

ATTACHMENT B:
TOOLE DESIGN GROUP DOWNTOWN VISION

MEMORANDUM

Date: January 3, 2019

To: John Godwin, City Manager

Organization: City of Paris, Texas

From: Addie Weber, AICP; Ian Lockwood, PE; Jesse Boudart, PE;
Stephanie Weyer

Project: Downtown Paris Visioning Charrette

INTRODUCTION

Toole Design's urban design, landscape architecture, transportation, and traffic analysis services were enlisted to help: 1) develop a community vision to help shape investments in the downtown; 2) enhance the Paris Town Square; 3) restore two-way operations on two pairs of one-way streets; and 4) envision better connections between Bywaters Park, the Paris Public Library, Market Square Farmers Market, the Paris Town Square, and the Downtown Community Park. The design concepts, which were focused on the public realm, were developed during two, four-day, workshops that occurred during June 25-28, 2018 and August 13-16, 2018. During the process, there were many opportunities for City staff, County officials, business owners, the Texas Department of Transportation (TxDOT), civic leaders, property owners, and other members of the community to provide input and feedback. The process culminated with a public presentation of the design concepts on the last day of the final workshop. There was broad consensus to move forward with the recommended design concepts outlined in the presentation. The purpose of this memo is to summarize the design process, design concepts, and augment the diagrams and presentations that were developed during the workshops.

THE DESIGN PROCESS

Over the course of the two four-day-long workshops, members of Toole Design collaborated with City staff, TxDOT representatives, civic leaders, business owners, and other community members to develop a vision to guide downtown Paris.

The Discovery Workshop

The first collaboration with the community occurred June 25-28th, 2018. The 4-day community event commenced with a Monday evening presentation. The presentation included:

- An overview of traditional transportation principles,
- Highlights of the consultant team's walking tour of downtown Paris,
- The benefits of a community vision,

- The general purpose of cities and downtowns (i.e., to foster social and economic exchange), and
- National best practices as they relate to one-way to two-way street restorations and revitalizing downtowns.

The meeting concluded with community members forming seven groups to answer the following questions about the City and the downtown in particular:

- List key values that should shape Paris.
- What do you like and wish to preserve?
- What do you dislike and want to change?
- What is missing that you would like to see created?

During the remaining three days of the workshop, numerous stakeholders were engaged by the consultant team in small group meetings and in one-on-one meetings to understand the key drivers, opportunities, and challenges facing the community. A concluding Thursday night presentation captured what we heard throughout the week. The presentation also included any starter ideas that were developed during the workshop. Feedback and discussion followed the presentation.



Figure 1: Representatives of the seven groups reported their findings to the broader community during the opening night of the first workshop.

The Design Workshop

The second collaboration with the community occurred August 13-16, 2018 and focused on building on the starter ideas. The workshop concluded on Thursday evening with a presentation of the design concepts, which included:

- Restoration of the one-way pairs of streets to two-way operations, along with a traffic analysis,
- Addition of a separated bicycle facility on 1st Street and Clarksville Street,
- A new concept for the Paris Town Square,
- A new concept for stronger connections between Bywaters Park, the Paris Public Library, and Market Square Farmers Market, Paris Town Square, and the Downtown Community Park.
- A shared space on 1st Street, between Lamar Avenue and Clarksville Street.

The meeting concluded with an outline of the next steps.

THE DESIGN CONCEPTS

Downtown Paris is fortunate to have a walkable network of streets, a great building stock, and community amenities such as Bywaters Park, the Culbertson Fountain, the Downtown Community Park,

and Market Square Farmers Market. It also has easy access to the nearby Northeast Texas Trail system, which hosts races and events throughout the year. The design concepts focused on the core of downtown, as identified during the Discovery Workshop by the community. The boundaries of the focus area were: Price Street and the County Courthouse to the north, 3rd Street to the west, Church Street to the east, and Sherman Street to the south.



Figure 2: Images from the tour: Market Square Farmers Market (top left), the Downtown Community Park (top right), and the Culbertson Fountain as the centerpiece of the Paris Town Square (bottom).

The design concepts outlined below are a foundation for the City of Paris to coordinate with various local, County, State, and private entities to move the vision towards implementation.



Figure 3: Overall design concept for downtown Paris, Texas.

The Two-way Restoration of 1st Street/Main Street and Lamar Avenue/Clarksville Street

A Brief History of One-way and Two-way Streets

Since the founding of cities in the United States, starting in 1565 with St. Augustine, until about 50 years ago, all streets were two-way. Of course, for thousands of years before that, paths, trails, and streets in Native American villages and along their trading routes were also two-way. There were lots of good reasons for the two-way operations. The most obvious reasons are the convenience of being able to go either way along a street, direct routing, and shorter trips. Such traditional reasons were not widely recognized, documented, assigned technical names, or even measured because that was just the way things were for thousands of years. The basic idea of two-way streets was never in question. However,

due to five decades of experiencing undesirable outcomes with one-way streets, cities are rediscovering the benefits of two-way streets.

Fast forward to 2018 and cities have been traffic calming, doing road diets, restoring one-way streets to two-way, and adopting traditional measures of effectiveness to recapture traditional, city-friendly, outcomes and to advance community visions. Many cities are in the midst of this evolution presently. Not only do two-way streets provide about double the access compared to one-way streets, they also:

- provide direct routing/convenience for motorists, cyclists, and transit;
- result in slower and safer speeds;
- are self-enforcing (no motorists going the wrong way, less speeding, fewer bikes on sidewalks);
- provide flexibility and redundancy (which is very helpful during emergencies, special events, parades, street repair/maintenance);
- reduce sign pollution (one-way streets need more signs);
- advantage economic exchange, retailing;
- result in more intuitive way-finding;
- create a better image (two-way streets eliminate the message that throughput is more important than place, and avoid unwelcoming “do-not-enter” signs);
- result in easier and more direct bus-routing;
- provide better and additional views of buildings;
- respect the places’ original intent and history;
- help crime reduction; and
- increase property values.

There is also consensus that downtowns, like Downtown Paris, would benefit by increased housing, social exchange, economic exchange, local businesses, place-making, walkability, bike accommodation, transit, and so forth that are advanced by two-way restoration.

New Cross-Sections

Downtown Paris has a well-connected network streets. The four primary streets (i.e., 1st Street, Main Street, Lamar Avenue, and Clarksville Street) are under the jurisdiction of TxDOT. Two generations ago, these streets were converted from two-way to one-way which has resulted in excessive speeds, reduced safety, difficulties for crossing the street, disinvestment, and an uncomfortable place.



Figure 4: Images of the streets in downtown Paris, Texas.

The restoration of both one-way pairs requires new cross sections. The current cross-sections vary block-by-block in both right-of-way and curb-to-curb measurements. Therefore, a detailed survey will need to be conducted prior to moving forward. The proposed cross-sections are based on the most constrained conditions along each street. The design team recognized that a complete rebuild of the streets may not be feasible for financial or other reasons and have suggested both retrofit measures and rebuilt cross-sections.

The 1st Street and Main Street Pair

1st Street and Main Street are the primary north-south streets in Downtown Paris. 1st Street NW currently provides access southbound, while Main Street provides access northbound. Both streets provide on-street parking and two travel lanes in their respective directions.

1st Street

The current configuration of 1st Street is two south-bound lanes with:

- Sidewalks on both sides of the street.
- Parallel parking on the west side of the street between Price Street and Houston Street.
- Front-end angled parking around the Paris Town Square.
- Front-end angled parking on the west side of the street between Grand Avenue and Austin Avenue.
- Parallel parking on the east side of the street between Austin Avenue and Sherman Street.

The proposed retrofit for 1st Street includes:

- Bulbouts at each intersection and where appropriate along the corridor.
- 8'-0" parallel parking on the west side of the street.
- A 23'-0" travel way that includes one-travel lane in each direction.
- A 5'-0" planting strip, with curb, to provide separation for the separated bicycle facility.
- A 10'-0" separated bicycle facility that is at street level.

Should the finances become available for a more robust cross-section, it should include:

- Valley gutters between the on-street parking row and the travel way, and
- A sidewalk-level separated bicycle facility.

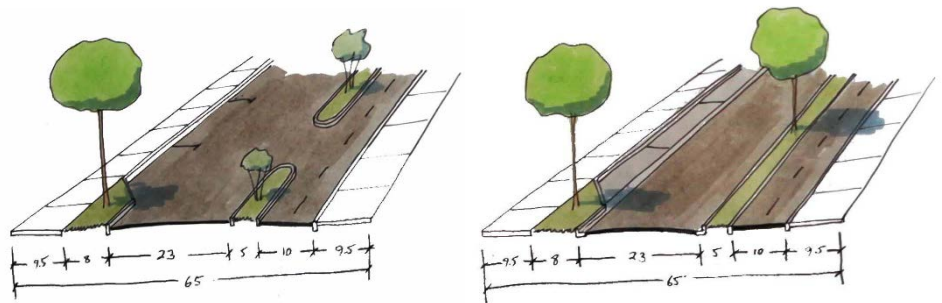


Figure 5: 1st Street: Existing, Proposed with Retrofit, and Full Build-out.

1st Street was identified as the primary street for a separated bicycle facility due to having a larger curb-to-curb cross-section than Main Street, and minimal impacts to business due to existing curb-cuts and parking. Trail access to the Northeast Texas Trail, topography, and access to the Market Square Farmers Market were also considerations.

Main Street

The current configuration of Main Street is two north-bound lanes with:

- Sidewalks on both sides of the street.
- Parallel parking on the east side of the street between Price Street and Houston Street.
- Front-end angled parking around the Paris Town Square.
- Parallel parking on the east side of the street between Grand Avenue and Austin Avenue.
- Parallel parking on the east side of the street between Austin Avenue and Sherman Street.

The proposed retrofit for Main Street includes:

- Bulbouts at each intersection and where appropriate along the corridor.
- 7'-6" parallel parking on both sides of the street
- A 23'-0" travel way that includes one-travel lane in each direction.

Should the finances become available for a more robust cross-section, it should include valley gutters.

Parking

Parking is an emotional and contentious issue in most cities and Paris is no exception. People and business owners may be accustomed to parking directly in front of their store or destination and become frustrated or concerned when these spots are relocated, unavailable, or in a different configuration. Some business owners believe that if patrons cannot park by the door, then they will go elsewhere, jeopardizing their bottom line. The reality is different. Thriving downtowns have attractions, restaurants, beautiful streets and soft spaces. Most importantly they are walkable places that foster exchange. Parking by the door is not a large factor.

Given these perceptions and realities, the consultant team was mindful of the number of existing parking spaces in downtown with an eye towards a future that included parking. As such, an inventory of the on-street parking spaces was performed, which is shown in Figure 5. Each number indicates the total number of on-street parking spaces that are adjacent to that block.

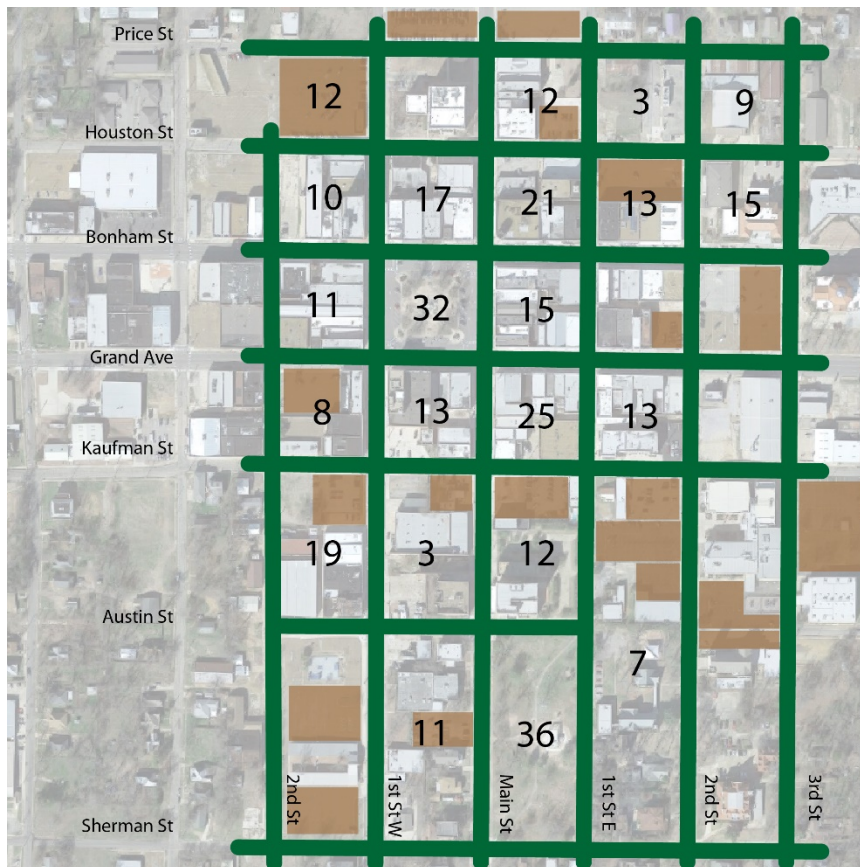


Figure 5: Existing on-street parking spaces by block

A total of 326 on-street parking spaces were counted in the area, shown above. With the proposed street modifications of two-way operations and stop sign traffic control, a total increase of 49 on-street parking spaces for a total of 375 on-street spaces is anticipated. The streets immediately adjacent to the Culbertson Fountain will see a decrease in on-street parking spaces due to the much-needed expansion of the green space and the creation of more people-friendly streets. However, within one block of the Square, on-street parking will increase from 160 to 174 parking spaces.

The Traffic Baseline

To support the thoughtful and implementable vision of Paris, that includes changing the street character to be more pleasant, a traffic analysis was performed. Toole Design collaborated with TxDOT by agreeing upon five traffic-related analysis criteria to investigate, including: i) safety; ii) travel time; iii) traffic diversion; iv) queuing; and v) and maintenance. Other criteria related to fulfilling the community vision included: i) increased accessibility throughout the downtown by all modes of travel; ii) developing a consistent design vocabulary for the new cross-sections (i.e., sidewalk, furniture zone, on-street parking, valley gutter, etc.); and iii) increasing accessibility (i.e., visually and for people with mobility impairments). The arrival experiences into the downtown were assessed to help inform motorists of the downtown context, help influence motorist behaviors (i.e., slow them down and increase safety), and better distribute traffic.

Existing Traffic-Related Conditions

Paris' historical population and traffic volumes show notable trends. Table 1 illustrates the population of Paris increasing since the 1890s until the 1970s, which then levels off to the present.

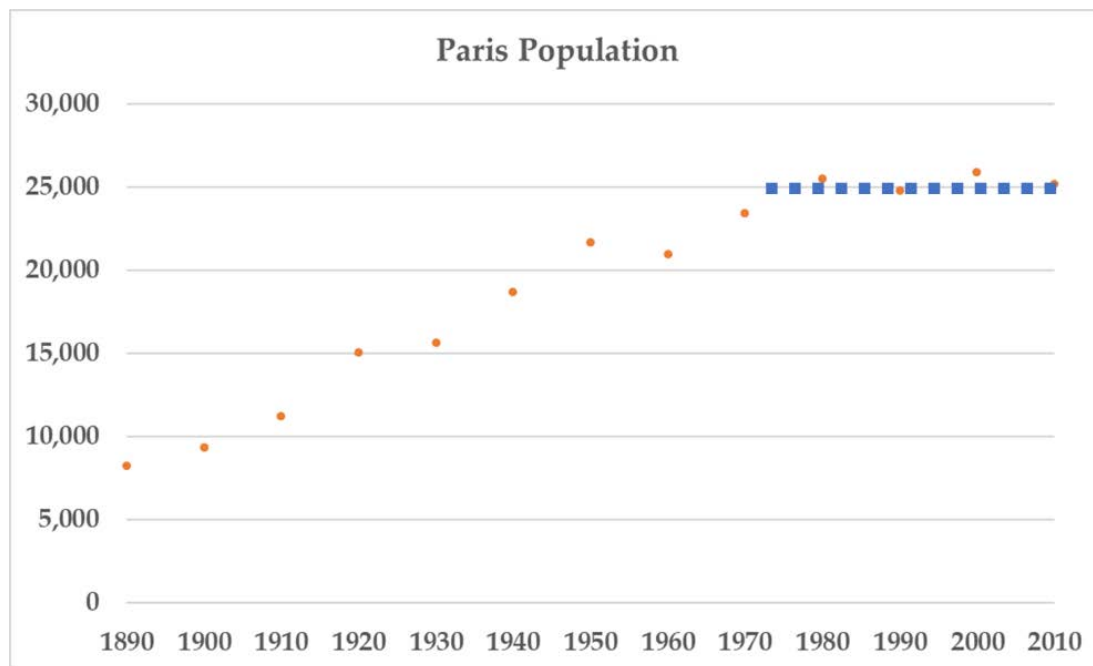


Exhibit 1: Paris Historical Population

In the middle of the 1950s, “the loop” around Paris was constructed, enabling fast motoring around the City. About a decade after that, Paris’ downtown streets were converted from two-way into one-way

streets to speed up travel through the downtown. Table 2 shows downtown traffic volumes trending downward; most likely due to the transfer of business, services, and economic activity from the downtown to the loop.

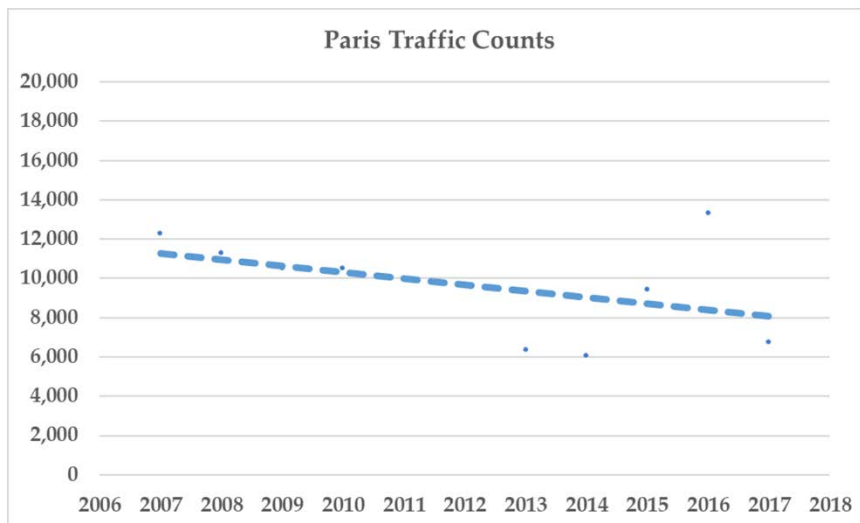


Exhibit 2: Paris Traffic Volumes

The highway loop, around the City, is oval-shaped and spans approximately five miles, east-west, and four miles, north-south. There are two primary ways to drive from one side of the oval to the other side. Motorists can drive through the City and downtown or drive along the loop. It is much faster take the highway loop, compared to the streets through the City. Figure 7 illustrates the relative travel times.

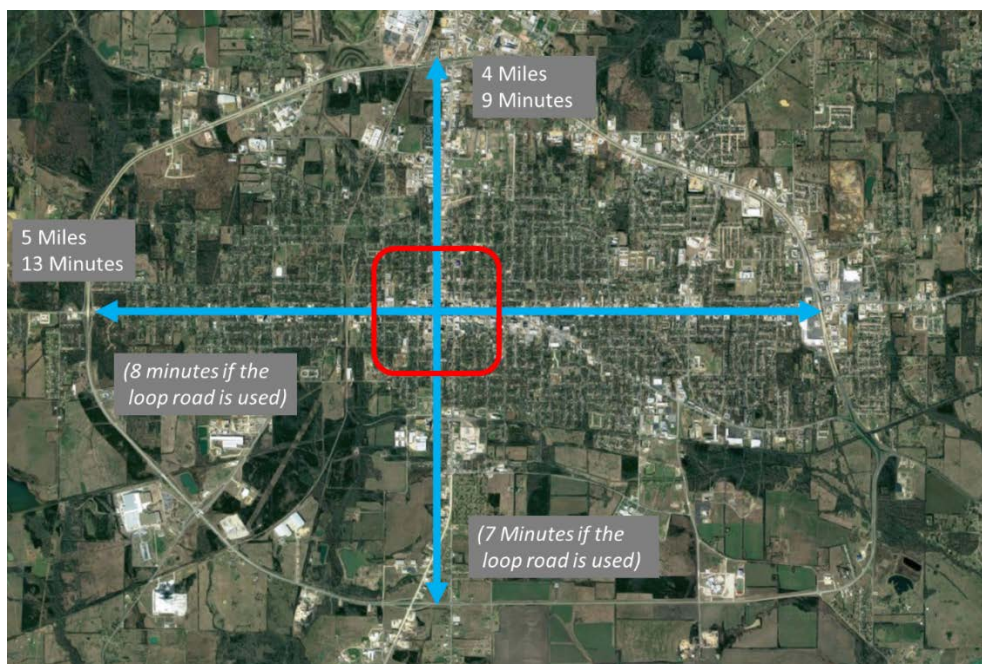


Figure 7: Paris Loop and Downtown

Because the proposed changes are focused within the downtown, the changes in travel are limited to a small area; resulting in insignificant changes to travel time for motorists from one end of the city to the other, through the downtown. However, travel times for short trips within the downtown, will be lower due to direct routing. In other words, from a travel time perspective, the existing situation rewards long trips through downtown and the proposed situation rewards trips within, to, and from the downtown. However, for both through trips and for downtown trips, the changes in travel time will be small.

To analyze street network and traffic control modifications, daily traffic counts received from TxDOT (2017-2018 data) were compiled. A peak hour of traffic was found to be at 3:45 to 4:45 p.m. These hourly volumes were used to assess a theoretical “worst case” scenario, which is shown in Figure 8.



Figure 8: Paris Downtown “worst case” scenario

A theoretical “worst case” scenario was created by assuming that all the traffic from all four intersections converged at one intersection, with two-way streets and no turn lanes. Using Synchro 9 Software and the Highway Capacity Manual methodology, 18 seconds of delay per vehicle was calculated, which indicates the intersection would operate acceptably. This compares to 11 seconds of average delay per vehicle for the existing intersection. This relatively small change in travel time indicates that there is sufficient flexibility to modify the street network to achieve a vision for Paris’ downtown. The difference of 7 seconds for local trips would likely be more than made up by direct routing (i.e., not having to drive out-of-direction).

Proposed Downtown Traffic Changes

The “worst case” scenario does not depict actual conditions of restoring the one-way to two-way streets because motorists will obviously use more than one street to travel to their destinations. Drawing from previous experience, national best practices, and discussions with TxDOT, the future traffic on the formerly one-way pair will likely split in a ratio of about 60/40 between the two two-way streets. The reassigned traffic volumes were reassigned to all streets and the traffic conditions at the four main intersections surrounding Culbertson Fountain were analyzed. The results indicated that traffic signals were not warranted and therefore, stop sign traffic control was evaluated.

With stop sign traffic control, an increase of seven seconds delay is anticipated at each intersection at the Square from the existing traffic condition. Therefore, a vehicle passing through the Square’s two intersections would, on average, experience 14 total seconds of increased travel time during the peak hour. Vehicle queueing was also analyzed and on average, two to four vehicles are anticipated to be queued during the peak hour. The results for changes in travel time and queueing are both acceptable. In fact, the stopping of motorists at the intersections around the Square, where many pedestrians are desired, and slower speeds within the downtown, are desirable for safety and comfort reasons. The current speeding and crash problems should be ameliorated nicely.

Finally, traffic diversion was assessed. The highest traffic movement in the “worst case” was only 460 vehicles per hour in the eastbound direction during the peak hour. Obviously, only a small percentage of the 460 vehicles are travelling across the entire City. Even if it were as high as 10%, or 46 vehicles over the hour, the team anticipates that only a fraction of those vehicles would change habits and use the loop road due to the small change in travel time in the downtown. At the same time, it is likely that some motorists, who currently use the bypass, might be interested to see some of changes and activities in the downtown and would use the downtown streets. Therefore, the increase and decrease of diverted trips would likely involve small numbers of motorists and, more or less, cancel each other out, amounting to a negligible change due to traffic diversion.

Benefits of Two-way Streets and Stop Sign Traffic Control

There are several benefits that will likely occur by restoring two-way travel and installing stop signs downtown:

- **Safety.** Fewer crashes are anticipated with stop signs and two-way streets because both traffic-related modifications eliminate stale green lights and the ability to do drag racing between traffic signals. By not having one-way streets with two or more adjacent lanes going in the same direction, weaving between lanes will be eliminated. Wrong way travel cannot happen on two-way streets. Shorter pedestrian crossing distances will increase safety.
- **Improved Access.** Motorists will be able to drive directly to businesses rather than circulating around the block in a one-way system.
- **Simplified Wayfinding.** Providing directions and finding destinations will be easier with two-way streets.
- **Visibility.** Access and visibility of businesses will double because of motorists can approach from both directions. Stop-controlled intersections will also ease parking operations due to the slower speed environment created.

- **Redundancy.** Two-way streets will naturally create a redundant street network which will improve emergency vehicle access. It will also make hosting special events easier and allow street maintenance to occur without system-wide disruptions.
- **Cost.** Stop signs are inexpensive to install and cost less to maintain as compared with the approximate \$5,000 annual maintenance cost for a single traffic signal. Also, the traffic signal poles, mast arms, and signal cabinets are unattractive street features and result in obstacles in the sidewalks.

Transitions into Downtown

Consideration was given to improving the arrival experience into the downtown as well as the distribution of vehicles to the street network. Due to how traffic flows, on multiple streets, in and out of the eastern and southern parts of Paris' downtown today, no substantial changes are needed to the east and south. Also, Clarksville Street and Lamar Avenue carry traffic in different directions to the City's exterior which naturally helps distribute traffic. Minor signal modifications are anticipated at the Clarksville Street/12th Street and Lamar Avenue/12th Street intersections. At the downtown's south end, the City is re-designing the Church Street/Hearne Avenue intersection, which will allow motorists to choose between 1st Street or Main Street to travel to their desired downtown destination.

West of Paris' downtown, a new roundabout was recommended west of the Bonham Street/7th Street/Grand Avenue intersections, which is shown in Figure 9.

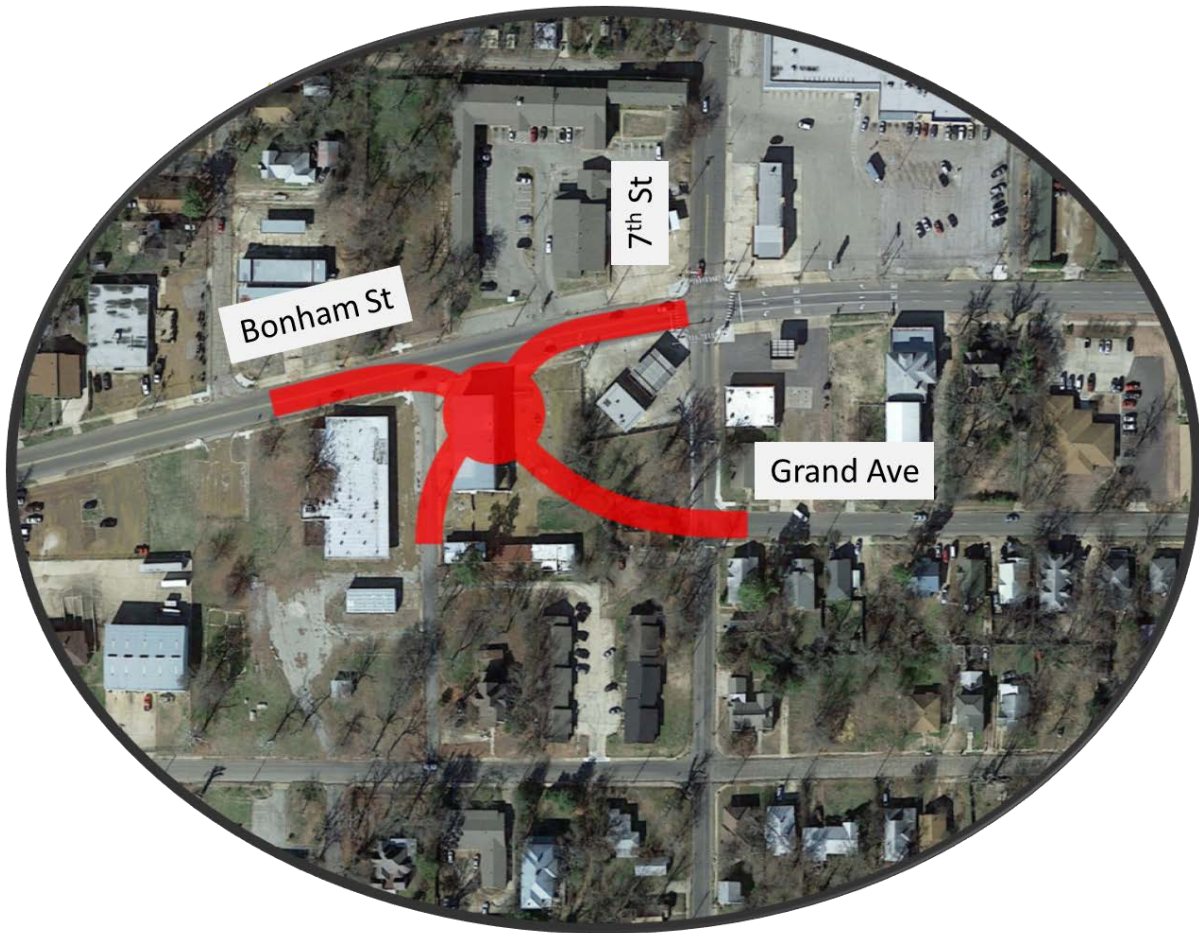


Figure 9: Roundabout transition on the west end of Paris

The roundabout will allow motorists to easily choose between Bonham Street or Grand Avenue as they enter Paris' downtown. The roundabout's location will require the purchase of some additional right-of-way.

A roundabout and transition point, north of Downtown Paris, were placed at the Main Street/Santa Fe Street intersection, which is shown in Figure 10.

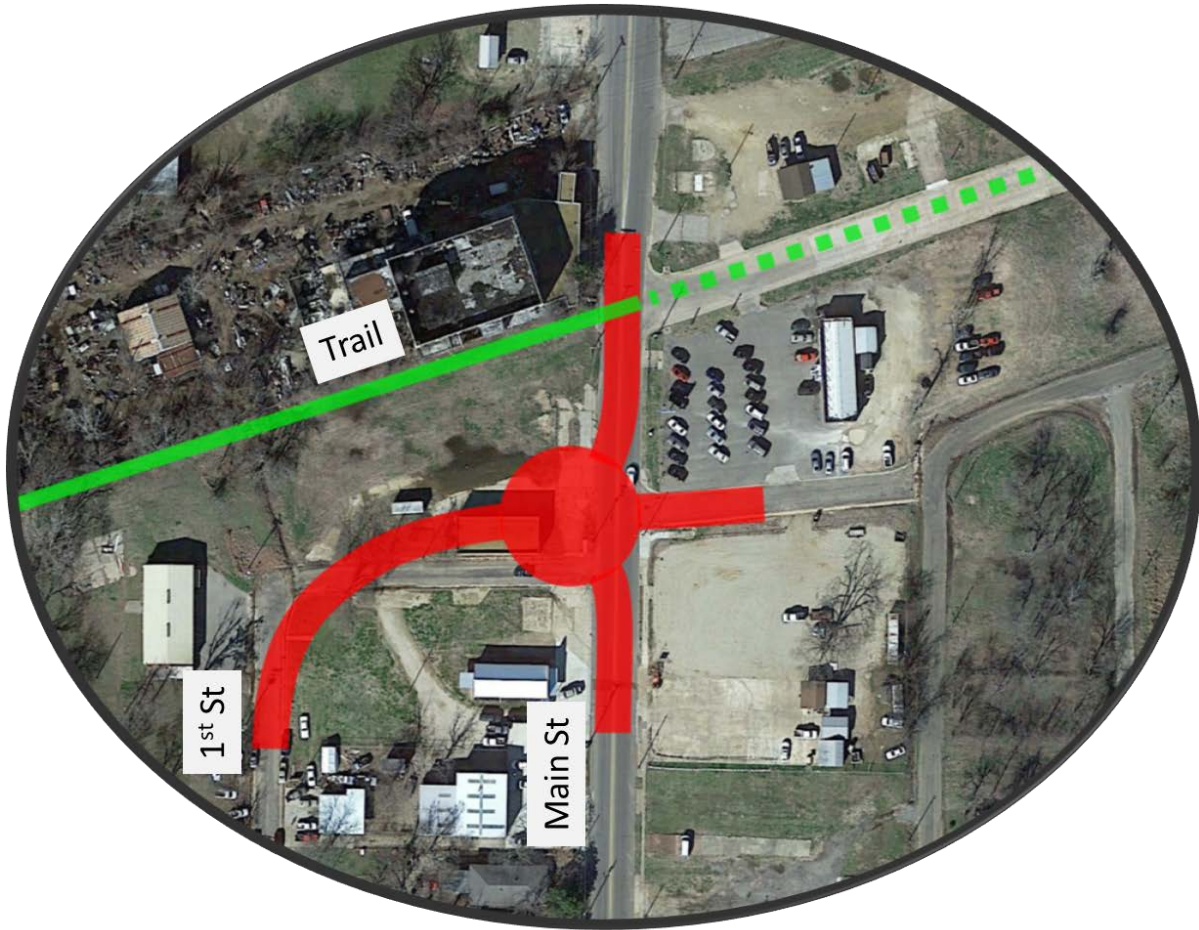


Figure 10: Roundabout transition on the north end of Paris

The proposed roundabout would also help distribute traffic to both 1st Street NW and Main Street depending on the motorist's destination.

There are likely other unwarranted traffic signals on the approaches to downtown. The City and the TxDOT should reconsider the balance of the traffic signals and determine which ones should be removed.

Traffic Conclusion

Downward trending traffic volumes allow for flexibility to modify Paris' downtown street network. The analysis has shown that restoring a two-way street network is feasible given current traffic volumes. A sensitivity analysis showed that if traffic volumes were to increase, there is plenty of ability to handle additional traffic. Stop sign control and no turn lanes are recommended at the four intersections adjacent the Culbertson Fountain. Maintenance of the street will be easier due to the redundancy of the two-way streets and there will be less street surface to maintain due to the streets being narrower. The combination of a two-way network and stop sign traffic control will result in numerous benefits in safety, access, and cost.

Paris Town Square and 1st Street

The Paris Town Square

Culbertson Fountain was gifted to the City of Paris to commemorate the city's rebirth after the 1916 fire. It is the historical centerpiece of downtown and a community gathering spot for numerous residents and visitors to the City. The Fountain sits on approximately a half acre civic green, that is surrounded by front-end angled parking and fast-moving traffic. It is currently elevated with ADA access on one of the four corners (i.e., the northeast corner).

Universal access, comfort, usable and flexible space, business-friendliness, walkability, and views were the major design objectives, expressed by the community for the heart of downtown. To advance those objectives, several design elements were recommended, including:

- Flush, brick, streets on the streets around the Square and the block east of the Square;
- Streets that are useable and flexible for all types of events;
- Separated bike facility along the south side of the Square extending to the Downtown Community Park;
- Large, uninterrupted awnings along the entire frontage of the buildings that face a flush street, and highly encouraged to continue for one block from the flush streets;
- Bulbouts are used on the corners to self-enforce parking regulations and to shorten crossing distances;
- View corridors on the diagonal and cardinal directions to the fountain; and
- Increased sidewalk width for more retail-oriented space and a legible furnishing zone.

The design concept also eliminates front-in angled parking around the Square in favor of parallel parking. This allows the open space in the Square to almost double in size to one acre.

Currently, there is a 10-foot-wide walkway around the fountain that is at a higher elevation than the sidewalks around the Square. The change in elevation is currently addressed with sloped lawns on all four sides. The slopes make the lawns less usable for events, compared to level lawns. On the north, west, and south sides of the Square, we suggest leveling the lawns and addressing the slopes by adding three perimeter steps between the fountain's 10-foot-wide walkway and the lawn. We recommend leaving the east side as is, with its sloped lawn. These topographical changes preserve the historic fountain and the historical intent of the fountain (i.e., being prominent). They also increase the accessibility and usability of the greenspace, provide plenty of informal seating, keep one sloped lawn for kids to play on, and does not negatively affect any of the large trees.

We would recommend locating low plantings around the base of the large trees and move the seating from being in the sun to under the large trees so that people can sit in the shade. The seats should be oriented to face the diagonal walkways and back onto the low plantings. As an option, it would be romantic and fun if the benches could gently swing. We suggest that the existing plantings, on the corners of the civic green, be removed or relocated to allow view corridors on the diagonals to the fountain.

Providing for special events should be incorporated into the new design of the Square. For example, care should be taken to place the new street trees so that they do not obstruct potential stage locations, in the cardinal directions for concerts, jazz festivals, etc. Notice the street trees on the inner side of the streets have been arranged to leave an opening for viewing purposes. In-street and in-ground

handholes with electric power should be placed in any likely location for a stage. Potable water spigots and electric services should be located where food trucks operators or other temporary users might need them. This avoids noisy generators and the like from spoiling the ambience during events. Finally, small parts of the open spaces should be available for areas informal gatherings (e.g., a place with movable chairs, tables, and umbrellas), chess boards with humans-sized pieces, art installations with seating, and so forth, as long as those uses compliment large events. Consideration should be given to creating public restrooms in a building on the Square or in a building close to the Square but where the restrooms can be found easily.



Figure 11: Paris Town Square and 1st Street NE design concept.

1st Street NE

Creating a shared space along 1st Street NE between Lamar Avenue and Clarksville Street capitalizes on events already occurring in this space. A shared space operated low-speeds and allows all users – vehicles, pedestrians, bicyclists to move throughout the entire space rather than assigning designated areas. It also provides complete flexibility in how the space is used. We recommend paving the shared space from building to building.



Figure 12: An example of a shared space

Market Square Farmers Market, The Paris Public Library, and Bywaters Park

Market Square Farmers Market, the Public Library, Bywaters Park all play significant roles within the Paris community. Unfortunately, despite these civic uses being located across the street from one another they are disconnected and treated as separate places. The potential to provide a strong connection between all three civic uses and encourage activity in this area of town led to two design concepts. Concept 1, shown in Figure 13, has several positive characteristics. It:

- Expands the existing farmers market structure,
- Implements a universally accessible transition between the library and the Farmers Market,
- Creates a flexible event space with a great lawn and a flush street along 1st Street and Main Street, and
- Provides play and picnic areas along with restrooms where the Skate Park is currently.



Figure 13: Market Square Farmers Market, the Paris Public Library, and Bywaters Park Design Concept 1

Some of the subtle changes in Concept 1 for the southern civic area include:

- Increased on-street parking through the use of back-in angled parking on one or both sides of the side streets;
- The ability to have no stage, multiple stages, or differently oriented stages in the park space north of the Farmers' Market building and on 1st Street;

- The ramps, steps, and seating by the Library create an informal amphitheater library for readings, plays, etc. or back-row seating for large concerts that use the street and great lawn; and
- The parking lot next to the library should be designed like a plaza so that people can park on it on a typical day, but the space can be easily used for outdoor events that need a hard space.

Concept 2 for the three civic spaces is shown in Figure 14.



Figure 14: Market Square Farmers Market, the Paris Public Library, and Bywaters Park Design Concept 2

. Concept 2 has similarities and differences to Concept 1:

- Concept 2 has very strong east-west orientation, with the existing pavilion in Bywaters Park anchoring the east end and a tower on the proposed Farmers' Market expansion anchoring the west end.

- There is a flexible plaza area proposed to the east of the proposed tower. In the illustration, is shown a covered stage and some tables. This area is intended to be used in a multitude of ways and the stage be sized and placed in a variety of locations to meet the specific needs of each event.
- For Concept 2, the address of the Farmers Market is midblock on 1st Street. For Concept 1, the address is at the intersection of 1st Street and West Austin Street (i.e., it is a small public building that provides an entrance for both the park and the Farmers' Market, public restrooms, and ticketing functions).
- Concept 2 does not address the design of northern third of the Farmers' Market block. The northern third could be a park, like in Concept 1, or something else. It would be best to be a compatible use that is integrated with the design of the Farmers' Market.
- Concept 2 expands the existing farmers market structure. However, the structure is more open, resembling a large "S" shape. Concept 1's expansion is less open with the intent to create a larger area of contiguous shade.
- Both concepts use a universally accessible transition between the library and the Farmers Market.

Concept 2 for the southern civic area:

- Could increase on-street parking, as desired, through the use of back-in angled parking on one or both sides of the side streets;
- Includes steps and seating by the Library create an informal amphitheater library for readings, plays, etc. or back-row seating for large concerts that use the street or open court in the Farmers Market (note, the steps could be changed to provide wheelchair access, like in Concept 1, if desired); and
- Recommends that the parking lot next to the library be designed like a plaza so that motorists can park on it on a typical day, but the space can be easily used for outdoor events that need a hard space.

Finally, many of the components of Concepts 1 and 2 can be mixed and matched or otherwise altered. There are dozens of design possibilities, but the key design elements are captured in both designs such that the southern civic area can nicely define the southern part of the downtown.

NEXT STEPS

Consensus for positive change within the community was strong at the end of the second workshop. That energy should continue to grow as the City, County, and State move forward with the next steps. The following next steps should be explored to keep the momentum going:

- Seek official City Council support;
- Incorporate the plans and recommendations into the City's Official Plan and other plans, as appropriate;
- Identify funding sources (including the State Transportation Improvement Program);
- Conduct a survey;
- Develop cost estimates;
- Incorporate recommendations into currently planned projects that alter the streets;
- Prioritize the projects that are not part of another project;
- Conduct additional outreach to the community and business owners;
- Work with the TxDOT on funding and implementing the recommended changes; and
- Design, engineer, and construct the projects.