



White Bear Lake Downtown Mobility & Parking Study

City Council Update

November 14, 2023





- 1. Project Overview**
- 2. Data Collection and Analysis**
- 3. Public Engagement**
- 4. Mobility and Circulation Analysis**
- 5. Next Steps**

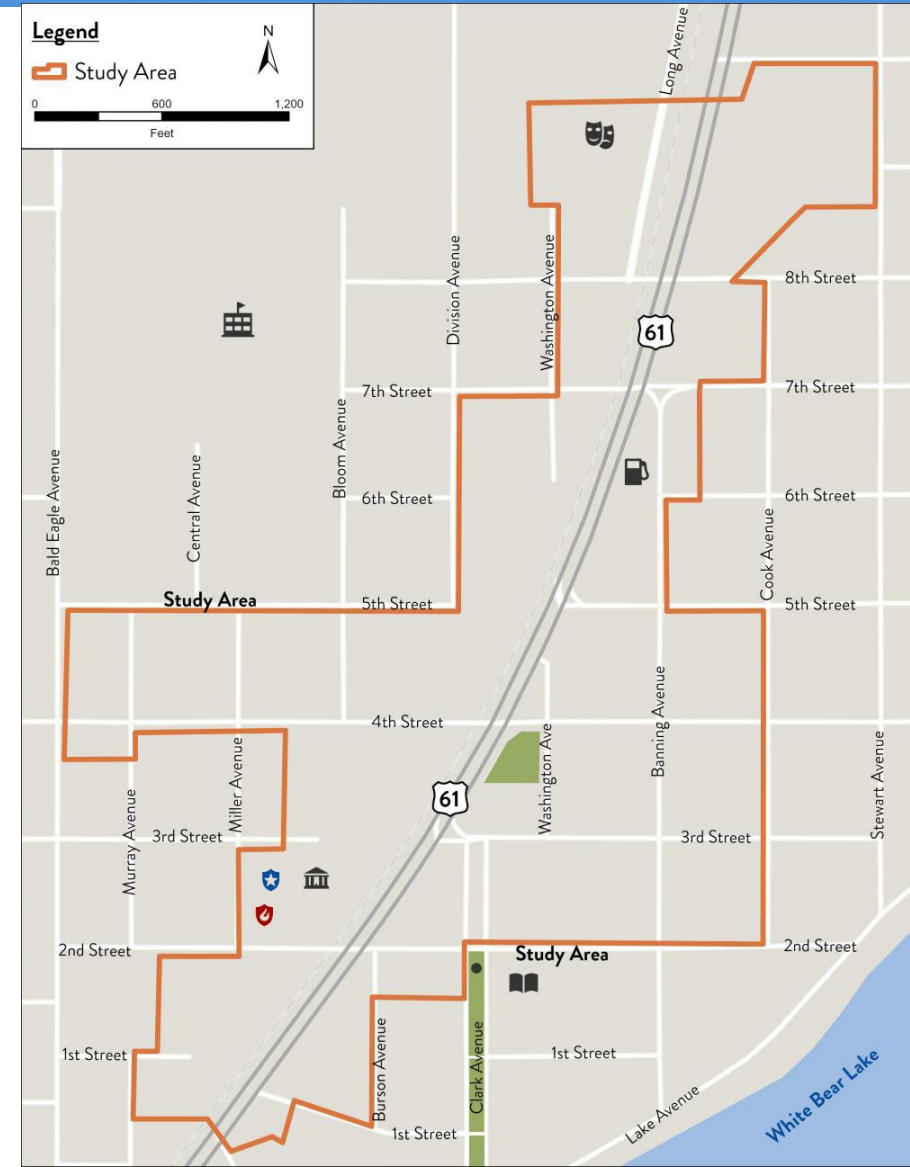


Project Overview



Project Overview

- Project Background
- Project Purpose
- Steering Committee
- Community Engagement





Project Schedule

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 Administration	[Blue striped bar]										
<i>Kickoff Meeting</i>	[Solid blue square]										
<i>Bi-Weekly PMT Meetings</i>	[Solid blue square]		[Solid blue square]	[Solid blue square]	[Solid blue square]	[Solid blue square]	[Solid blue square]	[Solid blue square]	[Solid blue square]	[Solid blue square]	[Solid blue square]
<i>City Council Updates</i>								[Solid blue square]		[Solid blue square]	
2. Public Engagement and Outreach	[Green striped bar]										
<i>Public Engagement Plan</i>		[Solid green bar]									
<i>Steering Committee Meetings</i>					[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>		[Solid green bar]	[Solid green bar]	[Solid green bar]	[Solid green bar]	[Solid green bar]	[Solid green bar]	[Solid green bar]	[Solid green bar]	[Solid green bar]	[Solid green bar]
<i>Online Comment Map/Survey</i>			[Solid green bar]	[Solid green bar]	[Solid green bar]						
3. Collect and Review Information	[Solid blue bar]	[Solid blue bar]	[Solid blue bar]	[Solid blue bar]							
4. Mobility Study				[Solid blue bar]	[Solid blue bar]	[Solid blue bar]	[Solid blue bar]	[Solid blue bar]			
5. Parking Study			[Solid blue bar]	[Solid blue bar]	[Solid blue bar]	[Solid blue bar]	[Solid blue bar]				
6. Public Realm Improvements							[Solid blue bar]	[Solid blue bar]	[Solid blue bar]	[Solid blue bar]	
7. Prepare Final Study Document										[Solid blue bar]	





Data Collection and Analysis



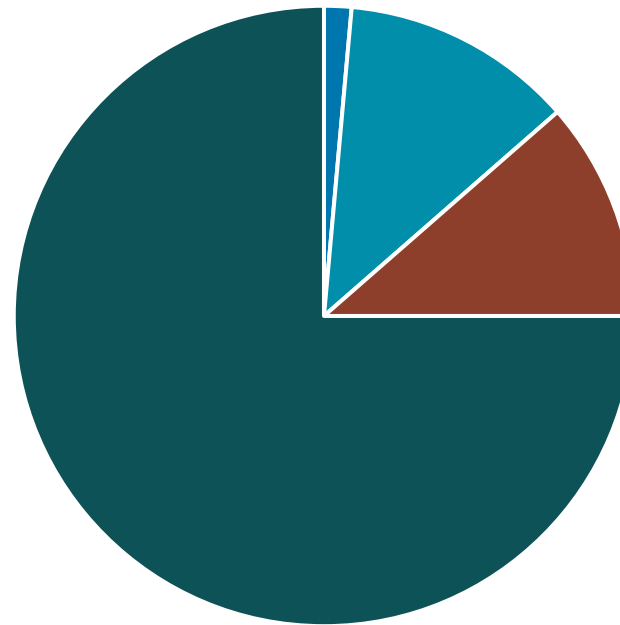
Data Collection & Analysis

2018-2022 Crash Analysis

Overall Summary:

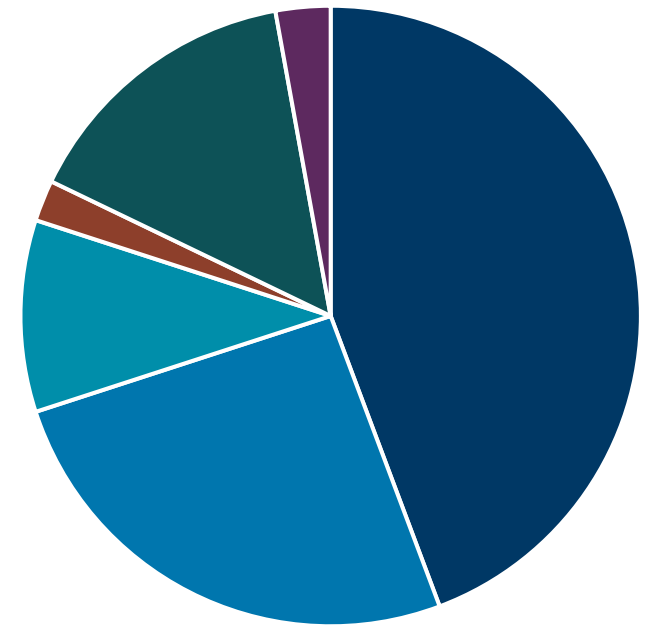
- 140 total intersection crashes
- 53 total segment crashes
- No fatalities
- Most were rear end crashes at intersections
- Majority Property Damage only crashes

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 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

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 4th 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 double 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

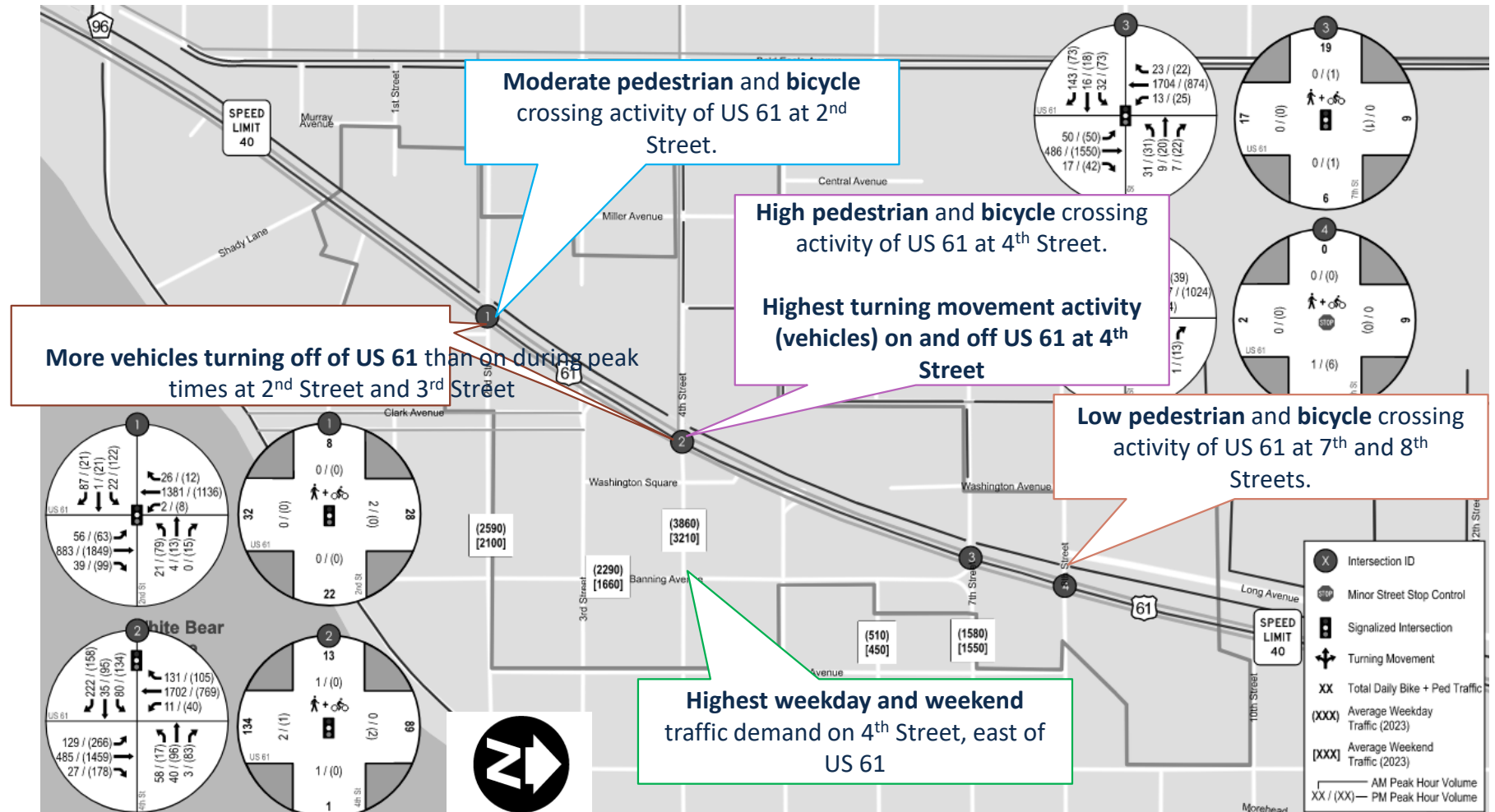
Traffic Data Collection

- Vehicle/pedestrian/bicycle counts at:

- US 61 at 2nd St
- US 61 at 4th St
- US 61 at 7th St
- US 61 at 8th St

- 2023 daily weekday and weekend traffic along:

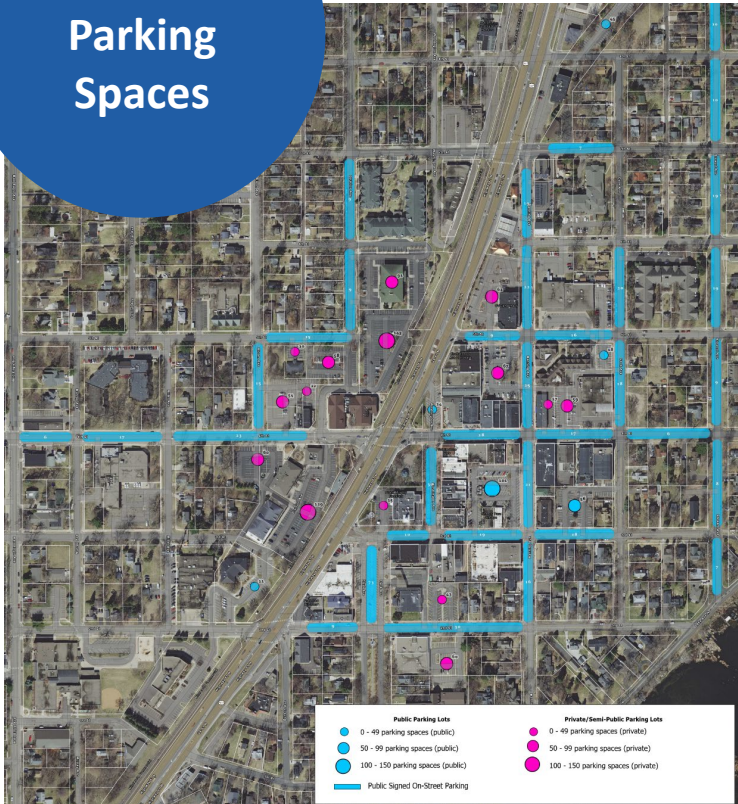
- Banning Ave
- 2nd Street
- 3rd Street
- 4th Street
- 6th Street
- 7th Street
- 6th Street





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

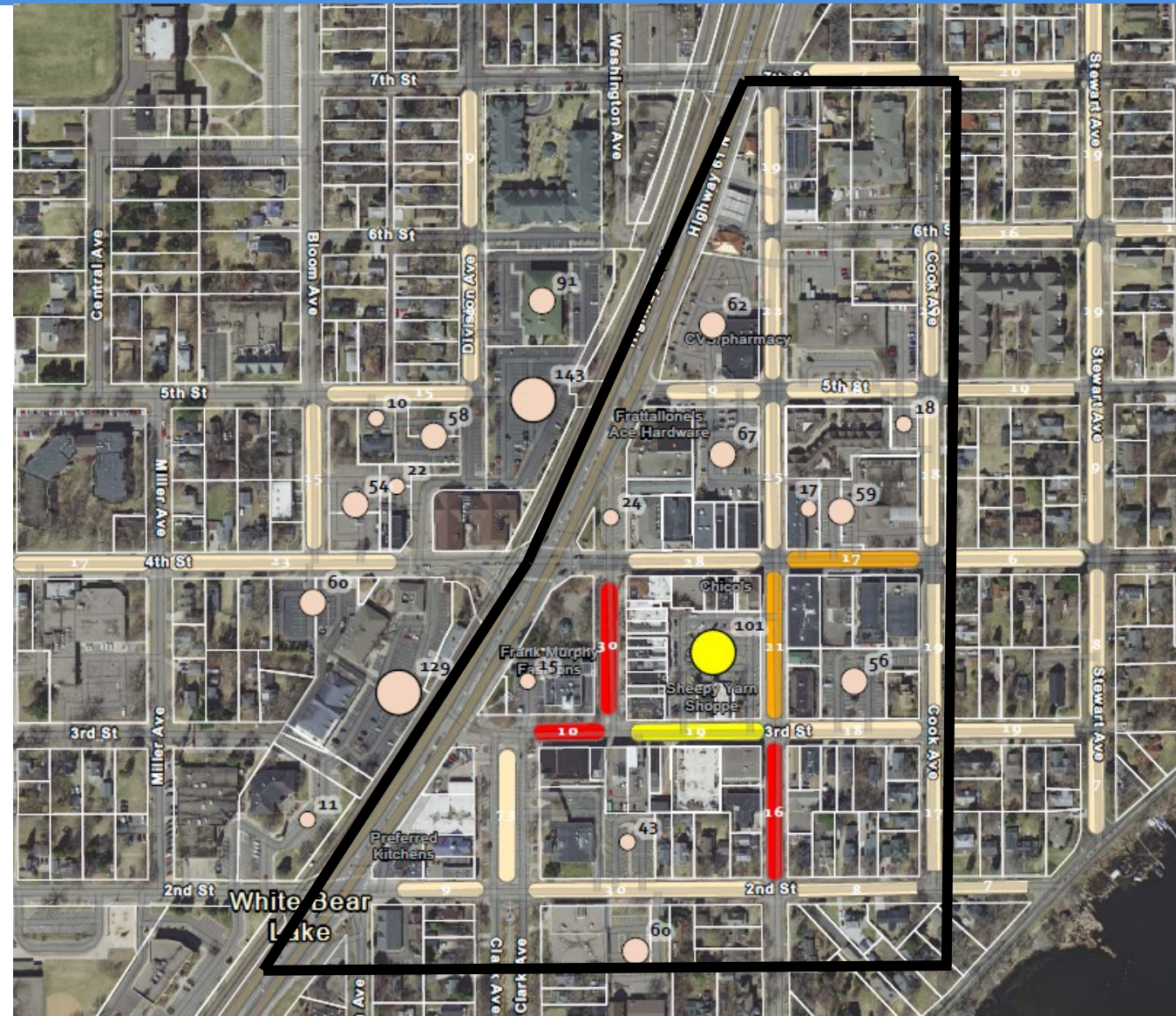


Parking Utilization: 9:00 am

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



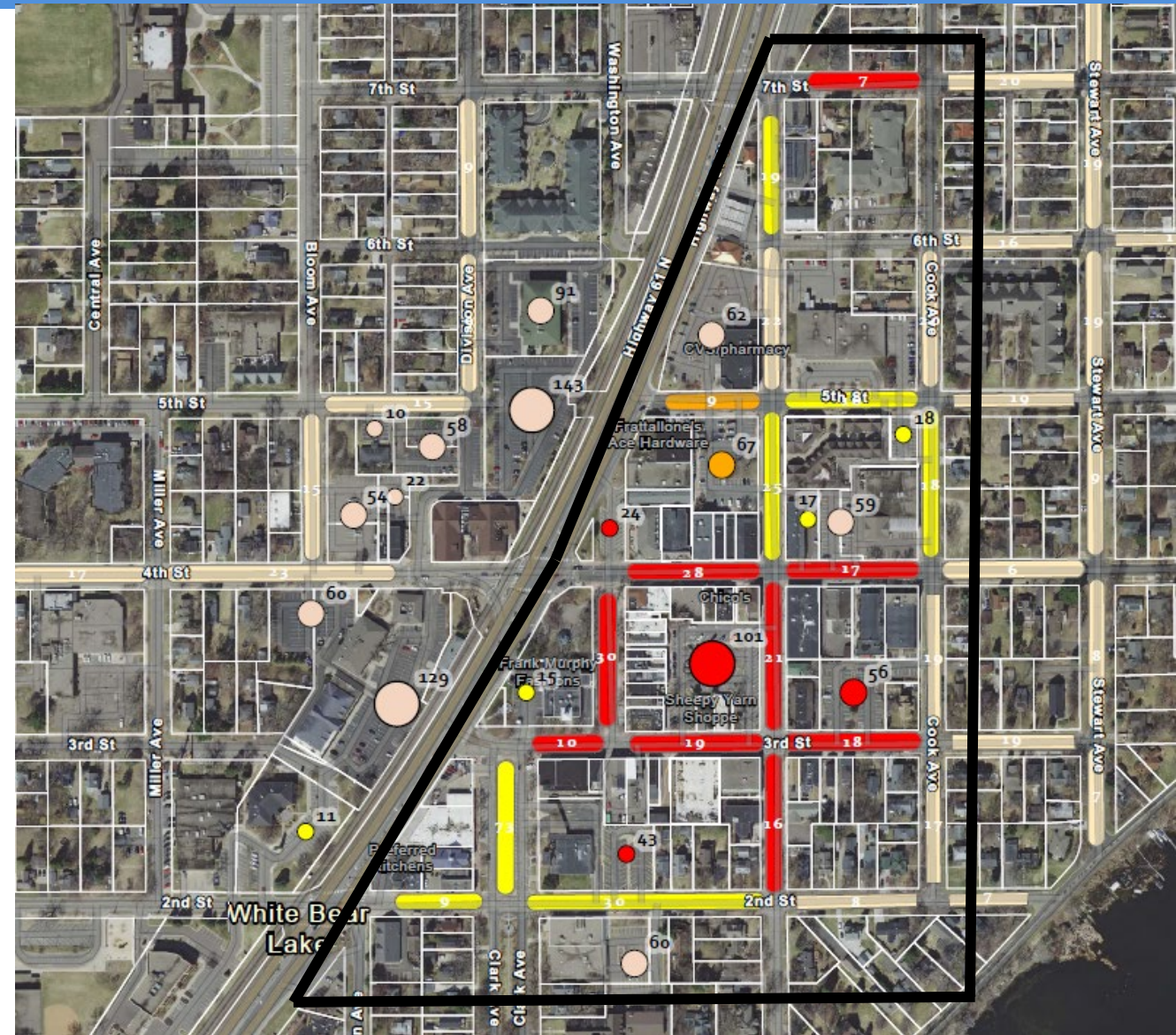


Parking Utilization: 12:00 pm

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



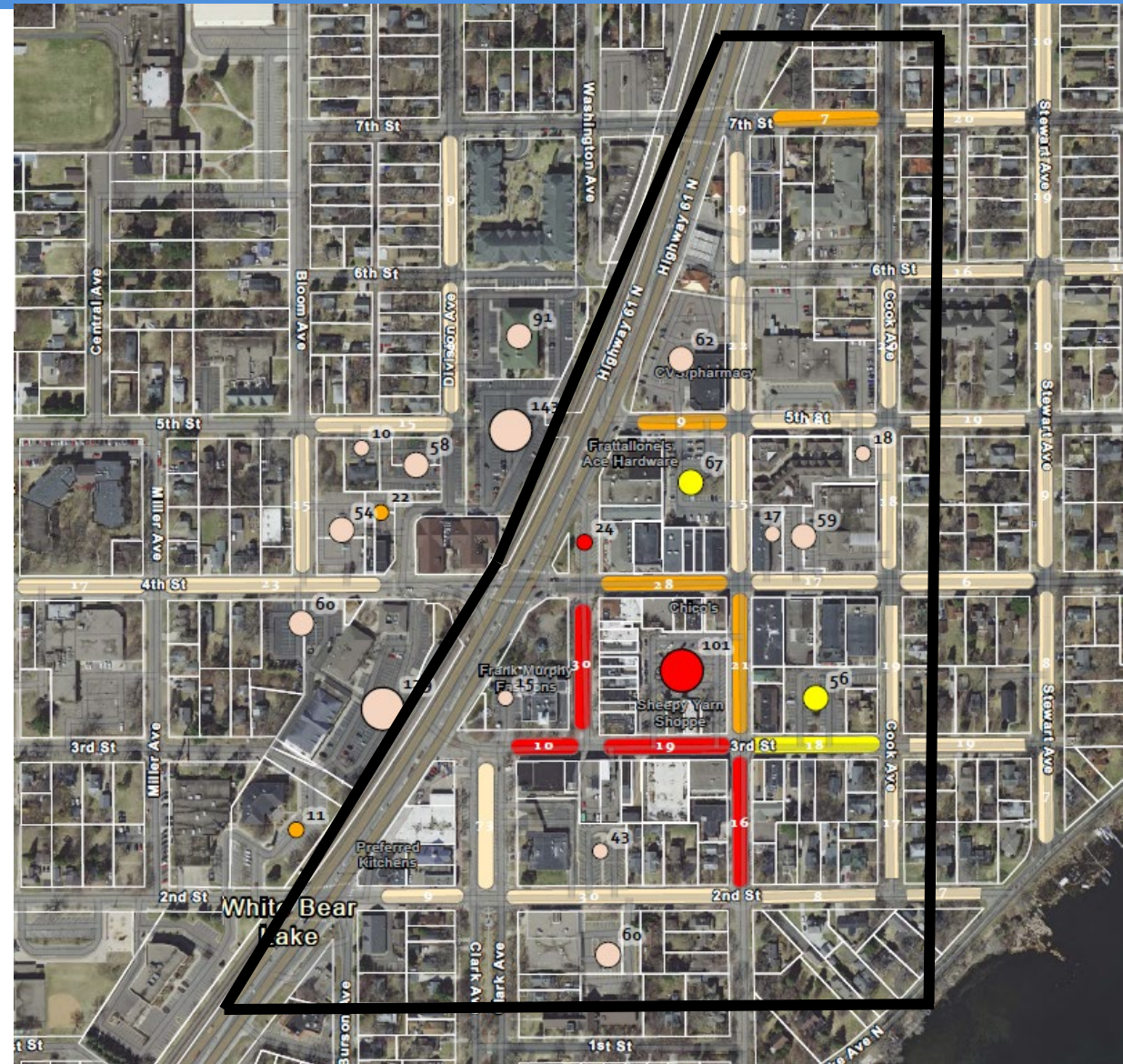


Parking Utilization 5:00 pm

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





Public Engagement



Public Engagement



- **(2) Pop Up Events**

- ✓ July 13 ~ 235 attendees

- ✓ July 27 ~ 125 attendees

- **Sidewalk Decals**

- ✓ Placed Downtown and along Lake Dr

- ✓ Promoted Survey and Comment Map





Public Engagement

- **Online Survey**

- ✓ June 30 to September 22

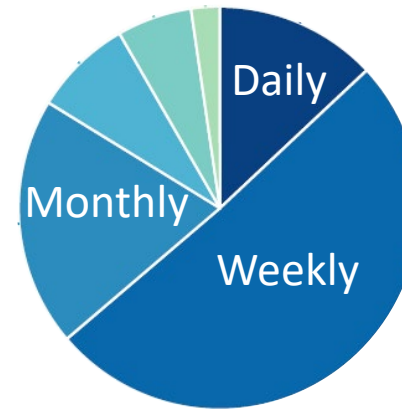
- ✓ 255 Responses

- **Online Comment Map**

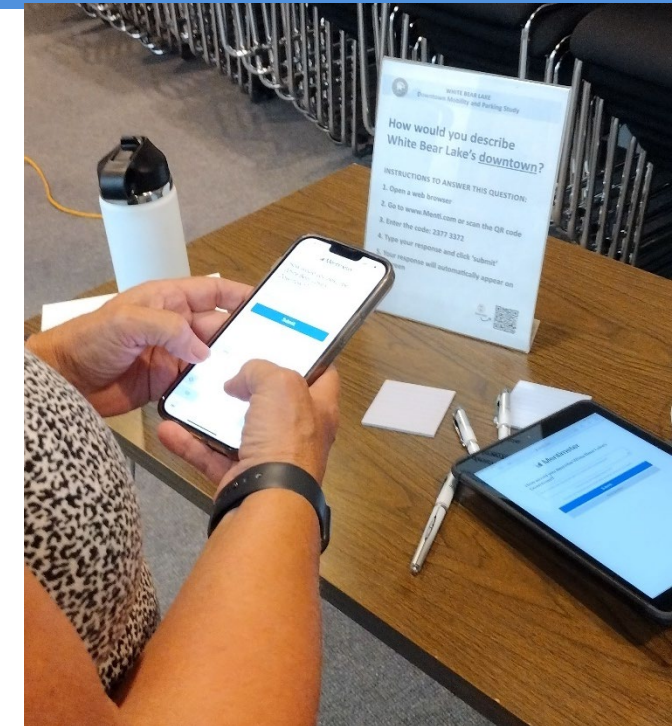
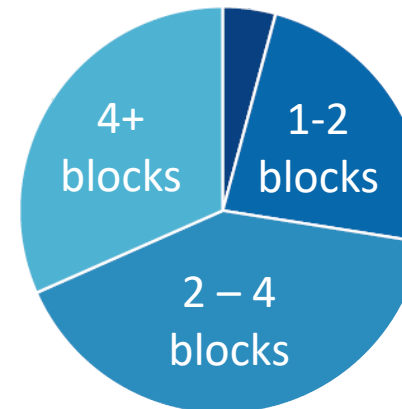
- ✓ 89 points, 69 unique comments

- ✓ 11 routes, 9 unique comments

Parking Frequency



Max Walking Distance

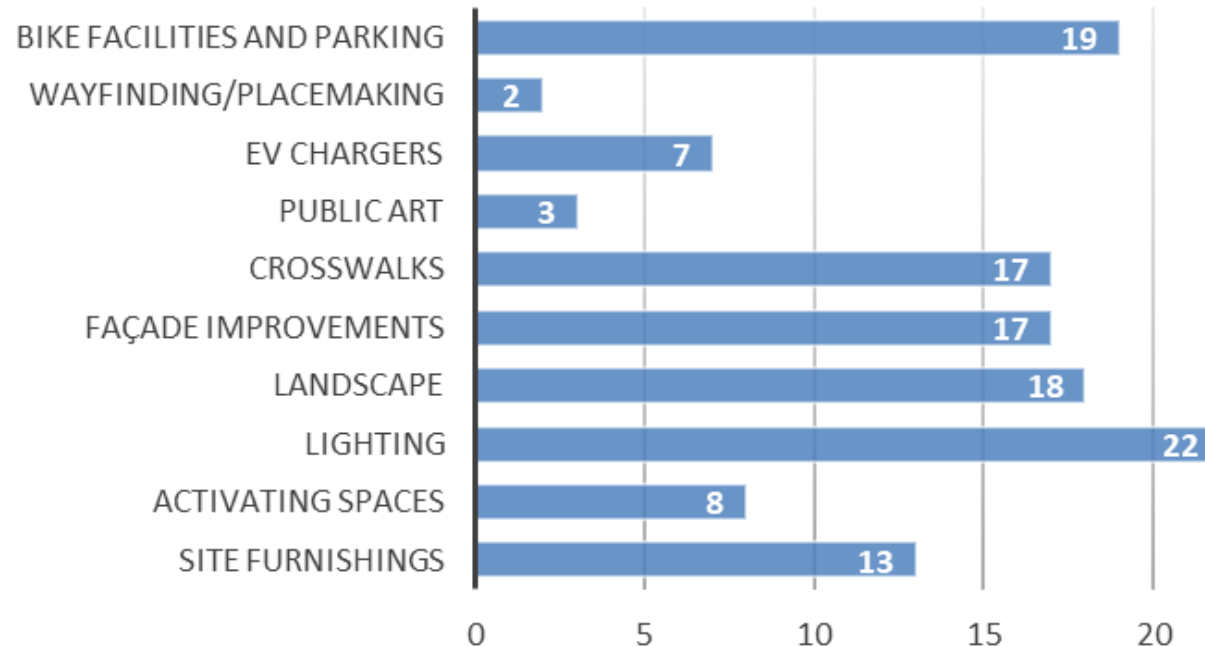




Public Engagement



- **Community Workshop 1 of 2**
 - **August 3rd, Council Chambers**
 - **Approximately 20 attendees**
 - **7 stations with activities**

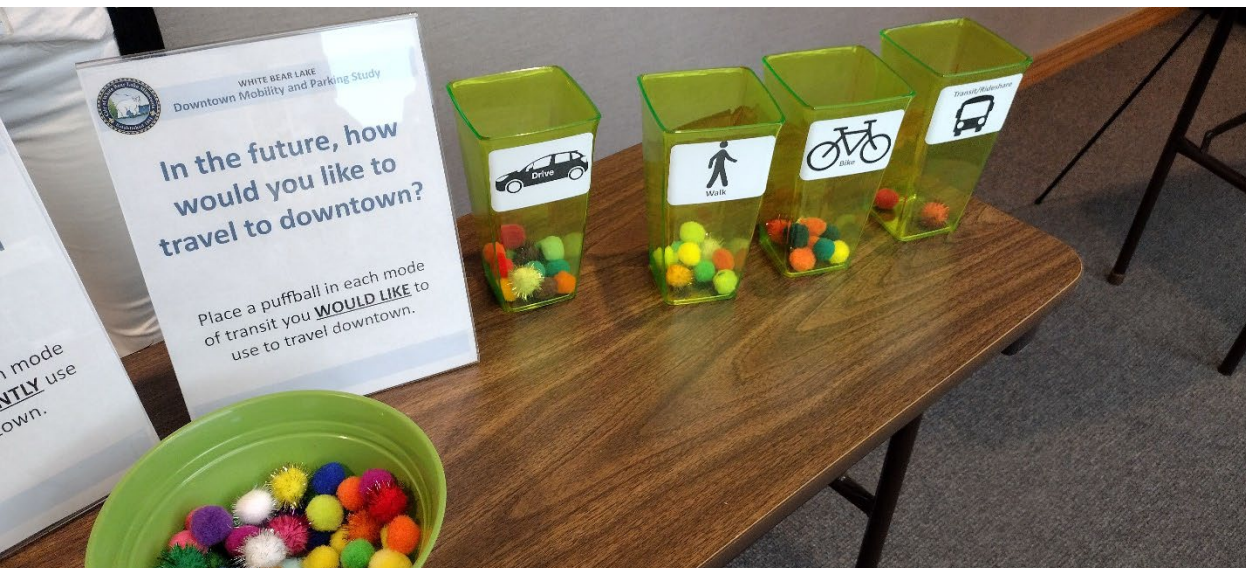
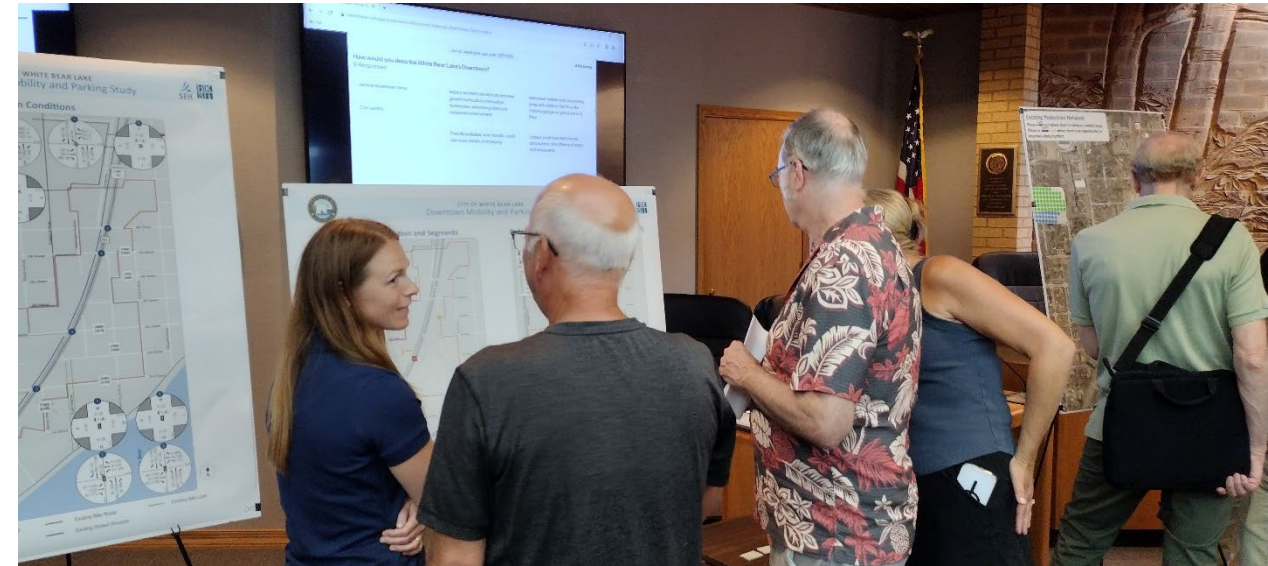


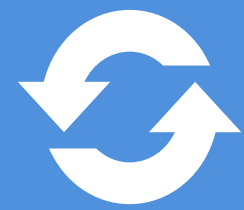


Public Engagement

Next Steps

- Community Workshop 2
– January 2024
- Steering Committee Meetings
- Final Engagement Report





Preliminary Mobility & Circulation Analysis



Street Frontage Analysis

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

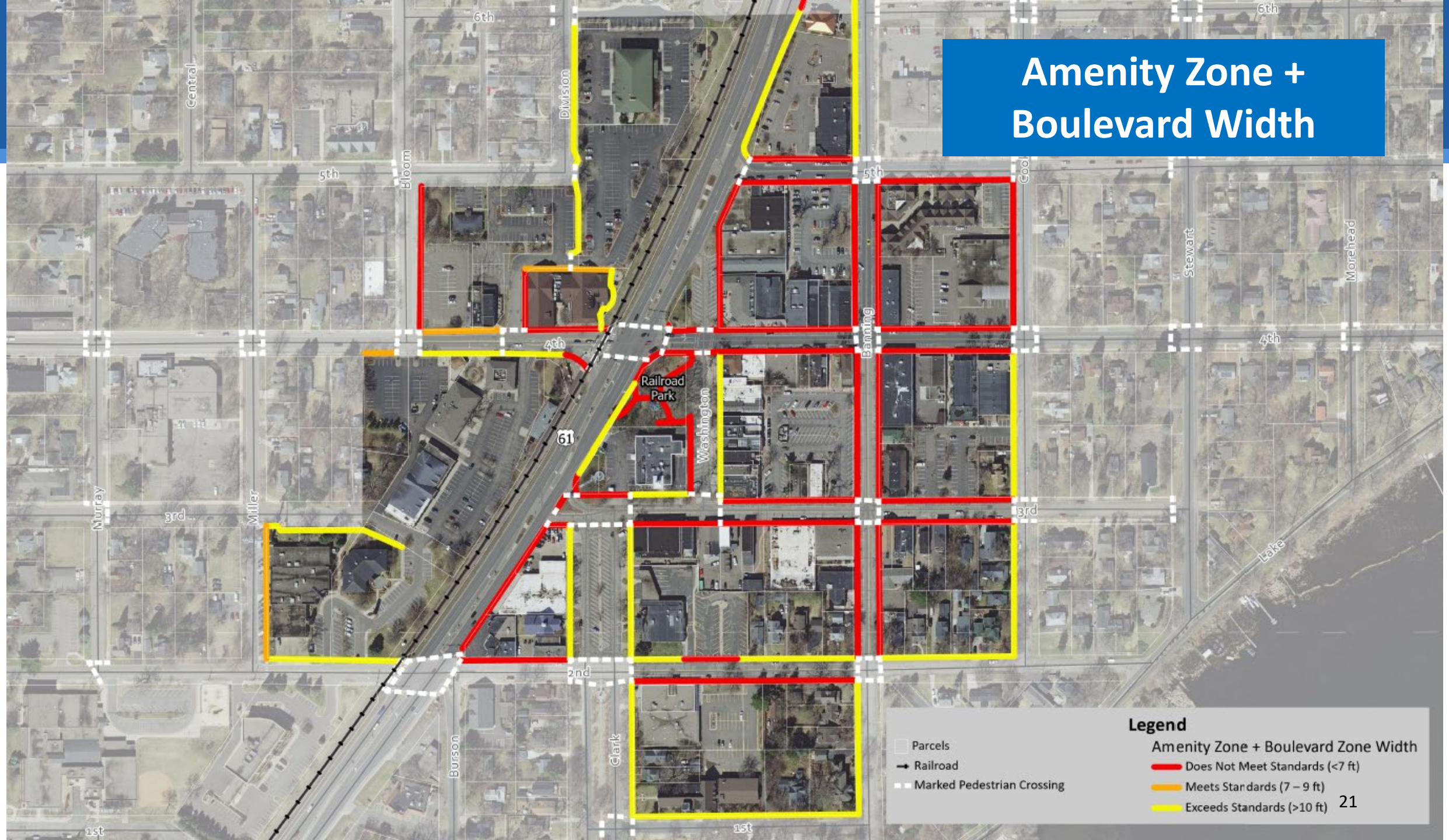


Amenity Zone (2+ ft)

Pedestrian Zone (6 - 8 ft)

Boulevard Zone (6+ ft)

Amenity Zone + Boulevard Width



Legend

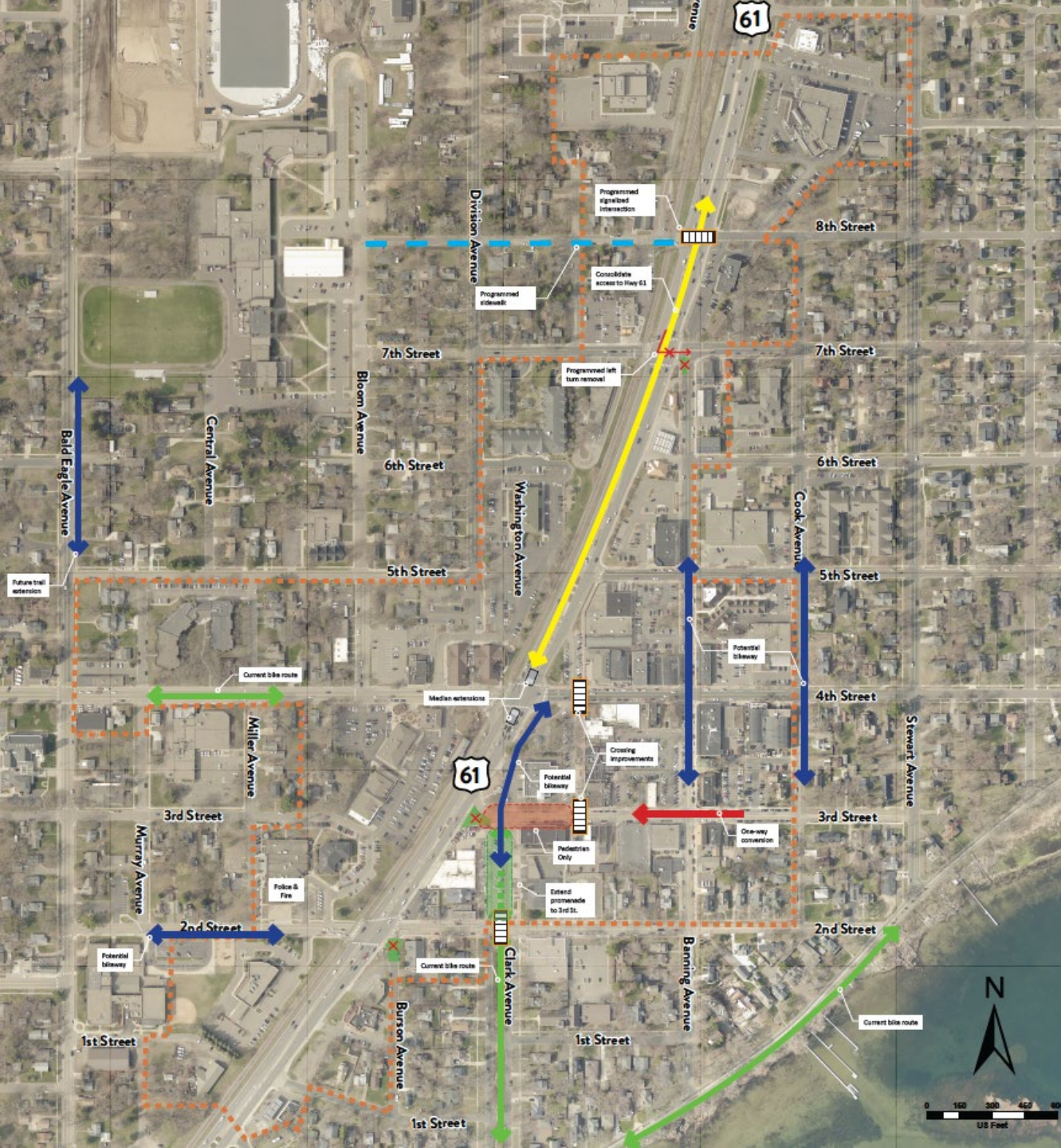
Amenity Zone + Boulevard Zone Width

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

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Circulation and Access

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



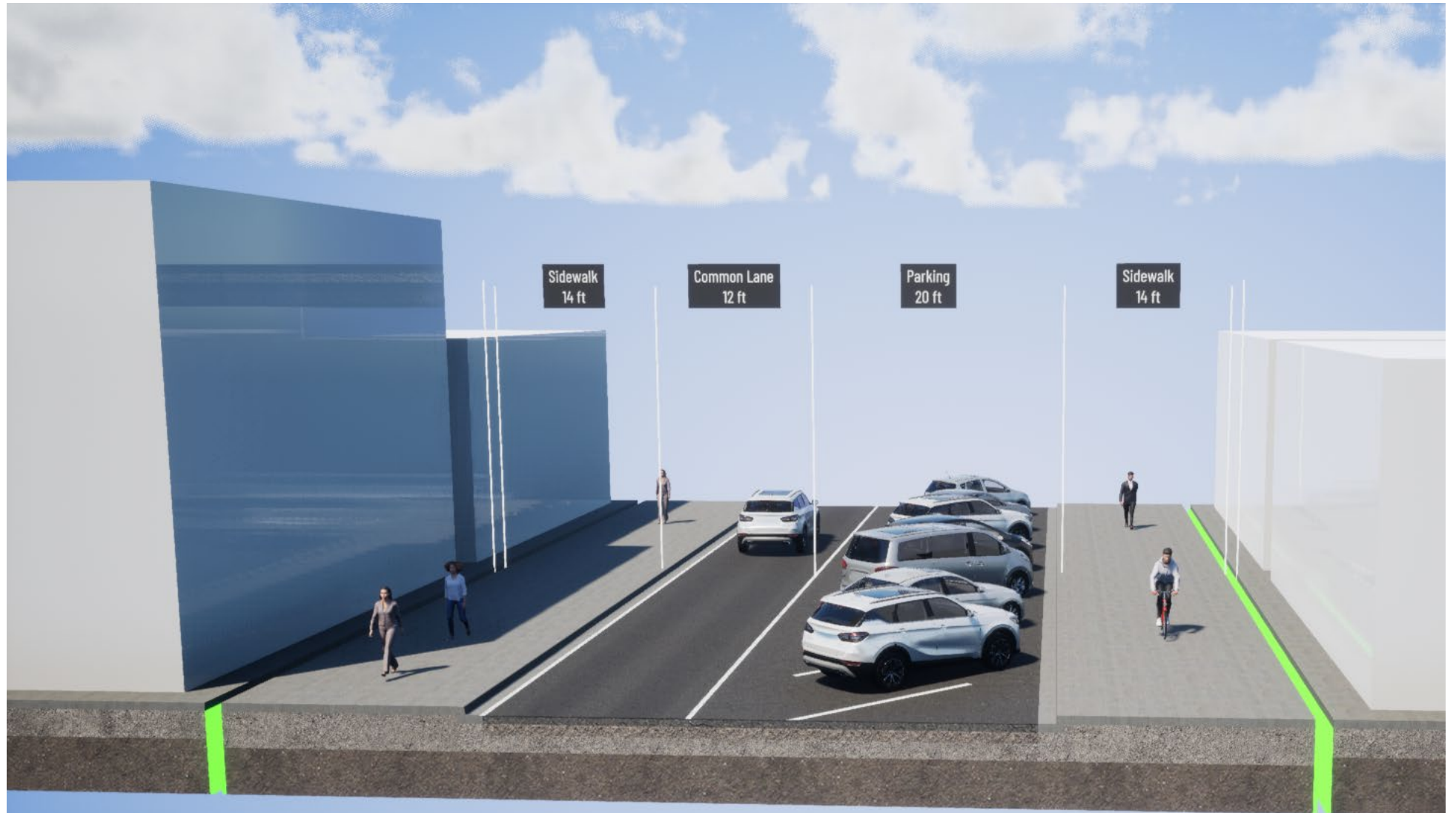


Circulation and Access

1 Way (WB) Angled Park

Assume 60' ROW:

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



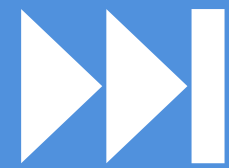




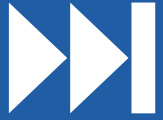
Trade-Offs: Parking and Pedestrian Experience

- **District Parking Approach**
- **On-Street Parking in Neighborhoods**
- **Employee Parking**
- **Utilize Private Lots: Agreements**
- **Structured Parking: Long Term**
- **Loading Zones**





Next Steps



- **Get the Word out to Property/Business Owners**
- **Public Realm Framework Recommendations**
- **Prepare Concept Alternatives for Downtown**
- **November 29th Steering Committee Meeting**