

PMT Meeting #3

Frisco Downtown Complete Streets Plan

November 10, 2021



Project Team



Sagar Onta

*Project Manager
Toole Design*



Aaron Villere

*Deputy Project Manager
Toole Design*



Gabby Voeller

*Engagement Lead
SE Group*

Agenda

- Existing Conditions Recap
- Community Engagement Updates
 - Charrette takeaways
 - Public Survey Responses
- Plan Outline
- Next Steps

Existing Conditions Report



Existing Conditions Report

- Overlap with Adopted Plans, Policies, and Projects
- Analysis of Town Code
- Assessment of Infrastructure, Land Use, and Demography
- Analysis of Traffic Characteristics, Crashes, and Current Operations

Existing Plan Themes

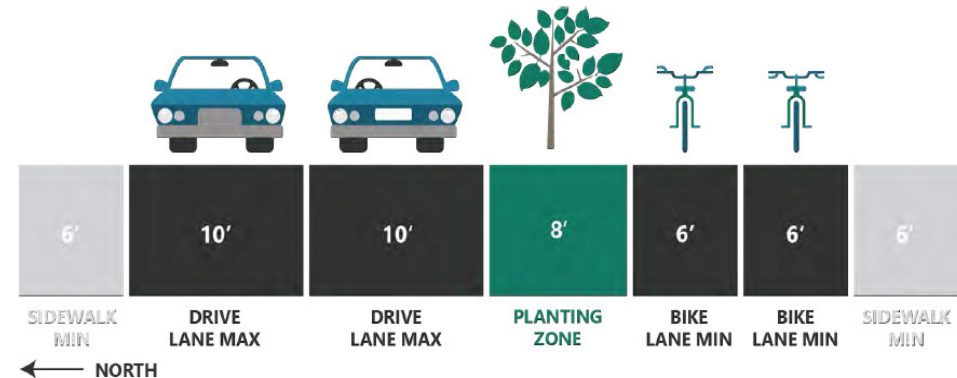
- Improve quality of life and community prosperity
- Promote walking, biking, and other alternative modes
- Increase safety for all ages and abilities
- Improve access to key destinations

Existing Plans & Policies

	Improve quality of life and community prosperity	Promote walking, biking, and other alternative modes	Increase safety for all ages and abilities	Improve access to key destinations
Frisco Community Plan	X	X	X	X
Frisco Trails Master Plan	X	X	X	X
Town of Frisco Parking Inventory and Opportunities	X			X
Town of Frisco On-Street Parking Study	X		X	X
Frisco State Highway 9 Traffic Study	X			X

Complete Street Concept 2

Concept 2, a potential design for the **eastern portion of Granite Street**, is envisioned for a narrower section of the right-of-way at just over 50 feet. This concept could be implemented where existing sidewalks and structures in the public right-of-way create a more constrained environment for implementing multimodal treatments.



Town Code Analysis

Ch 155: Streets & Public Ways

- Defines existing Street Classifications & design standards
- Recommend updates to clarify design templates of Central Core streets

Ch 180: Unified Development Standards

- Defines development requirements and street interface guidance
- Recommend changes to influence comfortable and continuous multi-modal environment
- Recommend parking policy and landscape requirements changes

Infrastructure & Land Use



Pedestrian Infrastructure

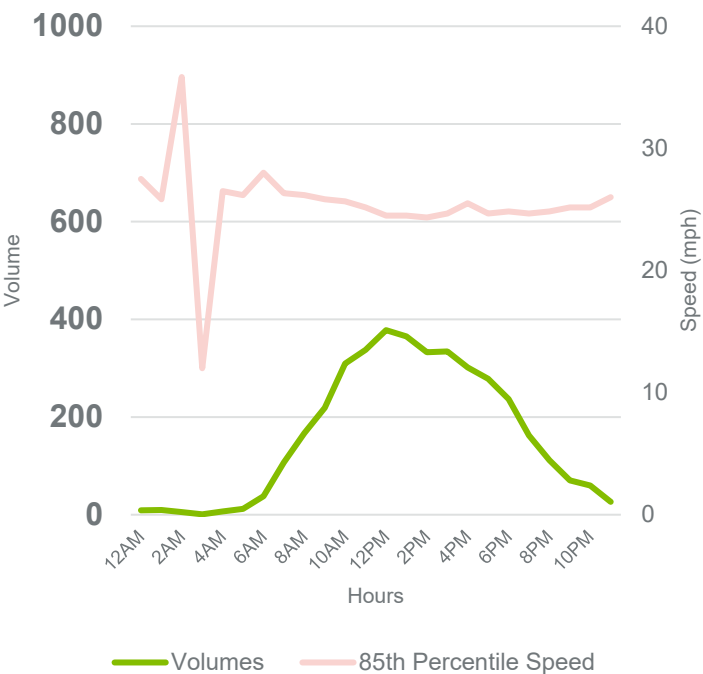
- Gravel
- Lawn/Grass
- Paved Sidewalk
- Project Boundary

Traffic Characteristics (Sept 2021)

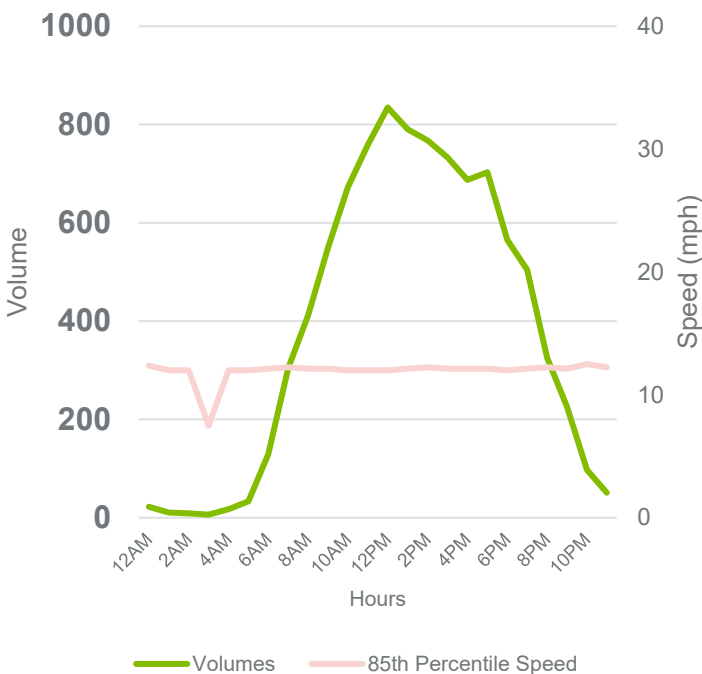
Roadway	Location	Average Daily Traffic		85 th Percentile Speed (mph)	
		Weekday	Weekend	Weekday	Weekend
Main Street	West of Madison Avenue	4,685	4,471	25.6	25.2
	East of 6 th Avenue	9,210	10,218	12.0	12.0
Granite Street	West of 4 th Avenue	4,510	3,880	25.0	25.4
Galena Street	East of 3 rd Avenue	700	620	20.6	20.4
4 th Street	South of Galena Street	1,030	846	19.4	17.3

Weekday Hourly Vehicle Volumes

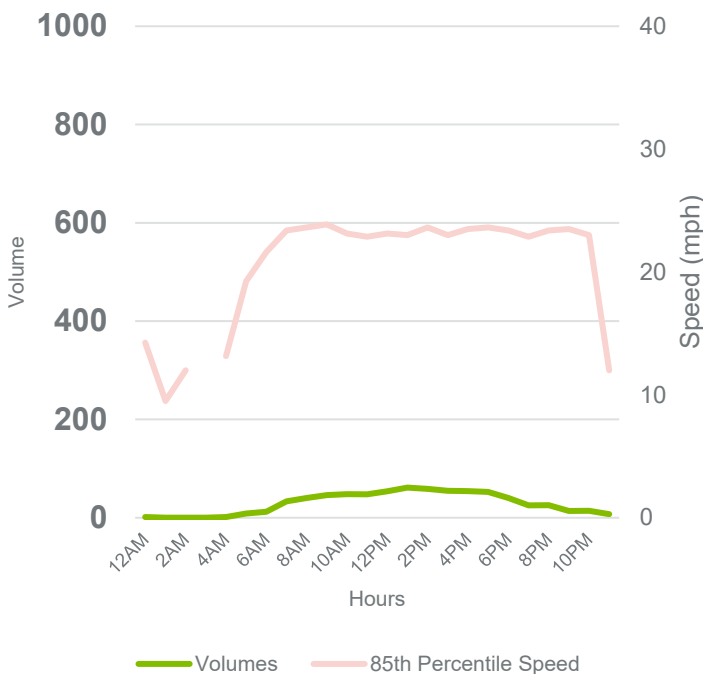
Granite Street (at 4th Ave)



Main Street (at 6th Ave)

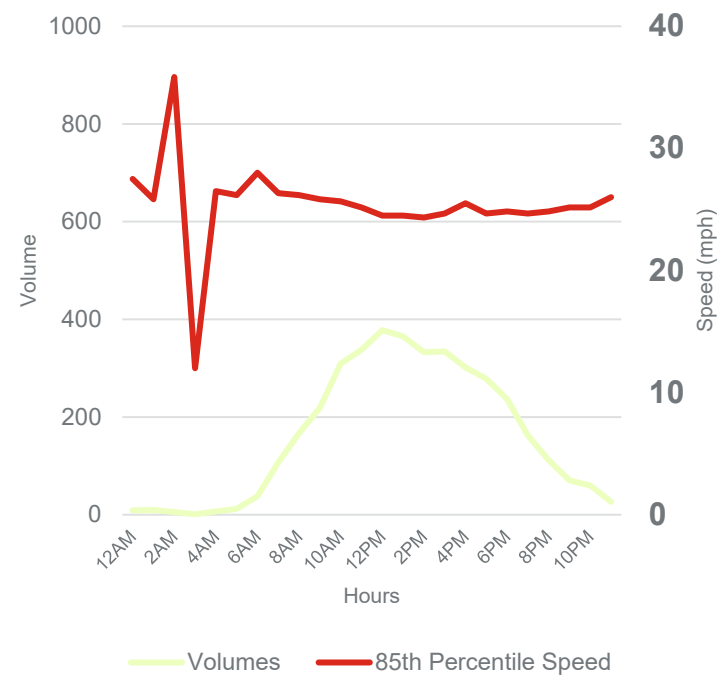


Galena St (at 4th Ave)

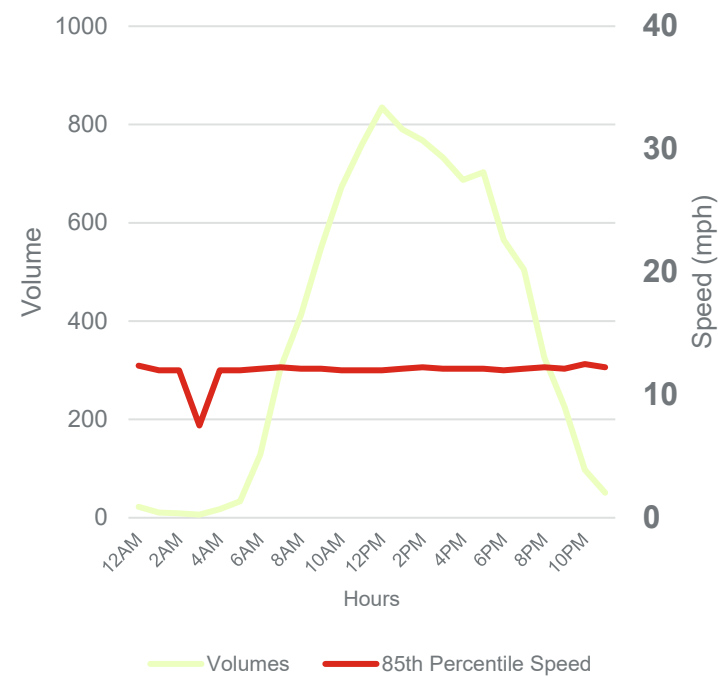


Weekday Hourly Vehicle Speeds

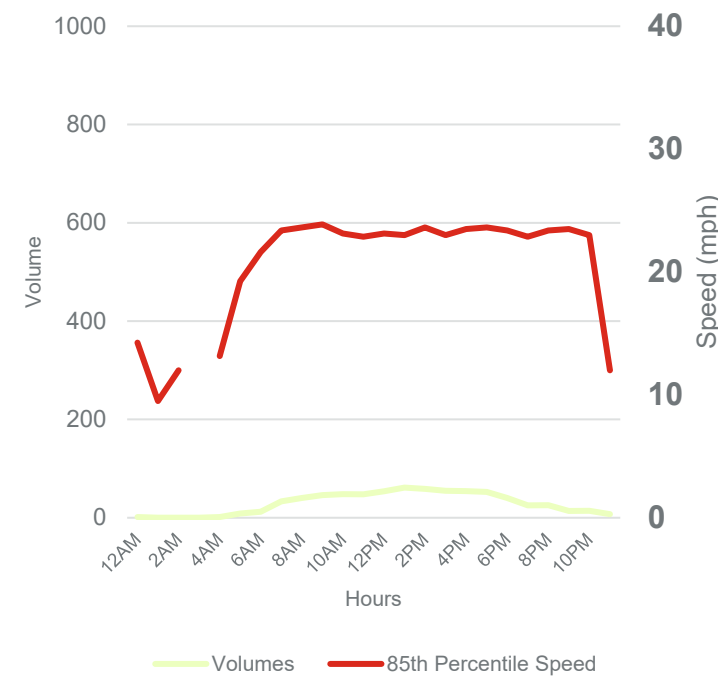
Granite Street (at 4th Ave)



Main Street (at 6th Ave)



Galena St (at 4th Ave)



Pedestrian Connectivity Analysis

Street	% Sufficient Pedestrian Infrastructure	% Deficient Pedestrian Infrastructure
Galena Street	0%	100%
Main Street	100%	0%
Granite Street	17%	83%
1 st Avenue	50%	50%
2 nd Avenue	100%	0%
3 rd Avenue	100%	0%
4 th Avenue	100%	0%
5 th Avenue	75%	25%
6 th Avenue	75%	25%
7 th Avenue	100%	0%

Bicycle Connectivity Analysis



Design Charrette Summary



Charrette Engagement

- Tuesday, Sept 21
 - Open Studio 1-5pm
 - Public Meeting, 6pm
- Wednesday, Sept 22
 - Open Studio 10-5
- Thursday, Sept 23
 - Closed Studio, 9am-5pm
 - Public Presentation, 6pm

140-150 participants!



What we heard

- Overarching Themes
 - Address safety for all at intersections
 - Strategize to mitigate increased traffic on Granite from Summit Blvd project & Main Street seasonal closure
 - Complete pathway network through downtown
 - Create safe routes for bicyclists to access Main Street and other trail systems
 - Consider parking program to address parking needs (overnight, time limits, etc.)



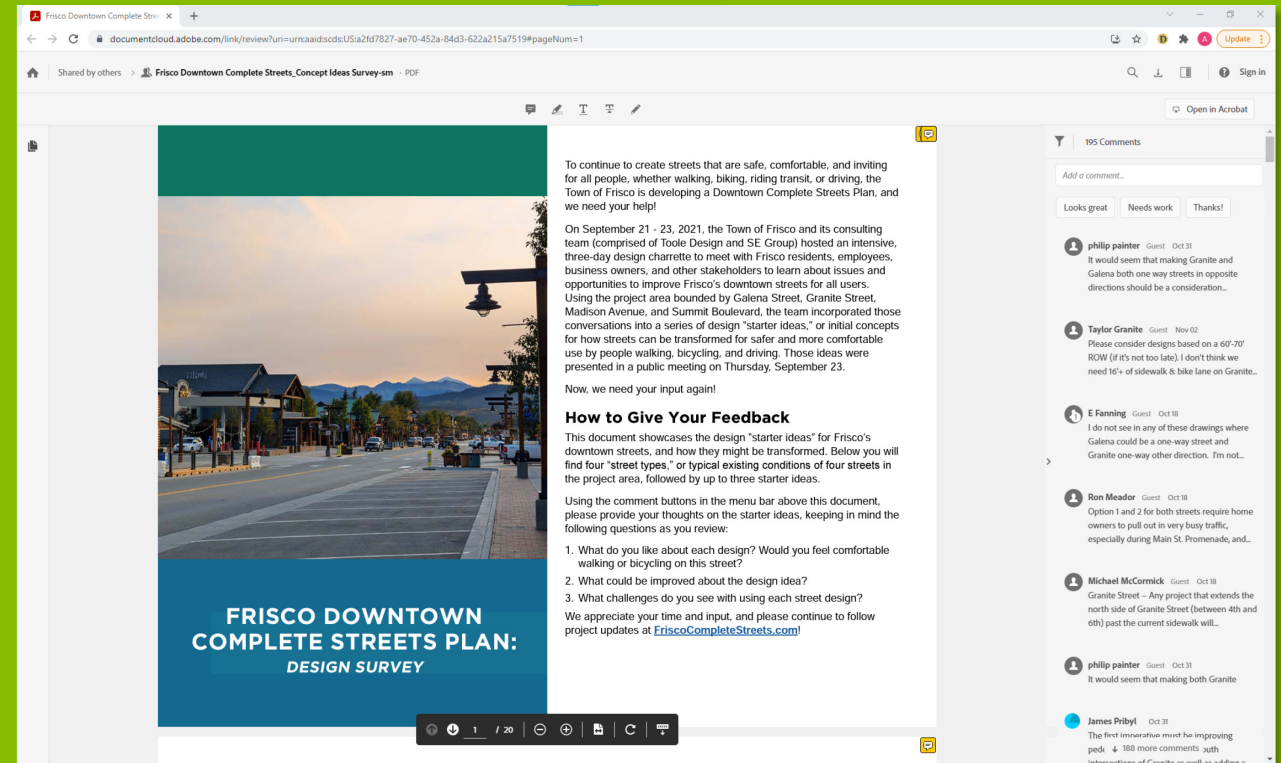
What we heard

■ Other Topics

- Better signage / wayfinding to connect trails to outside of downtown
- Work with CDOT and mapping companies to route, encourage routing to 203 on I-70.
- Parking requirement creates a restriction for development and density
- Allow overnight parking for on side streets by permit only, for workforce housing
- Diagonal parking feels dangerous for bicyclists
- Shift parking back from intersections to create better sight lines
- The Promenade – participants see the value and fun, but dislike the re-routing of traffic through other parts of town
- Trolley or downtown transportation system to encourage walking or biking

Public Survey

What did we hear about the design ideas?



Response Summary

- Survey was open Oct 15 – Nov 5 (21 days)
 - Town staff promoted multiple times
- 246 comments received from 75 unique respondents

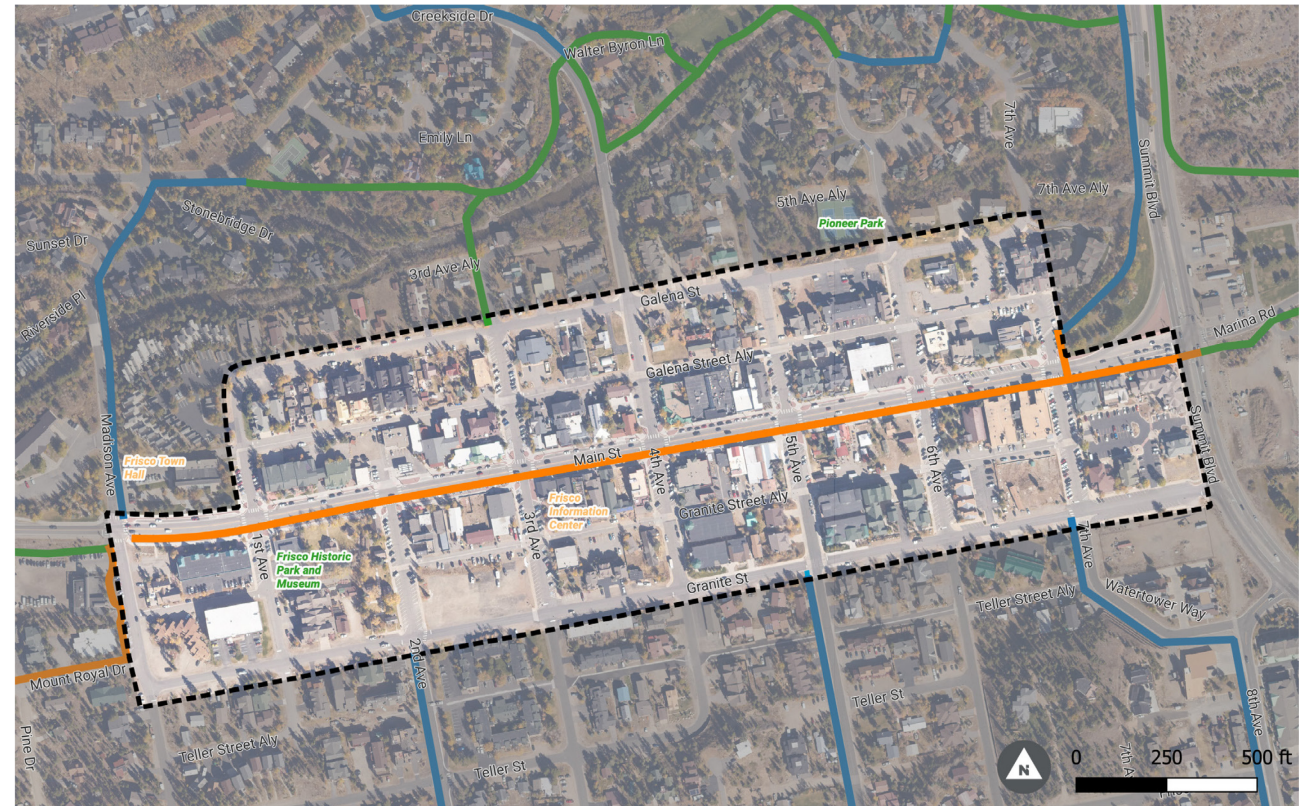
residential driveways safety north madison right road galena
seems safer snow path pedestrians frisco adding use seem
lanes area 4th one needs better design
dangerous south parking option granite alley
every people signage sidewalk traffic bike speed need shared
going just agree intersection paths main walk residents
makes crossing cyclists current 6th existing busy best idea stop trucks
crosswalk dedicated along town side lane think go cars access
away good roadway onto





Overall comments

- Concerns about traffic increases (esp. trucks)
- Requests for All-Way Stops on Granite
- Interest in converting Granite / Galena to one-way couplets
 - This option was considered, but did not include due to network connectivity and safety concerns



Frisco Downtown
Complete Streets Plan

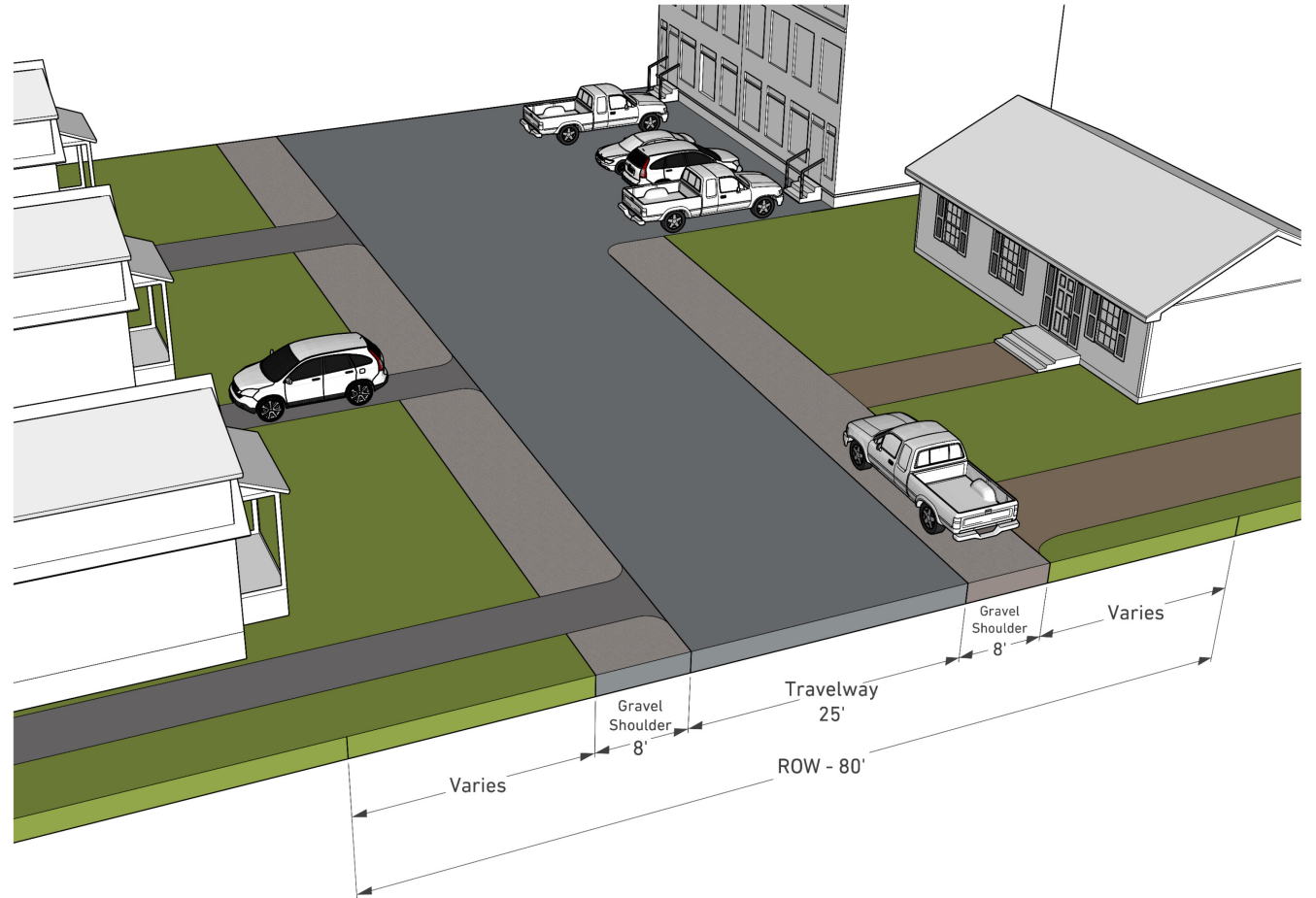
Pathways and Trails

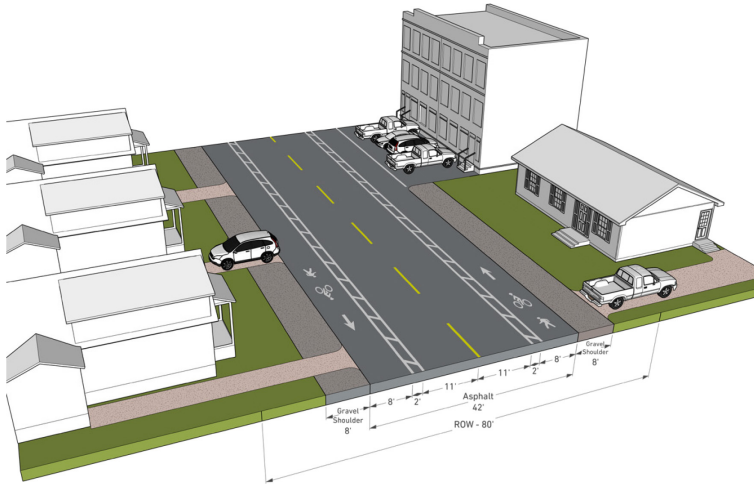
- Frisco Pathways
- Regional Recreational Path
- Shared Roadway

--- Project Boundary

Granite Street

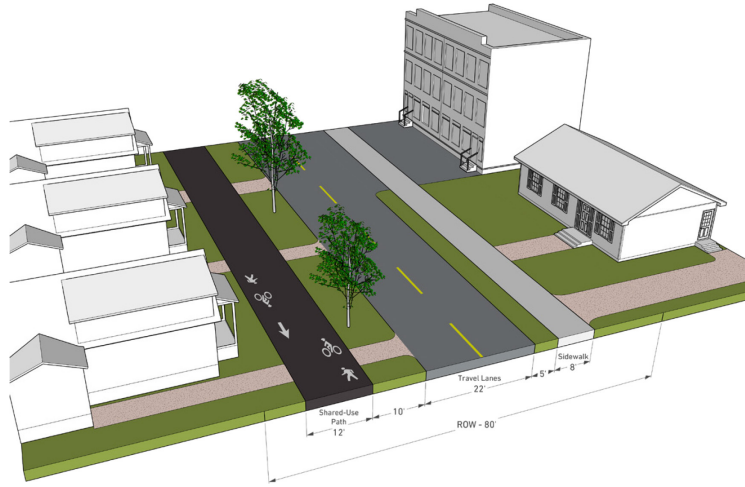
- Traffic (esp. trucks)
- Pedestrian safety & access
- Long-term parking
- Stormwater & snow storage
- Driveway interfaces & slopes





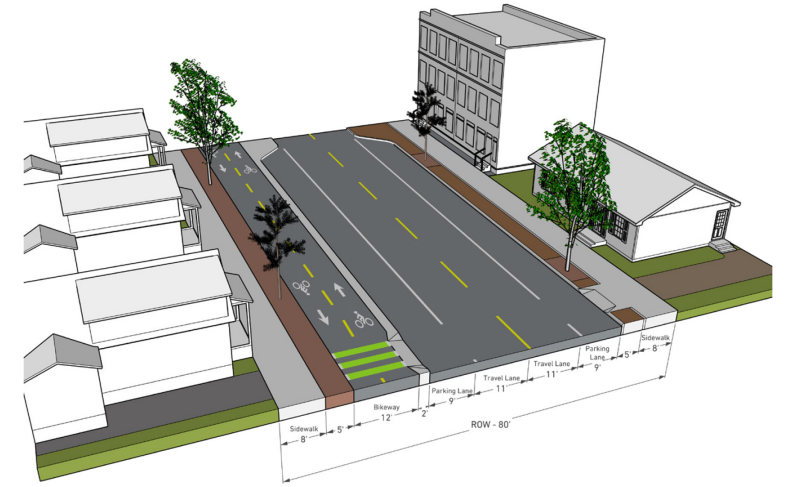
Quick-Build Sidepaths

- Widen asphalt
- Stripe shared walkway / bikeways



Frisco Pathway Extension

- Install asphalt sidepath to north side
- Optional sidewalk on south side
- Landscaped buffer for snow storage

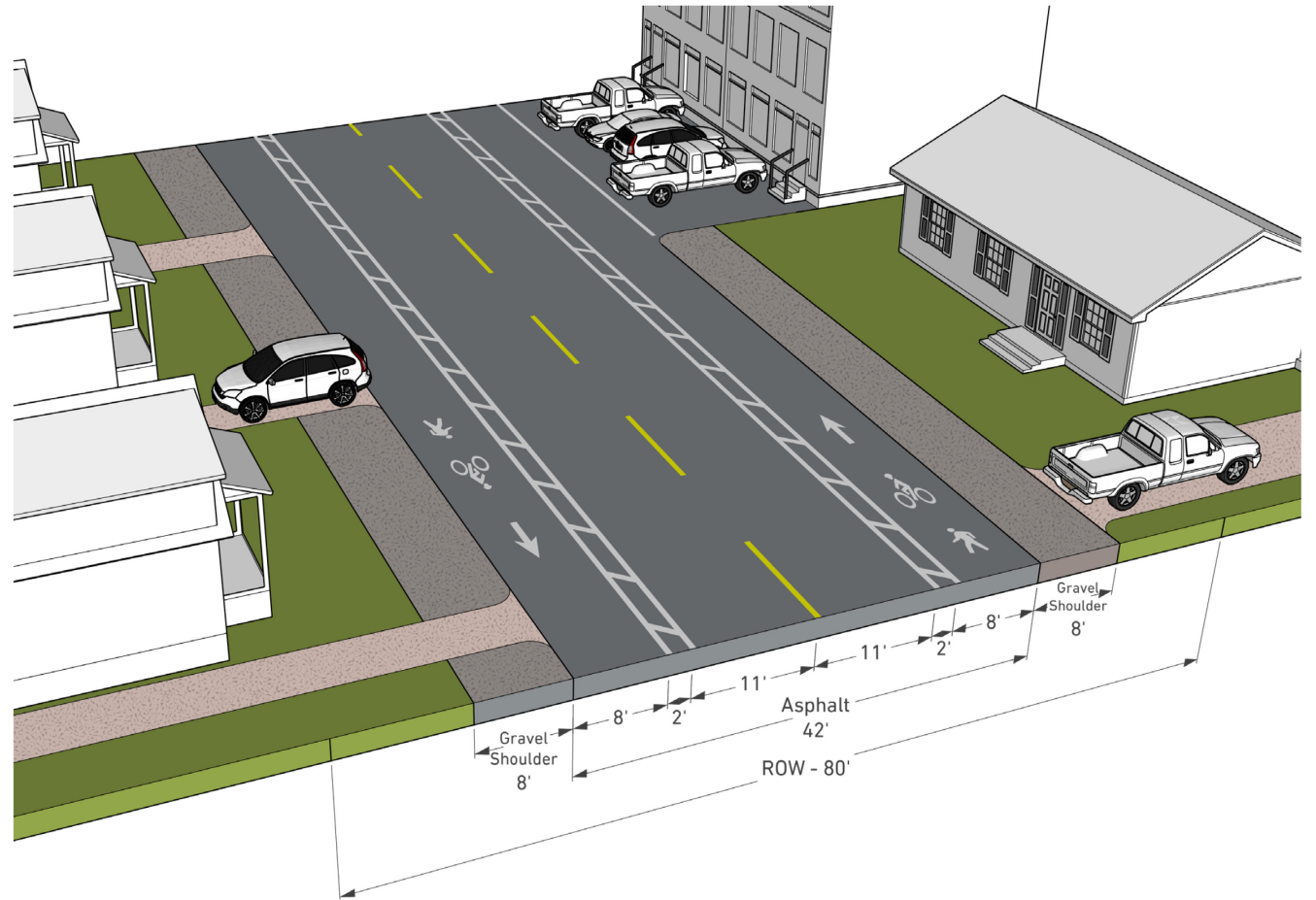


Transformed

- Add curbs
- Separate bikes and pedestrians
- Raised two-way pathway on the north side

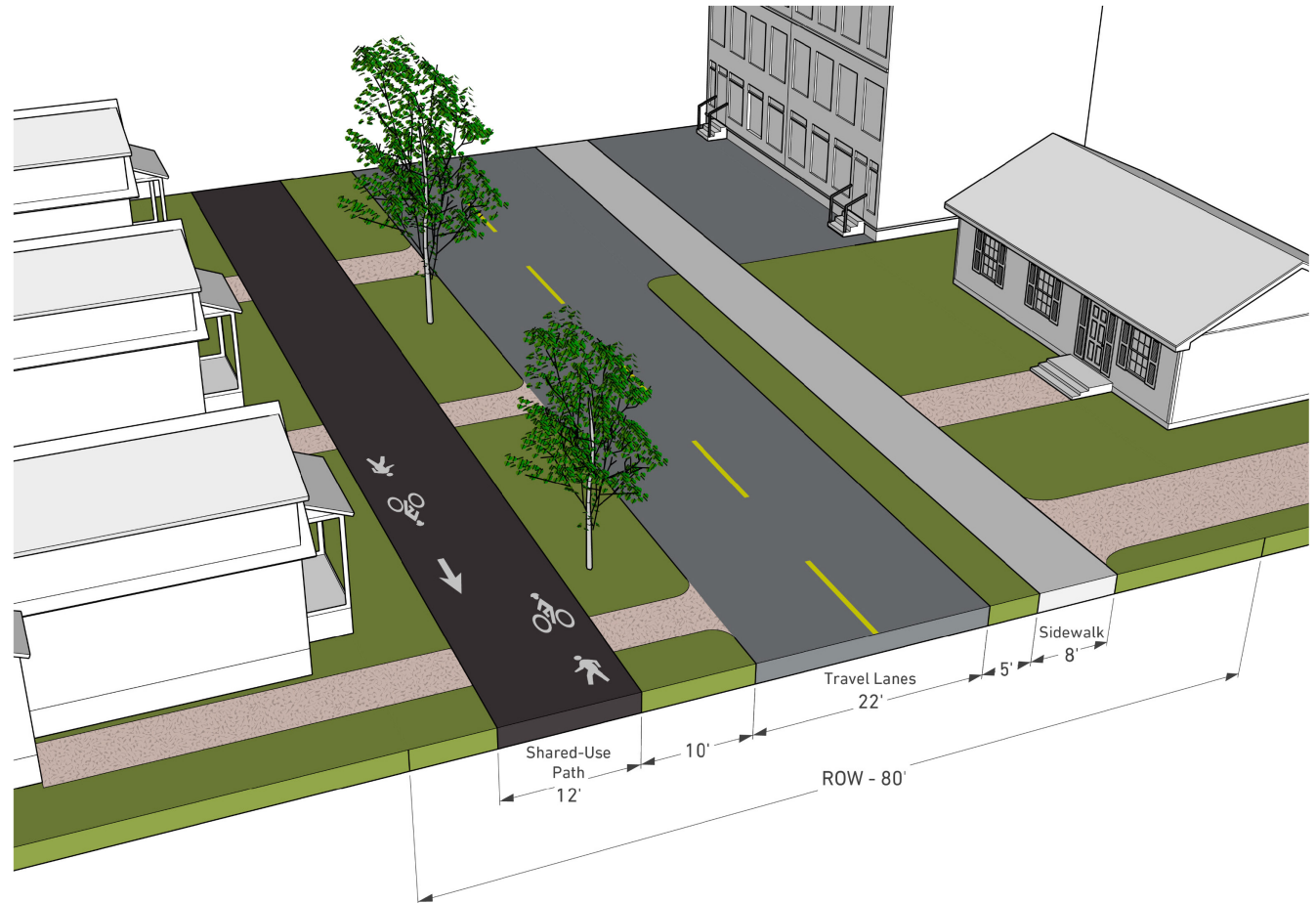
Granite Street, Quick-Build Sidepaths

- “Least disruptive”
- “Paint is not protection”
- Dislike of gravel shoulders, preference for more formal sidewalk



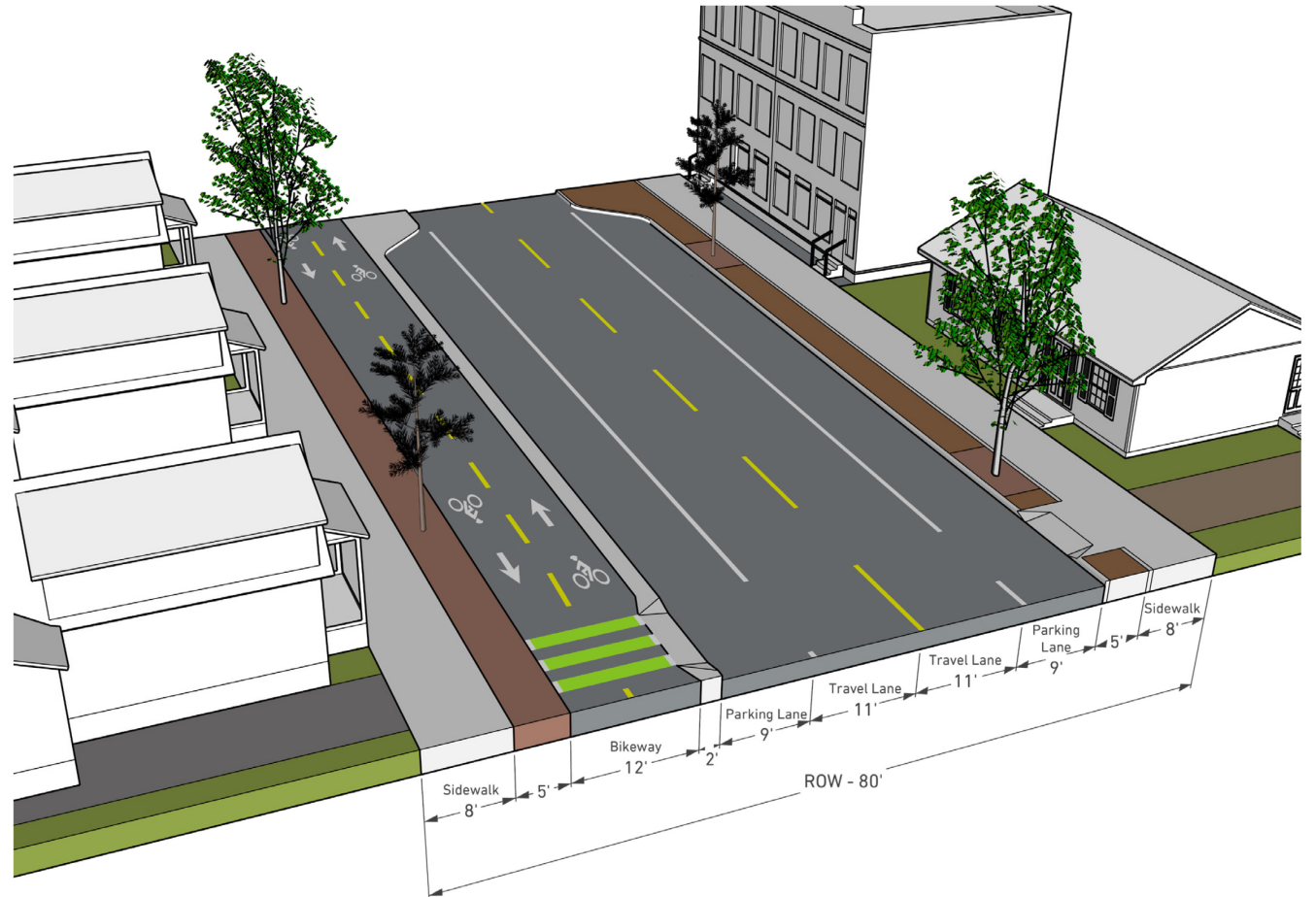
Granite Street, Frisco Pathway Extension

- Most popular option
- Consistent support for separating vehicles from people walking & bicycling
 - Some concerns about bikes & pedestrians sharing space
- Concerns about impacts to current frontages, informal parking
- Questions about maintenance & landscape



Granite Street Transformed

- “Urban,” with genuinely mixed feelings
- “Overpaved,” takes away greenscape
- Support for separation of modes
- Respondents strongly support sidewalks & pedestrian safety



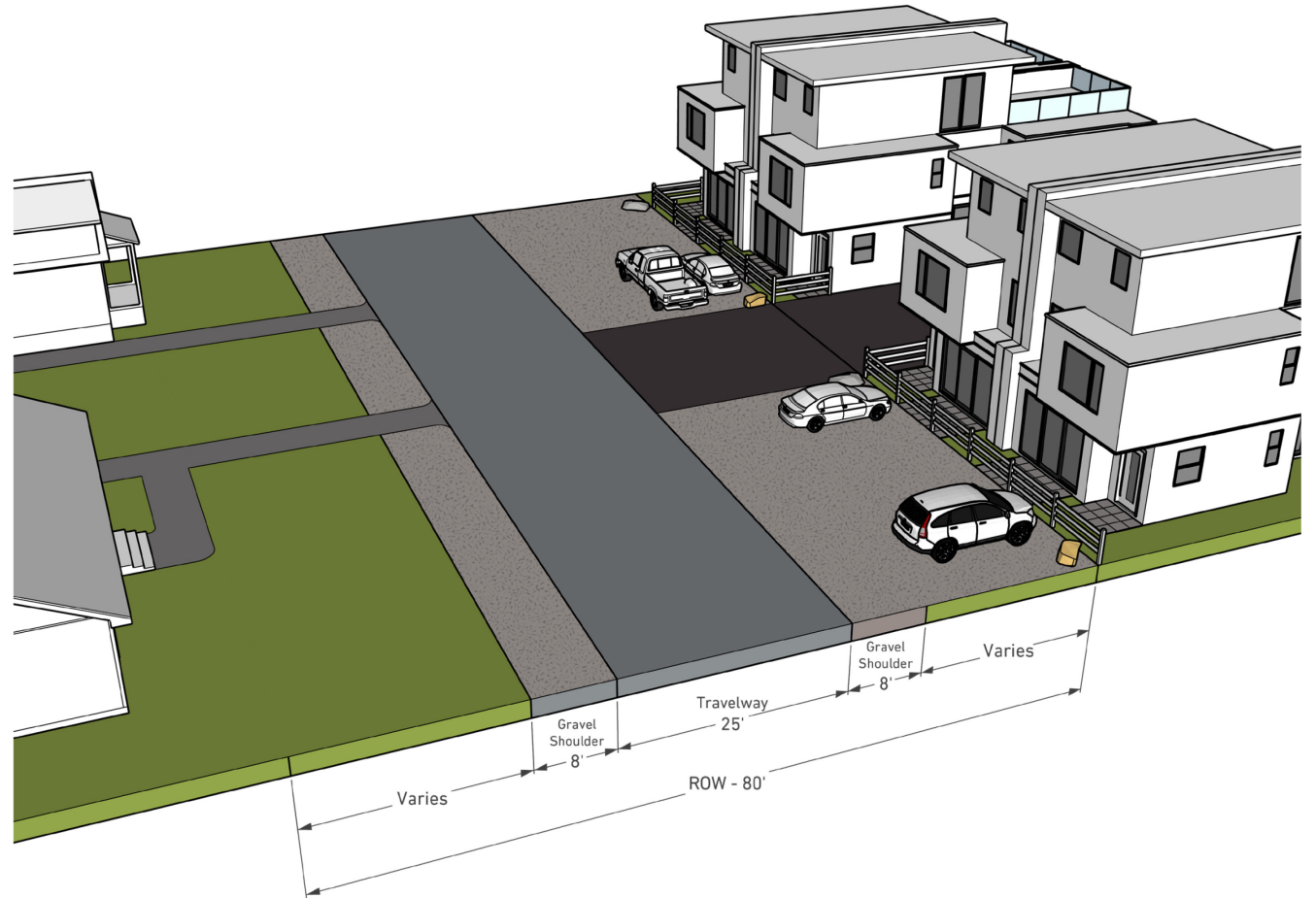


**Which one resonates
with you?**



Galena Street

- Low traffic, maintaining residential quality
- Desire for a sidewalk
- Concerns about disorganized parking in right-of-way





Frisco Pathway Extension

- Install asphalt sidepath to north side
- Optional sidewalk on south side
- Landscaped buffer for snow storage



Transformed

- Add curbs
- Separate bikes and pedestrians
- Raised two-way pathway on the north side

Galena Street, Frisco Pathway Extension

- Generally preferred option
- Consistent support for sidewalks
 - Respondents feel that roadway is comfortable for bicycling due to low volumes and speeds
- Questions about maintenance & landscape

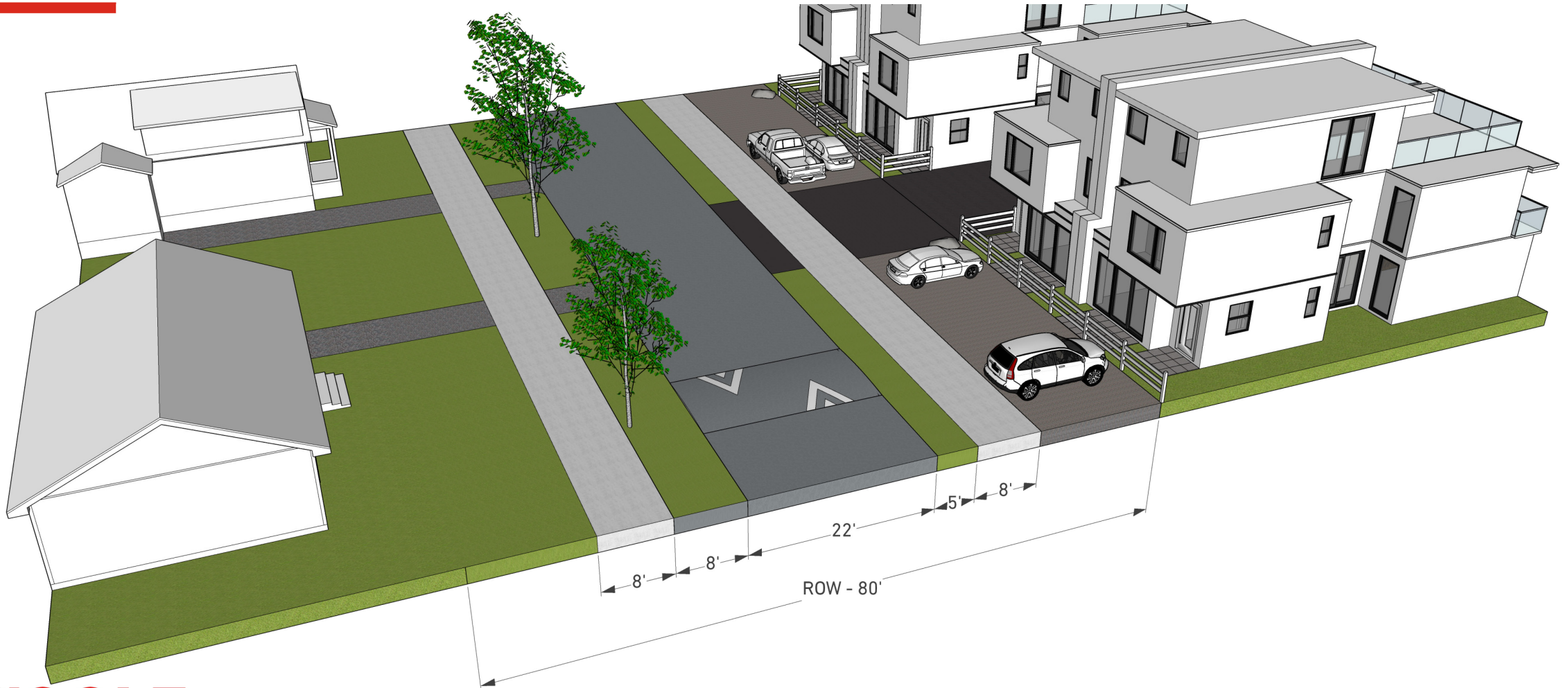


Galena Street Transformed

- “Overkill”
- “Overpowering,” “overpaved,” takes away greenscape
- But some liked the separation of modes
- Respondents strongly support sidewalks & pedestrian safety



Galena, Revised Option



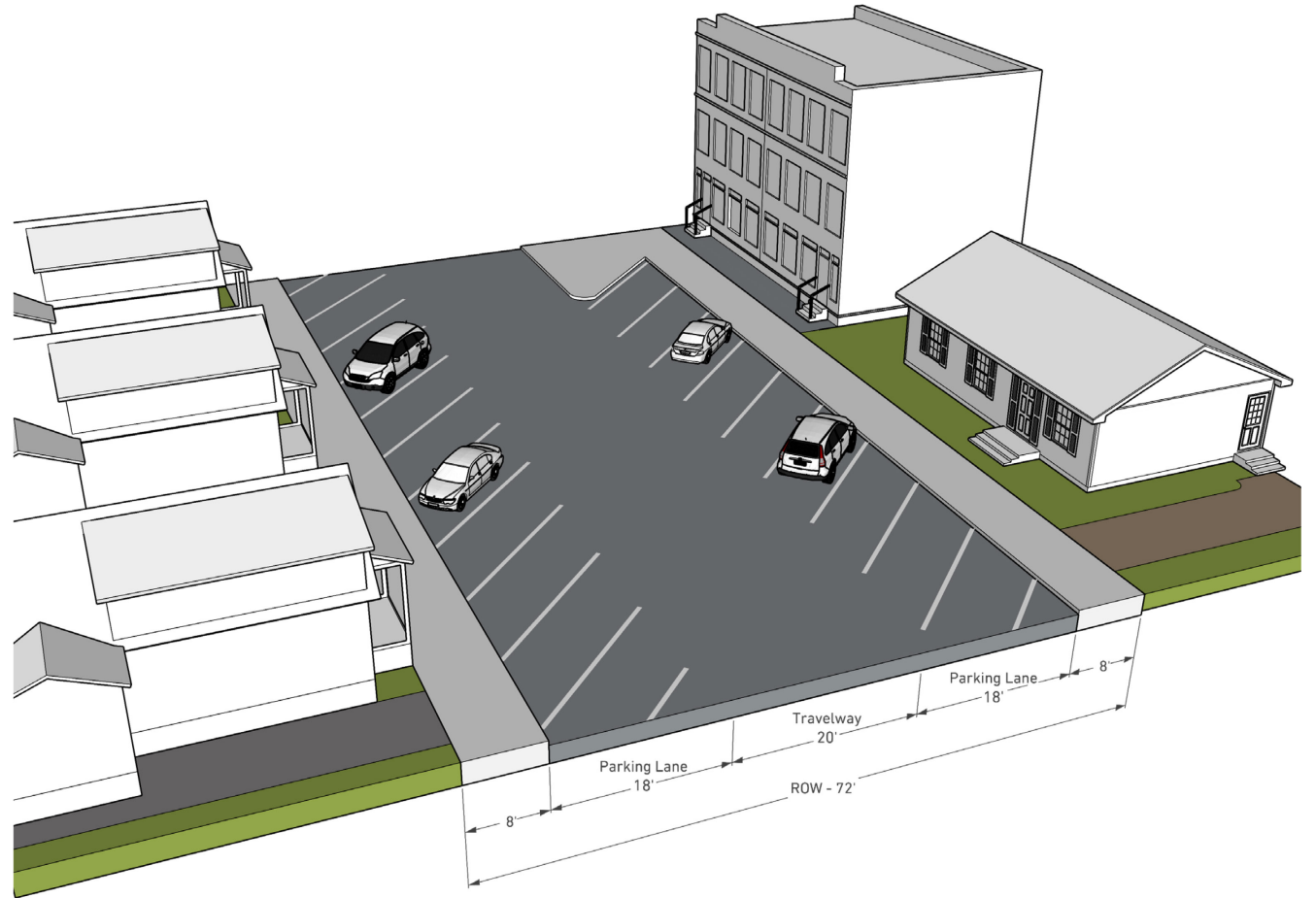


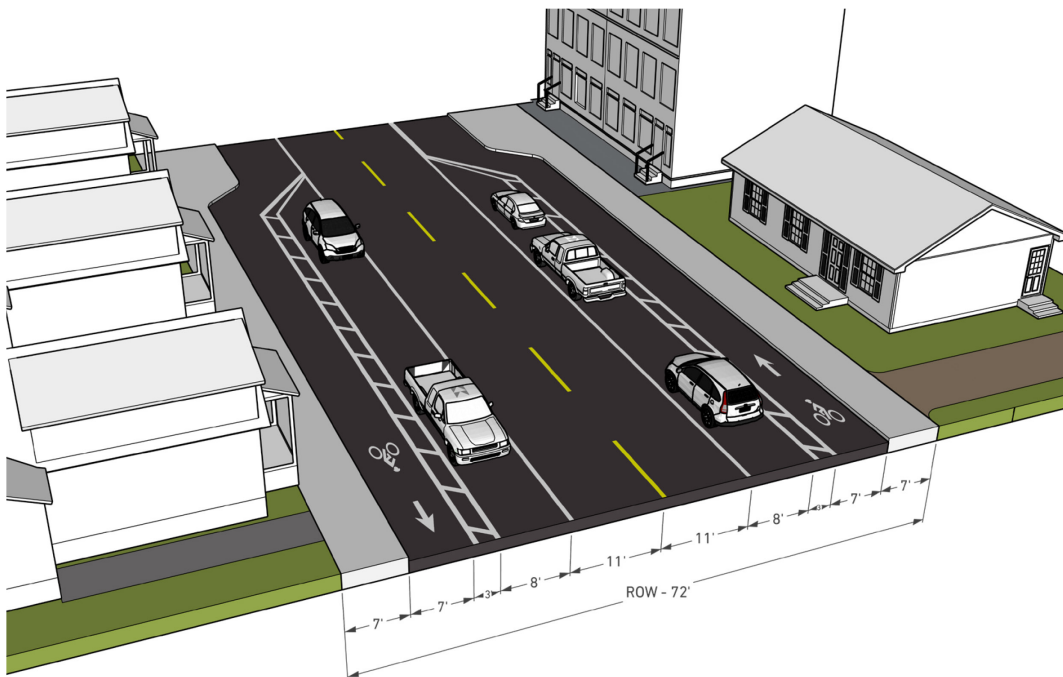
**Which one resonates
with you?**



North / South Avenues

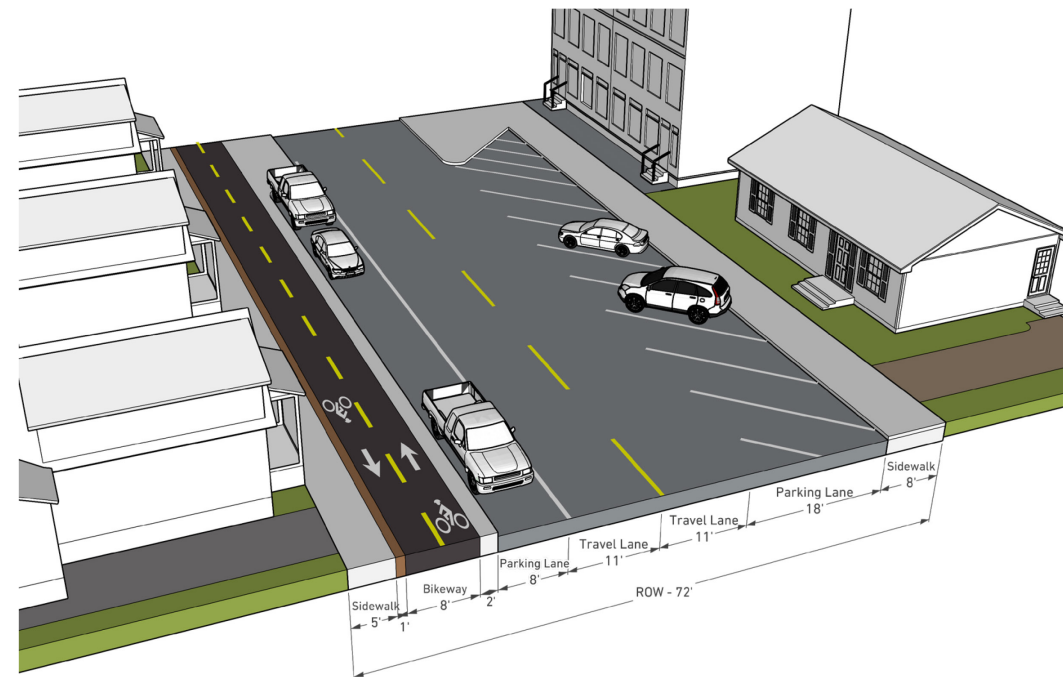
- Concerns about parking inventory & supply
- Respondents placed higher priority on east-west streets, especially Granite
- Suggestion of one-way travel





Protected Bike Lanes

- Reconfigures parking from angled to parallel
- Retrofits street with paired 1-way bikeways, widen sidewalks



Pathway Extended

- Reconfigure angled parking on one side to parallel
- Reconstruct one side with separated sidewalk and two-way bikeway

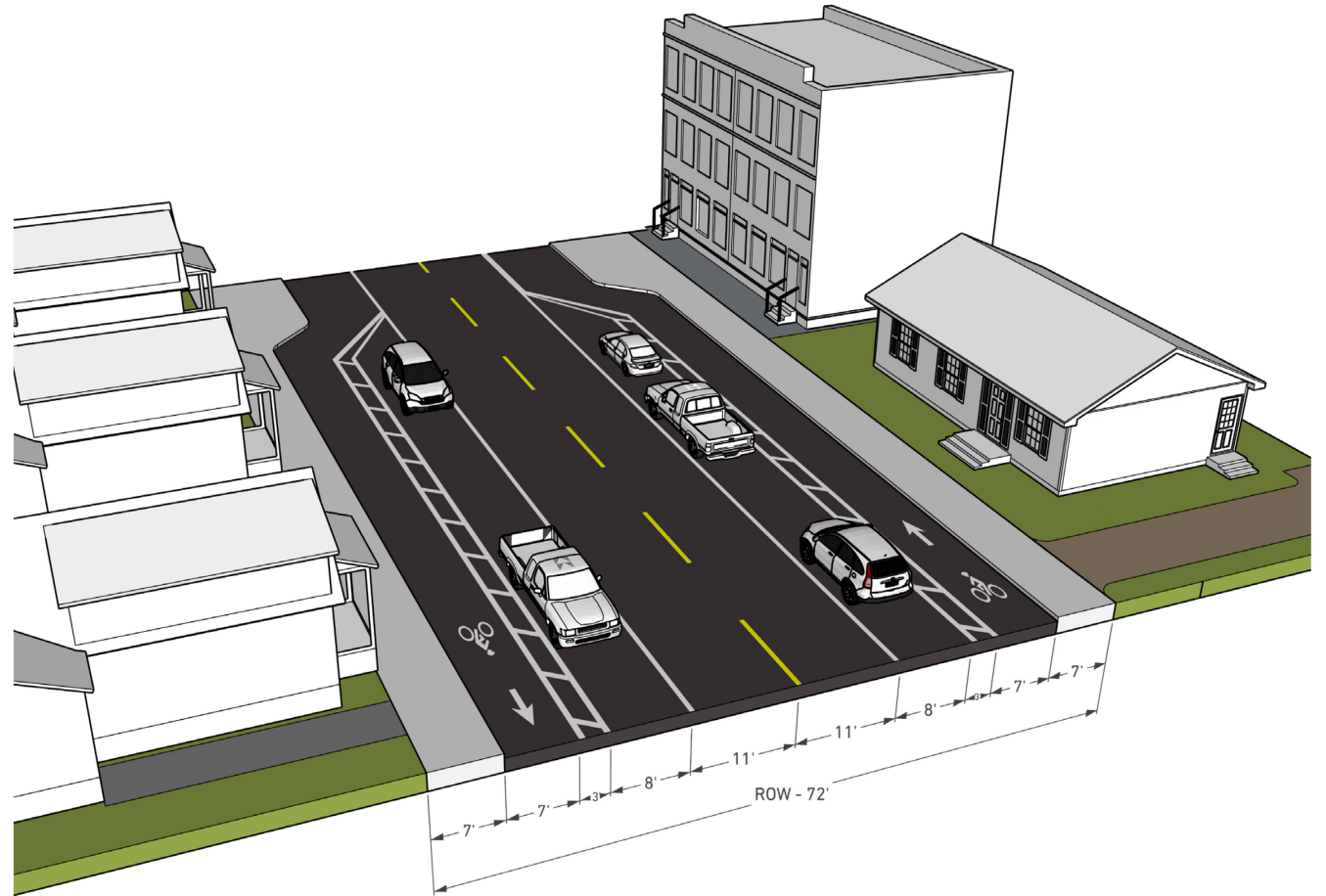
Angled vs Parallel Parking



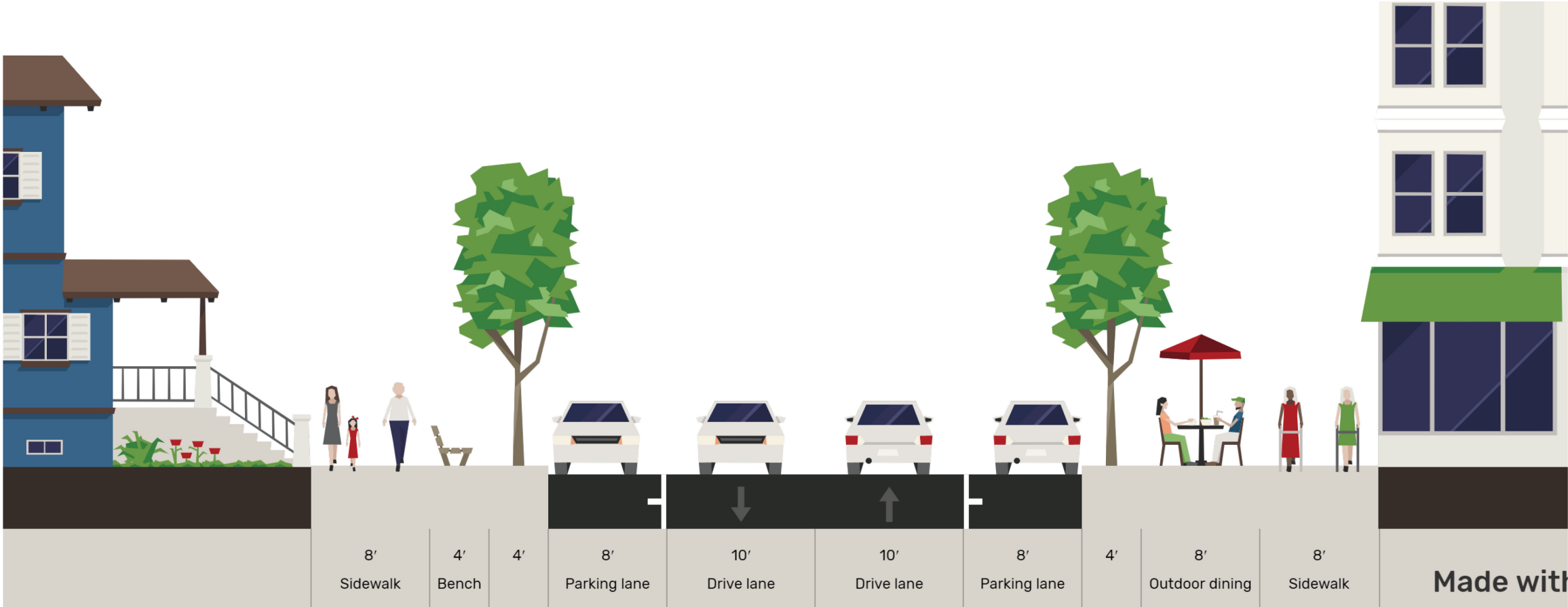
- Street Width required:
 - Angled Parking: ~18 ft
 - Parallel Parking: 7-8 ft
- Max. Spaces per Block face:
(assumes no driveways)
 - Angled Parking: 25
 - Parallel Parking: 12

North / South Avenues, Protected Bike Lanes

- Consistent concern about parking availability
 - Conversion to parallel parking would decrease number of spaces ~50% per block

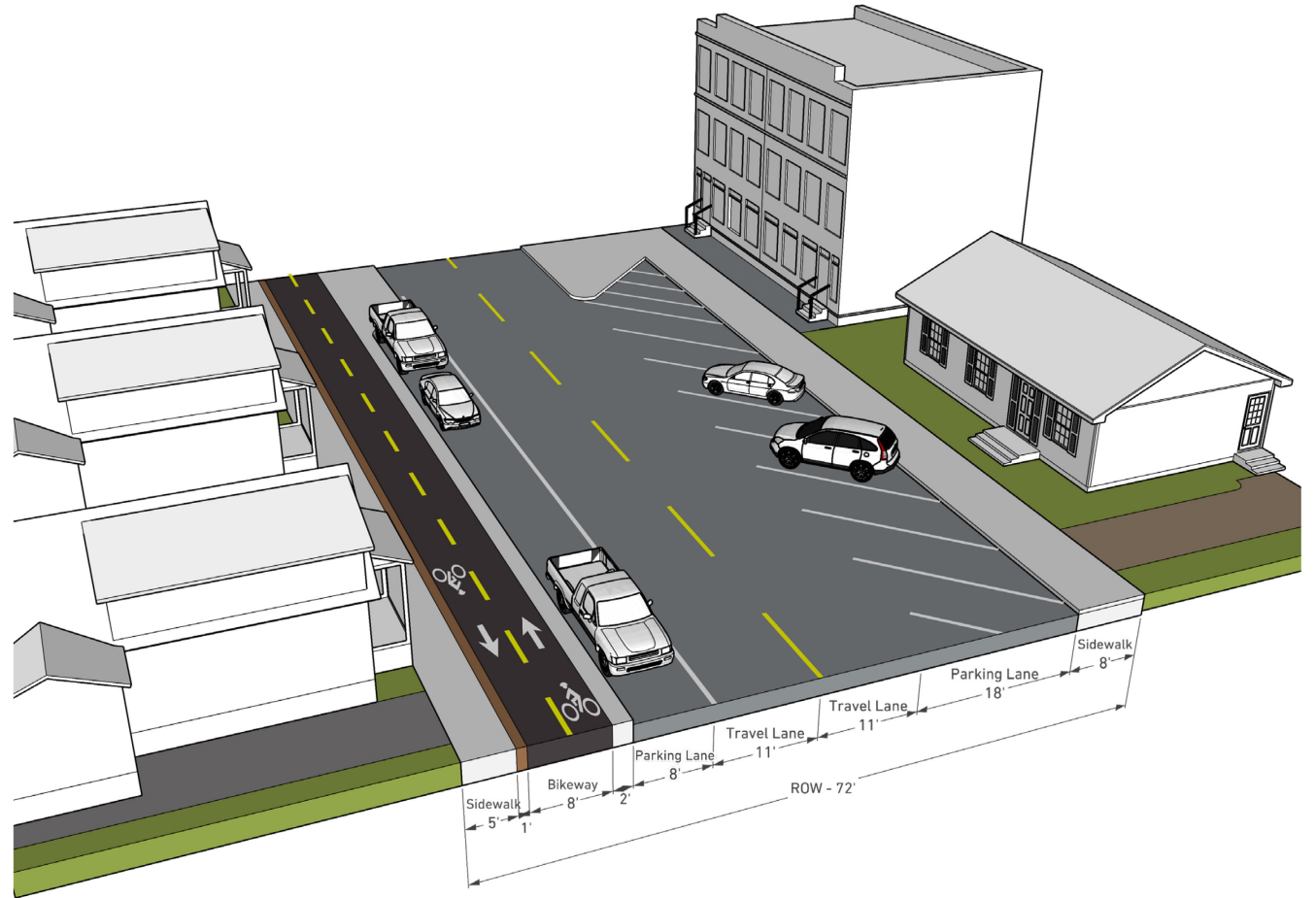


Avenues, Non-Bike Routes

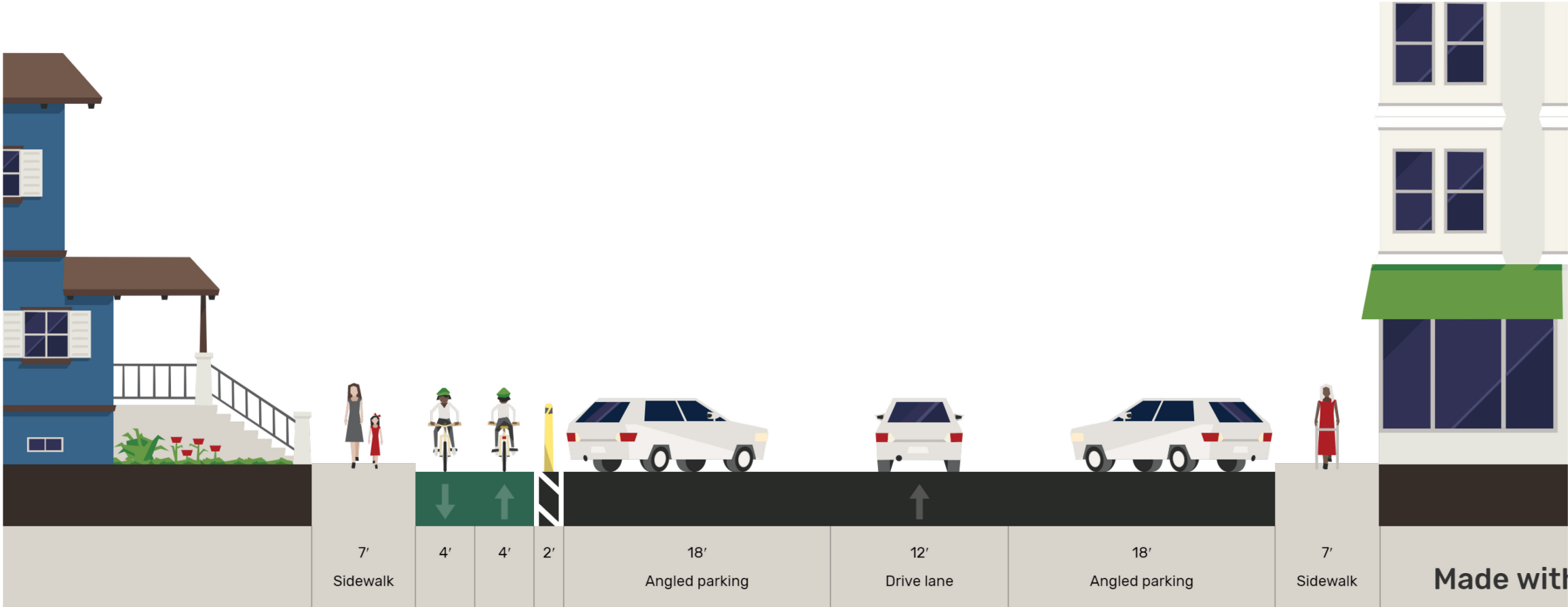


North / South Avenues, Pathway Extension

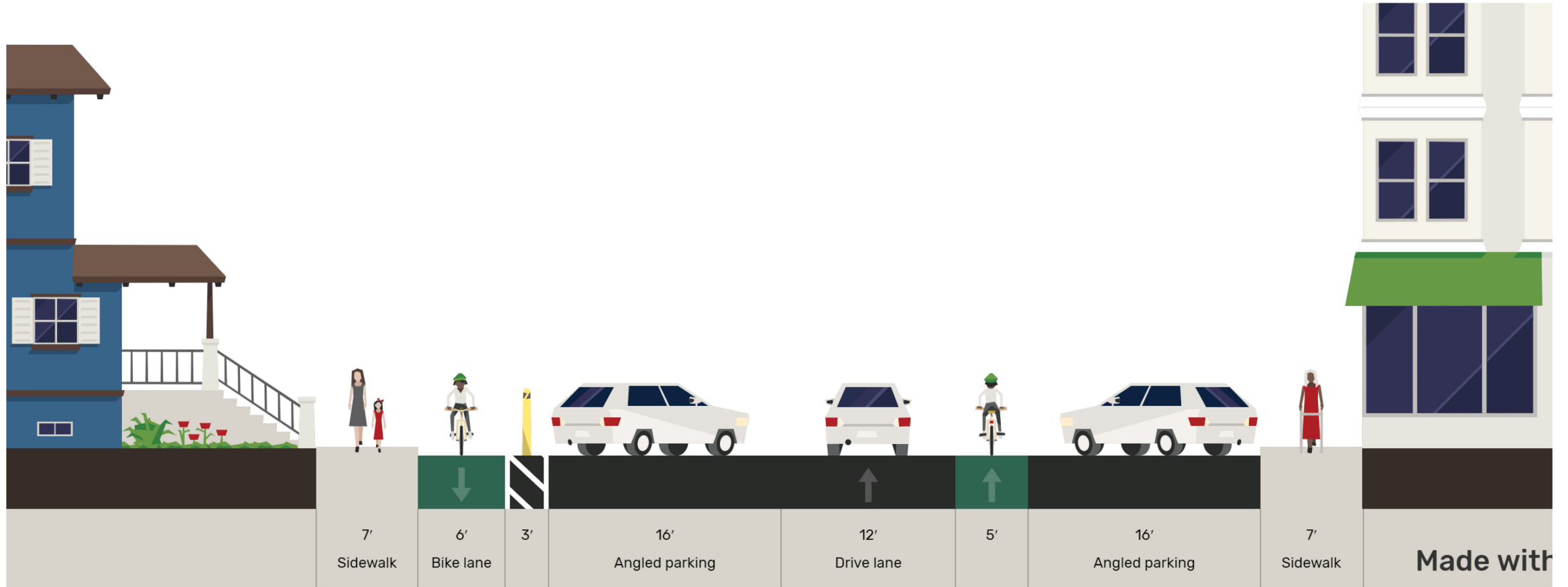
- More preferred option
- Both support and concern for back-in angled parking
- Conversion to parallel parking would decrease number of spaces 25 - 30%
- Interest in exploring one-way conversion as a trade-off to unlock space



Avenues, One-Way Options



Avenues, One-Way Options



One-Way vs Two-Way Streets

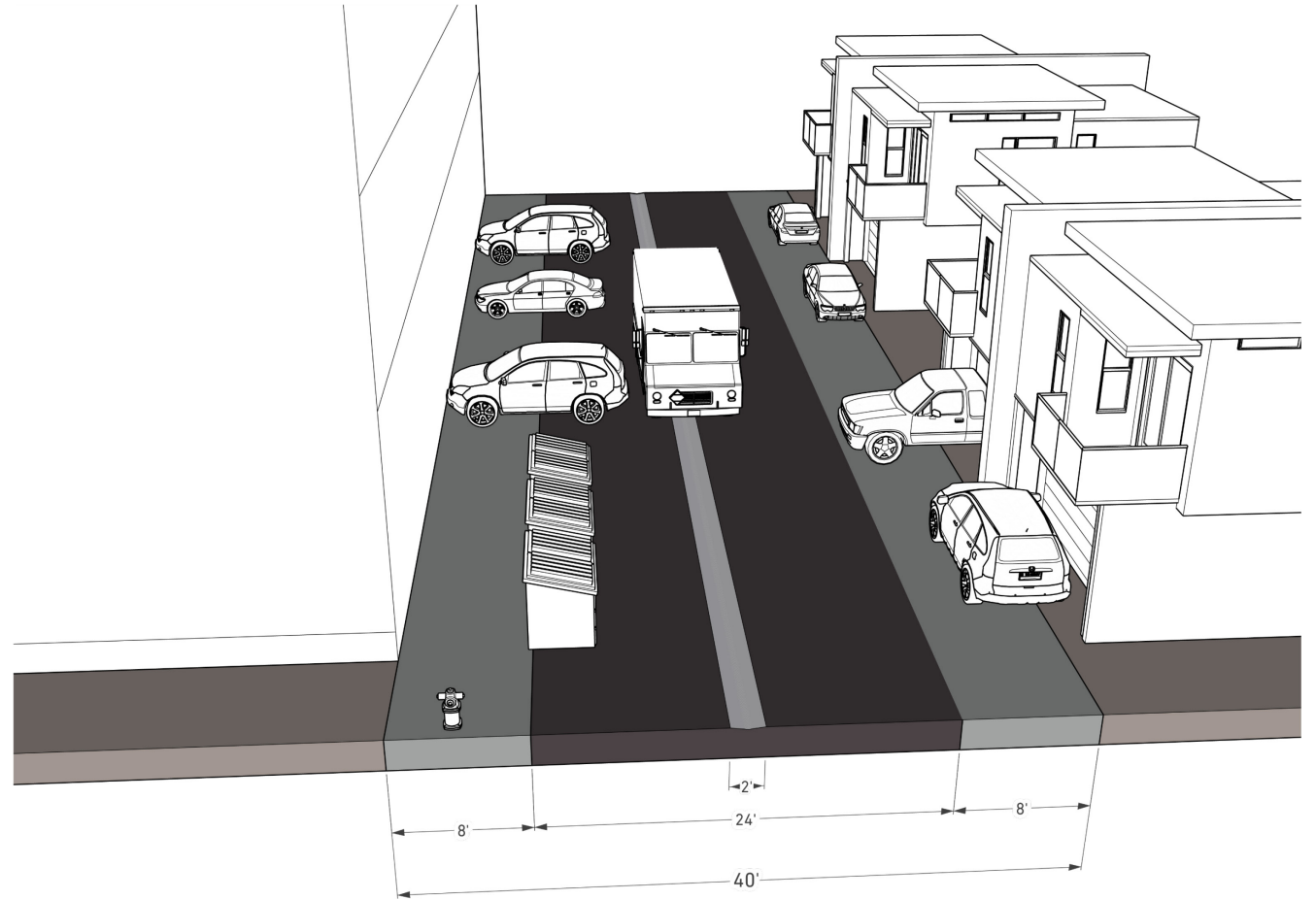
- Converting to one lane, One-Way unlocks space for parking, biking, and walking
- Simplify interactions at intersections and midblock (traffic only comes from one direction)
- Potential for speeding, if unmanaged
- Increased out-of-direction travel (e.g. circling for parking)
- Circulation challenges ... which streets become one-way?



**Which one resonates
with you?**

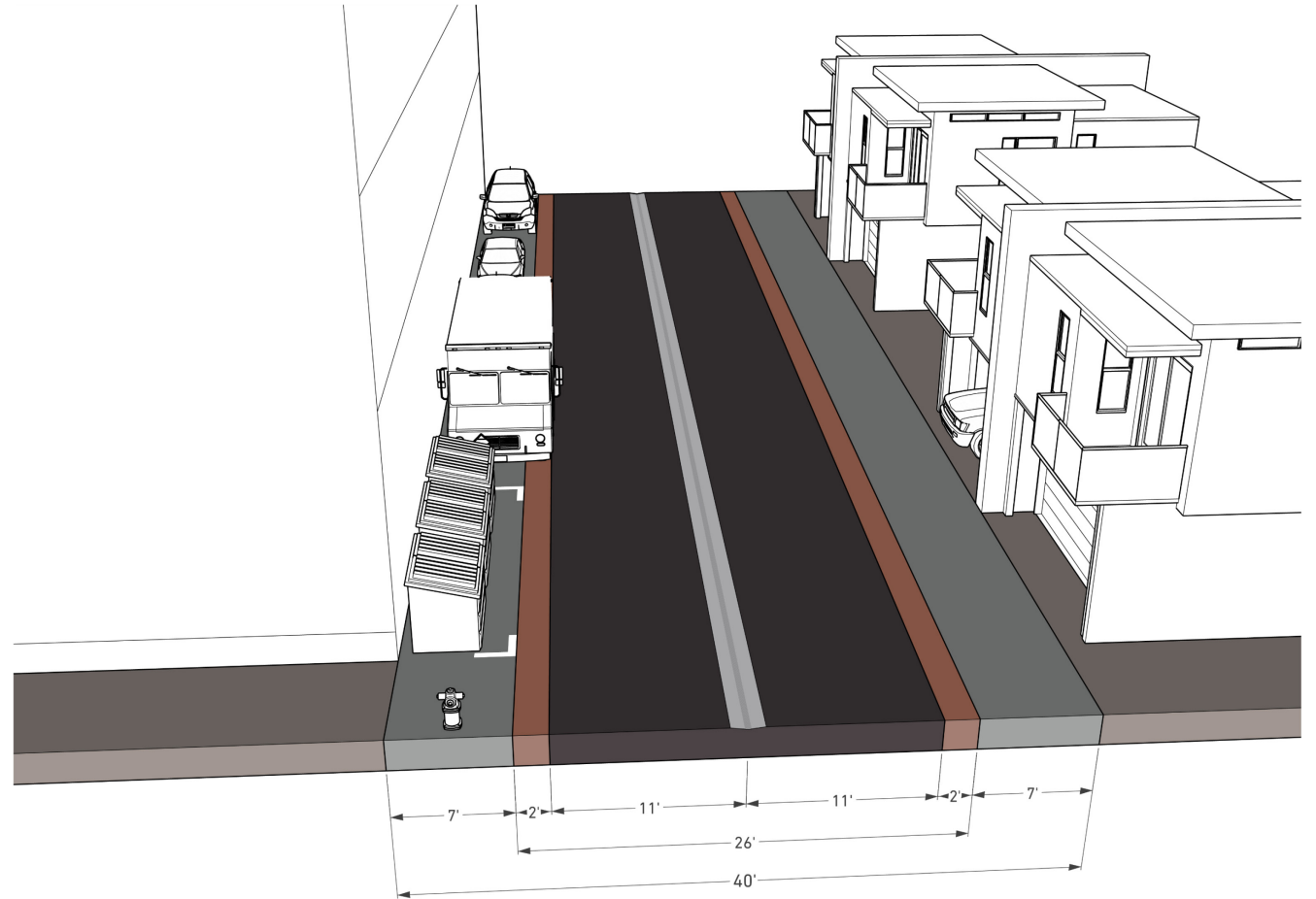


- T'OOLE**
DESIGN



Alleys, organized

- Desire for improved visibility entering and exiting
- Concerns about ice and slip risk during winter
- Maintain for short-term access



What's next?

Process for integrating and resolving comments



Further Consideration

Granite Street

- Select preferred concept with PMT
- Refine and test preferred concept at challenging locations to develop illustrative alternatives (e.g. driveways, slopes, and current surface parking)

Galena Street

- Select preferred concept with PMT
- Refine and test preferred concept

North / South Avenues

- Illustrate two alternate configurations – with and without a bike route
- Draft considerations for one-way conversion of select avenues

Alleys

- Draft a list of feasible intersection treatments to address community concerns

Draft Plan

- Refine network recommendations
- Develop draft prioritization criteria
- Develop draft urban design palette