White Bear Lake Downtown Mobility & Parking Study

PMT Meeting #1

August 2, 2023

Agenda

1. (Re)Introductions
2. Public Engagement Update
3. Project Update
4. Discussion Items
5. August 3rd Community Workshop
6. Next Steps

Public Engagement

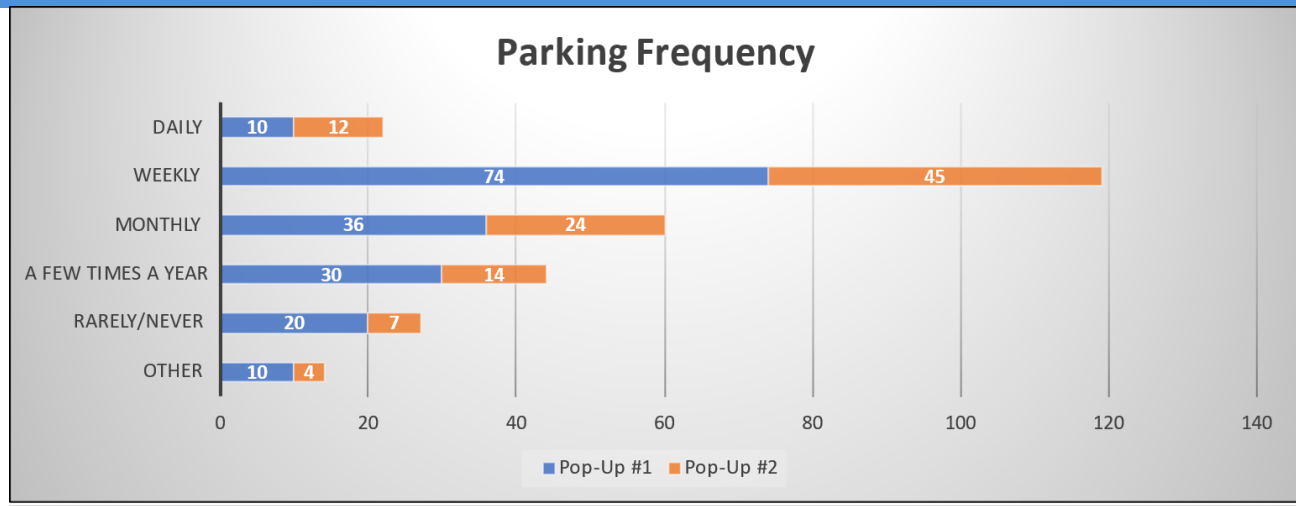
Public Engagement

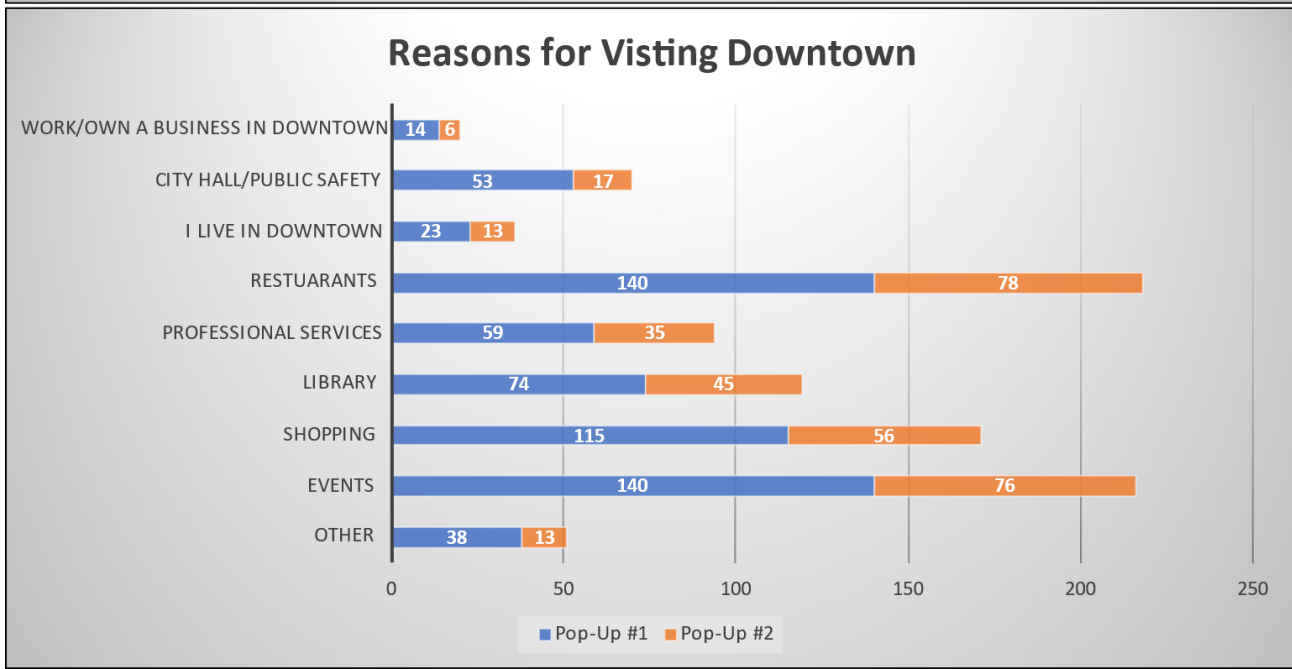
- **Online Input (143 survey respondents to date)**
- **July 13th Marketfest Pop-Up Meeting (235 visitors)**
- **July 27th Marketfest Pop-Up Meeting (112 visitors)**
- **August 3rd Community Workshop (Tomorrow!)**

In-Person Public Engagement

Weekly and monthly most common options for parking downtown.

Attending events, patronizing local restaurants and stores most common reasons for visiting downtown.

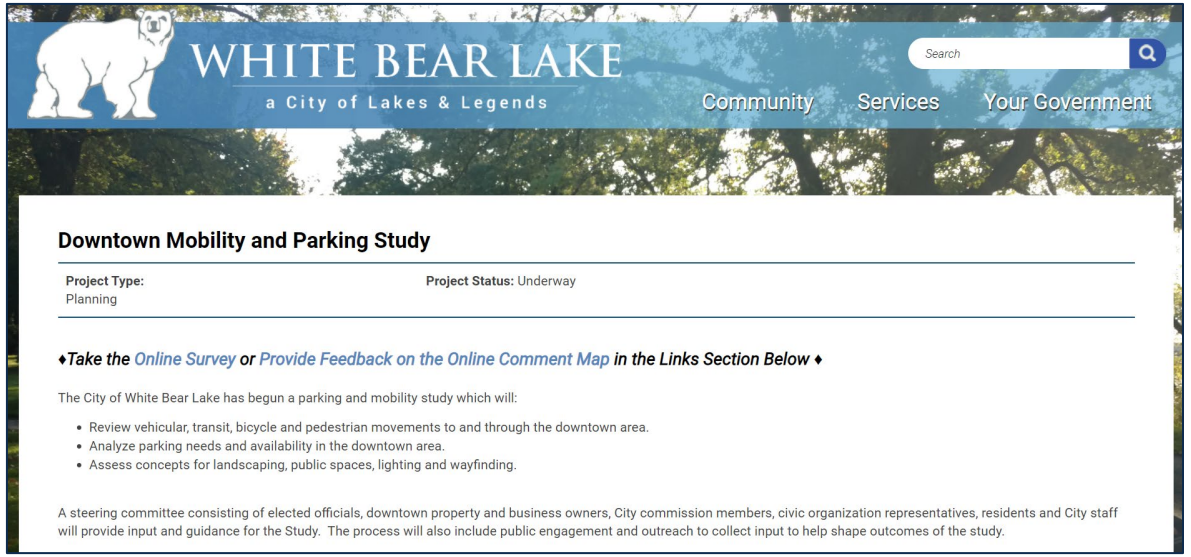




Online Public Engagement

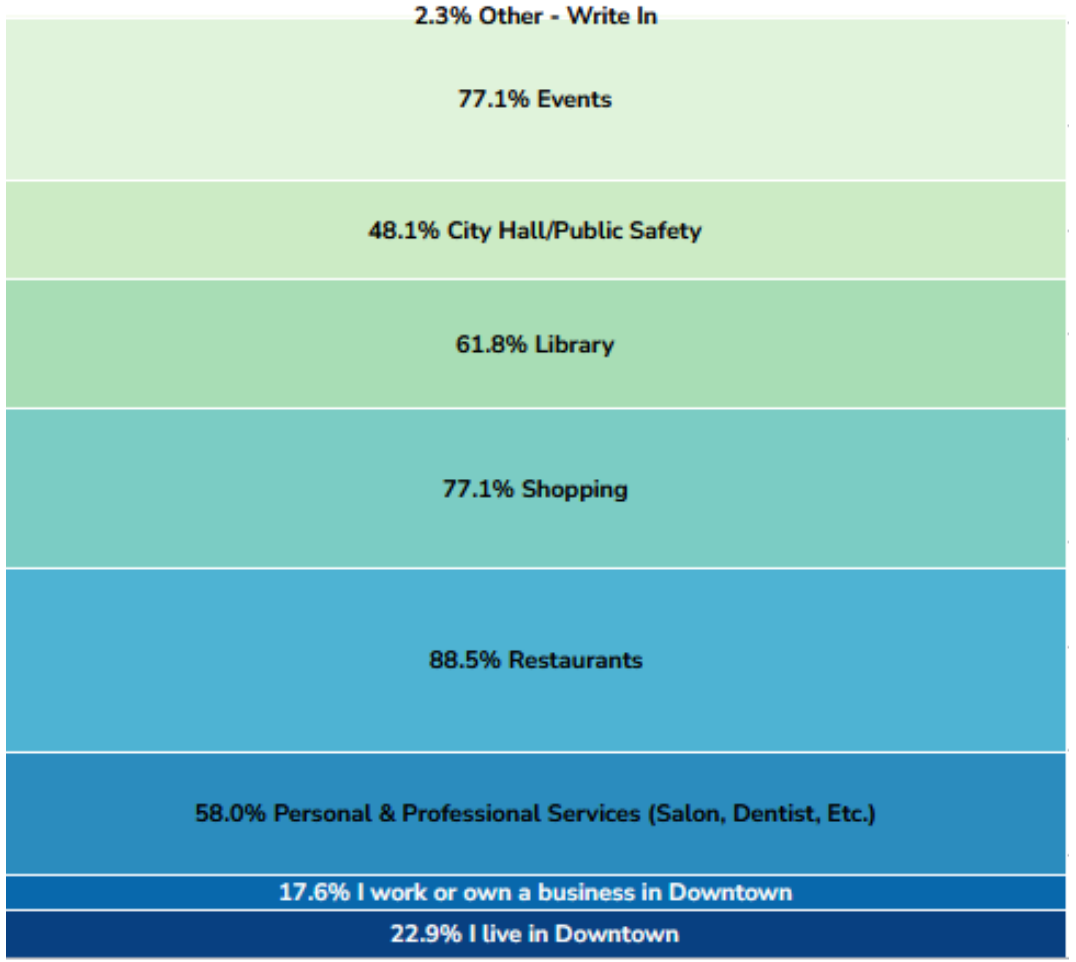
Project Website:
www.whitebearlake.org/engineering/project/downtown-mobility-and-parking-study

- **Project Information & Announcements**
- **Subscribe for Updates**
- **Online Survey**
- **Interactive Comment Map**



Online Public Engagement

- 143 response, 126 complete surveys
- 72% of respondents live in White Bear Lake
- How comfortable are you:
  - Driving: Very comfortable
  - Walking/Rolling: Comfortable
  - Biking: Moderately/Neutral
- Most respondents park weekly, between 1-2 hours
- Parking takes less than five minutes
- Ease of parking; Weekdays are easy, weekends are slightly more difficult, event days are very difficult



"Why do you visit downtown?"

Online Public Engagement

Online Comment Map Results

- ~250 views since June 19th, with 135 occurring on June 19th
- Points
  - 85 points placed on the map, 67 unique comments
  - 3 Biking, 22 Driving, 10 Other, 17 Parking, 33 Walking/Rolling
  - Comments include adding turn lanes, improving pedestrian crossings, improving parking etc.
- Routes
  - 8 routes placed on map, 7 with unique comments
  - All comments “Walking/Rolling”
  - Primarily requests to see connections made to downtown from various parts of the city.

Project Update

Project Update

Task	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24
1. Meetings, Project Management and Adminstration											
Kickoff Meeting											
Bi-Weekly PMT Meetings											
City Council Updates											
2. Public Engagement and Outreach											
Public Engagement Plan											
Steering Committee Meetings											
Community Workshops											
Pop-Up Events											
Study Web Page											
Online Comment Map/Survey											
3. Collect and Review Information											
4. Mobility Study											
5. Parking Study											
6. Public Realm Improvements											
7. Prepare Final Study Document											

Data Collection & Analysis

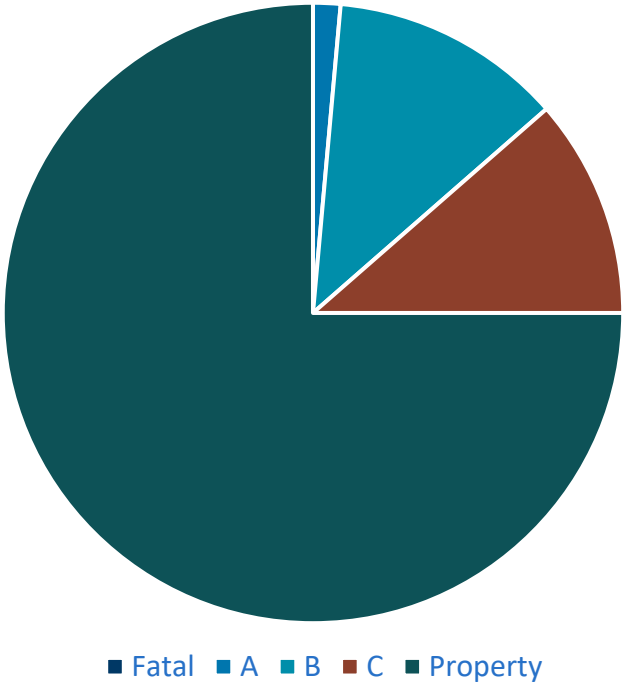
- **Crash Analysis**
- **Traffic Data (Vehicles, Peds, Bikes)**
- **Daily Traffic Volumes**

Data Collection & Analysis
2018-2022 Crash Analysis

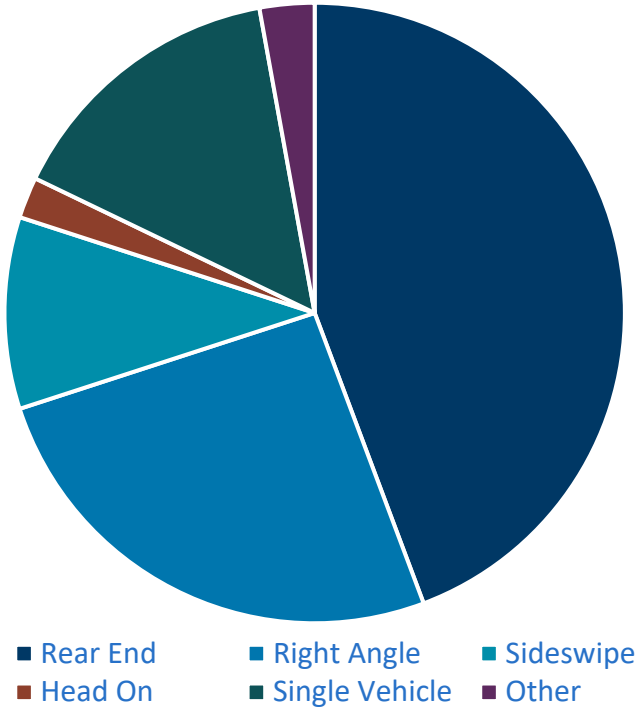
Overall Summary:

- 140 total intersection crashes
- 53 total segment crashes
- No fatalities
- Most were rear end crashes at intersections
- Majority Property Damage only crashes

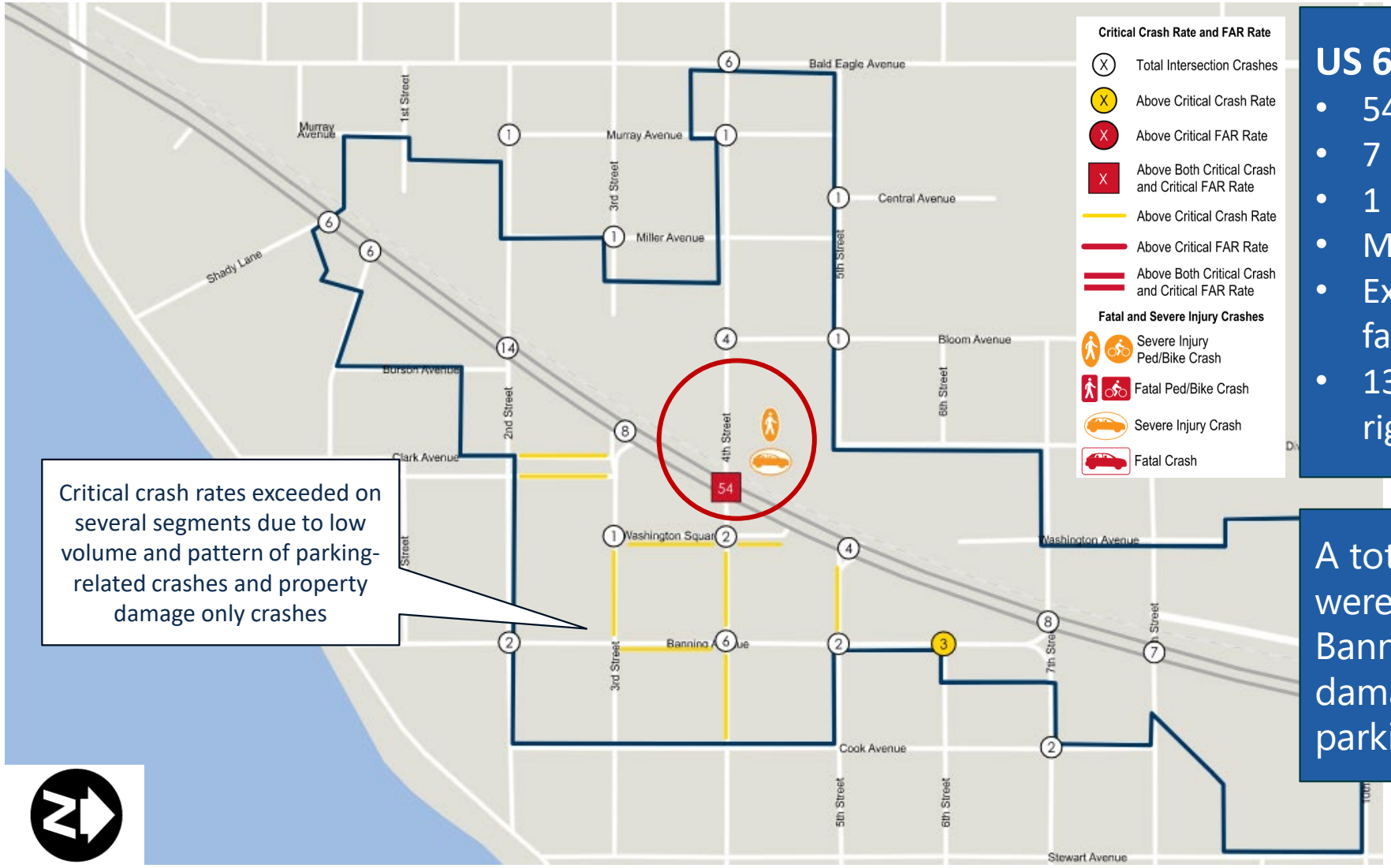
Intersection Injury Types



Intersection Crash Types



Data Collection & Analysis
2018-2022 Crash Analysis



Critical crash rates exceeded on several segments due to low volume and pattern of parking-related crashes and property damage only crashes

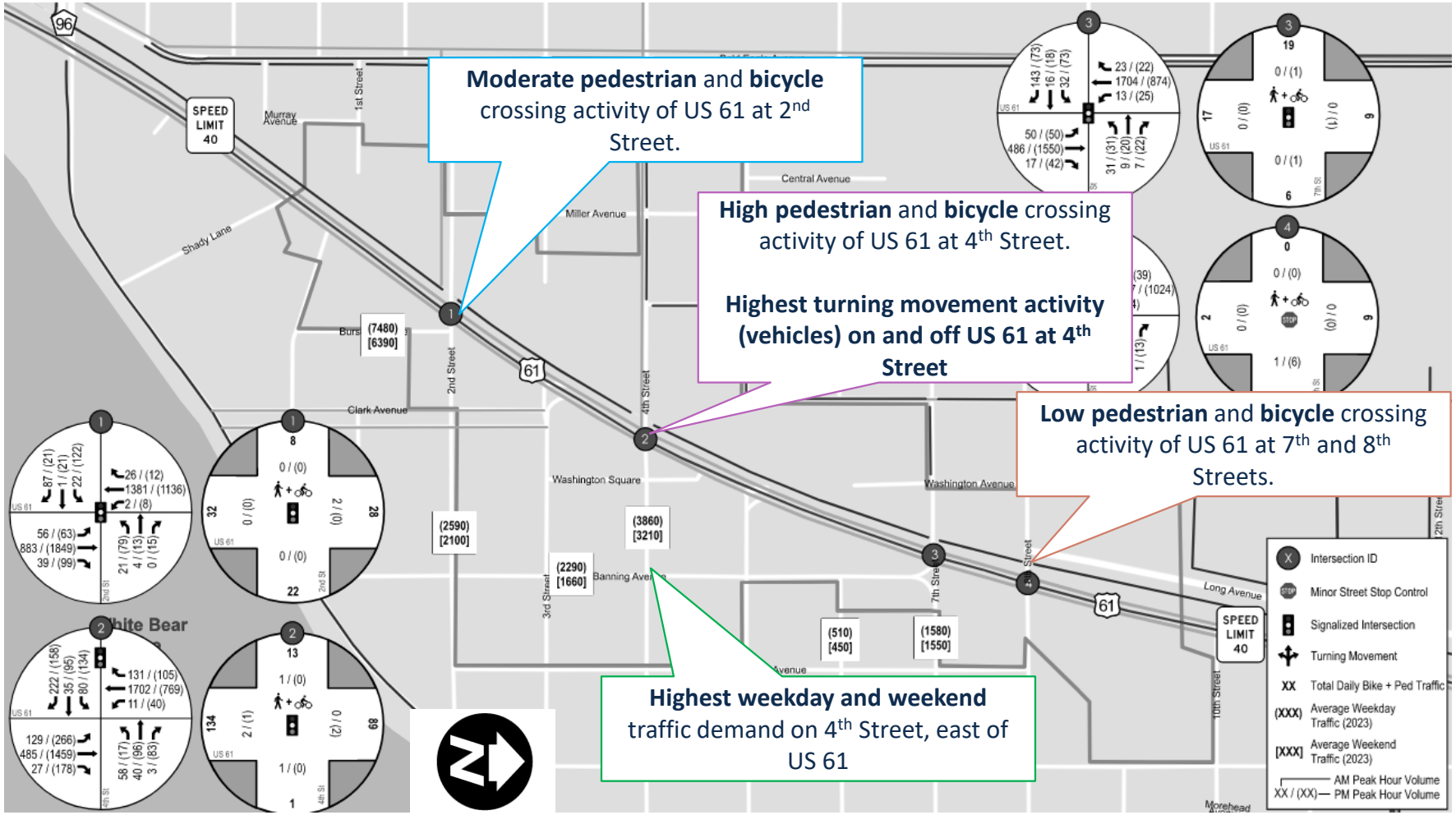
US 61 at 4th Street

- 54 total crashes
- 7 bike/ped crashes
- 1 Severe Injury crash
- Majority property damage only
- Exceeding critical crash rate and fatal/severe crash rate
- 13 crashes occurred at channelized EB right turn lane

A total of 46 parking-related crashes were reported, with most along Banning and 4th St and 85% property damage only. There was no significant parking-related crash pattern.

Data Collection & Analysis
Traffic Data Collection

- Vehicle/pedestrian/ bicycle counts at:
  - US 61 at 2nd St
  - US 61 at 4th St
  - US 61 at 7th St
  - US 61 at 8th St
- 2023 daily weekday and weekend traffic along:
  - Banning Ave
  - 4th Street
  - 7th Street
  - 6th Street



Parking Utilization

1,734 Parking Spaces

Parking Counts (9 a.m., 12 p.m., 5 p.m.)

- Friday, June 23
- Saturday, June 24
- Wednesday, June 28

Findings throughout this presentation represent the highest count collected.

Utilization counts help better understand today's current parking demand. Utilization counts serve as a quantitative measure in documenting existing parking conditions (e.g., parking demand), while verifying issues and concerns.

Industry Standards Used to Measure Parking Utilization

0% – 74%	Underutilized
75% - 84%	Normal Utilization
85% - 92%	Approaching Capacity
93% - 100%	At Capacity

Parking Utilization: 9 a.m.

Findings represent the highest count collected.

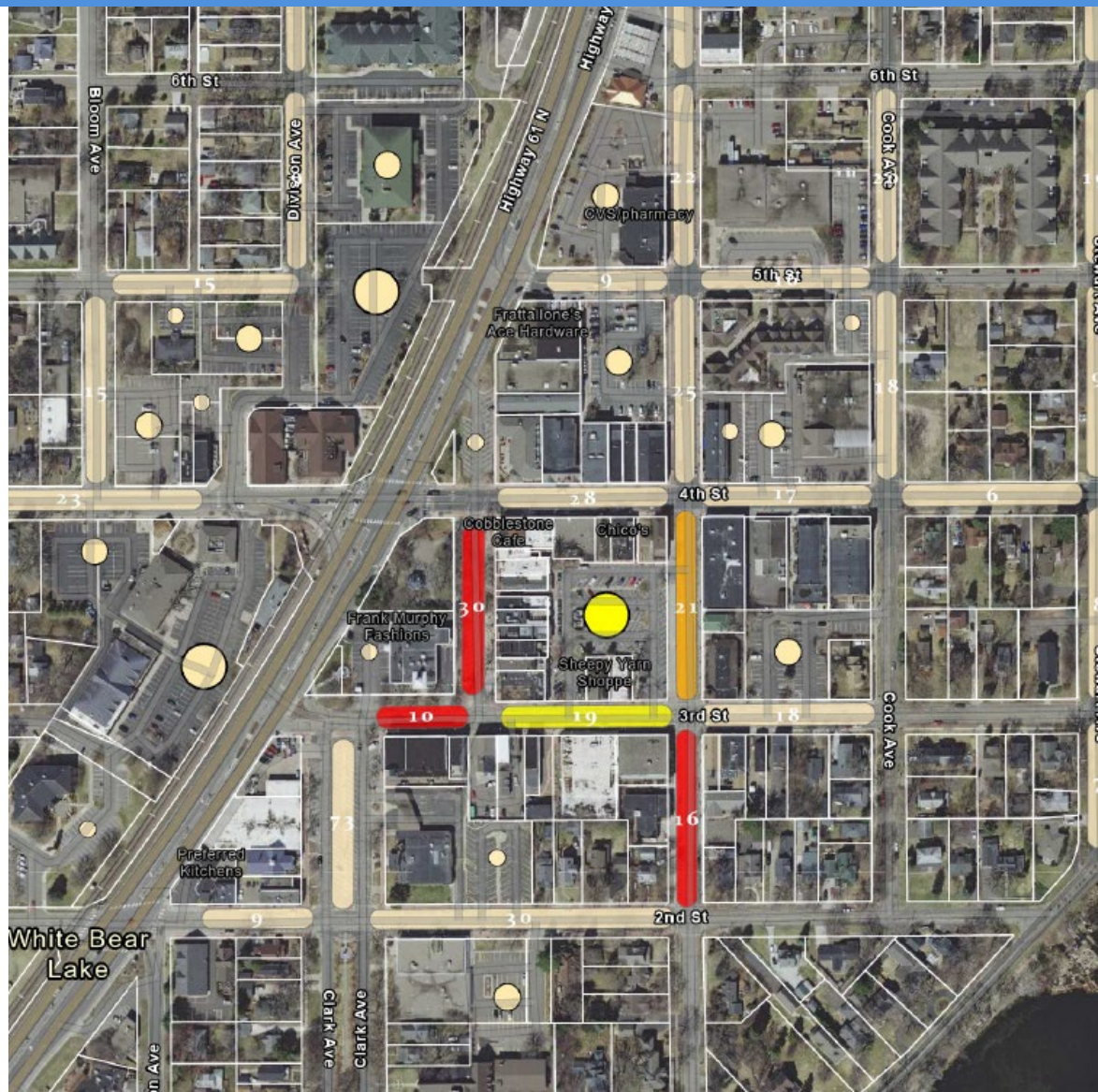
General Findings:

- On-street parking is heavily utilized (employees or morning coffee/breakfast?)
- Public and private parking lots are underutilized or experiencing normal utilization

East of Hwy 61 (Downtown)	9:00 AM
On-Street Parking	60%
Semi-Public/Private Lots	35%
Public Lots	59%
Total	54%

Industry Standards Used to Measure Parking Utilization

0% – 74%	Underutilized
75% - 84%	Normal Utilization
85% - 92%	Approaching Capacity
93% - 100%	At Capacity



Parking Utilization: 12 p.m.

Findings represent the highest count collected.

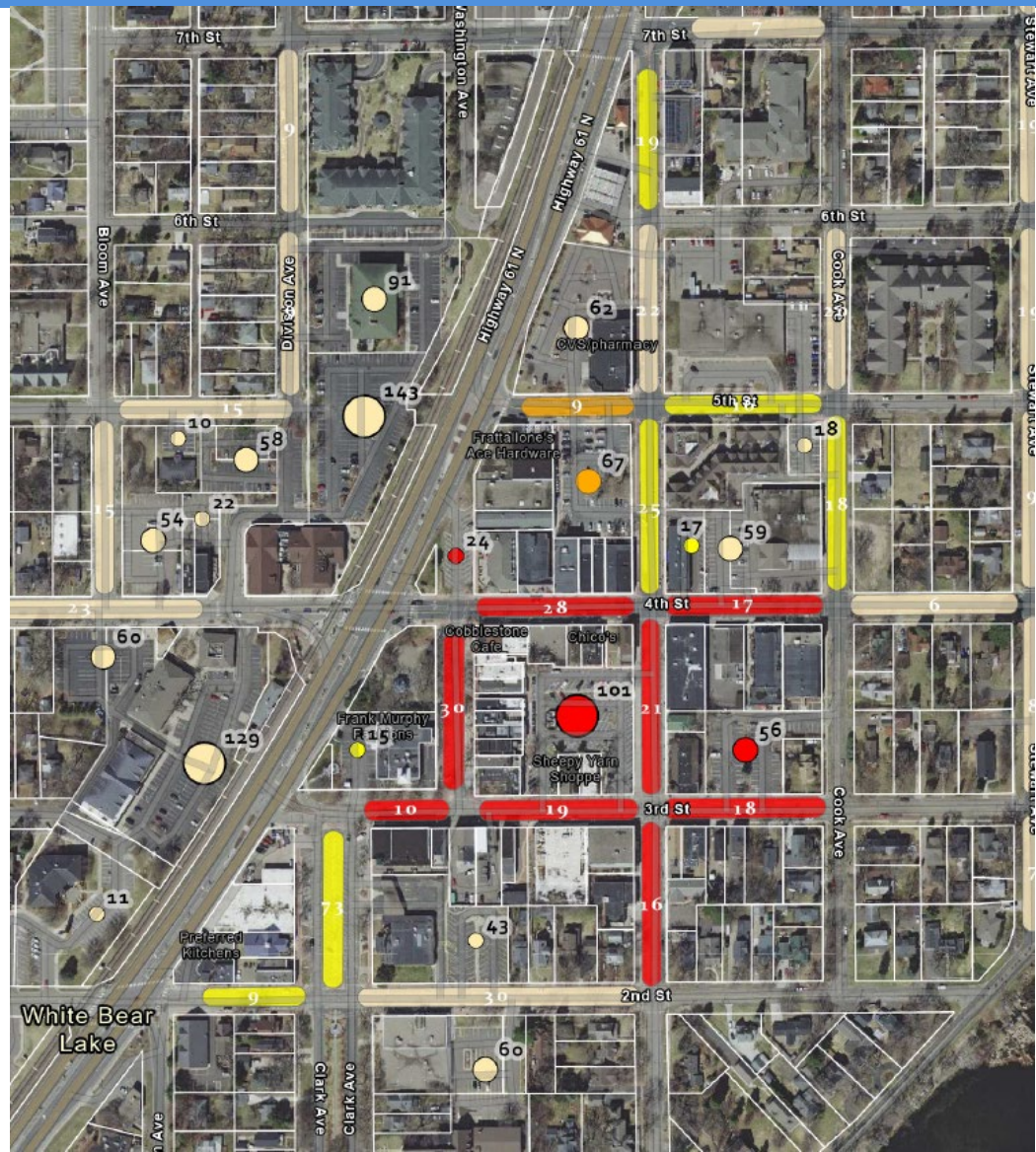
General Findings :

- On-street parking is experiencing heavy utilization and is at capacity – spilling outward from the core
- Public lots are at capacity
- Private lots are underutilized

East of Hwy 61 (Downtown)	12:00 PM
On-Street Parking	89%
Semi-Public/Private Lots	52%
Public Lots	92%
Total	82%

Industry Standards Used to Measure Parking Utilization

0% – 74%	Underutilized
75% - 84%	Normal Utilization
85% - 92%	Approaching Capacity
93% - 100%	At Capacity



Parking Utilization 5 p.m.

Findings represent the highest count collected.

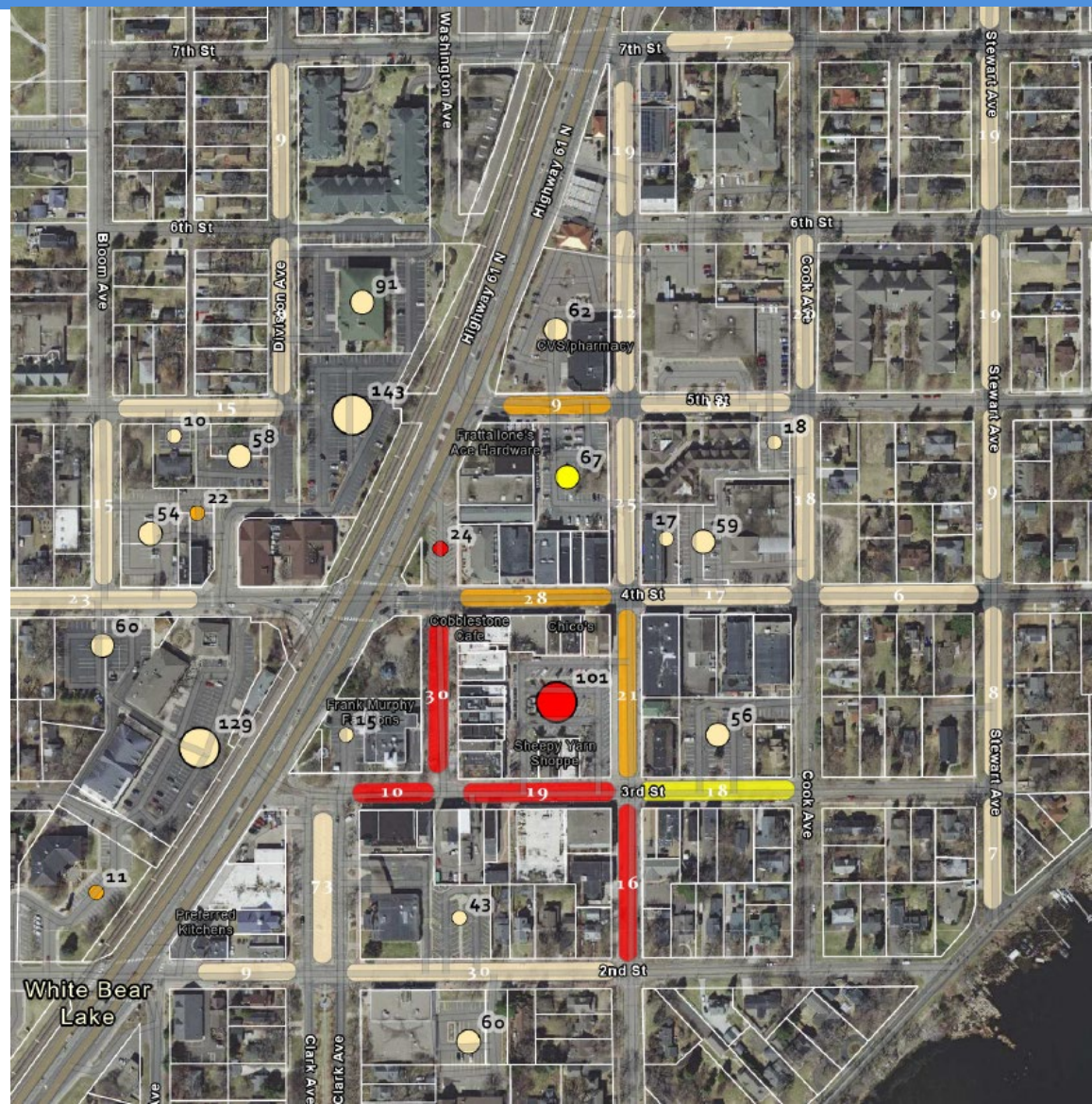
General Findings:

- Parking utilization rates stay relatively consistent into the evening hours, compared to the 12 p.m. counts
- On-street parking is still at a premium

East of Hwy 61 (Downtown)	5:00 PM
On-Street Parking	63%
Semi-Public/Private Lots	23%
Public Lots	75%
Total	58%

Industry Standards Used to Measure Parking Utilization

0% – 74%	Underutilized
75% - 84%	Normal Utilization
85% - 92%	Approaching Capacity
93% - 100%	At Capacity



Parking Strategy Examples

Managing parking needs for all type of users require multiple strategies…

- Create a **parking/improvement district**
- Create a **walkable environment**, so you only have to park once
- Establish a unified **wayfinding and signage plan** that directs people to underutilized lots (shift demand)
- Explore **on-street parking restrictions** for short-term users (one-stop-shop)
- Revise and update **parking ordinance requirements.**
- Establish **Travel Demand Management (TDM)** plans for existing and future businesses
- Locate a site for **district-wide parking** and determine the number of stalls
- **Manage curbside parking** for delivery services, rideshare programs and drop-off zone
- Establish parking management **strategies for events**
- **Reconfigure existing lots** to add capacity
- Consolidate parking lots through **shared-parking agreements** to promote a district-wide parking approach
- Create parking **enforcement** laws
- Identify and designate **parking lots for employees**
- Identify areas for **EV charging stations**
- Identify the need for **a parking structure**
- Implement a phased approach to **paid parking**, where revenue is redirected to study area for managing parking or other downtown investments (e.g., operations and maintenance or streetscape improvements)

Parking User	Typical Turn-Over	Type of User
Limited User (One-Stop-Shop)	0 – 30 minutes	• Parcel delivery • Pickup/Drop-off (Uber, Lyft, Childcare) • Dry Cleaner • Convenience Store • Take-Away Food/Coffee • Business Delivery
Short Term User	1 – 2 hours	• 1 Stop Shopping • Fast/Casual Food (eat in) • Grocery Store • Sit down restaurant/bar/brewery • EV Charging (fast charging)
Long Term User	2 – 4 hours	• Sit down restaurant /bar/brewery • Multi-Stop/Window shoppers • Tourists • Trailhead users • Residential Guest • EV Charging (fast charging)
Daily User	4 – 8+ users	• Employees • Residents • Hotel Guests • Events • Trailhead Users • EV Charging (overnight)

Parking Structure

Balancing Downtown's parking needs will require a district-wide parking approach.

A district-wide parking approach uses a combination of strategies and low cost/high benefit solutions to maximize the existing parking supply, while reducing the demand to build additional spaces.

Cost for Structured Parking

Attached Structures | **Stand Alone Structure**

$20,000 | $25,000 | $35,000+

Cost Considerations

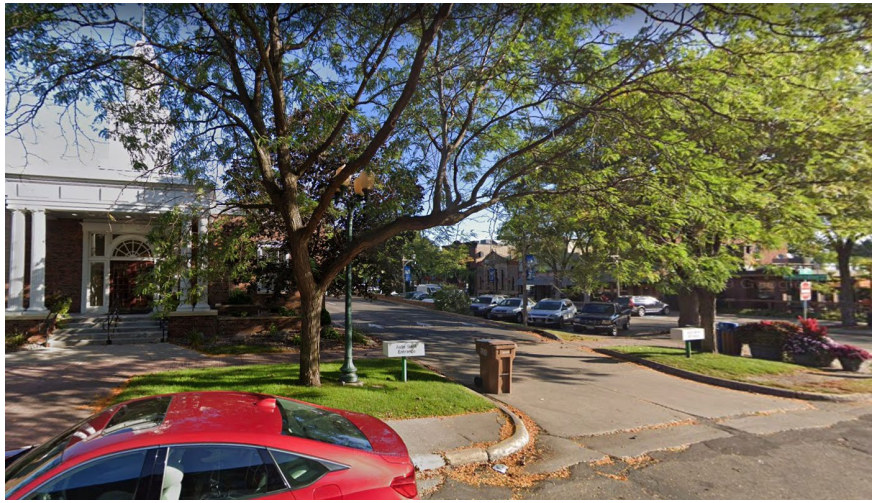
- Design and Engineering
- Construction Administration
- Operations & Maintenance ($150 - $300 per stall/per month)
- Debt Service

Items for Discussion

Downtown Pedestrian Experience

Connections to/from Outside of Downtown

Potential Redevelopment Opportunities?



Community Workshop #1

Community Workshop #1

August 3rd, 6-8pm @ Council Chambers

- **Purpose of Meeting**
  - **Inform community about the project**
  - **Solicit community input**
  - **Present traffic and parking data & analysis**
- **Meeting Format:**
  - **7 activity stations, including welcome/sign-in**

Community Workshop #1

Activity Stations:

- Where in downtown do you like to visit?
- Existing transportation and parking data
- Walking and biking (issues & opportunities)
- Driving and parking (where do you park, etc.)
- Downtown comfort and experience (priority exercise)
- How would you describe downtown? (Mentimeter with screen/monitor)

Next Steps

Next Steps

- **Community Workshop #1**
- **Summarize engagement**
- **Pedestrian comfort analysis**
- **Access and circulation review**
- **Conduct first Steering Committee meeting (mid-late August)**