

Monroe Street Project

Advisory Board Meeting

August 25, 2016

N. Monroe Project Advisory Board

Position 1

N. Monroe Business Owner
Legacy

Ed Ardiss

Position 2

N. Monroe Business Owner
New/Emerging

Brianna Musser

Position 3

N. Monroe Property Owner

Dale Westhaver

Position 4

Emerson/Garfield
Neighborhood

E.J. Ianelli

Position 5

Neighborhood Resident

Megan Kennedy

Position 6

North Hill Neighborhood

Michael Trautman

Position 7

At Large

Chris Bornhoft

Position 8

West Central Rep

Mike Wallace

Position 9

Business Owner From
Riverside

Jill Leonetti

City Council District 3

**Council Member
Karen Stratton**

City Council District 3

**Council Member
Candace Mumm**



Surviving Construction Meetings



- Potential Gateway
- Potential Focus Areas
- Remaining Project Area

Focus Area 1: York to Cleveland or Fairview



FOCUS AREA 1



Between Cleveland & Grace looking east



NE Corner of Monroe and York



NW Corner of Monroe and Grace



NW Corner of Monroe and York Looking west



SW Corner of Monroe and Fairview



SW Corner of Monroe and Grace looking west



SE Corner of Monroe and Cleveland Looking west

Focus Area 2: Indiana to Montgomery



FOCUS AREA 2



NE Corner of Montgomery and Monroe



Between Montgomery and Mansfield



Between Montgomery and Mansfield

2



Entering Project Area, Indiana and Monroe (Google Maps Image)



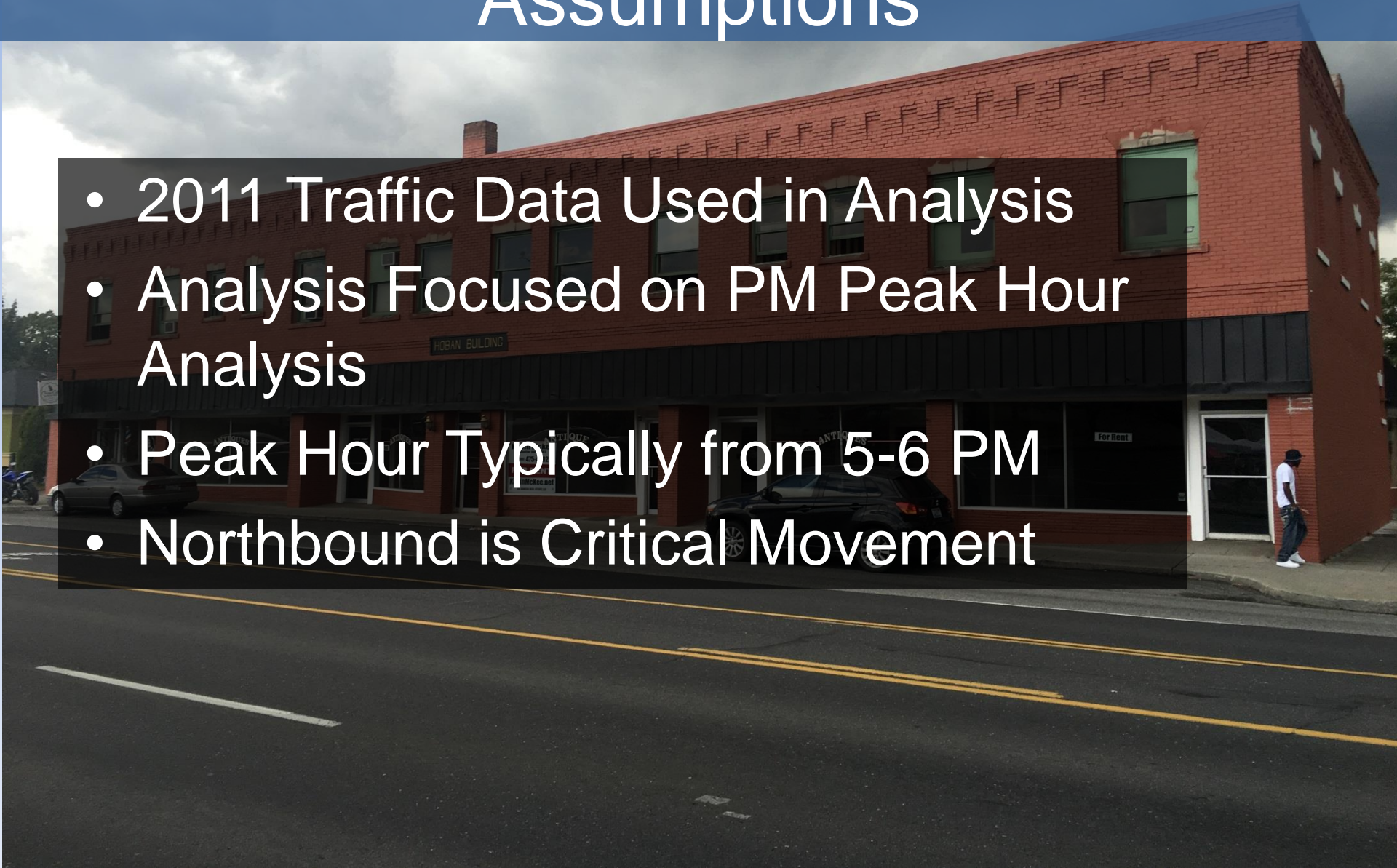
Between Shannon Ave and Knox Ave on Monroe (Google Maps Image)

Overview

1. Traffic Volume Reduction / Shift
2. Level of Service Comparison
3. Queuing at Indiana
4. Travel Time
5. Pedestrian Data
6. Emergency Vehicles
7. Deliveries and Garbage Pick-up
8. Snow Storage

Traffic Analysis Process and Assumptions

- 2011 Traffic Data Used in Analysis
- Analysis Focused on PM Peak Hour Analysis
- Peak Hour Typically from 5-6 PM
- Northbound is Critical Movement



TRAFFIC VOLUME REDUCTION AND SHIFT



235
CARS

15% reduction in volume
during PM Peak Hour

ESTIMATED DIVERSION DISTRIBUTION

DIVISION



95 CARS
40%

MAPLE/ASH



55 CARS
25%

POST ST.



55 CARS
25%

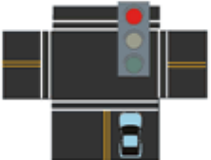
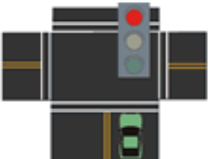
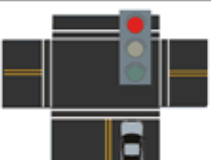
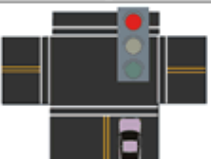
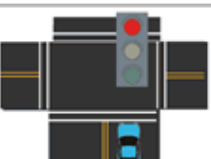
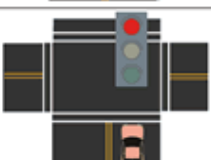
LOCAL ROUTES



30 CARS
10%

LEVELS OF SERVICE

for Intersections with Traffic Signals

Level of Service	Delay per Vehicle (seconds)
A	 ≤ 10
B	 11-20
C	 21-35
D	 36-55
E	 56-80
F	 > 80

Factors Affecting LOS of Signalized Intersections

Traffic Signal Conditions:

- Signal Coordination
- Cycle Length
- Protected left turn
- Timing
- Pre-timed or traffic activated signal
- Etc.

Geometric Conditions:

- Left- and right-turn lanes
- Number of lanes
- Etc.

Traffic Conditions:

- Percent of truck traffic
- Number of pedestrians
- Etc.

Level of Service Comparison

Corridor	Existing Conditions - 2011 PM Peak	3-Lane Monroe - 2011 PM Peak	Corridor	Existing Conditions - 2011 PM Peak	3-Lane Monroe - 2011 PM Peak
	LOS	LOS		LOS	LOS
Maple-Ash Corridor			Division Corridor		
Ash / Garland	B	B	Division / Garland	C	C
Maple / Garland	C	C	Division / Montgomery	A	A
Ash / NW Blvd	B	B	Ruby / Montgomery	A	A
Maple / NW Blvd	C	D	Division / Indiana	B	B
Ash / Indiana	A	A	Ruby / Indiana	A	A
Maple / Indiana	A	A			
Wall-Post Corridor			Monroe Corridor		
Post / Garland	B	B	Monroe/Indiana	C	C
Wall / Garland	B	B	Monroe/Montgomery	A	N/A
Post / Buckeye	C	C	Monroe/Garland	C	C
Post / Indiana	B	B			

Northbound Queuing at Indiana during PM Peak Hour



	5 LANES	3 LANES
Northbound	370 ft	600 ft
Time to Clear Queue	36 secs	58 secs

TRAVEL TIME

5 LANE

Northbound

North of Indiana
to Garland



3.33 MIN
200 SEC

Northbound

South of Indiana
to Garland



4.5 MIN
270 SEC

3 LANE



Northbound

North of Indiana
to Garland

3.33 MIN
200 SEC



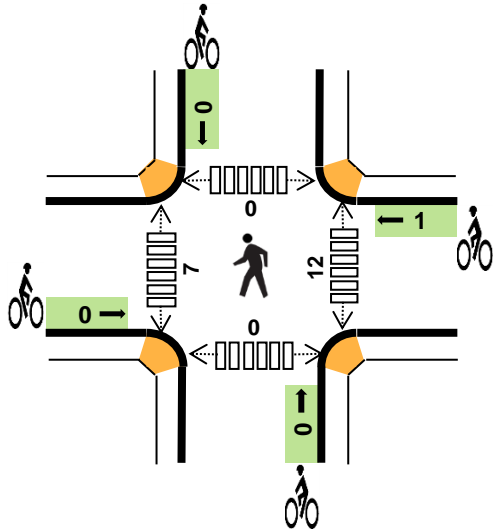
Northbound

South of Indiana
to Garland

4.6 MIN
280 SEC

Pedestrian Data

Date: Wed, Apr 13, 2016
Count Period: 3:00 PM to 7:30 PM
Peak Hour: 4:30 PM to 5:30 PM

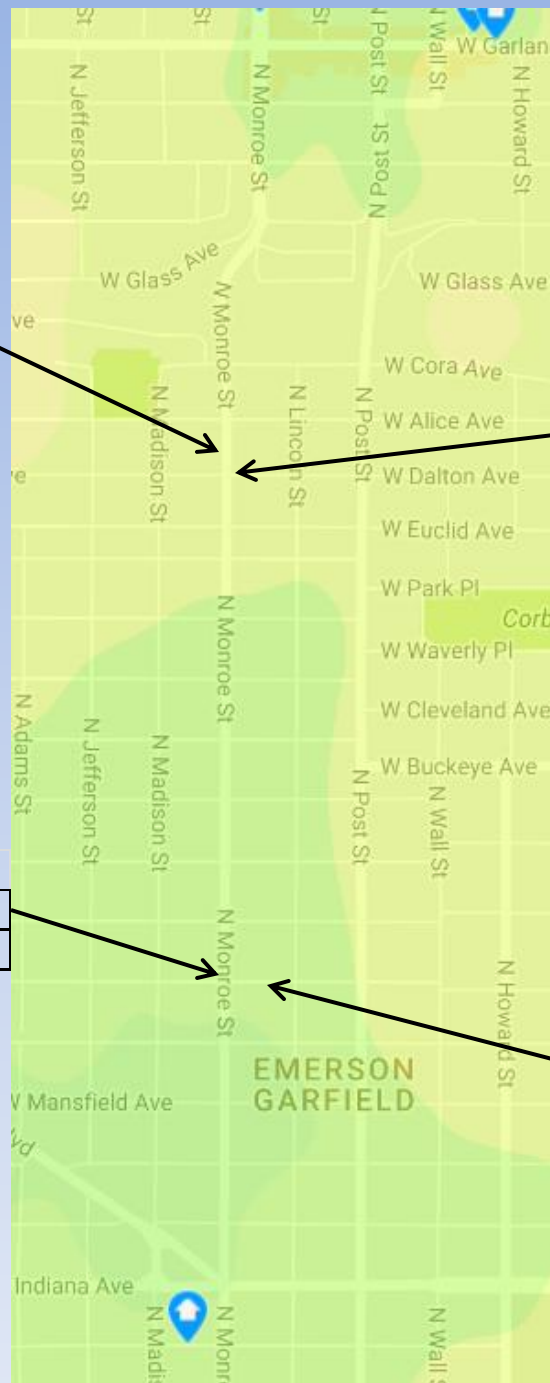


On Monroe		
Max	Min	Ave.
98	21	53

On Dalton		
Max	Min	Ave.
21	7	14

On Monroe		
Max	Min	Ave.
69	36	49

On Carlisle		
Max	Min	Ave.
11	2	7



Emergency Vehicle Response

Police

- Response Time
- Lane Width Improvement
- Emergency Evacuation



FIRE



Deliveries and Garbage Pick-up



Deliveries

Center lane, drop-off zones, etc.

Garbage

Alley, Parking lot, and Side Street pickup.



Snow Removal

Plowing

Present condition is to plow to the curb.
Future condition will remain plowing to the curb.

- Wider sidewalk provide better storage space.





QUESTIONS?

