



## Bluffton Streetscape Study

June 30, 2021



**ENGINEERING**  
RESOURCES, INC.

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Fort Wayne, IN 46845

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# Market St. Proposed Streetscapes

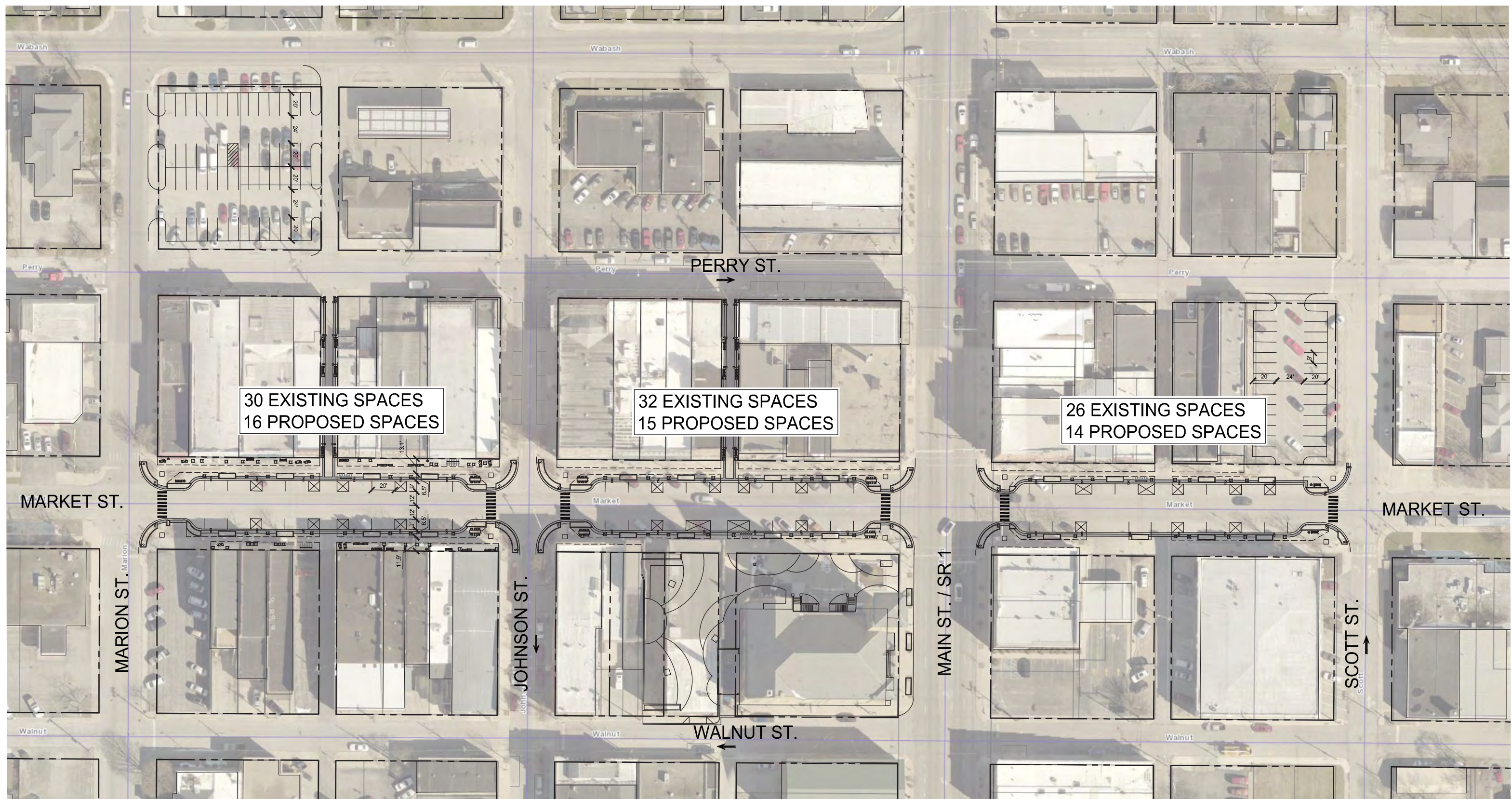
## Option 1



# MARKET STREET OPTION 1

- **On Street Parallel Parking Spaces**
  - Less Parking Spaces than existing
  - Safer views and navigation buffers provide safer navigation for pulling in and out of spaces
  - Allows for more space dedicated to sidewalks
- **Intersection Bump Outs**
  - Defines drive lanes near intersections and reduces crosswalk length for pedestrians
  - Keeps parking further away from intersections
  - Creates more space at intersection corners for gathering, signage or artwork
- **Curbed Planters**
  - Creates areas for softscape to add color, texture, and interest to the street
  - Helps define circulation path
- **Brick Band**
  - Acts as a unifying streetscape element
  - Helps define the public infrastructure zone
- **Streetscape Zones**
  - Public Infrastructure  
Includes public light poles, bike racks, trash cans, benches, planters, signage and other site elements
  - Circulation  
Clear zone for pedestrian navigation and building access
  - Private Amenities  
Area for businesses to display City approved wares, signage, planters, seating and other site elements
- **Requires rework of streetscape at the Courthouse**
  - Removal of brick band, light poles and planters
- **Lengthens drive approach to parking lots**
  - With the additional sidewalk width and bump-outs, the drive approaches into the lot on the southeast corner of Market and Marion St., and to the lot on the northwest corner of Market and Scott St.
- **Flexible and easily replicated**
  - This streetscape is easily adaptable to various street conditions
  - Various elements from this streetscape can be easily replicated on other streets to create a unifying look

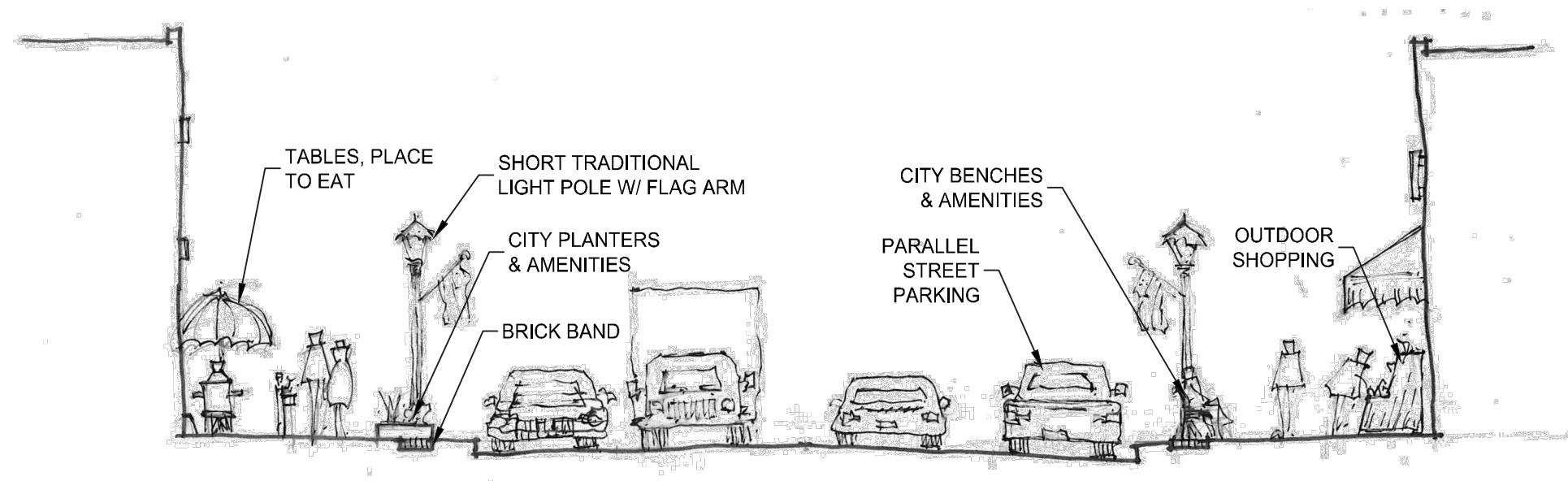




## Market Street Option 1

SCALE: 1" = 80'





## Market Street Option 1 Section

SCALE: 1" = 10'



Precedent Images

# Market St. Proposed Streetscapes

## Option 2

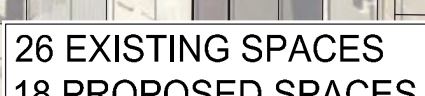




# MARKET STREET OPTION 2

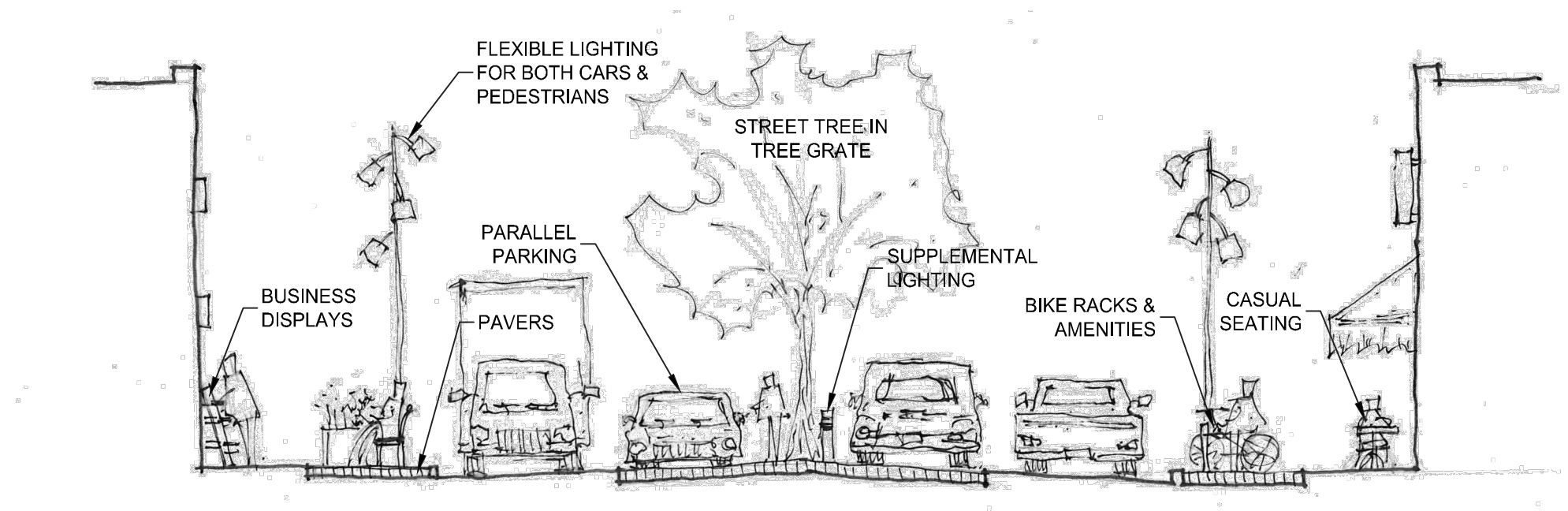
- **On Street Parallel Parking Spaces**
  - Less Parking Spaces than existing
  - Allows for more space dedicated to sidewalks
  - Parallel parking spaces located in center of road, cars don't block visibility to buildings or site amenities
  - Ability to close off parking and use space for various events
- **Intersection Refuge Island**
  - Defines drive lanes near intersections
  - Reduces crosswalk length for pedestrians
- **Pedestrian Walk Between Parking Spaces**
  - Allows for safer driver side exiting and more room for car loading and unloading
  - Ability to walk to a crosswalk without crossing traffic
  - Allows room for street trees in tree grates
- **Concrete Unit Pavers**
  - Helps define the various streetscape zones
  - Acts as a unifying streetscape element creates a consistent rhythm and unifying element along the streetscape
- **Streetscape Zones**
  - Public Infrastructure  
Includes public light poles, bike racks, trash cans, benches, planters, signage and other site elements
  - Circulation  
Clear zone for pedestrian navigation and building access
  - Private Amenities  
Area for businesses to display City approved wares, signage, planters, seating and other site elements
- **Requires rework of streetscape at the Courthouse**
  - Removal of brick band, light poles and planters
- **Additional Softscape**
  - Possible to integrate curbed planters for more softscape, but may require a heavier emphasis on loose planters
- **Replication and Integration**
  - This streetscape is less easily adaptable to various street conditions when applied to other streets
  - Elements from this streetscape differ from the existing streetscape concepts on other streets, additional work over time will be needed to create a unifying look





SCALE: 1" = 80'





## Market Street Option 2 Section

SCALE: 1" = 10'



Precedent Images

# Market St. Proposed Streetscapes

## Option 3



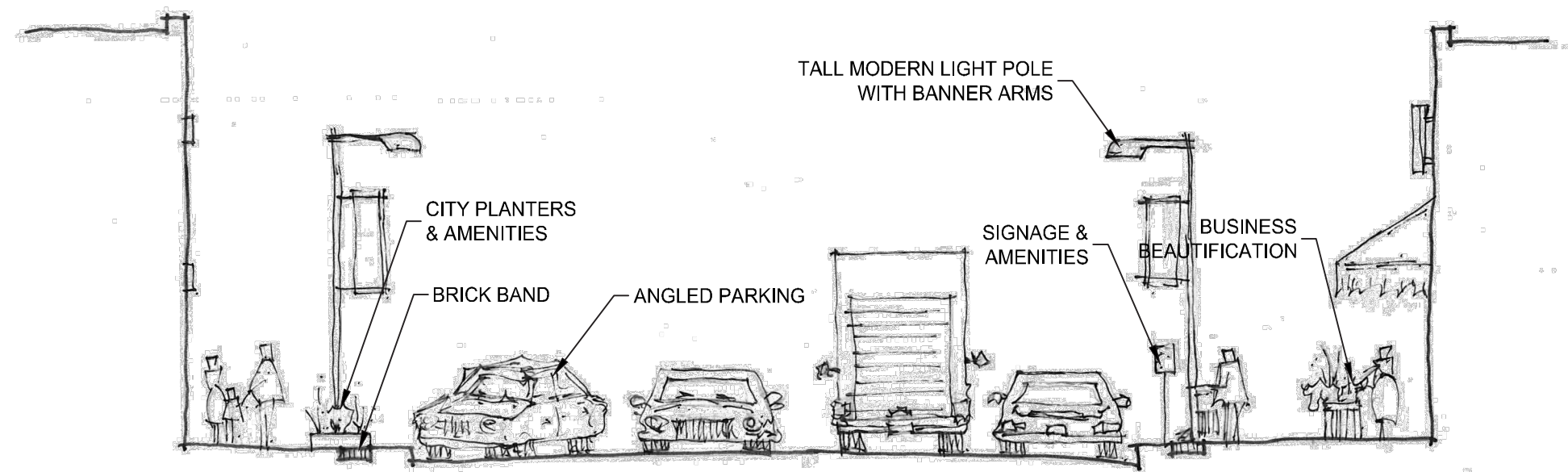
# MARKET STREET OPTION 3

- **On Street Parallel Parking Spaces**
  - Less Parking Spaces than existing
  - Safer views and navigation buffers provide safer navigation for pulling in and out of spaces
  - Allows for more space dedicated to sidewalks
- **Intersection Bump Outs**
  - Defines drive lanes near intersections and reduces crosswalk length for pedestrians
  - Keeps parking further away from intersections
  - Creates more space at intersection corners for gathering, signage or artwork
- **Curbed Planters**
  - Creates areas for softscape to add color, texture, and interest to the street
  - Helps define circulation path
- **Brick Band**
  - Acts as a unifying streetscape element
  - Helps define the public infrastructure zone
- **Streetscape Zones**
  - Public Infrastructure  
Includes public light poles, bike racks, trash cans, benches, planters, signage and other site elements
  - Circulation  
Clear zone for pedestrian navigation and building access
  - Private Amenities  
Area for businesses to display City approved wares, signage, planters, seating and other site elements
- **Streetscape at the Courthouse**
  - New streetscape at the Courthouse can remain
- **Lengthens drive approach to parking lots**
  - With the additional sidewalk width and bump-outs, the drive approaches into the lot on the southeast corner of Market and Marion St., and to the lot on the northwest corner of Market and Scott St.
- **Flexible and easily replicated**
  - This streetscape is easily adaptable to various street conditions
  - Various elements from this streetscape can be easily replicated on other streets to create a unifying look









## Market Street Option 3 Section

SCALE: 1" = 10'



Precedent Images

# Market St. Proposed Streetscapes

## Option 4



# MARKET STREET OPTION 4

- **Angled Parking Spaces**
  - Allows for more parking spaces
  - Less space dedicated to sidewalks which limits possibility to have a Private Amenities area
- **Intersection Bump Outs**
  - Maintains existing bump outs and adds bump outs at SR #1 intersection
  - Defines drive lanes near SR #1 intersection and reduces crosswalk length for pedestrians
  - Includes removed parking spaces at SR #1 intersection to keeps cars pulling out further away from the intersection
- **Curbed Planters**
  - Creates areas for softscape to add color, texture, and interest to the street
  - Helps define circulation path
  - Can be cut in to existing streetscapes
- **Brick Band**
  - Acts as a unifying streetscape element
  - Helps define the public infrastructure zone
- **Streetscape Zones**
  - Public Infrastructure  
Includes public light poles, bike racks, trash cans, benches, planters, signage and other site elements
  - Circulation  
Clear zone for pedestrian navigation and building access
- **Existing Streetscape**
  - New streetscape at the Courthouse and most of the existing streetscape can remain
- **Flexible and easily replicated**
  - This streetscape is easily adaptable to various street conditions
  - Various elements from this streetscape can be easily replicated on other streets to create a unifying look









# Market St. Proposed Streetscapes

## Option 5



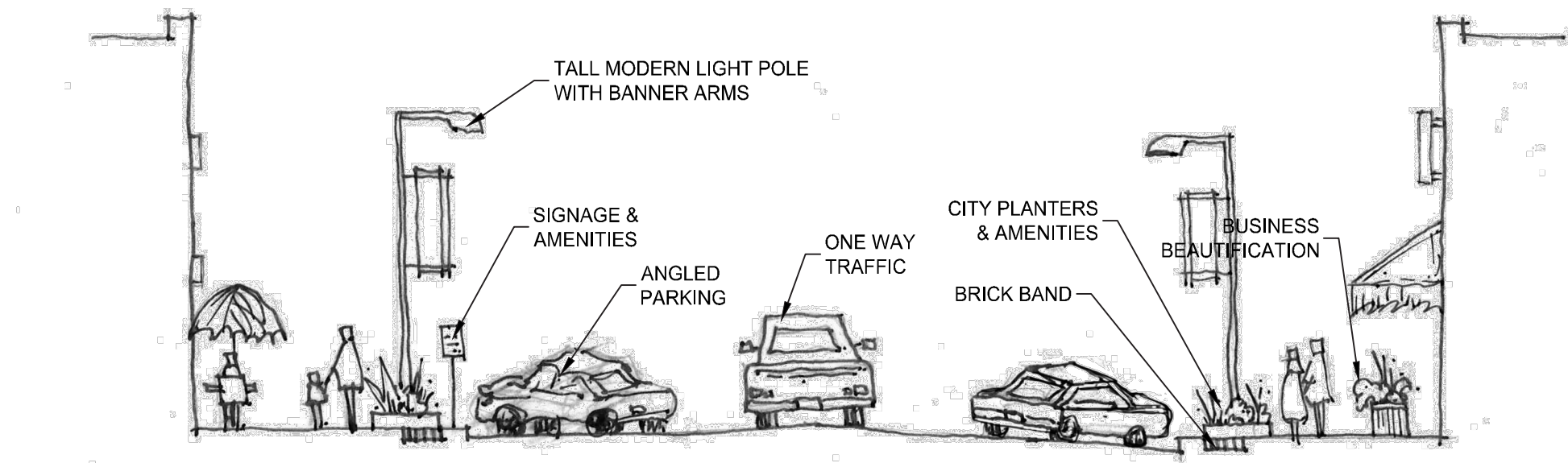
# MARKET STREET OPTION 5

- **Angled Parking Spaces**
  - Allows for more parking spaces
  - Less space dedicated to sidewalks which limits possibility to have a Private Amenities area
- **One Way Traffic**
  - Reduces the amount of pedestrian vehicle conflicts
  - Creates shorter pedestrian crossings across Market St.
  - Changes established traffic pattern, vehicles will need to find alternate routes to return to SR#1
- **Intersection Bump Outs**
  - Creates pedestrian crosswalks defined by planting areas
  - Defines drive lanes near SR #1 intersection and reduces crosswalk length for pedestrians
  - Includes removed parking spaces at SR #1 intersection to keeps cars pulling out further away from the intersection
- **Curbed Planters**
  - Creates areas for softscape to add color, texture, and interest to the street
  - Helps define circulation path
- **Brick Band**
  - Acts as a unifying streetscape element
  - Helps define the public infrastructure zone
- **Streetscape Zones**
  - Public Infrastructure  
Includes public light poles, bike racks, trash cans, benches, planters, signage and other site elements
  - Circulation  
Clear zone for pedestrian navigation and building access
- **Existing Streetscape**
  - Some of the new streetscape at the Courthouse will need to be reworked to match new alignment
- **Flexible and easily replicated**
  - This streetscape is easily adaptable to various street conditions
  - Various elements from this streetscape can be easily replicated on other streets to create a unifying look









## Market Street Option 5 Section

SCALE: 1" = 10'



Precedent Images

# Market St. Proposed Streetscapes

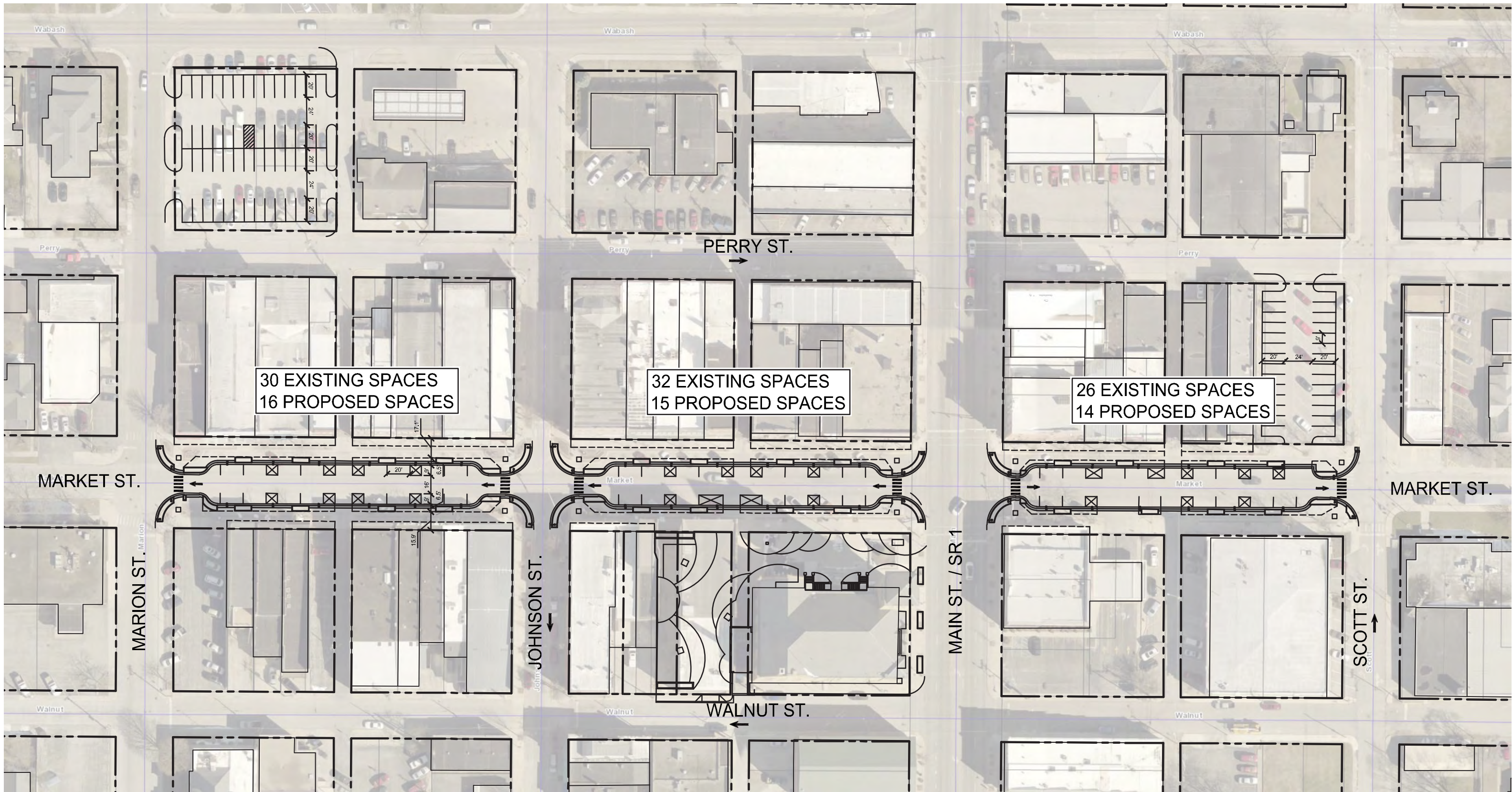
## Option 6



# MARKET STREET OPTION 6

- **On Street Parallel Parking Spaces**
  - Less Parking Spaces than existing
  - Safer views and navigation buffers provide safer navigation for pulling in and out of spaces
  - Allows for more space dedicated to sidewalks
- **One Way Traffic**
  - Reduces the amount of pedestrian vehicle conflicts
  - Creates shorter pedestrian crossings across Market St.
  - Changes established traffic pattern, vehicles will need to find alternate routes to return to SR#1
- **Intersection Bump Outs**
  - Defines drive lanes near intersections and reduces crosswalk length for pedestrians
  - Keeps parking further away from intersections
  - Creates more space at intersection corners for gathering, signage or artwork
- **Curbed Planters**
  - Creates areas for softscape to add color, texture, and interest to the street
  - Helps define circulation path
- **Brick Band**
  - Acts as a unifying streetscape element
  - Helps define the public infrastructure zone
- **Streetscape Zones**
  - Public Infrastructure  
Includes public light poles, bike racks, trash cans, benches, planters, signage and other site elements
  - Circulation  
Clear zone for pedestrian navigation and building access
  - Private Amenities  
Area for businesses to display City approved wares, signage, planters, seating and other site elements
- **Requires rework of streetscape at the Courthouse**
  - Removal of brick band, light poles and planters
- **Flexible and easily replicated**
  - This streetscape is easily adaptable to various street conditions
  - Various elements from this streetscape can be easily replicated on other streets to create a unifying look

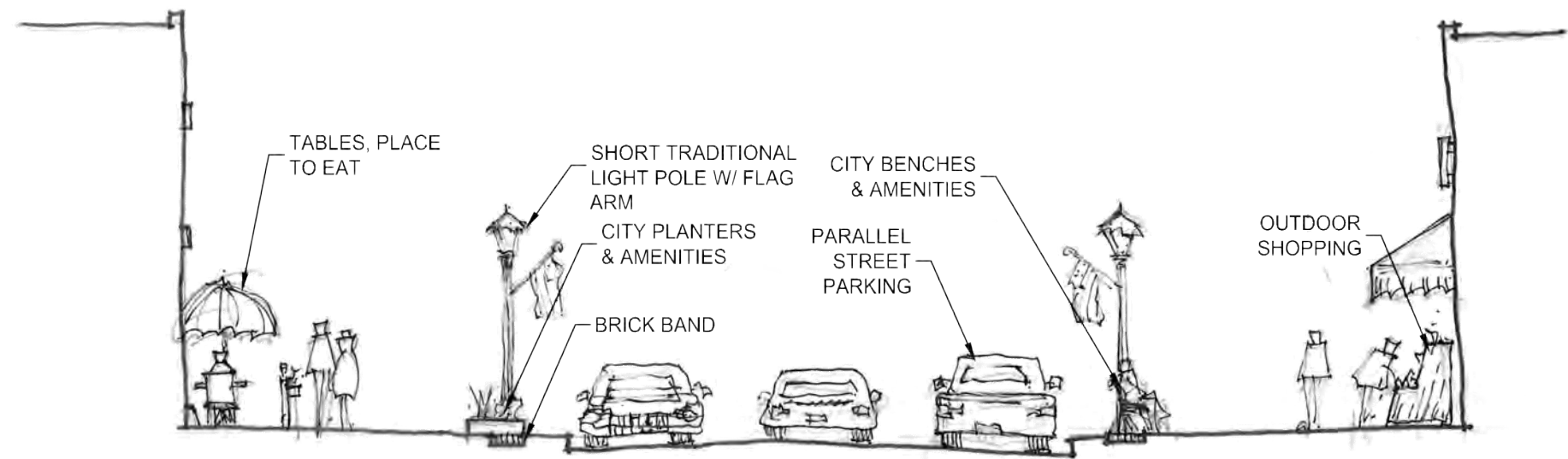




## Market Street Option 6

SCALE: 1" = 80'





## Market Street Option 6 Section

SCALE: 1" = 10'



Precedent Images

# Market St. Proposed Streetscapes

## Option 7



# MARKET STREET OPTION 7

- **Removal of Parking Spaces**

- Places emphasis on pedestrian movements on and around the site
- Reduces the amount of pedestrian and vehicular conflicts
- Increases use of adjacent spaces, which could bring more awareness and a greater sense of ownership to these spaces

- **Limited Vehicular Access**

- Vehicular access limited to service, deliveries or event setup
- Creates shorter pedestrian crossings across Market St.
- Changes established traffic pattern, vehicles will need to find alternate routes to return to SR#1

- **Planting Areas**

- Creates areas for softscape to add color, texture, and interest to the street
- Helps define circulation path
- Design gives flexibility to planting area locations and sizes

- **Specialty Paving**

- Acts as a unifying streetscape element
- Helps define various zones that can be used as different types of social spaces

- **Streetscape Zones**

- These zones can be extremely flexible with this overall design concept and can be defined in a case by case basis
- Public Infrastructure  
Includes public light poles, bike racks, trash cans, benches, planters, signage and other site elements
- Circulation  
Clear zone for pedestrian navigation and building access
- Private Amenities  
Area for businesses to display City approved wares, signage, planters, seating and other site elements

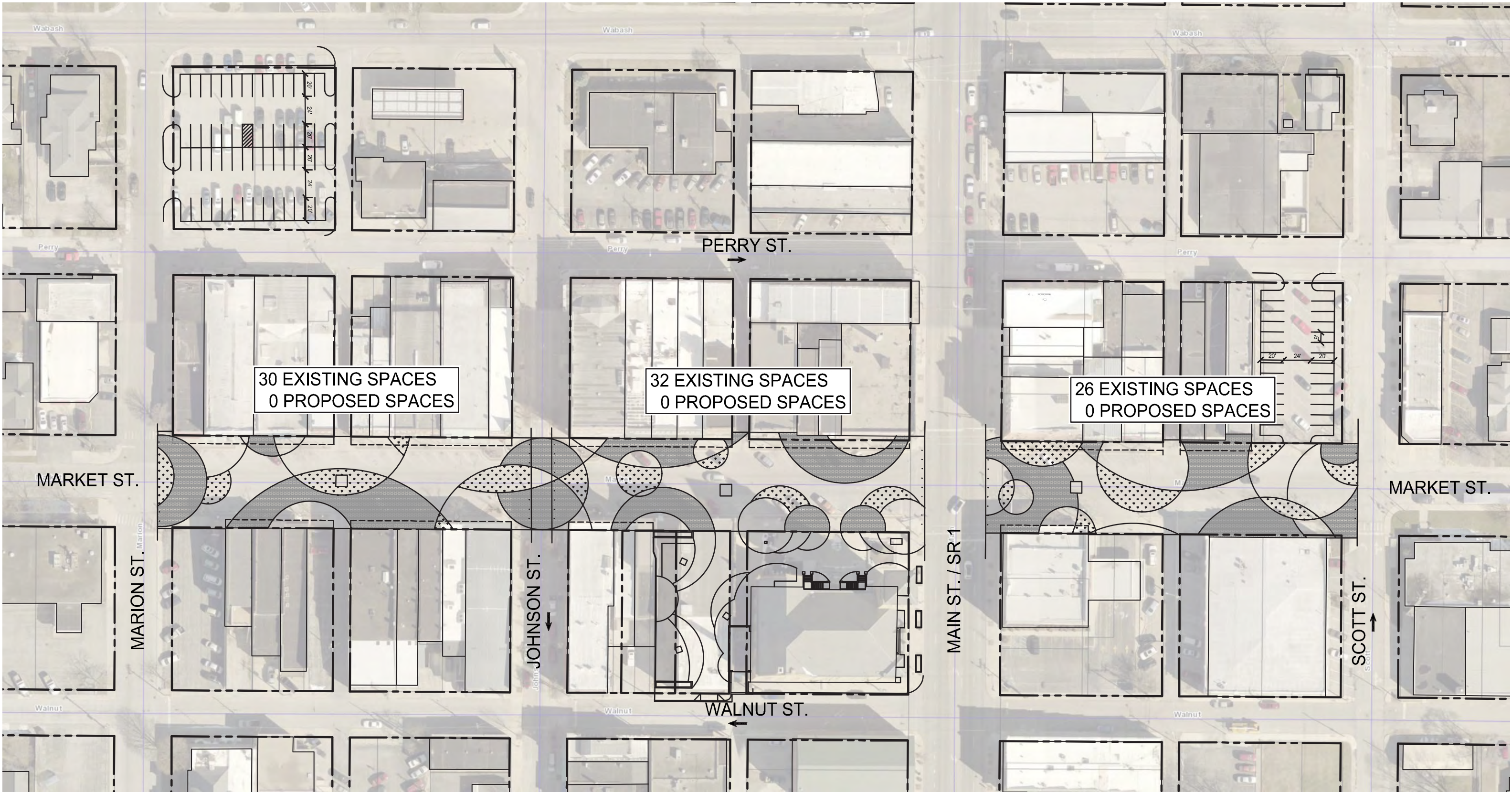
- **Requires rework of streetscape at the Courthouse**

- Removal of brick band, light poles and planters
- This design incorporates the existing courthouse plaza concept into the streetscape, providing a seamless transition from the plaza into the streetscape

- **Replication and Integration**

- This streetscape is less easily adaptable to various street conditions when applied to other streets
- Elements from this streetscape differ from the existing streetscape concepts on other streets, and acts more as a unique hierarchical element which can be emphasized by the use of special vertical elements in specific locations





## Market Street Option 7

SCALE: 1" = 80'





Precedent Images

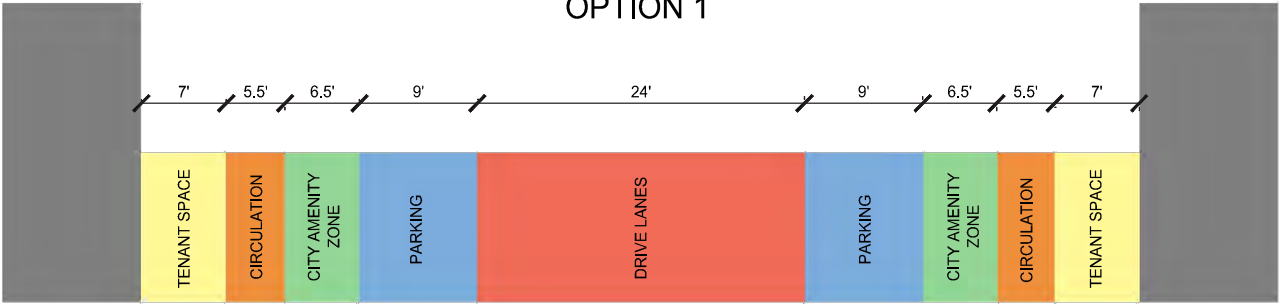


# Market St. Proposed Streetscapes

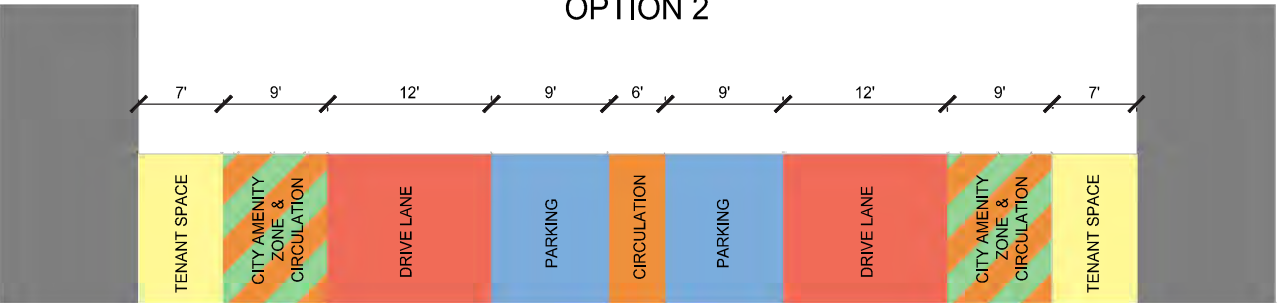
## Sections



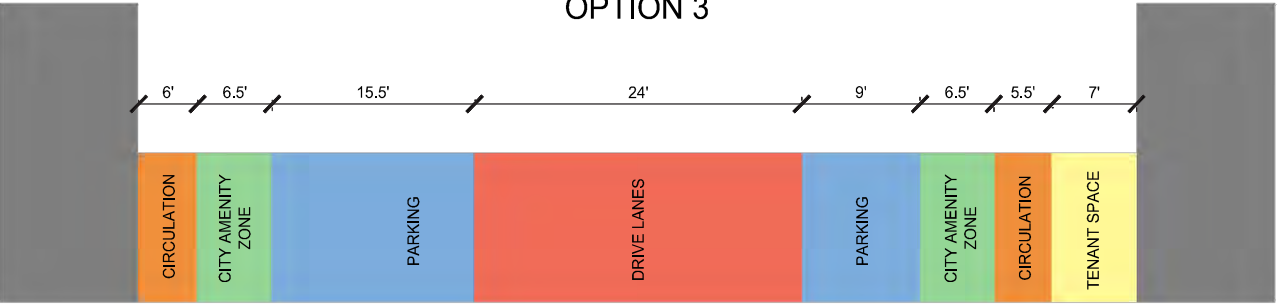
OPTION 1



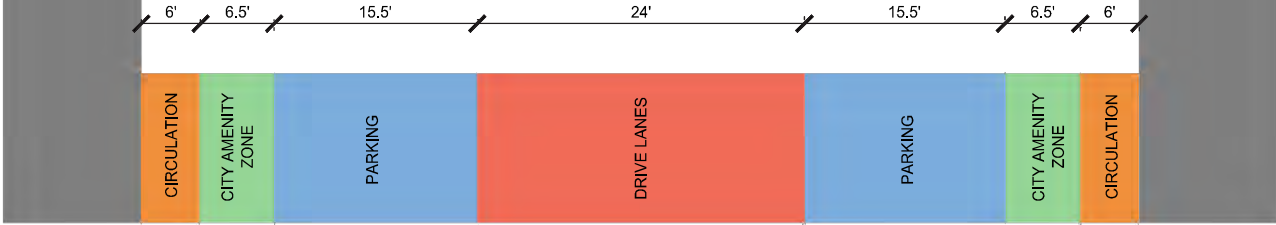
OPTION 2



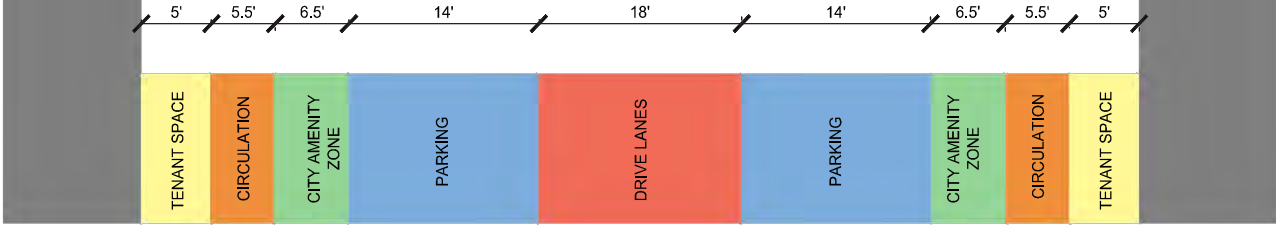
OPTION 3



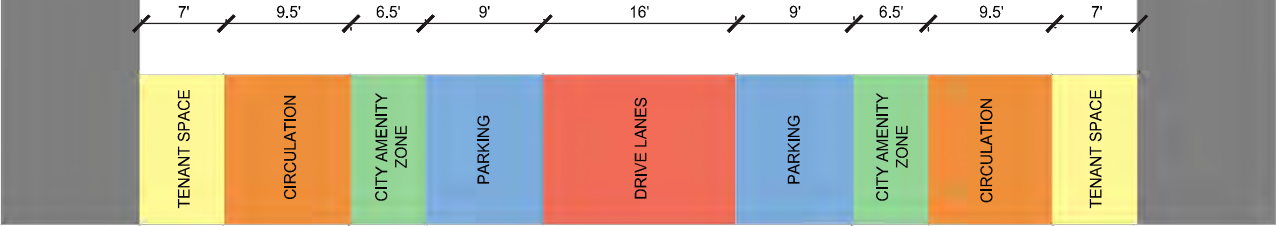
OPTION 4  
(EXISTING)



OPTION 5



OPTION 6





# Utility Improvements

Downtown & Market St.



# UTILITY IMPROVEMENTS

- **Replace Market St. Waterline**

- The existing water line below Market Street has experienced recent breaks and it is recommended that it be replaced before major investment in the streetscape project.

- **Inspect Sanitary Line**

- The condition of the existing sanitary line is unknown. Further investigation should take place (televising) prior to moving forward with any major investment in the streetscape project.

- **Review Water Line History**

- The “Break History”, material, and date of installation of any water mains in the downtown area should be reviewed prior to major investment in any road or streetscape projects. Removal and Replacement should be considered to prevent water main breaks below newly installed hardscaping.

- **Televis Storm Line**

- The existing line below Main Street (SR 1) appears to be undersized.
- This line should be televised to understand the condition and life expectancy of the line. If replacement is required in the near future, we recommend that it also be up-sized to better accommodate the watershed.

- **Underground Utility Duct Bank**

- While overhead utility lines allow for cost effective modifications and flexibility, they also create a potential hazard, and they are an unsightly contributor to the downtown’s streetscape and pedestrian experience.
- Overhead lines have almost completely been removed from Market Street, however are very prevalent on both Perry and Walnut. Providing strategically planned duct banks would allow these lines to be buried and thus greatly improving the pedestrian experience and service to downtown businesses.

1 REPLACE WATER LINE

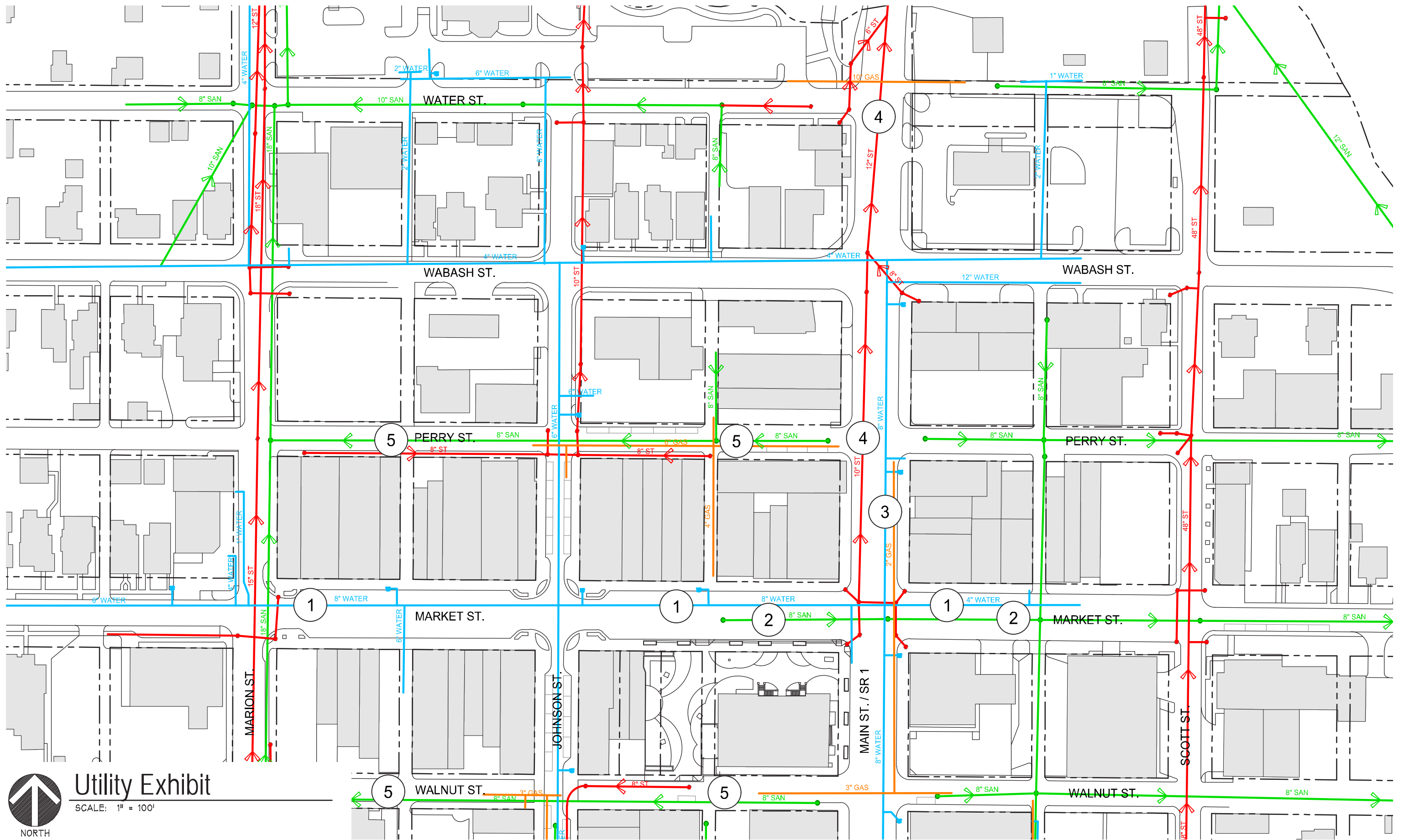
2 INSPECT SANITARY

3 REVIEW WATER BREAK HISTORY

4 TELEVISION STORM LINE - REPLACE AND UPSIZE?

5 CONSIDER ESTABLISHING  
UNDERGROUND UTILITY DUCT BANK





# Utility Exhibit

SCALE: 1" = 100'





Perry St. Existing



Perry St. with Buried Utilities









# **State Road #1 Corridor Modifications**

## **Proposed Options**

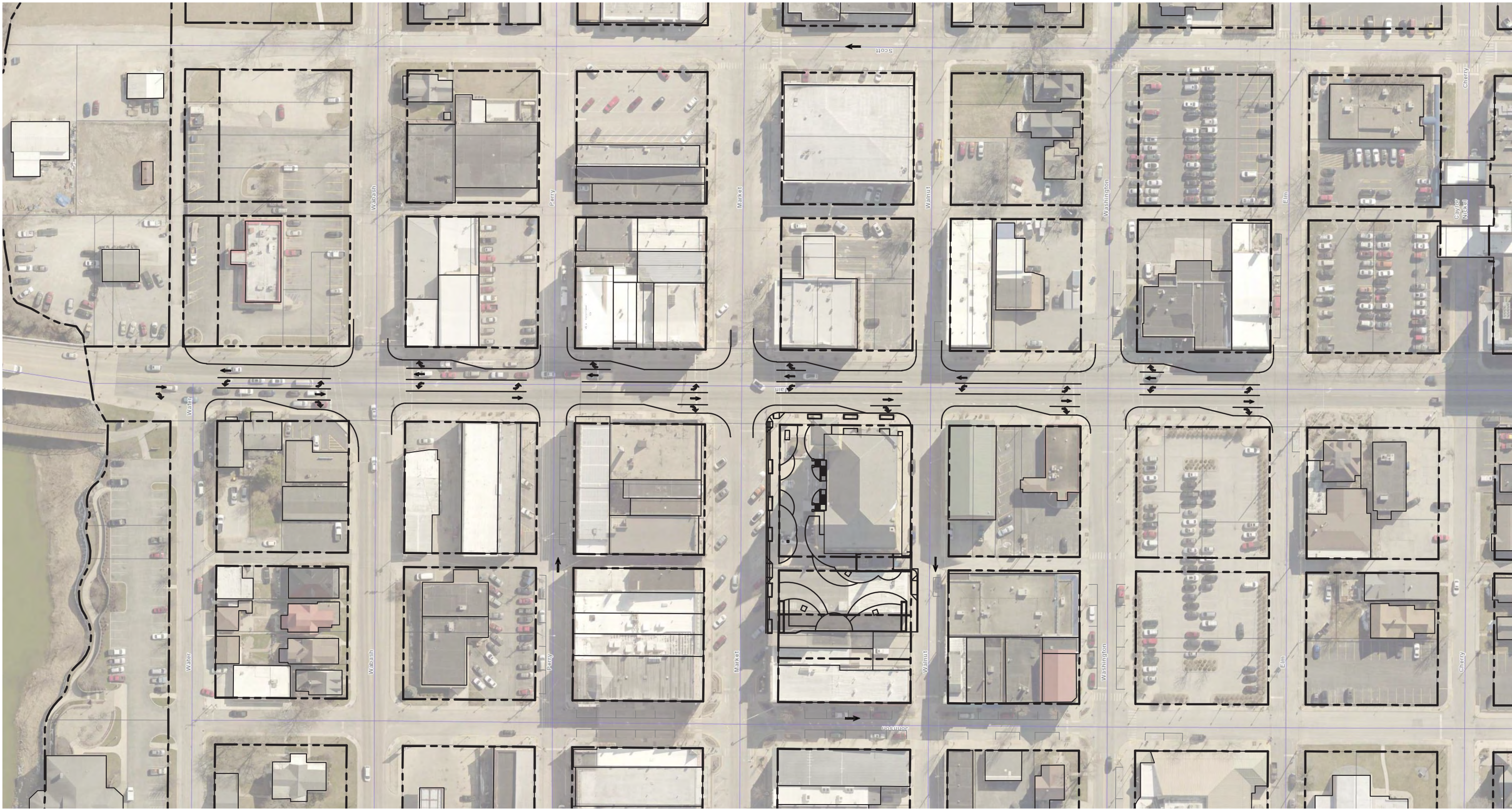
## SR #1 OPTION 1

- **Increase sidewalk width**
  - Allowing for wider sidewalks while maintaining necessary right turn lanes
  - Improves tight sidewalk conditions at southwest corner of SR #1 and Water St.
  - More space for amenities to be located along the corridor
- **Traffic calming**
  - Reducing two through lanes of traffic each way to one
  - Narrows crosswalk length across SR #1 for pedestrian safety
- **Reduce traffic confusion**
  - Removes southbound right through lane to reduce merging into left though lane in downtown area
  - Maintains one through lane both southbound and northbound through entire downtown
- **INDOT APPROVAL**
  - Final design will need to be coordinated and approved by INDOT

## SR #1 OPTION 2

- **Increase sidewalk width in crucial areas**
  - Improves tight sidewalk conditions at southwest corner of SR #1 and Water St.
- **Traffic calming**
  - Reducing two through lanes of traffic each way to one
  - Narrows crosswalks with bump outs across SR #1 for pedestrian safety
  - Parallel parking along street slows traffic
- **Reduce traffic confusion**
  - Removes southbound right through lane to reduce merging into left though lane in downtown area
  - Maintains one though lane both southbound and northbound through entire downtown
- **Street Parking**
  - Allows for easier customer access to businesses along SR #1
  - More consistent with the character of downtown
- **INDOT APPROVAL**
  - Final design will need to be coordinated and approved by INDOT





NORTH

# SR #1 Option 1

SCALE: 1" = 100'





SR #1 Option 2

SCALE: 1" = 100'







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