



EXISTING CONDITIONS TECHNICAL MEMORANDUM #1

Downtown Parking Management Strategy
Saint Paul, MN

March 2015



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1 STUDY OVERVIEW

Downtown Saint Paul is an historic regional center that has experienced significant regeneration over the past decade. Targeted investments in a new convention center, ballpark, regional medical center and light rail transit have helped foster additional central district developments in business, residential and entertainment uses. The downtown residential population has grown by 28% over the last ten years, with an additional 9,000 residents projected by the year 2020. A successful, growing City, Downtown Saint Paul now boasts approximately 74,000 jobs, with more than 17 million square feet of office space, an occupancy rate of around 80%.

As Saint Paul's traditionally stable downtown business environment evolves into a vibrant mixed use location, this economic boon also puts a strain on the existing parking supply. The downtown area has more than 28,000 parking spaces, which serve a wide variety of users. Employees place peak daily demands on the parking supply. Even with growing transportation options, many downtown residents still maintain a vehicle. An emerging nightlife and restaurant scene, a bustling events calendar, new sporting events, and a regional farmers market all draw visitors in growing numbers at non-traditional travel peaks. Each unique user adds to downtown's vibrancy, but also presents new challenges in terms of balancing urban revitalization with the need for parking.

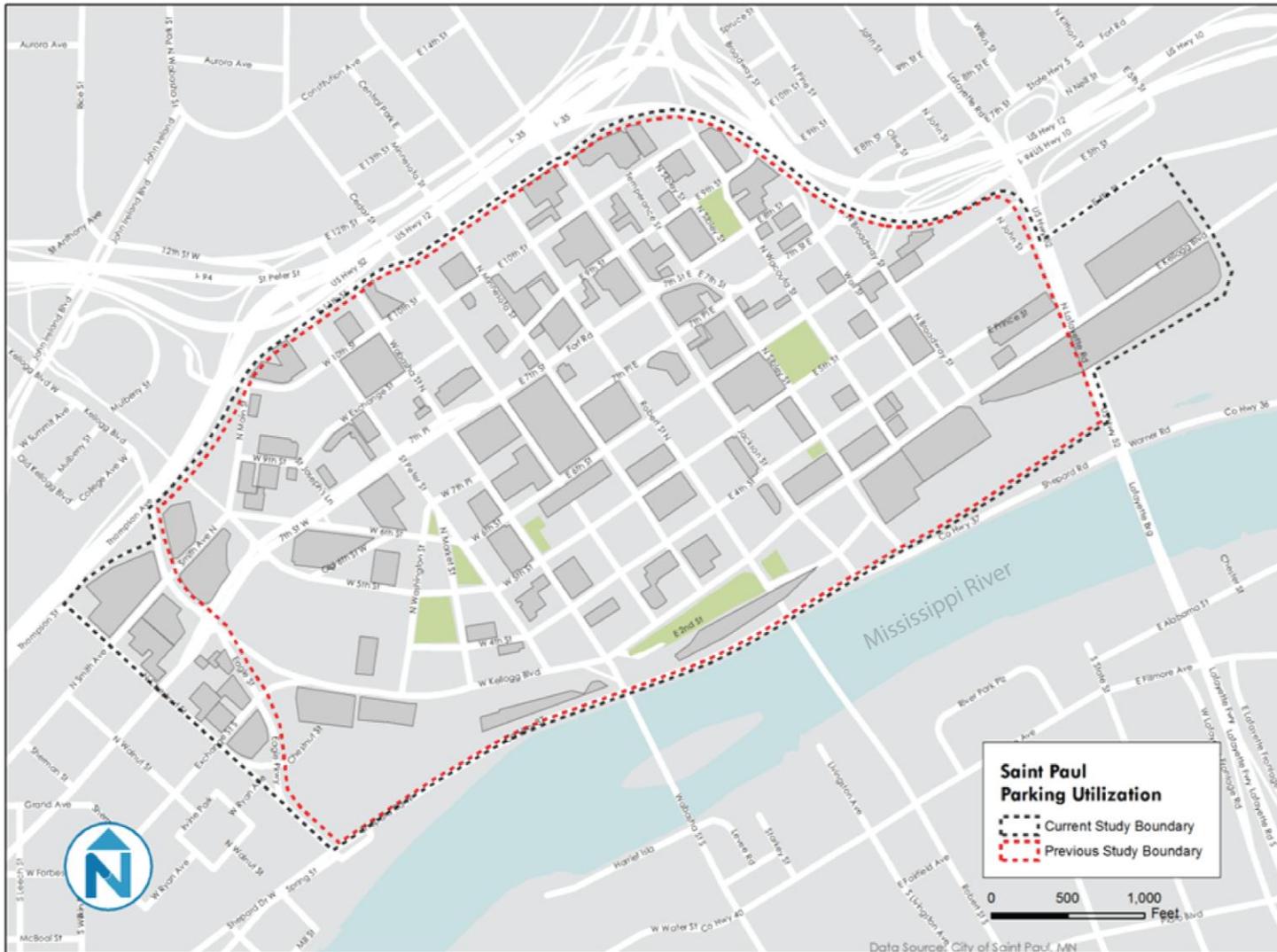
Yet Saint Paul is evolving its transportation options. Green Line light rail service launched in the summer of 2014. The Nice Ride bike share program has been operational since 2010, and with Car2Go provides multiple options for local circulation. The City is continuously planning additional multimodal projects to expand access and mobility options. Several transit-oriented development sites are expected to be redeveloped in the next decade, which will increase the number of residents and people working downtown. Understanding parking in the context of this evolution is critical to unlocking the economic potential and quality of life sought in Saint Paul.

The Downtown Parking Management Strategy aims to provide an accurate view of parking activity and issues in Downtown Saint Paul in order to ensure appropriate parking availability for current and future users. To this end, the Downtown Parking Management Strategy addresses the following goals:

- Develop a market-based parking management system.
- Integrate parking with pedestrians, light rail, buses, and inter-city rail.
- Define existing parking utilization of all downtown stakeholders.
- Quantify anticipated future demand for parking.
- Identify national best practices.
- Suggest ways in which the City can integrate its parking management functions.

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Figure 1 Downtown Saint Paul Parking Study Area



2 INTRODUCTION

The Downtown Saint Paul Parking Management Strategy is a six-month effort that documents current parking activities, examines expected future parking, and recommends a series of strategies to achieve City goals. This section provides an overview of this document in the context of the overall study.

ABOUT THIS DOCUMENT

This document is the first of three technical memoranda that detail the analysis supporting the Downtown Parking Management Strategy:

- Technical Memorandum #1: Existing Conditions
- Technical Memorandum #2: Land Use, Zoning, and Future Demand
- Technical Memorandum #3: Parking Management Strategies

This Existing Conditions Technical Memorandum is intended to document the supply, use, and management of parking in Downtown Saint Paul. This memorandum will outline the current state of on-street, off-street, public, and private parking assets. Additionally, this memorandum shows parking within a larger operational and transportation context. To convey this detailed, complex information, this memorandum uses maps, tables, and summaries organized under the headings below:

- **Parking Inventory** – A review of all parking spaces by location and regulation
- **Parking Utilization** – Observed use of existing parking through the course of a typical weekday and weekend day, which includes utilization profiles of "core" areas, general and restricted access ramps and lots, and publicly- and privately -owned ramps and lots
- **Parking Management** – Documents how on- and off-street parking are managed, including:
 - **Management by Price and Time Limits** - A review of public management of on-street and off-street parking, including leases.
 - **Enforcement** - Documents parking enforcement practices and analyzes recent citation data.
 - **Governance** – A review of how parking is managed by the City.
 - **Signage and Information** - A high-level review of available wayfinding, regulatory, and directional signage and online parking information.
 - **Multimodal Connections** - Provides examples of pedestrian, bicycle, and transit connections to and from parking facilities.

The data summarized in this report was collected primarily in October and November 2014 by Nelson\Nygaard Consulting Associates, SRF Consulting, and the City of Saint Paul.

STUDY AREA

The Downtown Saint Paul Parking Management Strategy area (see Figure 1) encompasses downtown Saint Paul and runs about 1.25 miles east to west and about a half a mile from the river to the northern edge. The study area is bounded by:

- E. 11th Street to the north

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- Lafayette Freeway to the east
- Shepard Road to the south
- Eagle Parkway to the west

The study area was expanded one block west and one block east from the original boundary based on input from the Study Advisory Group to account for existing areas of activity and expected future development.

The study area contains significant on- and off-street parking assets, with about 109 distinct public and private off-street parking ramps and surface lots downtown. This includes City-owned and County-owned facilities and also many privately-owned lots with a mix of restricted and public access. On-street parking is also available on many downtown streets throughout the study area. The majority of on-street parking spaces is time-limited and metered.

Overall, the downtown Saint Paul study area includes 28,638 total parking spaces, with 1,644 on-street and 26,994 off-street in lots or ramps.

BACKGROUND

Downtown is undergoing a period of revitalization and growth as City plans and policies come to fruition. To understand parking in the context of past plans, this effort included a review of relevant reports which serve as important context for the parking strategy. A summary of these studies, and their treatment of issues and goals related to parking and transportation is described below:

- The **Downtown Saint Paul Parking Model and Traffic Analysis (1998)** includes analysis conducted due to development and increased demand changes in downtown. It evaluates the parking supply and demand conditions throughout downtown, and found significant parking deficits in certain areas of the downtown, especially for projected events.
- The **Event Parking Empty Space County Report (2005)** aims to gauge the demand for evening and event parking in the Rice Park Entertainment District of downtown Saint Paul (off-street parking only). The study found that Friday nights were the busiest for parking (56% vacancy) activity, and Monday and Wednesday were the slowest.
- The **Saint Paul System Review (2010)** reviews parking assets held in the Parking Enterprise Fund and presents an overview of how they function financially. The study covered a portion of the parking facilities and was used to restructure HRA bonds that are now in place.
- The **Comprehensive Plan (2010)** has several strategies that are applicable to transportation and parking. The Plan recommends simplifying and reducing off-street parking requirements and use definitions, expanding the parking management toolbox, disclosing the true cost of parking, encouraging investment in new enforcement technologies that can help expand parking enforcement and reduce the City's costs, and reestablishing a balanced and efficient downtown parking market.
 - The **Downtown Development Strategy (2003, amended 2005)** develops a vision for creating a “first-class, balanced, and integrated” transportation system that supports the downtown’s economic vitality, mixed-use character and quality of life. The strategy recommends strategies for increasing the supply of short-term parking, pedestrian connections and transit options for visitors to downtown Saint Paul. It also encourages greater employer participation in the Metro Pass program to decrease the demand for new long-term downtown parking.
 - The **Central Corridor Development Strategy (2007)** addresses the related land use, economic, and social development impacts that may result from the investment in light rail transit. The study recommends making improvements to the streetscape to mitigate the impacts of large surface parking lots.
 - The **Downtown Saint Paul Station Area Plan (2010)** aims to create a more detailed framework for integrating decisions affecting future built form, land use, the public realm, and movement (including LRT, buses, cars, pedestrians, and bicycles) within downtown. The Plan recommends restricting the amount of new parking downtown because it will help to maximize the use of existing structures, encourage use of transit, and create more opportunity for new activity-generating developments.
 - The **Greater Lowertown Master Plan (2012)** aims to create a complete urban village - a place where people can live and have most daily activities of life within

walking or biking distance. The Plan recommends minimum parking for new developments located below grade and as a pooled resource that tenants can lease.

- The **Lowertown Ballpark Draft Traffic Study Report (2013)** documents the anticipated traffic impacts associated with the proposed [now under construction] Lowertown Ballpark in downtown Saint Paul. The study found that, given the amount of parking available and the likely combined use of parking, additional parking to serve ballpark attendees is not needed.
- The **Prosper: Momentum is Building Vision 20/20** study (2013) identifies four large catalytic development sites in downtown Saint Paul, including 7 Corners Gateway and Macy's-Grace-Wabasha Court. These sites are identified to extend the vibrancy of downtown through a mix of residential, Class A office space, retail, hotel, and public spaces.

ADVISORY GROUP AND STAKEHOLDERS

The Downtown Parking Management Strategy study is being completed at the direction of the City's Department of Planning and Economic Development department. The Study is informed by an Advisory Group of City staff and downtown stakeholders, including (listed in alphabetical order):

- CapitolRiver Council
- City staff/departments
- Council members
- Greater Saint Paul Building Owners and Managers Association (BOMA)
- Parking Ramp Managers
- Saint Paul Area Chamber of Commerce
- Saint Paul Smart Trips

PROJECT GOALS

The City and Advisory Group identified several goals to guide the study, including:

- Understand parking in the context of a multimodal system/downtown.
- Plan for responsible economic development.
- Establish coordinated parking management.
- Coordinate management between facilities.
- Introduce new technology.
- Continue to create vibrant street life.
- Be customer friendly.
- Be forward-thinking.

3 PARKING INVENTORY

This section documents the supply and regulations of Downtown Saint Paul’s parking facilities. The inventory is based on existing data provided by the City and Smart Trips. Additional input was collected from stakeholders and updated based on field observations.

Figure 2 shows all parking spaces in the study area, including all off-street and on-street spaces, excluding small private driveways. Data was compiled and used to create a complete parking database of all parking facilities in the study area, which was then geo-coded to spatially display the existing parking facilities, as shown in Figure 3.

PARKING INVENTORY: KEY FINDINGS

- There are 28,638 parking spaces in downtown Saint Paul.
- 94% of all spaces in the study area are off-street.
- On-street parking is almost all priced and time limited with varied rates and time limits.
- The majority of the off-street supply is privately-owned (65%).
- Although the majority of the off-street supply is privately-owned, 86% of all off-street parking spaces are publicly-accessible.
- There are 109 total lots and ramps, with most spaces heavily concentrated in the core (see Figure 4).

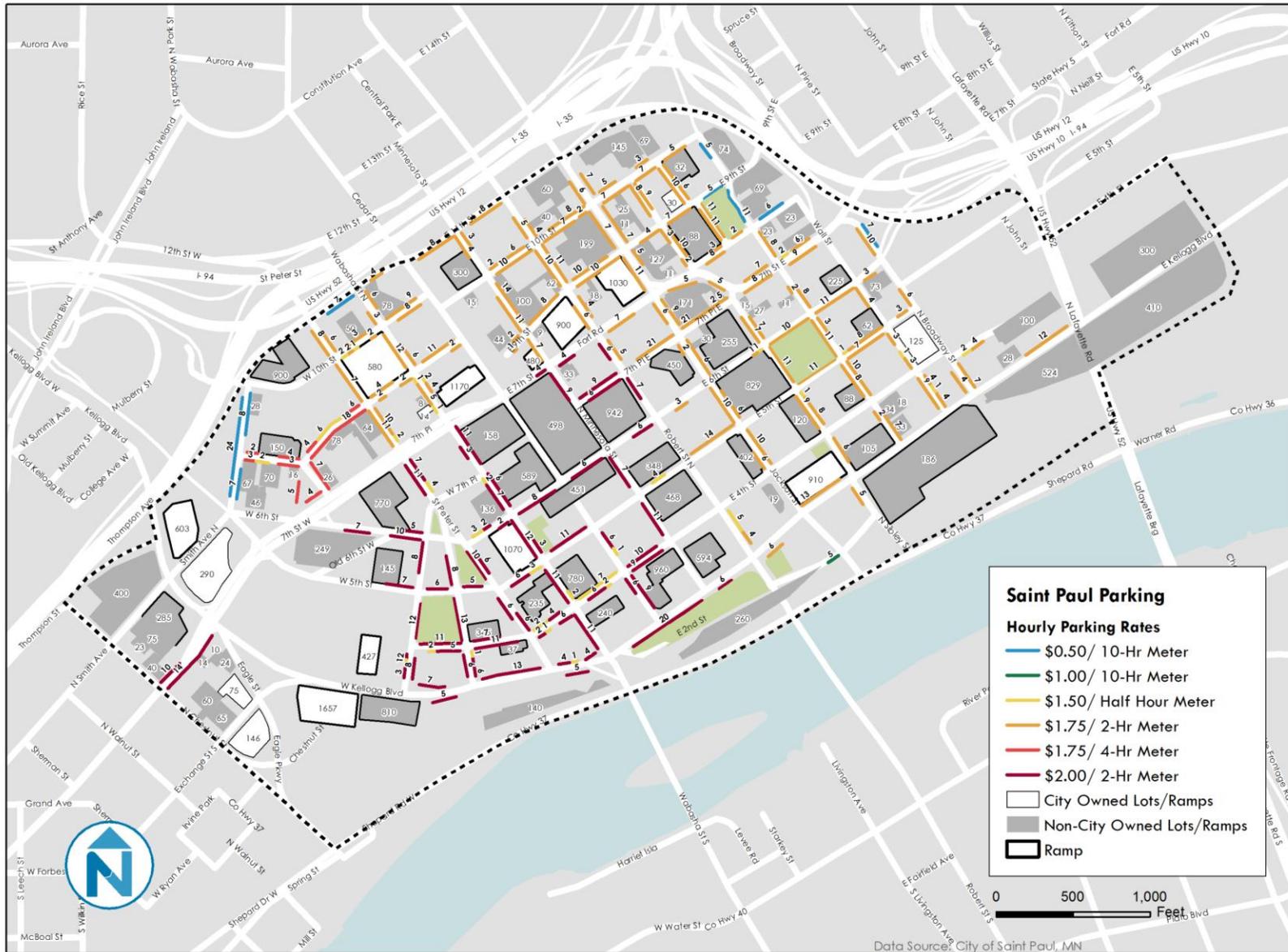
Figure 2 Parking Inventory

Parking Location	Number of Spaces	Percentage	Publicly Available	Restricted-use / Private	City-Owned	Non-City Owned
Off-Street	26,994	94%	23,346 (86%)	3,648 (14%)	9,507 (35%)	17,487 (65%)
On-Street	1,644	6%	1,644 (100%)	0%	1,644 (100%)	0%
Total	28,638	100%	24,990	3,648	11,151	17,487

The parking inventory and regulations are depicted in Figure 3. All ramps, surface lots, and blocks show the number of spaces within each area. For on-street parking, the various regulations are color coded. For off-street parking, the lots and ramps are classified as "City-owned", which includes HRA-owned facilities, and non-City-owned. Note that the River Centre Parking Ramp is City owned, but the City does not manage or keep revenues from it.

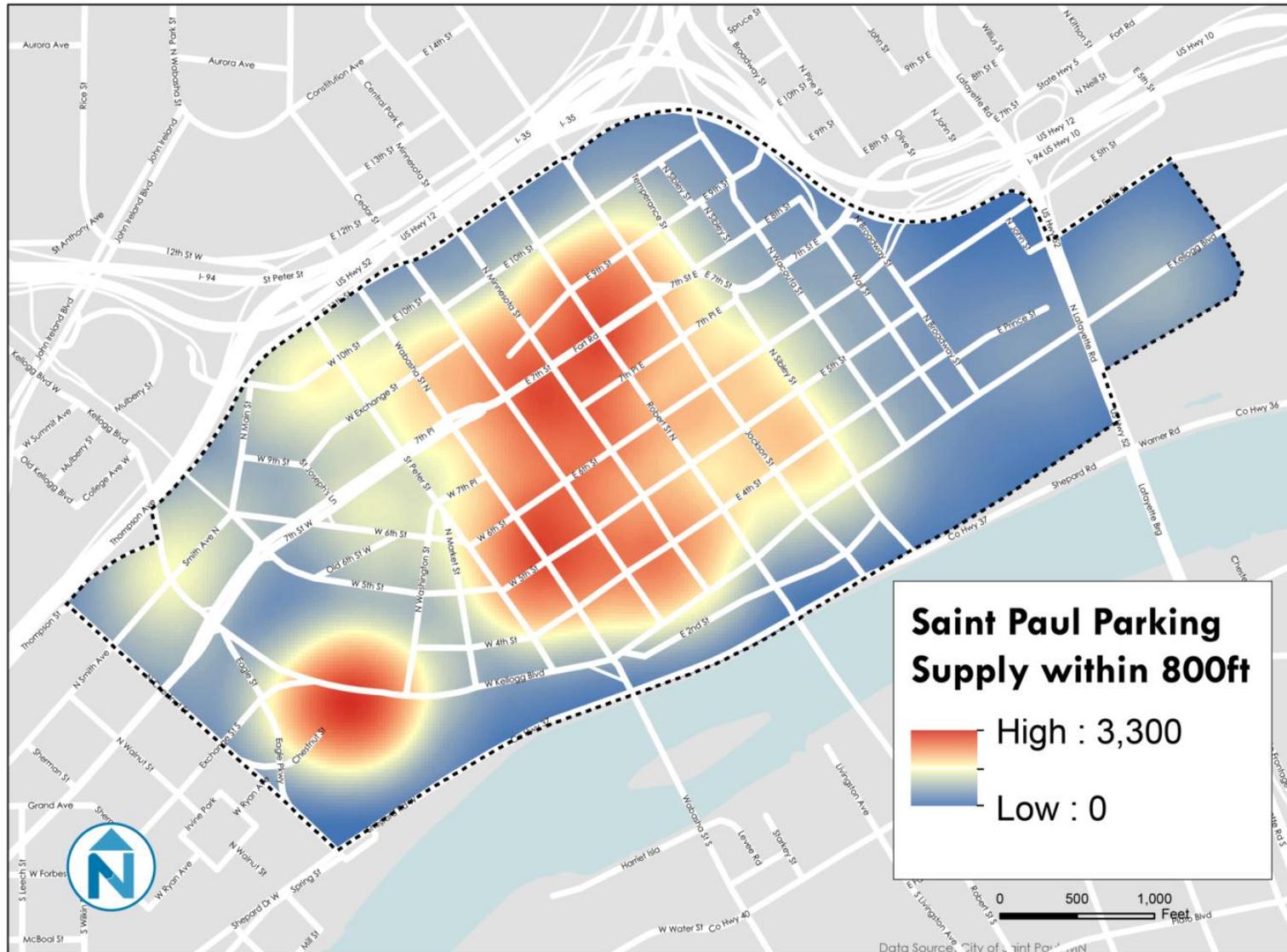
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Figure 3 Parking Inventory and Regulations



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Figure 4 Density of Parking Inventory



PARKING REGULATIONS

All parking spaces are not available to all users, and the regulation, location, and operation of spaces greatly affect use and desirability. Therefore, the study team catalogued the ownership, use category, and regulation for all parking spaces within the study area.

On-Street Parking

All of the on-street parking in the Downtown Saint Paul study area is available for public use. There is no on-street permit parking or other restrictions by user group (with the exception of disabled parking spaces). The vast majority of on-street parking is both time-restricted and priced. Figure 5 shows the breakdown of on-street parking regulations.

- **Time Limits and Rates Vary:** More than half of the on-street parking spaces are \$1.75/hour with two-hour time limit. Another third is priced at \$2.00/hour with a two-hour time limit. The remaining spaces range from \$0.50 to \$1.50/hour with time limits from 30 minutes to 10 hours.
- **Time Span:** Parking meters are enforced from 8:00 am to 5:00 pm Monday through Saturday, except for the following holidays: New Years Day, Martin Luther King Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day and following day, Christmas Day.

Figure 5 On-Street Parking Rates and Regulations

Rate and Time Limit	Total	%
\$1.75/hr and 2-hr	907	55%
\$2.00/hr and 2-hr	514	31%
\$1.50/hr and half hour	95	6%
\$0.50/hr and 10-hr	83	5%
\$1.75/hr and 4-hr	40	2%
\$1.00/hr and 10-hr	5	<1%
Total	1,644	100%

Off-Street Parking

Off-street parking includes all public and private parking in ramps and surface lots in the Downtown Saint Paul study area. There are 109 total facilities, described and categorized by facility type, ownership, and rate type below:

Parking Facilities

- **Parking Ramps** (i.e. garages) are indoor, usually multi-level parking facilities. There are 43 ramps in downtown Saint Paul, which contain 80% of the total off-street parking supply.

- **Parking Lots** are outdoor ground-level facilities. Although there are more lots than ramps in the study area (66 lots), only 20% of the total off-street parking spaces are located in surface lots.

Ownership

- **City-Owned Ramp or Lot**, owned by the City and the HRA, 100% available for public use. All of these are managed privately under contract with the City or HRA.
- **Non-City-Owned (or Privately-Owned) Ramp or Lot**, privately owned and owned by a public entity other than the City and HRA (such as Ramsey County). The majority of parking in this category is owned by a private entity, and either has some parking available for public use (79%) or is restricted to only certain users (21%), such as employees or residents.

Figure 6 shows the breakdown of off-street parking by type, ownership, and access.

Figure 6 Off-Street Parking Ownership and Access

	Lot		Ramp	
	# of Facilities	Spaces	# of Facilities	Spaces
Non-City Owned	60	4,640	33	12,847
Restricted Access	37	2,121	9	1,627
Public Access	23	2,519	24	11,220
City Owned	6	680	10	8,827
Restricted Access	0	0	0	0
Public Access	6	680	10	8,827
TOTAL	66	5,320	43	21,674

4 PARKING UTILIZATION

This section documents and analyzes parking utilization counts for the entire study area, providing a snapshot of the time and location of parked cars for typical days. The project team, including City staff, conducted parking utilization counts on a weekday (Wednesday) and weekend day (Saturday), during three periods: in the morning (10:00 am), midday (2:00 pm), and in the evening (6:00 pm). The counts were conducted in October and November 2014.

Parking can be defined as being at optimal capacity when there is at least one empty space per block face, ensuring easy customer access to businesses, but also allowing for a bustling downtown environment. This typically equates to a target of 10-15% vacancy per block face and 5%-10% vacancy off-street. If any block or parking facility has less availability than the target, it is effectively at its functional capacity.

This section analyzes weekday temporal and spatial patterns, and provides a sample of parking utilization of ramp users, followed by the same analysis for the weekend. This section provides utilization patterns for the entire study area; utilization patterns for specific sections or activity areas in downtown are analyzed in Task 2.

PARKING UTILIZATION COUNTS PROCESS

Data were collected through multiple avenues. On-street data was collected by field visits; off-street data were collected through a combination of surveys, field visits, and traffic cameras:

- **Parking manager/operator surveys:** A parking survey (see Appendix) was sent to all of the parking managers/operators within the study area. This effort was primarily facilitated by City of Saint Paul Staff to gain a stronger response rate. A total of twenty surveys were collected out of 76 (a 26% hit rate).
- **Field visits:** The majority of the utilization counts was collected by field staff. In order to collect on-street counts, a fleet of vehicles drove the study area and logged the counts manually. This approach proved to be the most efficient process to collect a vast amount of data within the targeted time periods. City staff provided assistance with off-street counts during the targeted dates and times. City staff canvassed the study area by bike, collecting utilization counts for small and medium sized surface lots.
- **Traffic cameras:** The team used traffic cameras in 13 locations to collect utilization counts. The sites were chosen based on the difficulty of collecting utilization counts by foot, parking facility size, or as a result of a parking managers/operators unwillingness to participate in the survey.

The team collected as thorough of a data set as possible. However, there were some barriers to collecting a 100% sample of data, including:

On the weekday, there was some minor roadway construction that impacted on-street parking at:

- 5th Street, near Roy Wilkins Auditorium
- 6th Street East, between Minnesota Street and Jackson Street
- 8th Street East, east of Wacouta Street
- Market Street, between 5th Street West and 6th Street West
- Washington Street, between 4th Street West and 5th Street West

For the Saturday data collection, three events occurred that may have influenced overall parking demand:

- The Saint Paul Farmers Market was in operation during the morning hours.
- A Minnesota Wild hockey game was held at the Xcel Center during the evening hours.
- A 5K marathon occurred on the western edge of the study area during the morning hours. Field observations indicated the event had minimal impact on the overall utilization counts for the study area. However, on-street parking was closed until 12:00 p.m. along Kellogg Boulevard, on Washington and Market streets between Kellogg Boulevard and 6th Street, and on 4th and 5th streets between Washington and Market streets. Other closures included on-street parking surrounding Rice Park until noon.

Of the 28,638 parking spaces in the downtown area, the weekday utilization counts included 91% of spaces; weekend counts included 86% of all spaces.

PARKING UTILIZATION: WEEKDAY

WEEKDAY UTILIZATION: OVERALL KEY FINDINGS

- Over the total study area, parking is never more than 73% occupied.
- Peak parking demand is during standard office hours.
- Even at peak occupancy, about 7,000 parking spaces are unused¹.
- On-street is busier than off-street in the evening period, but off-street is busier than on-street in the morning and midday.
- Both City-owned and non-City-owned ramps and lots have similar utilization rates, but City-owned ramps and lots are slightly less full.
- Publicly-accessible ramps and lots have a slightly higher utilization (76%) than restricted-access ramps and lots (72%).

Spatial Analysis: Weekday

An important part of understanding how parking is managed in any downtown is being able to see how various parking facilities and segments of on-street parking interact with each other throughout the course of a day. A chart of hourly utilization rates for one specific location is valuable, but seeing how that location behaves among others located nearby can reveal patterns and trends not evident in numbers alone. The lot which is completely full may be right around the corner from another lot that has plenty of availability at that same time.

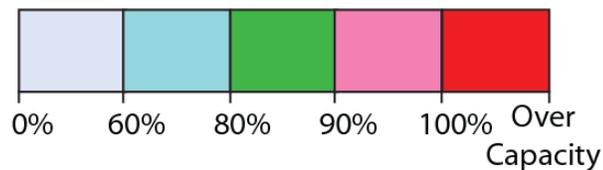
To develop the spatial analysis, the parking utilization data collected during the parking counts was geo-coded to be displayed on a series of maps. The maps show the use of each parking facility by color-code, as explained below. The "breaks" (0-60% full; 60-80% full; 80-90% full; 90-100% full; more than 100%) are used to evaluate the fullness of a parking facility and are based on national standards that indicate when a parking area is functionally full.

- **“Cool” light blue/blue** refers to 0-60% and 60-80% utilization, points at which on-street blocks and off-street facilities are viewed as underutilized. Any resource that

¹ An unknown portion of the unoccupied supply is set aside for monthly contract parkers. Further information and analysis to quantify this set aside is essential for future parking planning.

consistently performs at this level, especially during peak-demand periods should be viewed as having excess capacity.

- **“Ideal” green** refers to blocks and facilities with 81% to 90% utilization and represent actively-used resources. The nearer utilization levels approach the high end of this range, the more efficiently they are being utilized and nearing functional capacity.
- **“Warning” pink** refers to utilization above 91% and is considered at functional capacity. While fully maximizing efficiency, these blocks or facilities are full or near full, giving the impression of lack of parking.
- **“Critical” red** denotes parking beyond the marked capacity (more than 100%), meaning that cars are double-parked or parked illegally. Resources that consistently perform at this level indicate that demand exceeds capacity.

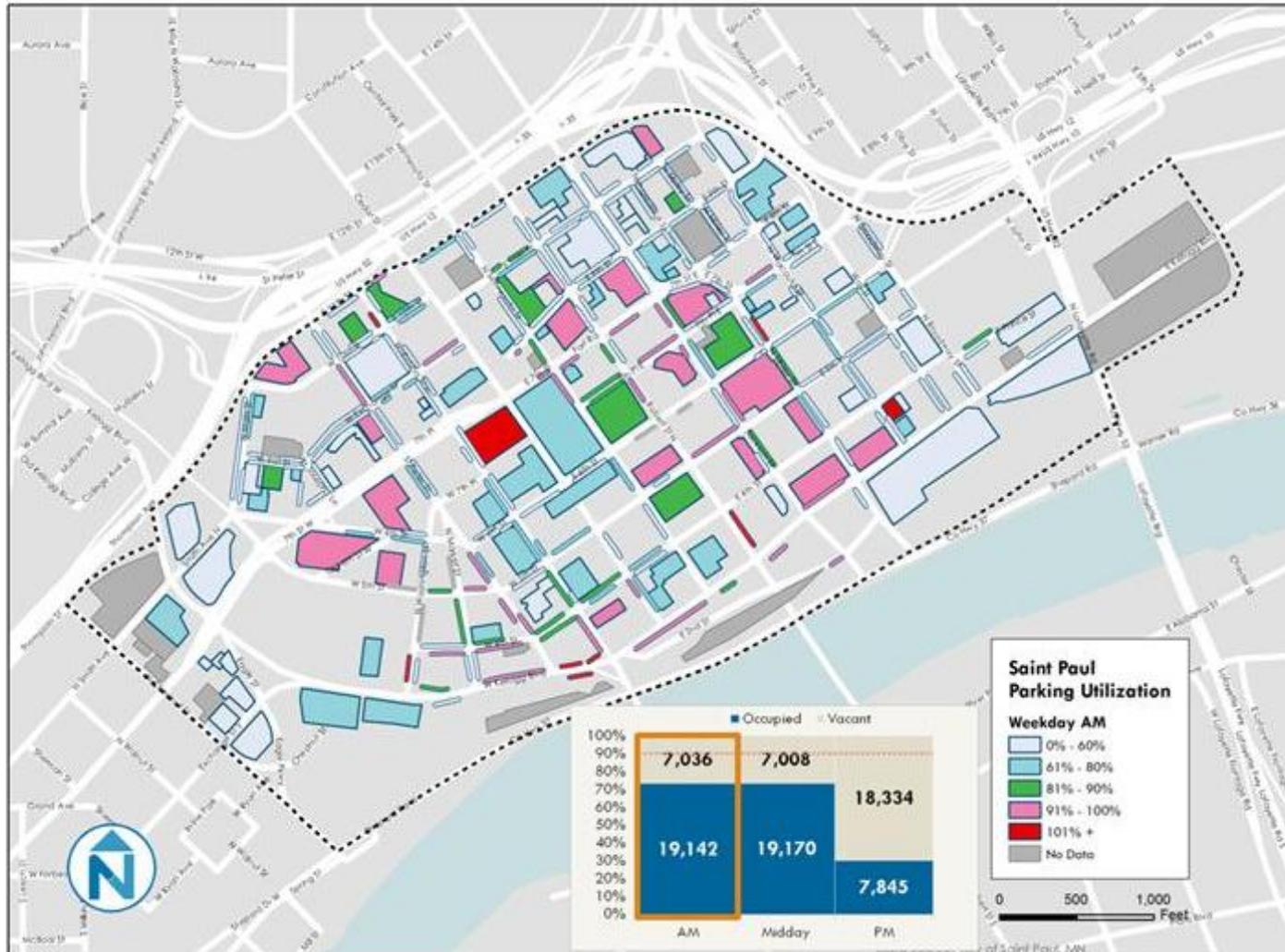


WEEKDAY UTILIZATION: SPATIAL PATTERNS

- **Figure 7: Morning (10:00 am):**
 - Overall, parking is 73% full.
 - Parking activity is concentrated primarily to the south of 7th Street, along Minnesota Street, Robert Street, Jackson Street, and Sibley Street.
 - Ample parking is available between Minnesota and Sibley streets, and to the north of 7th Street, with the exceptions of a few lots and ramps
- **Figure 8: Mid-day (2:00 pm):**
 - Overall, parking is 73% full.
 - Similar parking activity patterns to 10:00 am period.
- **Figure 9: Evening (6:00 pm):**
 - Overall, parking is 30% full.
 - On-street parking is much busier than off-street parking.
 - Off-street parking is busiest in the Rice Park Entertainment District and in Lowertown.

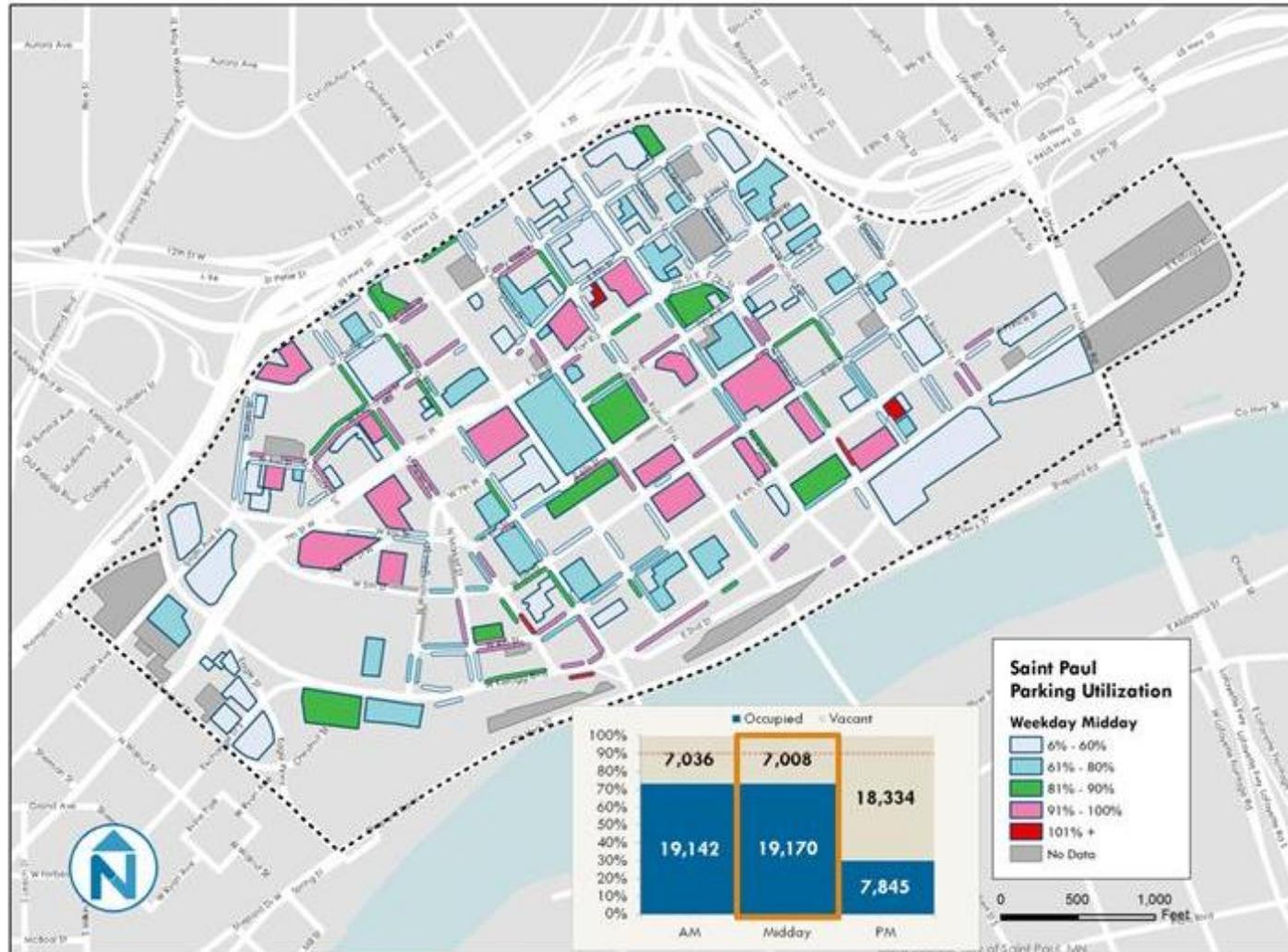
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Figure 7 Parking Utilization – Weekday 10:00 am



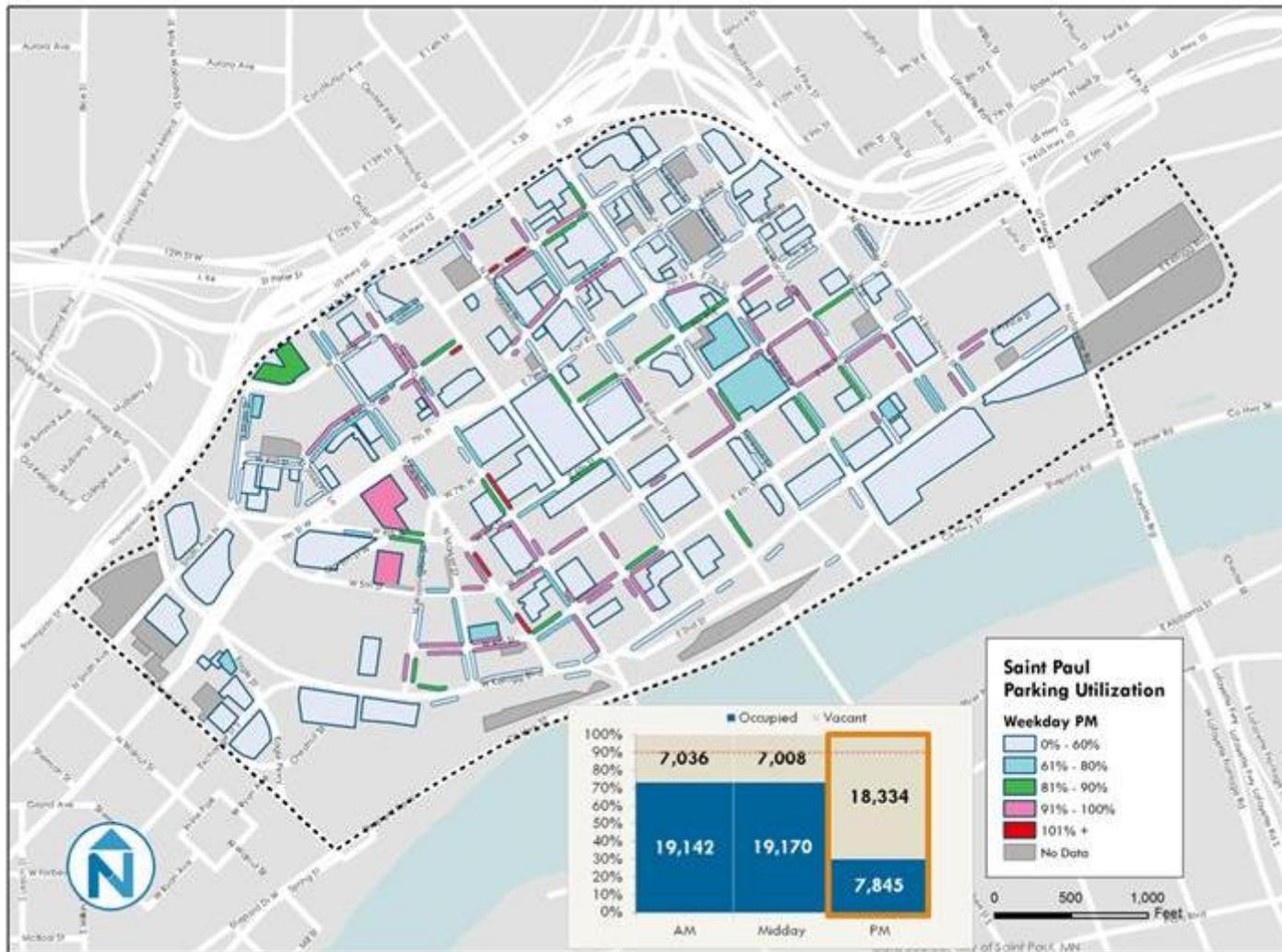
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Figure 8 Parking Utilization – Weekday 2:00 pm



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Figure 9 Parking Utilization – Weekday 6:00 pm

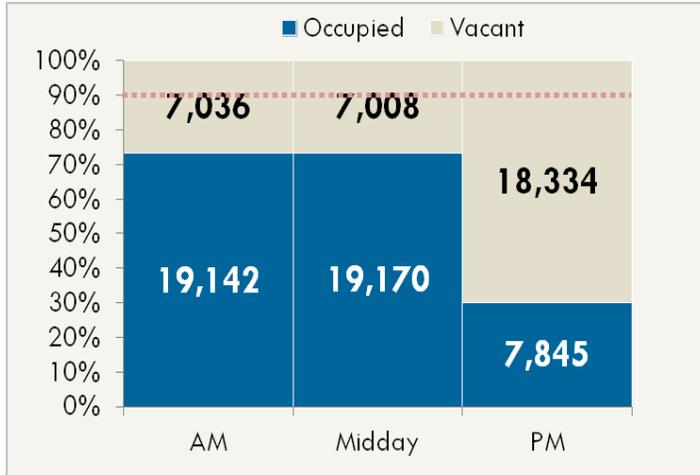


Utilization Patterns: Weekday

Overall Parking Utilization

The peak period of parking activity in downtown Saint Paul is mid-day, around 2:00 pm, when parking is about 73% full (Figure 10). In the evening, parking activity drops to about 30% full as employees empty out of the core.

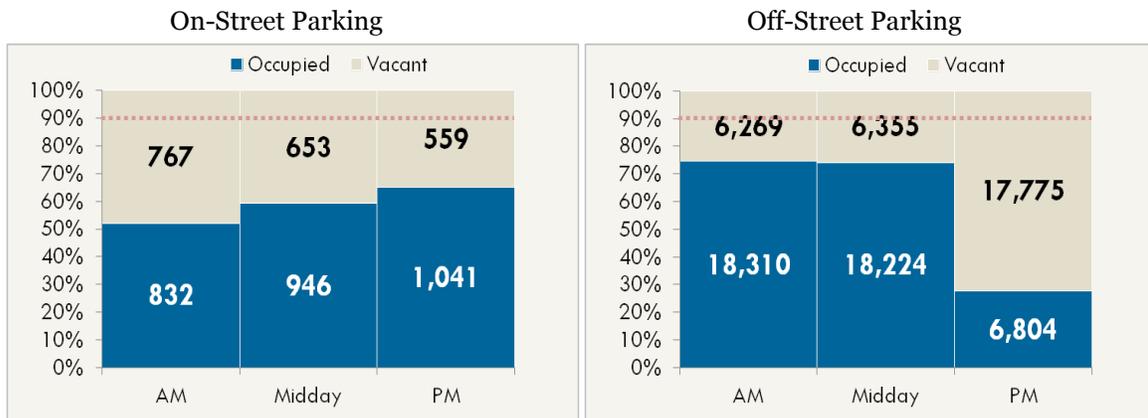
Figure 10 Parking Utilization – Overall Study Area



On-Street vs. Off Street Utilization

On-street and off-street parking appear to have opposite peaks, as shown in Figure 11. On-street parking peaks in the evening at 65% full, while off-street peaks in the morning at 74% utilization. On-street parking never reaches below 50% full even during the low period in the morning. It is important to note that these are aggregate numbers over the entire Downtown Saint Paul study area, with localized areas experiencing different use dynamics. Nevertheless, overall off-street parking reaches only about 25% utilization in the evening, meaning there are almost 18,000 unused spaces in lots and ramps in the evening period.

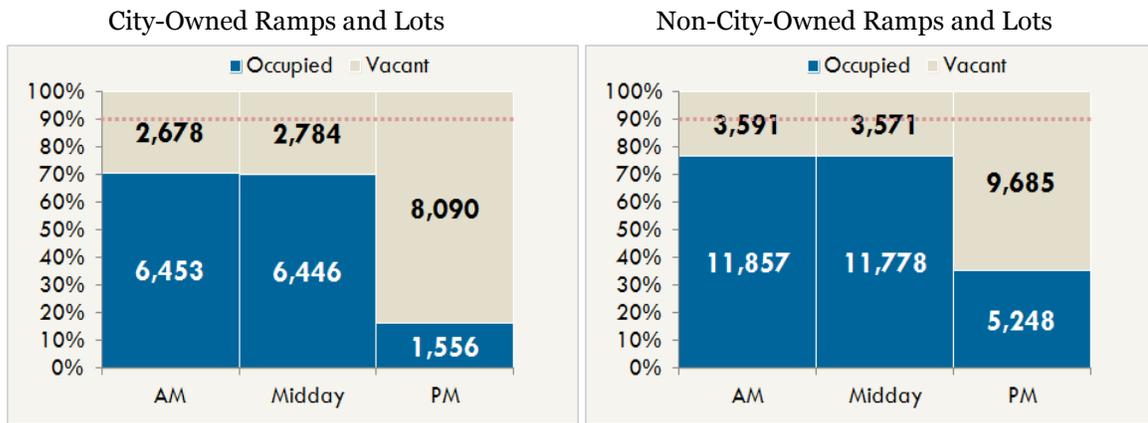
Figure 11 Parking Utilization – On-Street vs. Off-Street Parking



City-Owned vs. Non-City-Owned Off-Street Utilization

As shown in Figure 12, City-owned and non-City-owned ramps and lots have sustained peak periods during business hours that drop off drastically in the evening. Non-City-owned ramps and lots are utilized at a slightly higher rate than City-owned ramps and lots (77% full vs. 71% full). Even during the peak periods, there are about 2,700 City-owned spaces and 3,500 non-City-owned spaces that are not being used. During the evening, City-owned lots and ramps drop to less than 20% utilization, and non-City-owned lots and ramps reach about 35% utilization.

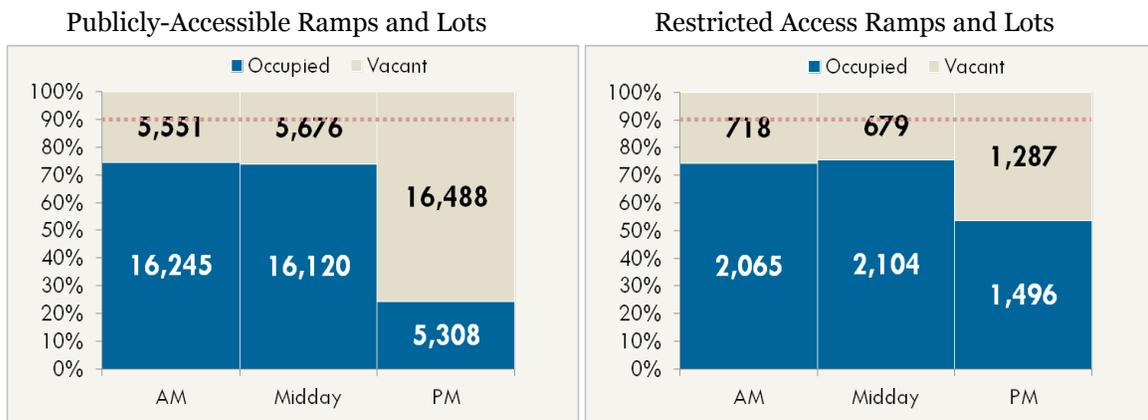
Figure 12 Parking Utilization – City-Owned vs. Non-City-Owned Ramps and Lots



Publicly-Accessible vs. Restricted Access Off-Street Utilization

The ramps and lots that are available for public use are utilized about the same (76% full) as the ramps and lots that are restricted use (75% full) during the peak period mid-day (see Figure 13). However, during the peak period, there are more than 5,600 publicly-accessible parking spaces unoccupied. Both types of off-street parking have very low utilization in the evening period, although restricted parking has slightly higher utilization at about 50%, compared to 20% utilization for publicly-accessible parking.

Figure 13 Parking Utilization – Publicly-Accessible vs. Restricted Access Ramps and Lots



RAMP UTILIZATION PATTERNS: WEEKDAY

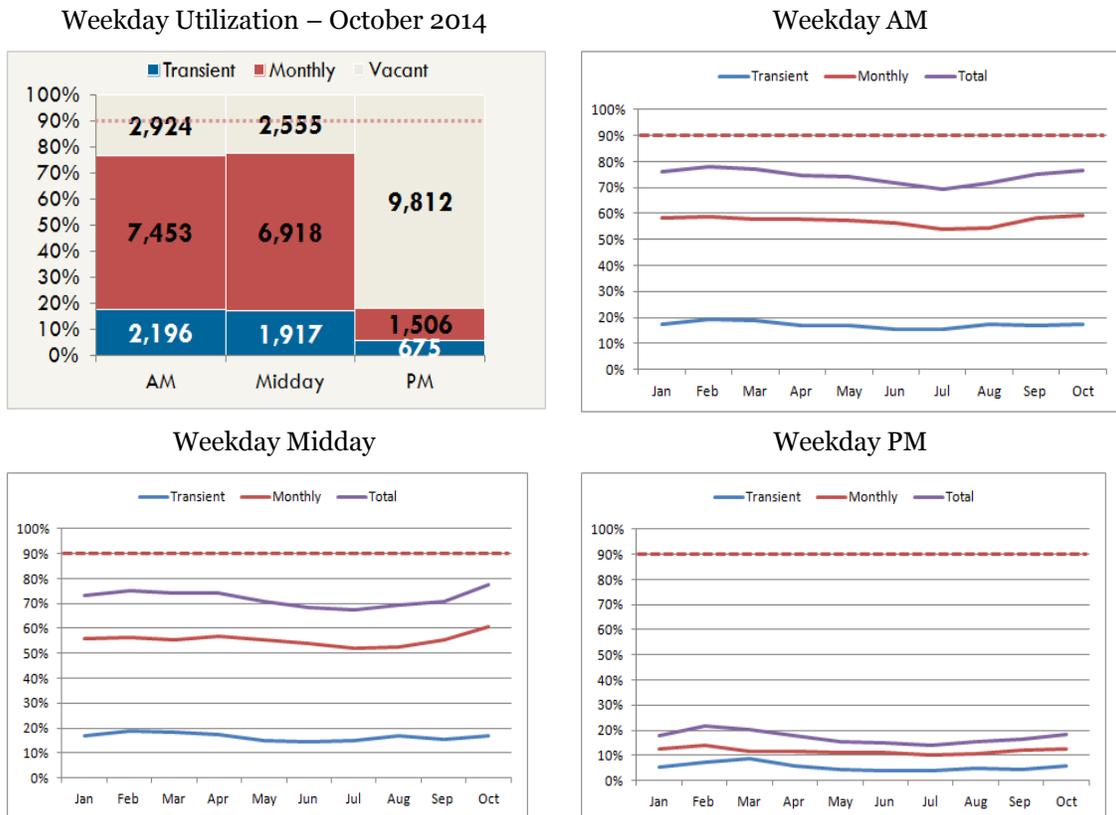
The team used the completed surveys from ramp managers (20 surveys) to better understand two parking patterns in ramps:

- What is the general balance, or ratio, of transient vs. monthly parkers throughout the day?
- How does the October 2014 data sample compare to the rest of the year, i.e. is October a representative month?

Data from a sample of ramps in the study area is shown in Figure 14. The location of each ramp from which sample data was collected is shown in Figure 15. The data from this sample shows us that:

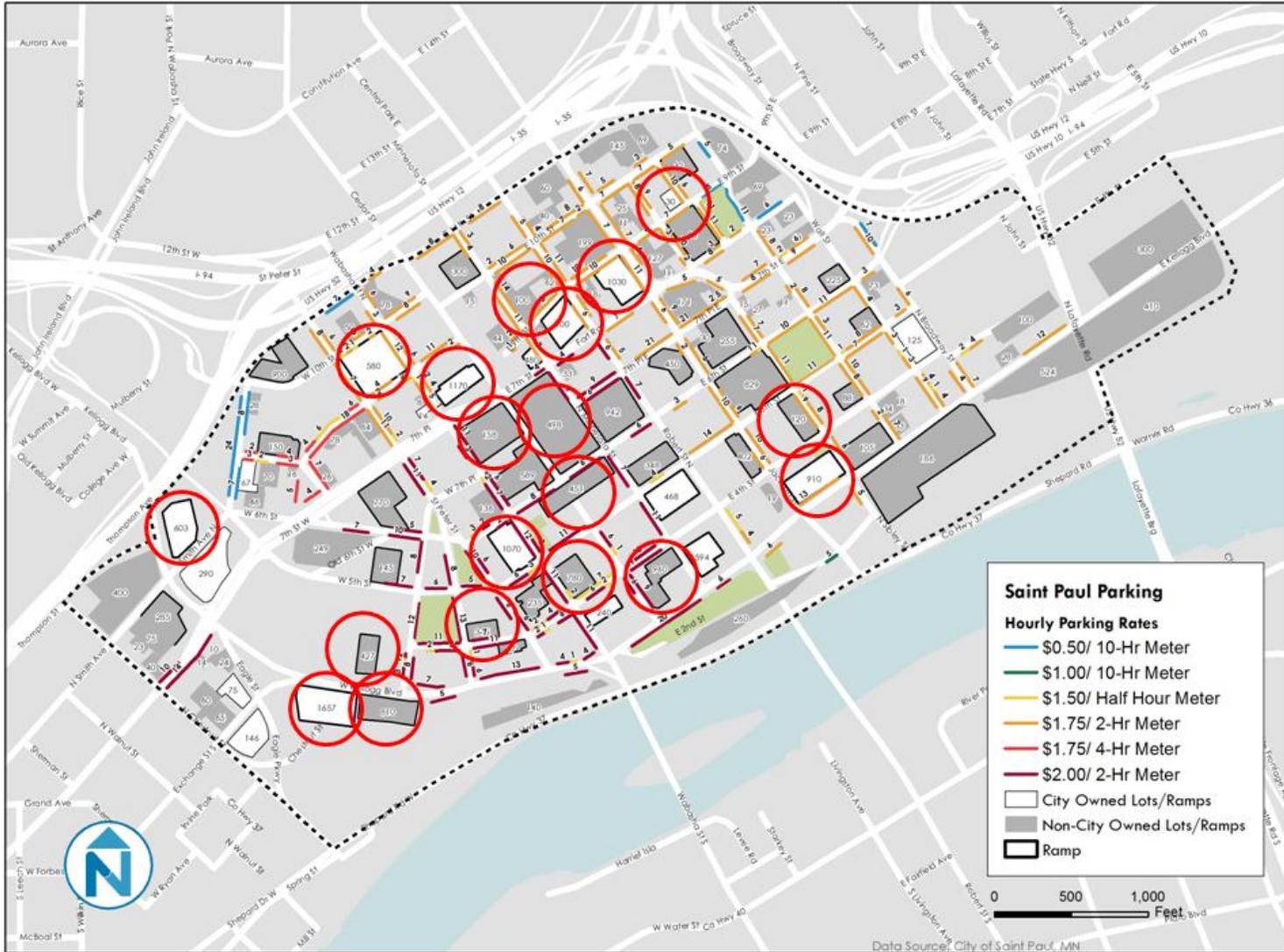
- Monthly parkers (those that have monthly permits or contracts) use most of the spaces in ramps than transient users (those that pay to park on an hourly or daily basis)
 - Monthly parkers use about 60% of the spaces, while transient parkers represent about 20%
 - Ramps generally oversell monthly parking permits by 10-15% (as reported in an interview with ramp managers)
- October utilization data is a representative month for a data collection sample
 - October has the highest utilization for the weekday daytime
 - February and March are slightly busier than October during the evening

Figure 14 Transient vs. Monthly Parkers – Weekday Ramp Samples



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Figure 15 Sample Ramp Locations



PARKING UTILIZATION: WEEKEND

WEEKEND UTILIZATION: OVERALL KEY FINDINGS

- Over the total study area, parking is never more than 34% occupied.
- Peak parking demand for the weekend is in the evening.
- Even at peak occupancy, there are 16,800 vacant spaces unused throughout the study area.
- On-street is very busy in the evening (about 78% full).
- Off-street parking is never more than about 30% full, regardless of the time of day.
- City-owned ramps and lots have a slightly lower utilization rate than non-City-owned ramps and lots; however, neither reach more than about 33% full.
- During the evening peak, restricted-access ramps and lots are about half full, while publicly-accessible ramps and lots are only 27% full.

Spatial Analysis: Weekend

As explained in detail above, the following spatial analysis displays the utilization data geo-coded on a series of maps. The maps show the use of each parking facility by color-code, as explained below.

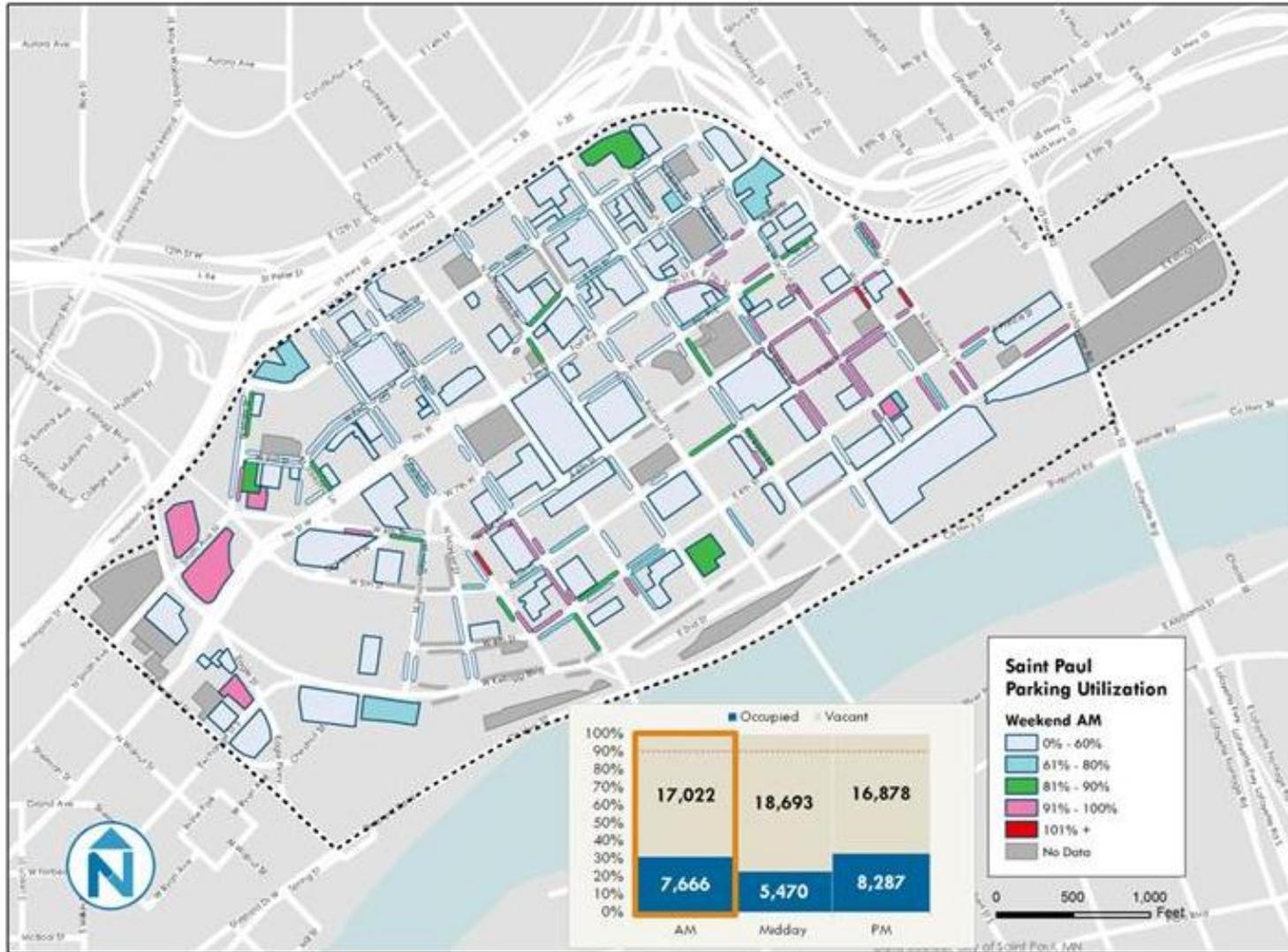
- **“Cool” light blue/blue** refers to 0-60% and 60-80% utilization, points at which on-street blocks and off-street facilities are viewed as underutilized.
- **“Ideal” green** refers to blocks and facilities with 81% to 90% utilization and represent actively-used resources.
- **“Warning” pink** refers to utilization above 91% and is considered at functional capacity.
- **“Critical” red** denotes parking beyond the marked capacity (more than 100%).

WEEKEND DEMAND: SPATIAL PATTERNS

- **Figure 16: Morning (10:00 am):**
 - Overall, parking is 31% full.
 - The highest concentrations of parking activity are in Lowertown, near the Farmer's Market, and in the Rice Park Entertainment District.
- **Figure 17: Mid-day (2:00 pm):**
 - Overall, parking is 29% full.
 - Areas with the highest activity in Lowertown, the Entertainment District, and near St. Joseph's Hospital.
- **Figure 18: Evening (6:00 pm):**
 - Overall, parking is 33% full.
 - On-street is parking in almost every area of downtown.

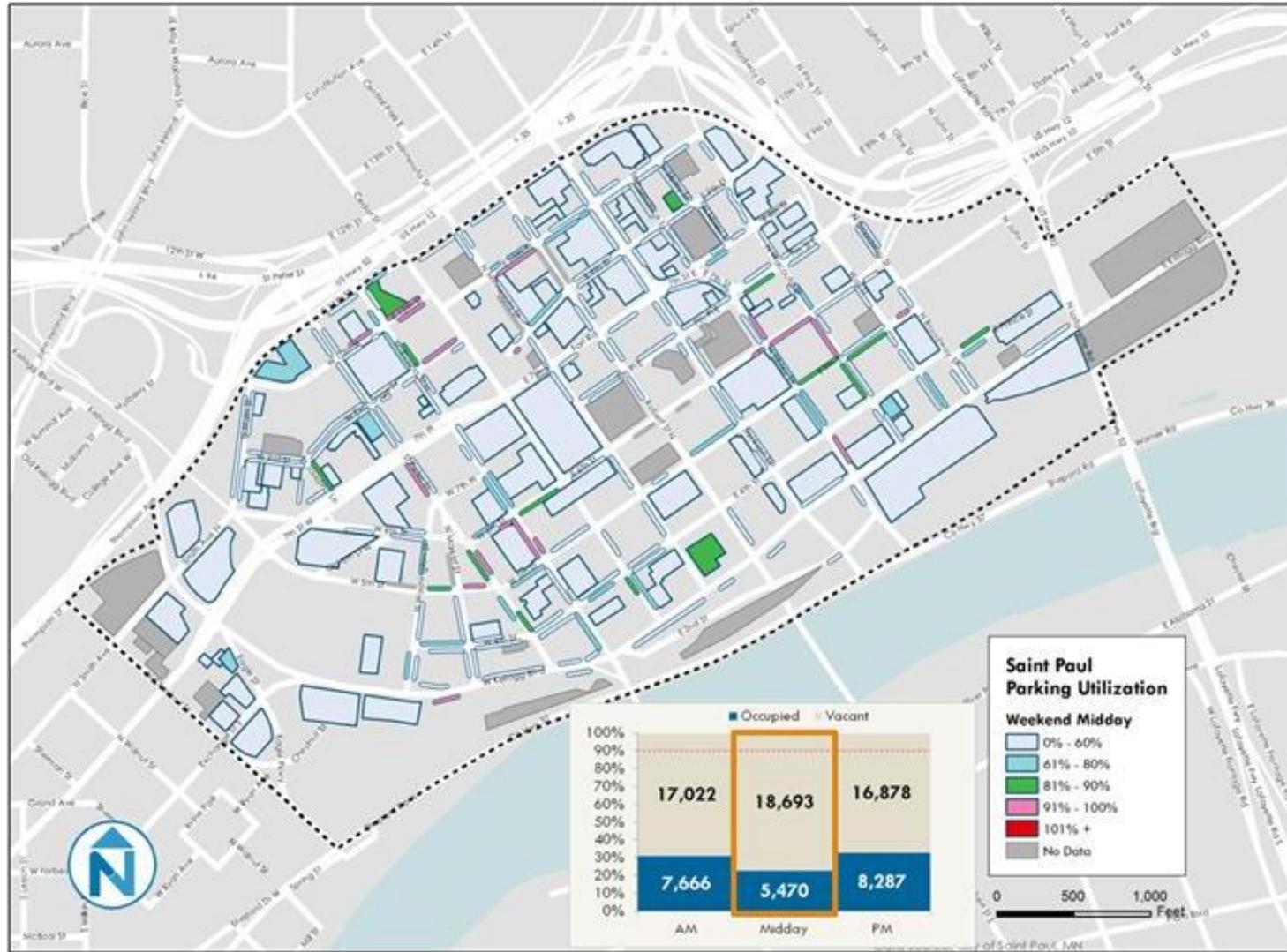
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Figure 16 Parking Utilization – Weekend 10:00 am



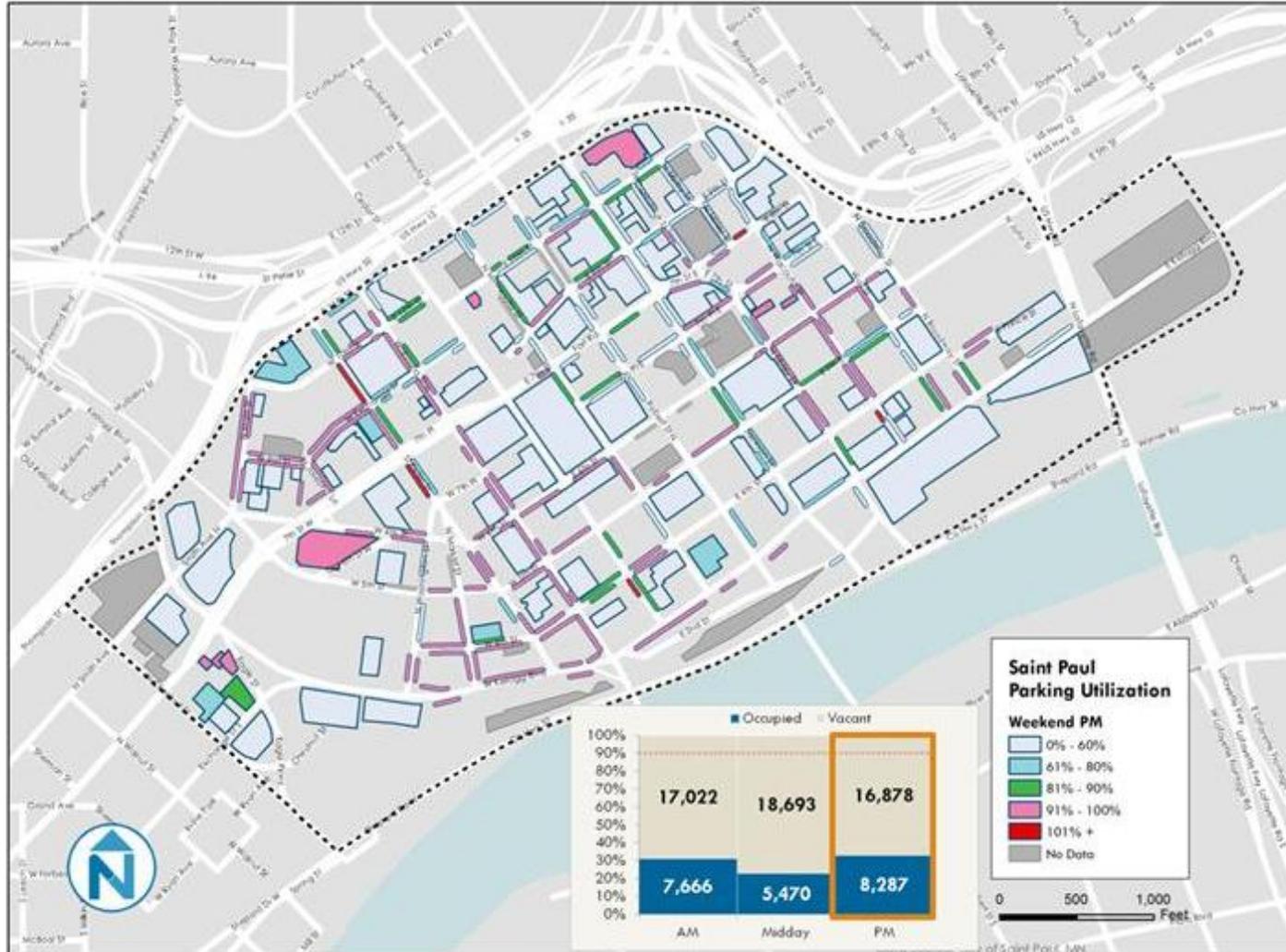
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Figure 17 Parking Utilization – Weekend 2:00 pm



EXISTING CONDITIONS | TASK 1
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Figure 18 Parking Utilization – Weekend 6:00 pm

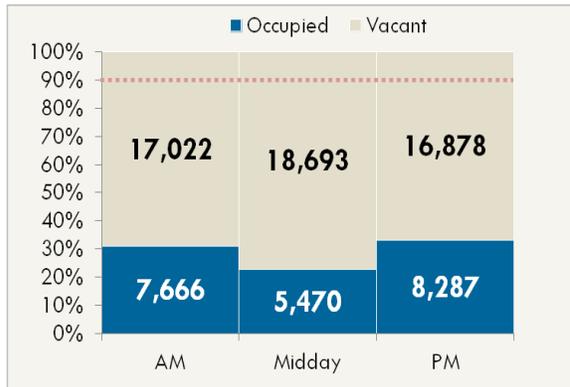


Utilization Patterns: Weekend

Overall Parking Utilization

Parking activity on the weekend peaks in the evening when visitors travel downtown for Saint Paul’s nightlife. However, even during this peak, parking utilization only reaches 33%, leaving nearly 17,000 empty spaces in the study area. Parking activity is the lowest in the mid-day, when parking is only 20% full. It is important to note that these are aggregate numbers over the entire study area; demand varies from block to block.

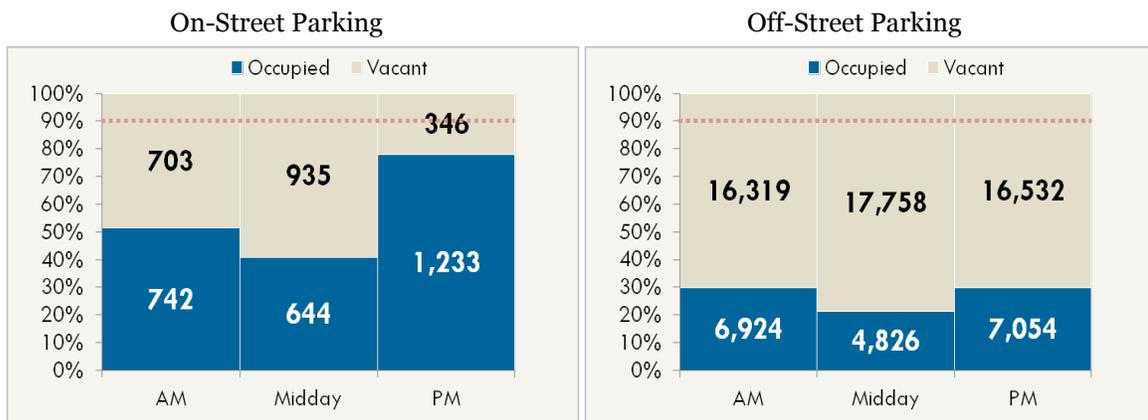
Figure 19 Parking Utilization – Overall Study Area



On-Street vs. Off Street Utilization

On-street parking is much more full than off-street parking, regardless of the time of day. During the peak evening period, on-street parking is 78% full, while off-street parking is only 30% full. Although on-street parking is almost at capacity in the evening, there are almost 16,500 off-street spaces unused at that time.

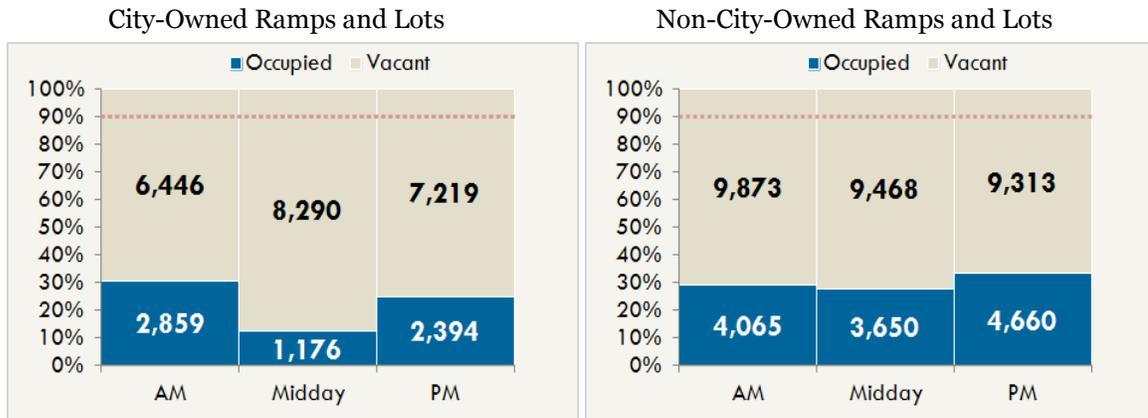
Figure 20 Parking Utilization – On-Street vs. Off-Street Parking



City-Owned vs. Non-City-Owned Off-Street Utilization

As shown in Figure 21, City-owned ramps and lots are utilized slightly less at peak (31%) than non-City-owned ramps and lots (33%). There are nearly 6,500 City-owned spaces unused in ramps and lots during the peak period of usage in the evening, and 9,313 spaces unoccupied in non-City-owned ramps and lots in the evening.

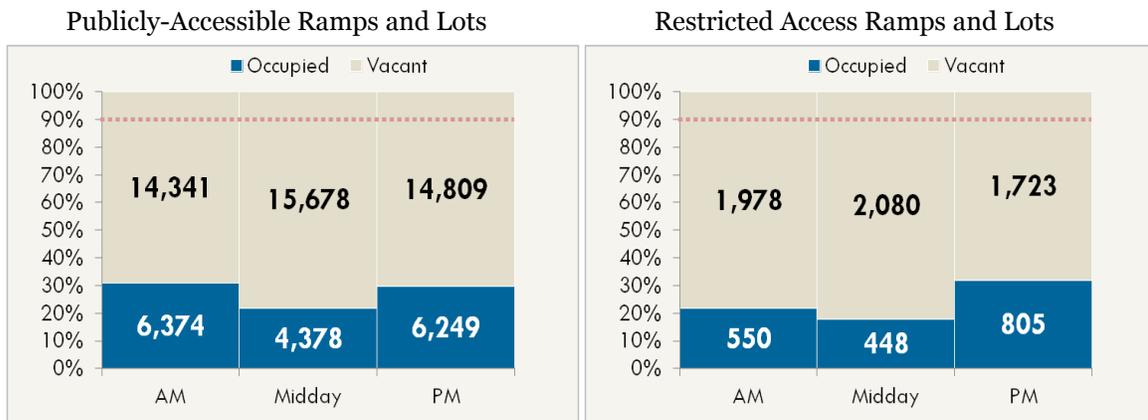
Figure 21 Parking Utilization – City-Owned vs. Non-City-Owned Ramps and Lots



Publicly-Accessible vs. Restricted Access Off-Street Utilization

Restricted-access (those not open to the public) ramps and lots are utilized slightly more than publicly-accessible ramps and lots during the peak evening period, as shown in Figure 22. Restricted-access spaces are 32% full in the evening, while publicly-accessible spaces are 30% full.

Figure 22 Parking Utilization – Publicly-Accessible vs. Restricted Access Ramps and Lots



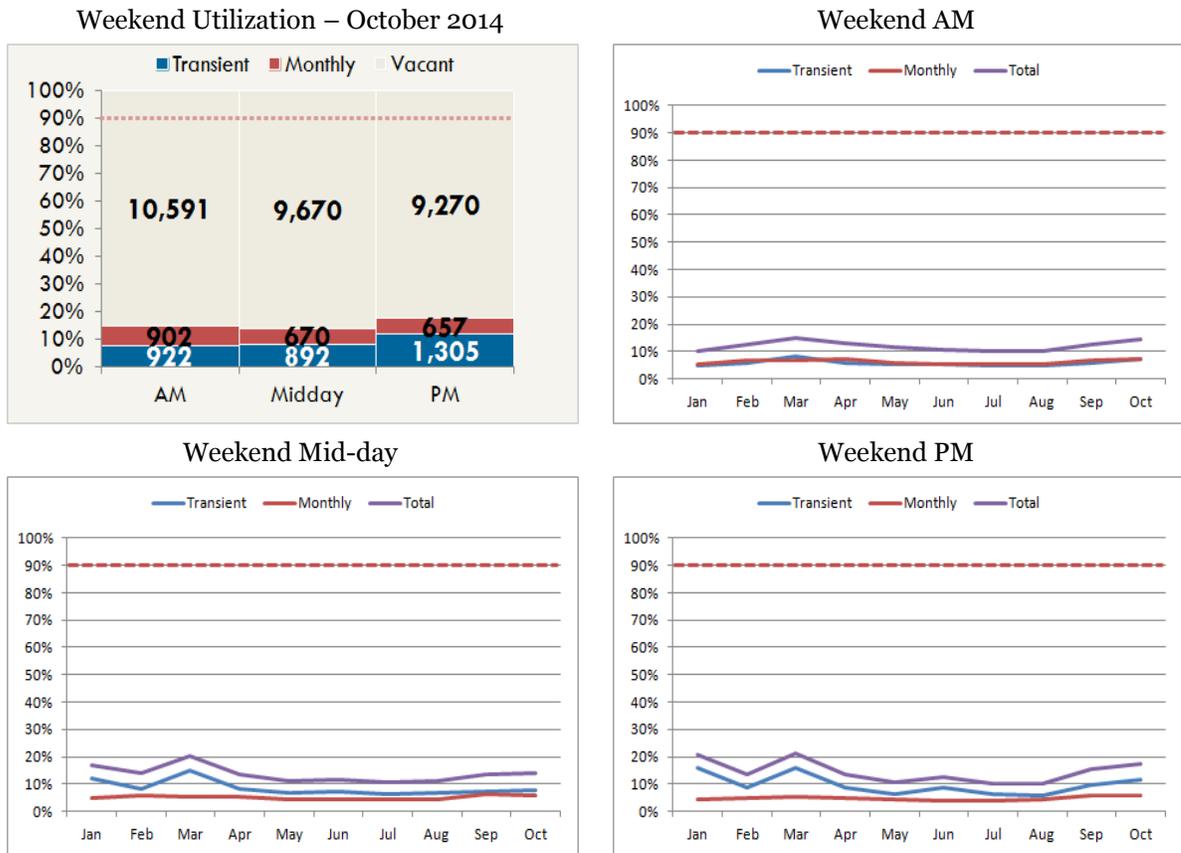
RAMP UTILIZATION PATTERNS: WEEKEND

The same survey sample used in the weekday analysis is used for the weekend pattern analysis. This data is intended to uncover patterns in two areas: 1) ratio of transient to monthly parkers, and 2) October data compared to the rest of 2014.

Weekend sample data shows that unlike weekdays, transient users park in ramps at a slightly higher rate than monthly users. There is not a substantial difference between the two user groups, with the exception of evenings, when there are double the number of transient parkers over monthlies.

The data also shows that October is an average month, compared to January - September 2014, for weekend demand. March is the highest, with a mid-day peak of 20% full, whereas October is 14% full. Demand is lowest May through August (11% full).

Figure 23 Transient vs. Monthly Parkers – Weekend Ramp Sample



5 PARKING MANAGEMENT

Parkers behave in response to how parking is managed: whether or not a sign is readable, what the regulation is, how parking is priced, when parking rules are enforced, and more. Parking supply in downtown is 73% full at the busiest time of day, which means that there are unused spaces in downtown. But are those spaces available? How are they managed and enforced? What information exists to find those spaces? Can the general public use them, and when?

Another important management-related opportunity is the integration with Saint Paul's multimodal environment. With the Green Line light rail, numerous bus options, bike share, car2go, and more, it is clear that not every worker and resident uses a car. How are multimodal options integrated into Saint Paul's downtown skyway, sidewalk, and parking system? How well do the multimodal options connect to places where people want to go?

Parking management is explored in this section under the following headers:

- Management by price and time limits
- Enforcement
- Governance
- Signage and information
- Multimodal connections

MANAGEMENT BY PRICE AND TIME LIMITS

On-Street Parking

On-street parking in Saint Paul is managed by price and time limits, including:

- Pricing from \$0.50 - \$2.00/hour, by zone
- Meters and time limits in effect Monday thru Saturday
- Hours of meters and time limits in effect 8:00 am - 5:00 pm
- Time limits from 30 minutes to 10 hours; most time limits are two-hours
 - City regulation allows a parker to move their car two blocks after two hours have been used.
- Payment by pay-by-space kiosks and coin-operated meters

Today's parking payment technology is shown in Figure 24.

A representation of the utilization of the on-street pricing zones is shown in Figure 25 - Figure 28. The current pricing scheme does not appear to impact decisions when determining where to park; location appears to matter more. For example, the \$1.75/hour meters are 50% full on a weekday afternoon; the \$2.00/hour meters are 75% full. If the price difference impacted parkers' decisions on where to park, we would expect to see a lower utilization at the higher-priced meters. This may also indicate that the differential between the hourly rates is not significant enough to influence decision-making.

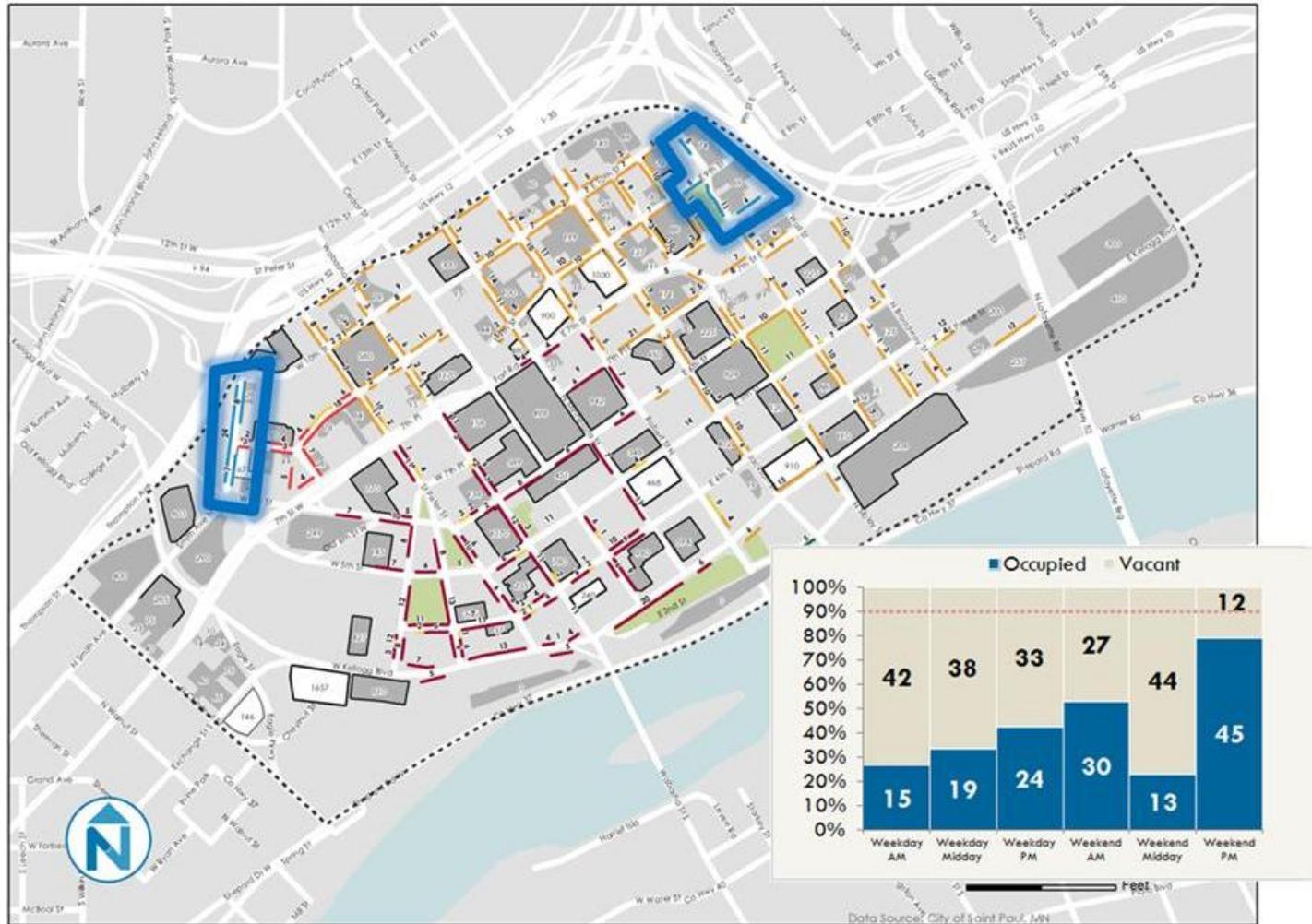
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Figure 24 Existing On-Street Parking Meters



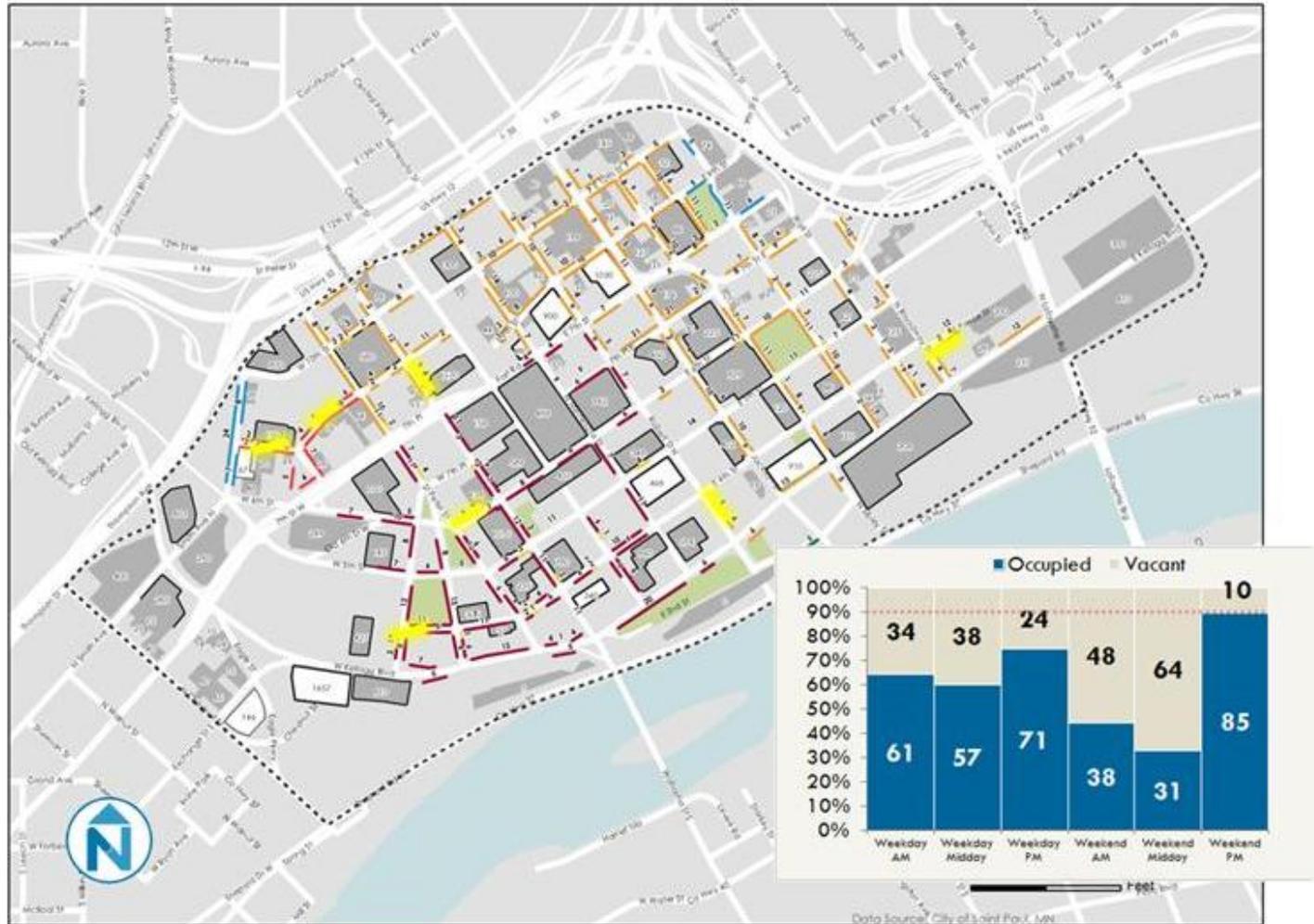
EXISTING CONDITIONS | TASK 1
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Figure 25 Utilization of \$0.50 / 10-hour Parking Meters



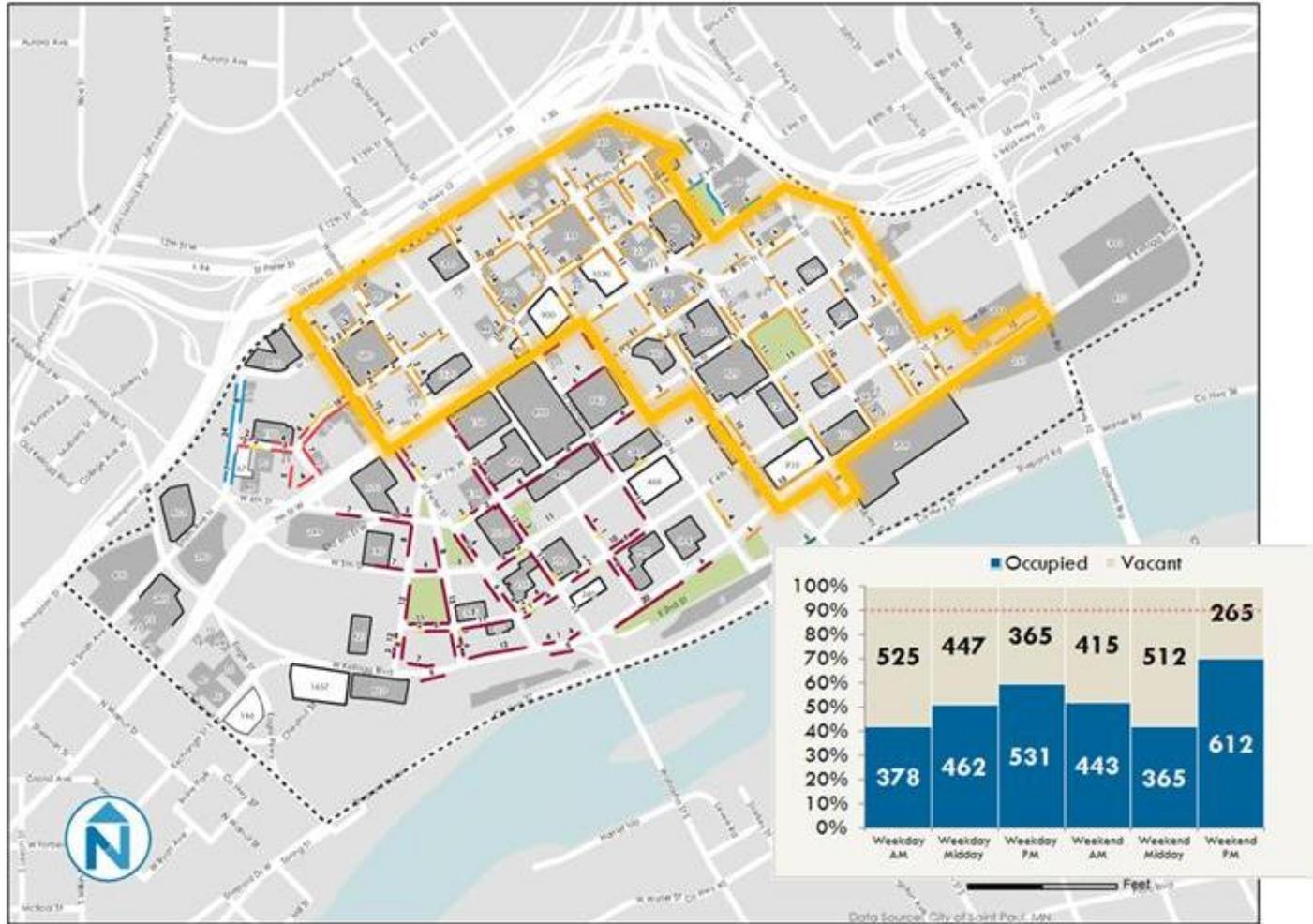
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Figure 26 Utilization of \$1.50 / 30-Minute Parking Meters



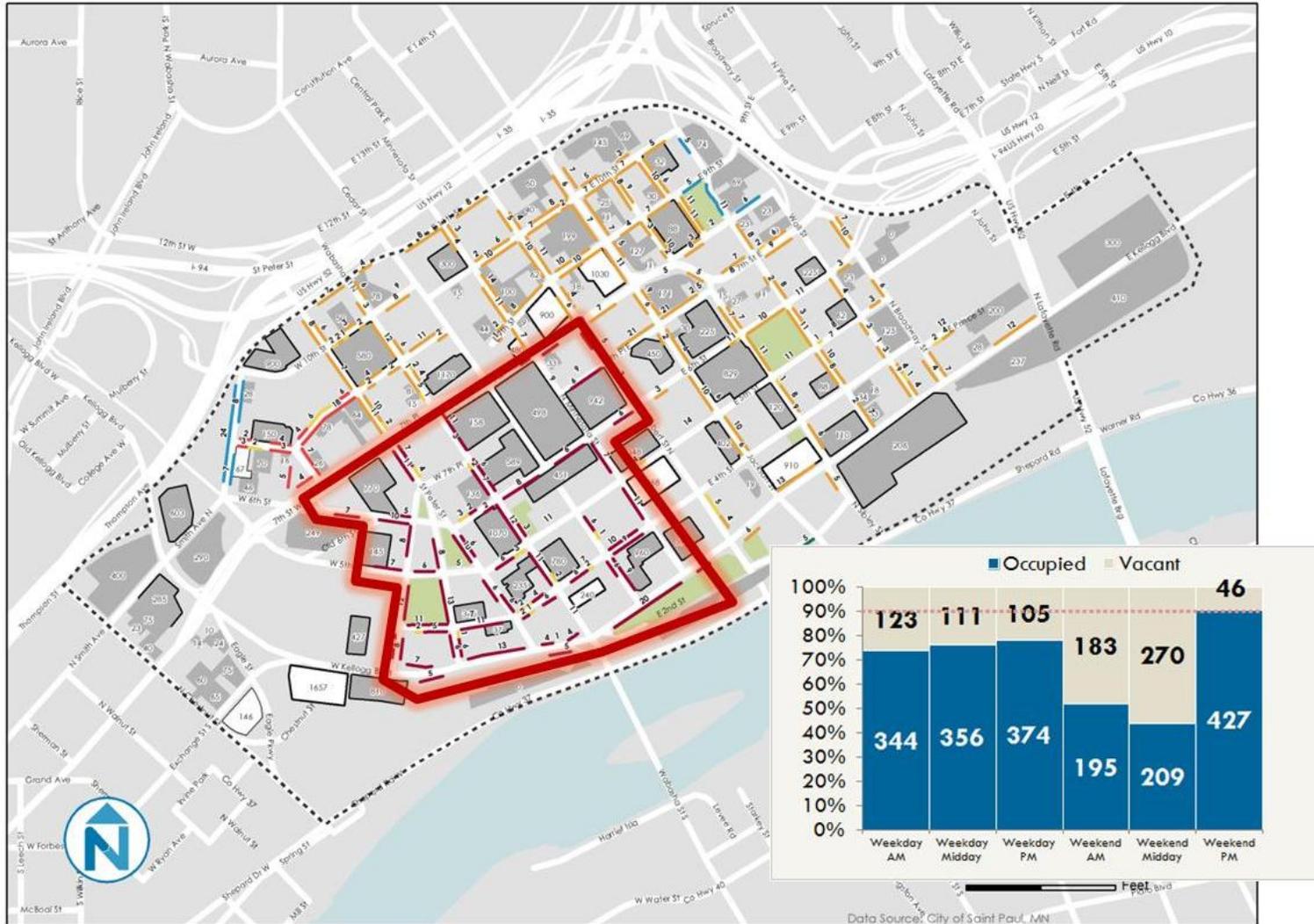
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Figure 27 Utilization of \$1.75 / 2 Hour Parking Meters



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Figure 28 Utilization of \$2.00 / 2 Hour Parking Meters



Off-Street Parking

Off-street parking is owned and managed by the City (through private operators) and private landowners. Off-street parking varies by facility type (ramp and lot) and by rates.

Rate Types

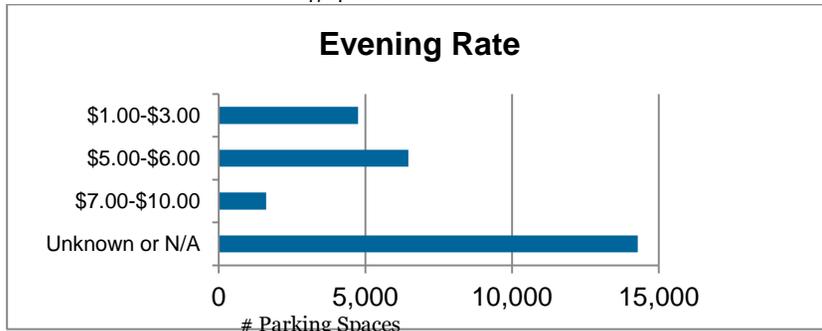
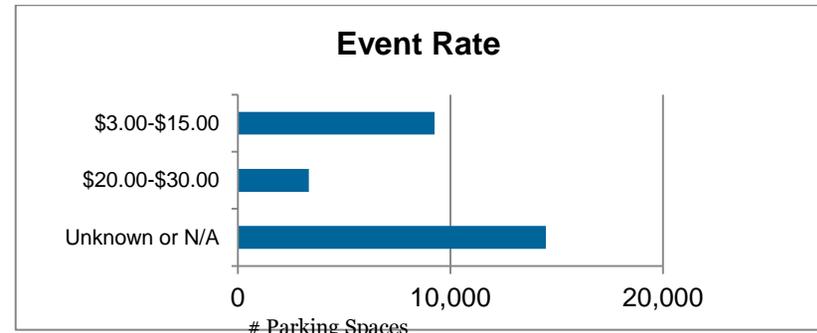
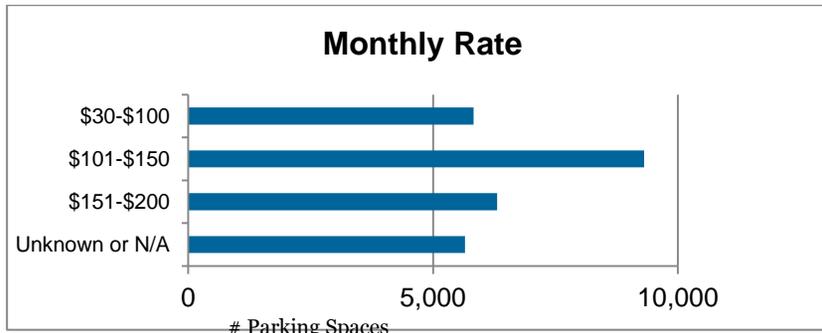
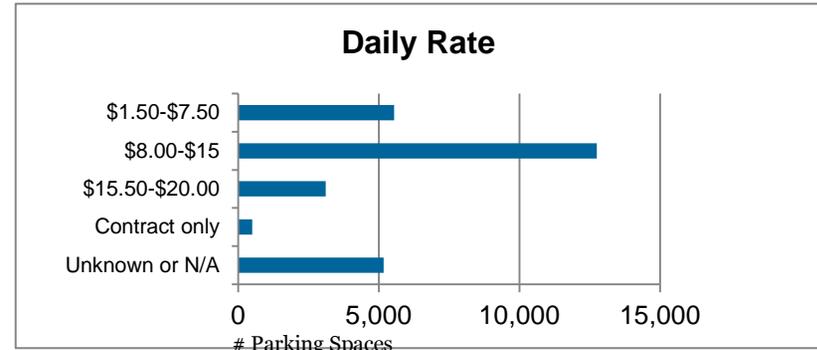
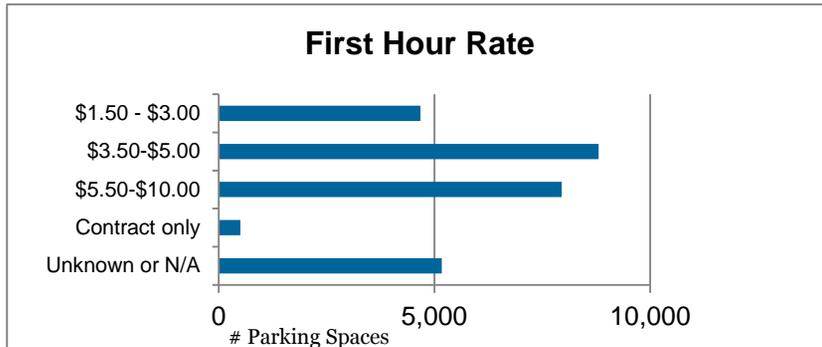
Unlike on-street parking, off-street parking is not regulated by time limits. This allows for a parker to stay as long as needed. This also means that off-street parking has a different rate structure than on-street parking.

Off-street parking pricing varies greatly, with a variety of rate types in most facilities. Facilities that are publicly-accessible most often have multiple rate types for different kinds of uses. As part of the Downtown Parking Management Strategy, the study team explored and mapped multiple rate types to understand better how parking is managed and used. These are described below and summarized in Figure 29:

- The **First Hour Rate** (Figure 31) is the cost for the first hour of parking in a ramp or lot. Two-thirds of the off-street parking supply costs more than \$3.50 for the first hour, with a maximum of \$10.
- The **Daily Rate** (Figure 32) is the cost of six to ten hours of parking in a ramp or lot. Almost half (44%) of the off-street parking supply costs between \$10.00 and \$15.50 for the day. 28% costs between \$1.50 and \$8.00.
- The **Monthly Rate** (Figure 33) is the posted rate for a monthly parking permit in a ramp or lot. Most spaces cost between \$101 and \$150. The average is \$117 per month. On average, this gives a monthly permit holder a \$3 per day discount over the daily rate (Figure 34). Based on stakeholder interviews, the monthly posted rates are often not the actual paid rate. Office leases and other deals regularly result in discounted rates. Also, monthly parking permits can be regulated by time limits (i.e. contract parkers only allowed in ramps at certain hours of the day).
- The **Evening Rate** (Figure 35) is usually a lower or free rate for off-street parking during an off-peak evening. More than a third (35%) of off-street parking is free in the evening. 17% costs between \$1.00-\$3.00, and 23% costs between \$5.00 and \$6.00 for the evening period. There are also several facilities that are closed in the evening.
- The **Event Rate** (Figure 36) is a special flat rate during special events. Only about 25 lots and ramps have event rates; most of these facilities are located in or near the Rice Park Entertainment District. Rates range between \$3 and \$20.

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Figure 29 Off Street Parking Rates*



*There are 18 ramps and lots where the parking rate information is unknown.

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Off-street rates vary substantially from ramp to ramp. Rates vary due to location, parking demand, the number of contracted spaces, type of facility, revenue, and more.

The team analyzed the published daily rates of the City-owned facilities compared to the non-City owned facilities, below in Figure 30. Overall, City-owned parking is slightly less expensive: for example, 49% of non-City-owned parking spaces are priced below \$10.00 daily, while 65% of City-owned parking spaces are priced below \$10.00 daily.

Figure 30 Off-Street Daily Parking Rates – City-Owned vs. Non-City-Owned*

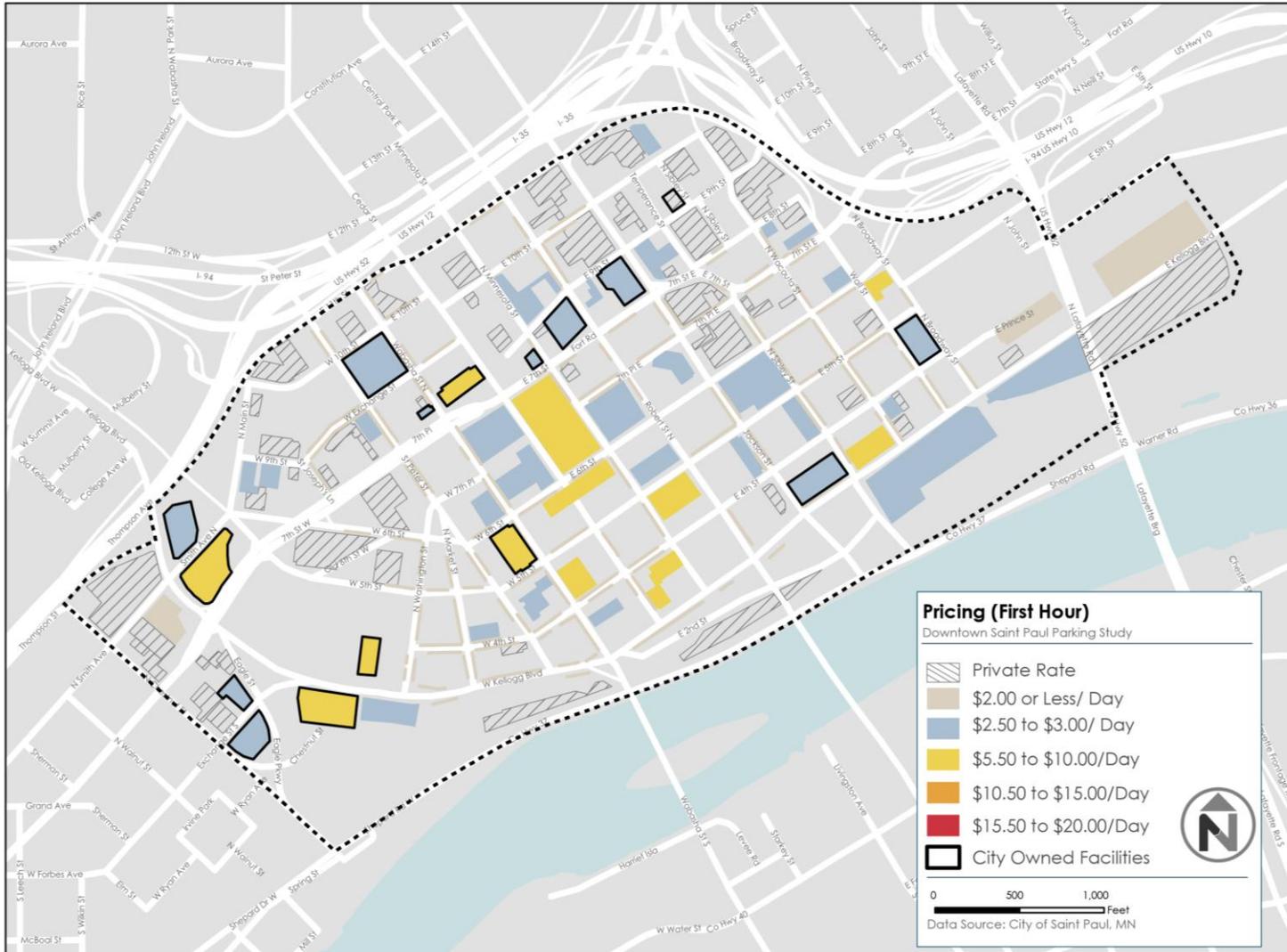
Rates	Non-City Owned Daily Rates	%	City Owned Daily Rates	%
\$1.50-\$3.00	469	4%	0	0%
\$4.00-\$7.50	2,819	24%	2,163	23%
\$8.00-\$10.00	2,531	21%	4,014	42%
\$11.00-\$15.50	4,082	34%	3,300	35%
\$16.00-\$20.00	1,949	16%	708	7%
Subtotal	11,850		9,477	
Contract	497		0	
Unknown	5,637		30	
Total	17,487		9,507	

*There are 18 ramps and lots where the parking rate information is unknown.

The location and demand of off-street facilities are major drivers when determining rates.

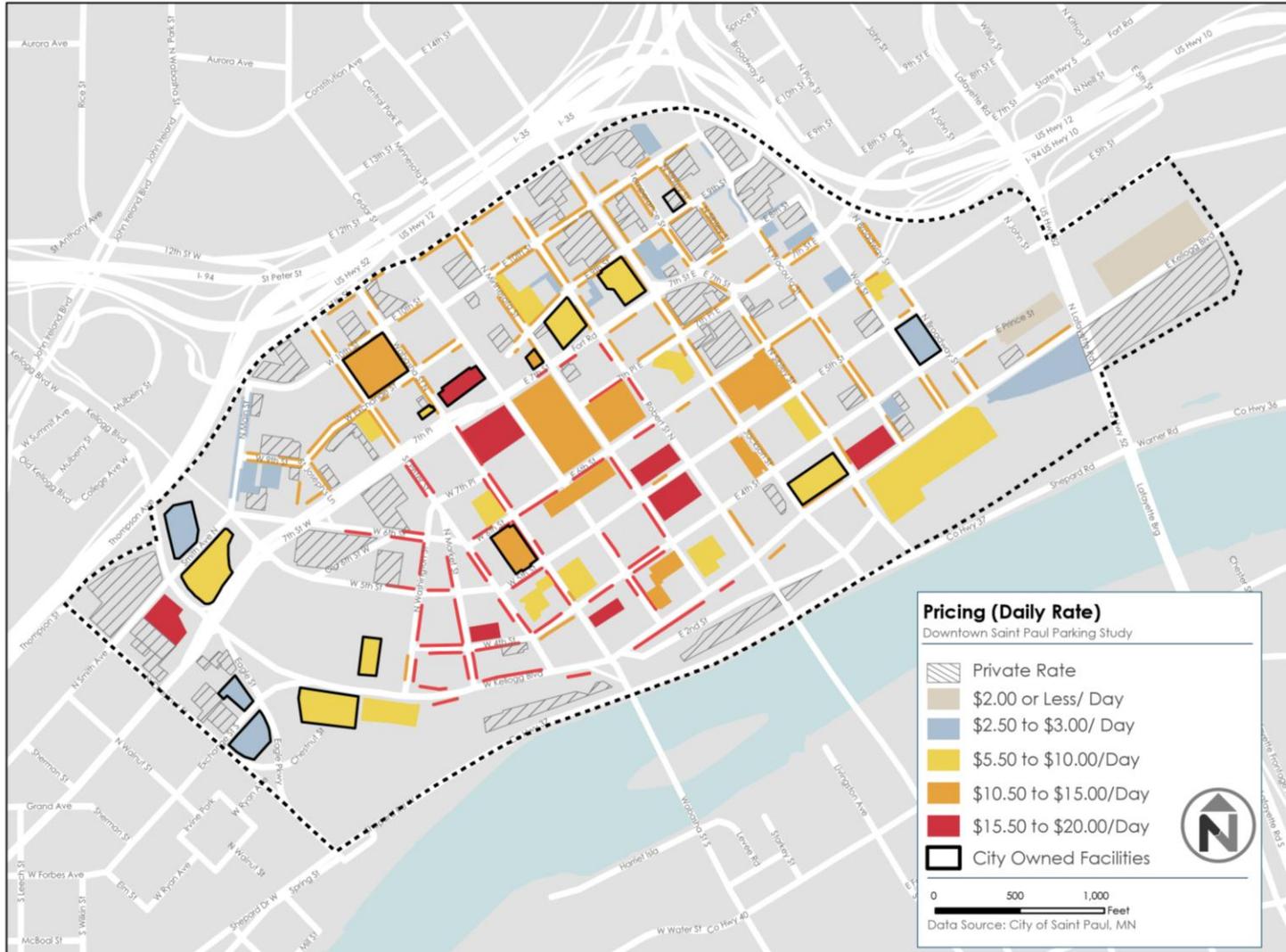
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Figure 31 Off-Street First Hour Rates



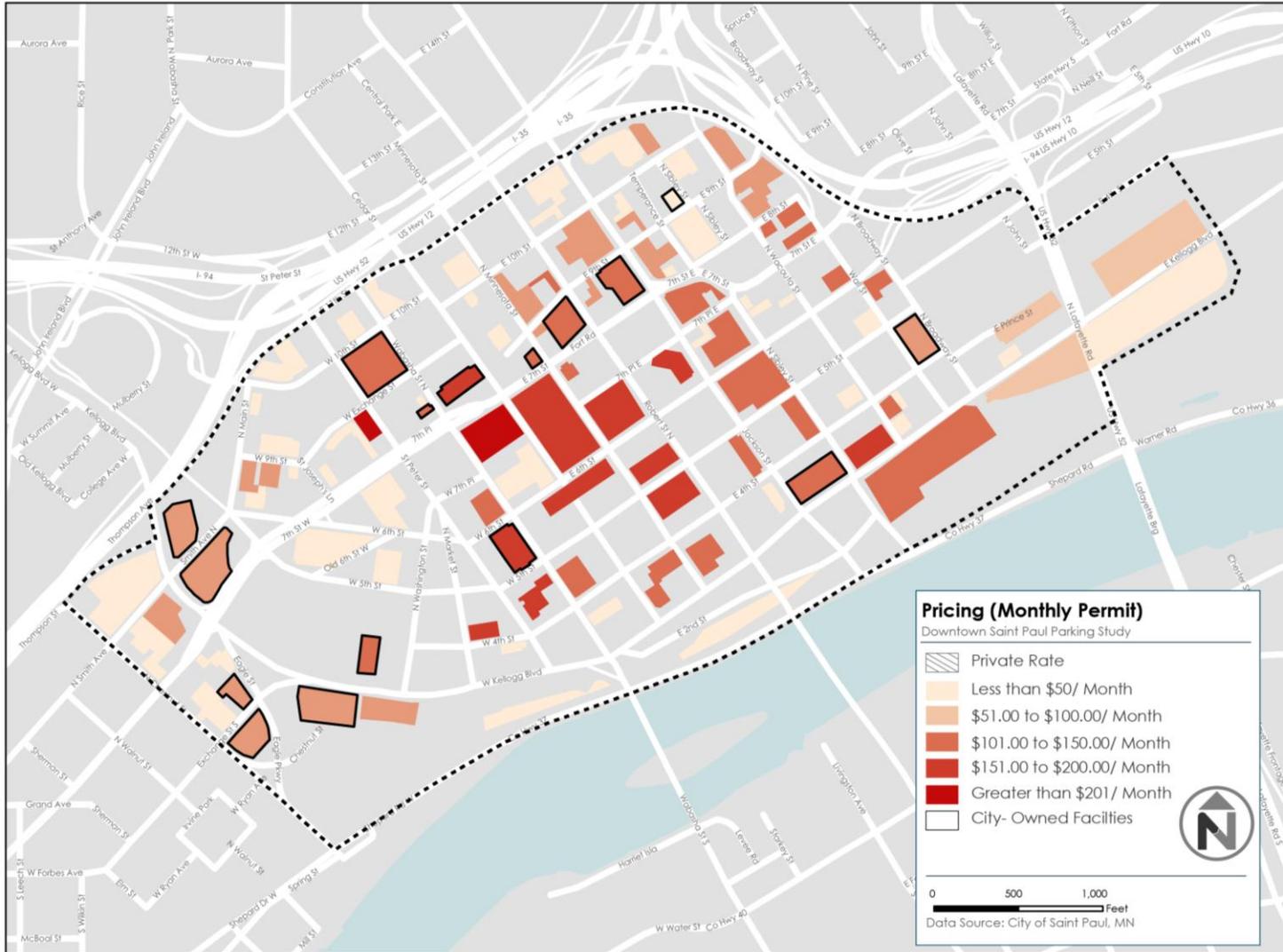
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Figure 32 Off-Street Daily Rates



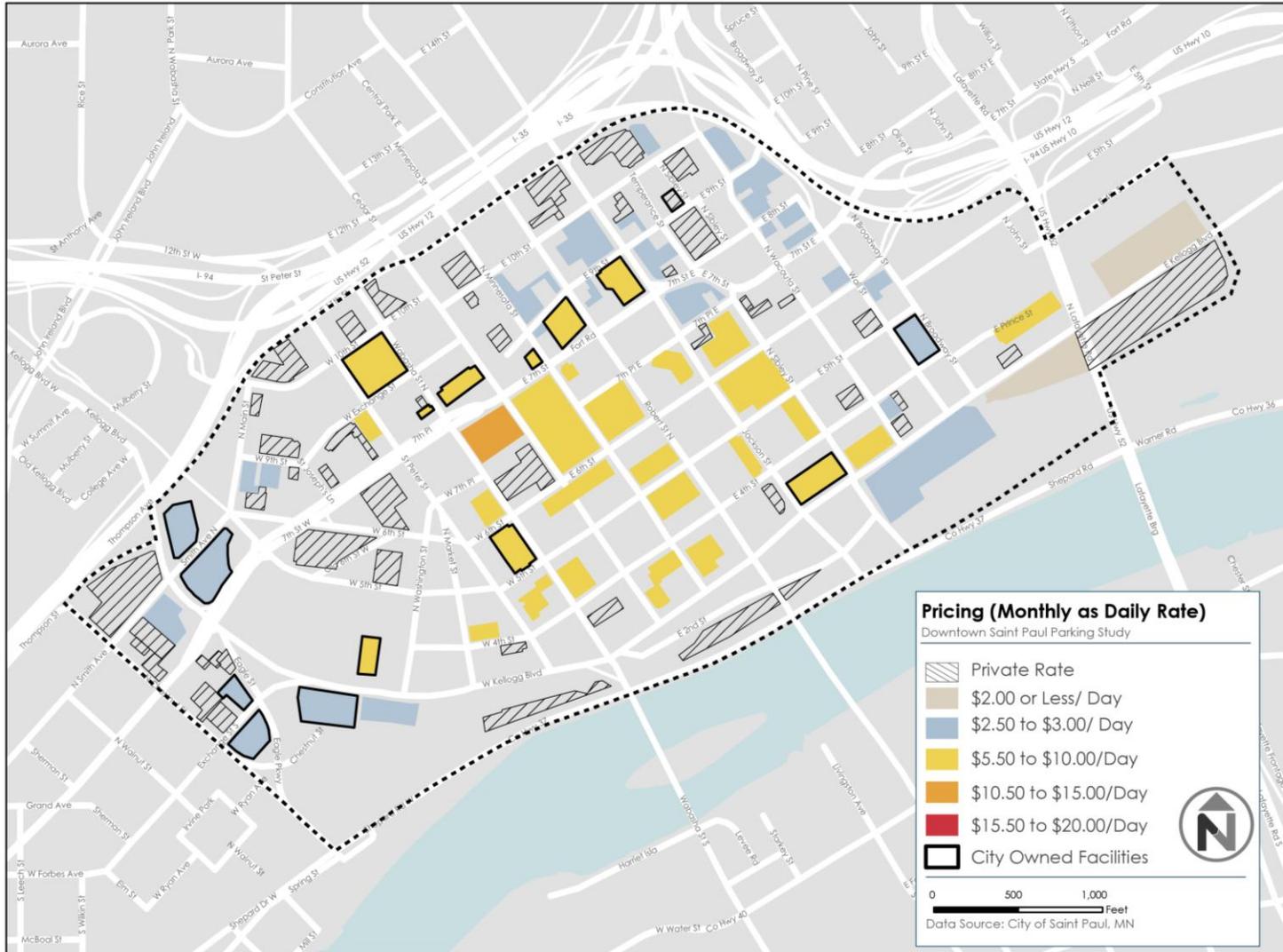
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Figure 33 Off-Street Monthly Permit Holders: Published Monthly Rates



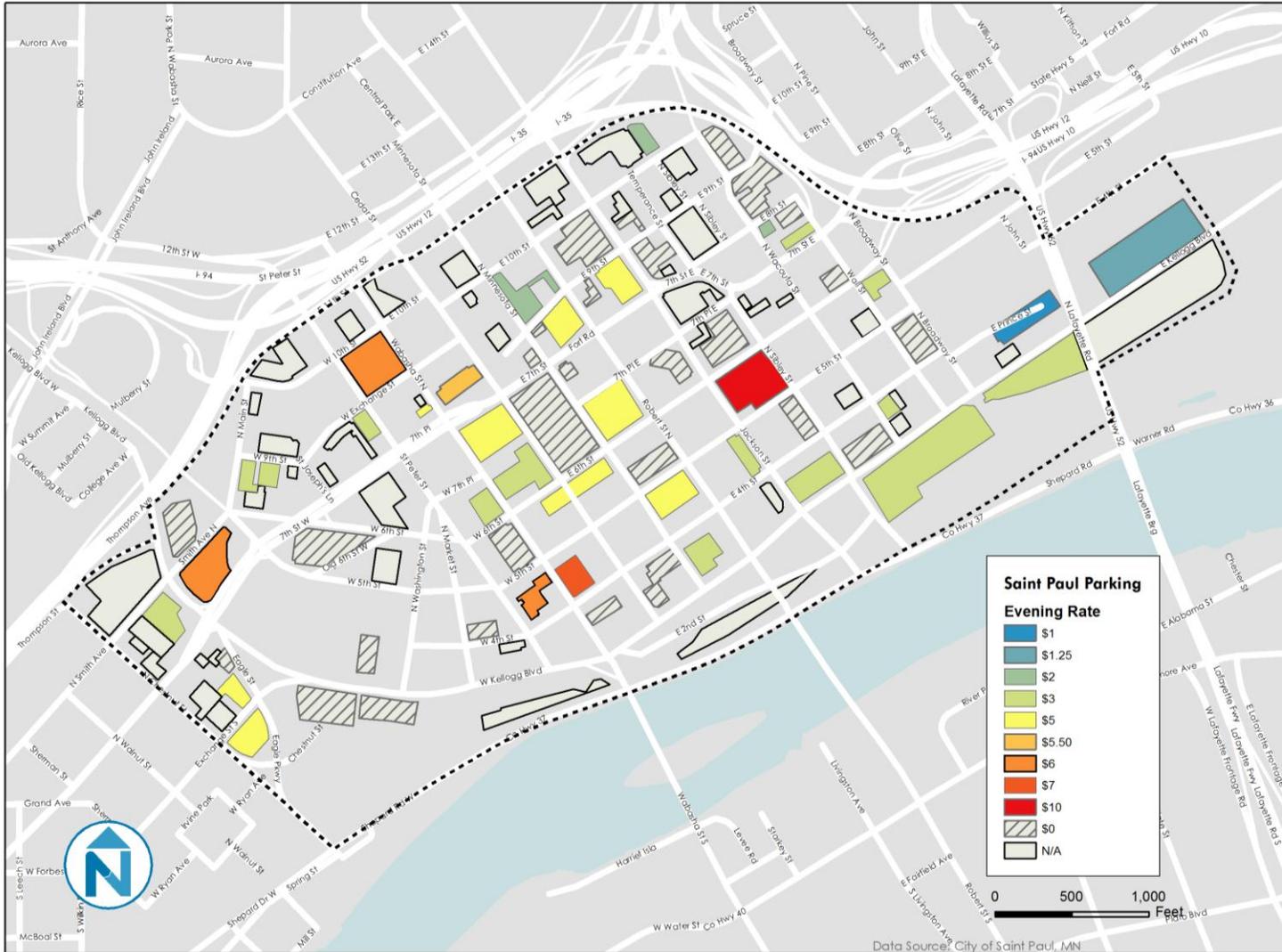
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Figure 34 Off-Street Monthly Permit Holder Rates As Daily Rates



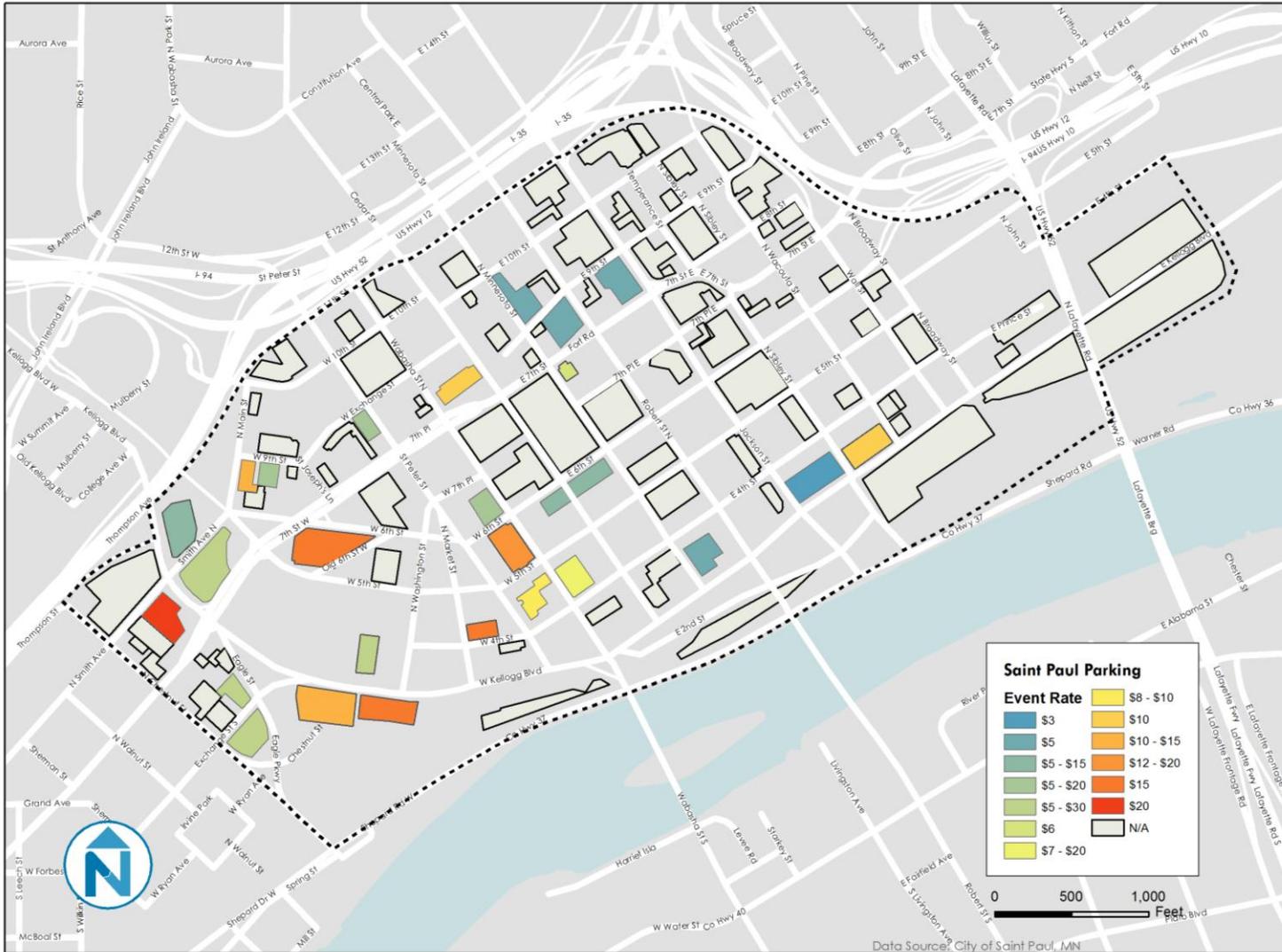
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Figure 35 Off-Street Evening Rates



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Figure 36 Off-Street Event Rates



ENFORCEMENT

Parking Enforcement Unit

The Saint Paul Police Department Parking Enforcement Unit is responsible for enforcing parking regulations to expedite the safe movement of traffic throughout the city. Officers are authorized to issue parking citations and order the movement or towing of vehicles in violation, in accordance with the department policy and procedure. Each officer is assigned an area of the City, which they patrol on foot or by motorized vehicle to monitor parking meters, time zones, truck zones, rush hour zones, and no park zones.

The Enforcement Unit's primary duty is issuing citations for vehicles parked at expired meters. Additionally, the officers within this unit have different procedures and responsibilities depending on certain parking categories:

- **Time Zone:** In the zones that have time-limited parking, officers make two passes through the area. On the first pass the officer will note the license plate, location, time, position, and will mark the vehicle by electronic or other means to document beginning position and time. On the second pass, if the vehicle is still in the same spot and the time is beyond the posted limit, a citation will be issued for overtime parking noting the time the vehicle was first checked or chalked. Any citation issued will include the officer or parking enforcement officer, employee number, as well as parking meter number.
- **Peak Traffic:** During rush hour, enforcement is intended to reduce the hazard associated with heavy traffic.
- **Tow-Away Zone / Weather Emergencies:** Officers are instructed to remove vehicles parked in tow zones immediately. During a snow emergency, officers may order cars parked contrary to snow emergency restrictions to be towed immediately.
- **Public and Private Parking Lots:** Similar to public streets, officers are able to issue citations to vehicles "parking on private property" without the owner's permission. Officer notes on the citation will state the name, contact information, position, and authority held by the complainant. The citations are not issued unless the officers are confident that the complainant has authority over the parking lot. Private and commercial property owners may tow vehicles from their property using a private towing contractor, who then notifies the police department of vehicles they tow from private property. Officers will also enforce fire zones and handicapped zones wherever found, public or private property.
- **Permit Parking / No Park Zones:** For parking within permitted ramps and lots and no parking zones, officers will distribute citations and will tow vehicles as needed.

The Saint Paul Police Department also issues "placards," which exempt parkers from on-street regulations (both time limit and price). There are several types of placards for City employees, City Councilors, Fire Department, Police Department, state law enforcement, and others. There are about 500 placards issued.

Citations

The Saint Paul Parking Enforcement Unit reported nearly 65,000 citations within the study area over the period of January 2012 to mid-December 2014. The five categories of infractions with the highest number of citations include:

Figure 37 Top Five Citations

Type of Citation	# of Citations	% of Top Five
Meter expired (payment required)	42,168	77%
Parking in a No Parking zone	6,978	13%
Operation of an unregistered motor vehicle (expired plates)	3,063	6%
Improper use of parking meter space	1,605	3%
Hazardous parking (improper manner of parking)	1,176	2%

Source: Saint Paul Parking Enforcement Unit

The Parking Enforcement Unit divides the entire City into numbered grids in order to assign citations. The study area contains five grids: 131, 132, 133, 152, 153 (see Figure 39). The largest number of citations (more than a third of all citations in the study area) was given in grid 133, which is the southeastern portion of the study area. The top three citations types for each grid are the same: expired meter, parking in a no parking zone, and operation of an unregistered motor vehicle (expired plates).

Figure 38 Study Area Grid Citations

Grid	# of Citations	Percentage	Most Frequent Citation Type
133	20,575	32%	Expired meter (61%)
153	16,540	25%	Expired meter (65%)
152	10,840	17%	Expired meter (68%)
131	10,236	16%	Expired meter (70%)
132	6,718	10%	Expired meter (64%)

Source: Saint Paul Parking Enforcement Unit

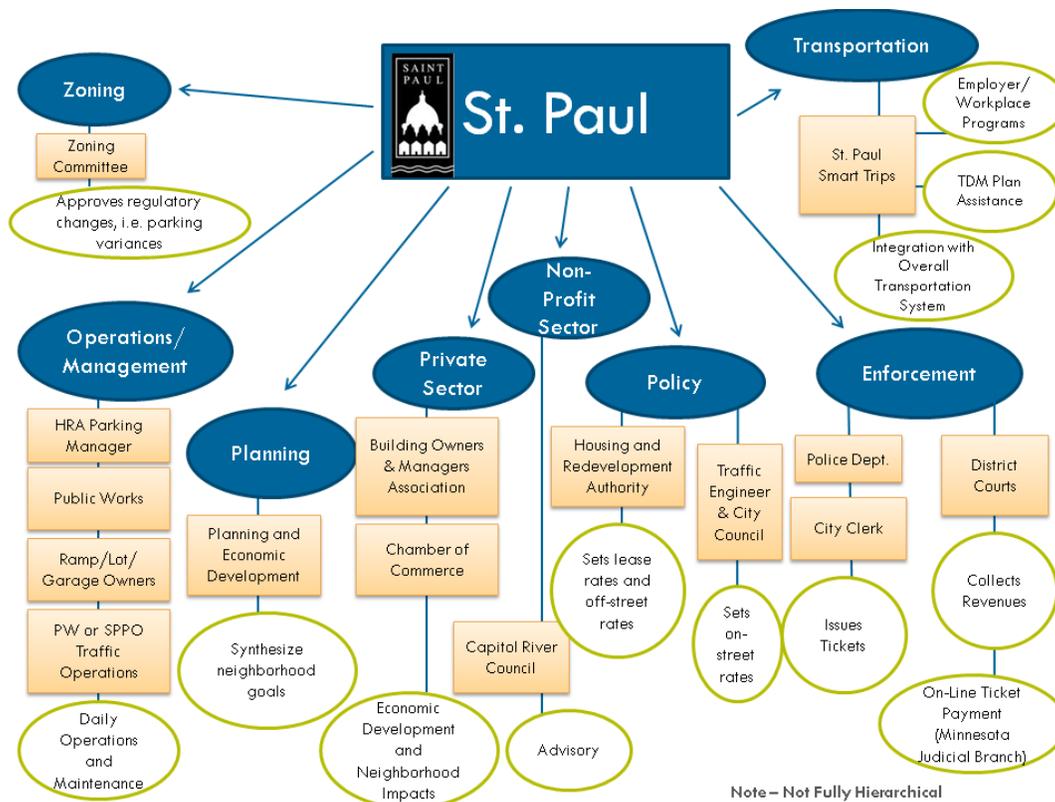
Figure 39 Parking Enforcement Unit Grids



GOVERNANCE

Today, parking is managed and governed among various departments and decision-making bodies within the City and via other partners. Parking policy-making, budget planning, regulation enforcement, ticketing processing, and collections are handled by a various entities, which often makes coordination difficult. As shown in Figure 40 below, there are a number of responsibilities that fall under different departments and committees that may overlap with others. Currently, there is no central department that manages or oversees all parking management activity, and often departments do not communicate frequently about parking initiatives or improvements. The lack of a centralized management body may make the parking management system confusing for the average person inquiring about parking-related issues.

Figure 40 Parking Management Organizational Chart



Note – Not Fully Hierarchical

On- and Off-Street Coordination

There is little coordination between on-street and off-street management. Parking functions are divided amongst multiple departments: for example, on-street parking is managed by Public Works/Traffic, and off-street parking is managed by the Housing and Redevelopment Authority (HRA). Meanwhile, the City Council sets on-street rates, while the HRA sets off-street rates and negotiates leases.

There is a legal distinction between the HRA and the City of Saint Paul. The HRA is a distinct public entity that is charged with undertaking housing, commercial, and business activities. The

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HRA has a separate bonding authority that is used for development purposes. The HRA's accounting and financial reporting requirements are separate from the City's.

In terms of off-street parking management, the HRA manages its off-street facilities but contracts out operations on a facility-by-facility basis. The HRA sets the rates. For off-street parking management for privately-owned facilities, the HRA and City do not have authority to regulate private rates or operations/management. However, the City does have authority over the Zoning Code, which could impact parking management.

The responsibilities by City department and the HRA are outlined in Figure 41.

Figure 41 On- and Off-Street Management Responsibilities

Category	On-Street	Off-Street (City facilities)
Management	Public Works (PWT)	HRA/Parking Manager Various private operators
Policy	PWT and City Council	HRA
Rates	City Council, PWT	HRA
Enforcement	Police	Private operators
Revenues	Covers PWT maintenance costs first Remainder goes to City General Fund	HRA: Parking Enterprise Fund; revenues used for debt service, operating expenses, and reserves. <ul style="list-style-type: none"> ▪ Pledged: 7A, KTCA Lowertown, Robert St, Kellogg, Block 19, Farmers Market, Smith Ave ▪ Individual: Lawson, World Trade, River Centre

SIGNAGE AND INFORMATION

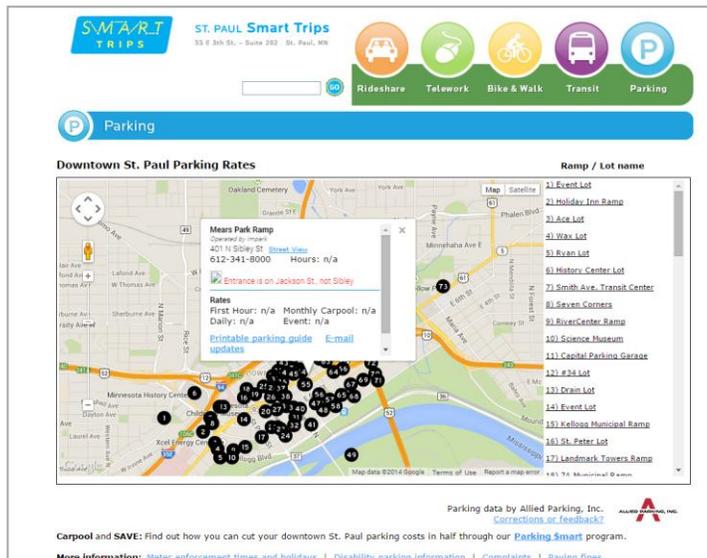
Easy to read and understand parking and wayfinding signage is a critical component of deciphering a parking system. Signage that guides motorists to on- and off-street parking deters drivers from excessive cruising and frustration. A wayfinding program encourages a “park once” or “park and walk” environment, focusing not just on getting cars into the parking facilities, but getting people to visit multiple destinations on foot without moving their cars. In addition to parking facilities, signage should identify historic sites of interest, area businesses, social activity centers, municipal buildings and other points of interest, plus direct patrons to pedestrian pathways around downtown.

Downtown Saint Paul promotes its parking assets through several signage and information methods, but they are not coordinated. The components of signage and information in Downtown Saint Paul are grouped into three categories: before arrival, at arrival, and during your stay. These three classifications are explored in more detail below.

Before Arrival

Making parking information available for visitors and customers before arriving to downtown Saint Paul allows parkers to plan their trips ahead of time and find parking with ease. The City provides a substantial amount of information online, but the information is on different websites, has varying degrees of readability, and is not connected to other transportation information. There is no single site or source of information for all parking facilities and/or transportation information.

Figure 42 "Before Arrival" Examples



Saint Paul Smart Trips, a local nonprofit that works on transportation programs for those who travel in and around Saint Paul, maintains an interactive website that provides an online parking map. The information is hosted at www.saintpaulparking.com, which is a separate domain than the City's website. The Smart Trips map includes brief information for off-street parking lots and ramps only. The information includes both City/HRA-owned and privately owned facilities.

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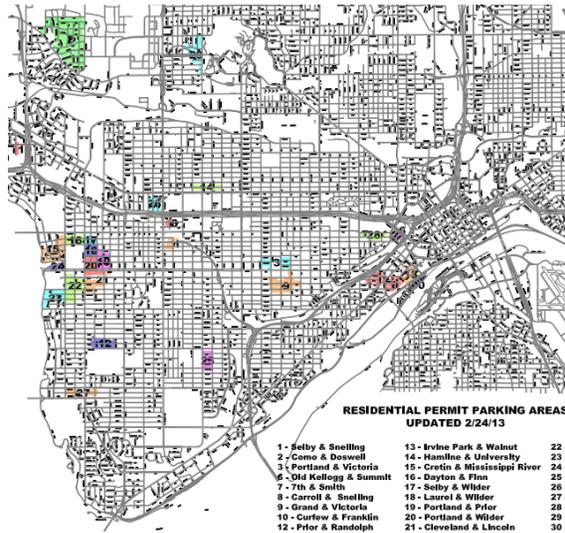
The City of Saint Paul's parking website (<http://stpaul.gov/parking>) provides information about on-street parking. Information is geared towards Saint Paul residents, highlighting topics like winter snow emergencies and residential parking areas, including disabled parking. The site also links to information about metered parking and other parking rules.

The City website provides extensive information and explanation of on-street parking rules. The most common questions and violations are diagrammed through visual models and drawings. Although the typical patron may not review all of these details, this is useful information to link to for documentation beyond City Code and education for parking violators.

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The City of Saint Paul has another parking page (<http://www.stpaul.gov/index.aspx?NID=19420>) geared towards potential residents that links to several parking resources. This includes a link to the Saint Paul Smart Trips off-street parking map, meter enforcement times, information about parking meter technology, disabled parking information, and neighborhood parking information.

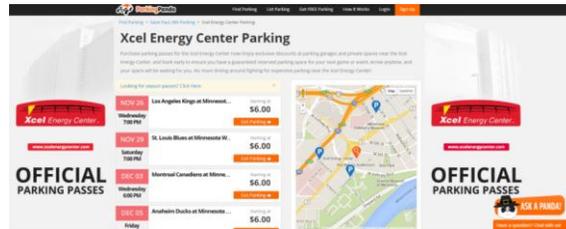


The City also has a map of residential permit parking areas on its website, as well as information on how to purchase residential permits.

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ORDWAY



Many downtown destinations, such as the Xcel Center, River Centre and Ordway, provide parking directions and information on their websites. Each website offers varying amounts of information. The Xcel Center also has a bike parking information map.

At Arrival

Today, when you arrive to downtown, there is some wayfinding signage that identifies major destinations and some parking facilities. However, there is a variety of signage types:

- A blue background with different color rectangles and logos that identify major destinations. There is no other information on these signs.
- Multi-colored that identify destinations in a white, serif font; these signs have icons, directional arrows, and distance to destination in miles.
- Directional signage to neighborhood districts using different colors in long rectangle shapes. These signs identify neighborhood names and have a directional arrow. The colors on these signs do not seem to correlate with the colors used on the destination signs.
- Signage on parking facilities is inconsistent; there is a different look and feel to City lots and ramps, as well as private facilities. Various signage can make it confusing for the drivers to identify facilities and know which ones are available to the public.

In the mid-1990s, the City implemented a parking availability information system to notify drivers of availability at key ramps. The system used electronic message signs on major streets and freeway exits. Unfortunately, after the system was deployed, communication system issues prevented the system from working properly. Some of these signs are still posted around downtown.

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Figure 43 "At Arrival" Example of Wayfinding Signage



Saint Paul has a branded wayfinding signage system to orient drivers to downtown sub-districts.



A different signage system is used to orient drivers to specific landmarks and destinations.



Saint Paul has a third style of wayfinding signage system that uses symbols and mileage to destinations.

Figure 44 "At Arrival" Examples of Parking Facility Signage



Regulatory signage for contract parking at the Farmer's Market lot.



Private lots use a variety of signage to advertise parking rates, including sidewalk sandwich boards.

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Private parking lot operators use their own branding and signage to advertise parking.



Some City-owned parking ramps use the recognizable blue parking signs, but there is inconsistent branding among facilities.



Some parking ramps are closed at night, yet availability signs indicate that they are "full".

Figure 45 "At Arrival" Examples of On-Street Parking Regulatory Signage



Some on-street parking is managed with 'pay-by-space' technology; this signage is used to demarcate spaces. The signage also includes regulatory information.



Coin-operated meters have stickers that explain time limits and other regulations.



Various types of parking signage indicate where and when parking is permitted.

During Your Stay

Once a visitor parks, he or she is often walking to their destination. The walk is in the skyway system, on sidewalks, through buildings, or a combination of these routes. To orient the pedestrian, small-scale signage is often used to guide the visitor both to destinations and back to his or her car.

Saint Paul has a pedestrian-scale wayfinding signage throughout its skyway system. Signs point people on foot to major buildings, corporations, streets, and parking ramps. However, the signage does not include any indication of where to connect to a Green Line light rail station, a Nice Ride bike share station, bicycle parking, or other multimodal assets. There is no similar signage system on sidewalks in downtown Saint Paul.

Figure 46 "During Your Stay" Example Signage



Signage inside the skyways identifies major destinations accessible from the skyway, including parking ramps, but not to transit or bike share stations.



Branded wayfinding inside skywalk system helps orient visitors back to parking ramps, landmark buildings and corporations, and retail. Although the skyway crosses above a major light rail station, there is no information about accessing the station area. The team also did not observe any bicycle parking or bike share station information.

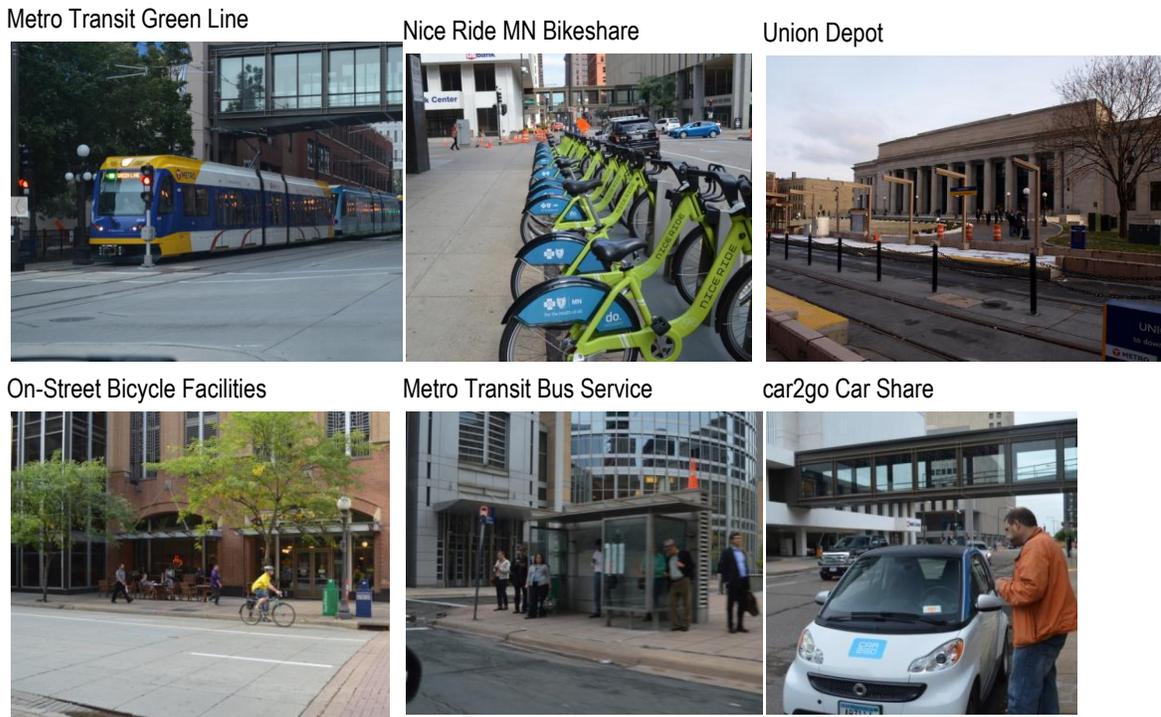
MULTIMODAL CONNECTIONS

Downtown Saint Paul is blessed with easy to navigate sidewalk and skyway networks, MetroTransit service, including a new light rail, an Amtrak station, and nearby bicycle facilities. However, there are hidden and not-so-hidden areas downtown that act as pedestrian barriers, effectively becoming points that pedestrians, and even parkers, avoid. These points may impact parking utilization and availability. These barriers have different affects on different user groups. Customers are most likely to want to park close, or in view of their destination. Employees may be willing to park further away, but may have concerns about safety and visibility. Visitors and tourists need clear direction as motorists, and once parked, as pedestrians to featured locations.

Saint Paul's rich multimodal network is disguised by a seemingly parking-first approach by most of downtown's employers and visitors; parking is the default presupposition. Although there are some good connections to light rail, buses, and bike facilities, these connections are not always clear; for example, although the skyway crosses over Central Station, there are no signs in the skyway to know where to get down to the sidewalk level.

Downtown also has vehicular circulation challenges. With a predominantly one-way street network, often drivers must circle around the block to get to their destination. In some areas of the grid, the directionality changes, making it confusing for those to get where they need to go. The one-way streets are often upwards of 50 feet wide (curb to curb) and mostly dedicated to moving vehicular traffic. This has made several blocks and intersections unsafe for pedestrians and cyclists; there may be an opportunity to re-prioritize the existing rights-of-way on these broader streets.

Figure 47 Diversity of Multimodal Options



APPENDIX: PARKING MANAGER/ OPERATOR SURVEY

St. Paul Downtown Parking Study

The City of St. Paul is undertaking a planning effort to explore parking management strategies for the downtown. This five month study will focus on solutions that address existing and future parking needs, while looking at new policies that support a vibrant and prosperous downtown. In that respect, many of you participated in the last week's kick-off meeting, which was led by Nelson Nygaard (based out of San Francisco) and SRF Consulting Group, Inc. (based here in the Twin Cities). This team has been retained by the City of St. Paul to conduct the study.

As part of these kick-off meetings, we discussed the importance in collecting utilization counts at all of the parking facilities in downtown. Thus, the City is looking for your assistance in providing utilization counts for all of the parking facilities you own or operate in the study area (see attached map – please note the study area has been expanded to the west along West 7th St.). This information will serve as a valuable resource in creating a plan that is data driven.

Please use the following worksheet for each parking facility you may own or operate within the study area. At a minimum, we ask that you submit the following information by Tuesday, November 4, 2014.

Data Collection Worksheet

1. PARKING RAMP/LOT NAME: _____

2. PARKING RAMP/LOT ADDRESS:

3. TOTAL NUMBER OF PARKING SPACES:

4. TOTAL NUMBER OF UTILIZED OR UNDERUTILIZED PARKING SPACES DURING ONE-HOUR INCREMENTS FOR A 24-HOUR PERIOD ON WEDNESDAY OCTOBER 8, 2014:

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TIME	TICKETS IN	MONTHLY IN	TOTAL IN	TIME	TICKETS IN	MONTHLY IN	TOTAL IN
12:00 A.M.				12:00 P.M.			
1:00 A.M.				1:00 P.M.			
2:00 A.M.				2:00 P.M.			
3:00 A.M.				3:00 P.M.			
4:00 A.M.				4:00 P.M.			
5:00 A.M.				5:00 P.M.			
6:00 A.M.				6:00 P.M.			
7:00 A.M.				7:00 P.M.			
8:00 A.M.				8:00 P.M.			
9:00 A.M.				9:00 P.M.			
10:00 A.M.				10:00 P.M.			
11:00 A.M.				11:00 P.M.			

5. TOTAL NUMBER OF UTILIZED OR UNDERUTILIZED PARKING SPACES DURING ONE-HOUR INCREMENTS FOR A 24-HOUR PERIOD ON SATURDAY OCTOBER 11, 2014:

TIME	TICKETS IN	MONTHLY IN	TOTAL IN	TIME	TICKETS IN	MONTHLY IN	TOTAL IN
12:00 A.M.				12:00 P.M.			
1:00 A.M.				1:00 P.M.			
2:00 A.M.				2:00 P.M.			
3:00 A.M.				3:00 P.M.			
4:00 A.M.				4:00 P.M.			
5:00 A.M.				5:00 P.M.			
6:00 A.M.				6:00 P.M.			
7:00 A.M.				7:00 P.M.			
8:00 A.M.				8:00 P.M.			
9:00 A.M.				9:00 P.M.			
10:00 A.M.				10:00 P.M.			
11:00 A.M.				11:00 P.M.			

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6. TOTAL NUMBER OF UTILIZED OR UNDERUTILIZED PARKING SPACES DURING ONE-HOUR INCREMENTS FOR A 24-HOUR PERIOD ON WEDNESDAY OCTOBER 22, 2014:

DATE:

TIME	TICKETS IN	MONTHLY IN	TOTAL IN	TIME	TICKETS IN	MONTHLY IN	TOTAL IN
12:00 A.M.				12:00 P.M.			
1:00 A.M.				1:00 P.M.			
2:00 A.M.				2:00 P.M.			
3:00 A.M.				3:00 P.M.			
4:00 A.M.				4:00 P.M.			
5:00 A.M.				5:00 P.M.			
6:00 A.M.				6:00 P.M.			
7:00 A.M.				7:00 P.M.			
8:00 A.M.				8:00 P.M.			
9:00 A.M.				9:00 P.M.			
10:00 A.M.				10:00 P.M.			
11:00 A.M.				11:00 P.M.			

7. TOTAL NUMBER OF UTILIZED OR UNDERUTILIZED PARKING SPACES DURING ONE-HOUR INCREMENTS FOR A 24-HOUR PERIOD ON SATURDAY OCTOBER 25, 2014:

DATE:

TIME	TICKETS IN	MONTHLY IN	TOTAL IN	TIME	TICKETS IN	MONTHLY IN	TOTAL IN
12:00 A.M.				12:00 P.M.			
1:00 A.M.				1:00 P.M.			
2:00 A.M.				2:00 P.M.			
3:00 A.M.				3:00 P.M.			
4:00 A.M.				4:00 P.M.			
5:00 A.M.				5:00 P.M.			
6:00 A.M.				6:00 P.M.			
7:00 A.M.				7:00 P.M.			
8:00 A.M.				8:00 P.M.			
9:00 A.M.				9:00 P.M.			
10:00				10:00			

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A.M.				P.M.			
11:00				11:00			
A.M.				P.M.			

Additional information we are seeking includes the following:

8. THE NUMBER OF MONTHLY PERMITS SOLD

9. HOURLY AND MONTHLY RATES

TIME	RATE	PLEASE NOTE TIME RESTRICTIONS IF APPLICABLE
0 – 1 HOUR		
1 – 2 HOUR		
2 – 4 HOUR		
4 - 12 HOUR		
12 - 24 HOUR		
SPECIAL RATE		
EVENING RATE		
MONTHLY/CONTRACT RATE		
EARLY BIRD RATE		
OTHER		
OTHER		
OTHER		

10. MONTHLY AVERAGE OF UTILIZED OR UNDERUTILIZED PARKING SPACES FOR A WEDNESDAY

JANUARY 2014	TICKETS IN	MONTHLY IN	TOTAL IN
10:00 A.M.			
2:00 P.M.			
6:00 P.M.			
FEBRUARY 2014	TICKETS IN	MONTHLY IN	TOTAL IN
10:00 A.M.			
2:00 P.M.			
6:00 P.M.			
MARCH 2014	TICKETS IN	MONTHLY IN	TOTAL IN
10:00 A.M.			
2:00 P.M.			
6:00 P.M.			
APRIL 2014	TICKETS IN	MONTHLY IN	TOTAL IN
10:00 A.M.			
2:00 P.M.			
6:00 P.M.			
MAY 2014	TICKETS IN	MONTHLY IN	TOTAL IN

EXISTING CONDITIONS | TASK 1
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10:00 A.M.			
2:00 P.M.			
6:00 P.M.			

MONTHLY AVERAGE OF UTILIZED OR UNDERUTILIZED PARKING SPACES FOR A WEDNESDAY

JUNE 2014	TICKETS IN	MONTHLY IN	TOTAL IN
10:00 A.M.			
2:00 P.M.			
6:00 P.M.			
JULY 2014	TICKETS IN	MONTHLY IN	TOTAL IN
10:00 A.M.			
2:00 P.M.			
6:00 P.M.			
AUGUST 2014	TICKETS IN	MONTHLY IN	TOTAL IN
10:00 A.M.			
2:00 P.M.			
6:00 P.M.			
SEPTEMBER 2014	TICKETS IN	MONTHLY IN	TOTAL IN
10:00 A.M.			
2:00 P.M.			
6:00 P.M.			
OCTOBER 2014	TICKETS IN	MONTHLY IN	TOTAL IN
10:00 A.M.			
2:00 P.M.			
6:00 P.M.			

11. MONTHLY AVERAGE OF UTILIZED OR UNDERUTILIZED PARKING SPACES FOR A SATURDAY

JANUARY 2014	TICKETS IN	MONTHLY IN	TOTAL IN
10:00 A.M.			
2:00 P.M.			
6:00 P.M.			
FEBRUARY 2014	TICKETS IN	MONTHLY IN	TOTAL IN
10:00 A.M.			
2:00 P.M.			
6:00 P.M.			
MARCH 2014	TICKETS IN	MONTHLY IN	TOTAL IN
10:00 A.M.			
2:00 P.M.			
6:00 P.M.			
APRIL 2014	TICKETS IN	MONTHLY IN	TOTAL IN
10:00 A.M.			
2:00 P.M.			

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6:00 P.M.			
MAY 2014	TICKETS IN	MONTHLY IN	TOTAL IN
10:00 A.M.			
2:00 P.M.			
6:00 P.M.			

MONTHLY AVERAGE OF UTILIZED OR UNDERUTILIZED PARKING SPACES FOR A SATURDAY

JUNE 2014	TICKETS IN	MONTHLY IN	TOTAL IN
10:00 A.M.			
2:00 P.M.			
6:00 P.M.			
JULY 2014	TICKETS IN	MONTHLY IN	TOTAL IN
10:00 A.M.			
2:00 P.M.			
6:00 P.M.			
AUGUST 2014	TICKETS IN	MONTHLY IN	TOTAL IN
10:00 A.M.			
2:00 P.M.			
6:00 P.M.			
SEPTEMBER 2014	TICKETS IN	MONTHLY IN	TOTAL IN
10:00 A.M.			
2:00 P.M.			
6:00 P.M.			
OCTOBER 2014	TICKETS IN	MONTHLY IN	TOTAL IN
10:00 A.M.			
2:00 P.M.			
6:00 P.M.			