

SOLID WASTE DEPARTMENT

Mary Avenue Enclosure Improvements

June 20, 2023



Outline

- Downtown Implementation Plan Coordination
- Existing Operations and Conditions
- Current Design and Renderings
- Cost/Timeline



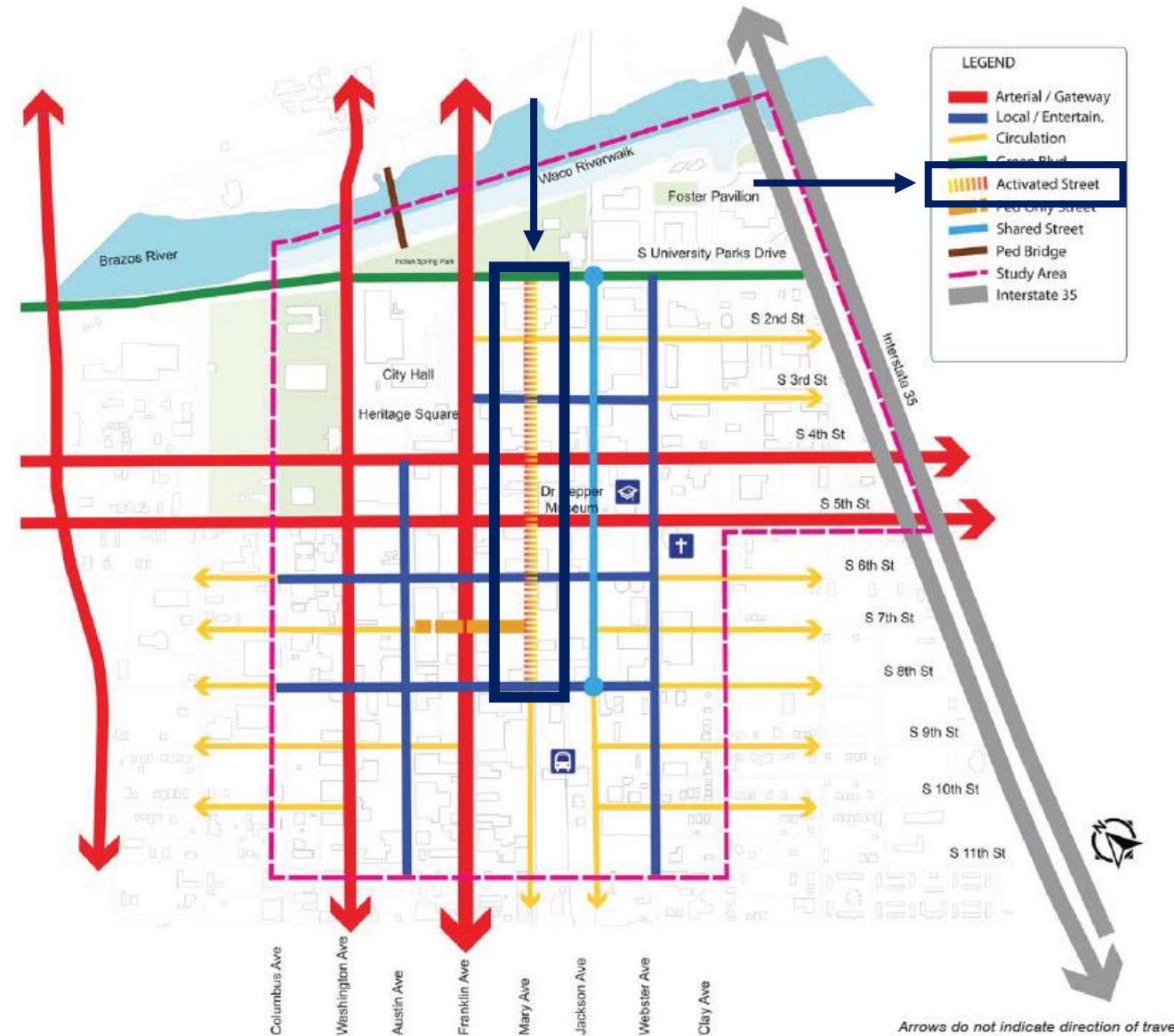
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Downtown Implementation Plan Coordination

- Mary Avenue designated as an Activated Street (UParks to 8th St.)
- Mary Avenue 3rd St. to 8th St. identified as Phase 2 Priority Project
- Proposed enclosure improvements support long-term plan
- Collaboration with Key Stakeholders
 - Planning Department
 - Public Works Department
 - Kimley-Horn
 - Ninfa's Mexican Restaurant
 - Brazos River Capital
 - Paramount Reality



STREET CLASSIFICATIONS



PRIORITIZATION MATRIX

PROJECT #	PROJECT LOCATION	PROJECT LIMITS	FUNCTIONAL TYPOLOGY	STAKEHOLDER INPUT	CONNECTION TO DESTINATIONS/DISTRICTS	CONNECTION BETWEEN PARKING/TRANSIT/DESTINATIONS	PED AND BIKE SAFETY/COMFORT	SIDEWALK GAP	LEVERAGING PUBLIC INVESTMENT	TOTAL STARS	PROJECT PHASE
1	University Parks Dr.	IH-35 to Washington Ave.	Green Boulevard	☆☆☆	☆☆☆	☆☆	☆☆☆	☆☆☆	☆☆☆	17	Phase 1 Priority Project
2	8th St.	Columbus Ave. to Webster Ave.	Entertainment Street	☆☆☆	☆☆☆	☆☆☆	☆☆☆	☆☆	☆☆☆	17	Phase 1 Priority Project
3	Franklin Ave.	University Parks Dr. to 11th St.	Gateway Street	☆☆☆	☆☆☆	☆☆☆	☆☆☆	☆☆	☆☆	16	Phase 1 Priority Project
4	Austin Ave.	11th St. to 4th St.	Entertainment Street	☆☆☆	☆☆☆	☆☆☆	☆☆☆	☆	☆☆	15	Phase 1 Priority Project
5	Jackson Ave.	8th St. to University Parks Dr.	Shared Street	☆☆	☆☆	☆☆	☆☆☆	☆☆☆	☆☆	14	Phase 2 Priority Project
6	6th St.	Columbus Ave. to Webster Ave.	Entertainment Street	☆	☆☆☆	☆	☆☆☆	☆☆☆	☆☆☆	14	Phase 2 Priority Project
7	Webster Ave.	University Parks Dr. to 11th St.	Entertainment Street	☆☆	☆☆	☆	☆	☆☆☆	☆☆☆	12	Phase 2 Priority Project
8	Mary Ave.	8th St. to 3rd St.	Activated Street	☆☆	☆☆☆	☆	☆	☆☆☆	☆☆	12	Phase 2 Priority Project
9	3rd St.	Franklin Ave. to Webster Ave.	Entertainment Street	☆	☆	☆☆☆	☆☆	☆☆☆	☆	11	Phase 3 Priority Project
10	2nd St.	IH-35 to Jackson Ave.	Circulation Street	☆	☆	☆	☆☆	☆☆☆	☆☆	10	Phase 3 Priority Project
11	7th Street	Austin Ave. to Franklin Ave.	Pedestrian Only Street	☆☆☆	☆	☆	☆	☆	☆☆	9	Phase 3 Priority Project

Priorities could change based on available funding or adjacent catalyst developments, or other location specific opportunities.

Metric:

Survey comment concentration

Destinations on each end

Two or more parking lots or destinations

Crash data concentration

Narrow or inconsistent

Noting adjacent development projects

MARY AVENUE

PROJECT DESCRIPTION

Today, Mary Avenue connects the Greyhound bus station to the Waco Riverwalk, and has a mix of on-street parking, industrial buildings, restaurants, and parking lots. Through the Framework process Mary Avenue was identified as a future Activated Street.

Mary Avenue will be upgraded with many of the same pedestrian enhancements found on Entertainment Streets and Shared Streets but will have the additional infrastructure and flexibility needed to meet special event needs. Paving enhancements like brick pavers, electrical and water hookups for food trucks, large planters, and curbside cross sections are all examples of Activated Street enhancements.

Additionally, a new bicycle facility is proposed along Mary Avenue to provide cyclists with a safe north/south connection through Downtown Waco. This bicycle facility will connect the Waco Transit Center with the Riverwalk trails found in Indian Spring Park.

PRIORITIZATION SCORING CRITERIA

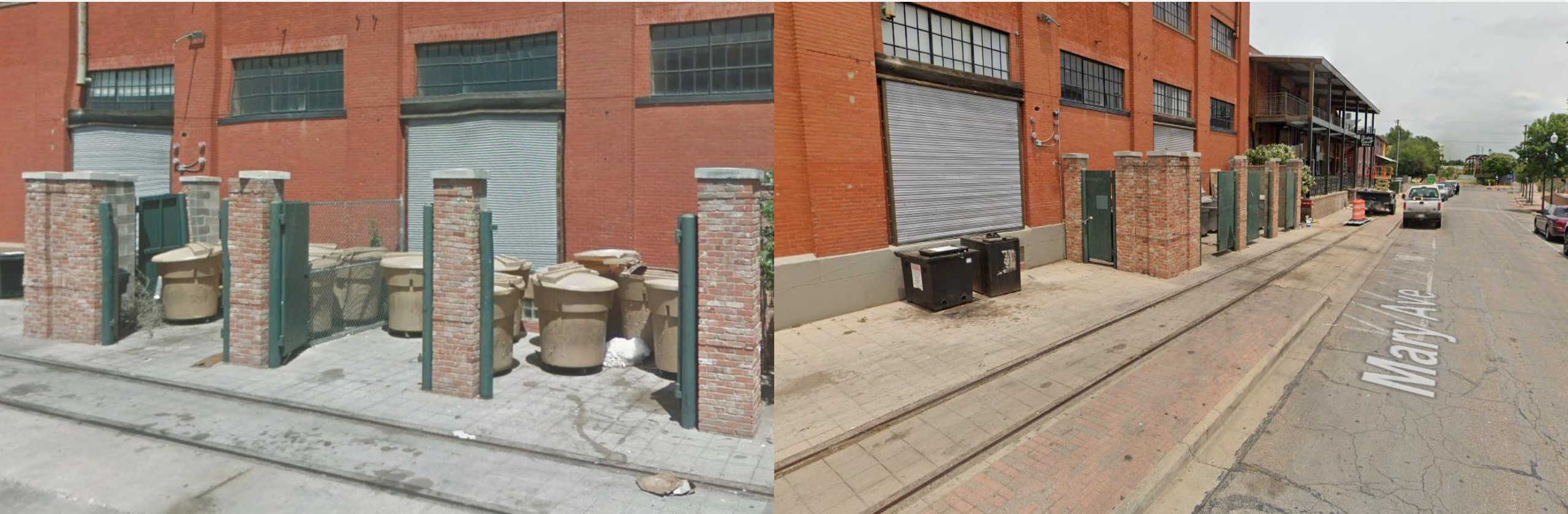
CLASSIFICATION	PROJECT LENGTH	PROJECT RANK	PROJECT PHASE
Activated Street	0.8 Miles	#8	Phase 2

SCORING METRIC	STARS	RELEVANCY TO PROJECT
Stakeholder Input	☆☆	Public input received suggested the need to improve the Mary Avenue corridor with aesthetic and infrastructure improvements.
Connection to Destinations/Districts	☆☆☆	Mary Avenue lies in the heart of Downtown Waco and connects to several popular Downtown destinations, such as the Waco Transit Center.
Connection between Parking/Transit/Destinations	☆☆	Although today Mary Avenue is surrounded by mostly industrial buildings, this corridor could be transformed in the future to be its own pedestrian destination.
Pedestrian and Bicycle Safety/Comfort	☆☆	Although this street already acts as more of an alley already, safety improvements could be made, such as creating a dedicated bicycle facility for increased safety.
Sidewalk Gap	☆☆☆	There are significant sidewalk gaps along Mary Avenue. No sidewalks exist between 6th Street and 11th Street.
Leveraging Public Investment	☆☆	Mary Avenue poses a unique opportunity to create an Activated Street and could encourage new public investment or improvements along the corridor.

PROJECT HIGHLIGHTS



2nd & Mary Avenue Existing Conditions



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3rd & Mary Avenue Existing Conditions



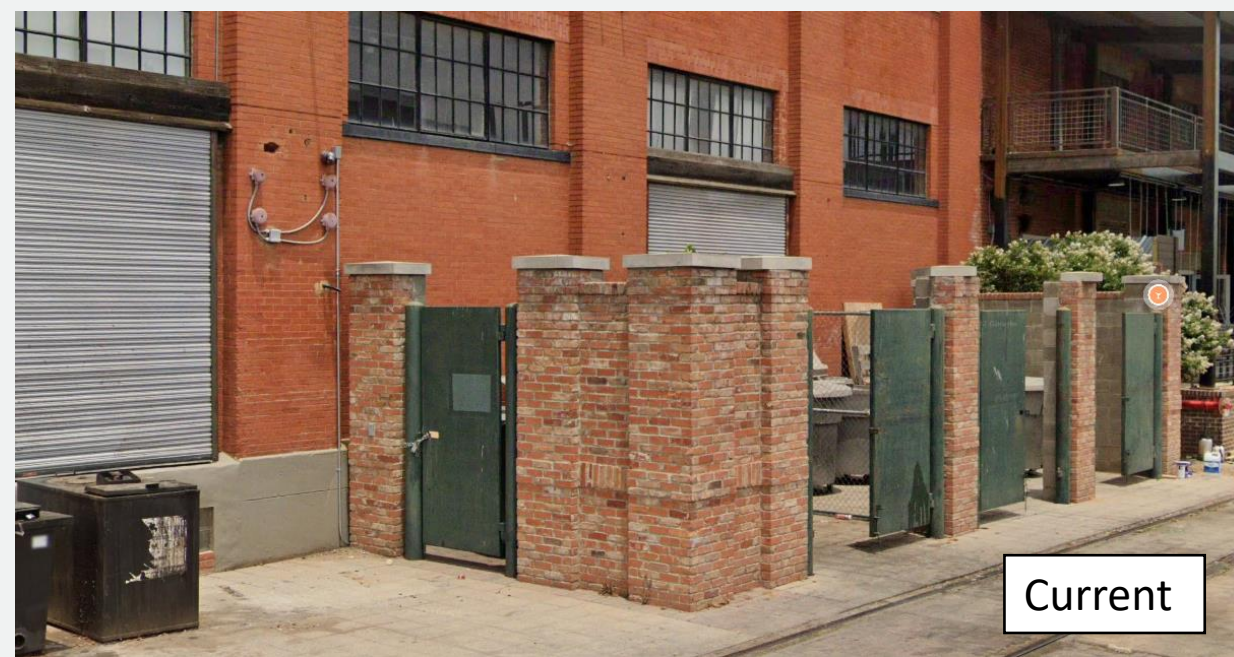
2nd & Mary Avenue



Proposed



2nd & Mary Avenue



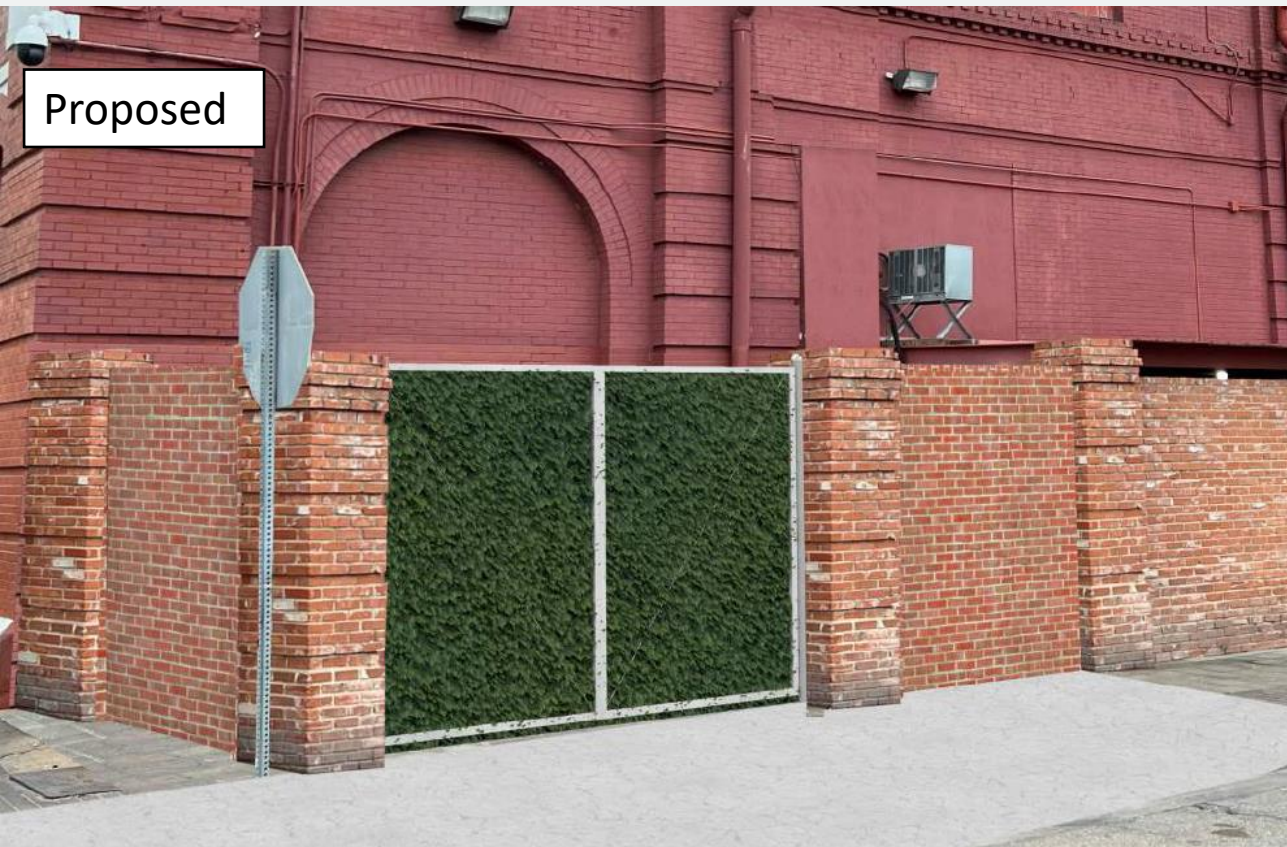
Proposed



3rd & Mary Avenue

Proposed

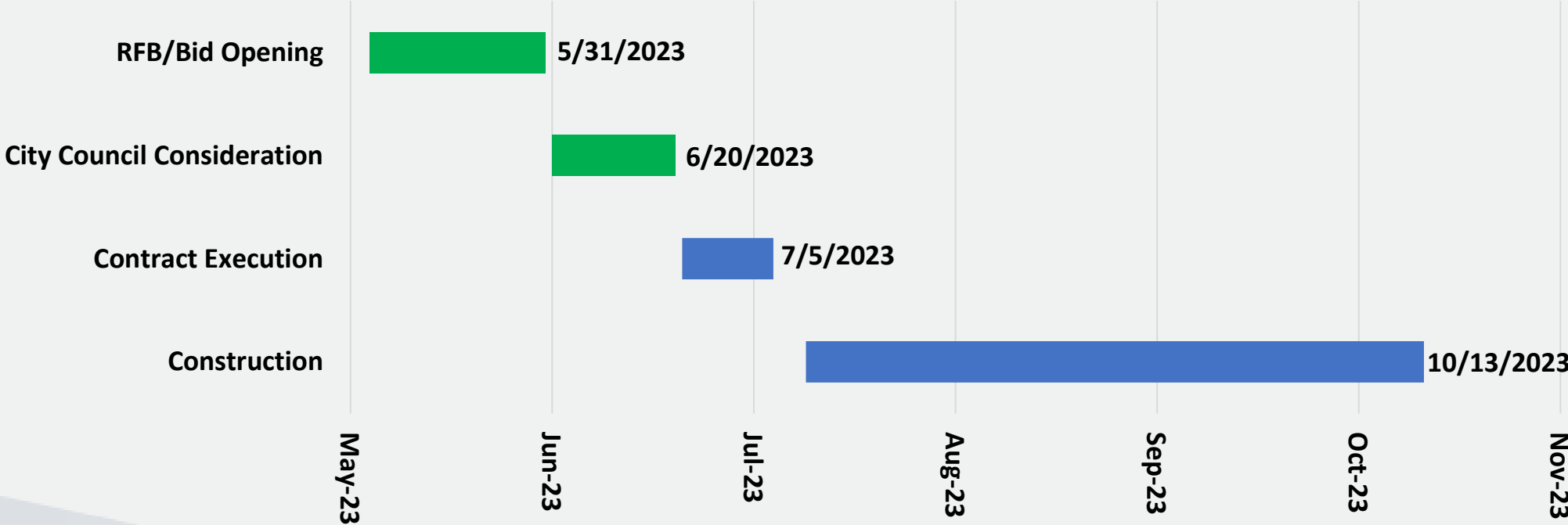
Current



3rd & Mary Avenue



Cost and Timeline



Lowest Responsible Bidder: Barsh Company
Total Bid: \$220,620.23

Questions?



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