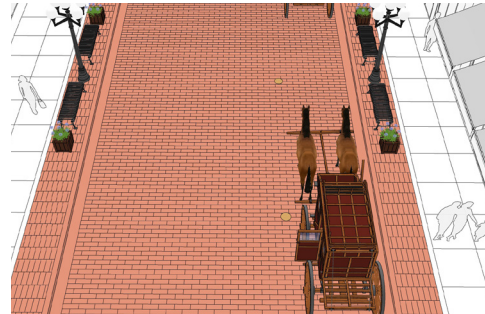
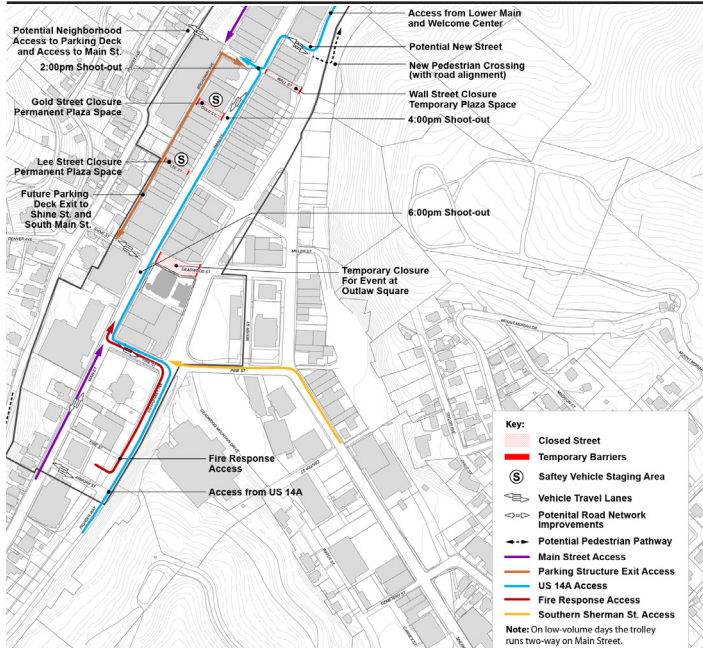


1876 DEADWOOD SOUTH DAKOTA



MAIN STREET MASTER PLAN APPENDIX D: EXISTING CONDITIONS REPORT & APPENDICES

December 2021

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TO: Kevin Kuchenbecker, Robert Nelson Jr., Jeramy Russell
City of Deadwood

FROM: Winter & Company

DATE: December 9, 2019

RE: Deadwood Main Street Master Plan – Findings, Existing Conditions, Cost Estimates

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APPENDIX A - EXISTING CONDITIONS

APPENDIX B - BACKGROUND RESEARCH FOR MAIN STREET MASTER PLAN

APPENDIX C - PHASE 1 COST ESTIMATE SUMMARY, PRODUCT SHEETS, COST QUOTES & BACKGROUND INFORMATION

Findings

This paper summarizes our findings from Phase 1/Trip 1, Phase 2/Trip 2, and the review of background materials provided by the city. The memo is arranged by outreach efforts to date, materials reviewed, followed by the Master Plan Topics identified in the Winter & Company scope of services. It brings forth some of the text from the scope of work and then identifies some of the key issues and opportunities associated with the topic that we have been informed of.

Public Outreach & Other Meetings

Consultants met with a range of participants in the initial phase of the Main Street Master Plan effort. This included community stakeholders, staff, technical professionals from the State Historic Preservation Office to discuss streetscape design issues in an NHL district. There were also numerous meetings conducted with sales and technical representatives to gather product cost, product performance, and discuss design issues for specific product types. These meetings informed the Findings section of this paper.

Phase 1 Meetings

October 4-6, 2018 the following meetings were conducted in Deadwood:

- Deadwood Chamber of Commerce
- Local business interviews
- Staff meeting and team meeting (issues and assets)

Other meetings conducted included:

- South Dakota State Historic Preservation Office
- Consulting team, product representatives for various streetscape products, peer communities, and others.

Phase 2 Meetings

September 30, and Oct 1, 2019 the following meeting was conducted in Deadwood:

- Phase 2 Kick-off meeting with staff, commissioner representatives, team, and others (on the ground projects update; issues and assets; schedule and next steps)

Background Materials

We reviewed a variety of background materials to inform our understanding of the vision, policy, and existing conditions in Deadwood.

The following background materials were reviewed:

- Branding plan
- Pedestrian plan
- Comprehensive plan
- Wayfinding documents

- Landscape documents
- GIS materials
- Construction Documents for Lower Main Visitor Center, Outlaw Square, and 1991 Main Street
- NPS Briefs
- Google earth
- Other Main Street documentation.

Planning Topics Issues and Opportunities

This section describes work related to specific planning topics that will be addressed during the development of supporting memos and the Main Street Master Plan. They are grouped into sets of related work. Those groups are presented in alphabetical order.

(The following issues and opportunities have been gleaned from our initial outreach efforts. Note the issues are reported as they were mentioned by others. Some of these may be individuals opinions that are not supported by others.)

CHARACTER AREAS

Character areas define areas with particular areas with similar characteristics. These can include land use, building context, topography, and/or streetscape design features, for example.

Issue:

- The downtown has evolved into sub-areas with different characteristics.

Opportunities:

- These may serve as a basis for highlighting the distinct identity of different parts of downtown, while also knitting them together to create a cohesive experience.
- At a high level, identify the different contexts that make up downtown. This includes areas abutting Main ST, so that Main St. itself can be understood in the broader context.
- Describe the vision for each area during the Main Street Master Plan community design charrette process to serve as a guide for more specific planning and design recommendations.

CONNECTING THE MAIN STREET CORE WITH LOWER MAIN

Lower Main is the area between the Gateway near the Visitor Center and the Nugget Saloon.

Issues:

- The street may be partially closed-off at the Gateway during larger events.
- The Gateway sign is nice, but the quality of street, landscaping and streetscape features compromises the welcome message.
- A flashing monument sign and the Gateway sign compete for attention.
- Large billboards detract from the setting.
- Too many parking meters and too much surface parking compromise the entryway experience.
- Sidewalk widths are too narrow in some places.

- How to retain some visual connection to the East so Lower Main doesn't appear as a long building wall on the highway side.
- Neglected hill cuts and outdoor plaza-like areas detract from the Main St. experience.
- Unkept appearance and there is a hodge-podge of streetscape lighting and furnishings
- Some buildings detract from the setting. They lack fenestration, articulation, quality materials, and maintenance.

Opportunities:

- Enhance the Lower Main Street Gateay experience
- Provide enhanced outdoor seating areas at Tin Lizzie and Bella Joli Winery
- Rehabilitate historic buildings such as Tin Lizzie, this is a great opportunity!
- Enhance Lower Main St. to allow more street activity, such as parklets, pocket parks, plazas, and dining areas.
- Provide landscaping or screening at surface parking lots, or provide new quality infill.
- Incorporate parklets without compromising the streets functionality.
- Incorporate mid-block crossing(s) to reduce distances for crossings and to accommodate street furniture.
- Consider moving the flashing monument sign to another location, and enhance landscaping around the new gateway sign to improve the entry experience for all modes of transportation.
- Strengthen the connection between Lower Main St. and Upper Main St. by providing enhanced paving which complements that of Upper Main ST.
- Strengthen the connection to the Visitor Centers.

CIRCULATION AND ACCESS

This section addresses a variety of transportation topics related to circulation and access for pedestrians, automobiles, buses and trolleys during different times of the year. Preliminary findings are:

Alignment of Deadwood Street & Shine

Deadwood Street connects Highway 14/85 to Main St. at an angle. The street then jogs to connect with Shine Street.

Issues:

- Street widths vary and cross-walks are at angles.
- Traffic signals are not oriented to pedestrians.
- The current alignment slows traffic from the Hill; realignment may increase auto speeds.
- Potential traffic impacts may occur in the upper neighborhoods if Deadwood Street is closed for events at the public gathering space.

Opportunities:

- Provide new traffic signals that orient to pedestrians.
- Delineate crosswalks more clearly to promote safer crossing.
- Provide traffic signals that are designed to be more compatible with the historic context.

Alternative Street Sections

Main St is shared by a wide variety of modes of transportation. It also is a staging area for special events and for shootout reenactments. It often operates at capacity.

Issues:

- Excess numbers of delivery trucks along Main St. cause traffic congestion (there are a lot of beer deliveries)
- Excess busses
- People park along Main St. even though it is not allowed on upper Main, except during some events, where there may be exceptions for bikes and classic automobiles, for instance.
- Lack of space for outdoor dining.
- Crosswalks are ill-defined.
- Lack of space for pedestrians to view Main St. parades, shop, and similar events.
- Disrepair of sidewalks

Opportunities:

- Expand sidewalks and enhance crosswalks
- Incorporate flexibility into the design of the street
- Use the street as an interpretive opportunity
- Coordinate streetscape furnishings to some degree without being static

Event Traffic Planning to Access Parking

Numerous events occur on Main St. throughout the year. These often require special traffic management measures to direct traffic to parking. The parking lot at the Visitor's Center, where trolley service is provided, has helped to intercept some parking traffic. Even so, a more comprehensive plan for managing traffic and directing cars to appropriate parking locations is needed.

Issues:

- Turning movements on Main St. and Deadwood St. cause congestion.
- Lee Street is closed during Main St. events. This causes ingress and egress issues for hotels guests. In some cases they must back out onto the highway since turnarounds are very tight. In addition, hotel guests have issues crossing the HWY to get to their vehicles parked on the East side of the HWY.
- There is only one-way in and out of the Main St. downtown parking structure.

Opportunities:

- Provide enhanced pedestrian crossing at Lee St.
- Provide access or egress from the upper deck of the parking structure to Williams ST.
- Provide enhanced alternate modes to lessen the impact of vehicles looking for parking Downtown. For example, consider locating bicycle facilities at outer parking lots that can be used during events to encourage bicycling into town, provide more trolleys, etc.
- Consider limiting left turns to relieve traffic congestion.
- Consider other areas for future parking structures

General Traffic Planning

There are numerous vehicles that use Main Street. This includes, automobiles, buses, service vehicles, and trollies. They all want to stop and park along Main Street. This causes a lot of congestion and negatively impacts the setting.

Trolley stop and Stagecoach design issue:

- The trolley has 14 stops on Main ST, which can impede other traffic flow.
- The stagecoach requires a stoop to load and unload. This can be a sidewalk impediment.

Service vehicle issue:

- As mentioned earlier there are a lot of service vehicles that stop along Main Street, especially beer trucks.

Tour bus circulation issues:

- There are too many tour buses on Main ST. Approximately 700 buses circulate through Main St. per year. Some park at the Visitors Center (as planned), but others continue onto Main ST. The number of buses causes a fair amount of congestion and they also emit fumes when idling at loading areas.

Pedestrian circulation issues:

- Pedestrian crossings at Wall ST, Lee ST, Deadwood ST, Shine St. and Pine St. need to be improved to enhance pedestrian safety.

Opportunities:

- Enhance the stagecoach stop on Upper Main St. in front of the Franklin.
- Limit the number of Trolley stops along Main ST.
- Limit the number of buses on Main St. by providing alternate tour opportunities. Consider dropping off at the Welcome Center and allow folks to tour via foot, bike or trolley. Pick-up could then be provided on Upper Main ST.
- Provide enhanced crosswalks, signal lights or similar traffic control improvement to enhance pedestrian safety.
- Provide a flexible lane or pull-puts along Main Street.
- Explore opportunities with upcoming box culvert project

Traffic & Pedestrian Control Devices and Public Safety Bollards

The city uses portable barriers to close streets for special events in the street. There are also opportunities to provide outdoor seating at tables in the street during street closure events or on the sidewalk year round.

Issues:

- Installing and removing Jersey barriers and temporary fencing is time-consuming.
- Jersey barriers and temporary fences detract from the historic setting.
- Jersey barriers appear to be a road construction project.

Opportunities:

- Consider using removable decorative bollards with chains or other restraints (simple black posts and black chains.) Receiving cores (sleeves) would be imbedded in concrete strips with covers.

- Temporary crowd control pedestrian devices such as interlocking fencing.
- Provide a vehicular control system that is more in character with the historic context and that is easier to manage. A variety of options should be explored including: moveable planters, mechanical bollards, and/or other custom-designed features, such as, sculpted concrete.

EVENTS

Deadwood is a mecca for a variety of events. Some are well-established and draw an international crowd, others are in their beginnings, and others have yet to be created. There is opportunity to host a variety of events for a variety of audiences. Some of these may have some crossover, while others will focus on a particular theme. In any case, each event brings an abundance of energy and vitality to Main Street. Main Street should be an inviting place to be in all of the events it hosts, while accommodating normal use during non-event times. Main Street should provide flexibility in its design.

Overall Visitor Events

Issues:

- Some visitors are intimidated by the bike (motorcycle crowd).
- The Welcome Center is underutilized during the low season.
- Many outdoor spaces along Main St. area underutilized and they should be enhanced.
- Need flexibility in outdoor spaces to accommodate a variety of events

Opportunities

- Promote more family events when the motorcycle crowd is not present
- Should the city entertain 1 or 2 weeks of bike events. They do empty out by 10:00PM
- Should the city promote a family type event that incorporates bikes, such as a patriot guard parade, etc.
- Develop a concept for a series of flexible, coordinated and programmed plazas and public spaces along Main ST.
- Consider distributing special site amenities and features along the Main Street corridor to activate a series of spaces. This may include:
 - Reconstructed historic features (water feature, pergola)
 - Historic resources (ore cart, rails, etc.)
 - Interpretive panels
 - Fixed and temporary stages
- Develop a high level program for a variety of event spaces; noting the uses that could be accommodated

Main St. Events

Issues:

- Loading and unloading for events is a challenge, especially for larger vehicles
- Open containers during Main St. events is an issue for some businesses as drinks are often brought in and alcohol is spilled in the business. Some businesses choose to close during the larger events in order to avoid potential open container issues.
- Cleanup after events is slow.
- Extra trash containers are needed strategically placed during events.
- Sidewalks are not conducive for placing small tents during events (10 x 10).
- Very few electrical outlets are available, which limits event capabilities.
- Smoking along Main St. is offensive.

- The pedestrian way is constrained (see Pedestrian Circulation above)
- State lacks recycling initiatives, so it appears that the city does not promote sustainability, which is promoted nationwide.
- Need more public restrooms.

Opportunities:

- Identify key vehicular loading and unloading locations for events.
- Develop a coordinated clean-up plan for events.
- Develop a map of open businesses during large events.
- Consider abbreviated open container areas.
- Consider identifying smoking areas with fans.
- Provide more electrical outlets to increase event capabilities. Also, provide electricity access within the street.
- Orient tent openings toward Main Street businesses to enhance storefront dynamic.
- Identify refuse stations during events.
- Promote the use of recycled materials and appropriate disposal during all events.

Train Station Surface Parking

Issues:

- Annual concert with a charge for admission is held in the summer with black curtains creating the barrier from the general public.
- Surface of parking lot is uneven.
- The space is underutilized.

Opportunities:

- Parking lot could be used for art shows, arts/crafts fair.
- Annual concert could be moved to Outlaw Square with a better system for admissions.
- Improve the parking lot as a flexible event space when the culvert improvements are addressed by the state.

Lee/Gold/Wall Streets

Issues:

- Inviting, but underutilized open space along Main St.
- Lack of electrical service and building access.

Opportunities:

- Provide flexible use space for dining, period demonstration spaces (such as blacksmithing) or similar.
- Enhance the streetscape with furnishings, lighting and plantings.
- Allow for classy portable food/bar carts hosted by different food/alcohol establishments weekly or during events.
- Allow small openings on adjacent buildings to facilitate access for dining opportunities.

Outdoor Plazas and Small Parking Areas

Issues:

- These spaces are underutilized on Main St.
- The feedback from several businesses is that there is not enough retail during off-season to activate the spaces that are associated with businesses.
- Many of these spaces are uninviting.

Opportunities:

- Pop-up retail stores and similar vendors have been very successful around the country and could be considered to assist in activating spaces.
- Use these spaces to provide retail not found at the brick and mortar shops.
- These spaces could be improved as seating, interpretive, and dining areas, for example.

INFRASTRUCTURE

This section includes a range of utilities, street components and incidental features that are permanent fixtures related to engineering systems.

Basements and Coal Chutes under sidewalks

Some buildings have sidewalk basements/coal chutes that extend under the sidewalk and need to be addressed in Main St. improvements.

Issues:

- Sidewalk basements/coal chutes can affect the placement of street furniture and the ability to provide an accessible route.
- Some of these features may be considered character-defining or archaeological resources of the district and have lost value.
- Some sidewalk basements/coal chutes features are in disrepair.

Opportunities:

- Locate, rate the condition of, and identify potential sidewalk impacts regarding an accessible sidewalk route, and identify historic significance of resources (in-progress).
- Repair sidewalk basements/coal chutes when feasible, and restore prism glass and covers where they exist.

Curb cuts

Issues:

- There are many curb cuts in the project area to access parking, which disrupts pedestrian flow. Some are clearly inactive and others may be redundant.

Opportunities:

- Identify where curb cuts can be closed along Main Street.

Curb condition

Issues:

- Some curbs are failing.
- Curbs are striped to regulate use, such as parking loading and trolley stops. This striping erodes quickly and, therefore, the curbs have to be repainted annually.

Opportunities:

- Assess the condition of curbs and determine if replacement is necessary.
- Study alternative means of indicating curb-side use such as signage or another design that could be embedded in the curb.

Drainage

Issue:

- Identify storm water drainage issues.

Opportunities:

- Address improvements to storm water drainage where issues have been identified.

Incidental Infrastructure elements:

Infrastructure includes water valves, curb boxes, domestic and FD sprinkler services, piping, fire hydrants, manholes, etc.

Issues:

- The location, number and condition of these features is not documented.

Opportunities:

- Develop an inventory of incidental infrastructure components by building on the GIS base that Ferber has already created.
- Assess the condition of these infrastructure components to determine if any need to be replaced.

Main St. Surface

The existing brick street paving on Main St. was installed in 1991/92. (It is not original, but does keep with the historic character.) The brick paving is installed on a concrete bed and is of a custom dimension. Periodically, the city arranges to have a run of replacement brick produced. They then stockpile this for use as needed.

Issues:

- Portions of the modular brick paving on Main St. are in disrepair; some areas have temporary patches of other material.
- Custom brick is expensive.
- Existing brick is somewhat durable, edges have been impacted by plows, etc.
- The historic brick street alignment may or may not be in place currently. Further study may need to be conducted.

Opportunities:

- Replace the brick with pavers that have been installed on Deadwood Street. This is more readily available.
- Stockpile brick for replacement in other areas of town.
- Provide the ability to interpret the historic brick street alignment.

Private Utility Coordination

As the city plans infrastructure improvements, private utility companies may realize an opportunity to coordinate their own improvements with those of the city, and vice versa.

Opportunities:

- Explore opportunities to coordinate public and private utility improvements.
- Conduct a meeting with private utility companies to invite them to be involved.

Roof Drains to the Storm Sewer

Issues:

- The location and condition of roof drain connections to sewers is unknown.

Opportunities:

- Conduct a smoke test to determine the location and condition of roof drains to sewer systems and provide a memo that documents the locations and recommends actions.

Water Main Crossing through the Box Culvert (HWY 14A/85)

This may need to be replaced. The Master Plan will identify this as a component and include this in implementation strategies. It will also consider Main Street connections if a realignment is initiated.

Opportunities:

- Include recommendations to replace the water main crossing in the plan.
- Identify future connectivity and other types of opportunities to interface with this project in the framework plan.

Water Service connections to buildings

Issues:

- Some water line connections are shared by more than one property. These should be changed to single-service lines.

Opportunities:

- Develop a plan for eliminating shared water service to multiple buildings.
- Conduct a water service audit to determine where multiple buildings are served by a single line. Once the audit is complete, determine a strategy to eliminate these and provide individual service to each building.

PARKING

Parking is a critical component to events throughout the year. There are a variety of parking systems including surface lots, parking structures, and on-street parking. Some of these are private and others are public. There are a variety of metered systems in place as well.

Parking

Issues:

- There is not enough parking for larger events and some parking areas are underutilized.
- Access and egress to the parking structure on Broadway constrains larger Main Street events.
- On-street parking and loading/unloading zones along Main Street interferes with traffic and impacts the pedestrian experience.
- The majority of private surface lots are unkept and negatively impact the pedestrian experience.
- There is some interest in allowing locals to park on Main Street during off-season.

Opportunities:

- Develop a parking plan that integrates flexibility for on-street parking during off-peak times (dependent on alternative street section)

- Enhance circulation possibilities for larger events
- Improve surface lots and explore where other parking opportunities could occur.

Parking Meter System

The city has installed Amano pay kiosks in some locations in the downtown. Other places have older meters, particularly on lower portion of Main ST. This system uses a passport (phone) feature, but the meters themselves cannot accept credit cards.

Issues:

- Too many different types of parking payment systems exist.
- Bikes (motorcycles) need to pay for parking.
- Residents have to feed the meter during off peak days (November to March).
- Credit cards aren't accepted at pay kiosks.
- Parking meters and signs clutter the street and district.

Opportunities:

- Consider providing free parking during off-peak days (November to March).
- Consolidate pay kiosks and limit the number that are placed along the street. Ideally, one should be placed per block, or every 400 feet.
- Consolidate parking and similar street signage with pay kiosks.
- Make the payment system easy for everyone to use, including motorcycles.

PEDESTRIAN SYSTEMS

This section includes consideration of improvements to the networks of sidewalks and crosswalks to better accommodate pedestrians along Main Street.

Crosswalk & sidewalk improvement and repair

Issues:

- Various areas need to be repaired and/or reconstructed. Other areas are missing sidewalks.
- To create a Main St. streetscape that is in full ADA compliance results in a significant increase in sidewalk width, change in curb line, and sidewalk ramps with rails resulting in a negative impact on the district's character-defining features.
- Pedestrian crossings are poorly defined at intersections and where mid-block crossings are needed.
- In some conditions, a new proposed intersection ramp could be in conflict with an accessible sidewalk route.

Opportunities:

- Identify crosswalks and intersections with a change in material to identify pedestrian crossings. For example, two simple concrete strips on either side of proposed paving pattern could be incorporated.
- Reconstruct sidewalks and ramps to the degree feasible while preserving the integrity of the historic district.
- Use durable materials.

Pedestrian circulation capacity

During busy days, sidewalks are at capacity and many pedestrians must step into the street. (Waste cans, newspaper boxes and other furniture may also impede circulation in some areas.)

Issues:

- Sidewalk widths are not adequate during larger events for pedestrian travel, and are too congested when events such as parades occur.
- An increase in carrying capacity of sidewalk (sidewalk widening) can be detrimental to Main St. vehicular travel, and on street parking during high peak visitation.
- Streetscape furnishings constrain sidewalk carrying capacity for pedestrians.

Opportunities:

- Consider providing bump-outs or widening the sidewalks to accommodate streetscape furnishings, a sound system, parking pay stations, or other amenities to open-up pedestrian travel along the sidewalk.
- Identify a portion of the street that could be closed off to accommodate additional pedestrian use during parades and similar events. This would allow for pedestrian movement to be maintained on the sidewalk. This portion of the street could be defined by incorporating a colored concrete strip approximately 6-8' away from the curb into the street. This would allow for removeable bollards to be incorporated into the street design to define a pedestrian zone, or even a parking zone when the area isn't need for events.
- Consider a flexible lane where change of use could be programmed for different times of the year.

STREETSCAPE, PUBLIC SPACES AND AMENITIES

This section includes consideration of the design of urban landscape features that may be installed along the street as well as the roles that public spaces can play.

Banners, Bunting and Lights across Main St.

Banners are used throughout the year to advertise special events and for holiday decorations. Seven cables span the street for this purpose, and there may be a need to accommodate more. There also is interest in having "Edison" light strings strung across the street to enhance the festive quality of the experience. Early photos of Main St. document historic flag banners. Research should be done to determine if Edison lights were also used historically.

Issues:

- Outdoor enhancements can clutter the street and buildings.
- Banners, buntings and similar outdoor enhancements can be difficult to maintain and they get damaged by weather (hail, wind and fade with sun.)
- Insure clearance for vehicles, floats, etc. when providing features that span the street.
- Be sure new features and hardware should not overwhelm the historic setting.
- It appears the Edison lights were strung across Main Street to light the street before the streetlights were installed. Introducing Edison lights along Main Street may cause some confusion with the historic interpretation of the street.

Opportunities:

- Identify appropriate locations for patriotic fan buntings at storefronts, windows and canopies and develop design guidelines for installation and products.

- Make sure product and hardware are durable do not damage the historic fabric.
- Identify durable arms bands and banners to promote events.
- Identify a flexible light pole arm that can accommodate planters and/or banners.
- Identify locations where durable Edison lights can enhance the Main Street setting.
- Ensure consistency in the design of and location for buntings, banners, lighting etc. Limit the number of locations. Keep the design simple. Allow them only where they were used historically on contributing buildings.

Light Poles

Issues:

- There is a galvanic issue with the two different materials that are used for the shaft and the base of the light.
- Some light poles are frequently hit by delivery trucks.

Opportunities:

- Explore an alternative light fixture that can be easily maintained.
- Explore appropriate alternative installation options, so the Deadwood fixtures can be used and maintained.
- Replace existing light poles with new Deadwood fixtures with the understanding they may have to be replaced again in the future since maintenance is an issue.
- Expand turning radius on some curbs, and locate light poles so they are better protected from delivery trucks.
- Consider alternative routes and or loading areas for delivery trucks away from fixtures.

Public Restrooms

Public restrooms are needed downtown.

Issues:

- Main St. lacks permanent public restrooms.
- Locating public restrooms near the street wall detracts from the historic setting.
- Freestanding public restrooms can be vandalized when they aren't located in high traffic areas.

Opportunities:

- Locate public restrooms within a building/lobby or similar setting, where an attendant is visible. They should not be blocked from view.
- Provide public restrooms near high volume pedestrian traffic areas, such as public facilities (parking structures and plazas.)
- Freestanding public restrooms along Main St. should be located away from the street wall since this is a character-defining feature.

SOUND, SECURITY CAMERAS AND WIFI SYSTEMS

This section addresses a variety of communications and monitoring systems that may be used to enhance safety, the visitor experience and public announcements.

Downtown public sound system

There is a need for a public sound system on Main ST. One use would be used for amplifying reenactments. At present, shoot-outs are amplified with portable equipment that is brought out for each performance. (These occur three times a day during peak season.) The city also seeks to play background music on the street, which is to establish a distinct brand for downtown. A public sound system also is needed for public announcements, such as when a shoot-out is about to begin.

Issues:

- The installation of sound equipment could negatively impact the historic setting or historic resources
- Individual sound systems along Main St. compete for attractions.
- The sound system will need to satisfy historic preservation/NHL concerns, and also not compromise the function of the speakers.

Opportunities:

- Design the sound system to be used for themed music, shoot-outs and other demonstrations, as well as for public announcements.
- Look for ways to design the sound system to integrate into kiosk/cabinet structures under or adjacent to the light poles, or other areas such as bump-outs where conduit may be available.

CCTV / Security cameras

A coordinated system of security cameras is needed. At present, there are a couple of web cams, which are privately operated.

Issues:

- To enhance safety provide security cameras along Main St.
- The design and location of security equipment could negatively impact the historic setting and historic fabric.

Opportunities

- Look for ways to design the security cameras to integrate into buildings, or other areas where conduit may be available.
- Provide feeds to security office or similar.

Public Wi-fi System

The city has a publicly available Wi-Fi service in the downtown; it needs to be improved, in terms of access and speed. VAS Communications is the cable company.

Issue:

- There is poor or non-existent Wi-Fi service downtown for all service providers, especially during large events.

Opportunities:

- Improve the Wi-Fi system downtown for all service.
- Include conversations with VAS Communications into the road design.

WAYFINDING

This section includes information systems that help to direct users as motorists and pedestrians and to convey a variety of information.

Directional signs:

Issues:

- No complete inventory of directional signs exists.
- A variety of existing directional sign types exist and detract from the historic setting.
- Events require additional signs to address the change in traffic and parking patterns.

Opportunities:

- Consolidate signs in strategic locations.
- Consider if kiosks should be used (for pedestrians); if so, develop a design concept for them.
- Study ways in which to minimize signs for wayfinding, but at the same time to provide the ability to change information as events change.

Interpretive information system

Issues:

- A variety of interpretive opportunities exist along Main St that are not being fully utilized.

Opportunities:

- Develop a coordinated system for heritage interpretation.
- Include policies for locating interpretive markers and related materials. Should plaques be located on the buildings? Consider new technologies, such as smart phones, for accessing information on the street.

Regulatory Signs

Issues:

- Many regulatory signs are mounted on the fluted shafts of the street lights. Others are on tubular, unfinished metal. These are installed intermittently along Main St. and detract from the historic setting.
- No complete inventory exists.

Opportunities:

- Conduct an inventory of regulatory signs.
- Create a strategy for installing regulatory signs in a manner that is compatible with the historic character. This should include policies for how frequently “no parking” signs should be placed along the street.
- Develop policies for the location of trolley signs.