

Recommendations

“Parking is generally the first and last interaction that visitors have with a destination, and so has a major impact on their experience.” - Todd Litman, [Parking Management Best Practices](#)

Introduction

The Franklin Street Corridor is a vibrant commercial district with shops, restaurants, bars, offices, services, a park, and library. The Corridor also hosts several events throughout the year. This activity has created a place that businesses want to locate, but also a need for residents in adjacent neighborhoods to have their parking preserved. For successful business and resident interaction in the Franklin Street Corridor, all visitors and employees must have a clear understanding of where to park. Alta Planning and Design conducted an initial Existing Conditions Report for this [Franklin Street Parking Management and Active Transportation Plan](#). This report included a parking demand and supply analysis as well as a review of the policies and regulations that are currently in place in the Franklin Street Corridor. **The key findings from the Existing Conditions Report are:**

- The supply of parking is adequate to meet demand in the focus area, with a total of 1,178 available on-and off-street parking spaces, of which 52% were occupied in the peak time counted; however, its proximity to some establishments may discourage use, and private use restrictions (e.g., private parking, for customers only, etc.) may prevent the parking supply from being used by many visitors and residents to the study area.
- The overlay district as proposed by City Council to require parking as a function of area (square feet) for businesses does not take into account the variation between occupied space of a structure, which favors establishments with larger open areas to assemble patrons (i.e.) bars, than retail establishments or smaller establishments with a higher ratio of non-customer spaces such as store rooms, kitchens, back offices, etc.
- There is nothing in the overlay district proposal that would provide for residential parking along the streets one block off of Franklin Street, where many residents, particularly those without a garage or assigned parking spaces, must park.
- Shared parking agreements, which are sometimes used to meet the parking requirements in the zoning code, vary widely in scope and coverage related to lease terms, maintenance agreements, and insurance/indemnification requirements.
- Low traffic volumes on Franklin Street, as well as a low percentage of truck traffic, present ideal conditions for roadway reconfiguration, also known as a road diet, in which one or more motor vehicle travel lanes are converted to bike lanes, widened sidewalks, or other public space elements in order to meet various goals for the corridor. These goals may include better bicycle and pedestrian transportation, roadway safety for residents and road users, motor vehicle crash reduction, enhancements to the historic character of the district, or even diagonal parking to increase the on-street parking supply

The following pages outline recommendations for a comprehensive parking solution that address the needs of different users in the Franklin Street Corridor. These recommendations are intended to maximize the value of the existing parking stock and reduce the need to construct new parking lots. Ideally these recommendations are to be implemented together, or phased in over a short amount of time, otherwise a partial implementation may create negative effects on some of the users to the district. For instance, the recommendation for an overlay district should not be implemented before residential parking protections are established. These recommendations will necessitate the Franklin Street Business Association, Franklin Street Events Association, Lamasco Neighborhood Association and departments within the City of Evansville to coordinate policy, enforcement, and processes in tandem for a parking management system in the Franklin Street Corridor to be successful.

Zoning Recommendations

Adopt a New Parking Management Overlay Zoning District

The City of Evansville should adopt a Parking Management Overlay Zoning District to relax minimum off-street parking requirements. This overlay district is an integral element to the overall parking management strategy for the Franklin Street Corridor. The overlay district acknowledges the challenges inherent in application of current off-street parking and loading requirements to the historic, traditional structures, lots, and development patterns that characterize the Franklin Street Corridor. The overlay district addresses off-street parking requirements by affording businesses relaxed parking requirements that would not otherwise be allowed in many of the underlying zoning districts. Relaxations may include minimum number of parking spaces, location and distance of alternate lots, and provision of bicycle parking to further reduce the required number of motor vehicle parking spaces. The intent of the Parking Management Overlay Zoning District is multifold:

1. To encourage development by creating multiple avenues through which business and property owners can pursue parking arrangements to adequately serve their businesses;
2. To minimize adverse impacts to adjacent residential and commercial properties;
3. To support the full use of the available off-street parking supply to meet the needs of both current and future development; and
4. To reduce the need for new private parking lots.

In developing the recommended Parking Management Overlay Zoning District, two of the three recently proposed overlay zoning districts were carefully analyzed and considered, particularly with regard to parking-related requirements. The recommended overlay and the proposed overlays all share the same boundary, which extends to St Joseph Avenue to the west, Michigan Street to the north, Fulton Avenue to the east, and Illinois Street to the south. The first of these, the Franklin Street Overlay as Proposed by Evansville City Council, was proposed in July 2017. This overlay afforded property owners the option to calculate parking requirements at a flat rate of 1 space for every 400 square feet of floor area. While this rate was favorable compared to the development standards in the underlying zoning districts for most uses along the corridor, some land uses would find this rate stricter than current requirements. In addition, this proposal also requires all off-street parking to be located in the rear of the property.

The second overlay proposal, referred to as the Amended Franklin Street Overlay as Proposed by Lamasco Neighborhood Association, was submitted in October 2017. This proposal afforded property owners an alternative method for calculating parking requirements based on a sliding scale in which the number of

parking spaces per square foot or per seat increased with the total square footage or number of seats in the development. As such, developments with more seats or larger gross floor area are required to provide more parking spaces per square foot or per seat. This proposal does not require all off-street parking to be in the rear of the property.

A third overlay proposal, referred to as the Amended Franklin Street Overlay as Proposed by APC Member Cheryl Musgrave, was not reviewed at the time of this proposed recommendation.

- The recommended Parking Management Overlay Zoning District differs from recent proposals in a number of ways. First, and most importantly, the manner in which off-street parking requirements for commercial businesses is relaxed has direct correlation to the current off-street parking requirements for the underlying zoning districts. All commercial uses permitted in the underlying zoning districts are afforded a 25 percent reduction of the minimum number of required off-street parking spaces as specified in EMC 18.135.080 - Amount of Off-Street Parking. As such, this recommended overlay district is sensitive to the relationship between use type and required parking, whereas both of the recent overlay proposals are purely a function of square footage and/or number of seats.
- A second important difference between the recommended overlay zone and recent overlay proposals is that the recommended overlay zone applies equally to all commercial uses, regardless of use type, building size, or other variables impacting minimum parking requirements. The July overlay proposal relaxes parking requirements for some use types, most notably restaurants and bars, but increases minimum parking requirements for others (in which case those developments would use the off-street parking standards as currently exist per the underlying zoning district). The October overlay proposal, on the other hand, relaxes parking requirements for smaller developments, regardless of use type, while tightening requirements for larger developments using a sliding scale.
- A third noticeable difference between the recommended overlay zone and the July overlay proposal is the restrictions on location of off-street parking. The July overlay zone requires off-street parking to be located “in the rear of the property”, which eliminates the opportunity for developments to take advantage of the parking requirement relaxations in conjunction with off-site parking opportunities within 300 feet of the property as outlined in EMC 18.135.020. The recommended overlay, on the other hand, encourages off-site parking and shared parking lots with nearby property owners to utilize all existing off-street parking spaces as a means to meet minimum parking requirements. The recommended overlay increases the allowable distance of off-site parking to 750 feet, roughly the equivalent of two blocks in the Franklin Street Corridor, to encourage shared parking opportunities as a more cost-effective means of meeting minimum parking requirements than site modification and/or property acquisition.

Sample Overlay District Code Language

The following code language is based on best practices and has been tailored to conform to language in the City of Evansville’s current Off-Street Parking and Loading Requirements. This sample can be further tailored to address constituents’ needs and aspirations for the Franklin Street Corridor and surrounding area.

Guidelines

Purpose. The purpose of the Franklin Street Corridor Parking Management Overlay Zone (“FSCPMOZ”) is to facilitate investment involving improvements to land and structures within the district by offering relaxed parking standards that are consistent with the character of the Franklin Street Corridor. The FSCPMOZ overlays properties already classified into existing zoning districts. The intended result of the overlay is to establish a mixed-use area with adequate parking that supports the desired diversity of uses, minimizes adverse impacts to adjoining residential parking, discourages the building of new private parking lots, and encourages shared parking on publicly accessible lots.

Location

The FSCPMOZ is established in the Franklin Street Corridor business district as shown on the FSCPMOZ map included at the end of this chapter, and on the official City of Evansville zoning map.

Definitions

Relax. To make a rule or regulation less strict.

Shared Parking. An off-street parking lot that provides parking spaces for two or more businesses to satisfy those businesses’ minimum parking requirements per City code.

Off-Site Parking. A parking area located on a separate lot than the principal use it serves.

Approval Criteria

All new development and additions, expansions, modifications, or changes of use of existing structures within the FSCPMOZ must meet the following criteria in order to be approved:

1. **Zoning.** The underlying zoning classification of the district is unchanged. All zoning code requirements not mentioned herein as part of the FSCPMOZ are subject to the requirements of the underlying zoning classification (including the development standards in Table A in EMC 18.130.010).
2. **Parking.**
 - a. In residential zoning districts, parking lots or parking spaces are subject to approval by Site Review Committee, and must comply with development standards of the underlying zoning classification.
 - b. In commercial zoning districts, the off-street parking requirements shall be reduced by 25% of the number of minimum parking spaces required in the development standards in EMC 18.135.080 - Amount of Off-Street Parking. If the minimum number of parking spaces required in the development standards is less than five, there shall be no reduction.
 - c. **Off-Site Parking.** In commercial zoning districts, off-street parking shall be located on the same lot as the principal use or, if the size or shape of the lot or the existence of a nonconforming building or use prevents providing the parking facilities on the lot, the owner may provide the facilities on an alternate lot within 750 feet if a copy of the deed or lease agreement is filed for the alternate location of parking spaces with the Area Plan Commission.
 - d. **Shared Parking.** A parking lot within the FSCPMOZ may serve more than one property or development, provided that the total number of parking spaces used by all properties or

- developments to meet their parking requirements does not exceed the number of parking spaces on the parking lot.
- e. Off-site parking agreements and shared parking agreements will be recorded on the standard shared parking agreement form provided by the Area Plan Commission.
 - f. In no case shall on-street parking spaces within the public right-of-way be considered in the requirements for parking for a development use.
 - g. Bicycle Parking. New or existing automobile required parking spaces for all non-residential uses may be replaced by bicycle parking at a ratio of one automobile parking space for every four bicycle parking spaces provided. Notwithstanding the foregoing, no more than 20 percent of the required automobile parking spaces for nonresidential uses shall be replaced at a site. For buildings with less than 20 required automobile parking spaces, up to 4 parking spaces may be replaced with bike parking.

Parking Recommendations in the Corridor

The Franklin Street Corridor hosts a variety of businesses, customers, residents and events. These activities and uses create several categories of parking needs that should be accommodated in both on-street spaces and off-street parking lots. Generally - if an employee, shopper, or event attendee is anticipating his/her stay in the Franklin Street Corridor to last for many hours – a long-term or off-street space is likely the best choice for parking. The prime spaces along Franklin Street are intended for customers with a need for shorter term parking, and are prime parking that should be used as such. The residents that live one block off of Franklin Street also require special attention and accommodations for their parking needs to prevent parking for businesses from encroaching on residential uses. The following outlines recommendations for using available spaces and locations efficiently to meet the various parking needs in the corridor.

On-Street Parking Protections

On-street parallel parking in the corridor is a resource that should be clearly marked and regularly enforced to ensure efficient use of the parking spaces. The term “parking protections” reminds residents, employees, and visitors to the area that these spaces have an intended user in mind; residents, people who are parking for less than two-hours, and people who are parking for more than two-hours. Map 1 displays the proposed on-street parking protections within the FSCPMOZ. The Evansville Municipal Code, Chapter 10:15 details parking regulations. Specifically, allowing for on-street parking regulations in Section 10.15.050 (C). When signs are erected on each block giving notice thereof, no person shall stop, stand, or park a vehicle between the hours specified on the signs.

Residential Parking Protections - Permit Zones

The Board of Public Works in conjunction with the Board of Public Safety should designate by signs, painted markings, or other means as they determine proper the area to be used as parking areas for residents. Map 1 proposes streets to be designated within two blocks north or south of the Franklin Street Corridor, between St. Joseph Avenue and Ninth Street, as a Residential Permit Zone. This Residential Parking Permit Zone would restrict parking to no more than two hours in the areas defined and create preferred residential on-street parking for residents and their guests. Permit holders would display a tag in the car and be able to give the tags to visitors to display. The permits would be free to residents and additional free permits would be made available for visitor parking. The parking zone would be clearly signed in the areas shown on the map. The permitting process, including registration, provision of permits to residents, and

annual permit renewal, should be further refined and managed by the Board of Public Works or applicable department as determined by the City.

The following is a sample ordinance to implement this recommendation.

A. Definitions. As used in this Section, the following terms shall have the meanings ascribed thereto:

RESIDENT

Any person who lives in property abutting a street designated as a residential parking zone.

RESIDENTIAL PARKING ZONE

Any street or part thereof in one (1) of the hereinafter defined residential zones which is designated as such with a specified parking time limit of two (2) hours.

RESIDENTIAL ZONE

The residential areas of the City shall be divided into such number and such locations as are shown on the official map kept on file in the office of the City Clerk.

VISITOR

Any person who is a household guest, a visitor, a workman performing services for, or domestic help for, a resident.

B. Residential Parking Permit. On any street which is designated a residential parking zone, parking in excess of the prescribed parking time limit will be permitted by a resident or a visitor with a valid resident or visitor parking permit.

C.

Parking Permit. A resident or visitor parking permit issued in any of the numbered residential zones of the City shall not be valid in any other numbered residential zone.

D.

Issuance Of Parking Permit. The City Clerk shall issue resident parking permits and visitor parking permits for the numbered residential zones to a resident of any street designated a residential parking zone.

2-Hour Parking

The parallel parking spaces along Franklin Street, the side streets intersecting Franklin one block north and south, and around the perimeter of the Westside Library and Park are the prime locations where turnover is encouraged. The signs for two-hour parking should read: "Two Hour Parking between 8am and 8pm Daily." These spaces are intended for customers who will be spending two hours or less during the peak period of parking demand in The Corridor. To achieve a higher turnover rate, a two-hour time limit for these spaces should be posted and enforced.

Accessible Parking Spaces

There are currently five on-street parking spaces within the Franklin Street Corridor Study Area that meet the requirements for accessible parking. The Access Board, an independent federal agency that promotes equality for people with disabilities, recommends that a venue with 400 parking spaces to have 9 accessible parking spaces. There are 419 on-street parking spaces in the focus area for the Franklin Street Corridor, and it is recommended that four accessible spaces should be added to the five current spaces.

Requirements for accessible parking from the Department of Justice's 2010 ADA Standards for Accessible Design, call for at least one of every six accessible parking spaces must be sized to accommodate vans. These accessible spaces should be placed throughout the Study Area. The design of these spaces should be a minimum of 24 feet long (parallel to the curb) and 13 feet deep (perpendicular to the curb). The 13 feet

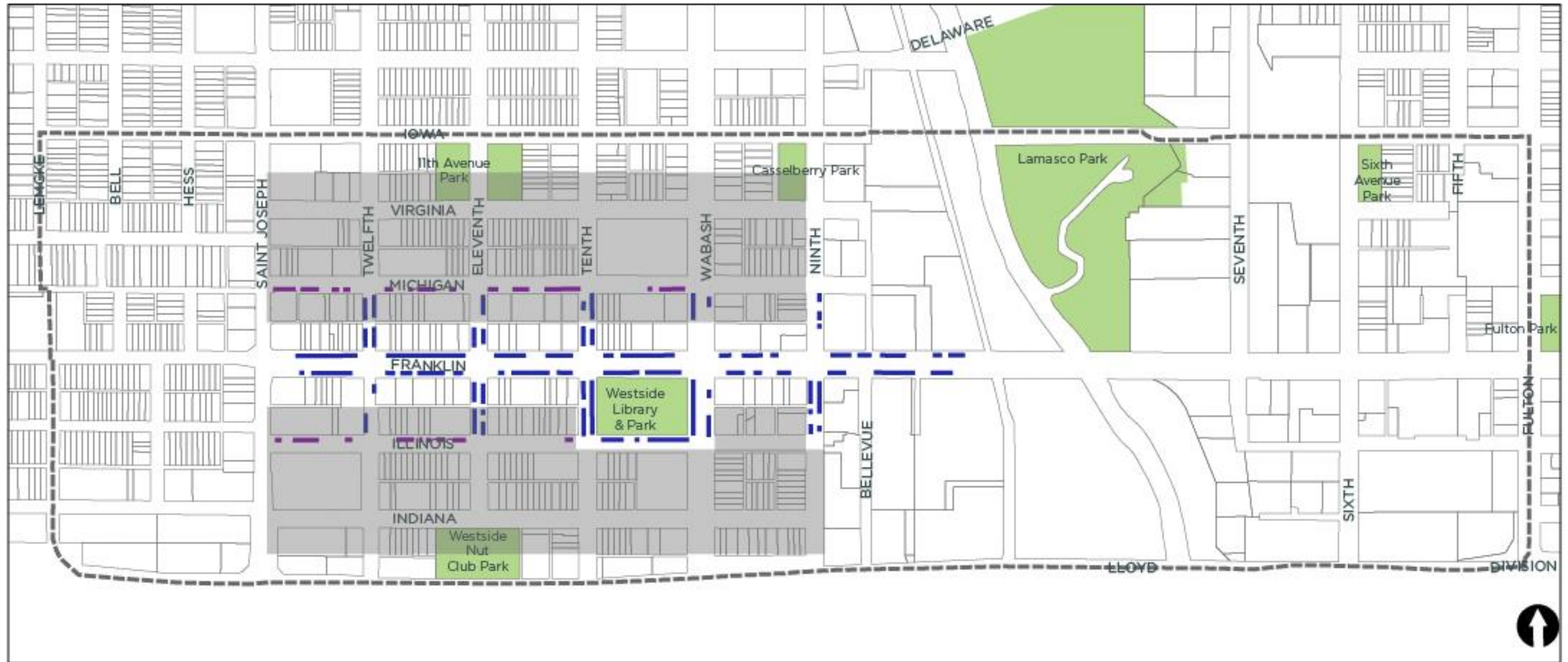
is the combination of the standard 8-ft wide parking space and the standard 5-ft wide adjacent access aisle for handicap parking. A box of that dimension should be painted and appropriate signage installed. The placement of these spaces should be at the end of a block to make use of the intersection curb ramp to access the sidewalk. With the addition of a protected bikeway on Franklin Street, ideally the ADA spaced would fit into the proposed cross section of the street.

12-Hour Parking

The on-street spaces on the south side of Michigan and the north side of Illinois are marked as parking with a 12-hour time limit. The 12 Hour signs should read: "12 Hour Parking 8am to 8pm Daily." These spaces are intended for shoppers, employees, or resident parking.

Enforcing Parking Protections

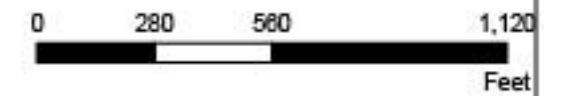
Enforcing parking protections outlined above will be critical to the effective management of the focus area's parking supply. It is important that the creation of new parking regulation zones, the installment of new parking regulation signs, and the enforcement thereof does not come as a surprise to the area's residents, employees, and visitors. It is recommended that the City Clerk's Office create a press release and post a notice on the City's website prior to the installation of new parking regulation signs stating that the new On-Street Parking Signs will be enforced on X Date. It is recommended that the enforcement for the signs is targeted at adjusting times twice a day to adequately enforce these regulations during periods of turnover. Additional detail is provided for parking enforcement operations in the below Parking Management Recommendations section.



LEGEND

- RECOMMENDED 2 HOUR PARKING*
- RECOMMENDED 12 HOUR PARKING*
- PARCELS
- ▭ STUDYAREA
- ▭ RESIDENTIAL PARKING PERMIT ZONE

*Parking spaces defined the existing conditions document



Map 1: Proposed Parking Protections

Parking Management Recommendations

Create a West Side Shared Parking Management Association

What it is:

It is recommended that business and residential stakeholders within the Study Area form a shared parking management association (hereafter referred to as the “association”) to manage off-street parking facilities for the area. Shared parking is defined as off-street parking facilities that are available for legal parking during business hours for customers, employees, and visitors for more than one business establishment for whom off-street parking is required per City code.

This association would be responsible for the day-to-day management of parking facilities located on private property for spaces that are leased to one or more individuals or businesses seeking to provide parking in the area. The limits of the area should be agreed upon at the formation of the association but should include, at minimum, commercial land uses within the area bounded by Illinois Street, St. Joseph Avenue, Michigan Street, and 9th Avenue.

Revenue generated based on maintenance agreements paid to the association would provide for regular maintenance of parking lots, trash collection, and any enforcement activities (e.g. towing) that would be needed to clear vehicles in violation of the shared parking requirements from the managed lots. The cost of paying for a tow would be included in the services offered by the association in exchange for shared parking fees per the lease agreement.

This arrangement establishes an arrangement for the shared management based on leased spaces only. Any sale or subdivision of property would still be subject to land use, zoning, and subdivision regulations in effect within the City of Evansville.

What it does:

It is recommended that the association in coordination with the Area Plan Commission should be responsible for maintaining an inventory and database of off-street parking facilities. The database would list the number of spaces per parking lot, and the association and Area Plan Commission would keep a record of lease agreements that are in effect for each lot, the number of spaces included in each lease, and the amount of lease subscriptions for each lot (e.g. identify the percent under or over capacity that a lot is leased).

At the discretion of the association, a parking lot *may* be leased above capacity provided the following conditions are met:

- The lessee can identify the peak period for which the business is open;
- The lessee is not permitted to lease more than 25% of parking spaces that share a peak period with another business who shares a similar service or use (e.g. two retail establishments with similar hours, two restaurants with similar hours, or two bars with similar hours may only share 25% of leased spaces).

The association should review lease agreements between lessees and lessors wishing to participate in the shared parking agreement within the district to confirm that:

- The lease terms include adequate fees that cover the cost of sweeping, trash removal, and maintenance of the parking space (pavement markings and resurfacing) for the duration of the lease term;
- The lease terms include adequate insurance requirements and protections that indemnify the owner of the parking lot against claims for damages by any user of the parking lot;
- The lease terms include adequate fees to provide for part-time or overtime pay for city staff for dedicated enforcement of parking, public safety, and nuisance enforcement in the district. This would provide resources for the City to respond to calls by anyone in the district including customers, business owners, visitors, and residents;
- That lessees are provided with contact information for the enforcement activities described above;
- Lease terms should be finite and clearly defined, and the cost of shared parking should reflect the cost of the terms set forth in the lease agreement.

The association may also consider the coordination of maintenance and provide for joint purchasing agreements for contractors for resurfacing, pavement markings, signs, security, lighting, and off-street parking enforcement towing to help negotiate lower costs for participants of the shared parking program.

Enforcement of parking on public rights-of-way (city streets) would remain under the jurisdiction of the City. This includes on-street parking reserved for commercial uses (e.g. two-hour parking restrictions observed on Franklin Street and various cross-streets), as well as on-street and off-street parking set aside for residential parking (see the residential parking recommendation).

As part of the shared parking arrangement, shared parking agreement fees should provide a budget to pay for the cost of part-time or overtime enforcement by public safety officers employed by the City. The budget and its expenses should be made available for viewing by any lessee or lessor of shared parking agreements within the district. This would provide a dedicated funding source to apply City resources for enforcement in the district.

How it is formed:

The association should consist of a board of representatives from each business association and should be structured so as to balance the needs of residents with that of business owners who represent the interests of shoppers and customers to the area. Association membership should consider the following structure:

- One (1) representative appointed by the Franklin Street Business Association
- One (1) representative appointed by the Franklin Street Events Association
- One (1) representative appointed by the Lamasco Neighborhood Association
- One (1) resident at-large (need not be a property owner)

Association bylaws should be developed that guide rules for determining a quorum, conducting business, duration of representative appointment, voting requirements, etc.

Opt-Out:

Business and property owners may opt-out of participating in the shared parking management within the district. However, the City shall not recognize the validity of shared parking arrangements proposed outside of the association.

Property owners choosing to opt-out would continue to be responsible for the cost of continued maintenance and enforcement on their property including, but not limited to: pavement markings, resurfacing, trash removal, security, lighting, and regulatory signage. For more information on best practices for shared parking and/or parking management associations, visit:

<http://www.vtpi.org/tdm/tdm89.htm>

Recommendations for Active Transportation

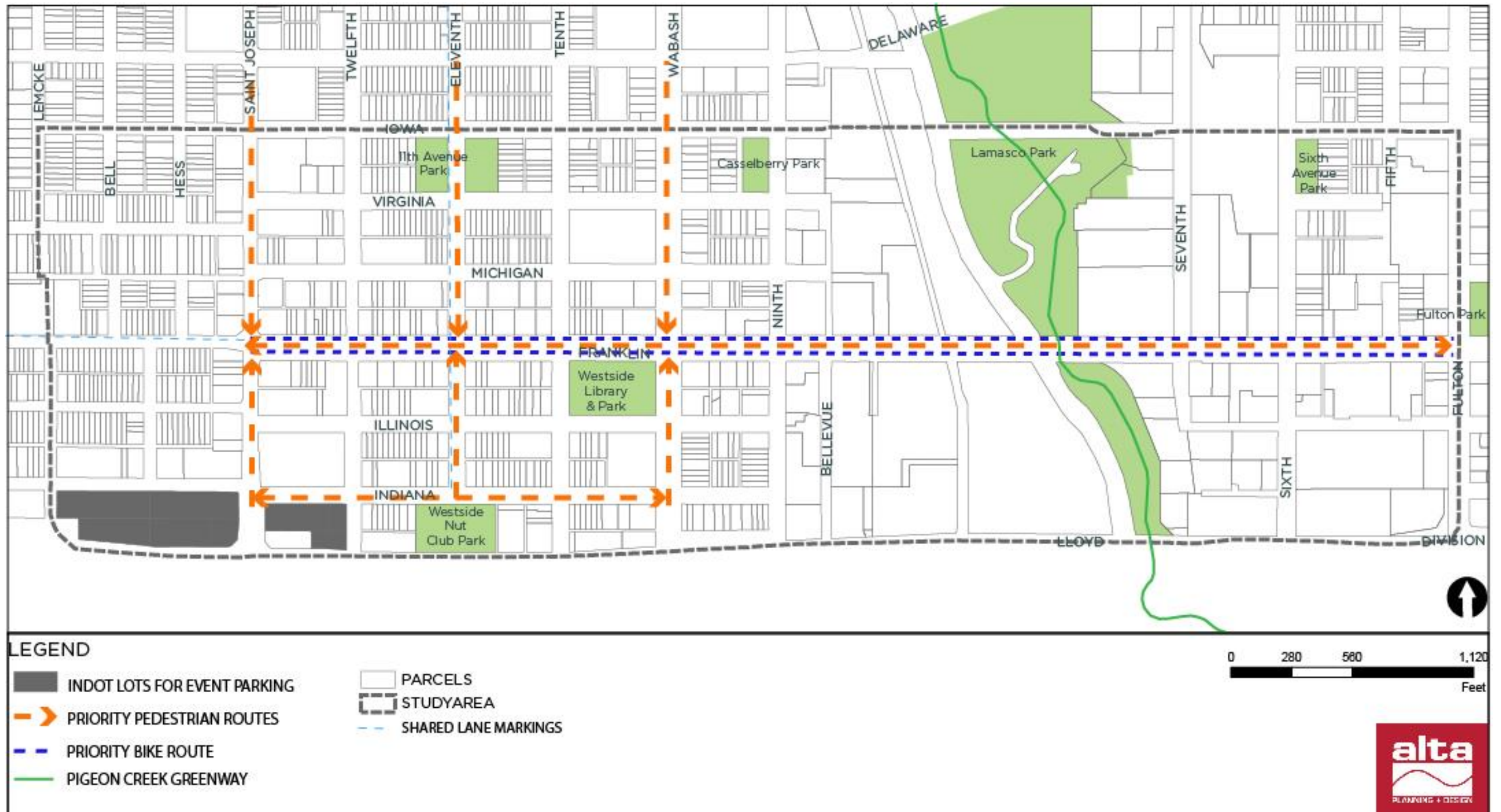
The Franklin Street Corridor is a shopping, dining, and event destination. The Franklin Street Bazaar and the Fall Festival bring thousands of people to the corridor. Eliminating the dependence on an automobile requires added attention of access from other modes such as walking, biking and transit for moving in and around the corridor and to and from areas where parking is encouraged for visitors to the area.

Recommendations for walking and biking address much of what was represented in the focus group meetings in September. Comments centered on the fact that walking and biking along and around the corridor are not appealing and pose safety and security concerns. Concerns involved lighting, safe street crossings, maintenance, width of sidewalks, and lack of protected bikeways that would appeal to range of people who live in the corridor as well as wish to visit the corridor. Currently there is one bike share station at the Westside Library Park, and a few bike racks directly in front of the Tin Man Brewing Company.

In discussions with corridor stakeholders, information was provided regarding a soon-to-be-running rubber tire trolley called Trolley of the Evansville Districts, or TED. The trolley effort is being spearheaded by Growth Alliance for Greater Evansville (GAGE). The trolley, which could begin operations as soon as November, will run Thursday, Friday, and Saturday nights, as well as Saturday during the day, and will connect Haynie's Corner to downtown/casino as well as Franklin Street. This trolley will provide another alternative mode of travel that will impact how people move about the Franklin Street Corridor, and connect to other key destinations in Evansville. Funding is envisioned to be funded through several organizations, matching grant programs, and corporate donors. The trolley ideally would utilize METS' DoubleMap bus tracking system. Costs for the trolley at this point are expected to be \$20,000 annually for operations. A goal for operations and maintenance will be for the city to assist with maintenance through the METS (housing the trolley after hours, vehicle maintenance). The previous description of the trolley operations was documented at that point in time, and exact details of trolley operations are subject to further verification.

Pedestrian and Bicycle Improvements

Map 2 is a network planning map that defines the proposed priority routes for biking and walking to and from the Franklin Street Corridor. This priority route map defines the primary connections to the focus area from the rest of the study area. Based on the priority route map, recommendations were developed for biking and walking improvements that are focused on these routes within the focus area that pedestrians would use to access on-street and off-street parking lots along Franklin Street, as well as getting to the focus area by walking biking or transit. These pedestrian areas are critical linkages and provide an opportunity for the Franklin Street Corridor for people to travel to and/or experience the Franklin Street Corridor. The pedestrian network will also serve to connect destinations to transit and future Trolley stop locations. The Franklin Street Corridor has the potential to serve as a critical bicycle network connection to the Pigeon Creek Greenway, as well as destinations such as Main Street and downtown to the east.



Map 2: Bicycle and Pedestrian Priority Routes

Bicycle Improvements

Introduction

One demand management strategy to address both the number of motor vehicles in the corridor, as well as the number of motor vehicles that need to find parking in the corridor, is to make bicycling more appealing. In order to make bicycling more appealing to people who work, live or visit the Franklin Street Corridor, the bikeways offered need to match the age range and skill levels of those people who would or could use bicycle as a form of transportation. The existing cross section of Franklin Street includes two lanes of travel in each direction with parking and shared lane markings in the wide outside lanes. The street varies from a 76' wide street section between Wabash and Fulton, to two 34' wide sections separated by a median between St. Joseph and Wabash. Traffic volumes in this segment range from 7,979 and 8,288 ADT with no more than 5.5% of truck traffic. The road diet concept was noted in the Evansville Bicycle and Pedestrian Connectivity Master Plan and will allow the reallocation of space to provide parking protected bike lanes from St. Joseph to Fulton through the application of a road diet. The bikeways recommended can be divided into two key segments noted below, as well as to available funding for the improvements, or executed as tactical urbanism projects that can get the district involved in their demonstration. Recommendations also involve addition of bike parking and expansion of the bike share system currently in operation in the City of Evansville. Map 3 shows recommended bicycle improvements.

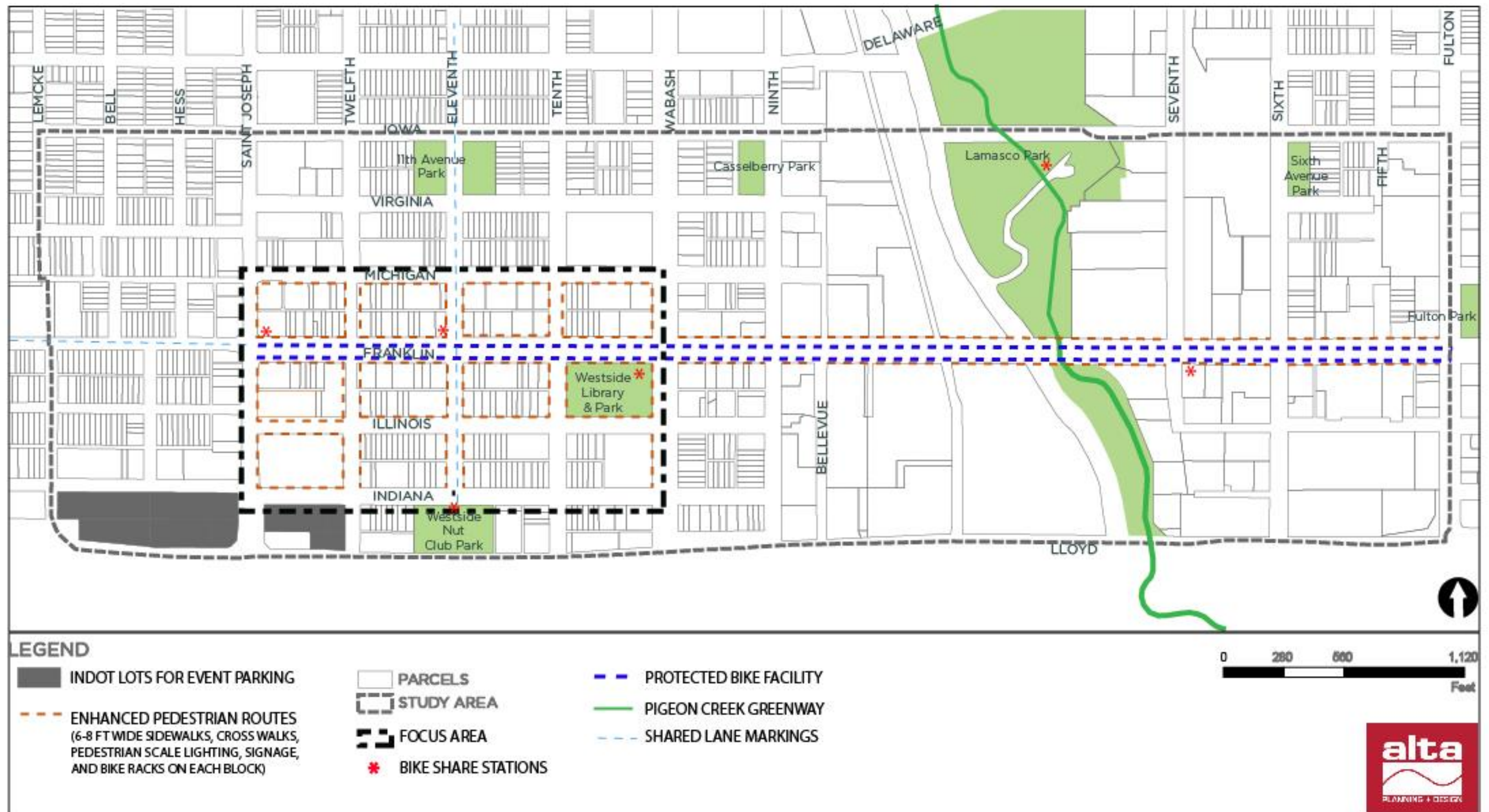
St. Joseph to Wabash

This segment of West Franklin Street is essentially the historic portion of the Franklin Street Corridor. The existing street configuration from curb to curb includes a parking lane in each direction, two travel lanes, and a center median. There are traffic signals that allow yielding left turns at each block. There are no dedicated left turn lanes. Based on desires related to Alta in focus group meetings, the addition of a protected bikeway that would appeal to all ages and skill levels of bicyclists is recommended to allow for a low stress bikeway to support mode shift to biking in and to the corridor. This will also allow increased use and appeal of bike share.

The attached cross section in Figure 1 shows the existing cross section of Franklin Street between St. Joseph and Wabash. The proposed road diet concept is also shown in Figure 2, and will include a bike lane along the curb, a buffer space between parking and the bike lane, retain on-street parallel parking that will be moved out from the curb, a wide travel lane, and the median in each direction. The wide travel lane will allow the development of space at each signalized intersection to allow cars to stay left to make left turns, and through traffic to move past a car waiting to make a left turn. No changes to the traffic signal operation is recommended. The bike lane will remain along the curb line in the entire segment with specific design details necessary at each intersection. "Yield to Bikes" signs would be located at each intersection. The road diet can be implemented through striping, signing and removable flex posts in the buffer space. The addition of planters in the buffer space is certainly an application that can be added to beautify the corridor by the Business Association or Events Association.

Responsible Entity - City of Evansville

Cost – \$60,130



Map 3: Proposed Bicycle and Pedestrian Improvements

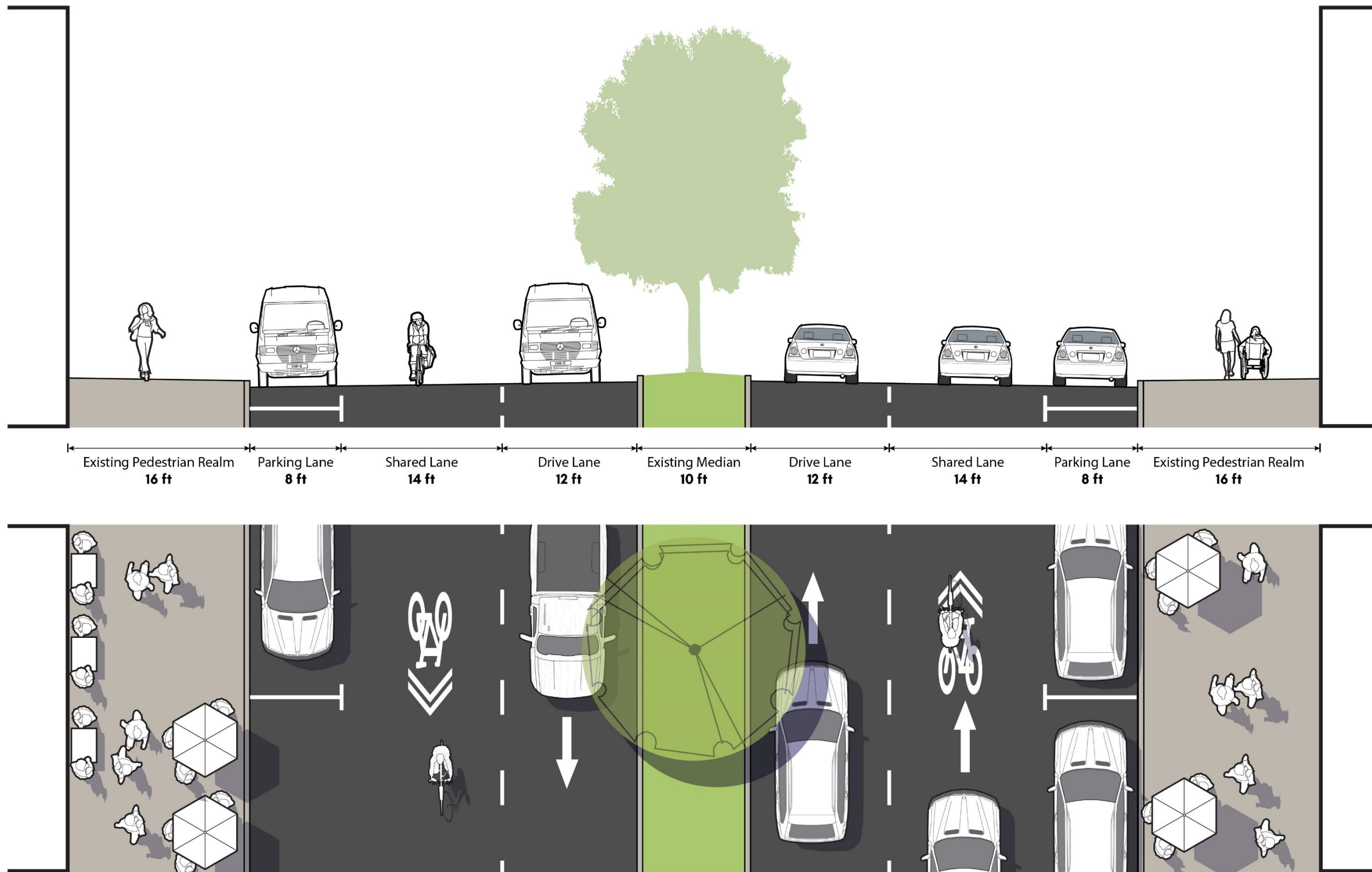


Figure 1: Existing Franklin Street Cross Section between St Joseph Avenue and Wabash Avenue

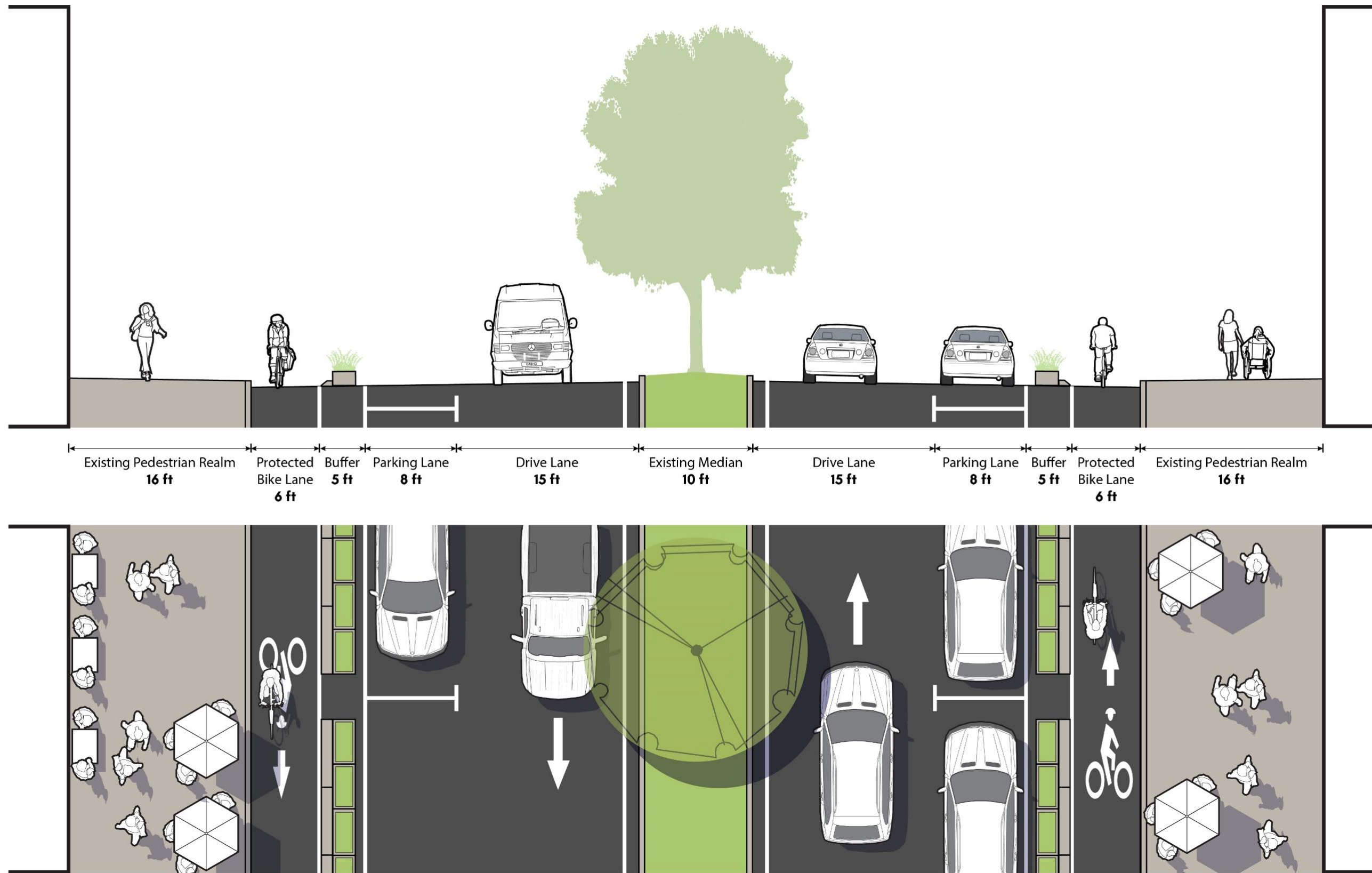


Figure 2: Proposed Franklin Street Cross Section between St. Joseph Avenue and Wabash Avenue

Wabash to Fulton

The segment of street from Fulton to Wabash is of a different character than that to the west, but the protected bikeway concept can still be applied. This segment also includes an undercrossing for the Pigeon Creek Greenway, and connection of the undercrossing to Franklin Street on both the north and south side of the roadway. During our observation in the corridor there were several people biking, but most were riding in the wrong direction on the road, or were riding on the sidewalk. Sidewalk riding is a safety issue both for the bicyclists and the pedestrians using the sidewalk. One consistent bikeway type along the curb line for the entire street from St. Joseph to Fulton is desirable from an understanding and an operations point of view, both for motorists and people biking.

Figure 3 shows the existing 76' cross section from curb line to curb line, and Figure 4 shows the proposed section. In this segment of street, the character is significantly different than west of Wabash. While parking on street is present, there are also large off-street parking areas for each business, and on-street parking is used sparingly. Businesses like the Tin Man Brewing Company and Lamasco Bar and Grill certainly benefit from having available parking. The proposed cross section east of Wabash includes the bike lane next to the curb, a buffer space, a parking/travel lane, a through lane, and a center turn lane. In this scenario the median treatment would need to be removed to allow for the addition of the left turn lane. The parking/travel lane can be a parking lane full time, or limit parking during the day in preference to the travel lane for businesses, and a parking lane at night to provide significant street parking availability for the Franklin Street Corridor. The use of the outside lane does not have impact on the bike lane that will be along the curb line permanently, which is buffered either by a hatched buffer and vertical treatment like flex posts or raised barrier, and/or parking. This segment of the bike facility will offer connectivity for all businesses in the study area along the Franklin Street Corridor.

Responsible Entity - City of Evansville

Cost - \$115,250

North-South Bikeway Connectivity

North-South connectivity for bikes in the Franklin Street Corridor is important to those trying to get to Franklin Street from adjacent areas. The planned north-south bikeways include a protected bikeway on St. Joseph, a planned greenway crossing on Wabash, the Pigeon Creek Greenway (Existing) and protected buffered bike lanes on Fulton. There is also a bikeway planned on West Delaware Street to the north. Connection of these bikeways will be critical to use of the protected bikeways on the Franklin Street Corridor. The bikeways on St. Joseph and Fulton are long range improvements; however, the Pigeon Creek Greenway exists, and on Wabash was noted as in design during the Evansville Bicycle and Pedestrian Connectivity Master Plan process. An on-street connection that utilizes shared lane markings and traffic calming at intersections can provide an additional north-south access to Franklin Street on 11th Ave. to connect Delaware to the West Side Nut Club Park.

Responsible Entity - City of Evansville

Cost – \$30,000

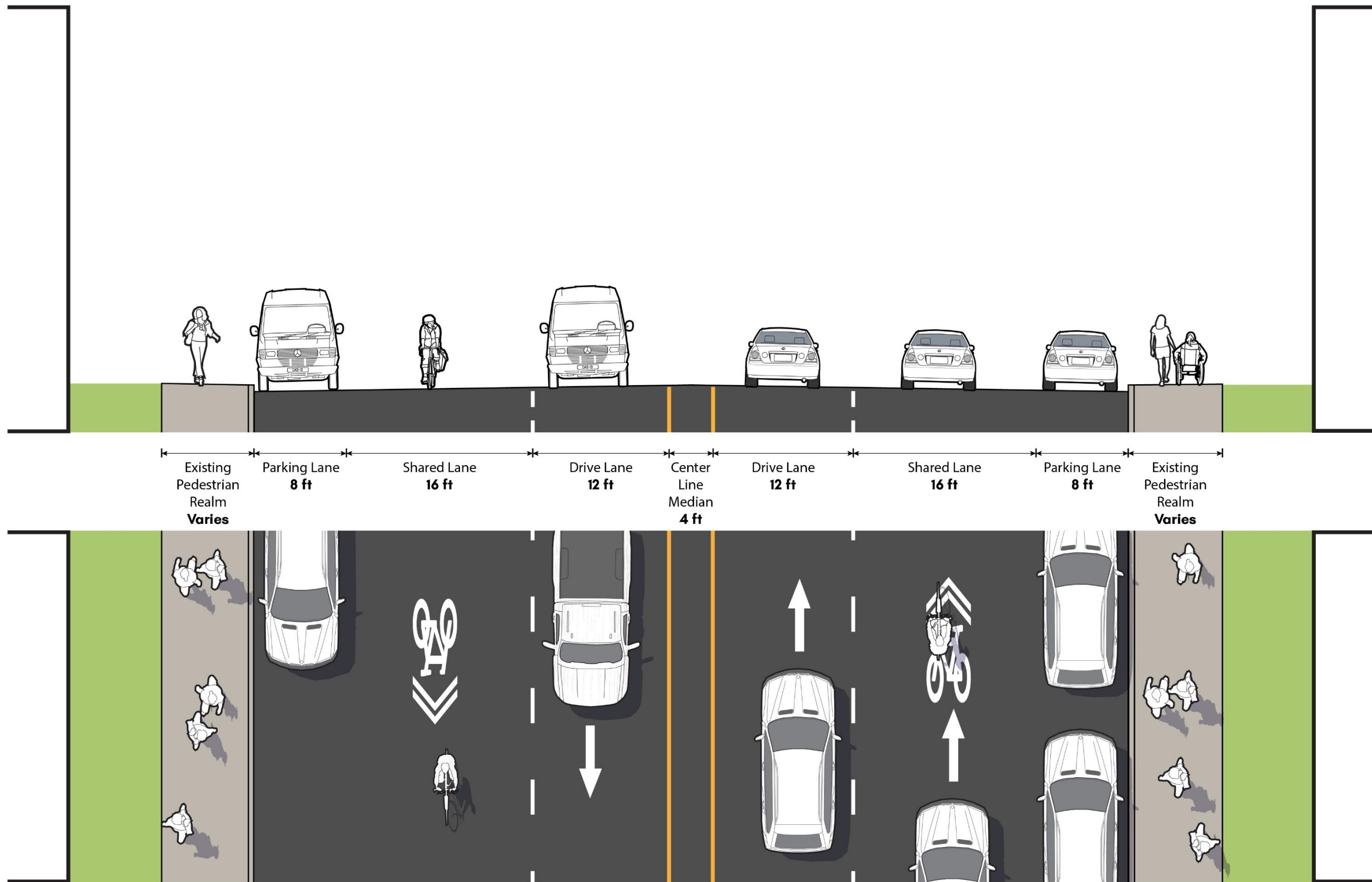


Figure 3: Existing Franklin Street Cross Section Between Wabash Avenue and Fulton Avenue

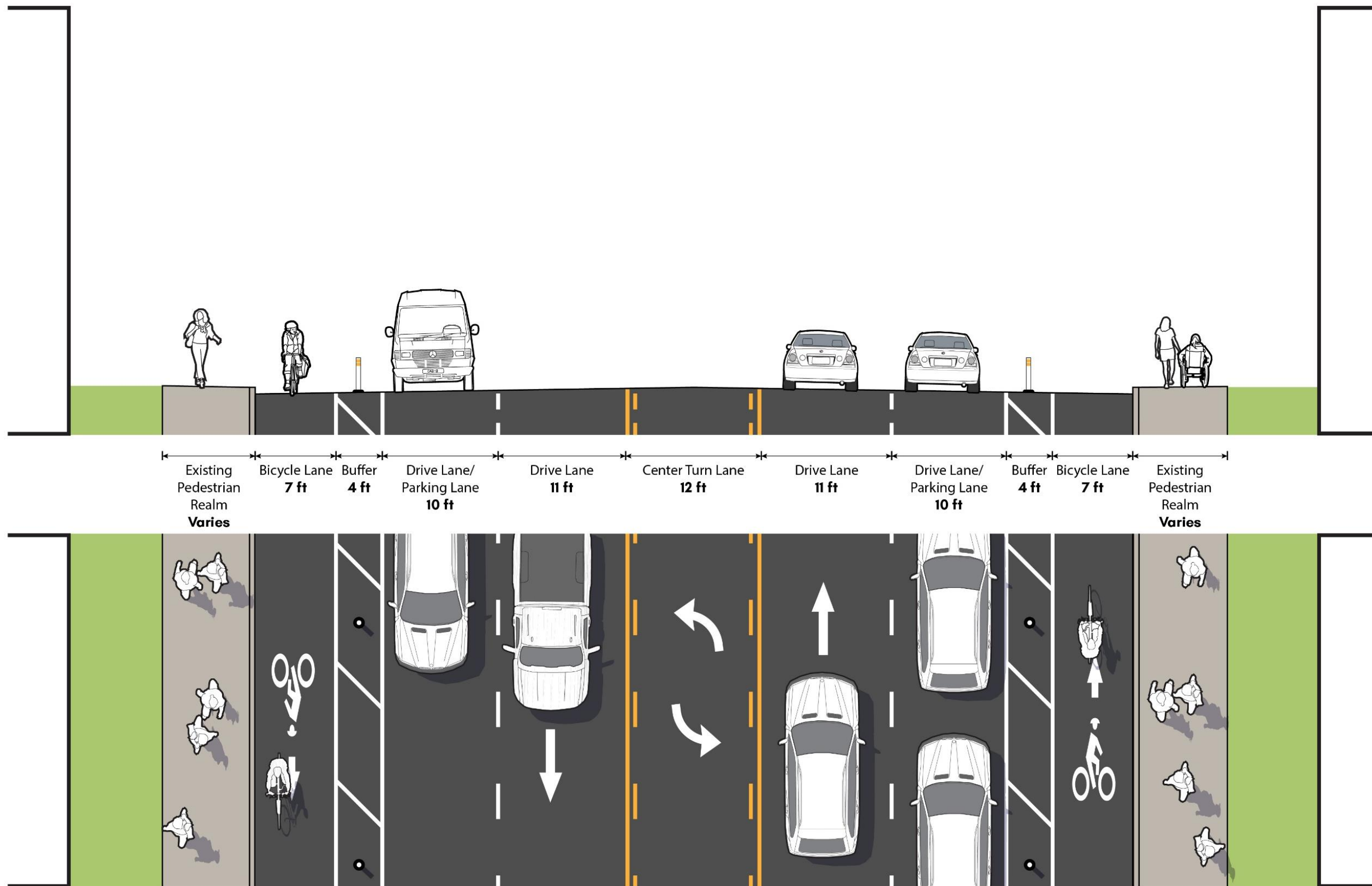


Figure 4: Proposed Franklin Street Cross Section Between Wabash Avenue and Fulton Avenue

Bike Parking

Along with bicycle connectivity and enhanced bikeways, bike parking is critical for bike travel to destinations in the focus area. Bike parking is also included in recommendations for reducing vehicular parking in lieu of providing bike parking. A bike parking amendment to the zoning ordinance across the city for new development would also be a recommendation to enhance the growing bike network and support the mode shift sought for implementation of bike facilities. The effect this can have in the Franklin Street Corridor will be to the parking needs for visitors and for employees of businesses in the corridor. Alta provided detailed recommendations for bike parking including bike corrals in the Bicycle and Pedestrian Connectivity Master Plan. The recommendation for bike racks along the focus area of the Franklin Street Corridor are for the City to provide a bike rack on each block, and have the Business Association and/or Events Association provide additional bike racks on each block or bike corrals if usage dictates a need.

Responsible Entity - City of Evansville and Franklin Street Business Association/Events Association

Cost - \$16,000

Bike Share

Currently the City of Evansville has an operating bike share system using the Zagster provider of stations, bikes, and operations. There is currently a bike share station located in the northeast corner of Westside Library Park, along the Franklin Street Corridor. This isolated station either provides an out-and-back recreation trip or a connection to the next closest stations, which are at Downtown YMCA at NW 6th and Court Streets and the Convention and Visitors Center on the Riverfront. The addition of bike share Stations along the Franklin Street Corridor in the Study area will allow enhanced use of the bike share system and connectivity of the system within the study area to support an alternative mode of travel to and within the corridor, eliminating the need for either parking or moving from parking space to parking space. It will also provide a personal transit option for many of the events held throughout the year. It is recommended that additional bikeshare stations be located at 11th Avenue, St. Joseph, 7th Avenue, Lamasco Park and West Side Nut Club Park.

Responsible Entity - Franklin Street Business Association/Events Association

Cost - \$18,000 per year per station, \$90,000 for additional 5 stations

Pedestrian Improvements

Introduction

In focus group meetings those who attended stated that lack of pedestrian lighting, narrow sidewalks and street crossings were a concern for people parking and walking any distance in the focus area. Even if parking was secured in the Indiana DOT lot adjacent to the Lloyd Expressway and St. Joseph, or any one of the lots adjacent, there would be a concern for visitors or employees to walk to and from parking and their destination. In addition, residents stated that lighting and conditions of sidewalks are a concern for safe routes to the Corridor, and within the neighborhood for that matter.

Pedestrian Improvements

Pedestrian improvements are shown in Map 3 and Figure 6. The intent of the pedestrian recommendations is to offer safe, secure, and enjoyable spaces to walk that will enhance the appeal of parking where we

want people visiting the corridor to park, as well as to remote parking areas, and encouraging a park once philosophy.

Recommendations for improvements are able to be mixed and matched as funding allows and desired for the focus area. A key recommendation is for the addition of pedestrian-scale lighting along streets that are the paths of travel from on-street parking, parking lots in the corridor, or remote lots that are possible to serve the corridor. The goal of the street pedestrian-scale lighting will serve both visitors, residents and employees who work in the corridor. Lighting along Franklin Street itself includes roadway style lighting along the sidewalks, and pedestrian-scale lighting in the median. The recommendation along Franklin Street is to enhance the current lighting with pedestrian-scale lighting along the pedestrian and outdoor dining space to add safety and security for business operations, as well as visitors and residents of the area. Detailed lighting study should be undertaken to define the exact number of lights and lighting details for a refined cost figure for lighting. A typical section for side streets is shown in Figure 5.

Sidewalks along typical side streets are 6' as they exist. This is a minimum width for a pedestrian space but not an appealing place to walk. The side street widths are 40' in width and accommodate on street parking and two lanes of travel. These streets can be narrowed to allocate 2' on each side to provide 8' sidewalks and in those 2' areas, space for lighting and associated conduit. The remaining roadway width would be 36' that will allow for 8' parking lanes and 10' drive lanes. The proposed cross section is shown in Figure 6. General maintenance of sidewalks is also needed to provide a travel surface that is acceptable for all ages and abilities, including wheelchairs.

Responsible Entity - City of Evansville

Cost - \$914,860

Intersection Improvements

In coordination with sidewalk improvements mentioned previously, the addition of bump outs at intersections can minimize street crossings of pedestrians along Michigan and Illinois, as well as along and across Franklin Street. At the intersections along Franklin Street pedestrian signals should be upgraded to countdown pedestrian heads with audible tones and crosswalks enhanced with high visibility crossings. Phased implementation of this recommendation can allow for improvements as funding becomes available.

Responsible Entity - City of Evansville

Cost - \$210,000

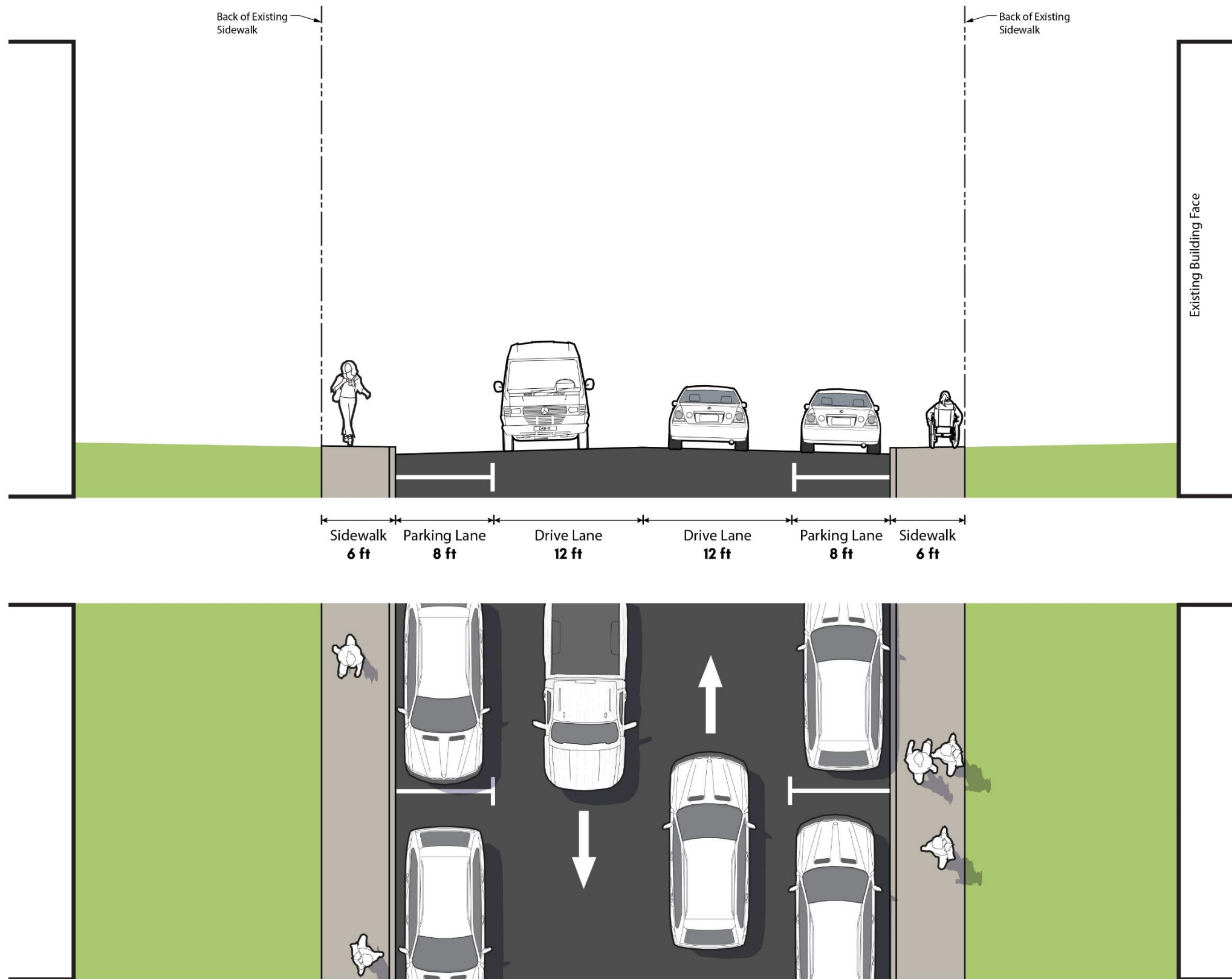


Figure 5: Existing Typical Side Street Cross Section

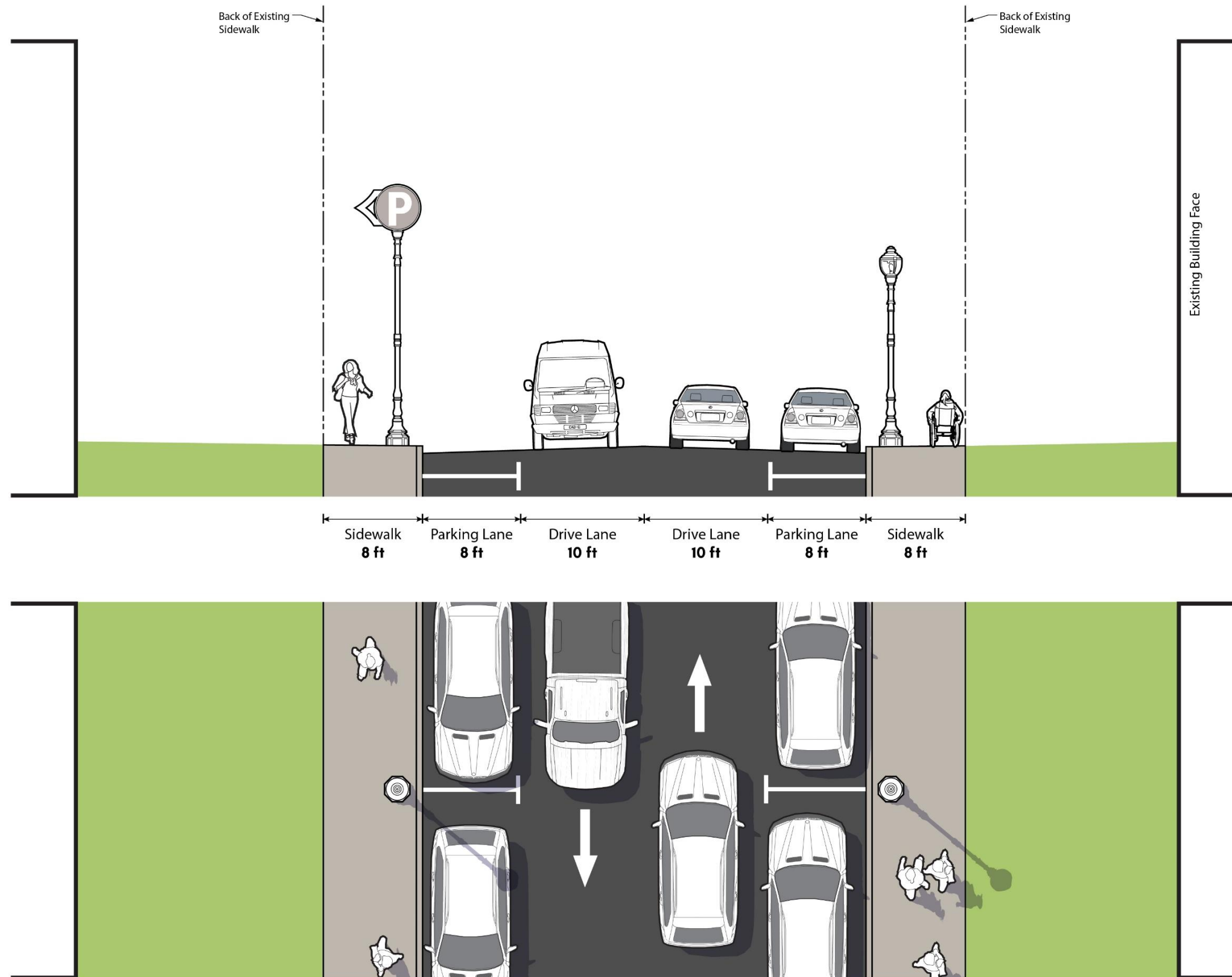


Figure 6: Proposed Typical Side Street Cross Section

Transit Connections

Another method of decreasing the demand for parking is to provide connections by transit to the focus area. Addition of defined bus or trolley stops will make transit a choice that is appealing and divert trips and parkers from the need to accommodate parking for visitors or employees. Amenities and signage for bus stops that are integrated with bikeways and pedestrian improvements will provide a viable alternative to driving to the corridor, and the addition of the trolley and stops will allow for moving along the corridor by a mode other than a car.

Franklin Street Corridor Transit Improvements

Improvements to offer for bus connections and trolley connections include amenities and clearly identifiable stop locations. Addition of benches and trash receptacles are a clear indication of a transit stop and clearly defining what the stop is for is also important for the ease of people using these services. Coordination between trolley stops and bus stops should be clearly defined and amenities offered for both or each. The bikeways recommended for the Franklin Street Corridor should facilitate the safe integration of pedestrians, bicycles, cars, parking, and transit vehicles moving to pick up passengers.

Responsible Entity - City of Evansville

Cost - \$2,400

Wayfinding and Parking Signage

Introduction

All visitors to the Franklin Street Corridor regardless of their mode of travel would benefit from bicycle or pedestrian scale wayfinding signs. Combined with parking signage wayfinding can guide visitors by directing them to appropriate parking areas for visiting businesses in the corridor. Wayfinding for bicycle and/or pedestrians provide destination-based routing. A graphic wayfinding package for the Franklin Street Corridor that includes consistent public and private parking signage, pedestrian signage, and bicycle wayfinding for the bike network and connections to and from trails such as the Pigeon Creek Greenway will make travel by any mode a comfortable and identifiable experience. The variety of parking options proposed should have distinctive and consistent signage overseen by the Franklin Street Business Association and/or Franklin Street Events Association. The overall wayfinding and parking signage package



Figure 7: Example of a trolley stop sign and map to support circulation within a district.

can also be coordinated with transit and trolley signage so those using these modes know where and when they can use these services. Elements of a sign should include the following:

Franklin Street Corridor Signing Package 1

- Sign all lots available for shared parking as “Public Parking” (Managed by the Franklin Street Business Association and/or Franklin Events Associate).
- Clearly sign private lots
- Sign bike parking areas and bike share stations
- Sign accessible spaces on street and in shared areas.
- Pedestrian Wayfinding
- Bicycle Wayfinding

Responsible Entity - City of Evansville and Franklin Street Business Association/Events Association

Cost - \$80,000 - \$150,000

Franklin Street Corridor Signing Package 2

- Maintain on-street parking signage including residential parking signage.
- Sign ADA accessible spaces on-street

Responsible Entity - City of Evansville

Cost - \$50,000 - \$80,000

Franklin Street Corridor Signing Package 3

- Provide coordinated bus stop signing and trolley stop signage

Responsible Entity - Franklin Street Events Association

Cost – \$10,000 - \$20,000

Shared Parking Lot Design

Introduction

In order to enhance the experience of visitors using shared parking lots in the Franklin Street Corridor, it is critical that when you leave your car you feel safe and secure walking from your car to a destination. Lighting, marked pedestrian ways, signing and parking lot design are all ways that shared parking can be enhanced.

Lighting

Adequate lighting of parking lots can provide safety and security to parking areas after dark. Well-lit parking areas can deter unwanted activity and theft, where dark areas can encourage such activity. The recommendation for pedestrian-scale lighting along streets in the focus area should be implemented in coordination with well-lit parking lots to offer a safe and secure experience. As changes occur in management of parking lighting, it can be included in the parking management association activities, or improvements can be tied to development requests. Lighting design should incorporate best practices to

minimize light spillover to residential areas and be consistent with pedestrian-scale lighting along streets in the focus area.

Marked Pedestrian Ways

Marked pedestrian ways and signing go hand in hand for people walking from their cars to destinations. Designating travel routes using signing and or pavement markings will provide that feeling of confidence in a path of travel that leads to enhanced security in parking lots. Adding parking lot wayfinding on light poles and posts that exist are best and can direct people parking to businesses. Pavement markings in the form of wayfinding arrows and crosswalks can also enhance an understanding of where to walk that promotes safety in interaction with vehicles making deliveries in the rear of businesses or with people looking for a parking space.

Parking Lot Design

As parking lots are resurfaced or reconstructed, attention should be paid to parking lot design for inclusion of pedestrian paths through parking areas. Additionally, parking lot design should consider landscaping and impervious areas while optimizing the number of spaces with pedestrian and landscaping features.

Summary of Recommendations and Priorities

The parking management recommendations in this plan will require the Franklin Street Business Association, Franklin Street Events Association, Lamasco Neighborhood Association and departments within the City of Evansville to coordinate policy, enforcement, and processes in tandem for a parking management system in the Franklin Street Corridor to be successful. The solution requires many coordinated actions to accommodate the varying uses and events that bring visitors to the Franklin Street Corridor. The order of implementation for the parking management strategies are discussed below.

- The first recommendation to implement is preservation of residential parking. The residential permit zones and enforcement of on-street parking restrictions in these zones will protect parking as a resource for residents and define where visitors to the district should park.
- It is recommended that business and residential stakeholders within the Study Area form a shared parking management association to manage off-street parking facilities for the area.
- The City of Evansville should adopt a Parking Management Overlay Zoning District to relax minimum off-street parking requirements for businesses in the Study Area.
- The active transportation recommendations for pedestrian and bicycles improvements will reduce the demand for parking spaces through a shift in transportation modes used by visitors in the Franklin Street Corridor. The recommended improvements align with the Evansville Bicycle and Pedestrian Connectivity Master Plan. These improvements can be implemented as opportunities present themselves for partnerships and funding.

The Franklin Street Corridor is a successful mixed-use area that requires intentional policies, management, and enforcement to coordinate different parking and transportation needs. It is recommended that this coordinated and prioritized approach be followed for the parking resources to be used efficiently in the corridor.