



White Bear Lake Downtown Mobility & Parking Study

PMT Meeting #2

September 27, 2023

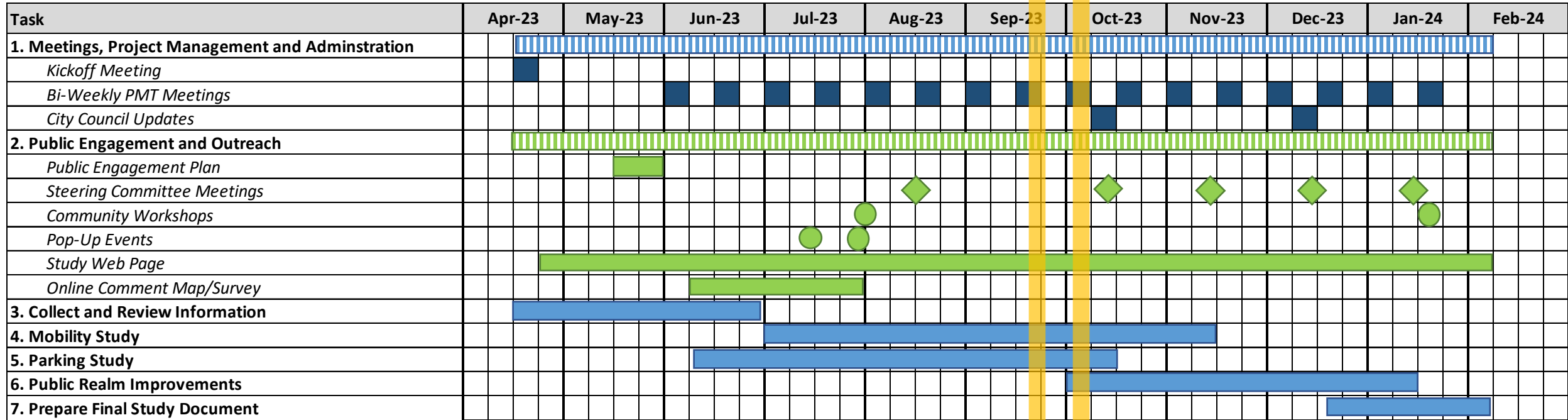




- 1. Public Engagement Update**
- 2. Project Update**
 - **Parking**
 - **Circulation**
- 3. Group Exercise**
- 4. Next Steps**



Project Schedule



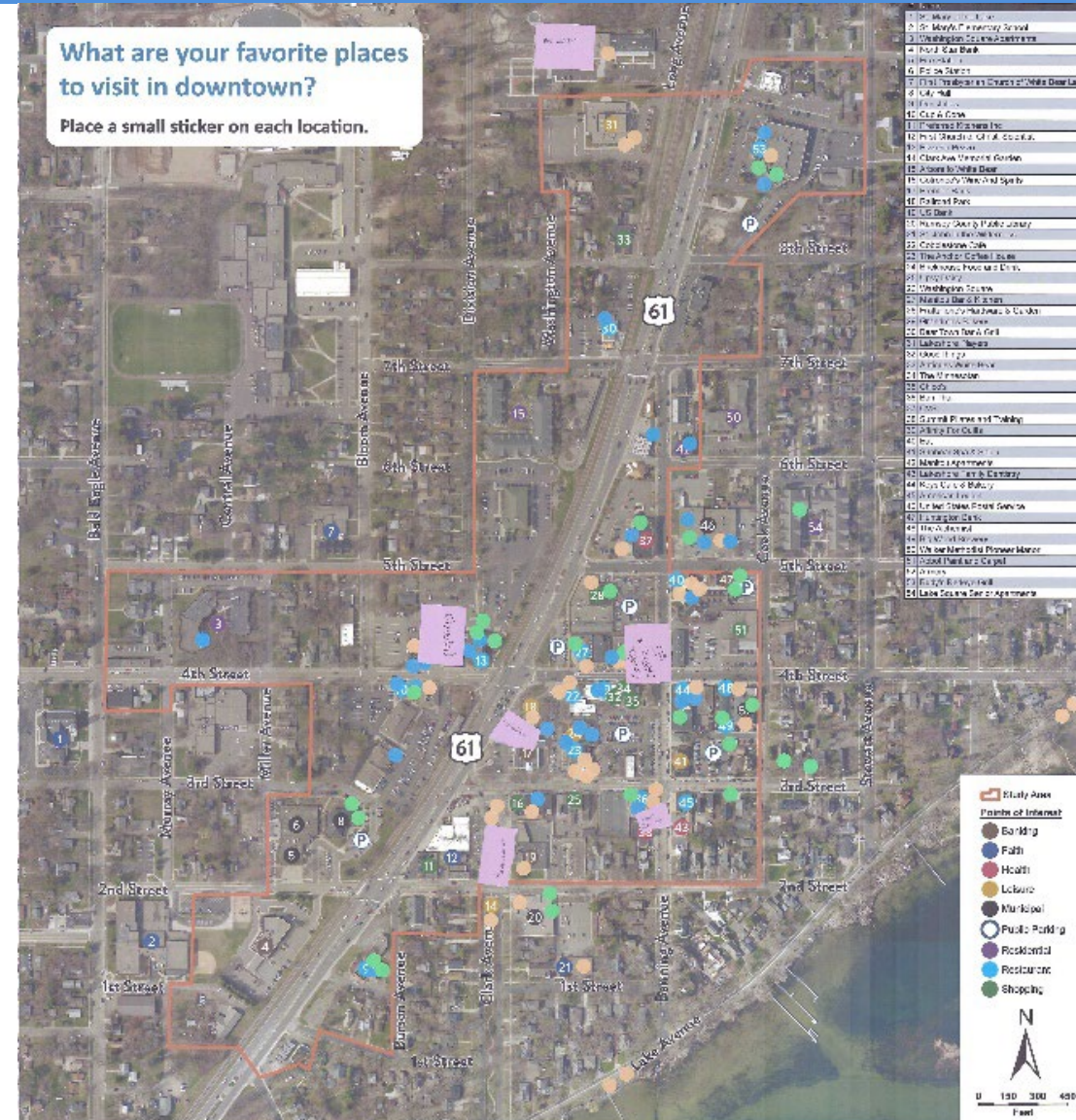
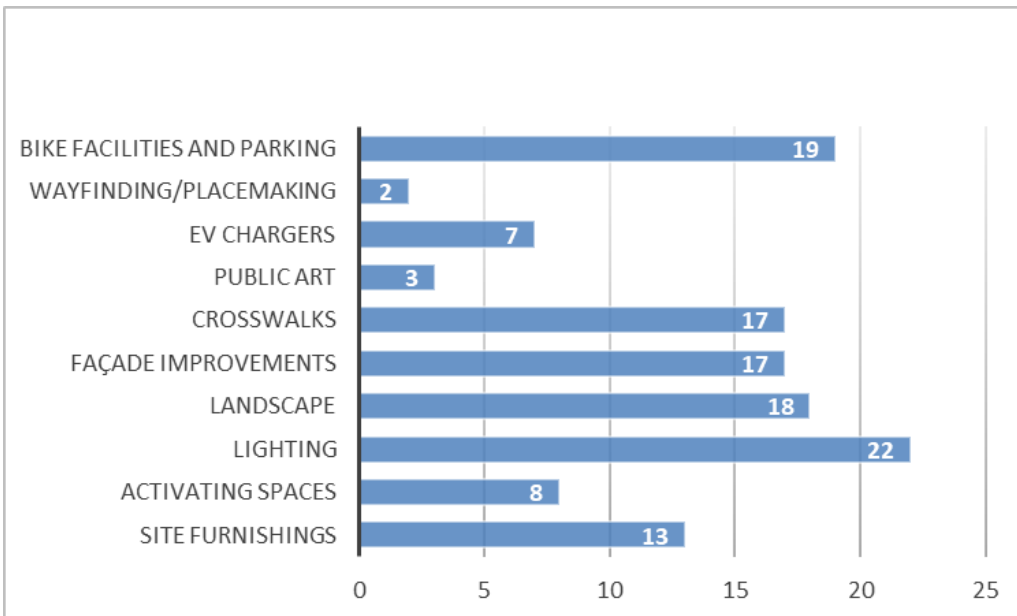


Public Engagement



In-Person Public Engagement

- **Community Workshop #1:**
 - August 3rd, Council Chambers
 - Approximately 20 attendees
 - 7 stations with activities





Online Public Engagement

- **Online Survey (closed):**
 - 255 Responses (84.3% completion rate)
 - 79% White Bear Lake/Township residents
- **Online comment map (closed)**
 - 89 points, 69 unique comments
 - 11 routes, 9 unique comments





Project Update: Parking

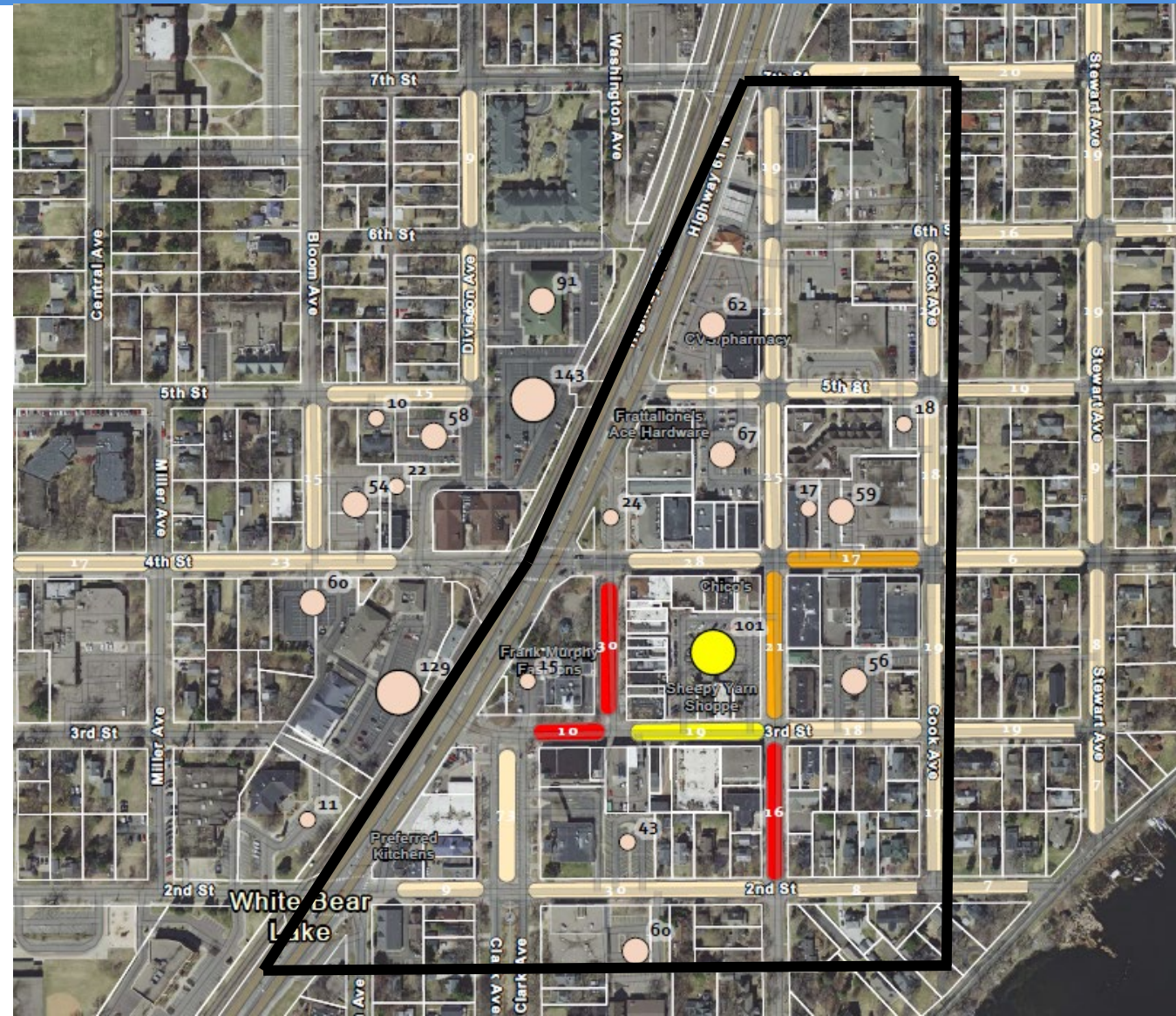


Parking Utilization: 9:00 am

Downtown Core	Supply	Utilization
On-Street Parking	407	58%
Public Off-Street	266	63%
Private Off-Street	194	41%
Total	867	56%

Industry Standards Used to Measure Parking Utilization

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



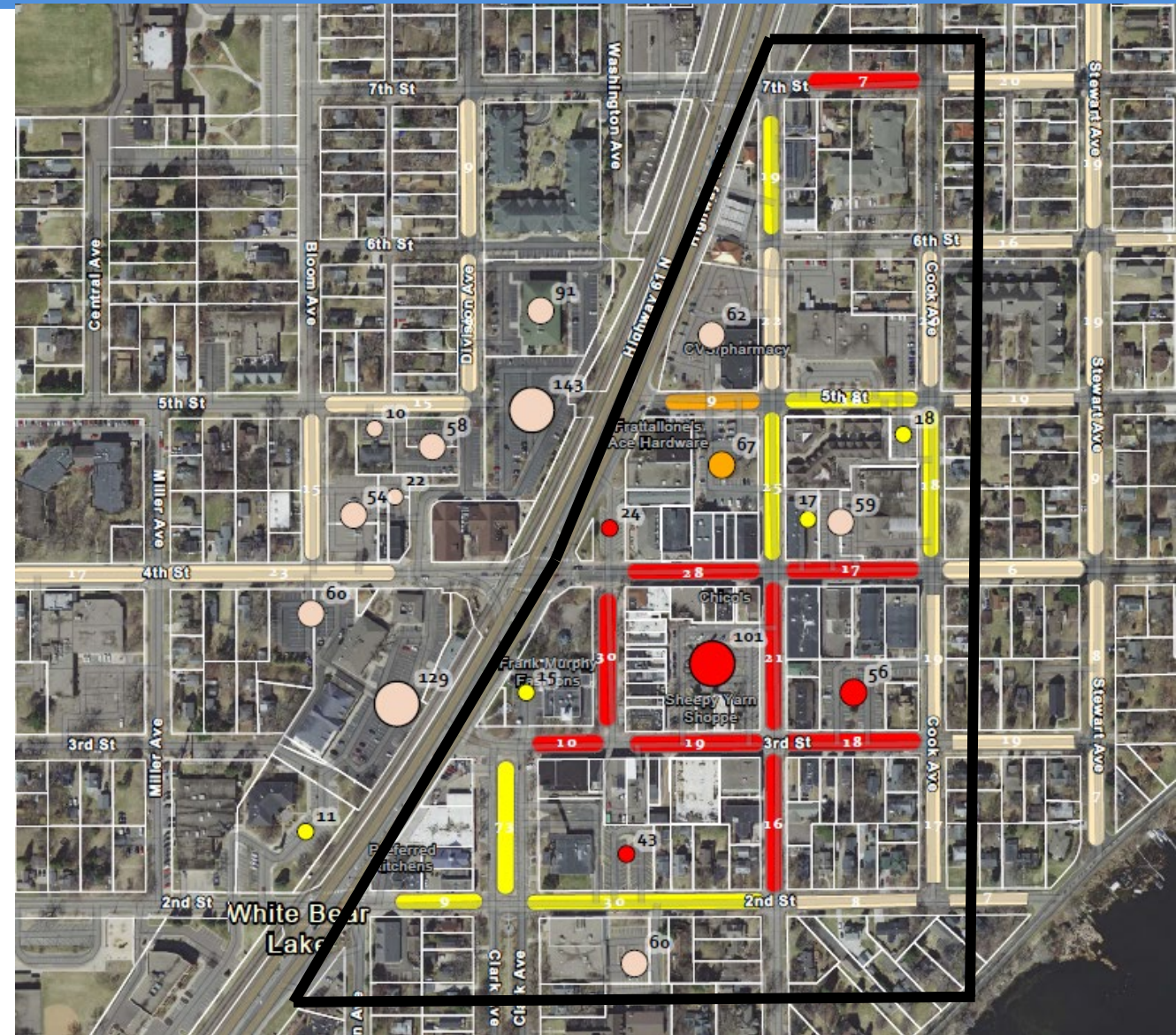


Parking Utilization: 12:00 pm

Downtown Core	Supply	Utilization
On-Street Parking	407	85%
Public Off-Street	266	83%
Private Off-Street	194	23%
Total	867	84%

Industry Standards Used to Measure Parking Utilization

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



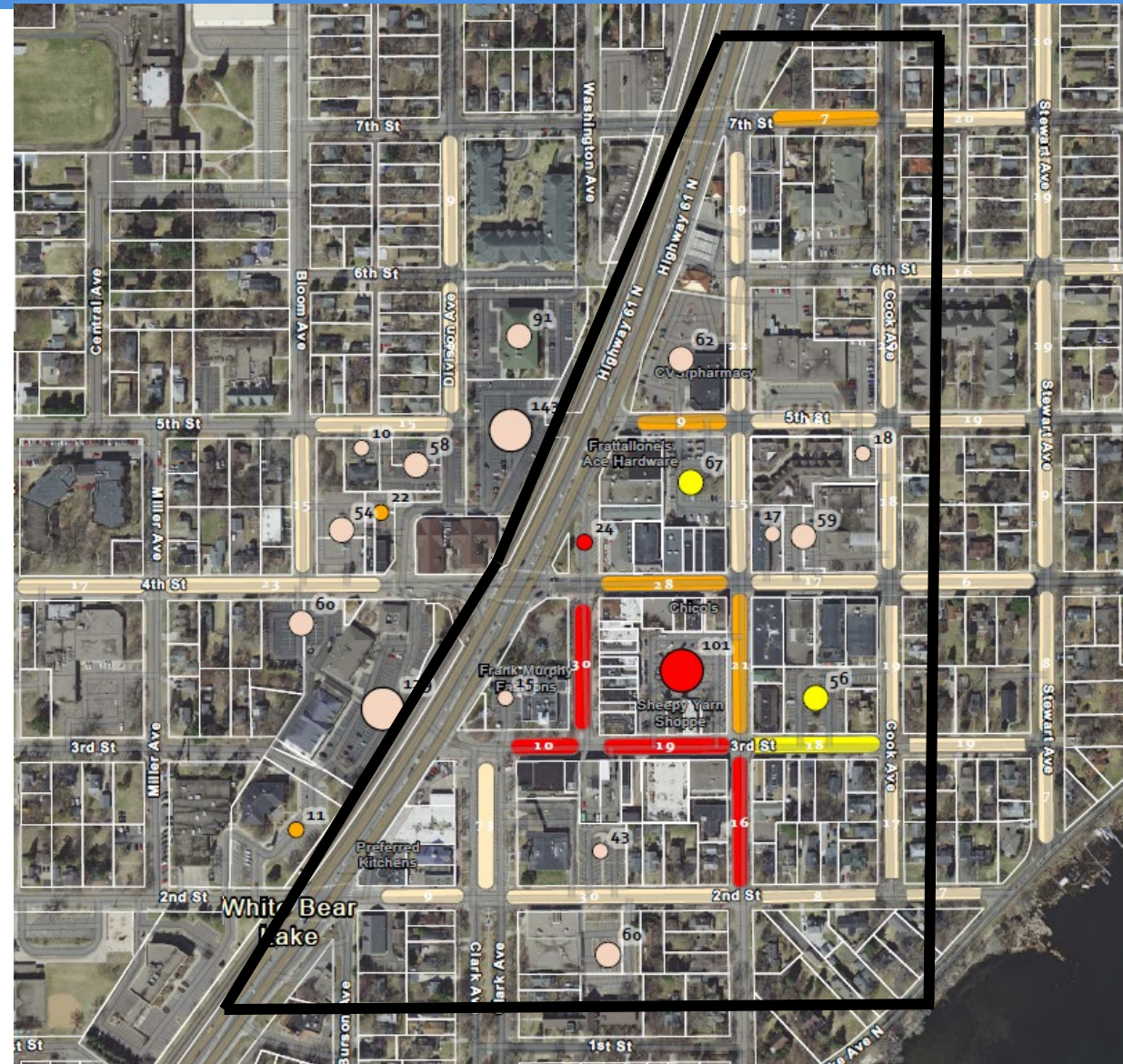


Parking Utilization 5:00 pm

Downtown Core	Supply	Utilization
On-Street Parking	407	69%
Public Off-Street	266	82%
Private Off-Street	194	29%
Total	867	64%

Industry Standards Used to Measure Parking Utilization

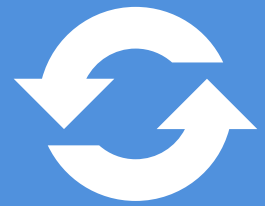
0% – 74%	Underutilized
75% - 84%	Normal Utilization
85% - 92%	Approaching Capacity
93% - 100%	At Capacity





Parking Questions

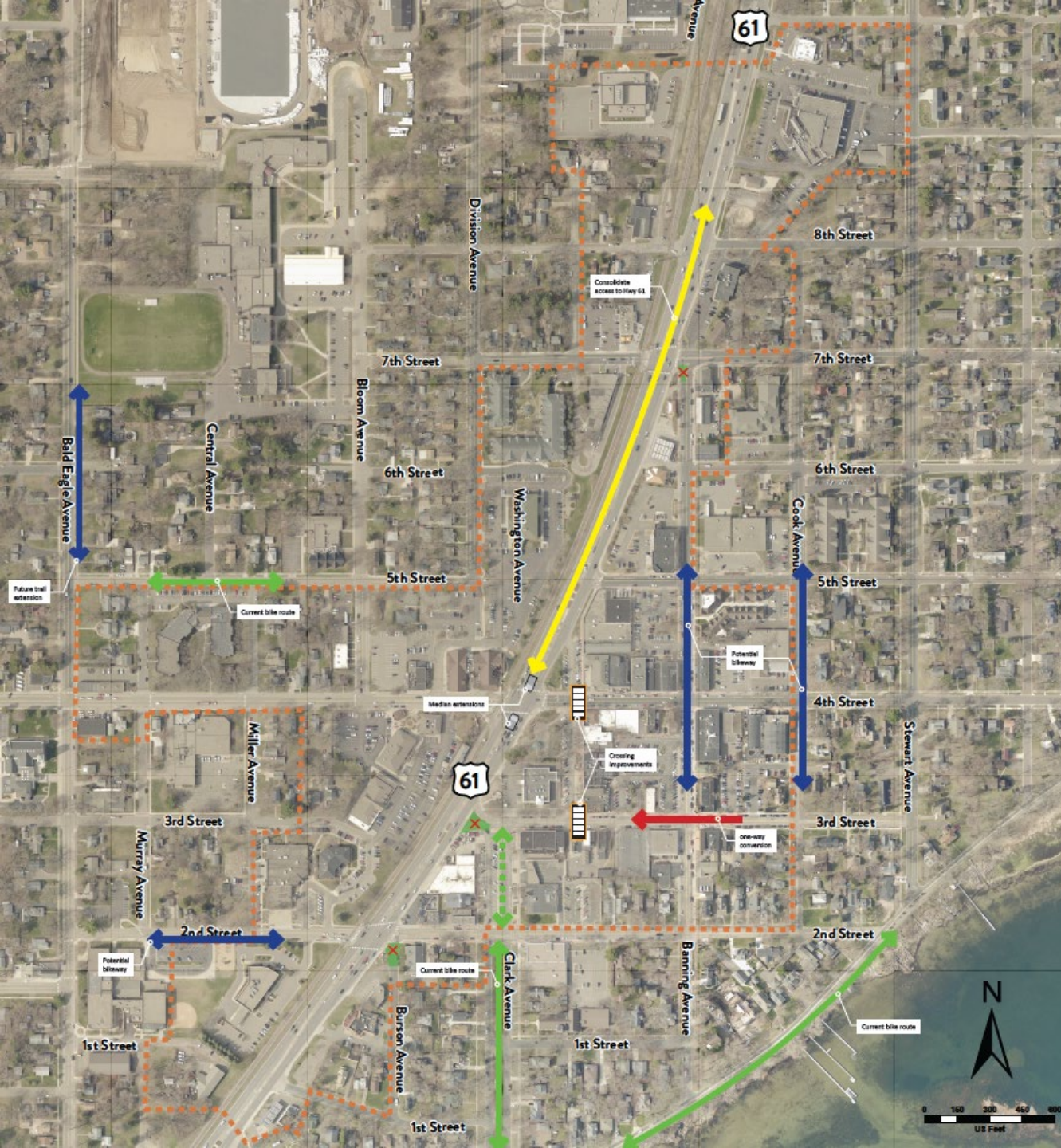
- **How much emphasis should we place on on-street parking? Based on the utilization counts and public input, it plays a large role in meeting today's parking needs.**
- **Are we okay in people parking in the neighborhoods?**
- **How much on-street parking are we willing to give up to accommodate public realm improvements?**
- **How do we shift on-street parking demand to underutilized private lots?**



Project Update: Circulation and Access

Circulation and Access

- Potential bike route connections
- Modifications to Hwy 61 access and intersections
- Pedestrian crossing improvements
- Potential one-way streets





Circulation and Access

Existing

Assume 60' ROW:

- 11' Lanes
- 7'+1' Parking
- 11' Sidewalks





Circulation and Access

1 Way (WB)

Assume 60' ROW:

- 12' Lane
- 7'+1' Parking
- 16' Sidewalks



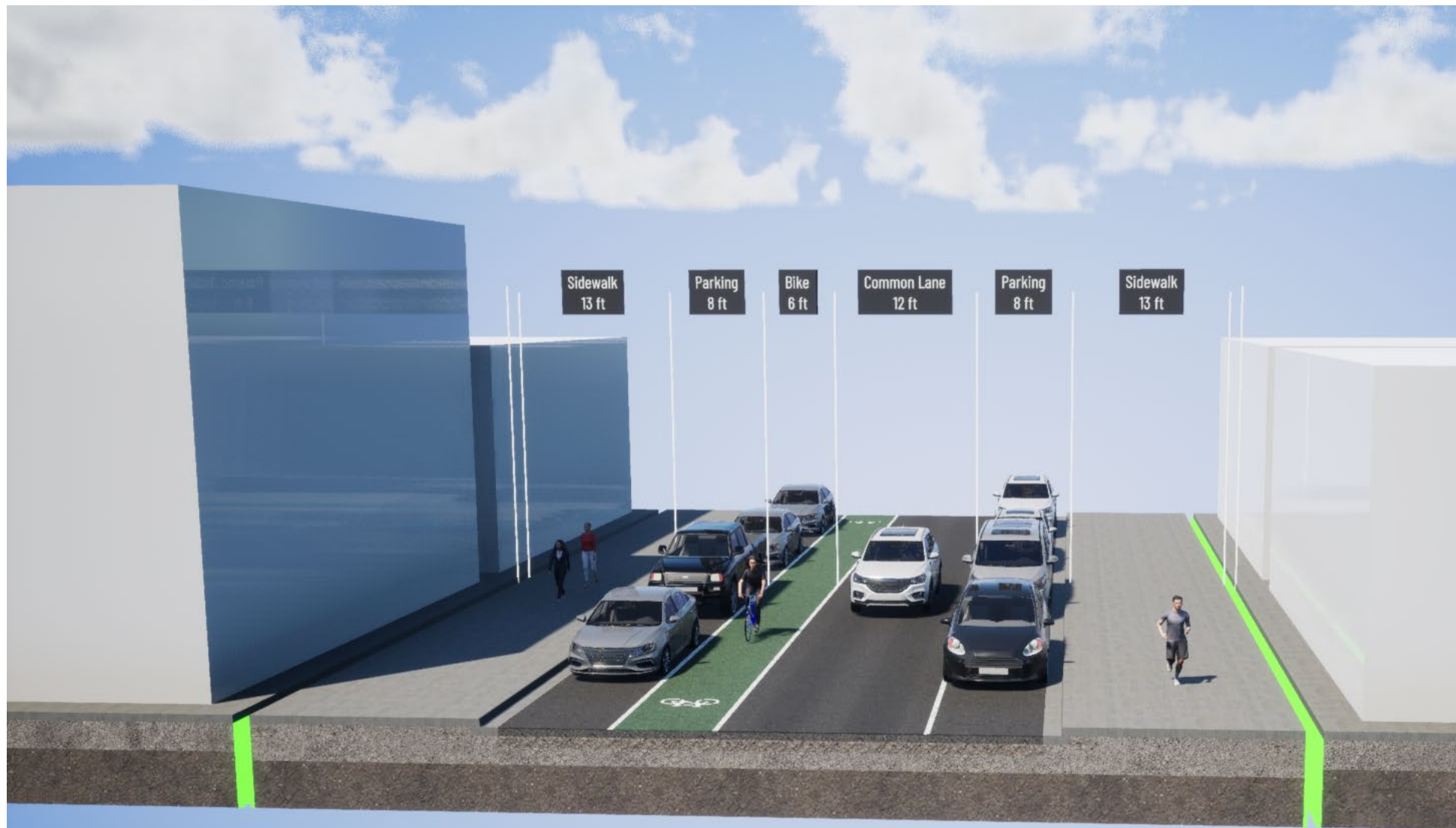


Circulation and Access

1 Way (WB) w/ Bike Lane

Assume 60' ROW:

- 12' Lane
- 7'+1' Parking
- 6' Bike Lane
- 13' Sidewalks



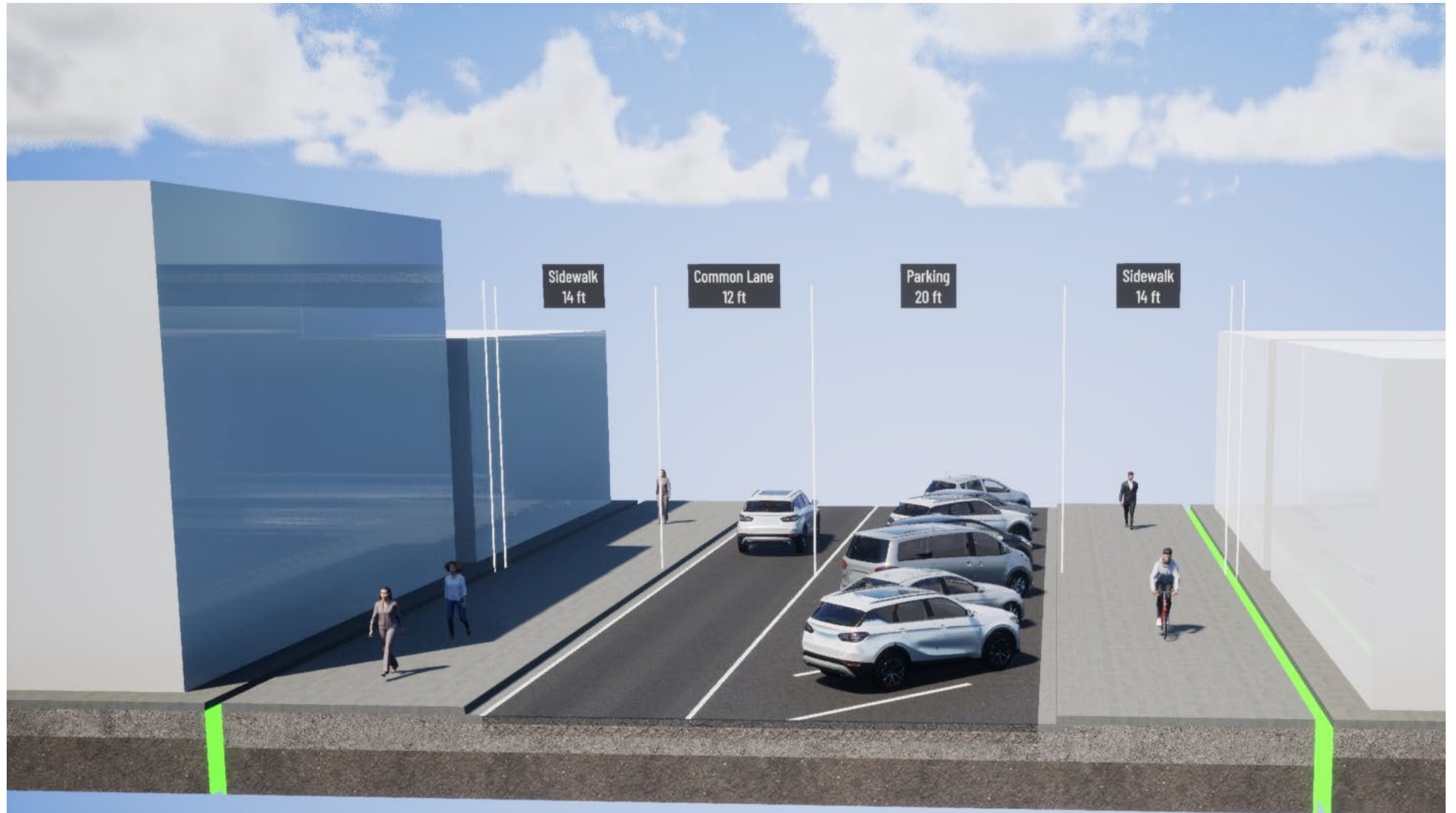


Circulation and Access

1 Way (WB) Angled Park

Assume 60' ROW:

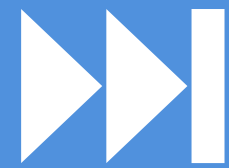
- 12' Lane
- 20' Parking
- 14' Sidewalks



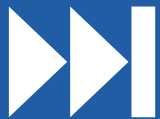




Group Exercise



Next Steps



- **Parking Strategy Recommendations**
- **Kick Off Public Realm Framework**
- **Prepare Concept Alternatives for Downtown**
- **Steering Committee Meeting #2: October 11**