



CITY OF SAINT PAUL

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TRANSPORTATION COMMITTEE OF THE PLANNING COMMISSION

Monday, November 16, 2015, 4:00 p.m. – 5:30 p.m.  
All meetings are held in the City Hall Annex 13<sup>th</sup> floor  
Conference room at 25 West 4<sup>th</sup> Street in Saint Paul

1. Smith Avenue Mill & Overlay – Tara McBride (MnDOT) 10 minutes
2. Grotto & Mackubin Pedestrian Bridges – Dale Gade (MnDOT) 10 minutes
3. University Avenue Parking Study – Samantha Henningson (Ward 4 Office) 60 minutes

*Upcoming Transportation Committee Meetings*

- December 7
- January 11 (tentative, pending Planning Commission formal adoption of 2016 calendar)

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*Meetings are open to the public. The Chair may allow five minutes for informal public comment (from non-committee members) at the beginning of each agenda as needed. Additional time may be allocated for comments or further discussion at the discretion of the Chair. Meetings will be cancelled if there is not a quorum expected, or if there are no agenda items. For additional information on the Transportation Committee of the Planning Commission, please visit our website at [bit.ly/StPaulITC](http://bit.ly/StPaulITC) or contact Bill Dermody at [Bill.Dermody@ci.stpaul.mn.us](mailto:Bill.Dermody@ci.stpaul.mn.us) or 651-266-6617.*

## Transportation Committee Staff Report

*Committee date: November 16, 2015*

<b>Project Name</b>	<b><i>MnDOT Smith Avenue Mill &amp; Overlay</i></b>
Geographic Scope	<i>West Side &amp; West End</i>
Ward(s)	<i>2</i>
District Council(s)	<i>3 West Side &amp; 9 West Seventh</i>
Project Description	<i>Mill and Overlay of Smith Avenue from West 7<sup>th</sup> to 494 including re-deck of the "High Bridge," ADA improvements and new signal installation.</i>
Project Contact	<i>Tara McBride</i>
Contact email/phone	<i>651-234-7724</i>
Lead Agency/Department	<i>MnDOT</i>
Purpose of Project/Plan	<i>Long term maintenance.</i>
Planning References	<i>MnDOT Standards</i>
Project stage	<i>Planning</i>
General Timeline	<i>Construction: April – November of 2017</i>
District Council position (if applicable)	
Level of Committee Involvement	<i>Inform and seek input</i>
Previous Committee action	<i>None</i>
Level of Public Involvement	<i>Inform and seek input – Open Houses</i>
Public Hearing	<i>Unknown</i>
Public Hearing Location	<i>Unknown</i>
Primary Funding Source(s)	<i>NA</i>
Cost	<i>NA</i>

Staff recommendation	<i>NA</i>
Action item requested of the Committee	<i>Provide input.</i>
Committee recommendation	<i>NA</i>
Committee vote	<i>NA</i>

## Level of Committee Involvement

<p><b>INFORM:</b> Informational briefings</p>	<p>Projects that are in implementation phase; projects from other jurisdictions; policy documents from other agencies/jurisdictions</p>
<p><b>ADVISE AND CONSENT:</b> Informational briefings with policy discussion, general directives to staff for follow-through</p>	<p>Project and program reviews primarily initiated by staff; or involvement with program development by others</p>
<p><b>INVOLVE:</b> Discussions to develop directions for projects &amp; programs</p>	<p>Policy involvement from inception through design, inc. policy development; environmental documentation,</p>
<p><b>DEVELOPMENT OF PROJECT/PROGRAM:</b> Discussion to form process; screening of ideas; development of recommendations; and managing outreach to the community</p>	<p>Committee has primary responsibility for concept development, and/or overseeing participation process, and/or making specific recommendations to Planning Commission, Mayor and/or City Council</p>



# Hwy 149 Resurfacing and High Bridge Redeck

St. Paul, West St. Paul, Mendota Heights

## Project Description

MnDOT will resurface Smith Avenue and Dodd Road (Hwy 149) between West 7<sup>th</sup> Street in St. Paul and I-494 in Mendota Heights. Crews also will reconstruct the bridge deck on the Smith Avenue High Bridge over the Mississippi River. Additional proposed work includes:

- Improving drainage, sidewalks and pedestrian accessibility
- Replacing signals at five intersections:
  - Smith Avenue and West 7<sup>th</sup> Street
  - Smith Avenue and George Street
  - Smith Avenue and Annapolis Street
  - Smith Avenue and Dodd Road
  - Dodd Avenue and the I-494 north ramp terminal
- Constructing an additional left turn lane from westbound I-494 to southbound Dodd Road (Hwy 149)
- Removing ash trees within the project limits

## Purpose/Benefits

- Improves pedestrian facilities to meet accessibility standards
- Increases mobility for all users of Smith Avenue and Dodd Road (Hwy 149)
- Extends the lifespan of Hwy 149 and the Smith Avenue High Bridge
- Provides smoother road surface and improved ride quality for motorists

## Proposed Schedule

- Spring 2018 through fall 2018

## Proposed Traffic Impacts

- Complete closure of Smith Avenue High Bridge for one construction season
- Lane/sidewalk closures on Smith Avenue/Hwy 149

## Estimated Cost

- \$20 million

## For More Information

**Contact:** Tara McBride, MnDOT area engineer, 651-234-7724, [tara.mcbride@state.mn.us](mailto:tara.mcbride@state.mn.us);

**Website:** [mndot.gov/metro/projects/hwy149highbridge](http://mndot.gov/metro/projects/hwy149highbridge)



## Transportation Committee Staff Report

*Committee date: November 16, 2015*

<b>Project Name</b>	<b><i>MnDOT Grotto &amp; Mackubin Ped Bridges</i></b>
Geographic Scope	<i>Over I-94</i>
Ward(s)	<i>1</i>
District Council(s)	<i>8 Summit University</i>
Project Description	<i>Replacement of the Grotto and Mackubin Ped Bridges over I-94</i>
Project Contact	<i>Dale Gade</i>
Contact email/phone	<i>651-234-7713</i>
Lead Agency/Department	<i>MnDOT</i>
Purpose of Project/Plan	<i>Long term maintenance.</i>
Planning References	<i>MnDOT Standards</i>
Project stage	<i>Planning</i>
General Timeline	<i>Construction: 2016</i>
District Council position (if applicable)	
Level of Committee Involvement	<i>Inform</i>
Previous Committee action	<i>None</i>
Level of Public Involvement	<i>Inform and seek input</i>
Public Hearing	<i>No</i>
Public Hearing Location	<i>NA</i>
Primary Funding Source(s)	<i>NA</i>
Cost	<i>NA</i>

Staff recommendation	<i>NA</i>
Action item requested of the Committee	<i>Provide input.</i>
Committee recommendation	<i>NA</i>
Committee vote	<i>NA</i>

## Level of Committee Involvement

<p><b>INFORM:</b> Informational briefings</p>	<p>Projects that are in implementation phase; projects from other jurisdictions; policy documents from other agencies/jurisdictions</p>
<p><b>ADVISE AND CONSENT:</b> Informational briefings with policy discussion, general directives to staff for follow-through</p>	<p>Project and program reviews primarily initiated by staff; or involvement with program development by others</p>
<p><b>INVOLVE:</b> Discussions to develop directions for projects &amp; programs</p>	<p>Policy involvement from inception through design, inc. policy development; environmental documentation,</p>
<p><b>DEVELOPMENT OF PROJECT/PROGRAM:</b> Discussion to form process; screening of ideas; development of recommendations; and managing outreach to the community</p>	<p>Committee has primary responsibility for concept development, and/or overseeing participation process, and/or making specific recommendations to Planning Commission, Mayor and/or City Council</p>

## Transportation Committee Staff Report

Committee date: November 16, 2015

<b>Project Name</b>	<b><i>University Avenue Parking Regulations</i></b>
Geographic Scope	<i>University Avenue: Marion to City Border</i>
Ward(s)	<i>1,4</i>
District Council(s)	<i>7,8,11,12,13</i>
Project Description	<i>New Parking Regulations for University Avenue: Offering Evening (6 pm – 2 am) Parking to Select Portions of University Avenue. 451 spaces.</i>
Project Contact	<i>Samantha Henningson</i>
Contact email/phone	<i><a href="mailto:Samantha.Henningson@ci.stpaul.mn.us">Samantha.Henningson@ci.stpaul.mn.us</a></i>
Lead Agency/Department	<i>Mayor/Council/PW</i>
Purpose of Project/Plan	<i>With the completion of the Green Line, stakeholders wanted to evaluate the role that on-street parking might play in serving small businesses as well as strengthening the pedestrian realm of University Avenue.</i>
Planning References	<i>Comp Plan, Central Corridor Development Strategy</i>
Project stage	<i>Consultant's Report/Staff and Policy Committee Recommendation</i>
General Timeline	<i>Planning Commission: December 4, 2015 Planning Commission Public Hearing: January 8, 2016 Transportation Committee review: January 25, 2016 Planning Commission: February 5, 2016 City Council Public Hearing: February 2016 Budget Amendment: TBD Installation of parking signs: TBD</i>
District Council position (if applicable)	<i>N/A</i>
Level of Committee Involvement	<i>Feedback to Planning Commission, Council.</i>
Previous Committee action	<i>None</i>
Level of Public Involvement	<i>Extensive: Community and Business Surveys</i>
Public Hearing	<i>Yes, dates above.</i>
Public Hearing Location	<i>Planning Commission &amp; City Council</i>
Primary Funding Source(s)	<i>TBD</i>
Cost	<i>\$79,375</i>

Staff recommendation	<i>Recommend to the Planning Commission that they release the University Avenue parking study for public review and schedule a public hearing for January 8, 2016.</i>
Action item requested of the Committee	<i>Forward the study to Planning Commission with a recommendation</i>
Committee recommendation	<i>To be filled in at the meeting</i>
Committee vote	<i>To be filled in at the meeting</i>

## **University Avenue Parking Summary and Conclusions**

Between October 2014 and May 2015, a study was conducted to assess the technical feasibility and community support for on-street parking along University Avenue from the University of Minnesota on the Western end to the capital on the Eastern end.

### **Conclusion and Recommendation**

The Technical Advisory Committee recommended and the Advisory Committee approved a recommendation to return parking to University Avenue in designated areas from 6PM to 2 AM daily. The committees did not recommend returning additional all day parking to University Avenue.

### **Summary of the Technical Analysis for All Day Parking**

Based on 2014 traffic volumes, removing one travel lane in order to reinstate more on-street parking is feasible in multiple locations along the University Avenue corridor. Table 6 in the attached report, below, lists locations where more parking could be reinstated. A map of possible parking locations is provided in Figure 2 from the study.

Based on the Community input and updated traffic counts for evening which are 30 to 85% below peak traffic counts, the Technical Committee recommended evening parking should be permitted from 6PM to 2 AM daily in the locations detailed below.

<b>Corridor Segment</b>		<b>Roadway Section</b>
<b>From</b>	<b>To</b>	
23 <sup>rd</sup> Avenue	Washington Avenue	No Parking/Transition Modifications
Washington Avenue	Hampden Street	1 Through Lane + Parking, Up to Fire station
Hampden Street	Prior Avenue	Existing Configuration
Prior Avenue	Aldine Street	1 Through Lane + Parking
Aldine Street	Syndicate St	Existing Configuration
Syndicate St	Grotto Street	1 Through Lane + Parking
Grotto Street	Mackubin Street	Existing Configuration
Mackubin Street	Rice Street	1 Through Lane + Parking
Rice Street	Park Street	Existing Configuration/Transition Modifications

### **Summary of the Community Feedback**

A total of 64 business surveys and 1,196 residential surveys were completed. Both surveys were administered between October 14 and November 24, 2014.

On the primary question of whether business survey respondents would support adding more all day on-street parking to University Avenue, 70 percent of businesses and seventy-one percent (71%) of residents answered that they would prefer “University Avenue with two travel lanes and limited on-street parking.”

The Technical Advisory Committee's recommendation to have evening only parking maintains the current capacity during peak periods, enable adequate traffic capacity and creates additional parking is off-peak hours.

**Technical Committee Members**

David Hanson – Metro Transit  
Robert Rimstad – Metro Transit  
Scott Thompson – Metro Transit  
Haila Maze – City of Minneapolis Community Planning and Economic Development  
Steve Zaccard – Saint Paul Fire Department  
Paul Iovino – Saint Paul Police Department  
Jason Pieper – Hennepin County  
Jim Tolaas – Ramsey County Public Works  
John Maczko – City of Saint Paul Public Works  
Hilary Holmes – City of Saint Paul Planning and Economic Development  
Paul St. Martin – City of Saint Paul Public Works

**Advisory Committee Members**

Toni Carter - Ramsey County Commissioner  
Cam Gordon – Minneapolis City Council Member  
Janice Rettman - Ramsey County Commissioner  
Russ Stark – Saint Paul City Council Member  
Dai Thao – Saint Paul City Council Member  
Jim McDonough - Ramsey County Commissioner  
Nancy Homans - City of Saint Paul, Mayor's Office  
Jon Commers – Met Council  
John Maczko - City of Saint Paul, Public Works  
James Tolaas - Ramsey County, Public Works  
Greg Tuveson – Metro Transit  
Peter McLaughlin - Hennepin County Commissioner

**Cost**

The implementation of the parking changes is estimated to cost \$79,375 to create 451 evening parking spaces along University Avenue.

**Funding Plan**

Implementation will be paid for by the City of Saint Paul.

Implementation is expected in 2016.



# University Avenue Parking Possibilities

DRAFT Traffic Analysis  
February 16, 2015



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Traffic Analysis

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- Appendix A – 2014 Traffic Volume Data Collection
- Appendix B – Volume Comparison Map
- Appendix C – 2014 Existing Conditions Traffic Analysis
- Appendix D – 2014 Parking Feasibility Conditions Traffic Analysis
- Appendix E – Detailed Parking Feasibility Conditions

## 1 Introduction

### 1.1 Study Background and Purpose

Construction of the Central Corridor Light Rail Transit (Green Line) in Minneapolis and Saint Paul, MN resulted in the removal of most on-street parking along University Avenue. Parking was removed to allow for two vehicle travel lanes in each direction with light rail transit operating in the middle of the existing roadway and curb lines. The purpose of this study is to investigate reinstating more on-street parking along University Avenue by removing one of the travel lanes along the corridor. Traffic volumes have not returned to their previous or predicted levels after Green Line construction was completed which may provide an opportunity to reduce travel lanes. The impact of removing a travel lane of motor vehicle traffic along University Avenue from 23<sup>rd</sup> Avenue to Park Street under typical weekday, peak period traffic conditions is evaluated for this study.

### 1.2 Study Area

University Avenue is a two-way northeast/southwest and east/west roadway that serves two-lanes of traffic in each direction with the Green Line operating in the center of the roadway. On-street parking is provided in certain locations where roadway right-of-way was available. The speed limit on the roadway is 30 miles per hour. The study area for this traffic analysis extends 6.2 miles from 23<sup>rd</sup> Avenue in Minneapolis to Park Street in St Paul. Figure 1 shows a map of the study area. There are 35 signalized intersection in the study area, although only 15 are included in this analysis.

### 1.3 Data Collection

Vehicle turning movement counts were collected on Monday, October 6 and Tuesday, October 7, 2014 during the AM peak hour (7-9 am), mid-day (11 am - 1 pm) and PM peak hour (4-6 pm) at the following 15 intersections with University Avenue:

1. 23<sup>rd</sup> Avenue
2. Malcolm Avenue
3. Eustis Street
4. Cromwell Avenue
5. Raymond Avenue
6. Vandalia Street
7. Transfer Road
8. Prior Avenue
9. Fairview Avenue
10. Snelling Avenue
11. Hamline Avenue
12. Lexington Parkway
13. Dale Street
14. Marion Street
15. Rice Street

# University Avenue Parking Possibilities Traffic Analysis

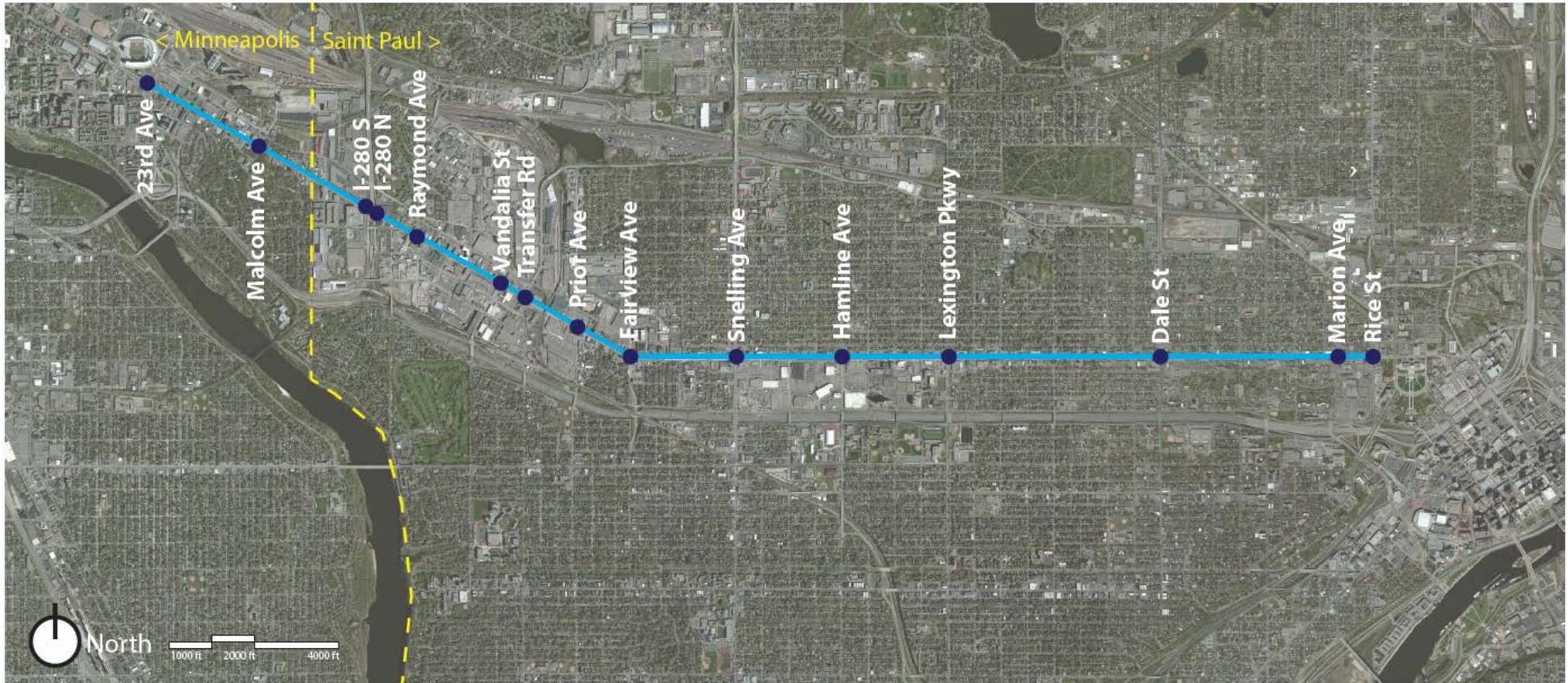


Figure 1 - University Avenue Study Area Map

\*Image adapted from Google Maps

## University Avenue Parking Possibilities Traffic Analysis

To assess and understand typical daily fluctuation in traffic, hourly approach volumes were also collected for two days at three locations within the project limits:

1. Between Hampden Avenue and Pillsbury Street
1. Between Syndicate Street and Griggs Street
2. Between Mackubin Street and Arundal Street

These locations coincide with those that the City of Saint Paul uses to determine traffic volumes along University Avenue. The City of Saint Paul provided previous traffic volumes at these locations for two different years prior to the counts taken for this study.

Current signal timing information for the study intersections was obtained from the City of Saint Paul and City of Minneapolis. The information includes intersection cycle length, splits, progression/offsets, clearance intervals, and recall settings. These timings were not field verified. A traffic volume diagram documenting these turning movement volumes, as well as the hourly approach volume reports are in Appendix A.

### 1.4 Volume Comparison

The Central Corridor Light Rail Transit Environmental Impact Statement (EIS) included a prediction of future traffic volumes for 2014 along the corridor based on traffic volumes collected in 2009. These volumes were used in for evaluation of traffic impacts of the light rail project and for design of the light rail corridor along University Avenue, which included 2 through lanes in each direction.

The vehicle turning movement counts collected in 2014 were compared to the 2014 predicted traffic volumes used in the Central Corridor EIS. Actual traffic volumes in 2014 along University Avenue were approximately 40 to 55 percent less than the predicted volumes used in the EIS. Actual 2014 volumes on the cross streets were approximately 25 to 40 percent less than the predicted volumes used in the EIS. A volume comparison map is in Appendix B.

In addition, average daily traffic (ADT) volumes were compared to previous ADT counts performed by the City of Saint Paul (Table 1). The Green Line was completed and opened in 2013. Traffic volumes increased slightly between 2013 and 2014. However, along University Avenue, traffic volumes have not yet returned to previous levels from 2008 and 2009. The 2014 actual traffic volumes were approximately 30 to 40 percent lower than those recorded prior to Green Line construction.

*Table 1 - ADT Volume Comparison*

Count Location	2008/09	2013	2014
	EB + WB	EB + WB	EB + WB
Hampden Ave and Pillsbury St	25,500	18,000	18,300
Syndicate St and Griggs St	24,600	14,500	15,500
Mackubin St and Arundel St	24,100	13,300	15,100

## 2 Traffic Operations

### 2.1 Methodology

Based on the vehicle turning movement counts and signal timings obtained, existing conditions models were developed using Synchro 8.0. Synchro is a macroscopic traffic analysis and signal optimization software that supports the 2000 and 2010 Highway Capacity Manual's methodology for signalized intersections, unsignalized intersections, and roundabouts.

AM and PM peak hour Synchro models from the Central Corridor EIS were used as a base for these models, with the addition of the intersection of University Avenue and 23<sup>rd</sup> Street. These models were reviewed and updated to reflect as-built conditions. This review resulted in the update of travel lanes, traffic signal timing, and traffic signal phasing. This review and update were performed for all 33 intersections in the Synchro models.

Vehicle turning movement counts were updated in the AM and PM peak hour models at the 15 study intersections. This update included traffic volumes, peak hour factors, heavy vehicle percentages, pedestrian volumes, and bicycle volumes at actuated traffic signals. In order for Synchro to provide realistic output, turning movements and volumes along the corridor must be balanced to a reasonable degree such vehicles are not appearing or disappearing along the corridor without being accounted for within a reasonable threshold. As a result, traffic volumes were also modified at non-study intersections to balance with the actual turning movement counts. In some locations, additional, unsignalized intersections were added to the model

A mid-day model was created based on the traffic volumes collected and the signal timing information provided. At the non-study intersection, AM peak hour traffic volumes were used and then modified to balance with mid-day volumes collected in the field.

Under existing conditions, busses stop in the right most travel lane to pick up and drop off passengers. Lane blockages due to bus stops were added to the model along the corridor to account for vehicle delay waiting behind busses.

### 2.2 Vehicle Level of Service

Vehicle level of service (LOS) is a representation of how a roadway is operating for motorists, based on average seconds of delay per vehicle. Vehicle LOS is defined in terms of intersection control delay and is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. Based on motorist delay, a letter A through F is assigned to an intersection based on performance. Level of service A is considered the best (no congestion, least delay) and F is the worst (short periods of gridlock, high delay). No performance measure has been officially adopted by the Cities of Minneapolis or Saint Paul, however, many signals typically operate at LOS E or better during peak hour traffic. The LOS criteria for signalized intersections are provided in the *2010 Highway Capacity Manual* and are provided in Table 2.

For signalized intersections, control delay includes the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Control delay for signalized intersections may also be referred to as signal delay. Not all delays are related to congestion on a particular approach. Long delays can exist if cycle lengths are long, a lane group is disadvantaged by the signal timing, or the signal

University Avenue Parking Possibilities  
Traffic Analysis

progression is poor. The reverse is also possible, where a saturated lane group may have short delays if the cycle length is short and/or the signal progression is good.

Table 2 - Level of Service for Signalized Intersections Based on Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (seconds)
A	Operations with very low control delay occurring with favorable progression and/or short cycle lengths.	≤ 10.0
B	Operations with low control delay occurring with good progression and/or short cycle lengths.	> 10.0 and ≤ 20.0
C	Operations with average control delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20.0 and ≤ 35.0
D	Operations with longer control delays due to a combination of unfavorable progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	> 35.0 and ≤ 55.0
E	Operations with high control delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	> 55.0 and ≤ 80.0
F	Operation with control delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	> 80.0

Source: 2010 Highway Capacity Manual

### 2.3 Existing Traffic Operations

The existing conditions analysis provides a baseline for understanding the operations of the current roadway network. This baseline allows a comparison of traffic operations with parking reinstated along the corridor.

Existing LOS for motor vehicles along University Avenue range from LOS B to E in the morning, mid-day and evening peak hours. There are specific movements along the corridor that operate at LOS F. The worst level of delay along the corridor occurs during the PM peak hour (more intersections with LOS E). The segment of University Avenue from Snelling Avenue to Marion Street experiences higher levels of delay than the remainder of the corridor throughout the day. There is also a disproportionately high level of delay in existing eastbound and westbound left turn movements along University Avenue. Table 3 summarizes the existing intersection LOS for the 15 intersections included in the Synchro analysis. Detailed results of the Synchro analysis, including a summary table are provided in Appendix C for morning, mid-day and evening peak hours for existing conditions.

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Table 3 - Existing Conditions Intersection Traffic Operations

Intersection Name	AM		MD		PM	
	Delay	LOS	Delay	LOS	Delay	LOS
<b>23rd Ave &amp; University Ave</b>	53.4	D	60.1	E	53.5	D
<b>Malcolm Ave &amp; University Ave</b>	19.7	B	47.5	D	52.7	D
<b>Eustis St and University Ave</b>	26.9	C	23.3	C	25.5	C
<b>Cromwell Ave &amp; University Ave</b>	32.9	C	27.5	C	30.5	C
<b>Raymond Ave &amp; University Ave</b>	42	D	40.4	D	42.8	D
<b>Vandalia St &amp; University Ave</b>	32.9	C	31.9	C	38.7	D
<b>Cleveland Ave / Transfer Ave &amp; University Ave</b>	23.2	C	21.4	C	23.5	C
<b>Prior Ave &amp; University Ave</b>	33.5	C	34.8	C	34.6	C
<b>Fairview Ave &amp; University Ave</b>	37.5	D	35.6	D	41.4	D
<b>Snelling Ave &amp; University Ave</b>	36	D	37.5	D	45.2	D
<b>Hamline Ave &amp; University Ave</b>	44.2	D	50	D	76.7	E
<b>Lexington Pkwy &amp; University Ave</b>	73.3	E	43.3	D	71.2	E
<b>Dale St &amp; University Ave</b>	42.1	D	34.9	C	46.2	D
<b>Marion St &amp; University Ave</b>	46.2	D	44.8	D	54.6	D
<b>Rice St &amp; University Ave</b>	40.8	D	36.2	D	47.1	D

#### 2.4 2014 Parking Feasibility Conditions

This phase of the project focused on determining where it may be feasible to reinstate more parking along the corridor. The existing conditions models were modified in an iterative process. Left turn storage lane were not modified as part of this analysis, they remain as they are under existing conditions. The analysis was performed assuming no growth in traffic volumes. A sensitivity analysis addressing future increase in traffic volumes is provided in section 3.2.

Initially, one through travel lane was removed along the entirety of the University Avenue corridor, leaving one shared through/right turn lane in the Synchro model. Following the lane removal, traffic operations were reviewed with a focus on University Avenue through movements. A LOS E or better was considered acceptable for the corridor as these would be similar to existing conditions.

Under a single-lane condition, vehicles making parallel parking maneuvers will temporarily block the travel lane, creating additional congestion along the corridor. Parking maneuvers were added to the Synchro model, based on maneuvers within 250 feet of a stop bar. Synchro results are reported by intersection, and 250 feet is the accepted distance that parking vehicles impact intersection operations. For this analysis, 24 parking maneuvers (12 spaces, turnover every ½ hour) were added to the model for each direction of travel along University Avenue.

At intersections where one shared through/right-turn lane resulted in LOS F for individual movements, right turn storage lanes were added to improve intersection operations. These right turn only lanes were assumed to have storage lengths of 50 to 320 feet.

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Traffic Analysis

Following the addition of right turn lanes, there were still some intersections along the University Avenue corridor with movements operating at LOS F. It was determined that these locations would benefit from two through lanes at intersections to reduce motor vehicle delay. In these locations, the Synchro model was reverted to existing conditions with two through lanes.

Lane blockages due to busses were accounted for in locations where the existing configuration of University Avenue were maintained in locations with one through-lane and parking, it was assumed that busses would be able to pull into the parking lane to stop for passengers. No parking would be allowed at bus stop locations along the corridor. In these locations, lane blockages due to busses were removed from the model.

Signal timings were then adjusted along the corridor to increase green time for the University Avenue through movements. Because of the complexity of the existing signal timings along the corridor, cycle lengths and intersection offsets were assumed to remain constant. In general, when adjustments were made green time was shifted from cross-streets to University Avenue.

If more parking were reinstated along the corridor, operations for intersections along University Avenue would range from LOS C to E in the morning, mid-day and evening peak hours with 2014 traffic volumes. Similar to existing conditions, some traffic movements operate at LOS F, and the worst level of delays occur in the evening peak hour. The worst traffic delay along the corridor is from Snelling Avenue to Lexington Parkway, however, it was assumed that existing conditions would remain at these locations under the parking feasibility option. Table 4 summarizes the parking feasibility conditions intersection LOS for the 15 intersections included in the Synchro analysis.

Table 4 - Parking Feasibility Conditions Intersection Traffic Operations

Intersection Name	AM		MD		PM	
	Delay	LOS	Delay	LOS	Delay	LOS
<b>23rd Ave &amp; University Ave</b>	53.8	D	60.2	E	53.8	D
<b>Malcolm Ave &amp; University Ave</b>	22.7	C	57.4	E	65.2	E
<b>Eustis St and University Ave</b>	27.1	C	23.7	C	25.5	C
<b>Cromwell Ave &amp; University Ave</b>	33.3	C	27.8	C	31.1	C
<b>Raymond Ave &amp; University Ave</b>	40.7	D	43.2	D	43.2	D
<b>Vandalia St &amp; University Ave</b>	35.3	D	33.7	C	38.7	D
<b>Cleveland Ave / Transfer Ave &amp; University Ave</b>	23.8	C	22.2	C	25.4	C
<b>Prior Ave &amp; University Ave</b>	30.5	C	39.8	D	35.8	D
<b>Fairview Ave &amp; University Ave</b>	38.4	D	36.9	D	45.5	D
<b>Snelling Ave &amp; University Ave</b>	36.2	D	37.8	D	45	D
<b>Hamline Ave &amp; University Ave</b>	44.8	D	55.7	E	73.5	E
<b>Lexington Pkwy &amp; University Ave</b>	62.8	E	44.5	D	64.7	E
<b>Dale St &amp; University Ave</b>	42.4	D	35.1	D	46.2	D
<b>Marion St &amp; University Ave</b>	46.1	D	44	D	52.7	D
<b>Rice St &amp; University Ave</b>	45.5	D	36	D	46.3	D

University Avenue Parking Possibilities  
Traffic Analysis

Detailed results of the Synchro analysis, including a summary table are provided in Appendix D for morning, mid-day and evening peak hours for parking feasibility conditions.

### 2.5 Corridor Travel Time

Changes in travel time reported in Synchro from existing conditions to the 2014 parking feasibility conditions vary throughout the corridor. Traveling the entire length of the corridor from 23<sup>rd</sup> Avenue to Park Street (6.2 miles) results in a slight increase in delay under the parking feasibility condition. The worst delay occurs in the evening, with travel time for the eastbound direction increasing by 6 minutes, 45 seconds and travel time for westbound increasing by 3 minutes, 42 seconds compared to existing modeled travel times. A listing of existing travel times and parking feasibility travel times broken into sections along the corridor is provided in Table 5. The existing Synchro travel times were not calibrated based on field information, so only the relative change should be considered.

Table 5 - Travel Time Comparison

			Corridor				Total
			23rd Ave to Franklin Ave	Franklin Ave to Fry St	Fry St to Chatsworth St	Chatsworth St to Park St	
Existing Travel Time (min:sec)	AM	EB	3:59	5:03	5:60	4:60	20:01
		WB	4:52	5:32	4:58	5:43	21:03
	Mid-day	EB	3:56	5:19	6:53	4:52	20:59
		WB	4:33	5:58	5:15	5:48	21:33
	PM	EB	4:02	5:28	7:16	5:53	22:39
		WB	4:60	6:23	5:24	6:09	22:55
Parking Feasibility Travel Time (min:sec)	AM	EB	4:19	5:16	6:05	5:32	21:11
		WB	5:51	6:02	4:56	6:10	22:57
	Mid-day	EB	4:22	6:18	7:21	5:51	23:51
		WB	5:03	6:28	5:17	6:49	23:35
	PM	EB	5:10	8:05	8:10	7:59	29:23
		WB	6:02	7:31	5:28	7:35	26:36
Change in Travel Time (min:sec)	AM	EB	0:20	0:13	0:06	0:33	1:11
		WB	0:59	0:30	-0:02	0:27	1:55
	Mid-day	EB	0:26	0:59	0:28	1:00	2:52
		WB	0:30	0:30	0:02	1:02	2:02
	PM	EB	1:08	2:38	0:55	2:06	6:45
		WB	1:02	1:09	0:05	1:27	3:42

## 2.6 Light Rail Modeling

Synchro 8.0 is macroscopic modeling software, meaning that it provides generalized analysis results for intersection operations. The periodic arrivals of light rail vehicles cannot be modeled in this macroscopic environment. As a result, light rail vehicles, signal priority and phasing are not included in this analysis. The City of Saint Paul has put a significant amount of effort into timing the signals along the corridor to balance light rail operations and vehicle operations. In general, the light rail vehicle clears the intersection while University Avenue through movements have a green signal indication. It was therefore assumed that signal timing adjustments under the parking feasibility conditions that provide additional green time to the University Avenue through movements would actually benefit LRT travel times. Intersection cycle length and offsets were not changed.

## 3 Parking Feasibility

### 3.1 Feasible Parking Locations

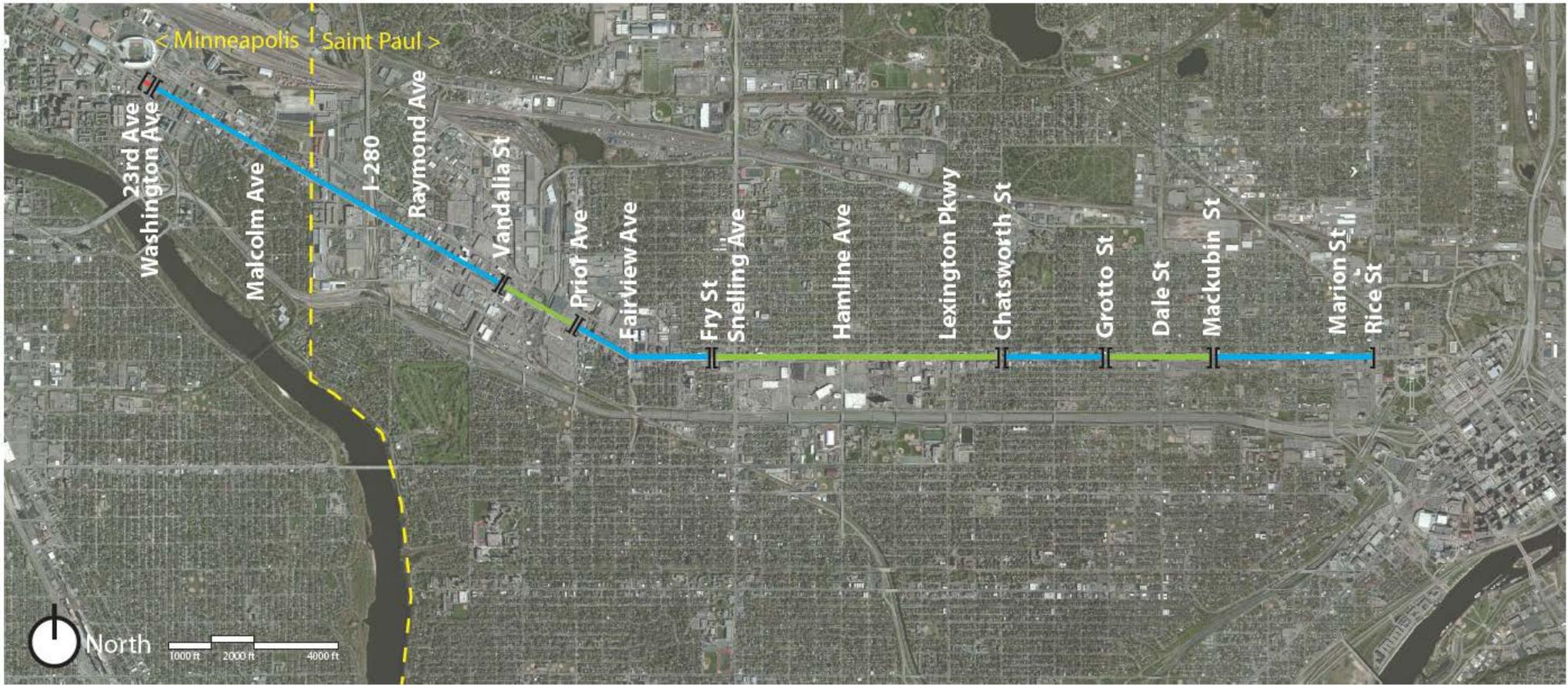
Based on 2014 traffic volumes, removing one travel lane in order to reinstate more on-street parking is feasible in multiple locations along the University Avenue corridor. Table 6 lists locations where more parking could be reinstated. A map of possible parking locations is provided in Figure 2.

Lane configurations for the 15 intersections, along with suggested taper locations, right turn bays and areas of conflict with existing road width are provided in Appendix E. For consistency, lane continuity and logical break points were taken into account such that the roadway cross-section would not change from one lane to two lanes repeatedly in a short distance. A small portion of proposed parking locations have existing parking in place. It is recommended to retain one through-lane in these locations to provide lane continuity. This report does not address recommendations for the additional width that would occur at these locations.

Table 6 - Parking Feasibility Conditions Locations Overview

Corridor Segment		Roadway Section
From	To	
23 <sup>rd</sup> Avenue	Washington Avenue	No Parking/Transition Modifications
Washington Avenue	Vandalia Street	1 Through Lane + Parking
Vandalia Street	Prior Avenue	Existing Configuration
Prior Avenue	Fry Street	1 Through Lane + Parking
Fry Street	Chatsworth Street	Existing Configuration
Chatsworth Street	Grotto Street	1 Through Lane + Parking
Grotto Street	Mackubin Street	Existing Configuration
Mackubin Street	Rice Street	1 Through Lane + Parking
Rice Street	Park Street	Existing Configuration/Transition Modifications

University Avenue Parking Possibilities  
Traffic Analysis



\*Image adapted from Google Maps

Legend:

- = No Parking
- = Existing Configuration
- = 1 Through Lane + 1 Parking Lane



Figure 2 - Parking Feasibility Conditions Overview Map

## University Avenue Parking Possibilities Traffic Analysis

Overall, it is feasible to reinstate approximately 625 parking spaces along University Avenue without significant impacts to vehicular traffic and travel times. For this analysis, a 25-foot parallel parking space was assumed. It was assumed that there would be no parking in locations where there are intersections, right turn lanes, driveways, bus stops, and mid-block crossings. The ultimate number of feasible parking spaces would be determined in further design.

### 3.2 Sensitivity Analysis

It is anticipated that over time, traffic volumes may increase to a point where one through travel lane is insufficient along University Avenue in some locations. A sensitivity analysis was performed for the parking feasibility conditions in each peak hour to determine a percent increase in traffic volumes that could be accommodated along the corridor without significant negative impacts to overall traffic operations. Since some existing movements along the corridor currently operate at LOS F with 2014 traffic volumes and existing signal timings, a slightly higher threshold was selected for this sensitivity analysis. A delay of 120 seconds or greater, the duration of one cycle length, was considered the threshold for unacceptable operations.

For this analysis, traffic volumes in the Synchro models on University Avenue approaches at intersections were universally and iteratively increased by 5% increments up to 50%. These increased volumes were then input into the parking feasibility conditions Synchro models for analysis. Table 7 illustrates the amount of additional traffic each intersection could support under parking feasibility conditions with movement delays of less than 120 seconds.

Table 7 - Sensitivity Analysis: Acceptable Percent Increase in Traffic

Intersection	% Increase Traffic			# of Through Lanes
	AM	Mid-day	PM	
Malcolm Ave	50%	30%	20%	1
Eustis St	50%	40%	20%	1
Cromwell Ave	50%	40%	20%	1
Raymond Ave	20%	30%	20%	1
Vandalia St	45%	40%	20%	2
Cleveland Ave	50%	40%	20%	2
Prior Ave	50%	30%	20%	2
Fairview Ave	50%	30%	20%	1
Snelling Ave	50%	25%	20%	2
Hamline Ave	50%	15%	10%	2
Lexington Pkwy	50%	40%	20%	2
Dale St	50%	40%	20%	2
Marion St	50%	40%	15%	1
Rice St	30%	40%	20%	1

In general, during the evening peak hour the corridor can support the smallest increase in traffic volumes at 20%. The mid-day peak hour can support a 30 to 40 percent increase in traffic volumes. During the morning peak hour, much of the corridor can support a 50% increase in traffic volumes. The

intersection of Hamline Avenue and University Avenue, proposed to remain in its existing configuration under parking feasibility conditions, can only support a 10% increase in traffic during the evening peak hour and 15% increase during the mid-day peak hour.

### 3.3 Public Safety Impacts

There are two City of Saint Paul fire stations located on the University Avenue corridor. Due to the reduced capacity in areas with one travel lane, it is possible that emergency response vehicles may experience an increase in delay under parking feasibility conditions compared to existing conditions. The increased vehicle delay shown in the Synchro analysis would apply to emergency vehicles, although the delay for emergency response cannot be specifically modeled.

The City of Saint Paul Fire Station 20 located west of Vandalia Street responds to approximately five emergency calls per day. Anecdotally, emergency vehicles experience delays in exiting the station to travel eastbound under the existing configuration. The station driveway is within 200 feet of the intersection of University Avenue and Vandalia Street. Although the station driveway has a signal to stop vehicles on University Avenue while emergency vehicles enter and exit the driveway, a queue of only four to eight on eastbound University Avenue will likely block the median access from the station. Under parking feasibility conditions, this intersection would remain as it is today with two travel lanes in each direction. Emergency vehicles traveling eastbound would experience the same amount of travel time delay they do under existing conditions when traveling between Vandalia and Prior Avenue.

The City of Saint Paul Fire Station 18 located west of St. Albans Street has approximately 15 emergency calls per day. Vehicles exiting this Station do not experience as much delay as Station 20, primarily due to the midblock location of the station. The station driveway has a signal to stop vehicles on University Avenue while emergency vehicles enter and exit the driveway. Under parking feasibility conditions, this section of University Avenue would have one travel lane. Emergency vehicles traveling both east and westbound from this location may experience increased travel times compared to existing conditions if vehicles do not immediately move out of the travel lane. Travel time comparisons for all vehicles along the corridor are provided in Table 6.

The impact of this increased delay may be reduced by the use of Opticom Emergency Vehicle Preemption (EVP). Emergency responders in the Cities of Minneapolis and Saint Paul are equipped with Opticom transponders in their vehicles to change the signal phase to green in their direction of travel. This pre-emption serves two purposes: it helps clear vehicle queues in front of the emergency vehicle and reduces cross-street vehicle conflicts. Using EVP, additional emergency responder delay along the corridor should be less than overall motor vehicle delay discussed in section 2.5 since the emergency vehicles will not have to wait for the green signal phase along the corridor.

Between signalized intersections, under current conditions, drivers typically yield to an approaching emergency vehicle by stopping in the rightmost lane, allowing the emergency vehicle to pass on the left. However, in single-lane conditions with parking along the corridor between signalized intersections, motor vehicles would need to move out of the travel lane for emergency vehicles by taking advantage of driveways, unsignalized cross-streets, bus stop, empty parking stalls, and loading zone locations. This reduced capacity for passing may also result in increased delays for emergency vehicles. In addition to these logical pull out locations, "no parking" zones could also be implemented at strategic locations along the corridor to create additional areas for motor vehicles to move out of the travel lane for

## University Avenue Parking Possibilities Traffic Analysis

emergency vehicles. These “no parking” zones also provide the added benefit of a location for a vehicle to pull over if it is experiencing mechanical issues.

Finally, if there is an emergency on the University Avenue corridor in an area with one through travel lane and a parking lane, that segment may need to be temporarily closed to through traffic while emergency vehicles are stopped in the roadway responding to the event.

### 3.4 Other Considerations

Other considerations along the University Avenue corridor may impact parking reinstatement or dictate periods of time when no parking is allowed.

#### 3.4.1 Disabled Vehicles

In locations with only one travel lane, a disabled vehicle may increase delay along the corridor, or possibly shut down a portion of the corridor if the vehicle is disabled for a long period of time in the travel lane. Because of the light rail tracks and median in the middle of the roadway, motor vehicle traffic cannot pass a disabled vehicle in an oncoming travel lane. During this time, traffic along University Avenue may find other routes through adjacent neighborhoods or parallel roadways near the closure location.

#### 3.4.2 Snow Removal

Under two lane conditions, snow is typically stored along the curb. With large amounts of snow, this storage has been known to creep into the right-most travel lane, effectively reducing the capacity of the roadway. Under a single lane condition with parking, snow accumulation in the parking lane may lead drivers to park too far from the curb. In this case, snow may need to be hauled out of the corridor so that it does not accumulate in the parking lane. The City of Saint Paul typically negotiates an agreement with business owners along a corridor to remove snow from parking lanes. During heavy snowfall, if snow is not removed, portions of the parking lane may need to be closed for snow storage.

#### 3.4.3 Business Impacts

Certain types of businesses along University Avenue may benefit from having appropriately priced, short-term on-street parking in front of their businesses. In order for on-street parking to be beneficial for businesses such as delis, dry cleaners, or coffee shops, there must be a certain number of open spaces to be convenient for patrons. On-street parking on a business corridor should not be used for business owners, employees, transit park-and-ride, or vehicle storage for nearby residents. Metering encourages this turn over. It may be feasible to reinstate parking at particular locations along the corridor where there is a strong interest from business owners to have easily accessible parking by their business.

#### 3.4.4 Walkability Impacts

Under existing conditions, there is a buffer of approximately 5 feet between the sidewalk and the roadway on parts of University Avenue. This area is typically occupied by trees, signs, and utility poles. Compared to these existing conditions, on-street parking would provide an additional buffer for pedestrians walking on the sidewalk. This may create a greater feeling of safety for pedestrians, by providing a layer of protection between the sidewalk and moving traffic. Using on-street parking as a buffer for pedestrians can increase the distance people are willing to walk between businesses.

### 3.5 Off-Peak Parking

While parking may not be feasible or desirable in all parts of the corridor, one option for compromise is the implementation of off-peak parking. In many parts of Minneapolis and Saint Paul, the right most lane serves as a parking lane for portions of the day or on weekends and a travel lane during the peak traffic times. The traffic analysis for this report focused on the peak hours and assumed full time parking along the corridor in the determination of where parking may be feasible.

During the week, traffic volumes along the corridor tend to build throughout the day, with the heaviest traffic during the PM peak hour. Traffic volumes then typically decline around X:XX PM, with the exception of the segment from Snelling Avenue to Lexington Parkway and at Vandalia Street near the City of Saint Paul fire station. Figures 3 and 4 demonstrate the daily fluctuations in traffic volumes between Raymond and Vandalia Street, and Dale Street and Marion Avenue respectively from 2014 traffic counts. Based on these daily traffic fluctuations, it is possible that more off-peak parking could be implemented in portions of the corridor instead of full time parking.

*Figure 3. ADT graph to be added*

*Figure 4. ADT graph to be added*

Weekend traffic counts were not available for the corridor to compare how volumes change between weekdays and weekends. More information about weekend traffic patterns would be needed in order to evaluate the feasibility of weekend-only parking.

## 4 Results and Further Design Considerations

The goal of this project was only to test the feasibility of reinstating parking along University Avenue, there are no specific recommendations as to whether or not changes to the corridor should be pursued.

As discussed, as of 2014 traffic volumes along University Avenue have not returned to pre-Green Line construction levels. Traffic volumes collected in 2014 were approximately 30 to 40 percent lower than pre-Green Line construction volumes. Based on a traffic analysis of the existing conditions along the corridor, it is feasible to reduce University Avenue to one travel lane and reinstate more parking in the following locations:

- Washington Avenue and Vandalia Street
- Prior Avenue and Fry Street
- Chatsworth Street and Grotto Street
- Mackubin Street and Rice Street

A sensitivity analysis was performed for parking feasibility conditions to determine when more than one through-lane might be necessary for traffic along the corridor. The evening peak hour could only support a 20 percent increase in traffic volumes, whereas the morning peak hour could support an additional 50 percent increase in traffic. The intersection of Hamline Avenue and University, proposed to remain in its existing configuration under parking feasibility conditions, can only support a 10 percent increase in traffic during the evening peak hour and 15 percent increase during the mid-day peak hour.

If implemented, reinstating more parking would result in a net gain of approximately 625 parking spaces, without severely impeding traffic along the corridor. Traffic delay would range from LOS C to E

## University Avenue Parking Possibilities Traffic Analysis

during all peak hours. The worst traffic delay along the corridor would be from Snelling Avenue to Lexington Parkway, which is proposed to remain as existing conditions under parking feasibility conditions.

Reinstating more parking along University Avenue may have other impacts besides overall vehicle level of service and delay, such as disabled vehicles, snow removal, business impacts walkability impacts, and off-peak parking. These other considerations should be taken into account in the decision to reinstate parking along the corridor.

If implemented, the final design of the proposed changes will be the responsibility of the respective municipalities.. Should more parking be reinstated along portions of the corridor, further design and detail will need to be considered. Items that should be considered include:

- Locations with existing parking may coincide with locations where a through lane removal was considered feasible. For lane continuity and to prevent bottlenecks, only one through lane should be implemented in these locations. The existing, additional roadway width would need to be addressed.
- In the transitions from two travel lanes to one, taper locations may be strategically placed to utilize existing parking locations and maintain 2 through travel lanes where needed.
- “No parking” locations should be identified to allow clearance to driveways and intersections. In addition, no parking locations should be considered along the corridor to allow for space for vehicles to pull over should an emergency vehicle need to pass.
- Loading zones in areas along the corridor where businesses need frequent access for loading and unloading should be added to the design.

# PARKING // POSSIBILITIES

Residential & Business Survey Results  
December 2014



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## Executive Summary

This report summarizes the results of two surveys of businesses and residents near University Avenue conducted by Parking Possibilities in the fall of 2014. A separate technical study was conducted to assess the feasibility of adding parking back to University Avenue. The findings of the technical study are not discussed in this report.

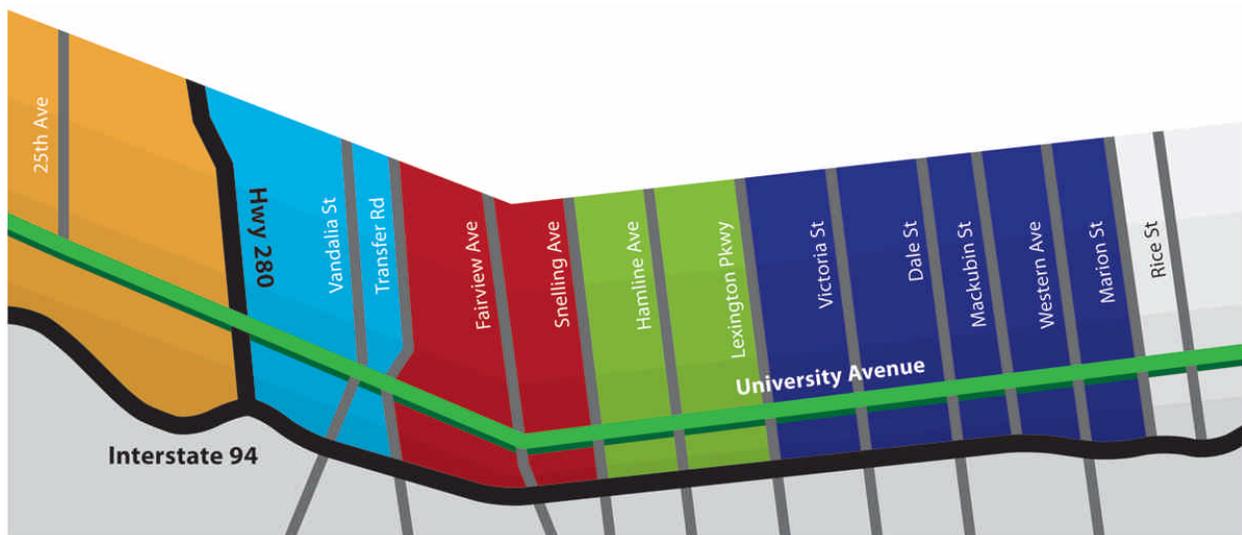
## Background

Parking Possibilities is a community conversation that broadens the discussion from traffic congestion to a discussion about balancing the quality of living, working and traveling on University Avenue (along the METRO Green Line) to ensure a successful commercial corridor surrounded by strong neighborhoods.

University Avenue currently has two driving lanes in each direction, for a total of four driving lanes. Parking Possibilities asked residents and businesses in each segment of the corridor whether one lane in each direction should be used for parking instead. The geographic area of focus for Parking Possibilities is University Avenue, between Arthur Avenue in Minneapolis and Marion Street in St. Paul.

Parking Possibilities is funded by BCBS Foundation, the Central Corridor Funders Collaborative, and the City of St. Paul.

Figure 1 Parking Possibilities Study Corridor



## Outreach Process

The outreach goals for Parking Possibilities were to increase awareness and to gather input from University Avenue businesses and residents about the proposal to add on-street parking to University Avenue. Outreach partners included district councils, neighborhood associations, community development organizations, and business groups in the University Avenue area. These partners promoted the two surveys to over 31,000 people that live, work, and frequent the area.

## Results

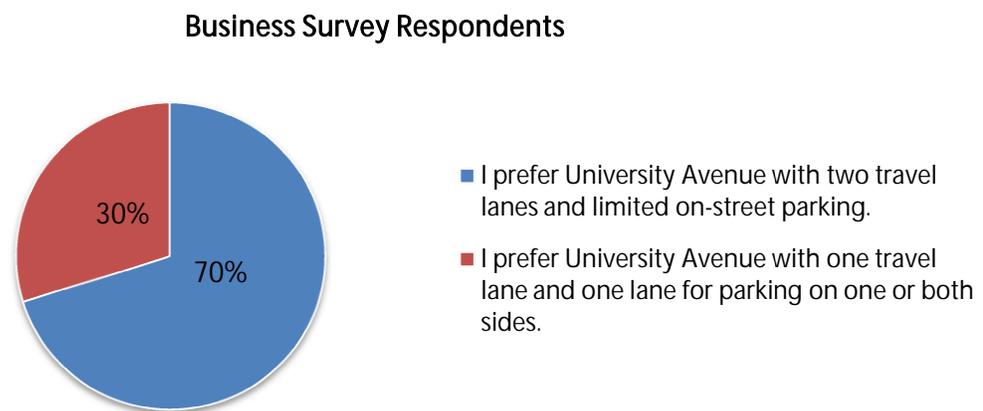
A total of 64 business surveys and 1,196 residential surveys were completed. Both surveys were administered between October 14 and November 24, 2014.

### Business Survey

Outreach efforts were successful in reaching businesses located on University Avenue. Seventy-two percent (72%) of business respondents are located on University Avenue, while another twenty percent (20%) of business respondents are located near University Avenue. For the most part, the businesses participating in this survey represent the interests and concerns of small businesses, though medium and large businesses were also significant contributors. Participating businesses represent a range of business types: office (31%), retail/services (28%), warehouse/industrial (9%), restaurant (8%), and other (15%).

On the primary question of whether business survey respondents would support adding more on-street parking to University Avenue, 70 percent of businesses answered that they would prefer “University Avenue with two travel lanes and limited on-street parking.” Thirty percent (29%) of respondents agreed that the loss of on-street parking negatively impacts their business. A majority (54%) agreed that increasing the amount of time it takes to drive on University Avenue would harm their business. Business respondents were unsure whether they would relocate due to driving time or parking issues. These results were consistent across business type, size and location.

Figure 2



### Residential Survey

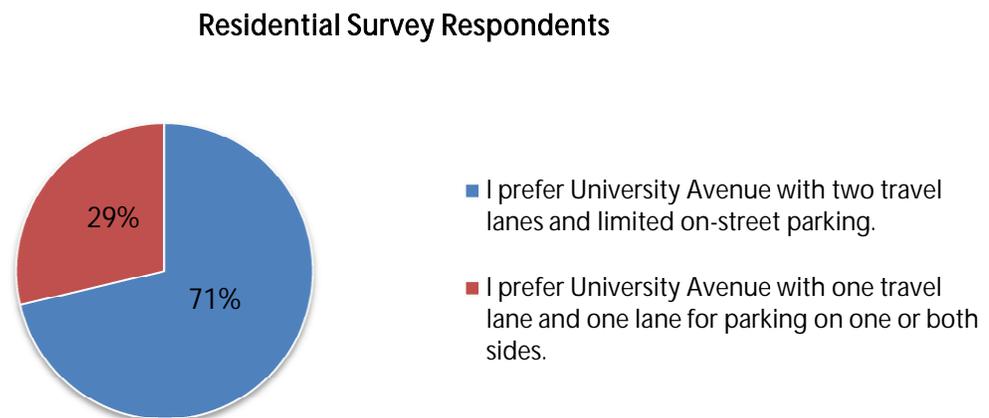
Seventy-eight percent (78%) of residential respondents are located within the study corridor, with approximately 80 percent of these responses coming from the city of St. Paul. Almost fifty percent of all responses (48%) came from one zip code alone, 55104 in St. Paul. These results are consistent with the identified study corridor and sub-areas targeted for residential outreach. The remaining twenty-two percent (22%) on residential respondents from outside the study corridor represent frequent

visitors to University Avenue and are likely employees of University Avenue businesses or live in a nearby neighborhood.

Nearly all residential respondents own a vehicle (93%), and most own their home (69%). Fifteen percent of participating residents rely on street parking (15%), while another forty-seven percent (47%) rely on a combination of street and private parking. Outreach efforts were successful in reaching residents who appear to rely on street parking frequently, but outreach efforts were less successful in reaching residents who rely on modes of travel besides driving.

On the primary question of whether residential survey respondents would support adding more on-street parking to University Avenue, seventy-one percent (71%) of residents answered that they would prefer “University Avenue with two travel lanes and limited on-street parking.” When asked how they would prioritize improvements to University Avenue, a majority assigned the highest priority ranking to “safe walking conditions.” In a follow-up question asking respondents to identify their single top priority for University Avenue, a majority answered, “Fastest possible travel time for cars, buses and delivery vehicles.”

Figure 3



### Next Steps

A final report will be shared with the City of St. Paul, the City of Minneapolis, Ramsey County, Hennepin County, Metro Transit and the MN Department of Transportation. The final report will also be made available to the public via [ParkingPossibilitiesMSP.com](http://ParkingPossibilitiesMSP.com).

## Introduction

This report summarizes the results of two surveys of businesses and residents near University Avenue conducted by Parking Possibilities in the fall of 2014. A separate technical study was conducted to assess the feasibility of adding parking back to University Avenue. The findings of the technical study are not discussed in this report.

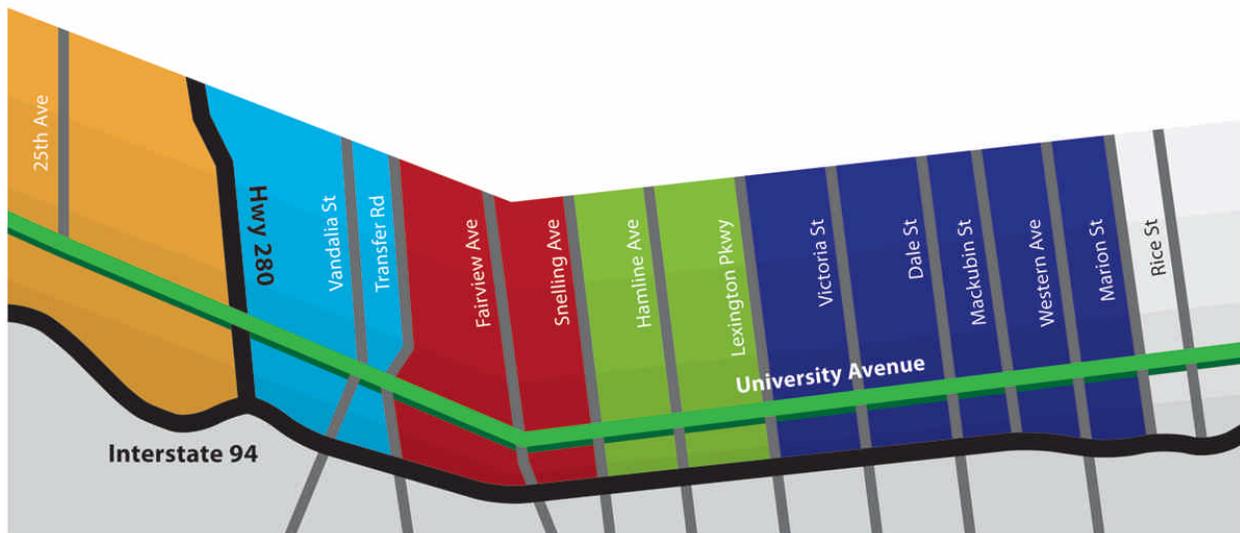
## What is Parking Possibilities?

Parking Possibilities is a community conversation that broadens the discussion from traffic congestion to a discussion about balancing the quality of living, working and traveling on University Avenue (along the METRO Green Line) to ensure a successful commercial corridor surrounded by strong neighborhoods.

University Avenue currently has two driving lanes in each direction, for a total of four driving lanes. Parking Possibilities asked residents and businesses in each segment of the corridor whether one lane in each direction should be used for parking instead. The area of focus for Parking Possibilities is University Avenue between Arthur Avenue in Minneapolis to Marion Street in St. Paul.

Parking Possibilities is funded by BCBS Foundation, the Central Corridor Funders Collaborative, and the City of St. Paul.

Figure 4 Parking Possibilities Study Corridor



## Why Now?

Several factors influenced the decision to engage businesses and residents near University Avenue. Light rail construction removed 85% of parking on University Avenue. Automobile traffic on University Avenue has not returned to pre-construction levels. Businesses along University Avenue continue to ask whether they can survive. The Green Line light rail opened for service on June 14, 2014, changing the dynamic of how people travel to destinations on University Avenue.

## What Questions Were Asked?

What is the best parking solution for residents, visitors, and businesses of all types to strike the right balance along University Avenue?

How do we prioritize, given the pros and cons of adding parking back to segments of University Avenue?

## What Changes Were Considered?

Parking Possibilities identified three potential changes to University Avenue that would be considered through community engagement and technical analysis:

- Add parking spaces using paint, signs and meters.
- Add all day parking, or parking only during certain time periods, such as in the evenings or during non-rush hour periods.
- Do nothing at all. The community could decide that the existing road design works best.

Figure 5

### University Avenue Major Intersection | Proposed Conditions

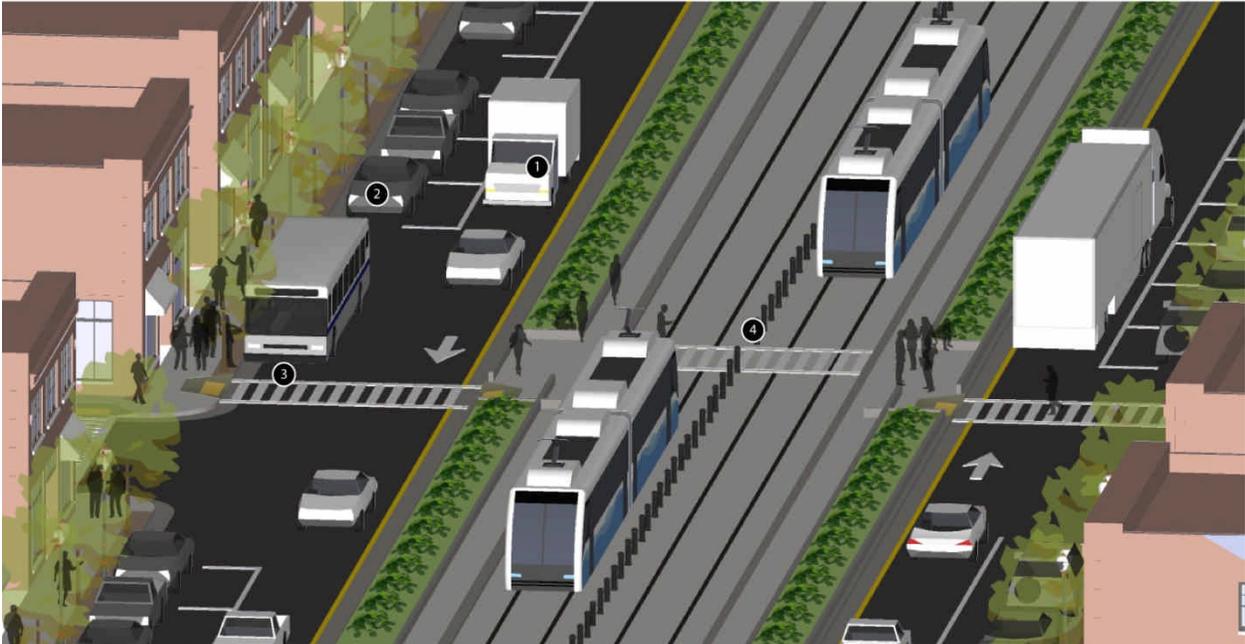
- 1 Proposed single travel lane in each direction
- 2 Proposed on-street parking
- 3 Proposed right turn lanes at signalized intersections, no parking



Figure 6

## University Avenue Minor Intersection | Proposed Conditions

- 1 Proposed single travel lane in each direction
- 2 Proposed on-street parking
- 3 Bus pull out, no parking
- 4 Maintain mid-block pedestrian crossing access



### What Changes Were Not Considered?

Parking Possibilities further set parameters on the discussion by identifying changes that would not be analyzed:

- “One size fits all” options
- Sidewalk reconstruction
- Moving bus shelters
- Road construction

### How Will Findings Be Shared?

A final report of all that is learned will be presented to the Parking Possibilities Advisory Committee and be made available to the public via [ParkingPossibilitiesMSP.com](http://ParkingPossibilitiesMSP.com).

The final report will be shared with the City of St. Paul, the City of Minneapolis, Ramsey County, Hennepin County, Metro Transit and the MN Department of Transportation.

## Outreach Process

The outreach goals for Parking Possibilities were to increase awareness and to gather input from University Avenue businesses and residents on the proposal to add on-street parking to University Avenue. Outreach efforts were targeted to an area stretching one-mile north and south of University Avenue.

The Parking Possibilities Technical and Advisory Committees provided guidance on outreach plans and survey design. Parking Possibilities also partnered with District Councils, neighborhood associations, community development organizations, and business associations in the University Avenue area to promote the business and residential surveys. Outreach tactics included distribution of an educational piece about Parking Possibilities, as well as financial and technical support for project partners in helping them promote and distribute the business and residential surveys.

## Business Community Outreach

Bywater Business Solutions worked with the Midway Chamber of Commerce, Asian Economic Development Association (AEDA), and other business community partners to promote the survey to businesses located along University Avenue.

## Residential Community Outreach

Richardson, Richter & Associates, Inc. (RRA) contracted with Hamline Midway Coalition, St. Anthony Park Community Council, and Union Park District Council from August to November 2014 to provide community outreach work for Parking Possibilities. Residents living in these neighborhoods were included in outreach activities conducted by these three District Councils. District Council staff and committee members also provided input on residential survey questions and promotional materials.

In-person outreach tactics included distribution of educational materials at meetings and events to raise awareness about Parking Possibilities. Promotional door-hangers were also distributed to households and businesses located within three blocks of University Avenue (within District Council boundaries).

In addition to these in-person outreach tactics, each District Council publicized the surveys and linked to the project website via e-newsletters, social media pages, and their website. Promotional postcards were mailed to households and businesses throughout the entire study corridor.

## Residential Outreach Outcomes

The combined outreach efforts of the District Councils resulted in publicity of Parking Possibilities and the two surveys to over 31,000 people. In addition, promotional postcards were mailed to 9,696 households and businesses.

## Summary of Results

A total of 64 business surveys and 1,196 residential surveys were completed. Both surveys were administered between October 14 and November 24, 2014. Detailed data tables for both surveys are found in Appendix B and Appendix C.

For both surveys, the results are not statistically valid and should not be understood as representative of the views of the entire corridor. These survey results represent the preferences of the individual businesses and residents that chose to participate in this survey.

The intent of this report is to provide insight on how residents and businesses may react to a specific proposal to change the configuration of University Avenue travel lanes in order to add on-street parking in one or more locations.

## Business Survey Results

Outreach efforts were successful in reaching businesses located on University Avenue. Seventy-two percent (72%) of business respondents are located on University Avenue, while another twenty percent (20%) of business respondents are located near University Avenue. For the most part, the businesses participating in this survey represent the interests and concerns of small businesses, though medium and large businesses were also significant contributors. Participating businesses represent a range of business types: office (31%), retail/services (28%), warehouse/industrial (9%), restaurant (8%), and other (15%). A close majority of business respondents lease their space (57%), and more than 40 percent have between one and five employees. The vast majority of these businesses are primarily active during the day (6:00 a.m. to 7:00 p.m.), with about twenty percent active after 7:00 p.m.

### Characteristics of Business Survey Respondents

Table 1

<b>Business Type (N=64)</b>	<b>Number</b>	<b>Percent</b>
Office	20	31%
Other	15	23%
Restaurant	5	8%
Retail/Services	18	28%
Warehouse/Industrial	6	9%
<b>Own/Lease (N=63)</b>		
Lease	36	57%
Own	27	43%
<b>Number of Employees (N=63)</b>		
1-5	28	44%
6-20	17	27%
21-50	7	11%
50+	11	17%
<b>Location (N=64)</b>		
On University Avenue	46	72%
Near University Avenue	13	20%
Unidentified	5	8%

Business respondents reported that customers and employees use a variety of travel modes to get to their business, including car, bus, light rail, walking, and bicycling. Nearly eighty percent (79%) believe that the majority of their customers travel by car, with thirteen percent (13%) reporting that the majority of their customers use other modes of travel.

### Q7. Do most of your customers travel by car to get to your business?

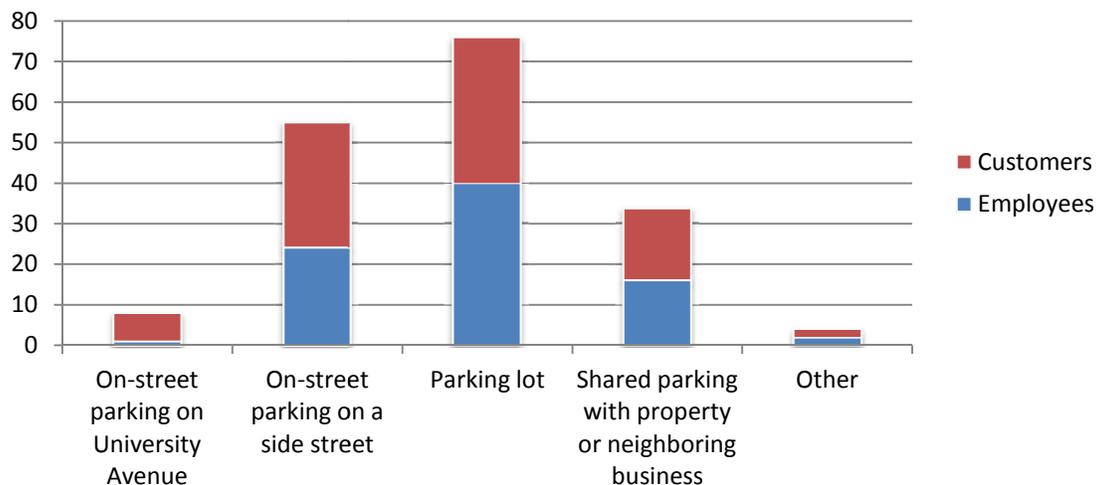
Table 2

	Number	Percent
Yes	48	79%
No	8	13%
Don't Know	5	8%

Across all respondents, businesses report providing a variety of parking options for employees and customers. A majority of businesses feel they provide an adequate amount of off-street parking for customers and employees (55%). Forty-five percent (45%) reported that their customers use on-street parking available on nearby streets. One business reported employees using University Avenue for parking, and seven businesses reported that customers use University Avenue for parking.

Figure 7

### Q9. Where do your employees and customers park?

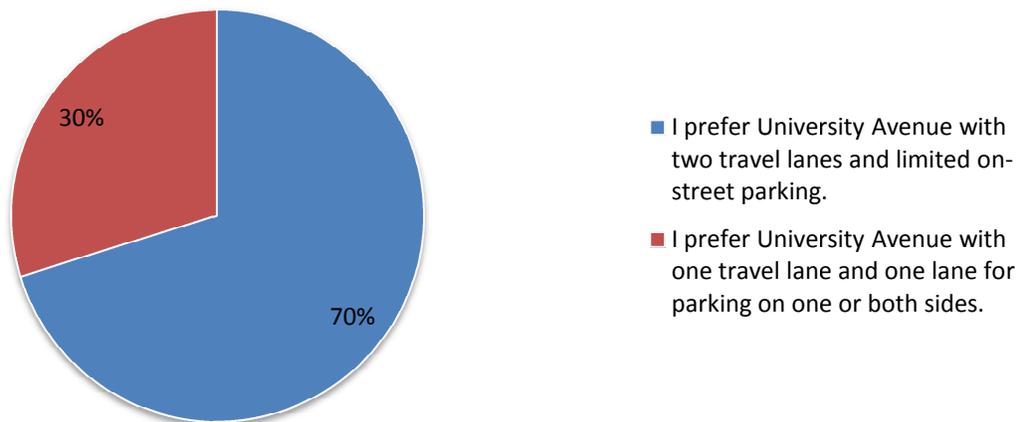


Ninety percent (90%) of business respondents receive deliveries at their location, with a third (33%) observing that delivery trucks park on University Avenue to access their business. The average business respondent receives between one and three (1-3) deliveries per day.

Business respondents expressed a variety of perspectives on the role of on-street parking on University Avenue. Thirty percent (29%) of respondents agreed that the loss of on-street parking negatively impacts their business. On the primary question of whether business survey respondents would support adding more on-street parking to University Avenue, however, 70 percent of businesses answered that they would prefer “University Avenue with two travel lanes and limited on-street parking.” A majority (54%) agreed that increasing the amount of time it takes to drive on University Avenue would harm their business. Business respondents were unsure whether they would relocate due to driving time or parking issues.

Figure 8

**Q14. Please select your preference for the combination of travel lanes and parking lanes on University Avenue, from near Arthur Avenue in Minneapolis to Marion Street in St. Paul**



### Business Survey Findings

These survey results represent the preferences of the 64 individual businesses that chose to participate in the survey. These survey results should not be interpreted as being representative of the views of all businesses within the study corridor.

The businesses that participated in this survey identified that travel times for vehicles on University Avenue and the availability of parking for customers are both important factors. In general, the business survey results reveal a general preference for two travel lanes in each direction on University Avenue.

Businesses along University Avenue may respond differently if asked to evaluate a specific proposal for narrowly defined, site-specific changes to University Avenue.

The business survey results were consistent across business type, size and location. Table 3 provides a cross tabulation comparison of travel lane preferences by categories of business characteristics. Note that the number of responses in each sub-category shown in Table 3 is relatively small as compared to the larger survey sample. A small difference within a small pool of responses can appear to be greater, and more significant, than a small difference among a large pool of responses.

### Cross tabulation of travel lane preferences and business characteristics

Table 3

	Prefer one travel lane and parking	Prefer two travel lanes	Number
<b>Business Type</b>			
Office	29%	71%	17
Other	29%	71%	14
Restaurant	20%	80%	5
Retail/Services	41%	59%	17
Warehouse/Industrial	0%	100%	4
<b>Own/Lease</b>			
Lease	25%	75%	32
Own	33%	67%	24
<b>Number of Employees</b>			
1-5	35%	65%	26
6-20	27%	73%	15
21-50	0%	100%	6
50+	44%	56%	9
<b>Location</b>			
University Avenue	28%	73%	40
Near University	33%	67%	12
Unidentified	40%	60%	5

## Residential Survey Results

Seventy-eight percent (78%) of the 1,196 residential respondents are located within the study corridor, with approximately 80 percent of responses coming from the city of St. Paul. Almost fifty percent of all responses (48%) came from one zip code alone, 55104 in St. Paul. These results are consistent with the identified study corridor and sub-areas targeted for residential outreach.

Nearly all residential respondents own a vehicle (93%), and most own their home (69%). Fifteen percent of participating residents rely on street parking (15%), while another forty-seven percent (47%) rely on a combination of street and private parking. Together, a majority of respondents appear to rely on street parking some or most of the time.

### Location, Residency Type, and Vehicle Ownership of Residential Respondents

Table 4

<b>City (N=1,141)</b>	<b>Number</b>	<b>Percent</b>
Saint Paul	1,009	88%
Minneapolis	106	9%
Other city	26	2%
<b>Study Corridor (N=1,141)</b>		
Within corridor	894	78%
Outside corridor	247	22%
<b>Home Ownership (N=1,174)</b>		
Own	806	69%
Rent	368	31%
<b>Residency Type (N=1,182)</b>		
House	916	77%
Apartment	266	23%
<b>Vehicle Ownership (N=1,188)</b>		
Yes	1,110	93%
No	78	7%
<b>Use of Parking at Home Residency (N=1,183)</b>		
a. Street parking	174	15%
b. Private parking	383	32%
c. Both	559	47%
d. Not applicable	67	6%

The majority of respondents identified as white (75%), with another nine percent (9%) identifying as Asian or Asian American, six percent (6%) identifying as Black or African-American, and four percent (4%) identifying with multiple racial groups. The survey was provided in English, Spanish, Somali, Vietnamese and Hmong. One Somali survey was completed, with the remaining 1,195 surveys completed in English. The gender of responding residents was nearly equal male and female (49% each), with two percent responding with a self-identified gender.

### Demographic Characteristics of Residential Respondents

Table 5

<b>Race (N=1,068)</b>	<b>Number</b>	<b>Percent</b>
American Indian or Alaskan Native	3	0%
Asian or Asian American	101	9%
Bi-Racial or Multi-racial	39	4%
Black or African American	69	6%
Hispanic or Latino	15	1%
Native Hawaiian or other Pacific Islander	1	0%
Other	37	3%
White	803	75%
<b>Age (N=1,098)</b>		
18-24	68	6%
25-44	536	49%
45-54	217	20%
55-64	182	17%
65 and older	95	9%
<b>Gender (N=1,089)</b>		
Female	534	49%
Male	533	49%
Self-Identified	22	2%
<b>Language (N=1,196)</b>		
English	1,195	99.9%
Hmong	0	0%
Somali	1	0.1%
Spanish	0	0%
Vietnamese	0	0%

The majority of residential respondents report visiting destinations on University Avenue at least once a week. In addition, the majority of respondents use a car to travel to destinations on University Avenue, regardless of the season or the distance. During the spring, summer or fall, more people report walking or bicycling than during the winter, when car travel becomes the dominant choice. Walking is the second most common mode of travel when people visit destinations within one mile of their home. For destinations more than one mile away, light rail is the second most common mode of travel.

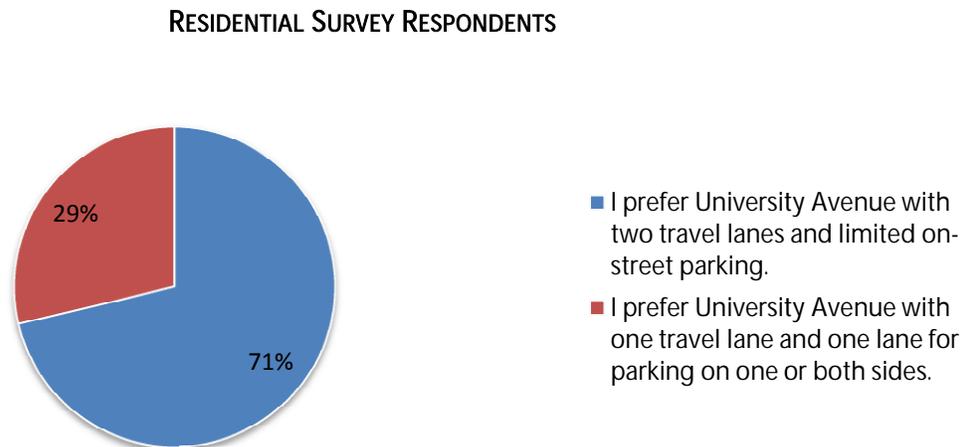
**Questions 8-11. What mode of travel do you most often use to get to destinations on University Avenue?**

Table 6

	Within 1 mile of home			More than 1 mile from home		
	Spring, Summer, Fall	Winter	Difference	Spring, Summer, Fall	Winter	Difference
Car	56%	73%	17%	72%	79%	7%
Walk	21%	13%	-9%	8%	1%	-6%
Bicycle	15%	3%	-12%	2%	3%	1%
Light Rail	5%	7%	2%	16%	16%	0%
Bus	3%	4%	1%	1%	0%	0%
Other	4%	3%	-1%	2%	2%	0%

On the primary question of whether residential survey respondents would support adding more on-street parking to University Avenue, seventy-one percent (71%) of residents answered that they would prefer “University Avenue with two travel lanes and limited on-street parking.” Further, twenty-one percent (21%) responded that the availability of parking meters on University Avenue would increase their likelihood of visiting a business on University Avenue.

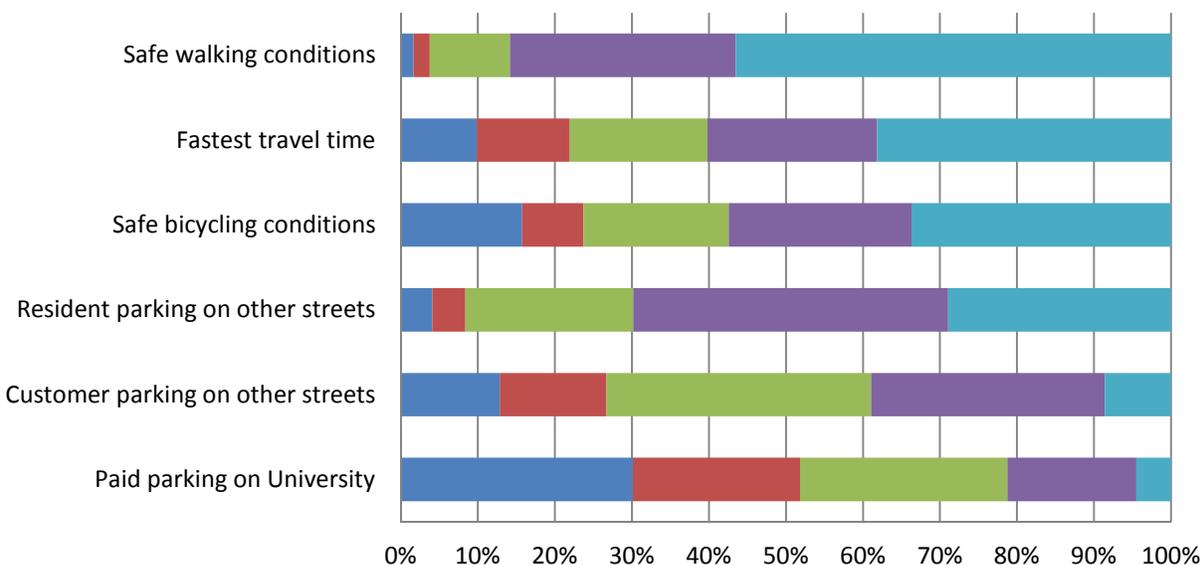
Figure 9



When asked how they would prioritize improvements to University Avenue, a majority of residential respondents assigned the highest priority ranking to “safe walking conditions.” In a follow-up question asking respondents to identify their top priority for University Avenue, however, a majority answered, “Fastest possible travel time for cars, buses and delivery vehicles.”

Figure 10

**Q18. How would you prioritize the following as it relates to using University Avenue?**



	Paid parking on University	Customer parking on other streets	Resident parking on other streets	Safe bicycling conditions	Fastest travel time	Safe walking conditions
■ 1 - Lowest Priority	326	139	44	170	107	18
■ 2 - Low Priority	235	150	46	86	131	23
■ 3 - Neutral	291	372	234	204	194	113
■ 4 - High Priority	181	329	439	256	239	318
■ 5 - Highest Priority	49	93	311	364	414	614

**Residential Survey Findings**

These survey results represent the preferences of the 1,196 individuals that chose to participate in the survey. These survey results should not be interpreted as being representative of the views of all residents within the study corridor.

The residents that participated in this survey identified that safe walking conditions and travel times for vehicles on University Avenue are both important factors. In general, the residential survey results reveal a general preference for two travel lanes in each direction on University Avenue. Parking is a

concern for residents, however, with twenty percent of respondents expressing willingness to pay for parking in order to visit a business on University Avenue.

Residents along University Avenue may respond differently if asked to evaluate a specific proposal for narrowly defined, site-specific changes to University Avenue.

These results are consistent across demographic characteristics, except for vehicle ownership. In general, residents that do not own a vehicle are more likely to support removing a travel lane from University Avenue and are more likely to support safe walking or bicycling conditions on University Avenue. They are less likely to agree that parking meters would improve the likelihood of visiting a business on University Avenue as they do not report a need for parking.

The following tables provide cross tabulation comparisons of expressed preferences by categories of residential demographic characteristics (Tables 7-9). Note that the number of responses in each sub-category shown in the cross tabulation tables are relatively small as compared to the larger survey sample. A small difference within a small pool of responses can appear to be greater, and more significant, than a small difference among a large pool of responses.

## Cross tabulation of residential demographic characteristics and travel lane preferences

Table 7

	Prefer one travel lane and parking	Prefer two travel lanes	Number
<b>Location</b>			
Corridor resident	29%	71%	1,015
Other	22%	78%	46
<b>Race</b>			
American Indian or Alaskan Native	0%	100%	3
Asian or Asian American	20%	80%	97
Black or African American	22%	78%	65
Hispanic or Latino	20%	80%	15
Native Hawaiian or other Pacific Islander	0%	100%	1
Bi-Racial or Multi-racial	24%	76%	33
White	31%	69%	777
Other	26%	74%	34
<b>Age</b>			
18-24	27%	73%	62
25-44	29%	71%	513
45-54	33%	67%	209
55-64	23%	77%	177
65 and older	29%	71%	93
	Prefer one travel lane and parking	Prefer two travel lanes	Number
<b>Gender</b>			
Female	24%	76%	518
Male	33%	67%	511
Self-Identified	28%	72%	18
<b>Own Residence</b>			
Own	28%	72%	730
Rent	31%	69%	315
<b>Own Vehicle</b>			
No	51%	49%	68
Yes	27%	73%	990

## Cross tabulation of willingness to pay for parking and demographic characteristics

Table 8

	Yes, will pay for parking	No, prefers free parking	No, prefers to walk, bike or use transit	Unsure	N
<b>Location</b>					
Corridor resident	21%	43%	26%	10%	955
Other	19%	56%	12%	14%	43
<b>Race</b>					
American Indian or Alaskan Native	50%	50%	0%	0%	2
Asian or Asian American	21%	60%	7%	12%	94
Black or African American	11%	13%	56%	19%	62
Hispanic or Latino	14%	64%	7%	14%	14
Native Hawaiian or other Pacific Islander	0%	100%	0%	0%	1
Bi-Racial or Multi-racial	6%	26%	50%	18%	34
White	23%	38%	30%	10%	701
Other	4%	1318%	61%	7%	28
<b>Age</b>					
18-24	13%	45%	33%	9%	64
25-44	19%	41%	32%	8%	467
45-54	25%	46%	14%	15%	190
55-64	22%	43%	25%	10%	156
65 and older	30%	48%	15%	7%	81
<b>Gender</b>					
Female	20%	48%	22%	11%	475
Male	23%	38%	30%	9%	459
Self-Identified	28%	33%	17%	22%	18
<b>Own Residence</b>					
Own	23%	45%	22%	10%	673
Rent	18%	39%	33%	10%	310
<b>Own Vehicle</b>					
No	11%	9%	70%	9%	74
Yes	22%	46%	22%	10%	922

## Cross tabulation of priorities for University Avenue and demographic characteristics

Table 9

	Fastest travel time	Paid parking	Free customer parking	Resident parking	Safe bicycling	Safe walking	N
<b>Location</b>							
Corridor resident	41%	5%	4%	6%	13%	31%	1,001
Other	2%	0%	4%	4%	8%	38%	48
<b>Race</b>							
American Indian or Alaskan Native	33%	0%	0%	0%	0%	67%	3
Asian or Asian American	44%	5%	9%	2%	3%	37%	94
Bi-Racial or Multi-racial	42%	3%	11%	11%	8%	26%	38
Black or African American	38%	3%	6%	9%	6%	38%	66
Hispanic or Latino	53%	0%	0%	7%	0%	40%	15
Native Hawaiian or other Pacific Islander	100%	0%	0%	0%	0%	0%	1
Other	69%	7%	7%	0%	10%	7%	29
White	39%	5%	3%	7%	15%	31%	769
<b>Age</b>							
18-24	42%	2%	3%	5%	15%	33%	66
25-44	40%	3%	3%	5%	15%	34%	515
45-54	39%	6%	5%	7%	11%	32%	204
55-64	44%	7%	5%	8%	11%	25%	171
65 and older	45%	12%	7%	12%	3%	21%	86
<b>Gender</b>							
Female	42%	4%	5%	8%	10%	31%	506
Male	40%	6%	4%	5%	15%	32%	510
Self-Identified	40%	5%	5%	0%	20%	30%	20
<b>Own Residence</b>							
Own	43%	5%	5%	7%	11%	29%	715
Rent	37%	3%	3%	5%	16%	36%	320
<b>Own Vehicle</b>							
No	12%	4%	1%	3%	26%	53%	73
Yes	43%	5%	5%	7%	12%	29%	973

## Appendix A: Business and Residential Survey Tools

### Business Survey Tool

- Please provide information about the business you represent.

Name: \_\_\_\_\_ Title: \_\_\_\_\_

Business Name: \_\_\_\_\_ Address: \_\_\_\_\_

Email: \_\_\_\_\_ Phone: \_\_\_\_\_

- Describe when your business is most active (check all that apply):

	Monday - Friday	Weekend
6:00 am – 11:00 am		
11:00 am – 3:00 pm		
3:00 pm to 7:00 pm		
7:00 pm - 12:00 am		

- Business type

- Restaurant
- Retail/Services
- Office
- Warehouse/Industrial
- Other

- Do you lease or own your business space?

- Lease
- Own

- How many employees do you have at this location?

- 1-5
- 6-20
- 21-50
- 50+

- How do your employees and customers get to your business? (check all that apply)

- Car
- Bus

- Light rail
  - Walk
  - Bicycle
  - Other (describe)
  - N/A – customers do not visit
7. Do most of your customers travel by car to get to your business?
- Yes
  - No
  - Don't know
8. Do you have access to an adequate amount of off-street parking for your customers and employees?
- Yes
  - No
9. Where do your employees and customers park? (Matrix with two columns for employees and customers - check all that apply)
- On-street parking on University Avenue
  - On-street parking on a side street
  - Parking lot
  - Shared parking with property or neighboring business
  - Other (describe)
10. How long does a customer typically stay in your business?
- <15 minutes
  - 30 minutes
  - 1 hour
  - 2+ hours
  - Other (describe)
11. Do delivery trucks bring goods and supplies to your business location?
- No
  - Yes
- If yes, how many delivery trucks per day on average? (comment box)
12. Does your business deliver goods and supplies to customers?
- No
  - Yes
  - If yes, how many truck loads per day leave your business? (comment box)

13. Do these delivery trucks park on University Avenue to access your business?

- Yes
- No

14. Please select your preference for the combination of travel lanes and parking lanes on University Avenue, from near Arthur Avenue in Minneapolis to Marion Street in St. Paul:

University Avenue currently has two travel lanes in each direction, for a total of four travel lanes. The image below on the left shows an example of the existing road condition. The image below on the right shows an example of what segments of University Avenue could look like if parking was returned, resulting in a total of two parking lanes and two travel lanes.

**Figure 11. Illustration of Existing Conditions on University Avenue**



**Figure 12. Illustration of Proposed Conditions on University Avenue**



- I prefer University Avenue with two travel lanes and limited on-street parking.
- I prefer University Avenue with one travel lane and one lane for parking on one or both sides.
- Optional comment box

15. Please indicate whether you agree with the following statement: "My business has been negatively impacted by the loss of on-street parking on University Avenue"

- 1 – Strongly Disagree
- 2 – Slightly Disagree
- 3 – Neutral
- 4 – Slightly Agree
- 5 – Strongly Agree
- N/A – Don't know
- Optional comment box

16. Please indicate whether you agree with the following statement: "Increasing the amount of time it takes to drive on University Avenue would harm my business"

- 1 – Strongly Disagree
- 2 – Slightly Disagree
- 3 – Neutral
- 4 – Slightly Agree
- 5 – Strongly Agree
- N/A – Don't know
- Optional comment box

17. Please indicate whether you agree with the following statement: "Safe and comfortable walking conditions on University Avenue sidewalks or street crossings are important to my customers and benefit my business."

- 1 – Strongly Disagree
- 2 – Slightly Disagree
- 3 – Neutral
- 4 – Slightly Agree
- 5 – Strongly Agree
- N/A – Don't know
- Optional comment box

18. Please indicate whether you agree with the following statement: "Safe and comfortable bicycling conditions on University Avenue are important to my customers and benefit my business."

- 1 – Strongly Disagree
- 2 – Slightly Disagree
- 3 – Neutral

- 4 – Slightly Agree
- 5 – Strongly Agree
- N/A – Don't know
- Optional comment box

19. Please indicate whether you agree with the following statement: "Without on-street parking on University Avenue, my business will relocate"

- 1 – Strongly Disagree
- 2 – Slightly Disagree
- 3 – Neutral
- 4 – Slightly Agree
- 5 – Strongly Agree
- N/A – Don't know
- Optional comment box

20. Please indicate whether you agree with the following statement: "If the amount of time it takes to drive on University Avenue increases, my business will relocate"

- 1 – Strongly Disagree
- 2 – Slightly Disagree
- 3 – Neutral
- 4 – Slightly Agree
- 5 – Strongly Agree
- N/A – Don't know
- Optional comment box

21. {For restaurant and retail businesses}

Please indicate whether you agree with the following statement: "If on-street parking is added to University Avenue, my business would add outdoor customer seating."

- 1 – Strongly Disagree
- 2 – Slightly Disagree
- 3 – Neutral
- 4 – Slightly Agree
- 5 – Strongly Agree
- N/A – Don't know
- Optional comment box

22. Is there anything else you would like to share about how on-street parking or traffic levels on University Avenue affect your business?

## Residential Survey Tool

We are gathering feedback about parking in the University Avenue Green Line Transit Corridor from residents that live near University Avenue, from near Arthur Avenue in Minneapolis (by the Prospect Park Station) to Marion Street in St. Paul (near the Capitol/Rice Street Station).

This survey is being done in conjunction with a detailed traffic analysis. A range of factors will be considered before a decision is made. These factors include technical feasibility, resident and business community feedback, potential impact on emergency responder services, and potential costs.

Please take this opportunity to complete this brief survey. It will take about 10 minutes. Your participation is voluntary. You are not being asked to identify yourself, and all information gathered will be combined and summarized in a report.

To begin the survey, please press the "Next" button below.

---

Please provide us some information about your residence to help us better interpret and analyze the survey results.

1. What street is your home located on?
2. What is the nearest intersecting street or road to your home?
3. What is the Zip Code for where your home is located?
4. Do you own or rent the residence you are living in?
  - Rent
  - Own
5. Do you live in a house or an apartment?
  - House
  - Apartment
6. Do you own a vehicle?
  - Yes
  - No
7. If you own a vehicle, do you utilize street parking or private parking at your residence?
  - Street parking
  - Private parking
  - Both
  - Not applicable

These next set of questions are asking about how you travel on University Avenue, from Arthur Avenue in Minneapolis to Marion Street in St. Paul.

8. What mode of travel do you most often use during the spring, summer and fall to get to destinations on University Avenue that are within 1 mile of where you live? (Please select one option below):
  - Car
  - Bicycle
  - Bus
  - Light rail
  - Walk
  - Other ( please describe)
  
9. What mode of travel do you most often use during the spring, summer and fall to get to destinations on University Avenue that are more than 1 mile away from where you live? (Please select one option below):
  - Car
  - Bicycle
  - Bus
  - Light rail
  - Walk
  - Other (please describe)
  
10. What mode of travel do you most often use during the winter to get to destinations on University Avenue that are within 1 mile of where you live? (Please select one option below):
  - Car
  - Bicycle
  - Bus
  - Light rail
  - Walk
  - Other ( please describe)
  
11. What mode of travel do you most often use during the winter to get to destinations on University Avenue that are more than 1 mile away from where you live? (Please select one option below):
  - Car
  - Bicycle
  - Bus
  - Light rail
  - Walk
  - Other (please describe)
  
12. How often do you drive to University Avenue during an average week? (Please select one option below):
  - Daily
  - Multiple times a week, but less than daily
  - 1 to 3 times a month

- I rarely drive along University Avenue

13. When you drive to visit a destination on University Avenue, what time(s) of day do you typically visit? (Please select all that apply):

	Weekdays (Monday – Friday)	Weekends (Saturday or Sunday)
6:00 am – 11:00 am		
11:00 am – 3:00 pm		
3:00 pm - 7:00 pm		
7:00 pm - 12:00 am		

14. When you visit a business on University Avenue that is within 1 mile of where you live, how often do you drive your car and park?

- Always
- Most of the time
- Sometimes
- Rarely
- Never/not applicable

15. When you visit a business on University Avenue that is more than 1 mile from where you live, how often do you drive your car and park?

- Always
- Most of the time
- Sometimes
- Rarely
- Never/not applicable

16. There is a proposal to add parking meters to University Avenue to increase the number of parking spaces available. Would the availability of these paid parking spaces influence your decision to visit a business on University Avenue?

- Yes, I am more likely to visit a business on University Avenue if I am able to park near my destination, and I am willing to pay for parking through a parking meter.
- No, I would not visit a business on University Avenue unless I can find free parking.
- No, I prefer to walk, bike or use transit to visit businesses on University Avenue.
- I do not know.
- Other (please specify):

17. Please select your preference for the combination of travel lanes and parking lanes on University Avenue, from near Arthur Avenue in Minneapolis to Marion Street in St. Paul:

University Avenue currently has two travel lanes in each direction, for a total of four travel lanes. The image below on the top shows an example of the existing road condition. The image below on the bottom shows an example of what segments of University Avenue could look like if parking was returned, resulting in a total of two parking lanes and two travel lanes.

Figure 13. Illustration of Existing Conditions on University Avenue



Figure 14. Illustration of Proposed Conditions on University Avenue



- I prefer University Avenue with two travel lanes and limited on-street parking.
- I prefer University Avenue with one travel lane and one lane for parking on one or both sides.
- Optional comment box

18. How would you prioritize the following as it relates to using University Avenue? (Please select one option for each item):

	1- Lowest Priority	2- Low Priority	3- Neutral	4- High Priority	5- Highest Priority
Fastest possible travel time for cars, buses and delivery vehicles					
Paid parking spots on University Avenue for customers of nearby businesses					
Parking spots on residential or side streets for customers of nearby businesses					
Parking spots on residential streets for neighborhood residents					
Safe and comfortable walking conditions on University Avenue sidewalks or street crossings					
Safe and comfortable bicycling conditions on University Avenue					
Other (please specify):					

19. If you were to rank these options, what is your top priority for University Avenue? (Please select one option below):

- Fastest possible travel time for cars, buses and delivery vehicles
- Paid parking spots on University Avenue for customers of nearby businesses
- Parking spots on residential or side streets for customers of nearby businesses
- Parking spots on residential streets for neighborhood residents
- Safe and comfortable walking conditions on University Avenue sidewalks or street crossings
- Safe and comfortable bicycling conditions on University Avenue
- Other (please specify)

20. Please share any additional parking issues and concerns:

Please provide us with some information about yourself to help us better understand who is taking this survey.

21. Are you age 18 or older?

- Yes
- No

22. If yes, please select an age group:

- 18-24
- 25-44
- 45-54
- 55-64
- 65 and older

23. What is your gender?

- Male
- Female
- Self-Identified

24. Do you consider yourself to be Hispanic or Latino?

- Yes, Hispanic or Latino.
- No, not Hispanic or Latino.

25. Which of the following do you consider yourself? (Please select all that apply):

- Asian or Asian American
- Black or African American
- White
- American Indian or Alaskan Native
- Native Hawaiian or other Pacific Islander
- Bi-Racial or Multi-racial
- Other (please specify):

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Thank you for completing this survey!

We appreciate your time and input.

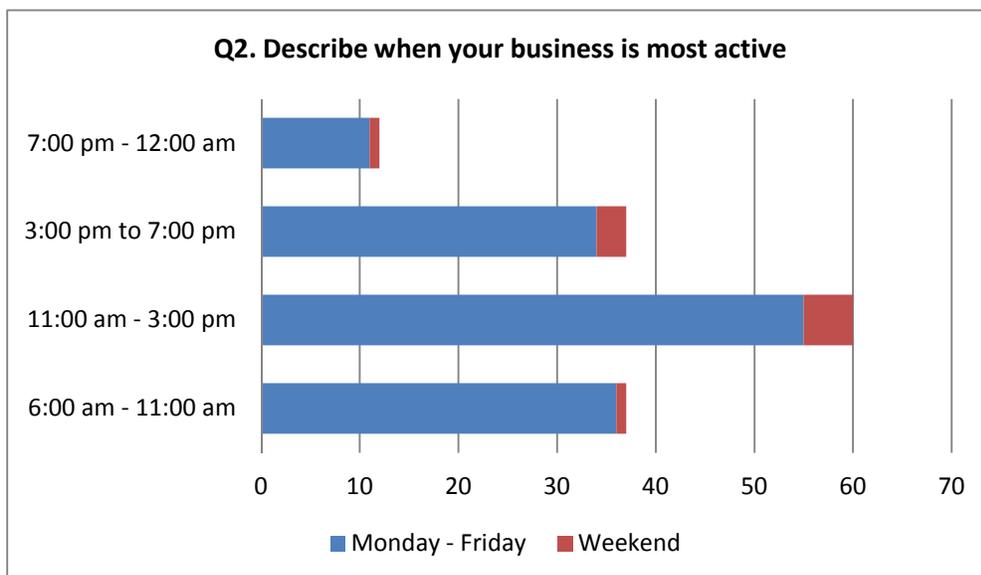
## Appendix B: Business Survey Data Tables

### Questions 1 – 5: Characteristics of Business Survey Respondents

Table 10

Business Type (N=64)	Number	Percent
Office	20	31%
Other	15	23%
Restaurant	5	8%
Retail/Services	18	28%
Warehouse/Industrial	6	9%
Own/Lease (N=63)	Number	Percent
Lease	36	57%
Own	27	43%
Number of Employees (N=63)	Number	Percent
1-5	28	44%
6-20	17	27%
21-50	7	11%
50+	11	17%
Location (N=64)	Number	Percent
On University Avenue	46	72%
Near University Avenue	13	20%
Unidentified	5	8%

Figure 15

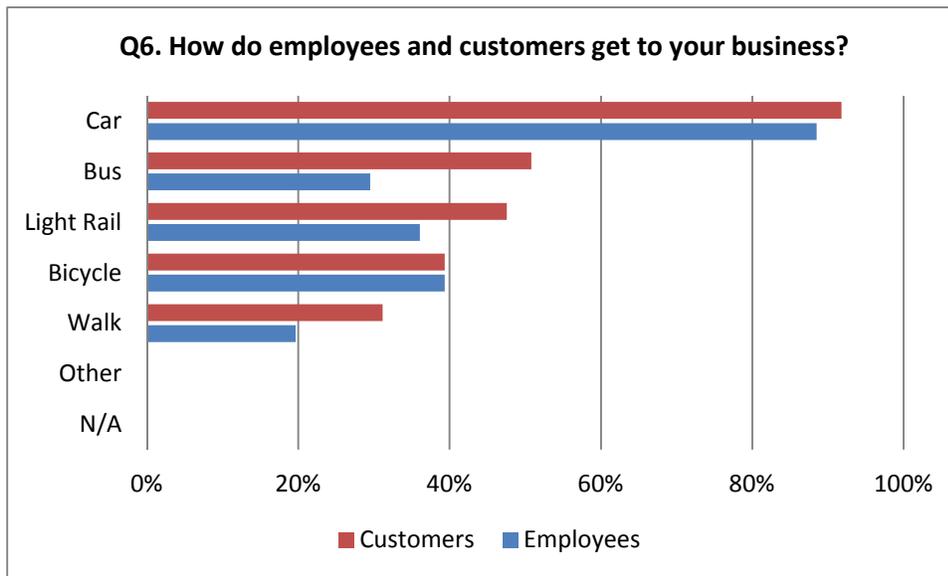


Question 6: How do your employees and customers get to your business?

Table 11

N=61	Employees		Customers	
	Number	Percent	Number	Percent
Car	54	89%	56	92%
Bus	18	30%	31	51%
Light Rail	22	36%	29	48%
Walk	12	20%	19	31%
Bicycle	24	39%	24	39%
Other	0	0%	0	0%
N/A	0	0%	0	0%

Figure 16



Question 7: Do most of your customers travel by car to get to your business?

Table 12

	Number	Percent
Yes	48	79%
No	8	13%
Don't Know	5	8%

**Question 8: Do you have access to an adequate amount of off-street parking for your customers and employees?**

Table 13

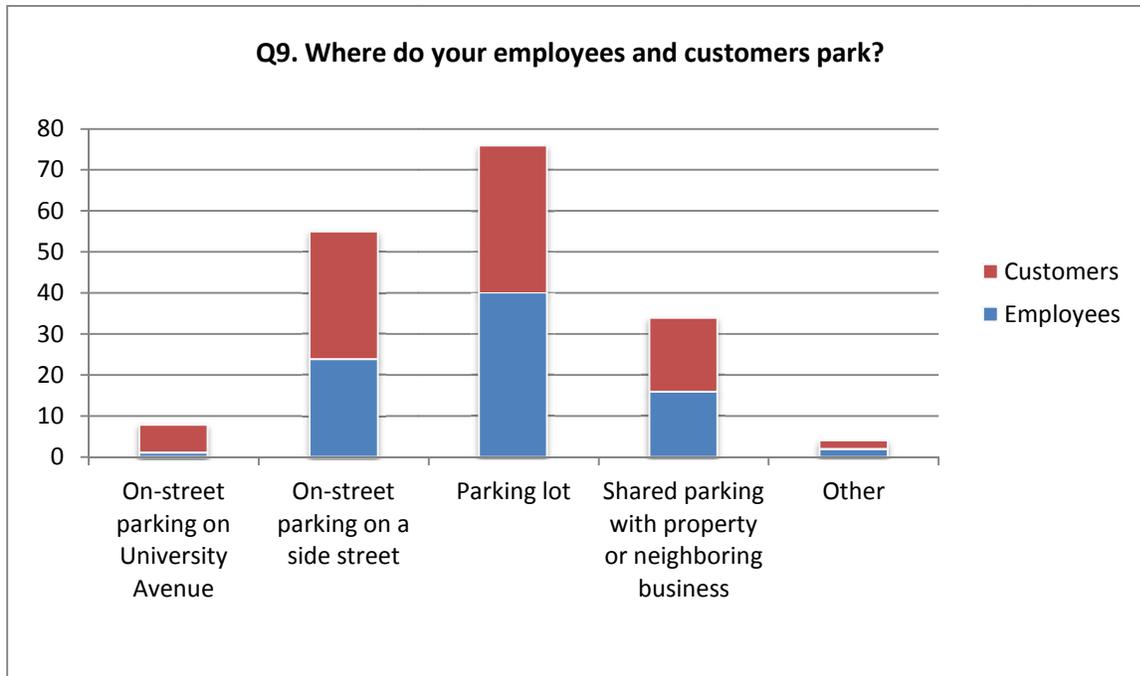
	Number	Percent
Yes	33	55%
No	27	45%

**Question 9: Where do your employees and customers park?**

Table 14

N=60	Employees		Customers	
	Number	Percent	Number	Percent
On-street parking on University Avenue	1	2%	7	12%
On-street parking on a side street	24	40%	31	52%
Parking lot	40	67%	36	60%
Shared parking with property or neighboring business	16	27%	18	30%
Other	2	3%	2	3%

Figure 17



### Question 10. How long does a customer typically stay in your business?

Table 15

	Number	Percent
<15 minutes	5	9%
30 minutes	12	21%
1 hour	29	50%
2+ hours	12	21%

### Question 11. Do delivery trucks bring goods and supplies to your business location?

Table 16

	Number	Percent
Yes	54	90%
No	6	10%
If yes, how many delivery trucks per day on average?	3 or less	

### Question 12. Does your business deliver goods and supplies to customers?

Table 17

	Number	Percent
Yes	20	33%
No	38	63%
If yes, how many truck loads per day leave your business?	3 or less	

### Question 13. Do these delivery trucks park on University Avenue to access your business?

Table 18

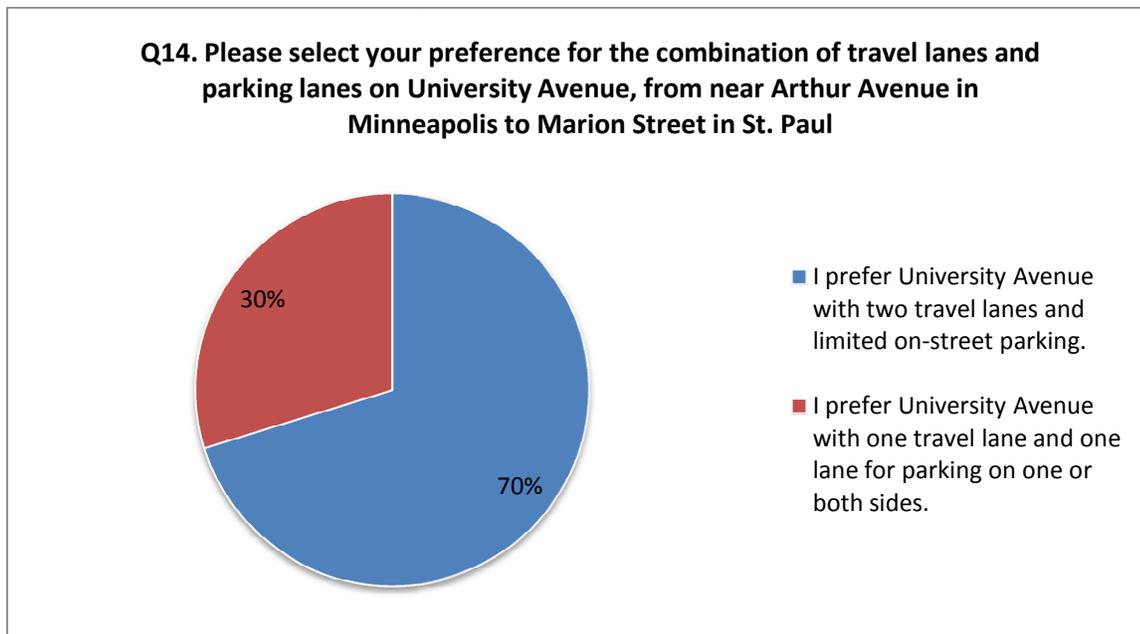
	Number	Percent
Yes	11	19%
No	47	81%

**Question 14. Please select your preference for the combination of travel lanes and parking lanes on University Avenue, from near Arthur Avenue in Minneapolis to Marion Street in St. Paul.**

Table 19

	Number	Percent
I prefer University Avenue with two travel lanes and limited on-street parking.	40	70%
I prefer University Avenue with one travel lane and one lane for parking on one or both sides.	17	30%

Figure 18

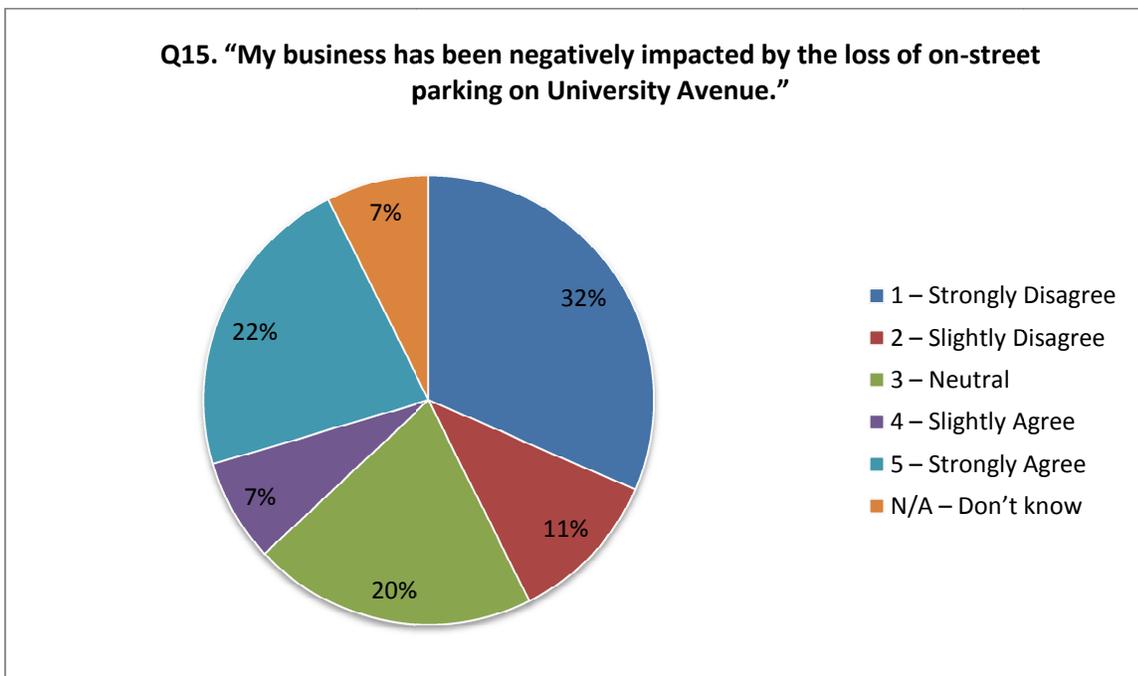


Question 15. My business has been negatively impacted by the loss of on-street parking on University Avenue.

Table 20

	Number	Percent
1 – Strongly Disagree	17	31%
2 – Slightly Disagree	6	11%
3 – Neutral	11	20%
4 – Slightly Agree	4	7%
5 – Strongly Agree	12	22%
N/A – Don't know	4	7%

Figure 19

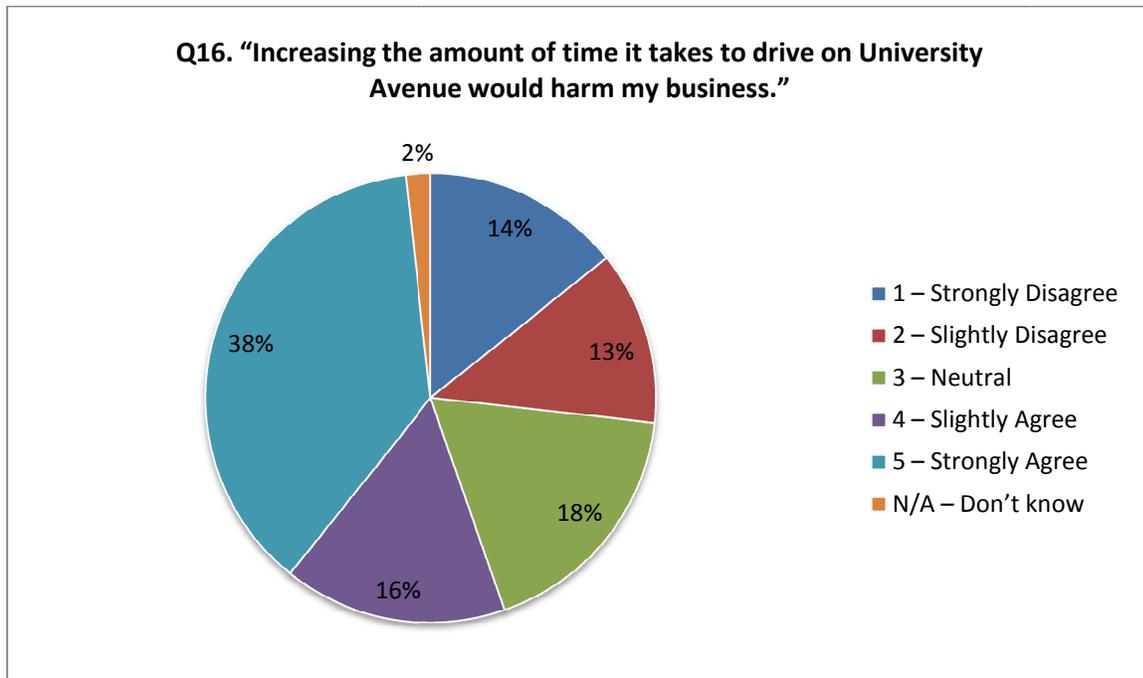


Question 16. Increasing the amount of time it takes to drive on University Avenue would harm my business.

Table 21

	Number	Percent
1 – Strongly Disagree	8	14%
2 – Slightly Disagree	7	13%
3 – Neutral	10	18%
4 – Slightly Agree	9	16%
5 – Strongly Agree	21	38%
N/A – Don't know	1	2%

Figure 20

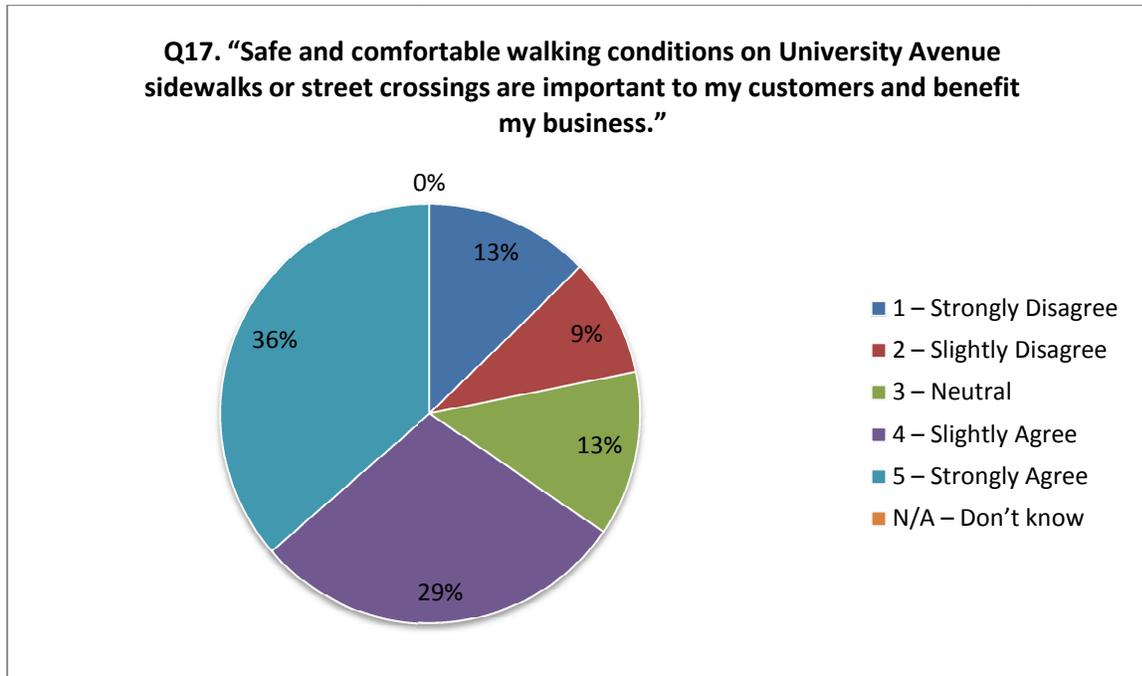


Question 17. Safe and comfortable walking conditions on University Avenue sidewalks or street crossings are important to my customers and benefit my business.

Table 22

	Number	Percent
1 – Strongly Disagree	7	13%
2 – Slightly Disagree	5	9%
3 – Neutral	7	13%
4 – Slightly Agree	16	29%
5 – Strongly Agree	20	36%
N/A – Don't know	0	0%

Figure 21

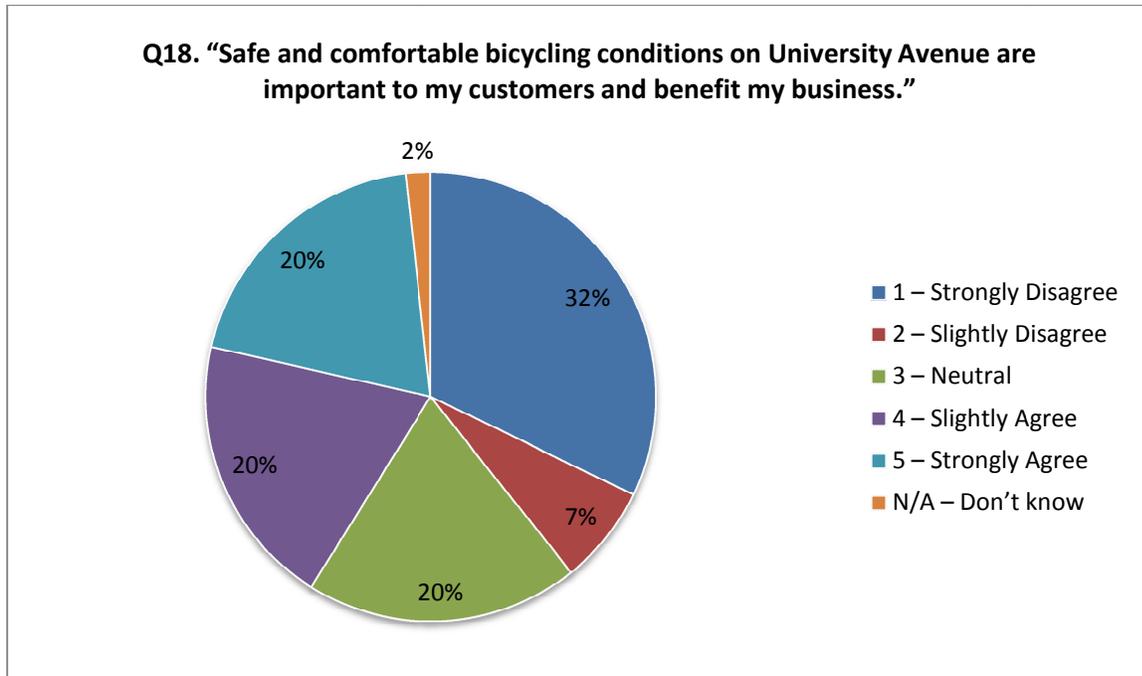


Question 18. Safe and comfortable bicycling conditions on University Avenue are important to my customers and benefit my business.

Table 23

	Number	Percent
1 – Strongly Disagree	18	32%
2 – Slightly Disagree	4	7%
3 – Neutral	11	20%
4 – Slightly Agree	11	20%
5 – Strongly Agree	11	20%
N/A – Don't know	1	2%

Figure 22

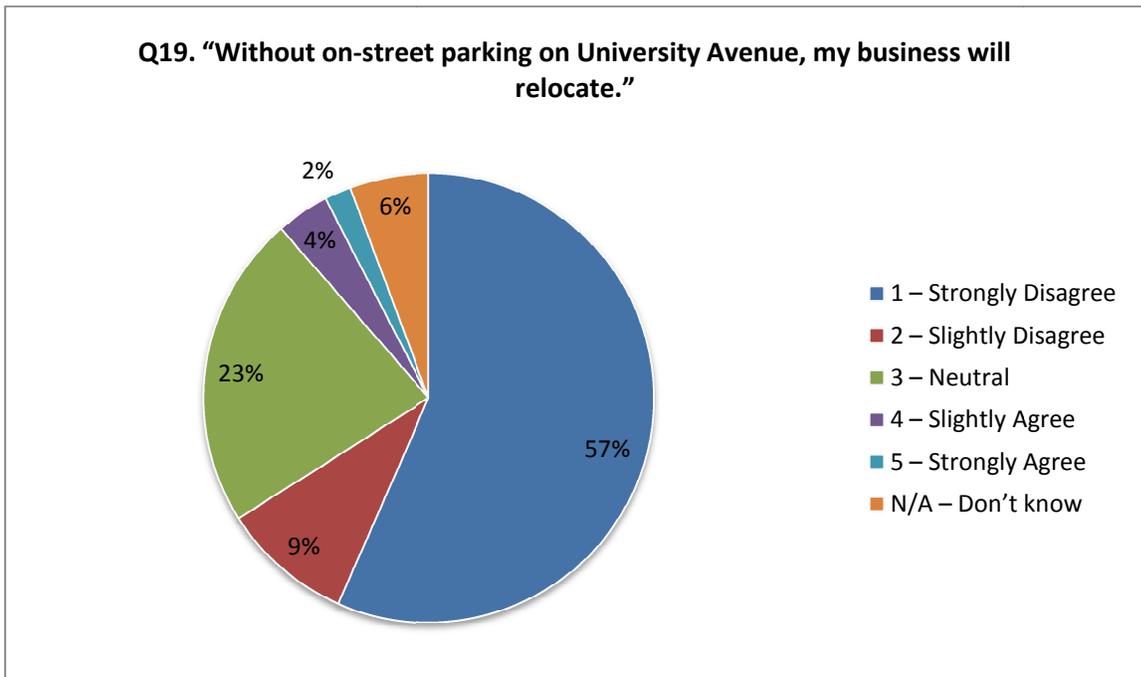


Question 19. Without on-street parking on University Avenue, my business will relocate.

Table 24

	Number	Percent
1 – Strongly Disagree	30	57%
2 – Slightly Disagree	5	9%
3 – Neutral	12	23%
4 – Slightly Agree	2	4%
5 – Strongly Agree	1	2%
N/A – Don't know	3	6%

Figure 23

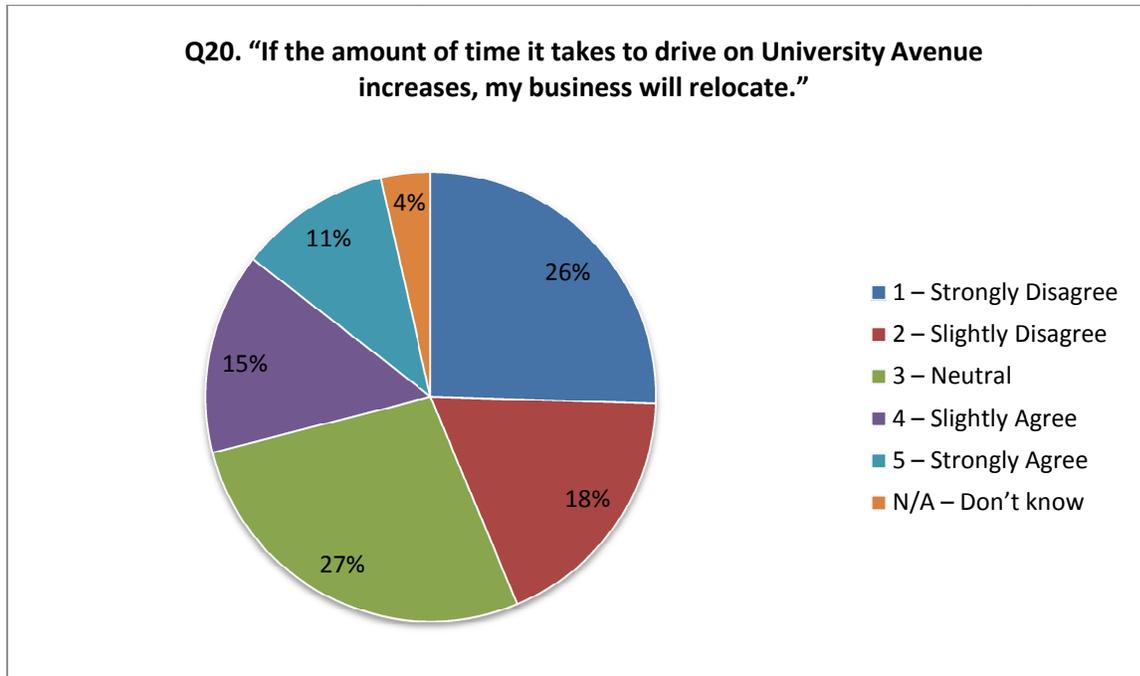


**Question 20: If the amount of time it takes to drive on University Avenue increases, my business will relocate.**

Table 25

	Number	Percent
1 – Strongly Disagree	14	25%
2 – Slightly Disagree	10	18%
3 – Neutral	15	27%
4 – Slightly Agree	8	15%
5 – Strongly Agree	6	11%
N/A – Don't know	2	4%

Figure 24

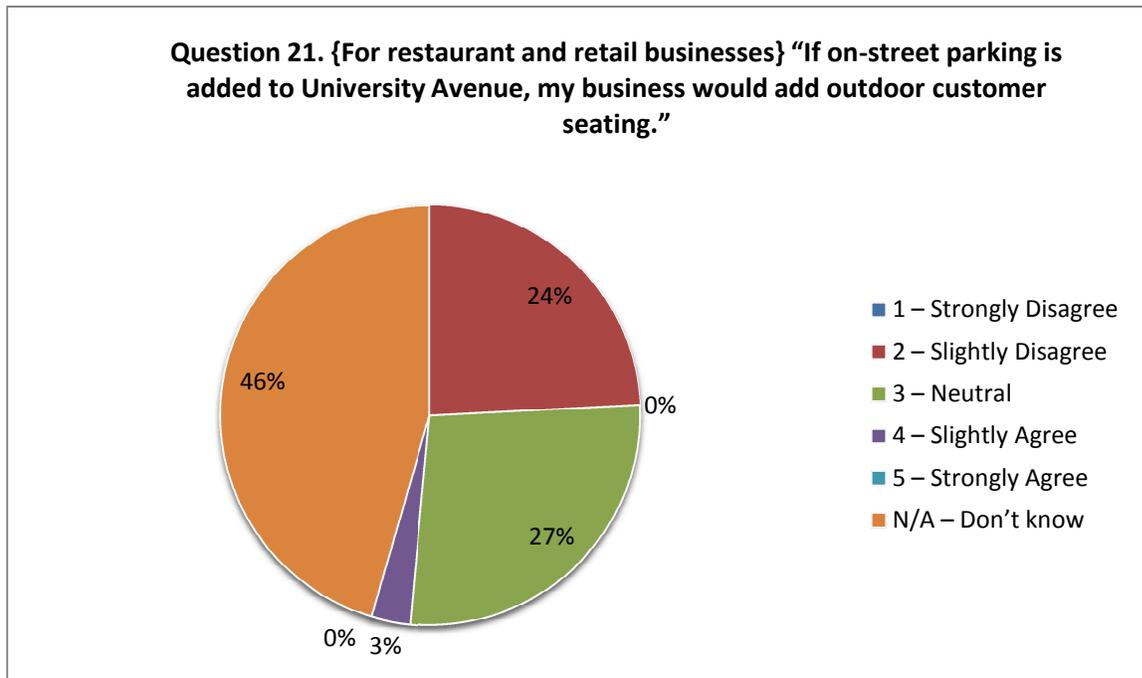


Question 21: If on-street parking is added to University Avenue, my business would add outdoor customer seating.

Table 26

	Number	Percent
1 – Strongly Disagree	8	24%
2 – Slightly Disagree	0	0%
3 – Neutral	9	27%
4 – Slightly Agree	1	3%
5 – Strongly Agree	0	0%
N/A – Don't know	15	45%

Figure 25



**Question 22: Is there anything else you would like to share about how on-street parking or traffic levels on University Avenue affect your business?**

Submitted Comments

As stated, the way University Ave is now it has made it difficult to receive and ship materials, please don't make it worse.

Bike, transit and pedestrian traffic is on the rise, we need to embrace this and create an infrastructure that will support this trend. We need to make for friendlier streetscapes that will strengthen our neighborhoods and grow our neighborhood businesses.

Easy and faster access to my business.

I have lost a lot of customers and income due to the construction of the light rail on University Ave.

I personally will not take the light rail except in unusual situations because of the time it takes to travel with all of the stop lights. You need parking but not on the avenue. There are options available but you have to be willing to rezone the south side of Sherburne to allow parking facilities adequate to meet the need to the businesses. Parking on University Avenue would greatly reduce the flow. This concern of parking was brought up at numerous meetings during your planning stages and you glossed over it. It was like the planners had blinders on and new better than the business people. I have numerous clients on University Avenue who want parking but do not want to impede people from being able to drive to their establishments.

I think each block needs to be looked at independently for parking needs as well as the north and south side I am located between Lexington and Dunlap on the south side there is no need for on street parking probably however there are three small businesses on the north side were developed and on university because of ease of parking on street at business --also because some building were built lot line to lot line there is no availability to access front of building without trespassing on adjacent property or walking around the block -- some of the areas that do have on street parking now have very little usage and could be monitored by the meter usage

i voiced my concern to the developers before this started. It's absolutely insane that the parking was taken out in the first place and to put the light rail down university without adequate space

If the LRT were allowed to continue running instead of stopping with the traffic signals, that would be detrimental to business and overall traffic flow through the area and to safety of pedestrians and motor vehicles.

It is not just the traffic on University Ave itself, but the amount of traffic and conditions for those trying to cross University Ave that are affected.

It is too early to change now. Wait until more planned development occurs. Things are changing and people are still adjusting to light rail.

It may not affect my business but it would affect me personally a great deal if traffic was reduced to one lane on my route to and from work and to and from my meetings throughout the day

Light rail was a mistake and we all know it. Obviously there was no pre planning about this matter or no one listened.

Many clients have objected to the many barriers now impeding their access to my office. After 35 years on the Avenue, it is hard to tell how many clients have been lost to light rail snarls. Not one has commented about the convenience and cost savings it has brought them, however. Several clients have simply moved from the area.

Obviously, more parking spaces mean the chance of more customers, which in turn increases sales and tax revenue from that. So get the show on the road already.

On-street parking would make University more congested.

Our corner at Vandalia and University is very congested. The semi trucks that turn off Vandalia heading east are a serious noise and pedestrian hazard. The Trucks have a difficult time making the corner without coming up over the curb and nearly hitting the post that holds up our business. We are have lost our awnings on account of the trucks hitting them trying to make the turn.

PLEASE disband two hour parking on Charles Avenue!!!

Please do not increase parking fees for meters.

Please keep parking on the west side of Pelham Blvd below Franklin Ave (along the Blood Center) no-time-limit as it is now. Please do the same on the east side below Myrtle Ave.

Please keep the traffic open, make travel time easier and convenience. Please DO NOT take away our one travel lane from us, It will affect and Damage our only business at University Ave.

Suggestions: - Can the powers that be, use their influence or a bit of pressure for lot owners to open more spaces and more importantly, at reasonable lease or rental prices. - If parking lot owners accepted the funds for striping and lighting, they should be bound to opening a certain amount of low cost or public parking. - What about Park and Ride lots so residents wouldn't need parking permits. - Please increase the number of 15 minute parking meters and not allow people to keep plugging the meter for their whole work day. - As a safety issue, could the intersection at Raymond and University get turning lane lines? Just watch how cars and trucks try to safely turn, you'll instantly see the need for clearly defined turning lanes. - What about angled parking? Please keep me in the loop as this issue is extremely important to the future of the liquor store.

There is a new coffee shop going in just next door and they certainly need on street parking. The last coffee shop went out of business mainly because customers couldn't stop and go. The whole Raymond and University area, as you know, is becoming more robust with new retailers, restaurants and other businesses, not to mention the density of new living spaces is constantly increasing, this will certainly put more pressure on parking. Without the availability of more parking, I would assume that revival of this area is would become limited and that would be a shame. Thank you for the survey and I hope this parking issue is finally, albeit late, being taken seriously.

Thanks for the thoughtful process. Good luck sorting it out.

The light rail and its construction negatively impacted our business. The proposed scenario with only 1 lane in each direction would kill it. Please do not do.

The loss of parking for several years plus the construction mess has caused my customers to go elsewhere and hurt my business tremendously. Plus, the jarring of the construction caused damage to my building.

The surest way to ensure that vehicle traffic never returns to University is to make the drive slower.

There hasn't been much change in traffic so be reducing lanes it might cause traffic to move to other places.

Think of an alternate solution with parking lots and ramps.

To reopen this debate after spending the fortune and the time (over the decades planning and the years constructing) that went into the recent upgrade is an insult to the taxpayer and speaks volumes (ie very little) about our government agencies/bodies. Re-spending money NOW to re-examine is a travesty and total waste of any additional money/time spent.

We don't have retail customers, but many employees bike, walk, or take transit to work. If University Ave added parking I believe it would help calm the street and make it a better environment for employees getting to work.

Would like to see parking restrictions on 30th Ave SE enforced and parking meters added. Currently a car repair business parks cars in need of repair taking up ALL parking spots not allowing for our members to park

## Appendix C: Residential Survey Data Tables

### Questions 1 – 3. Residential Survey Responses, by Location

Table 27

ZIP Code	Number	Percent	Location	Study Corridor
55104	548	48%	St Paul	Within
55103	127	11%	St Paul	Within
55114	97	9%	St Paul	Within
55414	69	6%	Minneapolis	Within
55105	64	6%	St Paul	Outside
55108	51	4%	St Paul	Outside
55102	31	3%	St Paul	Within
55117	31	3%	St Paul	Outside
55101	21	2%	St Paul	Within
55116	19	2%	St Paul	Outside
55106	15	1%	St Paul	Outside
55406	7	1%	Minneapolis	Outside
55408	6	1%	Minneapolis	Outside
55107	5	0%	St Paul	Outside
55455	1	0%	Minneapolis	Within
Misc.	23	2%	Minneapolis	Outside
Misc.	26	2%	Other	Outside

## Questions 4 - 7. Location, Residency Type, and Vehicle Ownership of Residential Respondents

Table 28

<b>City (N=1,141)</b>	<b>Number</b>	<b>Percent</b>
Saint Paul	1,009	88%
Minneapolis	106	9%
Other city	26	2%
<b>Study Corridor (N=1,141)</b>		
Within corridor	894	78%
Outside corridor	247	22%
<b>Home Ownership (N=1,174)</b>		
Own	806	69%
Rent	368	31%
<b>Residency Type (N=1,182)</b>		
House	916	77%
Apartment	266	23%
<b>Vehicle Ownership (N=1,188)</b>		
Yes	1,110	93%
No	78	7%
<b>Use of Parking at Home Residency (N=1,183)</b>		
a. Street parking	174	15%
b. Private parking	383	32%
c. Both	559	47%
d. Not applicable	67	6%

## Questions 21 – 25. Demographic Characteristics of Residential Survey Respondents

Table 29

<b>Race (N=1,068)</b>	<b>Number</b>	<b>Percent</b>
American Indian or Alaskan Native	3	0%
Asian or Asian American	101	9%
Bi-Racial or Multi-racial	39	4%
Black or African American	69	6%
Hispanic or Latino	15	1%
Native Hawaiian or other Pacific Islander	1	0%
Other	37	3%
White	803	75%
<b>Age (N=1,098)</b>		
18-24	68	6%
25-44	536	49%
45-54	217	20%
55-64	182	17%
65 and older	95	9%
<b>Gender (N=1,089)</b>		
Female	534	49%
Male	533	49%
Self-Identified	22	2%
<b>Language (N=1,196)</b>		
English	1,195	99.9%
Hmong	0	0%
Somali	1	0.1%
Spanish	0	0%
Vietnamese	0	0%

Questions 8 – 11. What mode of travel do you most often use to get to destinations on University Avenue?

Table 30

	Within 1 mile of home			More than 1 mile from home		
	Spring, Summer, Fall	Winter	Difference	Spring, Summer, Fall	Winter	Difference
Car	56%	73%	17%	72%	79%	7%
Walk	21%	13%	-9%	8%	1%	-6%
Bicycle	15%	3%	-12%	2%	3%	1%
Light Rail	5%	7%	2%	16%	16%	0%
Bus	3%	4%	1%	1%	0%	0%
Other	4%	3%	-1%	2%	2%	0%

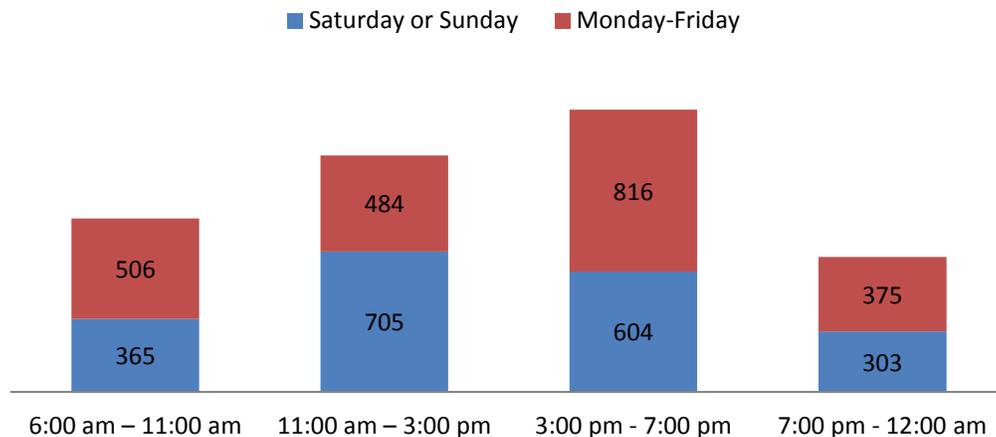
Question 12. How often do you drive to University Avenue during an average week?

Table 31

	Number	Percent
Daily	441	39%
Multiple time a week, but less than daily	458	40%
1 to 3 time a month	135	12%
I rarely drive along University Ave	100	9%

Question 13. When you drive to visit a destination on University Avenue, what time(s) of day do you typically visit?

Figure 26



Questions 14 – 15. When you visit a business on University Avenue, how often do you drive your car and park?

Table 32

	Within 1 mile of home		More than 1 mile from home	
	Number	Percent	Number	Percent
Always	381	34%	528	46%
Most of the time	236	21%	296	26%
Sometimes	213	19%	177	16%
Rarely	185	16%	73	6%
Never/not applicable	114	10%	65	6%

Question 16. There is a proposal to add parking meters to University Avenue to increase the number of parking spaces available. Would the availability of these paid parking spaces influence your decision to visit a business on University Avenue?

Table 33

	Number	Percent
Yes, I am more likely to visit a business on University Avenue if I am able to park near my destination, and I am willing to pay for parking through a parking meter.	212	21%
No, I would not visit a business on University Avenue unless I can find free parking.	432	43%
No, I prefer to walk, bike or use transit to visit businesses on University Avenue.	254	25%
I do not know	100	10%

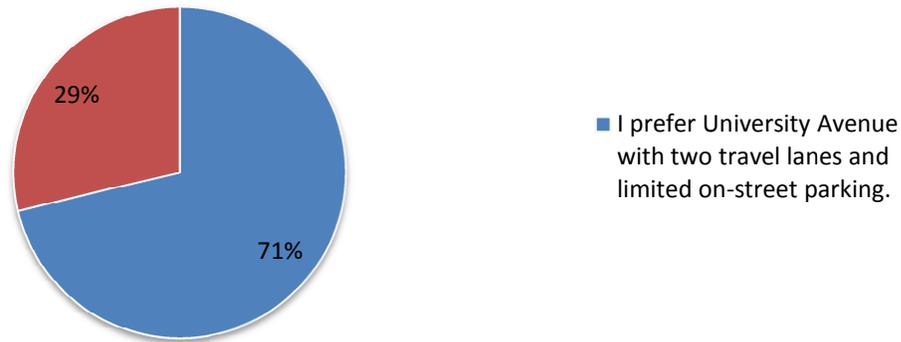
Question 17. Please select your preference for the combination of travel lanes and parking lanes on University Avenue, from near Arthur Avenue in Minneapolis to Marion Street in St. Paul.

Table 34

	Number	Percent
I prefer University Avenue with two travel lanes and limited on-street parking.	757	71%
I prefer University Avenue with one travel lane and one lane for parking on one or both sides.	304	29%

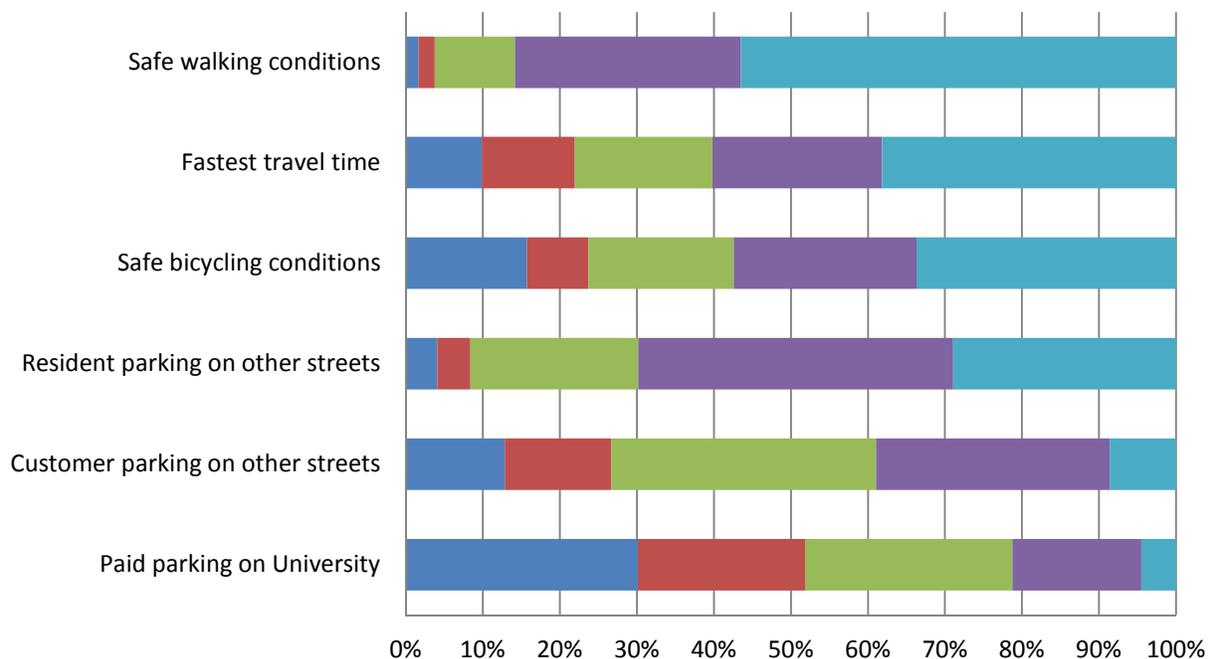
Figure 27

**Q17. Please select your preference for the combination of travel lanes and parking lanes on University Avenue, from near Arthur Avenue in Minneapolis to Marion Street in St. Paul:**



Question 18. How would you prioritize the following as it relates to using University Avenue?

Figure 28



	Paid parking on University	Customer parking on other streets	Resident parking on other streets	Safe bicycling conditions	Fastest travel time	Safe walking conditions
1 - Lowest Priority	326	139	44	170	107	18
2 - Low Priority	235	150	46	86	131	23
3 - Neutral	291	372	234	204	194	113
4 - High Priority	181	329	439	256	239	318
5 - Highest Priority	49	93	311	364	414	614

Question 19. If you were to rank these options, what is your top priority for University Avenue?

Table 35

	Number	Percent
Fastest travel time	431	41%
Safe walking conditions	326	31%
Safe bicycling conditions	133	13%
Resident parking on other streets	66	6%
Paid parking on University	48	5%
Customer parking on other streets	45	4%

Question 20. Please share any additional parking issues and concerns.

Submitted Comments

:)

1. the light rail is still not faster than the bus, therefore it is not a viable option to replace driving as we had hoped, its seen by locals as a failure in this regard. 2. the turning lights on university avenue take WAY TOO LONG since the light rail, this causes congestion. 3. the light rail has "cut off" walking flow, impacting businesses, i see people hopping the tracks/climbing over the platform daily! trying to get to businesses on the other side. 4. the traffic congestion is horrible since the light rail causing people to avoid university altogether. 5. nobody is ever going to pay for parking on university avenue, besides there is no room to put it, it would just increase congestion.

A lane of parking would greatly improve the feeling of safety for pedestrians on University. University is a transit corridor, so the fact that it is so inhospitable to pedestrians in its current form is, frankly, pretty ludicrous. Only low speed, local car trips--with the parking to accommodate-- should be welcomed on University; not high speed, through traffic. If I'm a business on University, I don't want cars cruising by 8 feet from my door at 45 mph. I want those who drive to be able to stop in front of my business and I want non-drivers to stroll along the sidewalk because they feel a comfortable separation from moving traffic.

A Park and Ride for Light Rail in the area would be awesome...

A protected bike lane on university would be a good start but we need these elsewhere like on western, Lexington, and Snelling.

A road is a road. It is not an expensive and overbuilt parking lot.

Added truck traffic and light rail have already made University Avenue much more difficult to drive on; for heaven's sake don't remove a driving lane to add a negligible number of parking spaces! And ban bikes. Why can't they use side streets???

Adding right-turn lanes and bus pullouts may actually make the avenue safer for car-drivers, in addition to making it better for bicyclists and pedestrians.

Adequate handicap parking.

Already difficult to exit Rondo library garage onto University.

Always worried about parking at my house for myself and housemates. And guests. So far, not an issue.

Another solution in part is to eliminate some of the left turns on University Ave.

Any slowdown on University (and the already seeming at-capacity Snelling and Lexington) will drive more traffic to residential areas where, in some places, on-street parking is already at a premium. This endangers walkers, bikers and children (who move among residential neighborhoods).

Appeasing cyclists should not be done at the cost of creating congestion for those who have to use a vehicle. This is coming from a cyclist. eliminating lanes will help so few people and will only serve to add to congestion, slower traffic on University, more traffic on side streets and put cyclists using University at risk.

As a cyclist I would never bike on University Ave now that Light rail exists. I would use Summit or Marshall. I used to commute on University when it was wider but now I find it too dangerous.

As a homeowner two blocks from a major intersection on University, I am concerned about the overflow traffic and parking that could occur in our neighborhoods. I do not want our residential neighborhood feel to suffer as a result of the changes on University.

As a resident of the area, I would love to see more parking AWAY from our homes. I have to pay for a Residential Permit in order to park outside my own home without being ticketed. I've seen many times (especially Gopher/Twins/Viking game days) where many people outside this community come into our areas and park in the residential area to catch the Central Corridor where there is a massive parking lot across the street (University and Hamline/Syndicate Avenue) that is not being used. If possible can these parking spaces (Midway Marketplace parking) be advertised instead of our residential roads?

As a resident who lives near University Ave, I'd like to see more education about traveling (especially vehicles turning onto University from north or south directions) on University Ave. There's been too many times where vehicles are too concerned about making it through the traffic light that the safety of pedestrian becomes a second thought. By adding another component on University Avenue, I think it'd be another barrier to pedestrian safety because now vehicles will travel faster to merge when the street becomes one lane due to on-street parking.

As stated, the potential this project is limited if it is only focused on parking.

Bad drivers are always a concern, and the last 5 years or so there are SO many more bad drivers in the Midway area. Better education for drivers! And turn down the thumping mega-bass.

Before the light rail was put up parking was already very limited for resident and businesses located on university ave. if business parking are pushed back onto residential streets we will have to move out due to parking issues. The city should have thought about this before making decisions that will have a long term affect on the local citizens. Business along University Ave are small mom and pop

<p>stores. By adding parking meters isn't going to bring business back to these small business. Why pay for parking when customers can go somewhere else for free.</p>
<p>Being a pedestrian around University and Snelling is currently really dangerous. With all of the available public transit there are a lot of pedestrians around. I think their needs and safety should be a much bigger priority</p>
<p>Being that the buses travel in one of the lanes which would be the parking lane, that would leave no way to travel effectively on University Ave.</p>
<p>Bicycle parking very scanty and scary. I would bike more if there were more/better racks near cub, rainbow, office max, etc.</p>
<p>Bike should be banned from using University and the fines should be steep we have other places to safely ride we need to leave streets for people to drive on!</p>
<p>Bikes should not be allowed on university ave</p>
<p>Buses and semis are on university too much. These slow vehicles slow traffic too much because of the many stop lights. The traffic is too long some times and will only get worse with construction on streets like Snelling. Do not take away any traffic lanes.</p>
<p>Buses stopping for pick up/drop off causing driving congestion.</p>
<p>Business parking should have side street parking or share a parking structure at congested neighborhoods.</p>
<p>Businesses are concerned that automobile traffic hasn't returned to pre-construction levels, if I read the intro to this survey correctly. Where did that traffic go, was all of that traffic comprised of customers of the businesses? Unless I misread the intro, it's troubling to read that the health of the businesses would be gauged on the level of automobile traffic. Additionally, I hate to hear the 85% statistic on parking spaces removed. Does someone know what percentage of the parking spots along University were utilized before the construction? If my memory is correct, I recall it not being a very high percentage. So, of the 85% of parking spaces that were removed, what percentage weren't being adequately utilized anyway?</p>
<p>Businesses are leaving for reasons other than parking. Parking lots and/or ramps should be added as needed.</p>
<p>Businesses need customers, and customers need parking. You can't expect residents to give up their space, so there have to be more off-street parking options, whether in outdoor lots or parking ramps.</p>

Businesses on Summit Ave. are already ruining the safety of side streets. The College Club at 990 Summit needs to find a parking solution and stay off of Chatsworth, which they are treating as their parking lot. Don't let this happen on the side streets near University.

Businesses should be providing parking in the back or front lot of their business; share lots with each other.

Businesses should have parking in the back. Making University narrower would be more dangerous.

Businesses should prioritize reaching out to customers who travel by methods other than personal automobiles including pedestrians who walk, bicyclists, bus and light rail users and Metro Mobility riders. If travel lanes are re-stripped, bicycle lanes should also be added so as not to give priority to autos and parking. If room does not exist to add both a parking lane and bike lane in each direction along University Avenue (even with narrower travel lanes implemented) then parking should only be added to one side of the street and buffered bike lanes or a fully-separated two-way cycle track should be added to the other side of the street.

Car-centric decision making is counter productive. You'll just have more cars.  
<http://www.citylab.com/cityfixer/2014/09/when-adding-bike-lanes-actually-reduces-traffic-delays/379623/>

Charles is for bike travel. Post signs on University to use Charles and issue tickets for law breakers.

commuting by bicycle is currently terrifying on University Ave from downtown St. Paul west

Considering the availability of light rail along University Avenue and some vacant businesses/lots (such as the vacant restaurant with parking lot near Fry St or the seemingly vacant car dealership on Hamline), a combination of safe and accessible walking conditions and parking facilities spaced along the Green Line would allow the best access to local businesses without impeding car and truck traffic. Adding parking lots to vacant spaces would allow people to drive to the area, park, and take the Green Line or walk to businesses.

Currently, one lane of the existing two is often blocked by trucks making deliveries. I can NOT imagine what it would be like if there wasn't a second lane to keep traffic moving. I see deliveries being made to businesses ALL along the avenue, it is not a limited occurrence.

Do not slow traffic on university ave. It then moves to residential streets.

Don't add parking on University Ave. anywhere! This is a horrible idea, just another way for our government to milk us of every penny we have left.

Don't even consider about taking away residents ability to park on their own street. I already try to avoid businesses on University because of crime and congestion....if traffic slows much more on

University, I'll avoid it altogether.
Don't overbuild on property that is currently vacant. Don't allow high-density housing buildings without providing at least one dedicated off-street parking space per housing unit.
during construction of the light rail there were parking problems in the residential neighborhoods we don't want to return to that at the same time traffic needs to keep moving on University.
Episcopal Church Home has already made parking on our street by residents almost impossible
Fire the idiots who removed the parking, before they kill more businesses with other bone-headed actions. Bikes don't belong on University Ave, use side streets.
First, the businesses need their say. Its critical. But even moreso, we didn't do this light rail to make life any easier for people in cars. Screw 'em. Use transit, make transit better. All priority on University should be to making the light rail a runaway success. No park & ride.
Frankly, it's stupid to even consider. The whole point of adding the transit line was to decrease the incentive to use the automobile - adding parking increases it. It would change my opinion if the parking lane could also allow the addition of a bike lane, though that is not part of the proposal here. To increase parking, persuade the owners of the giant parking lots along University to allow parking for nearby businesses in addition to their own.
Grocery stores, which usually require a car for transporting purchases, are already well served by large surface lots. Enhanced bike facilities, including racks, would increase my personal business use of the University Corridor for non-grocery purposes.
Have never seen parking enforcement for illegal parking and/or stopping on University. * Safety from crime needs to be established before any other options or solutions .should be proposed.
Horrible if down to one lane
How about some responsibility of businesses to provide some parking?
I am very very frustrated with lack of street parking in my neighborhood. It is very stressful to park blocks away from house!!!
I already try to avoid driving on University Ave as much as i can. I will take back roads or another route as it is bad with two lanes of traffic. I will get worse if there is parking on the street.
I am a huge supporter of the Green Line, but the biggest mistake of the project was the elimination of so much parking. When LRT was added to the street, they could have eliminated a travel lane at that time, but instead eliminated parking, which shows a higher priority for moving cars through the community than supporting the businesses that are on University - since the parking supports the

businesses. If we can add back the parking it would be a huge benefit for businesses.
I am an advocate for pedestrians and bicyclers. I recognize the need for individuals to use University Avenue to move by car between destinations. I recognize that commercial vehicles need to use this route, so trucks or other commercial vehicles are acceptable. The days of businesses hoping for car users to stop and park on University Avenue are hopefully behind us. This is an urban area with population density that cannot support more cars.
I am dismayed that the only option listed in your survey is meter parking. Free, time limited ( 1-2 hours) parking should be considered. This will encourage customers to return to University Avenue businesses. Having time limited parking will discourage light rail commuters from filling these spots
I am glad you are asking for input.
I am not opposed to parking on side streets for university ave businesses. I would like to see sides streets (such as herburne) marked as 2hr (residence exempt) and enforced with tagging and towing.
I am saddened, The city was warned of this issue years ago. No/poor parking is and will kill what life there is on University.
I am torn between wanting University to function as a thoroughfare and wanting it to be more pedestrian- and business-friendly. I think it would be good to remove bicycles from the already complex mix by offering a bicycle route parallel to University, one block north or south of it.
I am very disappointed in the continuation of bus lines on University Avenue... totally defeats the purpose of the light rail, in my opinion.
I am worried about small ethnic businesses that lack adequate parking space. Please stop charging them obscene amounts for street improvements that messed up their businesses so badly. You are going to put them out of business, which would be a true tragedy and community disservice.
I appreciate having the opportunity to provide input in this important decision. I am not overly concerned about slowing up general usage traffic, but I am greatly concerned to what will happen with emergency vehicles and all the large vehicles - tractor trailers and delivery vehicles on University. Reducing to one lane of traffic will surely hamper their travel more so than it has already been hampered by intersections that are difficult to navigate, i.e. right turns from south bound Fairview to west bound University.
I appreciate that the survey mentions cars/parking, bicycling and walking. With light rail--which is great!--walking & bicycling need to continue to be high priority along with better parking. Thanks!
I believe that single lane traffic would create a lot of frustrating backed up traffic and drivers

I cannot believe that even more money is being wasted on a Parking Possibilities Project.
I currently only drive on University but would consider biking instead if it was safe.
I did not check Paid parking spots on University Avenue in q.19 because I feel they should be free.
I do not want University Ave and the surrounding neighborhoods to become like the next "uptown" parking debacle. I haven't had any problems finding parking to go to businesses on University that I want to frequent; many of the businesses are just useless. The residential streets should absolutely NOT be given over only to residents. Leave it like it is and tell the businesses to change their business so people WANT to go there.
I don't like the narrowing of the street east of Rice and University for the tracks, it is slightly dangerous and can slow things up. But realize there isn't much choice here. But to have that all the way along would make travel very difficult and spill it over to neighboring streets.
I don't understand why this is even being discussed. When the light rail was still in the planning stages, the loss of parking was discussed and if it was going to be a huge issue, an alternate for the light rail should have been constructed and leave University alone.
I don't want to sacrifice two travel lanes in each direction on University Ave for parking. Additional parking can be made available for smaller business units on side streets and near the alley.
i drive the avenue, sometimes begins a bus. If you reduce to one lane,how will emergency vehicles get through? I can't believe you are asking these questions AFTER the green line is completed!
I feel some areas of University could be one lane with added FREE parking. I disagree with parking meters. I also feel very busy areas should remain 2 lanes. More crosswalks should have flashing ped cross lights.
I frequented businesses on University during the construction period and I thought the parking situation would improve once it was done; but is almost as discouraging now as it was then, maybe worse in some ways.
I have always been able to find parking for the businesses I visit on University Ave. As a neighborhood resident, I rarely travel on University, but rather take residential streets to get to lots or side streets. Perhaps the side streets between University and Sherburne could be looked at for improved parking conditions or metered parking rather than looking to University Ave for additional parking.
I have great sympathy for the small business owners on University. This was a problem that they foresaw and now they are feeling the threat to their livelihood. What sort of parking lot options do we have? What buildings are in line for demolition that could allow some extra managed, perhaps

even metered, new lots?
I have never struggled to find parking before, during or after light rail construction. I honestly don't know what people are up in arms about. On-street parking would be good. Paid parking ensures that there are spaces available, and I'd honestly like to see that. University also needs to be more ped/bike friendly.
I have two concerns. My first concern is that I do not want to see any parking meters on University Avenue and my second concern is that I do not want to be forced to buy a permit sticker to park in front of my house.
I hope there are public meetings before any decision is made as I believe any changes will affect our neighborhood negatively
I hope they are change meters, in addition to accepting plastic
I like the idea of having extra parking available during non rush hours.
I live here because it is central to other locations in the Twin Cities, which means that I require easy-in and easy-out via University Avenue. Parking seems to be more of a problem with commuters who take the Green Line LRT than a lane of traffic posing as competition. I do not agree that removing a lane of traffic would be a correct move to solve a parking problem. Perhaps permit parking would be better for residential streets?
I live in a building on University Avenue and there is not enough close by parking. It is a real problem.
I live very near a popular "park and ride" corner. Add three parking meters for local businesses and let the rest sort itself out. People in MSP need to adjust to big-city life. When I choose to drive to Axman, or Midway Books on Univ Ave, I can ALWAYS find someplace to park, even if it requires a block of walking. That's part of city life! Otherwise, there is a bus and a train that will take me there. If you can't put up with city life, move to a small town and stfu!!!
I look around and see very little parking issues on University Avenue. In fact, I have co-workers who reside in the suburbs who tell me "The light rail is great. You can park anywhere along University Avenue and take the rail to downtown." This tells me parking is not currently a problem.
I love to bicycle. I own three bikes. I would never, ever, ride my bicycle on University. There is way too much going on there. I used to shop a lot on University. No more.
I never have any problems parking at any of the business I visit on University Ave, but I would like to see the signals re-timed to allow pedestrians easier access across the street and bike lanes for when I want to bike to destinations on University.

I never have problems finding parking along University Avenue when I need to
I prefer that small metered parking lots be built on each block so traffic lanes can be left as is to avoid creating snags in traffic.
I really really hope any alternative analyses show the increase in car travel time if we remove car lanes. Has there been any thought given to relocating the stormwater "green trench" catch basins? That's where all the parking spots were lost to.
I regularly bike University, and if it was bike friendly, local businesses would benefit. With public transit and biking, why would you drive? More parking will be available as more people choose other transit options.
I regularly visit a number of businesses on University Ave and I don't really feel like finding free parking is very hard. There are a ton of parking lots. That said, I think between 94 and the frontage roads there are plenty of options for cars that are looking for the fastest way to get somewhere. So I'm in favor of plans that will make the street more walkable and bike friendly.
I see no reason why safety should be jeopardized in implementing any of the options. Zoning should require that new businesses and housing provide off-street parking, as well as sufficient set-back to make walking (and even biking) safer and more pleasurable.
I selected safe bicycling because I currently avoid riding my bike on University Avenue because I feel it is unsafe. Would this problem be better or worse if there were more parking on University Avenue?
I strongly disagree with this proposal. As a resident who uses University Ave almost daily, this would force me to use other options in going to restaurants, getting groceries, etc. Making parking and cutting down University to one lane is not a good choice at all.
I tend to drive along Uni ave because I don't feel safe biking or walking near the street. Too many motorists disobey traffic laws and signs making it dangerous for everyone and I feel safer in my car. I would like to see the avenue become more ped & bike friendly - that's my larger concern rather than parking.
I think a major part of the parking issues along University could be helped by a program to CLEARLY mark the places along the avenue that have off-street behind businesses and create alley-based parking areas in sections of University that don't have them now.
I think adding paid parking on University makes a lot of sense to help businesses and provide a buffer between traffic and pedestrians and bikes. I would use it occasionally.
I think it a mistake to design for lazy behavior. People might complain about it but they can readily

park a few blocks away and walk to their destination. We should take the lead and socially engineer that behavior as it inevitably will be that way in the future.

I think it poses a safety risk to cut the lanes down, rush hour, merging, and the apathetic views of pedestrians by motorists sound like a great mix! People already clog up the intersections because they 'have a green light' but traffic is backed up, which even further messes up an already chaotic situation.

I think metered parking is a terrible idea. If you are trying to encourage a park-and-ride feel for the train, having to pay for parking would be ridiculous. The point of the train (to me) is to cut down on driving from everywhere. When I use the train, I take buses to get to University Ave. We should be encouraging people to use more public transportation by making it more accessible. Although, this may not be the proper outlet, I think a bus should run down Fairview Ave. To get to any buses that can get me to University Ave from my house, I have to walk a half mile (either to Snelling or to Cleveland). There are several apartment buildings along Fairview that should have better access to get to University. As I stated before, the more convenient public transportation is, the more people will use it. I know I enjoy the benefits of paying less for getting to work or around the metro area. The more people can learn the benefits about using the bus system, the less people will be driving to work. Get money from the metro transit system, not from cars parking along University.

I think that if traffic is restricted to one lane, you will just push traffic off of University Avenue and onto residential streets in that area.

I think that paid parking on University that reduces flow of traffic on university is a categorically huge mistake as there are enough flow of traffic issues as it is. Apparently the people coming up with ideas do not ever drive these streets in rush hour, nor do they live in the area.

I think that the bicycling and walking options on University Avenue stink right now. With the light rail in place, it is important that this road be pedestrian friendly. Highway 94 is right there for cars that want to go fast, there is not reason to make University a superhighway. I think you should take out one lane and put in one lane for cars and one lane for bikes.

I think the city needs to plan parking ramps strategically placed in intervals up and down University. There are enough empty lots and businesses that this could easily be done.

I think the way it is now is best. Unless you can add more free parking along side streets of Buisnesses to increase buisness

I think this survey did not allow me enough options to express my true priorities. I believe both businesses and residents must have needs met, with some compromise perhaps. I believe U Ave should accommodate pedestrian, bicycle and vehicle traffic. I ride a bicycle in the area of U Ave often but rarely on the street itself.

I think we should consider a parking lot for each block these could be metered.
I think you need to look at section by section there is no one size fits all.
I use the Midway Shopping Center most days - it has really suffered since the University rebuild! The Shields Ave/Snelling Ave intersection is a major problem. It is in the wrong location causing major intersection snarls at both University and St. Anthony Ave intersections. These three sets of lights are not sequenced and at certain hours of the day the Shields intersection is often completely blocked and cars can neither enter nor leave Midway for several changes of light sequence. The center of Snelling should be CLOSED, eliminating left turns out of Midway to go south on Snelling (thru-traffic plus local loads). South-bound traffic should be routed out of Midway on Pascal (which carries local traffic only). Traffic movement within the Midway parking area should be by a one-way circuit, again to keep the traffic flowing and avoiding the need for pedestrians having to watch for traffic moving in more than one direction (Remember the recent death on Snelling due to multiple traffic movements). The Midway part may be beyond your control but it should be discussed with whomever has responsibility for the traffic subsystem, because it directly impacts activity on University.
I used to love biking on University, but not since the light rail has come in and taken up space.
I usually only shop along University if there's a parking lot. It is horrible for small businesses though. How can we support small businesses if we can't even find a spot nearby. It's a Catch 22 really. For those driving on University, one lane would be horrific during rush hour.
I want to see comfortable walking and nearly equal safe crossing to public transit as well as smooth, fast public transit.
I would like to see both safe walking and biking along the avenue.
I would like to see some park and ride lots for LRT trips
I would like to visit more businesses along University (both by car and by transit), but parking is a concern. I also believe that University is such a high traffic area that it is important to keep traffic moving. I would like to see parking along side streets, but I think it would be nice to have ramps/lots along the route to park and ride - similar to some of the Blue Line park and ride options near the airport and Ft. Snelling/ MOA. I don't live directly on the Green Line, but it would be nice to get to the Green Line and then hop a bus or train for the day and check out businesses between St. Paul and Mpls, and visit the U of MN for concerts or activities.
I would love to be able to bike along University Avenue. Unfortunately it is too dangerous. I end up shopping in Minneapolis in Stadium Village and Dinkytown because there are safe bike routes. When I take the train, crossing the street is very dangerous. I have to cross at least two lanes and

sometimes four lanes just to get to one side of the street. Cars rarely are looking for pedestrians.
I would love to see permit parking on our street
I would vote yes for city parking ramps if parking is a problem.
I'd love to see parking lots available next to business building, that way people can park near their destination. There are many emptied, vacant building scattered on University. Please make use of those spaces versus meter parking. The residents here cannot afford experiencing challenges of parking and having to pay to park! Thank you!
I'd much prefer that the city work on easy access to parking on side/cross streets.
If anything evaluate timing of lights for lightrail east of Snelling. It sure is slow with all of those extra stops.
If light rail is to succeed, we must move away from the "car is king" focus. Light rail should have priority thru the corridor. Cars should be of least concern on University.
If metered parking occurs each pole should also be a bike parking spot too. I also want to see ENFORCEMENT by police of the state crosswalk laws on University Avenue. Uni could be a great street, we are almost there!
If parking is allowed on University plowing and winter maintenance would be a nightmare! Please don't allow it!
if the plan for light rail access and higher density housing was not adequate to support businesses, how will restricting traffic in the area make this better? slower and inefficient transportation, whether bus or car will not help, unless so many people eventually avoid this area, and then the congestion improves. but that doesn't seem like a very good plan for businesses either.
If there were the equivalent of a park&ride lot along University, I wouldn't mind parking and taking the rail.
If traffic is calmed and the street is friendlier to all modes of transportation, I believe it can reclaim that real neighborhood feel again. It is endlessly amazing to me the variety of businesses in that area.
If University is going to be narrowed to one lane each way, I would like to see a lane turned into a dedicated bicycle lane with a median separating it from traffic to make it safer--NOT more parking.
If University were to be reduced to one lane of travel in each direction, bike lanes must be added in order to decrease the number of motorized vehicles further!

If using residential streets, it is important to have good lighting as well for safety it getting to and from your car.

If we had to put parking spaces in one of the driving lanes in either direction - they should be restricted to non rush hour times. There are many side streets that could be and are used by bicycles. They do not need to use University. If they have to use University they should be putting them on the light rail!

If you add parking to University Avenue, consider that, in addition to slowing the rate of travel in the remaining driving lane to the rate of a city bus or a bicycle occupying the full lane, you add the hazard of people attempting to parallel park on a busy street. Given how bad many drivers are at that task, you'd be adding even more traffic slow-downs. Encourage FREE sidestreet parking with time limits. Add commuter lots for light rail, if necessary. Keep two lanes of moving traffic on either side.

If you are genuinely trying to force the use of the train then limit the auto traffic and be done with it. Stop lying to the businesses and telling them that customers will be back when we all know that if you can't park you won't patronize.

If you want to test the "one lane for driving" concept, simply block off what would become the parking lane for a month in winter. You will cheaply have your answer if the plan for one driving lane is feasible.

I'm still not convinced that University Ave couldn't fit protected bike lanes in addition to on-street parking and one travel lane. The current system with 0 bike infrastructure and the occasional green "share the road" sign is pretty ridiculous - not even advanced bikers use University Ave, and it's one of the only continuous east-west streets.

In areas with parking shortage, the city could buy open lots for metered public parking instead of reducing the lanes on Univ Ave.

In my opinion, there will be increased road rage and possibly escalation up to the point of violence if University Avenue is reduced to one lane if the high traffic volume and consistent intersection blocking issues are not addressed. I have personally witnessed physical altercations between drivers who are trying to cross University Ave with those who are blocking the intersection.

In order to reduce traffic on University Avenue, high preference should be given to safe and pleasant walking conditions. With small children, walking to destinations on the Avenue simple feels dangerous - especially crossing University. I often prefer to drive for the safety of my children.

In terms of equity: people who are walking are the most vulnerable transportation system users - if we'd like for them to safely cross University and access transit and businesses we should be thinking

about them, and prioritize them. The safer walking is the more welcoming it will also become to other people and users
In this area of growing density, we need to continue the move toward prioritizing alternatives to cars. The LRT is a great first step. We need to de incentivize single-occupancy drivers.
It is very difficult to park on Feronia Ave during the day due to workers at Episcopal Homes.
It seems that both sides of the street in St. Paul are Night Plow. This is hugely problematic. Can something be done about this? Street parking on University & Raymond during the winter months is a huge headache.
It would be very nice to have metered parking and improved notification that the train is coming when trying to cross university.
It would help if there were a different street for the semi trucks, particularly those that turn to the right onto narrow streets from left lane of University ave.
It's so hard to move east/west in St. Paul as it is with Grand and Summit as two of the biggest and busiest streets being only one lane. Don't take away University, too, the only other main street in that direction that could have a somewhat normal flow of traffic.
I've never had a problem parking at University businesses. I have had an issue with heavy traffic, and reducing to one lane would make that problem an even bigger one.
Keep bicycles off University Ave! They're taking over too much street areas already! The roundabouts for bicycles are ridiculous and a waste of money!
keep bikes off of university sign to say so and that charles is the bike route only. Like truck routes
Keep business parking off residential streets. create parking lots on blocks that have vacant building
Keep two lanes to ensure accessibility. Build a few parking ramps. Do not encourage bicycle traffic on university, make a bike route on a parallel street. Removing lanes for cars will result in more traffic on I94 and further hurt business on university. Also relocate the 16 route. Wastefuk to have a street car and bus route running in tandem.
Keep two lanes. Bikes belong on Charles. It would be too dangerous. If university was 1 lane I would likely not visit businesses.
Leave it how it is please. Give my neighborhood a chance to recover first before tearing into it again.
less congestion at university and snelling would be great

Let's not turn University in to a bottleneck. Decreasing lanes on a MAJOR thoroughfare to give space for on-street parking seems to be foolish when there are so many parking lots already in the area.

Let's slow the car traffic -- especially the semis that travel on University and Turn North at Malcolm. I have been nearly killed -- twice -- as a pedestrian by these fast moving Semi Tractor Trailer combinations.

Light rail has changed the neighborhood for the worse, by orders of magnitude. We now have much heavier truck traffic 24/7 and also many more buses. The Green Line does not benefit us in any way. In 2015 we will be assessed about \$7,000 for reconstruction of Raymond. We are deeply disappointed in the end result. Raymond is no longer a liveable street due to noise and congestion. We are bike commuters but Raymond is not safe for bicycles. The Met Council never listened to our concerns and has totally lost our respect. We will be moving out of the neighborhood in the next year or two.

Light rail has effectively made that part of town undesirable to me and I'll stay far, far away from it and all businesses on it.

Light rail is almost always severely under utilized. University Avenue's second lanes, if turned into parking lanes will force traffic on to residential streets. Is this what Saint Paul wants?

Lights should be set so that light rail has priority for green lights.

Making it one lane would cause me to avoid university at all costs

Making sure that Emergency Services response times along University Ave are the fastest, safest possible.

Manage Vikings game parking

Many of the businesses along University are small businesses, especially the closer to Rice Street one gets. Parking meters may adversely affect those small businesses as many of its customers may be of lower economic ability and paying for a meter may deter those from shopping at those small businesses. Auto drivers should be strongly encouraged by difficulty of travel to switch to light rail use.

Many people feel unsafe or unwelcome parking on side streets of University Ave. Parking limited to certain hours when traffic is light could minimize disruption. It will take time for people to establish a sense of comfort visiting.

Maybe best to not treat University as the same kind of street for the entire stretch from Marion to Minneapolis!

More bars / nightclubs. Less big box. More small grocers / clothers etc. Can we get more street front stuff in the Target lot?
More parking will help companies along the light rail to gain business and stay afloat.
Much of the traffic which should be on University is now diverted to streets which were not designed for the increased traffic as University was.
My biggest concern is to maintain adequate residential parking on side streets, especially those blocks immediately off University. Businesses should also provide parking solutions for employees without expecting them to park in the neighborhoods.
My concern is all the weaving of lanes on University now. I know the street an where the lanes are but in the snow I will not know how to find them and I know that people unfamiliar with the weaving will be driving in the wrong lanes.
My other concern with parked cars along University Avenue- kids could easily dart out from around a parked car into moving traffic and people in wheelchairs will be blocked by parked cars at intersections. University is such a narrow street now. It doesn't sound safe for anyone- people exiting parked cars, kids, people with wheelchairs.
Need to create safe travel to university. I have seen Students walking from UST to the green line along cretin and it is now safe. Need to have safe sidewalks and paths
No free parking on University Avenue please
No metered parking this is St. Paul not MPLS.
no paid parking! our taxes already paid for these roads.
No parking on University during rush hour.
none. good luck with this.
Noone will want to frequent these University ave. businesses if it's even more difficult to get there, besides parking. We shop on the ave. a LOT and dont have any problems with parking at these establishments. We have more problems getting to/from our home, whether driving, biking or walking...
Not enough parking for customers which cause them to park on other business/private property parking.
Not everyone who needs parking is lazy. Need options for the mobility impaired as well!!!

<p>One traffic lane would be a disaster. What really needed is a parking facility for LRT commuters -- one near Lexington, Snelling, etc.</p>
<p>One travel lane with Bus 16 traffic and snow is asking for gridlock. Even as a transit supporter adding parking pack is not going to fix the issue. There will be parking but it will take too long to reach the parking and nearby businesses.</p>
<p>Paid parking??? Just another slap in the face to the business owners. Who will pay when you can go to a mall for free parking?</p>
<p>Parked cars create a barrier between pedestrians and the road making the pedestrian experience more pleasant. They also signal that University Ave is not primarily an arterial street. It may once have been, but the construction of the Green Line has made that decision for us. It is now a street for businesses and people rather than fairly rapid car traffic, or a reliever for the "freeway"</p>
<p>Parking do not need to return to University Ave.</p>
<p>Parking enforcement</p>
<p>Parking is currently more than sufficient, especially on side streets - issue is not availability, but public's ignorance of this fact</p>
<p>Parking is not a concern. I have lived in the Midway for almost 20 years. We know where to park. There is plenty of parking. We don't need to incumber traffic any more. We need the light rail to run faster and to have ANY sort of safe means of bicycle traffic to get to Minneapolis. St. Paul has none. Minneapolis has many options. Minneapolis has less parking and more businesses and they thrive. They have better multi-modal transportation options and are looking to expand. Saint Paul needs to catch up. We are getting left behind.</p>
<p>Parking is not a major issue if a person doesn't mind walking a few blocks.</p>
<p>Parking is not important!</p>
<p>parking isn't a problem--slow traffic and long long red lights are a problem</p>
<p>Parking meters should be enforced til late evening and be priced high enough to ensure a good amount of turnaround and minimize redundant car traffic from those searching for an open spot.</p>
<p>Parking near corners of Univ Ave on north and south streets is dangerous and obstructs cars wanting to turn. Perhaps on those north south streets at least one side of road should use more " no parking here to corner" signs right near Univ Ave.</p>
<p>Parking on one side of University with a two-way bike lane on the other side seems to be a great</p>

option. Pushing the bike lanes and parking closest to the curb should make walking along University more comfortable too.
Parking on University should be free.
Parking on university will result in more collisions, longer traffic delays, more pollution from idling cars, narrower streets in the winter resulting in more dangerous roads, increased traffic for neighborhoods resulting in lower property values. This is a terrible idea, plain and simple. If businesses want to be on university they either need to build their own parking or build multi-use buildings where residents can walk to their stores.
Parking on university would make it a much safer street.
Parking ramps are needed.
Parking should absolutely be paid - stop subsidizing car drivers with free parking. Even better if the pricing can be both high and variable depending on time of day.
Parking should be priced in a dynamic market driven way to ensure that only the people who absolutely need to bring cars to University Avenue will do so. We need to be discouraging unnecessary car trips.
Parking was an issue before light rail now
Parking would be more important than traffic speed, but pedestrian safety should be highest.
Parking would be very nice for Univ Ave, and would be an added buffer to pedestrians on the sidewalk. Please strongly consider fitting bike infrastructure in this corridor. I bike regularly and it is very unpleasant in the skinny lanes. Even a skinny, 4-5 foot wide bike lane could fit between a parking lane and regular lane.
Pascal is too busy already! I wish another round about would be build by our house. I fear for my little kids. There are people pulling over and just loitering in front of our house already. I don't like that and wish it was more neighborly. Tow trucks also drop off random cars in front of our house and I rather dislike that as well. I wish there was LESS business traffic by our house and in our neighborhood!
People need to adjust to inner city living, which involves more mass transit and less personal transportation.
People need to stop complaining that they have to park a block away and walk. Get over it! You live in a city!
Permits would be oppressive to our house guests.

Please - at the very least - no parking during rush hour. However, you should allow overnight parking for residents.

Please address public safety / EMS-police-fire access to disabled vehicles, injured pedestrians, crime scenes, etc. when making your decision.

Please consider concerns of renters equally with those of property owners. We all call this neighborhood home.

Please consider congestion at major intersections such as Snelling and Lexington when considering reducing traffic lanes. There are already times when traffic backs up significantly, even in non-rush hour times.

Please do not change the current plan, the current traffic is fine. NO change!

PLEASE do not reduce the number of driving lanes on University, it's bad enough as it is now.

Please don't do this. It would be a massive mistake and we'd just change it back. I empathize with the businesses that complain about the loss of parking, but let's get smart about that. On Grand and Victoria, parking was an issue. But they didn't say, you know what we should do, let's cut out the middle turn lane on Grand and make this traffic so impassable that cars will line up for miles. No, they built a parking ramp. When the light rail proposal was passed on University, the district councils and the city conducted traffic studies. Those traffic studies determined that reducing University to a single lane in either direction would be crippling. Even if the businesses think this will help them, it won't. Traffic will be so bad that people will just avoid University entirely. I, for one, would strongly consider moving if this happened. Don't do it!

Please keep two lanes of traffic in both directions. Buses already block one lane when they stop. The bus along with many other issues would make university dreadful and stop me from going near it so support any of the businesses.

Please keep Univ Av as a major transit option--not a storage setting for parked cars.

Please monitor traffic from 3-7 and realise reducing lanes is not the answer!!

Please put the most effort and improvement into making University Ave. safe and comfortable for pedestrians and bicyclists. I'm a businesses owner of the University corridor, and I've intentionally created parking for bikes at the expense of cars with great results.

Please refer to my answer to question 17.

Please remember that winters with high snow falls narrow existing roads, including University Ave. Univ Ave needs to have 2 lanes.

Please stop discriminating against cars. Mass transit isn't feasible using light rail - there's nowhere to PARK your car and I live too far to walk and the bus is way inconvenient.

Plowed snow will most likely interfere with parking spaces after a storm, so if created they will be rendered useless for some time during the winter. The loss of room for cyclists would far exceed any advantage gained by businesses having customer parking, which in most cases can be addressed in the rear of businesses.

Police on bike from 6pm to 9pm.

Poor driving, aggressive driving all along University.

Prior Ave at University Ave is unmarked and causes confusion between traffic turning left onto University Ave (from North and Southbound Prior) and traffic continuing on Prior Ave. Is there one lane or two? Should I wait in the left lane or the right "lane", if I want to continue on Prior? If I wait in the left, it allows traffic to turn right onto University. If I wait in the right, I'm guaranteed to be able to cross without being blocked by cars going around left-turning traffic. Add to this the impatience of truck-driving types heading into and out of Menards, and it is really an unpredictable and dangerous driving experience. I can't imagine being a pedestrian or cyclist at this intersection.

Prospect Park, near University has incurred increased residential parking issues post LRT. The LRT is a fabulous addition which should be encouraged over parking.

Provide at NO COST 24 hr parking permits to residents that live on the residential streets that can prove residency on that street. Others pay for permits limited hours from 9am to 4pm. Enforce the parking permits.

Providing parking spots for businesses on University will not ease congested residential parking. That problem is due to transit riders using residential streets as a "park and ride" lot, not from business visitors.

Reducing to one driving lane s a terrible idea.

Reducing University down to one lane would reduce accidents, opportunity for reckless driving and would create safer interactions for pedestrians and cyclists, PARTICULARLY IF THERE IS A PROTECTED BIKE LANE.

Reducing University to one travel lane in each direction would kill University traffic and further impact University Ave business.

remove the barrier on Lexington Ave to allow cars to cross Charles ave. I support the bike lane but, do NOT support the closing of the Lexington / Charles intersection. Additionally, this parking issue should have been thought about before the light rail went in. Parking meters are Not needed on

University ave. The train has been operating for less then 6 months, let the dust settle before even thinking about making changes (and spending tax payers money)
Residential street parking in my neighborhood is now crowded with people from elsewhere leaving their cars so they can take Green Line. Makes my parking and parking for my visitors a problem.
Residential streets north of University and South of Minnehaha have become a complete mess due to the choices made surrounding Light Rail Transit. It broke the neighborhood.
Safe biking is the most important concern.
Safety and comfort for pedestrians and bikers should be prioritized over convenience for cars because of what is at stake. Pedestrians and bikers are more susceptible to the elements and feel more viscerally the "lack" of amenities than people protected in their vehicles. I would simply add that there should appropriate handicap parking for people who are physically unable to walk far or bike.
Saint Paul, should learn the old Minnesotan motto: "If it's not broke. DON'T FIX IT." Saint Paul should also learn, that when a thief tosses large amounts of money at you, you should ignore it since there will be terrible strings attached.
See above about frustrations, road rage, and one lane during non-rush hour times.
Shuang-Hur does not have enough parking spaces for when it is super busy on weekends, and University eastbound just before Dale Street does get clogged up. Perhaps a municipal parking ramp at this intersection could help relieve weekend grocery shopping traffic, and also serve as a Park & Ride for workday communers.
since there is not width enough of the avenue , it could & should be converted one way , perhaps up to half of he conflict could be dissipated with this strategy , the other way could go on Charles , Territorial Road , 4th Street , Minneapolis has done part of this job already , st paul has been late , very late & making mega micro urban planing & transportation strogles , it is egocentric the proposal to add car parking to this avenue , is self centered in the automobile model , i do not discriminate , but put the dam car on parking ramps , facilities & charge car user a fee , period . making the avenue one way is one of the best ways of dealing with this problem
Small parking lots every couple blocks would benefit local businesses and light rail riders.
Some businesses have dedicated parking that is under-used while other businesses have no dedicated parking. having on-street parking is convenient, but they need meters to keep people from parking there all the time. Changing dedicated parking lots to shared parking might help too.
Speed up LRT. In the future, move store fronts to University Avenue, do not let the big box retailers

<p>have a huge parking lot in front of the stores - move them closer to I-94.</p>
<p>Streets surrounding the 'parking lot' that Marshall Avenue has become are a nightmare. Beware of easy answers. If you squeeze traffic off a major thoroughfare it must go somewhere, as cars do not just disappear. That traffic will speed down residential streets instead.</p>
<p>thank you for asking for community/neighborhood input.</p>
<p>thanks for asking. not having to worry about parking would make me more likely to choose Univ ave businesses.</p>
<p>That stupid light rail line screwed up traffic. You bastards lied and said it would reduce congestion!</p>
<p>The absolute highest priority (in my opinion) for any neighborhood development project is to make sure the people on foot feel safe and comfortable. Owning a car is a privilege as is have city infrastructure to support lots of vehicles. I'd encourage the city NOT design University to cater to a privileged demographic. As a car owner I would encourage the city to make city-planning decisions based on the needs of lesser privileged folks even if it means that I'll be inconvenienced later on by my having the privilege of owning a car.</p>
<p>the city just spent money on converting charles ave to a bike, do we really need another one on university ave.</p>
<p>The city of Saint Paul should be working to make it easier for people to use the light rail and other mass transit options as a means to get people to businesses on University Avenue.</p>
<p>The Goodwill development at Griggs and University stands as an example of why the absence of on-street parking will lessen the chances for successful transit oriented redevelopment along the avenue. The majority of frontage for that parcel was given to a 50 car surface parking lot, more than for the building itself. If on-street parking had been allowed, some 20 spaces would have been present, leaving more land for productive uses.</p>
<p>The light rail should have priority at lights and intersections. All other vehicles should yield to the light rail. I am discouraged when I see a bus traveling along university faster than the train.</p>
<p>The limited means to turn and access side streets and the backed up traffic are the major reasons drivers shy away from University Avenue. We told you this would occur, you didn't listen, now deal with it!!</p>
<p>the LRT retrofit on University ave was poorly designed, and known issues should have been addressed during construction were not. the proposal for removing 1 lane from both East and West will make University avenue even worse and more dangerous, this winter will prove this out. dedicate a North side street to University (possible Thomas) as the ALT bike route. This will assist in</p>

keeping the cyclists safe and off of University.

the money used to develop this survey should have been donated to the charitable organization "Snow and Ice Relief Fund-Save The Roads!"

The most important thing is to make sure that people who live near University Ave never have problems finding parking near their homes; second to that is business accessibility.

The planners of the Green Line failed miserably by not putting in designated open, scattered surface parking lots; perhaps similar to Park & Ride lots that exist in the suburbs, although not as large as most of those lots. It would have been ideal if there was a free surface lot every 2nd or 3rd block. I think that would attract more rail riders and they would probably even pay to use the train. Walking several blocks to a bus (that may or may not be on time) then taking it to the train (that may or may not be on time) is inconvenient, inefficient, time-consuming and will be downright cold in November, December, January, February and possibly March. I don't believe anyone should have to pay for street parking on University Ave. unless metered parking was already in place prior to the light rail construction. Businesses and drivers have already been inconvenienced enough with the construction of the Green Line. Furthermore, recent assessments to those affected property owners along the line is just another fine example of the government shoving their near-sighted agenda down the throats of those left to pay for their idiocy. Those costs should have been added into the entire cost of the project and spread out amongst all taxpayers. What's another 2.2 million on top of a billion tax dollars anyway?

The regular parking office for University between Prior and Fairview has been targeting meters in front of Keystone Food Shelf for weeks now. Food shelf management and others have complained to SP police but no improvement, or dialogue.

The residential area is not well lit at night and residents are not comfortable walking long distances at night when they cannot find a parking space if they are returning home after working late or going to church or a event example the Ordway, upon return home you may have to walk a long distance, the parking availability is unpredictable. A special provision should be made in these circumstances to give a special parking permit to residents to ease the congestion these will also give the residents a sense of safety in their own neighborhood.

The safest bike lane space is between the parking lane and the sidewalk. If there is no parking, then a buffer space between the motor vehicle traffic lane and the bike lane or cycle-track. A cycle track lane should be grade separated slightly from the motor vehicle traffic lane and the sidewalk.

The shortage of one lane will cause higher traffic due to buses, cars merging into one lane and bicyclists. It becomes too chaotic and will be very unfamiliar to people who don't travel often or to elders who drive and will increase the chances of accidents occurring on University thus holding traffic back even further.

The street must feel comfortable for walking. That should be the #1 priority and having parking on the street will help with that.

The survey is hardly neutral and is skewed toward favoring one traffic lane on univ ave.

The traffic was very congested even before LIGHT RAIL but now its taking close to a half hour from Rice to Snelling Avenues

There already is heavy traffic on University Avenue. It is absurd to think that adding parking and biking would make the area better. If University is changed to one lane with parking and/or bike options I will do the complete opposite and avoid the area. Emergency vehicles and the ability to get to injured and hurt parties is more important than adding parking and bike lanes. What if it was your mother who needed assistance?

There are a number of defunct spaces along the University corridor. Turn these into parking spaces instead of taking driving and biking lanes from the road. Putting commuters, cyclists, and busses all in the same lane would be a huge mistake, and a dangerous one at that.

There are already nearby streets with designated bicycle lanes.

There are areas of University with under-utilized alley parking, and empty lots that can be used for parking without disrupting the streetscape. Make University more walkable, comfortable, and safe, and people will be more likely to park a block away from their destination.

There are huge expanses of empty space still along University Avenue. Some of those expanses could be turned in to parking garages.

There are many on-street parking spaces along University that are not used. It's not a problem yet.

There are many people turning right at intersections along university. Even with two lanes, there is a lot of congestion. University at Fairview going east is always problematic. Changing that to one lane with a right turn lane would be a nightmare. I would not drive that route. My business would actually be taken away from University Avenue, even with the added parking.

There has been talk about giving light rail trains the green light advantage and this was also discussed prior to implementation. It seemed like they pushed this project through and are now working out the details on the parking and stoplight issues that should have been considered more comprehensively as they all impact each other and ultimately the businesses and residents along the Avenue.

There is currently more than enough parking around University. If more is needed when increased development happens, then underground spaces could be built or some combo of private municipal lots. The light rail can bring people from lots to businesses if need be. On street parking

seems to be pretty regressive in terms of solving an issue without a problem at this stage.
There is no incentive for folks to take the light rail when they can travel along University Ave and get to wherever they are going faster than the light rail, because two lanes of traffic flow in both directions. As a biker, I don't feel safe biking along University because there is no extra space for bikes due to the car lanes.
there is no longer enough geographic area to allow parking, this was caused by the light rail, the solution lies with the light rail.
There is plenty of FREE parking in parking lots throughout the corridor. Not one business is going to complain if you parked at Wal-Mart and walked to Hoa Bien or vice-versa, unless specifically marked (which many are not). Or if you parked at the Hmong Market on Chatsworth and walked to SA across the street. There is no need to further congest University Ave by reducing it by two lanes to accommodate parking. There is plenty of parking within 1 block of ANY business on University. I think this main issue is due to the fear many people have of the neighborhoods University passes through. People don't want have to park on Farrington and walk a block to University. Those people would rather be able to pay and park in front of their business destination, eat their pho and get right back into their cars and not have to "worry" about their walk back to their car. I think that is the biggest reason for this push, which, in my opinion is sad.
there isn't any parking for people that live in adjacent neighborhoods who want to use the light rail to go to a game
There isn't enough parking near ANY Green Line station. You have to consider how people GET to the LRT. I am lucky to be in walking distance of the West Bank station, but I have heard many people say they'd take it to work if they had a place to park their car.
there should be more shared parking among businesses on the avenue
There should be parking lot consolidation along the corridor to make more land available for development. Parking meters should exist in more places on University Avenue itself, and at least some off-street lots should have paid parking.
There usually are adequate spots in designated lots and/or adjacent street parking
There will never be enough parking for everyone. Peoples expectation for immediate access drives this conversation. It becomes unrealistic
This is a problem that was foreseen by residents and business and was ignored. Why are you just realizing that there's a parking problem on University because of the light rail?!! Why are there still so many buses? Biking isn't safe in any scenario and in the single traffic lane plan would interfere with traffic even more, unless a bike lane is put in (is there room?). I don't want off-University on-

street parking compromised either, and I don't want more traffic on my street because University is too congested. I'm angry that this issue was ignored and the city planners went ahead with the transit line despite the residents and business owners concerns! There really doesn't seem to be a good solution for business owners who want parking for their businesses and the residents who live around the area. Perhaps the long-term plan was that many go out of business to make room for hi-density multi-use developments that would include off-street parking. That seems to be the only solution.

This project seems to be an additional revenue item for the City of St. Paul. Aren't the property taxes and right of way assessments enough money for the coffers? Changing parking to use business that previously had parking until the green line appeared, are the ones being hurt. Again, where was the planning.

This should have been debated and resolved before the light rail went in. maybe if you would have listened to the business owners along the avenue, you would have had a solution before it was built. seems like you're trying to find a solution a little too late...these businesses have been through a lot and now when they are starting to close down because of parking issues, you start to look at it. how can you expect new businesses to come in or these businesses to expand if their customers have no place to park. i would not patronize a business if I have to search for a parking spot...not worth it!

This should have been debated before the green line was approved; more street parking might work on weekends or non-rush hour weekdays but how much gas do you want to be wasted while people idle in congested traffic because there's only one lane?

This thought comes from people as usual who don't live near University or need to drive on University or you would know one lane both ways is not acceptable or workable.

This whole thing is a lying, dishonest attempt to push your desired outcome, which is to steal our second lane of University Ave. That parking didn't disappear by itself - YOU TOOK IT while you were busy screwing up the LRT. Now you're trying to twist that into an excuse to take our traffic lane - NO WAY! You're just going to have to come up with the money to pay for the snow removal after you screwed up the LRT so badly - yes, your real ulterior motive is blindingly obvious here. BUT YOU BROUGHT IT ON YOURSELF. NOW YOU DEAL WITH THE CONSEQUENCES, and you don't get to mess with the two traffic lanes each way on University Ave.

Too bad the light rail is so poorly designed -- that is doesn't have the HIGHEST priority to move FIRST among other vehicles along University Avenue. Who picked this location??????

Too bad you didn't put the light rail along 94 instead. It seems no one thought ahead to all these other problems.

Traffic is bad enough. Don't harm the community even more by reducing traffic even further.

Train traffic should be the only mode concerned with speed. LRT should be capable of switching traffic lights to time with their arrivals at intersections to let them decrease travel time between the downtowns.

Travel time is the main issue I hear from everyone I know regarding University Ave, that is what needs to be worked on, not paid parking spaces.

Treat University Ave like the city neighborhood it is. Use some of the available land parcels to build a few parking lots or ramps (like they did on Grand Ave and Victoria St in St Paul). Make them open to the public, and charge a parking fee to recoup the costs over time.

Two side residential parking on side streets that still cross University impairs the increased flow of traffic.

University Ave is a MAJOR thoroughfare and by making that a one line will make people not want to drive on it. Not to mention that those of us that live in the area and use it on a daily basis will be very frustrated by the amount of time that will be added to get around. Imagine how congested it would be during fair time. I understand the need for parking that is why parking lots or ramps should be spread up and down University instead of street parking. Just makes more sense than on street parking.

University Ave is between 1/4 and 1/2 mile of a major through road (94) that should take cars/trucks the majority of their trip (wherever they are going to or coming from). 20mph design speeds, parking cars, crossing pedestrians, etc are all components of high quality urban environments that prioritize pedestrians over thru-movement of cars. It would be nice to squeeze in some bicycle facility on University, but not necessary.

University ave should have a bike lane its entire length. Currently, they can use traffic lanes. (but I would think that would be pretty risky behavior). So many bicyclists are using the sidewalks which is making it unsafe for pedestrians.

University Ave. needs more parking space for commercial businesses, but I don't think it is necessary for it to be metered.

University Avenue is too busy to only have 1 lane of traffic. It would actually take business away from the businesses if there were only 1 lane of traffic because people wouldn't want to deal with the traffic to get to those businesses on University

University Avenue will evolve. The kind of uses and businesses that are there today will change. The question is really what kind of businesses and other uses do we want to encourage via parking policy. Change is already happening as property values rise. Transportation is a catalyst for development. Perhaps we should consider parking lots on each block as properties become

available.
University is already pretty congested, and adding parking would just create more of a hassle for commuting
University is ripe for development of all types and could be a major haven for carb fueled transit over fossil-fueled transit. Please please invest in the planning measures and policies that will make the Central Corridor great for generations to come!
University needs to provide access for bicycling in the area between Aldine and Vandalia, there are no good alternative routes.
University should remain 2 lanes each way for the length of the avenue. We were promised that when the light rail took up the parking lane. Travel would be a nightmare with only one lane each way, too many trucks use this avenue.
Utilize all of the abandoned and empty lots around University for extra parking, Keep the fastest possible travel time for cars, buses and delivery vehicles on University. I feel the light rail should have been built above ground on University for more room & faster travel time. That way it wouldn't have to stop at the lights and could go faster than 40mph. Just my opinion.
victoria/univ...NE corner..assinine to have two parking spots, so near train station and usually used by brownstone employees....with snow plow furrows it narrows the street . at least meter those two spots with 2hr max or eliminate parking there...They can park in lot on sherburne/victoria like everyone else...also whats to stop a rail rider from parking there while they commute downtown? Stupid to permit parking so near Univ but stupid is as stupid does.
Walking northbound on Dale and crossing University Avenue, the sight lines are not good, especially for northbound vehicles turning west onto University--they can't/don't see pedestrians well until they're almost on them. I don't know what could be done to change/remove some of the things that block the view, but it is a very pedestrian-unfriendly place to walk and I've seen and experienced close calls. I expect it is similar in other high-volume University Ave. intersections. (I didn't experience this same problem before light rail was put in.)
We already have parking issues in Prospect Park because of all of the people who park here from elsewhere and then walk to University Ave for work or leisure, to get the bus or light rail.
We already have too much parking and in congested areas, parking should come at a cost to deter adding additional vehicles and creating less safe, less pleasant bike/ped experiences on the corridor. If businesses/customers want parking, make them pay for it.
We also need designated parking lots to park our cars to catch the train. Buses are too infrequent on Lexington.

We as residents already have problems with parking spaces due to rentals, apts, & neighbors who have more than one car, we don't need any more problems.

we could have had 5000 leather lined, gold plated, electric buses for the cost of this debacle. Buses have steering wheels and brake pedals. They can alter their routes. They have drivers who are aware of what the passengers are doing and can actually get passengers to pay for the ride. The buses were made in America. Buses never kill pedestrians. How much are the lives of those killed by the train worth? We eliminated essentially all on street parking for no increase in carrying capacity and a loss of speed. I guarantee that moving the much, much greater mass of the train takes more energy than moving a bus down the street. There is no measure of transit effectiveness that shows improvement. All with the loss of ALL parking. Cut our HUGE losses and tear out the tracks. Quit selling buses short.

We could have had an extra lane all around the metro on 494 & 694, but no..

We had to deal with construction; enough already. Cannot fathom that meter parking will make or break a business. meter parking will make for tougher driving travel time and risk of accidents. LEAVE AS IS.

We have an issue with business customers and commuters who, when parking on residential streets, obstruct driveways. It's especially a problem in winter months when snow piles narrow the useable width of the street. People who park on residential streets need to be educated on parking regulations and offending parked cars need to be tagged and towed - Educate and enforce. Too many people are too often obstructing residential driveways. When asked or confronted, parkers are unaware of the 9 foot clear rule - 4 foot radius of driveway plus 5 feet.

We have been subsidizing cars and car travel with free or cheap parking. As we move to greater density, we need to subsidize transit and safe walking and biking. The car is not going away, but we need to focus urban investment in more than personal automobile transportation options.

We need a parking ramp and/or a park and ride.

We owe it to the businesses who toughed it out during construction of the Green Line to make their businesses accessible again to the public traveling in cars.

We should be concentrating on making university avenue safe and pleasant for walking and shopping, not faster to drive on.

We've made a huge investment in transit on University Avenue. There's a freeway blocks away that's dedicated to cars traveling through that corridor without making stops. Let's make University a great place to be and make it easy to stop at the many great businesses along the corridor. That means calming traffic and making it a better place to walk and bike. And if street parking helps

accomplish this, I'm all for it!
What about alleys? City should plow so we can have safe parking in alleys and less people that need to use street parking
What about bike lanes??
What about putting up a handful of parking ramps along the Stretch of the Light Rail line?
What about south or north side parking depending on time of day? le one side of university has parking, one side doesn't. Do some traffic studies to determine direction of most car travel. The other side gets parking.
What will they do in the winter when it snows 12' to 24' inches of snow? There is no place to plow the snow. Do you really think they will hire a couple dozen more people (plus more equipment) to remove all of the snow when this happens, and it will. This is Minnesota!
When I shope on the avenue I either drive, ligt rail or walk. I have no issue with parking most lots are close or a block away,
while we were concerned about commuter parking on residential streets near stations, we have not yet seen problems from that
Who would have known that you can't put a tram in the middle of a main city street. Take away parking, then tax the piss out of the businesses. Great!!!!
why didn't you go underground when you made the light rail system ?
Why is bus still running when train is going? Thank you for adding north south bus service, like on lexington ave. Worried about reroute during snelling ave construction next year, where will all the cars go? should have safe bike parking spots at light rail stations, people could bike there instead of parking on side streets and walking to the station. the bells at the rail stations are really obnoxious, find a way to make a bit more pleasant and make sure they ring for the minimal of time, plus, fix immediately when they get stuck in the "on" mode and ring incessantly. thanks for this survey!
Why wasn't there more thought on this issue before the light rail was put in. Now you want to rework the sidewalks and waste more money which the city doesn't have.
With all the cross street being close off due to the light rail getting around is already difficult enough. We do not need University Ave to go down to one lane each way. All this is going to do is cause more backup on the road during rush hours and weekend.
With all the vacant parking lots and buildings along University, can't you utilize that space for people to park and go to local businesses?

Work should be put into building a safe place where people don't feel intimidated and afraid to utilize public transportation.

Would like to see parking permit only on residential streets in the neighborhood.

would like to see "park and ride" on university so more people would take the green line.

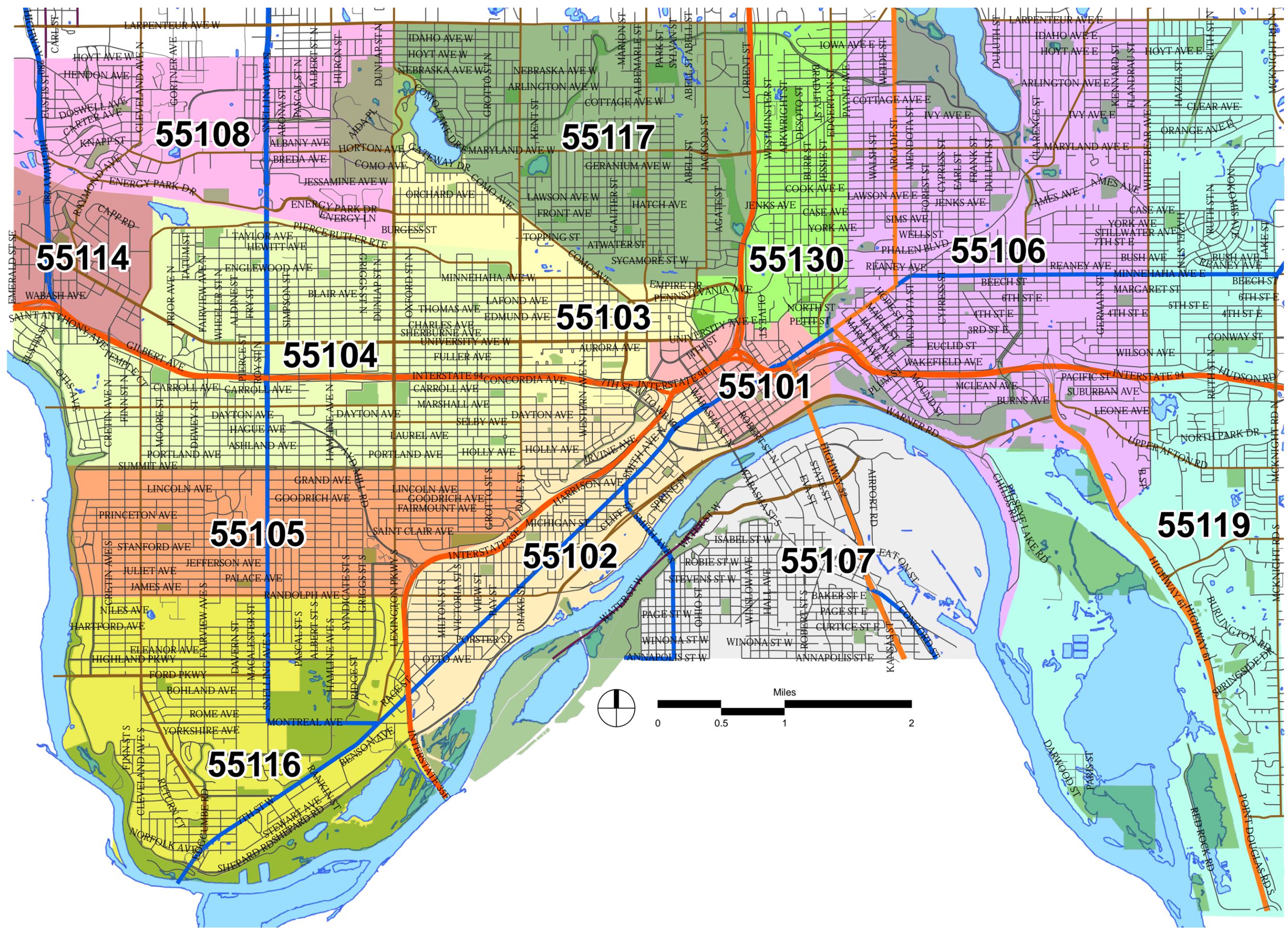
Would mainly like to see parking restored to provide buffer for pedestrians and to provide parking for small business customers.

You need to better protect resident street parking. When the Turf Club has a show - I can't park on my street. We were told the city would be changing parking restriction on our block during the planning phase of the Green Line at a meeting held with residents at Central Baptist Church. No changes were made. On game days as have cars on our block using it for parking. Yet as a resident I'm expected to pay \$45 to be able to park my 2 cars and have one guest permit each year - plus pay the right of way taxes. Yet on Gopher and Viking game days - or when the Turf Club has a show - I can't park on my block.

You'd be insane to try to bike Univeristy - Charles is a joke for an alternative should have been Thomas which is wider and goes past Snelling

You're already taxing people for stupid assessments due to light rail that isn't fair, now you want paid parking? City is nuts to even think about that option. Shame on you!

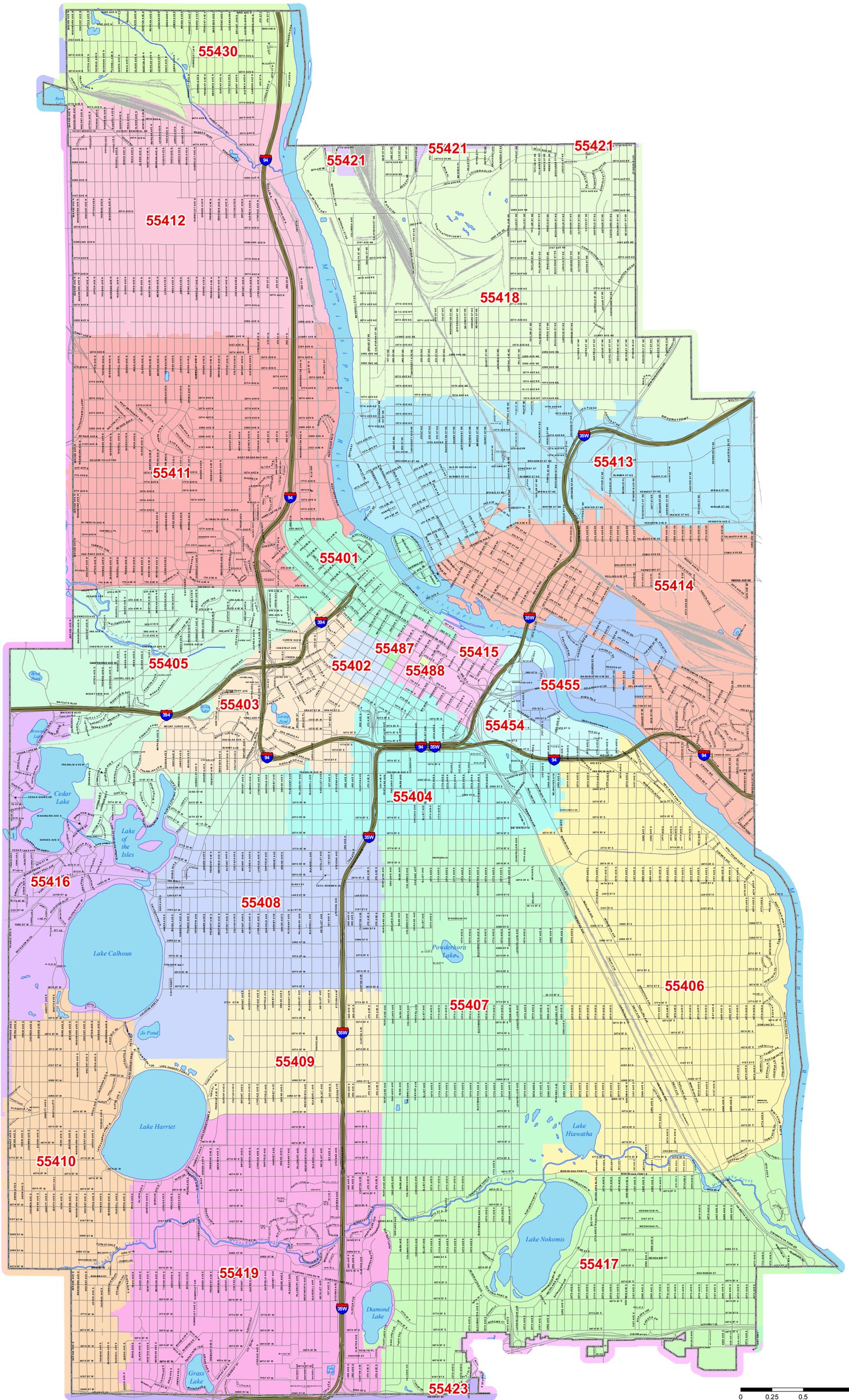
## Appendix D: Zip Code Area Maps



POSTAL  
ZIP CODES

Date Created: 01/26/2009

ZIP



# City of Minneapolis

## Parcel-Based ZIP Codes

Created July 3, 2008



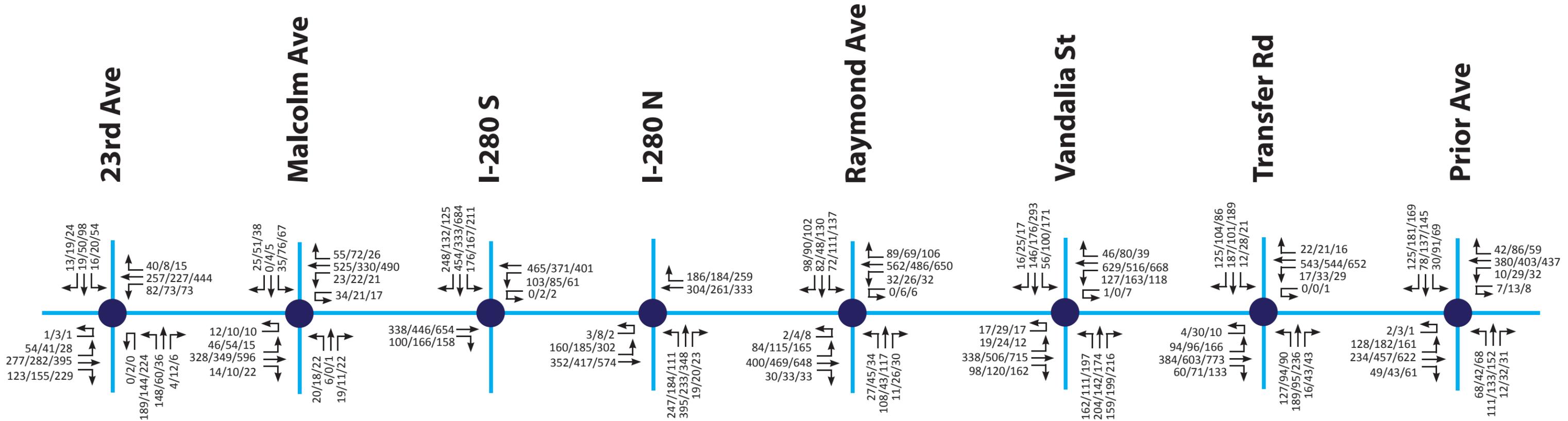
# **APPENDIX A**

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2014 Traffic Volume Data Collection



# University Avenue 2014 Existing Traffic Volumes



\*Not to scale

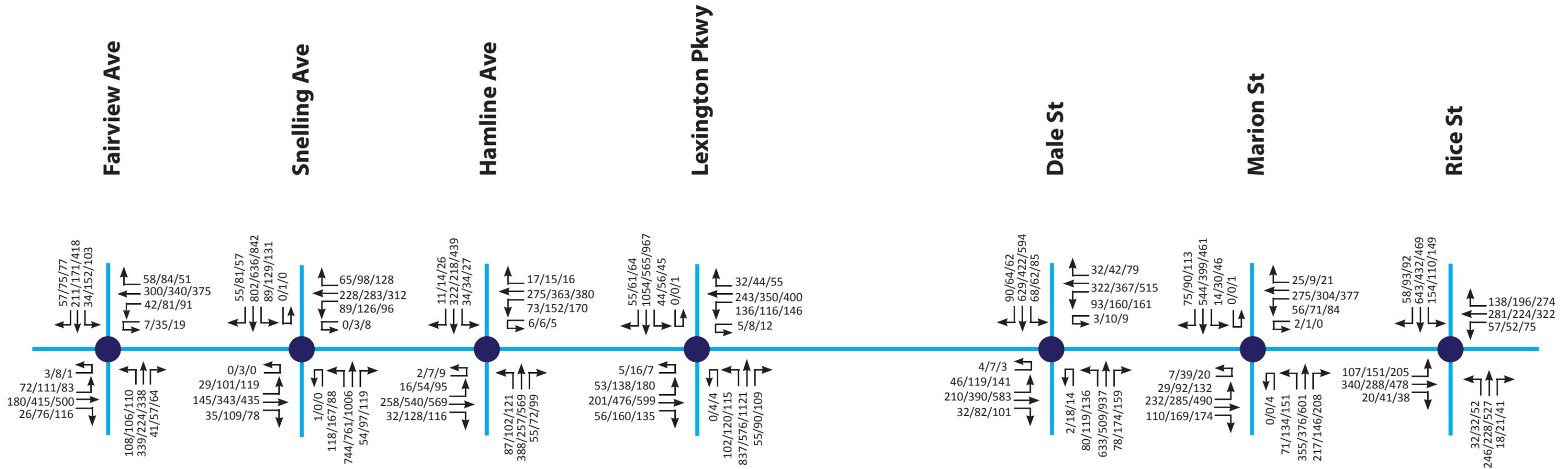
xx/xx/xx = AM/Mid-day/PM  
peak hour volumes

= Study Intersection

# University Avenue 2014 Existing Traffic Volumes



North



\*Not to scale

xx/xx/xx = AM/Mid-day/PM  
 peak hour volumes  
 = Study Intersection



<b>LOCATION:</b> University Ave <b>SPECIFIC LOCATION:</b> 200 ft from Hampden Ave <b>CITY/STATE:</b> St. Paul, MN						<b>QC JOB #:</b> 12786846 <b>DIRECTION:</b> EB/WB <b>DATE:</b> Oct 07 2014 - Oct 08 2014				
Start Time	Mon 07-Oct-14	Tue 08-Oct-14	Wed 08-Oct-14	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		46	54			50			50	
12:15 AM		18	24			21			21	
12:30 AM		31	34			33			33	
12:45 AM		20	19			20			20	
1:00 AM		20	15			18			18	
1:15 AM		12	18			15			15	
1:30 AM		19	16			18			18	
1:45 AM		18	16			17			17	
2:00 AM		17	13			15			15	
2:15 AM		10	18			14			14	
2:30 AM		7	13			10			10	
2:45 AM		12	6			9			9	
3:00 AM		13	9			11			11	
3:15 AM		6	10			8			8	
3:30 AM		18	12			15			15	
3:45 AM		10	13			12			12	
4:00 AM		21	17			19			19	
4:15 AM		15	24			20			20	
4:30 AM		27	23			25			25	
4:45 AM		22	25			24			24	
5:00 AM		34	39			37			37	
5:15 AM		53	58			56			56	
5:30 AM		81	72			77			77	
5:45 AM		76	95			86			86	
<b>Day Total</b>										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

<b>LOCATION:</b> University Ave <b>SPECIFIC LOCATION:</b> 200 ft from Hampden Ave <b>CITY/STATE:</b> St. Paul, MN						<b>QC JOB #:</b> 12786846 <b>DIRECTION:</b> EB/WB <b>DATE:</b> Oct 07 2014 - Oct 08 2014				
Start Time	Mon 07-Oct-14	Tue 08-Oct-14	Wed 08-Oct-14	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		105	96			101			101	
6:15 AM		116	118			117			117	
6:30 AM		181	201			191			191	
6:45 AM		186	191			189			189	
7:00 AM		226	224			225			225	
7:15 AM		223	232			228			228	
7:30 AM		261	314			288			288	
7:45 AM		294	322			308			308	
8:00 AM		296	325			311			311	
8:15 AM		285	349			317			317	
8:30 AM		297	332			315			315	
8:45 AM		286	302			294			294	
9:00 AM		263	332			298			298	
9:15 AM		233	341			287			287	
9:30 AM		277	284			281			281	
9:45 AM		267	296			282			282	
10:00 AM		241	259			250			250	
10:15 AM		232	252			242			242	
10:30 AM		259	257			258			258	
10:45 AM		211	305			258			258	
11:00 AM		281	267			274			274	
11:15 AM		252	309			281			281	
11:30 AM		307	316			312			312	
11:45 AM		289	352			321			321	
<b>Day Total</b>										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

<b>LOCATION:</b> University Ave <b>SPECIFIC LOCATION:</b> 200 ft from Hampden Ave <b>CITY/STATE:</b> St. Paul, MN						<b>QC JOB #:</b> 12786846 <b>DIRECTION:</b> EB/WB <b>DATE:</b> Oct 07 2014 - Oct 08 2014				
Start Time	Mon 07-Oct-14	Tue 08-Oct-14	Wed 08-Oct-14	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		299	351			325			325	
12:15 PM		306	348			327			327	
12:30 PM		302	339			321			321	
12:45 PM		309	313			311			311	
1:00 PM		288	340			314			314	
1:15 PM		286	324			305			305	
1:30 PM		294	312			303			303	
1:45 PM		300	280			290			290	
2:00 PM		308	328			318			318	
2:15 PM		309	313			311			311	
2:30 PM		273	297			285			285	
2:45 PM		310	332			321			321	
3:00 PM		285	335			310			310	
3:15 PM		297	356			327			327	
3:30 PM		314	380			347			347	
3:45 PM		375	358			367			367	
4:00 PM		321	372			347			347	
4:15 PM		364	<b>425</b>			395			395	
4:30 PM		385	411			398			398	
4:45 PM		365	355			360			360	
5:00 PM		401	361			381			381	
5:15 PM		<b>404</b>	410			<b>407</b>			<b>407</b>	
5:30 PM		348	350			349			349	
5:45 PM		350	401			376			376	
<b>Day Total</b>										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

<b>LOCATION:</b> University Ave <b>SPECIFIC LOCATION:</b> 200 ft from Hampden Ave <b>CITY/STATE:</b> St. Paul, MN						<b>QC JOB #:</b> 12786846 <b>DIRECTION:</b> EB/WB <b>DATE:</b> Oct 07 2014 - Oct 08 2014				
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		268	377			323			323	
6:15 PM		238	312			275			275	
6:30 PM		240	295			268			268	
6:45 PM		196	243			220			220	
7:00 PM		191	216			204			204	
7:15 PM		155	180			168			168	
7:30 PM		181	164			173			173	
7:45 PM		132	169			151			151	
8:00 PM		145	162			154			154	
8:15 PM		140	141			141			141	
8:30 PM		140	126			133			133	
8:45 PM		137	144			141			141	
9:00 PM		134	143			139			139	
9:15 PM		122	139			131			131	
9:30 PM		117	106			112			112	
9:45 PM		87	116			102			102	
10:00 PM		88	78			83			83	
10:15 PM		73	52			63			63	
10:30 PM		63	77			70			70	
10:45 PM		57	63			60			60	
11:00 PM		32	51			42			42	
11:15 PM		43	46			45			45	
11:30 PM		42	46			44			44	
11:45 PM		43	43			43			43	
<b>Day Total</b>		17331	19099			18238			18238	
% Weekday Average		95.0%	104.7%							
% Week Average		95.0%	104.7%			100.0%				
AM Peak Volume		11:30 AM 307	11:45 AM 352			11:45 AM 321			11:45 AM 321	
PM Peak Volume		5:15 PM 404	4:15 PM 425			5:15 PM 407			5:15 PM 407	
<i>Comments:</i>										



<b>LOCATION:</b> University Ave <b>SPECIFIC LOCATION:</b> 200 ft from Syndicate St <b>CITY/STATE:</b> St. Paul, MN						<b>QC JOB #:</b> 12786847 <b>DIRECTION:</b> EB/WB <b>DATE:</b> Oct 07 2014 - Oct 08 2014				
Start Time	Mon 07-Oct-14	Tue 08-Oct-14	Wed 08-Oct-14	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		44	37			41			41	
12:15 AM		22	29			26			26	
12:30 AM		35	23			29			29	
12:45 AM		31	31			31			31	
1:00 AM		31	25			28			28	
1:15 AM		20	20			20			20	
1:30 AM		15	15			15			15	
1:45 AM		7	19			13			13	
2:00 AM		16	24			20			20	
2:15 AM		18	16			17			17	
2:30 AM		16	9			13			13	
2:45 AM		15	8			12			12	
3:00 AM		9	7			8			8	
3:15 AM		8	5			7			7	
3:30 AM		5	12			9			9	
3:45 AM		6	14			10			10	
4:00 AM		8	12			10			10	
4:15 AM		17	12			15			15	
4:30 AM		16	13			15			15	
4:45 AM		13	11			12			12	
5:00 AM		18	20			19			19	
5:15 AM		16	26			21			21	
5:30 AM		24	31			28			28	
5:45 AM		29	27			28			28	
<b>Day Total</b>										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

<b>LOCATION:</b> University Ave <b>SPECIFIC LOCATION:</b> 200 ft from Syndicate St <b>CITY/STATE:</b> St. Paul, MN						<b>QC JOB #:</b> 12786847 <b>DIRECTION:</b> EB/WB <b>DATE:</b> Oct 07 2014 - Oct 08 2014				
Start Time	Mon 07-Oct-14	Tue 08-Oct-14	Wed 08-Oct-14	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		51	43			47			47	
6:15 AM		54	58			56			56	
6:30 AM		70	57			64			64	
6:45 AM		65	72			69			69	
7:00 AM		102	89			96			96	
7:15 AM		115	124			120			120	
7:30 AM		171	138			155			155	
7:45 AM		156	159			158			158	
8:00 AM		164	171			168			168	
8:15 AM		193	195			194			194	
8:30 AM		176	186			181			181	
8:45 AM		182	183			183			183	
9:00 AM		215	189			202			202	
9:15 AM		199	213			206			206	
9:30 AM		197	172			185			185	
9:45 AM		234	185			210			210	
10:00 AM		210	219			215			215	
10:15 AM		251	210			231			231	
10:30 AM		214	201			208			208	
10:45 AM		256	209			233			233	
11:00 AM		277	225			251			251	
11:15 AM		301	228			265			265	
11:30 AM		276	265			271			271	
11:45 AM		299	272			286			286	
<b>Day Total</b>										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

<b>LOCATION:</b> University Ave <b>SPECIFIC LOCATION:</b> 200 ft from Syndicate St <b>CITY/STATE:</b> St. Paul, MN						<b>QC JOB #:</b> 12786847 <b>DIRECTION:</b> EB/WB <b>DATE:</b> Oct 07 2014 - Oct 08 2014				
Start Time	Mon 07-Oct-14	Tue 08-Oct-14	Wed 08-Oct-14	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		301	291			296			296	
12:15 PM		313	279			296			296	
12:30 PM		<b>328</b>	285			307			307	
12:45 PM		316	287			302			302	
1:00 PM		292	293			293			293	
1:15 PM		317	269			293			293	
1:30 PM		304	262			283			283	
1:45 PM		326	243			285			285	
2:00 PM		263	252			258			258	
2:15 PM		263	233			248			248	
2:30 PM		319	300			310			310	
2:45 PM		284	303			294			294	
3:00 PM		250	300			275			275	
3:15 PM		244	313			279			279	
3:30 PM		265	326			296			296	
3:45 PM		268	329			299			299	
4:00 PM		293	315			304			304	
4:15 PM		284	361			323			323	
4:30 PM		302	338			320			320	
4:45 PM		289	342			316			316	
5:00 PM		320	356			<b>338</b>			<b>338</b>	
5:15 PM		270	<b>377</b>			324			324	
5:30 PM		257	347			302			302	
5:45 PM		287	316			302			302	
<b>Day Total</b>										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

<b>LOCATION:</b> University Ave <b>SPECIFIC LOCATION:</b> 200 ft from Syndicate St <b>CITY/STATE:</b> St. Paul, MN						<b>QC JOB #:</b> 12786847 <b>DIRECTION:</b> EB/WB <b>DATE:</b> Oct 07 2014 - Oct 08 2014				
Start Time	Mon 07-Oct-14	Tue 08-Oct-14	Wed 08-Oct-14	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		256	316			286			286	
6:15 PM		265	279			272			272	
6:30 PM		221	289			255			255	
6:45 PM		239	264			252			252	
7:00 PM		205	262			234			234	
7:15 PM		214	251			233			233	
7:30 PM		209	221			215			215	
7:45 PM		187	218			203			203	
8:00 PM		202	189			196			196	
8:15 PM		153	159			156			156	
8:30 PM		146	170			158			158	
8:45 PM		146	145			146			146	
9:00 PM		139	149			144			144	
9:15 PM		113	129			121			121	
9:30 PM		116	120			118			118	
9:45 PM		94	108			101			101	
10:00 PM		103	98			101			101	
10:15 PM		72	85			79			79	
10:30 PM		59	77			68			68	
10:45 PM		58	55			57			57	
11:00 PM		39	42			41			41	
11:15 PM		56	59			58			58	
11:30 PM		40	56			48			48	
11:45 PM		31	44			38			38	
<b>Day Total</b>		15185	15611			15424			15424	
% Weekday Average		98.5%	101.2%							
% Week Average		98.5%	101.2%			100.0%				
AM Peak		11:15 AM	11:45 AM			11:45 AM			11:45 AM	
Volume		301	272			286			286	
PM Peak		12:30 PM	5:15 PM			5:00 PM			5:00 PM	
Volume		328	377			338			338	
<i>Comments:</i>										



<b>LOCATION:</b> University Ave <b>SPECIFIC LOCATION:</b> 200 ft from Mackubin St <b>CITY/STATE:</b> St. Paul, MN						<b>QC JOB #:</b> 12786848 <b>DIRECTION:</b> EB/WB <b>DATE:</b> Oct 07 2014 - Oct 08 2014				
Start Time	Mon 07-Oct-14	Tue 08-Oct-14	Wed 08-Oct-14	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		32	29			31			31	
12:15 AM		25	24			25			25	
12:30 AM		23	19			21			21	
12:45 AM		20	24			22			22	
1:00 AM		24	15			20			20	
1:15 AM		18	23			21			21	
1:30 AM		12	22			17			17	
1:45 AM		14	12			13			13	
2:00 AM		10	22			16			16	
2:15 AM		9	11			10			10	
2:30 AM		11	13			12			12	
2:45 AM		13	8			11			11	
3:00 AM		7	7			7			7	
3:15 AM		7	9			8			8	
3:30 AM		6	12			9			9	
3:45 AM		10	5			8			8	
4:00 AM		9	13			11			11	
4:15 AM		9	16			13			13	
4:30 AM		13	9			11			11	
4:45 AM		20	18			19			19	
5:00 AM		16	16			16			16	
5:15 AM		32	20			26			26	
5:30 AM		28	25			27			27	
5:45 AM		30	48			39			39	
<b>Day Total</b>										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

<b>LOCATION:</b> University Ave <b>SPECIFIC LOCATION:</b> 200 ft from Mackubin St <b>CITY/STATE:</b> St. Paul, MN						<b>QC JOB #:</b> 12786848 <b>DIRECTION:</b> EB/WB <b>DATE:</b> Oct 07 2014 - Oct 08 2014				
Start Time	Mon 07-Oct-14	Tue 08-Oct-14	Wed 08-Oct-14	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		31	34			33			33	
6:15 AM		57	51			54			54	
6:30 AM		76	82			79			79	
6:45 AM		105	92			99			99	
7:00 AM		116	113			115			115	
7:15 AM		117	120			119			119	
7:30 AM		171	181			176			176	
7:45 AM		199	220			210			210	
8:00 AM		206	194			200			200	
8:15 AM		192	205			199			199	
8:30 AM		176	204			190			190	
8:45 AM		194	214			204			204	
9:00 AM		175	193			184			184	
9:15 AM		173	176			175			175	
9:30 AM		208	184			196			196	
9:45 AM		191	177			184			184	
10:00 AM		200	190			195			195	
10:15 AM		161	213			187			187	
10:30 AM		253	210			232			232	
10:45 AM		213	242			228			228	
11:00 AM		248	243			246			246	
11:15 AM		259	245			252			252	
11:30 AM		247	<b>266</b>			257			257	
11:45 AM		<b>300</b>	255			<b>278</b>			<b>278</b>	
<b>Day Total</b>										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

<b>LOCATION:</b> University Ave <b>SPECIFIC LOCATION:</b> 200 ft from Mackubin St <b>CITY/STATE:</b> St. Paul, MN						<b>QC JOB #:</b> 12786848 <b>DIRECTION:</b> EB/WB <b>DATE:</b> Oct 07 2014 - Oct 08 2014				
Start Time	Mon 07-Oct-14	Tue 08-Oct-14	Wed 08-Oct-14	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		273	327			300			300	
12:15 PM		263	336			300			300	
12:30 PM		296	327			312			312	
12:45 PM		291	315			303			303	
1:00 PM		282	280			281			281	
1:15 PM		276	261			269			269	
1:30 PM		275	289			282			282	
1:45 PM		292	279			286			286	
2:00 PM		263	279			271			271	
2:15 PM		289	249			269			269	
2:30 PM		263	266			265			265	
2:45 PM		298	299			299			299	
3:00 PM		286	307			297			297	
3:15 PM		266	322			294			294	
3:30 PM		265	312			289			289	
3:45 PM		356	336			346			346	
4:00 PM		318	308			313			313	
4:15 PM		316	349			333			333	
4:30 PM		349	363			356			356	
4:45 PM		<b>387</b>	<b>372</b>			<b>380</b>			<b>380</b>	
5:00 PM		353	347			350			350	
5:15 PM		379	326			353			353	
5:30 PM		319	335			327			327	
5:45 PM		294	300			297			297	
<b>Day Total</b>										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

<b>LOCATION:</b> University Ave <b>SPECIFIC LOCATION:</b> 200 ft from Mackubin St <b>CITY/STATE:</b> St. Paul, MN						<b>QC JOB #:</b> 12786848 <b>DIRECTION:</b> EB/WB <b>DATE:</b> Oct 07 2014 - Oct 08 2014				
Start Time	Mon 07-Oct-14	Tue 08-Oct-14	Wed 08-Oct-14	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		270	264			267			267	
6:15 PM		260	237			249			249	
6:30 PM		211	235			223			223	
6:45 PM		196	217			207			207	
7:00 PM		161	227			194			194	
7:15 PM		225	186			206			206	
7:30 PM		181	182			182			182	
7:45 PM		180	168			174			174	
8:00 PM		160	169			165			165	
8:15 PM		147	132			140			140	
8:30 PM		129	160			145			145	
8:45 PM		99	118			109			109	
9:00 PM		92	108			100			100	
9:15 PM		88	109			99			99	
9:30 PM		69	73			71			71	
9:45 PM		64	59			62			62	
10:00 PM		67	78			73			73	
10:15 PM		63	68			66			66	
10:30 PM		60	56			58			58	
10:45 PM		58	49			54			54	
11:00 PM		35	31			33			33	
11:15 PM		36	34			35			35	
11:30 PM		28	34			31			31	
11:45 PM		32	37			35			35	
<b>Day Total</b>		14826	15239			15055			15055	
% Weekday Average		98.5%	101.2%							
% Week Average		98.5%	101.2%			100.0%				
AM Peak		11:45 AM	11:30 AM			11:45 AM			11:45 AM	
Volume		300	266			278			278	
PM Peak		4:45 PM	4:45 PM			4:45 PM			4:45 PM	
Volume		387	372			380			380	
<i>Comments:</i>										