

# Downtown Wylie Strategic Plan



North Central Texas  
Council of Governments

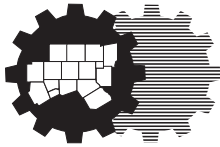


## What is NCTCOG?

The **North Central Texas Council of Governments** (NCTCOG) is a voluntary association of, by, and for **local governments** within the 16-county North Central Texas Region. The agency was established by state enabling legislation in 1966 to assist local governments in **planning** for common needs, **cooperating** for mutual benefit, and **coordinating** for sound regional development. Its purpose is to strengthen both the individual and collective power of local governments, and to help them recognize regional opportunities, resolve regional problems, eliminate unnecessary duplication, and make joint regional decisions – as well as to develop the means to implement those decisions.

North Central Texas is a 16-county **metropolitan region** centered around Dallas and Fort Worth. The region has a population of more than 7 million (which is larger than 38 states), and an area of approximately 12,800 square miles (which is larger than nine states). NCTCOG has 229 member governments, including all 16 counties, 169 cities, 19 independent school districts, and 25 special districts.

NCTCOG's **structure** is relatively simple. An elected or appointed public official from each member government makes up the **General Assembly** which annually elects NCTCOG's **Executive Board**. The Executive Board is composed of 17 locally elected officials and one ex-officio non-voting member of the legislature. The Executive Board is the policy-making body for all activities undertaken by NCTCOG, including program activities and decisions, regional plans, and fiscal and budgetary policies. The Board is supported by policy development, technical advisory and study **committees** – and a professional staff led by **R. Michael Eastland**, Executive Director.



NCTCOG's offices are located in Arlington in the Centerpoint Two Building at 616 Six Flags Drive (approximately one-half mile south of the main entrance to Six Flags Over Texas).

### **North Central Texas Council of Governments**

**P. O. Box 5888**

**Arlington, Texas 76005-5888**

**(817) 640-3300**

**FAX: (817) 640-7806**

**Internet: <http://www.nctcog.org>**

### **NCTCOG's Department of Transportation**

Since 1974 NCTCOG has served as the Metropolitan Planning Organization (MPO) for transportation for the Dallas-Fort Worth area. NCTCOG's Department of Transportation is responsible for the regional planning process for all modes of transportation. The department provides technical support and staff assistance to the Regional Transportation Council and its technical committees, which compose the MPO policy-making structure. In addition, the department provides technical assistance to the local governments of North Central Texas in planning, coordinating, and implementing transportation decisions.

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Prepared in cooperation with the Federal Highway Administration, US Department of Transportation, and the Texas Department of Transportation.

*The contents of this report reflect the views of the authors who are responsible for the opinions, findings, and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration, or the Texas Department of Transportation.*

# Downtown Wylie Strategic Plan



April 2021



North Central Texas  
Council of Governments



CITY OF  
WYLIE

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## I. INTRODUCTION

### EXECUTIVE SUMMARY

The purpose of this study is to develop a strategic plan for enhancing Downtown Wylie. This was accomplished by bringing together key stakeholders, elected officials, residents, and landowners and exploring concepts for Downtown that could be considered for implementation with further study and community outreach. The *City of Wylie Comprehensive Master Plan* (2012) calls for a specific, detailed plan to protect Downtown residences and businesses, and to strengthen Downtown's critical role in the city. The City of Wylie requested technical assistance from the North Central Texas Council of Governments (NCTCOG) through the Unified Planning Work Program, which provides no-cost planning assistance to cities that request and are approved for assistance. The goal of this plan is to provide infrastructure, policy, and implementation recommendations and guidance to help the City of Wylie achieve multimodal transportation and economic development goals for Downtown.

Major tasks included in this study consisted of existing conditions data collection, stakeholder and public involvement, and recommendations development for the Ballard Ave. corridor and other surrounding areas in Downtown Wylie. NCTCOG staff compiled land use, zoning, demographic, traffic and other data, as well as existing plans and other information. City and NCTCOG staff also conducted a walk audit and pedestrian count in the study area and a desktop audit with field verification to determine the current infrastructure and safety conditions.

Stakeholder and public outreach efforts were conducted throughout the study process. NCTCOG and city staff hosted three stakeholder meetings. Meeting attendees consisted of Wylie City Council members, Wylie Economic Development Corporation members, Wylie Chamber of Commerce members, Wylie Parks and Recreation Board members, Wylie Downtown Merchants Association members, religious organizations within the project area, local businesses, and other relevant organizations. A community survey was also distributed through various channels. Key topics included frequency and timing of visits to Downtown, event

attendance, opinion of outdoor seating, distance Downtown visitors are willing to walk from parking, desired improvements, and the pedestrian experience.

The final strategic plan includes an existing conditions analysis, preliminary guiding principles and goals, detailed recommendations, and implementation strategies.

NCTCOG staff concluded the study with various recommendations that the City could implement to achieve its goals for Downtown, including:

1. Conduct further study and community outreach regarding implementing a roadway reconfiguration on Ballard Ave. with the goal of improved safety and access for pedestrians and visitors. A variety of infrastructure options and related tradeoffs are discussed further in Section IV.
2. Conduct further study and public outreach regarding a potential Ballard/Jackson one-way street couplet option raised by city staff and stakeholders.
3. Improve pedestrian facilities, such as bulb-outs and addition/update of Americans with Disabilities Act (ADA)-compliant curb ramps, and completion of the sidewalk network to increase pedestrian connectivity in the study area to increase pedestrian safety and improve the pedestrian experience overall.
4. Consideration of reconfiguring parking as part of an overall roadway reconfiguration. This report includes a pros/cons analysis of back-in, parallel, and angled parking, as well as tradeoffs associated with parallel versus diagonal parking. Depending on what the City would like to gain from parking reconfigurations, further study will assist the City in determining what type of parking will best meet the community's goals.
5. Increasing and strategically placing more uniform wayfinding and general signage in Downtown. This will help visitors better navigate to Downtown and show the various parking options already available within one to two blocks of Ballard Ave.

6. Exploring the possibility of a formal shared parking agreement with First Baptist Wylie church to expand parking options available to Downtown.
7. Increasing green or open space in Downtown to be used for events or a gathering place.
8. The addition of more pedestrian lighting along Ballard Ave. and on side streets.
9. Facilitate further study and community outreach for the possibility of implementing form-based codes.

Each recommendation is further discussed in Section IV.

### **SCOPE OF THIS STUDY**

This project incorporates Historic Downtown Wylie as well as areas immediately beyond to help visualize how Downtown will grow, and the impact the surrounding areas have on Historic Downtown Wylie. This study addresses traffic, pedestrian circulation and safety, multimodal transportation options, parking recommendations, and implementation strategies.

The Downtown Historic (DTH) district is generally bounded by State Highway (SH) 78 on the south, Cotton Belt Ave. on the west, N 2nd St. on the east and Brown St. to the north. The study area expands beyond the bounds of the DTH district to the east to include city-owned properties, and to the south to allow for additional intersection study. Exhibit 1 shows the Downtown boundary versus the study area boundary.

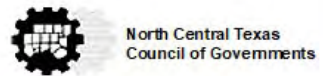
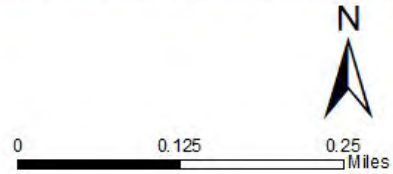
Major tasks completed by NCTCOG staff included data collection, stakeholder and public involvement, and strategic plan development. These key tasks were used to assess the existing conditions of sidewalks, roadway, pedestrian experience, lighting, wayfinding, and other components in Downtown. Staff created recommendations for improvement options based on the existing conditions information gathered, stakeholder engagement, public survey responses, and goals outlined by the City.

Unless otherwise stated, all images in this report were provided by the North Central Texas Council of Governments.

**Exhibit 1: Downtown Wylie Vision Plan Project Area**



- Downtown
- Project Boundary
- Walk Audit Area Boundaries



## **II. EXISTING CONDITIONS**

### **LOCATION AND SURROUNDINGS**

The Wylie Downtown Merchants Association website promotes Historic Downtown Wylie as home to vibrant shops, dining, and entertainment and as “the place to be seen” as voted yearly by family, friends, and neighbors. Historic Downtown has been Wylie’s central market and gathering place since 1887. Located directly north of SH 78, Downtown Wylie extends north to Brown St. and is bound by North Jackson Ave. to the west and North 2<sup>nd</sup> St. to the east.

### **PROJECT STUDY AREA**

To include major contributors to the area, the project study boundary is an expansion of the current Downtown Historic zoning district (Exhibit 2). The study areas include the Brown St. and SH 78 intersection to the east, the intersection of Ballard Ave. and SH 78 to the south, the First Baptist Wylie church (FBW) and nearby parking lots to the east. These areas were incorporated because of their current and potential future impact to the Downtown area. A map of the study area can be seen in Exhibit 2.

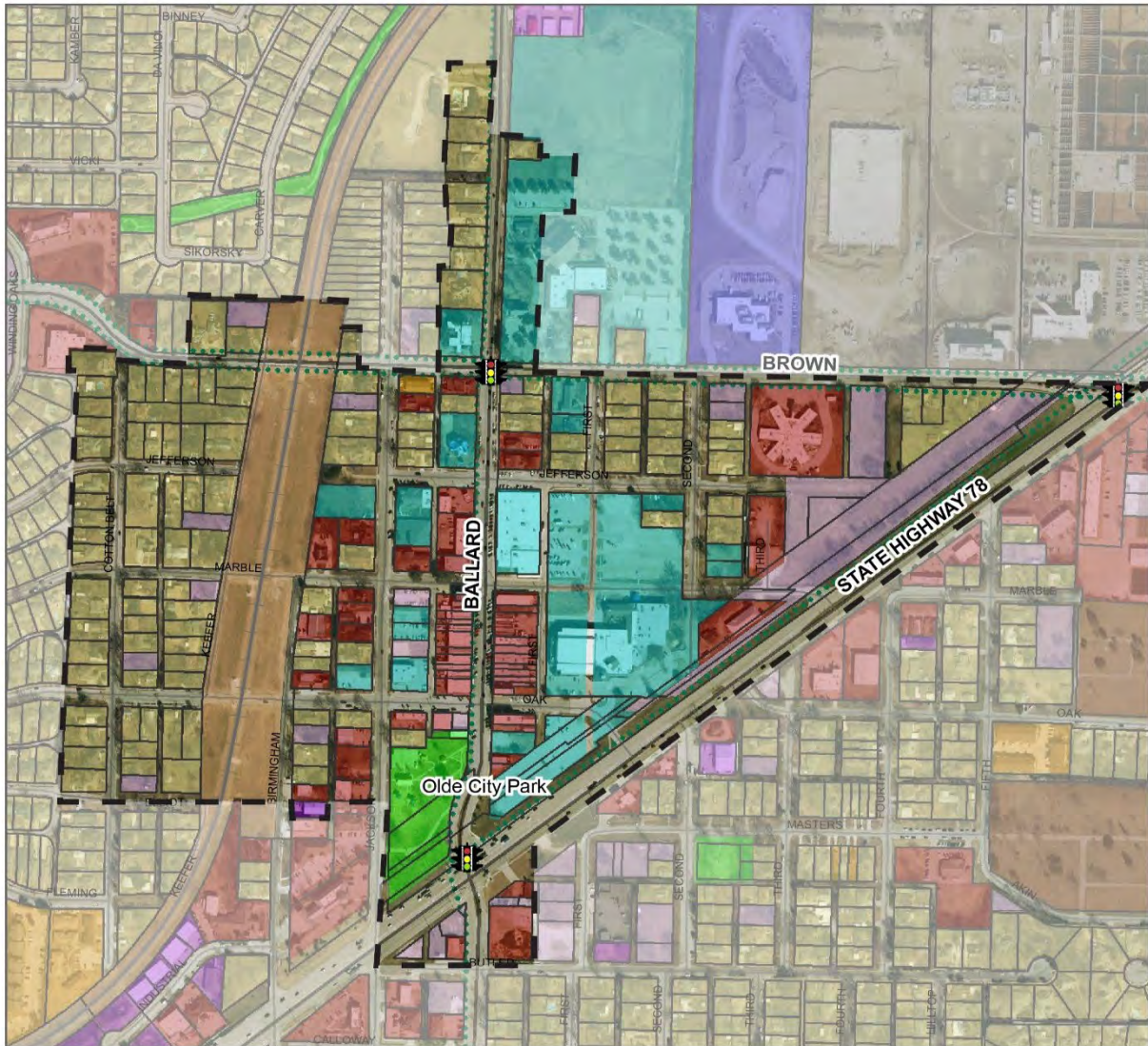
Currently, the FBW brings a large number of residents Downtown for service on Saturday and Sunday and is a major stakeholder for the study area due to the size of land ownership, trip attraction, and possible opportunities to be explored related to parking lots.

The areas near the intersection of Brown St. and SH 78 were included because of their future development potential. Brown St. is a major traffic route with minimal retail options, setting the stage for potential future commercial development to capture some of the pre-existing traffic. Additionally, the City of Wylie has expressed plans for redevelopment in the area, which could kickstart investment.

The final area, which lies along Ballard Ave. south of SH 78, was included for several reasons. First, it is a logical growth area that has drawn attention for redevelopment and now has available land on the northeast corner of Ballard Ave. and Butler St. Second, this area receives

a lot of foot traffic during major events and traffic-generating times as users of the public park south of SH 78 walk north to Downtown.

## Exhibit 2: Downtown Wylie Vision Plan Project Area



- |                         |                              |                       |
|-------------------------|------------------------------|-----------------------|
| —+— Railroad            | <b>LANDUSE (2015)</b>        | <b>Infrastructure</b> |
| ••• Off-Street, Planned | <b>Residential</b>           | — Utilities           |
| --- Project Boundary    | — Single Family              | — Railroad            |
|                         | — Multi Family               | — Communication       |
|                         | <b>Commercial</b>            | — Transit             |
|                         | — Commercial                 | <b>Dedicated</b>      |
|                         | — Office                     | — Parks / Recreation  |
|                         | <b>Industrial</b>            | — Cemeteries          |
|                         | — Industrial                 | <b>Undeveloped</b>    |
|                         | <b>Institutional</b>         | — Vacant              |
|                         | — Institutional / Semipublic |                       |



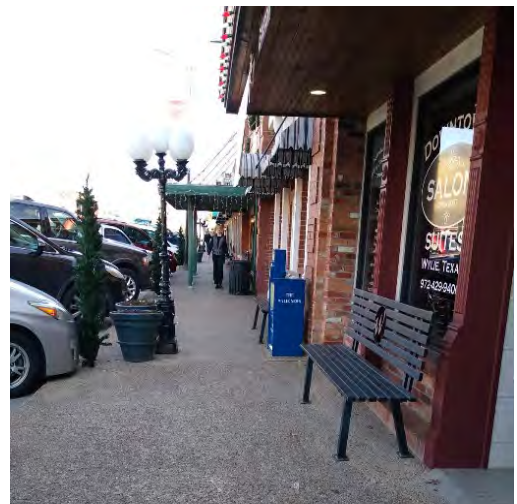
## **DEMOGRAPHICS: POPULATION AND HOUSING**

As of 2019, the City of Wylie had a population of approximately 53,653, a 23 percent increase from 2010. Adding 12,226 new residents to the area almost doubled the issuance of single-family home permits. A total of 511 permits were designated in 2018, while only 268 were issued in 2010. 78.5 percent of Wylie residents own homes versus renting. A high owner-occupied housing rate combined with an above average proportion of persons under 18 years old (31.9 percent in Wylie compared to 22.4 percent U.S. average) indicates a large presence of young families residing within city limits. High owner-occupancy rates may indicate a lack of different housing options within the city if there is a large percentage of residents who would prefer to rent but cannot find rental housing. Further study would be needed to make this determination. Overall, increasing housing variety would supplement further, and possibly more diverse, population growth if desired by the City.

## **BALLARD AVENUE CROSS-SECTION OVERVIEW**

Initial efforts to assess transportation needs and the degree to which Downtown is safe and comfortable for pedestrians began with understanding how Ballard, the “main street” of the Downtown, is currently laid out. Staff closely reviewed current sidewalks and the surrounding built environment in the study area to determine the existing cross-section conditions.

The existing Ballard Ave. cross section consists of 74 feet of right-of-way, divided into 10-foot sidewalks on either side, 10-foot pull-in angled parking on both sides with parking stalls approximately 18 feet long, and a 14-foot travel lane in each direction. Though the sidewalk width along most of Ballard Ave. is 10 feet, large planters, light poles, and benches are currently obstructing the walkway leaving approximately four feet of clear sidewalk area. Issues related to the existing Ballard Ave. cross section were identified during



Existing sidewalk in Downtown Wylie



infrastructure inventories and a walk audit, discussed below. Recommendations for improvements to enhance pedestrian and driver safety and comfort as well as improve parking access and availability are discussed in Section IV.

### **SIDEWALK/AMERICANS WITH DISABILITIES ACT CONDITIONS**

Staff conducted a sidewalk condition assessment for the study area using a variation on condition levels established by bcWorkshop for use in their Community Audit Public Spaces (CAPS) projects throughout the Dallas-Fort Worth region. Example imagery for the different condition levels used in CAPS projects can be seen in Exhibit 3. For the purposes of this assessment, staff categorized sidewalks into one of four different condition categories: Good, Fair, Poor, or None. The sidewalk condition assessment was conducted digitally using Google Street View imagery and verified during the walk audits later conducted on July 18, 2019. Along with condition, staff measured and verified sidewalk width within the study area. A map of the condition of all sidewalks within the study area can be seen in Exhibit 3.

Staff also assessed the condition of accessibility regarding curb ramps throughout the study area. This assessment was also conducted digitally through Google Street View imagery and verified on site during the walk audits. Staff categorized ADA ramps into one of three different condition categories: Good, Fair, or None. For a ramp to be designated as “Good”, ramp design needed to include best practices including being perpendicular to the road with a flare, truncated domes used as an underfoot detectable warning, and a detectable warning area in a contrasting color to the adjacent sidewalk. Any ramps that did not have these best practices were designated as “Fair,” and any intersections or alley crossings without a ramp present were designated as “None”. A map of the ADA ramp conditions within the study area can be seen in Exhibit 3.

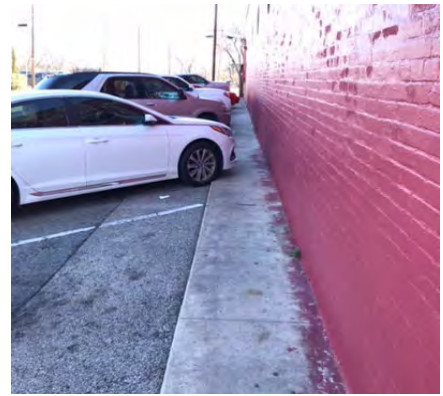
Overall, the study area has a wide variety of sidewalk and ADA ramp conditions. Sidewalk widths range from three feet in some areas to 12 feet in others and are not uniform across the study area. The National Association of Transportation Officials (NACTO) Urban Street Design Guide states that the accessible pathway that runs parallel to the street is considered a pedestrian through zone. The Guide recommends a through zone of 8-12 feet wide in a downtown or commercial area. This will provide safe and adequate space for pedestrians to walk in groups.



Vehicle encroaching on sidewalk



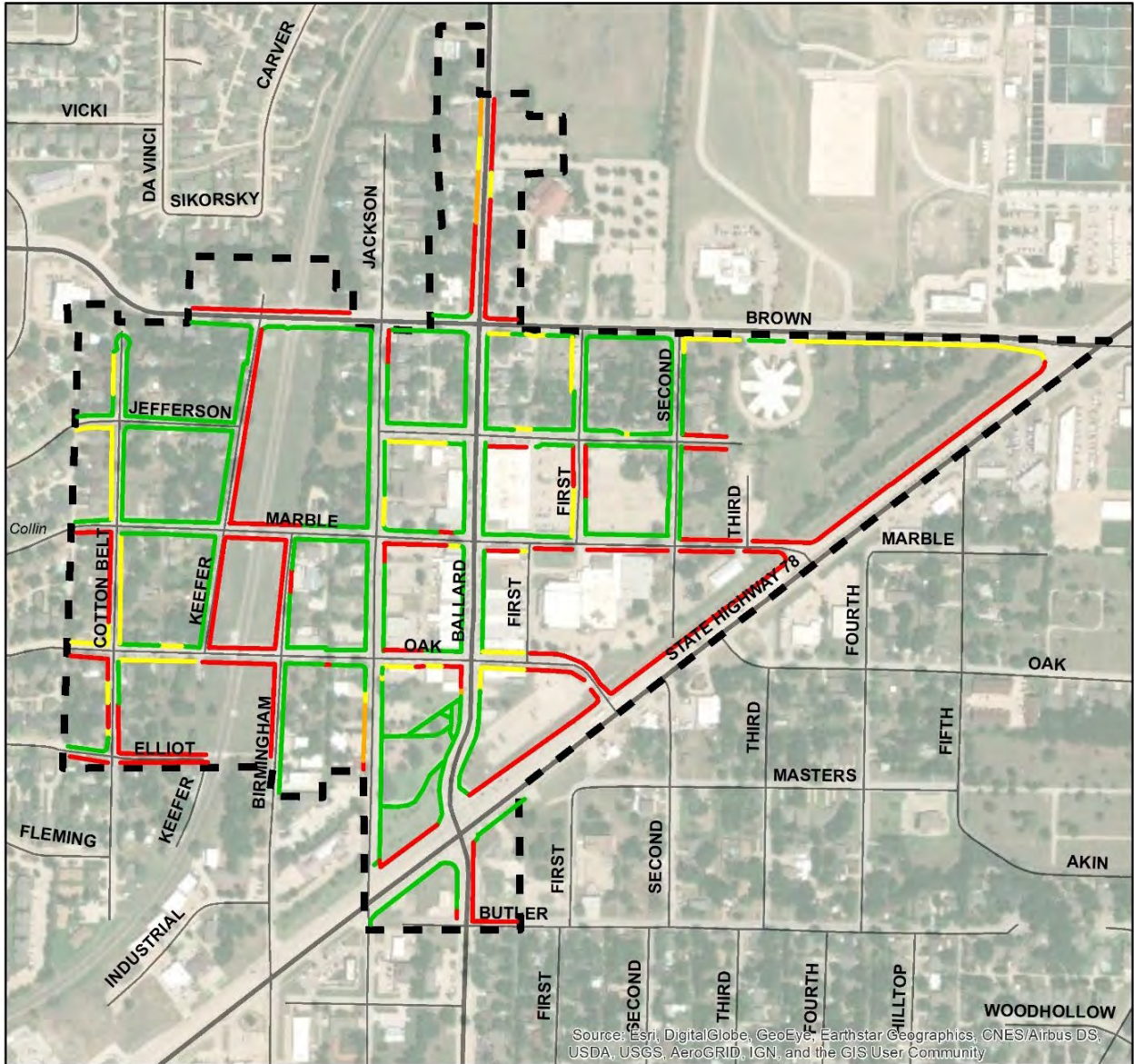
Curb ramp on Ballard Avenue not meeting best practice standards



Narrow sidewalk area

The sidewalks along Ballard Ave. tend to be wider and in better condition than the sidewalks towards the perimeter of the study area where many stretches are lacking sidewalks, as shown in red on Exhibit 3. There is a total of 12,743 feet of gaps in the existing sidewalk network within the study area.

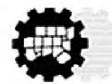
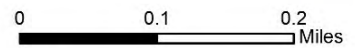
**Exhibit 3: Downtown Wylie Vision Plan Condition Assessment**



**Legend**

**Sidewalk Conditions**

- Good
- Fair
- Poor
- None
- Project Boundary



North Central Texas  
Council of Governments

June 2019

## **WALK AUDIT**

Staff from the City of Wylie and NCTCOG conducted walk audits during the study to gather qualitative feedback from pedestrians throughout the study area. The walk audits were performed at two different times on Thursday, July 18, 2019: during the lunch hour from 11:00 AM to 12:30 PM and the during the rush hour from 4:30 PM to 6:00 PM. The timeframes were chosen for two main reasons. First, these were expected to be high activity times and audit participants would be using the facilities when there would be the highest number of vehicles and pedestrians on the road, leading to potentially more descriptive data about comfort levels and conflicts. Second, based on potential availability for participation from Downtown stakeholders and business owners, those who could not be present at the morning audit because of lunch crowds could attend during the evening audit, and vice-versa.

Audit participants were split into three groups, each led by a member of NCTCOG to better cover the entire study area within the time constraints. Each group consisted of about four to seven participants. A map showing the three different audit areas can be seen in Exhibit 4. After splitting into walking groups, each participant was given a comment sheet with instructions containing a map of the group's area, examples of what to look for, and numbered comment lines. Participants were encouraged to indicate the specific location of their comments using the map and the number of the line of the comment. The comments gathered from the audit can be found categorized in Appendix A. In addition to the comment sheet, participants were asked to verify the desktop audit values for sidewalk condition and ADA ramp condition. Comment sheets and maps used in the walk audit are shown in Appendix A.

The goal of the walk audit was to gather supplemental and qualitative data of the current sidewalk conditions and overall connectivity, and to obtain feedback from participants after experiencing the study area as a pedestrian. The walk audit supported many of the concerns that were voiced during general discussions with city staff and the Downtown stakeholders.



Walk audit participant walking along sidewalk in Downtown



Visitors walking along narrow sidewalk obstructed by mailbox

Overall, there is a pedestrian disconnect on the western portion of the study area because of few easily accessible pedestrian crossings across the train tracks that run north/south between Birmingham and Keefer Streets. Creating more pedestrian connections across the tracks could encourage residents of the neighborhood to the west of the tracks to walk Downtown rather than having to drive. Additionally, participants observed several areas where sidewalks needed maintenance or resizing and could be prioritized for future sidewalk improvement projects to better enable safe and comfortable pedestrian activity as the area develops.

The major challenges in the pedestrian environment identified by the walk audit include:

- Sidewalk Connectivity Gaps: Once off Ballard Ave., the pedestrian environment becomes more difficult to navigate in some cases; sidewalks are missing in some areas and narrow in others. This challenging pedestrian environment makes parking in underused areas a less attractive option for patrons. Engaging these areas, possibly as a later project, could benefit the overall pedestrian and parking experience in Downtown Wylie by making it easier for visitors or residents to navigate the area on foot.

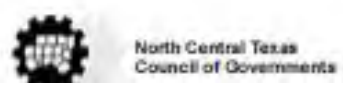
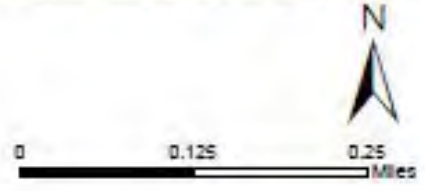
- **Narrow/Obstructed Sidewalks:** The narrow sidewalks in Downtown could be addressed by removing or relocating some of the sidewalk obstructions as seen in photos on the previous page. Planters, streetlights, mailboxes, and other items impede the already narrow sidewalk in many areas within the project study area. Removing or rearranging some of these items will free up space for pedestrians, who currently must walk single file in some places.
- **Driver Behavior:** Staff found that the existing cross-section on Ballard Ave. is very wide, with little to no traffic calming elements. This encourages drivers to speed through Downtown. Difficulty backing out of the angled parking stalls onto Ballard Ave. creates a visibility issue for drivers as well.
- **Crossing Safety:** Wide street crossings and angled parking stalls make it more difficult for pedestrians to be visible to drivers, which in combination with the speeding issue staff observed, creates a dangerous crossing experience for pedestrians.

A roadway reconfiguration could result in use of the existing right of way available on Ballard Ave. in a way that better balances motorized and non-motorized users. This will be discussed more in depth in Section IV.

**Exhibit 4: Walk Audit Study Area**



- Project Boundary
- + Railroad
- Walk Audit Area Boundaries



## PEDESTRIAN COUNT

Pedestrian counts were conducted both manually by NCTCOG staff and city participants, and automatically through digital pedestrian counters affixed to light poles (see photo). The purpose of the counts was to inventory the number of visitors to the area to justify proposed sidewalk improvements and assist with future planning. The automatic counters were installed for a period of 34 days which included both the July 4 holiday and the “Bluegrass on Ballard” event. Counters were installed on June 14 and removed July 18. Staff installed one counter on



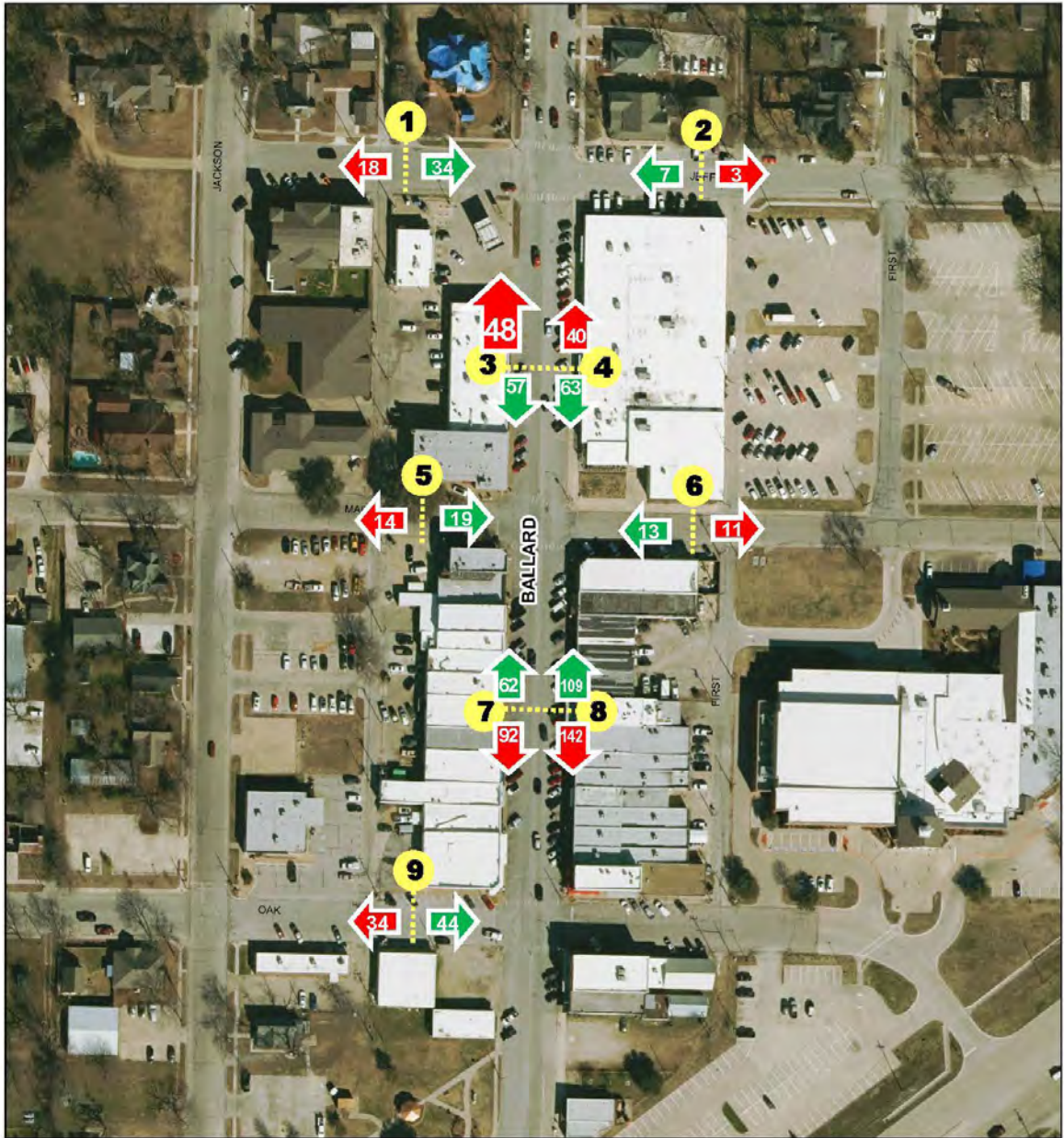
Photo of automatic counter used in pedestrian count

the west side of Ballard Ave. and one on the east side, roughly across the street from each other. The automatic counters were installed to get a general idea of the number of pedestrians that the Downtown core sees on general weekdays and weekends at all times of the day.

To verify and expand the data received by the automatic counters, a manual pedestrian count was conducted throughout the main Downtown core along Ballard Ave. between Jefferson St. and SH 78 at nine different count locations (Exhibit 5). Staff reviewed the methodology used for the National Bicycle and Pedestrian Documentation Project to determine the optimal times to conduct the manual counts. According to the documentation project, “weekday PM peak periods were chosen since the afternoon peak typically has the largest volume of travelers, with commuters, school children and people running errands. Counts conducted during these periods will provide an excellent snapshot of walking and bicycling during the peak periods of the year. Mid-day weekend periods are another peak period. Actual local peak periods may vary considerably.” Applying this methodology resulted in three different counts across two different days: Saturday, June 22 from 10:00 AM to 12:00 PM, and Thursday, June 27 from 10:00 AM to 12:00 PM and 5:00 PM to 7:00 PM. These timeframes allowed pedestrians to be counted on



**Exhibit 5: Downtown Wylie Manual Pedestrian Count – 6/22/19, A.M**



**7** ..... Observation Point and Line of Sight

Number of People Leaving the Downtown Area

Number of People Entering the Downtown Area

0 0.035 0.07 Miles



a weekend just before a typical lunchtime of 12:00 PM – 1:00 PM, as well as a standard weekday before lunch and during dinner times, giving counting totals that should be close to peak totals. Staff made the decision to include pre and early lunch times in order to capture pedestrians entering Downtown for lunch. The results of the manual counts can be found in Exhibit 6. From June 14 – July 18, the automatic counters processed 40,065 instances of both “in” and “out” trips for pedestrians. Overall, there were more pedestrians entering the Downtown area than leaving during the morning and evening time frame in which the observations were made.

**Exhibit 6: Pedestrian Count Totals**

	Total Number of Pedestrian Counts
June 22 10 AM – 12 PM	811
June 27 10 AM – 12 PM	552
June 27 5 PM – 7 PM	403

Manual counting of pedestrians always comes with the interpretation of the counter if they are not stationed at an intersection and the limitation of human error. The manual counts were conducted predominantly mid-block, leaving a lot of room for pedestrians to weave between parked cars and take atypical paths that could lead to incorrect count data. Staff or volunteer counters can also easily miss pedestrians because of distractions or blocked vision, or over/under count because of clarity of instruction and other faults in the preparation phase.

The pedestrian count data supports that there is enough foot traffic in Downtown Wylie to warrant pedestrian updates. The data could also be used in the development of an event management strategies guide if the City chooses to develop one. Most importantly, the pedestrian count data will provide the City with quantitative information to help future decision making with roadway projects.

## ZONING AND LAND USE

In addition to assessing existing pedestrian conditions, the current zoning districts in the study area were reviewed as part of the existing conditions analysis. The goal of this review was to assess how land use in the study area is regulated by zoning currently in place and the implications of existing zoning for enhancing the pedestrian environment in the study area.

The zoning map for the study area can be seen in Exhibit 7. The project area is composed predominantly of the following zones:

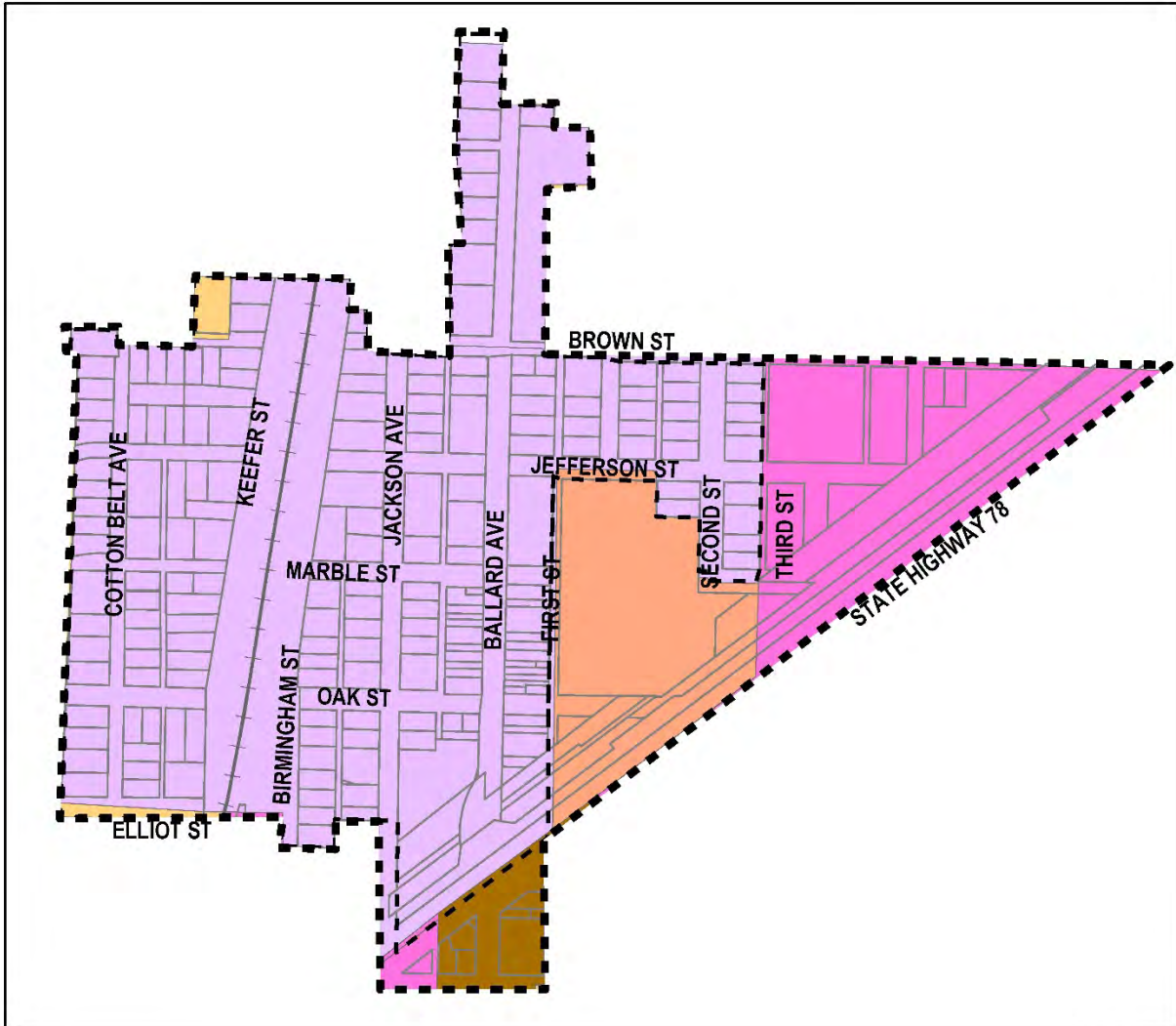
- Downtown Historic (DTH): a zoning district intended to preserve the historic and architectural character of the area while encouraging reuse and new structures that are compatible with the area's historic nature (*City of Wylie Zoning Ordinance, 2017*). Within project boundaries, there are three major areas that vary from the DTH zoning.
- Commercial Corridor (CC): located at the northeastern corner of the project area near the intersection of Brown St. and SH 78, is zoned a zoning district intended to provide retail and commercial opportunities at an intensity and scale that is higher than the Community Retail district that is applied in other areas of the city.
- Community Retail (CR): located immediately to the west-southwest of the CC zoned portion of the project area. A zone used to provide an area for goods and services at a lower intensity than that of the Commercial Corridor zoning district.
- South Ballard Overlay (SBO) district: this area is partially shared with the Commercial Corridor (CC). Located on the far south side of the project site, along Ballard Ave. south of SH 78. Per Wylie's 2017 Zoning Ordinance, the SBO zoning district "has been identified by the City as a valuable area worthy of rejuvenation as a Mixed-Use district." Additionally, this zoning district aims to create a unique pedestrian environment that is compatible with the character of the Downtown Historic district.

Each zoning district within the City of Wylie contains specific development standards for building placement and appearance. This includes the Downtown Historic district, which has more specific standards for appearance, building placement, and building materials within the district, as well as a review process by the seven-member Historic Review Commission.

Overall, NCTCOG staff assessed that the current zoning ordinances do support the further development of a livelier Downtown area. However, improvements can always be made to help the City reach their goals more efficiently. There are a few specific ordinances that the City could possibly reevaluate and update to promote a more pedestrian-friendly environment. These are further discussed in Section IV.

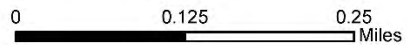
**Exhibit 7: Downtown Wylie Current Zoning**

**Downtown Wylie Current Zoning**



**Legend**

- Updated Project Boundary
- Downtown
- ⊕ Railroad
- Zoning Designation**
- Commercial Corridor (CC)
- Community Retail (CR)
- Downtown Historic (DTH)
- South Ballard Overlay (SBO)
- Single Family 10,000 sq. ft. (SF 10/24)



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## **PARKING**

Parking is another aspect of Downtown Wylie that plays a major role in how the Downtown functions, as well as how effectively the pedestrian environment, events, and economic development efforts are supported. As part of the existing conditions assessment, parking conditions were inventoried to determine key challenges and opportunities related to parking.

As part of this study, Walker Consultants completed a parking study in November 2019 under the direction of NCTCOG. The completed report is included as Appendix B. The purpose of the study was to provide a preliminary assessment of existing parking conditions in the study area and provide recommendations for further data collection and analysis.

The focus area for the parking study (see Exhibit 8) included Ballard Ave. between Jefferson St. and State Highway (SH) 78; Jefferson St., Marble St., and Oak St. between Jackson Ave. and 1<sup>st</sup> St.; striped on-street parking on Jackson Ave. between Jefferson St. and SH 78; and select off-street parking facilities.

In addition to assessing existing conditions, Walker Consultants was tasked with providing recommendations for further data collection and analysis, preliminary ideas for managing event parking demand, and a list of potential issues (see Section IV).

One issue the parking study identified is the need for event parking management strategies. This has led to parking challenges, particularly when conflicting events occur on the same weekday or weekend. Another issue and opportunity addressed is the presence of a significant number of parking spaces both on public streets and on private parking available at the First Baptist Wylie church property, all within a two-block radius of Ballard Ave., as seen in Exhibit 9. These parking opportunities could greatly enhance the availability of parking within a short walking distance of Downtown.

However, a few issues were identified for consideration to fully realize the benefit of the existing available parking. First, there is a lack of signage and wayfinding to enable motorists to easily find the available parking. As seen in the first photo below, the current signage in Downtown is

very small and difficult to read, especially while driving. Wayfinding also becomes difficult because of the lack of uniformity between signs. The small light pole banners act as a “Welcome to Downtown” sign, but larger ones could be utilized to clearly identify the Downtown boundaries for visitors. More details and various recommendations provided by Walker Consultants pertaining to current parking supply, wayfinding/signage, and event parking management are discussed in Section IV. Second, the availability of the church property for public parking is dependent on a formal agreement for shared parking with the First Baptist Wylie church. Section IV further explores these issues and provides recommendations.

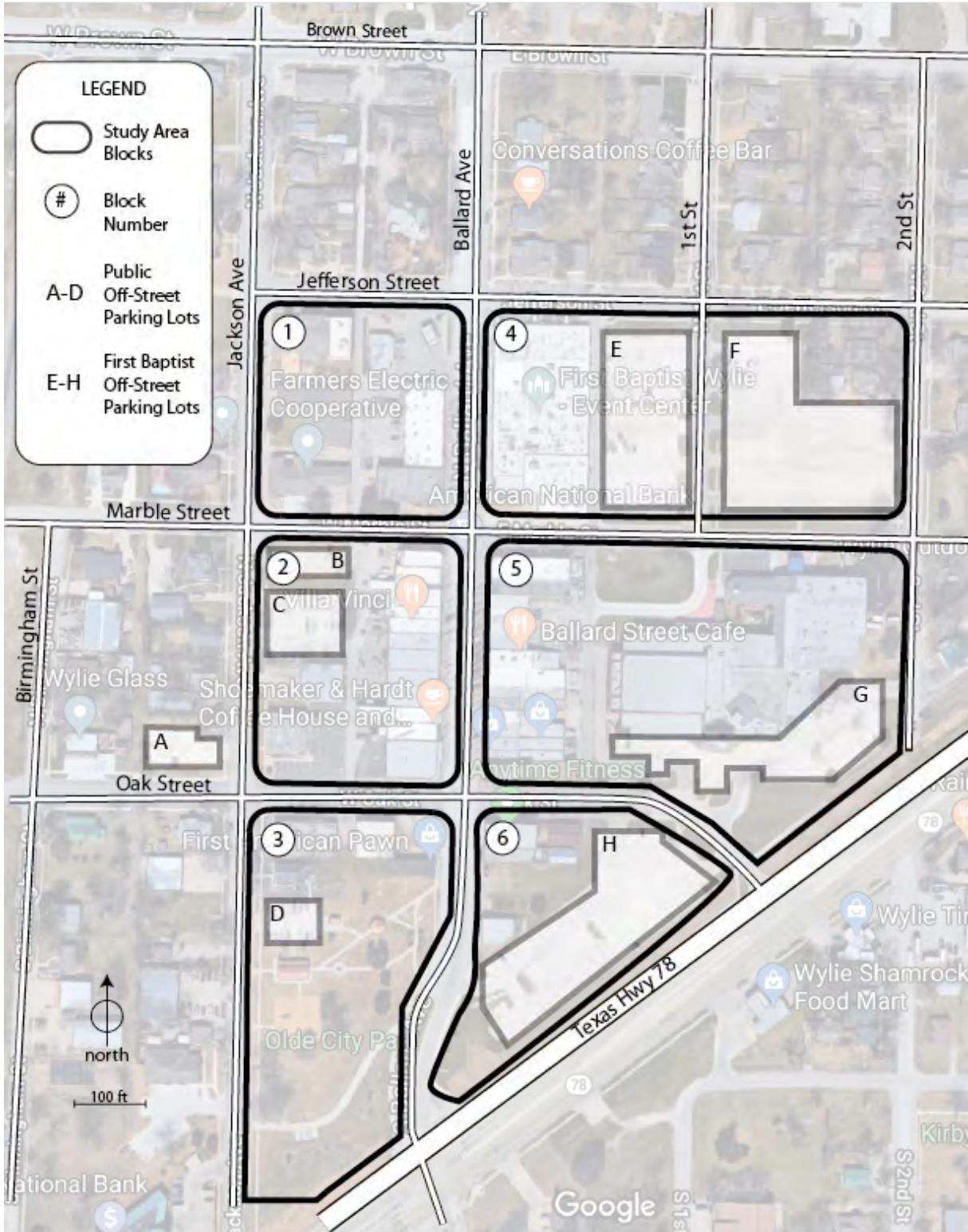


Example of current signage in Downtown



Example of light pole banner

**Exhibit 8: Parking Study Focus Area**







### **Current Parking Supply and Potential Shared-Parking Opportunities**

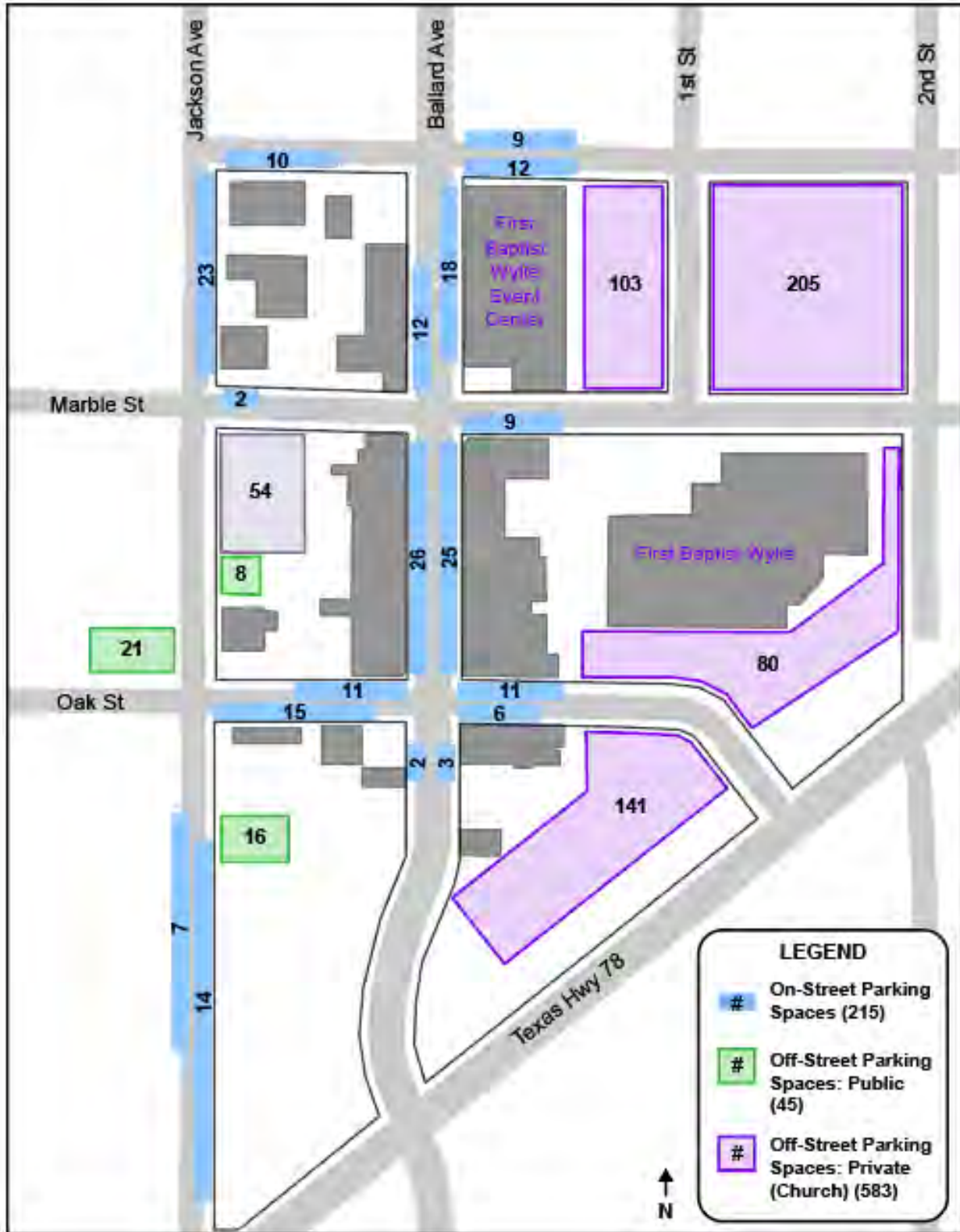
The study found that Downtown currently has adequate parking supply to accommodate existing peak weekday demand, but the most convenient spots that are the closest to commercial outlets on Ballard Ave. are usually occupied. Exhibit 10 shows parking space distribution in Downtown, which was further evaluated by NCTCOG staff after an on-site inventory was conducted by Walker Consultants.

While on-street parking along the core of Ballard Ave. (between Oak and Marble Streets) and Marble St. east of Ballard Ave. are at or approaching full capacity, other on-street parking in the study area was less than 70 percent full on a block-face-by-block-face basis. The majority of the block faces not on or adjacent to Ballard Ave. had occupancies in the 0-25 percent range.

Off-street parking in the study area was also lightly used, with public parking lots under 20 percent used. The First Baptist Wylie lots also showed less than 20 percent usage, except for the lot adjacent to the First Baptist Wylie Event Center which was 46 percent used. Exhibit 11 shows the parking occupancy inventory that resulted from the Walker Consultants inventory.

Some spaces featured on the parking map are privately owned and may not be available for use in the future due to redevelopment. For example, a total of 54 off-street surface parking spaces along Jackson Ave. near the Marble St. intersection are owned by the Wylie Economic Development Corporation.

**Exhibit 10: Existing Marked Parking Spaces**



**Exhibit 11: Parking Space Type and Inventory**

Space Type	Inventory	Occupancy	%
On-Street Total	209	104	50%
Off-Street Total	593	100	17%
First Baptist Lots	502	85	17%
'Public' Lots	91	15	16%

Inventories were conducted of the available parking spaces throughout the study area as well as the percent of parking spaces occupied by cars during peak periods. A table of current available parking spaces can be seen in Exhibit 12. All parking spots summarized below are within two blocks of Ballard Ave., which survey respondents indicated was the distance they would be willing to park and walk to Downtown (see Section IV for discussion of the community survey). The spaces listed by Walker Consultants (Exhibit 11) and NCTCOG (Exhibit 12) differ due to the closer analysis of available parking done by NCTCOG staff. As previously mentioned, some spaces are privately owned and could be developed in the future. The NCTCOG parking availability count reflects this and does not include privately owned spaces. Overall, the difference is not very significant and Downtown still has adequate parking in both cases.

**Exhibit 12: Parking Availability On and Off Ballard Avenue**

	On-Street Parking	Off-Street Parking	Church Parking
Total	215	45	529
On Ballard Avenue	86	0	0
Off Ballard Avenue	129	45	529

In addition to the parking occupancy counts, Walker staff made the following observations related to parking:

- During the time Walker Consultants was in the study area, the parking spaces on Ballard Ave. appeared to turn over. This suggests that employees of the adjacent businesses are generally parking elsewhere, leaving the closest spaces available for customers.
- There is a lack of public parking signage denoting where public parking is allowed.

- Once off Ballard Ave., the pedestrian environment becomes more difficult to navigate in some cases; sidewalks are missing in some areas and narrow in others. This challenging pedestrian environment makes parking in underused areas a less attractive option for patrons.

Wylie’s parking standards may need to be reconsidered as the City looks to expand the Downtown. Wylie’s current development standards allow for variances to grant up to 75 percent of required parking, while allowing up to 25 percent of the required parking to be on-street, also giving credit for public off-street parking within one-thousand feet. This allows for some flexibility in accommodating parked vehicles; however, there is still a lot of potential for a new business to need to provide parking on-site in the Downtown, which could discourage future development because of the complications of on-site parking in a downtown environment.

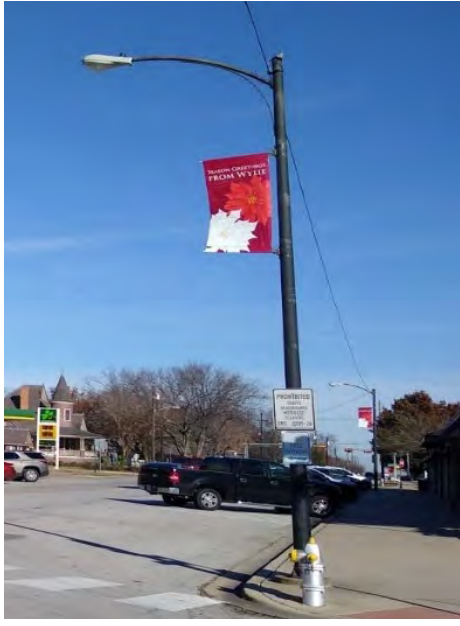
## LIGHTING

Existing lighting along Ballard Ave. consists of a mixture of pedestrian-scale lampposts and modern-overhang streetlights for auto traffic. From Brown St. to E. Butler St., there are a total of 30 streetlights along both sides of the street. Fifteen of these are the more pedestrian-scale lampposts which are spaced out along the corridor. The most consistent segment of pedestrian lighting is from E. Marble St. to Oak St., where there are six lampposts on both sides of the street.



Pedestrian-scale lamppost in  
Downtown

This existing lighting is meant to serve pedestrians walking along Ballard Ave., as many shops and businesses in Downtown are located in that area. Large planters are located around each

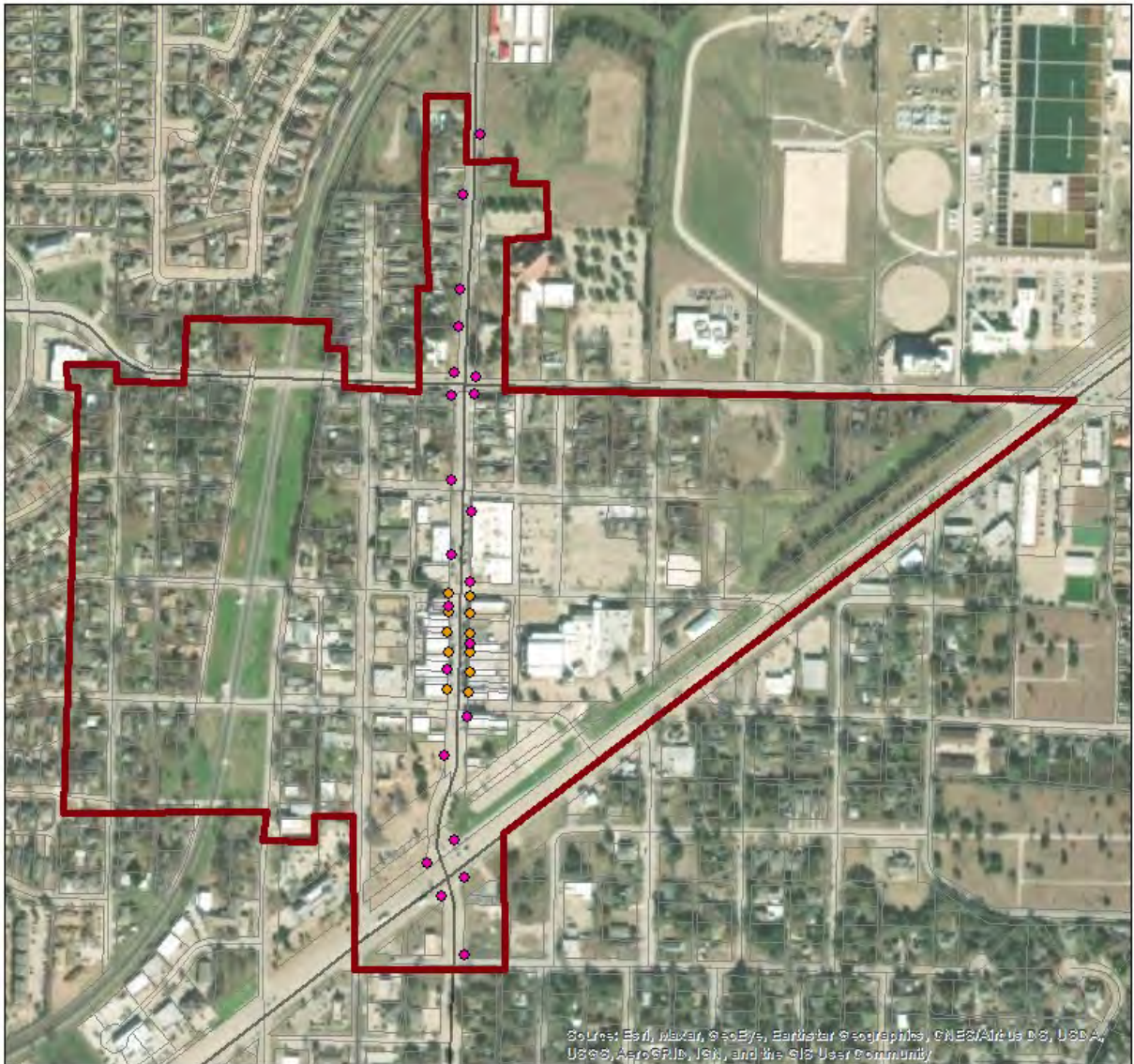


Existing streetlight in Downtown

lamppost. While the planters and lighting are pedestrian amenities that contribute to the comfort and safety of the pedestrian experience, they also have the effect of obstructing much of the existing sidewalk space. This can impede the movement of larger groups of pedestrians that may visit Downtown venues or events, as well as those pedestrians with mobility challenges. Existing lighting locations along Ballard Ave. can be seen in Exhibit 13.

The overhang streetlights are meant to serve vehicle traffic or those parking along the corridor. There are 15 streetlights located along Ballard Ave. between the north and south project limits.

**Exhibit 13: Downtown Wylie Existing Lighting on Ballard Avenue**



**Legend**  
type

● Lamppost	Updated
◆ Overhead	Project
	Boundary

0 0.125 0.25 Miles



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## WAYFINDING

Existing parking and wayfinding signage in Downtown are limited, difficult to see, and have no consistent central theme or branding style. Locating and navigating to public parking areas in Downtown is currently a challenge for residents and visitors alike due to either a lack of signage, or existing signage being difficult to see or read. Minimal parking signage creates the illusion that there is inadequate parking in or near Downtown, which is likely not the case as suggested by the parking study. Current signage also does not feature a consistent design which makes it more difficult for visitors to recognize them as directional signage. Lastly, there is no signage on surrounding streets that informs visitors and/or residents that they are in Downtown.



Example of existing signage and wayfinding



Example of existing wayfinding signage

## BICYCLE/PEDESTRIAN CONSIDERATIONS

With pedestrian safety being a significant consideration for Downtown, it is important to highlight current issues and opportunities for improvement. Providing alternative options to access Downtown can be beneficial in many ways, including alleviating any strain on available public parking spaces. As a result of the walk audit, stakeholder meetings, and the community survey (Section III), some common concerns related to bicycle and pedestrian safety and access emerged which are discussed here.



As shown in Exhibit 3, sidewalks become very scarce near the railroad tracks between Birmingham St. and Keefer St. This leaves a large residential neighborhood with minimal routes to Downtown that may discourage residents from walking or bicycling Downtown. Not only does this cause Downtown to potentially lose customers, but it also forces the residents to drive Downtown while living only one-quarter mile away. Creating these vehicle trips means more traffic and more occupied parking spaces simply because there is not a good, direct route across the train tracks to Downtown.

In addition, Downtown stakeholders (see Section III) expressed concern about the lack of lighting and an overall uncomfortable feel on Ballard Ave. Increased pedestrian presence and pedestrian lighting would help alleviate these concerns and potentially draw additional attention to current and future businesses that locate off Ballard Ave.

An additional safety issue is the visibility and safety of pedestrians crossing the roadway. This is exacerbated by diagonal parking of large vehicles, which can prevent pedestrians from being able to see oncoming traffic until they are in the middle of the roadway. Traffic speeds Downtown also affect the visibility and safety of pedestrians crossing the street. There are currently various factors contributing to traffic speeds in Downtown, including vehicles coming off SH 78 and drivers not following the 25-mph speed limit. However, traffic congestion occurring during rush hour can create slower traffic speeds during those times which can result in safer crossing points. As a result, the negative impact of congestion on drivers can be a positive one for pedestrians. Ultimately balancing the tradeoffs is dependent on the priorities and goals of the community for Downtown.

Finally, there are currently no dedicated bicycle facilities Downtown. Bicyclists are forced to use the sidewalk, which as discussed previously is often obstructed and where they may conflict with pedestrians. The only other alternative is to ride in the roadway travel lane behind diagonally parked cars, which provides poor visibility for drivers to see oncoming bicyclists and does not provide any separation from auto traffic.

If the City chooses to implement bike lanes, a key consideration would be connectivity to the surrounding area. If bicycle lanes are installed in Downtown, they would ultimately need to connect to bicycle lanes along streets in the surrounding area connecting to Ballard Ave. to increase bicycle connections to surrounding neighborhoods.

Another consideration would be the need to educate the public about the addition of bicycle lanes and their locations. Public engagement, safety education, and enforcement would be needed to keep both drivers and bicyclists safe. This educational component could be applied to pedestrian safety and behaviors, as well.

Lastly, bicycle lanes would need to be considered in future roadway reconfigurations along Ballard Ave. The addition of bicycle lanes would affect the amount of right-of-way for sidewalks, parking, and driving lanes and would need to be considered in an evaluation of tradeoffs resulting from configuration options.

The City of Wylie's Comprehensive Plan includes increasing the amount of hike/bike facilities and establishing more multi-modal connections as development goals for the future.

## **SURROUNDING TRANSPORTATION EFFORTS**

It is important to note surrounding transportation efforts and the influence they could have on infrastructure improvements implemented in Downtown Wylie. There are two proposed roadway projects adjacent to Downtown Wylie that could impact traffic patterns, Downtown expansion plans, and various other components.

The Farm-to-Market Road (FM) 2514 or Parker Road project is a Texas Department of Transportation-sponsored roadway expansion project that is planned to be constructed by 2025. The project limits are north of Brown St. to east of Lavon Parkway, and it will consist of reconstruction from a two-lane undivided roadway to a four-lane urban divided roadway. However, north of Park Blvd., the roadway will be reconstructed with a wide median to enable future capacity expansion to six lanes. The project will require right of way acquisition to accommodate the additional capacity; however, displacement of businesses and residences is

not anticipated. The purpose of this project is to redirect heavy traffic on FM 2514 away from Ballard Ave., specifically the section north of Brown St.

In addition to the FM 2514 project, the Parker Road “Bypass” project would further supplement regional traffic diversion away from Downtown Wylie. Currently, commuters trying to get to the SH 78 corridor from Parker Road must turn onto Brown St. or continue through Downtown Wylie. The bypass would provide a more desirable east-west route, redirecting more commuter traffic out of Downtown to/from the east, and connecting to SH 78 at the existing Spring Creek Parkway/Kreymer Lane intersection.

## **CONCLUSION**

The existing conditions analysis found that there are both opportunities and challenges for improving Downtown Wylie as a pedestrian-oriented destination and expanding the Downtown footprint. Existing signage and wayfinding, parking, pedestrian and bicycle safety, and roadway reconfigurations are all elements that city leaders and the community will need to further assess to identify the various tradeoffs and priorities as they move forward with establishing goals and an overall vision for Downtown.

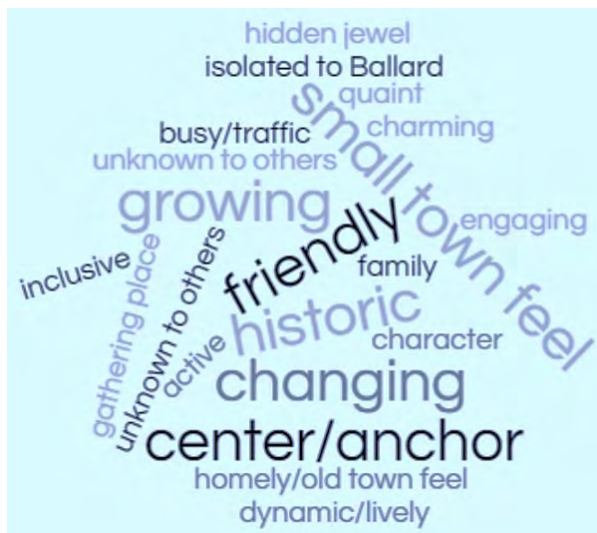
### **III. STAKEHOLDER ENGAGEMENT**

#### **STAKEHOLDER MEETINGS**

The stakeholder meeting process began with a kickoff meeting on February 19, 2019 at Wylie City Hall. Attendees included staff members from NCTCOG, the City of Wylie, and the Wylie Economic Development Corporation. Meeting content included a project background and scope of work presentation, the planned Walker Consultants parking study, current conditions, and issues in the Downtown Wylie area. More technical aspects, such as data needs and project timelines, were discussed by the group as well.

The second stakeholder meeting occurred on April 3, 2019 at the Brown House in Wylie. Attendees included various city staff members, as well as owners of businesses in Downtown Wylie and other members of the community. Stakeholders were encouraged to provide input on the current conditions and known issues and concerns in Downtown Wylie. The discussion primarily focused on traffic, pedestrian safety, parking, events, and next steps in the development of the Strategic Plan.

The third stakeholder meeting took place on December 3, 2019 with the same group in attendance as well as additional Downtown merchants representing the Wylie Downtown Merchants Association. NCTCOG staff led a visioning exercise to help stakeholders identify their preferred goals for Downtown Wylie. Stakeholders were asked to describe the Downtown area today and their vision for it in the



future (Exhibit 14), as well as indicating desired goals for the area. Both positive aspects and challenges of the present Downtown Wylie were listed by meeting attendees. Themes included the historic, friendly, changing/growing, and small town feel of Downtown, while current challenges included the restriction of Downtown to Ballard Ave., traffic, lack of business

diversity, run-down feel in some areas, and the lack of being a destination due to being unknown throughout the region. The discussion of what is desired for the future of Downtown resulted in the following key concepts:

- Draw in businesses that have extended hours
- Be a destination
- Draw in people from Wylie and surrounding cities
- Maintain small town/historic feel
- Increase landscaping, uniformity, and activity
- Create or extend sidewalks and gathering places

Regarding the desired goals for Downtown Wylie, meeting attendees were asked to place dots next to draft goal statements. Participants were given three dots to place next to their top three preferred goal statements. The intent of this exercise was not to establish fixed project goals, but to identify the aspects of Downtown that stakeholders most identified with to assist with ultimately developing a vision statement for Downtown. The included goals and number of votes can be seen in Exhibit 14. The most favored statements included:

- Make the area safer and more enjoyable to walk around in with wider and connected sidewalks and safer street crossings
- Address concerns about the availability of parking and increase ease of parking through signage
- Expand the diversity of businesses (e.g., more restaurants, bars, etc.)
- Encourage business growth on side and parallel streets

**Exhibit 14: Priority Goals Identified at December 3, 2019 Stakeholder Meeting**

<b>Goal</b>	<b>Total Votes</b>
Increase safety and walkability	18
Parking availability and increase of wayfinding	13
Expand business and restaurant diversity	10
Encourage business growth on side and parallel streets	9
Create a Downtown focal point or gathering space	8

Goal	Total Votes
Bring customers closer by expanding housing Downtown	6
Preserve and expand Downtown historic character	5
Relieve rush hour traffic and move traffic through Downtown more quickly	3

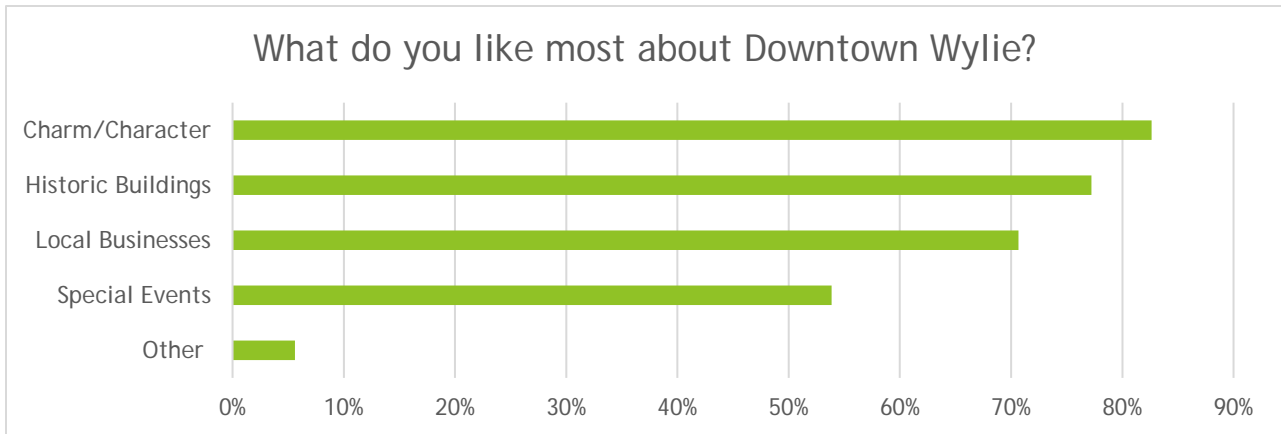
The final stakeholder meeting was held virtually on July 27, 2020. During this meeting, NCTCOG staff presented data collected on traffic and pedestrian counts, current pedestrian and parking conditions, and the project timeline. In addition, NCTCOG staff discussed the results of the public survey that was distributed for citizens and stakeholders in 2019. Lastly, staff discussed possible concepts for consideration related to pedestrian infrastructure improvements, wayfinding, parking, and Ballard Ave. roadway reconfiguration.

**ONLINE SURVEY**

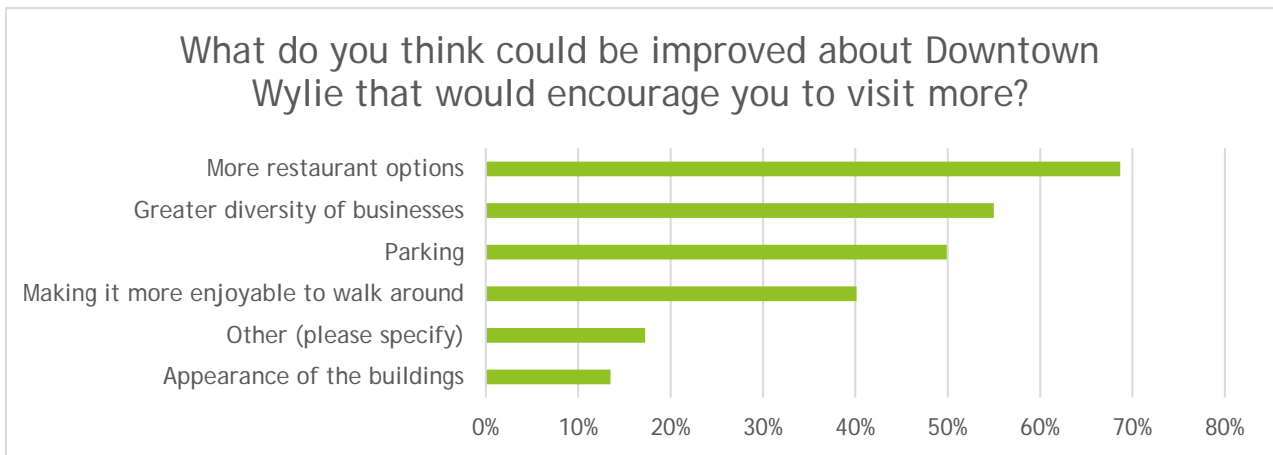
An online survey was available for citizens and stakeholders from September 11, 2019 to October 31, 2019. The survey questions, complete survey results, and a summary of key results are shown in Appendix C. The 19-question online survey experienced a lot of public engagement, receiving a total of 586 responses. Key topics included frequency/timing/visits to Downtown, event attendance, opinion of outdoor seating, distance Downtown visitors are willing to walk from parking, desired improvements, and the experience of pedestrian safety. Other major findings regarding pedestrian experience and parking are discussed below.

General questions regarding the Downtown environment and reasons for visiting are shown in Exhibits 15 and 16. Most survey respondents answered that the charm/character and historic buildings are the most-liked characteristics of Downtown, followed by the local businesses and events. As shown in Exhibit 15, many respondents stated that more restaurant options and more diverse business options would likely increase their visits to Downtown.

**Exhibit 15: Survey Response**



**Exhibit 16: Survey Response**



**Pedestrian Experience**

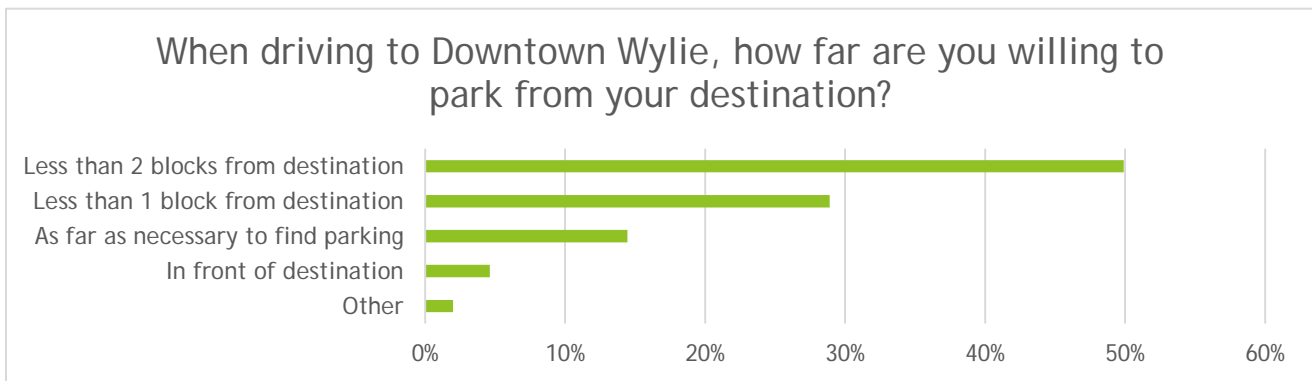
The general consensus regarding the pedestrian experience was that the area currently has good pedestrian amenities such as planters and benches, but there are missing or narrow sidewalks, a feeling of crowding and encroachment from parked vehicles and amenities blocking the sidewalk space, little space for outdoor dining, wide street crossings with poor visibility, and pedestrian safety concerns.

Fifty percent of survey respondents answered that they usually feel safe when crossing streets in Downtown Wylie. Primary reasons cited for unsafe experiences related to motor vehicles included motor vehicle speed, drivers not yielding to pedestrians in crosswalks, driver/pedestrian visibility, and driver inattention.

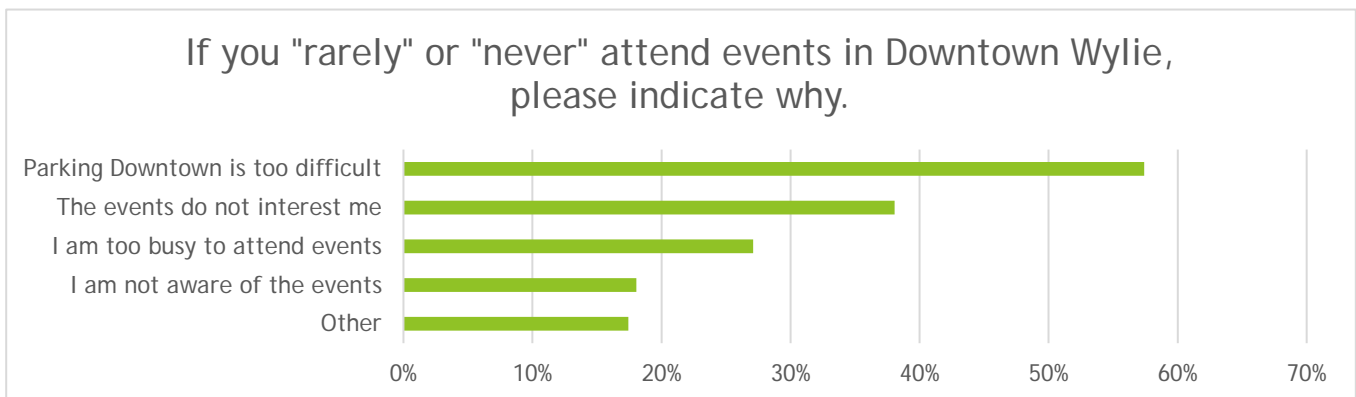
### **Parking Availability**

As depicted in Exhibit 17, half of the survey respondents are willing to park up to two blocks from their destination, which coincides well with the availability of existing parking on side streets off Ballard Ave. However, approximately 41 percent of respondents answered that they only “sometimes” attend Downtown events due to difficulty finding parking and/or events not being of interest to them (see Exhibit 18). The difficulty of parking is also reflected in Exhibit 18, where respondents were asked why they rarely or never attend events Downtown. As previously mentioned, there is adequate parking supply on and off Ballard Ave. However, there is lack of uniform/noticeable wayfinding and signage directing drivers to existing parking. This is further address in Section IV.

**Exhibit 17: Survey Response**



**Exhibit 18: Survey Response**





### **Public Engagement Conclusion**

All results from public engagement activities should be considered in future planning decisions and in developing goals and a vision statement for Downtown. The nature of the stakeholder meeting exercises led to different results from what is seen with the online community survey. This is because of the difference in the types of activities conducted, and the difference in audience between the community at large and the stakeholder groups, the latter of which consisted of business owners, public service staff members, and those involved with the planning of Downtown Wylie. Each source of information will be valuable to consider in future planning efforts and goals development for Downtown.

## **IV. RECOMMENDATIONS**

Various recommendations and possible treatments that, if applied, could be beneficial to Downtown Wylie are outlined below. Key data, stakeholder feedback, existing conditions analysis results, and other information were compiled to develop the recommendations. Topics can be categorized into land use/zoning, parking, pedestrian experience and safety, lighting, roadway reconfiguration, and a brief discussion on one-way versus two-way street tradeoffs. NCTCOG staff compiled various guidance documents, many of which are referenced throughout the plan, to be used as resources for the recommendations. All of the guidance can be reviewed in Appendix F.

### **LAND USE AND ZONING**

Staff reviewed Wylie's zoning with the City's Future Land Use Designations (Exhibit 19) and found that overall, the plans were consistent with one another so that zoning ordinances are in place to bring about the established future land use vision. The below sections focus on potential zoning ordinance updates and concepts the City may want to consider, as well as using or considering the addition of more green, open spaces.

#### **Zoning**

Review of the City's zoning codes determined that the current setback requirements for the Community Retail District could impede the future increase of pedestrian use. Currently a 25-foot setback in the front, with 10 feet on either side of a building, is required. These standards may make this area less inviting to pedestrians and Downtown patrons than the Downtown Historic District, which instead calls for commercial buildings to be placed on the front property line but may be moved back from the property line a total of four feet to provide for wider sidewalks and entries. Such zoning standards would also result in less continuity of the current Downtown character, instead resulting in a more suburban look and feel. First Baptist Wylie is located within the CR District, which was discussed as possibly being an opportunity for shared parking. If that were the case, a lot of pedestrian traffic would be moving between the church

and the Downtown core, so a more pedestrian-oriented code for setbacks may be worth considering.

### **Form-Based Codes**

Form-based codes are flexible zoning regulations that aim to achieve predictable development results by focusing on the physical form of structures rather than the permitted land uses and the separation of uses. The application of form-based codes in Downtown Wylie could further goals of maintaining historic character and pedestrian-orientation, while also enhancing the ability for a mix of uses to establish in Downtown based on market demand.

Examples of key form-based code components that have been used around the region include:

- Façade requirement of 60-80 percent windows or doors
- Canopies or awnings to provide shelter and shade to pedestrians
- Building entries inset at least four feet from the front façade to create an entryway
- Using only durable materials such as stone or brick on the first level of a building

Staff recommends that Wylie staff explore the use of form-based codes to further assist in achieving Downtown goals. Challenges to implementing form-based codes could include public opinion or historic building limitations. However, implementing form-based codes in and around Downtown may help the City expand the existing Downtown footprint and achieve walkability goals as new development and redevelopment occurs in the area.

NCTCOG developed a *Sustainable Zoning Guidebook*<sup>1</sup>, which focuses on zoning approaches that encourage walkable, mixed-use, and transit-oriented development. A large portion of the guidebook covers form-based codes. Additional guidance for form-based codes includes the Form-Based Codes Institute<sup>2</sup>, which publishes educational materials and research on form-based codes. General benefits of form-based codes include being enforceable, promoting good

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<sup>1</sup>North Texas Sustainable Zoning Guidebook (December 2016), North Central Texas Council of Governments.

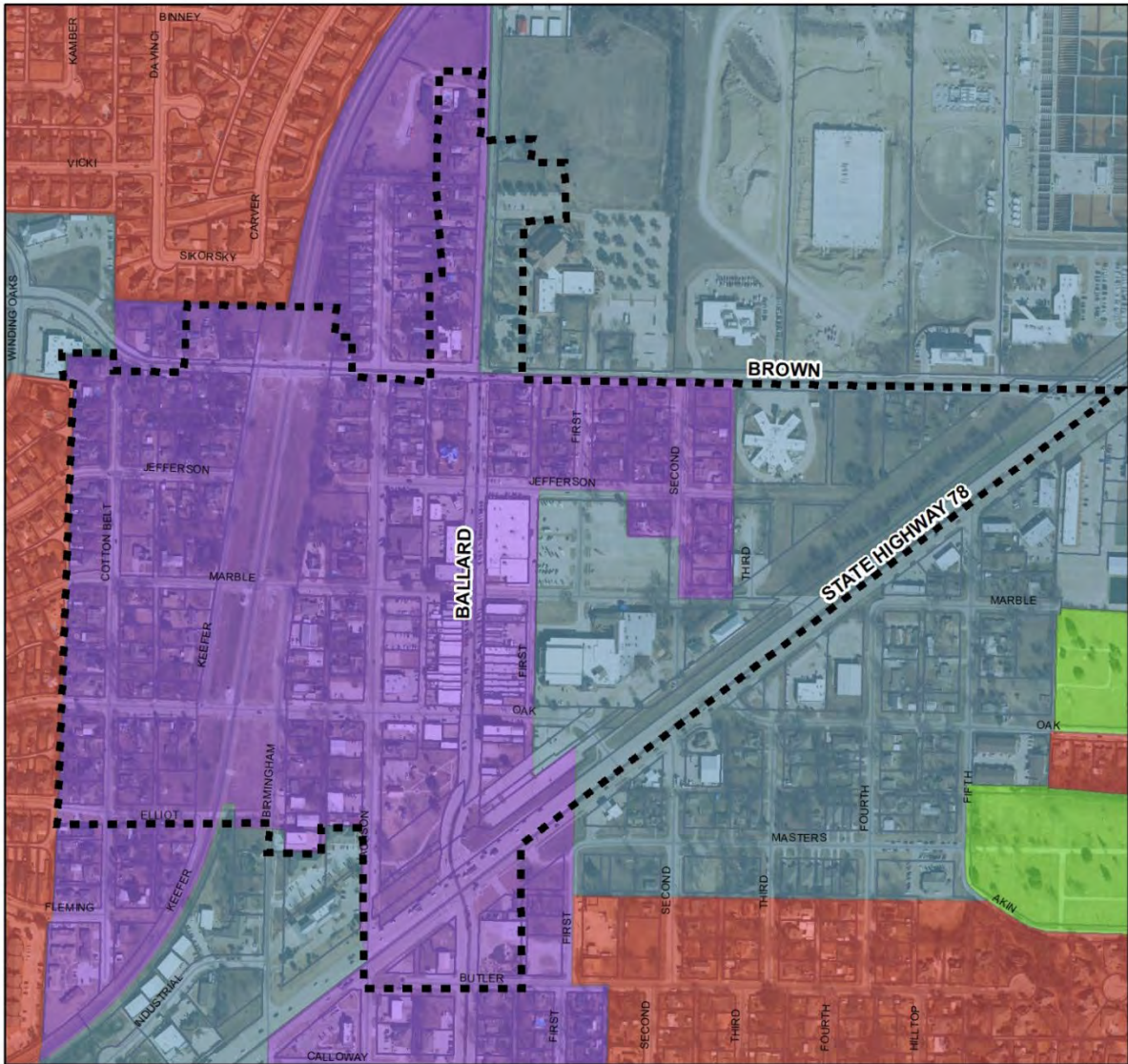
<sup>2</sup> Form-Based Code Institute. Retrieved from: <https://formbasedcodes.org/about/>.

urbanism, easy and simple to use, and written to allow predictable results without sacrificing variety in the size and shape of urban spaces and the design of buildings.

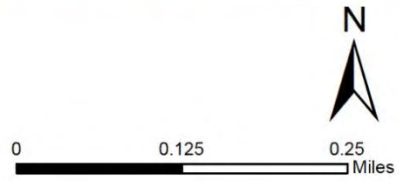
### **Green and Open Space**

Another recommendation is to increase the usage of or create more green space or open areas in Downtown. These spaces could be used as gathering places for events, which could increase the number of visitors. The closest green space to Downtown currently is Olde City Park, which is located in the southern portion of the project study area. The city should assess and consider development of other green areas or open spaces in Downtown to potentially increase visitor attendance.

**Exhibit 19: Downtown Wylie Future Land Use Designation**



- ■ Project Boundary
- Future Land Use**
- General Urban Sector
- Natural/Open Space Sector
- Sub Urban Sector
- Urban Core Sector



## **PARKING**

As discussed in Existing Conditions, Downtown Wylie has approximately 300 public spots within two blocks of Ballard Ave. that are usually available to visitors, but wayfinding and event parking create challenges.

There may be additional parking opportunities in Downtown if the City seeks a partnership with surrounding churches, specifically the First Baptist Wylie (FBW) church located one block from Ballard Ave. The FBW has 502 spaces that could be used for particular events or during the week. The FBW parking needs predominately occur on weekends, and they may be amenable to formalizing the allowance of public parking or employee parking in their parking lot during weekdays. Based on discussions during the stakeholder kick-off meeting, this already occurs on an ad-hoc basis in FBW's parking lots. A formal agreement would also help alleviate concerns church representatives expressed about allowing regular public parking on their property, including liability concerns and insurance, lot maintenance, and hours of public availability. FBW representatives present at the stakeholder meetings indicated that the FBW is open to discussions regarding a shared parking agreement.

The Planning Advisory Service (PAS) from the American Planning Association compiled the *PAS Essential Info Packet: Parking Solutions*<sup>3</sup> which features several case studies and example ordinances pertaining to shared parking and parking management. The Capitol Region Council of Governments *Shared Parking – Fact Sheet*<sup>4</sup> also provides an overview and recommendations for shared parking. The Fact Sheet outlines two approaches to shared parking, including contractual agreements and parking management districts. The City would be using the first approach of a contractual agreement between two adjacent uses. The strategies for that approach include special permit approval, a demonstrated difference in peak parking demand, and creating a contractual agreement. The documents also include keys to success that the City may consider, as well.

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<sup>3</sup> APA *PAS Essential Info Packet: Parking Solutions*. 2009.

<sup>4</sup> Capitol Region Council of Governments. 2002. "Shared Parking – Fact Sheet." In *CRCOG Best Practices Manual*. Prepared by Abeles Phillips Preiss and Shapiro.

Another resource in the packet is the *Driving Urban Environments: Smart Growth Parking Best Practice*<sup>5</sup>. This guide outlines various parking strategies for local governments to consider. Appendix E outlines these strategies and the objective they aim to achieve.

As the City further develops parking alternatives, city staff may consider consulting with other cities in the region who have experienced similar downtown parking issues and developed solutions, such as the Cities of Plano, Grapevine, Denton, and Lewisville.

### **Event Parking Recommendations**

The parking study also recommended to work with the FBW, St. Anthony's Catholic Church, and other interested participants to develop an event parking plan and event tracking system for Downtown, to be coordinated and maintained by a designated city staff person. Among the goals would be reduced occurrences of conflicting events, and a clear set of procedures, policies and terms for parking use and management during events. Overall, staff recommends seeking a shared parking agreement with the nearby churches to begin the process of creating more parking opportunities.

Increasing coordination between surrounding businesses and organizations is a key recommendation made by Walker Consultants regarding event parking management. An option for event organization could be developing an event tracking system that groups events into different categories by size, which could allow Downtown stakeholders to better plan parking to prevent conflicting occurrences that would induce crowding in the area. To take this a step further, the City could work with stakeholders to develop different parking options or plans based on event size.

The City of Wylie could also explore the option of having valet parking during large events or on weekends. The City of McKinney has implemented a similar program as a part of the curb management practices outlined in their Downtown Parking Management Study. The public service operates on Fridays and Saturdays and is managed by a partnership between two

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<sup>5</sup> Maryland, State of. 2002. "Parking Management" and "Parking Design." Chapters 2 and 3 in *Driving Urban Environments: Smart Growth Parking Best Practices*.

downtown businesses. This program utilized an already existing valet service and extended it to other downtown visitors with a fee. Customers can have their parking validated if they visit either of the two participating businesses or opt to pay \$7 per vehicle. The City ran a trial period of this service and found it to be successful with 3,800 customers who participated.

### **Wayfinding and Signage Recommendations**

Improving signage and wayfinding to public parking facilities will alleviate the perception that there is no parking available. As unfamiliar users, it was unclear to the review team which off-street parking lots are considered public parking. Signage should be provided at each location where public parking is allowed and could be as simple as a blue “P” parking symbol on the approaches to public facilities. Additionally, wayfinding signs should be placed in strategic locations approaching the Downtown to direct patrons to these facilities. The following photos show two examples of simple, clear parking signage. Signage and wayfinding could also serve as an opportunity to further Downtown branding efforts by integrating parking signage packages with a general wayfinding package sharing information about Downtown with visitors.

Example parking signage



Example parking wayfinding



Imagery Provided by Walker Consultants



The current matter of lacking signage in Downtown could be addressed with the addition of more strategically placed, uniformly styled signage. Placing more signs in and around Downtown could alleviate the perception of a lack of parking serving Ballard Ave. that currently exists, as well as aid visitors in getting to the Downtown core. Current signs are small and/or obstructed by other signs or items in the right-of-way. As addressed in the existing conditions section, there is also a lack of “announcement” that one has made it to Downtown. The City could implement an archway sign or large “Welcome to Downtown Wylie” sign on the outer boundaries of the area to notify visitors of their arrival. An example can be seen in in the following photos.

Example of gateway signage



Imagery Provided by City of Pantego

## **PEDESTRIAN EXPERIENCE AND SAFETY**

Sidewalk and Americans with Disabilities Act (ADA)-compliant curb ramp conditions in Downtown were assessed by NCTCOG and Wylie staff through a walk audit, as previously discussed in the Existing Conditions section. Key conclusions from the audit were 1) there are areas of major disconnect in the sidewalk network throughout the study area, 2) there are sidewalks in need of additional maintenance or resizing, and 3) existing crossings and ADA treatments on Ballard Ave. are not ideal for a safe and comfortable pedestrian experience.

There are various areas within the study site to upgrade sidewalks and ADA ramps to be added. If the City chooses to pursue upgrades, identifying available funding and developing specific priority areas to prioritize key locations will be a crucial first step. When selecting sidewalk improvement projects in the future, two major factors that should be considered include pedestrian safety and providing alternative access to Downtown.

In addition to sidewalk improvements, a number of treatment options exist to improve the pedestrian experience in and around Downtown. One potential option that can allow pedestrians to cross the street more safely are bulb-outs, also known as curb extensions, at intersections throughout the Downtown core (see Exhibit 20). The National Association of Transportation Officials *Urban Street Design Guide*<sup>6</sup> identifies bulb-outs/curb extensions as a way to visually and physically narrow the roadway. Bulb-outs are enlarged pedestrian refuge areas that extend further into the roadway at the intersection, allowing pedestrians to see further down the street and around vehicles parked diagonally without needing to walk into the roadway. Bulb-outs additionally reduce the street crossing distance for pedestrians, reducing the chance of a conflict with a motor vehicle. A bulb-out would be especially effective for pedestrians on the southeast corner of Ballard Ave. and Marble St. because of the large intersection. Inserting a bulb-out here would shorten the pedestrian crossing and, according to the NACTO *Urban Street Design Guide*, can increase space for street furniture, planters, street trees, and other pedestrian amenities.

Other treatment options to increase pedestrian safety could include installing ADA curb ramps at all intersections and driveway cross-sections, as well as upgrading existing curb ramps to current design standards. Curb ramps are critical to providing safe access for mobility- or vision-impaired pedestrians when entering the street from the sidewalk. To maximize accessibility and safety for all pedestrians, curb ramp designs should attempt to meet the best practices for curb

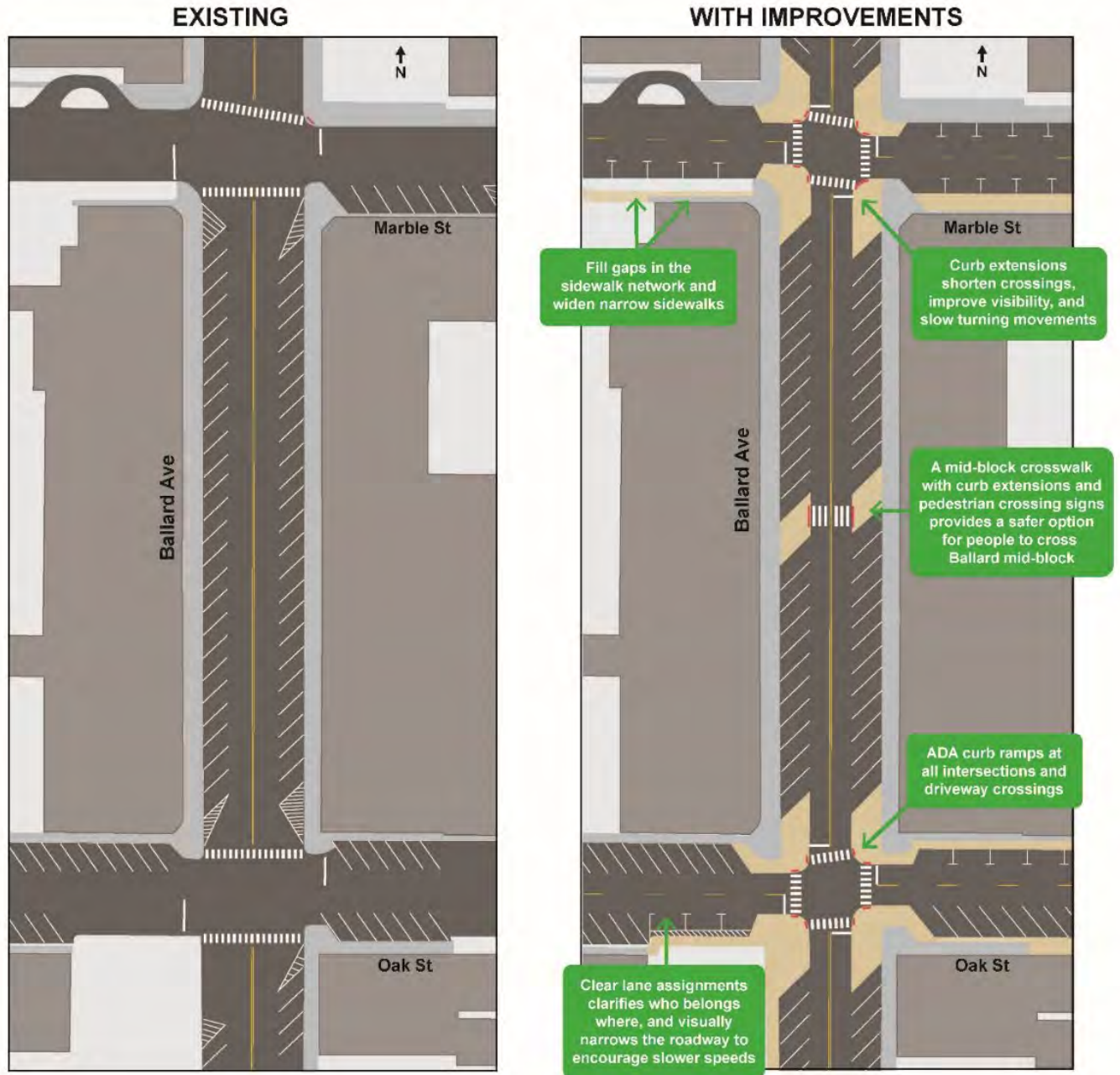
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<sup>6</sup> National Association of City Transportation Officials. (n.d.). Retrieved from <https://nacto.org/publication/urban-street-design-guide/about-the-guide/>

ramp design as determined by the Federal Highway Administration Bicycle and Pedestrian Program (Appendix D). Another source for curb ramp best practices is the Institute of Transportation Engineers' guide, *Design and Safety of Pedestrian Facilities*.

Clear lane assignments through paint and striping would also help alleviate current pedestrian and motor vehicle conflict points along Ballard Ave. Identifying and improving specific parking and driving lane boundaries could make the roadway interactions feel safer among drivers, pedestrians, and those parking. Lastly, traffic calming measures and reduced travel lane widths can help create more narrow travel lanes, which can encourage slower motorist speed. Traffic calming measures could include diagonal parking, bulb-outs, street trees, narrower driving lanes, and other treatments.

**Exhibit 20: Pedestrian and Safety Improvements Concepts**



## IMPROVEMENT EXAMPLES

Lane Striping/Defining the Roadway



ADA Curb Ramp



Bulb-out/Curb Extension



Mid-Block Crosswalk



## **LIGHTING**

Existing lighting consists of a mixture of streetlamps and pedestrian-scale lampposts. Installing more lampposts or other pedestrian-friendly lighting could make pedestrians feel more comfortable walking at night and as a result, could improve nightlife activity in the Downtown core. Also, some of the current sidewalk lighting obstructs the sidewalk area, as well as planters, so if no sidewalk changes are made installing less bulky lighting could free up space for pedestrians or other activities. The City should assess possible conflicts that could arise with installing new lighting and right-of-way construction, such as underground utilities, electrical components, etc.

More specifically, pedestrian lighting creates better safety for navigating sidewalks and pathways, provides visibility and security at all hours, extends hours a business district is active, encourages walking as part of an active lifestyle, and improves access to transit and other services at night/early morning.

The American Association of State and Highway Transportation Officials published a *Roadway Lighting Guide*<sup>7</sup> that provides information on lighting technologies, roadway lighting safety recommendations, and other criteria on lighting best practices.

## **PARKING RECONFIGURATIONS**

Another major consideration which also affects how the roadway can be configured is the type of parking desired. Exhibit 21 compares the three basic types of parking. Parallel parking requires the least right-of-way which frees up space on the roadway for other uses but allows the least amount of parking to be placed on the roadway. Parallel parking creates better pedestrian and driver visibility but also requires through-traffic to wait while another vehicle is parking. Regional examples of parallel parking in a downtown area include Main Street in Downtown Grapevine and Downtown McKinney, among others. Traditional angled parking increases the amount of parking stalls that can be provided; however, it also requires through-traffic to wait and provides poor visibility when exiting the stall. Back-in parking is a newer

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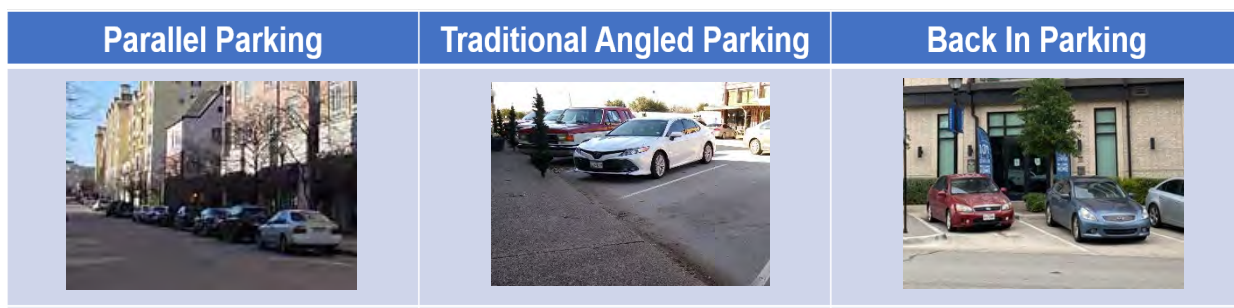
<sup>7</sup> Roadway Lighting Guide (2005), American Association of State and Highway Transportation Officials.

concept that allows safer and easier cargo loading and good visibility when exiting the parking space into traffic. Back-in angled parking allows for vehicle loading at the curb and businesses instead of the street, which provides added safety. It is being used in several cities in the region, including the Cities of Fort Worth, Denton, Arlington, and others. See Exhibit 22 for photo examples of each parking type and additional specifications.

**Exhibit 21: Three Basic Types of Parking**

Parallel Parking	Traditional Angled Parking	Back In Parking
Uses minimal ROW width	Approximately 6-7 stalls per 100 feet	Better cargo loading
Easier to enter traffic due to increased visibility over angled parking	Provides space to exit vehicle outside of regular traffic	Safer for traffic, bicyclists, and children
Approximately 5 stalls per 100 feet	Lower visibility exiting stall	Better sight distance exiting stall
Driver side door opens into traffic		Increased capacity over parallel parking
		Approximately 6-7 stalls per 100 feet

**Exhibit 22: Example Photos of Parking Types**



**ROADWAY RECONFIGURATION**

A roadway reconfiguration on Ballard Ave. may also add operational improvements to the area. Roadway reconfigurations redesign the existing roadway to meet the goals of the community. They can range from basic restriping up to total roadway reconstruction. Roadway

reconfigurations can increase safety, mobility, and access. This option can also help increase pedestrian comfort and safety by reconfiguring the roadway in a way that reduces speeds and crashes and allows for improved pedestrian infrastructure.

This section will discuss the existing cross-section on Ballard Ave. and two possible reconfiguration concepts and provide benefits and disadvantages of each. Both of the sample reconfiguration concepts explored Ballard Ave. from Marble St. to Oak St.

This plan will outline two possible reconfigurations, which are meant to be high-level concepts. There are various other reconfigurations that the City may choose to explore, which also have specific tradeoffs. The specific elements of the reconfigurations can be considered as comprising a range of techniques that may be considered in the event the City opts to move forward with roadway reconfiguration design and implementation.

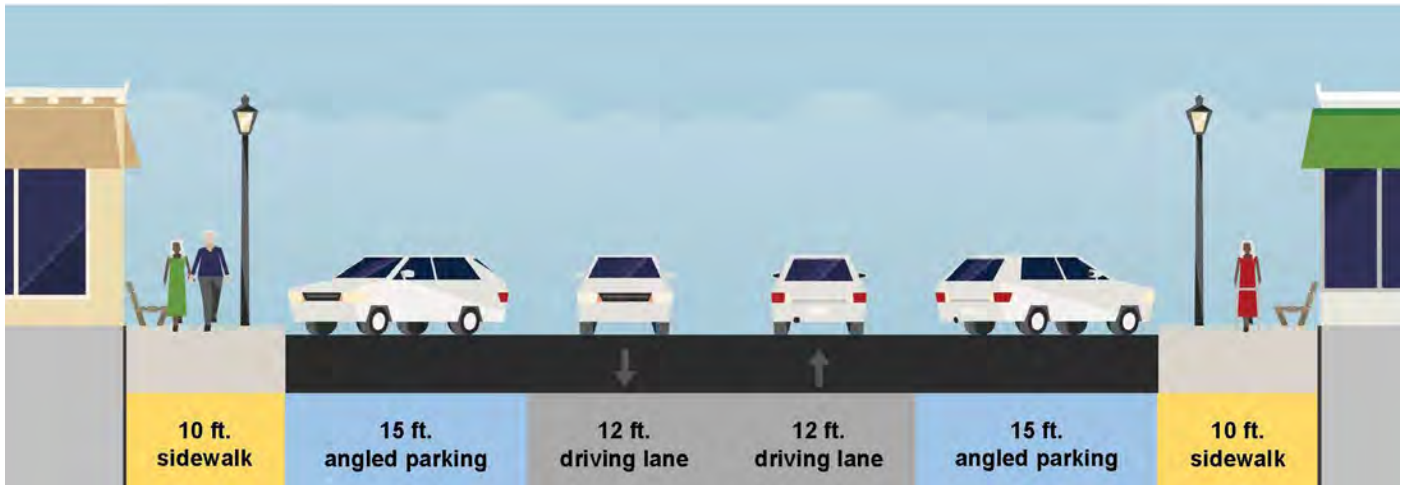
The NACTO *Urban Street Design Guide* states that a 10-foot travel lane width generally provides adequate safety while also deterring speeding. Also, two-way streets with low to medium traffic volume typically benefit from narrow lane width.

#### **EXISTING CROSS-SECTION:**

As previously discussed, the existing cross-section along Ballard Ave. consists of 74 feet of right-of-way, divided into 10-foot sidewalks on either side, 15-foot pull-in angled parking on both sides, and a 12-foot travel lane in each direction. See Exhibit 23.



### Exhibit 23: Existing Cross-Section

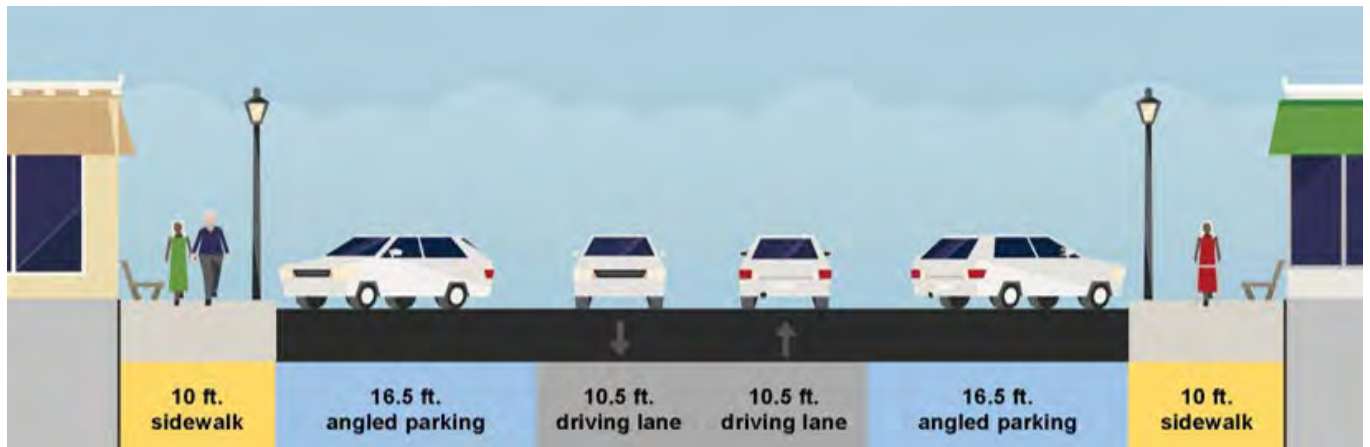


### **SAMPLE CONCEPT 1:**

The first roadway configuration concept, as seen in Exhibit 24, includes a 10-foot sidewalk and 16.5-foot angled parking on both sides of the street, with a 10.5-foot travel lane in each direction.

### Exhibit 24: Cross-section Concept 1:

#### Narrower Travel Lanes, Larger Parking Spaces



### Pros

Overall improvements for this concept include lengthening angled parking for improved fitting of larger vehicles, improving the sidewalk/travel lane encroachment issue. The resulting reduced travel lane width would encourage lower traffic speeds, which would increase

pedestrian safety along the corridor. Also, this option would aid with the current crowding issues related to parking because the parking stall size would increase.

### **Cons**

Cons of this option include the sight challenges remaining for both pedestrians and drivers, and the roadway remaining relatively wide. This results in a long crossing distance and therefore longer crossing time for pedestrians, which decreases pedestrian safety. There is also no improvement in the width of the sidewalks. In addition, the narrow 10-foot lanes may result in an increased incidence of side-swipe accidents, particularly with larger trucks. Finally, the 16.5-foot length of the parking stalls, while an improvement of over the existing 15-foot length, may not be long enough to accommodate all larger vehicles.

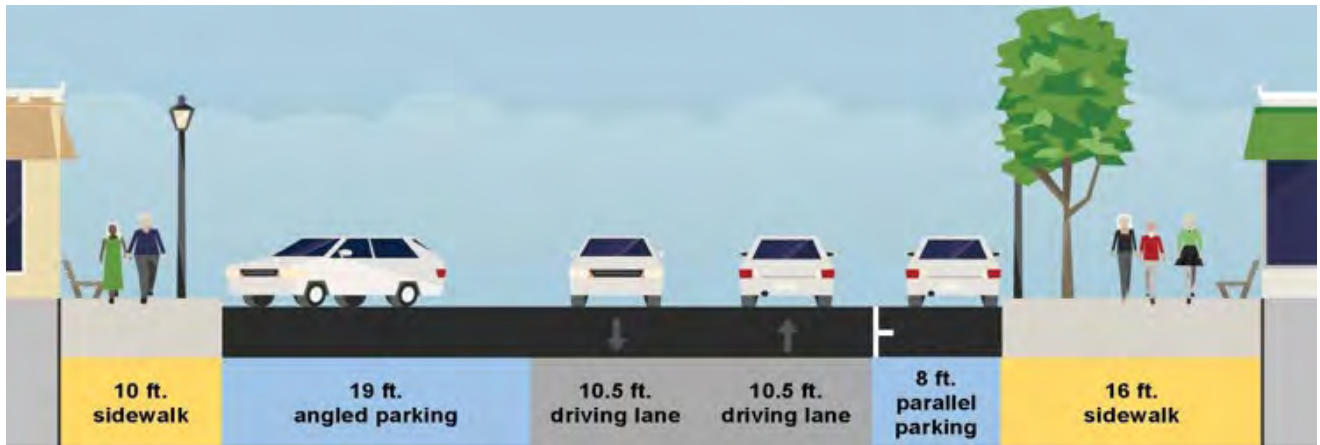
### **SAMPLE CONCEPT 2:**

The second roadway reconfiguration concept features the following (see Exhibit 25):

- 10-foot sidewalk on one side
- 16-foot sidewalk on other side
- 8-foot-wide parallel parking on same side as smaller sidewalk
- 19-foot angled parking on same side as larger sidewalk
- 10.5-foot driving lanes in each direction

## **Exhibit 25: Cross-section Concept 2:**

### **More Space for Pedestrian Amenities, Parking Tradeoffs**



#### **Pros**

Improvements for this option include reduced width of travel lanes, which reduces pedestrian crossing distances and may encourage reduced motor vehicle travel speeds; parallel parking on one side, allowing for more space that can be designated to other uses; and widened sidewalks on both sides of the street to create more space for possible café-style seating, street trees, and larger groups of pedestrians. Visibility for drivers and pedestrians is increased by the use of parallel parking on one side, and a shorter travel distance across the street increases safety for pedestrians. Reduced motor vehicle speeds may result in slower traffic and more congestion. In addition to the pedestrian safety benefit, this increased congestion can be a benefit to businesses on Ballard Ave. because drivers moving more slowly through Downtown are more likely to see and frequent businesses, and to view Downtown as a destination versus a place to pass through on their way to somewhere else.

#### **Cons**

The “pro” of lower travel speeds that could result from reduced driving lane width is good for pedestrians. However, it could create more traffic congestion on Ballard Ave., especially during peak traffic times. The City will ultimately need to evaluate the tradeoffs associated with the

reduced lane width. If the City wants traffic to move slower through Downtown to increase business visibility, then this option may be beneficial. However, if the City wants traffic to pass through quickly, further analysis of this option should be considered.

Also, option two would reduce the total amount of parking spaces on Ballard Ave. by 15 spaces, although six spots could be gained back through the use of curb extensions. While this option would reduce the number of spaces with immediate access to store fronts, there is adequate parking within a two-block distance from Ballard Ave. which needs improved signage and wayfinding, as discussed in the parking analysis. Finally, while the length of the parking stalls is an improvement over the existing 15-foot parking stalls, they still may not be long enough to accommodate larger commercial vehicles that may visit Downtown businesses.

#### **Additional Considerations and Tradeoffs**

Larger commercial vehicles sometimes are parked Downtown to access businesses and the size of parking stalls may not accommodate them, which can result in visibility and congestion issues. As discussed above, there are tradeoffs with any roadway reconfiguration possibilities. In this case, if parking stalls were increased to accommodate larger vehicles, that would take up additional right-of-way and affect the size of the drive lanes and sidewalks. Further study and community input will be needed to determine whether the intermittent presence of large commercial vehicles warrants larger parking stalls, which could affect the provision of wide sidewalks or other features.

There are tradeoffs for any roadway reconfiguration that the City will need to consider moving forward. Obtaining public input on possible cross-section configurations will help the City determine which tradeoffs are more acceptable and would continue to have public support through implementation.

## **ONE-WAY VS TWO-WAY STREETS**

Another option for Downtown that stakeholders have expressed interest in exploring is converting Ballard Ave. to a one-lane one-way street, using S. Jackson Ave. to the west as the other direction for the couplet. Staff conducted an analysis of the pros and cons of such a conversion versus maintaining the current two-way configuration, reviewed this option considering stakeholders' feedback regarding preferred goals for Downtown, and presented the analysis at the July 27, 2020 stakeholder meeting. Further exploration of this component was outside of the scope of work for the study and will need additional analysis and community input if pursued by the City.

## **V. IMPLEMENTATION STEPS AND STRATEGIES**

Given the above assessment of the existing conditions and provided recommendations, the City of Wylie should consider the following next steps to further its redevelopment strategy for Downtown Wylie. The following section will outline the major recommended next steps in order of the assumed length of time the recommendation would take to develop.

### **SHORT-TERM PROJECT COMPONENTS**

#### **Parking Program**

A short-term, relatively low-cost project component is to develop a parking plan for Downtown Wylie. This plan could consist of the various existing conditions, most significant issues, community input, and recommendations as outlined in this report. The plan could also take a deeper look into the development of a Downtown Parking Corporation, which would manage parking and events in the area. The City should proceed with seeking a shared parking agreement with First Baptist Wylie and investigate developing a detailed event parking management plan with the various Downtown stakeholders. Overall, certain pieces of the parking program could be developed or implemented within a few months, while a detailed plan may take longer.

#### **Wayfinding/Signage**

As outlined in previous sections, addressing the perceived parking issue in Downtown will help the City further its Downtown economic development goals. A further look into signage options and placement to direct drivers to already existing public parking available within two blocks of Ballard Ave. could be a good way to start this process. Installing new wayfinding and signage could be a short-term component to implement; however, it could also be medium-high cost depending on if the City would like to engage in a larger and more comprehensive Downtown marketing branding and marketing strategy that includes signage.

### **Community Engagement**

Staff recommends conducting outreach with the general public regarding cross-section concepts, one-way versus two-way streets option, and overall vision and goals for Downtown development. This item could be short-term and relatively low cost to implement and could include a public survey regarding roadway reconfiguration options and meetings aimed at presenting proposed alternatives to the general public for feedback. Plans such as this one are more likely to be accepted by the community and implemented by the City if there is a thorough public outreach and vetting process.

### **Sidewalk Improvements**

Another short-term item staff recommends is identifying priority areas for sidewalk improvements and seeking or allocating funds to such areas. Managing some of the previously identified sidewalk obstructions could also be done in the interim.

## **MID-TERM PROJECT COMPONENTS**

### **Budget and Funding Strategies**

Preparing a budget will help further outline priority areas for specific project components. There are many places to apply funding in Downtown Wylie currently, so attaching a monetary component will enable the City to list its priority areas and outline future projects. Further community engagement will be beneficial to assess City priorities.

A combination of funding sources will be necessary to achieve community goals for Downtown Wylie. As is typical in any infrastructure improvement project, a myriad of options are available, including both public and public/private partnership sources. The following discussion outlines some key funding sources and strategies that can be used to secure the necessary funding for Downtown Wylie improvements.

### **Capital Improvements Programs**

Capital Improvement Programs (CIPs) consist of scheduling selected physical plans and facilities for a community over a certain period of time. Improvements are based on series of

priorities, often set by the community, stakeholders, and the City. A CIP would allow the City of Wylie to budget for infrastructure improvements through prioritization.

### **Bonds**

Municipal bonds are issued by municipalities to raise funds necessary to pay for desired infrastructure and other capital improvements. Bonds are attractive to investors because they offer tax free interest and are guaranteed investments. A bond could be a creative solution to fund the cost of infrastructure improvements in Downtown Wylie.

The City should consider coordinating with Collin County on possible partnerships in future county bond initiatives.

### **Public Improvement District**

A Public Improvement District (PID) is a special assessment area created so that property owners finance specific types of maintenance or improvements. A PID can fund supplemental improvements (including infrastructure, landscaping, and design elements) that would not otherwise be constructed. In general, a PID should serve a very specific purpose, and needs to be self-sufficient so it does not impact the standard services that are provided by the City. PIDs should only be implemented in targeted areas of a community.

The creation of a PID around Downtown Wylie would help fund the infrastructure improvements and help the area achieve unique aesthetic, design, and character-making goals.

A PID would be most likely to succeed if the business owners, landowners, and other stakeholders agreed that its creation would spur positive change along the corridor and to their properties.

### **Tax Increment Financing District**

A Tax Increment Financing (TIF) District is a special area where the increment in tax revenue is used within the district for capital improvement projects. As new development results in higher property values, the value of the resulting tax increase is paid into the TIF fund, which is used to finance improvements such as landscaping, lighting, renovations, demolitions, etc. The goal



of a TIF is to leverage existing public and private investment to fund additional public improvements in the designated area. TIFs are a creative way for a community to invigorate a specific area without drawing funds from other municipality coffers.

### **Transportation Alternatives Set-Aside Program**

The Federal Highway Administration funds the Transportation Alternatives Set-Aside (TA Set-Aside) Program, a set-aside of the Surface Transportation Block Grant Program. General types of eligible projects include on- and off-road pedestrian and bicycle facilities, shared-use paths, Safe Routes to School projects, and related pedestrian and bicycle safety countermeasures. Specific project eligibility is determined with each TA Set-Aside Call for Projects. Funding was awarded for the last TA Set-Aside Call for Projects in 2020. Calls are generally anticipated to take place approximately every two years, but their timing and scope is dependent on future federal funding levels.

The addition of shared-use paths, pedestrian amenities, and the completion of a connected sidewalk network could make the project a candidate for submission for a TA Set-Aside grant.

### **Zoning**

Staff recommends the City complete further study of the feasibility of implementing form-based codes in Downtown Wylie. To be successful, this would require extensive public outreach and education regarding what is being proposed, the goals, and the benefits and impacts. Implementation of a form-based code could happen anywhere from short-long term, depending on the scale of what is implemented and the degree of public acceptance of the change.

## **LONG-TERM PROJECT COMPONENTS**

### **Roadway Reconfiguration**

The roadway reconfiguration concepts provided in Section IV should be further studied by the City for community input on alternatives, funding, feasibility, and cost. Also, further study will be needed to assess the feasibility of a one-way versus two-way option, including public outreach, cost estimates, and preliminary engineering. If either is implemented, it will likely be years before the roadway begins construction and the City needs to assess the subsequent impacts on

Downtown. This project component is long-term and high-cost due to the nature of construction project timelines and funding requirements.

## **VI.APPENDIX**

### **APPENDIX A: WALK AUDIT COMMENT SHEETS AND MAPS**



As you take part in the walk audit within the area indicated in red to the left, please take descriptive notes and write the specific number at the location on the map.

Notes:

1. Handicap access outdated @ Brown & 1st
2. " " " @ Jefferson & 1st
3. Clean up and maintain grass & weeds

4. \_\_\_\_\_
5. \_\_\_\_\_
6. \_\_\_\_\_
7. \_\_\_\_\_
8. \_\_\_\_\_
9. \_\_\_\_\_
10. \_\_\_\_\_
11. \_\_\_\_\_
12. \_\_\_\_\_
13. \_\_\_\_\_
14. \_\_\_\_\_
15. \_\_\_\_\_
16. \_\_\_\_\_
17. \_\_\_\_\_
18. \_\_\_\_\_
19. \_\_\_\_\_
20. \_\_\_\_\_

**What to Look For**

**Pleasantness of Walk:**

- Is the area pleasant for walking with buffers from the street?
- Are there sidewalks on both sides of the street? Are the sidewalks wide or narrow?
- Is the sidewalk shaded by trees?
- Are there resting places for pedestrians?

**Street Crossings & Intersections:**

- Is it easy / safe to cross the street?
- Is there a crosswalk? Are the lines well painted and in good condition?
- Are crosswalks located where people want to cross?
- At traffic signals, are there pedestrian push buttons? Do they give enough time to cross?

**Maintenance and Obstructions:**

- Are sidewalks generally clear of obstructions?
- Is the sidewalk smooth or are there cracks or uneven surfaces?

**Please Note Driver Behavior:**

- Are there curb ramps for wheelchairs, strollers, etc.?
- Speeding
- Not yielding to pedestrians
- Excessive pollution / exhaust

**Wayfinding:**

- Are there signs to help pedestrians find important destinations?
- Are street names clearly visible?
- Do signs display a simple and clear message?

**Safety / Security:**

- Do you feel exposed to traffic?
- Do you feel safe walking in the area?
- Why or why not?

*Numbers continued on back*



As you take part in the walk audit within the area indicated in red to the left, please take descriptive notes and write the specific number at the location on the map.

Notes:

1. Need textile bungs on first
2. fix drainage
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_
6. \_\_\_\_\_
7. \_\_\_\_\_
8. \_\_\_\_\_
9. \_\_\_\_\_
10. \_\_\_\_\_
11. \_\_\_\_\_
12. \_\_\_\_\_
13. \_\_\_\_\_
14. \_\_\_\_\_
15. \_\_\_\_\_
16. \_\_\_\_\_
17. \_\_\_\_\_
18. \_\_\_\_\_
19. \_\_\_\_\_
20. \_\_\_\_\_

**What to Look For**

**Pleasantness of Walk:**

- Is the area pleasant for walking with buffers from the street?
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- Is there a crosswalk? Are the lines well painted and in good condition?
- Are crosswalks located where people want to cross?
- At traffic signals, are there pedestrian push buttons? Do they give enough time to cross?

**Are there curb ramps for wheelchairs, strollers, etc.?**

**Please Note Driver Behavior:**

- Speeding
- Not yielding to pedestrians
- Excessive pollution / exhaust

**Safety / Security:**

- Do you feel exposed to traffic?
- Do you feel safe walking in the area?
- Why or why not?

*Numbers continued on back*



As you take part in the walk audit within the area indicated in red to the left, please take descriptive notes and write the specific number at the location on the map.

Notes:

1. overgrown trees
2. strong wind
3. fast traffic
4. No shade
5. cars in way
6. No shade
7. overgrown
8. No shade
9. No shade
10. No shade
11. overgrown
12. slow move
13. overgrown
14. No shade
15. No shade
16. No shade
17. no sidewalk / grassy h. small
18. overgrown
19. overgrown
20. bullet hole

**What to Look For**

**Pleasantness of Walk:**

- Is the area pleasant for walking with buffers from the street?
- Are there sidewalks on both sides of the street? Are the sidewalks wide or narrow?
- Is the sidewalk shaded by trees?
- Are there resting places for pedestrians?

**Maintenance and Obstructions:**

- Are sidewalks generally clear of obstructions?
- Is the sidewalk smooth or are there cracks or uneven surfaces?

**Wayfinding:**

- Are there signs to help pedestrians find important destinations?
- Are street names clearly visible?
- Do signs display a simple and clear message?

**Street Crossings & Intersections:**

- Is it easy / safe to cross the street?
- Is there a crosswalk? Are the lines well painted and in good condition?
- Are crosswalks located where people want to cross?
- At traffic signals, are there pedestrian push buttons? Do they give enough time to cross?

**Please Note Driver Behavior:**

- Are there curb ramps for wheelchairs, strollers, etc.?
- Speeding
- Not yielding to pedestrians
- Excessive pollution / exhaust

**Safety / Security:**

- Do you feel exposed to traffic?
- Do you feel safe walking in the area?
- Why or why not?

Numbers continued on back

UB

As you take part in the walk audit within the area indicated in red to the left, please take descriptive notes and write the specific number at the location on the map.



Notes:

1. Overgrown tree limbs
2. Side walk uneven at the end of Jefferson and brown
3. Sick walk to close to traffic
4. Cable broke off of brown/keeper
5. Debris is on keeper
6. Low hanging tree limbs on keeper
7. Not a good road on Jefferson!!
8. Unfinished concrete on cotton belt
9. Overgrown plants on pole on oak
10. extended driveway
11. No side walk walking towards Elliot
12. Trash in front of houses on Elliot
13. No side walk on Elliot
14. Debris on Birmingham
15. No side walk Birmingham
16. Bullet holes on stop sign at Birmingham
17. \_\_\_\_\_
18. \_\_\_\_\_
19. \_\_\_\_\_
20. \_\_\_\_\_

**What to Look For**

**Pleasantness of Walk:**

- Is the area pleasant for walking with buffers from the street?
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Numbers continued on back

Pieper

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Notes:

1. over grown tree limbs & bushes / steep grade
2. of sidewalk at Jackson & Brown / traffic
3. speed along Brown and sidewalk so close
4. to roadway / cable hang down safety hazard /
5. Keefe low hanging tree limbs / poor drainage
6. and dead tree limbs in the ditch / very
7. poor maintenance from home owners / bulk pickup
8. on tree limbs needs to be weekly in winter
9. to mosh trash and debris all over /
10. Cotton Belt broken green box lid in sidewalk hazard /
11. lack of sidewalk on Cotton Belt / a few sidewalk
12. trip hazards / 307 Cotton Belt pickup blocking
13. driveway / lack of sidewalks / old gas meter
14. pipe left sticking out of the ground / tear ble
15. maintenance mowing & weed-eating of land owners /
16. Elliot dead end has no crossing over tracks /
17. where there is curb the gutters are a mess /
18. Bullt holes in stop sign Birmingham & Marble /
19. no crossing for walkers at RR tracks
20. \_\_\_\_\_

### What to Look For

#### Pleasantness of Walk:

- Is the area pleasant for walking with buffers from the street?
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- Not yielding to pedestrians
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#### Safety / Security:

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- Do you feel safe walking in the area?
- Why or why not?

Numbers continued on back





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Notes:

1. Install more benches for residents to sit
2. Install some shop direction signs
3. Cross walk at all 4 Corner at Marble and Ballard
4. Jackson and Hwy 78 Cross walk across Hwy 78
5. More Sidewalks going down Jackson
6. Electronic cross walk going down Ballard instead of roadway
7. Side walk in front of pawn shop of Ballard cross road sign
8. Needs install sidewalk from Ballard Hwy 78 down to Marble
9. Up to date ADA Handicap Ramps
10. Marble St Behind Dreyer need sidewalks
11. \_\_\_\_\_
12. \_\_\_\_\_
13. \_\_\_\_\_
14. \_\_\_\_\_
15. \_\_\_\_\_
16. \_\_\_\_\_
17. \_\_\_\_\_
18. \_\_\_\_\_
19. \_\_\_\_\_
20. \_\_\_\_\_

### What to Look For

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- Do you feel safe walking in the area?
- Why or why not?

Numbers continued on back



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Notes:

1. Low Branches
2. Slope of Ramp
3. Proximity to Road
4. Vehicle Speed
5. Low Branches
6. Not Maintained
7. No Sidewalk
8. No Sidewalk or Ramp
9. No Sidewalk
10. No Sidewalk
11. Not Maintained
12. Sidewalk Inconsistent
13. Hedges Over Sidewalk
14. No Sidewalk Over Crossing
15. Stop Sign has Been Shot
16. \_\_\_\_\_
17. \_\_\_\_\_
18. \_\_\_\_\_
19. \_\_\_\_\_
20. \_\_\_\_\_

### What to Look For

#### Pleasantness of Walk:

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- Why or why not?

Numbers continued on back

2 3



As you take part in the walk audit within the area indicated in red to the left, please take descriptive notes and write the specific number at the location on the map.

Notes:

1. sidewalk too narrow
2. first and brown ramps need tactile bumps
3. driveway too steep

4. \_\_\_\_\_
5. \_\_\_\_\_
6. \_\_\_\_\_
7. \_\_\_\_\_
8. \_\_\_\_\_
9. \_\_\_\_\_
10. \_\_\_\_\_
11. \_\_\_\_\_
12. \_\_\_\_\_
13. \_\_\_\_\_
14. \_\_\_\_\_
15. \_\_\_\_\_
16. \_\_\_\_\_
17. \_\_\_\_\_
18. \_\_\_\_\_
19. \_\_\_\_\_
20. \_\_\_\_\_

**What to Look For**

**Pleasantness of Walk:**

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**Please Note Driver Behavior:**

- Speeding
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**Safety / Security:**

- Do you feel exposed to traffic?
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- Why or why not?

Numbers continued on back

71  
0



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Notes:

1. under removal of barrier
2. No shade on bus & pad area
3. No side walk east side of pad area
4. Ramp on ramp
5. No sign
6. Dog poop on curb ramp
7. flat
8. narrow
9. No shade
10. crosswalk
11. No shade
12. No sidewalk
13. No curb walk
14. narrow sidewalk
15. bad ramp
16. narrow
17. under + shaded
18. narrow
19. \_\_\_\_\_
20. \_\_\_\_\_

### What to Look For

#### Pleasantness of Walk:

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#### Please Note Driver Behavior:

- Speeding
- Not yielding to pedestrians
- Excessive pollution / exhaust

#### Safety / Security:

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- Do you feel safe walking in the area?
- Why or why not?

Numbers continued on back

As you take part in the walk audit within the area indicated in red to the left, please take descriptive notes and write the specific number at the location on the map.



Notes:

South Side  
v

1. Could be wider, shaded S, Sun N

2. Shade?

3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_
6. \_\_\_\_\_
7. \_\_\_\_\_
8. \_\_\_\_\_
9. \_\_\_\_\_
10. \_\_\_\_\_
11. \_\_\_\_\_
12. \_\_\_\_\_
13. \_\_\_\_\_
14. \_\_\_\_\_
15. \_\_\_\_\_
16. \_\_\_\_\_
17. \_\_\_\_\_
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19. \_\_\_\_\_
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**What to Look For**

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- Speeding
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- Do signs display a simple and clear message?

**Safety / Security:**

- Do you feel exposed to traffic?
- Do you feel safe walking in the area?
- Why or why not?

Numbers continued on back



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Notes:

1. Wider sidewalk by brown house
2. Directional pads better placed
3. No sidewalk on Brown/Jackson
4. Old ADA ramp at Jackson/Jefferson
5. No shade on sidewalk west side Wylie Bible
6. Great shade at Farmers Co-op
7. Sidewalk ends randomly @ first baptist
8. No sidewalk @ First/Jefferson
9. ADA Ramp needs work @ 2nd and Marble
10. Wide sidewalk and shade at first/Jefferson

### What to Look For

#### Pleasantness of Walk:

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#### Are there curb ramps for wheelchairs, strollers, etc.?

#### Please Note Driver Behavior:

- Speeding
- Not yielding to pedestrians
- Excessive pollution / exhaust

#### Safety / Security:

- Do you feel exposed to traffic?
- Do you feel safe walking in the area?
- Why or why not?

11. \_\_\_\_\_
12. \_\_\_\_\_
13. \_\_\_\_\_
14. \_\_\_\_\_
15. \_\_\_\_\_
16. \_\_\_\_\_
17. \_\_\_\_\_
18. \_\_\_\_\_
19. \_\_\_\_\_
20. \_\_\_\_\_

Numbers continued on back



As you take part in the walk audit within the area indicated in red to the left, please take descriptive notes and write the specific number at the location on the map.

Notes:

1. unmarked crosswalk by brown house
2. wide sidewalk by brown house
3. ramp on backson and jefferson too steep.
4. no shade on ~~left~~ side of wylie bible church
5. sidewalk ends randomly behind FBW on first st.
6. no sidewalk on east side of first st.
7. no actual ramp in second and marble.
8. narrow sidewalk on 2nd st.
9. no shade on 2nd st.
10. slanted sidewalk on brown st.

**What to Look For**

0

**Pleasantness of Walk:**

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- Are there curb ramps for wheelchairs, strollers, etc.?
- Speeding
- Not yielding to pedestrians
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**Safety / Security:**

- Do you feel exposed to traffic?
- Do you feel safe walking in the area?
- Why or why not?

11. \_\_\_\_\_
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13. \_\_\_\_\_
14. \_\_\_\_\_
15. \_\_\_\_\_
16. \_\_\_\_\_
17. \_\_\_\_\_
18. \_\_\_\_\_
19. \_\_\_\_\_
20. \_\_\_\_\_

Numbers continued on back



As you take part in the walk audit within the area indicated in red to the left, please take descriptive notes and write the specific number at the location on the map.

Notes:

1. No ramps for sidewalk
2. No sidewalk
3. No crosswalk / low drainage issues (same area as #2)
4. No crosswalk
5. Sidewalk width inconsistent / not visually pleasing
6. No ramps / crosswalks
7. No sidewalk
8. \_\_\_\_\_
9. \_\_\_\_\_
10. \_\_\_\_\_
11. \_\_\_\_\_
12. \_\_\_\_\_
13. \_\_\_\_\_
14. \_\_\_\_\_
15. \_\_\_\_\_
16. \_\_\_\_\_
17. \_\_\_\_\_
18. \_\_\_\_\_
19. \_\_\_\_\_
20. \_\_\_\_\_

### What to Look For

#### Pleasantness of Walk:

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Numbers continued on back



DRAINAGE ISSUES NO SIDEWALK NO YIELD SIGN

NO CONSISTENT SIDEWALKS FROM E.W. NEIGHBORHOODS TO DOWNTOWN



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HIGH TRAFFIC SPEED ON JACKSON

Notes: RAILROAD IS BIG BARRIER

1. SIDEWALK ENDS @ 306 - BROWN
2. TRASH CANS SCATTERED EVERYWHERE
3. TREES + TART, NO GRASS
4. LANDSCAPING IN WALK PATH
5. COMFORTABLE BUT UGLY, FEW MINOR DRAINAGE
6. NARROW WALK ~~IS~~ UNEVEN SURFACE
7. VERY LOUD, TRUCKS CLOSE S. OF INTERSECTION
8. NEED CROSSWALK
9. DIFFICULT, FORCES PEOPLE TO ZFT SPOT
10. HOLES IN FRONT OF RECORD STORES
11. NO SIDEWALK OR RAMPS
12. UNCOMFORTABLE TO WALK, UGLY
13. PEOPLE FORCED TO TAKE ALLEYWAY - FAIR AMT OF TRAFFIC
14. LIGHTING OFF BALLARD IS BAD, BRING IN GENERATOR LIGHTS FOR EVENTS
- 15.
16. SOME UNPAVED ALLEYS IN AREA \*
17. BULBOUT @ OAK + BALLARD
18. COULD USE MORE STREET SIGNS
19. MARBLE + JACKSON - CROSSWALK NEEDED
20. JACKSON WAS HUGE + UNDERUSED

What to Look For

Pleasantness of Walk

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Numbers continued on back

PUBWORKS ACTION PLAN - 2012 FROM LEFTOVER BOND MONEY

- BALLARD SHUT @ BROWN + 78
- BETTER WAYFINDING LOCALLY + ON 78

WEBINAR ON ROI OF WALKABLE INFRASTRUCTURE

Pieper

As you take part in the walk audit within the area indicated in red to the left, please take descriptive notes and write the specific number at the location on the map.



Notes:

1. sidewalk trip hazards / need sidewalks
2. finished out at 306 Jackson / dumpsters
3. and trash 306 / reserves parking lot at
4. apartments
5. ramps on marble / landscaping / drainage
6. issues at marble and Jackson / no sidewalk
7. crosswalk striping / pole no sign / striping faded
8. tree limbs and bushes over grown
9. gutter are full of debris along Birmingham
10. sidewalk width 3' / code enforcement tree
11. limbs / sidewalk widths 3' - 4' - 5' - 6'
12. businesses and home owner not keeping up with
13. maintenance / feel very unsecure walking along
14. S. Ballard / no crosswalks / junk along the curb
15. and gutters S. Ballard / fire hydrant in the
16. middle of sidewalk / poor lighting at
17. night
18. \_\_\_\_\_
19. \_\_\_\_\_
20. \_\_\_\_\_

**What to Look For**

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**Are there curb ramps for wheelchairs, strollers, etc.?**

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- Do you feel exposed to traffic?
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- Why or why not?

Numbers continued on back



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Notes:

1. sidewalk @ 306 & Brown
2. Ramp @ desired glamour
3. Drainage issue Marble & Jackson
4. sidewalk stoppages
5. Lack of steps on sides of Ballard
6. \_\_\_\_\_
7. \_\_\_\_\_
8. \_\_\_\_\_
9. \_\_\_\_\_
10. \_\_\_\_\_
11. \_\_\_\_\_
12. \_\_\_\_\_
13. \_\_\_\_\_
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Numbers continued on back



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Notes:

1. Sidewalk ends Brown/Section
2. drainage issues
3. trees in TK why / more protected
4. vegetation
5. drainage / curb 12 ft St. 11
6. \_\_\_\_\_
7. \_\_\_\_\_
8. \_\_\_\_\_
9. \_\_\_\_\_
10. \_\_\_\_\_
11. \_\_\_\_\_
12. \_\_\_\_\_
13. \_\_\_\_\_
14. \_\_\_\_\_
15. \_\_\_\_\_
16. \_\_\_\_\_
17. \_\_\_\_\_
18. \_\_\_\_\_
19. \_\_\_\_\_
20. \_\_\_\_\_

### What to Look For

#### Pleasantness of Walk:

- Is the area pleasant for walking with buffers from the street?
- Are there sidewalks on both sides of the street? Are the sidewalks wide or narrow?
- Is the sidewalk shaded by trees?
- Are there resting places for pedestrians?

#### Maintenance and Obstructions:

- Are sidewalks generally clear of obstructions?
- Is the sidewalk smooth or are there cracks or uneven surfaces?

#### Wayfinding:

- Are there signs to help pedestrians find important destinations?
- Are street names clearly visible?
- Do signs display a simple and clear message?

#### Street Crossings & Intersections:

- Is it easy / safe to cross the street?
- Is there a crosswalk? Are the lines well painted and in good condition?
- Are crosswalks located where people want to cross?
- At traffic signals, are there pedestrian push buttons? Do they give enough time to cross?

#### Please Note Driver Behavior:

- Are there curb ramps for wheelchairs, strollers, etc.?
- Speeding
- Not yielding to pedestrians
- Excessive pollution / exhaust

#### Safety / Security:

- Do you feel exposed to traffic?
- Do you feel safe walking in the area?
- Why or why not?

Numbers continued on back



As you take part in the walk audit within the area indicated in red to the left, please take descriptive notes and write the specific number at the location on the map.

Notes:

1. No pedestrian walk ways or warnings
2. @ Jackson & Marble
3. \_\_\_\_\_
4. no SW's or paths to walk
5. safely past the RR tracks to PT
6. \_\_\_\_\_
7. Hard to walk on SW's due to
8. foliage & landscaping
9. \_\_\_\_\_
10. quiet & keeper dead ends
11. with no access to DT
12. \_\_\_\_\_
13. \_\_\_\_\_
14. \_\_\_\_\_
15. \_\_\_\_\_
16. \_\_\_\_\_
17. \_\_\_\_\_
18. \_\_\_\_\_
19. \_\_\_\_\_
20. \_\_\_\_\_

**What to Look For**

**Pleasantness of Walk:**

- Is the area pleasant for walking with buffers from the street?
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**Maintenance and Obstructions:**

- Are sidewalks generally clear of obstructions?
- Is the sidewalk smooth or are there cracks or uneven surfaces?

- Are there curb ramps for wheelchairs, strollers, etc.?

**Please Note Driver Behavior:**

- Speeding
- Not yielding to pedestrians
- Excessive pollution / exhaust

**Wayfinding:**

- Are there signs to help pedestrians find important destinations?
- Are street names clearly visible?
- Do signs display a simple and clear message?

**Safety / Security:**

- Do you feel exposed to traffic?
- Do you feel safe walking in the area?
- Why or why not?

Numbers continued on back



As you take part in the walk audit within the area indicated in red to the left, please take descriptive notes and write the specific number at the location on the map.

Notes:

1. crosswalks
2. lighting
3. sidewalk ext's & repairs
4. in-laying down town
- 5.
- 6.
- 7.
- 8.
- 9.
- 10.
- 11.
- 12.
- 13.
- 14.
- 15.
- 16.
- 17.
- 18.
- 19.
- 20.

### What to Look For

#### Pleasantness of Walk:

- Is the area pleasant for walking with buffers from the street?
- Are there sidewalks on both sides of the street? Are the sidewalks wide or narrow?
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- Are there resting places for pedestrians?

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- Are sidewalks generally clear of obstructions?
- Is the sidewalk smooth or are there cracks or uneven surfaces?

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- Are there signs to help pedestrians find important destinations?
- Are street names clearly visible?
- Do signs display a simple and clear message?

#### Street Crossings & Intersections:

- Is it easy / safe to cross the street?
- Is there a crosswalk? Are the lines well painted and in good condition?
- Are crosswalks located where people want to cross?
- At traffic signals, are there pedestrian push buttons? Do they give enough time to cross?

#### Maintenance and Obstructions:

- Are there curb ramps for wheelchairs, strollers, etc.?

#### Please Note Driver Behavior:

- Speeding
- Not yielding to pedestrians
- Excessive pollution / exhaust

#### Safety / Security:

- Do you feel exposed to traffic?
- Do you feel safe walking in the area?
- Why or why not?

Numbers continued on back



As you take part in the walk audit within the area indicated in red to the left, please take descriptive notes and write the specific number at the location on the map.

Notes:

1. NO Cross walk or Ped Signs Jackson/marble/OAK
2. Sign letting residents know whats down town and where it
3. Side walks dont go completely to neighborhood from downtown
4. City benches for residents to rest.
5. More lighting for area
6. Up grade some of the run down houses close to rail/road
7. Elliot Has no easy access to downtown
8. Extend Downtown to Birmingham
9. Add parking spots on Jackson

10. \_\_\_\_\_
11. \_\_\_\_\_
12. \_\_\_\_\_
13. \_\_\_\_\_
14. \_\_\_\_\_
15. \_\_\_\_\_
16. \_\_\_\_\_
17. \_\_\_\_\_
18. \_\_\_\_\_
19. \_\_\_\_\_
20. \_\_\_\_\_

### What to Look For

#### Pleasantness of Walk:

- Is the area pleasant for walking with buffers from the street?
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- Are there signs to help pedestrians find important destinations?
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#### Street Crossings & Intersections:

- Is it easy / safe to cross the street?
- Is there a crosswalk? Are the lines well painted and in good condition?
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#### Please Note Driver Behavior:

- Are there curb ramps for wheelchairs, strollers, etc.?
- Speeding
- Not yielding to pedestrians
- Excessive pollution / exhaust

#### Safety / Security:

- Do you feel exposed to traffic?
- Do you feel safe walking in the area?
- Why or why not?

Numbers continued on back

**APPENDIX B: DOWNTOWN WYLIE PARKING REVIEW AND RECOMMENDATIONS**



NOVEMBER 1, 2019

The City of Wylie is located largely within Collins County and has a population of approximately 50,000 people. Its historic Downtown Wylie area is located north of Texas Highway 78 on and around Ballard Avenue, and is home to several churches including the First Baptist Church of Wylie, St. Anthony's Catholic Church, Citipointe Church and the Wylie Bible Church. Parking availability on weekdays during lunchtime and on weekends during Church services and special events Downtown have been identified as an issue by Wylie officials and stakeholders.

The purpose of this deliverable is two-fold:

- To provide Wylie and NCTCOG with a preliminary assessment of existing parking conditions during the weekday lunchtime period on Ballard Avenue, in public off-street parking lots, and in the First Baptist Church's parking lots.
- Provide recommendations for further data collection and analysis, preliminary ideas for managing event parking demand, and a list of potential issues.

### PARKING FOCUS AREA

The study area for this effort includes Ballard Avenue between Jefferson Street and Texas Highway 78, Jefferson Street, Marble Street and Oak Street between Jackson Avenue and 1<sup>st</sup> Street, striped on-street parking on Jackson Avenue between Jefferson Street and Texas Highway 78 and select off-street parking facilities. Figure 1 shows the study area and the facilities included in the data collection effort.

The delineation of study area blocks was developed as a way to gather information on a more granular level than a full study-area wide analysis would allow. Certain blocks were extended and/or are larger, such as Block 4, to incorporate the entirety of First Baptist Church's off-street parking supply.

NCTCOG's overall study area extends from Brown Street to the north, 2<sup>nd</sup> Street to the east, Texas Highway 78 to the south and Birmingham Street to the west. The parking focus area boundaries include Jefferson Avenue to the north, 2<sup>nd</sup> Street to the east Texas Highway 78 to the south and Jackson Avenue to the west. While the City has identified Brown Street as the northern boundary of Downtown Wylie, a smaller parking focus area was selected for data collection as there was little parking activity on the excluded streets during the peak weekday lunchtime timeframe.

Figure 1: Downtown Wylie Parking Study Area



Walker staff visited the study area on Thursday April 4, 2019 to compile an inventory of the on-street parking in the study area as well as publicly-available/First Baptist Church off-street parking within the study area. Additionally, Walker collected an occupancy count during the lunchtime hour. According to stakeholders, the lunch hour is one of the most challenging time periods for parking and mobility and occurs on a daily basis during the week. Other challenging times identified during the week include days when events are held and during times that the First Baptist Church has services.

### EXISTING PARKING INVENTORY

One of the challenges identified in the kick-off/stakeholder meeting was that infrequent patrons may not know that certain lots are publicly available due to a lack of clear signage. For example, the First Baptist Church’s parking lots have availability on weekdays, and the Church has historically allowed employees and patrons of nearby businesses using their parking facilities during non-peak Church times. Additionally, the City parking lots, on the Northwest corner of the Jackson Avenue/Oak Street intersection, and on the east side of Jackson Avenue

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## DELIVERABLE: DOWNTOWN WYLIE PARKING REVIEW AND RECOMMENDATIONS

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between Marble Street and Oak Street, are not signed in a manner that alerts patrons that they are publicly-available parking facilities.

Figure 2: Study Area Parking Inventory (Number of Parking Spaces)



Source: Walker Consultants, 2019

Overall within the study area, there are 209 striped on-street parking spaces, 85 of which are on Ballard Avenue, and 593 off-street parking spaces. 502 of the spaces belong to First Baptist Church and the remaining 91 are publicly owned.

It should be noted that the 54 off-street parking spaces in Block 2 will be displaced by a planned development project in the near future.

**EXISTING PARKING OCCUPANCY AND PARKING CONDITIONS**

Walker staff recorded parking occupancy in the study area at 12:30 PM on Thursday, April 4, 2019 to capture typical lunchtime conditions in the Downtown.

Figure 3 summarizes the overall level of occupancy observed by space type, while Figure 4 shows observed occupancy ranges by parking lot/block face.

Figure 3: Overall Study Area Parking Occupancy by Space Type, Thursday April 4, 2019

Space Type	Inventory	Occupancy	%
On-Street Total	209	104	50%
Off-Street Total	593	100	17%
First Baptist Lots	502	85	17%
'Public' Lots	91	15	16%

Source: Walker Consultants, 2019

While on-street parking along the core of Ballard Avenue (between Oak and Marble Streets) and Marble Street east of Ballard Avenue are at or approaching full capacity, other on-street parking in the study area was less than 70% full on a block face by block face basis, with the majority of the block faces not on or adjacent to Ballard Avenue having occupancies in the 0-25% range.

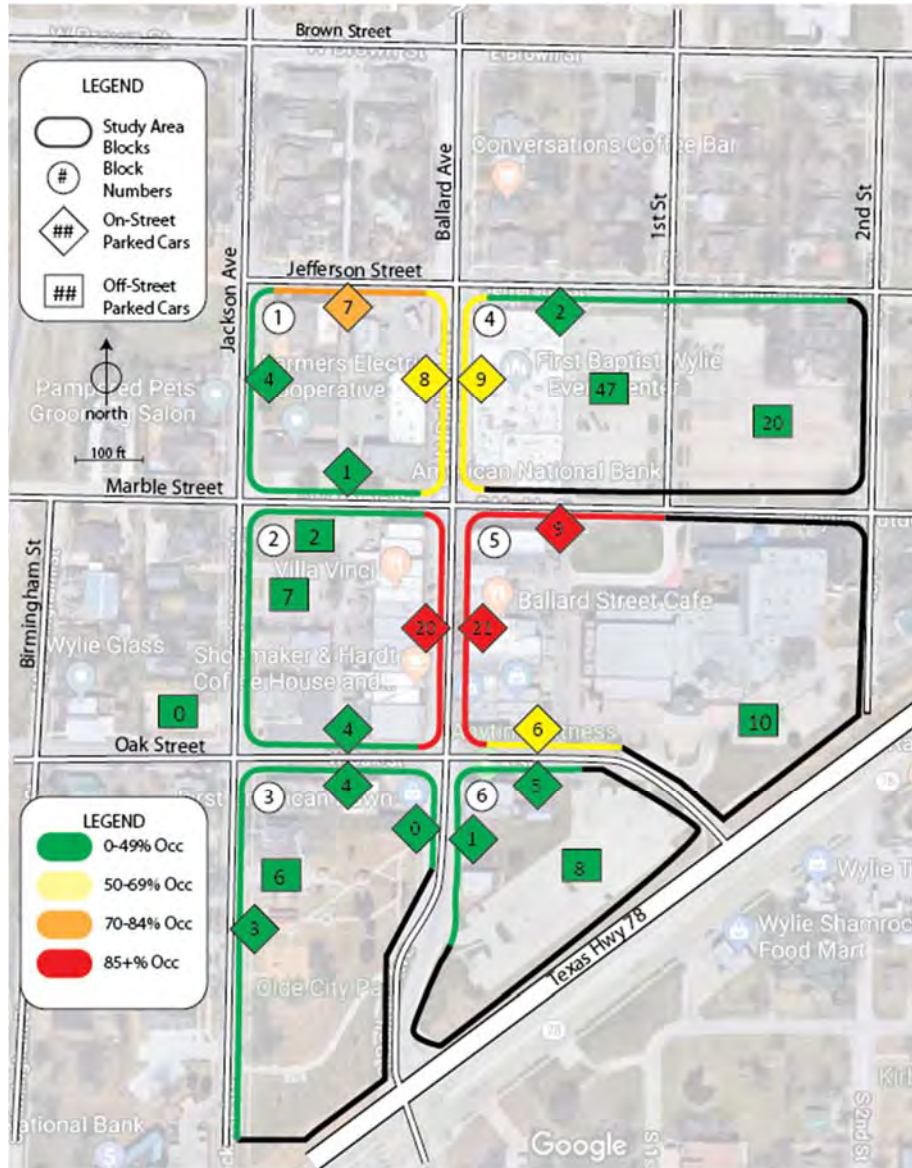
Off-street parking in the study area was also lightly utilized, with public parking lots under 20% utilized, and the First Baptist Church lots also under 20% utilized except for the lot adjacent to the First Baptist Wylie Event Center which was 46% utilized. Occupancy totals are depicted in the figure below (Figure 4).

# NCTCOG PARKING GARAGE AND TRANSPORTATION FACILITY INTERFACE STUDY

## DELIVERABLE: DOWNTOWN WYLIE PARKING REVIEW AND RECOMMENDATIONS

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Figure 4: 12:30 PM Parking Occupancy



Source: Walker Consultants, 2019

Appendix A contains a complete list of the on-street block faces and off-street parking lots at which parking inventory and occupancy data was collected as part of this analysis.

In addition to the parking occupancy counts, Walker staff made the following observations related to parking:

- During the time Walker was in the study area, the parking spaces on Ballard Avenue appeared to turn over indicating that employees of the adjacent businesses are generally parking elsewhere, leaving the closest spaces available for customers.
- There is a lack of public parking signage denoting where public parking is allowed.

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- Once off Ballard Avenue, the pedestrian environment becomes more difficult to navigate in some cases; sidewalks are missing in some areas and narrow in others. This challenging pedestrian environment makes parking in underused areas a less attractive option for patrons.

### CONCLUSIONS, RECOMMENDATIONS, AND ITEMS FOR CONSIDERATION

Overall, there is adequate parking supply in the Downtown area to accommodate the existing lunchtime (typical peak weekday) parking demand generated by the retail and dining uses along Ballard Avenue and adjacent/parallel streets. However, the most convenient spaces – on-street parking on Ballard Avenue between Marble and Oak – are generally full at lunchtime, while spaces a block or two away sit empty.

Walker reviewed available automated pedestrian counter data collected on Ballard Avenue in Downtown Wylie in June/July 2019. Pedestrian volumes on Saturdays is approximately two times higher than on weekdays, and pedestrian volumes on June 29<sup>th</sup>, 2019 during the Wylie Bluegrass on Ballard Car and Motorcycle show was approximately 4.5 times higher than the average Saturday.

Walker offers the following recommendations for consideration with respect to areas for additional study, policy, outreach and event management:

- Conduct additional data collection, including collection of parking inventory and occupancy data in Downtown on both a Saturday and a Sunday and during both a City event in the Downtown and a First Baptist Church of Wylie event, as well as parking turnover analysis along Ballard Avenue on a typical weekday and Saturday.
  - Key information to obtain include the extent to which the churches in the study area rely on on-street and public parking facilities for parking during their largest weekend services, and to what extent local events rely on the churches making their parking available to the public during the event.
- Improve signage at and wayfinding to public parking facilities.
  - As unfamiliar users, it was unclear to the Walker team which off-street parking lots are considered public parking. Signage should be provided at each location where public parking is allowed and could even be as simple as a blue “P” parking symbol on the approaches to public facilities. Additionally, wayfinding signs should be placed in strategic locations approaching the Downtown to direct patrons to these facilities. Figures 5 and 6 show two examples of simple, clear parking signage.
  - Signage and wayfinding could also serve as an opportunity to further branding efforts by integrating parking signage packages with a general wayfinding package sharing information about Downtown with visitors.

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**DELIVERABLE: DOWNTOWN WYLIE PARKING REVIEW AND RECOMMENDATIONS**

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Figure 5: Parking Signage Example #1



Source: Walker Consultants, 2019

Figure 6: Parking Signage Example #2



Source: Walker Consultants, 2019

- Work with private entities, such as the First Baptist Church of Wylie and St. Anthony’s Catholic Church to formalize the allowance of public parking on weekdays.
  - Church uses are predominately weekend uses and they may be amenable to formalizing the allowance of public parking or employee parking in their parking lot during weekdays. Based on discussions during the stakeholder kick-off meeting, this already occurs on an ad-hoc basis with the First Baptist Church of Wylie’s parking lots.
  - A formal agreement would also help alleviate concerns Church representatives expressed about allowing regular public parking on their property, including liability concerns and insurance, lot maintenance, and hours of public availability.
- Work with the First Baptist Church of Wylie, St. Anthony’s Catholic Church, and other interested participants to develop an event parking plan and event tracking system for Downtown, to be coordinated and maintained by a designated City staff person. Among the goals would be reduced occurrences of conflicting events, and a clear set of procedures, policies and terms for parking use and management during events.



- Event could be grouped into categories depending on size (small, medium, large), with a different protocol for each category
- For small events, the City might elect to have the event host fill out a form identifying the date and time of the event and the expected number of attendees/vehicles associated with the event. The event would remit a small administrative fee based on the number of vehicles anticipated.
- For medium-sized events, the City could again require the completion of a form, along with additional stipulation such as dictating where event flyers/information should direct attendees to parking, and collection of a per vehicle parking fee (surcharge) to help the City cover potential increased costs related to parking lot maintenance, police enforcement and waste removal.
- For large events the City should consider all of the above, and additionally, the event would need to work with the City and, likely, First Baptist Church (assuming the event is not being held by the Church) to identify where event patrons should be directed to park, and if necessary, the assessment and implementation of a shuttle system from remote parking to the event.

### CONCEPTUAL ALTERNATIVE PARKING CONFIGURATIONS ON BALLARD (JEFFERSON TO OAK)

The pedestrian environment in Downtown is challenging, both on side-streets which have narrow, discontinuous, and/or missing sidewalks and on Ballard Avenue which has wider sidewalks that are encroached upon by overhanging vehicles as well as sidewalk clutter. This makes surface parking lots, such as the one on the northwest corner of the Oak Street/Jackson Street intersection unappealing and underutilized. A discussion of the current configuration and alternatives is provided below.

#### CURRENT CONFIGURATION: FRONT-IN ANGLED PARKING

- Pros:
  - Angled parking maximizes on-street parking inventory,
  - Angled parking is easier to pull into/out of than parallel parking.
  - Leaving the configuration at the status quo is the lowest cost option.
- Cons:
  - Vehicles overhang the curb on Ballard Avenue reducing the functional width of the sidewalk.
  - Angled spaces are typically 18 feet deep (parallel spaces are typically 8 feet wide) consuming a larger portion of the roadway cross-section.
  - Front-in angled parking is generally considered the least complementary option for alternative modes and has the highest potential for vehicle to vehicle conflict, given the width needed to accommodate it and the need for vehicles exiting to back into the travel lane.

#### ALTERNATIVE CONFIGURATION: PARALLEL PARKING ON BOTH SIDES OF STREET

- Pros:
  - Parallel parking on both sides of the street could potentially reduce the curb to curb cross section by up to 20 feet (10 feet on each side). This space could be used to widen sidewalks and/or to provide a protected bicycle lane on each side of the street.
  - Vehicles cannot overhang the curb when parked in a parallel configuration.
  - Pedestrian conditions on this segment of Oak Street could be improved, providing a better linkage between the parking lot on the northwest corner of the Oak Street/Jackson Street intersection and Ballard Avenue.
  - Parallel parking maximizes speed reduction on the roadway, if that is a goal

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- Cons:
  - Conversion to parallel parking would reduce on-street parking inventory. Ballard Avenue between Jefferson Street and Oak Street currently has 50 angled spaces. Based on preliminary review, assuming a 22-foot stall length, if converted to parallel parking there would be room for approximately 28 parking spaces, a reduction of 22 spaces. Based on the fieldwork Walker performed, the loss of on-street parking could easily be accommodated on side streets and on off-street parking facilities that are currently underutilized.
  - Parallel parking spaces can be more difficult to enter and exit particularly on a busy street. Need to determine corridor priorities.

### ALTERNATIVE CONFIGURATION: PARALLEL PARKING ON ONE SIDE WITH FRONT-IN ANGLED PARKING ON OTHER

- Pros:
  - Parallel parking on side of the street could potentially reduce the curb to curb cross section by up to 10 feet. This space could be used to widen sidewalks on one or both side of the street.
  - Splits the difference in terms of the amount of parking inventory lost versus parallel on both sides.
  - Creates a chicane effect (traffic calming measure).
- Cons:
  - Loss of parking spaces where angled parking is converted to parallel parking. Based on the fieldwork Walker performed, the loss of on-street parking could easily be accommodated on side streets and on off-street parking facilities that are currently underutilized.
  - Potential arguments over which side of the street to convert to parallel parking. It should be noted there are examples of communities where the parking ‘jogs’ in that on one block, for example, the east side will be angled and the west side parallel, and then on the next block the east side will be parallel, and the west side angled.
  - Parallel parking spaces can be more difficult to enter and exit particularly on a busy street. Need to determine corridor priorities.

### ALTERNATIVE CONFIGURATION: ONE-WAY CONVERSION

Note that this option would require further traffic analysis and determination of the appropriate parallel street to convert to one-way in the other direction to complete the couplet. The discussion below assumes Ballard would have only a single travel lane.

- Pros:
  - Could maintain angled parking on both sides of the street No reduction in available parking supply.
  - Reduction to one travel lane would provide 8-10 feet of roadway width that could instead be used for wider sidewalks on both sides of the street,
  - Would slow traffic through the downtown core.
- Cons:
  - Additional traffic on parallel streets, including the potential for a street to become a by-pass for vehicles trying to avoid Ballard Avenue altogether.
  - Reduced roadway capacity – which is not necessarily a con depending on the goals of the community.

### ADDING INVENTORY THROUGH ABOVE-GRADE PARKING STRUCTURE

Another option for increasing parking capacity in Downtown would be to construct an at-grade parking garage. Given Walker's observations related to parking occupancy in the study area, the addition of a parking structure to Downtown would not necessarily be highly utilized nor address the core behavioral issue related to parking, which would be best addressed through management of existing parking spaces.

However, given there is a level of interest in understanding the general costs, benefits and tradeoffs of a parking structure, Walker has provided the following commentary:

#### STRUCTURE COSTS

A basic (limited architectural elements and façade) above-grade parking structure would cost around \$16,000 per space, excluding land acquisition costs, for an efficient long-span parking structure. The minimum footprint required for an efficient structure of this type is typically 120-125 feet wide by 160 feet long for a two-bay garage. A smaller structure would be less efficient, and therefore cost more per space since more of the area would be devoted to ramping and turns.

Based on Walker's field review of the area, the most likely sites for an efficient structure would be the following:

- West half of the block bounded by Marble Street, Ballard Avenue, Oak Street and Jackson Avenue (Block 2 in the figures).
  - This area is already slated for a future development, which would inhibit the selection of this site.
- On the surface parking lot behind the First Baptist Wylie Event Center.
  - This would require a public-private partnership between the City and the Church as well as execution of a use agreement.

It should be noted that since both options would eliminate existing surface parking, the cost per net new space would be higher than \$16,000.

The benefits of a parking structure would be the additional capacity it would provide during events and on Sundays. However, it would likely sit empty throughout the day and evening on weekdays and would not be the first choice of patrons of Downtown businesses. There would still be a tendency for patrons to fill up the most convenient on-street parking first, and the perception of inadequate parking may still remain even with the construction of a structure. A parking structure may also be out of place/out of character with the rest of Downtown Wylie, although this could be ameliorated through architectural elements.

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**APPENDIX A – LIST OF ON AND OFF-STREET PARKING FACILITY INVENTORY AND OCCUPANCY COUNTS**

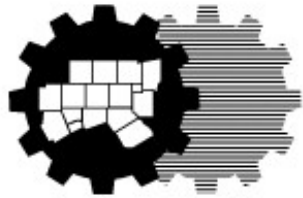
On-Street Parking Facilities

Block	Facility	Stall Type	Inventory	Occupancy	
				12:30 PM	%
1	On-Street: Jefferson	Unrestricted	10	7	70%
1	On-Street: Ballard	Unrestricted	12	8	67%
1	On-Street: Marble	Unrestricted	4	1	25%
1	On-Street: Marble	ADA	1	0	0%
1	On-Street: Jackson	Unrestricted	22	4	18%
1	On-Street: Jackson	ADA	1	0	0%
2	On-Street: Ballard	Unrestricted	22	20	91%
2	On-Street: Ballard	ADA	2	0	0%
2	On-Street: Oak	Unrestricted	11	4	36%
3	On-Street: Oak	Unrestricted	15	4	27%
3	On-Street: Ballard	Unrestricted	2	0	0%
3	On-Street: Jackson	Unrestricted	12	3	25%
3	On-Street: Jackson	ADA	2	0	0%
4	On-Street: Jefferson	Unrestricted	12	2	17%
4	On-Street: Ballard	Unrestricted	18	9	50%
5	On-Street: Marble	Unrestricted	9	9	100%
5	On-Street: Oak	Unrestricted	11	6	55%
5	On-Street: Ballard	Unrestricted	24	21	88%
5	On-Street: Ballard	ADA	2	0	0%
6	On-Street: Oak	Unrestricted	14	5	36%
6	On-Street: Ballard	Unrestricted	3	1	33%

Off-Street Parking Facilities

Block	Facility	Reference Letter on Figure 1	Stall Type	Occupancy		
				Inventory	12:30 PM	%
4	First Baptist Lot	E	Off-Street	103	47	46%
4	First Baptist Lot	F	Off-Street	183	20	11%
5	First Baptist Lot	G	Off-Street	75	10	13%
6	First Baptist Lot	H	Off-Street	141	8	6%
2	Gravel Lot	B	Off-Street	22	2	9%
2	Paved Lot	C	Off-Street	32	7	22%
3	Park Lot	D	Off-Street	16	6	38%
	NEC Oak/Jackson	A	Off-Street	21	0	0%

## **APPENDIX C: SUMMARY FLYER AND COMPLETE SURVEY RESULTS**



**North Central Texas  
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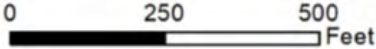
## **Downtown Wylie Survey**

Thank you for choosing to participate in this survey about Downtown Wylie! This survey will support development of the Downtown Wylie Vision Plan. The survey will take approximately 5 minutes to complete. All questions are optional. For the purposes of this survey, please consider "Downtown Wylie" as the area outlined in the map below.

Downtown Wylie



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Council of Governments



**1. Please select all that apply:**

- I live in Wylie
- I work in Wylie
- I shop in Wylie
- I visit Wylie

**2. How often do you visit Downtown Wylie?**

- Daily
- Weekly
- At least once a month
- A few times a year
- Never

**3. When do you typically visit Downtown Wylie? (Select all that apply)**

- Weekday morning or afternoon
- Weekday evening
- Friday morning or afternoon
- Friday evening
- Saturday morning or afternoon
- Saturday evening
- Sunday morning or afternoon
- Sunday evening
- Only during special events
- Never



**4. When visiting Downtown Wylie, what is typically the purpose of your visit?  
(Select all that apply)**

- Dining
- Shopping
- Work
- Attending church/religious service
- Special events
- Other (please specify)

**5. When visiting Downtown Wylie, how often do you visit destinations that are located on streets other than Ballard Avenue? (See map above for reference)**

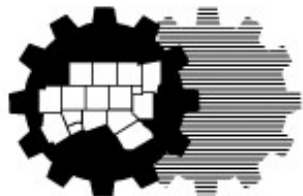
- Always
- Usually
- Sometimes
- Rarely
- Never

6. How do you typically get to Downtown Wylie?

- Walk
- Ride bicycle
- Drive
- Uber / Lyft / taxi
- Other (please specify)

7. How often do you attend events in Downtown Wylie?

- Always (I attend all events in Downtown Wylie)
- Usually (I attend almost all events in Downtown Wylie)
- Sometimes (I attend about half of the events in Downtown Wylie)
- Rarely (I do not attend events in Downtown Wylie very often)
- Never (I generally do not attend events in Downtown Wylie)



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## **Downtown Wylie Survey**

8. If you answered “rarely” or “never” to the previous question, please indicate why. (Select all that apply)

- Parking downtown is too difficult
- The events do not interest me
- I am too busy to attend the events
- I am not aware of the events
- Other (please specify)

9. What is your opinion of the amount of public outdoor seating in Downtown Wylie?

- I would like to see more public outdoor seating
- I would like to see less public outdoor seating
- I am satisfied with the current amount of public outdoor seating

10. When driving to Downtown Wylie, how far are you willing to park from your destination?

- Adjacent / in front of destination
- Less than 1 block from destination
- No further than 2 blocks from destination
- As far as necessary to find a parking spot
- I do not typically drive to Downtown Wylie
- Other (please specify)

11. When crossing Ballard Avenue in Downtown Wylie, how often do you use a crosswalk?

- Always
- Usually
- Sometimes
- Rarely
- Never
- I'm not sure

**12. Do you feel safe crossing streets in Downtown Wylie?**

- Always
- Usually
- Sometimes
- Rarely
- Never
- I'm not sure

**13. Please provide a description of any experience you have had where you felt unsafe due to vehicles or traffic in Downtown Wylie.**

**14. What is your opinion of the directional signage in Downtown Wylie? (Select all that apply)**

- There is plenty of signage downtown
- I don't believe there is enough signage downtown
- Signage is clear and helpful
- Signage is confusing
- I am unaware of any signage in downtown

**15. Do you travel through Downtown Wylie during rush hour? (7 – 9 a.m. or 4 – 6 p.m.)**

- Yes
- No, I do not need to travel through the area during rush hour
- No, I choose to bypass downtown during rush hour

**16. What do you like most about Downtown Wylie? (Select all that apply)**

- Charm / character
- Historic buildings
- Special events
- Local businesses
- Other (please specify)

**17. What do you think could be improved about Downtown Wylie that would encourage you to visit more? (Select all that apply)**

- Greater diversity of businesses
- Making it more enjoyable to walk around
- Appearance of the buildings
- Parking
- Feeling of personal safety
- More restaurant options
- Other (please specify)

**18. Please indicate your age range.**

Under 18

18 - 34

35 - 65

65+

**19. Please provide the zip code of where you live. (Optional)**

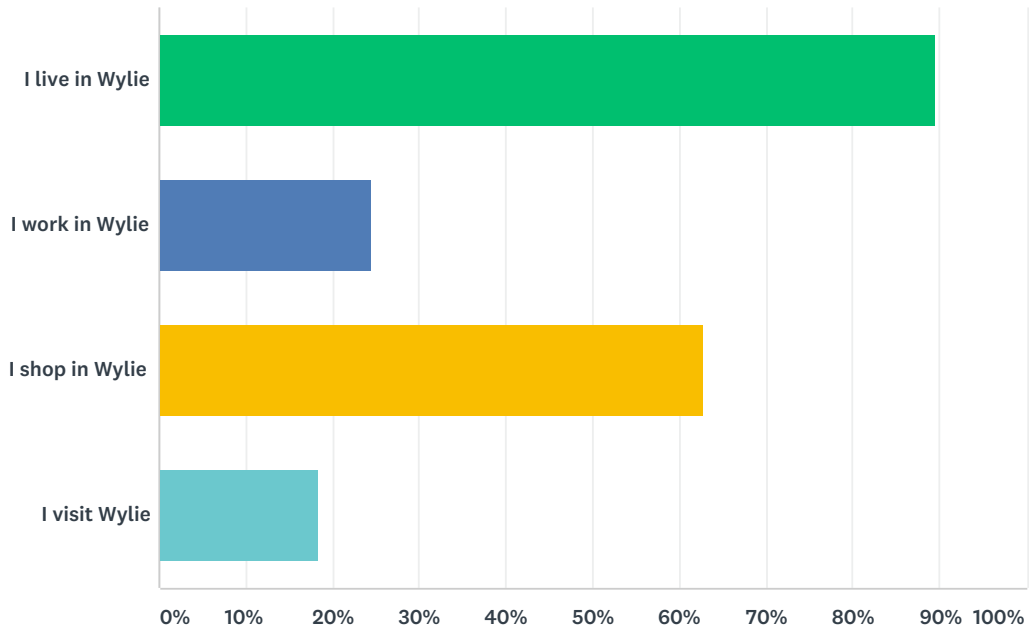
**20. Please provide the zip code of where you work. (Optional)**

**21. Please provide your email address if you would like to be informed about activities related to the development of the Downtown Wylie Vision Plan. (Optional)**

# Downtown Wylie Survey

## Q1 Please select all that apply:

Answered: 558 Skipped: 2

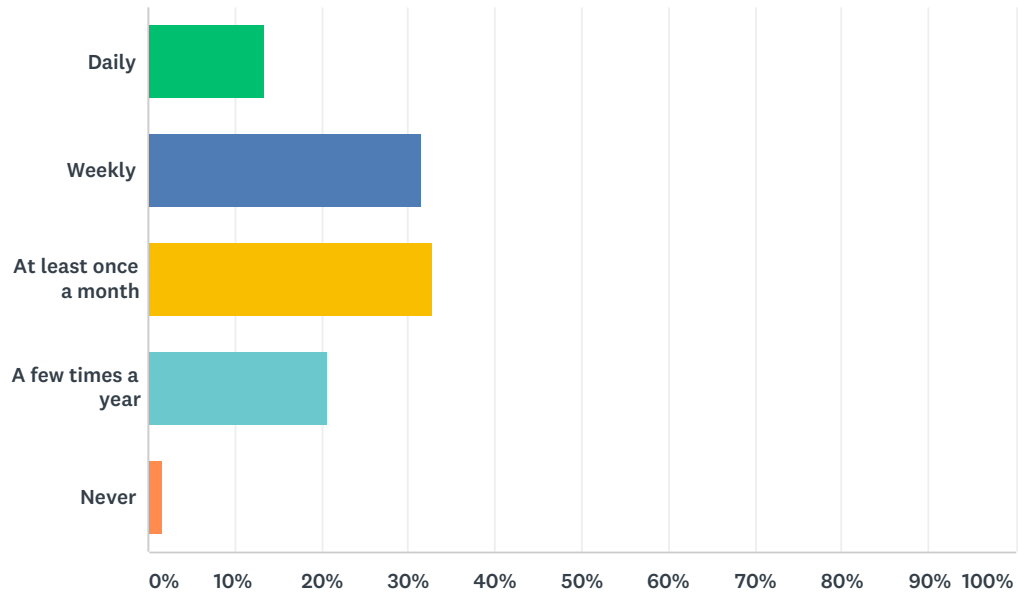


ANSWER CHOICES	RESPONSES
I live in Wylie	89.61% 500
I work in Wylie	24.55% 137
I shop in Wylie	62.72% 350
I visit Wylie	18.46% 103
Total Respondents: 558	



## Q2 How often do you visit Downtown Wylie?

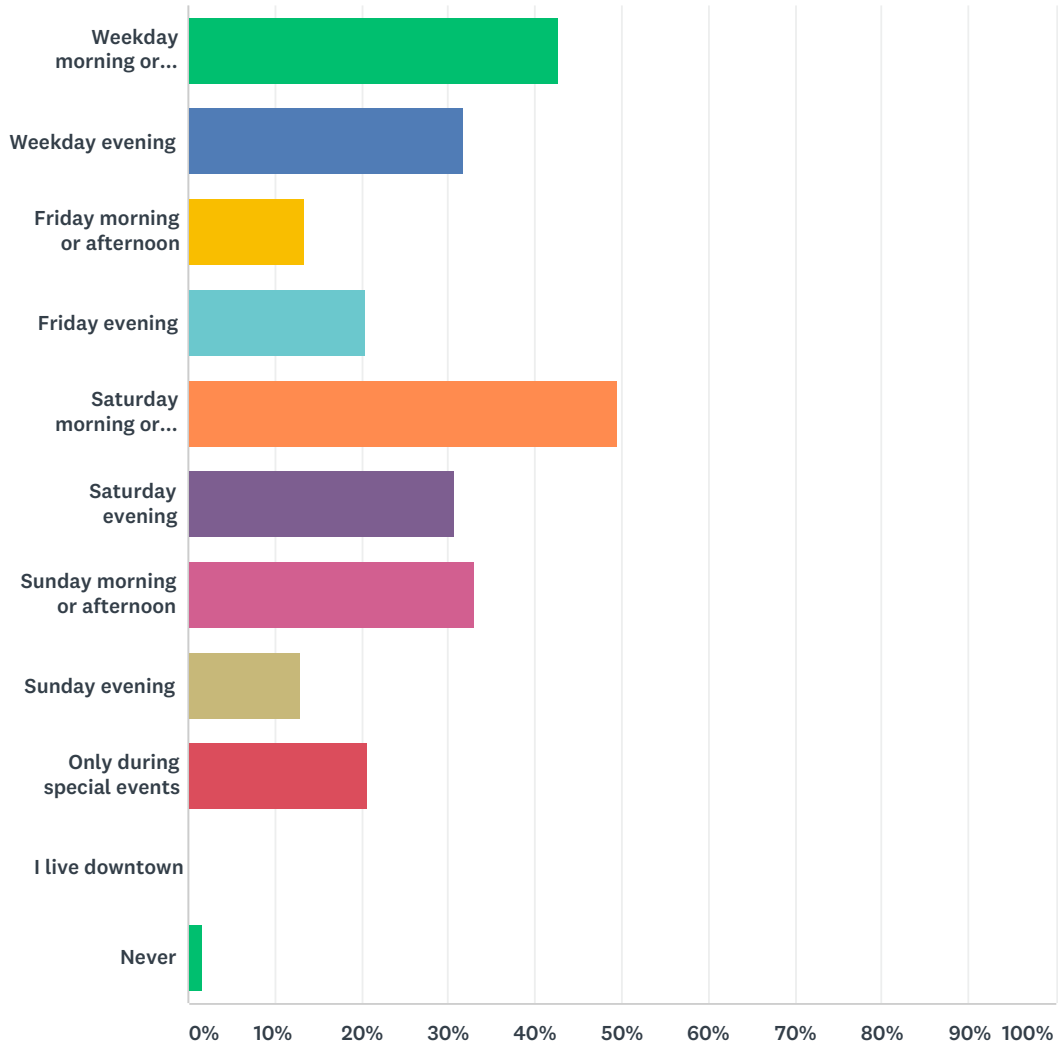
Answered: 558 Skipped: 2



ANSWER CHOICES	RESPONSES	
Daily	13.44%	75
Weekly	31.54%	176
At least once a month	32.80%	183
A few times a year	20.61%	115
Never	1.61%	9
<b>TOTAL</b>		<b>558</b>

### Q3 When do you typically visit Downtown Wylie? (Select all that apply)

Answered: 558 Skipped: 2



ANSWER CHOICES	RESPONSES	
Weekday morning or afternoon	42.65%	238
Weekday evening	31.72%	177
Friday morning or afternoon	13.44%	75
Friday evening	20.43%	114
Saturday morning or afternoon	49.64%	277
Saturday evening	30.82%	172
Sunday morning or afternoon	33.15%	185
Sunday evening	12.90%	72
Only during special events	20.79%	116
I live downtown	0.00%	0

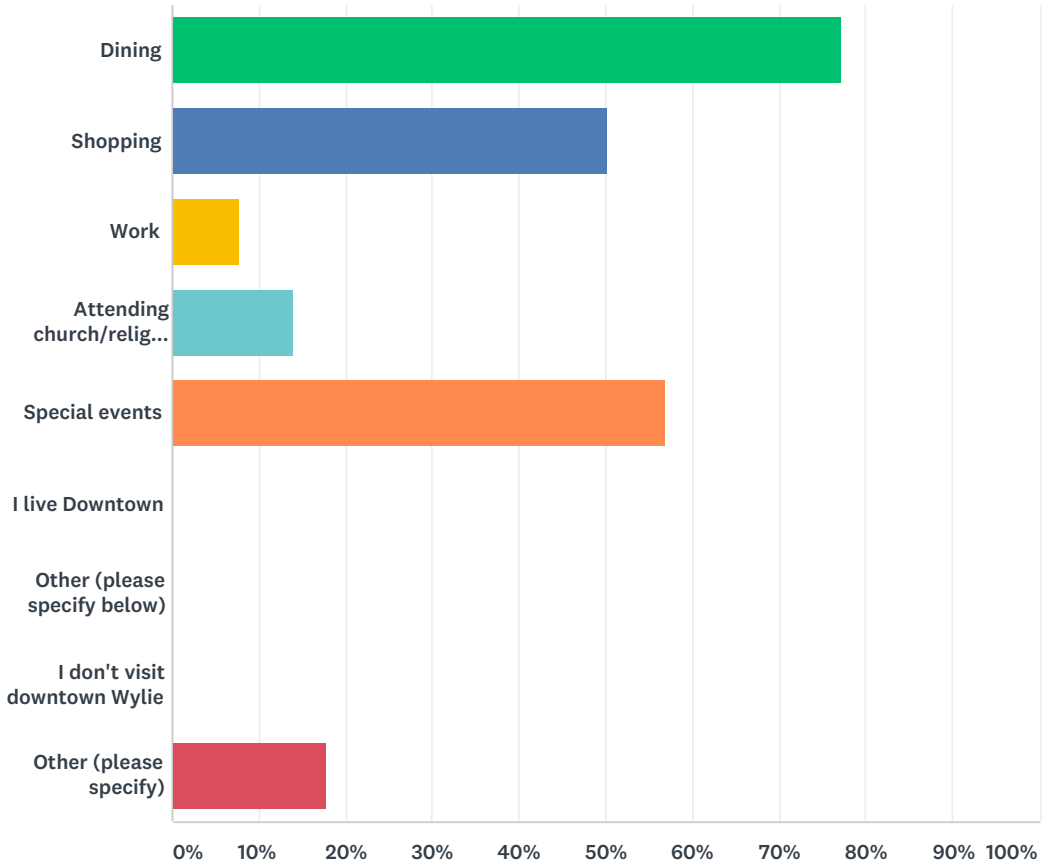
## Downtown Wylie Survey

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Never	1.61%	9
Total Respondents: 558		

### Q4 When visiting Downtown Wylie, what is typically the purpose of your visit? (Select all that apply)

Answered: 557 Skipped: 3



ANSWER CHOICES	RESPONSES
Dining	77.20% 430
Shopping	50.27% 280
Work	7.72% 43
Attending church/religious service	14.00% 78
Special events	56.91% 317
I live Downtown	0.00% 0
Other (please specify below)	0.00% 0
I don't visit downtown Wylie	0.00% 0
Other (please specify)	17.77% 99
Total Respondents: 557	

#	OTHER (PLEASE SPECIFY)	DATE
1	Special events at 1st Baptist properties. School and WAG	10/16/2019 8:45 AM

## Downtown Wylie Survey

2	I own and conduct business along this area.	10/6/2019 11:43 AM
3	Landon	10/2/2019 1:02 PM
4	just walking around, loitering, other shenanigans...	10/2/2019 12:53 PM
5	Take the kids to play at the park	10/2/2019 10:56 AM
6	Hair cut	9/27/2019 8:47 AM
7	Take my kids to the park.	9/25/2019 11:04 AM
8	Park	9/22/2019 6:04 PM
9	Wylie Opry music venue . Every saturday night.	9/22/2019 3:07 PM
10	Conversations	9/22/2019 9:26 AM
11	Dr. appt.	9/22/2019 7:21 AM
12	Guitar lessons	9/22/2019 7:16 AM
13	Passing through	9/22/2019 6:15 AM
14	Park	9/22/2019 6:13 AM
15	Daycare	9/21/2019 11:50 PM
16	Eye Doctor	9/21/2019 10:08 PM
17	Playground	9/21/2019 10:06 PM
18	Park, walking, kids pokemon	9/21/2019 9:33 PM
19	Chiropractor	9/21/2019 8:05 PM
20	eye care	9/21/2019 6:27 PM
21	Haircuts	9/21/2019 4:47 PM
22	Hair salon	9/21/2019 4:30 PM
23	Family & church	9/21/2019 4:29 PM
24	Haircut	9/21/2019 3:56 PM
25	Banking	9/21/2019 2:22 PM
26	Picking up my son from day care	9/21/2019 12:42 PM
27	I rarely go to downtown	9/21/2019 12:15 PM
28	Kid activities	9/21/2019 12:13 PM
29	Play Ground	9/21/2019 11:57 AM
30	Also driving through it daily to get to where we need to go.	9/21/2019 11:51 AM
31	Chiropractor	9/21/2019 11:08 AM
32	Services - hair	9/21/2019 10:42 AM
33	Barber	9/21/2019 10:31 AM
34	Show out of town visitors	9/21/2019 10:28 AM
35	Hair appointment	9/21/2019 9:52 AM
36	Dr appt	9/21/2019 9:19 AM
37	Meeting with friends	9/21/2019 9:03 AM
38	Hairdresser	9/21/2019 8:38 AM
39	Drive through	9/21/2019 8:09 AM
40	walking	9/21/2019 8:05 AM
41	Playground	9/21/2019 8:03 AM
42	Salon	9/21/2019 8:01 AM

## Downtown Wylie Survey

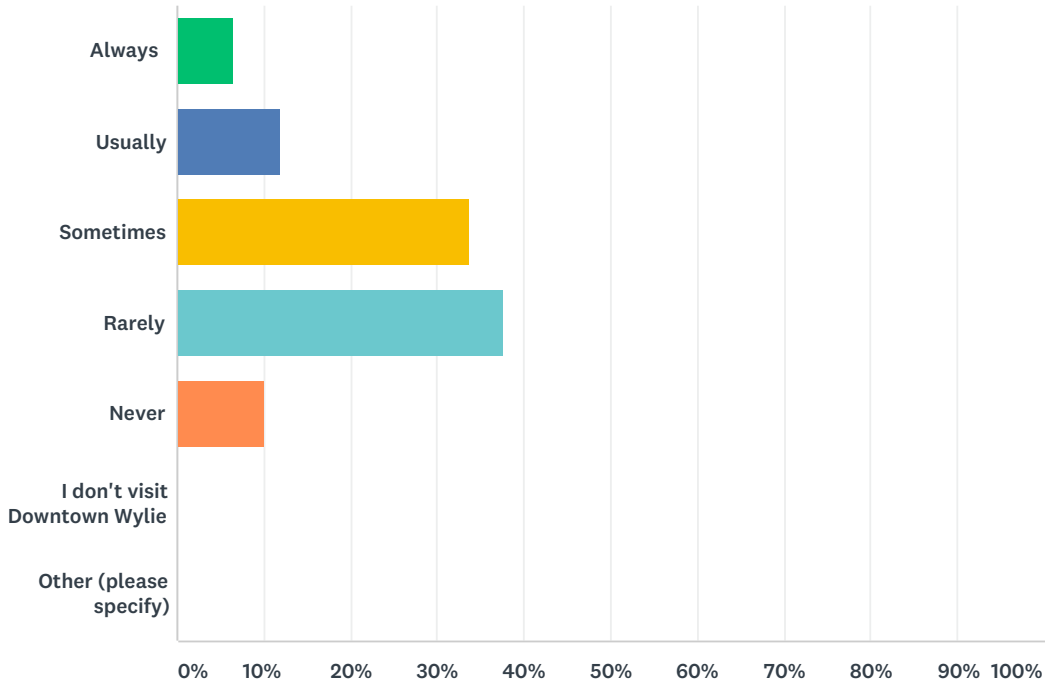
43	Winery	9/21/2019 7:56 AM
44	Preschool	9/21/2019 7:55 AM
45	Hair salon	9/21/2019 7:55 AM
46	Eye Dr appointments	9/21/2019 7:50 AM
47	Playground	9/21/2019 7:37 AM
48	Pokémon go and dining	9/21/2019 7:19 AM
49	Eye Dr. Appointments	9/21/2019 7:14 AM
50	Parades	9/20/2019 11:43 PM
51	Bored	9/20/2019 11:12 PM
52	Pokemon	9/20/2019 11:05 PM
53	Park	9/20/2019 10:27 PM
54	Hair appointment	9/20/2019 10:21 PM
55	Walk	9/20/2019 10:13 PM
56	Landon Winery or Ice Cream	9/20/2019 9:38 PM
57	coffee, desserts	9/20/2019 9:05 PM
58	Attend Wylie High school events, kids attend WISD	9/20/2019 8:56 PM
59	Doctor appointments	9/20/2019 8:10 PM
60	Hair cur	9/20/2019 8:01 PM
61	Hair salon	9/20/2019 7:10 PM
62	Landon Winery	9/20/2019 6:55 PM
63	Gym and coffee	9/20/2019 6:52 PM
64	Meeting friends	9/20/2019 6:28 PM
65	Park and maybe a coffee	9/20/2019 5:20 PM
66	Doctors appointment	9/20/2019 5:12 PM
67	Camp Gladiator	9/20/2019 4:52 PM
68	I don't. Nothing worth going downtown for.	9/20/2019 4:41 PM
69	Holiday events	9/20/2019 4:33 PM
70	Coffee	9/20/2019 4:29 PM
71	Hair/Nail salon	9/20/2019 4:13 PM
72	Dr	9/20/2019 3:48 PM
73	Dr	9/20/2019 3:46 PM
74	Winery	9/20/2019 3:31 PM
75	Wylie Acting Group rehearsals and performances	9/20/2019 3:31 PM
76	Coffee at Shoemaker & Hardt	9/20/2019 3:17 PM
77	Dining	9/20/2019 3:17 PM
78	Treats donut, ice cream, etc	9/20/2019 3:02 PM
79	Coffee	9/20/2019 2:04 PM
80	Meeting with people.	9/20/2019 1:14 PM
81	Eye doctor	9/20/2019 12:54 PM
82	Bluegrass festival and December craft fair	9/20/2019 12:49 PM
83	I don't because of lack of parking and lack of safe sidewalks	9/20/2019 12:48 PM

## Downtown Wylie Survey

84	Eye doctor & dental appointments	9/20/2019 12:45 PM
85	Pokemon	9/20/2019 12:39 PM
86	Leisure	9/20/2019 12:03 PM
87	Eye doctor	9/20/2019 12:01 PM
88	Just getting out.	9/20/2019 11:27 AM
89	Playground, picnic	9/20/2019 11:25 AM
90	Using medical provider	9/20/2019 11:23 AM
91	Eye doctor visit.	9/20/2019 11:16 AM
92	Haircut	9/20/2019 10:59 AM
93	Pokémon go	9/20/2019 10:57 AM
94	Birthday cake from Say it with Sugar	9/20/2019 10:50 AM
95	Appointments	9/20/2019 10:45 AM
96	Pass through	9/20/2019 10:38 AM
97	Playground	9/20/2019 10:35 AM
98	Visit the city park	9/20/2019 10:32 AM
99	test test	9/6/2019 6:01 PM

### Q5 When visiting Downtown Wylie, how often do you visit destinations that are located on streets other than Ballard Avenue? (See map above for reference)

Answered: 557 Skipped: 3



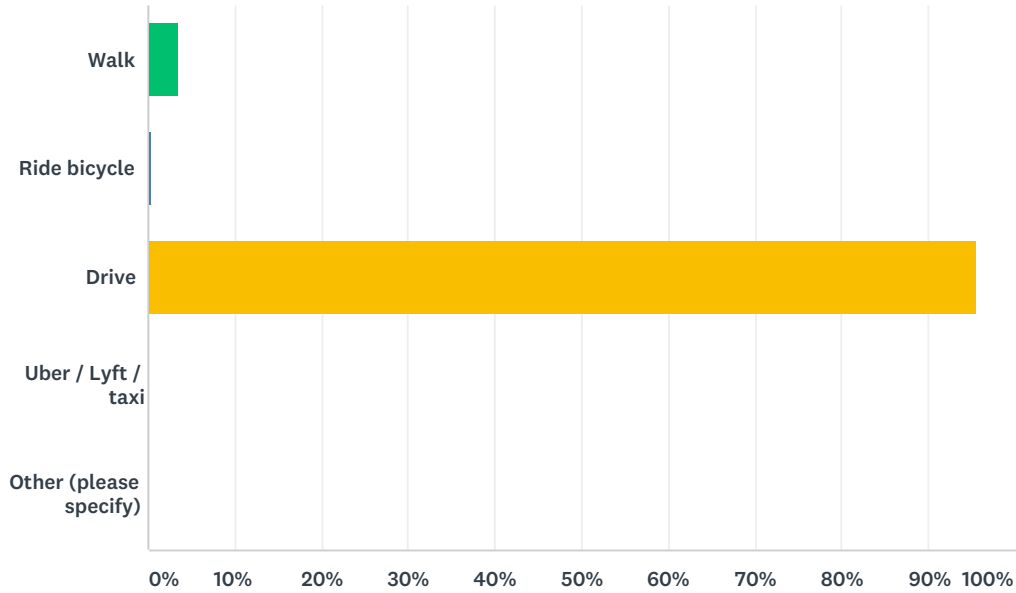
ANSWER CHOICES	RESPONSES	
Always	6.46%	36
Usually	11.85%	66
Sometimes	33.75%	188
Rarely	37.70%	210
Never	10.05%	56
I don't visit Downtown Wylie	0.00%	0
Other (please specify)	0.18%	1
<b>TOTAL</b>		<b>557</b>

#	OTHER (PLEASE SPECIFY)	DATE
1	Scoters would be awesome!	8/27/2019 5:16 PM



## Q6 How do you typically get to Downtown Wylie?

Answered: 548 Skipped: 12

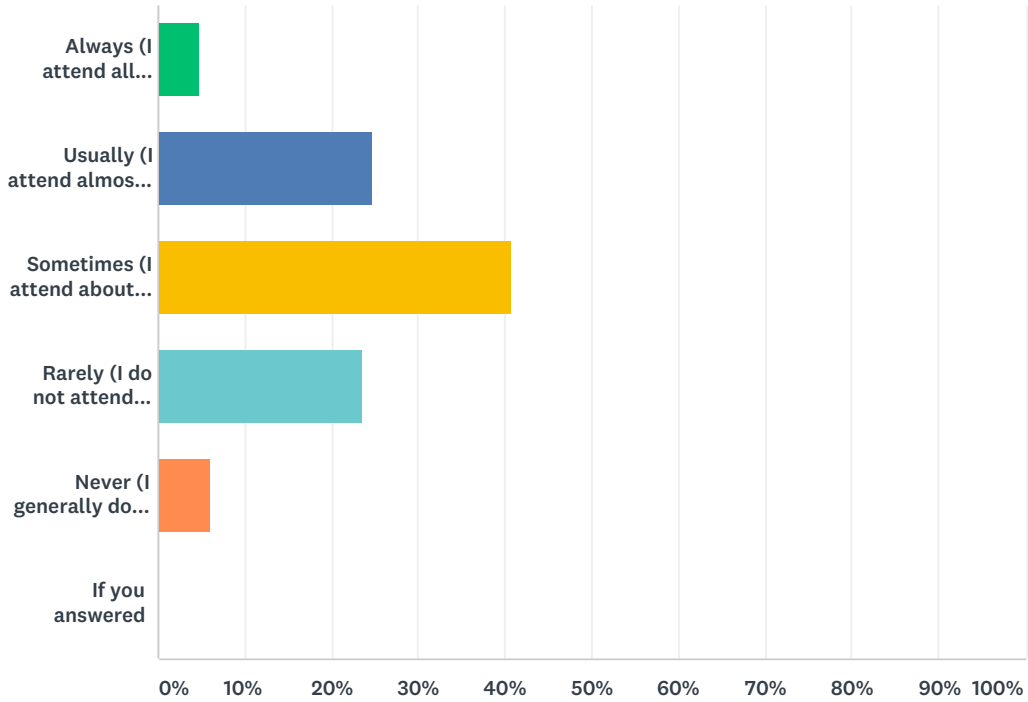


ANSWER CHOICES	RESPONSES
Walk	3.65% 20
Ride bicycle	0.36% 2
Drive	95.62% 524
Uber / Lyft / taxi	0.18% 1
Other (please specify)	0.18% 1
<b>TOTAL</b>	<b>548</b>

#	OTHER (PLEASE SPECIFY)	DATE
1	If I went, I would drive, but parking is an issue and pick up trucks and large vehicles shouldn't be parking on the main street.	9/20/2019 4:41 PM

## Q7 How often do you attend events in Downtown Wylie?

Answered: 560 Skipped: 0

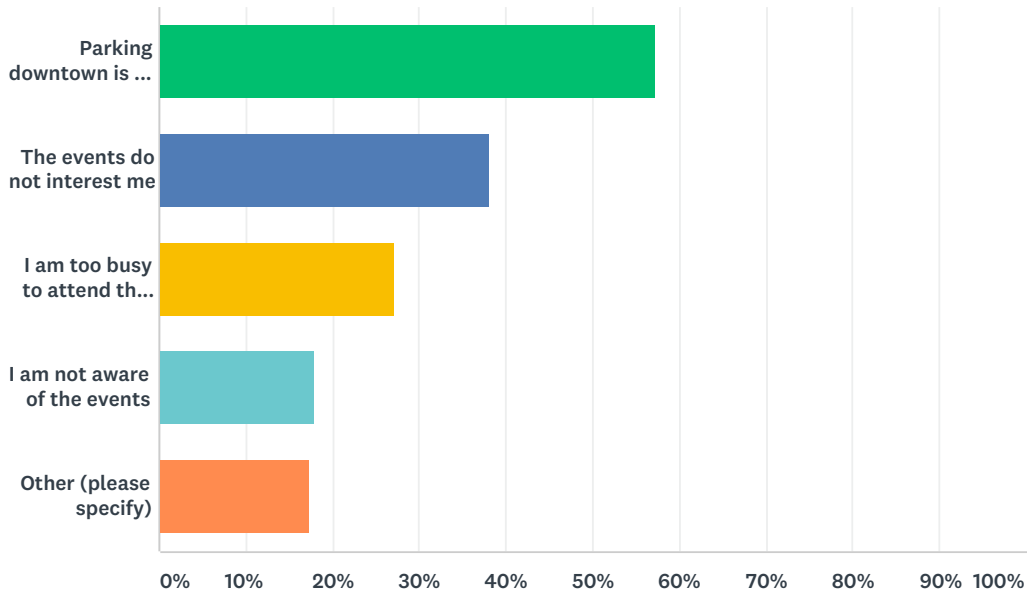


ANSWER CHOICES	RESPONSES
Always (I attend all events in Downtown Wylie)	4.82% 27
Usually (I attend almost all events in Downtown Wylie)	24.64% 138
Sometimes (I attend about half of the events in Downtown Wylie)	40.89% 229
Rarely (I do not attend events in Downtown Wylie very often)	23.57% 132
Never (I generally do not attend events in Downtown Wylie)	6.07% 34
If you answered	0.00% 0
<b>TOTAL</b>	<b>560</b>

#	IF YOU ANSWERED	DATE
	There are no responses.	

### Q8 If you answered “rarely” or “never” to the previous question, please indicate why. (Select all that apply)

Answered: 155 Skipped: 405



ANSWER CHOICES	RESPONSES	
Parking downtown is too difficult	57.42%	89
The events do not interest me	38.06%	59
I am too busy to attend the events	27.10%	42
I am not aware of the events	18.06%	28
Other (please specify)	17.42%	27
Total Respondents: 155		

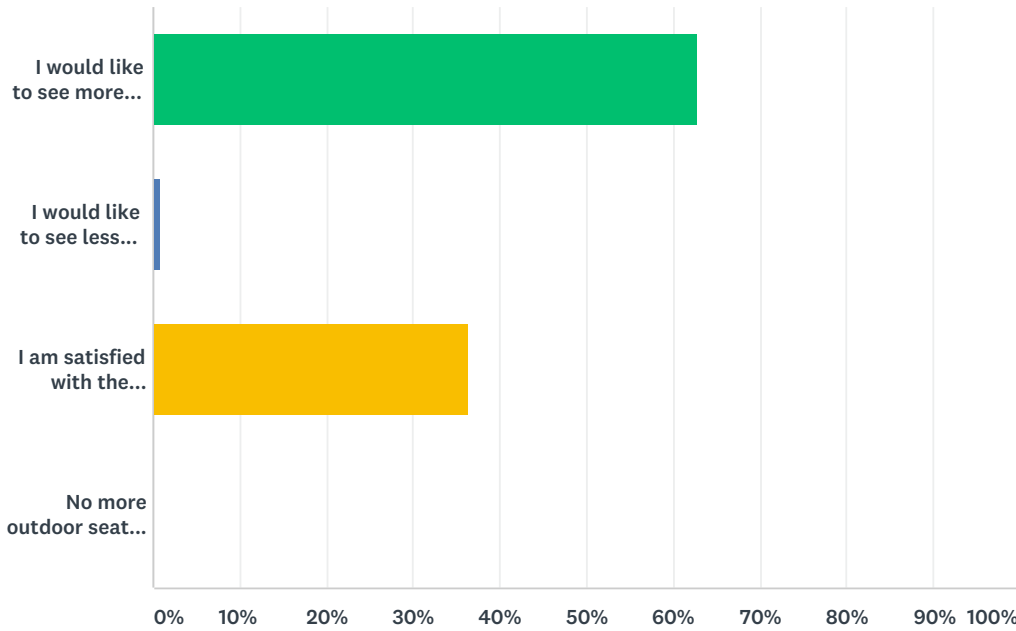
#	OTHER (PLEASE SPECIFY)	DATE
1	During my work hours.	9/25/2019 11:08 AM
2	My work hours are not conducive to attending most of the time. I also have difficulty with crowds.	9/22/2019 6:32 PM
3	Need more focus on adults.	9/22/2019 4:01 PM
4	I have disabilities walking more than a block. Finding parking, then walking through the event is too much for me.	9/22/2019 7:25 AM
5	I tend to find that the events are super crowded and the lack of structure to the event makes it hard to get around. Boo on Ballard is a prime example. Growing up the line had a structure. Started in one place and ended in another. I also miss the July jubilee like it used to be, a full week of activities including a carnival.	9/22/2019 7:08 AM
6	There's not enough space for the amount of people who show up.	9/22/2019 6:20 AM
7	Parking and a lot of the events are held during the hot months of the year.	9/21/2019 11:52 PM
8	Senior citizen living alone	9/21/2019 8:22 PM
9	Most are "family friendly" (young families). My household consists of retired people. The holiday craft fair is the one event I attend regularly.	9/21/2019 4:38 PM

## Downtown Wylie Survey

10	I live close enough to walk yet no safe way to get there	9/21/2019 2:41 PM
11	Don't like crowds	9/21/2019 10:30 AM
12	Too crowded. Hard to enjoy anything when you can't move. Boo on Ballard especially. Wish there was a way to keep this for Wylie residents only.	9/21/2019 10:07 AM
13	It's too hot in the summer to enjoy the events	9/21/2019 9:05 AM
14	Events are too crowded now. The small town feeling is gone.	9/21/2019 8:16 AM
15	Usually everything & every one are crammed onto Ballard & it's just too crowded. For example, Boo on Ballard is body-to-body!	9/20/2019 8:15 PM
16	Most of the events are geared to families with small kids. We don't have small kid anymore.	9/20/2019 8:04 PM
17	Things like boo on Ballard are too crowded	9/20/2019 4:48 PM
18	The summer ones are just too hot	9/20/2019 3:24 PM
19	Not usually good for my kids	9/20/2019 2:48 PM
20	Too many people	9/20/2019 1:40 PM
21	I am disabled & rarely go where crowds are.	9/20/2019 1:37 PM
22	We are in our 70's and crowds are not always easy to deal with.	9/20/2019 12:06 PM
23	Too crowded	9/20/2019 11:15 AM
24	Too crowded	9/20/2019 11:10 AM
25	These events are fun for families or groups with typically functioning individuals. People and children with special needs (like autism) can be overwhelmed and uncomfortable by too many things going on, too many people, loud sounds, bright lights, ect. We have decided to not participate because our special needs child would not enjoy the environment.	9/20/2019 10:56 AM
26	Too crowded.	9/20/2019 10:31 AM
27	I answered 'sometimes'	8/27/2019 4:30 PM

## Q9 What is your opinion of the amount of public outdoor seating in Downtown Wylie?

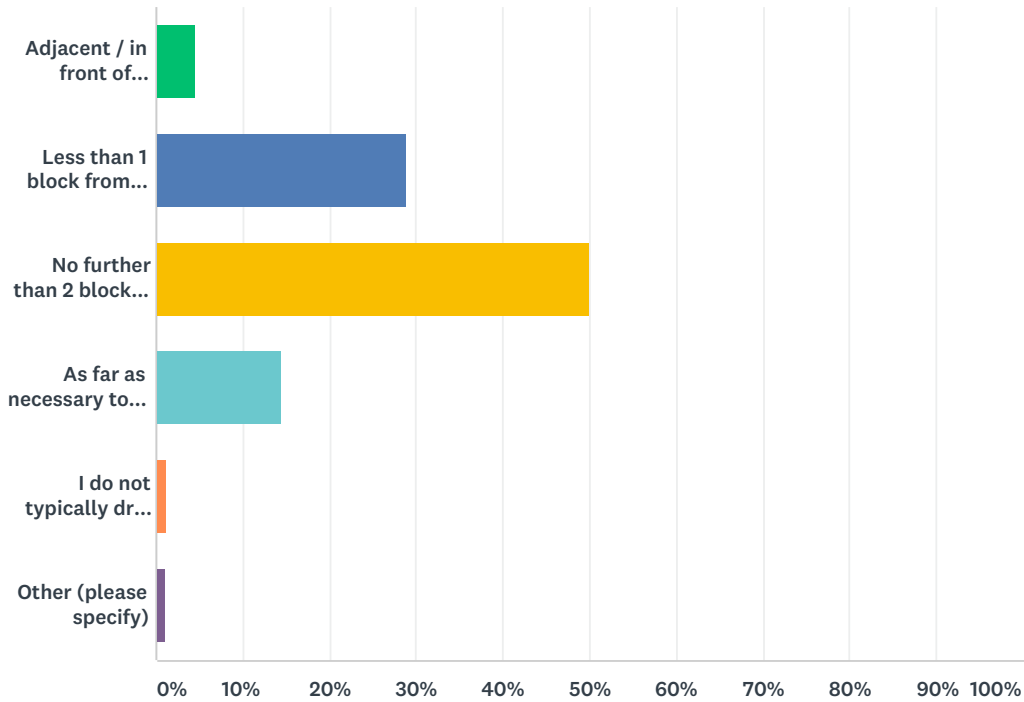
Answered: 517 Skipped: 43



ANSWER CHOICES	RESPONSES	
I would like to see more public outdoor seating	62.67%	324
I would like to see less public outdoor seating	0.77%	4
I am satisfied with the current amount of public outdoor seating	36.36%	188
No more outdoor seating is needed	0.19%	1
<b>TOTAL</b>		<b>517</b>

# Q10 When driving to Downtown Wylie, how far are you willing to park from your destination?

Answered: 519 Skipped: 41



ANSWER CHOICES	RESPONSES	
Adjacent / in front of destination	4.62%	24
Less than 1 block from destination	28.90%	150
No further than 2 blocks from destination	49.90%	259
As far as necessary to find a parking spot	14.45%	75
I do not typically drive to Downtown Wylie	1.16%	6
Other (please specify)	0.96%	5
<b>TOTAL</b>		<b>519</b>

#	OTHER (PLEASE SPECIFY)	DATE
1	It depends on whether it is a visit to eat or shop or if it is for an event. I will park further for an event.	10/6/2019 12:17 PM
2	Depends if it is Summer or Winter. Winter I will walk blocks, if it is Summer, within a block or two at the most.	9/22/2019 6:32 PM
3	I drive through and don't park. Parking is a hazard. People pulling out and unable to see. People walking	9/21/2019 2:41 PM
4	I am willing to park where I need to park, but if the weather is nice, I walk to avoid the parking issue.	9/21/2019 11:10 AM

## Downtown Wylie Survey

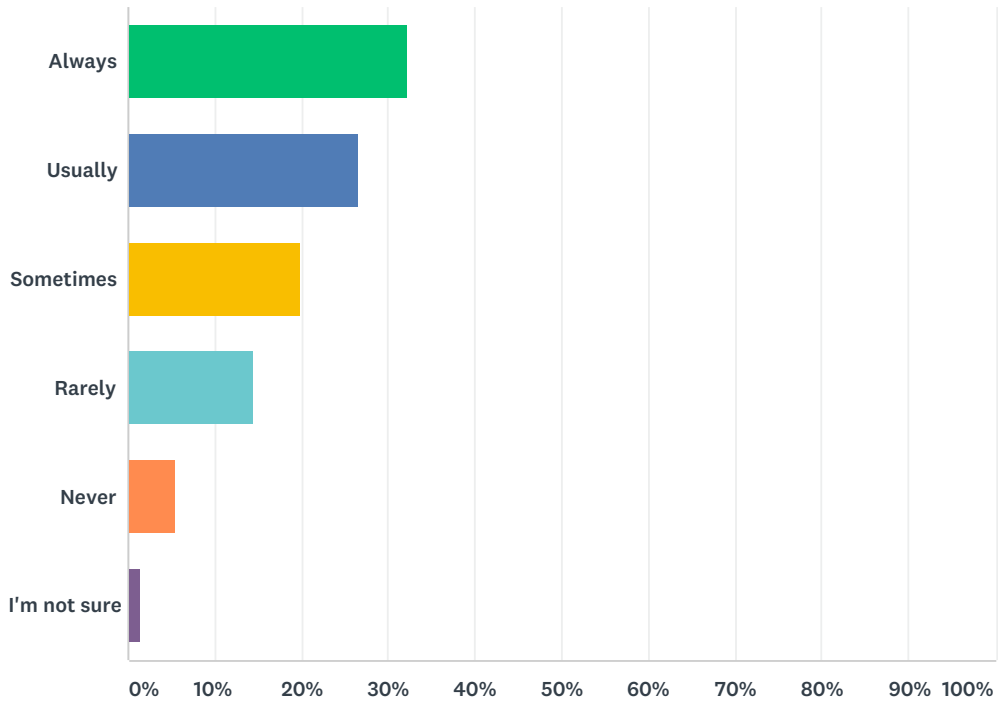
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5 As far as necessary to find a parking spot, but a parking structure would greatly reduce this issue. 8/27/2019 5:16 PM  
From a development standpoint, parking doesn't generate taxable value. Not to mention most parking lots are empty across the county unless it's a special event or holiday. Structured parking would be a huge solution now, but it would greatly reduce the "parking burden" for future developments. Please maximize the limited space downtown.

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# Q11 When crossing Ballard Avenue in Downtown Wylie, how often do you use a crosswalk?

Answered: 519 Skipped: 41

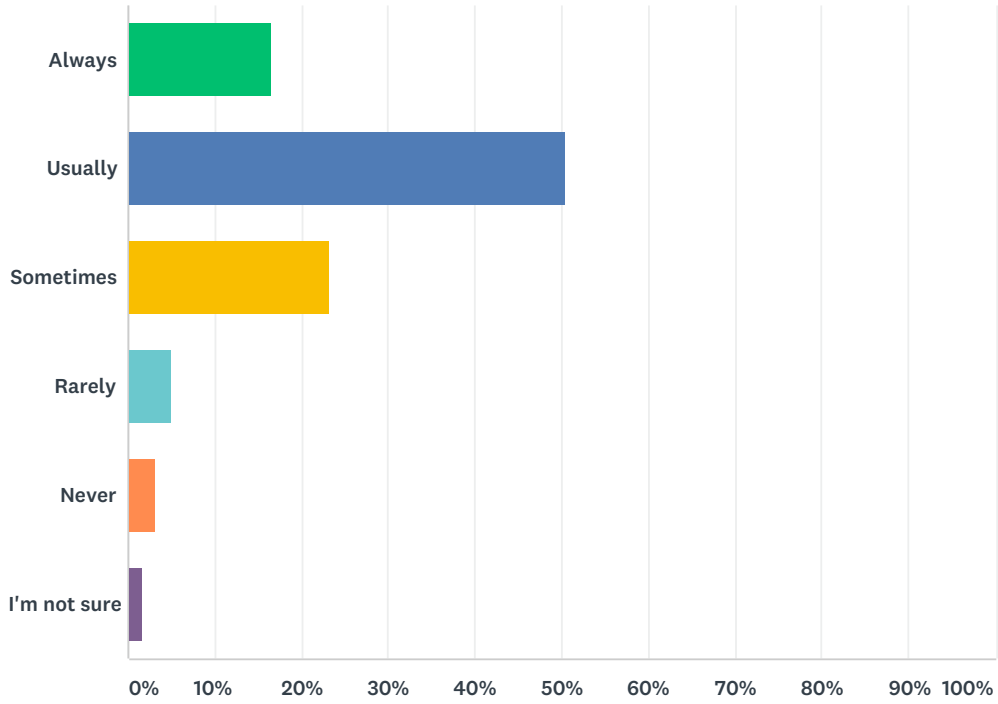


ANSWER CHOICES	RESPONSES	
Always	32.18%	167
Usually	26.59%	138
Sometimes	19.85%	103
Rarely	14.45%	75
Never	5.39%	28
I'm not sure	1.54%	8
<b>TOTAL</b>		<b>519</b>



# Q12 Do you feel safe crossing streets in Downtown Wylie?

Answered: 510 Skipped: 50



ANSWER CHOICES	RESPONSES	
Always	16.47%	84
Usually	50.39%	257
Sometimes	23.14%	118
Rarely	5.10%	26
Never	3.14%	16
I'm not sure	1.76%	9
TOTAL		510

Downtown Wylie Survey

Q13 Please provide a description of any experience you have had where you felt unsafe due to vehicles or traffic in Downtown Wylie.

Answered: 327 Skipped: 233

#	RESPONSES	DATE
1	Its good	10/16/2019 4:25 PM
2	None	10/6/2019 9:54 PM
3	Traffic slows considerably and becomes more threatening when vehicles are attempting to pull out from parking spaces, especially when big trucks block the view of the driver pulling out. Anything longer than a normal sized pickup truck has no business parking along the historical street. I often see dually trucks which should be prohibited from parking downtown.	10/6/2019 12:17 PM
4	N/A	10/4/2019 11:42 AM
5	Only twice once on the street near the eye doctor going towards 78 Baptist church had the road completely blocked with vehicles.. The other time was going to parking lot behind flower shop lighting dem	10/3/2019 3:06 PM
6	Today: I couldn't se around the parked cars as I entered the Cross walk and had to very timid. The oncoming traffic cannot see me and I could not see them. Also When driving the parking situation + the oncoming traffic + people backing up and the amount of room on the street make navigating very difficult and dangerous.	10/3/2019 1:10 PM
7	Even when crossing IN the crosswalk, vehicles frequently fail to yield to pedestrians. This happens at least once a week or more, and I see it all the time from my place of business.	10/3/2019 12:48 PM
8	Hard to see oncoming traffic in either direction	10/3/2019 8:04 AM
9	the only times I've felt uneasy is when a butthole driver is speeding or long/big trucks are parked sticking out too far	10/2/2019 1:12 PM
10	n/a	10/2/2019 1:04 PM
11	When people don't stop for crosswalk	10/2/2019 12:48 PM
12	Large trucks	10/2/2019 12:28 PM
13	The cross streets don't have very good sight paths if there are any cars parked. It's often very hard to see if traffic is coming on Ballard.	10/2/2019 11:37 AM
14	N/A	10/2/2019 11:36 AM
15	I usually cross at crosswalks and this happened in a cross walk just before the signs went up a NTMWD pick up truck almost hit me. He missed me by less than a foot. My best guess is he was distracted as he seemed to be as shocked to see me (when he finally noticed) as I was to be almost hit. The signs have made a huge difference, although you still have some drivers speed up to try and beat the pedestrian in the crosswalk.	10/2/2019 11:30 AM
16	none	10/2/2019 11:14 AM
17	It is VERY hard to see around several of the larger trucks when they are parked in spots close to the corners. They should not be allowed to park in certain areas.	10/2/2019 11:01 AM
18	I think the lights in the street that can light up like the ones in front of Wylie HS would be a good addition	10/2/2019 10:59 AM
19	When drivers don't stop for the crosswalk. When large trucks travel downtown.	10/2/2019 10:52 AM
20	None	9/29/2019 8:57 PM
21	-	9/29/2019 9:50 AM
22	Traffic doesn't always yield to crosswalks. Speeding motorists not watching the road.	9/26/2019 2:51 PM
23	None	9/25/2019 11:08 AM

## Downtown Wylie Survey

24	When parked on Ballard it's hard to back out if there are large vehicles parked next to you and you can't see oncoming traffic.	9/25/2019 9:25 AM
25	Cars drive too fast	9/24/2019 7:04 AM
26	Visibility can be limited sometimes due to parked cars	9/23/2019 11:33 PM
27	Speeding cars	9/23/2019 9:31 PM
28	None	9/23/2019 8:24 PM
29	I have never felt unsafe	9/23/2019 6:34 PM
30	Na	9/23/2019 1:45 PM
31	Pulling out of a parking space on Ballard is frightful — especially if you are parked by a big truck. Would it be possible to designate spaces for cars only? During heavy traffic hours, it's almost impossible to cross the street without feeling unsafe. Anytime I am in the downtown area and have to contend with an 18-wheeler, I feel unsafe.	9/23/2019 1:27 PM
32	Backing out can be difficult	9/23/2019 6:07 AM
33	don't recall	9/22/2019 9:04 PM
34	Speeding vehicles, tha I am unsure will stop to let me cross. Hard to back out of a parking space, visibility poor.	9/22/2019 8:19 PM
35	When big trucks go through there because they to wide to stay on one side of the road	9/22/2019 7:02 PM
36	Because of the cars parked in front of the stores, you have to walk a bit into the street to check for oncoming traffic. The parked cars block the view of traffic.	9/22/2019 6:24 PM
37	Hard to back out of parking spaces with oncoming traffic.	9/22/2019 5:28 PM
38	Never. People are friendly and let you cross the street.	9/22/2019 4:01 PM
39	Just folks not paying attention	9/22/2019 2:05 PM
40	I stopped in my car to allow a pedestrian to cross on the crosswalk. Oncoming traffic didn't even slow down for her.	9/22/2019 1:34 PM
41	I Haven't had this problem.	9/22/2019 12:41 PM
42	baking up from downtown parking; cars go too fast through there; why are over sized vehicles allowed on that narrow street?	9/22/2019 11:37 AM
43	Weekend nights you need to be extra careful	9/22/2019 10:50 AM
44	People not paying attention and do not yield to pedestrians!	9/22/2019 9:53 AM
45	Sometimes people just don't look where they are driving	9/22/2019 9:28 AM
46	NA	9/22/2019 9:01 AM
47	Any time I park on Ballard and am pulling out, it's an awful situation and very unsafe for Parker's and drivers. That block should be shut off to traffic and made into a green space/park/outdoor area instead.....it'd be functional and aesthetically pleasing	9/22/2019 8:33 AM
48	When there is a lot going on	9/22/2019 8:25 AM
49	Big trucks parked along Ballard, hard to see other cars backing out. Speed limit should be lowered on Ballard.	9/22/2019 8:24 AM
50	NA	9/22/2019 8:14 AM
51	The current speed limit is too fast. I only drive 15mph down Ballard to watch for people and cars.	9/22/2019 7:25 AM
52	Blind spots near the crosswalk near Wylie Eye.	9/22/2019 7:20 AM
53	Cars don't want to stop to let people cross at the cross walks. You have to walk partially out in the street to see around the cars parked and it can create issues for drivers and pedestrians	9/22/2019 7:08 AM
54	The more cars parked in Ballard the harder it is to see if cars are comming.	9/22/2019 6:52 AM
55	Sometimes walking across the street near the winery and omg ice cream feels unsafe because the vehicles parked by the winery block the driving vehicles view of anyone crossing, at night one time there were people speeding at this point and my husband and I were worried about crossing.	9/22/2019 6:20 AM

## Downtown Wylie Survey

56	none	9/22/2019 5:57 AM
57	...	9/22/2019 5:56 AM
58	Walking behind vehicle to load trunk or cross is pretty unsafe feeling. I usually peak my head out past parked vehicle to make sure I won't get hit. The cars are usually going pretty slow but still tight roads make it so it's hard to see who's going where.	9/22/2019 5:36 AM
59	N/A	9/22/2019 5:30 AM
60	Never truly safe not using a crosswalk.	9/22/2019 2:05 AM
61	Dont stop for pedestrians	9/21/2019 11:44 PM
62	People aren't always aware of what's going on around / in front of them.	9/21/2019 10:57 PM
63	When walking on the crosswalk sometimes the drivers do not yield or stop so you have to by hyper vigilant. Especially on weekend mornings when everyone is downtown.	9/21/2019 10:47 PM
64	Drivers not yielding to pedestrians	9/21/2019 10:17 PM
65	Other than a couple of times where I saw cars pulling up from a parking spot on Ballard nearly getting hit by oncoming traffic, I do not recall other issues.	9/21/2019 10:15 PM
66	Fast drivers sometimes	9/21/2019 10:08 PM
67	I haven't felt unsafe.	9/21/2019 9:40 PM
68	None	9/21/2019 9:06 PM
69	Speed of cars	9/21/2019 8:52 PM
70	Large pickups driving fast.	9/21/2019 8:22 PM
71	Na	9/21/2019 7:01 PM
72	longer vehicles that stick more into the roadway from the parking spaces drive me crazy. I have to stop if a car is other direction or go into other lane. I don't like people darting out between cars to cross the street. Should enforce using the crosswalks	9/21/2019 6:32 PM
73	Anytime Saturday mornings	9/21/2019 6:28 PM
74	When I cross I always feel like cars will not see me.	9/21/2019 6:16 PM
75	People not paying attention to their surroundings	9/21/2019 5:20 PM
76	.	9/21/2019 4:38 PM
77	None	9/21/2019 4:22 PM
78	Na	9/21/2019 4:17 PM
79	You cannot see to cross over and people do not like to help you out.	9/21/2019 3:21 PM
80	Can't really see cars coming unless you step out a bit to look due to the parked cars in Ballard. So unsafe and annoying	9/21/2019 2:25 PM
81	When trying to back out of parking spaces it can be difficult to see.	9/21/2019 2:13 PM
82	Drivers are going too fast	9/21/2019 2:11 PM
83	X	9/21/2019 1:45 PM
84	People not paying attention. Playing that dumb Pokémon game.	9/21/2019 1:32 PM
85	None	9/21/2019 12:59 PM
86	N/a	9/21/2019 12:53 PM
87	Na	9/21/2019 12:44 PM
88	Never	9/21/2019 12:16 PM
89	Blind spots for traffic. Needs more lighting in evening.	9/21/2019 12:15 PM
90	Walking really isn't an issue. Backing up out of parking spaces can be difficult at times because of blind spots.	9/21/2019 11:54 AM

## Downtown Wylie Survey

91	I was in Shoemaker when a truck crashed into the building next door several years ago, but other than that I have never felt unsafe.	9/21/2019 11:10 AM
92	Lack of sight from vehicles pulling out of parking spots	9/21/2019 11:04 AM
93	I have witness someone almost get hit by a car in the crosswalk	9/21/2019 10:59 AM
94	Backing out of a parking spot on Ballard is scary when people are speeding. They won't slow down, but you're backing out blindly if you're next to bigger cars.	9/21/2019 10:47 AM
95	None	9/21/2019 10:23 AM
96	Don't have an unsafe story.	9/21/2019 10:23 AM
97	Drivers failing to yield to a pedestrian in a crosswalk. Drivers driving too fast on Ballard St.	9/21/2019 10:22 AM
98	N/A	9/21/2019 10:18 AM
99	Even with reduced speed limit, cars still go to fast. Also, the extended bed trucks make it so hard to see around them for both pedestrians and oncoming traffic.	9/21/2019 10:07 AM
100	Crossing the streets are interesting when there are alot of cars parked (using crosswalks)	9/21/2019 10:04 AM
101	None. Most people are aware of pedestrians and are very accommodating	9/21/2019 9:56 AM
102	N/a	9/21/2019 9:54 AM
103	none	9/21/2019 9:45 AM
104	Was starting to walk in a crosswalk, and two cars didn't slow down for us to cross.	9/21/2019 9:32 AM
105	N/A	9/21/2019 9:27 AM
106	None that I recall.	9/21/2019 9:19 AM
107	None	9/21/2019 9:17 AM
108	Na	9/21/2019 9:17 AM
109	People fly down Ballard	9/21/2019 9:06 AM
110	Around lunchtime, the volume of cars driving through Ballard is much heavier. Most people speed through.	9/21/2019 9:05 AM
111	they are going too fast	9/21/2019 9:04 AM
112	Have not had one	9/21/2019 8:43 AM
113	Never	9/21/2019 8:40 AM
114	It's usually when trying to back out of my parking spot. But also when my kids are getting into the car.. some cars just drive too fast down Ballard.	9/21/2019 8:39 AM
115	None	9/21/2019 8:37 AM
116	No e	9/21/2019 8:27 AM
117	When trucks park in front of businesses, they stick out into traffic, making it difficult to pass safely while staying in my own lane.	9/21/2019 8:27 AM
118	It's hard to cross sometimes with how fast cars drive through	9/21/2019 8:26 AM
119	Sometimes traffic cones are on Ballard close to cross walks to reinforce drivers to slow down. If they are not there it can be dicey.	9/21/2019 8:21 AM
120	Always use crosswalk at Ballard. Never confident anyone will stop or is even paying attention.	9/21/2019 8:19 AM
121	Backing out of parking spaces is always a risk because you can't see traffic coming.	9/21/2019 8:14 AM
122	Pulling out of a parking spot it's hard to see. Cars like to speed so it's difficult backing up at times.	9/21/2019 8:14 AM
123	Can't see cars coming due to the cars parked on the roads Too many blind spots	9/21/2019 8:11 AM
124	People driving to fast	9/21/2019 8:07 AM
125	Depending on where cars are parked it's hard to see the oncoming traffic	9/21/2019 8:07 AM
126	Not really ever, as I pay attention. The only time I get anxious is when I have my kids, cause they dont pay as much attention and they are smaller and harder to see	9/21/2019 8:04 AM

## Downtown Wylie Survey

127	Never	9/21/2019 8:03 AM
128	Every time I try to back out of parking. The on coming vehicles don't slow down.	9/21/2019 8:03 AM
129	Vehicles often ignore crosswalk	9/21/2019 8:02 AM
130	Fast driver flying by	9/21/2019 7:58 AM
131	None	9/21/2019 7:58 AM
132	NA	9/21/2019 7:58 AM
133	Many cars still drive too fast. You have to be half way into the cross walk to be seen around parked cars	9/21/2019 7:57 AM
134	The street is too narrow and there is two way traffic.	9/21/2019 7:56 AM
135	Speeders	9/21/2019 7:54 AM
136	Not all the car yield to pedestrians	9/21/2019 7:53 AM
137	Cars parked in front of shops are tightly packed and difficult to se obstruction	9/21/2019 7:53 AM
138	N/a	9/21/2019 7:52 AM
139	Sometimes people drive too fast going down Ballard . Also, you can be out of line of sight for drivers going down Ballard due to shallow parking spots	9/21/2019 7:43 AM
140	NA	9/21/2019 7:40 AM
141	Non3	9/21/2019 7:27 AM
142	N/a	9/21/2019 7:22 AM
143	The street lined parking, which I like for convenience, makes for blindspots.... which is my fault for not wanting to use the crosswalk.	9/21/2019 7:19 AM
144	None	9/21/2019 7:19 AM
145	N/A	9/21/2019 6:54 AM
146	Cant see cars backing out	9/21/2019 6:42 AM
147	Sometimes cars drive too fast.	9/21/2019 6:28 AM
148	NA	9/21/2019 4:51 AM
149	Traffic cannot see you	9/21/2019 3:21 AM
150	I always feel unsafe when backing car out of parking space onto the street.	9/21/2019 2:42 AM
151	During busy traffic times pmts add in cars backing out, makes for dangerous crossing	9/21/2019 2:30 AM
152	Heavy traffic times	9/21/2019 1:46 AM
153	Longer trucks stick out into the street. Have to drive slow and share the street with on coming traffic	9/21/2019 12:49 AM
154	I was using the crosswalk and cars wouldn't slow down or would get impatient	9/21/2019 12:42 AM
155	Lunch or dinner times	9/21/2019 12:12 AM
156	There has been a lot of school kis involved in accidents so we need to come up with better security measures at a city level	9/21/2019 12:03 AM
157	Never	9/20/2019 11:59 PM
158	N/a	9/20/2019 11:50 PM
159	A	9/20/2019 11:45 PM
160	Occasional speeder	9/20/2019 11:28 PM
161	Almost every day because I work in downtown Wylie people drive way too fast, I cant tell you how many times I have been almost rear ended or ran over because of people driving too fast. Also I really wish there was a different way that the city could do something about the parking in downtown Wylie it's not safe I hear people complain every single day about it.	9/20/2019 11:22 PM
162	Cars going to fast and no walk ways in the middle	9/20/2019 11:15 PM

## Downtown Wylie Survey

163	Only when there are speeders present	9/20/2019 11:09 PM
164	None	9/20/2019 11:08 PM
165	Crossing the street at oak & Ballard	9/20/2019 10:36 PM
166	Traffic was heavy	9/20/2019 10:33 PM
167	I	9/20/2019 10:32 PM
168	The cross walk at Ballard and oak street is sometimes scary to cross. Especially if people are driving fast from 78.	9/20/2019 10:30 PM
169	Backing out of spaces on Ballard can be stressful	9/20/2019 10:26 PM
170	I have no understanding of why drive right through the cross walks when they are so clearly marked. Maybe just one day of street dressed officer standing off, reporting cars in violation when people are attempting to cross.	9/20/2019 10:18 PM
171	Traffic moves fast thru downtown and people don't pay attention.	9/20/2019 10:06 PM
172	Cars backing out of parking spots often cannot see when a vehicle is approaching. I've seen this from personal experience and watching other cars.	9/20/2019 10:06 PM
173	None really	9/20/2019 10:04 PM
174	Speed of cars not obeying limits	9/20/2019 10:02 PM
175	Crossing for restaurants	9/20/2019 9:59 PM
176	Cars driving too fast. No one pays attention to the cross walk. No police to monitor the "race track" down Ballard ave.	9/20/2019 9:50 PM
177	Backing out of parking spaces on Ballard can be tricky at times. It's difficult to see oncoming traffic.	9/20/2019 9:37 PM
178	It's hard to get across and not convenient to walk to a crosswalk. You're going in between cars.	9/20/2019 9:23 PM
179	Hard to see around parked cars	9/20/2019 9:15 PM
180	Sometimes cars don't see people coming from in between parked cars	9/20/2019 9:08 PM
181	none	9/20/2019 9:07 PM
182	Trying to back a car out on Ballard can be dangerous	9/20/2019 9:07 PM
183	None	9/20/2019 8:44 PM
184	20-25mph looks very fast on Ballard. Parked cars block view when crossing street, you often have step a few feet into the street to check that it's clear. Blocked view and vehicle speed can make it a bit scary, especially with kids.	9/20/2019 8:25 PM
185	Needs more pedestrian spaces	9/20/2019 8:19 PM
186	It's hard to be certain that drivers will actually stop when you're in the crosswalk.	9/20/2019 8:15 PM
187	Never felt unsafe.	9/20/2019 8:08 PM
188	Never	9/20/2019 8:04 PM
189	N/a	9/20/2019 8:02 PM
190	The cars drive so fast and it's hard to see around, back up. The road is also so narrow and long trucks park and come very close to hitting their tow hitch	9/20/2019 7:42 PM
191	People not paying attention	9/20/2019 7:36 PM
192	Backing out of a parking spot into oncoming traffic	9/20/2019 7:15 PM
193	Corners are blind spots for drivers and they don't stop or slow down because they can't see pedestrians.	9/20/2019 6:55 PM
194	Sometimes visibility is difficult during certain times of the day.	9/20/2019 6:54 PM
195	Always drivers usually are very nice.	9/20/2019 6:40 PM
196	Trying to park during an event. Trying to back out on Ballard when super busy.	9/20/2019 6:30 PM

## Downtown Wylie Survey

197	None	9/20/2019 6:27 PM
198	Parking is a cross the shopping area (so we have to cross to the shop.)	9/20/2019 5:57 PM
199	The cars go way to fast down Ballard	9/20/2019 5:43 PM
200	I can't see whether cars are coming past the parked cars. Also, only half the cars stop for people at crosswalks	9/20/2019 5:23 PM
201	I avoid driving downtown because it's so crowded with cars backing out.	9/20/2019 5:18 PM
202	Most vehicles don't stop despite driving slow. Those yield signs does nothing to prevent speed. Also when cars back out of parking spaces, it's unsafe.	9/20/2019 5:16 PM
203	Drivers not paying attention	9/20/2019 5:14 PM
204	Parking on ballad is a major concern as you cannot see backing into traffic	9/20/2019 5:10 PM
205	When vehicles are speeding or not paying attention to pedestrians.	9/20/2019 4:55 PM
206	Non	9/20/2019 4:54 PM
207	None	9/20/2019 4:48 PM
208	Most people drive too fast downtown and backing out is really hard with line of sight issues.	9/20/2019 4:46 PM
209	Only once someone wasn't paying attention.	9/20/2019 4:44 PM
210	Cant see around the SUVs and trucks and usually there is someone speeding down the street.	9/20/2019 4:43 PM
211	Limited visibility	9/20/2019 4:36 PM
212	Na	9/20/2019 4:31 PM
213	Speed	9/20/2019 4:30 PM
214	The two way traffic Nd parking on both sides makes it hard to get clear line of sight when backing out of parking spots	9/20/2019 4:28 PM
215	n/a	9/20/2019 4:27 PM
216	Vehicle parking spaces and width of roadway make it difficult to see past mid to fill size vehicles.	9/20/2019 4:16 PM
217	People are not always watching. We have too many people looking at their phones and not paying attention. Or they are just too impatient to give right of way to crosswalk	9/20/2019 4:14 PM
218	Driving faster than posted speed	9/20/2019 4:11 PM
219	Na	9/20/2019 4:03 PM
220	People don't pay attention	9/20/2019 4:01 PM
221	Sometimes when cars are backing out of a parking space on Ballard Street.	9/20/2019 4:01 PM
222	NA	9/20/2019 3:58 PM
223	None	9/20/2019 3:57 PM
224	Often when trying to pull out of a Ballard Street parking place. Vehicle sometimes speed and do not pay attention. There are also very many huge pick-up trucks which can be a challenge when attempting to pull out of a space next to a large truck.	9/20/2019 3:57 PM
225	Speed and hard to see	9/20/2019 3:52 PM
226	Na	9/20/2019 3:49 PM
227	Vehicles don't stop for pedestrians	9/20/2019 3:44 PM
228	Sometimes the sight lines are problematic	9/20/2019 3:32 PM
229	None	9/20/2019 3:27 PM
230	People ignore you trying to cross. Needs a stoplight to protect walkers	9/20/2019 3:27 PM
231	None	9/20/2019 3:27 PM
232	sometimes there is not much of a break in traffic to wait for and it is hard to find an open space to cross	9/20/2019 3:24 PM



## Downtown Wylie Survey

233	There is low visibility for oncoming cars and their speed tends to be a little high.	9/20/2019 3:24 PM
234	Some people drive too fast and aren't paying attention, so you have to be aware when trying to cross.	9/20/2019 3:23 PM
235	Cars not stopping for pedestrians	9/20/2019 3:19 PM
236	People drive WAY to fast down Ballard Street and aren't looking for folks/kids coming out from between cars	9/20/2019 3:19 PM
237	None	9/20/2019 3:15 PM
238	Speeders at Ballard near OMG	9/20/2019 3:15 PM
239	N/a	9/20/2019 3:13 PM
240	I feel okay crossing in downtown but not from 78 to downtown	9/20/2019 3:13 PM
241	When drivers fail to yield at the crosswalk	9/20/2019 3:09 PM
242	Sometimes cars are in a rush.	9/20/2019 3:08 PM
243	None	9/20/2019 3:06 PM
244	Visibility with cars sometimes is hard	9/20/2019 3:06 PM
245	The parking on Ballard needs to be fixed, can't see around cars and hard for cars to exit parking spaces	9/20/2019 2:57 PM
246	Drivers not seeing me	9/20/2019 2:56 PM
247	I was trying to cross the street from Mr. Jim's and someone was speeding and if I wasn't paying attention they would have hit me.	9/20/2019 2:44 PM
248	Never	9/20/2019 2:44 PM
249	Anytime it is. Use, too many people just sit. Pay attention while driving	9/20/2019 2:19 PM
250	Because of the street parking, it creates a blind spot for when you want to cross the road. Cars can't see you, and you can't see cars.	9/20/2019 2:09 PM
251	Speeding	9/20/2019 1:44 PM
252	Sometimes it is hard to see to back out of parking spaces on Ballard. Vehicles don't always drive the speed limit.	9/20/2019 1:40 PM
253	My Girl Scouts & I were trying to cross the street in crosswalk by the Pawn shop, walking towards the TCBY. I had to step all the way out into the crosswalk because a large dually truck was park in the corner parking spot & I could not see around w/out putting myself in the street. No one was slowing down for us to cross until another parent saw this & both she & I stood in the walk, arms extended to stop traffic going North & South. That corner parking spot should be rounded or taken out so a line of sight can be used to look N & S w/out putting ourselves in harms way. Also people cut across the main street all the time almost getting hit because they are not using crosswalk.	9/20/2019 1:38 PM
254	It's really congested between traffic & vehicles pulling out of parking spots, pedestrians and all at the same time. The road is too narrow to accomodate parking & through traffic.	9/20/2019 1:37 PM
255	With the high traffic for the local high school homecoming parades, it makes it difficult to cross streets with all the cars and foot traffic.	9/20/2019 1:18 PM
256	Crossing Ballard can be tricky.	9/20/2019 1:16 PM
257	Distracted drivers.	9/20/2019 1:11 PM
258	Sometimes when large vehicles park next to the crosswalk. It's hard to see and be seen.	9/20/2019 12:57 PM
259	None	9/20/2019 12:53 PM
260	Ballard is extremely narrow through downtown and with the current parking setup creates visual obstructions for both drivers and pedestrians. As a pedestrian, you have to walk out past vehicles parked in order to see oncoming traffic which means you're almost standing out in the street. As a driver, many times pedestrians have just walked out into traffic (typically not in the crosswalks)	9/20/2019 12:47 PM
261	Driver driving too fast	9/20/2019 12:46 PM
262	None	9/20/2019 12:41 PM

## Downtown Wylie Survey

263	It's a bit hard to take a left on to Ballard from side roads with construction	9/20/2019 12:36 PM
264	Not a problem, look both ways before crossing. Don't like to park on Ballard, backing into traffic is unsafe.	9/20/2019 12:36 PM
265	Just cautious that oncoming traffic is seeing me, no actual incidents thankfully	9/20/2019 12:34 PM
266	.	9/20/2019 12:26 PM
267	Hard to see around parked cars to look for oncoming cars	9/20/2019 12:24 PM
268	It is sometimes hard to see cars coming due to the parked cars in the way. So crossing halfway into the street to be able to see cars coming is not safe	9/20/2019 12:23 PM
269	When parking or trying to park it's hard to see around the other parked cars to know if its safe to proceed.	9/20/2019 12:21 PM
270	Cars drive way too fast going through downtown. You take your life in your hands when attempting to cross the street and especially trying to back out of a parking spot	9/20/2019 12:21 PM
271	diagonal street parking often makes seeing oncoming traffic difficult since everyone insists on owning large trucks and SUV's.	9/20/2019 12:11 PM
272	because of the way cars park, you have to step into road and lean out to see if cars are coming in order to cross street. Some cars are driving very fast. Also if i park on Ballard, backing up to leave is a crap shoot! you just have to slowly start backing up and pray no one is coming or they see you and slow down/stop.	9/20/2019 12:10 PM
273	Just make Ballard walking only and bring in street car vendors (food and merchandise). Think German village downtown. Also more sidewalks to get around Wylie. We only drive from Wylie Lakes cause there is no sidewalk down 78 or any other path.	9/20/2019 12:06 PM
274	NA	9/20/2019 12:00 PM
275	N/A	9/20/2019 11:58 AM
276	Big trucks can obstruct view of oncoming traffic when parked on ballard	9/20/2019 11:52 AM
277	drivers seem to be courteous toward pedestrians	9/20/2019 11:49 AM
278	Due to angles of the parking spaces it's difficult to see traffic and pedestrians.	9/20/2019 11:47 AM
279	People not using crosswalks. Just stepping out into traffic.	9/20/2019 11:40 AM
280	Cars do not slow down or stop at crosswalks	9/20/2019 11:39 AM
281	While crossing cars sometimes dont see me because of parking to close to cross walks	9/20/2019 11:38 AM
282	My son was almost hit by a driver speeding through downtown on Ballard.	9/20/2019 11:38 AM
283	It can be difficult to back out of parking spaces bc people drive too fast down Ballard. When I'm driving thru downtown on Ballard, I always slow WAY down, like literally 10 mph, bc people can't see, don't pay attention, and walk out or back their car ohh into traffic.	9/20/2019 11:33 AM
284	People drive to fast and distracted. Most of the time even if in the crosswalk people keep on driving or go faster to get through.	9/20/2019 11:33 AM
285	Speeding cars	9/20/2019 11:33 AM
286	Cars on ballard backing out of parking spots or ppl darting from btwn cars to cross Ballard	9/20/2019 11:28 AM
287	None	9/20/2019 11:27 AM
288	some drivers don't look like they are placing close attention to the road and so I don't want to walk out in between cars and be hit by one.	9/20/2019 11:26 AM
289	Drivers don't always slow down, even at the crosswalk	9/20/2019 11:24 AM
290	People don't yield	9/20/2019 11:21 AM
291	Speeding cars and the inability to see ncoming traffic around parked cars when crossing.	9/20/2019 11:20 AM
292	It is a little congested.	9/20/2019 11:17 AM
293	Hard for cars to see you when backing out	9/20/2019 11:17 AM

## Downtown Wylie Survey

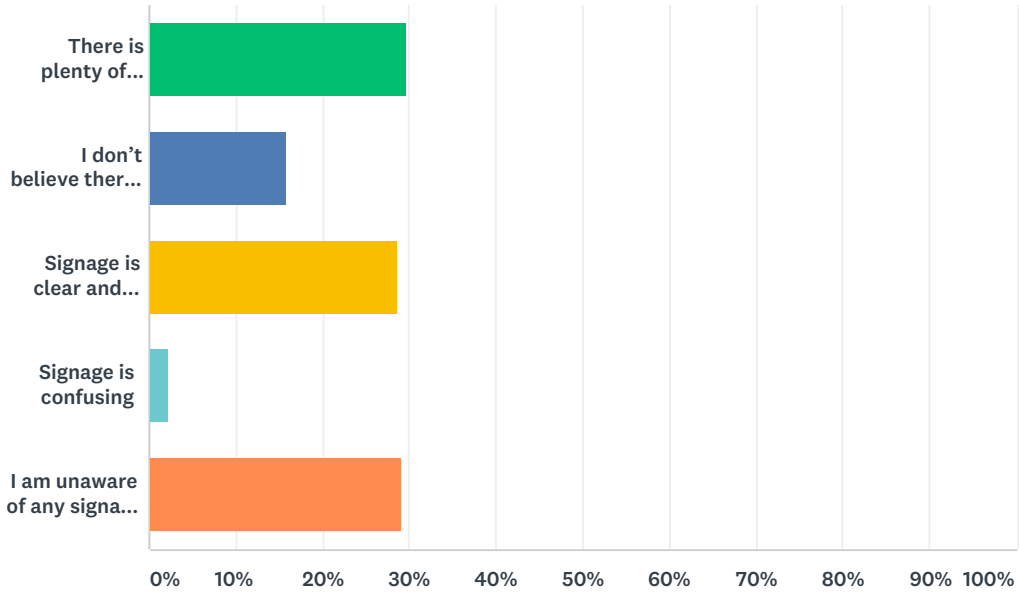
294	I have almost been hit by vehicles speeding through the aare and not yielding to pedestrians in the crosswalks.	9/20/2019 11:17 AM
295	People arent typically paying attention to pedestrians	9/20/2019 11:15 AM
296	Cars backing out of spaces	9/20/2019 11:15 AM
297	Backing out of parking spots on Ballard can be stressful sometimes.	9/20/2019 11:14 AM
298	na	9/20/2019 11:13 AM
299	Pulling out of parking spaces is dangerous. Pulling out if cross streets is dangerous.	9/20/2019 11:08 AM
300	Due to how the parking is laid out on each side of Ballard, I don't feel like passing traffic can easily see pedestrians.	9/20/2019 11:07 AM
301	They have the signs to yield or stop and driver's do not abide	9/20/2019 11:03 AM
302	There's a lot of traffic, and there's not adequate parking for the business on Ballard. The on-street parking looks terrible, and makes it unsafe. Lots of people running across the street. It's unsafe to drive on Ballard, and to walk across	9/20/2019 11:02 AM
303	People don't always stop for people in the cross walk.	9/20/2019 11:01 AM
304	All good!	9/20/2019 11:00 AM
305	Wylie has serious issues with distracted drivers, speeding and uncourteous individuals as seen by the recent school zone incidents in our city. I would feel more comfortable if Ballard was more pedestrian and less vehicular.	9/20/2019 10:56 AM
306	None	9/20/2019 10:52 AM
307	NA	9/20/2019 10:52 AM
308	i think they do a good job keeping it safe	9/20/2019 10:50 AM
309	The speed at which some folks drive	9/20/2019 10:48 AM
310	None	9/20/2019 10:47 AM
311	It's tough to back out of the angled parking spaces on Ballard when traffic comes by so fast and vision is blocked by other cars.	9/20/2019 10:47 AM
312	Sometimes traffic won't stop	9/20/2019 10:45 AM
313	bad driver	9/20/2019 10:44 AM
314	Can't see when cars are backing out. Pedestrians not crossing properly. Bicycles and pedestrians rarely can cross safely anywhere. Cars driving too fast through there. Cars can't see to cross the street. Cars too fast past park. Too dark to walk during events. Too many people downtown during special events. Not safe with that many people. Parking across 78 and can't cross 78 safely at anytime.	9/20/2019 10:43 AM
315	Occasional speeder	9/20/2019 10:39 AM
316	The slanted parking spots and the width of the street makes it ripe for backing out wrecks. Also, people tend to not use cross walks and dart out from behind cars. Again too close to traffic. The street is just not wide enough to be safe.	9/20/2019 10:38 AM
317	never happened	9/20/2019 10:37 AM
318	Traffic going to fast sometimes	9/20/2019 10:35 AM
319	None	9/20/2019 10:32 AM
320	With such tight lashes and parking, it's hard to see cars/pedestrians	9/20/2019 10:31 AM
321	None	9/20/2019 10:26 AM
322	Speed and congestion on Ballard	9/20/2019 10:22 AM
323	Driving too fast	8/30/2019 9:48 AM
324	Backing out of the front-in parking is always difficult. Front-in parking reduces visibility (upon departure) which is further complicated if you are parked next to a big Texas truck. Additionally, people drive very fast through there, treating it more like a highway than downtown pedestrian area.	8/28/2019 8:21 AM

## Downtown Wylie Survey

325	NA	8/27/2019 5:16 PM
326	Backing into traffic from a diagonal parking spot on Ballard is dangerous.	8/27/2019 4:30 PM
327	test	8/27/2019 10:17 AM

# Q14 What is your opinion of the directional signage in Downtown Wylie? (Select all that apply)

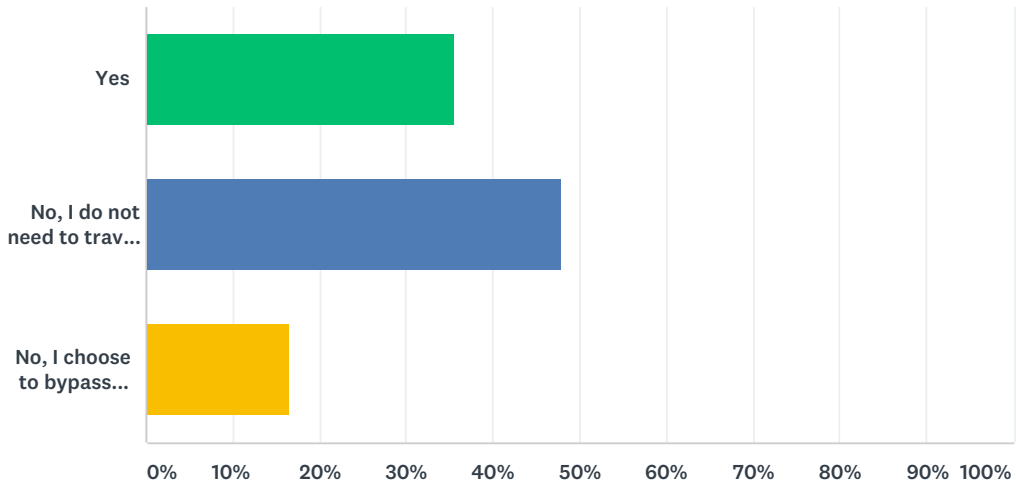
Answered: 511 Skipped: 49



ANSWER CHOICES	RESPONSES	
There is plenty of signage downtown	29.75%	152
I don't believe there is enough signage downtown	15.85%	81
Signage is clear and helpful	28.57%	146
Signage is confusing	2.35%	12
I am unaware of any signage in downtown	29.16%	149
Total Respondents: 511		

### Q15 Do you travel through Downtown Wylie during rush hour? (7 – 9 a.m. or 4 – 6 p.m.)

Answered: 517 Skipped: 43



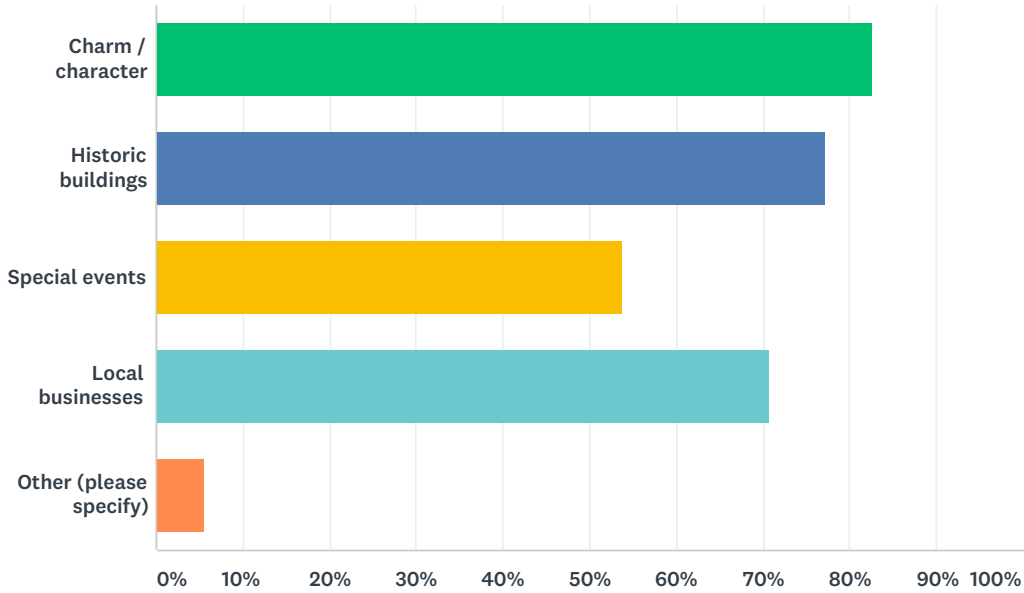
ANSWER CHOICES	RESPONSES
Yes	35.59% 184
No, I do not need to travel through the area during rush hour	47.97% 248
No, I choose to bypass downtown during rush hour	16.44% 85
TOTAL	517

Q16 What do you like most about Downtown Wylie? (Select all that apply)

downtown businesses Park Small town feel  
Restaurants Shop Wylie Needs people

# Q16 What do you like most about Downtown Wylie? (Select all that apply)

Answered: 518 Skipped: 42



ANSWER CHOICES	RESPONSES
Charm / character	82.63% 428
Historic buildings	77.22% 400
Special events	53.86% 279
Local businesses	70.66% 366
Other (please specify)	5.60% 29
Total Respondents: 518	

#	OTHER (PLEASE SPECIFY)	DATE
1	I enjoy and take advantage of the small town feel and the convenience to my personal residence for eating, shopping, eye doctor, meeting with friends, events, and classes.	10/6/2019 12:17 PM
2	it's Wylie	10/2/2019 1:12 PM
3	Olde City Park	10/2/2019 11:30 AM
4	Park	10/2/2019 11:01 AM
5	the people	9/23/2019 6:07 AM
6	Schumaker & Hardt, Wylie Flower Shop, Hair Salon, La Flor	9/22/2019 9:04 PM
7	Mom and Pop shops	9/22/2019 6:32 PM
8	Small town feel, but growing businesses. Coffee, lunch, dinner and drinks. I will like it even more when I can live and work downtown. Make it a destination.	9/22/2019 4:01 PM
9	Restaurants and Wylie Opry.	9/22/2019 3:07 PM
10	appreciate the businesses that attempt to restore existing buildings to keep downtown thriving	9/22/2019 11:37 AM
11	Music	9/22/2019 7:20 AM
12	More Restaurants	9/22/2019 6:15 AM

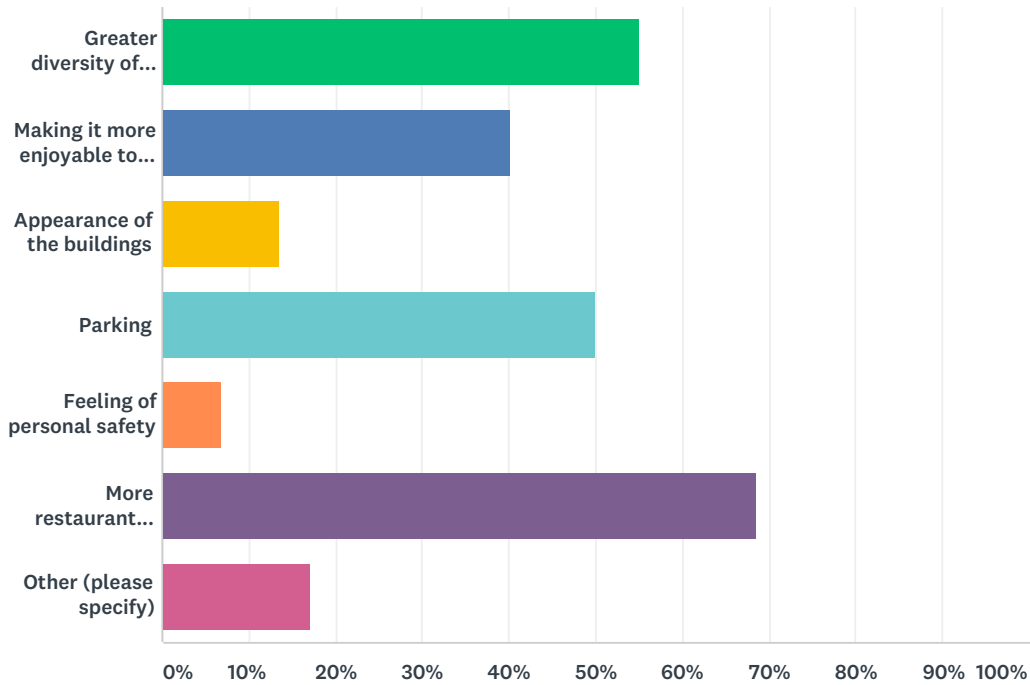


## Downtown Wylie Survey

13	N/a	9/21/2019 7:34 PM
14	I like that they haven't tried to modernize all of the old buildings downtown,	9/21/2019 10:22 AM
15	Playground	9/21/2019 8:14 AM
16	None	9/21/2019 8:12 AM
17	Small town feel, feeling of community	9/21/2019 8:09 AM
18	Wish there would be a bit more modernization. Needs a parking garage and a few more restaurants like garland. Make it fun for the residents. Maybe a nice bar.	9/21/2019 8:04 AM
19	I love to meet friends at Landon's. I like Ricks, Ballard's cafe and the florist.	9/21/2019 8:03 AM
20	Restuarants	9/20/2019 11:09 PM
21	I love all of it! The old buildings, the food the charm of a small town.	9/20/2019 5:43 PM
22	I like seeing new restaurants come in to give more reason to go.	9/20/2019 4:28 PM
23	I'm proud to bring people to downtown Wylie!	9/20/2019 3:57 PM
24	Park, gazebo	9/20/2019 12:53 PM
25	Playground. Needs a local bar	9/20/2019 12:41 PM
26	It is kept very clean!	9/20/2019 12:10 PM
27	sorry, but not much. Maybe if there were more open public spaces for people to walk around and enjoy a night, that would be nice. Like the open plazas they have in Mexico.	9/20/2019 11:26 AM
28	Only very specific businesses... Doughnuts, BBQ and Ice Cream.	9/20/2019 10:38 AM
29	There is a good mix, but we need more office and residential.	8/27/2019 5:16 PM

# Q17 What do you think could be improved about Downtown Wylie that would encourage you to visit more? (Select all that apply)

Answered: 511 Skipped: 49



ANSWER CHOICES	RESPONSES
Greater diversity of businesses	54.99% 281
Making it more enjoyable to walk around	40.12% 205
Appearance of the buildings	13.50% 69
Parking	49.90% 255
Feeling of personal safety	6.85% 35
More restaurant options	68.69% 351
Other (please specify)	17.22% 88
Total Respondents: 511	

#	OTHER (PLEASE SPECIFY)	DATE
1	I would like to see more inclusiveness of the additional blocks to the north, south, and west of what seems to be the main downtown area. Whether by adding more seating, flowers, visible signs, or other objects of charm, it would be pleasant to be invited beyond the few blocks between Oak and Marble....things that might draw the eye of a visitor to walk further north, south, or west of those two blocks. Perhaps another inviting mural or a beautiful, wrought iron over-street bridge to the main entrance and exit at the end of the designated, historical district... or something to pull a visitor toward Jackson besides a street. Things provided such as lights and flowers and charm are confined to a two block area although the entire historical district could be highlighted and an asset. Even a piece of sculpture such as those the city has installed throughout Wylie could find a perfect home near Wylie's only art gallery.	10/6/2019 12:17 PM
2	PLEEEEEASE more/better restaurant options.	10/2/2019 1:04 PM

## Downtown Wylie Survey

3	Better upkeep of buildings (specifically the building on Oak St adjacent to chiropractor)	10/2/2019 12:48 PM
4	Some of the events are attracting out of city visitors and they are not always the best looking for making folks feel safe. City ordinance to ban sagging pants maybe?	10/2/2019 11:01 AM
5	Restaurants that serve alcohol. Also a map so I know what if any shops are on the side streets.	9/29/2019 8:57 PM
6	Encourage spread to adjacent streets. Less low-volume retail, more night life. Open alcohol containers like downtown Rockwall. Find a way to move the church even center away from Ballard. That's 1/4 of the main section totally dead.	9/24/2019 12:54 AM
7	Businesses open in the evenings — and perhaps a freshening up of The Wylie Opry!	9/23/2019 1:27 PM
8	outdoor seating or rooftop at the restaurants or coffee shops would be fun. That is what is missing most of all.	9/22/2019 9:04 PM
9	More antique or one of a kind shops vs. eye care or insurance.	9/22/2019 6:32 PM
10	Make it a destination, adult friendly events, live downtown, work downtown.	9/22/2019 4:01 PM
11	Extended pick up truck parking should be restricted. Difficult to see around.	9/22/2019 3:07 PM
12	More festivals or craft shows. Farmers market	9/22/2019 2:05 PM
13	Eliminate all parking on street, buy up land behind buildings to convert to parking, make that one block area of Ballard Street to park/green space	9/22/2019 8:33 AM
14	Making sure residence know what businesses are there and what they have to offer.	9/22/2019 7:08 AM
15	A bar or two	9/22/2019 6:18 AM
16	Outdoor seating at restaurants, newer buildings changed to look like the older styles	9/22/2019 5:30 AM
17	More parking for large events	9/21/2019 11:17 PM
18	None	9/21/2019 10:57 PM
19	Alcohol sales permitted	9/21/2019 10:06 PM
20	More small quaint shops and restaurants, and less business type, i.e. vision care, tile stores.	9/21/2019 8:22 PM
21	N/a	9/21/2019 7:34 PM
22	Everything seems to close by the evening. I'd love to see more businesses stay open later.	9/21/2019 6:16 PM
23	Make adjacent blocks as charming as the main blocks on Ballard. Bring in new businesses in new buildings that look like Ballard street; get rid of the aluminum and glass, move the gas company to make room for retail/restaurants. Encourage offices to relocate or move upstairs so that first floors, facing the streets, are retail. Block out one parking spot in the middle of each block as a "drop off point" - make it easier for the handicapped and older folks to not walk so far to a restaurant or shop. (My mom is 97 - and no drop points is why we didn't frequent restaurants in downtown Plano before we moved out here.)	9/21/2019 4:38 PM
24	Take away the parking and make it more walker friendly. Ballard doesn't need to have such dangerous parking and fast driving through without regard of those trying to back out or walk	9/21/2019 2:25 PM
25	I've always said an old time swinging door saloon. But now I don't drink.	9/21/2019 12:59 PM
26	More events	9/21/2019 12:14 PM
27	The area down by the gas station could improve it's appearance to match the rest of Ballard. Some stores like the tanning place make it harder to walk around and spend time shopping there. I'd rather have more of a quaint downtown feel than places you don't visit regularly.	9/21/2019 10:47 AM
28	Can't think of anything	9/21/2019 9:56 AM
29	Splash park at the park downtown	9/21/2019 9:54 AM
30	More custom boutique shops	9/21/2019 8:39 AM
31	It's great	9/21/2019 8:27 AM
32	More bar and drinking options. A brewery or tap house would be nice	9/21/2019 8:22 AM

## Downtown Wylie Survey

33	At least 1 chain sort of restaurant. There are enough local restaurants there - if there was at least 1 chain restaurant it would draw more folks in to the area. Something like a Gloria's / Mi Cocina. As an example, look at the Gloria's on lower Greenville ave in Dallas - it's location is in a similar setting	9/21/2019 8:21 AM
34	Streets need to be converted to one way. Between oak and brown, Ballard going north, Jackson going south	9/21/2019 8:14 AM
35	More buisnessss open especially on sundays	9/21/2019 8:14 AM
36	None	9/21/2019 8:12 AM
37	Bar! Parking garage. More things to do.	9/21/2019 8:04 AM
38	Turn protection from Ballard to Brown	9/21/2019 8:03 AM
39	It would be great if it were one way. This would also open the other one way to have more traffic for shops.	9/21/2019 8:03 AM
40	.	9/21/2019 7:59 AM
41	A bar with outdoor seating on the rooftop or ground level would be awesome. Not a franchise but a locally owned would be preferable.	9/21/2019 7:58 AM
42	Our free time is limited so it's not usually a destination for us regardless of offerings.	9/21/2019 7:47 AM
43	Most of the businesses are dated. Lots of opportunity to make our downtown great with good food and culture.	9/21/2019 3:50 AM
44	Sunday afternoon hours. Most stores are closed on Sunday. We get brunch after church and then want to wLk around and shop.	9/21/2019 2:30 AM
45	added night life activities / options	9/21/2019 12:12 AM
46	My personal opinion on the businesses that are going in should be either boutiques or restaurants or something like that instead of insurance agencies and such too me that doesnt bring people to the downtown are they want a different variety of shops.	9/20/2019 11:22 PM
47	Museums for early Wylie	9/20/2019 10:36 PM
48	Downtown Wylie really needs a Brewery/restaurant. One that has a space with outdoor seating and nice lighting for the evenings and live music. I really do believe it would bring in a whole new wave of people and the locals would visit a lot more often. Maybe something similar to Intrinsic in Downtown Garland. Also, we need games for adults and kids near the playground--cornhole, giant connect four etc.	9/20/2019 10:06 PM
49	Make traffic one way on Ballard	9/20/2019 10:04 PM
50	More options	9/20/2019 9:08 PM
51	Opening a Trader's Joe near downtown would make me go every week there! ;)	9/20/2019 8:44 PM
52	More LGBT friendly	9/20/2019 8:19 PM
53	Downtown needs to be more for retail/dining. The financial planning and random business don't really feel like they belong.	9/20/2019 8:02 PM
54	More adult events.	9/20/2019 7:15 PM
55	More restaurants or a pub would be great!	9/20/2019 6:57 PM
56	Better quality restaurants, more retail, rooftop patio, and event spaces... building updates/renovations for both structural and appearance to increase the charm and restore Wylie's history	9/20/2019 6:54 PM
57	I enjoy the old town feel.	9/20/2019 6:40 PM
58	I wish there were more spots to eat outside on a nice day	9/20/2019 5:43 PM
59	A classy/romantic place to go during the evening	9/20/2019 4:56 PM
60	Farmers market on weekends. Close Ballard down and put vendors there or a few streets over (like Rockwall's). Also Music and/or entertainment options perhaps similar to backyard on 5th	9/20/2019 4:28 PM
61	I like it the way it is!	9/20/2019 4:27 PM

## Downtown Wylie Survey

62	Outdoor dining	9/20/2019 4:11 PM
63	I'm happy as is. If I had a magic wand, Ballard Street would not be a (somewhat) major thoroughfare for so many drivers. I don't know what can be done about that though.	9/20/2019 3:57 PM
64	longer hours for shops. most close around 6pm during th week	9/20/2019 3:19 PM
65	Parking for events. It's really a great place to shop and eat! Thank you!	9/20/2019 3:15 PM
66	I've counseled Wylie City government before about needing to create more entertainment, shopping, event, restaurant draws downtown. They chose to take the few ideas and immediately implement them which definitely helped but I haven't seen them do anything since I've been impressed with. I'm irritated at the level businesses they're bringing to Wylie especially in the downtown area. Whoever is making these decisions is way out of their depths for offering true economic growth for downtown. I'm always available to help. Martha Brown 9726320461	9/20/2019 2:44 PM
67	Better shopping. Other than a few restaurants, it's all limited selection overpriced boutiques. Livelier businesses are needed (like the ice cream store) and better signage for the ones that are off Ballard so they can be seen. I would love to see a higher end steakhouse and bar come in. Make it a destination that people from other towns come to wylie for. We need more ways to attract those from outside of Wylie.	9/20/2019 2:09 PM
68	Nothing. Leave it the way it is.	9/20/2019 12:57 PM
69	I would have to live within walking distance!	9/20/2019 12:54 PM
70	Outdoor Cafe's and mingling points	9/20/2019 12:39 PM
71	.	9/20/2019 12:26 PM
72	Just make Ballard walking only and bring in street car vendors (food and merchandise). Think German village downtown. Also more sidewalks to get around Wylie. We only drive from Wylie Lakes cause there is no sidewalk down 78 or any other path.	9/20/2019 12:06 PM
73	I think it is fine the way it is- keeps that 'small town' feel	9/20/2019 12:00 PM
74	More night life options.	9/20/2019 11:58 AM
75	diverse offerings	9/20/2019 11:49 AM
76	Block Ballard off and make it walking only.	9/20/2019 11:29 AM
77	More awareness of what's there	9/20/2019 11:27 AM
78	The entire city of Wylie needs more sit-down, family style restaurants. No more chicken and no more fast food!	9/20/2019 11:24 AM
79	Pubs/restaurants that serve alcohol and have live music.	9/20/2019 11:20 AM
80	More businesses to interact with and that stay open after the average resident is home.	9/20/2019 11:17 AM
81	I know that we like to say that Downtown Wylie is "historic" and "charming". It's not. It's old, sure. But it's boring and ugly. No trees. No vegetation. There's no "square", it's just a block of older buildings, and a whole bunch of church. Wylie in general is not a pretty area to look at. Take a drive around any of the nicer towns. Medians and roadways have vegetation landscaping and trees. Most of Wylie's medians are flat, empty and full of weeds. Ever. The trees that we have are crepe myrtles...a glorified bush. Downtown suffers from this as well. I love Wylie. But it needs to do better. Stop letting the church take over downtown, plant some trees, build some neat looking buildings and we'd be on the right track.	9/20/2019 11:15 AM
82	More retail shops (antique with vendor booths)	9/20/2019 11:13 AM
83	Downtown Wylie is nothing spectacular. It's a row of old buildings with terrible traffic and parking. It needs to be completely revitalized. First Baptist Wylie monopolizes all of the Events on Ballard, and there needs to be greater separation of Church and State with regards to the relationship between the church and the city government.	9/20/2019 11:02 AM
84	The stores in downtown seem to cater to an older demographic. Different restaurants, a bar, clubs, shops that would bring in the younger people would help drive more visitors. We aren't all 50+ old ladies - give us alcohol!	9/20/2019 10:56 AM
85	Outdoor restaurant seating, more clothing stores, card shop	9/20/2019 10:47 AM

## Downtown Wylie Survey

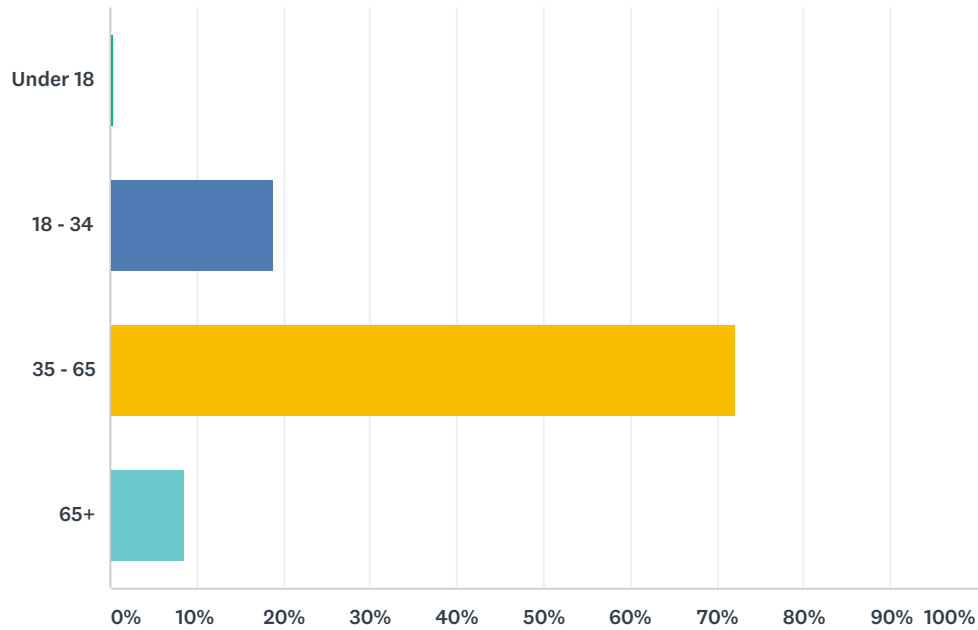
86	Replace the pastor at a downtown church who thinks he controls the city. Shameful. He alone give Wylie a bad taste in my mouth.	9/20/2019 10:38 AM
87	The addition of office product, event/meeting space, collaborative space, rooftops, reduced street width with front patios on Ballard (think lower Greenville)	8/27/2019 5:16 PM
88	Close Ballard to traffic and make it a courtyard.	8/27/2019 4:30 PM

Q19 Please provide the zip code of where you live. (Optional)

75048<sub>75166</sub> 75098<sub>75094</sub> 75173

### Q18 Please indicate your age range.

Answered: 521 Skipped: 39



ANSWER CHOICES	RESPONSES	
Under 18	0.38%	2
18 - 34	18.81%	98
35 - 65	72.17%	376
65+	8.64%	45
TOTAL		521



## Q19 Please provide the zip code of where you live. (Optional)

Answered: 475 Skipped: 85

#	RESPONSES	DATE
1	75098	10/16/2019 4:25 PM
2	75098	10/16/2019 8:48 AM
3	75098	10/6/2019 9:54 PM
4	75098	10/6/2019 12:17 PM
5	75088	10/4/2019 11:42 AM
6	75098	10/3/2019 4:24 PM
7	75098	10/3/2019 3:06 PM
8	75165	10/3/2019 1:10 PM
9	75098	10/3/2019 12:48 PM
10	75088	10/3/2019 10:16 AM
11	75098	10/3/2019 8:04 AM
12	75044	10/2/2019 1:34 PM
13	75098	10/2/2019 1:12 PM
14	75098	10/2/2019 1:04 PM
15	75098	10/2/2019 12:48 PM
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17	75098	10/2/2019 11:36 AM
18	75098	10/2/2019 11:32 AM
19	75098	10/2/2019 11:30 AM
20	75082	10/2/2019 11:14 AM
21	75098	10/2/2019 11:01 AM
22	75098	10/2/2019 10:59 AM
23	75442	10/2/2019 10:52 AM
24	75040	10/1/2019 9:10 AM
25	75098	9/29/2019 8:57 PM
26	75098	9/29/2019 9:50 AM
27	75098	9/27/2019 8:49 AM
28	75098	9/26/2019 2:51 PM
29	75098	9/25/2019 11:08 AM
30	75098	9/25/2019 9:25 AM
31	75098	9/25/2019 5:58 AM
32	75098	9/24/2019 7:57 AM
33	75098	9/24/2019 7:04 AM
34	75098	9/24/2019 12:54 AM
35	75098	9/23/2019 11:33 PM

## Downtown Wylie Survey

36	75098	9/23/2019 11:27 PM
37	75098	9/23/2019 9:00 PM
38	75098	9/23/2019 8:24 PM
39	75098	9/23/2019 6:34 PM
40	Xxxxx	9/23/2019 1:45 PM
41	75098	9/23/2019 11:27 AM
42	75098	9/23/2019 7:06 AM
43	75442	9/23/2019 6:07 AM
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45	75098	9/22/2019 8:21 PM
46	75098	9/22/2019 8:19 PM
47	75098	9/22/2019 7:36 PM
48	75098	9/22/2019 7:02 PM
49	75098	9/22/2019 6:24 PM
50	75098	9/22/2019 5:28 PM
51	75098	9/22/2019 4:47 PM
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54	75098	9/22/2019 3:07 PM
55	75098	9/22/2019 2:05 PM
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69	75098	9/22/2019 7:08 AM
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73	75098	9/22/2019 6:18 AM
74	75098	9/22/2019 6:15 AM
75	75098	9/22/2019 5:57 AM
76	75098	9/22/2019 5:56 AM

## Downtown Wylie Survey

77	75098	9/22/2019 5:36 AM
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116	75098	9/21/2019 4:24 PM
117	75098	9/21/2019 4:22 PM

## Downtown Wylie Survey

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126	75098	9/21/2019 1:09 PM
127	75098	9/21/2019 12:59 PM
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151	75098	9/21/2019 10:18 AM
152	75098	9/21/2019 10:18 AM
153	75048	9/21/2019 10:16 AM
154	75098	9/21/2019 10:10 AM
155	75098	9/21/2019 10:10 AM
156	75098	9/21/2019 10:08 AM
157	75098	9/21/2019 10:07 AM
158	75098	9/21/2019 10:04 AM

## Downtown Wylie Survey

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161	75098	9/21/2019 9:54 AM
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183	75098	9/21/2019 8:40 AM
184	75098	9/21/2019 8:39 AM
185	75098	9/21/2019 8:37 AM
186	75098	9/21/2019 8:27 AM
187	75098	9/21/2019 8:27 AM
188	75098	9/21/2019 8:26 AM
189	75098	9/21/2019 8:22 AM
190	75098	9/21/2019 8:21 AM
191	75098	9/21/2019 8:19 AM
192	75098	9/21/2019 8:16 AM
193	75098	9/21/2019 8:14 AM
194	75098	9/21/2019 8:14 AM
195	75098	9/21/2019 8:12 AM
196	75098	9/21/2019 8:11 AM
197	75098	9/21/2019 8:09 AM
198	75098	9/21/2019 8:07 AM
199	75098	9/21/2019 8:07 AM

## Downtown Wylie Survey

200	75098	9/21/2019 8:04 AM
201	75098	9/21/2019 8:03 AM
202	75098	9/21/2019 8:03 AM
203	75098	9/21/2019 8:03 AM
204	75098	9/21/2019 8:02 AM
205	75098	9/21/2019 7:59 AM
206	75098	9/21/2019 7:58 AM
207	75098	9/21/2019 7:58 AM
208	75098	9/21/2019 7:58 AM
209	75098	9/21/2019 7:57 AM
210	75098	9/21/2019 7:57 AM
211	75098	9/21/2019 7:56 AM
212	75098	9/21/2019 7:55 AM
213	75173	9/21/2019 7:54 AM
214	75173	9/21/2019 7:54 AM
215	75098	9/21/2019 7:53 AM
216	75098	9/21/2019 7:53 AM
217	75098	9/21/2019 7:52 AM
218	75098	9/21/2019 7:51 AM
219	75098	9/21/2019 7:47 AM
220	75098	9/21/2019 7:43 AM
221	75098	9/21/2019 7:40 AM
222	75098	9/21/2019 7:27 AM
223	75098	9/21/2019 7:22 AM
224	75098	9/21/2019 7:19 AM
225	750980260	9/21/2019 7:19 AM
226	75098	9/21/2019 6:54 AM
227	75098	9/21/2019 6:53 AM
228	75098	9/21/2019 6:42 AM
229	75098	9/21/2019 6:36 AM
230	75098	9/21/2019 6:28 AM
231	75098	9/21/2019 6:00 AM
232	75098	9/21/2019 4:51 AM
233	75098	9/21/2019 4:42 AM
234	75098	9/21/2019 3:50 AM
235	75094	9/21/2019 3:21 AM
236	75098	9/21/2019 2:42 AM
237	75098	9/21/2019 2:30 AM
238	75098	9/21/2019 1:46 AM
239	75098	9/21/2019 1:09 AM
240	75098	9/21/2019 12:49 AM

## Downtown Wylie Survey

241	75098	9/21/2019 12:42 AM
242	75098	9/21/2019 12:12 AM
243	75098	9/21/2019 12:03 AM
244	75098	9/20/2019 11:59 PM
245	75098	9/20/2019 11:51 PM
246	75098	9/20/2019 11:50 PM
247	75048	9/20/2019 11:46 PM
248	7	9/20/2019 11:45 PM
249	75098	9/20/2019 11:28 PM
250	75166	9/20/2019 11:24 PM
251	75098	9/20/2019 11:22 PM
252	75098	9/20/2019 11:15 PM
253	75098	9/20/2019 11:09 PM
254	75098	9/20/2019 11:08 PM
255	75098	9/20/2019 10:52 PM
256	75048	9/20/2019 10:50 PM
257	75098	9/20/2019 10:36 PM
258	75098	9/20/2019 10:33 PM
259	75098	9/20/2019 10:32 PM
260	75098	9/20/2019 10:30 PM
261	75098	9/20/2019 10:26 PM
262	75098	9/20/2019 10:18 PM
263	75173	9/20/2019 10:06 PM
264	75098	9/20/2019 10:06 PM
265	75098	9/20/2019 10:04 PM
266	75098	9/20/2019 10:02 PM
267	75098	9/20/2019 9:59 PM
268	75098	9/20/2019 9:50 PM
269	75098	9/20/2019 9:37 PM
270	75048	9/20/2019 9:23 PM
271	75098	9/20/2019 9:19 PM
272	75098	9/20/2019 9:18 PM
273	75098	9/20/2019 9:15 PM
274	75098	9/20/2019 9:08 PM
275	75098	9/20/2019 9:07 PM
276	75048	9/20/2019 8:58 PM
277	75098	9/20/2019 8:57 PM
278	75098	9/20/2019 8:45 PM
279	75098	9/20/2019 8:30 PM
280	75098	9/20/2019 8:25 PM
281	75098	9/20/2019 8:15 PM

## Downtown Wylie Survey

282	75048	9/20/2019 8:08 PM
283	75098	9/20/2019 8:04 PM
284	75098	9/20/2019 8:04 PM
285	75098	9/20/2019 8:02 PM
286	75098	9/20/2019 7:50 PM
287	75098	9/20/2019 7:42 PM
288	75098	9/20/2019 7:36 PM
289	75098	9/20/2019 7:15 PM
290	75098	9/20/2019 7:06 PM
291	75098	9/20/2019 7:02 PM
292	75098	9/20/2019 7:01 PM
293	75098	9/20/2019 6:57 PM
294	75098	9/20/2019 6:55 PM
295	75098	9/20/2019 6:54 PM
296	75098	9/20/2019 6:40 PM
297	75098	9/20/2019 6:30 PM
298	75098	9/20/2019 6:27 PM
299	75098	9/20/2019 6:16 PM
300	75098	9/20/2019 5:57 PM
301	75098	9/20/2019 5:52 PM
302	75098	9/20/2019 5:43 PM
303	75098	9/20/2019 5:35 PM
304	75098	9/20/2019 5:23 PM
305	75048	9/20/2019 5:14 PM
306	75173	9/20/2019 5:10 PM
307	75098	9/20/2019 4:57 PM
308	75097	9/20/2019 4:56 PM
309	75098	9/20/2019 4:55 PM
310	75098	9/20/2019 4:54 PM
311	75098	9/20/2019 4:48 PM
312	75098	9/20/2019 4:44 PM
313	75098	9/20/2019 4:43 PM
314	75098	9/20/2019 4:41 PM
315	75098	9/20/2019 4:39 PM
316	75098	9/20/2019 4:34 PM
317	75098	9/20/2019 4:31 PM
318	75098	9/20/2019 4:30 PM
319	75098	9/20/2019 4:30 PM
320	75098	9/20/2019 4:28 PM
321	75098	9/20/2019 4:27 PM
322	75098	9/20/2019 4:16 PM



## Downtown Wylie Survey

323	75098	9/20/2019 4:14 PM
324	75098	9/20/2019 4:11 PM
325	75098	9/20/2019 4:07 PM
326	75098	9/20/2019 4:05 PM
327	75098	9/20/2019 4:03 PM
328	75098	9/20/2019 4:02 PM
329	75098	9/20/2019 4:01 PM
330	75098	9/20/2019 4:01 PM
331	75098	9/20/2019 3:58 PM
332	75098	9/20/2019 3:57 PM
333	75089	9/20/2019 3:57 PM
334	75098	9/20/2019 3:52 PM
335	75098	9/20/2019 3:49 PM
336	75098	9/20/2019 3:47 PM
337	75098	9/20/2019 3:45 PM
338	75098	9/20/2019 3:44 PM
339	75098	9/20/2019 3:38 PM
340	75098	9/20/2019 3:34 PM
341	75094	9/20/2019 3:32 PM
342	75098	9/20/2019 3:29 PM
343	75098	9/20/2019 3:27 PM
344	75098	9/20/2019 3:27 PM
345	75098	9/20/2019 3:27 PM
346	75098	9/20/2019 3:24 PM
347	75098	9/20/2019 3:24 PM
348	75043	9/20/2019 3:23 PM
349	75098	9/20/2019 3:21 PM
350	75098	9/20/2019 3:19 PM
351	75098	9/20/2019 3:19 PM
352	75098	9/20/2019 3:15 PM
353	75098	9/20/2019 3:15 PM
354	75098	9/20/2019 3:15 PM
355	75098	9/20/2019 3:13 PM
356	75098	9/20/2019 3:13 PM
357	75098	9/20/2019 3:09 PM
358	75098	9/20/2019 3:08 PM
359	75098	9/20/2019 3:06 PM
360	75166	9/20/2019 3:06 PM
361	75098	9/20/2019 3:06 PM
362	75098	9/20/2019 3:03 PM
363	75173	9/20/2019 2:57 PM

## Downtown Wylie Survey

364	75098	9/20/2019 2:56 PM
365	75189	9/20/2019 2:44 PM
366	75098	9/20/2019 2:44 PM
367	75044	9/20/2019 2:27 PM
368	75098	9/20/2019 2:19 PM
369	75098	9/20/2019 2:09 PM
370	75098	9/20/2019 1:44 PM
371	75098	9/20/2019 1:40 PM
372	75098	9/20/2019 1:38 PM
373	75098	9/20/2019 1:37 PM
374	75098	9/20/2019 1:34 PM
375	75094	9/20/2019 1:27 PM
376	75098	9/20/2019 1:18 PM
377	75098	9/20/2019 1:16 PM
378	75098	9/20/2019 1:11 PM
379	75098	9/20/2019 12:57 PM
380	75098	9/20/2019 12:54 PM
381	75098	9/20/2019 12:53 PM
382	75098	9/20/2019 12:47 PM
383	75098	9/20/2019 12:46 PM
384	75098	9/20/2019 12:41 PM
385	75098	9/20/2019 12:39 PM
386	75098	9/20/2019 12:38 PM
387	75098	9/20/2019 12:37 PM
388	75098	9/20/2019 12:37 PM
389	75098	9/20/2019 12:36 PM
390	xxxx	9/20/2019 12:36 PM
391	75098	9/20/2019 12:34 PM
392	75098	9/20/2019 12:32 PM
393	75098	9/20/2019 12:27 PM
394	75098	9/20/2019 12:26 PM
395	75098	9/20/2019 12:24 PM
396	75098	9/20/2019 12:23 PM
397	75098	9/20/2019 12:21 PM
398	75098	9/20/2019 12:21 PM
399	75098	9/20/2019 12:11 PM
400	75098	9/20/2019 12:10 PM
401	75048	9/20/2019 12:07 PM
402	75098	9/20/2019 12:06 PM
403	75098	9/20/2019 12:06 PM
404	75098	9/20/2019 12:05 PM

## Downtown Wylie Survey

405	75098	9/20/2019 12:00 PM
406	75098	9/20/2019 11:58 AM
407	75098	9/20/2019 11:53 AM
408	75098	9/20/2019 11:52 AM
409	75098	9/20/2019 11:49 AM
410	75098	9/20/2019 11:47 AM
411	75098	9/20/2019 11:40 AM
412	75098	9/20/2019 11:39 AM
413	75098	9/20/2019 11:38 AM
414	75098	9/20/2019 11:38 AM
415	75098	9/20/2019 11:35 AM
416	75082	9/20/2019 11:33 AM
417	75098	9/20/2019 11:33 AM
418	75098	9/20/2019 11:33 AM
419	75098	9/20/2019 11:33 AM
420	75098	9/20/2019 11:29 AM
421	75098	9/20/2019 11:28 AM
422	75098	9/20/2019 11:27 AM
423	75098	9/20/2019 11:27 AM
424	75098	9/20/2019 11:26 AM
425	75098	9/20/2019 11:25 AM
426	75098	9/20/2019 11:24 AM
427	75098	9/20/2019 11:21 AM
428	75098	9/20/2019 11:20 AM
429	75098	9/20/2019 11:20 AM
430	75098	9/20/2019 11:17 AM
431	75098	9/20/2019 11:17 AM
432	75098	9/20/2019 11:17 AM
433	75098	9/20/2019 11:15 AM
434	75098	9/20/2019 11:15 AM
435	75098	9/20/2019 11:14 AM
436	75098	9/20/2019 11:13 AM
437	75098	9/20/2019 11:12 AM
438	75098	9/20/2019 11:10 AM
439	75098	9/20/2019 11:10 AM
440	75098	9/20/2019 11:08 AM
441	75098	9/20/2019 11:07 AM
442	75098	9/20/2019 11:06 AM
443	75098	9/20/2019 11:05 AM
444	75098	9/20/2019 11:03 AM
445	75098	9/20/2019 11:02 AM

## Downtown Wylie Survey

446	75098	9/20/2019 11:01 AM
447	75098	9/20/2019 11:00 AM
448	75098	9/20/2019 10:58 AM
449	75098	9/20/2019 10:56 AM
450	75098	9/20/2019 10:52 AM
451	75098	9/20/2019 10:52 AM
452	75098	9/20/2019 10:50 AM
453	75098	9/20/2019 10:50 AM
454	75098	9/20/2019 10:50 AM
455	75098	9/20/2019 10:48 AM
456	75098	9/20/2019 10:47 AM
457	75098 (county)	9/20/2019 10:47 AM
458	75098	9/20/2019 10:45 AM
459	75098	9/20/2019 10:44 AM
460	75098	9/20/2019 10:44 AM
461	75098	9/20/2019 10:43 AM
462	75098	9/20/2019 10:41 AM
463	75098	9/20/2019 10:39 AM
464	75098	9/20/2019 10:38 AM
465	75098	9/20/2019 10:37 AM
466	75098	9/20/2019 10:35 AM
467	75098	9/20/2019 10:32 AM
468	75098	9/20/2019 10:31 AM
469	75098	9/20/2019 10:28 AM
470	75098	9/20/2019 10:26 AM
471	75098	9/20/2019 10:22 AM
472	75089	8/30/2019 9:48 AM
473	75098	8/27/2019 4:30 PM
474	75098	8/27/2019 1:41 PM
475	75098	8/27/2019 10:17 AM

Q20 Please provide the zip code of where you work. (Optional)

75075 75150 75001 75042 75080 75244 **75094** 75243 **75024** 75040

**75082** 75201 **75098** N **75081** 75231 **75074** 75069

Retired <sup>VI-165</sup> 75006 75048 75240

Downtown Wylie Survey

Q20 Please provide the zip code of where you work. (Optional)

Answered: 353 Skipped: 207

#	RESPONSES	DATE
1	75040	10/16/2019 4:25 PM
2	Retired	10/16/2019 8:48 AM
3	75098	10/6/2019 12:17 PM
4	75098	10/4/2019 11:42 AM
5	75407	10/3/2019 4:24 PM
6	75098	10/3/2019 3:06 PM
7	75098	10/3/2019 1:10 PM
8	75098	10/3/2019 12:48 PM
9	75088	10/3/2019 10:16 AM
10	75098	10/3/2019 8:04 AM
11	75098	10/2/2019 1:34 PM
12	75098	10/2/2019 1:12 PM
13	75098	10/2/2019 1:04 PM
14	75098	10/2/2019 12:48 PM
15	75098	10/2/2019 12:28 PM
16	75098	10/2/2019 11:37 AM
17	75098	10/2/2019 11:36 AM
18	75098	10/2/2019 11:32 AM
19	75098	10/2/2019 11:30 AM
20	75098	10/2/2019 11:14 AM
21	75098	10/2/2019 11:01 AM
22	75098	10/2/2019 10:59 AM
23	75098	10/2/2019 10:52 AM
24	75098	10/1/2019 9:10 AM
25	75098	9/29/2019 9:50 AM
26	75088	9/27/2019 8:49 AM
27	75098	9/26/2019 2:51 PM
28	75034	9/25/2019 11:08 AM
29	75098	9/25/2019 9:25 AM
30	75098	9/25/2019 5:58 AM
31	75202	9/24/2019 12:54 AM
32	75082	9/23/2019 11:33 PM
33	retired	9/23/2019 6:34 PM
34	Xxxxx	9/23/2019 1:45 PM
35	75098	9/23/2019 7:06 AM

## Downtown Wylie Survey

36	75098	9/23/2019 6:07 AM
37	75098	9/22/2019 9:04 PM
38	75074	9/22/2019 7:36 PM
39	75098	9/22/2019 7:02 PM
40	Retired	9/22/2019 5:28 PM
41	75094	9/22/2019 4:47 PM
42	75098	9/22/2019 4:30 PM
43	75098	9/22/2019 4:01 PM
44	75098	9/22/2019 3:14 PM
45	75098	9/22/2019 3:07 PM
46	All over Dallas	9/22/2019 2:05 PM
47	75080	9/22/2019 1:34 PM
48	75234	9/22/2019 12:41 PM
49	75098	9/22/2019 11:37 AM
50	75081	9/22/2019 10:50 AM
51	75098	9/22/2019 9:53 AM
52	75098	9/22/2019 8:25 AM
53	75098	9/22/2019 8:24 AM
54	75098	9/22/2019 7:20 AM
55	75098	9/22/2019 7:08 AM
56	75254	9/22/2019 6:52 AM
57	75074	9/22/2019 6:21 AM
58	75081	9/22/2019 6:20 AM
59	75024	9/22/2019 6:18 AM
60	75001	9/22/2019 6:15 AM
61	75098	9/22/2019 5:57 AM
62	75098	9/22/2019 5:36 AM
63	75001	9/22/2019 5:30 AM
64	75201	9/22/2019 2:05 AM
65	75098	9/22/2019 2:05 AM
66	75098	9/21/2019 11:44 PM
67	75231	9/21/2019 11:34 PM
68	75098	9/21/2019 10:57 PM
69	75098	9/21/2019 10:47 PM
70	75201	9/21/2019 10:37 PM
71	75074	9/21/2019 10:30 PM
72	75240	9/21/2019 10:15 PM
73	75218	9/21/2019 10:08 PM
74	75098	9/21/2019 10:06 PM
75	75098	9/21/2019 10:06 PM
76	75081	9/21/2019 9:35 PM

## Downtown Wylie Survey

77	75150	9/21/2019 9:06 PM
78	75098	9/21/2019 8:52 PM
79	75098	9/21/2019 8:49 PM
80	75098	9/21/2019 8:41 PM
81	75098	9/21/2019 8:22 PM
82	75098	9/21/2019 7:34 PM
83	75075	9/21/2019 7:30 PM
84	75150	9/21/2019 7:13 PM
85	75231	9/21/2019 7:01 PM
86	75243	9/21/2019 6:28 PM
87	75074	9/21/2019 6:16 PM
88	75074	9/21/2019 5:22 PM
89	75019	9/21/2019 4:49 PM
90	retired	9/21/2019 4:38 PM
91	75082	9/21/2019 4:22 PM
92	75098	9/21/2019 4:17 PM
93	75069	9/21/2019 3:58 PM
94	75098	9/21/2019 3:21 PM
95	75098	9/21/2019 2:41 PM
96	75098	9/21/2019 2:25 PM
97	75080	9/21/2019 2:13 PM
98	75082	9/21/2019 1:32 PM
99	75098	9/21/2019 12:59 PM
100	75080	9/21/2019 12:44 PM
101	75043	9/21/2019 12:18 PM
102	75098	9/21/2019 12:15 PM
103	75048	9/21/2019 12:14 PM
104	75098	9/21/2019 12:14 PM
105	75082	9/21/2019 11:59 AM
106	75094	9/21/2019 11:38 AM
107	75020	9/21/2019 11:37 AM
108	75081	9/21/2019 11:10 AM
109	n/a	9/21/2019 11:10 AM
110	75098	9/21/2019 11:04 AM
111	75240	9/21/2019 10:59 AM
112	75319	9/21/2019 10:58 AM
113	75189	9/21/2019 10:47 AM
114	75098	9/21/2019 10:32 AM
115	75098	9/21/2019 10:23 AM
116	75098	9/21/2019 10:23 AM
117	75098	9/21/2019 10:22 AM



## Downtown Wylie Survey

118	75024	9/21/2019 10:18 AM
119	75040	9/21/2019 10:18 AM
120	75094	9/21/2019 10:10 AM
121	75024	9/21/2019 10:10 AM
122	75098	9/21/2019 10:07 AM
123	75098	9/21/2019 10:04 AM
124	75166	9/21/2019 9:58 AM
125	75081	9/21/2019 9:56 AM
126	75098	9/21/2019 9:54 AM
127	75098	9/21/2019 9:42 AM
128	75057	9/21/2019 9:32 AM
129	75075	9/21/2019 9:26 AM
130	75098	9/21/2019 9:19 AM
131	75098	9/21/2019 9:17 AM
132	75098	9/21/2019 9:11 AM
133	75098	9/21/2019 9:06 AM
134	75098	9/21/2019 9:05 AM
135	75074	9/21/2019 9:04 AM
136	75039	9/21/2019 8:58 AM
137	75001	9/21/2019 8:56 AM
138	75082	9/21/2019 8:46 AM
139	75087	9/21/2019 8:43 AM
140	75098	9/21/2019 8:40 AM
141	75098	9/21/2019 8:39 AM
142	75032	9/21/2019 8:27 AM
143	75071	9/21/2019 8:27 AM
144	Na	9/21/2019 8:26 AM
145	75002	9/21/2019 8:22 AM
146	75024	9/21/2019 8:21 AM
147	75069	9/21/2019 8:16 AM
148	75094	9/21/2019 8:14 AM
149	75201	9/21/2019 8:12 AM
150	75094	9/21/2019 8:11 AM
151	75098	9/21/2019 8:09 AM
152	75098	9/21/2019 8:07 AM
153	75098	9/21/2019 8:04 AM
154	75075	9/21/2019 8:03 AM
155	75098	9/21/2019 8:03 AM
156	N/a	9/21/2019 7:58 AM
157	75098	9/21/2019 7:58 AM
158	75048	9/21/2019 7:57 AM

## Downtown Wylie Survey

159	75235	9/21/2019 7:56 AM
160	75098	9/21/2019 7:55 AM
161	75202	9/21/2019 7:53 AM
162	75081	9/21/2019 7:53 AM
163	75243	9/21/2019 7:51 AM
164	75021	9/21/2019 7:43 AM
165	75093	9/21/2019 7:40 AM
166	75050	9/21/2019 7:27 AM
167	75098	9/21/2019 7:22 AM
168	76051	9/21/2019 7:19 AM
169	Retired	9/21/2019 7:19 AM
170	75254	9/21/2019 6:54 AM
171	75098	9/21/2019 6:42 AM
172	75098	9/21/2019 6:36 AM
173	75074	9/21/2019 6:28 AM
174	75098	9/21/2019 6:00 AM
175	75001	9/21/2019 4:51 AM
176	75098	9/21/2019 4:42 AM
177	75098	9/21/2019 3:50 AM
178	76094	9/21/2019 3:21 AM
179	75080	9/21/2019 2:30 AM
180	75098	9/21/2019 1:46 AM
181	Retired	9/21/2019 1:09 AM
182	75098	9/21/2019 12:49 AM
183	75098	9/21/2019 12:42 AM
184	75024	9/21/2019 12:12 AM
185	75021	9/21/2019 12:03 AM
186	75098	9/20/2019 11:59 PM
187	75098	9/20/2019 11:50 PM
188	75024	9/20/2019 11:46 PM
189	75024	9/20/2019 11:28 PM
190	75098	9/20/2019 11:22 PM
191	75098	9/20/2019 11:15 PM
192	75098	9/20/2019 11:09 PM
193	75042	9/20/2019 11:08 PM
194	75048	9/20/2019 10:50 PM
195	Na	9/20/2019 10:36 PM
196	75082	9/20/2019 10:33 PM
197	75206	9/20/2019 10:32 PM
198	75098	9/20/2019 10:30 PM
199	75243	9/20/2019 10:26 PM

## Downtown Wylie Survey

200	N/A	9/20/2019 10:18 PM
201	75098	9/20/2019 10:06 PM
202	75094	9/20/2019 10:06 PM
203	75093	9/20/2019 10:04 PM
204	75098	9/20/2019 10:02 PM
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## Downtown Wylie Survey

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258	75098	9/20/2019 3:38 PM
259	75006	9/20/2019 3:34 PM
260	75247	9/20/2019 3:32 PM
261	N/a	9/20/2019 3:29 PM
262	75098	9/20/2019 3:27 PM
263	75098	9/20/2019 3:27 PM
264	75001	9/20/2019 3:24 PM
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266	75098	9/20/2019 3:23 PM
267	75006	9/20/2019 3:19 PM
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271	78081	9/20/2019 3:13 PM
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273	None	9/20/2019 3:06 PM
274	75098	9/20/2019 3:06 PM
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279	75098	9/20/2019 2:27 PM
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## Downtown Wylie Survey

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306	75098	9/20/2019 11:39 AM
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310	75040	9/20/2019 11:33 AM
311	75033 Frisco	9/20/2019 11:33 AM
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313	Retired	9/20/2019 11:29 AM
314	75074	9/20/2019 11:28 AM
315	75244	9/20/2019 11:26 AM
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318	75238	9/20/2019 11:20 AM
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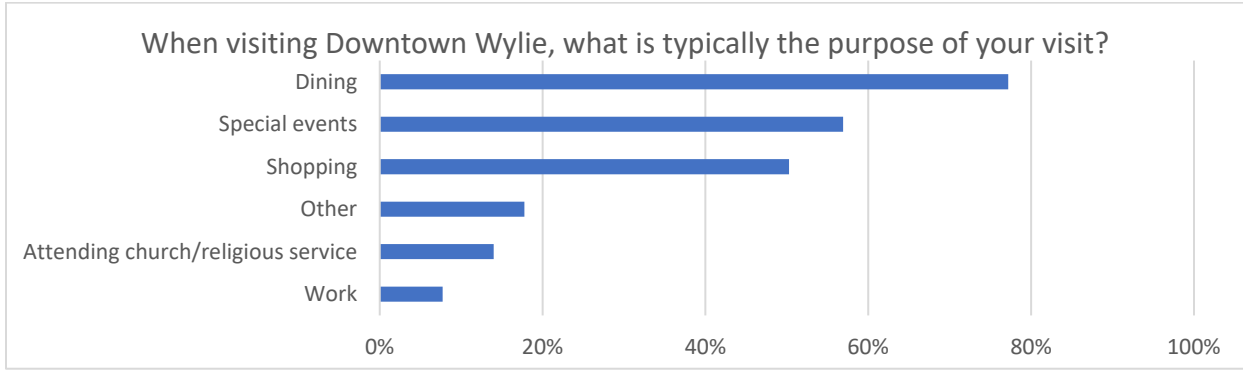
## Downtown Wylie Survey

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337	75080	9/20/2019 10:50 AM
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347	75081	9/20/2019 10:35 AM
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## Historic Downtown Wylie Vision Plan – Select Online Survey Results

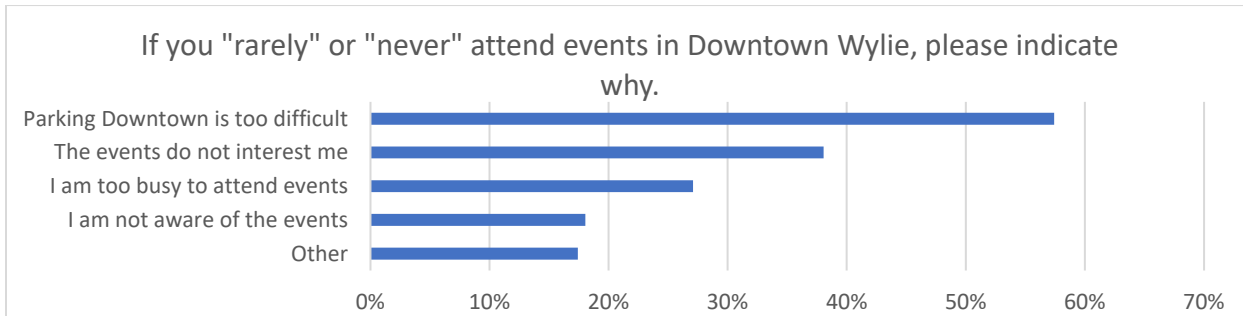
The online survey was live from September 11, 2019 – October 31, 2019. There was a total of 586 complete survey responses from Wylie residents, visitors, business owners and employees.

The following is a summary of select responses for various survey questions.



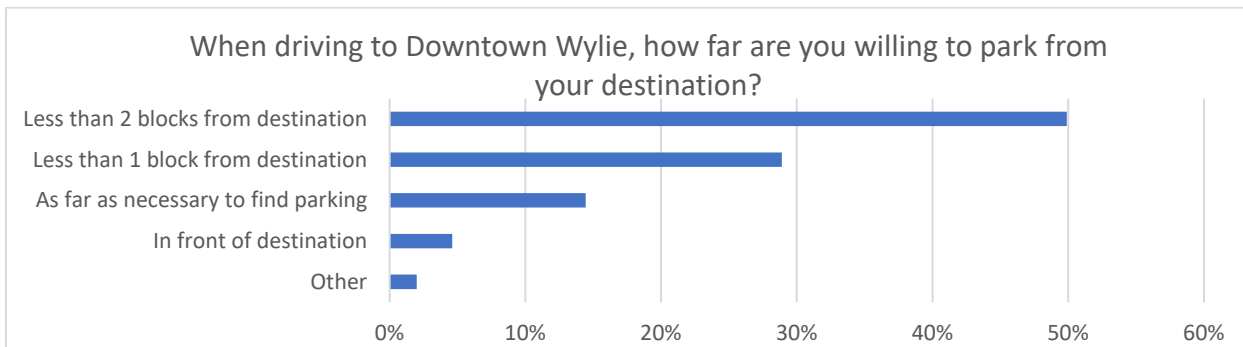
Other reasons for visiting downtown include entertainment such as the Opry, recreational activity like walking and visiting the park, and services such as a salon/spa, doctor, and daycare.

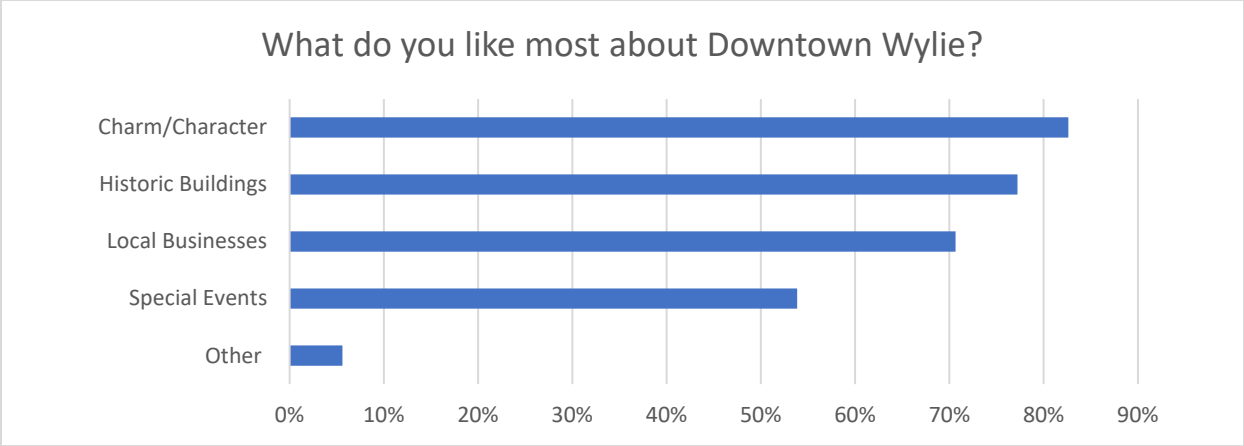
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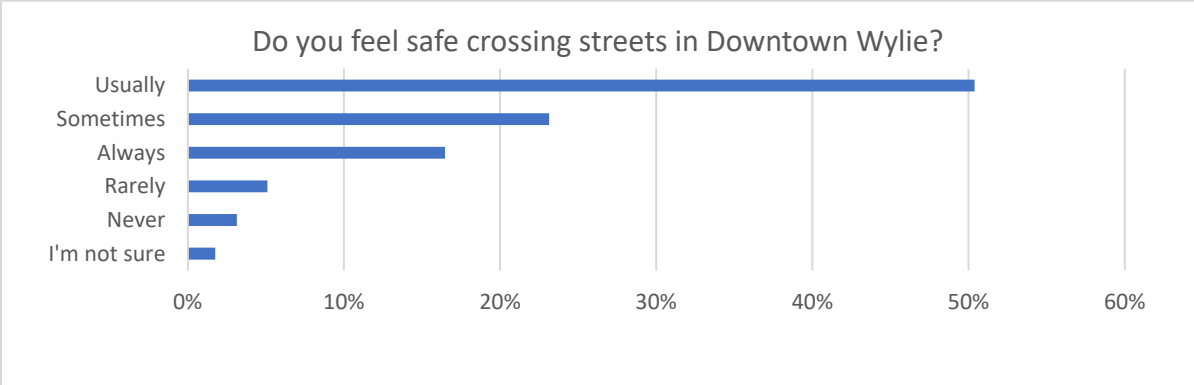
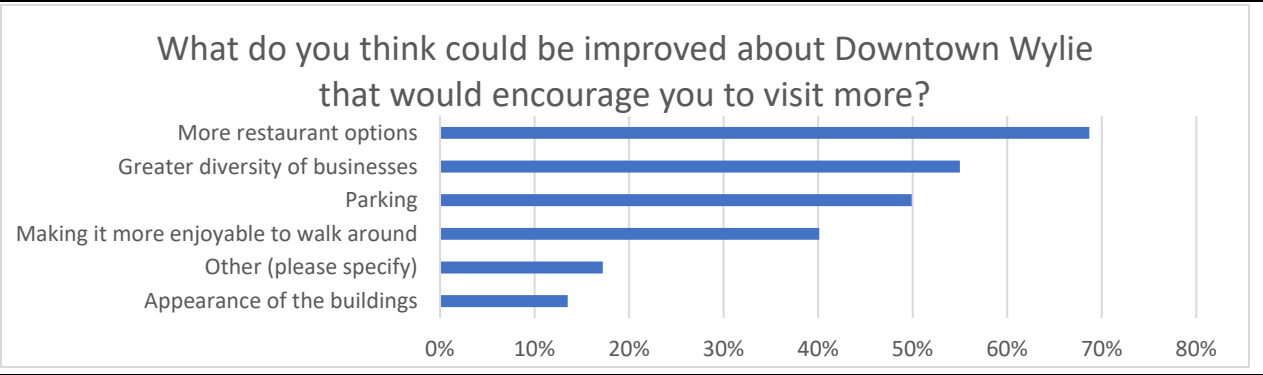
Survey participants mentioned difficulty maneuvering through events on foot and limited ADA access as a reason for not attending events.

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Survey participants also mentioned they like the Olde City Park.



Open Ended Survey Question: Please provide a description of any experience you have had where you felt unsafe due to vehicles or traffic in Downtown Wylie.

Survey participants indicated dangerous driver behavior such as high speed, failing to stop or yield to pedestrians in the crosswalk, driver inattention, and the hazard of backing out of parking spaces contributed to the feeling of an unsafe experience due to motor vehicles. Similarly, participants also mentioned the built environment negatively impacts driver and pedestrian visibility due to large vehicles, lighting, and parking configuration.



## APPENDIX D: FHWA CURB RAMP DESIGN

	Rationale
<p><b>Best Practice</b> Provide a level maneuvering area or landing at the top of the curb ramp.</p>	<p>Landings are critical to allow wheelchair users space to maneuver on or off of the ramp. Furthermore, people who are continuing along the sidewalk will not have to negotiate a surface with a changing grade or cross slope.</p>
<p>Clearly identify the boundary between the bottom of the curb ramp and the street with a detectable warning.</p>	<p>Without a detectable warning, people with vision impairments may not be able to identify the boundary between the sidewalk and the street.</p>
<p>Design ramp grades that are perpendicular to the curb.</p>	<p>Assistive devices for mobility are unstable if one side of the device is lower than the other or if the full base of support (e.g., all four wheels on a wheelchair) are not in contact with the surface. This commonly occurs when the bottom of a curb ramp is not perpendicular to the curb.</p>
<p>Place the curb ramp within the marked crosswalk area.</p>	<p>Pedestrians outside of the marked crosswalk are less likely to be seen by drivers because they are not in an expected location.</p>
<p>Avoid changes of grade that exceed 11 percent over a 610 mm (24 in) interval.</p>	<p>Severe or sudden grade changes may not provide sufficient clearance for the frame of the wheelchair causing the user to tip forward or backward.</p>
<p>Design the ramp that doesn't require turning or maneuvering on the ramp surface. Provide a curb ramp grade that can be easily distinguished from surrounding terrain; otherwise, use detectable warnings.</p>	<p>Maneuvering on a steep grade can be very hazardous for people with mobility impairments. Gradual slopes make it difficult for people with vision impairments to detect the presence of a curb ramp.</p>
<p>Design the ramp with a grade of 7.1 ± 1.2 percent. [Do not exceed 8.33 percent (1:12).]</p>	<p>Shallow grades are difficult for people with vision impairments to detect but steep grades are difficult for those using assistive devices for mobility.</p>
<p>Design the ramp and gutter with a cross slope of 2.0 percent.</p>	<p>Ramps should have minimal cross slope so users do not have to negotiate a steep grade and cross slope simultaneously.</p>
<p>Provide adequate drainage to prevent the accumulation of water or debris on or at the bottom of the ramp. Transitions from ramps to gutter and streets should be flush and free of level changes.</p>	<p>Water, ice, or debris accumulation will decrease the slip resistance of the curb ramp surface. Maneuvering over any vertical rise such as lips and defects can cause wheelchair users to propel forward when wheels hit this barrier.</p>
<p>Align the curb ramp with the crosswalk, so there is a straight path of travel from the top of the ramp to the center of the roadway to the curb ramp on the other side.</p>	<p>Where curb ramps can be ahead, people using wheelchairs often build up momentum in the crosswalk in order to get up the curb ramp grade (i.e., they "take a run at it"). This alignment may be useful for people with vision impairments.</p>
<p>Provide clearly defined and easily identified edges or transitions on both sides of the ramp to contrast with sidewalk.</p>	<p>Clearly defined edges assist users with vision impairments to identify the presence of the ramp when it is approached from the side.</p>

APPENDIX E: SMART GROWTH BEST PRACTICES PARKING STRATEGIES

Smart Growth Parking Best Practices Parking Design

	OBJECTIVES					TYPE OF PARKING FACILITY		
	Design sites such that vehicles are not the dominant feature	Provide parking without large expanses of pavement	Minimize runoff from parking facilities	Encourage vibrant street level activity	Create a safe and comfortable environment	On-Street Parking	Parking Lot	Parking Structure
Locate facility behind building	X			X	X		X	X
Integrate facility into site topography	X	X	X				X	X
Screen facility through landscaping or architectural treatments	X			X			X	X
Landscape interior parking areas	X	X	X	X	X		X	
Provide on-street parking		X				X		
Construct parking structures	X	X						X
Build automated parking structures	X	X					X	X
Reduce stall dimensions		X	X			X	X	X
Provide compact car spaces		X	X			X	X	X
Incorporate tandem/stacked or valet parking		X	X				X	X
Use alternative pavers		X	X				X	
Break up large parking lots	X	X	X				X	
Utilize open sections		X	X				X	
Incorporate vegetative swales and bioretention areas on-site		X	X				X	
Construct a green roof			X					X
Incorporate retail and commercial uses	X			X				X
Limit curb cuts				X	X		X	X
Provide clearly defined pedestrian corridors					X		X	X
Enhance bicycle and pedestrian entrances	X				X		X	X
Provide bicycle parking facilities					X	X	X	X
Implement a parking guidance system					X		X	X
Utilize low-angle, cut-off lighting					X	X	X	X

## APPENDIX F: REFERENCES

### Planning and Design Guidance and Standards Resources

*Guide for the Planning, Design, and Operation of Pedestrian Facilities.* American Association of State Highway and Transportation Officials. 2004. Retrieved from:

[https://safety.fhwa.dot.gov/ped\\_bike/docs/designsafety.pdf](https://safety.fhwa.dot.gov/ped_bike/docs/designsafety.pdf)

*Highway Safety Manual.* American Association of State Highway and Transportation Officials. 2010.

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*Accommodating Bicycle and Pedestrian Travel: A Recommended Approach.* Federal Highway Administration. Retrieved from:

[https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/guidance/design.cfm#d2](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design.cfm#d2)

Zegeer, C., Seiderman, C., Lagerway, P., Cynecki, M., Ronkin, M., and Schneider, R. *FHWA Pedestrian Facilities Users Guide – Providing Safety and Mobility.* Federal Highway Administration. 2002.

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Zegeer, C. and Traffic Engineering Council Committee TENC-5A-5. *Design and Safety of Pedestrian Facilities.* Institute of Transportation Engineers. March 1998. Retrieved from:

[https://safety.fhwa.dot.gov/ped\\_bike/docs/designsafety.pdf](https://safety.fhwa.dot.gov/ped_bike/docs/designsafety.pdf)

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*Manual on Uniform Traffic Control Devices for Streets and Highways.* Federal Highway Administration. 2009. Retrieved from: 2009 Edition with Revisions No. 1 and 2 Incorporated, dated May 2012 (PDF) - FHWA MUTCD (dot.gov)

Planning Advisory Service. *PAS Essential Info Packet: Parking Solutions*. American Planning Association. September 2009. Retrieved from: [https://planning-org-uploaded-media.s3.amazonaws.com/document/product\\_EIP\\_E\\_IP24.pdf](https://planning-org-uploaded-media.s3.amazonaws.com/document/product_EIP_E_IP24.pdf)