

## Engineering Division of the Public Works Department

**To:** Chairperson Davis and Committee Members

**From:** Nathan R. Williams, Civil Engineer I

**Date:** January 28, 2026

**Subject:** Public Safety & Welfare Committee Meeting of February 4, 2026

Review and take possible action: Main Street Turn Lane Additions and Parking Removals

### Background

As presented and discussed at the January 20<sup>th</sup> Committee of the Whole meeting, the Downtown One-Way to Two-Way Streets Conversion Study (Study) has been completed. It evaluated the feasibility of converting one-way streets to two-way operations in the downtown area and focused specifically on Third Street and Fourth Street. Third Street and Fourth Street will be converted to two-way traffic in 2028 in conjunction with the Main Street Reconstruction project. The Study evaluated traffic flows along the Main Street, Third Street, and Fourth Street corridors. Various traffic models were used to evaluate queue lengths and turning movements. This analysis showed that the largest traffic disrupter along Main Street is cars waiting to turn left at intersections. To improve traffic flow, the Study outlined three options:

- Option #1: maintain existing turn lane configuration of a single left turn lane for eastbound traffic between Third Street and Fourth Street from E. Main Street to N. Fourth Street.
- Option #2: maintain the existing eastbound turn lane from Main Street to Fourth Street and add one new left turn lane for westbound traffic between Third Street and Fourth Street. This option results in the anticipated loss of two parking spaces on the south side of Main Street between Second Street and Third Street.
- Option #3: maintain the existing eastbound turn lane from Main Street to Fourth Street and add three new left turn lanes – including the one proposed in Option #2, an additional left turn lane for westbound traffic between Fourth Street and Fifth Street, and an additional left turn lane for eastbound traffic between Second Street and Third Street. This option results in the anticipated loss of nine parking spaces on the south side of Main Street, including six spaces between Second Street and Third Street and three spaces between Fourth Street and Fifth Street.

As parking may be removed as a result of these options, an ordinance change, and committee/council approval of these options are required.

In addition to the traffic analysis, the Study evaluated parking capacity and occupancy within the downtown area. There are 187 on-street parking spaces and 187 public parking lot spaces within the study area. Occupancy of the on-street parking spaces ranges from 45% to 56% during peak hours, and occupancy of the public parking lot spaces ranges from 36% to 58% during peak hours.

## Budget Goal

5. Maintains a safe and healthy community, with an eye toward future needs and trends

## Financial Impact

All costs to the city related to the additional turn lane and marking associated with the parking removal would be included in the Main Street Reconstruction Project.

## Recommendation

The Engineering Division recommends selecting Option #2, which adds a dedicated westbound left turn lane to the block of Main Street between Third Street and Fourth Street. This turn lane would result in the loss of two parking spaces on the south side of Main Street between Second Street and Third Street.

Attachments:

- Concept Plans for Options #1, #2, and #3