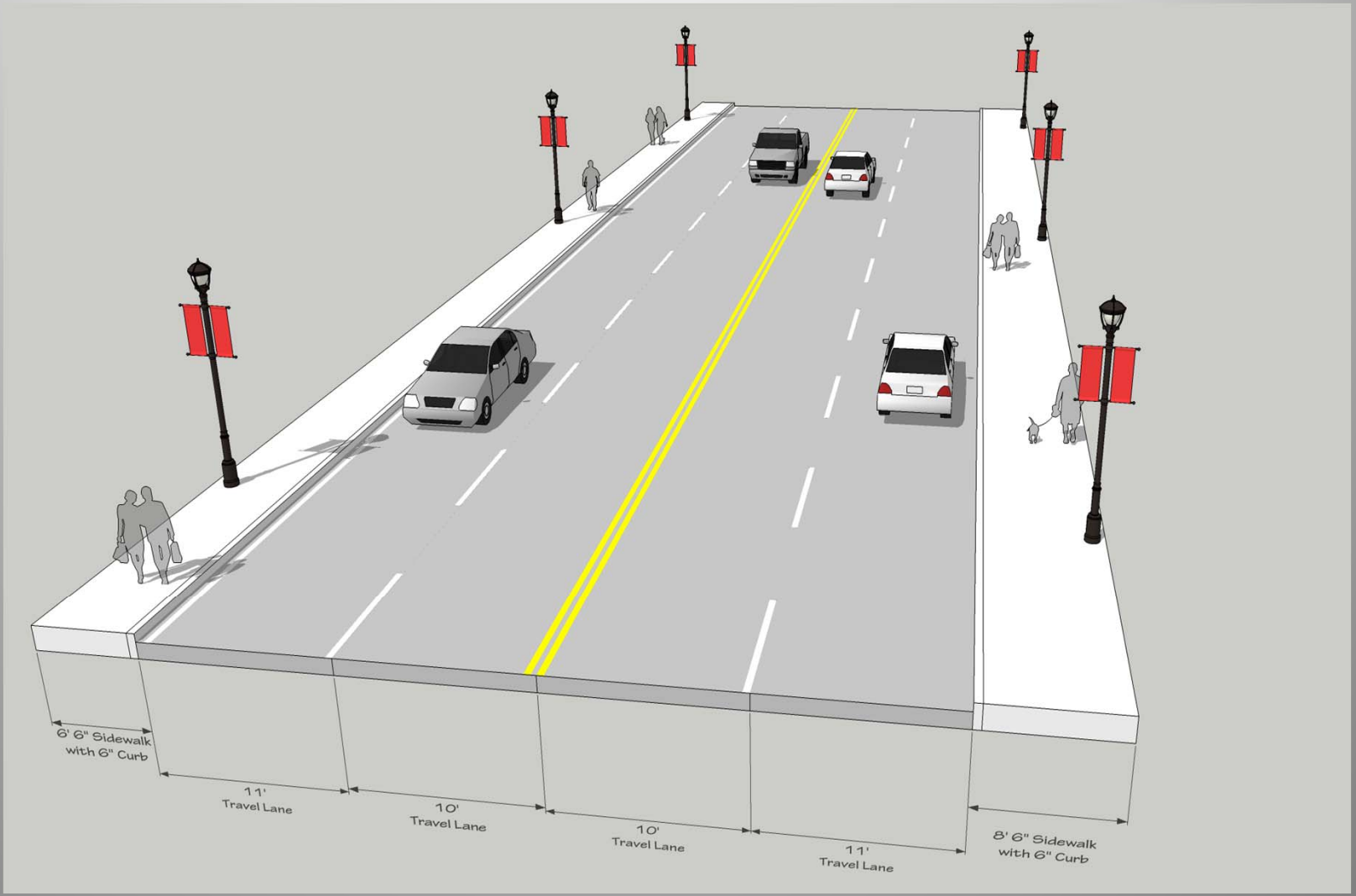
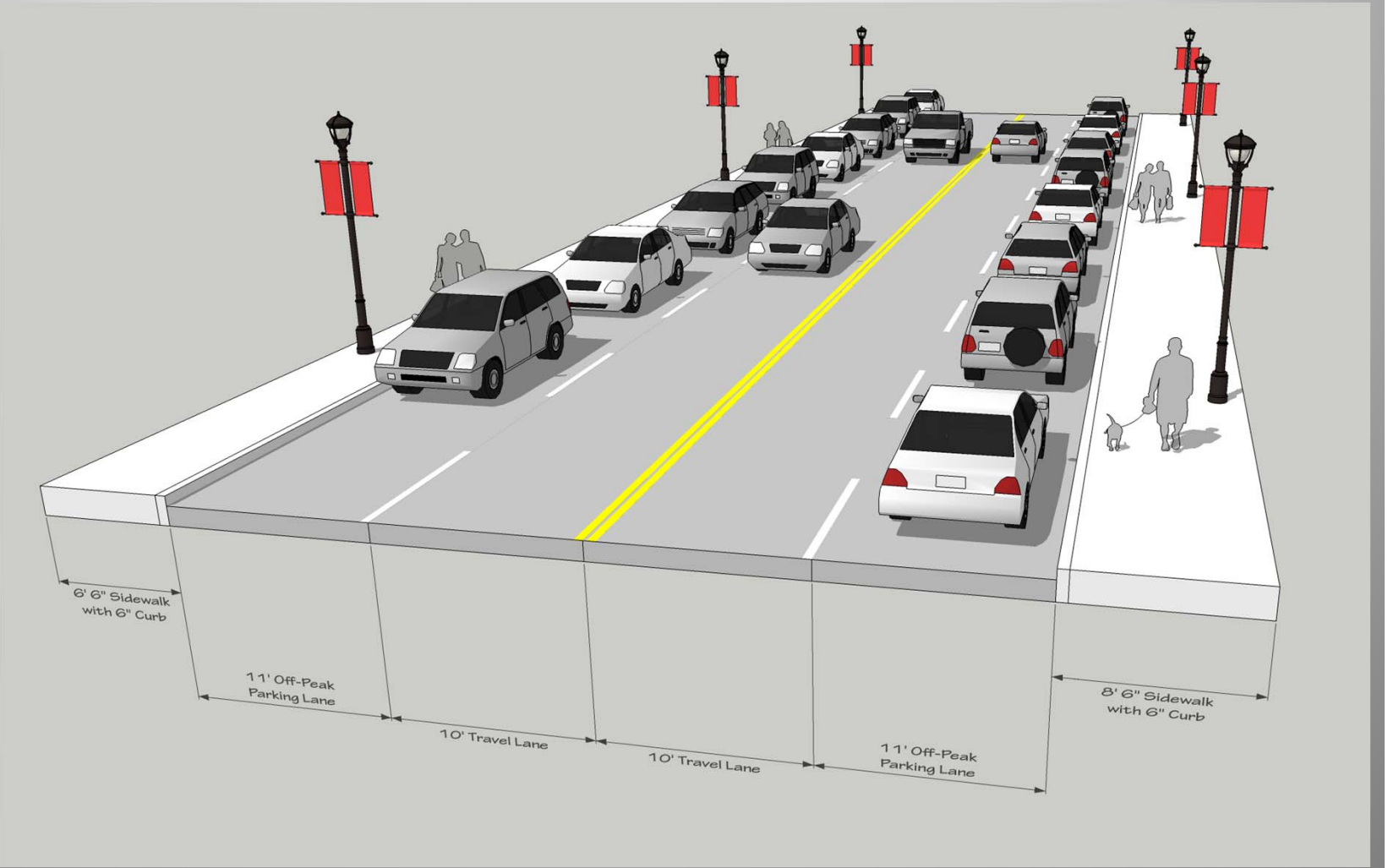
OPTION B – Three Thru Lanes with Left Turn Lanes



OPTION C – Four Thru Lanes at Peak Hours with No Turn Lanes



OPTION C – Four Thru Lanes in Off-Peak Hours with No Turn Lanes



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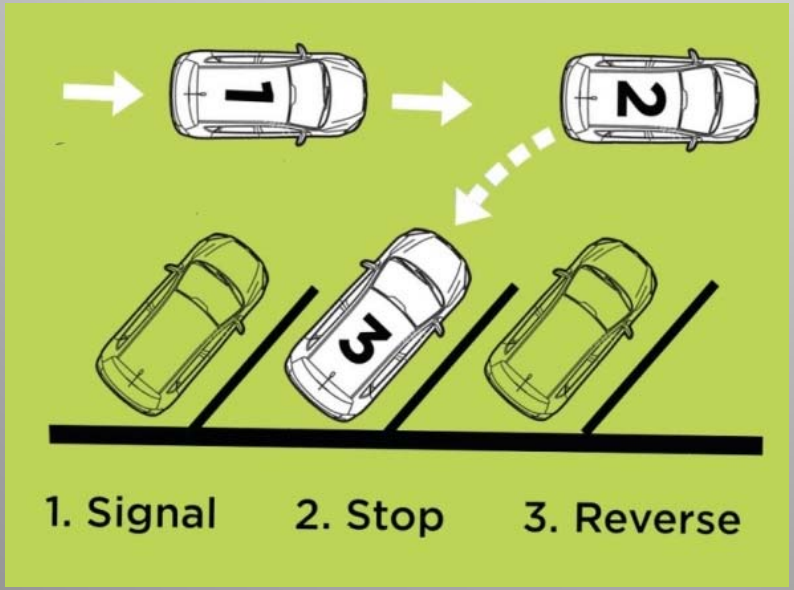
Reverse Angle Back-In Parking

- Similar movements to parallel parking
- Considered safer than pull-in, back-out angle parking



Comparison of Options

Alternative	Lanes	Sidewalks	Streetscape	Lighting	Parking
Existing Condition	4 thru lanes + center turn lanes	Ranges from 3’ to 5’; several sections & ramps missing or don’t meet ADA	Limited to a few blocks with little opportunity for more	Most of street illuminated; pedestrian level lighting limited	73 spaces accessed from street: multiple designs
OPTION A	2 thru lanes with center turn lanes	Ranges from 5' to 12' continuous on both sides with ADA ramps	All blocks designed with 3' to 5' wide streetscaping area, shade trees, benches	Roadway illuminated to meet City of Arlington standards; pedestrian lighting will be provided along corridor	74 spaces: 4 parallel and 70 reverse-angle back-in parking
OPTION B	3 thru lanes with center turn lanes	Ranges from 5' to 11' continuous on both sides with ADA ramps	Most blocks have 4' to 12' streetscaping area, shade trees, benches		62 spaces: 7 parallel and 55 reverse-angle back-in parking
OPTION C	4 thru lanes and no turn lanes	Continuous 6' on North side & 8' on South side of Abram Street with ADA ramps	No streetscaping proposed to stay within existing right-of-way		All existing parking removed; parallel parking provided in outside travel lanes during off-peak hours

NOTE: Main Street impacts will be evaluated at such time as a final design option is chosen and in conjunction with the City Center Redevelopment project that includes a new Central Library

Next Steps

- Evaluate input received in this Workshop
- Considering that input, develop a recommended design concept for City Council approval
- Final Design during 2014/2015
- Right-of-Way Acquisition/Utility Relocation 2015/2016
- Construction Begins 2016/2017

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Input Stations

Section 1: Red
Cooper Street to midblock College Street/West Street

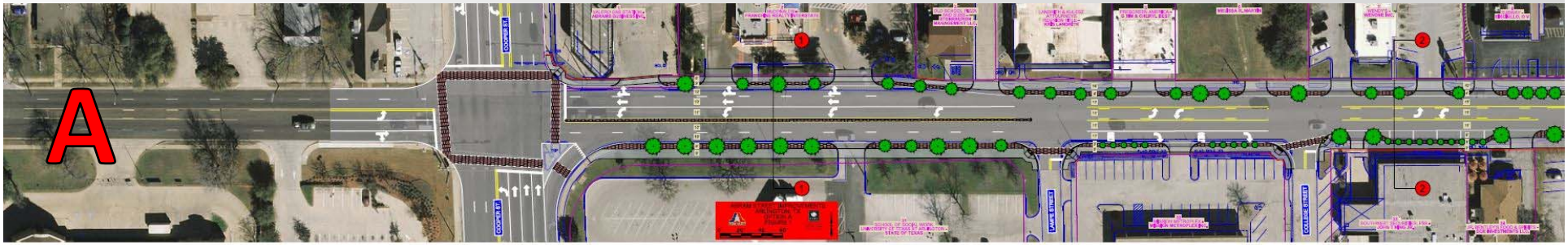
Section 3: Blue
S. Center Street to S. East Street

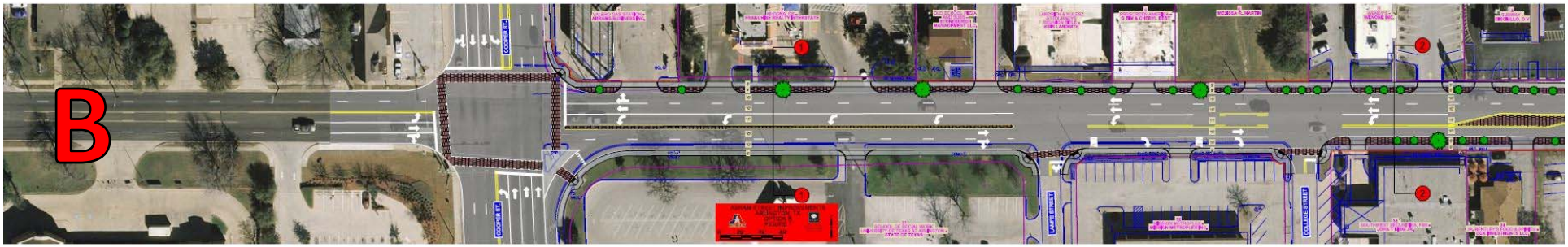
Section 5: Yellow
Vinson Street to S. Collins Street

Section 2: Green
Midblock College Street/West Street to S. Center Street

Section 4: Orange
S. East Street to Vinson Street

Concept Drawings





What we need from you tonight

- Visit the stations to review the concept designs and typical sections
- Review the question/answer handout
- Ask any other questions and give us your input
- Complete the comment form and place in the box or mail by May 30

The workshop documents will also be available on the City website at:

http://www.arlingtontx.gov/abram

Thank you for being here!

THANK YOU FOR YOUR
PARTICIPATION !