

## **April 30, 2018 Town Hall Meeting**

### **Questions:**

How much traffic is the Northern Bypass expected to handle?

The street is classified as a minor arterial which is designed to carry 20,000 VPD.

What is the anticipated traffic mixture?

TXDOT indicates that 5% of the traffic on US 180 near downtown is truck traffic. We anticipate a reduction in the truck traffic once the turn-back program is complete and trucks are re-routed onto Ric Williamson Memorial Highway.

What will the traffic speed limit be?

The streets in the central business district are posted at 30 MPH.

How many traffic lights are expected?

It is anticipated that two traffic signals will be needed.

Will parking be allowed?

Not along the by-pass, parking will still be available along local side streets.

Will there be extra lanes?

The street has not been designed.

How will pedestrians be able to cross?

Pedestrian crossings will be a part of the final design.

Will there be sidewalks and bike lanes?

Yes.

How much landscaping is anticipated?

That will be determined during design.

What kind of trees?

To be determined.

How tall?

To be determined.

What sound barrier engineering will be included?

To be determined.

Will they be enforced?

Yes.

Will access to neighborhoods be controlled? How? Street narrowing, curves, speed bumps, or what?

Local street access will be part of the final design. Weatherford currently has a traffic calming program that is available to local neighborhood groups. Contact the Transportation and Public Works Department.

Will any land be re-zoned from residential to commercial, or vice versa?

Not as part of the project.

Will existing homes and businesses be provided curb cuts and planned access?

Any existing homes are businesses that front the project will be provided access.

Will the northern route define the start of the southern route by definition, or can they be offset?

To be determined.

At what traffic level will the northern or southern inner bypasses no longer be needed?

The bypass will be part of Weatherford's overall infrastructure assets.

Will the northern route improve fire and rescue and ambulance access?

Yes

Will it improve owner and pedestrian safety?

Weatherford has adopted a complete street program that provides for pedestrian street and right-of-way access.

Would it improve household property values?

Real property values are established by the real estate market.

Would it facilitate single residential building improvement?

Residential building improvements are at the discretion of the property owner, unless the structure is substandard.

How many homes and businesses will have to forfeit land and right of way to the city to allow for a wider road and new corner?

Right-of-Way acquisition will be determined by final alignment and design.

What compensation and transition support will be offered affected citizens?

Right-of-Way acquisition value is determined by an independent real estate appraiser.

Please explain the financing in more detail. What is the total cost?

Weatherford requested and received funding for the northern bypass project from the North Central Texas Council of Governments (NCTCOG). The program is an 80/20 funding program with NCTCOG providing \$11,552,000.00 toward design and construction. NCTCOG has an additional funding tool known as Transportation Development Credits that a local government can apply for as the local match, if the local government adopts certain land use and transportation design policies. Weatherford is currently developing policies and programs to meet the criteria for TDC's. Total cost is driven by alignment and design.

Will the city take out loans, issue bonds or increase taxes?

The City does not anticipate issuing bonds for this project.

What is a TIRZ and why is it a good thing?

Tax Increment Reinvestment Zone (TIRZ) - is a tool that many local governments use to finance needed infrastructure improvements within a defined area without negatively impacting existing taxpayers.

I'm told they favor developers and take property taxes away from the city budget so they can't be used for schools, colleges and other things?

This is incorrect.

Some cities have had a TIRZ backfire.

Not if they are properly managed.

Why can't the mobility bypass be postponed until TxDOT takes over the Ric Williamson Loop?

NCTCOG traffic projections indicate that the bypass will be needed even with the Ric Williamson Loop in place.

Traffic forecasts don't take into account state ownership, state improvements and highway redesignations and revised city ordinances, or do they?

The 2013 Transportation Plan traffic projections (NCTCOG) assume that Ric Williamson is open and functioning as design.

Shouldn't we wait we have first-hand experience with switch out resulting in only local traffic in the downtown area.

NCTCOG traffic projections indicate that the bypass will be needed even with the Ric Williamson Loop in place.

Will business parking still be available along the bypass?

No parking will be allowed along the bypass. Parking will be available along local streets.

Also, some folks like to park on Palo Pinto for a quick run into 1<sup>st</sup> National. Will this still be possible?

Yes.

What would the economic impact be on the Cherry Park Historic Neighborhood from the current southern bypass concept (curvy route from Alamo to Alamo and Waco corner and diagonal to Columbia)

No analysis has been run.

Would the road be improved with sidewalks and trees?

Weatherford has a complete street policy and sidewalks are an intricate part of street design and construction. Trees have not been determined, but aesthetics will be a part of the design process.

Would neighborhood entrances be marked as such and non-neighborhood traffic discouraged?

Weatherford will work with neighborhood associations to develop neighborhood sign toppers and a traffic calming program is available to groups to control traffic flow.

Would there be signs at major neighborhood entrances announcing the entrance to a historic area?

Weatherford will work with neighborhood associations to develop neighborhood sign toppers.

Would Cherry Park get a four-way stop on all corners?

Weatherford will study the request and forward it to the Transportation Advisory Board for review.

Would other "traffic calming" installations be done to slow traffic through the neighborhood?

A Neighborhood Traffic Calming Program is available to neighborhoods.

Would sidewalks be improved to make the neighborhood more walkable?

Weatherford has a sidewalk improvement program available to individuals and neighborhoods.

Would walking access to the city square and shopping be improved and added? That is, how would the bypass be crossed by pedestrians?

Appropriate crossing will be provided.

How would cherry park be accessed by pedestrians originating inside the bypass? Such as church groups and children.

Appropriate crossing will be provided.

Would there be a traffic light at Columbia and S. Main allowing pedestrians to cross over?

If a southern route connects to Columbia at S. Main pedestrian access will be part of the design.

Would fire trucks have easy access to Palo Pinto and S. Main?

Yes

Would more property be converted to commercial?

That would be an individual property owner decision.

Would residential values be improved?

Real property values are driven by the real estate market.

Is this the only route under consideration?

Other routes are under consideration.

What about Waco to Oak, turn left and go to S. Main St? even fewer homes would be affected and the neighborhood would be buffered from traffic.

This is one route that is under review.

Shouldn't the southern bypass be put on hold (or optional) depending on real traffic density information obtained after Ric Williamson Loop has been improved and the state highways transferred to the city? And even the northern bypass put on hold until then?

NCTCOG traffic projections indicate that the bypass will be needed even with the Ric Williamson Loop in place.

What would the size of the bypass be in terms of lanes, shoulders, parking on shoulders, sidewalks, property easements, utility access, curbs, crosswalks and traffic signs and lights?

The 2013 Transportation indicates that the northern by-pass should be a minor arterial.

How would traffic using the bypass be kept from entering the neighborhood? How would traffic be kept from entering the neighborhood so as to avoid the bypass or attempt a different shortcut?

Weatherford will review adjacent street connections during design and work with neighborhoods to address this concern.

When is Phase 2 expected to be scheduled? Will it be re-evaluated before then? Will there be additional traffic studies done before committing and after other traffic patterns are established such as Ric Williamson)?

There is no schedule for Phase II.

What homes and/or businesses would be demolished or moved? Where would they be moved?

Right-of-Way acquisition will be determined by final alignment and design.

How is the plan coordinated with other departments and heritage civic organizations?

All city departments will be involved in the plan. Outreach with citizen groups will be programed into planning and design process.

The foremost question that the neighborhood is asking is: “Why now and why impact the historic neighborhoods with a bypass”? Obviously downtown traffic is the issue. Specifically “Pass through traffic”. It would seem that the Rick Williamson should have been the answer to most of this pass-through traffic issue except for: a) it’s not the designated state highway and b) it’s not a real loop since it has stop lights and too many cross streets.

The Weatherford Downtown Action Plan listed the bypass as a top priority to deal with pass through traffic. Ric Williamson Memorial Highway will not become a state highway until the exchange of roadways occurs with the turn-back program.

The second question is: “Why isn’t there more transparency and overt neighborhood/citizen communication regarding traffic issues?”

Public meetings were a part of the development of the 2013 Transportation Plan and the Downtown Action Plan.

The third question: Is the new map on the Heritage Square website the “official front runner” and current top choice for the “Proposed southern bypass”?

All routes are under review.

We appreciate the FAQ section of the HS website. However, it is much to short a list of questions. We hope that many/most of this present list o will be addressed both on the HS website and in the planned town hall.

All submitted questions and answers will be posted on website.

What if Mr. Hughes takes out some blank maps at the town hall meeting and asks citizens to draw in their own proposed routes? Our first answer would be: Why any route at all at this point? We don’t have enough information about the effectiveness of the RW bypass after transfer to TxDOT and state upgrades and enforcement of new ordinances. Indeed in 4 to 6 years from now, traffic patterns may have completely changed. And we don’t want any “downtown traffic” diverted into the neighborhoods.

Citizen route maps are posted on the website.

Has TxDOT agreed to make the Rick Williamson “Loop” a true loop with overpasses and no stop lights?

Weatherford is negotiating with TxDOT concerning the exchange of roadways that include Ric Williamson Memorial Highway. Improvements to Ric Williamson Memorial Highway will be determined by TxDOT.

Why can’t we wait until we swap with TxDOT and measure the traffic after the through truck traffic has been moved out to improved RW Loop? Before committing to a new inner bypass (partial) loop. Maybe traffic will be a lot different then. Why impact homes and neighborhoods before we know the actual difference the RW Loop will make (after improvements)?

NCTCOG traffic projections indicate that the bypass will be needed even with the Ric Williamson Loop in place. Improvements to Ric Williamson Memorial Highway will be determined by TxDOT.

A new traffic measurement project and traffic forecast in “in the works”. Isn’t this premature until we get the RW Loop running properly?

It is unknown when or if TxDOT will make improvements to Ric Williamson Memorial Highway.

How can be better “feature” (and traffic calm) all the Weatherford historic neighborhoods surrounding the downtown area? Since actually we would like as much of the local heritage preserved as possible.

Weatherford has a Neighborhood Traffic Calming Program available to neighborhoods that can help with traffic issues.

Estimated total construction time?

At this point in the planning process we do not have an estimated construction duration to provide. Without having completed the design phase and determining temporary traffic control/routing, or most importantly construction phasing, it is not possible to make an accurate estimate of construction duration. For a project of this size and scope it would not be uncommon to anticipate an overall construction duration of 12-24 months to include any/all segment phases.

Where will traffic be diverted to during construction?

Temporary traffic control and detours will not be determined until the design phase.

What will City do to help keep downtown businesses alive during construction?

The City is very sensitive to any impacts this project would have on our downtown merchants and citizens. Once the final alignment/geometry design of the bypass is developed there should be a clear indication of businesses that could be directly/indirectly affected during construction. In the past, the City created and implemented a program to incentivize patronage to the downtown merchants during construction, so something similar would likely be instituted during this project.

i believe the north bypass option B makes more sense and would cause less disruption to the citizens and businesses. If the bypass is to go on Alamo St. widening the street will cause homes to have traffic / trucks / cars to be in such proximity as to be just feet from the front porches. Option A would also cause the tire store to be razed, and there would be no parking for my clients or my office staff to either on Alamo or Dallas. The traffic would effectively close my business. The First National Bank's and eastside of N. Alamo would not necessarily be enough space / egress for 4 lanes. I know that the City Hall building's movement to a larger building is important, but Option A makes that a "done deal," also what would happen to the First Baptist Church? It's not salable, so the City will buy it and raze it also?

Which buildings / residences would be moved or potentially torn down with Option B? Option A?

Right-of-Way acquisition will be determined by final alignment and design.

Why do we need bypass at all? Ric Williamson could be improved, and trucks should be routed there.

NCTCOG projections indicate that the bypass will be needed even with the Ric Williamson Loop in place.

Could we interest a builder in an elevated parking garage - perhaps in the York St. area where parking already exists? This would increase parking capacity with same square footage.

Currently we have not been approached by anyone interested in constructing an elevated parking garage.

Regarding Hwy 51, could the Santa Fe route be extended in its existing direction to connect to Hwy 51 north of the square?

Both north bypass options continue Santa Fe north to Hwy 51.

Do the plans for the eastern section of Ric Williamson include overpasses for intersections, so that the truck traffic won't have to continually start and stop? If the truckers aren't happy with the route they'll probably avoid it.

The Eastern Ric Williamson Loop project is being managed by Parker County. Please refer to their offices for answers regarding the Eastern Loop.

Where does the Council of Governments get their money from to give grants?

Per the North Central Texas Council of Governments website, transportation funds for North Texas are funded primarily through the State Highway Fund.

Has to come from tax payers somewhere?

The State Highway Fund consists primarily of state and federal fuel taxes and motor vehicle registration fees.

What are their sources to get money for the grant funding?

Per the North Central Texas Council of Governments website, transportation funds for North Texas are funded through the State Highway Fund. The State Highway Fund consists primarily of state and federal fuel taxes and motor vehicle registration fees.

I like the idea of the new square design. My question is how as a county resident do we get to have input on what happens to my county Courthouse Square?

Weatherford has and will work closely with Parker County on the Heritage Square project.

If the residents of the historic neighborhood were / are misinformed and the map showing the southern route (going down Alamo with roundabouts at Cherry Park), is "just lines on paper" (Sharon Hayes), why is it in Section 6, page 27 of the approved 2018 General Plan adopted by the City Council?

Exhibit 6.16 on page 27 is simply a graphic representation of one example of an improved circulation system for the Downtown Area. The Planning and Zoning Board has approved the replacement of the map to avoid any further confusion.

How many current businesses will be negatively impacted by the current northern by pass either on Alamo or Waco Streets?

At this point in the planning process neither the detailed design/geometry of the bypass, nor the phasing of construction, has been developed and therefore any impacts to businesses along Alamo or Waco, whether negative or positive, has not been determined.



The City Manager and the moderator have both said Cherry Park is off-limits to a southern bypass route. However, neither the City Manager nor the moderator have a vote on city council. Will members of city council go on record as opposing a bypass that affects Cherry Park?

Currently there are no southern bypass routes being proposed or considered that would route through Cherry Park. The southern by-pass is not part of the mobility plan. A southern route will require a modification of the thoroughfare plan.

If the southern route going down Alamo to Columbia by Cherry Park was never a viable option, why has it been a part of the mobility plan for several years?

The watercolor rendering of a southern route mapping down Alamo or Colombia was never a viable option, nor was it part of any mobility plan current or past.

When is the state take-back program estimated to be finished with the city? When does the city get control of those roads?

At this time Weatherford is in negotiations with Texas Department of Transportation on the details of the turn-back program. Weatherford will gain control of the state highways once the agreement is finalized and a timeline is established.

The downtown Action Plan - how many neighborhood residents were invited to the meeting personally?

It was a posted public meeting and anyone could attend.

What will encourage drivers to turn on the south bypass?

Travel time for through traffic will encourage the use of the by-pass.

Traffic travelling east on 80 / 180 - what encourages the driver to turn on the north bypass?

Travel time for through traffic will encourage the use of the by-pass.

Is the south bypass the deciding factor in creating Heritage Square?

That has not been determined.

### Citizen Comments:

- Do not use "Heritage Square" please should stay "Parker County Courthouse Square" Might extend Front St. to west to S. Alamo (Bridge).
- Extend Tremont to 4<sup>th</sup> and then to Ric Williamson,
- I live on S. Waco, and if the southern route comes straight down my street the following would be affected:

All Saints Episcopal Church - Historical Marker

Jim Wright House - Historical Marker Woolfolk

- McCall - the entire house is historical

- Those of us who live on the street between Oak and Columbia, would never be able to back out of the drive-way. So, if the plan involves this section, Waco St. would need to be made into a cul-de-sac. Additionally, a barrier / wall should be constructed along the bypass to help with the sound and trash.
- I realize the situation but hope the square can stay the same.
- Take a look at Abilene - its dying on the vine since they built the loop.
- Another city that "modernized their downtown" was Grand Prairie that took out 2 lanes and put in head on parking in the 1970's and it nearly killed the downtown. It died, and all is left now is junk stores, tire stores.
- Why don't you study tying into Fort Worth Hwy 180 and bypass on the northeast side of the tracks? Bridge over N 51 and provide on and off ramps continue to Franklin St and tie into Waymon Hamilton Bridge continue west on Vine St.
- Would like to wait until Ric Williamson east loop is complete.
- Forty-five years I have walked, driven, and patronized the Weatherford square. It is a great Texas square, main roads meeting at the court house all surrounded by businesses. The proposed inner loops do nothing to reduce the traffic they merely shift it a few blocks affecting nearby residential areas. Alternate roads further out and over loops (especially a Ric Williamson loop with overpasses and multiple lanes) seems a good way to handle traffic. Texas squares are not supposed to be pretty parks or venues for bud bands.
- Install stop signs around Cherry Park regardless. Every park in the city.
- Now that I've heard this presentation I think the idea of "Turn Back" to get rid of the trucks is a sound one. I prefer "Option B" in that it involves less neighborhoods.  
However, I do not think that redesigning the courthouse square is a good addition to the plan. It would really split up getting to the stores especially for less ambulatory people. It was redesigned less than 10
- I want back to the Future Square!

- The loops are good for Waco
- "Back to the Future Square!"
- I fully support taking traffic off the square in a manner that is least intrusive to historic neighborhoods. The Alamo St. right on the north seems the least intrusive.  
More southern route farther south and look at coming by College Park over to Santa Fe.
- Waco St. homes will be too close to new route and invites traffic into those areas - a negative
- Leave the square as the lost project or don't change it. Leave the square as it is - traffic flows now and even better without large trucks.
- Seems pedestrian friendly now with traffic lights and sidewalks on square as it is not.
- Please consider modifying the northern inner loop to connect Santa Fe to Vine St at the south end of Waymon Hamilton Bridge on Alamo / Franklin continue west on Vine and connect Vine St to N Bowie and route traffic south to the 80 / 180 split. Just an idea. Thanks
- Part of the equation to solve (or at least mitigate) the downtown square traffic issues is a modern signal add traffic light system. The current technology along Main, US 80 & 180 is inadequate. In fact, I believe that our current traffic system is a big reason why traffic is a problem. Since Weatherford will soon have control of these roadways. I would ask that a modern traffic light system be investigated to serve these roads.
- One other item:

Whenever the northern route terminates at Alamo or Waco it is not a stretch to say that traffic will increase to the south on either road. I would ask that the City investigate the construction of traffic calming measures such as adding a bicycle lane, median, or reducing the width of the road to help mitigate speed through the neighborhoods to the south.

- Opposed to truck bans -  
Reason - increased consumer costs.