



White Bear Lake Downtown Mobility & Parking Study

Economic Development Corporation

January 11, 2024





- 1. Project Overview**
- 2. Data Collection and Analysis**
- 3. Public Engagement Results**
- 4. Draft Parking Strategies**
- 5. Draft Downtown Concepts**
- 6. Next Steps**

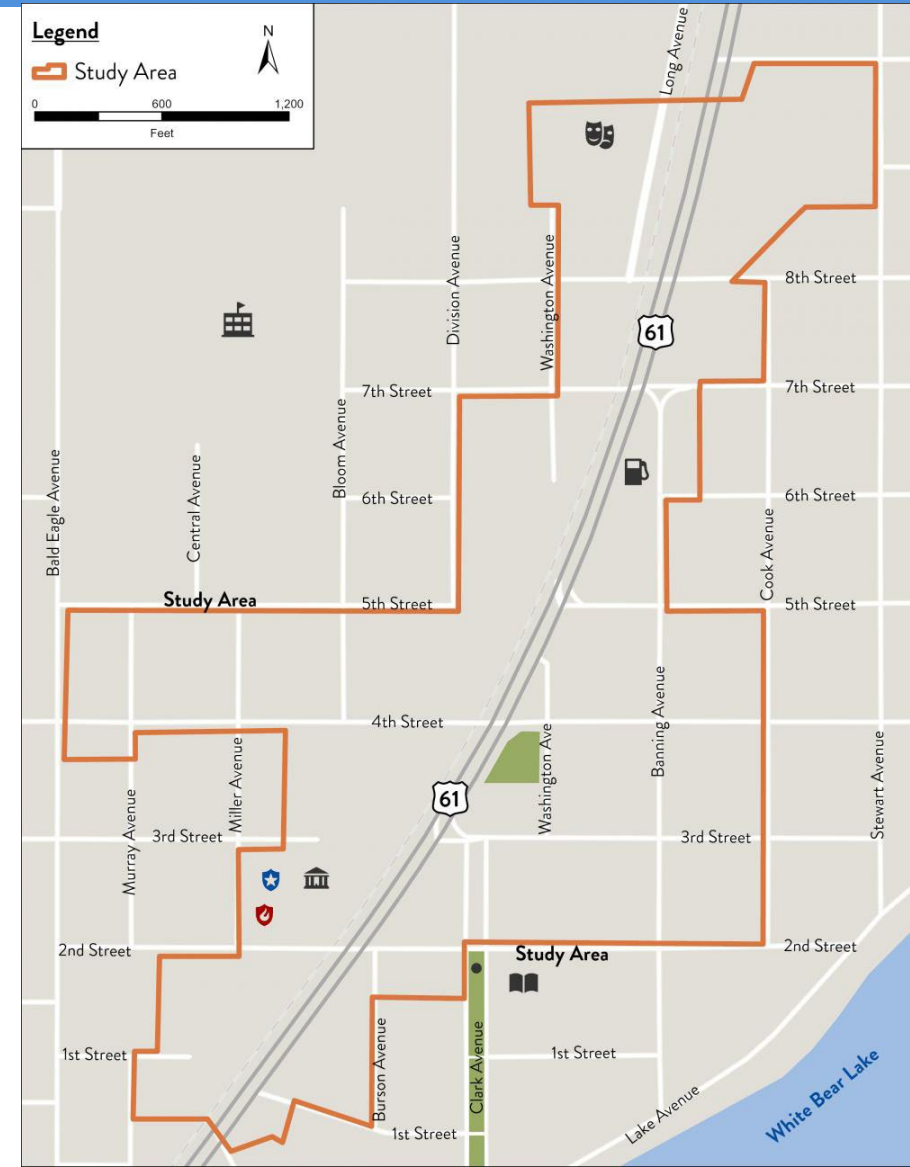


Project Overview



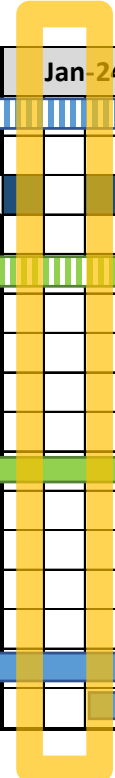
Project Overview

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





Project Task 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 and Project Management	[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]
2. Public Engagement and Outreach	[Green hatched bar]										
<i>Public Engagement Plan</i>		[Green bar]									
<i>Steering Committee Meetings</i>					[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]						
3. Collect and Review Information	[Blue bar]										
4. Mobility Study				[Blue bar]	[Blue bar]	[Blue bar]	[Blue bar]	[Blue bar]	[Blue bar]	[Blue bar]	[Blue bar]
5. Parking Study			[Blue bar]	[Blue bar]	[Blue bar]	[Blue bar]	[Blue bar]	[Blue bar]	[Blue bar]	[Blue bar]	[Blue bar]
6. Public Realm Improvements							[Blue bar]	[Blue bar]	[Blue bar]	[Blue bar]	[Blue bar]
7. Prepare Final Study Document										[Blue bar]	[Blue bar]



Data Collection and Analysis



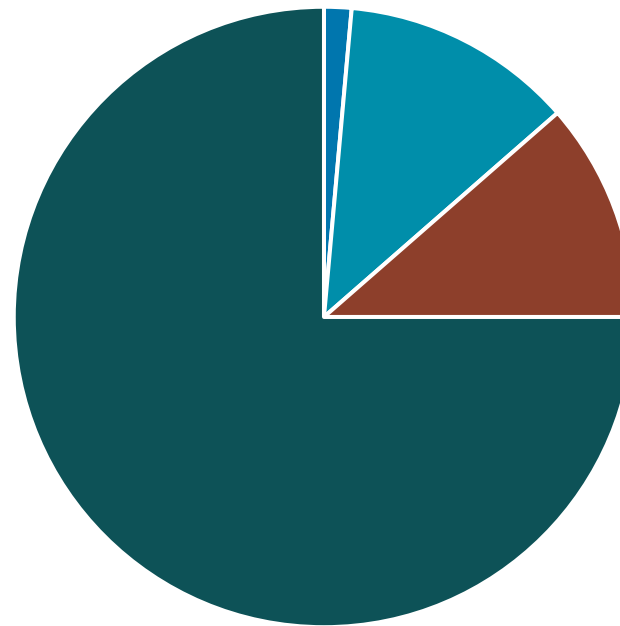
Data Collection & Analysis

2018-2022 Crash Analysis

Overall Summary:

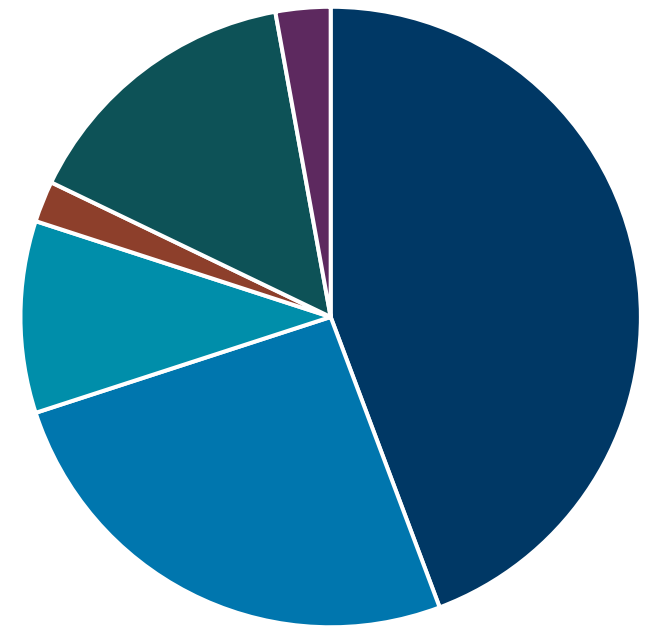
- 140 total intersection crashes
- 53 total segment crashes
- No fatalities
- Most were rear end crashes at intersections
- Majority Property Damage only crashes

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 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

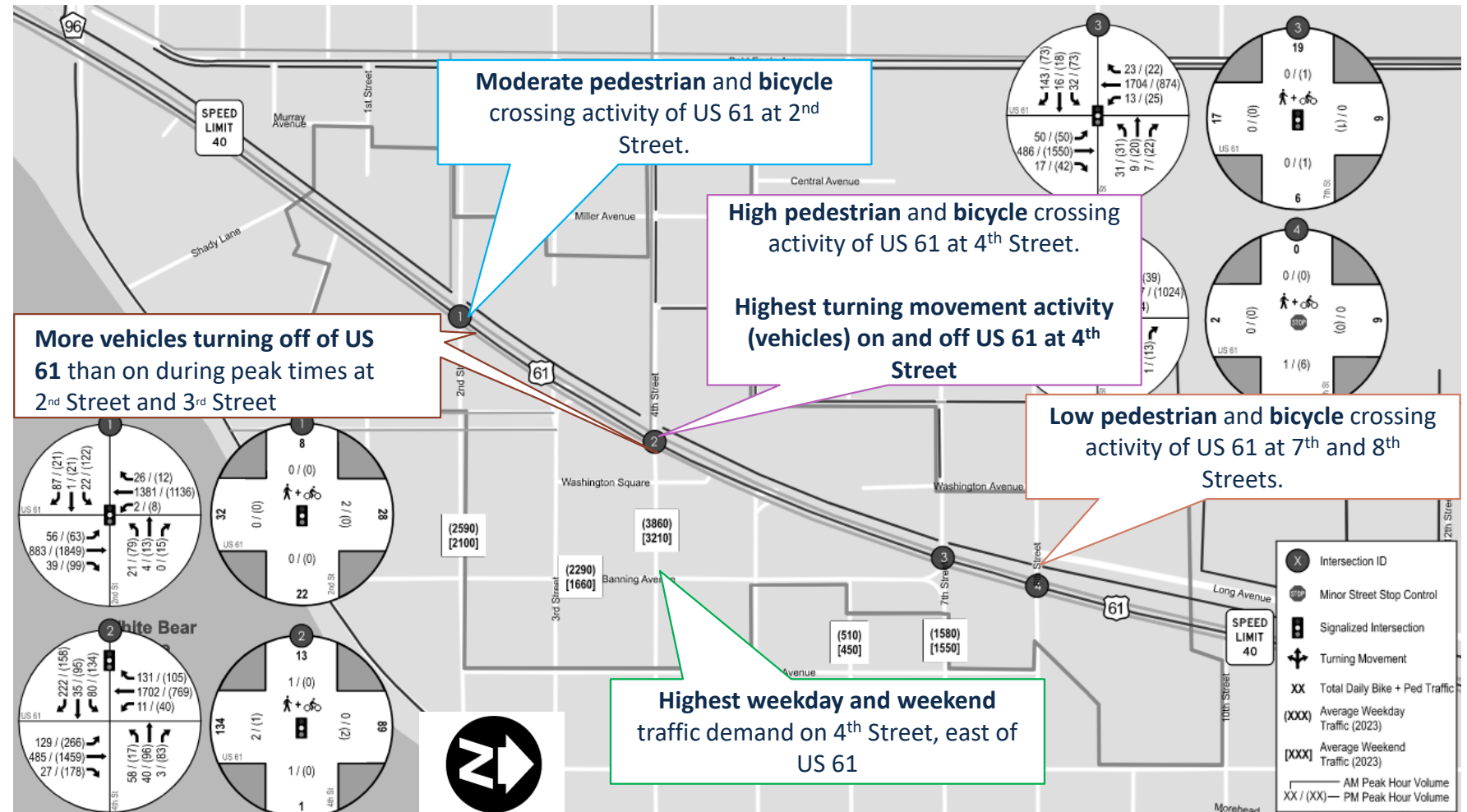
Traffic Data Collection

- 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:

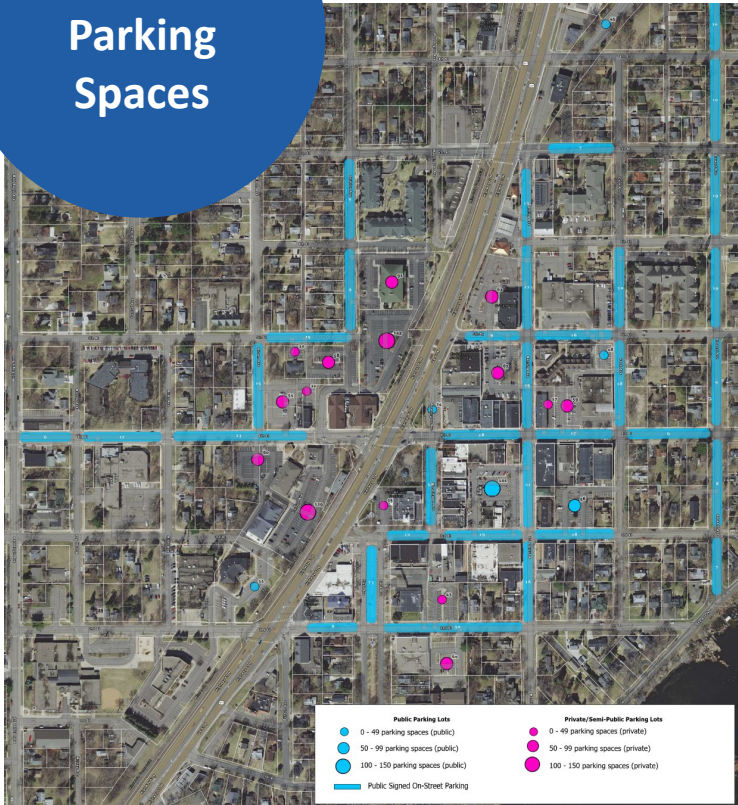
- Banning Ave
- 2nd Street
- 3rd Street
- 4th Street
- 6th Street
- 7th Street
- 6th Street





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

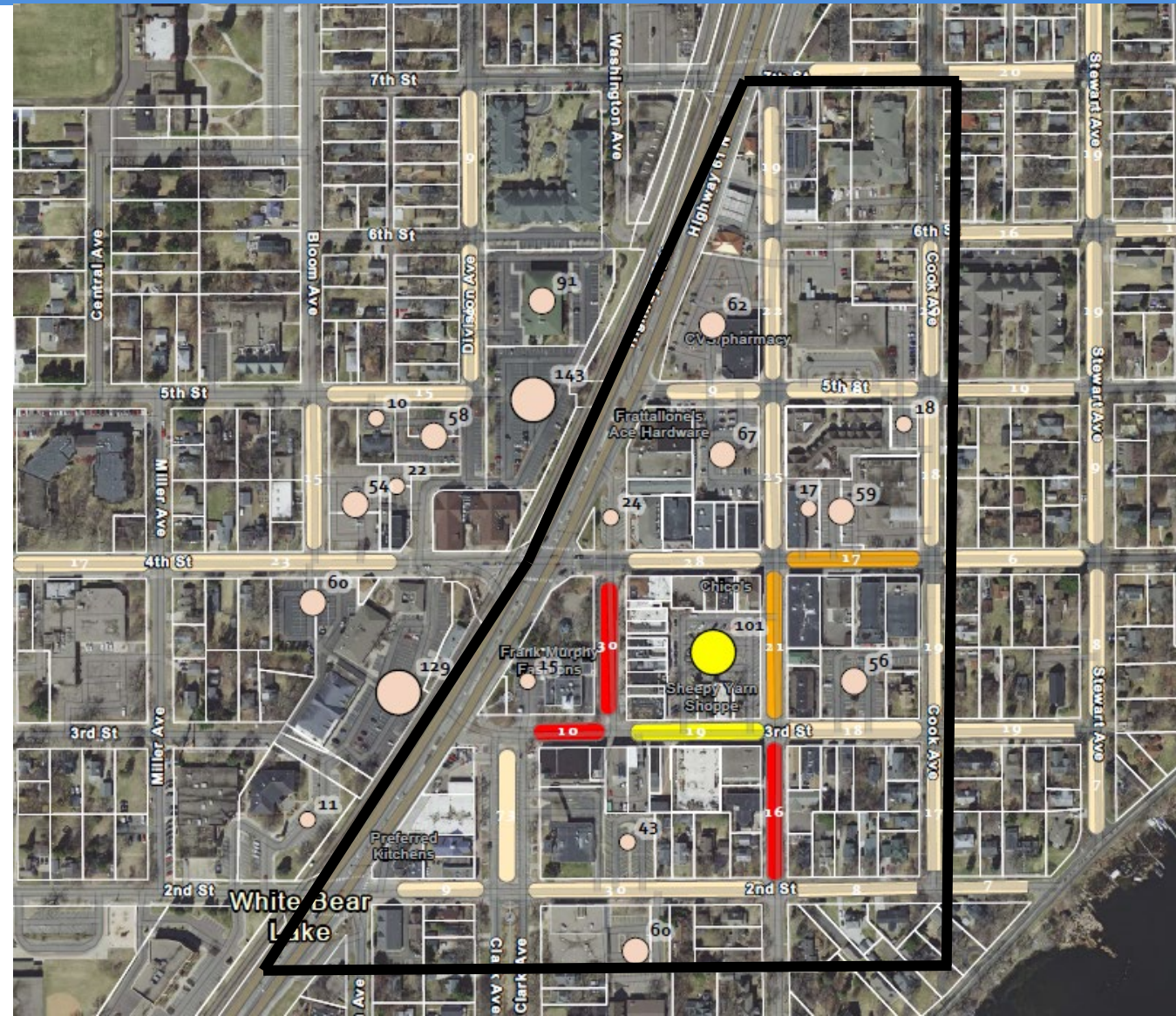


Parking Utilization: 9:00 am

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



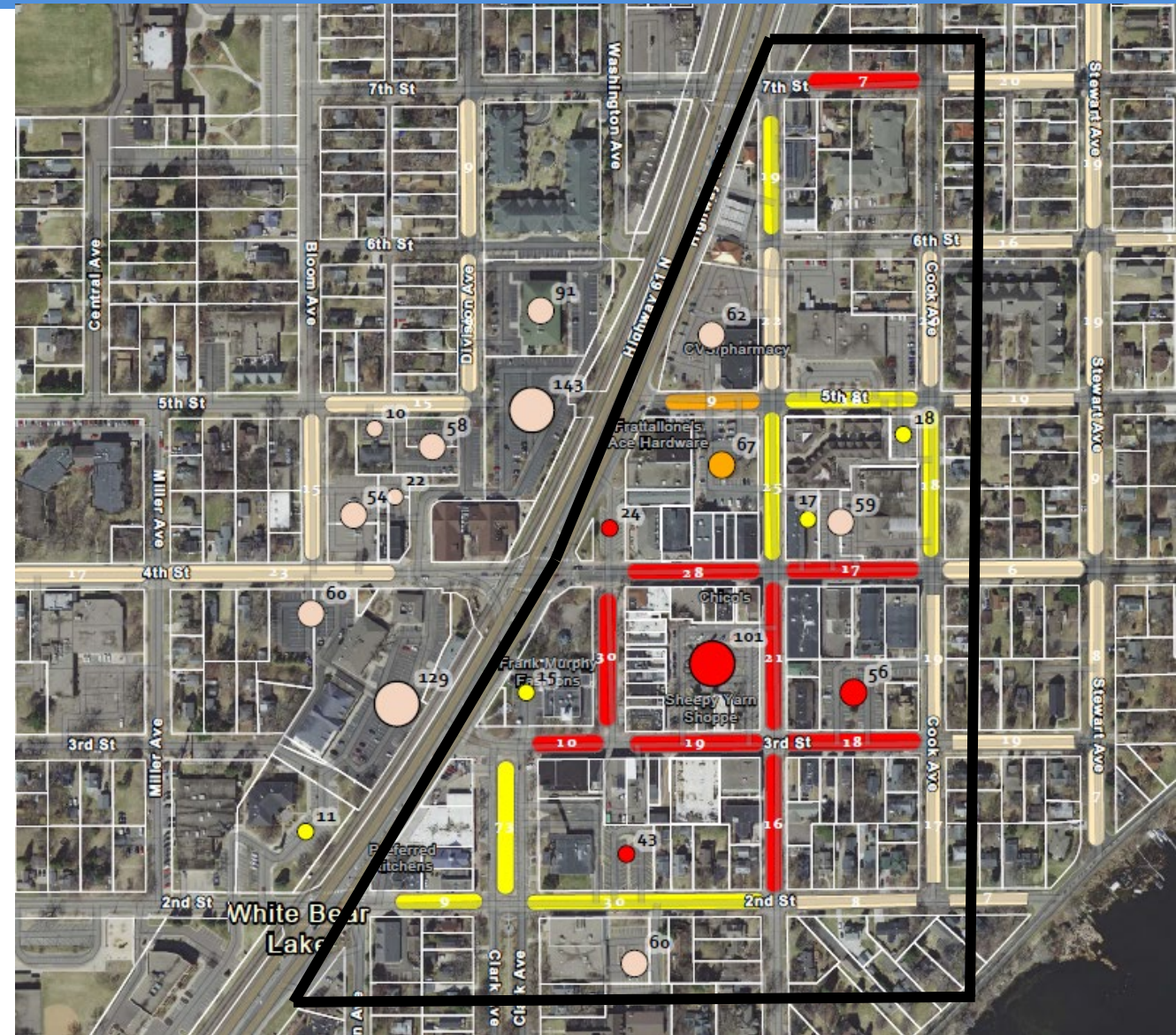


Parking Utilization: 12:00 pm

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



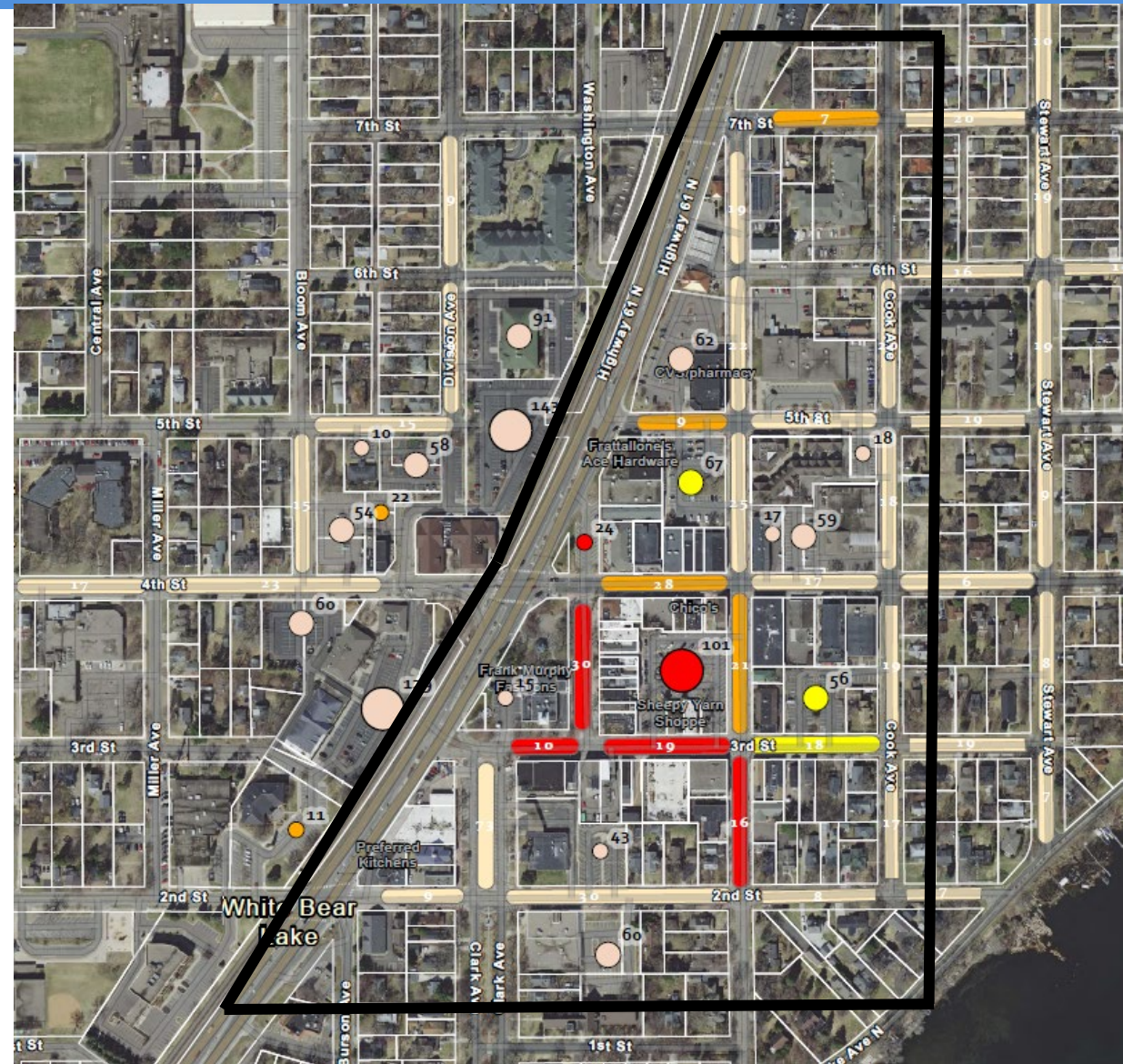


Parking Utilization 5:00 pm

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





Street Frontage Analysis

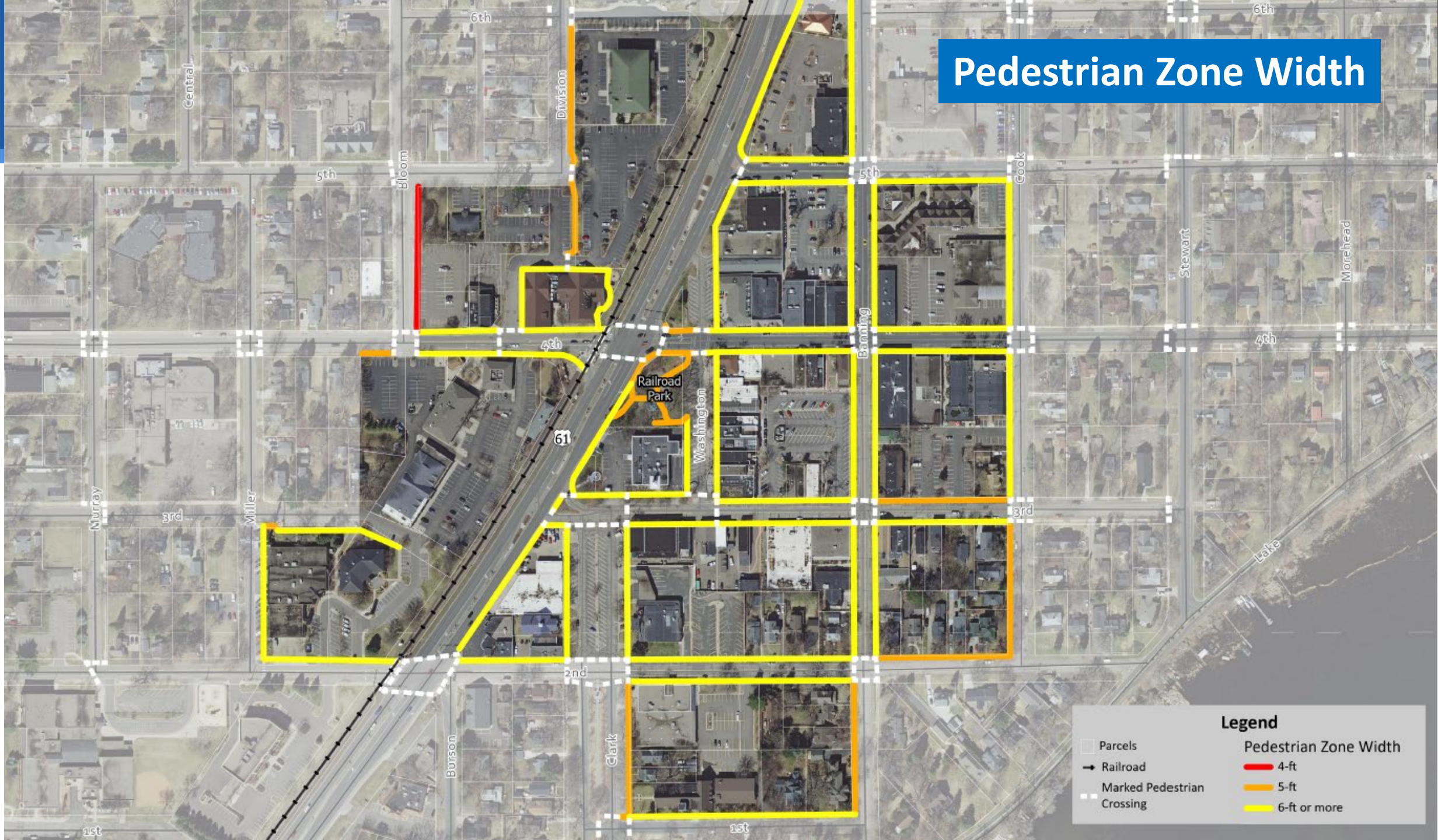


Street Frontage Analysis

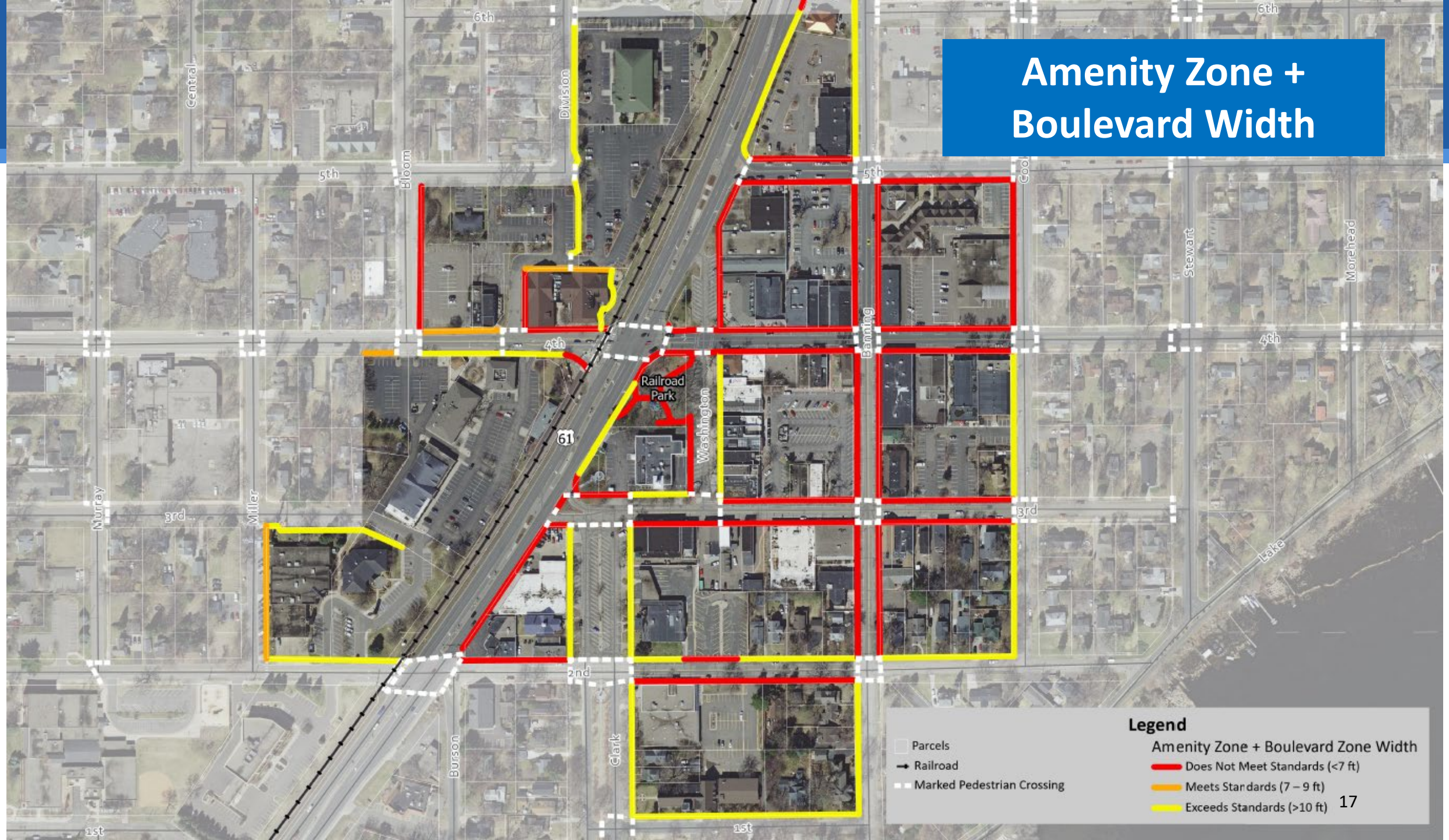
- **Amenity Zone (2+ feet)**
- **Pedestrian Zone (6-8 feet)**
- **Boulevard Zone (6+ feet)**



Pedestrian Zone Width



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 Analysis

- **Amenity Zone (0 feet)**
- **Pedestrian Zone (6 feet)**
- **Boulevard Zone (0 feet)**





Public Engagement



Public Engagement



- **(2) Pop Up Events**

- ✓ July 13 ~ 235 attendees

- ✓ July 27 ~ 125 attendees

- **Sidewalk Decals**

- ✓ Placed Downtown, City Hall and along Lake Dr

- ✓ Promoted Survey and Comment Map





Public Engagement

- **Online Survey**

- ✓ June 30 to September 22

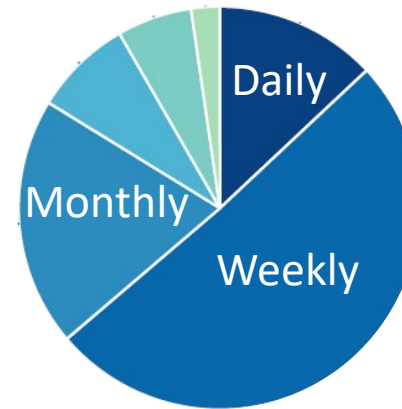
- ✓ 255 Responses

- **Online Comment Map**

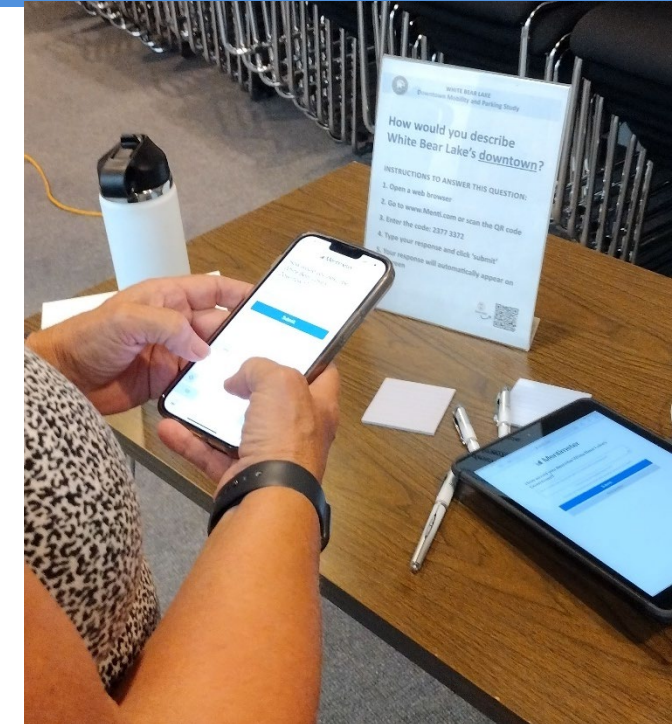
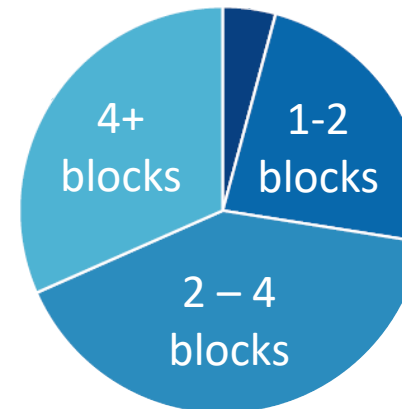
- ✓ 89 points, 69 unique comments

- ✓ 11 routes, 9 unique comments

Parking Frequency



Max Walking Distance

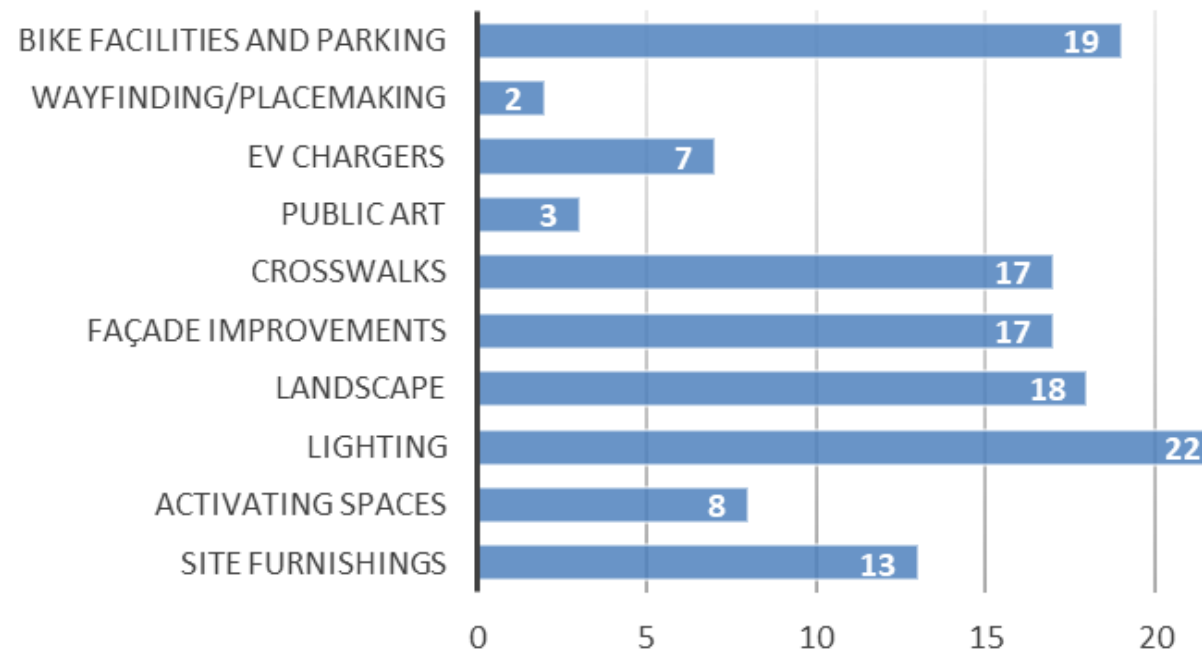




Public Engagement



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

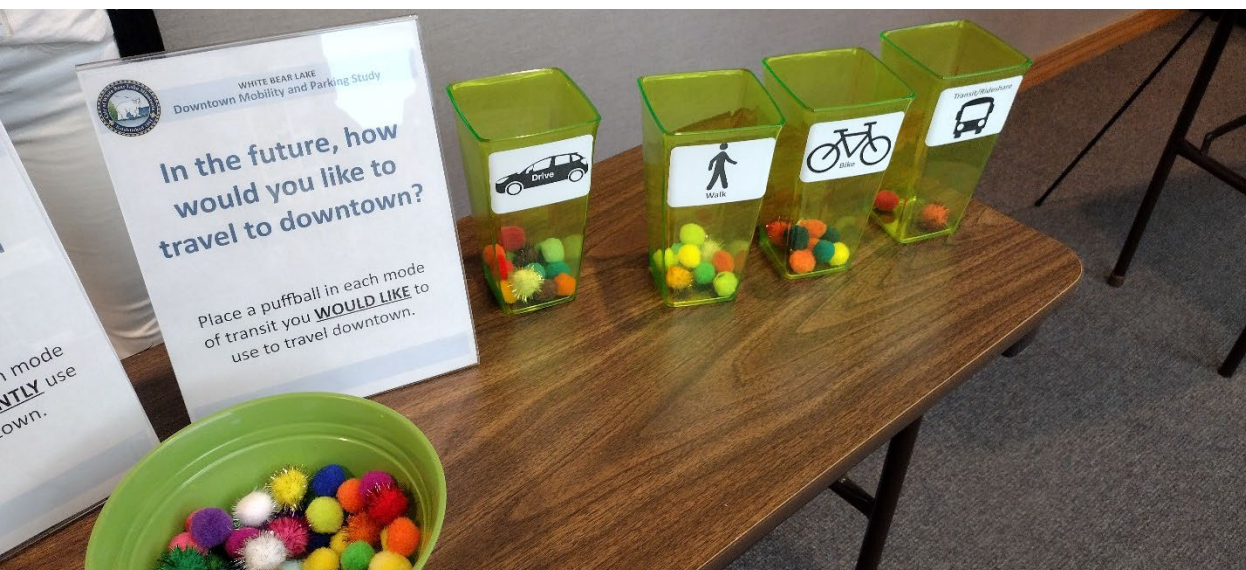
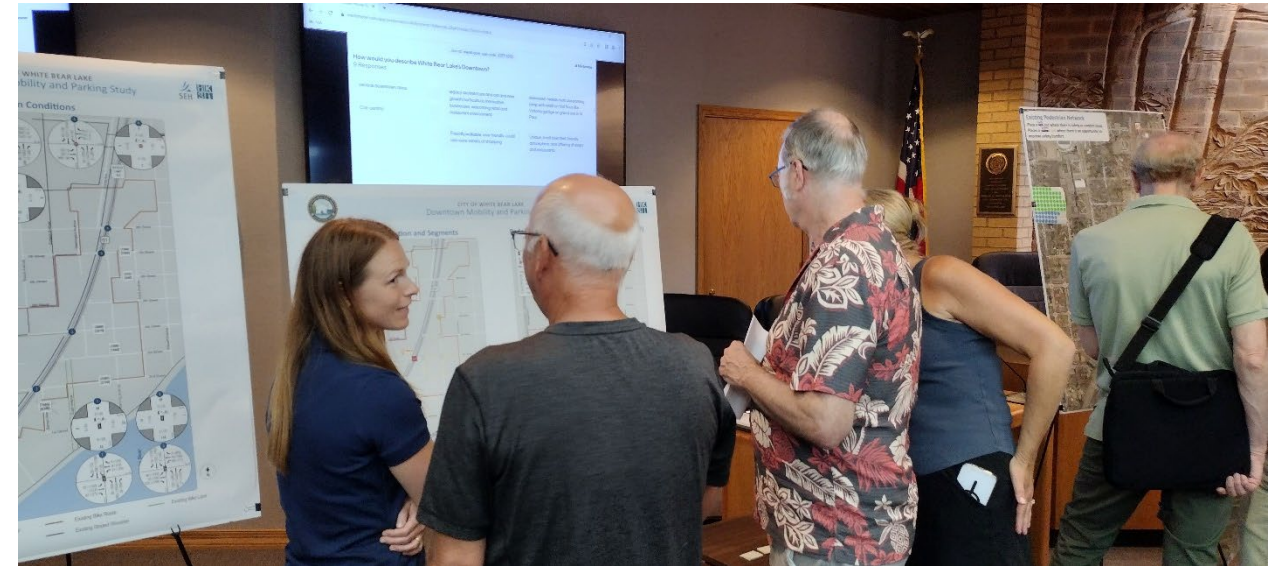




Public Engagement

Next Steps for Engagement

- Community Workshop #2
– February/March 2024
- Steering Committee Meetings
- Final Engagement Report





Draft Recommended Parking Strategies



District-Wide Parking Models

- **Downtown Development Authority (DDA)**
- **Enterprise Funds**
- **Parking Benefit District**
- **Improvement Districts**
- **Public-Private Partnerships**

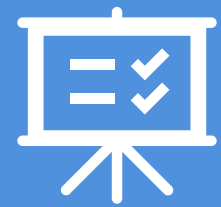




Draft Recommended Parking Strategies

- 1. Monitor Utilization**
- 2. Create Shared Parking Agreements**
- 3. Encourage On-Street Parking for Short-Term Users**
- 4. Improve Functionality and Use of Existing Public Lots**
- 5. Create Dedicated Employee Parking Stalls**
- 6. Adhere to Snow Removal Policies**





Key Takeaways



Key Takeaways

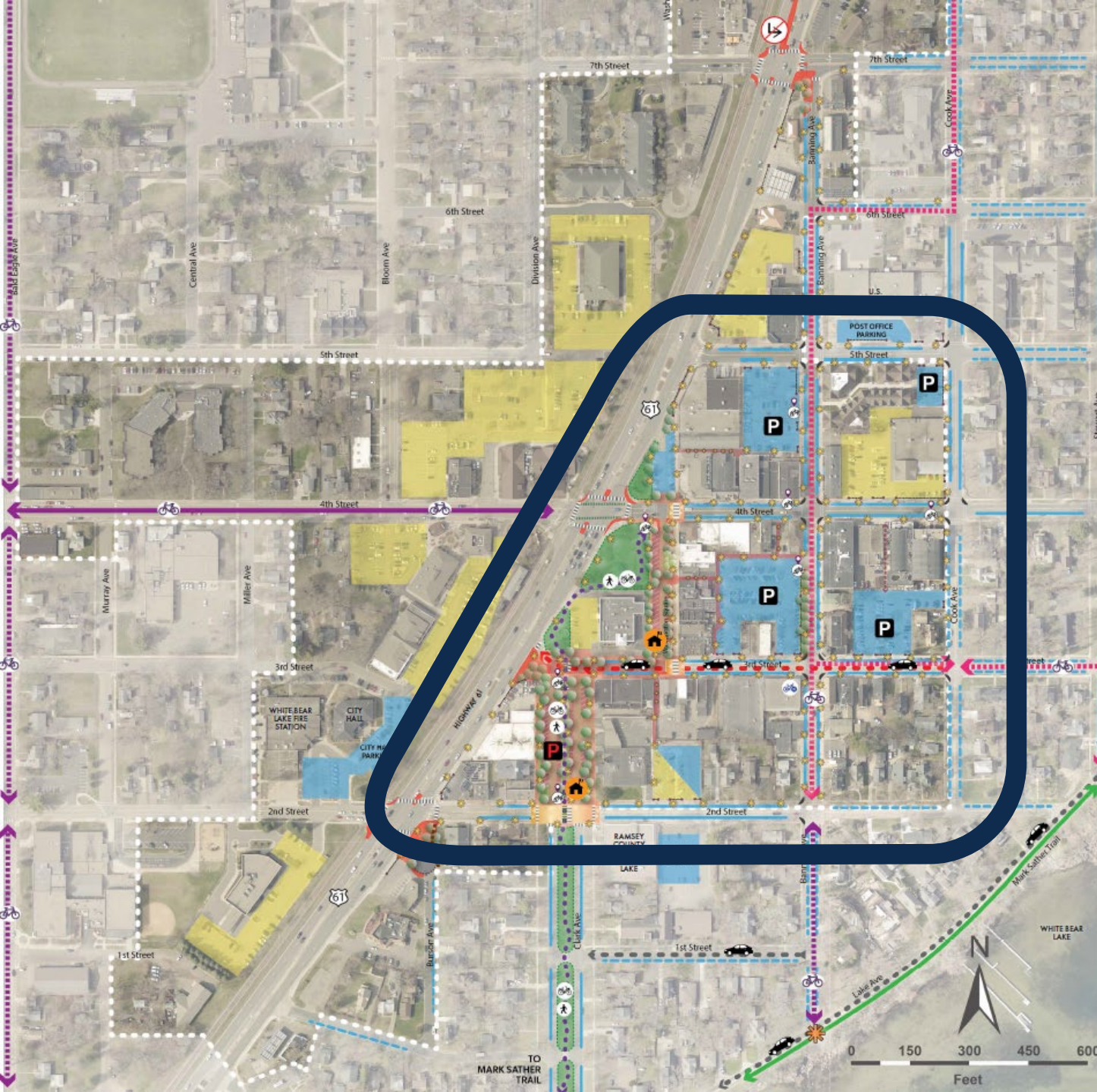
- Residents and visitors love the unique, quaint small-town feel
- Parking is tight in the core, but underutilized nearby
- Pedestrians would like to feel safer crossing the street, including Highway 61
- Improved pedestrian space, wayfinding, and amenities are desired
- Consider flexible space for events like Marketfest and the Farmers Market





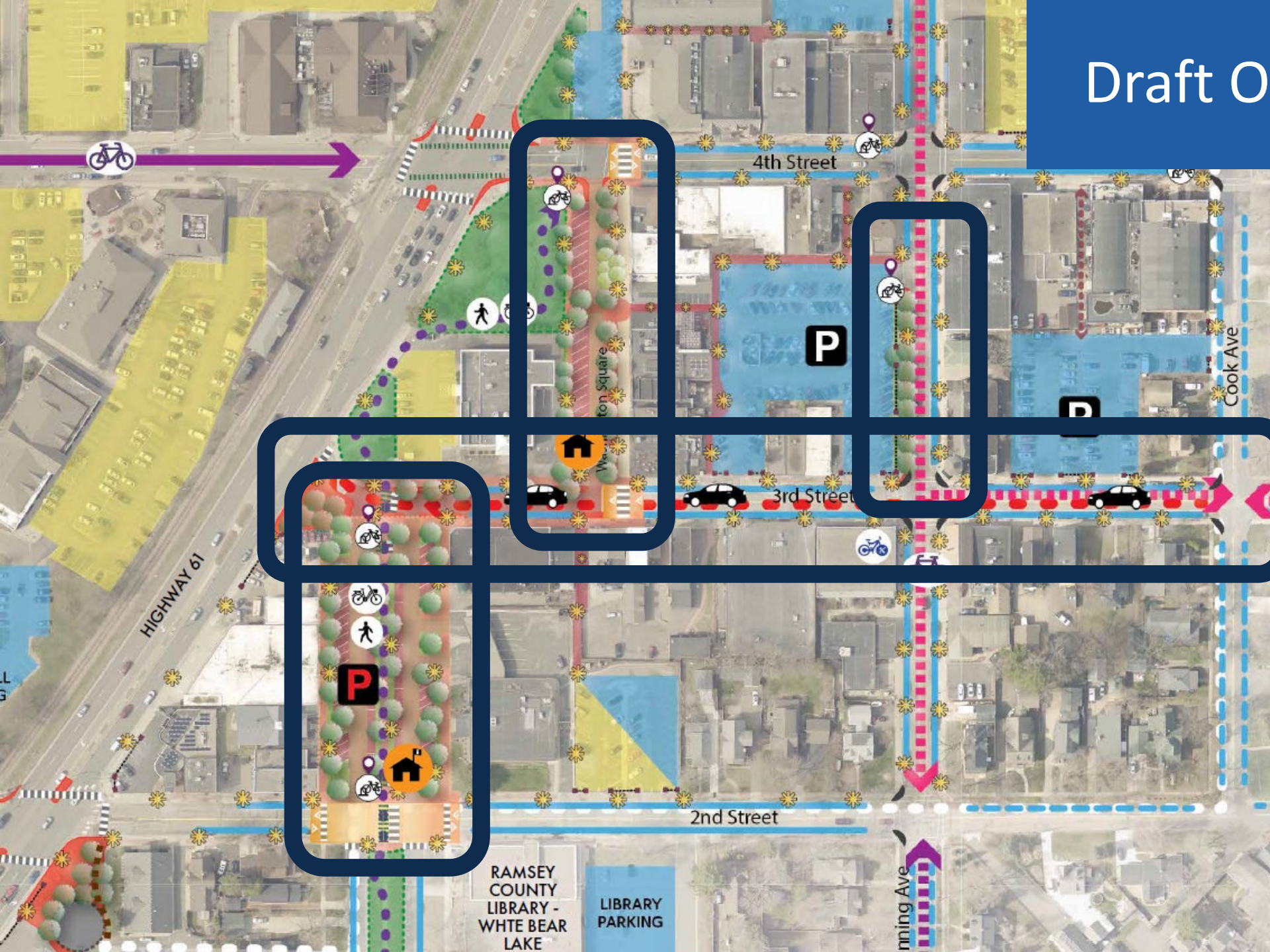
Draft Concept Recommendations

Draft Overall Concept



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

Draft Overall Concept



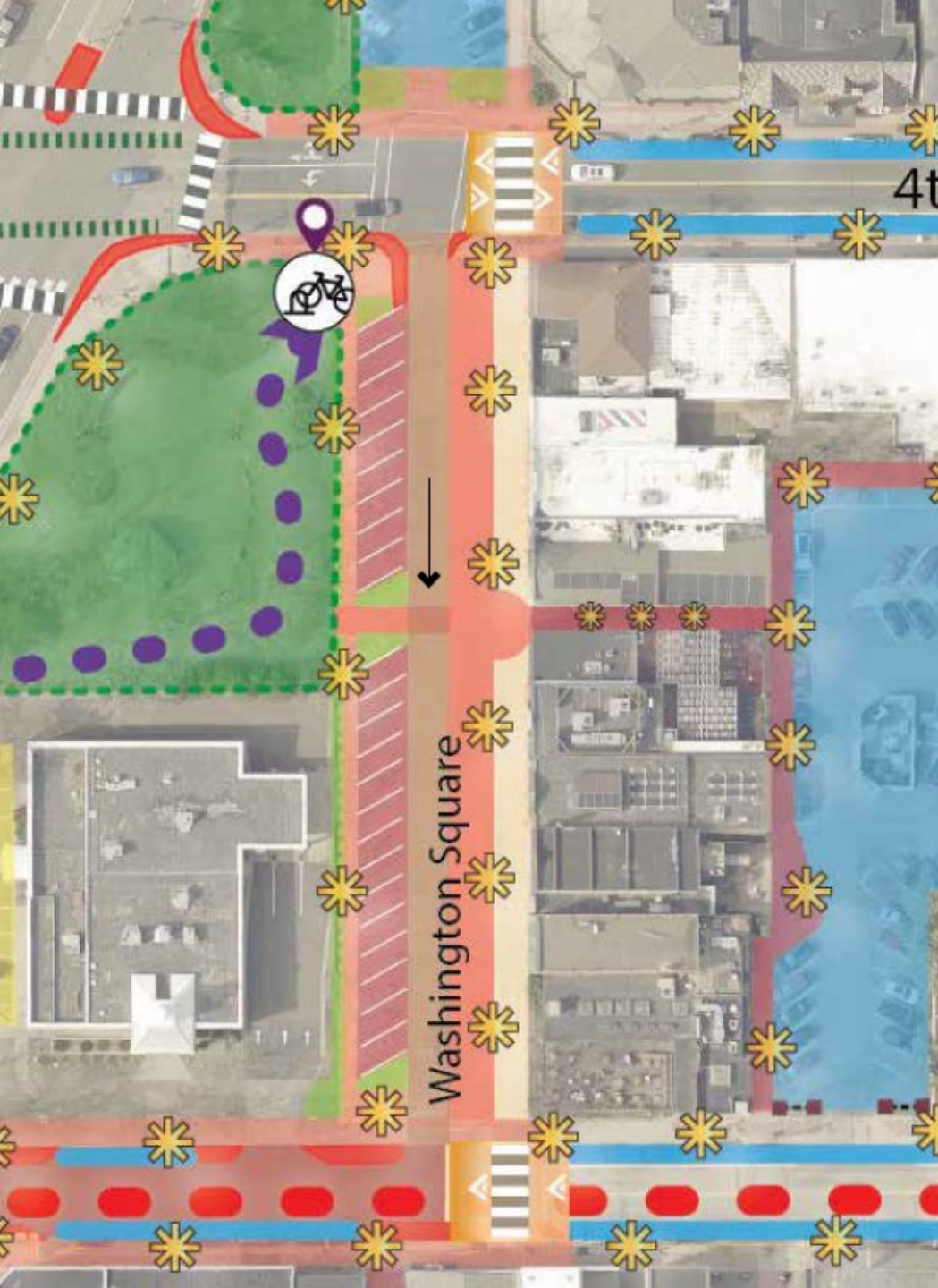
- **3rd Street: One-way westbound**
- **Washington Square**
- **Clark Avenue**
- **Banning Avenue**



Draft 3rd Street Concept



Draft Washington Square Concept



- **Similar to existing conditions**
- **One-way southbound**
- **Diagonal parking on west side**
- **Wide pedestrian/amenity frontage on east side**
- **Colored pavement, lighting, wayfinding, etc.**
- **Net loss of 4 +/- parking spaces**

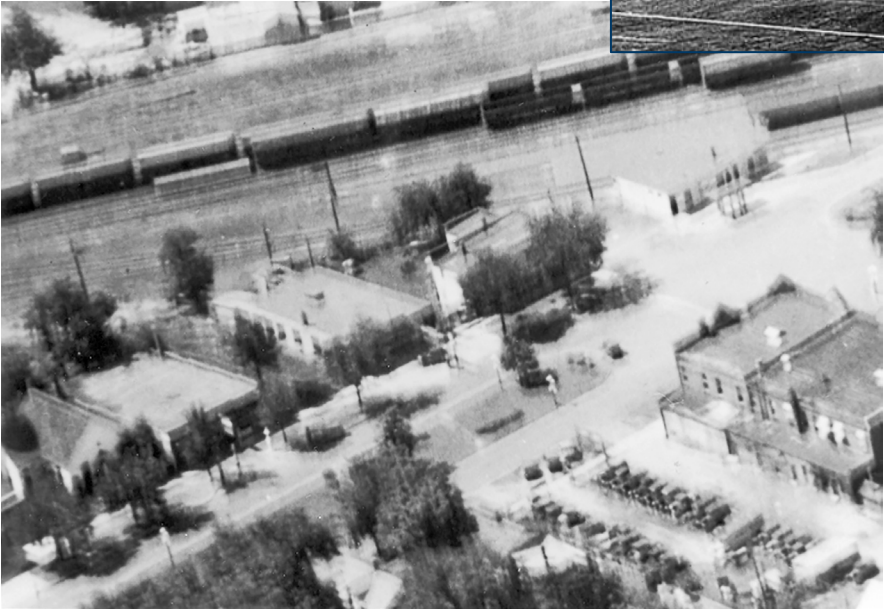
Draft Clark Avenue Concept



Clare Ave & 3rd St looking northwest (c 1930)



Clark Avenue looking south at 2nd Street (c 1915)



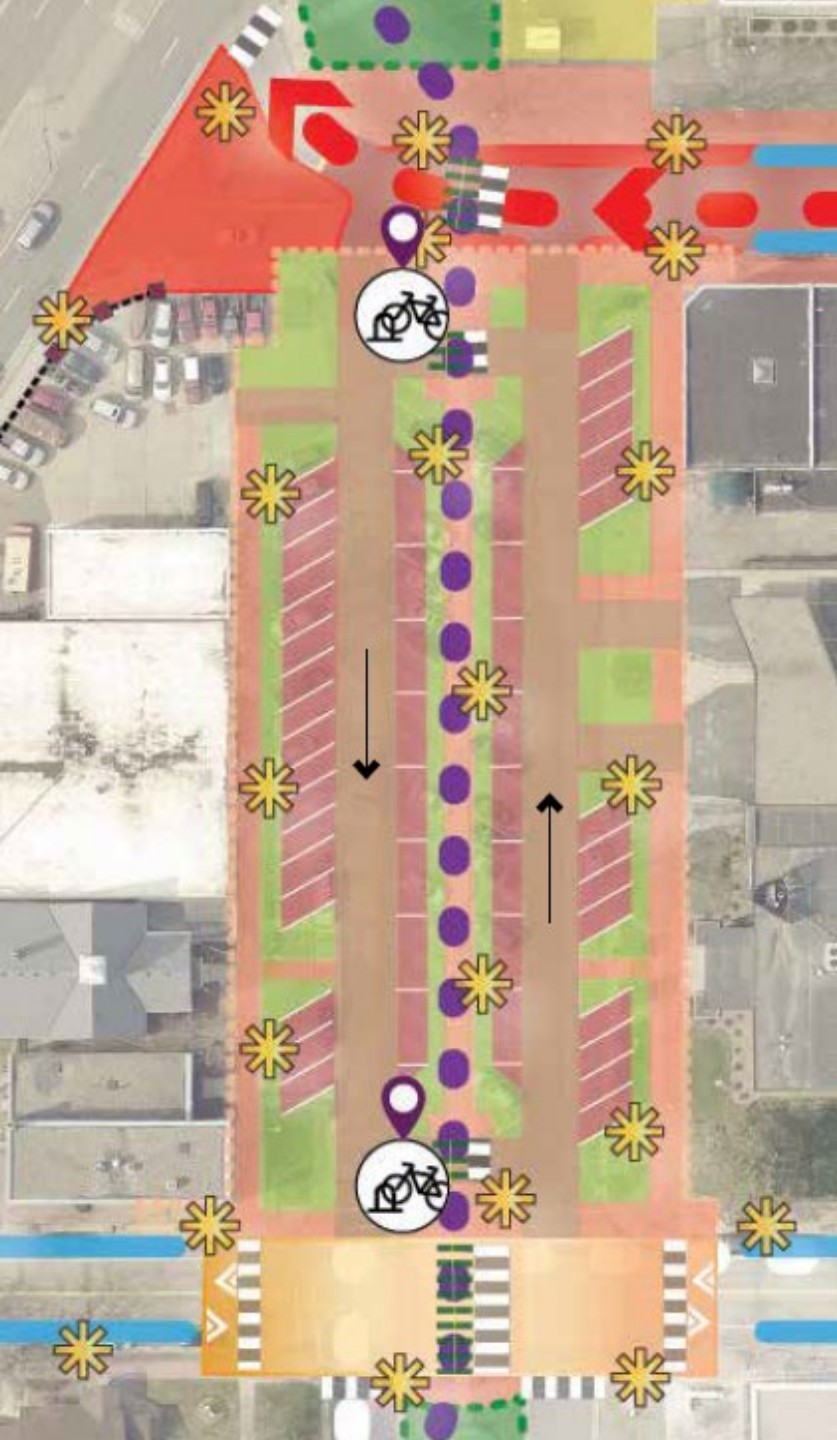


Draft Clark Avenue Concept



Clark Avenue at 2nd Street (2023)

Draft Clark Avenue Concept



- **Diagonal parking on outsides**
- **Parallel parking on insides**
- **Wide pedestrian/amenity frontage on east side**
- **Wider center median w/ pathway**
- **Net loss of 27 +/- parking spaces**
 - Existing = 73, proposed = 46
 - Utilization: min = 23, max = 61



Draft Clark Avenue Concept A





Draft Clark Avenue Concept B



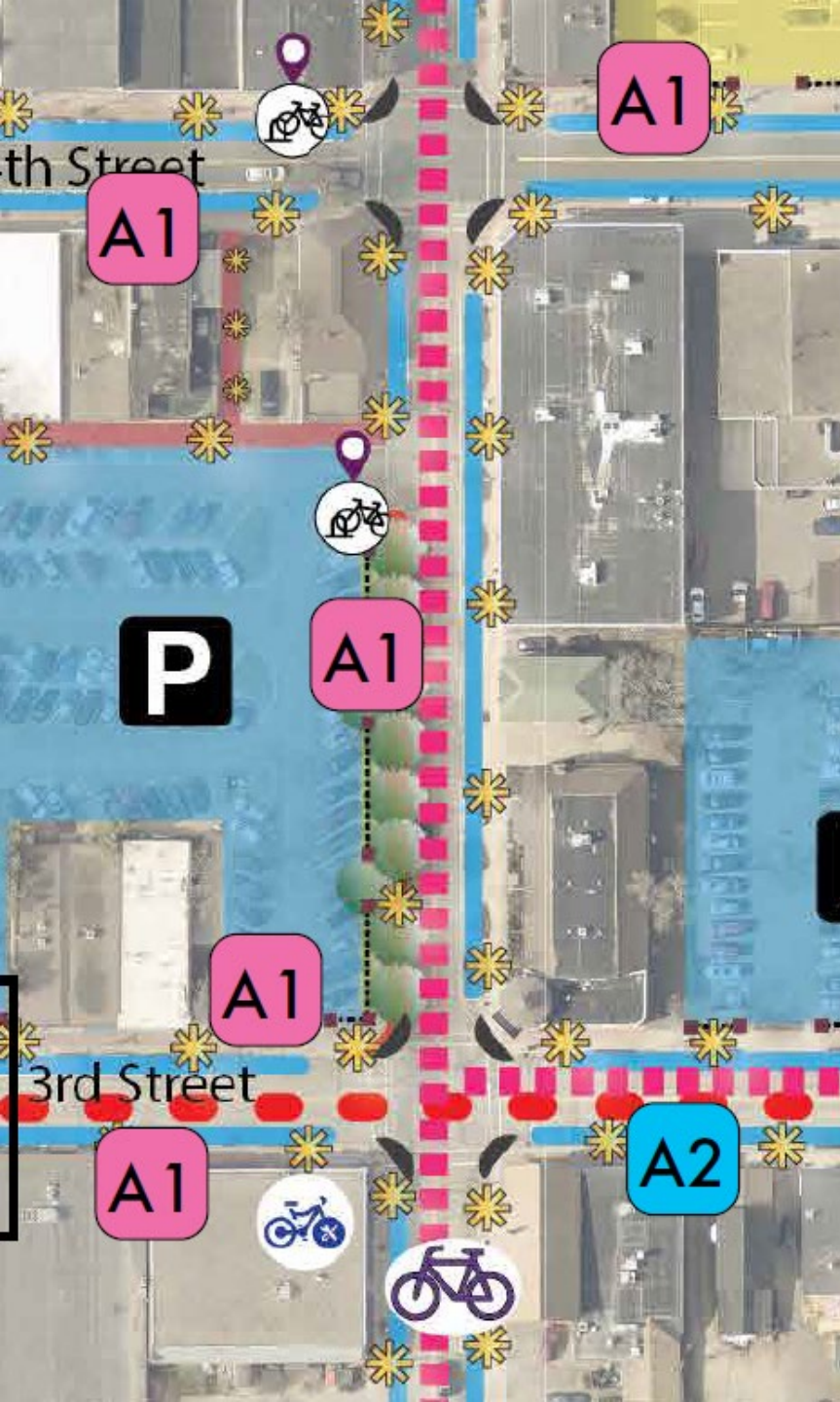


Draft Banning Avenue Concept



Banning Avenue looking north from 3rd Street

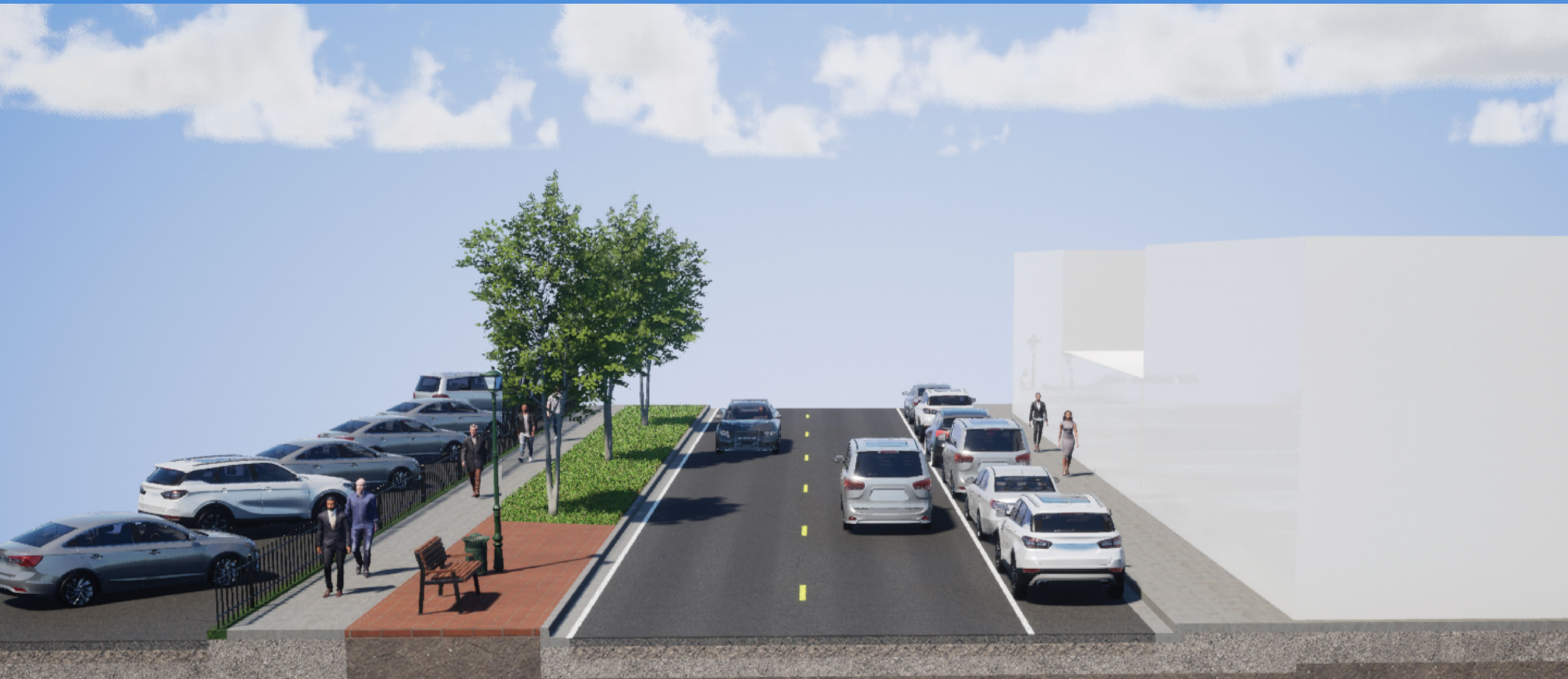
Draft Banning Avenue Concept

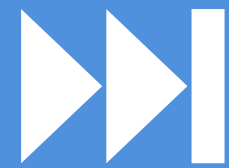


- Remove on-street parking along west side at municipal lot
- Expanded pedestrian space/amenities
- Net loss of 7 parking spaces

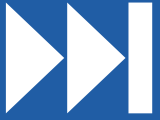


Draft Banning Avenue Concept





Next Steps



- **Parking Study Report**
- **Steering Committee Meeting**
- **Revise Concept Recommendations**
- **Prepare Final Downtown Mobility & Parking Study Document**
- **Final Community Open House (Late February/early March)**
- **Present Final Report to City Council (March)**