beech grove multi-modal special area study

Creating economic development opportunities through the advancement of a balanced transportation system.

Beech Grove Redevelopment Commission Meeting
February 22, 2007
Hornet Park Community Center
Planning & Project Context
What does multi-modal mean?

Facilities designed for joint use with connections between two or more modes of alternative transportation. Alternative transportation can include:

- Walking
- Biking
- Use of transit
This effort is more than just a transportation study. It is also about:

- Bringing together several in-process planning & construction projects (e.g. Emerson Avenue, Main Street, Greenway, etc.)
- Enhancing the function & character of Beech Grove’s infrastructure (pedestrian, bicycle & transit-friendly)
- Creating economic development opportunities (through land use & transportation)
- Developing a 20-year vision for strengthening the community’s quality of life
Project Purpose

• To support the Mayor’s vision of a “Better Brighter Beech Grove” & a “Family Friendly City”
• To create a tool for the City that guides public improvement projects
• To create a tool for the City that informs private development
• To elevate the importance of a balanced transportation network & thoroughfare character in all land use
How can Beech Grove become multi-modal?

Vision Concept: Existing & Recommended Transportation Systems

Street Geometrics & Spatial Organization

Details & Character

Opportunity for the efficient realization of a multi-modal Beech Grove through design, development, redevelopment & continual investment
What makes a street pedestrian, bicycle & transit-friendly?

In summary …

• Physically comfortable & safe for all users – *balanced transportation system*
• Dedicated or shared/signed facility
• Buffer between conflicting uses
• Adjacent land uses that create visual interest & activity
• Convenient amenities that make it a place where people want to be
Manual & Recommendations
Manual Outline

• Introduction
  Multi-Modal Defined
  Project Evolution
  Purpose & Project Parameters
  Process

• Project Study Area
  Context
  City Limits & Focus Area

• Multi-Modal System
  Transportation
  Land Use
  Multi-Modal System Plan

• Corridor & District Types
  Multi-Modal Application Reference
  Corridor, Component Zone & District Descriptions

• Corridor & District Types (cont.)
  System Application Criteria & Selection Process

• System Recommendations
  Coordination with City of Indianapolis
  Coordination with Transit Provider
  Better, Brighter Beech Grove
  Policy Recommendations

• Design Guidelines
  Purpose & Intent
  Corridor Guidelines
  Component Zone Guidelines
  District Guidelines

• Appendix
  Glossary of Terms
  Meeting Materials
Recommendation Organization

1. Multi-Modal System Plan *(transportation & land use)*
2. Corridor Type Application *(City Limits & Focus Area)*
3. Corridor Guidelines with Component Zones
4. Pedestrian District Application & Circulation
5. Policies
1. Multi-Modal System Plan

- Primary Pedestrian Route
- Primary Bicycle Route
- Primary Transit Route
Corridor application considers both transportation function & adjacent land use character.

<table>
<thead>
<tr>
<th>Primary Corridors</th>
<th>Supporting Corridors</th>
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<tbody>
<tr>
<td>1. Boulevard</td>
<td>11. Residential Street</td>
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<tr>
<td>2. Urban Rush Hour</td>
<td>12. Quiet Street</td>
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<td>5. Suburban Link</td>
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<td>6. Urban Pedestrian</td>
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<td>7. Suburban Pedestrian</td>
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<td>8. Gateway</td>
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<td>9. Greenway</td>
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<td>10. Greenway &amp; Transit</td>
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2. Corridor Type Application

City Limits Corridor Application
2. Corridor Type Application

Focus Area Corridor Application
3. Corridor Guidelines with Component Zones

- **BZ**: Bicycle Zone
- **BTZ**: Bus Transit Zone
- **CZ**: Crossing Zone
- **CHZ**: Clear Height Zone
- **FZ**: Frontage Zone
- **PAZ**: Pedestrian Activity Zone
- **PW**: Pedestrian Way
- **RTZ**: Rapid Transit Zone
- **SPZ**: Street Parking Zone
- **SZ**: Separation Zone
- **VTZ**: Vehicle Travel Zone
Selected Guidelines

**BZ:** Provide bicycle facilities on all primary multi-modal corridors. The facility type will vary depending on the specific corridor’s traffic volumes & speeds.

**BTZ:** Traffic management strategies, such as signalization changes, restricted turning movements & reduced traffic speeds should favor transit vehicles rather than privately operated vehicles on primary multi-modal corridors.

**CZ:** Utilize unique pavement striping for multiple mode crossings (pedestrian, bicycle, etc.) rather than typical pedestrian-only crosswalk striping. This is particularly relevant in multi-use path crossings of roadways.

**FZ:** Demarcate the frontage zone with a continuous score line in the concrete or pavement band, where appropriate, along its edge to provide pavement delineation of the pedestrian way & clear, recognizable boundaries for the zone & its appurtenances.

**MUZ:** A multi-use zone is preferred over on-street bicycle facilities by less experienced or recreational bicyclists due to the physical separation from vehicular traffic.
Selected Guidelines continued

**PAZ:** Locate opportunities for additional outdoor retail space (e.g. outdoor seating for restaurants, temporary vendors, seasonal pushcarts, etc.) in the pedestrian activity zone, along, but not interrupting, the pedestrian way.

**PW:** The pedestrian walking route should be continuous, obvious & not require pedestrians to travel out of their way unnecessarily.

**RTZ:** Give rapid transit vehicles priority at stop lights.

**SZ:** Construct the separation zone as the area of protection between the pedestrian way & the vehicle travel zone.

**SPZ:** On-street parking should be timed to encourage short-term parking in pedestrian districts (e.g. village mixed-use, campus).

**VTZ:** Avoid combining minimum widths for vehicle travel zone & minimum dimensions on adjacent zones, where it could affect the safety of users by reducing the separation between users.
3. Corridor Guidelines with Component Zones

Urban Pedestrian Corridor: Main Street, 8th Avenue to Emerson Avenue

**Definition:** A street segment characterized by a linear distribution of dense mixed uses supported by adjacent residential land use.

**Current Conditions**

- 2-way collector/local
- 61’ curb-to-curb width
- 2 vehicle travel lanes
- No center turn lane
- On-street parking - angle or parallel both sides
- Northside of Main Street - monolithic vertical curb, gutter & 9’-6” sidewalk
- Southside of Main Street - monolithic vertical curb, gutter & 9’-6” sidewalk
- Transit route
- Commercial land use
- 81’ perceived right-of-way
- 80’ existing right-of-way
- No visible utilities
3. Corridor Guidelines with Component Zones

Urban Pedestrian Corridor: Main Street, 8th Avenue to Emerson Avenue

Corridor Recommendation Summary

BZ: Users accommodated in bike lane
BTZ: Users share VTZ, additional pull-offs & shelters at bus stops may be necessary
CZ: See “Component Zone,” requires additional study
CHZ: Minimum height of 9’ is recommended in BZ & PW
FZ: Minimum width of 6” is recommended adjacent to PW
MUZ: Not accommodated in this instance
PAZ: See “Pedestrian Activity Zone”
PW: Users accommodated in sidewalks
RTZ: Not accommodated in this instance
SPZ: Users accommodated in parallel parking
SZ: Width varies, depending on uses included
VTZ: Width varies
District application considers land use character, development patterns & multi-modal facilities.

**Pedestrian Districts**
1. Village Mixed-Use
2. Campus
3. Village Residential
4. Pedestrian District Application

Village Mixed-Use Pedestrian District
1. Downtown / Main Street Business District

Campus Pedestrian District
2. Proposed park & sports complex
3. St. Francis Hospital & complementary uses
4. Beech Grove Public Library, Sarah Bolton Park, Central Elementary & Beech Grove Middle School
5. Churchman Hill Plaza redevelopment opportunity
6. Hartman Park, South Grove Park & South Grove Elementary School
7. Hornet Park, Beech Grove Elementary & Beech Grove High School
8. Emerson Industrial & Business Park
Campus Pedestrian District: St. Francis Hospital & complementary uses

**Definition:** District characterized by a concentration of similar or related non-retail, non-residential use such as a cluster of education, corporate, governmental, or institutional uses.

**Selected Guidelines**

**Pedestrian:** Develop a pedestrian network with a facility every 350 to 400 feet (a typical urban block). See Pedestrian Way (PW) or Multi-Use Zone (MUZ) guidelines for facility types & descriptions.

**Bicycle:** Develop a bicycle network with a facility every 400 to 600 feet. See Bicycle Zone (BZ) or Multi-Use Zone (MUZ) guidelines for facility types & descriptions.

**Transit:** Where appropriate, provide transit stops at a quarter mile optimum walking distance along multi-modal corridors within or contiguous with the pedestrian district.

**Street:** Maintain existing rights-of-ways even when not developed into vehicular streets. Utilize these rights-of-ways where possible to provide pedestrian, bicycle & transit connections.
4. Pedestrian District Application

Campus Pedestrian District: St. Francis Hospital & complementary uses

Selected Guidelines continued

Parking: Provide on-street parking within pedestrian districts, where possible, especially in close proximity to pedestrian destinations. See Street Parking Zone (SPZ) guidelines for additional information.

Traffic Management: Vehicular traffic in pedestrian districts should be slowed to promote walkability. This is achieved through changes in road elevation or alignment. Examples include corner curb extensions, traffic circles, speed tables, chicanes, neckdowns, speed humps & mid-block medians.

Development Patterns: Orient buildings to the street to create a visually interesting & safer pedestrian environment. Refer to Pedestrian Activity Zone (PAZ) for guidelines.

Character & Vitality: Create each district as a “place” with consistent identity features, furnishings & treatment for the district. Refer to Frontage Zone (FZ) & Separation Zone (SZ) for guidelines.
Policy changes will require coordination between the City of Beech Grove & the City of Indianapolis, as many land use & transportation decisions are made by the City of Indianapolis-Marion County Council.

• All public improvements within the right-of-way should be executed so as to accommodate or advance the Beech Grove multi-modal system.
• City of Beech Grove administration, staff & Redevelopment Commission should be the primary champions of this study & manage the implementation of its recommendations.

• Beech Grove City staff should meet with the City of Indianapolis Department of Metropolitan Development (DMD) & Department of Public Works (DPW) regularly to discuss opportunities to include multi-modal facilities in all future planning, development & road improvement projects.
5. Policies

- Beech Grove Redevelopment Commission should promote the intentions & recommendations of this manual to other stakeholder groups throughout the City.
- Recommendations outlined in this manual should be considered in all future studies & development plans in & affecting the City of Beech Grove.
- Private development & redevelopment should be encouraged or required to advance the multi-modal system.
Land use zoning & re-zoning language should be modified to require the inclusion of multi-modal facilities in all new developments & redevelopments. Additionally, multi-modal-friendly amenities, such as landscaping, reduced building setbacks, bicycle & automobile parking, transit stops & shelters & pedestrian activity zones (where appropriate to adjacent land use), should be accommodated to support the Beech Grove multi-modal system.
5. Policies

- Beech Grove City administration should consider the development of a sustainable funding source for multi-modal facility construction & maintenance.
- City of Beech Grove administration should support the development of a countywide multi-modal system plan that would expand the Beech Grove recommended system into the City of Indianapolis & extend into other excluded cities. The *Beech Grove Multi-Modal Special Area Study* should coordinate with this larger plan.
Opportunity for a Multi-Modal Beech Grove
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