



HISTORIC MAIN STREET MASTER PLAN

Commission Meeting

February 24, 2020



Ferber
Engineering
Company, Inc.

Schedule

PHASE 1



Background & Preliminary Cost Estimates

| SEPT 2018 | OCT 2018 | NOV 2018 - MAR 2018 | APRIL 2018 - AUG 2019 |
|-----------------------------|----------------------|---|-----------------------|
| Review Background Materials | ♣ On-Site Interviews | Preliminary Cost Estimates & Event Findings | (Project Pause) |

PHASE 2



Existing Conditions Design Charrette

| SEPT 2019 | OCT 2019 | NOV 2019 | DEC 2019 | JAN 2020 |
|-----------------|------------------|--------------------------------------|----------|---|
| Project Updates | Kick-Off Meeting | Existing Conditions & Findings Paper | | ♣ Design Charrette JAN 14 5:00pm JAN 15 10:00am |

PHASE 3

Develop Action Plan

| FEB – SEPT 2020 (Project Pause) | OCT- NOV 2020 Charrette Findings to City | JAN-FEB 2021 SHPO/NPS Prep & MTG; Joint Commission MTG | MAR-APR 2021 Develop Master Plan Draft | MAY-JUNE 2021 ❖ Virtual Open House; Joint Commission MTG | JUL/AUG 2021 Develop Master Plan Final | SEPT/OCT 2021 Adoption Hearings |
|------------------------------------|---|---|---|---|---|------------------------------------|
| | | | | | | |

Scope of Work Includes

- Preliminary Cost Estimates
- Existing Conditions/Findings Report (some still in progress)
 - Design Framework Map
 - Existing Conditions Map
 - Infrastructure survey work (basement vaults, smoke test, utility coordination, water main issues, etc.)
 - Pedestrian Systems
 - Streetscape & wayfinding features
 - Sound, Security and Wi-Fi strategies
- Identify design approach (lanes, sidewalk widths, amenities)
- Identify a high-level strategy and timeline for implementation

An update on what we've been doing

- Additional GIS Surveying and Infrastructure Updates (smoke test forthcoming)
- Design Charrette & Findings
- Gold & Lee ST Studies & DGS (expanded scope)
- Preparation for NPS/SHPO Meetings (expanded scope)
- Update design options (lanes, sidewalk widths, amenities) from NPS/SHPO Meetings (expanded scope)
- Review of Cut & Cover to understand impacts on Main Street Circulation scenarios (expanded scope)

GIS & Infrastructure Updates

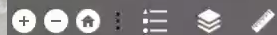
- Main Street Property Survey Findings:
 - Over 150 properties along 1 mile of Main Street from Armory Street to U.S. Highway 14
- Historical evidence of existing property boundaries is lacking and ambiguous when available
 - 1870's Mineral Claims and P.L. Roger's Map
- Buildings were often built right on the property line (no setbacks!)
- Emphasis in determination of Main Street R.O.W.

GIS & Infrastructure Updates

- Property Boundary Reconstruction



Main Street Master Plan Existing Conditions - Final Draft



GIS & Infrastructure Updates

- Utility Investigation Findings:
 - Non-traditional approach to utility location and data collection
 - Centralized platform for utility conflict resolution (AutoCAD Civil 3D)
- Sanitary Sewer Investigation
 - Over 1 mile of main and 1/2 mile of services were surveyed traditionally and videoed
 - Detailed study revealed non-conformance and future performance issues

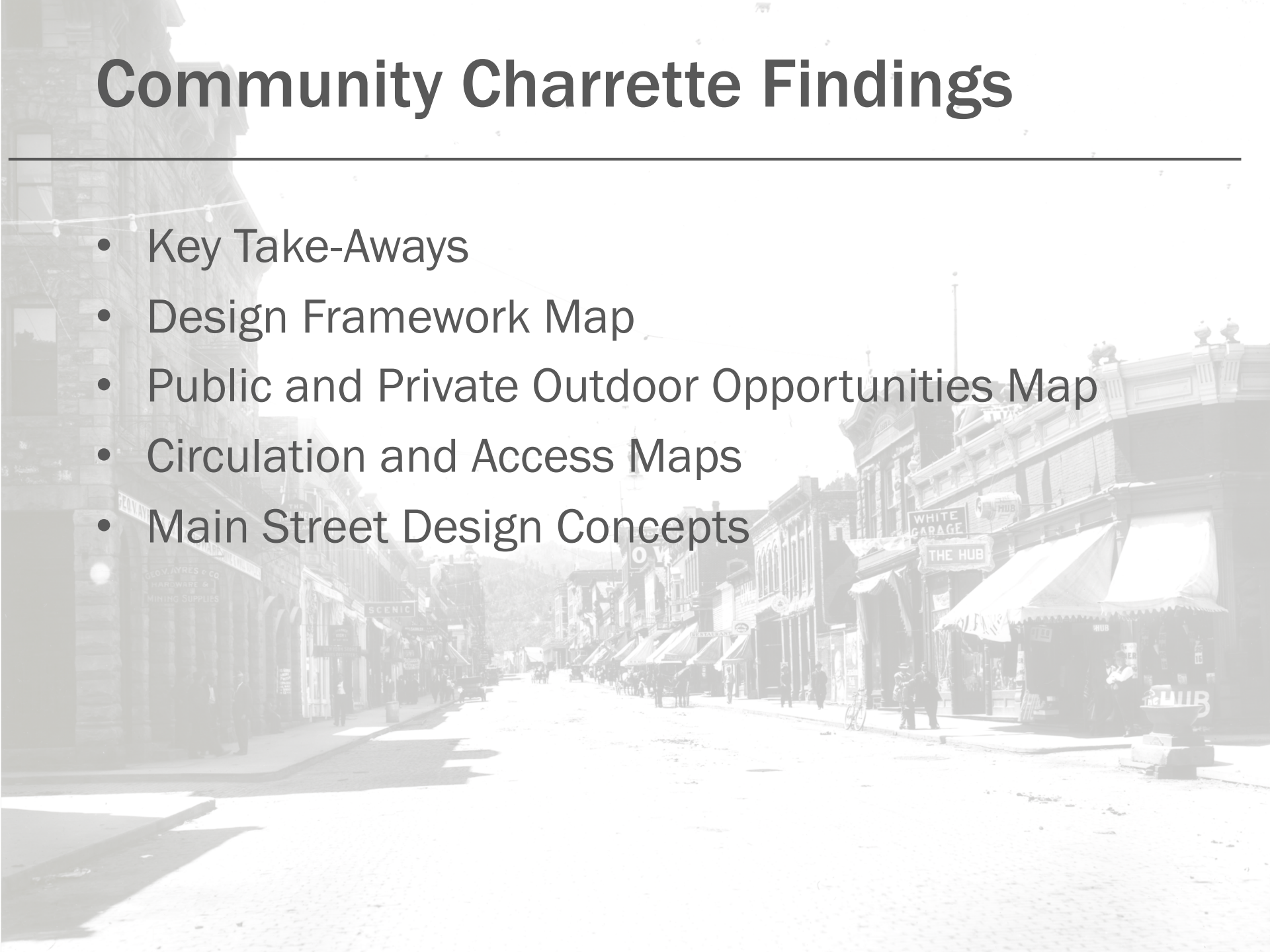
GIS & Infrastructure Updates

- Utilities Investigation



Community Charrette Findings

- Key Take-Aways
- Design Framework Map
- Public and Private Outdoor Opportunities Map
- Circulation and Access Maps
- Main Street Design Concepts



Charrette: Key Take-Aways

Preserve the History!

Accommodate more pedestrians

Enhance connectivity and pedestrian safety

Strengthen a sense of continuity along Main

Expand and enhance outdoor use areas

Design for cycles (flexibility)

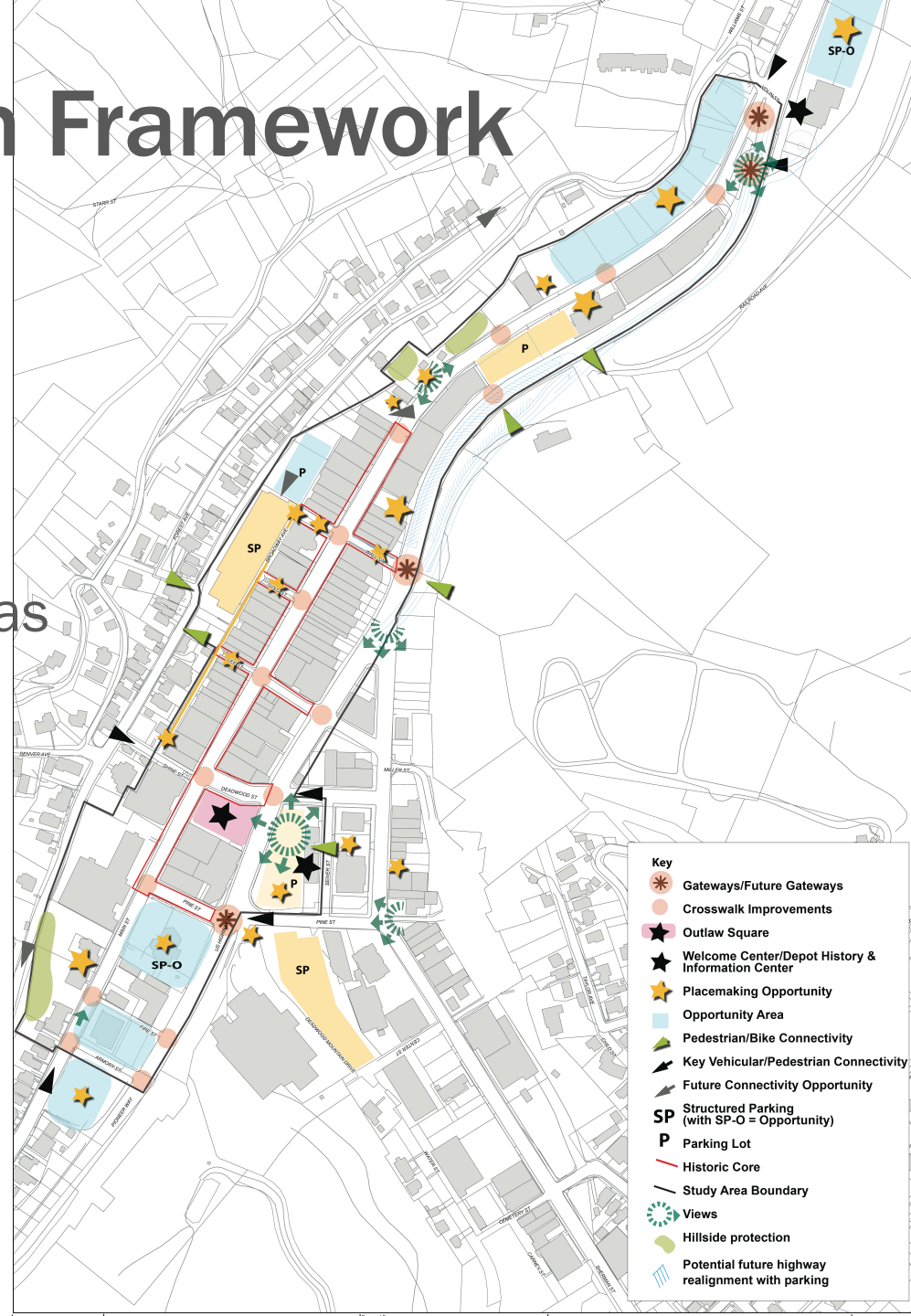
Manage vehicular access & egress

Design in context

Continue story-telling

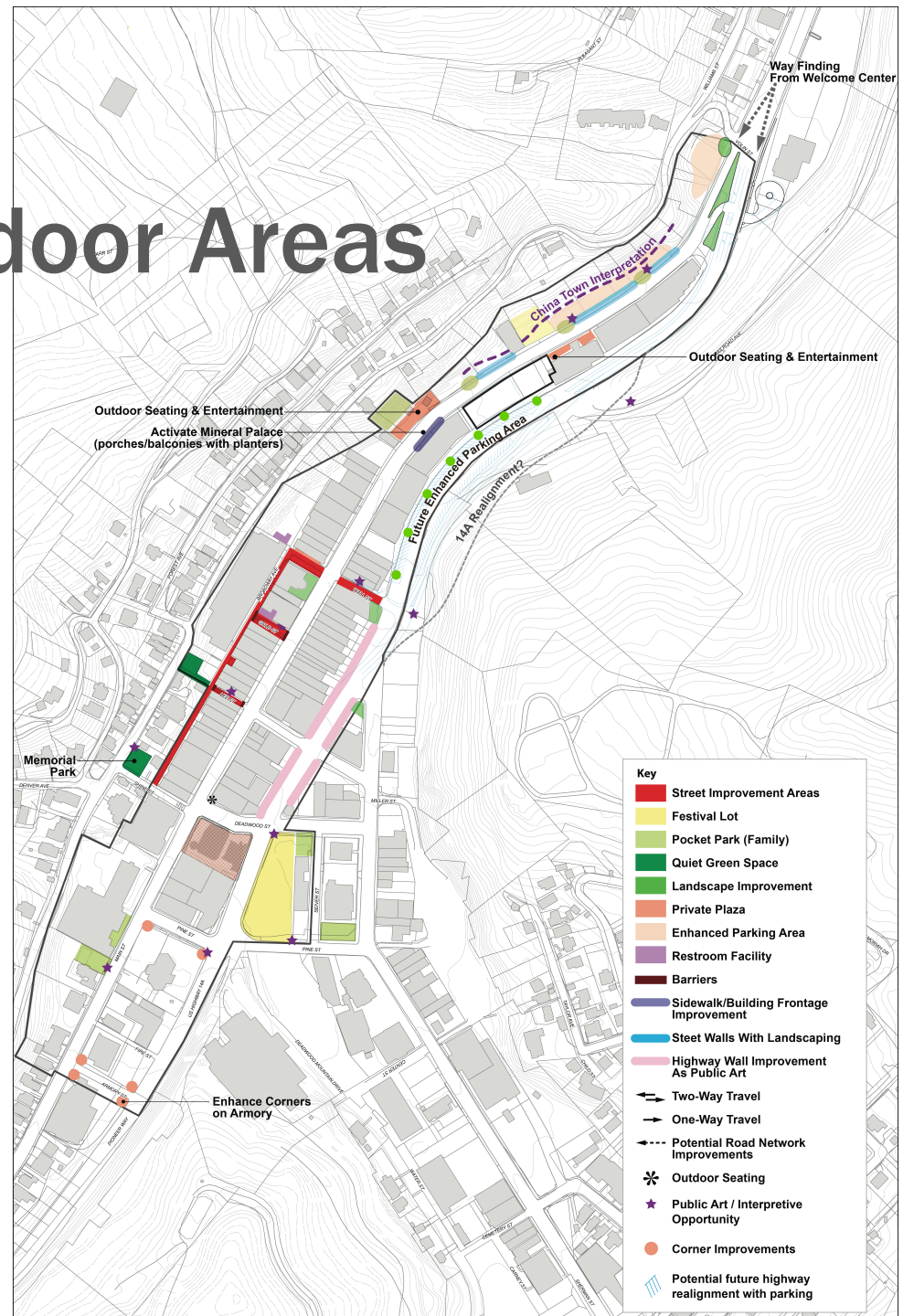
Community Design Framework

- Gateways
- Crosswalks
- Vehicular Connections
- Pedestrian Connections
- Public & Private Outdoor Areas
- Surface Parking Areas
- Opportunity Areas
- Views Opportunities



Charrette – Public/Private Outdoor Areas

- Street Improvements
- Festival Lots
- Pocket Parks
- Quiet Green Space
- Streetscape & Landscape Enhancements
- Private Plazas
- Interpretive Opportunities
- Highway Side Improvements



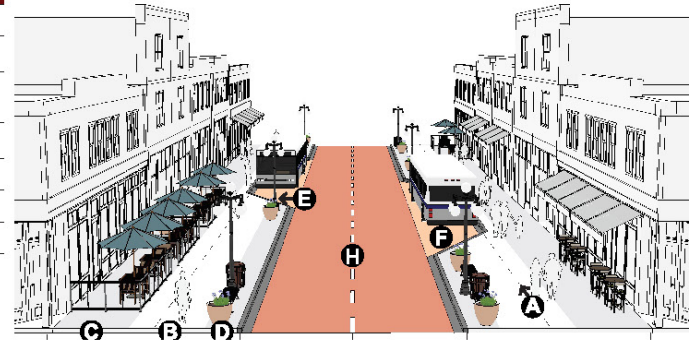
Charrette: Street Design Concepts



OPTION 1: TWO LANE ROAD With Drop-offs

1c) 65 ft. from building face to building face (widest part of street)

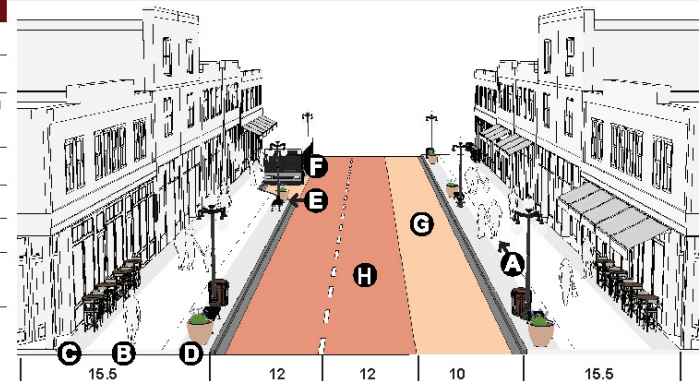
| Key | |
|----------|---|
| A | Existing curb line |
| B | Clear pedestrian walkway |
| C | Enclosed outdoor seating at building face (8 ft. max width) |
| D | Street furniture zone (4' max) |
| E | Street light location |
| F | Loading area |
| G | Flex lane (none) |
| H | Event space (during street closure) |



OPTION 2: TWO LANE + FLEXIBLE LANE

2c) 65 ft. from building face to building face (widest part of street)

| Key | |
|----------|---|
| A | Existing curb line |
| B | Clear pedestrian walkway |
| C | Open outdoor seating at building face (3 ft. max width) |
| D | Street furniture zone (4' max) |
| E | Street light location |
| F | Loading area |
| G | Flex lane (variety of uses-service, dining, ped zone) |
| H | Event space (during street closure) |



- To refine further:
 - Option 1
 - Option 2

OPTION 3: WALKING STREET

| Key | |
|----------|---|
| A | Existing curb line |
| B | Clear pedestrian walkway (varies) |
| C | Outdoor seating at building face (varies) |
| D | Street furniture zone (varies) |
| E | Street light location fixed) |
| F | Loading area (none) |
| G | Flex lane (none) |
| H | Event space |



Mapping Street Options

KEY

- Sidewalk Expansion
- Sidewalk Expansion
- Flex Lane
- Flex Lane
- Existing Travel Lane
- Existing Curb Line

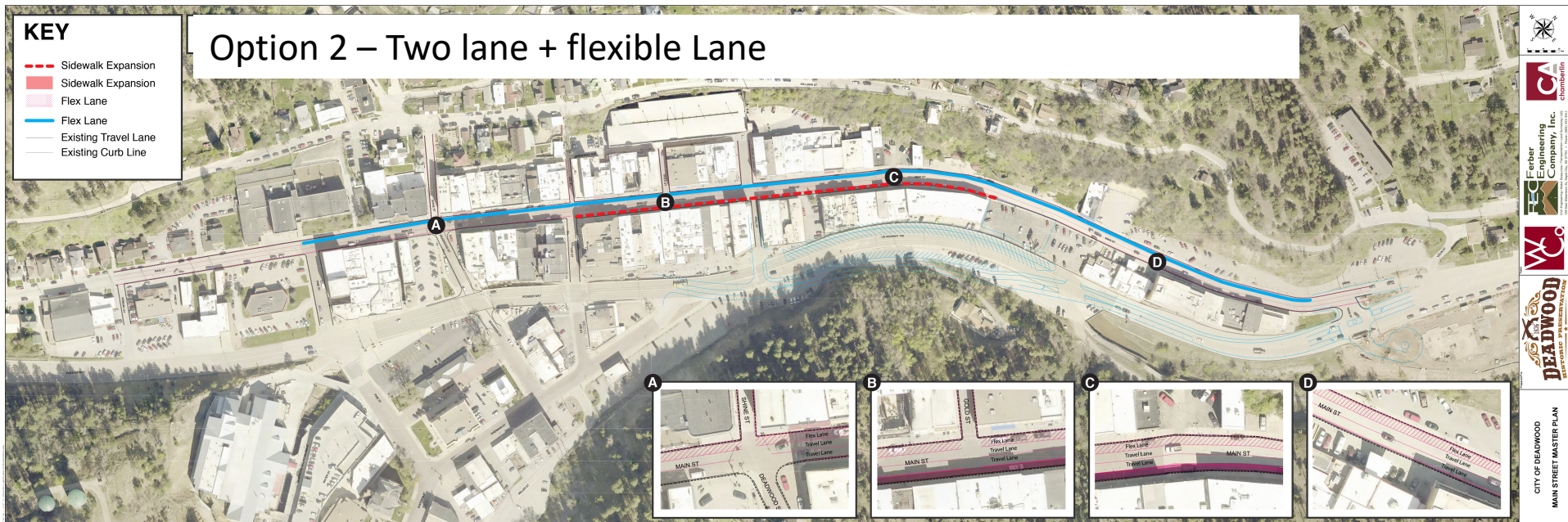
Option 1 – Two lane road with drop-offs



KEY

- Sidewalk Expansion
- Sidewalk Expansion
- Flex Lane
- Flex Lane
- Existing Travel Lane
- Existing Curb Line

Option 2 – Two lane + flexible Lane



Charrette: Circulation Policies

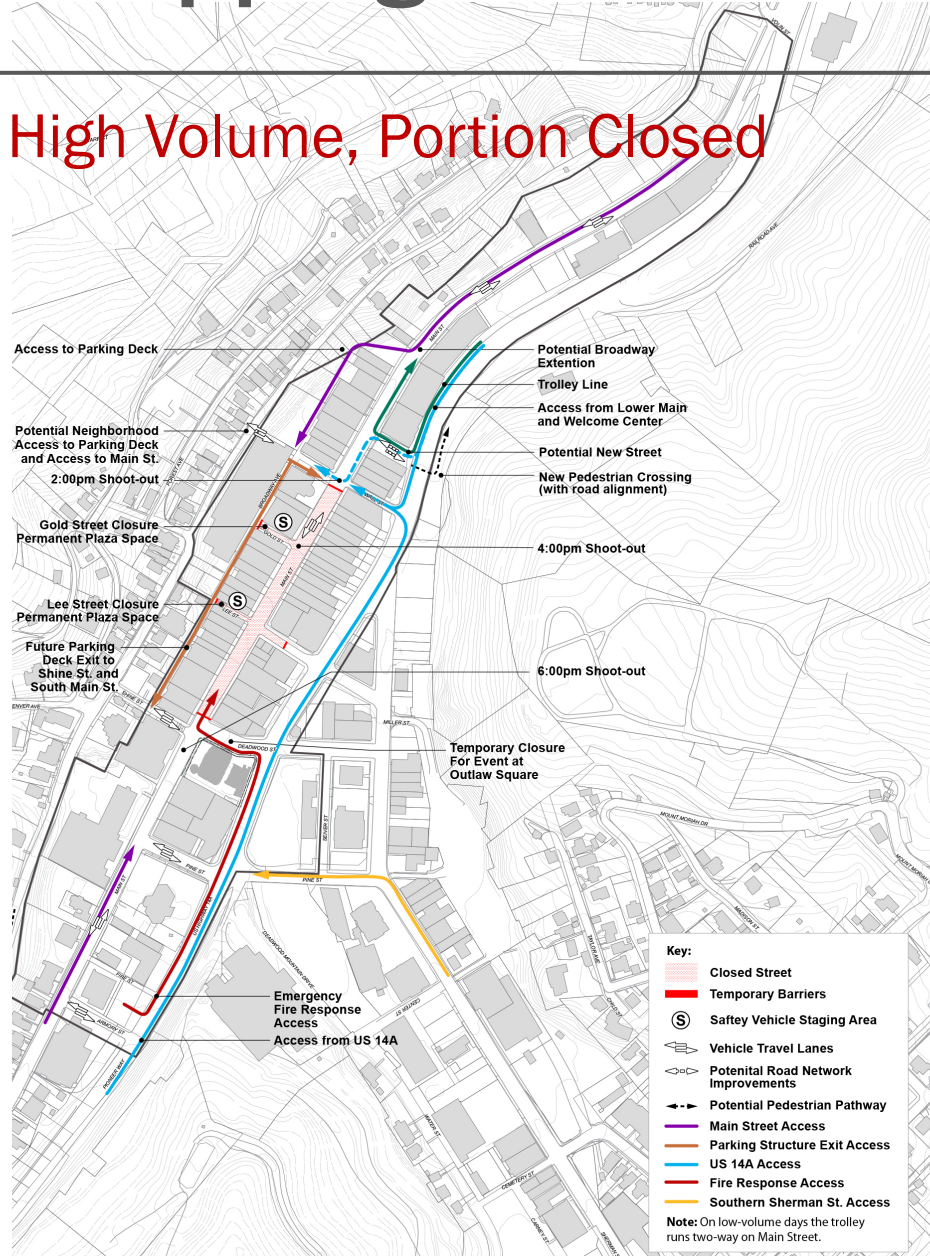
- Main Street is an engaging experience at all times of the year.
- Maintain vehicular traffic flow on *portions* of Main Street throughout the year.
- Welcome a variety of vehicular modes (stagecoach, bike carts, taxis, trolley, etc.)
- Enhance the visitor experience

Charrette: Circulation Policies

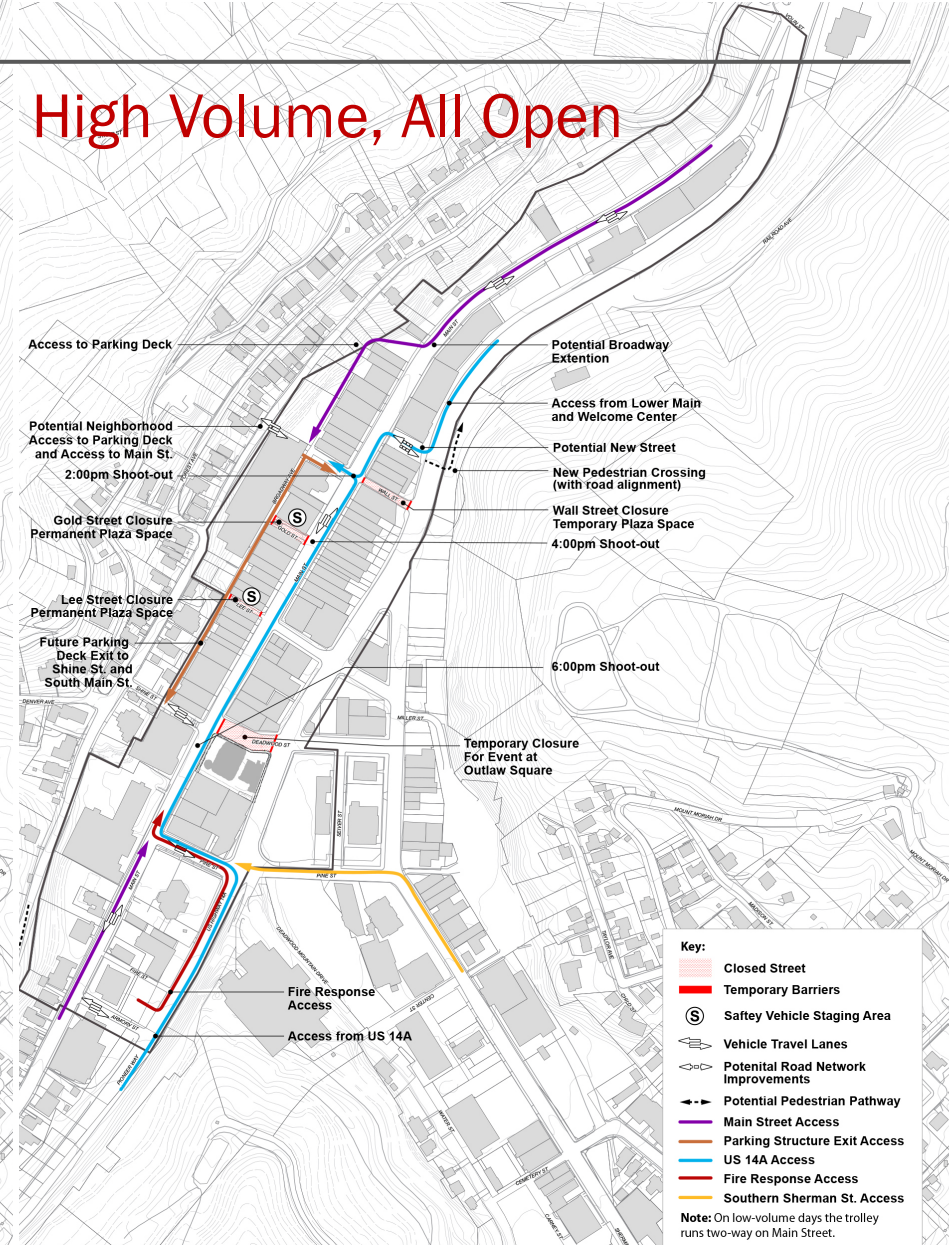
- Minimize impacts of large service vehicles and tour buses.
- Maintain service access
- Provide clear wayfinding to parking.
- Promote compatible transit access to Main.

Mapping Circulation Patterns

High Volume, Portion Closed

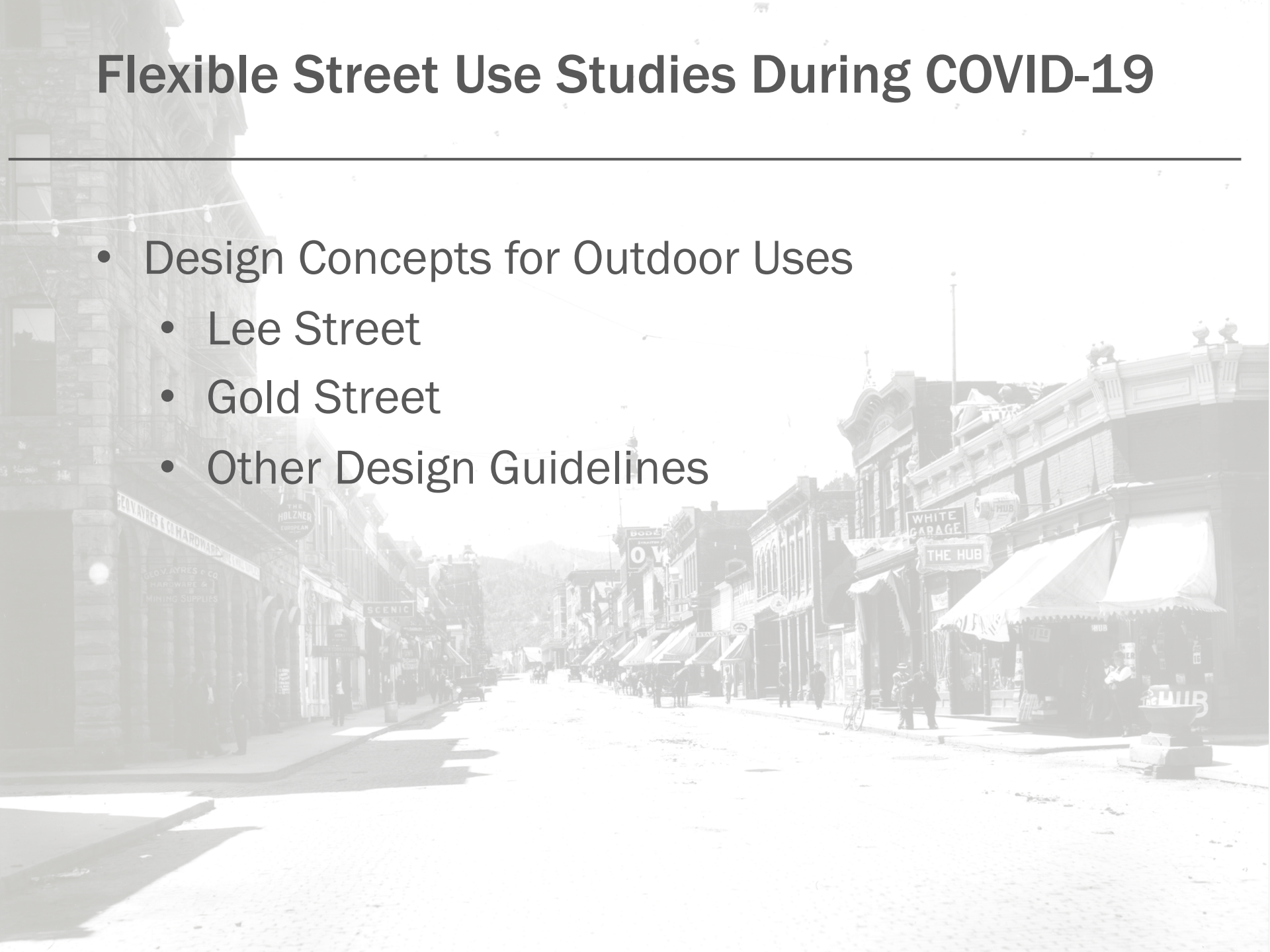


High Volume, All Open



Flexible Street Use Studies During COVID-19

- Design Concepts for Outdoor Uses
 - Lee Street
 - Gold Street
 - Other Design Guidelines

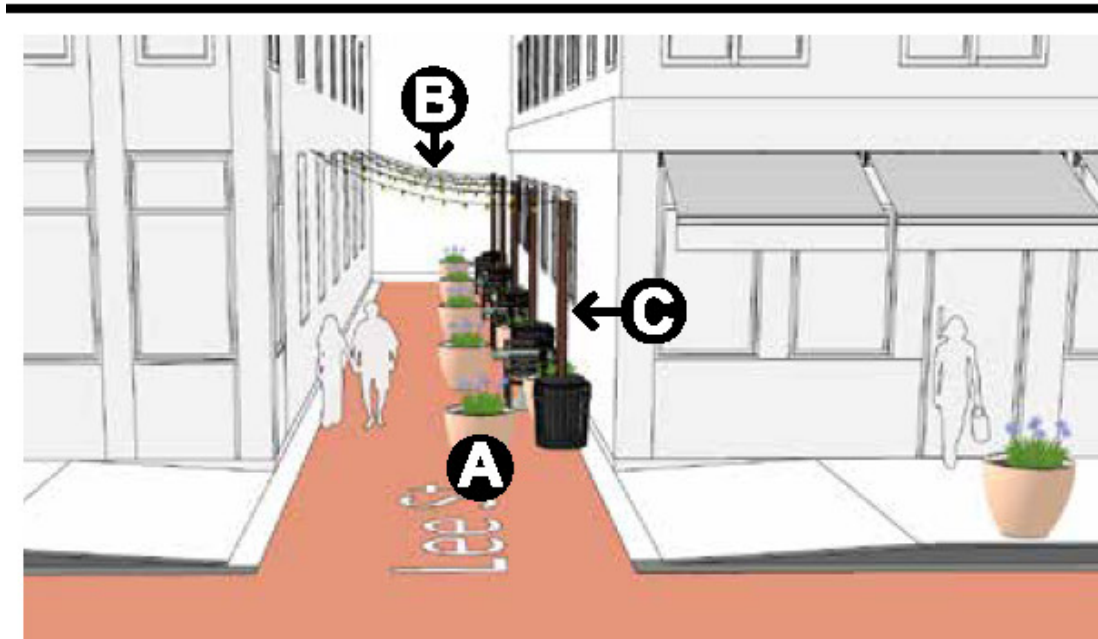
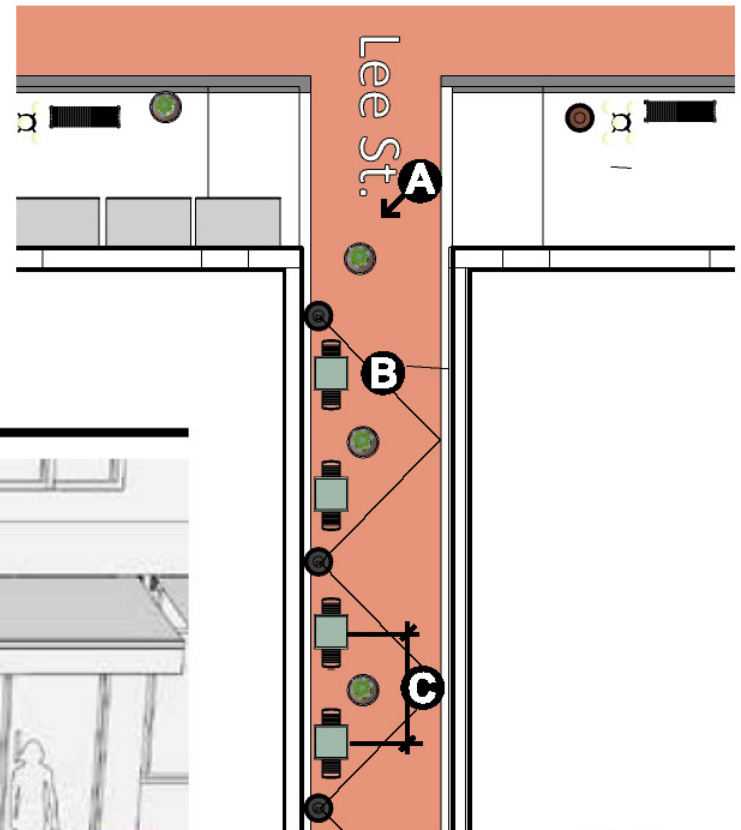


LEE STREET

LEE STREET PLAN VIEW

KEY

- | | |
|----------|--|
| A | Planters and street furniture visible from sidewalk |
| B | Outdoor seating |
| C | Seating located to allow for safe pedestrian circulation |



GOLD STREET

GOLD STREET PLAN VIEW

KEY

A

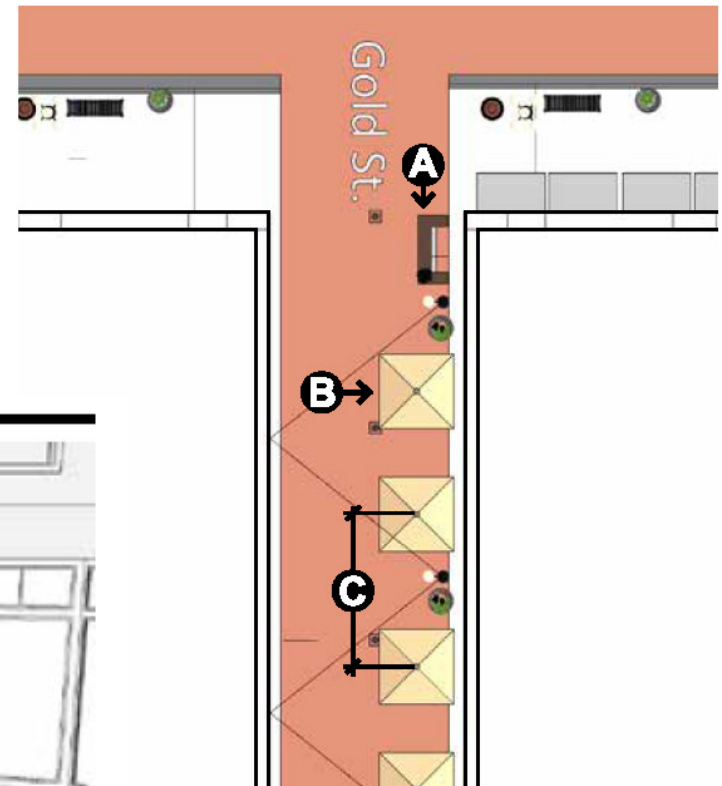
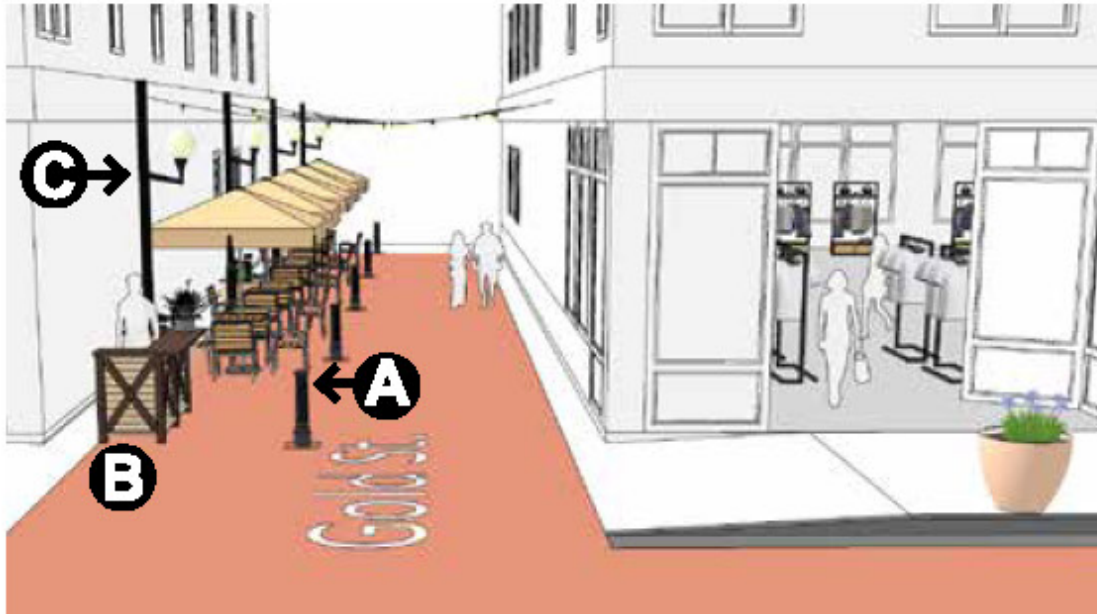
Temporary food or beverage service station is visible from primary street.

B

Outdoor seating

C

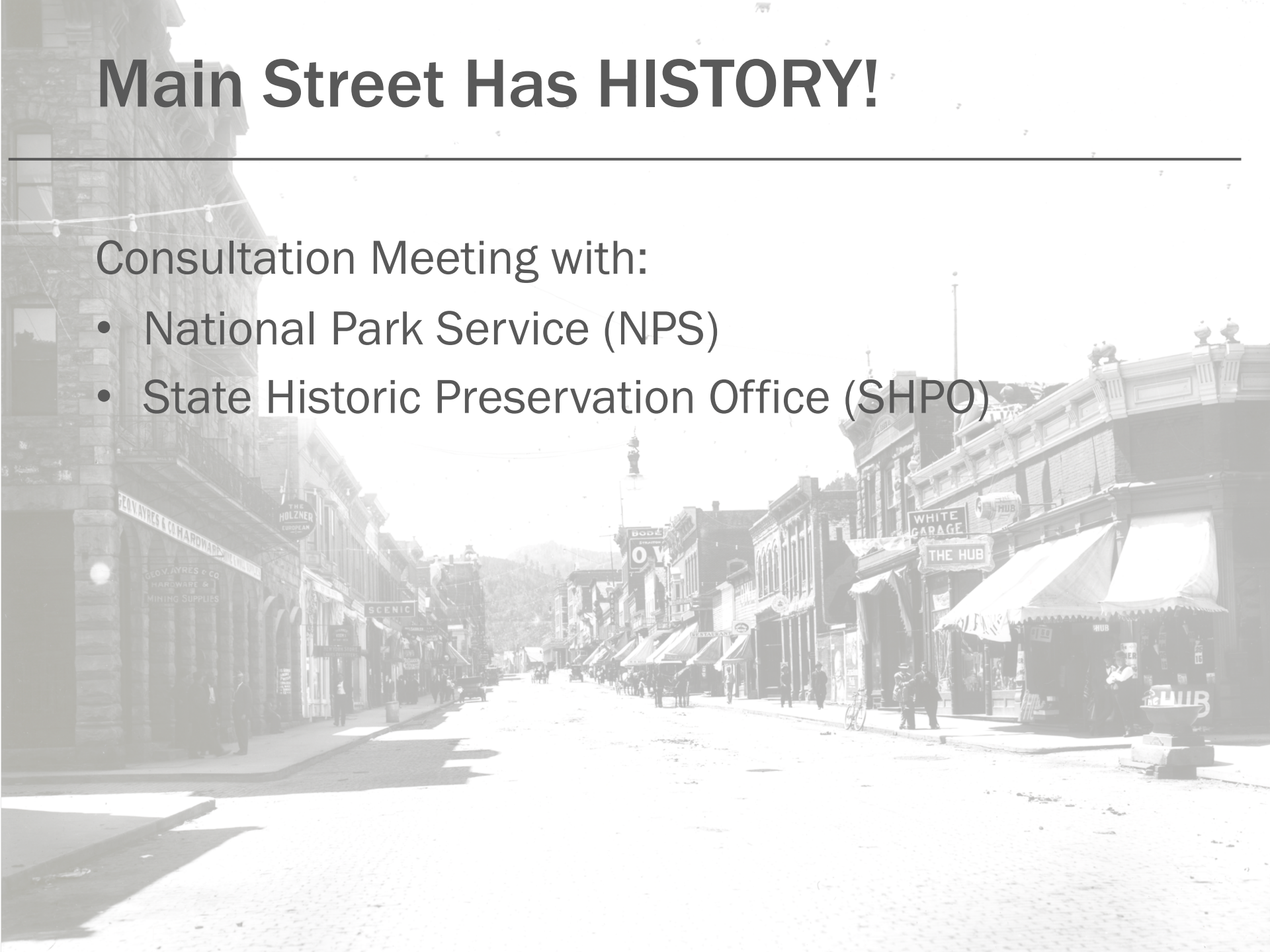
Tables are located to allow for generous spacing between seats



Main Street Has HISTORY!

Consultation Meeting with:

- National Park Service (NPS)
- State Historic Preservation Office (SHPO)



SHPO & NPS – Historic Themes

- It has been and remains a dynamic place
- Evolution & change are part of its heritage
- It has been adaptable, accommodating different uses
- The street itself has been an armature for utilities (above and below ground)
- It has always been a corridor for the movement of people in a variety of ways
- It has always been a place for celebrations and community gatherings

SHPO & NPS – Historic Image Analysis

Street & Sidewalk Paving



1890: City Hall sidewalk at the corner of Deadwood and Main Streets with board extensions over the gutter - early bump-outs. ("PHO.2000.0031.2 bumpouts 1890 city hall.jpg")



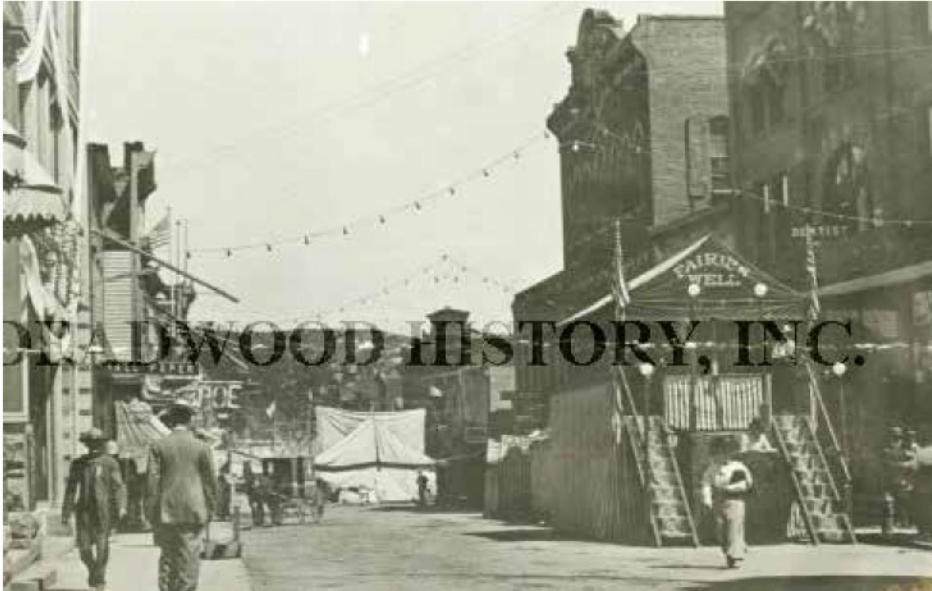
After 1896: Boardwalk reconstruction after a fire. Bullock Hotel in the background. ("The Bullock 1895 2008-01-16-014 SDDA Street construction?.jpg")



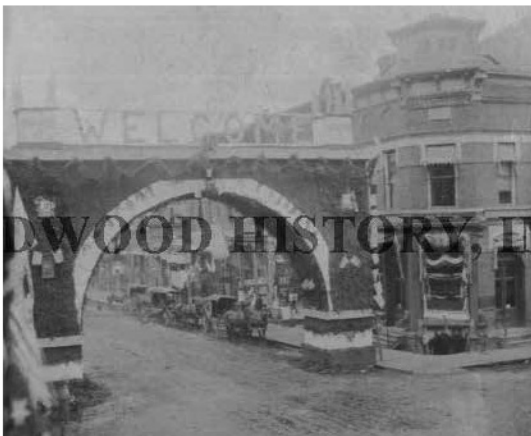
DATE?: Lower Main St. boardwalk with ramp across gutter. ("PHO.2000.0079.1 lower main boardwalk and ramp.jpg")

SHPO & NPS – Historic Image Analysis

Special Structures



1880s-1890s: Booths in the street. Note the unshielded Edison lights. ("1880s - 1890s 0070163001 booths in street DHI.jpg")



1900: Welcome arch over Main St. Note the ramp at the corner. ("1900 0072105001 welcome arch DHI.jpg")



2020: Welcome arch over Main St. (Winter & Company)

SHPO & NPS - Guidance

1. Downtowns are gathering places
2. Evolution and change is part of history
3. Preserve authentic historic features
4. Use replicas when documentation is available
5. Use high quality contemporary design for new elements
6. Don't detract from the historic setting

Option 1 – Equal Sidewalks + Flex lane

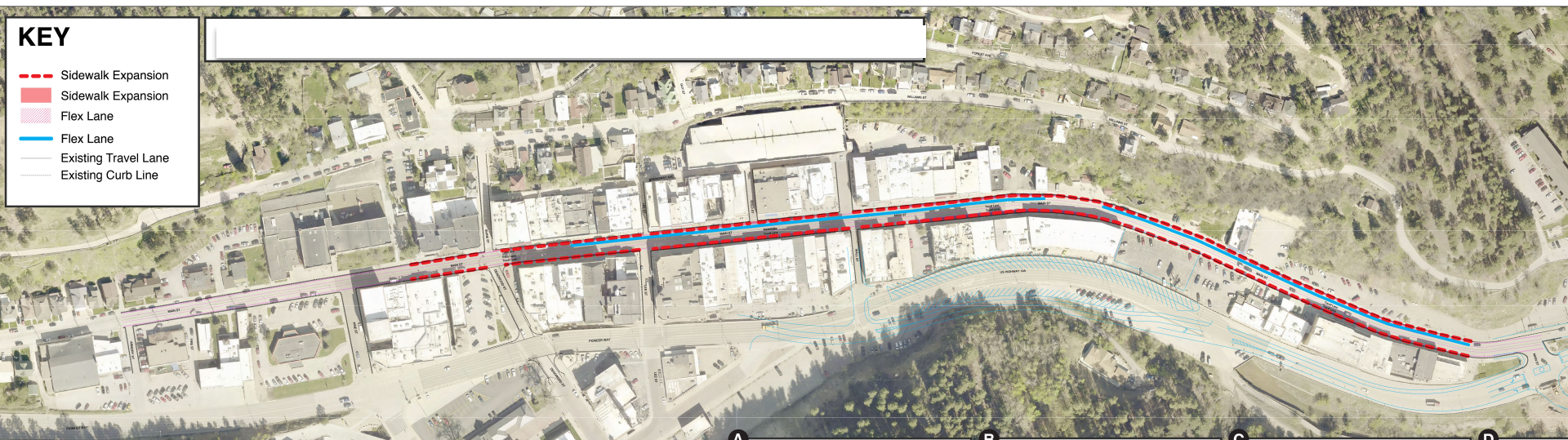
- Street appears symmetrical
- Historic curb is delineated with concrete strip
- Travel lanes, and flex lane west (hillside) reduced somewhat
- Sidewalk expanded equally



Preferred Alternative

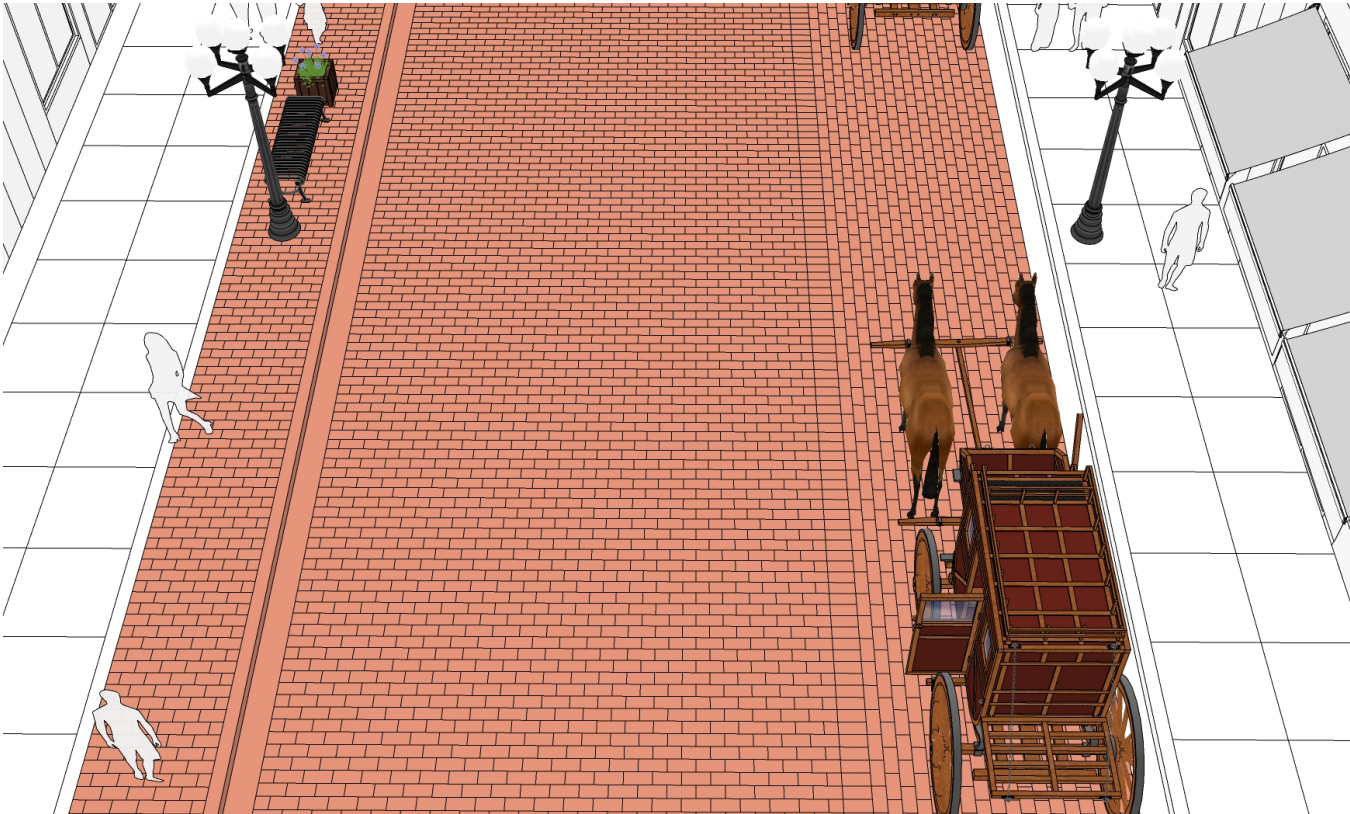
Option 1 – Equal Sidewalks + Flex Lane

- Moderate expansion of sidewalks on both sides
- Narrower flex lane



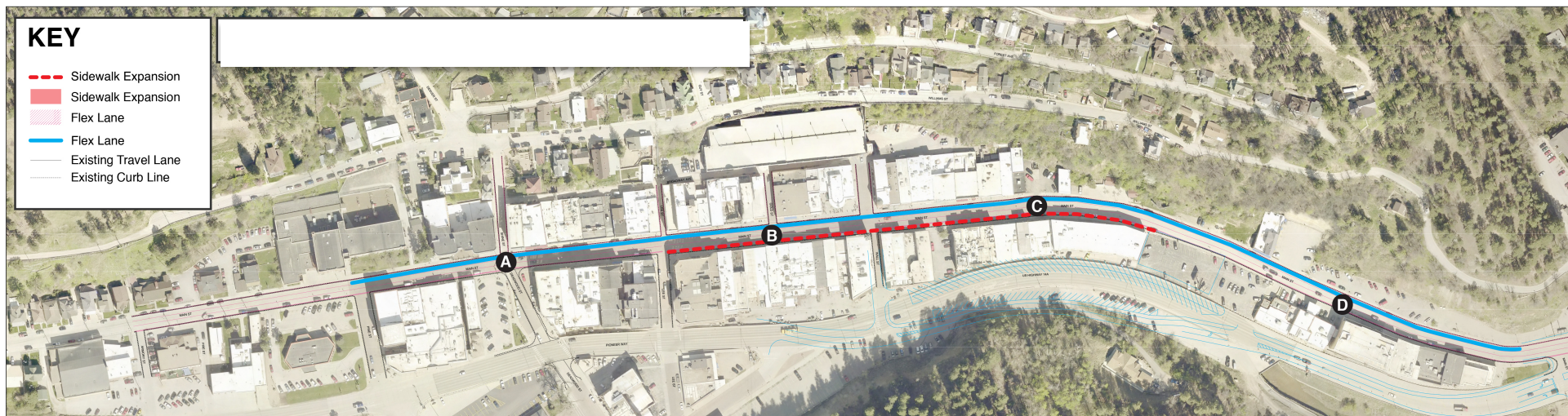
Option 2 – 1 Wider Sidewalk + Flex Lane

- Flex lane on (west) hillside
- Sidewalk is wider on the (east) Creekside than in Option 1
- Street appears symmetrical
- Historic curb line is maintained one side & delineated on other



Option 2 – 1 Wider Sidewalk + Flex Lane

- Wider flex lane on (west) hill side
- Sidewalk widened on (east) creek side



Next Steps

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