White Bear Lake Downtown Mobility & Parking Study

Steering Committee Meeting #1

August 23, 2023

Agenda

1. Introductions
2. Project Overview
3. Project Steering Committee
4. Data Collection and Analysis
5. Public Engagement Update
6. Items for Discussion
7. Next Steps

Introductions

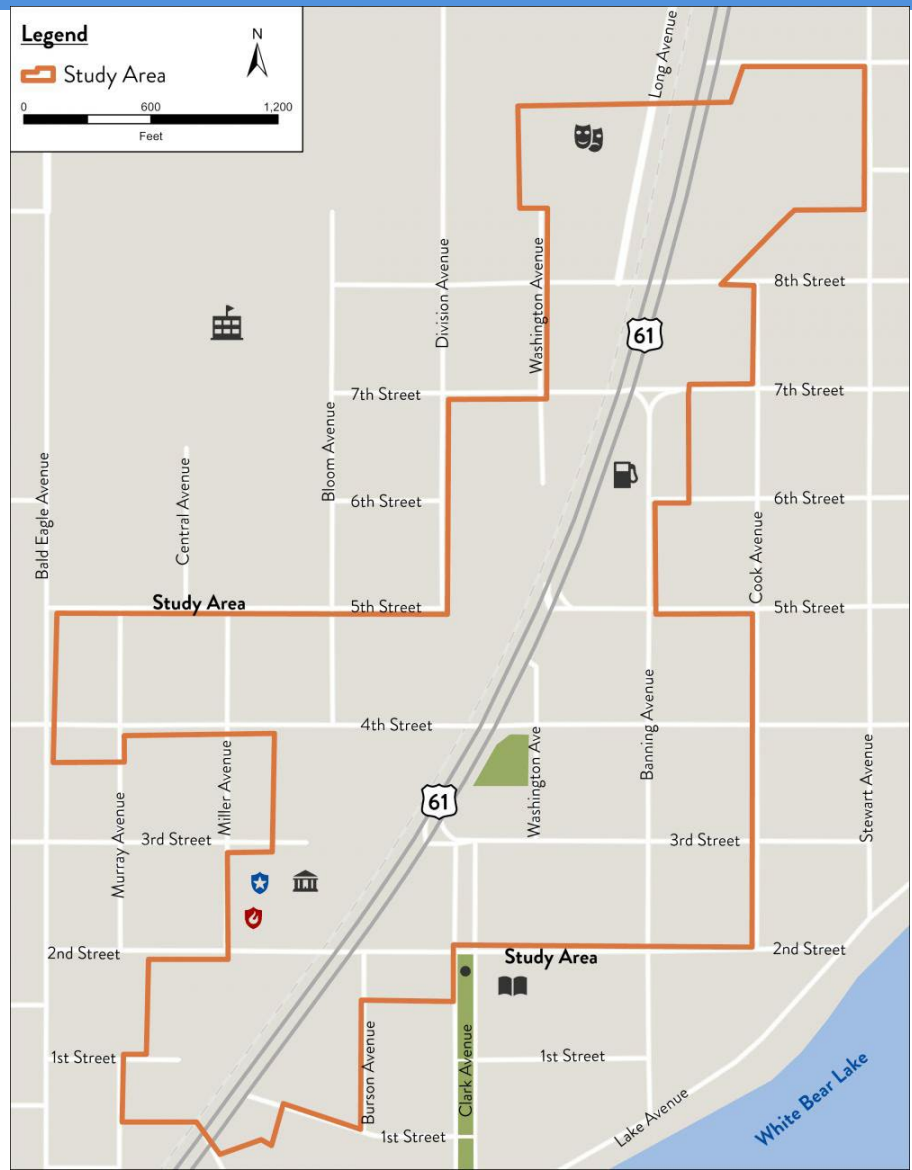
Introductions

In one sentence, tell us how you would describe downtown White Bear Lake.

Project Overview

Project Overview

- **Project Background**
- **Project Purpose**



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											

Project Steering Committee

Steering Committee Roles and Responsibilities

- **Be respectful**
- **Represent broad interests**
- **Encourage stakeholder participation & promote awareness**
- **Identify & help remove obstacles**
- **Provide comments & guidance**

Steering Committee Roles and Responsibilities

- **Meeting Attendance: Up to 5 Meetings**
- **Potential Meeting Topics:**
  - **Project Introduction**
  - **Mobility and Parking Review**
  - **Mobility and Parking Findings**
  - **Public Realm Enhancements**
  - **Review Project Recommendations**

Data Collection and Analysis

Data Collection & Analysis

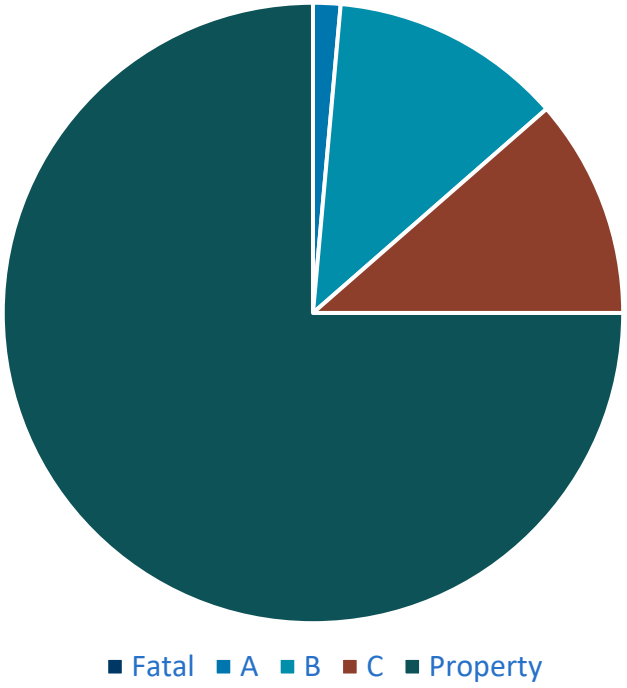
- **Crash Analysis**
- **Traffic Data (Vehicles, Peds, Bikes)**
- **Daily Traffic Volumes**

Data Collection & Analysis
2018-2022 Crash Analysis

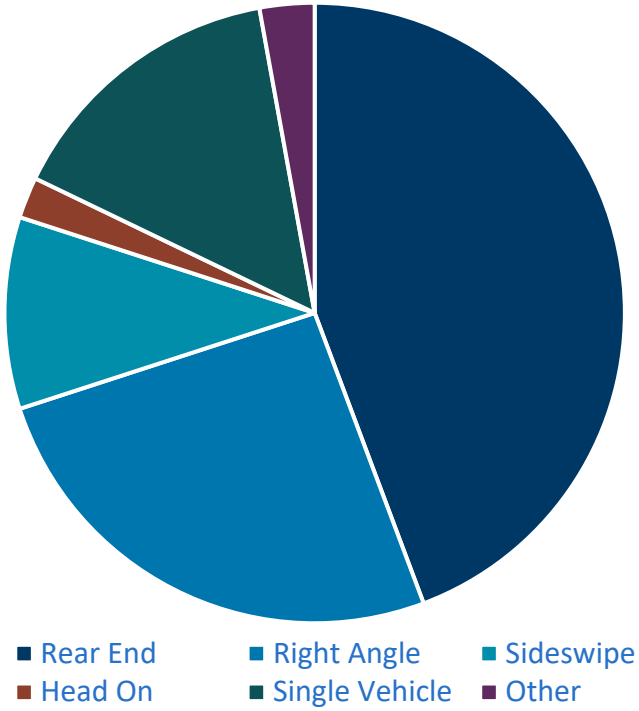
Overall Summary:

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

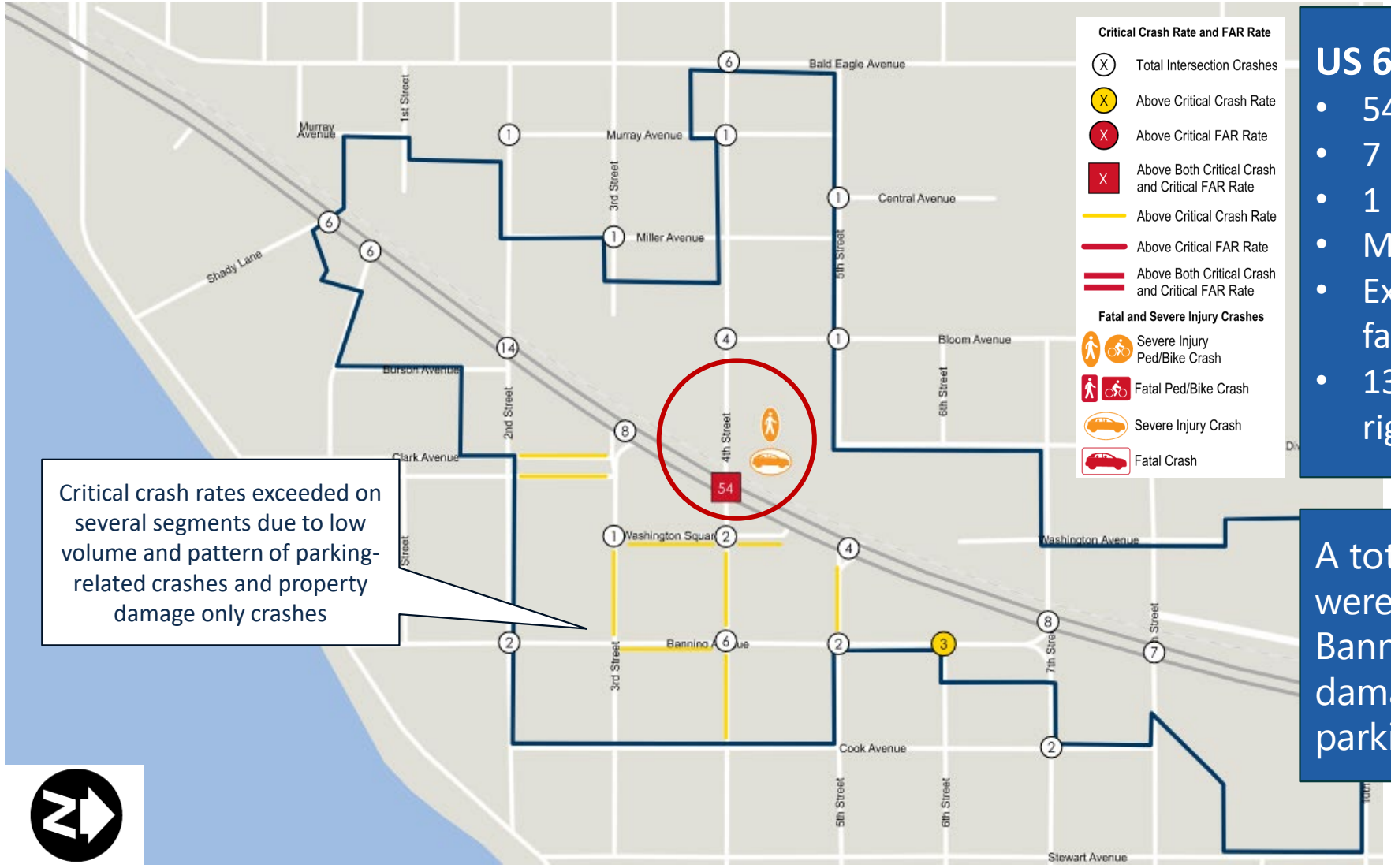
Intersection Injury Types



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

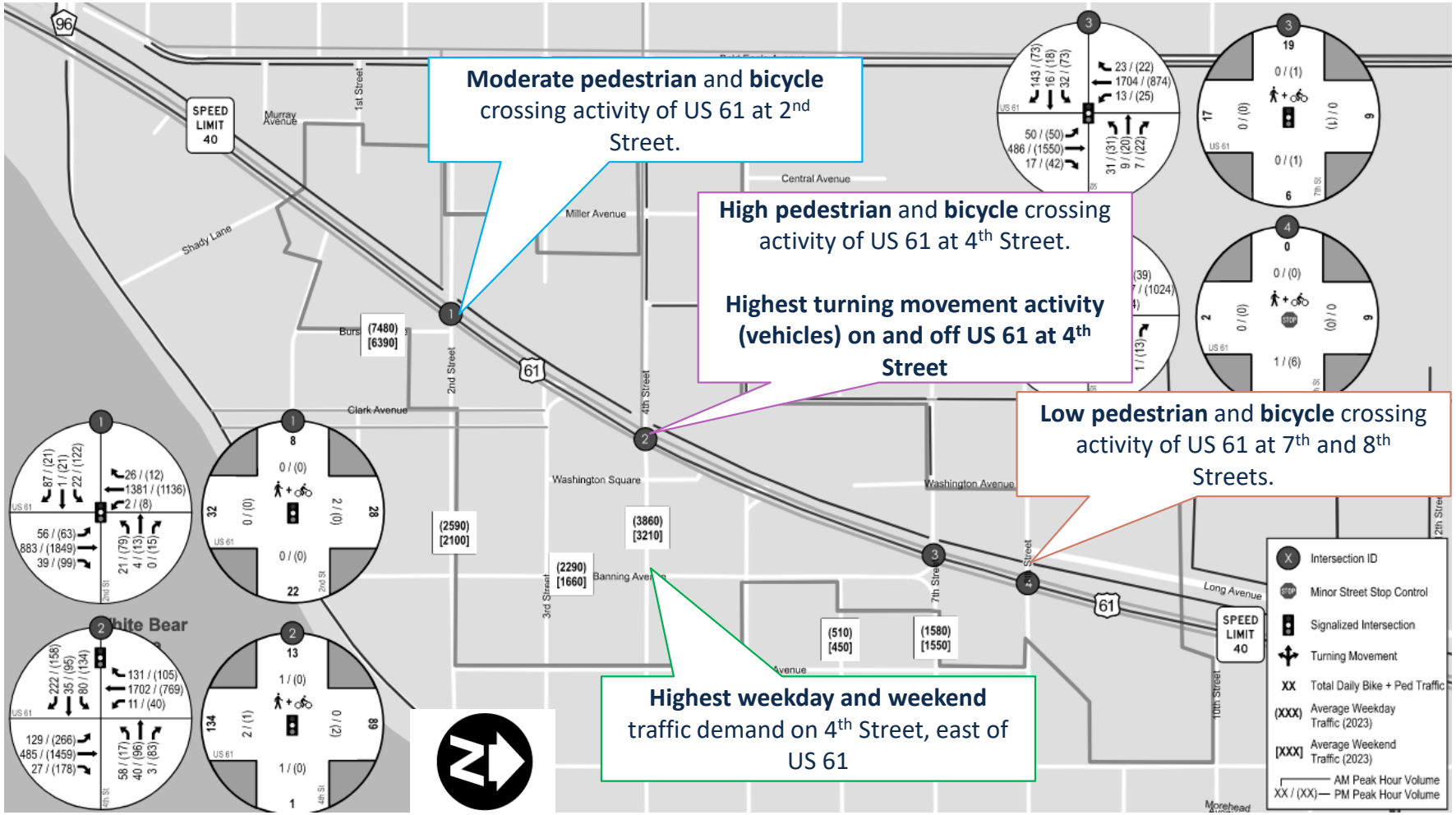
US 61 at 4th Street

- 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.

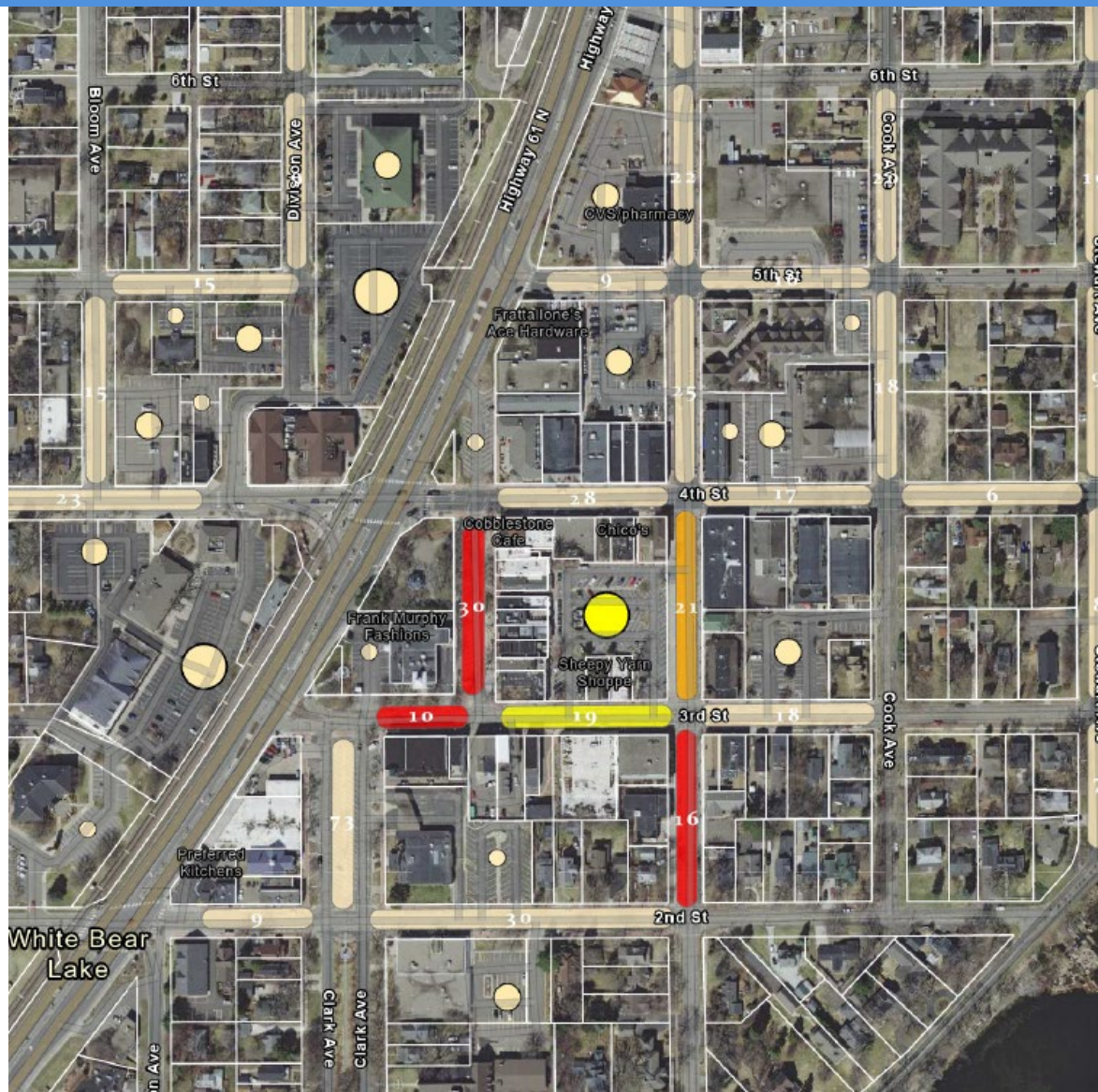
General Findings:

- 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.

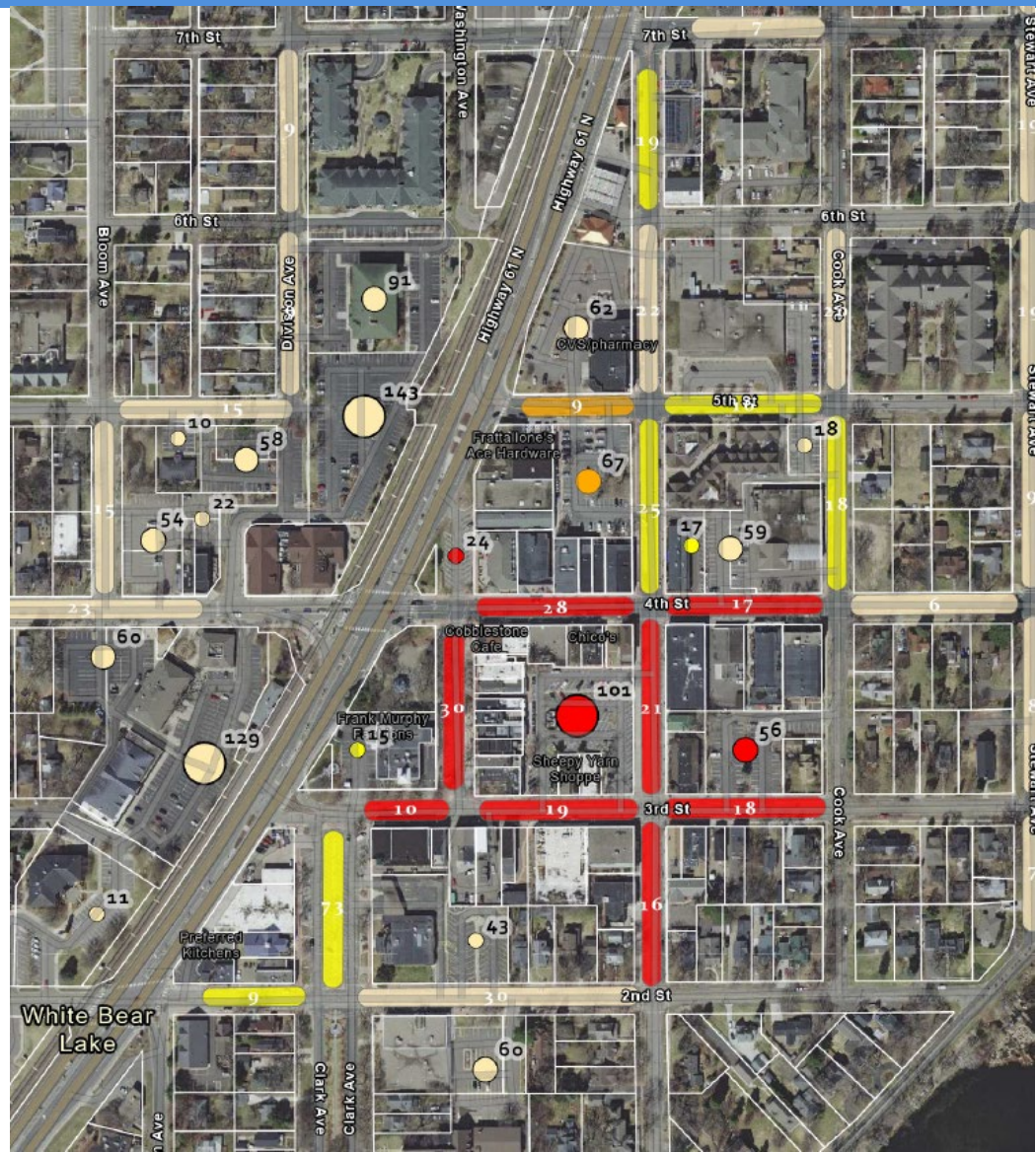
General Findings :

- 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.

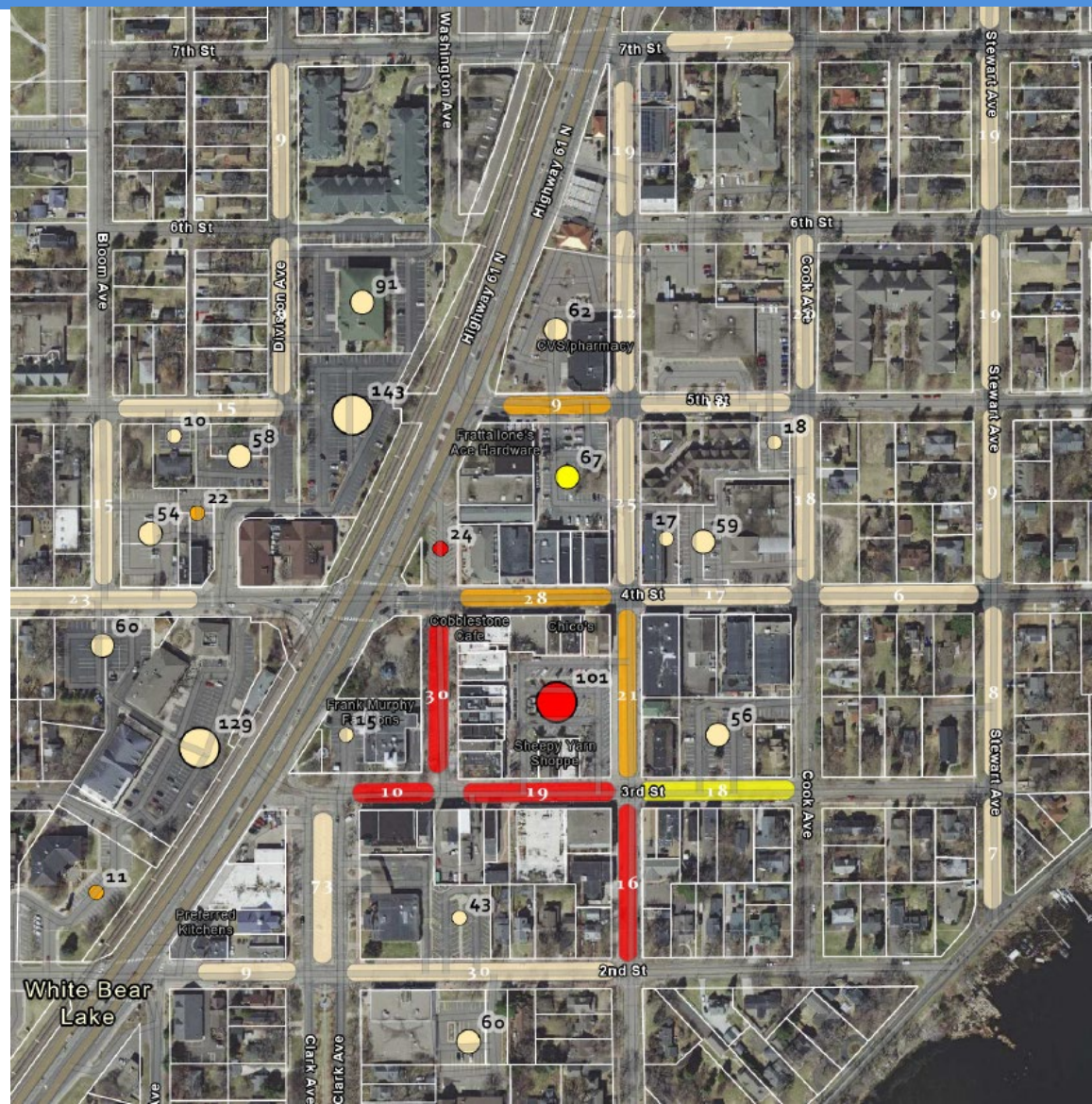
General Findings:

- 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

$20,000

$25,000

Stand Alone Structure

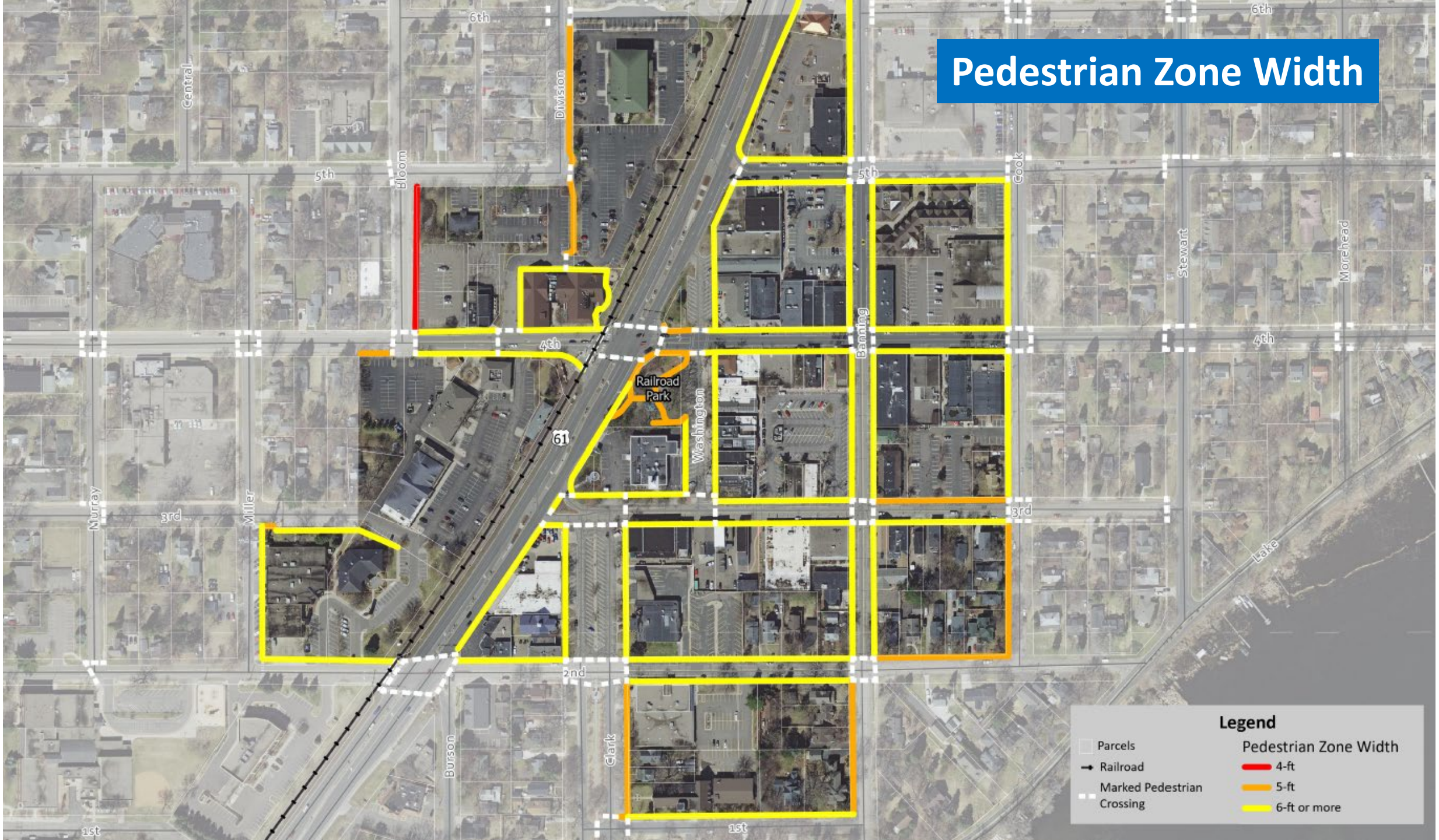
$35,000+

Cost Considerations

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

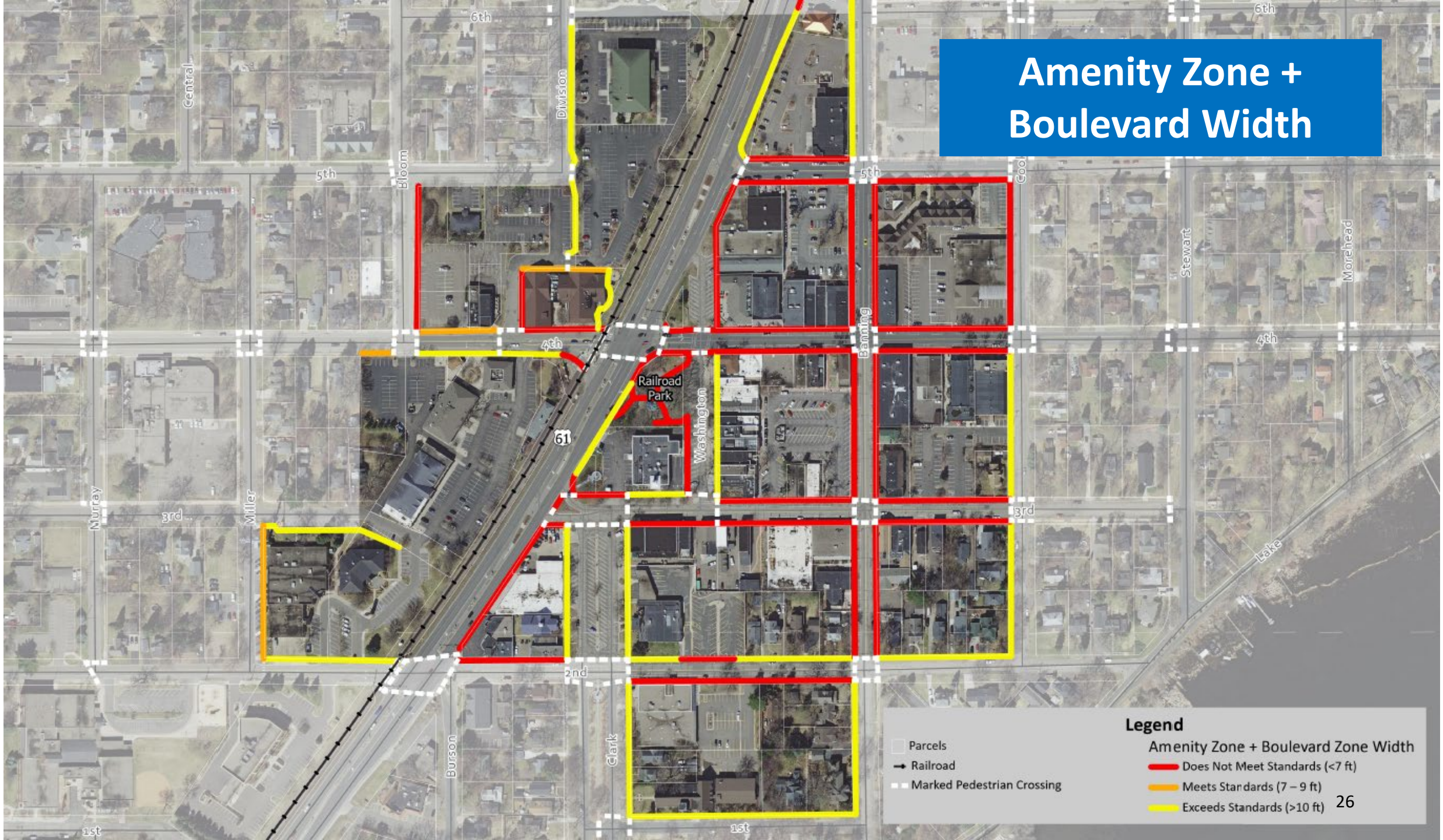
Street Frontage Analysis

- **Amenity Zone (2+ feet)**
- **Pedestrian Zone (6-8 feet)**
- **Boulevard Zone (6+ feet)**


Pedestrian Zone Width
6th
Central
Division
Bloom
5th
Cook
Stewart
Morehead
Banning
4th
Railroad Park
Washington
61
Murray
Miller
3rd
Lake
2nd
Burson
Clark
1st
Legend
Parcels
Railroad
Marked Pedestrian Crossing
Pedestrian Zone Width
4-ft
5-ft
6-ft or more

Street Frontage Width

Amenity Zone + Boulevard Width



Street Frontage Tree Cover

Public Engagement

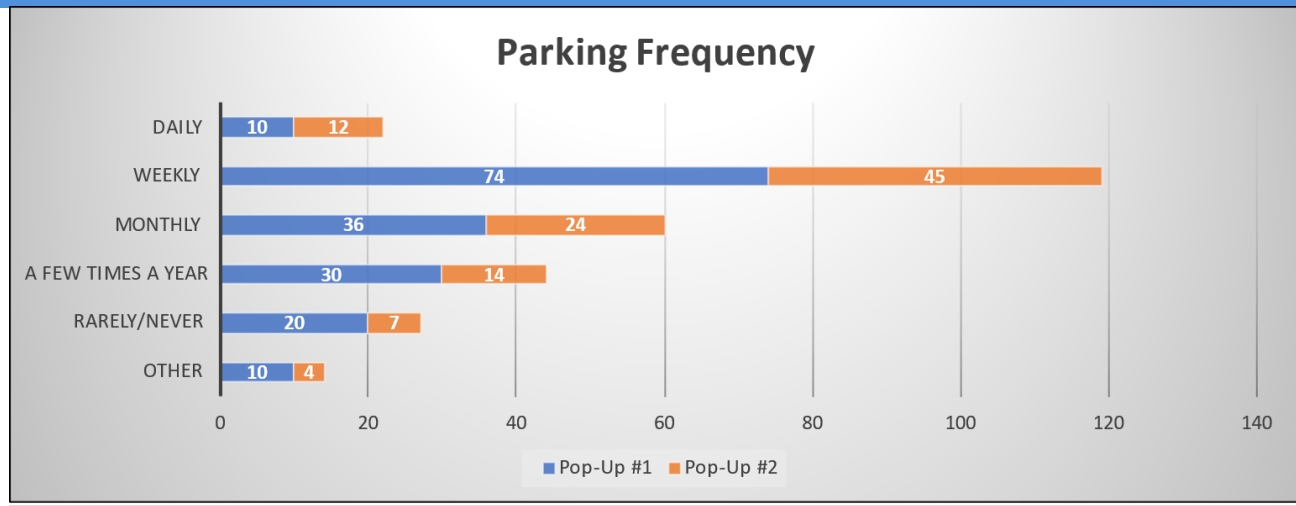
Public Engagement

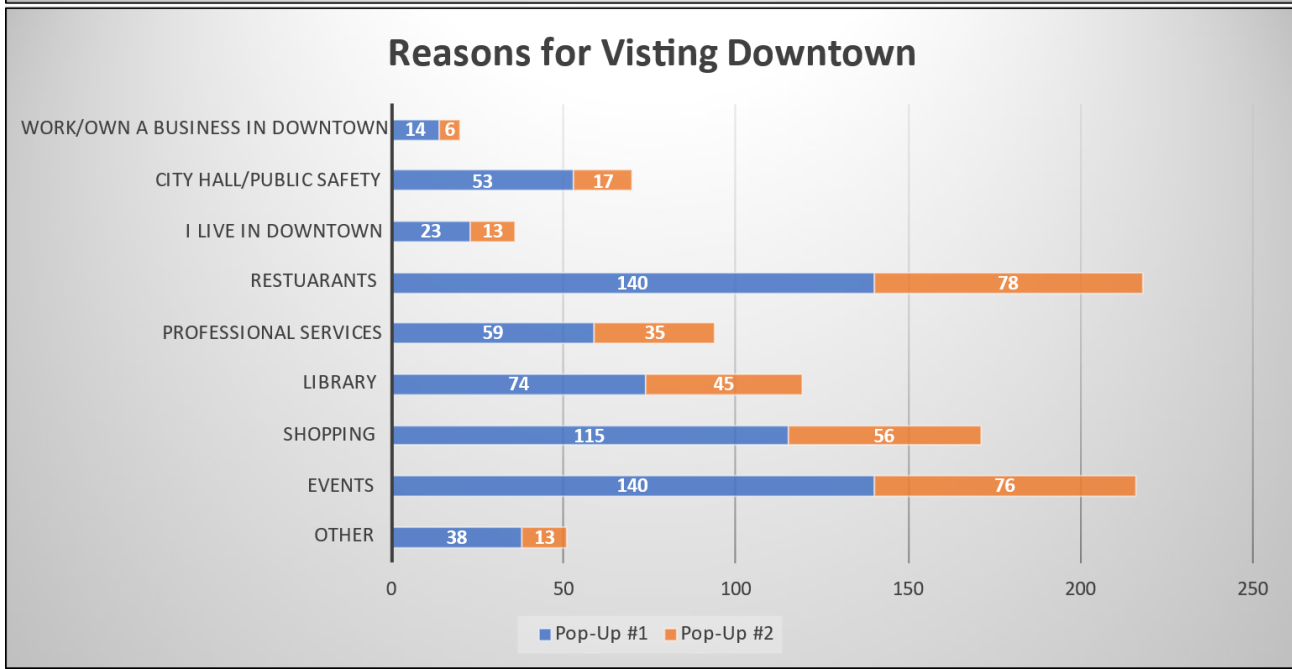
- Online Input (208 survey respondents to date)
- July 13th Marketfest Pop-Up Meeting (235 visitors)
- July 27th Marketfest Pop-Up Meeting (112 visitors)
- August 3rd Community Workshop (20 attendees)

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.

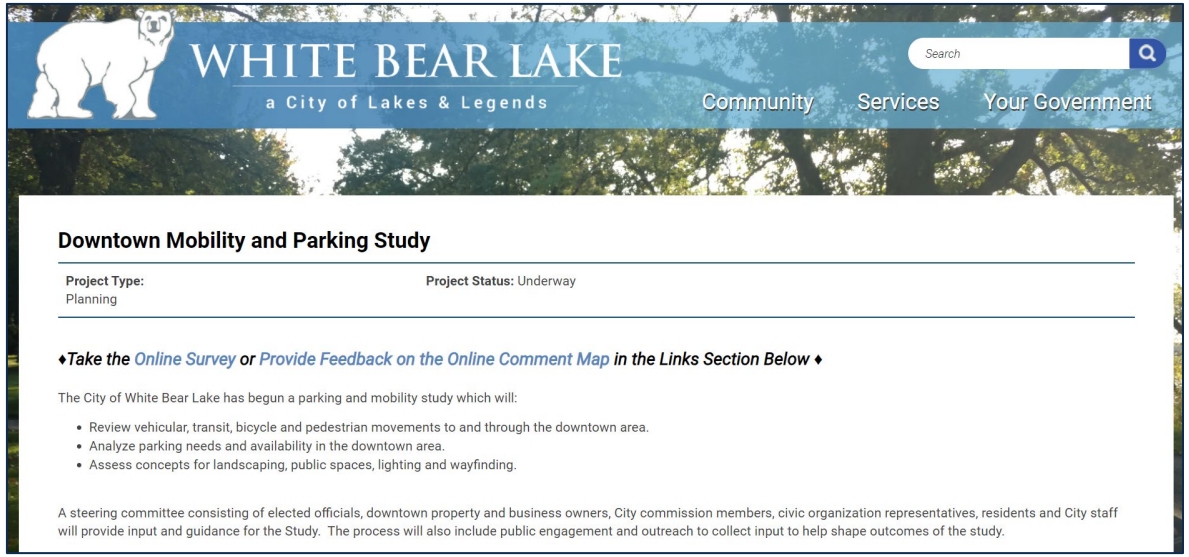




Online Public Engagement

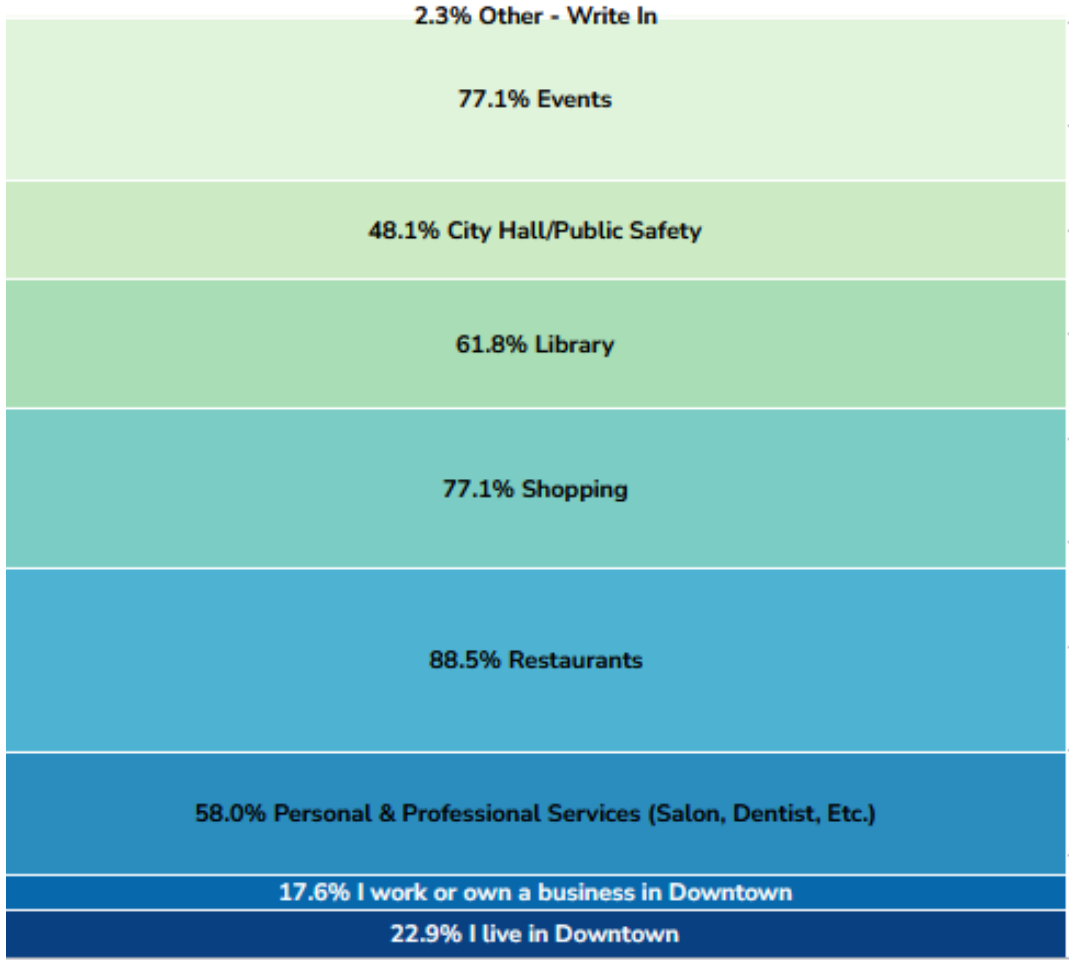
Project Website:
www.whitebearlake.org/engineering/project/downtown-mobility-and-parking-study

- **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

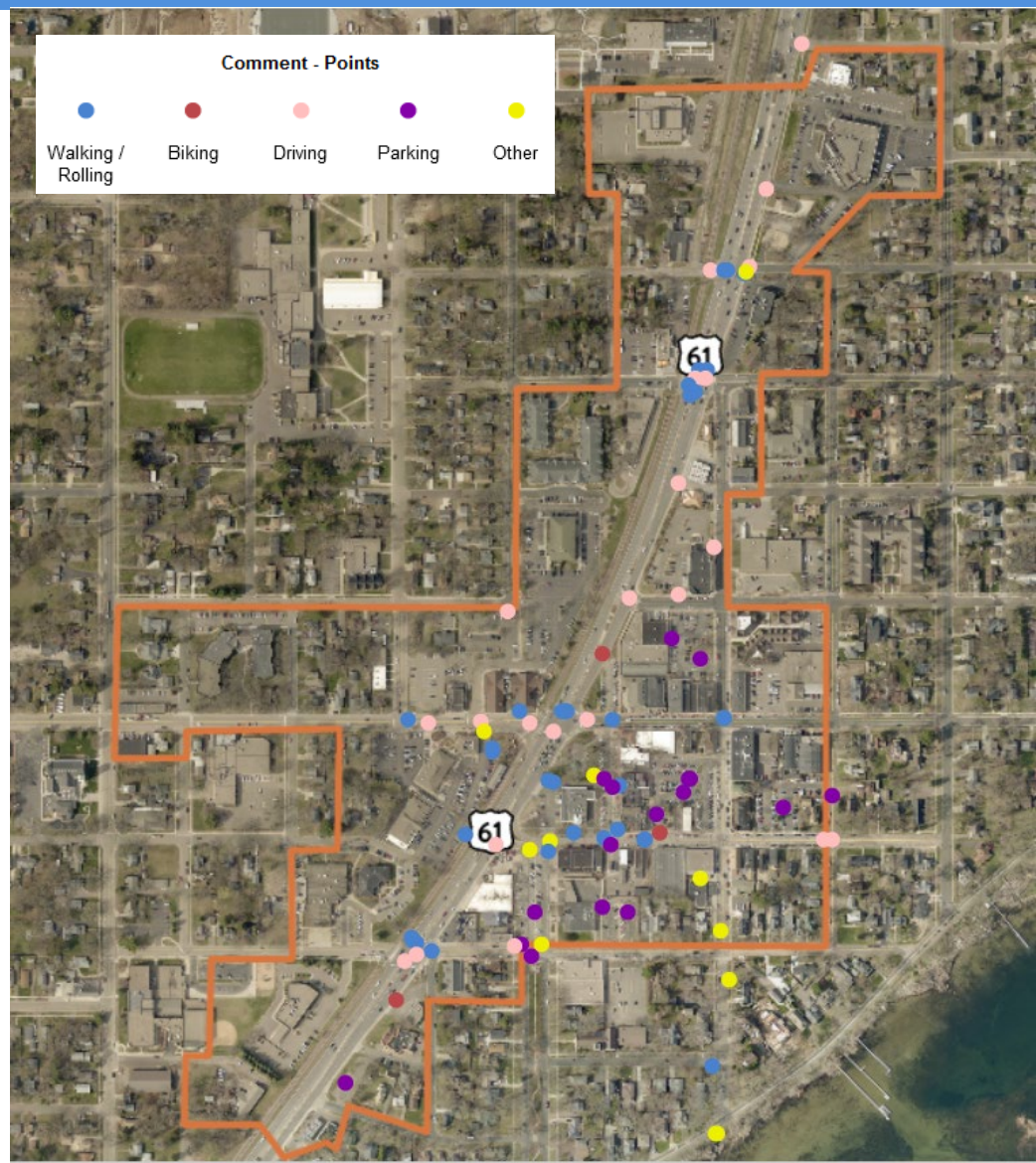


"Why do you visit downtown?"

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.



Discussion

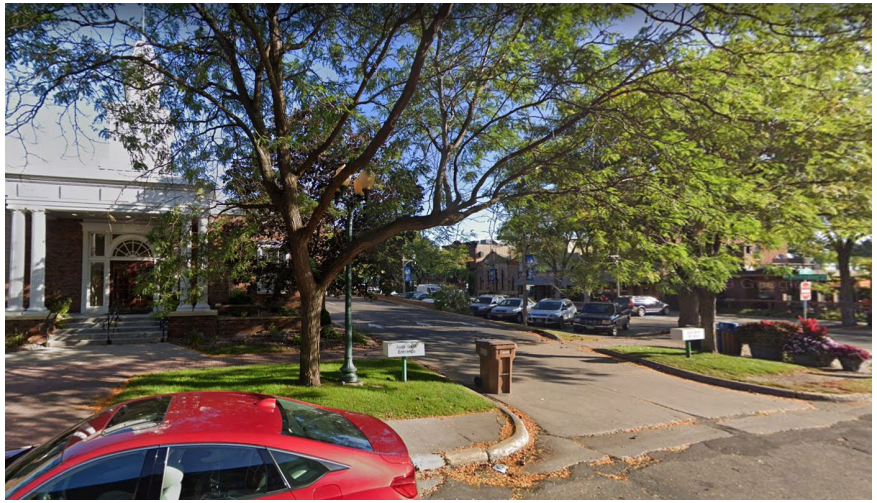
Discussion

What would you like to get out of the Downtown Mobility and Parking Study?

Downtown Pedestrian Experience

Connections to/from Outside of Downtown

Potential Redevelopment Opportunities?



Next Steps

Next Steps

- **Summarize Engagement**
- **Access and Circulation Review**
- **Mobility and Parking Findings**
- **Next Steering Committee Meeting:**
  - **Late September**
  - **Days/times that work or don’t work?**