



# DOWNTOWN ONE-WAY TRAFFIC AND PARKING UPDATE

CITY COUNCIL MEETING  
APRIL 18, 2022

# BACKGROUND

- December 2020 – City Council Provides Direction for One-Way Pilot Program
- May 2021 – Implementation of Pilot Program
- August 2021 – City Council Approves Agreement with JLB Traffic Engineering for Traffic Analysis and Parking Study



# COMMUNITY RESPONSE

- May – June 2021 – Mixed reviews directly after implementation
- Predominantly Positive Feedback

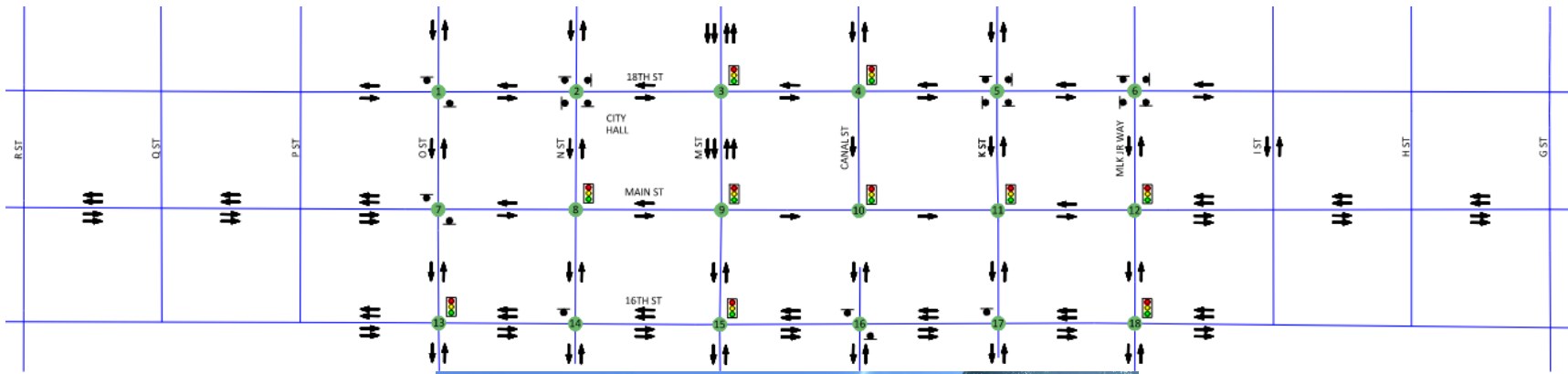


# RECOMMENDATIONS

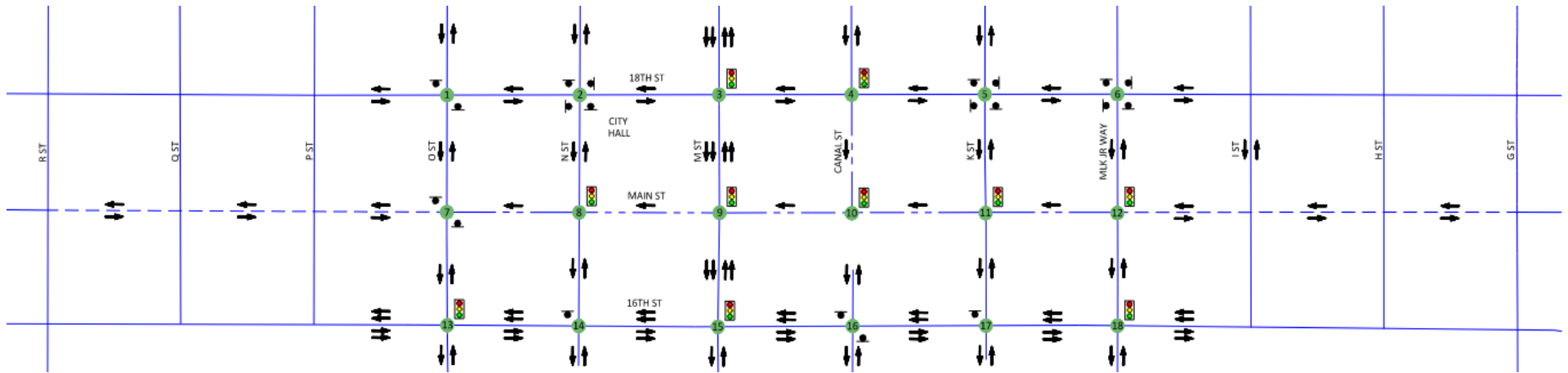
- One-Way Main Street from MLK Jr. Way to O Street
- Traffic Signal Modifications
  - Main Street
  - Surrounding Area
- Queuing
  - Longer Que Lengths at some intersections



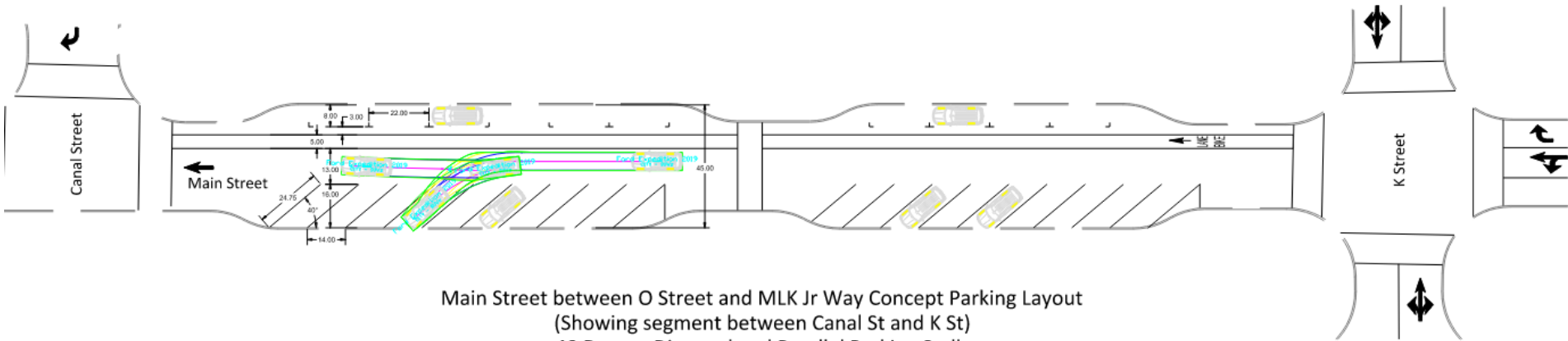
# EXISTING TRAFFIC FLOW



# PROPOSED TRAFFIC FLOW



# PARKING – MAIN STREET ONE-WAY



Main Street between O Street and MLK Jr Way Concept Parking Layout  
(Showing segment between Canal St and K St)  
40 Degree Diagonal and Parallel Parking Stalls

93 Existing Stalls  
Approximately 120 Proposed Stalls

# PARKING – MAIN STREET TWO-WAY

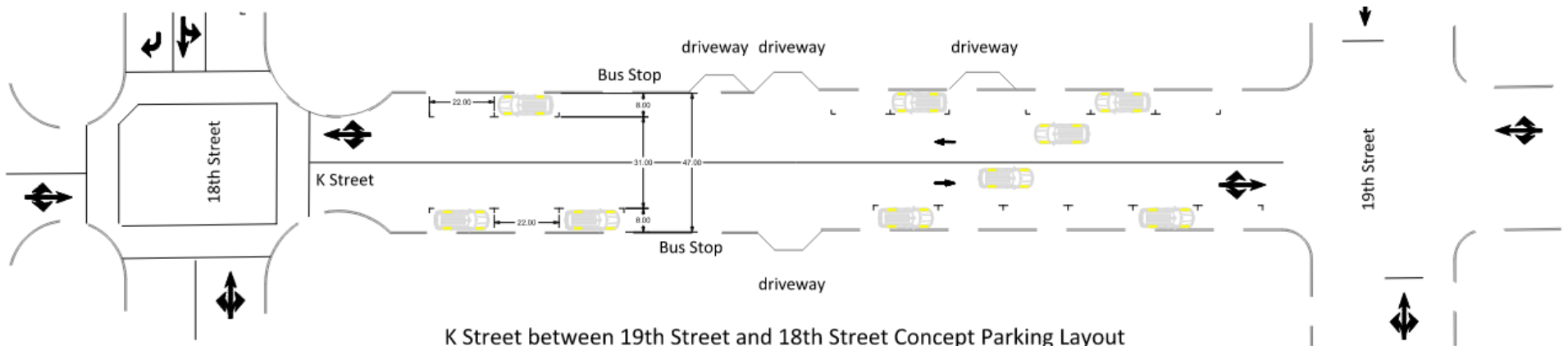


Main Street between MLK Way and G Street Concept Parking Layout  
(Showing segment between MLK Jr Way and I St)  
40 Degree Diagonal Parking Stalls

63 Existing Stalls  
Approximately 75 Proposed Stalls



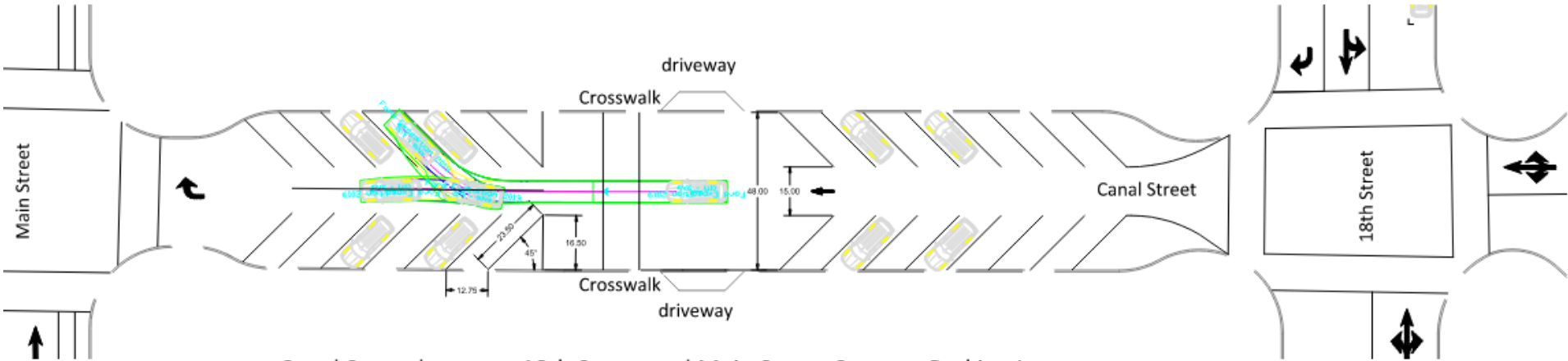
# PARKING – K STREET



K Street between 19th Street and 18th Street Concept Parking Layout  
(Showing entire segment)  
Parallel Parking Stalls

16 Existing Stalls  
Approximately 16 Proposed Stalls

# PARKING – CANAL STREET



Canal Street between 18th Street and Main Street Concept Parking Layout  
(Showing entire segment)

45 Degree Diagonal Parking Stalls

20 Existing Stalls

Approximately 26 Proposed Stalls



# ALL WAY PEDESTRIAN CROSSING

# SUMMARY

- Main Street – One-Way from MLK Jr Way to O Street
- Modification of Signals along Main Street
- Alteration of Que Lengths at some Intersection
- All-Way Pedestrian Cross at M and Main Streets
- Minimum of 96 additional Parking Stalls
- Estimated cost - \$1MM

