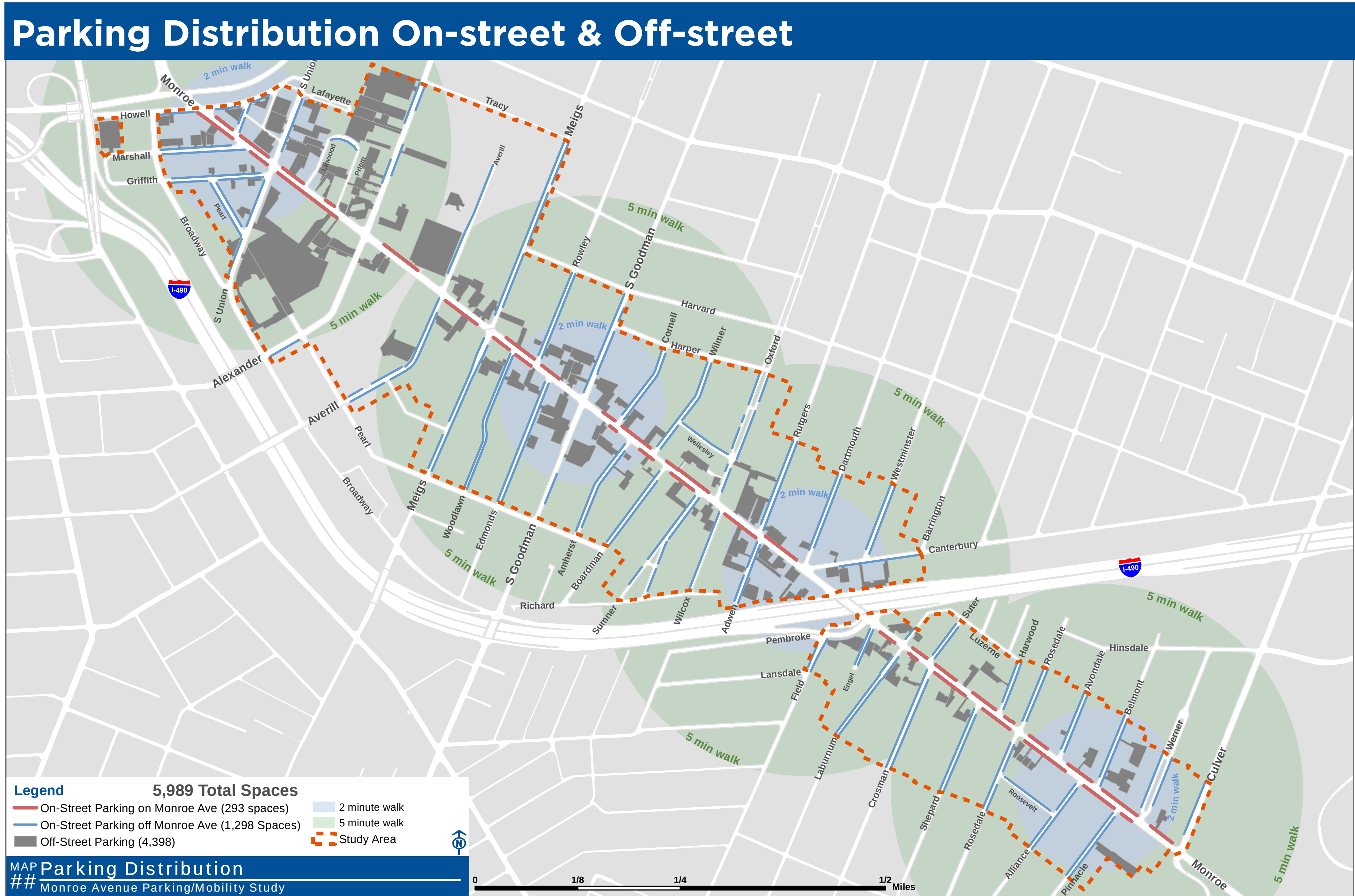


Inventory

MONROE AVENUE

Parking/Mobility Study



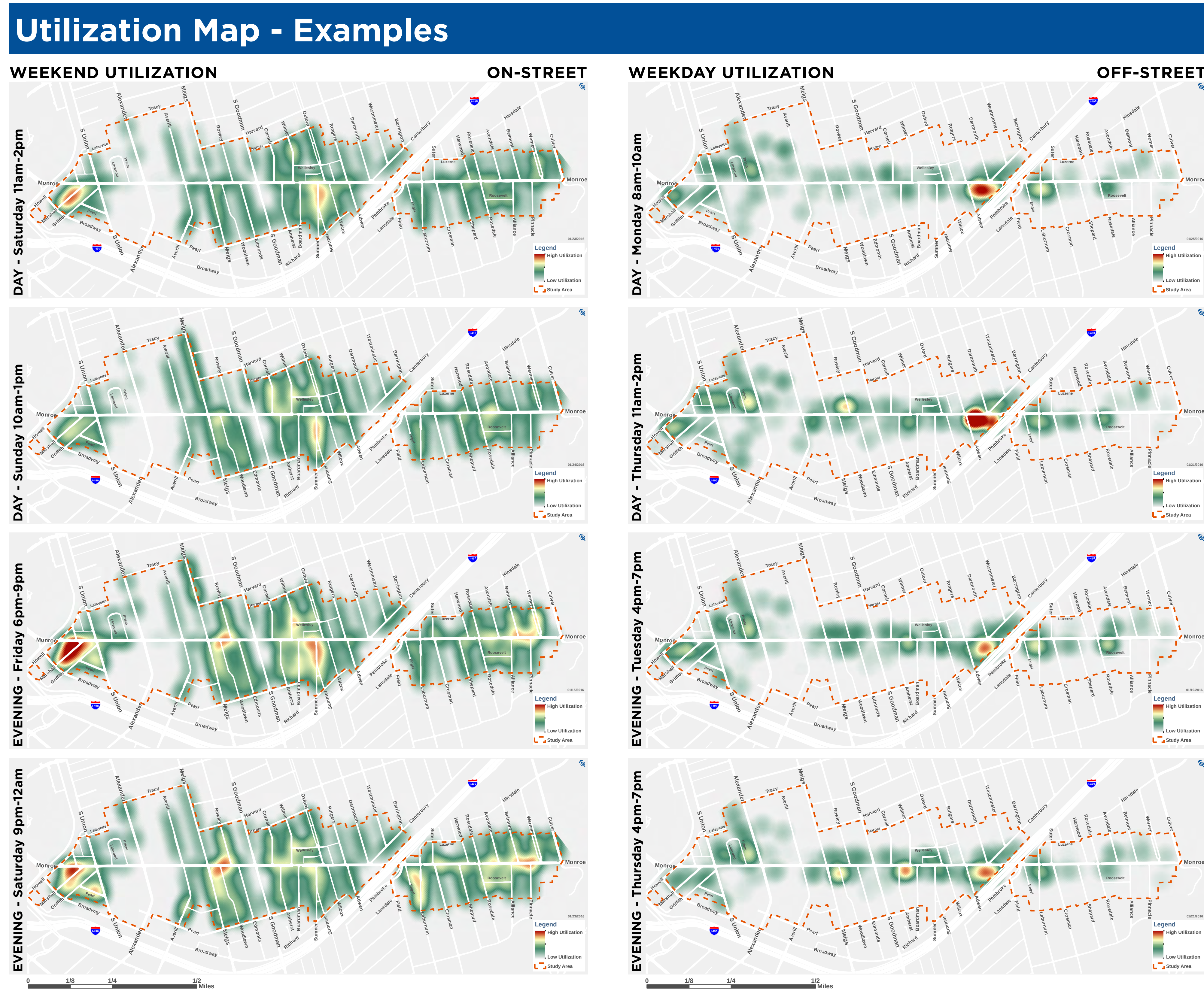
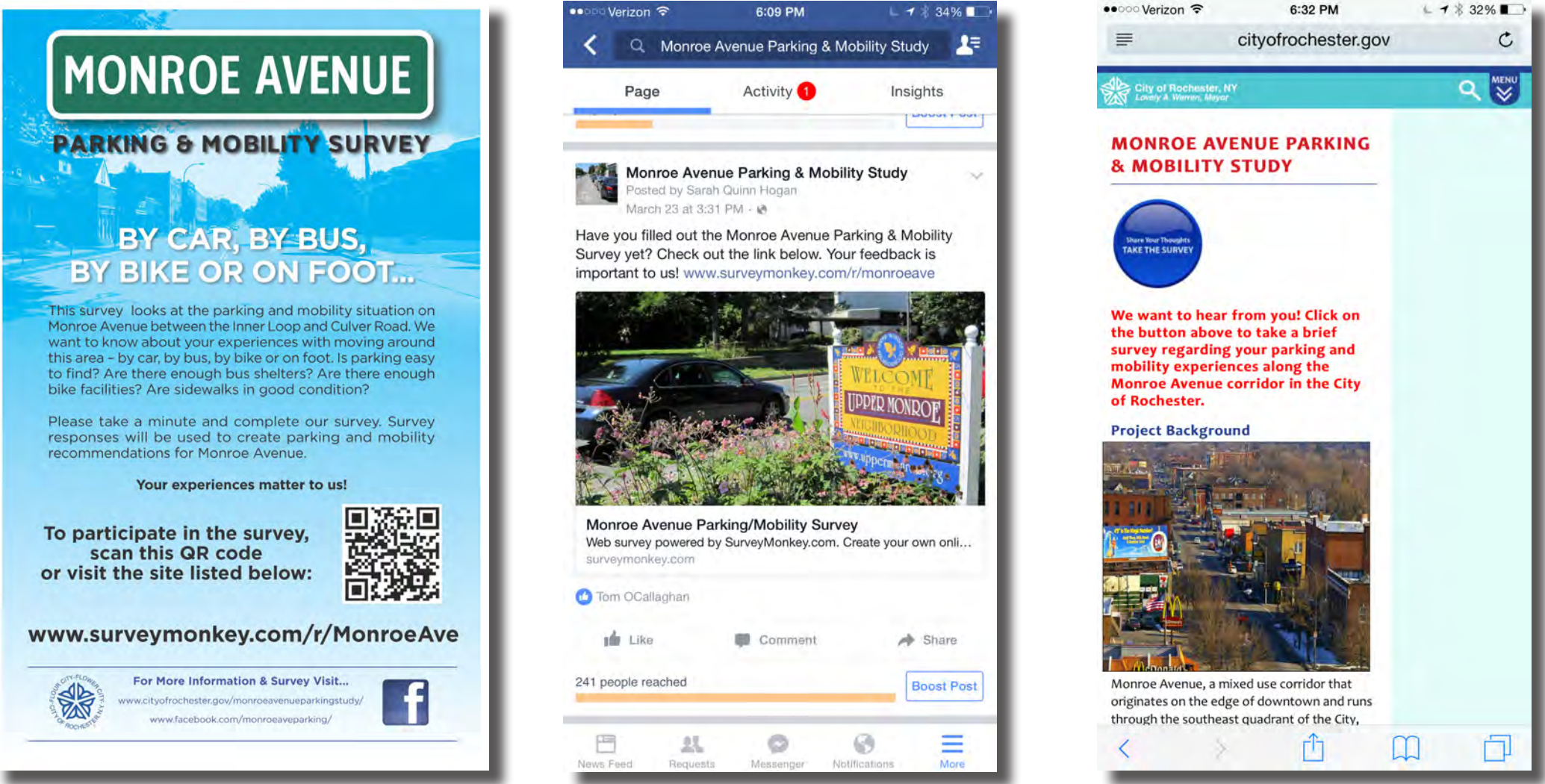
On-street signage regulations



Bike lanes along the corridor

Public Outreach Tools

A Public Participation Plan was created for the Monroe Avenue Parking & Mobility Study. This document details the specific methodology for public, community and stakeholder outreach, establishes roles and responsibilities of the Project Team, and identifies key outreach meetings at critical points throughout the process.



On-street parking lane



Off-street signage regulations

Analysis

MONROE AVENUE
Parking/Mobility Study

Public Survey - Key Findings

464Online
Respondents

Open February 25 - May 1

Prominent mode of travel

• Automobile > Walking > Cycling

Majority of visitors are coming for dining, bars/entertainment, and shopping

• 52% park on-street
• 27% walk/bike
• 18% park off-street

69% businesses interested in shared-parking

35% businesses interested in a neighborhood shuttle service

39% businesses would expand business if more parking available

58% of employees have off-street parking provided by employer

57% residents that have adequate off-street parking

81% respondents in favor of shared-parking

15% respondents in favor of installing parking meters

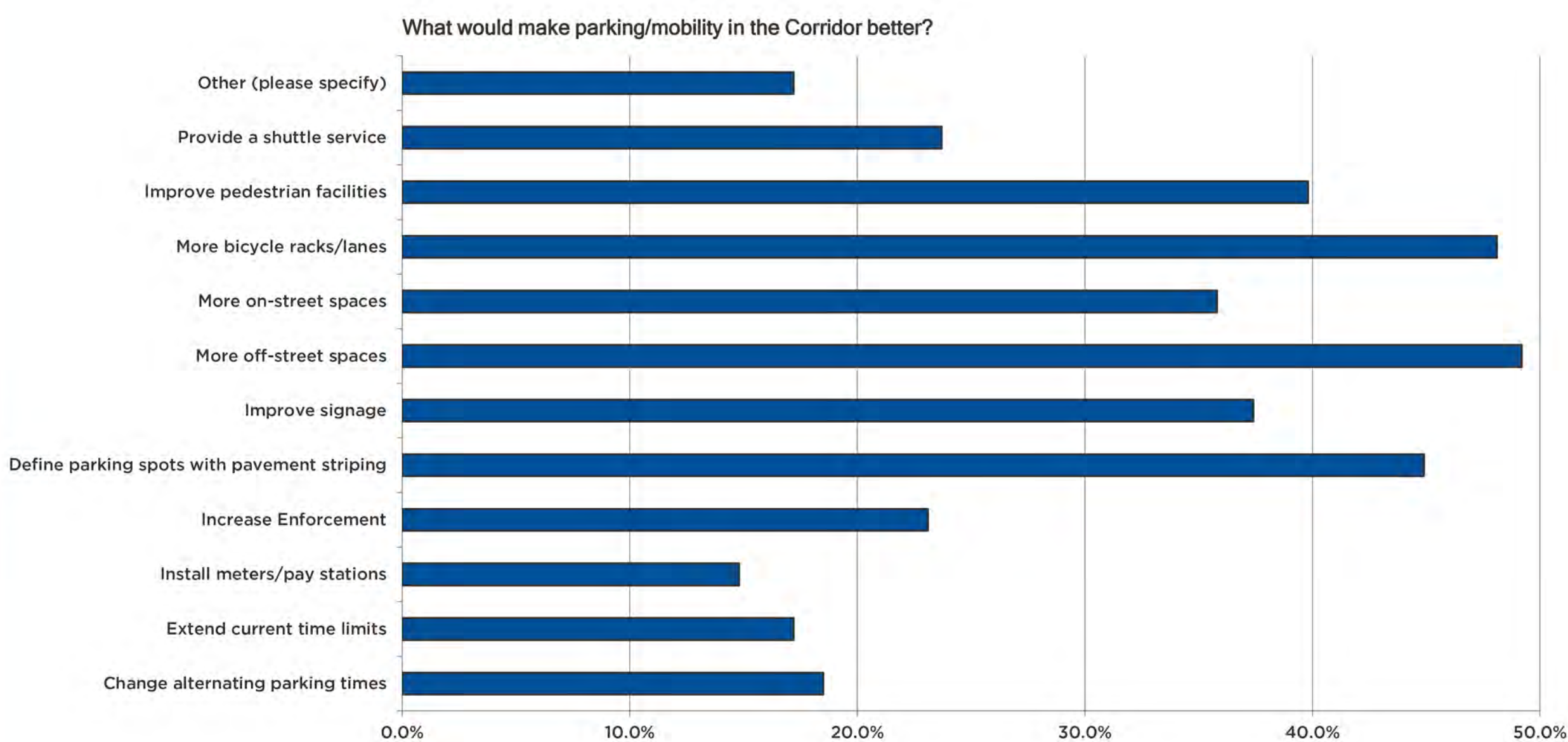
Meigs Street to I-490 viewed as most difficult to find a parking

44% respondents not satisfied with current parking/mobility

45% respondents felt bike facilities not adequate

17% respondents felt bike facilities were adequate.

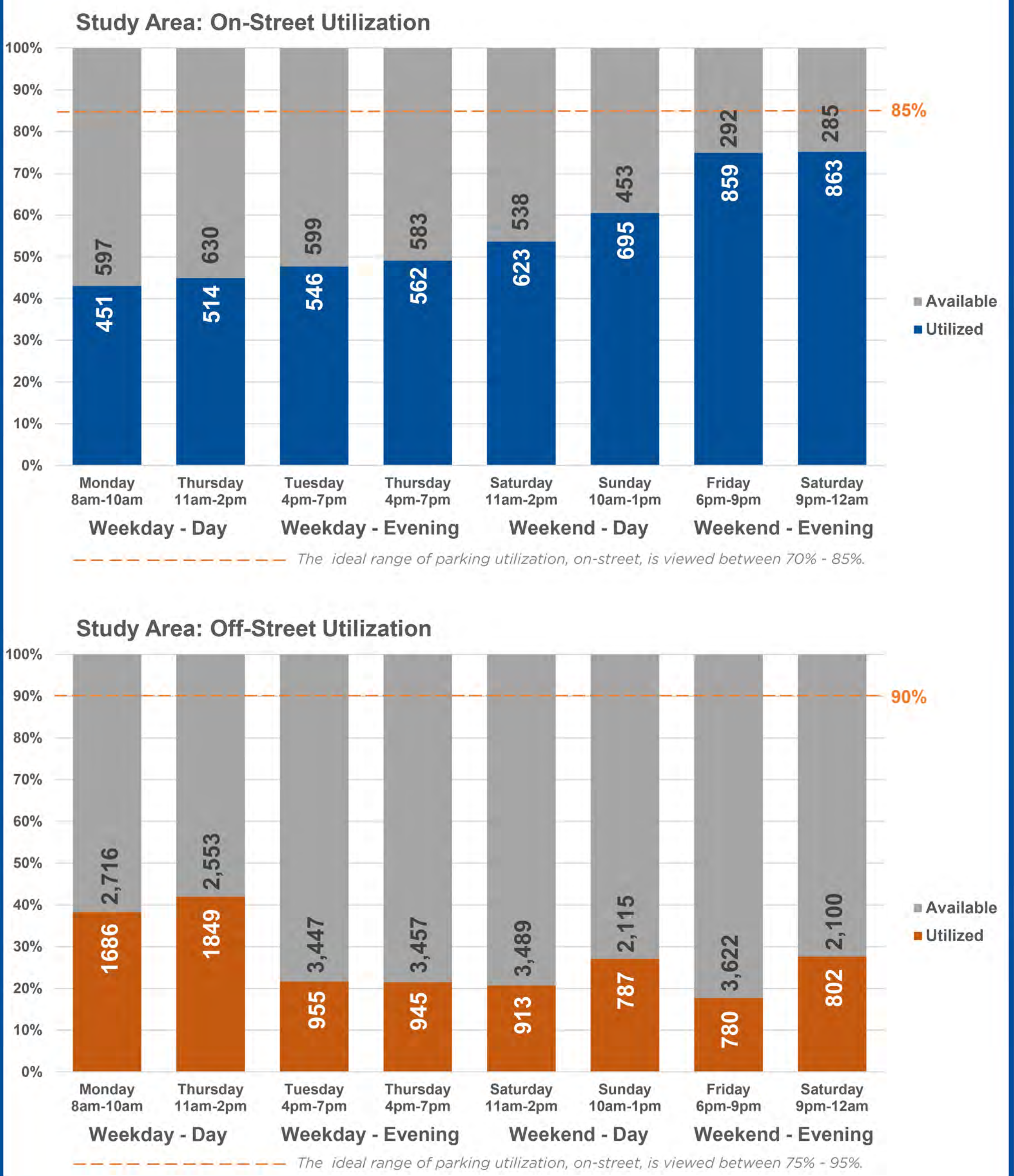
46% respondents felt bus shelters not adequate.



Needs + Opportunities

1. On-street regulatory signage is confusing, inconsistent, and incomplete
2. Destination/wayfinding signage is needed to direct and inform drivers
3. ADA accessibility is insufficient
4. Street geometries and markings are excessive
5. Parking enforcement is unbalanced
6. Transit stop amenities can be expanded
7. Bicycle facility availability is unbalanced with vehicular facilities
8. Parking supply and demand is unbalanced
9. Wadsworth Square parking lot is underutilized
10. Parking turnover is inhibiting visitors and patrons
11. City Zoning Code parking requirements are restrictive to new development

Parking Utilization



SWOT Analysis



- Vibrant, eclectic mixed use corridor with adjacent residential neighborhoods
- Proximity to Center City and surrounding residential neighborhoods
- Buildings with historic value and character
- Variety of residential types, apartments, multi-family and single family
- Integration of bicycle facilities
- High level of community involvement and pride



- Limited off-street **PUBLIC** parking
- Unbalanced parking supply and demand
- Inefficient parking lot layouts and access
- Excessive travel lanes and lane widths.
- Poor condition of pedestrian infrastructure
- Lack of transit shelters
- Unsafe bicycling environment in select areas
- Access barriers to pedestrian & vehicle circulation around I-490
- Confusing, inconsistent, and incomplete on-street signage
- Lack of continuity of the commercial building edge (Street Wall)
- Lack of green space, pocket parks, and public gathering areas



- Existing off-street parking supply
- Shared use parking lots
- Connection to Inner Loop development, Center City and I-490
- Bike lane connection Inner Loop Development project
- Streetscape improvements
- Dense neighborhood development adjacent to corridor
- Infill - commercial development - Street Wall
- Desire to expand their businesses
- Technology - support enforcement and provide real time parking availability
- Residential permit parking
- Lane width reductions (based on volumes)
- Commercial developments desire to expand their businesses



- Increased traffic congestion - Inner Loop, Center City development
- Zoning code / parking requirements hinder potential development
- Cost of infrastructure improvements
- Cost of technology
- Negative perception of paid parking
- Lack of ADA accessible parking

Preliminary Recommendations

MONROE AVENUE
Parking/Mobility Study

Short-term Recommendations

Parking

- Define on-street spaces - “tick” pavement markings
- Facilitate the creation of shared-parking lots
- Provide remote parking lot and/or shuttle service
- Utilize parking apps for smartphone users
- Expand availability of Wadsworth Square lot
- Unbundle parking for multi-family residences
- Zoning code review and revisions
- Track utilization progress throughout the year
- Expand on-street parking access for ADA spaces

Signage

- Reduce time limit signs & install missing signage
- Provided wayfinding signage to public parking

Transit

- Provide shelters at bus stops, install seating and incorporate bike parking facilities at bus stops

Pedestrian

- Provide countdown timers at lighted intersections
- Repair and delineate existing crosswalks and provide new crosswalks at mid-block intersections

Bicycle

- Continue efforts to incorporate defined bicycle lanes
- Provide bicycle parking shelters
- Install bicycle parking at bus stop/shelters to promote cross-mobility for users

Enforcement

- Shift to customer-friendly approach incremental fines

Zoning

- Code review and revisions
- Parking requirements
- Establish design guidelines
- Form based code
- Incentive zoning



Mid-term Recommendations

Parking

- Create a neighborhood parking benefit district
- Establish Monroe Avenue Parking Manager/Committee
- Residential permit parking - high utilization areas
- Review and adjust travel lane geometry throughout the corridor

Signage

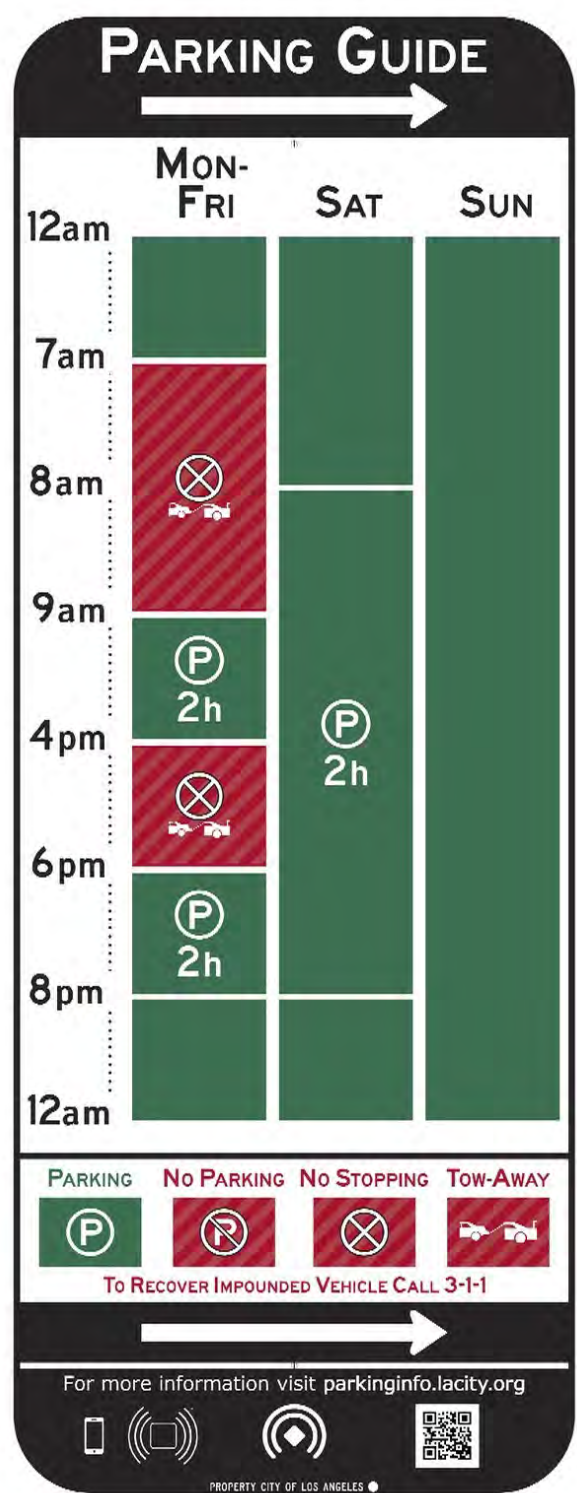
- Change alternate parking regulations

Transit

- Review and expand transit frequency

Pedestrian

- Install mid-block crossings
- Install parking “bump-outs” / curb extensions



Long-term Recommendations

Parking

- Expand parking technology
- Convert existing parking lots to structured or stacked parking
- Mixed-Use parking garage

Transit

- Bridge enhancements at I-490
- Explore alternate transit options including a street car that connects City Center to Brighton

