Montford Drive
Parking & Circulation Study
Parking & Circulation Study
Follow up to the Area Plan based on what we heard

Purpose

1. To look closer and evaluate parking and network related issues (including vehicular connectivity and pedestrian connectivity) in and around Montford Drive
2. Provide opportunities and better connections between the Montford corridor and the surrounding streets and neighborhoods
3. Gain an understanding of implementation strategies
4. Re-evaluate Montford Drive for potential street improvements based on the cross section developed in the area plan
Study Area

Study area limits are bounded by Park Road, Woodlawn Road, Mockingbird Lane, and Little Sugar Creek.

Area Plan encompassed 2000+ acres, we’re looking at connecting 43 of those.
What We’ve Learned

Park & Woodlawn Area Plan (2013)
Park Road Corridor Study (2011)
Central District Plan (1993)
Park Road Corridor Plan (1992)
South District Plan (1991)
In the works...

☑ Ped Connection across Woodlawn *(Completed)*

Over 1500+ Multi-Family Units

Park Road Improvements
- Ped refuge/cut-through at Montford
- Lengthening of turn lanes approaching Woodlawn

Cross Charlotte Trail

Signalized Intersection at Mockingbird Ln/Park Rd
Continued Momentum......

Looking ahead from the Area Plan and what we learned

- Challenges for the area include
  - Limited east/west connectivity
  - Limited connections in and around Montford Drive area
  - Traffic congestion

- Opportunities for the area include
  - Improved mobility and connectivity for all users
  - Implement greenways, parks, and plazas as new development takes place
  - Connections from neighborhoods to activity centers like Montford Drive
  - Enhancing the quality of life
What we know.....

Parking Data

The parking system as a whole experiences the greatest occupancy during the weekday, peaking at noon with a 52% occupancy.

A few of the parking facilities within the study area operate at or near effective capacity, including Park Towne Village at 90% occupied during peak hours.

Room on adjacent properties and roadways for additional parking that can be utilized by the overall study area.

Potential for up to 50 on-street parking spaces on Abbey Place.

Grubb Development will include 56 on-street parking spaces and an additional 42 private street parking spaces.

Understanding the trends.......Ridesharing (Uber, Lyft, etc.)
Study Area Walkability

Typical walk circle radius is .25 miles or a 5 minute walk, but measured as a straight line.

This graphic highlights existing connections as well as potential connections and the approximate times associated with each.
Circulation

How do you get to where you’re going?

- Connect the sidewalk gaps
- Create a safer pedestrian and bicycle environment
- Make the obvious connections (ex. Montford to Abbey via stub street)
- Reduce pedestrian/bicycle and car conflict points (ex. Consolidate driveways)
- Look at the study area holistically
- Connect future amenities (Cross Charlotte Trail)
- Locate wayfinding opportunities
- Make Montford Park walkable
- “Park Once” mentality
Based on the Priority Pyramid exercise, the above rankings are the results of community and stakeholder input in relation to what the community values most when it comes to future improvements to the study area. Walkability and Connectivity were at the top of the list though all of the priorities listed would be taken into consideration for future improvements.
Results Summary

- Walkability and Connectivity are top priorities
- Make Montford Park more walkable
- Parking is available within the study area, but in most cases not easily accessible or visible
- Improve wayfinding signage to direct people to parking areas
- Make necessary roadway and pedestrian connections
- Improve existing pedestrian corridors, i.e. Park Road, Montford Drive, and Woodlawn Road
- Make connections to the Cross Charlotte Trail
- Improve safety of the area with additional signage and lighting
- Make Montford Drive safer and more walkable
- Make improvements while understanding the trends
Improving Montford Drive

Acting as the heartbeat of the Montford Park activity center, Montford Drive has the ability to be a great pedestrian street anchored by what is already an eclectic and highly visited core of bars and restaurants, but improvements are needed. Such improvements include:

- Sidewalks on both sides of the street
- Safer cross access connections to businesses across the street, i.e. raised pedestrian crossings
- Clearly defined pedestrian and vehicular zones
- Narrowed travel ways for vehicles
- Shared bike and vehicle travel way
- Improved lighting and signage
- Enhanced landscaping and street trees

As a part of this study, the design team in collaboration with City staff, re-evaluated the cross section developed as a part of the Park/Woodlawn Area Plan understanding that the right-of-way is limited and constrained and cannot necessarily rely on future development to drive improvements on this corridor.
Improving Montford Drive

Below illustrates a revised cross section more in line with stakeholder input and right of way constraints.
Montford Drive Context
Montford Drive Vision
Montford Drive Street Connection
(Montford Drive to Abbey Place)
Montford Drive Street Connection
(Montford Drive to Abbey Place)

This cross section represents a potential option for the street connection from Abbey Place to Montford Drive.
Priority Projects

The projects listed below have been prioritized based on input from the community and local stakeholders as well as City staff. These recommended projects best represent the needs of the community analyzed throughout the course of this study.

<table>
<thead>
<tr>
<th></th>
<th>Title</th>
<th>Description</th>
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<tbody>
<tr>
<td>1</td>
<td>Stub Street Connection</td>
<td>Includes new sidewalk, new roadway, allowance for structural retaining wall, CHS property mill and overlay and re-striping, driveway re-alignment at BCA property, and pedestrian enhancements at the CHS property. Also includes allowance for lighting, utility relocations, and landscaping.</td>
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<tr>
<td>2</td>
<td>Woodlawn/Montford Signalized Intersection</td>
<td>Cost assumes wood pole signal installation, utility and interconnect tie-ins, in house signal design and construction admin, and landscape/intersection enhancements.</td>
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<td>3</td>
<td>Park Road Improvements</td>
<td>Includes new sidewalk where gap exists or is in need of repair (Reece to Seneca), bus stop enhancements (Reece to Seneca), utility relocations, and flashing beacon at Montford crossing.</td>
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<tr>
<td>4</td>
<td>Montford Drive Streetscape</td>
<td>Includes streetscape and roadway enhancements, lighting, utility relocation, street furnishings, street trees, signage, etc. (&quot;Minimum of sidewalk improvements on one side of the street for temporary pedestrian access improvements and may be done prior to overall streetscape project.&quot;)</td>
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<tr>
<td>5</td>
<td>Abbey Place Improvements</td>
<td>Includes new sidewalk where gap exists, on-street parking striping, signage, and roadway re-alignment at Montford Drive. This item assumes the potential greenway connection to be built by private development. Some improvements included as a part of approved private development.</td>
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<tr>
<td>6</td>
<td>Woodlawn Improvements</td>
<td>Includes new sidewalk where gap exists or is in need of repair, bus stop enhancements, Park/Woodlawn intersection enhancements, Brandywine intersection/median enhancements, flashing beacon at ped crossing, etc.</td>
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<td>7</td>
<td>Hedgemore Improvements</td>
<td>Includes new sidewalk where gap exists or needs replaced, signage, and on-street parking striping. This item assumes a potential roadway connection to Seneca to be built by private development when development occurs.</td>
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<td>8</td>
<td>Secondary Sidewalk Access Behind Bowling Alley</td>
<td>Includes new sidewalk, clearing and grading, retaining wall allowance, pedestrian lighting, and a utility relocation allowance.</td>
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<td>9</td>
<td>- Mockingbird Improvements</td>
<td>All improvements to be built as a part of private development already approved.</td>
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Final Recommendations

The final recommendations are shown on the overall plan. General linework is shown for both the proposed Montford Drive cross section as well as the street connection from Montford Drive to Abbey Place. Areas of enhancement are highlighted, proposed traffic signal locations are identified, recommended sidewalk connections are shown, and priority projects are labeled.