



# White Bear Lake Downtown Mobility & Parking Study

## Steering Committee Meeting #1

August 23, 2023





- 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





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





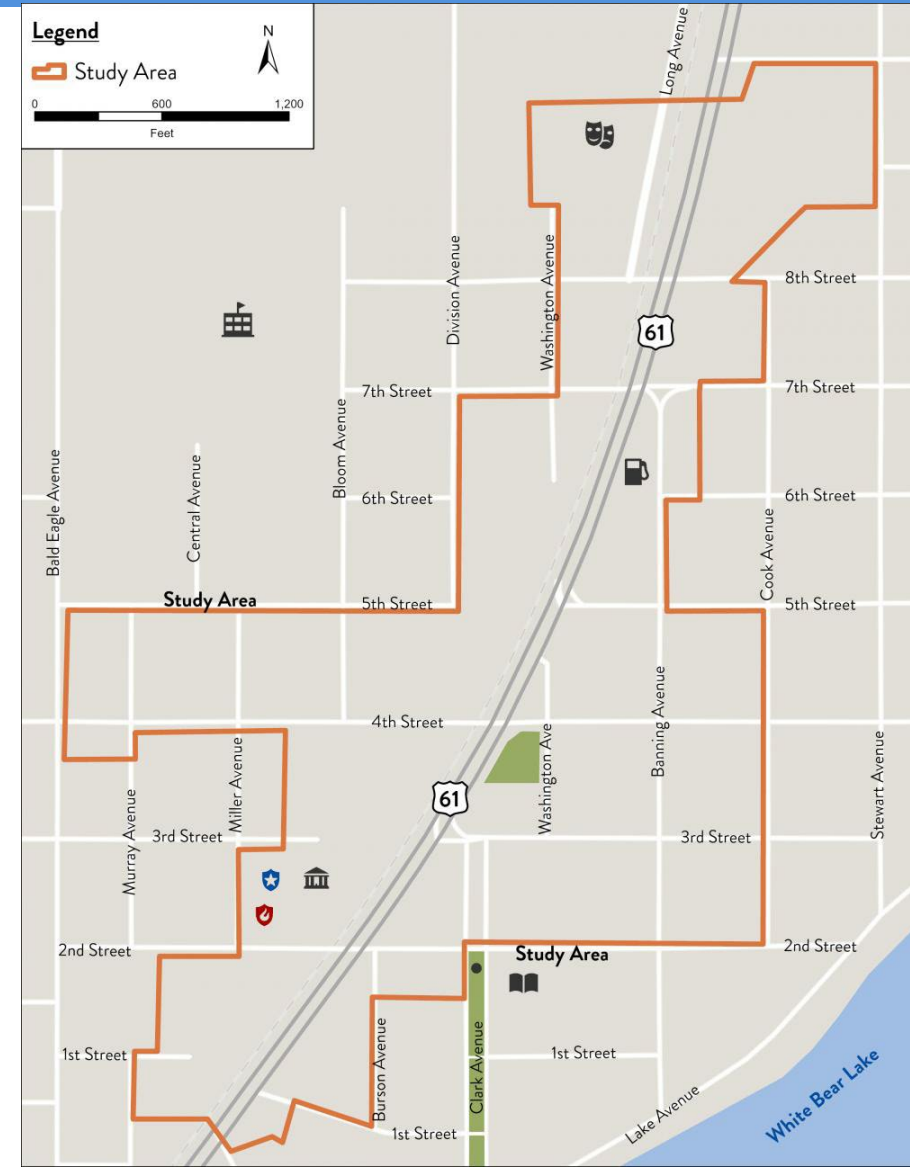


# Project Overview



# 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
<b>1. Meetings, Project Management and Administration</b>	[Blue hatched bar]										
<i>Kickoff Meeting</i>	[Blue square]										
<i>Bi-Weekly PMT Meetings</i>			[Blue square]	[Blue square]	[Blue square]	[Blue square]	[Blue square]	[Blue square]	[Blue square]	[Blue square]	[Blue square]
<i>City Council Updates</i>					[Blue square]		[Blue square]		[Blue square]		
<b>2. Public Engagement and Outreach</b>	[Green hatched bar]										
<i>Public Engagement Plan</i>		[Green bar]									
<i>Steering Committee Meetings</i>					[Green diamond]	[Green diamond]	[Green diamond]	[Green diamond]	[Green diamond]	[Green diamond]	
<i>Community Workshops</i>				[Green circle]	[Green circle]					[Green circle]	
<i>Pop-Up Events</i>				[Green circle]	[Green circle]						
<i>Study Web Page</i>		[Green bar]	[Green bar]	[Green bar]	[Green bar]	[Green bar]	[Green bar]	[Green bar]	[Green bar]	[Green bar]	[Green bar]
<i>Online Comment Map/Survey</i>			[Green bar]	[Green bar]	[Green bar]						
<b>3. Collect and Review Information</b>	[Blue bar]	[Blue bar]	[Blue bar]								
<b>4. Mobility Study</b>			[Blue bar]	[Blue bar]	[Blue bar]	[Blue bar]	[Blue bar]				
<b>5. Parking Study</b>				[Blue bar]	[Blue bar]	[Blue bar]	[Blue bar]	[Blue bar]			
<b>6. Public Realm Improvements</b>						[Blue bar]	[Blue bar]	[Blue bar]	[Blue bar]		
<b>7. Prepare Final Study Document</b>									[Blue bar]	[Blue bar]	





# 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**



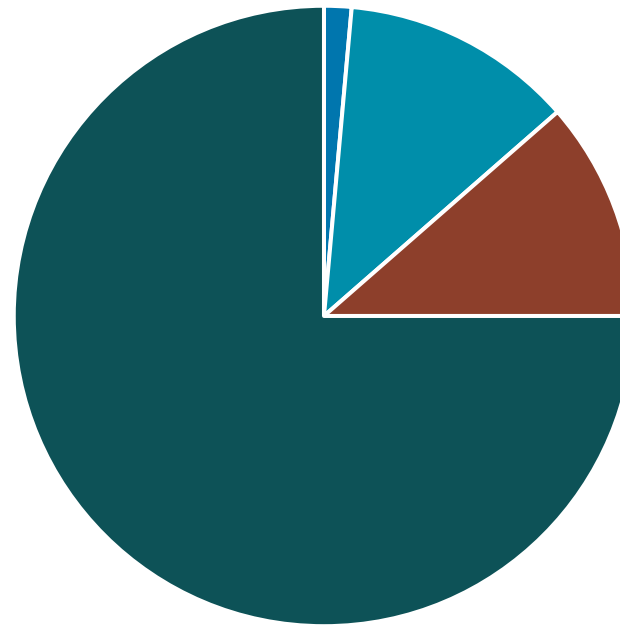
# Data Collection & Analysis

## 2018-2022 Crash Analysis

### Overall Summary:

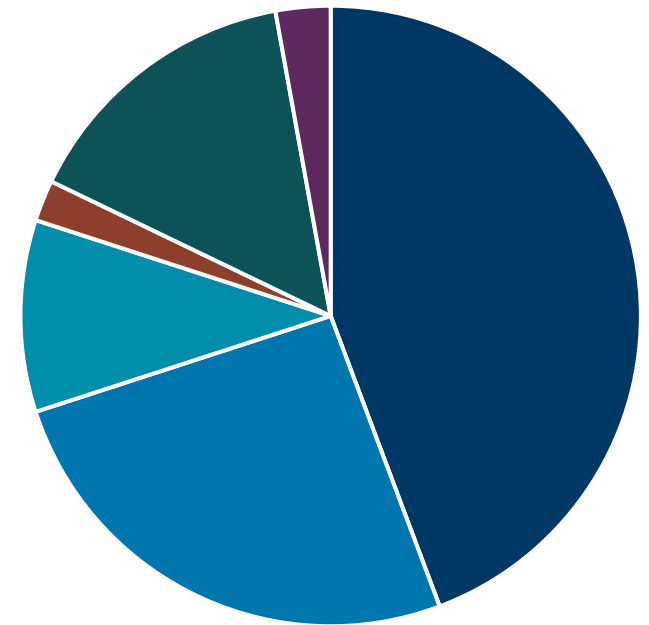
- 140 total intersection crashes
- 53 total segment crashes
- No fatalities
- Most were rear end crashes at intersections
- Majority Property Damage only crashes

Intersection Injury Types



■ Fatal ■ A ■ B ■ C ■ Property

Intersection Crash Types



■ Rear End ■ Right Angle ■ Sideswipe  
■ Head On ■ Single Vehicle ■ Other





# Data Collection & Analysis

## 2018-2022 Crash Analysis

### US 61 at 4<sup>th</sup> 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

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

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

**Critical Crash Rate and FAR Rate**

- (X) Total Intersection Crashes
- (X) Above Critical Crash Rate
- (X) Above Critical FAR Rate
- (X) Above Both Critical Crash and Critical FAR Rate
- Yellow line: Above Critical Crash Rate
- Red line: Above Critical FAR Rate
- Red line: Above Both Critical Crash and Critical FAR Rate

**Fatal and Severe Injury Crashes**

- (Icon) Severe Injury Ped/Bike Crash
- (Icon) Fatal Ped/Bike Crash
- (Icon) Severe Injury Crash
- (Icon) Fatal Crash

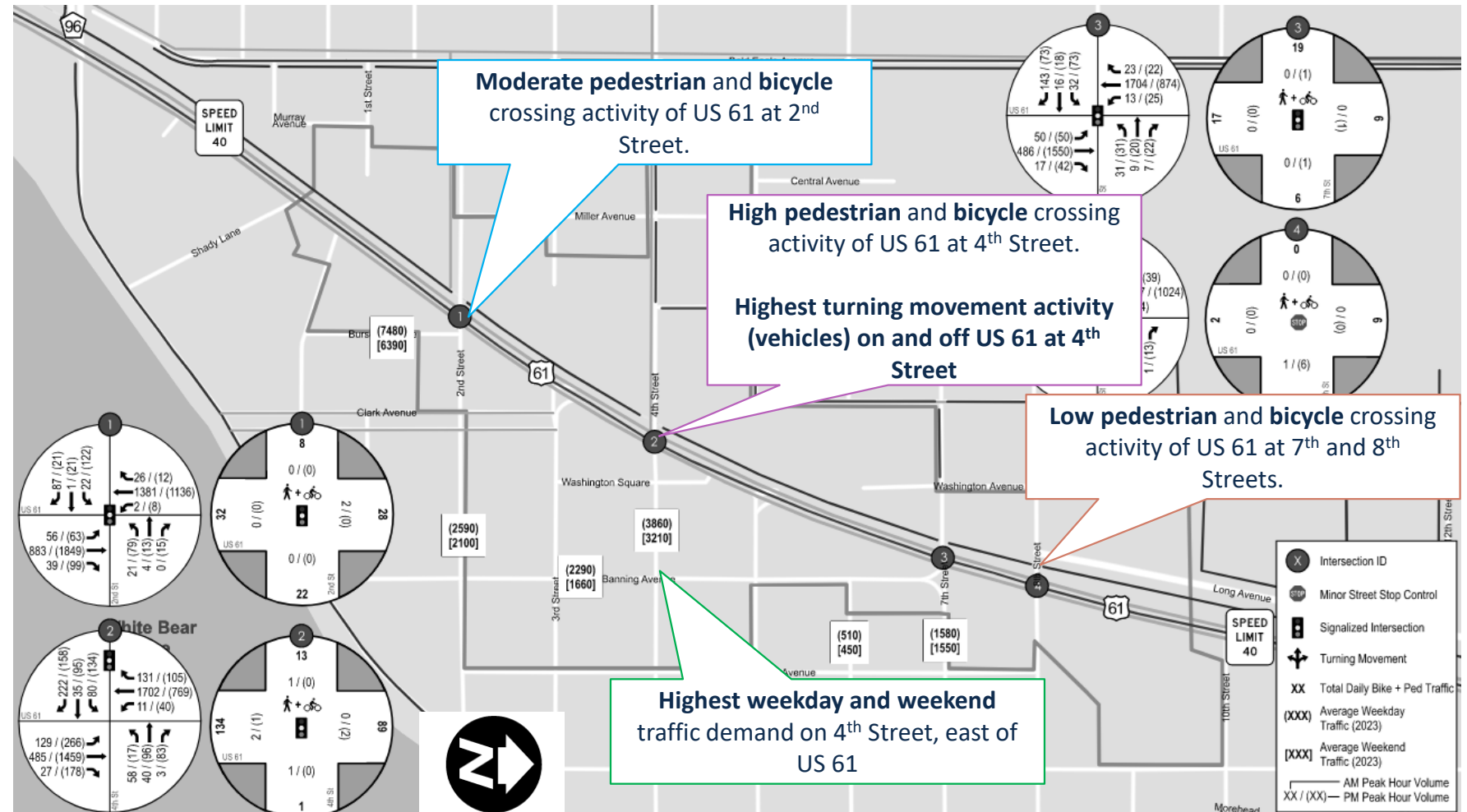




# Data Collection & Analysis

## Traffic Data Collection

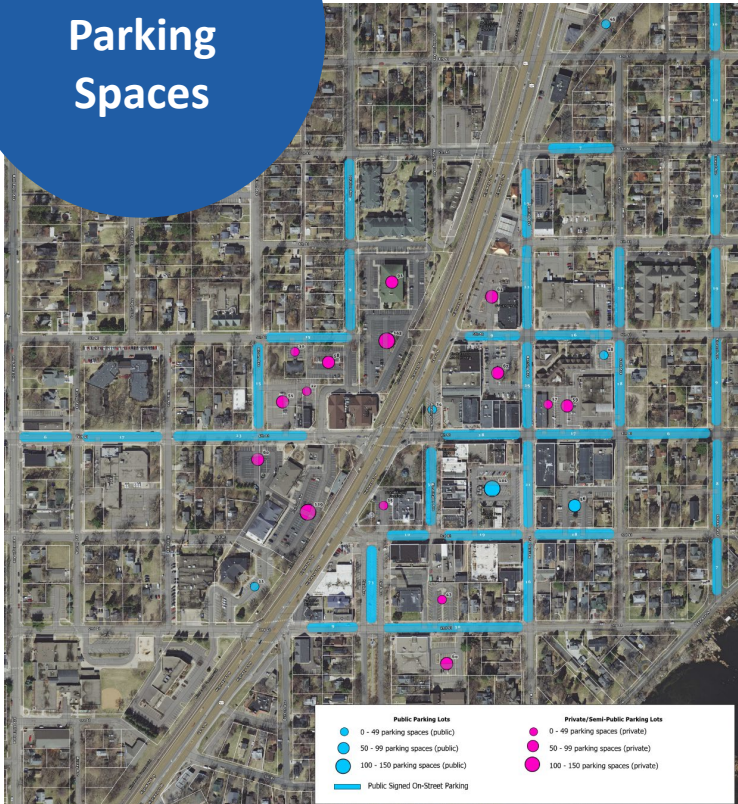
- Vehicle/pedestrian/bicycle counts at:
  - US 61 at 2<sup>nd</sup> St
  - US 61 at 4<sup>th</sup> St
  - US 61 at 7<sup>th</sup> St
  - US 61 at 8<sup>th</sup> St
- 2023 daily weekday and weekend traffic along:
  - Banning Ave
  - 4<sup>th</sup> Street
  - 7<sup>th</sup> Street
  - 6<sup>th</sup> Street





# 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.*

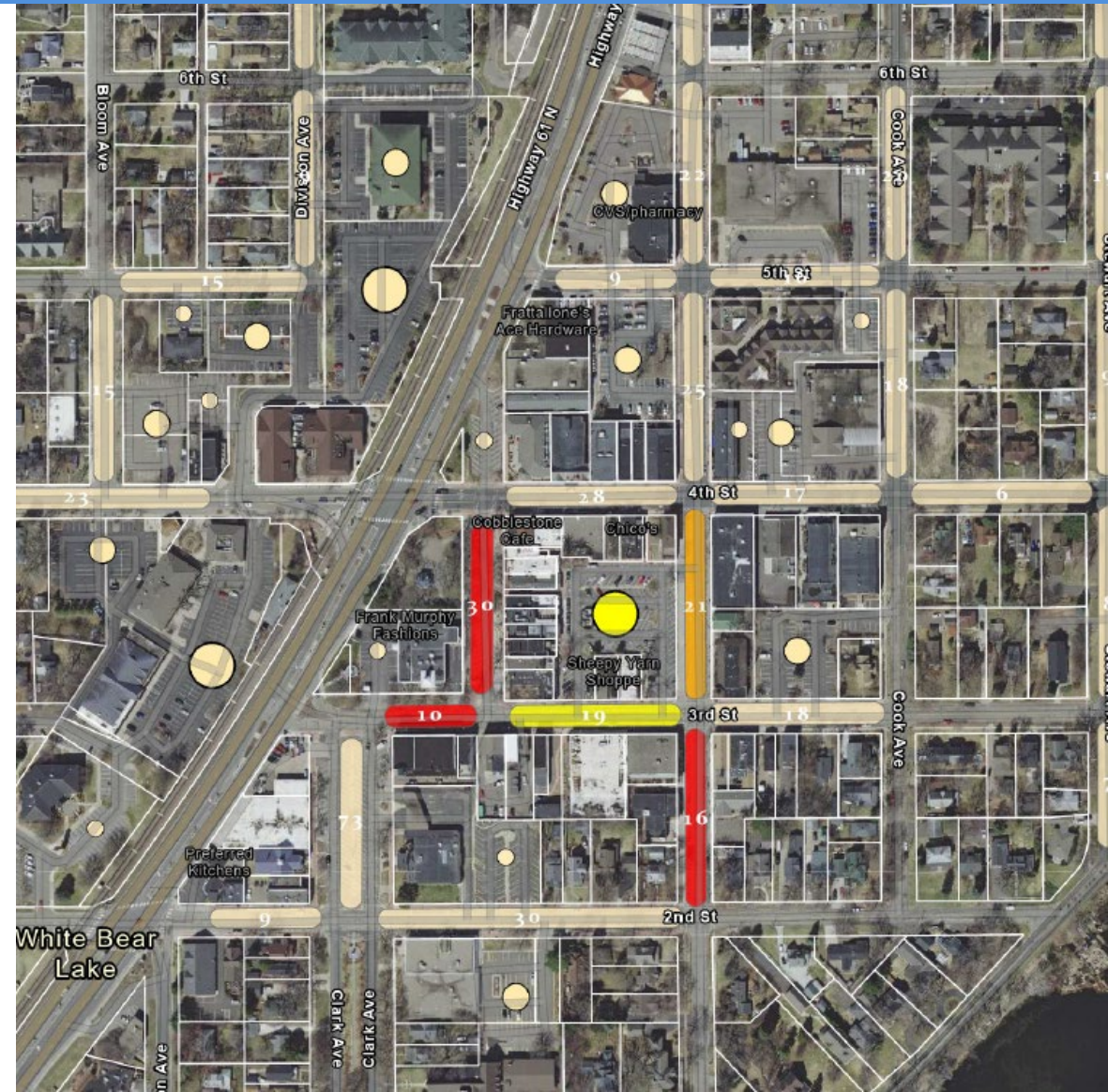
## General Findings:

- 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%
<b>Total</b>	<b>54%</b>

## 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.*

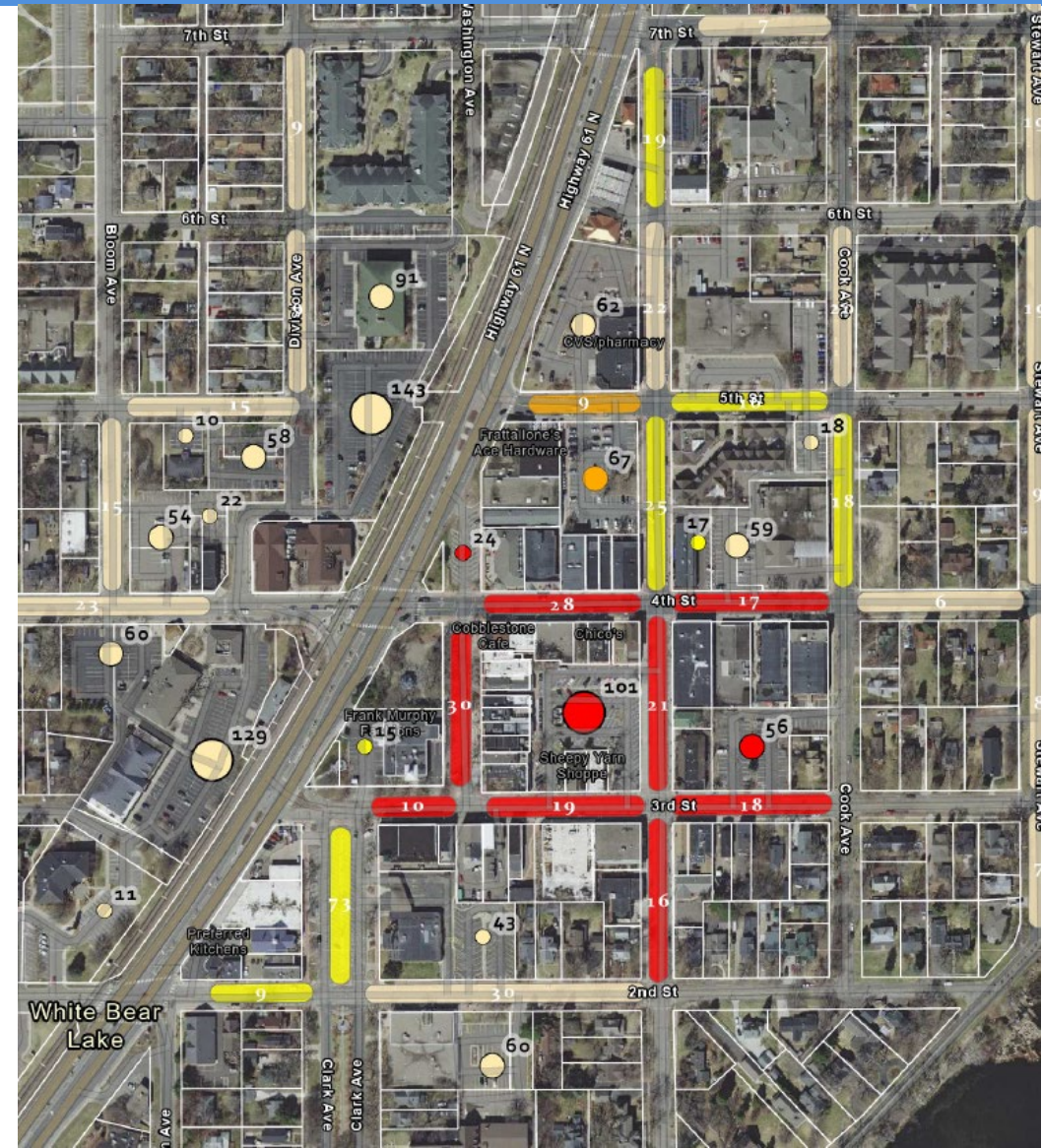
## General Findings :

- 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%
<b>Total</b>	<b>82%</b>

## 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.

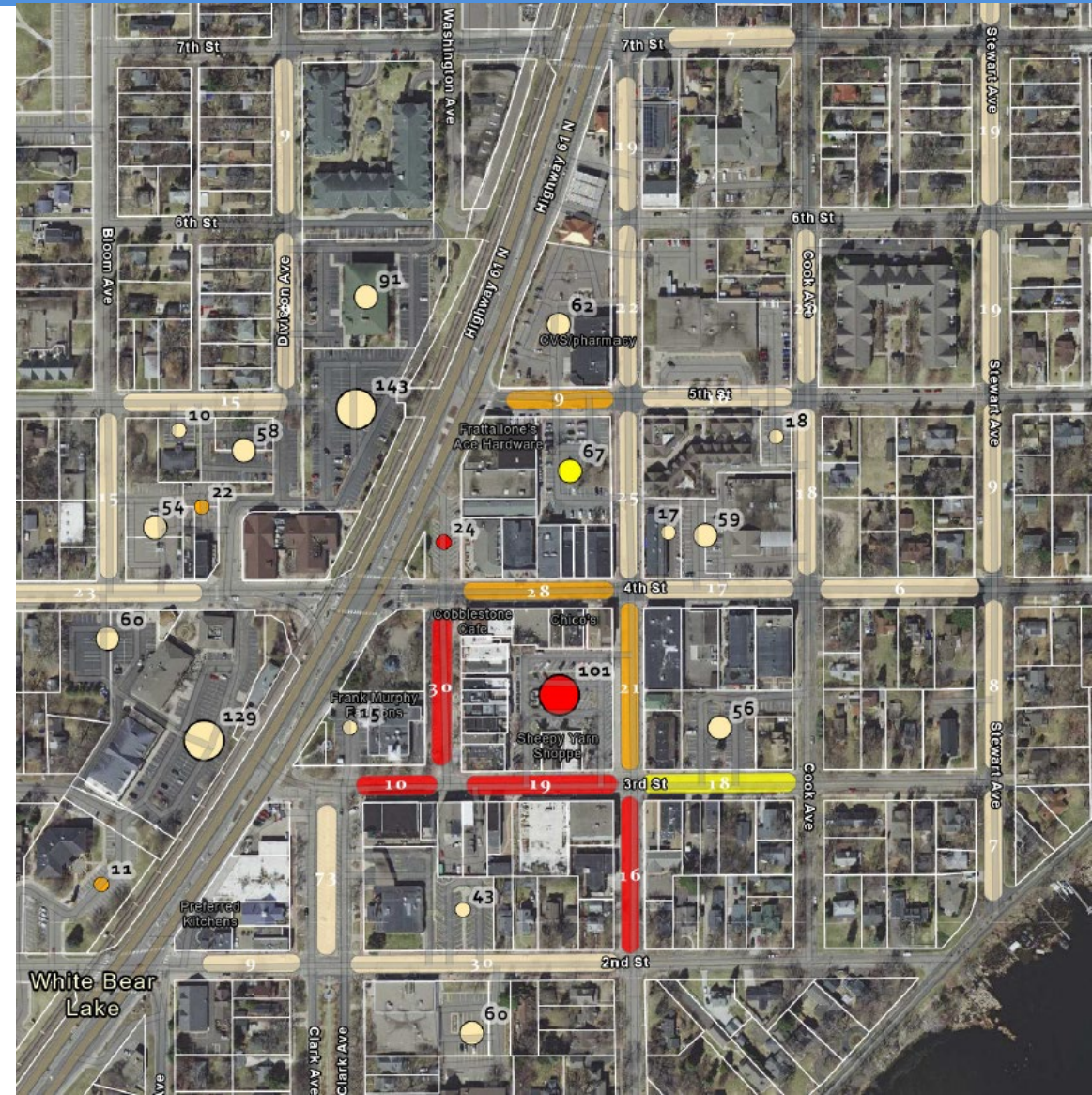
## General Findings:

- 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%
<b>Total</b>	<b>58%</b>

## 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	<ul style="list-style-type: none"> <li>• Parcel delivery</li> <li>• Pickup/Drop-off (Uber, Lyft, Childcare)</li> <li>• Dry Cleaner</li> <li>• Convenience Store</li> <li>• Take-Away Food/Coffee</li> <li>• Business Delivery</li> </ul>
Short Term User	1 – 2 hours	<ul style="list-style-type: none"> <li>• 1 Stop Shopping</li> <li>• Fast/Casual Food (eat in)</li> <li>• Grocery Store</li> <li>• Sit down restaurant/bar/brewery</li> <li>• EV Charging (fast charging)</li> </ul>
Long Term User	2 – 4 hours	<ul style="list-style-type: none"> <li>• Sit down restaurant /bar/brewery</li> <li>• Multi-Stop/Window shoppers</li> <li>• Tourists</li> <li>• Trailhead users</li> <li>• Residential Guest</li> <li>• EV Charging (fast charging)</li> </ul>
Daily User	4 – 8+ users	<ul style="list-style-type: none"> <li>• Employees</li> <li>• Residents</li> <li>• Hotel Guests</li> <li>• Events</li> <li>• Trailhead Users</li> <li>• EV Charging (overnight)</li> </ul>



# 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)**



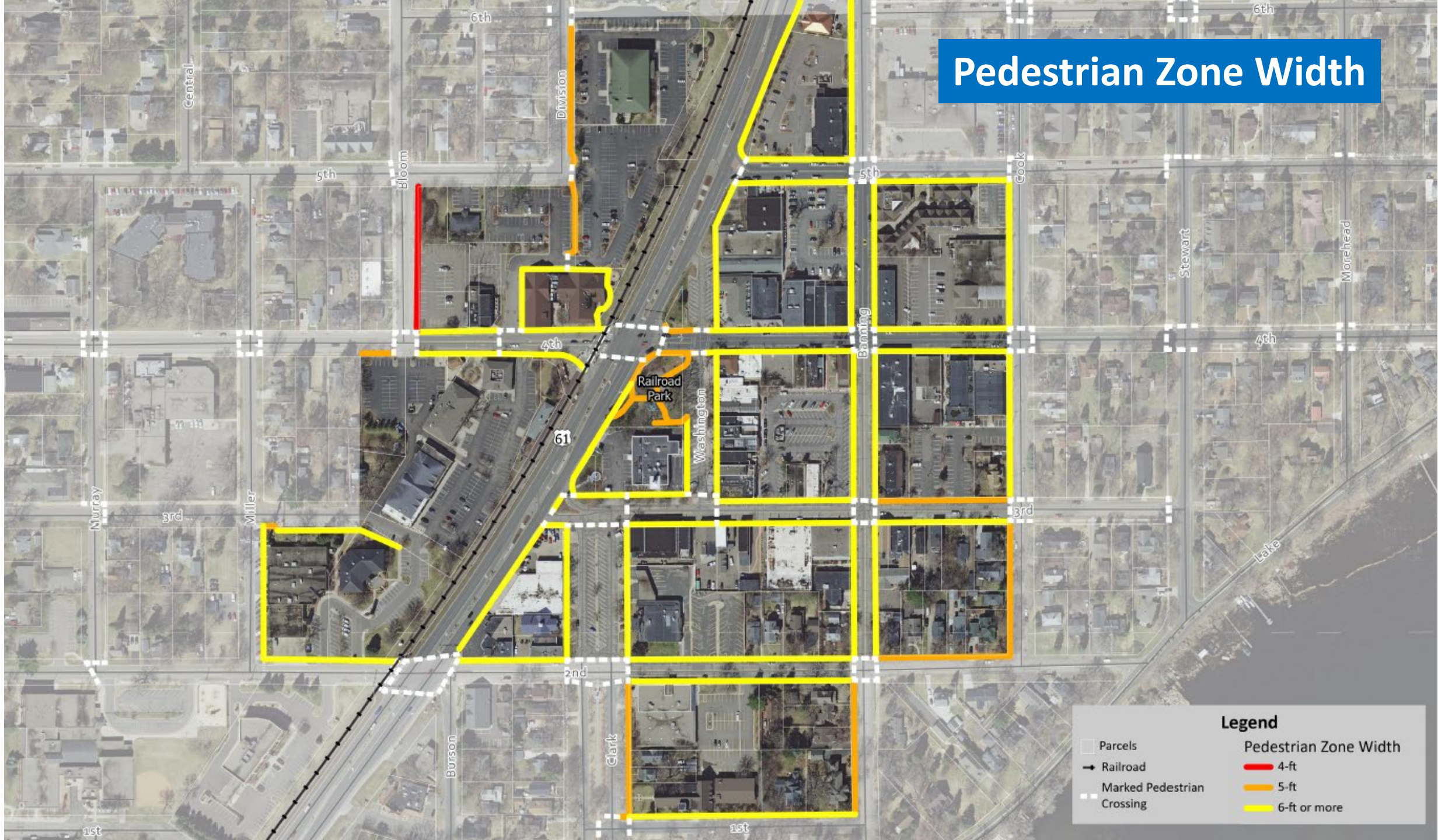
Amenity Zone (2+ ft)

Pedestrian Zone (6 - 8 ft)

Boulevard Zone (6+ ft)



# Pedestrian Zone Width



Legend	
Parcels	
Railroad	
Marked Pedestrian Crossing	
Pedestrian Zone Width: 4-ft	
Pedestrian Zone Width: 5-ft	
Pedestrian Zone Width: 6-ft or more	



# Street Frontage Width



**Legend**

Parcels  
Railroad  
Marked Pedestrian Crossing

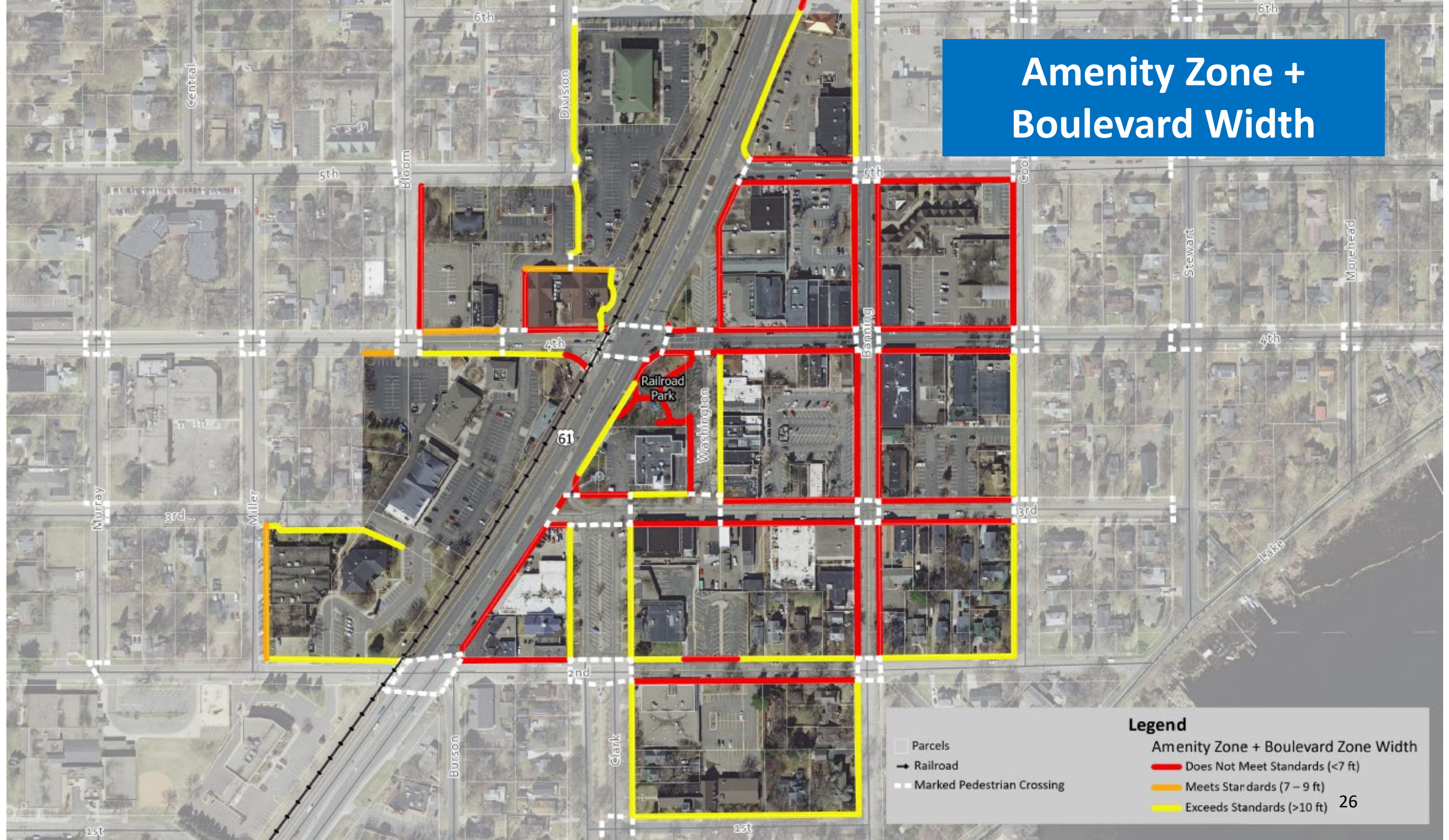
**Street Frontage Width**

- Does Not Meet Standards (<13 ft)
- Meets Standards (13-15 ft)
- Exceeds Standards (>16 ft)

25



# Amenity Zone + Boulevard Width



**Legend**

Amenity Zone + Boulevard Zone Width

- Parcels
- Railroad
- Marked Pedestrian Crossing
- Does Not Meet Standards (<7 ft)
- Meets Standards (7 – 9 ft)
- Exceeds Standards (>10 ft)

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# Street Frontage Tree Cover



**Legend**

Parcels	<b>Tree Cover</b>
Railroad	Less than 25% cover across the right-of-way
Marked Pedestrian Crossing	25%-50% cover across the right-of-way
	More than 50% cover across the right-of-way



# Public Engagement





# Public Engagement

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

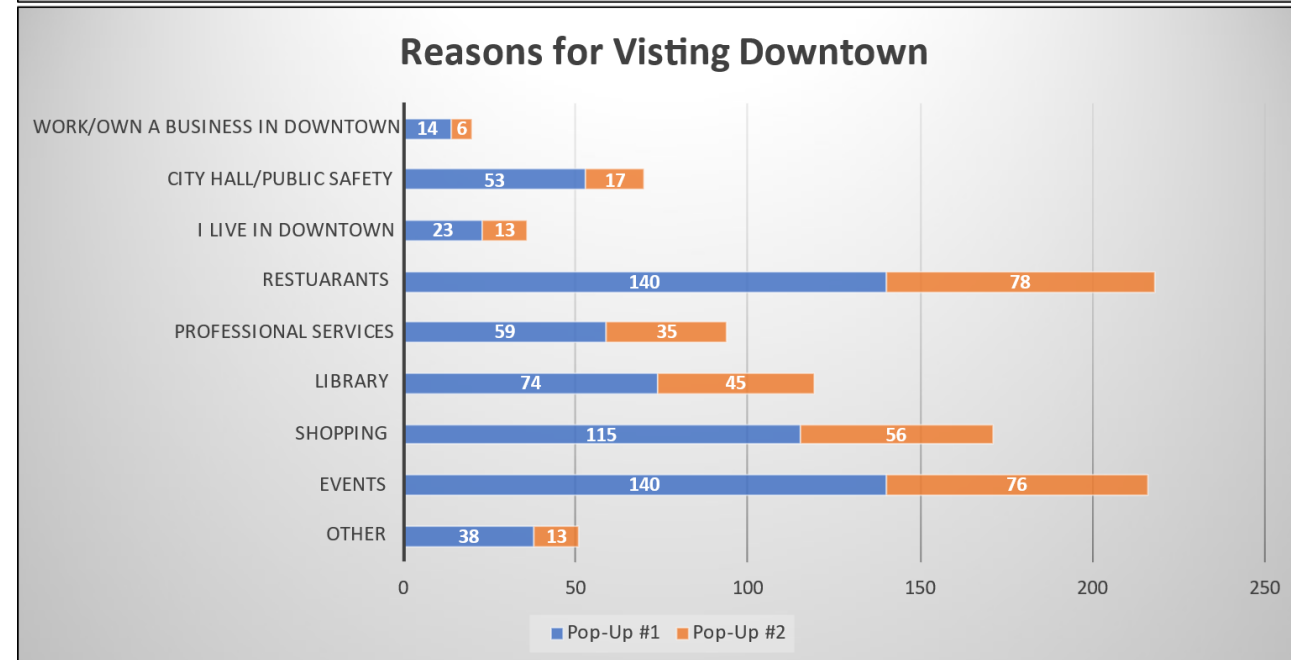
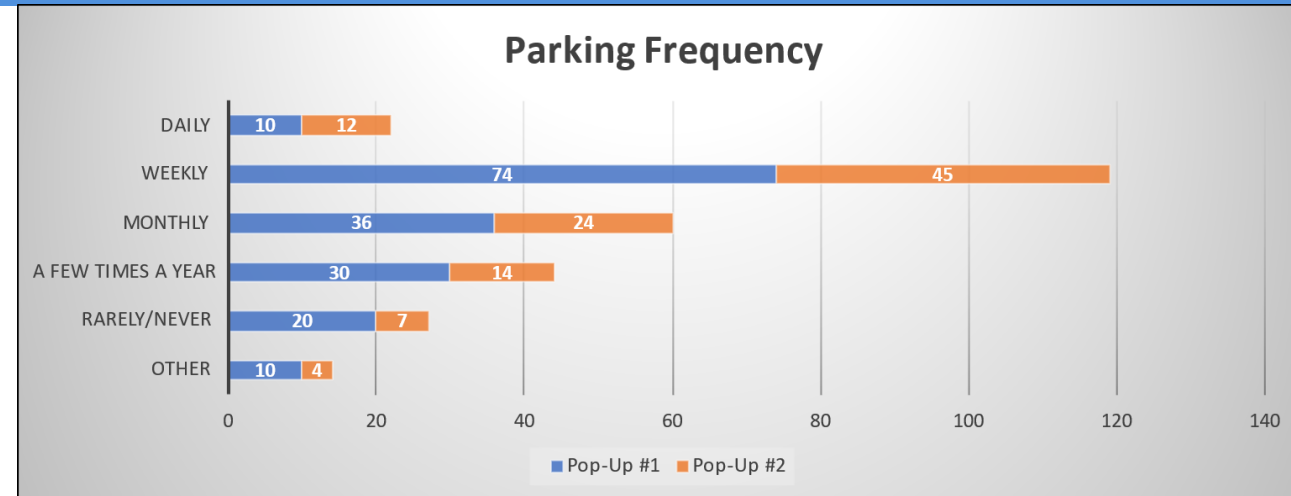




# In-Person Public Engagement

**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](http://www.whitebearlake.org/engineering/project/downtown-mobility-and-parking-study)

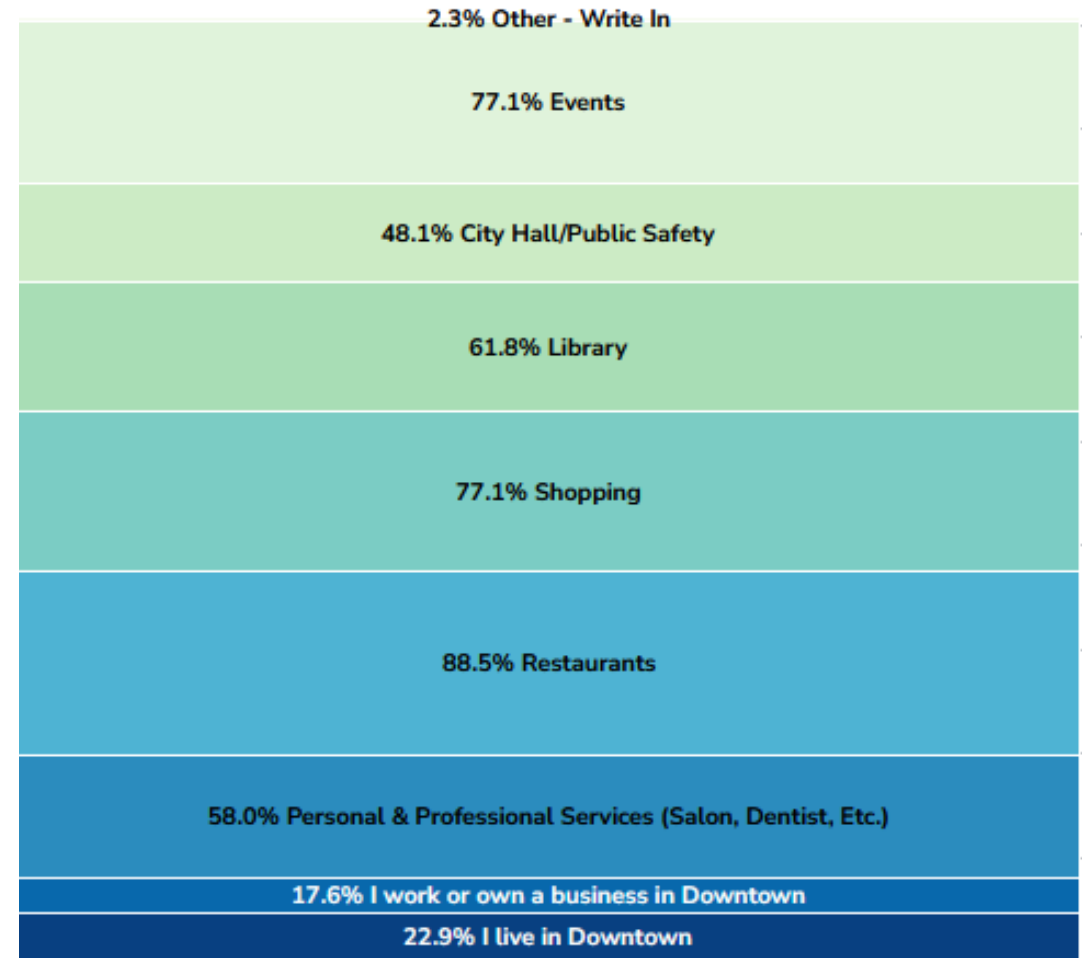
- Project Information & Announcements
- Subscribe for Updates
- Online Survey
- Interactive Comment Map

The screenshot shows the top navigation bar of the White Bear Lake website. It features the city logo (a white bear) and the text "WHITE BEAR LAKE a City of Lakes & Legends". To the right are links for "Community", "Services", and "Your Government", along with a search bar. Below the navigation bar, the main content area is titled "Downtown Mobility and Parking Study". It includes a table with "Project Type: Planning" and "Project Status: Underway". A call to action reads "♦Take the Online Survey or Provide Feedback on the Online Comment Map in the Links Section Below ♦". Below this, a paragraph states: "The City of White Bear Lake has begun a parking and mobility study which will:" followed by a bulleted list: "• Review vehicular, transit, bicycle and pedestrian movements to and through the downtown area.", "• Analyze parking needs and availability in the downtown area.", and "• Assess concepts for landscaping, public spaces, lighting and wayfinding." At the bottom, a paragraph explains: "A steering committee consisting of elected officials, downtown property and business owners, City commission members, civic organization representatives, residents and City staff will provide input and guidance for the Study. The process will also include public engagement and outreach to collect input to help shape outcomes of the study."



# 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

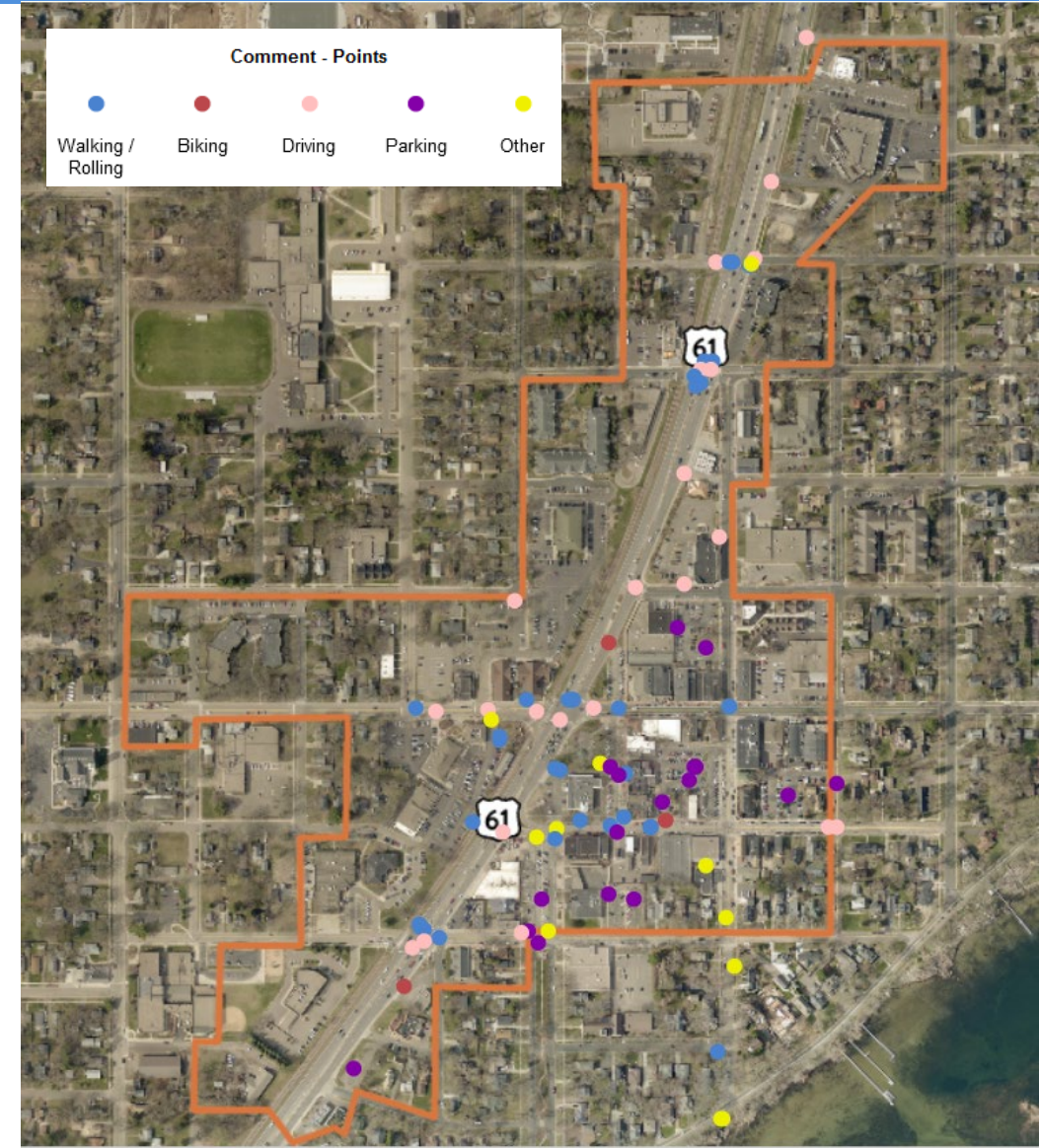


*"Why do you visit downtown?"*



## Online Comment Map Results

- ~250 views since June 19<sup>th</sup>, with 135 occurring on June 19<sup>th</sup>
- **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





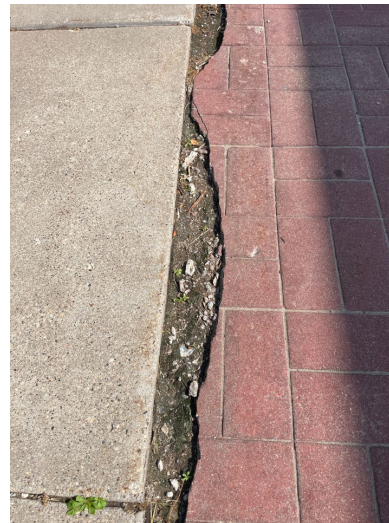
**What would you like to get out of the Downtown Mobility and Parking Study?**







# Downtown Pedestrian Experience







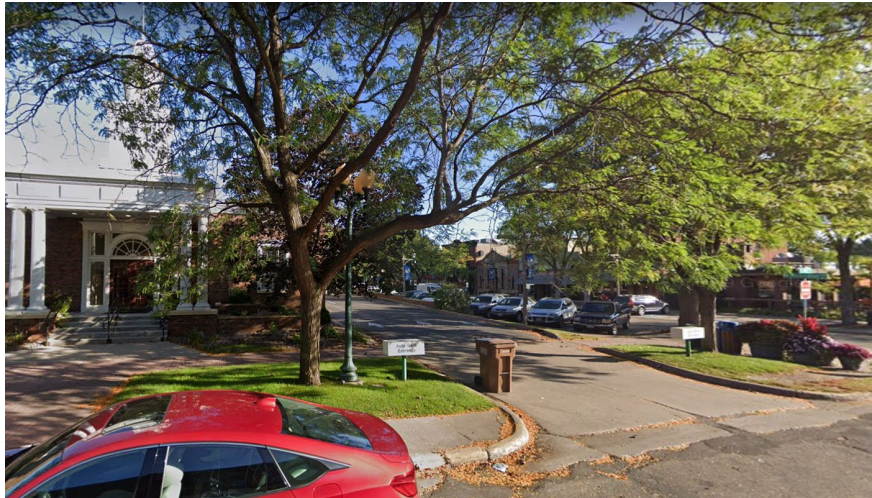
# Connections to/from Outside of Downtown

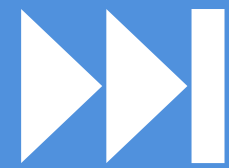




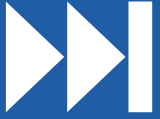


# Potential Redevelopment Opportunities?





**Next Steps**



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