



CITY OF SAINT PAUL

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TRANSPORTATION COMMITTEE OF THE PLANNING COMMISSION

Monday, June 5, 2017, 4:00 p.m. – 5:30 p.m.

*All meetings are held in the City Hall Annex 13th floor
Conference room at 25 West 4th Street in Saint Paul*

1. Selby-Western Parking Study – Hilary Holmes (PED) 20 minutes
2. Permit Parking Study – Elizabeth Stiffler (PW) 30 minutes
3. Comprehensive Plan Transportation Chapter, part III – Bill Dermody (PED) 35 minutes

Upcoming Transportation Committee Meetings

- June 19
- July 17 (no July 3 meeting due to proximity to holiday)

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 or contact Bill Dermody at Bill.Dermody@ci.stpaul.mn.us or 651-266-6617.

Transportation Committee Staff Report

Committee date: 6/5/2017

| | |
|-------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Project Name | <i>Selby-Western Parking Study</i> |
| Geographic Scope | <i>Extent of the work, bounding streets identified</i> |
| Ward(s) | <i>1</i> |
| District Council(s) | <i>8</i> |
| Project Description | <i>The study area is bounded by Marshall Avenue, Dale Street, Ashland Avenue, Maiden Lane, and Summit Avenue.</i> |
| Project Webpage | <i>https://www.stpaul.gov/departments/planning-economic-development/planning/current-activities/selby-western-commercial-area</i> |
| Project Contact, email/phone | <i>Hilary Holmes hiliary.holmes@ci.stpaul.mn.us 651-266-6612</i> |
| Lead Agency/Department | <i>PED</i> |
| Purpose of Project/Plan | <i>The study focused on managing today's existing and future parking supply, with an emphasis on on-street parking.</i> |
| Planning References | <i>Comp Plan or small area plan policies, regional systems citations, etc</i> |
| Project stage | <i>Completion</i> |
| General Timeline | <i>April 2016-Late 2016</i> |
| District Council position (if applicable) | <i>N/A</i> |
| Level of Committee Involvement | <i>Inform</i> |
| Previous Committee action | <i>N/A</i> |
| Level of Public Involvement | <i>Advise & consent</i> |
| Public Hearing | <i>No</i> |
| Public Hearing Location | <i>N/A</i> |
| Primary Funding Source(s) | <i>HRA Parking Fund</i> |
| Cost | <i>\$40,000</i> |

| | |
|----------------------------------------|------------|
| Staff recommendation | <i>N/A</i> |
| Action item requested of the Committee | <i>N/A</i> |

Level of Committee Involvement

| | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| INFORM: Informational briefings | Projects that are in implementation phase; projects from other jurisdictions; policy documents from other agencies/jurisdictions |
| ADVISE AND CONSENT: Informational briefings with policy discussion, general directives to staff for follow-through | Project and program reviews primarily initiated by staff; or involvement with program development by others |
| INVOLVE: Discussions to develop directions for projects & programs | Policy involvement from inception through design, inc. policy development; environmental documentation, |
| DEVELOPMENT OF PROJECT/PROGRAM: Discussion to form process; screening of ideas; development of recommendations; and managing outreach to the community | 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 |



The Most
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Selby-Western Commercial Area Parking Study City of Saint Paul Transportation Committee - June 5, 2017

Hilary Holmes, Senior Project Manager

Department of Planning & Economic Development

SELBY-WESTERN COMMERCIAL AREA PARKING STUDY

- The **Department of Planning and Economic Development** in coordination with the **Department of Public Works** contracted with **SRF Consulting Group** for a parking study of the Selby-Western commercial area.
- The study focused on **managing today's existing and future parking supply**, with an emphasis on on-street parking.
- The study will be used to **inform future planning work**.

PAST PLANNING EFFORTS

Planning Foundation

- Saint Paul 2030 Comprehensive Plan (adopted 2010)
 - Strategy 2.12: Simplify and reduce off-street parking requirements and use definitions
 - Strategy 2.13: Expand the parking management toolbox
 - Strategy 2.15: Encourage investment in new enforcement technologies that can help to expand parking enforcement and reduce the City's costs
- Downtown Parking Management Strategy (completed 2015)

Themes

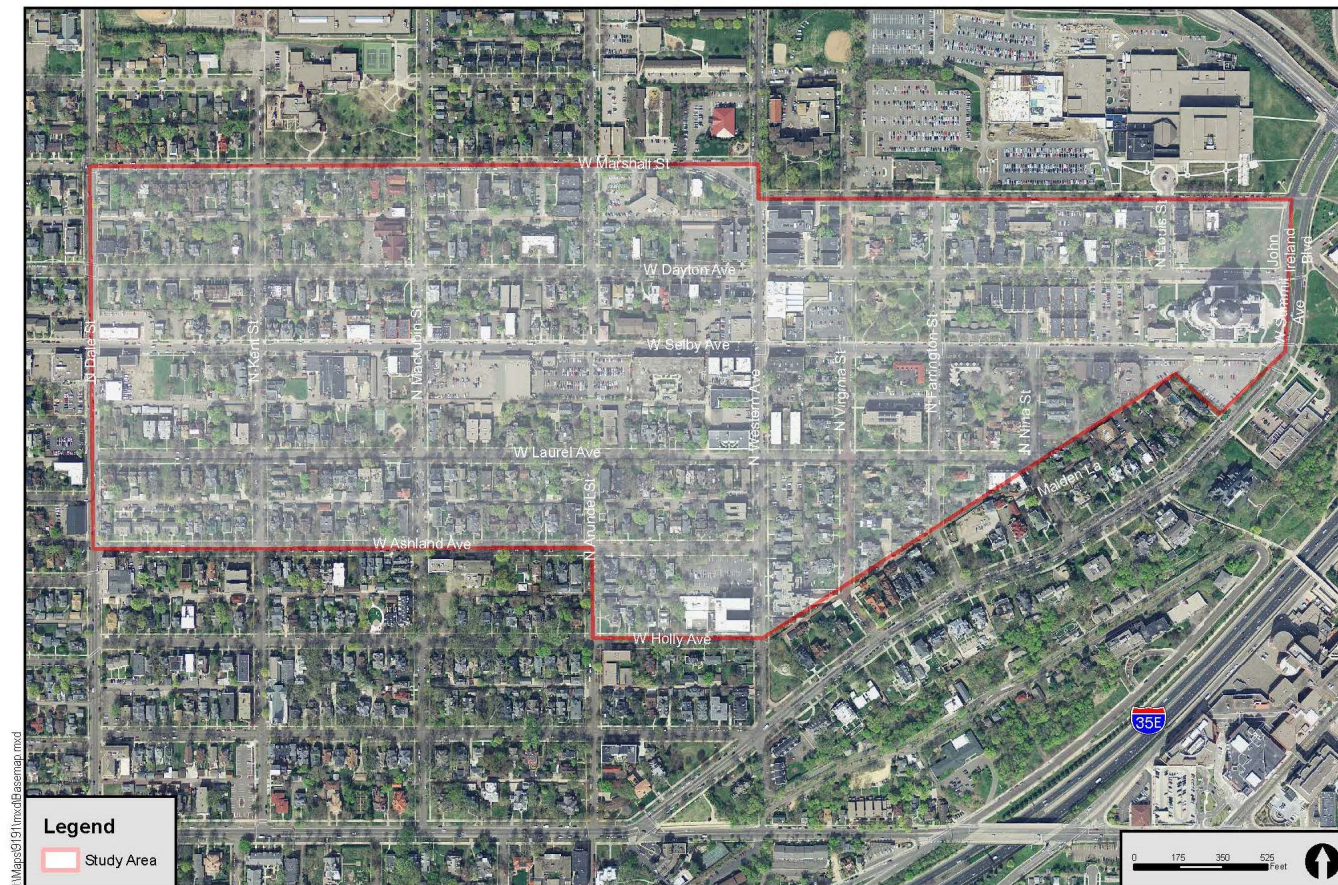
- Continued coordination between businesses and property owners to discover shared parking opportunities
- Increase on-street parking turnover through enforcement and management
- Travel Demand Management (TDM) strategies to play an integral role in reducing parking demand
- Explore creation of a Parking Improvement District (PID).

GOALS

- Addressing **commercial and residential** parking needs
- Recommending mitigations for **more frequent turnover** rates
- Exploring **short, mid, and long-term** solutions for parking
- **Engaging and listening** to residents and businesses
- Using a **data driven** process (utilization counts) to determine existing conditions
- Developing a plan that can be **used in other parts of the city**.

STUDY AREA

The study area is bounded by Marshall Avenue to the north, Summit Avenue to the east, Holly and Ashland avenues to the south, and Dale Street to the west.



Selby-Western Study Area

Selby-Western Commercial Area Parking Study
City of Saint Paul

Figure 1



SCOPE

- Engagement and Outreach
- City plan and parking regulation review
- Data Collection & Mapping
- Utilization Counts/Turnover Counts
- Research Best Practices
- Discover Solutions and Strategies
- Final Report



Timeline

April – December 2016

Public Engagements

Open House #1 July 11, 2016

Open House #2 October 18, 2016 & December 14, 2016

GENERAL FINDINGS

- The neighborhood continues to see **success of established and new businesses.**
- Businesses are entering into **informal and formal shared parking agreements.**
- There is **available supply throughout the day**, with an increase in demand in the evening hours.
- **On-street parking is not being fully maximized along Selby Avenue** with the absence of demarcated spaces (either through striping or metered spaces.)
- **Employees and valets parking are utilizing on-street parking** and competing with residential uses.
- There are **no known redevelopment efforts or large scale development proposals.** Future land uses will likely occur in the switching of tenants and new leases.
- The **location of on-street parking** (one-sided versus two-sided) when compared to roadway widths is not consistent compared to precedent examples in the area.

PRECEDENT EXAMPLES & STRATEGIES

- There are precedent examples on how to manage parking in an urban environment similar to the Selby-Western area.
- These strategies can be viewed as a “menu of options” to help facilitate parking discussions in Saint Paul.
- The strategies fall into three categories:
 - District Parking Approach
 - Travel Demand Management (TDM) Strategies
 - Parking Requirements & Guidelines

SOLUTIONS & STRATEGIES

Interim

1. On-Street Parking Design Standards and Guidelines
2. On-Street Striping
3. Shared Parking
 - A. Utilize YWCA parking lot for shared parking opportunities
 - B. Utilize Saint Paul College's parking lot(s) for shared parking opportunities

Ongoing

4. Travel Demand Management (TDM) Strategies
5. On-Street Parking Enforcement

Future Exploration

6. Evaluate Residential Permit Parking Program
7. Metered Parking
8. Form a Business Association
9. One-Way Pairs
10. Parking Ramp
11. Future Roadway Reconstruction

QUESTIONS?



Hilary Holmes, Senior Project Manager
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Selby-Western Commercial Area Parking Study



December 2016

Prepared by SRF Consulting Group, Inc.
in partnership with the City of Saint Paul

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Introduction

The City of Saint Paul Planning and Economic Development (PED) has developed a commercial area parking study for the Selby-Western commercial district in Saint Paul. The goals set for this study include:

- Addressing commercial and residential parking needs
- Recommending mitigations for more frequent turnover rates
- Exploring short, mid, and long-term solutions for parking
- Engaging and listening to residents and businesses
- Using a data driven process (utilization counts) to determine existing conditions
- Developing a plan that can be used in other parts of the city

The Study Area

The study area is bounded by Marshall Avenue to the north, Summit Avenue to the east, Holly and Ashland avenues to the south, and Dale Street to the west (see Figure 1).

Setting the Stage

The Selby-Western commercial area is in the Cathedral Hill neighborhood in Saint Paul. Cathedral Hill is a historic, urban neighborhood, with a mix of commercial and single and multi-family residential. The Selby Avenue commercial corridor is a main arterial that runs east-west through the neighborhood. Selby Avenue is a destination for the neighborhood, larger Saint Paul community, and the region. The development pattern of this area reflects the historic streetcar route that one ran along Selby Avenue, with a mix of residential and commercial buildings lining the street.

As with most urban areas in the United States, this area experienced disinvestment in the 1960's and 1970's and urban renewal impacted the area. Reinvestment began earnestly in the late 1970's and has continued through today. This pattern of development and redevelopment has shaped today's land use patterns.

Balancing transportation needs for the area requires a comprehensive look. The purpose of this study is to identify short-term and long-term parking strategies that best accommodate the varying needs of all users of parking in the area.

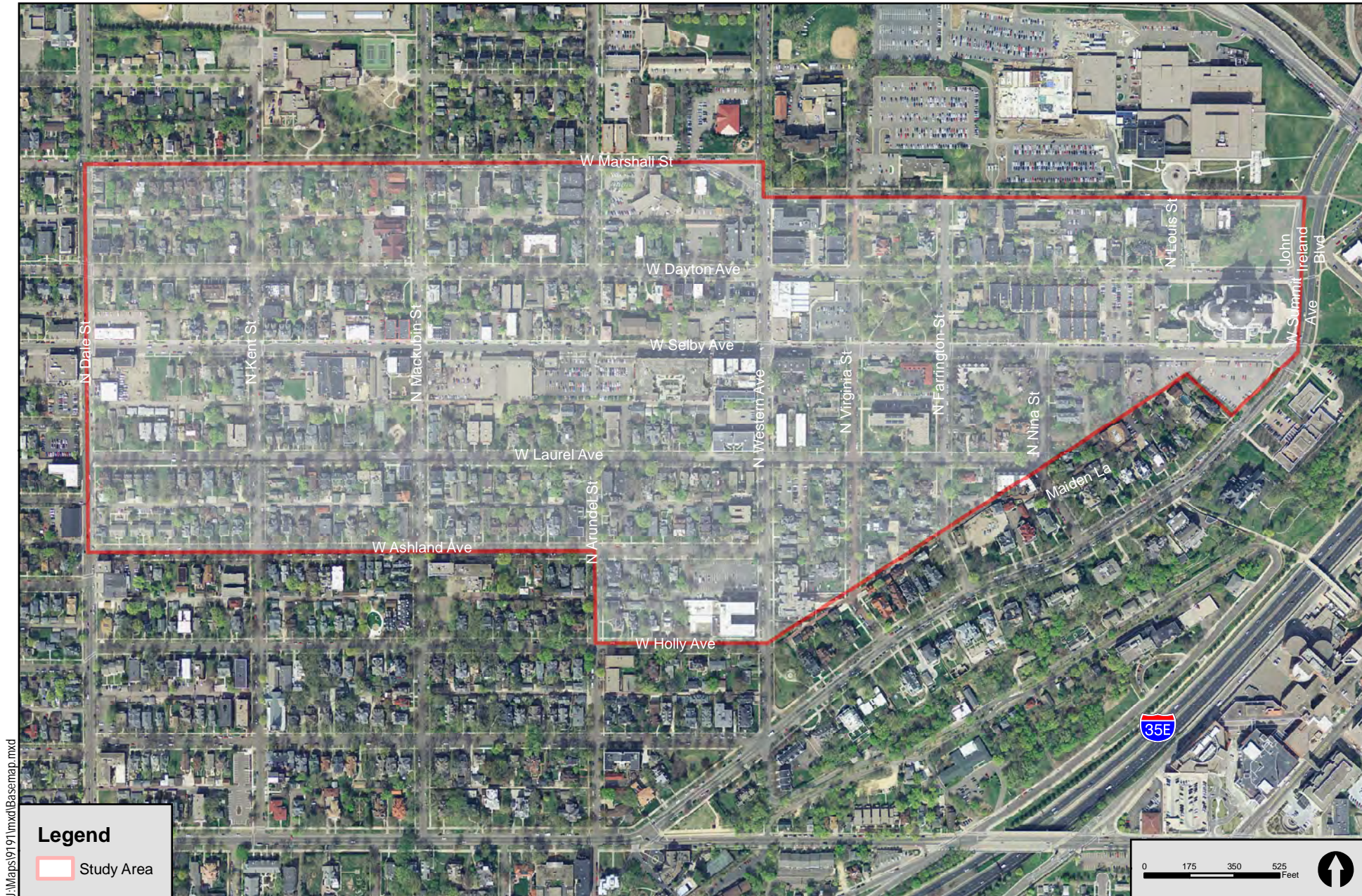
Past Planning Efforts

The Summit-University (District 8) Area Plan Summary was adopted as part of the City of Saint Paul's Comprehensive Plan. The Plan serves as a guide for the District's vision. This vision recognizes that the area will maintain the mix of land uses and continue to support a robust commercial corridor along Selby Avenue. The City has helped balance this vision by recognizing the opportunities and challenges associated with accommodating automobiles in areas of the city that were developed prior to the prevalence of personal automobile ownership. For example, the City of Saint Paul has supported shared-use parking agreements to meet parking requirements, as well as undertaking revisions to the off-street parking requirements in the zoning code. The City also recognizes and supports multimodal transportation in the city, by investing in bicycle infrastructure and continuing to support a mix of land uses where appropriate, to support a public transit system. Below is a list of studies and plans adopted by the City to promote past planning efforts.

- Saint Paul 2030 Comprehensive Plan, 2010
 - Strategy 2.12: Simplify and reduce off-street parking requirements and use definitions
 - Strategy 2.13: Expand the parking management toolbox
 - Strategy 2.15: Encourage investment in new enforcement technologies that can help to expand parking enforcement and reduce the City's costs
- Downtown Parking Management Strategy, 2015
- Saint Paul Bicycle Plan, 2015
- Towerside Innovation District Parking Framework, 2016

As part of these past planning efforts, multi-modal transportation themes have emerged. These findings served as a foundation for informing the study's strategies and recommendations. General themes identified in past plans include:

- Continued coordination between businesses and property owners to discover shared parking opportunities.
- Increase on-street parking turnover through enforcement and management.
- Travel Demand Management (TDM) strategies to play an integral role in reducing parking demand.
- Explore creation of a Parking Improvement District (PID).



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Selby-Western Study Area
Selby-Western Commercial Area Parking Study
City of Saint Paul

Figure 1

Planning Process

The planning process occurred over an eight-month period (February 2016 – December 2016). During this time a Project Management Team (PMT) was formed to guide the study process and inform the framework's recommendations. The PMT included representatives from the City of Saint Paul: Hilary Holmes (Planning and Economic Development), Elizabeth Stiffler (Public Works), Paul St. Martin (Public Works), and Mike Klobucar (Public Works).

Stakeholder Interviews

The planning process included a series of key stakeholder interviews. The interviews helped confirm and identify potential parking strategies, needs, and issues. Stakeholder input was instrumental in shaping the planning process and informing the recommendations within the study. Stakeholder interviews included business/property owners and residents (see sidebar). Key themes from the stakeholder interview included the following:

- The neighborhood has become a regional destination for restaurants and entertainment uses, which has increased demand for more parking.
- Parking solutions need to address all the users (residents and businesses) within the area.
- There are opportunities to create shared parking agreements between businesses that experience lower utilization rates (e.g., Curling Club off-season, Louisiana Café, and Saint Paul College).
- There is more demand for parking during the evening hours.
- Businesses and patrons are utilizing the on-street parking in residential neighborhoods for employee, valet, and customer parking.
- The YWCA parking lot was converted from a municipal lot to a private lot. This lot is underutilized during peak evening hours.
- There are inconsistencies in where on-street parking is allowed on one-side of the street versus both sides.

Stakeholder Interviews

- Saint Paul Curling Club
- Residents
- Premier Management
- Solo Vino Wines
- Blair Arcade
- YWCA
- Richardson, Richter & Associates
- Saint Paul Pet Hospital
- W.A. Frost & Commodore

Public Open Houses

A series of three open houses were held as part of the study. Each open house was open to anyone in the area who wanted to learn more about the project and provide feedback accordingly. The first open house was held on July 11, 2016. There were approximately 80 residents, business owners, and commercial property owners who attended the public open house. This served as a listening session to gain a better understanding of the neighborhood's issues and concerns. A series of questions were provided for those attending to provide direct feedback. Appendix A summarizes the survey responses. Table A-1 identifies the outcomes of these questions, which helped guide the study's findings and final recommendations.

The second and third open houses were held on October 18, 2016 and December 14, 2016. Approximately 45 residents, business owners, and commercial property owners attended the meetings. The purpose of the final open house was to share the study's outcomes, and to gain feedback on the proposed recommendations. Interactive boards were on display to give participants an opportunity to rank the proposed recommendations. Findings from this exercise are documented throughout the study's proposed solutions and strategies. Table A-2 identifies the outcomes of these questions, which helped guide the study's findings and final recommendations.



July 11th, 2016: Public Open House

Broadening our Understanding

Understanding the context of the study area is crucial in shaping the appropriate parking strategies and recommendations. This approach will also help balance the parking needs for all land uses. This section highlights the existing conditions from a land use and parking perspective.

Existing Land Uses

The study area is a well-established neighborhood with a mix of commercial, retail, and residential uses. The neighborhood has seen an increase in commercial activity, particularly restaurants. In general, this type of commercial activity generates parking demand during the evening hours. Other commercial uses include a variety of office, retail, and the Saint Paul Curling Club.

Future Land Uses

The study area is well-established and large scale redevelopments are not anticipated. However, the stakeholder interviews discovered two long-term redevelopment possibilities. The Saint Paul Curling Club and Blair Arcade may decide to expand or redevelop their surface parking lots. These initiatives may present future opportunities to add parking capacity (e.g., parking ramp), but should be viewed as a long-term vision.

Parking Reservoirs

The study area's parking reservoirs (off-street) are primarily small surface lots owned and operated by businesses and property owners. A number of these lots are shared between informal or formal agreements (see Figure 2). The largest parking reservoirs include the Blair Arcade, Saint Paul Curling Club, Happy Gnome, Cathedral of Saint Paul, and the YWCA. Large parking reservoirs are also located on the fringe of the study area at the Saint Paul College.

Residential parking is primarily served on-site. For example, apartment and condo buildings typically have on-site or proximate off-street parking. During the stakeholder interviews, it was determined these lots typically have a waiting list and do not meet the needs of all their tenants. Single-family residential units typically have one or two stall garages for off-street parking. The existing conditions analysis also identified a surface lot (approximately 60 spaces) that is being leased to residents in a nearby apartment complex. This lot is privately held and may be used by the property owner for residential or patron parking.

Overall, the City does not own or operate any off-street parking facilities within the area. Off-street parking is privately owned. As such, it is not always easy to identify which lots are available for patron parking.



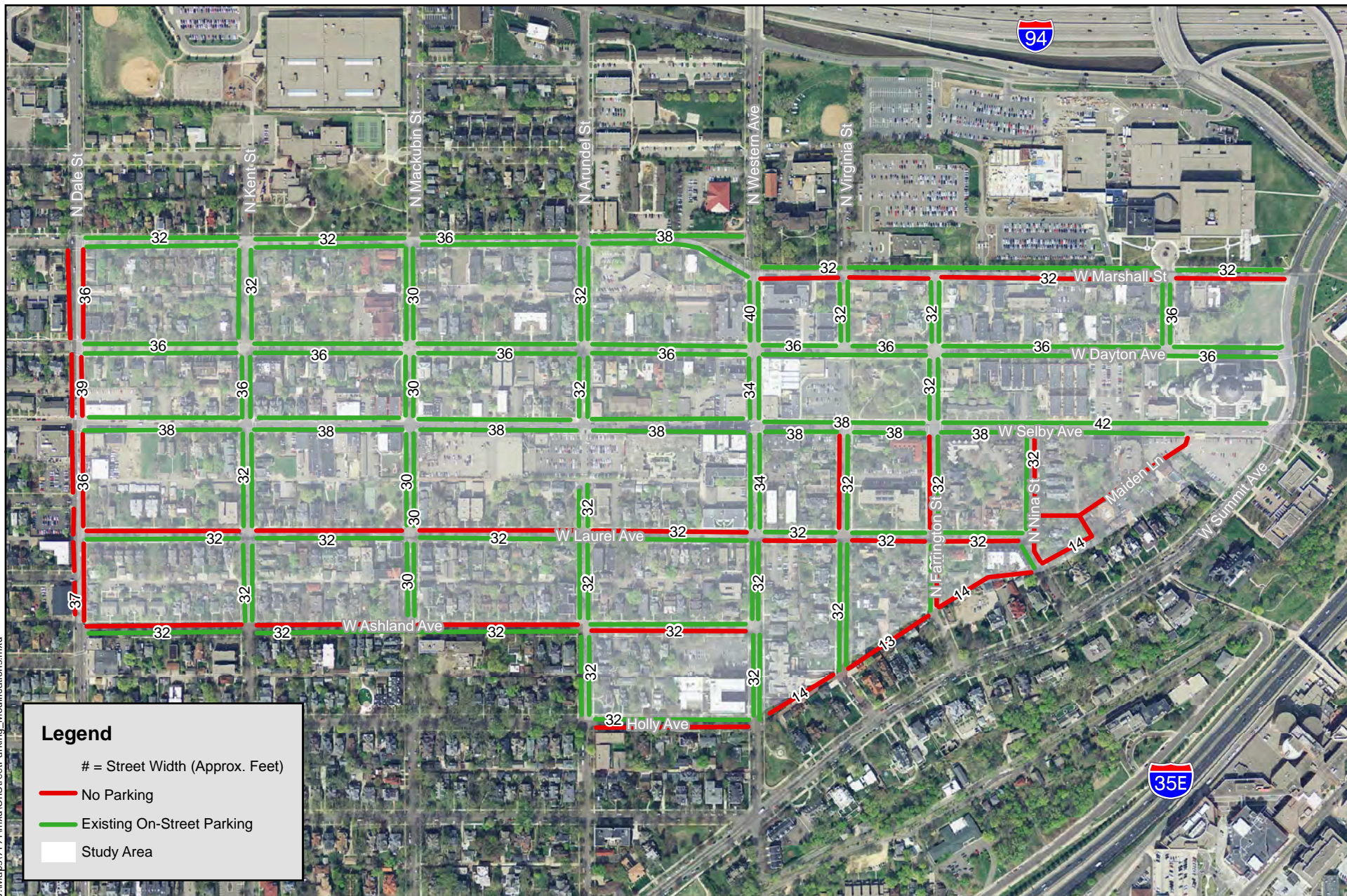
On-Street Parking

On-street parking (see Figure 3) is the only municipally owned parking in the area (approximately 650 to 700 spaces). The availability of on-street parking provides patrons the ability to park in one location and access multiple destinations. This type of parking is a valuable asset given the number of private parking lots that are not open to the public. The City of Saint Paul's Department of Public Works and Fire Department determines where on-street parking is allowed. The Saint Paul Police Department is responsible for enforcement of on-street parking restrictions. Parking on Selby Avenue is predominantly restricted by two-hour time limits. A residential parking permit program is also in place near the Saint Paul College (Parking Permit Area #28). This program limits on-street parking to only permit holders (residents) in particular areas (along Marshal Street) on the weekdays. On-street parking is enforced by the City of Saint Paul's Parking Enforcement.

This dense urban area was historically served by horse drawn wagons and later by streetcars. As such, the development pattern was not built to accommodate the automobile, and with the prevalence of personal autos there are inherent challenges in on- and off-street parking. For example, a typical roadway section parallel to Selby Avenue is 32 feet (see Figure 3). Industry standards (e.g., Access Minneapolis Design Guidelines, Institute of Transportation Engineers, AASHTO Green Book, and International Fire Code) and best practices for design guidelines suggest 34 to 36 feet to accommodate dual sided parking (see Table 3). As in older urban neighborhoods such as this, as well as citywide, there are differences in street widths. Concern about how these differences have been addressed were expressed on numerous occasions during the public engagement activities. This input was taken into consideration and further evaluated as part of the study's solutions and strategies.

Field observations noted on-street parking spaces along Selby Avenue are not being maximized to their fullest potential. A successful commercial corridor and mixed-use area such as this would benefit from parking management strategies to more efficiently use the current parking supply, to better serve the variety of users of the Selby-Western area. Pavement markings or striping are not provided along the corridor. These types of treatments can help facilitate better parking habits by indicating to the driver where the designated parking space is located. This approach can help maximize and manage the on-street parking supply. However, some of the challenges with this strategy includes ongoing maintenance and stronger parking enforcement. It can also be challenging to enforce in environments that experience regular snow events. Regular snow removal and deicing is needed to ensure pavement markings are visible during winter months, which adds to increased operations and maintenance.

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Selby-Western: On-Street Parking with Street Widths
Selby-Western Commercial Area Parking Study
City of Saint Paul

Figure 3

Existing Parking Utilization

To determine current usage patterns, a parking utilization survey was conducted on Thursday, April 14, 2016 and Saturday, June 11, 2016 at 9:00 a.m., 1:00 p.m., and 6:00 p.m. These times represent the morning (9:00 a.m.), afternoon (1:00 p.m.), and the evening (6:00 p.m.) peak periods. The utilization survey was completed for all on-street areas immediately adjacent to Selby Avenue and the larger off-street parking lots within the study area. Results from the utilization survey are presented in Figures 4 – 9.

Data Collection

It is important to recognize the parking utilization survey is a “snap-shot” in time. Findings from the utilization survey mirrored the parking issues articulated by residents and businesses.

Utilization Survey Findings

General observations from the utilization survey indicate high utilization rates for on-street parking. In particular, the study area is experiencing high utilization rates during the evening peak hours, which reflects the overlap of residents returning home and visitors and patrons arriving in the area. This is true for both the on and off-street parking reservoirs.

The utilization counts are summarized into three zones (see Figure 10) to capture existing conditions. Below is a summary of utilization survey findings by zone.

Zone 1

Zone 1 primarily serves the residential neighborhood to the north of Selby Avenue. Zone 1 provides dual sided parking along the east-west corridors (i.e., Marshall and Dayton Avenue). These corridors are operating at normal utilization (below 85 percent, which indicates that there is available parking spaces) during the morning and afternoon hours. However, Zone 1 experiences heavy utilization during the evening hours (above 85 percent). The large off-street parking lots are primarily dedicated for residential use. These parking facilities were not included as part of the utilization counts. Field observations noted these lots to be operating at average capacity. On-street parking in the western portion of Zone 1 is underutilized.

Zone 2

Zone 2 captures the commercial on and off-street parking along Selby Avenue. This zone experiences the heaviest utilization, regardless of the time of day. This finding is closely linked to the on-street parking supply that provides door-to-door service for the number of commercial and office uses located along the corridor. The number of restaurants located along the corridor also contribute to the heavy on-street utilization during the evening hours. Both on and off-street parking facilities are reaching or exceeding the 85 percent utilization threshold during the weekday and weekend. However, there is still some capacity during these peak periods to accommodate parking needs. Most of this capacity is on the north-south streets and west of Mackubin Street.

Zone 3

Zone 3 serves the residential neighborhood to the south of Selby Avenue. The east-west corridors (i.e., Laurel and Ashland Avenue) only provide parking on one side of the street. Residents throughout the area have expressed concerns regarding the conversion of these streets to two-side

parking, specifically in regards to for emergency service vehicle access. The other concern expressed the desire for two-sided parking to be consistent with Zone 1 and to provide additional parking capacity for the area. These issues have been explored in more detail on page 16.

In general, on-street parking in Zone 3 is underutilized during the morning and afternoon hours. On-street parking is experiencing heavy utilization during the evening hours during the weekday and weekend. On-street utilization drops west of Arundel Street

Overall, findings from the utilization survey indicate that while evening hours are experiencing heavy on and off-street parking utilization there is still parking available, which is further supported by turnover of spaces. This heavy demand is associated with particular land uses (e.g., restaurants) that generate a large parking demand during peak periods (e.g., 5 p.m. to 9 p.m.). Thus, the parking reservoirs need to accommodate multiple users (e.g., patrons, employees, and valets). This peak demand has added additional pressure to the on-street parking supply, which is also needs to accommodate multiple users (residents, visitors, patrons and employees.)

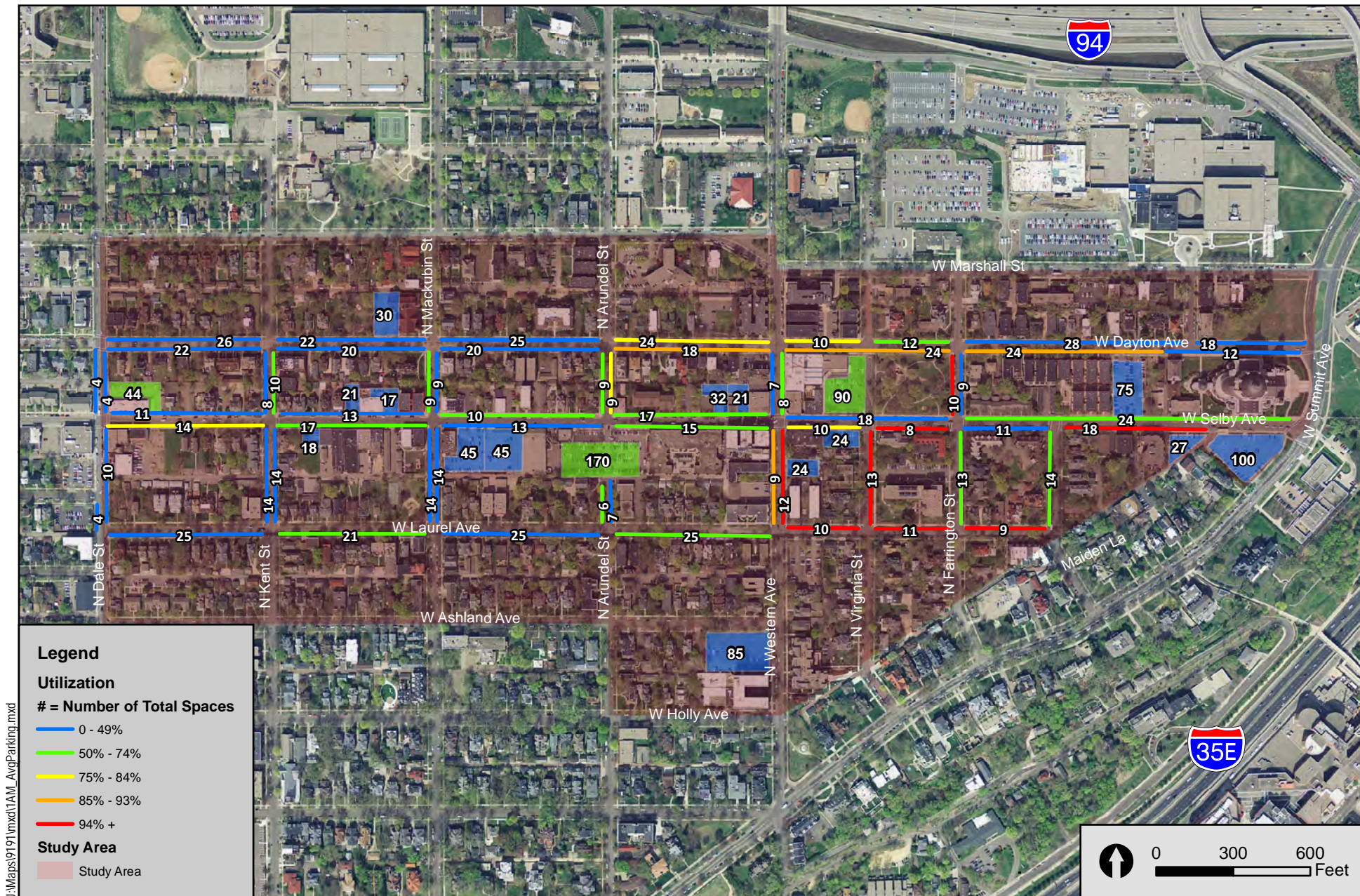
This finding mirrors similar commercial/neighborhood environments in regards to utilization. Many neighborhoods with similar land use patterns throughout the Twin Cities (e.g., Uptown and Dinkytown in Minneapolis, Grand Avenue in Saint Paul, and 50th & France in Edina) experience similar conditions.

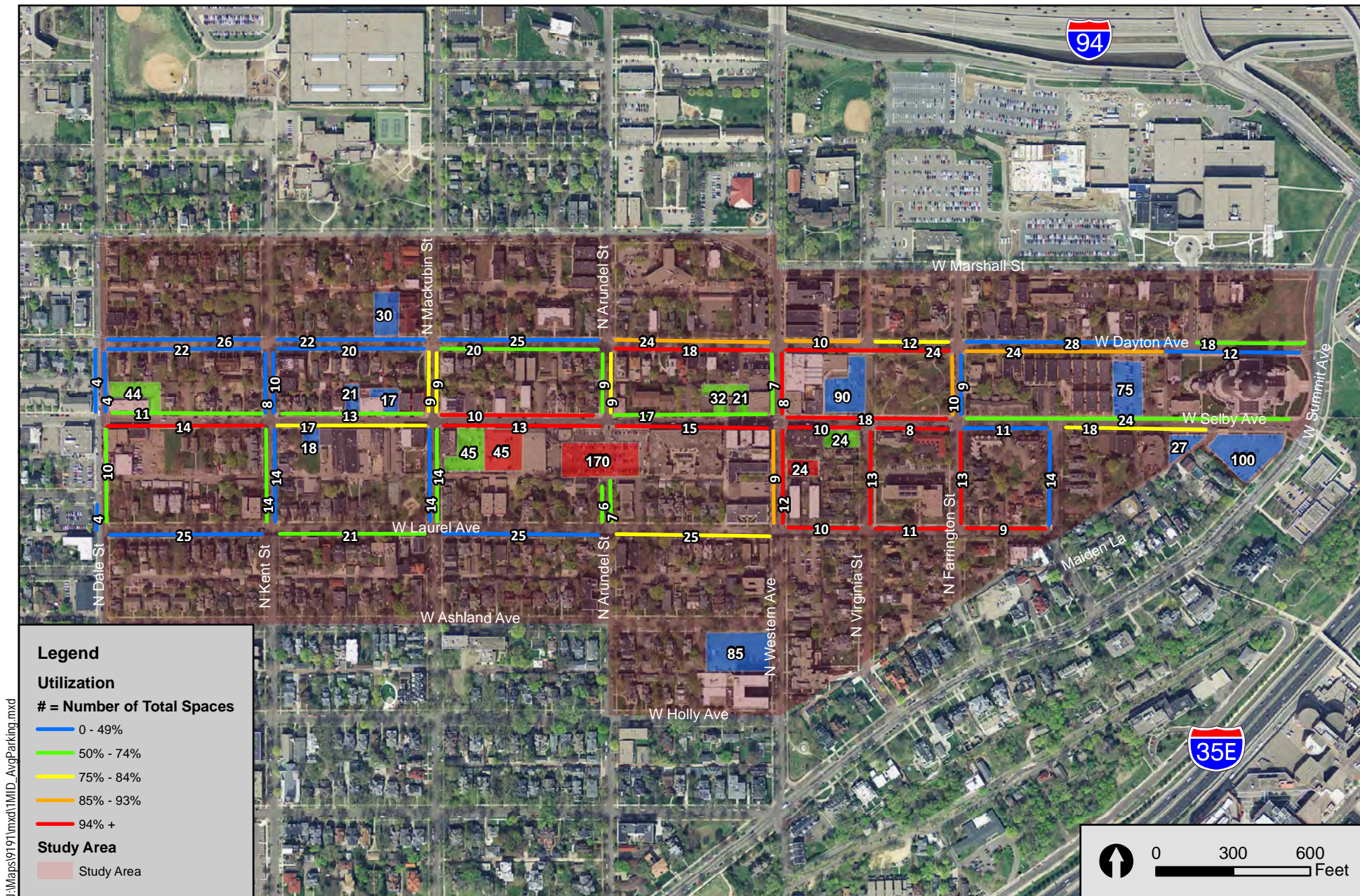
The utilization counts for this study also demonstrated some capacity to absorb parking needs in the western portion of the study area. Today, the study area's heavy parking utilization is localized at the Selby Avenue/Western Avenue intersection. This particular area has a stronger concentration of restaurants and businesses, which generate a larger parking demand during the evening hours. In that respect, "front-door" parking may not be relatively available. In urban environments, such as the Selby-Western area may require patrons to walk a few blocks to reach their final destination. Research has shown the appropriate walking distance in an urban environment between destinations is quarter mile. A quarter mile in the Selby-Western neighborhood is approximately two blocks.

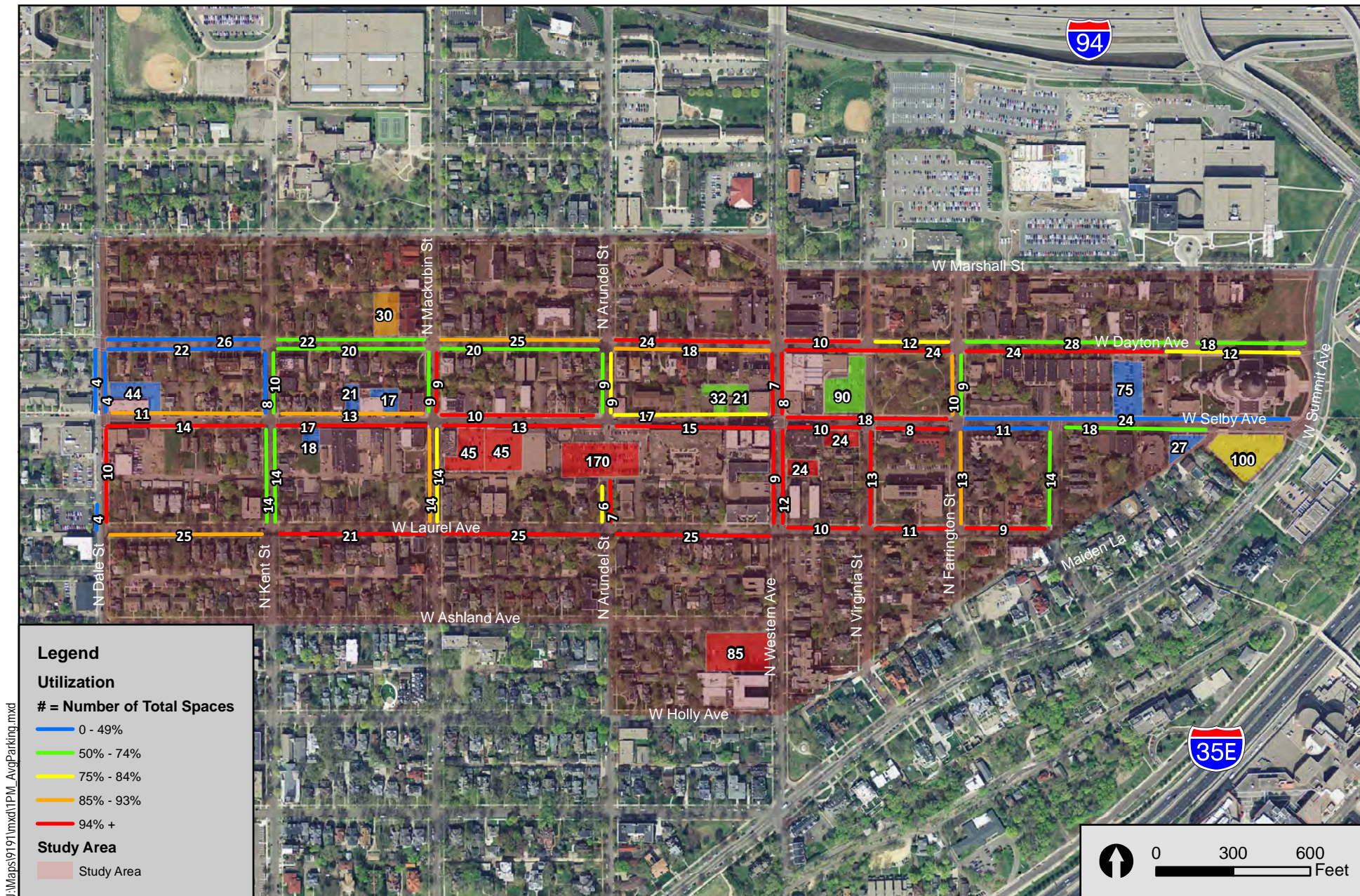
General Findings

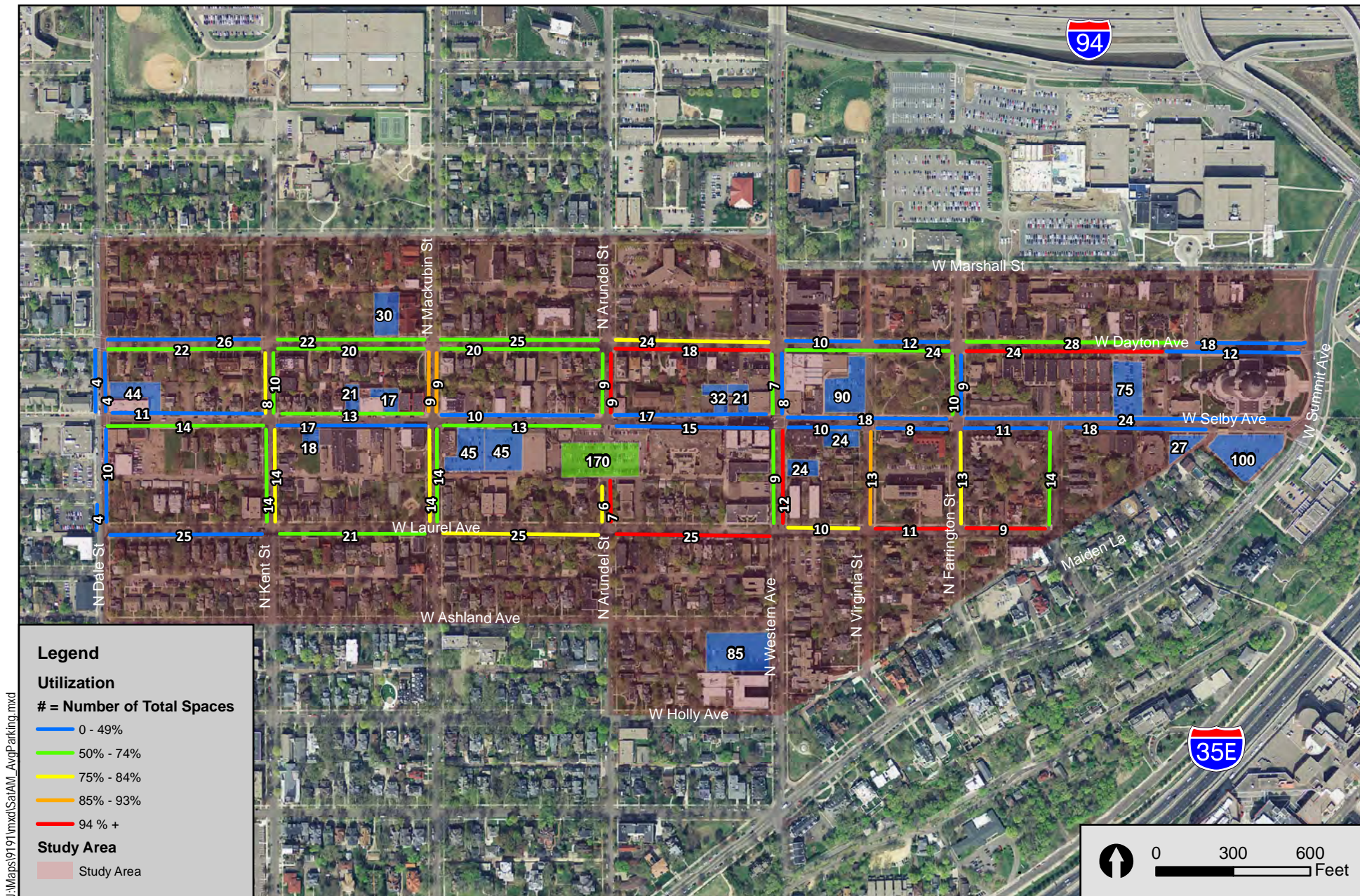
General themes emerged from the existing conditions analysis, public process, stakeholder interviews, and utilization counts. These themes and findings include:

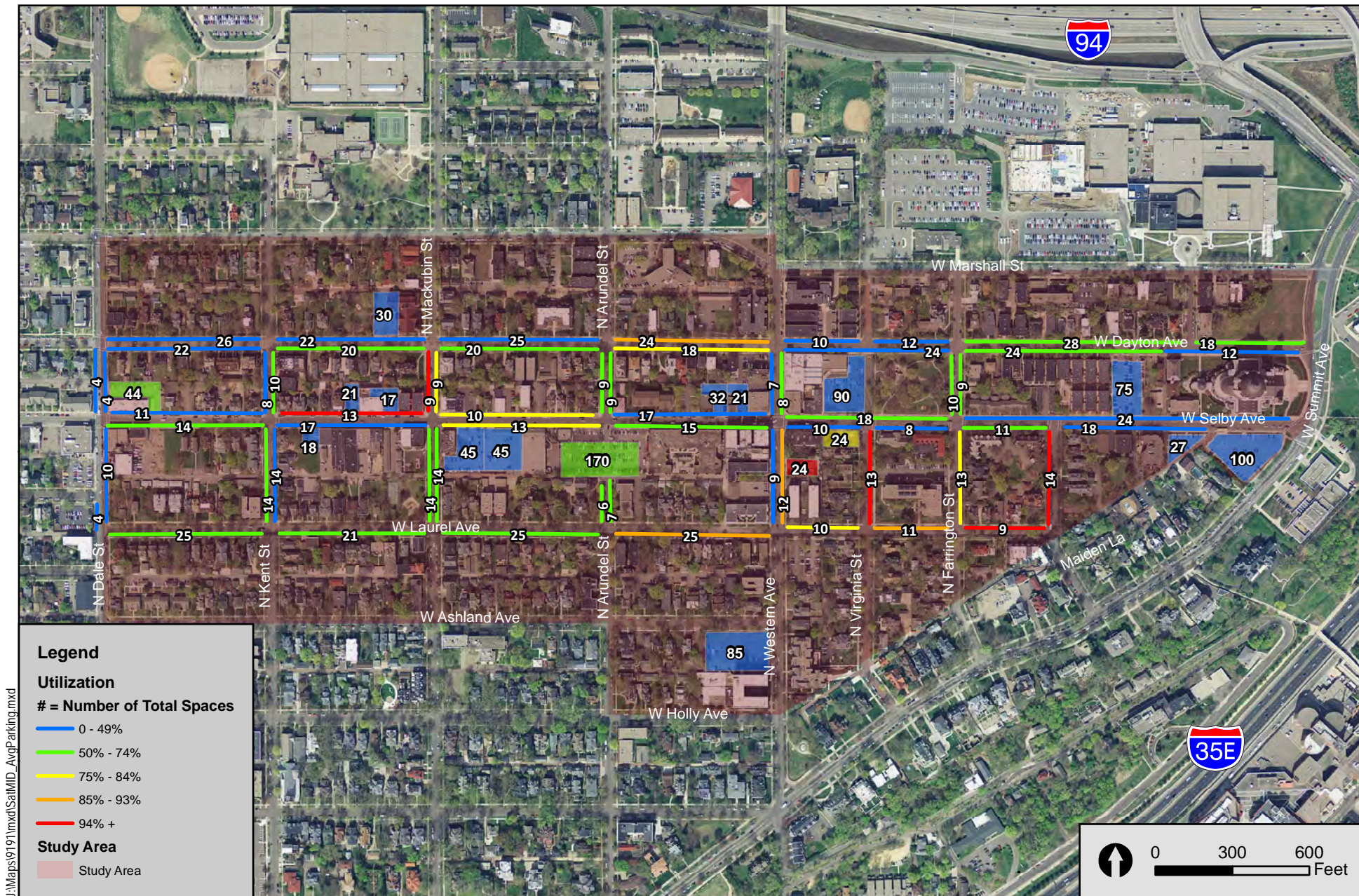
- The neighborhood continues to see success of established and new businesses.
- Businesses are entering into informal and formal shared parking agreements.
- There is available supply throughout the day, with an increase in demand in the evening hours.
- On-street parking is not being fully maximized along Selby Avenue with the absence of demarcated spaces (either through striping or metered spaces.)
- Employees and valets parking are utilizing on-street parking and competing with residential uses.
- There are no known redevelopment efforts or large scale development proposals. Future land uses will likely occur in the switching of tenants and new leases.
- The location of on-street parking (one-sided versus two-sided) when compared to roadway widths is not consistent compared to precedent examples in the area.

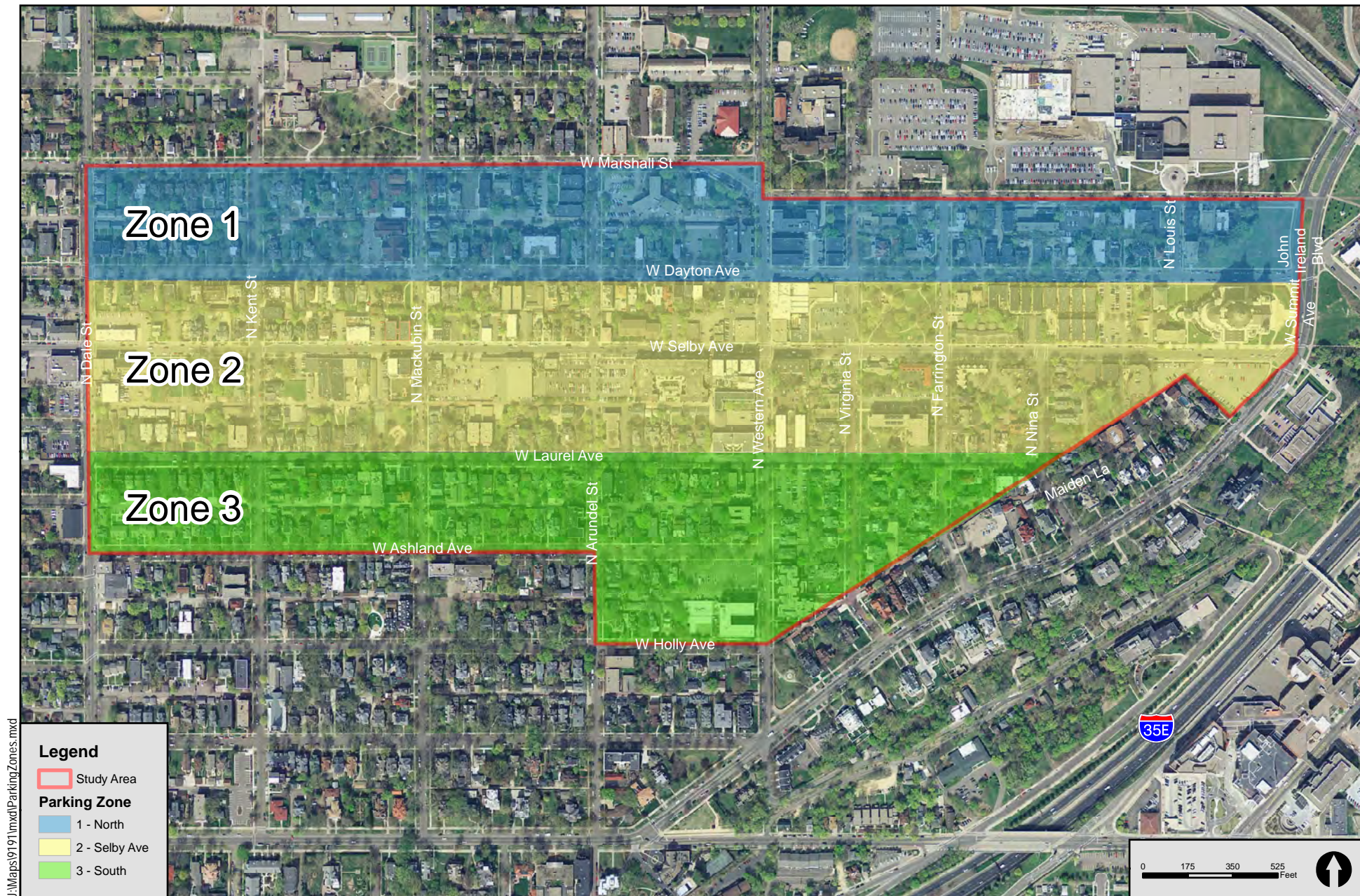












Precedent Examples & Strategies

There are precedent examples on how to manage parking in an urban environment similar to the Selby-Western area. This section highlights a number of strategies that have been used by other urban areas. The strategies presented throughout this section can be viewed as a “menu of options” to help facilitate parking discussions throughout Saint Paul. This list also served as a framework for shaping specific strategies and recommendations for the Selby-Western area. The strategies fall into three categories:

- District Parking Approach
- Travel Demand Management (TDM) Strategies
- Parking Requirements & Guidelines

District Parking Approach

District parking allows all users (vehicles) within a geographical area to utilize parking reservoirs. There are several different approaches (e.g., enterprise funds, development authority, and public/private partnerships) to implementing a district-wide parking model. Metro Transit recently issued a framework (Towerside Innovation District Parking Framework: June 2016) that distinguishes these various models. This framework can serve as a guide for the Selby-Western area. Elements from the various models that are applicable to the study area are discussed below.

Overlay District

An overlay district is a modified form of conventional zoning designed to provide additional requirements over one (or more) existing zoning districts. The intent is to establish unique requirements that address a particular challenge within a specified geographic area. It consists of area boundaries and text specifying the requirements that augment those of an underlying district. The general benefits of an overlay district are as follows:

- Maintain underlying zoning, while addressing the particular needs of a specific area.
- Modify coverage area (boundaries) and requirements as conditions on the ground dictate.
- Help to achieve localized goals and objectives.

An overlay district can be designed to specifically address on and off-street parking issues created by heavy utilization. Typically, the intent of a parking overlay district is to address the following:

- Manages parking utilization and low turnover rates
- Addresses parking spillover from businesses into adjacent neighborhoods
- Implements residential parking permit districts
- Enforces or encourages Travel Demand Management (TDM) strategies
- Enforces and implements parking management plans for businesses of a certain magnitude
- Determines specific parking requirements (typically reductions) for new developments
- Sets the stage for Parking Improvement Districts (PID) or Parking Benefit Districts (PBD)

Precedent Example:

Saint Paul and Minneapolis, Minnesota: both communities serve as precedent examples that use overlay districts.

Parking Benefit District

Parking Improvement District (PID) or Parking Benefit District (PBD) can generate revenue (e.g., parking meters or parking permits) specifically for parking projects, the latter of which, can also provide funding for streetscape improvements, multimodal infrastructure, and travel demand management strategies. In essence, the revenue stays within the district for local improvements.

Precedent Example:

- San Diego, CA: The City operates several Community Parking Districts (CPD) to address the parking needs of commercial districts and residential neighborhoods. The CPDs receive revenue from on-street meters, permits, valets, parking facilities and in-lieu fees.

In-Lieu Fees

In-lieu fees allow developers to exceed minimum parking requirements by paying a fee to local government, which can then be used to towards parking management strategies, such as the construction of shared parking facilities.

Precedent Example:

- Vancouver, BC: Developers pay an in-lieu fee that is equal to the cost of a space in structured parking minus the estimated revenue, so that developers are not subsidizing the city.
- Seattle, WA: Developers pay an in-lieu fee to finance a shared parking structure within a designated area. If the funds are not used within six years of the issuance of the certificate of occupancy, the city may choose to use the funds toward TDM efforts that reduce vehicle trips.

Shared Parking

Shared parking is a single facility shared among several sites or uses. This type of parking is best suited for neighboring uses that have different peak parking periods, but are also useful for consolidating parking for increased efficiency regardless of alternating peaks.

Precedent Example:

- Arlington County, VA: Sites that are over 20,000 square feet in land area and located within 0.75 miles of each other may opt for shared parking through a legally binding agreement.
- Portland, OR: Two or more uses on the same or separate sites can opt for shared parking if each use occurs at different peak times. A legally binding agreement is required for shared parking.
- Saint Paul, MN: Allows the use of existing paved parking lots of churches, colleges, universities, schools and seminaries by permitted business uses in nearby business districts.

Travel Demand Management Strategies

Research has shown that Travel Demand Management (TDM) strategies are a useful technique in helping alleviate parking demands in a geographical area. TDM strategies are applied to help reduce the number of single occupancy vehicles traveling and parking in a certain area. Examples of TDM strategies are listed below and are considered as part of the study's recommendations.

Bicycle Amenities

Actively promoting bicycling as an alternative means of travel to and from a destination can be achieved through information dissemination and the provision of bicycle storage facilities and adding bicycle lanes. These actions can help decrease the demand for vehicle parking.

Precedent Example:

- Richfield, MN: Richfield requires new developments to include bicycle racks as part of their parking management plan.
- Minneapolis, MN: Enclosed parking is required for multi-family dwellings and non-residential uses are required to provide enclosed parking or a bicycle rack outdoors, depending on the use.
- Portland, OR: There are short-term and long-term bicycle parking requirements. Some districts require uses to provide shower and changing facilities for bicyclists.
- Saint Paul, MN: Off-street parking facilities must provide a minimum of one secure bicycle parking space for every 20 motor vehicle spaces; at least one secure bicycle parking space shall be provided for an off-street facility with 12 or more motor vehicle spaces.

Car Sharing Provisions

Car sharing programs provide mobility options to a cross section of residents who would not otherwise have access to a vehicle. These programs encourage the efficient use of a single vehicle among multiple users, while reducing the amount parking needed to accommodate each resident within a neighborhood. Zoning language can encourage or require new developments of a certain size to include off-street parking provisions for car sharing programs.

Precedent Example:

- Vancouver, BC: Parking requirements are reduced if the developer designates parking spaces for car share vehicles.

Discounted Transit Passes

Discounted transit passes may incentivize individuals to forgo car ownership when alternative modes, such as transit or car sharing are readily accessible. These programs can be tailored for individuals living in dense areas with high levels of accessibility (to transit) and connectivity (e.g., sidewalks and trails). Reducing the level of car ownership in a district can increase the availability of on-street parking.

Precedent Example:

- Hoboken, NJ: Residents surrendering their residential parking permit are entitled to a free six month pass for the city shuttle, credit towards the City's own car share program, free permit placard for rental vehicles, and a number of other free and discounted goods and services.

Travel Demand Management Plans (TDMP)

A TDMP outlines measures to mitigate parking demand as part of the development permit process, which can result in innovative solutions that are tailored to the specific needs of a neighborhood or district. These types of plans may require specific strategies for reducing single-occupancy vehicle (SOV) trips and promoting alternative modes of transportation.

Precedent Example:

- Saint Paul, MN, Minneapolis, MN and Portland, OR: Each city has a review process that requires developers to submit reports detailing specific transportation demand management plans.

Parking Requirements & Guidelines

Off-street parking requirements are typically enforced at a policy level (e.g., city code or zoning requirements). For example, developers are required to provide a certain number of off-street parking spaces to accommodate their development's uses (e.g., housing type or commercial use) and size (e.g., number of square feet or units). On-street parking is sometimes factored into these equations. However, on-street parking is driven by design guidelines or standards set by the roadway agency (e.g., city, county or state). Example of these types of parking requirements and design guidelines are as follows:

Maximum Parking Requirements

Maximum parking requirements limit the number of parking spaces, which varies depending on the type of land use and development. Many local governments have adjusted their parking requirements by implementing maximums, sometimes in place of minimums. This approach helps ensure an area is not overbuilding their parking supply. The purpose is to promote compact developments and higher end uses, while supporting alternative modes of transportation. Maximums can also be applied to a specific area through the creation of an overlay district.

Precedent Example:

- Saint Paul and Minneapolis, MN: Maximums are in place for all uses outside the central business district (CBD), except for residential.

Flexible Parking Requirements

Minimum parking requirements require developers to provide a specified number of spaces depending on the intensity and the use of the development. If appropriately set, flexible minimums can reduce the likelihood of parking spillover affecting adjacent residential neighborhoods.

Precedent Example:

- San Diego, CA: Municipal code permits reduced minimum parking requirements based on locational factors, such as designated transit areas or demographic factors (e.g., low income areas). In both cases, the flexible requirements are 85 percent the minimums elsewhere.
- New York, NY: Reduced parking requirements are permitted for public or publicly subsidized housing and non-profit housing for the elderly.

Parking Caps

Parking caps limit the number of private parking spaces in new developments to one space per unit as a method for reducing reliance on cars, especially single-occupancy vehicle (SOV) trips among

households with two or more people. Parking caps are most suitable in densely populated areas with a high accessibility to goods and services, various activities, and local amenities. Capping can also be applied at the district level based on land uses and the intensity of those uses.

Precedent Example:

- Portland, OR: The City has a parking “lid” policy that caps the total amount of parking on a district-wide basis. The City sees this policy as a way to increase densities and to create compact walkable neighborhoods.

Residential Parking Permits

Parking permits are required to park in a designated area to ensure adequate on-street parking for local residents. Residents are either entitled to a limited number of permits at no cost or for a nominal fee, which may also include visitor permits. The same policy may be applied to adjacent businesses. Permitting can also be designed to address spillover into residential areas if a business exceeds a certain number of employees, then the company or employee are required to purchase a parking permit. If the business provides a valet service, they are responsible for purchasing a number of valet permits to park vehicles in adjacent residential neighborhoods. A permit of this nature is typically more than the annual permit fee for a residential permit.

Precedent Example:

- Saint Paul, MN: Area 28 within the Selby-Western Study Area limits annual permits to four vehicles and two visitor permits per household. No permits are available to owners or employees of commercial buildings/businesses.
- Boulder, CO: Annual permits can be purchased by commuters and visitors to allow parking in Residential Parking Permit Zones.
- Milwaukee, WI: Permits are made available for night employees if off-street parking is not provided at their place of employment.

Design Standards and Guidelines

Design standards and guidelines are used to determine when a roadway can accommodate on-street parking. In order to provide on-street parking, a roadway must have an adequate amount of room (e.g., street width or right-of-way) to accommodate travel lanes, parking lanes and curbs. Design standards and guidelines also take into consideration a roadway’s facility type (e.g., two lanes vs. four lanes) to ensure it maintains its mobility and safety. Safety is particularly important to consider from an emergency services perspective. Roadways should be free of obstructions (e.g., parked cars) by providing adequate drive lanes for emergency service vehicles (e.g., fire trucks) to access buildings from the street. Creating obstacles for emergency vehicles can present negative outcomes when reaching people in need. Various design standards and guidelines were explored as part of the study’s solutions and strategies. The precedent examples used for this evaluation are listed below.

Precedent Example:

- Saint Paul Street Design Manual (2016)
- Access Minneapolis Design Guidelines (2008)
- Minnesota State-Aid Standards
- 2015 Minnesota Fire Code
- International Fire Code

Solutions & Strategies

The recommended solutions and strategies are aimed at helping manage current and future parking demand, while setting the stage for long-term parking initiatives to reduce the need for single-use surface parking. The solutions and strategies presented in the previous section should also serve as a menu of options for the City's consideration. The study's specific solutions and strategies were placed into three categories to define the different levels of implementation:

- **Interim Solutions** – The interim solutions represent low-cost/high benefit solutions in reducing today's parking demand. In some cases, the proposed strategies are not feasible or supported by the public. Findings from this evaluation are documented throughout this section.
- **Ongoing Activities** – This category represents solutions and strategies that require ongoing activities to help reduce parking demand. These require day-to-day monitoring and ongoing collaboration with the neighborhood. Examples include TDM strategies.
- **Future Exploration** – Potential solutions and strategies were discovered that will require future exploration. Continued coordination and collaboration between the City and neighborhood is needed to determine the feasibility of these options, which could not be explored as part these efforts.

Interim Solution

There are a number of ways on-street parking can be addressed to better accommodate residential and commercial uses throughout the study area.

Solution #1: On-Street Parking Design Standards and Guidelines

A series of design standards and guidelines (see Table 3) were compared against the study area's roadway widths (see Figure 3). The precedent examples range from local standards to national (AASHTO) examples. The purpose of this exercise was to

determine if there are any opportunities to provide additional on-street parking. As noted, the public process also expressed a desire to develop consistent guidelines for determining when on-street parking is allowed on one-side versus two-sides.

Solution #1: Recommendation

Maintain and manage the current on-street parking supply.

73% of those who participated agreed with the recommendation.

This analysis determined the roadway widths are constrained and do not offer any opportunities to expand the on-street parking supply. The study also recognizes the inconsistencies where dual-sided parking is allowed. For example, Arundel Street has the same width (32 feet) as Laurel Avenue; however, Arundel Street provides dual-sided parking and Laurel Avenue is restricted to one-sided parking. Applying any one of the design standards or guidelines to be consistent would result in a significant loss of on-street parking. It is also important to recognize that creating dual-sided parking that is not consistent with design standards and guidelines can create unsafe conditions for emergency services and degrade traffic mobility and access, which can create potential liability concerns. At this time, it is recommended the current on-street parking locations are managed and monitored.

Table 3. Minimum Street Widths for Parking

| Minimum Street Widths for Parking: Curb to Curb (with Two Thru-Lanes) | | | | | | |
|-----------------------------------------------------------------------|-------------------------------------------------------|----------------------|---------------------------------------|----------------------|-----------------------------------|----------------------|
| Design Standards (Precedent Examples) | Arterial Streets (Selby Avenue and Dale Street) | | Collector Streets (Western Avenue) | | Local Streets | |
| | One Sided Parking ¹ | Two Sided Parking | One Sided Parking ¹ | Two Sided Parking | One Sided Parking ¹ | Two Sided Parking |
| Saint Paul Street Design Manual (draft March 2016) | 34' | 42' | 32' | 38' | 31' | 36' |
| Access Minneapolis Design Guidelines (2008) | 32' | 38' | 32' | 36' | 32' | 36' |
| Minnesota State-Aid Standards ² | 32' | 42' | 32' | 38' | 32' | 38' |
| Industry Standards Example A (ITE) ³ | 29' | 34' | 29' | 34' | 29' | 34' |
| Industry Standards Example B (AASHTO Green Book) | 31' | 36' | 27' | 34' | 27' | 34' |
| 2015 Minnesota Fire Code⁴ | 36' | 42' | 31' | 40' | 31' | 40' |
| International Fire Code⁵ | 29' | 34' | 29' | 34' | 29' | 34' |

¹ Includes a two-foot curb reaction.

² Minnesota State-Aid Standards are currently under Legislative Review. Proposed revisions will likely reflect AASHTO guidelines. These represent current standards.

³ Institute of Transportation Engineers (ITE) Recommended Practices - Designing Walkable Urban Thoroughfares: A Context Sensitive Approach

⁴ Fire apparatus access roads shall have an unobstructed width of not less than 26' (e.g., 13' thru lanes)

⁵ Fire apparatus access roads shall have an unobstructed width of not less than 20' (e.g., 10' thru lanes)

Solution #2: On-Street Striping

Providing on-street parking stripes or markings along Selby Avenue would help maximize the available parking supply. Today, vehicles are taking more than one on-street parking space along Selby Avenue.

Adding stripes to the street would demonstrate where vehicles can park, how much space a single vehicle should take, and create a more defined line where no parking restrictions are present. The

benefits and challenges of this strategy are noted on page 8. Based on these findings, this strategy may not be feasible given the number of winter months Minnesota experience. This strategy would require a larger maintenance and operations budget for the corridor to ensure pavement markings are visible during the winter months.

Solution #2: Recommendation

Provide on-street parking stripes or markings along Selby Avenue to help maximize the number of available parking spaces.

77% of those who participated agreed with the recommendation.

Solution #3: Shared Parking

Supporting and fostering shared parking opportunities is a critical step in helping reduce on-street parking demand. Shared parking is a simple concept of utilizing parking facilities jointly among different businesses or uses in an area that takes advantage of different peak parking characteristics. For example, the study area is comprised of a number of restaurants that typically see a high parking demand during the evening hours versus office space during the day. A number of these examples exist today and are depicted in Figure 5. However, there are more opportunities that can be embraced. This was expressed throughout the public process by exploring potential shared parking opportunities with the Saint Paul College and YWCA.

The City does have a shared parking provision for off-street parking requirements which allows a reduction in the total number of required parking spaces for two or more uses, provided the respective hours of peak operation do not overlap. The City can help facilitate many of these shared parking agreements by promoting the existing off-street shared parking program. This program can help monitor the current shared parking agreements and their effectiveness, in addition to seeking areas where additional shared parking is needed and opportunities for potential locations. Other opportunities may include the Cathedral of Saint Paul, the Northern Star Council Boy Scouts of America, and vacant parcel in the Southeast quadrant of Dale Street and Kent Street (see Figure 5).

The study was able to determine two new shared parking opportunities, which are highlighted as Solution #3A and #3B.

Solution #3A: Shared Parking (YWCA & Moscow on the Hill)

The YWCA has available parking during the evening hours when many other commercial uses (e.g., residents) are seeing higher demand for parking. As good stewards of the neighborhood, the YWCA has agreed to launch a shared parking pilot project with Moscow on the Hill during the evening hours. This finding was discovered as part of the stakeholder interviews.

The YWCA intends to use the pilot project as an opportunity to determine the logistics of opening their lot for public use. As part of this process, the YWCA will determine if there is additional capacity in their lot to accommodate other businesses during the evening hours. The City should monitor the success of this partnership and work with the YWCA to determine the feasibility of using their parking lot for other businesses.

Solution #3A: Recommendation

Utilize the YWCA parking lot for Shared Parking Opportunities.

92% of those who participated agreed with the recommendation.

Solution #3B: Shared Parking (Saint Paul College)

Saint Paul College is exploring the feasibility to open their surface parking lots/ramps for public use (see Figure 11) during the evening hours. The City should work with the businesses and the college to target this opportunity for employee and valet parking needs. Currently, employees account for a large number of vehicles parking throughout the neighborhood, contributing to the heavy evening utilization. Creating an off-site location will help accommodate their parking needs and reduce the demand for on-street parking in the neighborhoods.

The College is proceeding with a feasibility study to determine the logistics (e.g., cost and management) of opening their lot to the public. Continued coordination between the City and College is needed to ensure this shared parking solution is implemented in the near-term.

Solution #3B: Recommendation

Utilize Saint Paul College's parking lot(s) for Shared Parking Opportunities.

91% of those who participated agreed with the recommendation.

Ongoing Solutions

Ongoing activities are solutions and strategies that require continuing efforts to reduce parking demand. These require day-to-day monitoring and ongoing implementation.

Solution #4: Travel Demand Management (TDM) Strategies

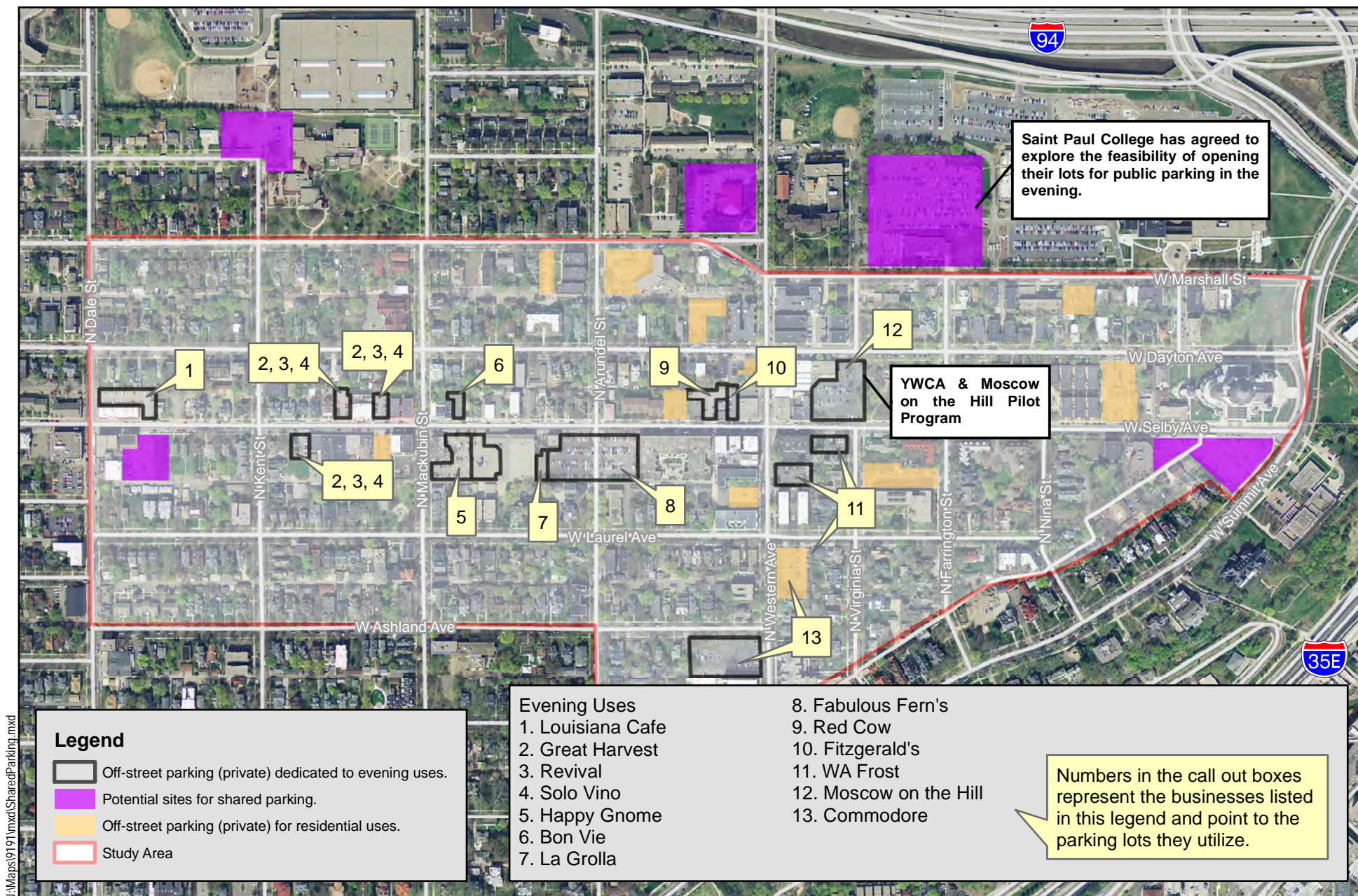
The City of Saint Paul should continue to promote TDM strategies for local businesses throughout the study area. Promoting other modes of transportation can reduce the parking demand, while improving the quality of life and prosperity of the neighborhood. TDM strategies include, but are not limited to: alternative transportation modes (e.g., biking, walking, and transit), car share programs (e.g., Car2Go), and pedestrian improvements (e.g., streetscape elements).

Examples of TDM strategies identified as part of the public process are listed below and should be considered as part of future policy decisions:

- **Support and Promote Bicycling and Walking as Alternatives**
 - Actively promote biking and walking as alternative means of travel to and from the area, primarily through information dissemination and the provision of bicycle storage facilities and adding bicycle lanes. These actions can help decrease the demand for vehicle parking.
- **Support and Promote Car and Vanpooling**
 - Promote car and vanpooling as alternative means of commuting amongst workers, primarily through information disseminations.
- **Travel Demand Management Plans (TDMPs)**
 - The City of Saint Paul should work with new developments or tenants that pose peak parking demands during the evening hours (e.g., restaurants). Current requirements are for (re)developments requiring more than 100 parking spaces; or, change in use resulting in a 25 percent increase or 50 additional spaces, whichever is less, and requiring more than 100 parking spaces. Under current requirements, limited businesses are expected to complete a TDM plan. By changing these requirements, both new developments and redevelopments will have to create, think about, and implement TDM strategies, decreasing the number of vehicles throughout the study area and promoting alternative modes of transportation.

Solution #5: On-street Parking Enforcement

On-street parking enforcement should be more aggressive to help increase turnover rates. The City of Saint Paul will support ongoing parking enforcement in the area. Expanding parking enforcement will need to align with the available resources and budget.



Future Exploration

Potential solutions and strategies were discovered that will require future exploration. Continued coordination and collaboration between the City and neighborhood is needed to determine the feasibility of these options, which could not be explored as part these efforts.

Solution #6: Residential Parking Permit

The City of Saint Paul is evaluating its current Residential Parking Permit Program (anticipated completion, early 2017) from a policy, enforcement and administration perspective. The study will explore the feasibility of implementing a residential parking permit program in the area. This study should be used as a resource for future discussions regarding this strategy. Benefits and characteristics associated with a residential parking permit district include:

- Can address spillover problems in nearby commercial areas, but should accommodate non-residential users as much as possible
- Help preserve on-street parking for residents and their visitors
- Comes with a cost to the resident or home owner
- Does not guarantee a space or “front-door” parking
- On-street parking is a community amenity for all and is owned by the city

Solution #6: Recommendation

Evaluate the feasibility of implementing a Residential Parking Permit Program.

46% of those who participated agreed with the recommendation.

Solution #7: Metered Parking

Metered parking is an opportunity to help manage on-street parking along Selby Avenue. The benefits of metered parking help increase turnover rates and produce fees for reinvesting back into the neighborhood. Metered parking as a management tool was not supported by the businesses and residents that participated in the public input opportunities. The trade-offs of metered parking should continue to be explored and evaluated for the Selby-Western area.

Solution #7: Recommendation

Metered parking should not be pursued at this time along Selby Avenue.

72% of those who participated did not agree with the recommendation.

Solution #8: Form a Business Association

Managing the study area’s parking will require continued coordination and collaboration amongst the City, businesses, and residents. It is suggested the business form a Businesses Association. Forming a Businesses Association will foster stronger coordination and collaboration amongst businesses and its neighbors.

A formalized Businesses Association could begin by focusing on the parking strategies recommended throughout this report. This would include the promotion of TDM strategies and finding additional shared parking opportunities between businesses. More importantly, the Businesses Association can help set the stage in moving towards a parking

improvement district or parking overlay district (see pages 19 and 20 for more information on these strategies).

Solution #9: One-Way Pairs

Solution #1: On-Street Parking Design Standards and Guidelines, determined the roadway widths are constrained and do not offer any opportunities to expand the on-street parking supply. Furthermore, applying any one of the design standards or guidelines to be consistent would result in a significant loss of on-street parking.

Converting a roadway to a one-way pair will provide some flexibility in expanding the on-street parking supply. A one-way pair road network is a pair of parallel one-way streets that carry opposite directions of traffic flow. In theory, enough roadway width/right-of-way would be available (see Table 3) to accommodate drive lanes and dual sided parking, while maintaining enough access for emergency service vehicles. However, this option would require a detailed traffic analysis report to determine impacts on circulation, mobility, and safety.

Furthermore, converting a roadway to a one-way pair to accommodate dual-sided parking is not a common practice or policy used by the City of Saint Paul. This strategy also presents a number of challenges for emergency service vehicles.

Solution #10: Parking Ramp

Long-term development initiatives were expressed as part of the public engagement process (e.g., the Saint Paul Curling Club and Blair Arcade) that may present opportunities to integrate a parking structure. However, keeping in mind these are long-term initiatives with no timeframe. When a larger redevelopment opportunity present itself, the City should work with the property owner or developer to determine the need and feasibility of integrating a parking structure into a development. This could provide a larger parking reservoir for the area.

Redevelopment will likely be driven by the private sector. If and when that time comes, the City should explore innovative funding mechanisms to assist with this effort. Potential options include the strategies outlined in the “Precedent Examples and Strategies” section (e.g., In-Lieu Fees or Parking Benefit Districts).

Solution #11: Roadway Reconstruction

Over time, the roadways within the neighborhood may require reconstruction.

Reconstructing a road may present opportunities to widen the road and align with design standards (see page 24) to accommodate dual sided parking. However, the neighborhood is fully built out and this approach would likely have significant right-of-way impacts to private property owners. At this time, there are no roads programmed for reconstruction. This strategy should be viewed as a talking point if those opportunities present themselves in the future.

Conclusion

Based on feedback from public input opportunities, there is interest in pursuing shared parking opportunities throughout the Selby-Western Commercial Area. The current partnership between Moscow on the Hill and YWCA will act as a pilot project for future shared parking opportunities. These future opportunities have the potential to include the YWCA lot for other businesses (in addition to Moscow on the Hill), as well as Saint Paul College's available parking lot(s). Saint Paul College is open to the idea of sharing their parking facilities during non-academic peak hours (e.g., evening and weekends) to help better serve the parking strain throughout the commercial area. Coordinating shared parking facilities will depend on property owners' willingness to enter into a shared parking agreement. Items that need to be addressed in a shared parking agreement include:

- Logistics
- Maintenance
- Utilities and Taxes
- Enforcement
- Legality
- Liability

This study has explored various approaches to addressing the parking demands created by an overlap of commercial and residential uses (during evening hours) and the constraints it has placed on the on-street parking supply on residential blocks. The Selby-Western Commercial Area can address this pressure by supporting and assisting in implementation of the shared parking strategies. Local businesses should also explore a formalized association begins to focus on the study's parking solutions. The Business Association can also serve as a champion in helping find additional shared parking opportunities between each other. Furthermore, the Business Association can help find opportunities to promote TDM strategies to continue to support the economic health and vitality of the area.

Appendix A – Open House Survey Results

Table A-1. Survey Responses
Selby-Western Commercial Area Parking Study
Community Questionnaire

(July 11 Open House Results and July 12 - August 9 Open Saint Paul Results)

| | | | | | | | |
|--------------------------------------------------------------------------------------------------------------------------------------|----------------------------|---------------------------------------------|------------------------------|------------------------------|---------------------------|---------------------------|----------------------------------|
| 1. I best represent the Selby-Western area as a . . . | Resident | Business Owner/Tenant | Employee | Student | Property Owner/Developer | Other | |
| | 72% | 15% | 2% | 0% | 10% | 1% | |
| 2. My primary mode of transportation is by . . . | car | transit | bike | walking | other (please specify) | | |
| | 74% | 2% | 1% | 22% | 1% | | |
| 3. When I drive to the Selby-Western area, I primarily park my car . . . | at a residential garage | at an underground or covered parking garage | at a surface parking lot | on the street | I do not drive a car | Other | |
| | 33% | 2% | 17% | 35% | 6% | 8% | |
| 4. It is the most difficult to find parking during . . . | morning weekday (8AM-11AM) | morning weekend (8AM-11AM) | afternoon weekday (12PM-4PM) | afternoon weekend (12PM-4PM) | evening weekday (5PM-8PM) | evening weekend (5PM-8PM) | parking is not difficult to find |
| | 3% | 2% | 1% | 2% | 45% | 28% | 20% |
| 5. The Selby-Western area is a vibrant and prosperous neighborhood. | strongly disagree | disagree | neutral | agree | strongly agree | | |
| | 0% | 0% | 2% | 74% | 23% | | |
| 6. Parking is important to the success of Selby-Western businesses. | strongly disagree | disagree | neutral | agree | strongly agree | | |
| | 0% | 2% | 25% | 38% | 35% | | |
| 7. On-Street parking has become an issue in the residential neighborhoods. | strongly disagree | disagree | neutral | agree | strongly agree | | |
| | 5% | 8% | 18% | 24% | 45% | | |
| 8. There is enough parking for businesses and customers. | strongly disagree | disagree | neutral | agree | strongly agree | | |
| | 22% | 32% | 25% | 20% | 1% | | |
| 9. There is enough parking for Selby-Western employees. | strongly disagree | disagree | neutral | agree | strongly agree | | |
| | 19% | 33% | 34% | 12% | 1% | | |
| 10. The Selby-Western neighborhood should better accommodate other modes of transportation, including bikes, pedestrians, and buses. | strongly disagree | disagree | neutral | agree | strongly agree | | |
| | 9% | 8% | 18% | 21% | 45% | | |
| 11. It is easy to understand the parking restrictions in the Selby-Western area. | strongly disagree | disagree | neutral | agree | strongly agree | | |
| | 16% | 12% | 12% | 51% | 10% | | |
| 12. I would support metered parking on Selby Avenue. | strongly disagree | disagree | neutral | agree | strongly agree | | |
| | 52% | 19% | 6% | 12% | 11% | | |
| 13. I would support paid parking lots to serve the commercial area. | strongly disagree | disagree | neutral | agree | strongly agree | | |
| | 7% | 9% | 6% | 30% | 48% | | |
| 14. Stronger parking enforcement needs to occur in the Selby-Western area. | strongly disagree | disagree | neutral | agree | strongly agree | | |
| | 3% | 25% | 29% | 17% | 25% | | |
| 15. Two hour parking for on street parking is an adequate amount of time for Selby Avenue. | strongly disagree | disagree | neutral | agree | strongly agree | | |
| | 7% | 8% | 20% | 52% | 13% | | |

General Findings:

- The majority of participants were residents.
- On-street parking is a concern for residents.
- Participants are not in favor of metered parking. However, participants are in favor of paid parking lots.
- Parking is difficult to find during the evening hours Monday - Sunday.
- There is various perceptions on the amount of parking available to meet everyone's needs - too much or too little.

Table A-2. Survey Responses
Selby-Western Commercial Area Parking Study
Community Questionnaire

October 18 Open House Results and October 20 - October 31 Open Saint Paul Results
 December 15 Open House Results and December 15 - December 23 Open Saint Paul Results

27 Total Respondents 80
 53 Total Respondents Total Respondents

| | | | | | |
|------------------------------------------------------------------|---------------------------------------------------|----------------------------------------------------------|------------------------------------------------------|----------------------------------------------------------|---------------------------------------------------------------------|
| 1. Selby Avenue should be striped . . . | strongly disagree | disagree | neutral | agree | strongly agree |
| | 8% | 0% | 13% | 28% | 49% |
| 2. Metered parking should NOT be implemented . . . | strongly disagree | disagree | neutral | agree | strongly agree |
| | 13% | 6% | 8% | 14% | 58% |
| 3. Maintain today's on-street parking conditions . . . | strongly disagree | disagree | neutral | agree | strongly agree |
| | 11% | 11% | 4% | 23% | 50% |
| 4. Impement a residential parking permit district . . . | strongly disagree | disagree | neutral | agree | strongly agree |
| | 20% | 11% | 23% | 18% | 28% |
| 5. Use Saint Paul College's lot for employee/valet parking . . . | strongly disagree | disagree | neutral | agree | strongly agree |
| | 3% | 3% | 5% | 23% | 68% |
| 6. Use the YWCA's parking lot for evening use . . . | strongly disagree | disagree | neutral | agree | strongly agree |
| | 3% | 1% | 4% | 23% | 69% |
| 7. General Parking Strategies (top two priorities). | Provide bike parking throughout the neighborhood. | Implement safer pedestrian crossings along Selby Avenue. | Promote transit by offering incentives to employees. | Enhance car sharing programs for neighbors / businesses. | New businesses must develop strategies to reduce parking. |
| | 21% | 40% | 34% | 13% | 53% |
| | | | | | Create a parking committee to implement study's conclusions. 48% |

General Findings:

- The majority of participants agree with the current recommendations.
- Implementation of meters is a concern for participants (i.e., support NOT implementing meters).
- 50% of participants are in favor of maintaining current on-street parking conditions.
- Participants are in favor of shared parking opportunities amongst businesses throughout the area.
- Participants would like to see a parking committee and require new businesses to develop strategies to reduce parking.

Transportation Committee Staff Report

Committee date: June 5, 2017

| | |
|-------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Project Name | <i>Residential Permit Parking (RPP) Citywide Review and Study</i> |
| Geographic Scope | <i>Surrounding 26 existing areas, citywide</i> |
| Ward(s) | <i>1,2,3,4</i> |
| District Council(s) | <i>8,9,10,11,12,14,14,15,17</i> |
| Project Description | <i>Study will review existing residential permit parking program citywide and review best practices in other cities across the country including best way to enforce, pricing, types of permits, types of users. Goal is to make parking restrictions across areas more consistent; make types of permits and permit limits more consistent across areas. Review will include use of technology for better enforcement and website renewal or pay by phone capability.</i> |
| Project Webpage | Study information is at the top of the page: https://www.stpaul.gov/departments/public-works/parking-saint-paul/residential-permit-parking |
| Project Contact, email/phone | <i>Elizabeth Stiffler, elizabeth.stiffler@ci.stpaul.mn.us, 651-266-6210</i> |
| Lead Agency/Department | <i>City of St. Paul Public Works, Traffic Engineering</i> |
| Purpose of Project/Plan | <i>The study focused on making recommendations short and long term improvements to the program in 3 general areas: administration, enforcement and policy.</i> |
| Planning References | <i>Chapter 164 of city code</i> |
| Project stage | <i>Draft report with recommendations, Public Works recommendations for internal city discussion</i> |
| General Timeline | <i>Study completion by August 2017. Start implementation of new database in January 2018; policy changes timeline undetermined</i> |
| District Council position (if applicable) | <i>District Councils support study</i> |
| Level of Committee Involvement | <i>Inform, advise & consent</i> |
| Previous Committee action | <i>NA</i> |
| Level of Public Involvement | <i>Inform, advise & consent</i> |
| Public Hearing | <i>There will be a City Council required public hearing for any change made to any area.</i> |
| Public Hearing Location | <i>Location of public hearing(s) will be City Council</i> |
| Primary Funding Source(s) | <i>City Council budgeted for study</i> |
| Cost | <i>\$47,000</i> |

| | |
|----------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Staff recommendation | <i>Inform</i> |
| Action item requested of the Committee | <i>Involve-request committee provide input on existing planning regulations regarding parking and strategies to better manage parking where in high demand</i> |

Level of Committee Involvement

| | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| INFORM: Informational briefings | Projects that are in implementation phase; projects from other jurisdictions; policy documents from other agencies/jurisdictions |
| ADVISE AND CONSENT: Informational briefings with policy discussion, general directives to staff for follow-through | Project and program reviews primarily initiated by staff; or involvement with program development by others |
| INVOLVE: Discussions to develop directions for projects & programs | Policy involvement from inception through design, inc. policy development; environmental documentation, |
| DEVELOPMENT OF PROJECT/PROGRAM: Discussion to form process; screening of ideas; development of recommendations; and managing outreach to the community | 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 |

Saint Paul Residential Parking Permit Review

Report Version: DRAFT

Prepared for:

City of Saint Paul

Prepared by:



Date: February 2017

SRF No. 016 09378

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Introduction

The City of Saint Paul has conducted a review of its Residential Permit Parking Program. The purpose of the review is to help improve the existing program for today's users, while finding ways to better administer and enforce the program. The review process will help provide the City guidance in the following areas:

- New technologies and best practices for enforcement;
- New technologies and best practices for administering the program internally;
- Online tools for users to renew their residential parking permit passes;
- Guidelines for determining when a Residential Parking Permit Area should be implemented; and,
- Lessons learned from other cities throughout the nation.

The study's process included a comprehensive inventory and analysis of the existing program to date. This process included staff interviews, community-wide surveys, and field observations. Findings throughout this effort have been compared against precedent examples, best practices, and research as it pertains to residential permit parking programs regionally and nationally. And lastly, developing solutions and strategies to recommend changes to the existing program, which will allow the City to enhance its program from a policy, administration, and enforcement perspective. In that respect, this report is structured around these three key elements:

- **Policy:** Policies and regulations (zoning code) are used to define the development of a residential parking permit area. Policies also help define the number of permits allowed by the user for a particular area.
- **Administration:** Implementing the program requires an administration process that facilitates the renewal process (by mail, in person or online), printing and issuing permits, and collecting fees. In general, the administrators also help monitor the effectiveness of the program.
- **Enforcement:** An effective program requires a certain degree of parking enforcement. Permit parking areas need to be enforced daily to ensure there are no violators and users of the program are adhering to the residential parking permit area's restrictions. New technologies are available to help enforce the program more efficiently and effectively, which are discussed throughout this study.

What are Residential Parking Permit Areas? – Residential parking permit areas are located in specific areas throughout the City of Saint Paul. Residents in eligible areas can purchase parking permits that exempt them from time limit restrictions on posted blocks. These permits assist residents in finding parking spaces near their home, enhancing quality of life in residential areas with insufficient on-street parking – such as those that are adjacent to businesses, transit facilities or large institutions.

Existing Conditions

Current Program

Historically, the program has been in place since its adoption in 1979. Since that time a total of 27 residential parking permit areas (see Figure 1) have been created. Each one having their own unique need and reason for adoption. A summary of their historical context is summarized in Appendix A.

The program's current policies, administration procedures, and enforcement measures are discussed throughout this section.

Policy

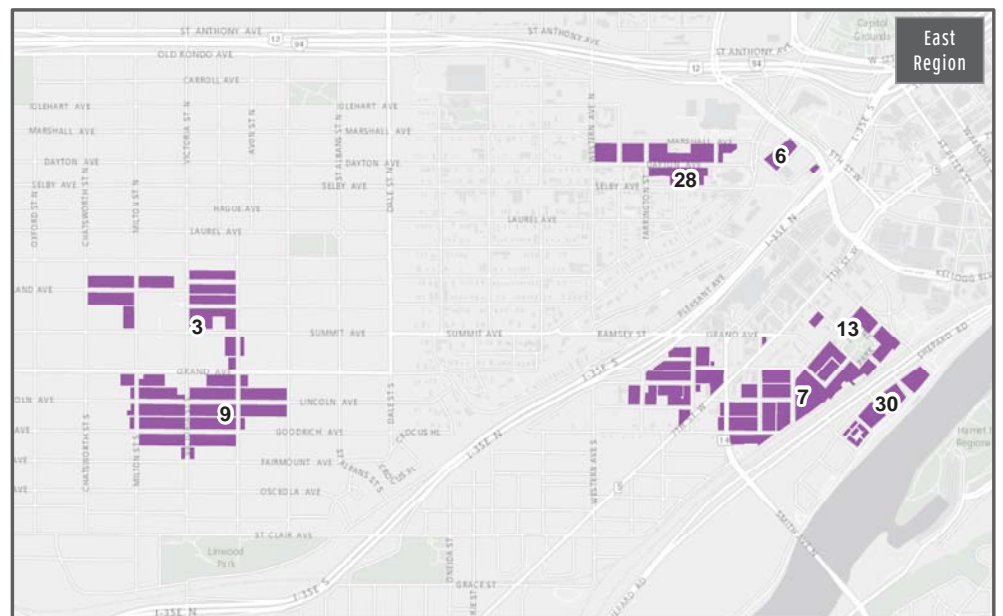
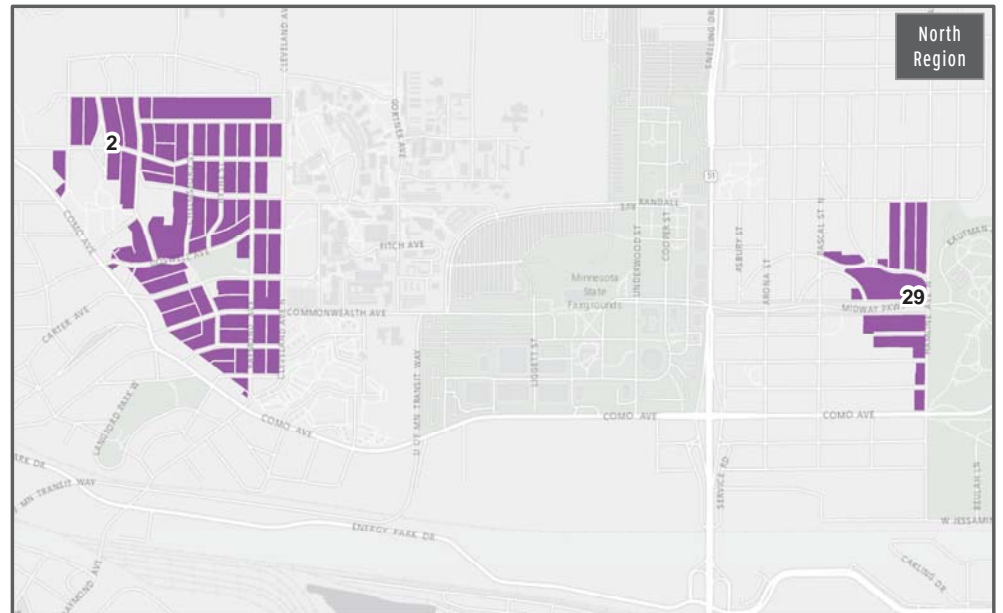
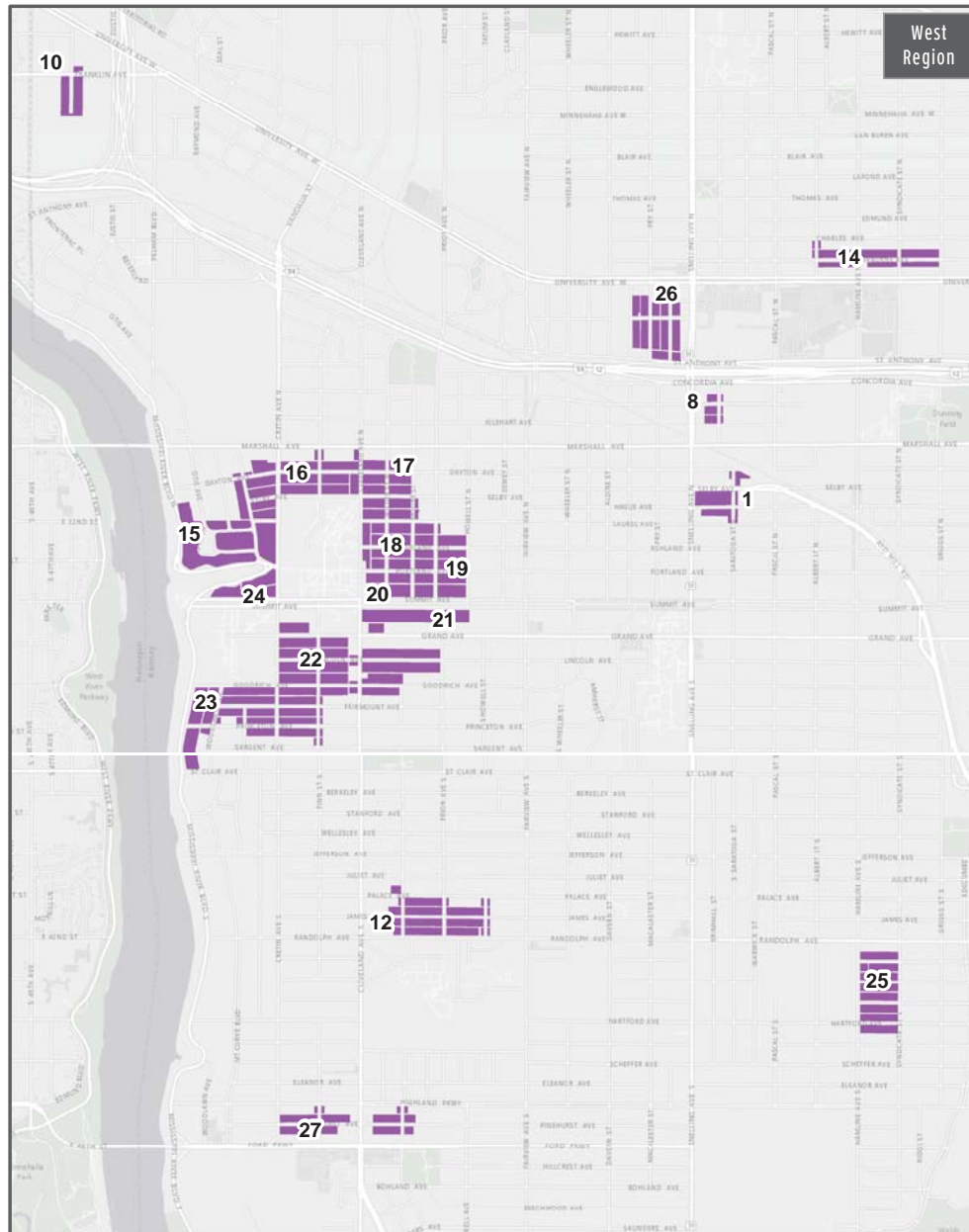
Outlined in the City's declaration of public policy and purpose¹, the residential permit parking program is designed to address parking problems in residential areas that are adjacent to intense non-residential uses that do not provide adequate off-street parking. For example, this need may be in response to employees in a nearby business district or students attending a college that rely on an area's on-street parking supply to meet their parking needs. These cases may result in the on-street parking supply being heavily utilized, while limiting the on-street parking supply for residents and their visitors. This can also pose parking constraints for other residential uses, such as in-home medical care and service vehicles (e.g., maintenance and home improvement services). In that respect, the City of Saint Paul's residential parking permit ordinance is intended to achieve the following:

- Protect property from damage by reducing hazardous traffic conditions;
- Address polluted air, excessive noise, trash, and refuse;
- Promote efficiency in the maintenance;
- Preserve the character and integrity of those areas as residential areas;
- Protect the residents of those areas from unreasonable burdens in gaining access to their residences;
- Preserve the general health, safety, and welfare of those residential areas.

The City has minimum area requirements for residential permit parking requests. A new residential permit parking area must consist of at least eight contiguous block faces or 4,000 lineal feet of block frontage. One block face is defined as one side of a street for the length of one block.

¹ Code of Ordinances. Title XV- PARKING. [Chapter 164. - Residential Permit Parking - Guidelines and Regulations](#)

Figure 1. Saint Paul Residential Parking Permit



All requests for a residential permit parking area designation need to be initiated with the City's traffic engineer. Once the traffic engineer receives the request, he or she will perform an initial investigation to determine whether the:

- Request meets the minimum area requirements;
- Area has a demand for on-street parking greater than the current supply due to demand for on-street spaces by residents and visitors to the area;
- Permitting provides a viable solution to the parking problem;
- Permit restrictions and conditions are appropriate for the area;
- Neighborhood and district council input is necessary.

Having conducted his or her investigation, the traffic engineer will prepare a petition of a residential permit parking area. The designation is then given to the requesting party for signature and fee collection before being returned to the traffic engineer for a validation assessment. The submitted petition needs to include the following descriptions:

- Block faces being established;
- Specific problems and reasons for the request;
- Applicable hours, times of day, and days of the week for the proposed permit parking restrictions;
- Non-refundable filing fee (established by city council resolution);
- Signatures of 75 percent of property owners, with only one signatory per property - excluding those with multiple owners unable to agree;
- Signed oath regarding the authenticity of the signatures;
- A contact person who is responsibility of assisting the traffic engineer.

Once a petition is received and the signatures validated, the traffic engineer conducts his or her final assessments. These assessments may include additional observations, additional public input, studies, surveys, and data collection before providing a recommendation to the city council. The traffic engineer submits his or her findings in a written report recommending that the council reject or designate a residential permit parking area. Having received the traffic engineer's recommendations, the council sets a time and place for a public hearing. The required notice by state law is as follows:

- At least 30 days prior to the hearing written notice must be mailed to:
 - Affected property owners, including businesses and institutions, within the petitioned area;
 - Property owners within 350 feet of the petitioned area;
 - Affected neighborhood district council(s), affected business associations and the city council office.
- At least 10 days prior to the hearing, a notice must be published in the official newspaper.

- At the hearing, the council must hear all interested persons, as well as receive and consider all materials relevant to the petition.

If the council approves the residential permit parking request, the resolution must state the serious problems caused by non-residential parking such as, adverse impacts commuter parking has on the area, a lack of sufficient parking to accommodate residents, unregulated parking that significantly hampers street cleaning, snow removal and other cleanup operations, vehicle noise, pollution, congestions and other adverse environmental effects, adverse impact on the health, safety, and welfare of residents, and the attractiveness, livability, and integrity of the neighborhood. Residential permit parking areas authorized by council resolution may remain in effect for as long as the council deems appropriate.

Administration

Administering today's residential parking program is best summarized into several areas, which are described throughout this section.

Staffing

The program is administered under two divisions: Traffic Engineering and Traffic Operations. Each division has assigned a lead staff person to oversee various functions of the program, supported by a few staff employees. The traffic engineering group oversees the creation of an area and reviews requests for creating an area. Traffic operations administers the renewal process and issues/prints the permits in-house.

Renewal Process

The renewal process is typically conducted annually by written notice, which typically occurs during the months of July, August and September. Users of the program have the option to renew their permits in person at two locations (i.e., Traffic Operations Building – 899 Dale Street North or at the City Annex Building - 25 W. 4th Street) or by mail. Almost all the renewals occur in person at the Traffic Operations Building. This has created a large flux of staff time during the months of July, August and September. Respectfully, this staff time is dedicated to six staff members working at the same time to assist customers at the counter, on the phone or via mail. There is also a large flux in permit renewals during the month of April and May for permitted areas located near Como Park (Area #29), which generates a large parking demand during the summer months.

Pricing Structure

The current pricing structure (as of January 2017) includes a non-refundable \$15.00 fee per vehicle permit and \$15.00 per visitor permit. Service, maintenance, repair, emergency assistance vehicles, and the physically disabled are exempt from residential permit parking fees. Service vehicles must have the company name permanently etched on the vehicle to be exempt, vehicles with removable magnet, etc., are not exempt from the permitting system. Additionally, Churches and nonprofits are

only charged \$1 for annual placards. One day hang tags for a \$1.00 are also available for sale. Customers are allowed a max of 20 hang tags per month.

Number of Permits Allowed

The City of Saint Paul's Residential Parking Permit Program offers various types of permits for the designated areas. These include individual vehicle permits for residents, visitor permits, one day hang tags for special events, and service vehicles. Characteristic and requirements associated with each of these options are highlighted throughout this section. However, it is important to note that each permitted range in the number of permits that can be issued per house hold. Table 1 highlights these different and in most cases, each area allows four vehicle permits and two visitor passes per household.

Vehicle Permits

- Only available to residents
- May only be used in the permit area with the same number
- Must be permanently affixed to the vehicle, taping or using other removable methods is illegal, and vehicle may be ticketed
- Not transferrable
- Will become invalid if you move to a new residence
- Cars and trucks affix the vehicle permit sticker to the lower right of the driver's side window closest to the rear of the car or truck cab
- Motorcycles affix the vehicle permit sticker to the left side of the gas tank or the bottom right corner of the windshield when looking at the front of the motorcycle

Visitor Permits

- Available to residents even if they do not own a vehicle
- Illegal for residents to use visitor permits in their personal vehicle, must use vehicle permit
- Visitors must park on the same block or the immediate cross street of the permit address
- Visitor permits must be placed face up on the driver's side dashboard
- Entire permit must be visible through the windshield
- Visitor permits are not meant to be used for extended stays, misuse could result in tickets

One Day Hang Tags (Special Event Permit)

- Residents may purchase temporary scratch off hang tags that allow parking for one day.
- Monthly maximum of 20 hang tags per household, no refunds or exchanges for unused tags.
- The month, day, and year must be scratched off for the date it is being used.
- Scratching off more than one date makes the tag invalid.

- The tag must be hung on the rear-view mirror so the address, date, and number faces out and can be read through the front of the windshield.

Contractor and Commercial Vehicles

- Commercial or contractor vehicles are exempt from needing a parking permit if the vehicle has permanent markings that identify it as a commercial vehicle. Magnetic or removable signs do not qualify as permanent marking.
- Exemption only applies while they are performing a service.

Home Aides and Service Providers

- Must use a visitor permit or one day hang tag provided by the resident.
- Nonresident owners are eligible to purchase up to two visitor permits to access property for maintenance, etc. Visitor permits must include the area number and street address.

Permit Type & Placement

Residential parking permits are issued as a “sticker,” which is affixed to the rear-view window of a vehicle. Visitor passes are issued by placards and hang tags. Placards must be placed on the driver's side dashboard and hang tags must be placed on the rear-view mirror.

Permits are issued with a unique id that is linked to the vehicle's license plate number and the user's residential address. The permits also display the residential parking area number that is associated with the vehicle. This provides parking enforcement a means of understanding if that vehicle is parked in the correct area.

Record Keeping

The program is currently administered through a software program known as FileMaker Pro. This program is a record keeping database that provides staff the flexibility to customize the program to meet their needs (e.g., tracking permit sales and revisit historical reports). However, the program has no direct link to parking enforcement; therefore, parking enforcement cannot directly link a permit number to a license plate number/property address. This poses several issues in knowing if the permits are being used accordingly. For example, the illegal sales of permits can easily be found searching local classifieds and forums.

It is also important to recognize the current program has been administered by various staff throughout the years. In that respect, the program has been customized on several occasions to meet administrative needs at that time. Thus, the database has become extremely cumbersome to maintain and understand. In addition to this finding, the records in the database have become out of date and contains several old records (approximately 8,000).

Table 1: Number of Permits Allowed by Residential Unit

| West Region | | | |
|-------------|-----------|---------|----------|
| Area | Household | Visitor | Business |
| 1 | 1 | 2 | 0 |
| 8 | No Max | No Max | 0 |
| 10 | 4 | 2 | 0 |
| 12 | 4 | 2 | 0 |
| 14 | 4 | 2 | 0 |
| 25 | 4 | 2 | 0 |
| 26 | 4 | 2 | 0 |
| 27 | 4 | 2 | 0 |

| St. Thomas | | | |
|------------|-----------|---------|----------|
| Area | Household | Visitor | Business |
| 15 | 4 | 2 | 0 |
| 16 | 4 | 2 | 0 |
| 17 | 4 | 2 | 0 |
| 18 | 4 | 2 | 0 |
| 19 | 4 | 2 | 0 |
| 20 | 4 | 2 | 0 |
| 21 | 4 | 2 | 0 |
| 22 | 4 | 2 | 0 |
| 23 | 4 | 2 | 0 |
| 22 | 4 | 2 | 0 |

| Dayton/Marshall | | | |
|-----------------|-----------|---------|----------|
| Area | Household | Visitor | Business |
| 6 | 4 | 2 | 0 |
| 28 | 4 | 2 | 0 |

| North Region | | | |
|--------------|-----------|---------|----------|
| Area | Household | Visitor | Business |
| 2* | 0 | 3 | 0 |
| 29 | 4 | 2 | 0 |

| Grand Avenue | | | |
|--------------|-----------|---------|----------|
| Area | Household | Visitor | Business |
| 3 | 2 | 2 | 0 |
| 9 (SF) | 4 | 2 | 2 |

| Downtown | | | |
|----------|-----------|---------|----------|
| Area | Household | Visitor | Business |
| 7 | 4 | 2 | 0 |
| 13 | 6 total | | |
| 30 | 4 | 2 | 0 |

* Area 2 permits use transferable placards only. These do not distinguish between visitor and owner.

Sales

Historical permit sales/renewals (as of January 13, 2017) show the number of active participants by properties (see Table 2). These historical sales serve as a benchmark for evaluating modifications to the areas, which are discussed in the study's recommendations. Key findings have indicated that several areas are not actively being utilized by the property owner. For example, Areas 1, 10, 14, 25-27, and 30 have less than 50 percent active records, compared to the number of living units within the area. Table 2 shows the number of active records in addition to the total number of household permits and visitor permits sold. Highlights include areas averaging less than 50 percent participation. It can be assumed those areas averaging less than 50 percent sales can be analyzed for potential removal of residential permit parking area.

Table 2: Historical Permit Sales/Renewals (as of January 2017)

| District | Total Number of Living Units | Total Number of Active Records | % of Active Participants | Total Household Permits Sold | % of Household Permits Sold | Total Visitor Permits Sold | % of Visitor Permits Sold |
|-----------------------------------|------------------------------|--------------------------------|--------------------------|------------------------------|-----------------------------|----------------------------|---------------------------|
| West Region | | | | | | | |
| 1 | 75 | 33 | 44% | 33 | 44% | 33 | 44% |
| 8 | 20 | 10 | 50% | 7 | 35% | 5 | 25% |
| 10 | 37 | 9 | 24% | 9 | 24% | 6 | 16% |
| 12 | 135 | 86 | 64% | 86 | 64% | 91 | 67% |
| 14 | 121 | 31 | 26% | 31 | 26% | 13 | 11% |
| 25 | 117 | 38 | 32% | 38 | 32% | 25 | 21% |
| 26 | 229 | 36 | 16% | 36 | 16% | 36 | 16% |
| 27 | 77 | 36 | 47% | 36 | 47% | 41 | 53% |
| Grand Avenue | | | | | | | |
| 3 | 104 | 63 | 61% | 50 | 48% | 51 | 49% |
| 9 | 431 | 355 | 82% | 291 | 68% | 270 | 63% |
| Downtown | | | | | | | |
| 7 | 287 | 199 | 69% | 142 | 49% | 130 | 45% |
| 13 | 117 | 93 | 79% | 68 | 58% | 77 | 66% |
| 30 | 299 | 130 | 43% | 71 | 24% | 97 | 32% |
| North Region | | | | | | | |
| 2 | 685 | 408 | 60% | - | - | 376 | 55% |
| 29 | 145 | 130 | 90% | 100 | 69% | 97 | 67% |
| Dayton / Marshall | | | | | | | |
| 6 | 132 | 117 | 89% | 99 | 75% | 96 | 73% |
| 28 | 374 | 259 | 69% | 183 | 49% | 172 | 46% |
| University of Saint Thomas | | | | | | | |
| 15 | 140 | 123 | 88% | 91 | 65% | 94 | 67% |
| 16 | 145 | 111 | 77% | 85 | 59% | 83 | 57% |
| 17 | 54 | 56 | 104% | 43 | 80% | 38 | 70% |
| 18 | 105 | 103 | 98% | 68 | 65% | 68 | 65% |
| 19 | 131 | 117 | 89% | 94 | 72% | 89 | 68% |
| 20 | 96 | 84 | 88% | 66 | 69% | 59 | 61% |
| 21 | 112 | 93 | 83% | 75 | 67% | 74 | 66% |
| 22 | 355 | 209 | 59% | 159 | 45% | 168 | 47% |
| 23 | 84 | 72 | 86% | 52 | 62% | 62 | 74% |
| 24 | 20 | 19 | 95% | 9 | 45% | 16 | 80% |

Enforcement

Enforcing today's residential parking program is best summarized into several areas, which are described throughout this section.

Day-to-Day Enforcement

In general, the program is currently enforced by complaints and the patrolling of areas by parking enforcement. Complaints are filled in several ways. More commonly, people report problems by calling Saint Paul Police's non-emergency number or filing complaints online. Online complaints can be filed at stpaul.gov. The complaint then goes to the Saint Paul Police to be forwarded to the communications center for dispatch.

The residential parking program is enforced by regular patrols by parking enforcement officers. Each area is typically patrolled each day; however, it is challenging to maintain time restrictions with limited resources (e.g., staff and time constraints). In that respect, parking enforcement officers are typically searching for vehicles that do not poses a residential parking permit. Enforcing time restrictions (e.g., two hour limits) on vehicles that do not poses a permit has proven to be inefficient given current methods (chalking) and the demand on parking enforcement officers who are also responding to complaints and other parking violations beyond the residential parking permits. Therefore, more energy is spent on enforcing permit areas that experience heavy on-street parking demand (i.e., University of Saint Thomas).

Parking Regulations

All vehicles are subject to the posted parking regulations. Permits are only available to residents that live in a permit area. The permit area has a number which is printed on the street signs and permits (see right image). Vehicles without permits, or with area numbers different than what is on the street sign, will be in violation. The permits do not guarantee a parking spot; the permit allows the holder the ability to park in that area.

Other parking regulations to note include:

- Service, maintenance, repair, emergency assistance vehicles and the physically disabled are exempt from residential permit parking area restrictions.
- Visitors must park on the same block or the immediate cross street of the permit address. The traffic engineer is charged with posting appropriate signs in the restricted area to inform motorists.



Opportunities and Needs

A combination of field observations and public surveys were conducted to help better understand the programs opportunities for enhancement, needs and issues. Findings from this effort has helped shape the study's recommendations and strategies.

Field Observations

Filed visits were conducted to canvas each of the 27 residential parking permit areas to sample the utilization of permit holders. This effort also included the screening of those who may be in violation of the parking restrictions and to determine issues associated with signage. The days and times chosen for these filed visits include:

- Wednesday, October 19, 2016 (afternoon; 1:00pm-3:00pm)
- Wednesday, November 9, 2016 (evening; 3:00pm-7:00pm)

Key Findings

In general, the field observations indicated a moderate use/utilization of parking in each of the areas. At any given time, there was always parking available for permit holders, with exceptions of highly utilized areas (i.e., University of Saint Thomas, Downtown Saint Paul and the University of Minnesota – Saint Paul Campus). This finding suggests the program is functioning adequately and to achieve its primary purpose. For example, the program is helping preserve on-street parking to meet residential needs without being impact by external land uses (i.e., institutional uses, commercial nodes, and entertainment areas) that may otherwise absorb these spaces. In many cases, these areas have off-street parking reservoirs to meet those demands. In other areas, where parking is at a premium (i.e., University of Saint Thomas, Downtown Saint Paul and the University of Minnesota – Saint Paul Campus) visitors need to make the choice of paying for parking, finding alternative modes of transportation, or adhering to on-street parking restrictions (in most cases, two-hour time limit). Field observations indicated these areas are generating a higher demand in parking at are experience some pitch points during the evening peak hours.

Field observations also determined these areas were experiencing several violators. As noted, these areas are seeing regular parking enforcement. An increase in technology (License Plate Recognition) and permitting administration software would allow for regular enforcement throughout the other areas.

Based on these findings, the residential parking permit areas can be summarized into three categories. These categories (Neighborhood Commercial, Entertainment District and Institutional Uses) help represent the various parking demand and characteristics associated with generalized land use patterns. Table 3 highlights these difference and field observations. Figure 2 also summarizes general findings from the filed observations.

Table 3: On-Street Parking General Trends

| Neighborhood Commercial | Entertainment District | Institutional Use |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Areas: 1, 3, 6, 8-9, 14, 26-28 | Areas: 7, 13, 29-30 | Areas: 2, 10, 12, 15-25 |
| <ul style="list-style-type: none"> • Example areas: Selby-Western, Snelling-Selby, Snelling-University, Grand-Victoria. • Permits help minimize the residential parking strain by limiting the hours commercial tenants are allowed to park in the neighborhood (i.e., 2 hour restrictions). • Based on field observations permitting these areas is successful in maintaining available parking for residential use. | <ul style="list-style-type: none"> • Example areas: Como Park and Downtown Saint Paul. • Permits help minimize overflow parking from Como Regional Park into the adjacent neighborhood – time restrictions are in place for peak season. • Permits help minimize free on-street parking in the Downtown area for event/entertainment use. • Available parking is maintained through the permitting program. | <ul style="list-style-type: none"> • Example areas: University of Saint Thomas (UST) and University of Minnesota – Saint Paul campus. • Permits help minimize students utilizing neighborhood for parking. • UST highly utilized with limited available on-street parking near the core university area. • Field observations show many vehicles both with and without permits – enforcement issues. |

Figure 2. Field Observations



Public Engagement

The public engagement portion of the study included two surveys administered for public comment. The surveys included a “Renewal” survey, which was sent on the back of the existing permit holder’s renewal form, and an “Open Saint Paul” survey which was available to the public on the Open Saint Paul online website. These surveys helped determine issues, needs, opportunities, and potential recommendations for the study team’s consideration.

Survey Results

The Renewal survey indicated where current permit holders would like to see change in the existing permit parking program. This was a simple three question survey sent on the back of the renewal form for residents to complete. The questions for the survey included:

1. Do you believe that permit parking is necessary for your area?
 - Yes
 - No
 - Area # _____
2. What would you like to see change about your permit parking area? Check all that apply.

| | |
|-------------------------------------|---------------------------------------------|
| • Permit Quantity Allowed | • One parking restriction per area |
| • Make signs in area less confusing | • More enforcement by Police |
| • Increase Size of Permit Area | • Harsher penalties for misuse of permit(s) |
| • Decrease Size of Permit Area | • Other _____ |
| • Get rid of Visitor Parking | |
3. Additional comments.

The Renewal survey received approximately 780 total responses. Of those, 26 percent of the survey respondents felt more enforcement by police should be made a priority, and 18 percent felt the need to make signs in permit areas less confusing. A detailed summary of the Renewal survey results can be found on page 16 (key themes).

The Open Saint Paul survey was available through the Open Saint Paul website for all members of the public to participate. A total of 354 responses were recorded through this effort. The majority (49.6 percent) of the respondents indicated they live in a permit area and have a parking permit. Key highlights from the survey responses include:

- 34.5 percent indicated residential permit parking areas reduces the traffic looking for on-street parking in their neighborhood.
- 42.7 percent would like to make signs about permit areas less confusing.
- 39.0 percent would like more enforcement by police.

A complete copy of the survey responses from the Open Saint Paul survey can be found in Appendix B.

Precedent Examples

This section highlights precedent examples of communities throughout Minnesota and beyond that have implemented a residential parking permit program. These examples demonstrate the various policies, administration procedures, and enforcement strategies used in managing their programs. Furthermore, the precedent examples were used to help measure the City of Saint Paul's current program and to better understand areas for improvements, and how the city compares against other programs. These findings have also been used to help formulate benchmarks for the city's consideration, which are discussed later in this study.

The following cities were selected to highlight their program's policies, administration procedures, and enforcement measures:

- Minneapolis, MN
- Rochester, MN
- Duluth, MN
- Boulder, CO
- Chicago, IL
- Portland, OR

Findings from these precedent examples are documented throughout this section and summarized in on page 12 (Table 5).

Please Note: The reader should recognize that each of these communities refer to their designated residential parking permit areas in different terms (areas, zones and districts). Each of these terms hold the same meaning. For example, a residential parking "district" or "zone" represents the geographical area where the parking program is in effect.

Minneapolis, Minnesota

Reference: Minneapolis, MN – Code of Ordinances; [478.710. – Critical traffic and parking areas.](#)

Policy Summary

Criteria for a District

- The area is adversely impacted by parking of commuter, student, customer or visitor/guest vehicles generated by area businesses, institutions or recreational/entertainment facilities during the proposed hours of restriction.
- The area does not have sufficient off-street vehicular parking for the use and convenience of the residents near their homes.
- Vehicle noise, pollution or congestion will work unacceptable hardships on the residents of the area if present parking can continue unregulated.

- The health, safety and welfare of residents of the area and the city and the attractiveness and livability of specific neighborhoods will be promoted by a system of preferential parking enacted under this section.

Establishing a District

- Getting a written petition (issued by Minneapolis Public Works) signed by at least 75 percent of the residents within the proposed Critical Parking Area.
- An engineering study to determine if the area meets the criteria for the selected type of Critical Parking Area as set forth by the city ordinance.
- The City Clerk's office must approve the petition and the City Council must approve the establishment of the Critical Parking Area.
- Any area determined by the city engineer zoned residential.

Number of Permits Allowed

The number of permits allowed per dwelling unit are summarized in the table below.

| Type | Number of Permits Per Dwelling Unit |
|------------------------|------------------------------------------------------------------------------------------------------|
| Resident | 2 per licensed driver |
| Visitor | 1 permit |
| Service Vehicle | Exempt while performing services or 1 permit per unit |
| Business | 2 permits of choice (e.g., one regular and one visitor, one regular and one service, or two regular) |

Administration Summary

Fee Schedule & Renewal Process

The city's fees, fee schedule and renewal process are listed in the table below.

| Type | Fee & Schedule (per vehicle) | Renewal |
|----------------------|-----------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|
| New | \$25.00 up to 1 year (an additional \$10.00 setup fee applies the first year when an area is established) | <ul style="list-style-type: none"> • In-Person • Mail • Online |
| Renewal | \$25.00/year | |
| Visitor | \$10.00 up to 1 year | |
| Service | \$10.00 up to 1 year | |
| Temporary (1) | \$5.00 (2 - 30 days) | |
| Temporary (2) | \$2.00 (1 day) | |

Enforcement Summary

Time Restrictions

- Parking restrictions are determined by individual residential permit parking areas.

Enforcement Measure

- Parking is typically enforced on a complaint driven basis using Minneapolis 311, which receives complaints via phone call or online.
 - Minneapolis Police utilize license plate recognition technology to help enforce vehicles that are not compliant with parking restrictions or time limits. Chalking is also used in some circumstances.
-

Rochester, Minnesota

Reference: Rochester, MN – Code of Ordinances; [Chapter 138A. Residential Permit Parking Zones](#)

Policy Summary

Criteria for a District

- The streets in the zone are adversely impacted by the parking of vehicles, during certain hours, by non-residents of the area.
- The land abutting one or both sides of a street designated as part of the zone is zoned for residential purposes.
- The land abutting the streets designated as part of the zone contains 30 or more residential dwelling units.
- The zone represents full blocks of street frontage, both sides, measured from intersection to intersection.

Establishing a District

- A person must file with the City Clerk a petition signed by at least 75 percent of the owners or occupants of property abutting the street described in the proposed zone.
- The City Engineer shall provide to the Common Council recommendations regarding establishment or expansion of the proposed residential permit parking zone based on the petition's compliance with the established criteria.
- Following a public hearing, the Common Council may adopt a resolution establishing or expanding the residential parking zone.

Number of Permits Allowed

The number of permits allowed per dwelling unit are summarized in the table below.

| Type | Number of Permits Per Dwelling Unit |
|------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Resident | No Maximum |
| Service Vehicle | Home health aides or similar workers who may work across multiple zones may obtain from the City Clerk an annual permit entitling the resident or employee to park a vehicle therein during a time that parking is restricted |

Administration Summary

Fee Schedule & Renewal Process

The city's fees, fee schedule and renewal process are listed in the table below.

| Type | Fee & Schedule (per vehicle) | Renewal |
|----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|
| New | Initial application fee: \$5.00 per vehicle | <ul style="list-style-type: none">• In-Person• Mail• Online |
| Renewal | Annual fee: \$25.00 | |
| Visitor | <ul style="list-style-type: none">• The City Clerk may issue a Temporary Permit allowing the permittee who is visiting to park a vehicle in a residential permit parking zone. This permit is valid for a period not exceeding 30 days.• Physical permits will not be issued. Rather, permittees shall provide the license plate number for the particular vehicle to be parked in the residential permit parking zone. | |
| Service | <ul style="list-style-type: none">• Permittees providing home health aide or similar services who work in more than one zone shall provide the addresses of all properties located within the different residential permit parking zones | |

Enforcement Summary

Time Restrictions

- Streets where only resident or employee of non-residential facility may lawfully park a vehicle during hours in which parking is restricted by signs.

- Standard time restrictions apply to particular zones:
 - 7:00am – 3:00pm; Monday – Friday: School days only in zones adjacent to high schools
 - 8:00am – 4:00pm; Monday – Friday: All other zones
 - 1 year: September 1 – August 31

Enforcement Measure

- Physical permits will not be issued. Rather, permittees shall provide the license plate number for the particular vehicle to be parked in the residential permit parking zone. Permittees providing home health aide and similar services who work in more than one zone shall provide the addresses of all properties located within the different residential permit parking zones. Law enforcement shall use automatic license plate readers to determine which vehicles are not permitted in the zone.

Duluth, Minnesota

Reference: Duluth, MN – Code of Ordinances; [Chapter 33. Article VIII. Residential Parking Zones.](#)

Policy Summary

Criteria for a District

- Only the city council may designate any area of any street or highway as a resident permit parking zone, which it may do by resolution, and by such resolution it may specify the time during which any such designation shall be effective.

Establishing a District

- The Director of Public Works shall place appropriate signs in any area so designated, which signs shall indicate that such area is a resident permit parking zone and shall indicate the time during which such designation is effective.
- The City of Duluth’s current resident permit parking zone is specific to three high school locations and the University of Minnesota – Duluth campus.

Number of Permits Allowed

The number of permits allowed per dwelling unit are summarized in the table below.

| Type | Number of Permits Per Dwelling Unit |
|---------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Resident (Visitor) | <ul style="list-style-type: none"> • 2 passes per dwelling • Visitors must be physically present in a resident's property for pass to be valid • Visitors must park within 500 feet of the residence |
| Special Permit | Special permits are valid for 24 hours within one week of issuance for service providers. Service or delivery vehicles exempt |
| Service Vehicle | Exempt |

Administration Summary

Fee Schedule & Renewal Process

The city's fees, fee schedule and renewal process are listed in the table below.

| Type | Fee & Schedule (per vehicle) | Renewal |
|-----------------|--------------------------------------------------------|-------------------------------------------------------------------------------------------------|
| Resident | Annual fee: \$5.00 valid for 1 year (July 1 – June 30) | <ul style="list-style-type: none"> • In-Person • Mail • Online |
| Visitor | Annual fee: \$2.00 valid for 1 year (July 1 – June 30) | |

Enforcement Summary

Time Restrictions

- The permit area is enforced year-round. Parking zones are enforced during school months.

Enforcement Measure

- Parking is typically enforced on a complaint driven basis. Chalking is used to monitor and enforce time restrictions.

Boulder, Colorado

Reference: Boulder, CO – Code of Ordinances; [Title 2. Chapter 2. 2-2-15. – Neighborhood Permit Parking Zones.](#)

Policy Summary

Criteria for a District

- Restricting parking on streets in certain areas zoned for residential uses primarily to persons residing within such areas will reduce hazardous traffic conditions, promote traffic safety and preserve the safety of children and other pedestrians in those areas.
- Protect those areas from polluted air, excessive noise and refuse.
- Protect residents of those areas from unreasonable burdens in gaining access to their residences.
- Preserve the character of those areas as residential.
- Promote efficiency in the maintenance of those streets in a clean and safe condition.
- Preserve the value of the property in those areas.
- Protect the peace, good order, comfort, convenience, and welfare of the inhabitants of the city.
- The City Council also finds that, in some cases, residential streets serve an important parking function for nonresidents in the public and commercial life of the city. Some accommodation for parking by others may be appropriate in these cases.

Establishing a District

- Upon receipt of a request by twenty-five adult residents of a neighborhood proposing a neighborhood permit parking zone, the city manager will conduct studies to determine if a neighborhood permit parking permit zone should be established in that neighborhood, and what the boundaries should be.
- The manager may, if the manager concludes it is in the public interest to do so, initiate the process without any request.
- The manager may consider, without limitation, the extent to which parking spaces are occupied during working or other hours, the extent to which parked vehicles are registered to persons not apparently residing within the neighborhood, the impact that businesses and facilities located within or without the neighborhood have upon neighborhood parking within the neighborhood, and such other factors as the manager deems relevant.
- The manager shall also determine the need for reasonable public access to parking in the area, and the manner and extent that it should be provided, along with the hours and days on which parking restrictions should apply.
- The manager must prepare a proposal for the zone, specifying the boundaries, the hours and days on which parking restrictions will apply, and the provisions for nonresident permit parking.
- The manager will present the findings to the Transportation Advisory Board who will inform the City Council for final approval.

- The manager shall establish the zone approved by regulation. Upon establishment of a zone, the manager shall install traffic control devices within the zone and issue neighborhood parking zone permits.

Number of Permits Allowed

The number of permits allowed per dwelling unit are summarized in the table below.

| Type | Number of Permits Per Dwelling Unit |
|-----------------|-------------------------------------|
| Resident | 2 permits |

Administration Summary

Fee Schedule & Renewal Process

The city's fees, fee schedule and renewal process are listed in the table below.

| Type | Fee & Schedule (per vehicle) | Renewal |
|---------------------|------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|
| Resident | Annual fee: \$17.00 | <ul style="list-style-type: none"> • In-Person • Mail • Online |
| Business | Annual fee: \$75.00 | |
| Non-Resident | Annual fee: \$90.00/quarterly permits and renewal (if permitted in the zone) | |

- The city manager shall monitor the program on a regular basis and annually provide the city council with a report on the neighborhood permit parking program generally, including its relationship to parking supply and demand in adjacent areas of the city and the status of zone block faces.

Enforcement Summary

Time Restrictions

- Time restrictions vary among the neighborhoods. In general, time restrictions are between 8:00 a.m. and 6 p.m.
- No parking restrictions shall apply on Sundays or holidays.

Enforcement Measure

- Parking is enforced by using license plate recognition.

Chicago, Illinois

Reference: Chicago, IL – Municipal Code; [Chapter 9-64-090: Residential parking permit.](#)

Policy Summary

Criteria for a District

- An application, which clearly states the cause(s) of the parking problems creating the need for the proposed residential parking permit zone, and the time periods of parking restrictions that are requested (stated in hours, days and months), is submitted to the City.
- The application must be accompanied by a petition requesting the proposed residential parking permit zone and signed and dated by at least 65 percent of the residents in the proposed zone.
- The size of the proposed residential parking permit zone is a minimum of one block, and if more than one block, all blocks must be contiguous.
- At least 80 percent of the occupied frontage, at ground level, of each block is in use for residence purposes.
- A parking study determines that at least 45 percent of the vehicles parked in the proposed residential parking permit zone during the time periods requested for the permit are not owned by residents of the proposed zone.
- A parking study determines that at least 85 percent of available on-street parking in the proposed residential parking permit zone is occupied during the time periods requested for the permit.

Establishing a District

- Upon receiving an application for a proposed residential parking permit zone, the comptroller shall notify and solicit comments from each alderman in whose ward part or all of the proposed zone will be located, and shall also take such measures as are necessary to determine whether the conditions of the above criteria have been met.
- All residential parking permit zones created shall require approval by a vote of the city council to be effective.
- The description of all residential parking permit zones shall be maintained by the city clerk.
- Location of residential parking permit zones varies throughout the city, however, there is a large concentration of residential parking permit zones near Downtown Chicago due to competing parking factors – limiting the number of available spaces to residents.
- A petition requesting revocation of part of all of the zone and signed and dated by at least 51 percent of the residents in the zone.
 - A parking study determines that less than 75 percent of available on-street parking in the residential parking permit zone is occupied during the time periods that parking is restricted.

- All residential parking permit zones that are revoked shall require approval by a vote of the city council to be effective.

Number of Permits Allowed

The number of permits allowed per dwelling unit are summarized in the table below.

| Type | Number of Permits Per Dwelling Unit |
|-----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Resident | <ul style="list-style-type: none"> • Limited to the number of residents living at the property within the residential permit parking zone • Residents are limited to three daily permits; or, 45 permits per household per 30-day period |

Administration Summary

Fee Schedule & Renewal Process

The city's fees, fee schedule and renewal process are listed in the table below.

| Type | Fee & Schedule (per vehicle) | Renewal |
|---------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|
| Resident | Annual fee: \$25.00 | <ul style="list-style-type: none"> • In-Person • Mail • Online |
| Daily Permit | <ul style="list-style-type: none"> • \$8.00 for 15 permits • \$16.00 for 30 permits • \$24.00 for 45 permits | |

- An online search tool allows residents to search their address and determine if a residential parking permit is necessary for that particular address.

Enforcement Summary

Time Restrictions

- Time enforcement varies by residential permit parking zone. Times are determined by a parking study which demonstrates when 85 percent of the parking available to a residential zone is occupied and 45 percent of the vehicles are not owned by residents of the zone.
 - When 85 percent of the parking is occupied in a zone, this reaches a threshold that determines a pinch point of available parking for the residents in the area.

Enforcement Measure

- Parking is enforced by using license plate recognition.

Portland, Oregon

Reference: Portland, OR – Charter, Code and Policies; [16.20.800 Area Parking Permit Program](#)

Policy Summary

Criteria for a District

- The Area Parking Permit Program is designed to help people who live or work in non-metered areas by controlling commuter parking in their neighborhoods. Visitors to the neighborhood may park for a limited time, residents and businesses may purchase permits that allow them to exceed visitor parking time limits.
- There must be at some time during the day an occupancy rate of 75 percent or more of the existing on-street parking spaces.
- 25 percent of the vehicles occupying the on-street spaces must be other than area vehicles.
- This occupancy rate must occur at least four days per week and the City Traffic Engineer (along with zone representatives) must agree that this occupancy will occur for a minimum of 9 months per year.
- The requesting area must consist of a minimum of 40 block faces or 8,000 linear feet of curb space.
- The City Traffic Engineer must agree that the area permit parking program would promote benefits within the designated area.

Establishing a District

- An area may apply to participate in a permit program through a community-initiated petition with signatures representing 50 percent of the affected addresses (one signature per address) to be submitted to the neighborhood association and business district association. This petition shall include: the parking problem, the probable cause of the problem, the proposed boundaries of the congested area, the number of individual addresses in the congested area, and the permit fees of the program.
- Upon receipt of the petition, the City Traffic Engineer must initiate a preliminary investigation to verify that the area meets the criteria.
- If an area is approved as eligible, ballots will be mailed to all addresses within the proposed area. A minimum of 50 percent of the ballots must be received, of which 60 percent must be “yes” votes, to approve the program.
- If approved by Council, the City Traffic Engineer will notify all addresses of the approval and enclose application materials. Permit fees from at least 50 percent of the addresses must be collected prior to installation of signs.

- The program will renew annually, unless: a petition is received representing 50 percent of the addresses within the zone requesting termination, or the area does not meet the rules or procedures established by the City Traffic Engineer.

Number of Permits Allowed

The number of permits allowed per dwelling unit are summarized in the table below.

| Type | Number of Permits Per Dwelling Unit |
|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Resident | Limited to the number of residents living at the property within the residential permit parking area. |
| Visitor | <ul style="list-style-type: none"> • Daily scratch off permits are available. Some areas limit the number of permits sold each year. • Annual guest passes are available - maximum 1 per address |

Administration Summary

Fee Schedule & Renewal Process

The city's fees, fee schedule and renewal process are listed in the table below.

| Type | Fee & Schedule (per vehicle) | Renewal |
|---------------------|---------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| Resident | Annual fee: \$60.00/each (Pro-rated to \$30.00/each with 5 months of permit validity) | <ul style="list-style-type: none"> • In-Person • Mail |
| Daily Permit | \$10 for a book of 10 daily scratch off permits | |
| Guest Permit | \$60.00/each (Limited to 5 days per vehicle, per month if permitted in the area) | |

Enforcement Summary

Time Restrictions

- Each zone's boundaries, visitor time limits, and hours of operation are designed around the needs of the individual neighborhood.
- Most parking permit program zones are restricted during the hours of 7am to 6pm Monday through Friday with the exception of a few zones limiting evening (6pm – 10pm) and weekends (1pm – 10pm).

Enforcement Measure

- Parking is enforced by using license plate recognition.

Table 5: Precedent Example Summary and Comparison

| City | Policy | | | | | Administration | | | | Enforcement | |
|------------------------|-------------|------------------------|-------------------|------------------|-----------------------------------|----------------|-----------------|------|--------|-----------------|---------------------------|
| | Petition | Parking Study Required | Engineer Approval | Council Approval | Number of Permits for Residents * | Fees* | Renewal Process | | | Typical Measure | |
| | | | | | | | In Person | Mail | Online | Chalking | License Plate Recognition |
| Saint Paul, Minnesota | 75% | | X | X | 1 – 4 per unit ** | \$15.00 | X | X | | X | |
| Minneapolis, Minnesota | 75% | | X | X | 2 per unit | \$25.00 | X | X | X | X | X |
| Rochester, Minnesota | 75% | | X | X | No Maximum | \$25.00 | X | X | X | | X |
| Duluth, MN | NA | | X | X | 2 per unit | \$5.00 | X | X | X | X | |
| Boulder, Colorado | 25 Requests | X | X | X | 2 per unit | \$17.00 | X | X | X | | X |
| Chicago, Illinois | 65% | X | X | X | Limited *** | \$25.00 | X | X | X | | X |
| Portland, Oregon | 50% | X | X | X | Limited *** | \$60.00 | X | X | | | X |

* This category only represents the number of permits allocated for the resident. Additional permits may be available for visitors, guests, or service vehicles, etc.

** The number of permits per dwelling unit vary between residential parking permit areas.

*** Limited to the number of residents within a particular area.

Findings and Conclusions

Based on the precedent examples chosen, there are some similar attributes (polices, administration procedures, and enforcement measures) compared against the City of Saint Paul's program. These findings are documented in their respect areas below.

Policy

In most cases, each community has developed similar policies that trigger a residential parking permit area. Residents have the power to petition for a residential parking permits, which need to receive city staff (e.g., city engineer) and an elected body's (e.g., city council) approval. The larger metropolitan communities typically require a parking study to help inform these decisions. A parking study will include an analysis of the current parking situation by showing on-street utilization counts and type of land uses generating the parking demand. Utilization counts demonstrate the parking supply available during a given time (e.g., peak periods). Furthermore, a parking study will also document the number of residential units and the shortfall of off-street parking (in particular multifamily units that rely on surface parking) available to accommodate their needs.

The number of residential parking permits issued is typically two permits per dwelling unit. The number of visitor or guest passes varies from one community to another; however, one to two permits per unit is the norm. Service vehicles or home health care providers are typically exempt from a permit. Businesses are required to purchase permits for their service vehicles if that business is in a residential parking permit area.

In general, these findings are consistent with Saint Paul's current residential parking permit policies.

Administration

Administration was viewed primarily from a fee, fee schedule and renewal perspective. The City of Saint Paul's fees are lower compared to the precedent examples. Fees typically range between \$20 and \$25 per vehicle. The city currently charges \$15 per vehicle. Daily passes or annual visitor passes ranged in fee.

Renewing permits are processed in three ways: in-person, through the mail, or on-line. Interviews conducted as part of this research confirmed that cities with an on-line payment system have seen a significant reduction in users renewing their payments in-person or through the mail. On-line payment methods can reduce in-person and mail renewals anywhere from 75 to 90 percent. However, it is important to note that in-person and mail renewals are still essential in providing services to users who do not have access to the internet. Currently the City of Saint Paul does not offer an on-line payment method.

Enforcement

The precedent examples demonstrate the preferred method for enforcing residential parking permits is through License Plate Recognition (LPR) or Automatic License Plate Reader (ALPR) technology. Parking and law enforcement agencies throughout the nation are increasingly adopting these systems. This technology uses cameras mounted to parking enforcement vehicles, which captures/scans a vehicle's license plate number. The license plate number is linked to a database that includes the registered vehicles for a parking permit area. Those that are not registered are flagged and parking enforcement can issue a ticket more efficiently and effectively.

The City of Saint Paul currently owns LPR technology; however, this technology has not been used to date for parking enforcement. The Saint Paul Police Department and Parking Enforcement typically use LPR for tracking and finding stolen vehicles.

Research has demonstrated many benefits in using this technology, in addition to constraints and challenges. Some of these findings are documented in Table 6.

Table 6: LPR Benefits and Challenges

| License Plate Recognition Technology | |
|---------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
| Benefits | Challenges |
| High success rate of accurately identifying registered license plate | Data privacy concerns are expressed by the public |
| Provides a more effective means in collecting and analyzing data | Requires additional training and administration to maintain and operate the software |
| Parking enforcement can cover an area with fewer staff and higher frequency | Various products and software available |
| Cost savings can be achieved | Regular maintenance and software updates required |
| Automates the process and eliminates the manual searching for tags or window permits. | |
| Eliminates the need to produce/print permits (tags or window stickers) for vehicles | |

Performance Measures

Performance measures are designed to serve as a benchmark to evaluate existing areas and the potential need to implement a new area. This approach helps evaluate and quantify the program and increases transparency in decision making. For example, Chicago, Illinois, and Portland, Oregon have used performance measures to evaluate their existing and proposed areas.

Based on these precedent examples, the following performance measures should be considered to help supplement the City of Saint Paul's current process for establishing an area. More importantly, these performance measures should be used to help monitor the success of an existing area and help determine if any areas need to be consolidated.

1. At least 80 percent of the occupied frontage, at ground level, of each block is used for residential purposes.
 - a. Applying this measure will require periodic (annual) reviews to determine if any major land use changes have occurred.
2. At least 45 percent of the vehicles parked in the proposed permit area during the time periods requested for the permit are not owned by residents of the proposed zone.
 - a. Data to support this measure may be challenging to collect and not feasible. However, License Plate Recognition (LPR) software can help provide a high-level assessment by linking a vehicle's license plate to its registered address.
3. At least 85 percent of available on-street parking in the proposed permit zone is occupied during the time periods requested for the permit.
 - a. Data to support this measure is obtainable and requires minimal staff time. Utilization counts are used to complete this measure. It is recommended multiple utilization counts (during different days) are collected to provide a large enough sample of data to support findings.
4. At least 50 percent (conservative approach) of available permits in a particular area are sold on an annual basis.
 - a. This measure can easily be tracked using existing permit sales.
5. At least 75 percent (more aggressive approach) of available permits in a particular area are sold on an annual basis. In essence, this approach aligns with the required 75 percent of property owner petitions needed to trigger an area.
 - a. This measure can easily be tracked using existing permit sales.

Recommendations

The existing conditions phase determined the City of Saint Paul's residential parking permit program is functioning adequately and meeting current needs. However, based on precedent examples and case studies the program can be refined to help streamline the program from a policy, administration and enforcement perspective. In that respect, the study's recommendations are defined into three categories: Policy Updates, Administration Functions and Enforcement Solutions. Each recommendation will need to be phased accordingly over the next few years. In some cases, a particular recommendation will be easier to achieve in the short-term, while more aggressive initiatives may take a few years to implement. Regardless, each recommendation will provide the City of Saint Paul options to consider as staff and elected leaders refine the current program.

Policy Updates

Policy updates include ways to make the creation and removal of areas an easier transition for both city officials and residents of the community. In addition to the creation and removal of areas, there may also be opportunities to consolidate areas.

Performance Measures for Removing Areas

A series of performance measures (see page 32) can be used to help determine when an area should be created or eliminated. Based on available data sets, the areas were tested using permit sale records. Performance measures associated with this type of data include:

1. At least 50 percent (conservative approach) of available permits in a particular area are sold on an annual basis.
 - a. This measure can easily be tracked using existing permit sales.
2. At least 75 percent (more aggressive approach) of available permits in a particular area are sold on an annual basis. In essence, this approach aligns with the required 75 percent of property owner petitions needed to trigger an area.
 - a. This measure can easily be tracked using existing permit sales.

As part of this assessment, a more conservative measure was selected to determine if any areas should be eliminated. In that respect, permit sales were evaluated using a 50 percent sales threshold. Areas experiencing permit sales at or below this threshold suggest residents are not purchasing permits and the program is not being used for its original intent.

To date, there are seven areas that are not meeting the 50 percent threshold. Table 7 includes a summary of the residential parking permit areas that should be considered for removal or additional analysis. Field observations (see Figure 2) also suggest these seven areas are experiencing minimal demand for on-street parking. Utilization counts may need to be collected to support the removal of any one of these seven areas.

It should be noted that Area 30 is in a part of town that is prone to heavy on-street utilization given its proximity to the downtown and major event centers (e.g., Roy Wilkins Auditorium, Saint Paul River Centre, and the Science Museum of Minnesota). These land uses can generate a large demand for on-street parking while negatively impacting adjacent neighborhoods - events were not occurring during the study's field observations. Therefore, Area 30 is not being recommended for removal without additional data (e.g., utilization counts).

Table 7: Permit Sales Threshold

| 50 Percent Permit Sales Threshold | | |
|-----------------------------------|-------------------------------|----------------------------------------------------------|
| Area | Percent of Total Permits Sold | Notes |
| Area 1 | 44% | Mixed Use Area near O'Garas Bar & Grill – Selby/Snelling |
| Area 10 | 24% | Area near Court International Building and LRT Station |
| Area 14 | 26% | Adjacent to Commercial Corridor along University Avenue |
| Area 25 | 32% | Residential Area near Cretin Derham High School |
| Area 26 | 16% | Residential Area near HealthEast Midway Hospital |
| Area 27 | 47% | Residential Area near Commercial Highland Village |
| Area 30 * | 43% | Residential Area Downtown next to the River |

** Area 30 is not recommended for removal given its proximity to major event centers that generate a large demand for parking. Permit sales should continue to be monitored and evaluated to determine if this area warrants removal.*

Performance Measures for Creating an Area

City policies are in place that provide residents the ability to file a petition for creating a residential parking permit area. This is a common practice throughout the nation and should not be modified. However, the creation of an area also depends on engineering judgment and supporting data. Performance measures can provide a more quantitative approach in determining the creation of an area. Establishing a set of measures will also create consistency across new areas and give general guidelines for approval or denial of a permit area.

Performance measures for the City’s consideration to evaluate the creation of a residential parking permit area may include, but are not limited to:

- 45 percent of the vehicles parked in the proposed permit area during the time periods requested for the permit are not owned by residents of the proposed zone.
- 85 percent of available on-street parking in the proposed permit zone is occupied during the time periods requested for the permit.
- Available on-street commercial parking needs to be considered when looking to establish an area – e.g., the Selby-Western commercial area was found to rely heavily on on-street parking for commercial patrons, a residential parking permit area would not be feasible due to the limited availability of commercial on-street parking – a balance between residential and commercial needs is crucial to successful on-street parking. Engineering judgement shall be considered for areas outside the performance measures to confirm where implementation of a residential parking permit area may or may not be feasible.

There was a parking study conducted for the Selby-Western Commercial Area which considered both on- and off-street parking opportunities. Within this area, it was found that a residential parking permit area would not be feasible for the following reasons:

- a. High utilization counts for on-street parking throughout all times of the day;
- b. Commercial spill over into the neighborhood due to limited off-street parking;
- c. More than just the residents of an area rely on the on-street parking available.

For these reasons, it is recommended that engineering judgement be considered in areas where these factors are present. Performance measures can be applied in all other areas where off-street parking is more readily accessible for competing uses.

Performance Measures for Area Consolidation

Consolidating permitted areas is primarily driven from a qualitative assessment. Therefore, the consolidation of permitted areas is typically triggered from a usability standpoint. For example, the “bunching” of permitted areas within proximity to one another can create confusion amongst the user (e.g., different time restrictions). The “bunching” of permitted areas has occurred near the University of Saint Thomas because of a larger area being split into ten permitted areas. This occurred in September 1998 to mitigate students moving vehicles throughout the larger permitted area to be closer to campus. For example, students were driving only a few blocks from their residence to be closer to campus during winter months. This created several traffic circulation issues and a higher demand for on-street parking on particular streets closer to the university – negatively impacting residents who lived on those streets. Splitting the larger permitted area into ten areas helped mitigate this issue. It balanced the number of permitted vehicles allowed in a particular area and provided parking enforcement a means to enforce the program by linking a vehicle to their designated area.

This approach is effective; however, it still poses several challenges from an enforcement and users perspective:

- Signage is difficult to interpret given the number of areas (one through ten).
- Time restrictions vary from one area to another. Eight of the ten areas are restricted by permit from the hours of 8 a.m. to 8 p.m. Monday through Friday. The remaining two areas are restricted from 8am to 5pm and 8am to 9pm. These slight inconsistencies in time restrictions can create confusion for visitors.
- Parking enforcement must manually read window permits to determine if a vehicle is parked in their designated area. This takes a larger effort and is much more time consuming.

Consolidating the ten areas to one will help eliminate these challenges. The largest aspect to this approach is the implementation of License Plate Recognition (LPR) software (see page 31). LPR software will provide parking enforcement an opportunity to efficiently and effectively determine where a permitted vehicle can park. However, this approach will require an ordinance that specifies a set distance for a resident and where their permitted vehicle may park. The current ordinance does not mention a specified spatial reference for permittees to park. Best practices suggest a set distance of 500 feet from the residential dwelling. Implementing LPR software is discussed further on page 41. The University of Saint Thomas area could be used as a pilot project for testing this software.

Finally, consolidating the ten areas into one will help eliminate the various signs throughout the neighborhoods. This will provide visitors and users clear direction on where they can park. It is also recommended a standard time restriction is applied throughout the area. The standard time restriction currently being enforced (eight of the ten areas) is 8 a.m. to 8 p.m. Monday through Friday. This time restriction should be applied throughout the entire area. At this time, no other areas are being proposed for consolidation.

Administration

Administration improvements include ways to better manage and maintain the existing permit holder's information better, while making the information more accessible by law enforcement. More importantly, administrating the program must accommodate the user (e.g., the resident) from a customer services perspective. This includes an opportunity to move towards online renewals, which is not currently offered by the city.

An increase in permit fees is also another avenue to explore to help generate additional revenue to implement the various strategies suggested throughout this study. This section will address these various aspects of the program.

Administration Software

The City of Saint Paul currently tracks and monitors permit sales through a program called FileMaker Pro. FileMaker Pro was noted through the existing conditions as being out dated and having limited capabilities to offer dynamic features for the customer (e.g., online renewals). In

today's industry, local governments typically use AMANDA software to better manage public services and permits. For example, the Sarasota (Florida) Planning and Development Services Department uses AMANDA software for the public to search for permits, download permit applications, track the status of their permits, and pay permit fees online. In essence, AMANDA software is a “one-stop” shop for managing permits and is a common program used across the nation. Vancouver, British Columbia, currently uses AMANDA software for managing and maintaining the city's residential parking permit program.

The City of Saint Paul currently uses AMANDA software for a variety of permits, over 80 percent of all permits that are being offered by the city are online, including building permits. According to CSDC's (developer of AMANDA software) Case Study the City of Saint Paul achieved tremendous efficiency by allowing citizens to enter data into the system themselves through the AMANDA software portal. The city broke its own record by issuing 20,000 permits annually and collected 2 million dollars. Residential parking permits could easily be transitioned to the software based program. AMANDA software provides an online ordering module that allows residents to purchase or renew their parking permit online. This would significantly reduce the cost of material, postage, labor, and number of people coming to the permits office annually.

The City of Saint Paul's permitting office is using software programs: STAMP and COMPASS on a daily basis. If the residential parking permits were to integrate into the AMANDA software, these software programs (STAMP and COMPASS) directly link to AMANDA software improving the ease and efficiency between permitting software. In addition to the online ordering and tracking ease, law enforcement would have access to the permit's database and track a permit number with the associated owner and address. Today, law enforcement does not have access to the permitting database – thus this would amplify the efficiency of parking enforcement.

Permit Type and Sales

It is important to first note the study has provided discussion around LPR software. LPR plays a significant role in how the city moves forward in selling permits. For example, a fully executed LPR program that is linked to residential parking permits will no longer require the need for physical permits (stickers or hang tag) with the exception of visitor passes. Until this technology is fully embraced, the City of Saint Paul should continue to issue permits as it is today. However, the City of Saint Paul should consider a different approach for tracking and selling permits to rental units. This has been an ongoing issue for City Staff as rental units see a larger turnover in tenants and lease agreements change frequently – making it difficult to administer the program. Assigning visitor passes to a rental unit also adds to the complexity.

This issues poses the question on who (the tenant or property owner) is responsible for overseeing the permits assigned to a rental unit. The following tiered system helps provide a framework for laying out the responsibilities and the type of permits being issued, while better distinguishing a registered vehicle versus a visitor:

- **Tier One: Home Owners**
 - Eligible User: Home owners, homestead properties or rental/apartment owners.
 - Type of Permit: A traditional sticker permit (as sold today), which would be issued to homeowners only.
 - Visitor Permits: A hard plastic hang tag.
 - Renewal Process: The eligible user would be responsible for purchasing and renewing their permits on an annual basis.
- **Tier Two: Rentals**
 - Eligible User: Rental units such as an apartment complex or duplex.
 - Type of Permit: A hard plastic hang tag with a different color from Tier One. A different hang tag color provides some benefits from an administrative perspective. This helps distinguish what passes are being sold to property managers versus home owners.
 - Visitor Permits: A hard plastic hang tag with a similar color to the visitor passes issued under Tier One.
 - Renewal Process: The owner of each rental unit/complex will be responsible for purchasing and renewing the permits on an annual basis.
- **Tier Three: One-Day**
 - Eligible User: Eligible users may include contractors, commercial vehicles, home aids and special services that require a permit for a select number of days.
 - Type of Permit: One-day hang tags
 - Visitor Permits: Disposable one-day hang tags, which cannot be reproduced.
 - Renewal Process: One-day hang tags can be purchased at any time by the property owner.

It is important to recognize the Tier Two category offers a different approach to the renewal process. Under this scenario, the rental property owner is responsible for purchasing the permits for their tenants. This reduces the onus on city staff for administering hundreds of permits that turnover with rentals and provides the property owner more options in managing their own parking needs.

The following policies are examples on how the city may administer the program for rental properties.

- The total number of permits should be tracked by City Staff under one address and property name. This will reduce the number of entries/updates that need to be made because of rental turnovers. Furthermore, it will reduce the number of renewal notifications to one address versus multiple tenants.
- The city will issue the permit to the property owners, but it will be up to the owner to track the permit and verify the possession of each tenant's residential parking permit.

- Permits purchased by the apartment will be issued to the address of the property, thus residents must park within a respectable distance from the entrance to the property – or, as recommended, 500 feet from the dwelling unit.
- Sticker permits are to be placed in the driver side back window, as requested today. The hard plastic permits will list the property address associated with Visitor/Tenant permit and displayed on the dashboard, clearly visible through the windshield.
- The private property owners should place a deposit on any permit issued to their tenant. The deposit will be returned to the owner at the end of the lease or when a permit is returned.
- If a permit becomes lost or stolen, the tenant must obtain a new permit through the property owner. The property owner can request a replacement permit from the city with a notarized letter. The property owner may choose to charge the tenant a replacement fee identical to the city's fee structure. This will help the property owner ensure the permits are not being misused or sold to others.
- The property owner can revoke the residential parking permit at the time of the sub-lease and reassign the permit to the new sub-lease.

More recently, the City of Saint Paul has started to implement this approach. An agreement is in place between the city and an apartment owner at 2124 & 2140 Grand Avenue. This agreement allows the owner of the apartment complex to purchase several residential parking permits for each building, while distributing the permits to the tenants once their off-street parking spots are filled.

Fees

A number of the study's recommendations will require some degree of direct (e.g., financial) or indirect (e.g., staff time) resources. One opportunity to gain additional resources is by increasing the current permit fees. In that respect, the City of Saint Paul's current fee structure was compared against other cities within the Midwest. Findings from this review (see Table 8) indicate the City of Saint Paul's pricing structure is below industry practices. This finding also suggest opportunities to increase the current fee structure by \$5.00 to \$10.00.

Table 8: Fee Structure

| Fee Structure: Precedent Examples | |
|-----------------------------------|------------------|
| City | Cost Per Vehicle |
| Saint Paul, Minnesota | \$15.00 |
| Minneapolis, Minnesota | \$25.00 |
| Rochester, Minnesota | \$20.00 |
| Chicago, Illinois | \$25.00 |
| Portland, Oregon | \$60.00 |

As noted, an increase in the current fee structure will help support the implementation of the study's recommendations. Revenue generated from an increase is discussed more in the implementations section (see page 44).

Enforcement

Enforcement strategies includes measures that help enhance signage for uniformity, while modifying time restrictions to be consistent throughout various permitted areas. These issues were posed by the public and noted throughout the field visits. In addition to these measures, the study addresses the use of new technologies to create efficiencies in enforcing the program.

Signage

Based on the public's survey comments, signage was the largest issue being requested for change. In general, the public feels the current signs are confusing to understand both from a resident and visitor perspective. The time restrictions are difficult to understand and it is unclear whether it is acceptable to park in an area. Visitors who are not familiar with the time restrictions are especially confused and often times receive parking tickets without knowledge of why the violation occurred. Field visits also documented inconsistencies in signage and confirmed some of these issues the public has expressed (see Figure 3). Therefore, the City of Saint Paul should consider revisions to its design guidelines for parking enforcement signs.

Replacing signs to be uniform will have a direct cost. Revenue generated from an increase in parking permit fees can help soften these costs. However, the main objective is to help provide the user (residents and visitors) a positive experience when visiting a neighborhood for commerce, events, business or recreational purposes. If implemented, the City of Saint Paul should consider a phasing plan to replace signs over time. The first phase should focus on areas that have generated the largest amount of complaints and areas that generate a higher demand for parking. Potential areas would include the University of Saint Thomas and near Grand Avenue.

Examples of parking signs that provide clarity to the user and visitor are demonstrated in Figure 4. These types of signs embrace a unique identifier. A unique identifier uses a specific color, letter or number to help the user quickly determine if their permit is valid in a particular area. The precedent examples below demonstrate these different approaches. These examples also use bold lettering to clearly indicate the time restrictions. Implementing signs with unique identifiers should be closely coordinated with the hang tags. For example, colors schemes on a sign need to align with the color of the hang tag.

To some extent, the City of Saint Paul currently uses a numbering system to correspond with the respected area. However, the signs are difficult to read and are inconsistent in design throughout the areas (see Figure 3). Overall, this approach will help facilitate proper enforcement and provide better clarity for residents and visitors parking in the area.

Figure 3



City of Saint Paul, existing conditions

Figure 4



San Francisco, CA



Oakland, CA



Precedent Example

Time Restrictions

The public has expressed concerns regarding the various time restrictions, which are noted in the previous section. Today's permitted areas include various time restrictions from one area to another. These variations contribute to the public's confusion and understanding on where one can park. Table 9 documents the various time restrictions throughout permitted areas.

Table 9: Existing Conditions, Time Restrictions

| Existing Conditions: Time Restrictions by Area | | | | |
|------------------------------------------------|----------------------------------------------|--|---------|--------------------------------------------------------------|
| Area | Restriction | | Area | Restriction |
| Area 1 | No Parking: Mon-Sat; 6pm-2am | | Area 16 | No Parking: Mon-Fri; 8am-8pm |
| Area 2 | 1 Hour: Mon-Fri; 8am-5pm | | Area 17 | No Parking: Mon-Fri; 8am-8pm |
| Area 3 | No Parking: Mon-Fri; 8am-8pm | | Area 18 | No Parking: Mon-Fri; 8am-8pm |
| Area 4 | 1 Hour: Mon-Fri; 8am-6pm | | Area 19 | No Parking: Mon-Fri; 8am-8pm |
| Area 5 | No Parking: Mon-Fri; 8am-8pm | | Area 20 | No Parking: Mon-Fri; 8am-8pm |
| Area 6 | No Parking | | Area 21 | No Parking: Mon-Fri; 8am-5pm |
| Area 7 | No Parking: 7am-8pm | | Area 22 | No Parking: Mon-Fri; 8am-8pm |
| Area 8 | No Parking: 8am-6pm | | Area 23 | No Parking: Mon-Fri; 8am-8pm No Parking: Mon-Fri; 8am-9pm |
| Area 9 | No Parking: 11am-1am No Parking: 5pm-1am | | Area 24 | No Parking: Mon-Fri; 8am-8pm |
| Area 10 | 1 Hour: Mon-Fri; 8am-6pm | | Area 25 | NP: M-F 7am-4pm (Aug 15-Jun 15) |
| Area 12 | NP: M-F 8am-4pm, Sat 8am-12pm NP: 8am-7pm | | Area 26 | No Parking: Mon-Fri; 12pm-4pm |
| Area 13 | 2 Hour: Mon-Fri; 8am-8pm | | Area 27 | 2 Hour: 8am-8pm |
| Area 14 | 2 Hour: Mon-Fri; 8am-6pm | | Area 29 | NP: 10am-4pm (May 1-Sept 30) |
| Area 15 | No Parking: Mon-Fri; 8am-8pm | | Area 30 | 2 Hour: Mon-Fri; 8am-6pm |

In some respect, each area's time restrictions are linked to the land uses in that area that correspond with their peak parking demand. Today's areas can be broken into three standard categories: Institutional, Neighborhood Commercial and Downtown Entertainment. Further, each of these categories can be assigned to a specific time restriction to create uniformity and clarity for the user. These categories are further defined below.

- **Institutional (Areas 2, 10, 12, 15-25)**
 - **No Parking Monday – Friday; 8 a.m. to 8 p.m. – Except by Permit**

This category helps deter students from parking in the neighborhood during school hours. This will free up the adjacent blocks during the school hours for residents; without competing for parking with the students of Saint Thomas, Saint Kates, etc.
- **Neighborhood Commercial (Areas 1, 3, 6, 8-9, 14, 26-28)**
 - **Two Hour Parking; 8 a.m. to 8 p.m. – Except by Permit**

A two-hour time restriction will allow commercial patrons to access the businesses, while facilitating higher turnover rates for residents and patrons to access on-street parking. This option shall be considered where off-street commercial parking is available, but some on-street parking may be required for occasional spill over. On-street parking should not be the primary commercial parking use in these areas.
- **Downtown Entertainment (Areas 7, 13, 30):**
 - **No Parking Monday – Saturday; 6 p.m. to 2 a.m. – Except by Permit**

No parking restriction during the evening hours in a downtown entertainment district helps push patrons to underutilized surface lots and ramps. More importantly, it deters patrons from finding opportunities to “park-and-hide” in nearby neighborhoods. This kind of restriction is currently in place near O’Gara’s Bar & Grill in Saint Paul.

In some cases, areas will be unique in nature and will not fall into one of these categories. For example, Area 29 near Como Regional Park which requires unique time restriction for summer months, which generates a large parking demand throughout the entire week. Best practices and engineering judgment should be used for determining these unique circumstances. However, the overall objective with this approach is to develop a consistent time restrictions city wide. Achieving this outcome will help eliminate the confusion of time restrictions that have been expressed by the public, while create an easy to use system for the public understanding.

License Plate Recognition Software (LPR)

License Plate Recognition (LPR) software is a valuable tool in creating efficiencies in parking enforcements. LPR software uses all-weather cameras mounted on vehicles to collect license plate data (see Figure 5). The camera snaps a picture of the license plate and converts the image to numbers and letters. Within a matter of seconds the license plate is checked against the residential parking permit database. License plates that do not correspond to a registered vehicle within that permitted area are flagged and the parking enforcement officer is notified. At that time, the parking

enforcement officer can investigate and issue a parking violation ticket if warranted. LPR software is also used to monitor time restrictions.

The Saint Paul Police Department currently operates four parking enforcement vehicles with LPR software. Parking Enforcement Officers (PEOs) are not currently using the software to enforce parking restrictions. Instead, LPR software is being used to search a city and county database for stolen vehicles. The Parking Enforcement Department has expressed interest in using LPR software for parking enforcement. PEOs could start using LPR software to canvas and enforce portions of the residential permitted areas. However, implementing these measures will require the LPR system to be linked to AMANDA, allowing the PEOs to determine which vehicles are registered within an area. This is a larger initiative that will require phasing and time to implement.

If realized, the City of Saint Paul can achieve the following benefits in using LPR software.

- Enforcement routes can be completed faster and more frequently
- Every vehicle is checked for compliance
- Multiple permits are enforced at once
- Repeat violators are caught on daily patrols
- Automation removes the potential for human error
- Customers take notice, complying with rules and paying fines

It is recommended a pilot program is put in place to slowly test the LPR system's capabilities, while working out any technical issues linked to the AMANDA database. The phasing of LPR software will also provide the opportunity to train PEOs on how to use the program. A phasing plan will also help normalize the implementation process and weed out any issues that may arise on a limited scale, prior to implementing the software citywide. If the pilot program is successful, the City of Saint Paul's PEOs could consider implementing the LPR software throughout all residential parking permit areas.

Figure 5



Parking Services vehicles equipped with License Plate Recognition Software.

Summary & Conclusions

Overall, the City of Saint Paul's residential parking permit program is functioning and operating sufficiently. There are no immediate issues that need to be addressed. However, the City of Saint Paul should continue to refine the program from a user's perspective (externally and internally). This includes better signage, online renewals, and internal software that supports a more efficient means for administering and enforcing the program.

A key finding throughout the study included past investments in AMANDA software and LPR. At this time, these tools are not being used to their fullest potential. These tools will help increase efficiencies in administration and enforcement. More importantly, these tools are recognized as the "go-to" tools in the industry for residential parking permit administration and enforcement. In that respect, this study is not recommending any new investments in technology or software. Instead, the study's recommendations are encouraging the use of these tools to help refine and improve the existing program. However, long-term investments may include additional LPR equipment for all parking enforcement vehicles.

Embracing AMANDA and LPR software can be broken into two phases. These phases will help implement these tools over the next few years and ensures an easy transition. Optional initiatives for the City of Saint Paul's consideration are also presented in this section. These initiatives will help supplement and refine the existing program.

Short-Term Initiatives

The short-term initiatives will help set the stage for phasing improvements over time. These initiatives are focused on testing the transition of AMANDA and LPR software in a limited area. This approach will elevate any unforeseen issues or glitches in the systems before implementing these strategies city wide.

- **Action Item #1:** Develop an internal committee with existing users of the AMANDA software, parking enforcement, and public works (traffic engineering) to assess the level-of-effort to transition the residential parking permit program to AMANDA. At a minimum, the committee should be charged with moving the permitting renewal process to an on-line module over the next year.
- **Action Item #2:** Provide AMANDA access to PEO's and link to LPR. Implement a pilot program to test the LPR software in a limited area. The City of Saint Paul should consider testing the pilot project in the University of Saint Thomas area. This may require an educational campaign to inform the public on the new strategy for parking enforcement.
- **Action Item #3:** A proposal to increase the permit fees by \$5.00 should be presented to the City Council for consideration. This study's findings can serve as a resource for justifying the increase. Residents in a permitted area should be notified ahead of time for input on the increase. Public engagement activities should focus on the benefits of the increase to help

support online renewal, an increase in parking enforcement and the replacement or parking signs.

Mid-to-Long Term Initiatives

Mid-to-longer term initiatives are intended to build off the short-term action items when completed.

- **Action Item #4:** Continue to monitor the efficiencies of AMANDA software and track permit sales to determine if any permitted areas are no longer meeting performance measures for sales (at or above 50 percent).
- **Action Item #5:** Equip all PEO vehicles with LPR software. Explore data collection efforts using LPR to track utilization of the program and on-street parking utilization. Implement LPR software as the main tool for residential parking permit enforcement.

Optional Initiatives

The optional initiatives are recommended for the City of Saint Paul's consideration. Each initiative will help supplement and improve the existing program.

- **Action Item #6:** Develop a uniform parking sign that follows best practices discussed throughout this study, and phase improvements over time.
- **Action Item #7:** Consider the removal of permitted areas 1, 10, 14, and 25 – 27.
- **Action Item #8:** Utilize the study's findings and proposed performance measures as a benchmark for evaluating future requests for implementing a new residential parking permit area.
- **Action Item #9:** Adopt a policy that transitions permits issued to rental units (e.g., apartments) only to the property owner. The property owner would be the responsible party for determining how the permits are issued to their tenants.
- **Action Item #10:** Develop uniform parking time restrictions for the three categories (i.e., Institutional, Neighborhood Commercial, and Downtown Entertainment) recommended in this study.

Appendix A – Historical Reference

Area 1

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| <i>History and Description</i> | | |
| <i>Residential Permit Parking in St. Paul is regulated by the St. Paul, Minnesota, Code of Ordinances under Part II, Legislative Code, Title XV, Parking, Chapter 164. Residential Permit Parking Guidelines and Regulations.</i> | | |
| <i>Residential Permit Parking was first established in St. Paul in 1979 and now includes twenty-five individual areas across the City. Intended to provide relief to residential areas where non-residential parking demand is high, residential permit parking gives local residents priority to park in their own neighborhoods.</i> | | |
| Resolution Statement | <i>No parking Monday- Saturday, 6 PM-2AM, Except by Permit, Area 1.</i> | |
| Location | <i>Area near Ogara's Bar area is mixed use</i> | <i>Selby and Saratoga, Ward 1, District Council 8</i> |
| When established | <i>Didn't find exact documentation, but looks to be first area established. Area was established in 1979 and has been in place for 35 years.</i> | |
| Reasons established | <i>This area was established due to parking competition between businesses in the Snelling-Selby commercial area such as O'gara's Bar as well as noise and intrusion by business patrons to the neighborhood.</i> | |
| How established | <i>By resolution, no info about petition</i> | |
| Statistics | <i>47 properties, 66 living units, 93 parking spaces</i> | |
| Resolution Number | <i>C.F. 86-625</i> | |
| TCU/Resolution History | <i>TCUs 11218-11220 C.F. 97-597 in June 1997 Restriction was removed on west side of Saratoga from Selby to alley 100' north for business at corner. Restriction on north side of Selby from Saratoga to 240' west of 1541 and on south side from Saratoga to 320' west of 1550 was revised to No Parking 1pm-1am, Monday-Saturday, Except by Permit.</i> | |
| Factors making parking critical. Alleys? Garages? Driveways? Long driveways? Exterior parking ramps? | <i>No alleys. Area appears to have 42 driveways, 34 garages, some long driveways (over 80' in length) when looking at 2011 aerial photo in Gismo. Area has surface lots at adjacent business, but no parking ramps. Most residences have both off street parking and long driveways. Some parking demand may be related to rental properties. Review of the 1985 aerial photo shows location and number of residential and commercial properties has remained virtually the same over time.</i> | |
| CU Listing | <i>16936-original by resolution 86-625 11218-time modification via petition by resolution 97-597 11220-location modification by resolution 97-597 18996-administrative for sign clarification</i> | |
| Public Works Recommendation | <i>Remove permit parking area and associated restrictions.</i> | |

Area 2-University of Minnesota, St. Paul Campus

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| <i>History and Description</i> | | |
| <i>Residential Permit Parking in St. Paul is regulated by the St. Paul, Minnesota, Code of Ordinances under Part II, Legislative Code, Title XV, Parking, Chapter 164. Residential Permit Parking Guidelines and Regulations.</i> | | |
| <i>Residential Permit Parking was first established in St. Paul in 1979 and now includes twenty-five individual areas across the City. Intended to provide relief to residential areas where non-residential parking demand is high, residential permit parking gives local residents priority to park in their own neighborhoods.</i> | | |
| Original Resolution Statement | <i>One Hour Parking, weekdays, 8 AM-5 PM, Except by Permit, Area 2.</i> | |
| Location | <i>Area between University of Minnesota, St. Paul campus and Luther Seminary</i> | <i>Raymond and Carter, Ward 4, District Council 12</i> |
| When and How established | <i>Ordinance Nos. 16724 and 16725, adopted Oct. 23, 1980, codified as Ch. 166 which covered substantially the same subject matter, expired on Dec. 1, 1981. Ordinance No. 17033, adopted July 14, 1983 and effective August 22, 1983. Area has been in place for 34 years. District Council was involved in area study.</i> | |
| Reasons established | <i>This area was established because the residential area did not have sufficient parking to safely accommodate the residential and non-residential needs of the area, competition by patrons of the St. Paul campus and to encourage reliance on carpools and mass transit by residents who would leave cars at home during the day.</i> | |
| How established | <i>By ordinance, no info about petition</i> | |
| Statistics | <i>469 properties, 685 living units, 1298 parking spaces, that's 1.9 parking spaces per living unit and 1.5 units per property.</i> | |
| Ordinance | <i>Chapter 166, Section 166.01-166.04</i> | |
| City Council History | <i>Chapter 166.02 created area with no vehicle permit limits. C.F. 93-52 added portion of Buford. C.F. 96-833 changed limit restriction to 3 transferable per residential structures that don't require a certificate of occupancy. C.F. 97-171 added a block on Raymond. C.F. 98-712 replaced one hour with No Parking except by permit on Fulham. C.F. 00-571 changed time restrictions on some streets to No Parking except by permit and extended hours of restriction. C.F. 04-1008 added portion of Buford. C.F. 13-239 added 1455 Fulham and portion of east side of street.</i> | |
| Factors making parking critical. Alleys? Garages? | <i>Area 2 is the largest area with 85 block faces and is entirely residential. About 40% of the blocks have No Parking posted on one side of the street which has been in place since the 1970s. All blocks have alleys and most</i> | |

| | |
|----------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Driveways? Long driveways? Exterior parking ramps? | <i>have garages. There are some driveways, 85 were counted. Some parking demand may be related to rental properties. Review of the 1985 aerial photo shows location and number of residential has changed very little over last 30 years.</i> |
| TCU Listing | <i>16865-16895-original by ordinance 9868- small addition by 93-52 11177 –small addition by 97-171 11523-4-modification to Fulham by 98-712 12021-12034-major modifications to time restrictions in area 17091-modification to Buford 04-1008 19215-addition to Fulham by 13-239</i> |
| <i>Public Works Recommendation</i> | <i>Base recommendation on review of number permits sold.</i> |

Area 3, William Mitchell College of Law

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| <i>History and Description</i> | | |
| <i>Residential Permit Parking in St. Paul is regulated by the St. Paul, Minnesota, Code of Ordinances under Part II, Legislative Code, Title XV, Parking, Chapter 164. Residential Permit Parking Guidelines and Regulations.</i> | | |
| <i>Residential Permit Parking was first established in St. Paul in 1979 and now includes twenty-five individual areas across the City. Intended to provide relief to residential areas where non-residential parking demand is high, residential permit parking gives local residents priority to park in their own neighborhoods.</i> | | |
| Resolution Statement | <i>No Parking 8am-8 pm, Monday-Friday, Except by Permit, Area 3.</i> | |
| Location | <i>Area near William Mitchell College</i> | <i>Portland and Victoria, Ward 1, District 8</i> |
| When and How established | <i>Ordinance Nos. 16724 and 16725, adopted Oct. 23, 1980, codified as Ch. 166 which covered substantially the same subject matter, expired on Dec. 1, 1981. Ordinance No. 17033, adopted July 14, 1983 and effective August 22, 1983. Area has been in place for 34 years.</i> | |
| Reasons established | <i>Same as Area 2, deemed adjacent residential area does not have sufficient off street parking to accommodate needs of residents and non-residents. Quality of life issues and encouragement of mass transit also cited as reasons.</i> | |
| How established | <i>By ordinance, Ch. 166, Section 166.12</i> | |
| Statistics | <i>82 properties, 104 living units, 152 parking spaces, 1.5 spaces per living unit and 1.3 units per property</i> | |
| City Council Documentation | <i>Codified 10/23/80</i> | |
| TCU/Resolution History | <i>TCUs 16839-16842 in October 1980 established One Hour Parking, 2-8:30 pm, Weekdays. Restriction was modified on Portland west of Victoria and on Milton to No Parking, 8am-8pm, Monday-Friday, Except by Permit via TCUs 13016-13018 and C.F. 03-1116. Same change was made on Portland east of Victoria in September 2007 by TCU 17771 and C.F. 07-749. Chatsworth between Summit and Portland was added and then removed in 2011 by TCU 18583 and C.F. 10-1619 and TCU 18682 and C.F. 11-1015.</i> | |
| Factors making parking critical. Alleys? Garages? Driveways? Long driveways? Exterior parking ramps? | <i>All blocks in area have alleys except for block bounded by Portland/Avon/Summit/Victoria. Area appears to have 11 driveways, 60 garages, and 4 small parking lots. Very few long driveways when looking at 2011 aerial photo in Gismo. A few properties have no alley access or off street parking. Area has surface lots at adjacent college properties and churches, but no parking ramps. Review of aerial photo shows college has off street parking that they may not have had in the past. See surface parking lot in</i> | |

| | |
|--------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | <i>2011 aerial versus no parking lot in 1985 aerial.</i> |
| TCU Listing | <i>16839-16842 original by resolution</i> <i>13016-13018-time modification via petition by resolution 03-1116</i> <i>1771-time modification by resolution 07-749</i> <i>18853 addition by resolution 10-1619</i> <i>18682 removal by resolution 11-1015</i> |
| Public Works Recommendation | <i>Increase in attendance at college (demand) and increase in off street parking facilities for college (supply) should be reviewed to compare initial parking supply and demand to present supply and demand.</i> |

Area 4

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| <i>History and Description</i> | | |
| <i>Residential Permit Parking in St. Paul is regulated by the St. Paul, Minnesota, Code of Ordinances under Part II, Legislative Code, Title XV, Parking, Chapter 164. Residential Permit Parking Guidelines and Regulations.</i> | | |
| <i>Residential Permit Parking was first established in St. Paul in 1979 and now includes twenty-five individual areas across the City. Intended to provide relief to residential areas where non-residential parking demand is high, residential permit parking gives local residents priority to park in their own neighborhoods.</i> | | |
| Resolution Statement | <i>One Hour Parking Weekdays 8am-6 pm, Except by Permit, Area 4.</i> | |
| Location | <i>Between 3M and Stroh's Brewery</i> | <i>Reaney and Arcade</i> |
| When established | <i>January 1986</i> | |
| Reasons established | <i>Residents couldn't find on street parking</i> | |
| How established | <i>By resolution, no info about petition</i> | |
| Statistics | <i>Unknown</i> | |
| Resolution Number | <i>C.F. 86-212</i> | |
| TCU/Resolution History | <i>Area established on both sides of Reaney from Arcade to Stroh and both sides of Weide from Minnehaha to Bush via TCUs 16912-16914 and C.F. 86-212. C.F. 93-1087 removed restriction on the north side of Reaney and the east side of Weide.</i> | |
| Factors making parking critical. Alleys? Garages? Driveways? Long driveways? Exterior parking ramps? | | |
| TCU Listing | <i>16912-16914 original area created by resolution 86-212 17797 removed Area 4 in October 2007</i> | |
| Public Works Recommendation | <i>Not applicable. Area has been redeveloped and new developments have adequate off street parking.</i> | |

Area 5, original area around University of St. Thomas

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| <i>History and Description</i> | | |
| <i>Residential Permit Parking in St. Paul is regulated by the St. Paul, Minnesota, Code of Ordinances under Part II, Legislative Code, Title XV, Parking, Chapter 164. Residential Permit Parking Guidelines and Regulations.</i> | | |
| <i>Residential Permit Parking was first established in St. Paul in 1979 and now includes twenty-five individual areas across the City. Intended to provide relief to residential areas where non-residential parking demand is high, residential permit parking gives local residents priority to park in their own neighborhoods.</i> | | |
| Resolution Statement | <i>Except by Permit, or unless otherwise posted, No Parking Monday-Friday from 8 am to pm. Limit was 2 guest permits and 4 vehicle permits per household.</i> | |
| Location | <i>Area near University of St. Thomas and downtown Minneapolis</i> | <i>Cleveland and Summit, Ward 4 District Council 13</i> |
| When and How established | <i>August 1986 by resolution, by petition under Legislative Code 168.03. This area has been in place for 28 years.</i> | |
| Reasons established | <i>Parking studies conducted in 1981, 1982 and in 1985 show that residential areas are impacted by commuter parking, and the college of St. Thomas will be providing additional classes at the Brady Learning Center on the south campus which will likely increase parking demands on Goodrich Avenue adjacent to Brady Learning Center. City Council also found residential area does not have sufficient off street parking to accommodate needs of residents and nonresidents using the College and to enhance quality of life by reducing noise and traffic hazards and to protect residents for unreasonable burdens in gaining access to their residences. This area represents Areas 15-24. Reason broken into 10 areas: students of St. Thomas who reside in Area 5 had made it practice to park their vehicles near campus while accessing buildings located on campus. Resolution included regulation requiring use of a Visitor Permit on the block bearing the address shown on the Visitor Permit or the adjacent cross street were revised so that a visitor with a valid Visitor Permit may park on the block (both sides of the street where permitted) regardless of area borderlines, as well as on either cross street (within 1 block of the former street) regardless of area borderlines. Also that permit parking regulations shall NOT be enforced during officially declared Snow Emergencies. This took effect September 1, 1998.</i> | |
| How established | <i>By resolution 86-1124, by petition; broken into 10 areas by resolution 98-669, which was amended 7/22/98</i> | |
| Statistics | <i>939 properties, 1501 living units, 2699 parking spaces or</i> | |

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| | <i>1.8 parking spaces per unit and 1.6 units per property.</i> |
| Resolution Numbers | <i>C.F. 86-1124, C.F. 87-766, C.F. 87-1249, C.F. 87-1264, C.F. 88-274, C.F. 88-1158, C.F. 88-1715, C.F. 89-1311, 89-1384, C.F. 89-1418, C.F. 89-1374, C.F. 89-1715, C.F. 90-1112, C.F. 91-1587, C.F. 93-617, C.F. 93-1788, C.F. 94-1092, C.F. 95-45, C.F. 95-1283, C.F. 97-170, C.F. 97-213, C.F. 97-1086, C.F. 98-414, C.F. 98-664, C.F. 98-669</i> |
| Resolution History | <i>See individual reports for Areas 15-24 for TCU listings.</i> |
| Factors making parking critical. Alleys? Garages? Driveways? Long driveways? Exterior parking ramps? | <i>See individual reports for Areas 15-24 for analysis.</i> |
| TCU Listing | <i>See individual reports for Areas 15-24 for TCU listings.</i> |
| <i>Public Works Recommendation</i> | <i>See individual reports for Areas 15-24 for recommendations.</i> |

Area 6, between Cathedral and History Museum

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| <i>History and Description</i> | | |
| <i>Residential Permit Parking in St. Paul is regulated by the St. Paul, Minnesota, Code of Ordinances under Part II, Legislative Code, Title XV, Parking, Chapter 164. Residential Permit Parking Guidelines and Regulations.</i> | | |
| <i>Residential Permit Parking was first established in St. Paul in 1979 and now includes twenty-five individual areas across the City. Intended to provide relief to residential areas where non-residential parking demand is high, residential permit parking gives local residents priority to park in their own neighborhoods.</i> | | |
| Resolution Statement | <i>No Parking, Except by Permit, Area 6.</i> | |
| Location | <i>Area near Archdiocese of Mpls and St. Paul and St. Paul Cathedral</i> | <i>Kellogg and Mulberry, Ward 2 District Council 9</i> |
| When and How established | <i>May 1990, references initial permits under Legislative Code 168 shall expire September 1, 1991. This area has been in place for 24 years.</i> | |
| Reasons established | <i>Same as previous areas-deemed area does not have sufficient off street parking to accommodate needs of residents and non-residents and to enhance quality of life by reducing noise and traffic hazards and to protect residents for unreasonable burdens in gaining access to their residences. Area may have been established to keep commuters from parking in neighborhood and then taking MTC bus downtown.</i> | |
| How established | <i>By resolution 00-658, by petition</i> | |
| Statistics | <i>7 properties, 132 living units, 87 parking spaces, or .66 parking spaces per unit.</i> | |
| Resolution Numbers | <i>C.F. 90-552, C.F. 00-658, C.F. 11-1016</i> | |
| TCU/Resolution History | <i>Resolution 90-552 created restriction “2 Hour Parking, 8 am-6 pm, Monday-Friday, Except by Permit” on north side of College, north side of Mulberry, north side of Summit, western portion of south side of Summit and west side of Old Kellogg. Resolution 00-658 modified all restrictions to “No Parking, Except by Permit”.</i> | |
| Factors making parking critical. Alleys? Garages? Driveways? Long driveways? Exterior parking ramps? | <i>Parking supply in this area is low compared to most areas. No Parking is posted for 40% of the permit parking area. No blocks in area have alley access. Area has mix of small lots, driveways, garages, etc. except for 194 Summit, which has no off street parking and 44 units. There is a large surface parking lot located on the Archdiocese of Minneapolis/St. Paul, which is located in the middle of the permit area. Large parking lot for History Museum east side of Kellogg was not in present in 1985 photo.</i> | |
| TCU Listing | <i>TCUs 9544-9548 and 17004-17007 (duplicates) establish original area by C.F. 90-552. TCUs 12036-12039 modify all the streets except north/west side of College to “No</i> | |

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| | <p><i>Parking Except by Permit” by C.F. 00-658 in June 2000 by petition in anticipation of opening of new hockey arena. TCUs 18713-18715 added parking to the area by adding portion of south side of Summit, switching No Parking restriction on Mulberry to opposite side of street and adding western end of south side of College by C.F. 11-1016 in October 2011 by petition by owner of 194 Summit. TCU 18726 was done administratively to create No Parking zone for dumpster.</i></p> |
| <p><i>Public Works Recommendation</i></p> | <p><i>Review use and set limit based on supply versus demand. Consider Special Events such as Red Bull Crashed Ice that draw parking demand for thousands of spectators to general area.</i></p> |

Area 7-either side of W 7th Street near United Hospital and Xcel Center

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| <i>History and Description</i> | | |
| <i>Residential Permit Parking in St. Paul is regulated by the St. Paul, Minnesota, Code of Ordinances under Part II, Legislative Code, Title XV, Parking, Chapter 164. Residential Permit Parking Guidelines and Regulations.</i> | | |
| <i>Residential Permit Parking was first established in St. Paul in 1979 and now includes twenty-five individual areas across the City. Intended to provide relief to residential areas where non-residential parking demand is high, residential permit parking gives local residents priority to park in their own neighborhoods.</i> | | |
| Current Restriction | <i>No Parking, 7am-8 pm, Except by Permit, Area7.</i> | |
| Location | <i>Area near United and Children's Hospital Complex and Xcel Energy Center</i> | <i>W 7th St and Smith Ave, Ward 2, District Council 9</i> |
| When established | <i>July 1991. Area has been in place for 23 years.</i> | |
| Reasons established | <i>Same as other areas-deemed residential area does not have sufficient off-street parking to safely accommodate needs of residents and non-residents. Also to enhance quality of life by reducing noise and traffic hazards and protecting residents from unreasonable burdens in gaining access to residences.</i> | |
| How established | <i>By resolution, by petition</i> | |
| Statistics | <i>143 properties, 287 living units, 405 parking spaces, 1.4 parking spaces per living unit.</i> | |
| Resolution Numbers | <i>C.F. 792, C.F.91-2014, C.F. 96-505, C.F. 00-619, C.F. 07-931, C.F. 13-168, C.F. 13-182.</i> | |
| TCU/Resolution History | <i>Resolution 91-792 created the original area in July 1991 with a "2 Hour Parking 7am-7pm, Except by Permit" restriction. Resolution 91-2014 removed the restriction for redevelopment of parcel (Forbes no longer goes thru). Resolution 96-505 removed the restriction McBoal next to Bonfe's commercial property. Resolution 00-619 removed the restriction on a portion of Harrison at teacher's request. Resolution 07-931 changed the restriction in the entire area to current time restriction of "No Parking, 7am-8pm, Except by Permit" and added blocks of Smith and Goodrich and NW corner of Mcboal and Leech near Women of Nations building. Resolution 13-168 added 101 Douglas which has no off street parking. Resolution 13-182 removed the restriction on the east side of De Gidios, a commercial property.</i> | |
| Factors making parking critical. Alleys? Garages? Driveways? Long driveways? | <i>This area is close to downtown, United Hospital and the Xcel Energy Center and LRT access. Review of the 1985 aerial shows the hospital was present when the area was created. The area was created before the Xcel Energy Center. This area is adjacent to commercial properties</i> | |

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| Exterior parking ramps? | <i>along W 7th Street, which runs in the center of the area. There are a number of churches and facilities that provide social services. According to 2011 aerial photos in Gismo, all blocks in area except two have alleys. Area has mix of small lots, driveways, garages, alleys and some properties with no off street parking. There are 4 addresses eligible for permits that have off street surface parking lots. This area has a larger than average number of dirt driveway accesses to properties and cars parking on grass or dirt in lots.</i> |
| TCU Listing | <i>TCUs 10252-10269 established per C.F. 91-792 TCU 10954 removed restriction per C.F. 96-505 TCUs 12020 and 12048 removed restriction per C.F. 00-619 TCUs 17882-18073 modified restrictions and expanded area by C.F. 07-931. There is no TCU for C.F. 13-168 because no signs were changed. TCU 19072 removed restriction per C.F. 13-182.</i> |
| Public Works Recommendation | <i>Historical and current parking supply and demand should be considered as well as use of W 7th Street, which has become more popular as a location for special events, now that 4th Street is no longer a candidate because it has the LRT line. Reduce access to permits to only those with no off street parking options.</i> |

Area 8

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| <i>History and Description</i> | | |
| <i>Residential Permit Parking in St. Paul is regulated by the St. Paul, Minnesota, Code of Ordinances under Part II, Legislative Code, Title XV, Parking, Chapter 164. Residential Permit Parking Guidelines and Regulations.</i> | | |
| <i>Residential Permit Parking was first established in St. Paul in 1979 and now includes twenty-five individual areas across the City. Intended to provide relief to residential areas where non-residential parking demand is high, residential permit parking gives local residents priority to park in their own neighborhoods.</i> | | |
| Resolution Statement | <i>Some No Parking Except by Permit and some No Parking 8am-6pm, Except by Permit, Area 8.</i> | |
| Location | <i>Area near ???</i> | <i>Asbury and Carroll</i> |
| When established | <i>July 1992</i> | |
| Reasons established | <i>Residents couldn't find on street parking.</i> | |
| How established | <i>By resolution, by petition</i> | |
| Statistics | <i>17 properties, 20 living units, 39 parking spaces</i> | |
| Resolution Numbers | <i>C.F. 92-684, C.F. 92-1438</i> | |
| TCU/Resolution History | <i>Resolution 92-684 created restrictions and original area on both sides of Carroll between Asbury and Pascal, both sides of Asbury between Iglehart and alley north of Carroll, both sides of Carroll, west of Asbury to alley and north side of Iglehart from Asbury to alley. Resolution 92-1438 removed Carroll east of Asbury entirely and converted the west side of Asbury from Iglehart to the alley north of Carroll from No Parking 8am-6pm Except by Permit to 30 minute parking 8am-6 pm.</i> | |
| Factors making parking critical. Alleys? Garages? Driveways? Long driveways? Exterior parking ramps? | <i>No properties in area have access to alleys in area. Area has mostly single family homes all of which have either alley access with garage or driveways. There are 2 properties with 2 or 4 units. There are no adjacent surface parking lots or parking ramps. Several limited time zones in place adjacent to area.</i> | |
| TCU Listing | <i>TCUs 9666-9670 and TCUs 16997-8 established area per C.F. 92-684 TCUs 9762-3 modified area per C.F. 92-1438</i> | |
| Public Works Recommendation | <i>Remove area entirely.</i> | |

Area 9-Grand Avenue near Lincoln and Victoria

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| <i>History and Description</i> | | |
| <i>Residential Permit Parking in St. Paul is regulated by the St. Paul, Minnesota, Code of Ordinances under Part II, Legislative Code, Title XV, Parking, Chapter 164. Residential Permit Parking Guidelines and Regulations.</i> | | |
| <i>Residential Permit Parking was first established in St. Paul in 1979 and now includes twenty-five individual areas across the City. Intended to provide relief to residential areas where non-residential parking demand is high, residential permit parking gives local residents priority to park in their own neighborhoods.</i> | | |
| Resolution Statement | <i>Originally some No Parking Except by Permit 11am to 1am and some No Parking 5pm-1am, Except by Permit, Area 9.</i> | |
| Location | <i>Near upscale retail and mixed use commercial residential Grand and Victoria</i> | <i>Lincoln and Victoria, Ward 1, District Council 16</i> |
| When established | <i>July 1992. Area has been in place for 22 years.</i> | |
| Reasons established | <i>Same as other areas-deemed area does not have sufficient parking to safely accommodate residents and non-residents. Also to enhance quality of life and protect from burdens in gaining access to residences.</i> | |
| How established | <i>By resolution, by petition. Original C.C. 92-1401 which established area, tasked PED and PW to jointly prepare a report due June 30, 1994 to evaluate permit parking benefits to residents and impacts on businesses.</i> | |
| Statistics | <i>133 properties, 431 living units, 344 parking spaces, .8 parking spaces per living unit.</i> | |
| Resolution Numbers | <i>C.F. 92-1401, C.F. 93-138. C.F. 94-1091, C.F. 95-559, C.F. 04-1094, C.F. 05-298, C.F. 05-405, C.F. 06-213, C.F. 06-429, C.F. 07-805, C.F. 08-759.</i> | |
| TCU/Resolution History | <i>Resolution 92-1401 created restrictions and original area, resolution 93-138 added small portion of Avon. Resolution 94-1091 removed block of Avon and block of Goodrich from area. Resolution 95-559 changed except by permit restriction on Grand from one to two hours. Resolution 04-1094 extended time restriction from 1 am to 2 am on Lincoln. Resolution 05-298 extended time restriction from 1 am to 2 am on Goodrich and additional block of Lincoln. Resolution 05-405 extended time restriction from 1 am to 2 am on Milton. C.F. 06-213 expanded south side of Grand slightly either side of Milton. C.F. 06-429 expanded both sides of Goodrich for one block. C.F. 07-805 expanded both sides of Milton for one block. C.F. 08-759 expanded east side of Victoria by one block.</i> | |
| Factors making parking critical. Alleys? Garages? | <i>Most properties in area have access to alleys with garages. Area has mix of single family and multi-unit</i> | |

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| <p>Driveways? Long driveways? Exterior parking ramps?</p> | <p><i>There are few properties with driveways. There is a parking ramp at Grand and Victoria to serve local businesses. Several limited time zones are also in place adjacent to area and on Grand Ave.</i></p> |
| <p>TCU Listing</p> | <p><i>TCUs 9712-9721 established area per C.F. 92-1401 TCU 9841 increased area per C.F. 93-138 TCUs 10447-8 removed area per C.F. 94-1091 TCU 10671 increase area per C.F. 95-559 TCU 17102 increased area per C.F. 04-1094 TCUs 17190-17197 extended times per C.F. 05-298 TCU 17207 increased area per C.F. 05-405 TCU 17390 increased area per C.F. 06-213 TCU 17432 increased area per C.F. 06-429 TCU 17783 increased area per C.F. 07-805 TCU 18015 increased area per C.F. 08-759</i></p> |
| <p><i>Public Works Recommendation</i></p> | <p><i>Area does not have supply to meet resident only demand, let alone demand from area businesses. Alternative transportation strategies should be explored. Review permits usage and changes to area parking supply and demand over time.</i></p> |

Area 10

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| <i>History and Description</i> | | |
| <i>Residential Permit Parking in St. Paul is regulated by the St. Paul, Minnesota, Code of Ordinances under Part II, Legislative Code, Title XV, Parking, Chapter 164. Residential Permit Parking Guidelines and Regulations.</i> | | |
| <i>Residential Permit Parking was first established in St. Paul in 1979 and now includes twenty-five individual areas across the City. Intended to provide relief to residential areas where non-residential parking demand is high, residential permit parking gives local residents priority to park in their own neighborhoods.</i> | | |
| Resolution Statement | <i>1 Hour Parking 8am-6 pm, Monday-Friday, Except by Permit, Area 10.</i> | |
| Location | <i>Area near Court International Building and LRT station</i> | <i>Curfew and Franklin, Ward 4, District Council 13</i> |
| When established | <i>November 1994, been in place for 20 years.</i> | |
| Reasons established | <i>Deemed residential area did not have sufficient on street parking to accommodate resident and non-resident parking need. Additional factors may be adjacent manufacturing facility and Court International Building. True reasons likely due to quality of life issues.</i> | |
| How established | <i>By resolution, by petition</i> | |
| Statistics | <i>23 properties, 37 living units, 40 parking spaces, that's about 1 on street parking space per living unit.</i> | |
| Resolution Numbers | <i>C.F. 94-1232, C.F. 95-316</i> | |
| TCU/Resolution History | <i>Resolution 94-1232 created restriction and original area of both sides of Curfew from Franklin south to dead end. Resolution 95-316 expanded the area by 2 properties (788 and 792) on the east side of curfew north of Franklin.</i> | |
| Factors making parking critical. Alleys? Garages? Driveways? Long driveways? Exterior parking ramps? | <i>No alleys in area. Area has mostly single family homes with long driveways and garages. There are 6 properties with 2 or 3 units. There are no adjacent surface parking lots or parking ramps. Area has sufficient on and off street parking. Court International has adequate parking including a large surface lot, underground parking ramp, a parking ramp and a surface lot on the south side of Franklin. Facilities south of Franklin were constructed after the permit parking area was established.</i> | |
| TCU Listing | <i>TCU 10521 established area per C.F. 94-1232 TCU 10635 expanded area per C.F. 95-316</i> | |
| Public Works Recommendation | <i>This area is too small to be effectively managed and usage of permits is low. There is over one parking space per living unit available on the street and long driveways with garages that can store multiple vehicles on private property, so resident need to park on street is low. Recommend eliminating area altogether.</i> | |

Area 12

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| <i>History and Description</i> | | |
| <i>Residential Permit Parking in St. Paul is regulated by the St. Paul, Minnesota, Code of Ordinances under Part II, Legislative Code, Title XV, Parking, Chapter 164. Residential Permit Parking Guidelines and Regulations.</i> | | |
| <i>Residential Permit Parking was first established in St. Paul in 1979 and now includes twenty-five individual areas across the City. Intended to provide relief to residential areas where non-residential parking demand is high, residential permit parking gives local residents priority to park in their own neighborhoods.</i> | | |
| Resolution Statement | <i>Some “No Parking 8am-4pm Monday-Friday and 8am-Noon Sat Except Holidays, Except by Permit” and some “No Parking 8am-7pm, Except Holidays, Except by Permit, Area 12.</i> | |
| Location | <i>Area near St. Kate’s</i> | <i>James and Prior, Ward 3, District Council 14</i> |
| When established | <i>1996, in place for 18 years.</i> | |
| Reasons established | <i>Deemed residential area did not have sufficient parking to accommodate needs of residents and non-residents.</i> | |
| How established | <i>By resolution, by petition</i> | |
| Statistics | <i>127 properties, 135 living units, 314 parking spaces, or 2.3 on street parking spaces per resident and 1.1 units per property</i> | |
| Resolution Numbers | <i>C.F. 96-841, C.F. 96-935, C.F. 97-3, C.F. 03-236</i> | |
| TCU/Resolution History | <i>Resolution 96-841 created restrictions and original area Resolution 96-935 removed small portion due to error Resolution 97-3 added 3 addresses on Palace and one on Howell. Resolution 03-236 added small portion on both sides of Kenneth just north of Randolph.</i> | |
| Factors making parking critical. Alleys? Garages? Driveways? Long driveways? Exterior parking ramps? | <i>All properties in area have access to alleys. Area is almost entirely single family homes all of which have either alley access with garage or driveways. There are 16 driveways. There are very few properties with more than one unit. View of 1985 aerial photo shows area is virtually the same as is now. College of St. Catherine has large surface lots available for off street parking.</i> | |
| TCU Listing | <i>TCUs 10977-10979, 10985-10993, established area per C.F. 96-841. No TCU for C.F. 9-35 correction. TCU 11152 added 2003-2015 Palace and TCU 11153 added 1877 Randolph per C.F. 97-3. TCU 12808 expanded area slightly per C.F. 03-236.</i> | |
| Public Works Recommendation | <i>This area has plenty of adequate on and off street parking and was clearly created for quality of life issues. Recommend eliminating area completely regardless of use because on street parking supply is adequate and should be available for public use.</i> | |

Area 13, around Irvine Park

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| <i>History and Description</i> | | |
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| <i>Residential Permit Parking was first established in St. Paul in 1979 and now includes twenty-five individual areas across the City. Intended to provide relief to residential areas where non-residential parking demand is high, residential permit parking gives local residents priority to park in their own neighborhoods.</i> | | |
| Original Restrictions | <i>“2 Hour Parking Except by Permit, 8am-8pm Monday-Friday, Area 13.” Original permit limit was 2 visitor and 2 vehicle permits. No Parking is posted northeast of the area on both sides of Eagle Parkway and both sides of Chestnut. No Parking is posted on the north side of Exchange between Grand and Walnut and on the south side of Exchange between Forbes and Walnut. No Parking is posted on the west side of Elm between Exchange and Ryan and on the park side of Irvine Park.</i> | |
| Location | <i>Area around Irvine Park, also near downtown, Area 7 and Area 30</i> | <i>Ryan Park Avenue and Walnut, Ward 2, District Council 9</i> |
| When established | <i>1997, in place for 17 years.</i> | |
| Reasons established | <i>Deemed residential area did not have sufficient parking to accommodate needs of residents and non-residents. Also to encourage reliance on car pools and mass transit, to balance the need for commercial and residential parking and for quality of life reasons.</i> | |
| How established | <i>By ordinance amending Chapter 166 by adding new sections, no petition.</i> | |
| Statistics | <i>68 properties, 117 living units, 142 parking spaces, that's 1.2 on street parking spaces per resident and 2.1 units per property.</i> | |
| Resolution Numbers | <i>C.F. 97-1166, C.F.00-572, C.F.07-38, C.F. 08-1372</i> | |
| City Council History | <i>Resolution 97-1166 created restrictions and original area Resolution 00-572 changed the time restrictions to No Parking Except by Permit, Except Holidays on all streets Except Walnut. Restriction on Walnut was One Hour Parking, Except by Permit 6am-6pm, Except Holidays. The permit limit was changed to up to 6 transferable permits at the same time. In 2005, No Event Parking, Tagging and Towing signs were posted on both sides of Ryan from Chestnut to Irvine Park in conjunction with Permit Parking Area 13 signs. These signs were posted on all Area 13 streets and all Area 7 streets south of West 7th Street to keep vehicles from infiltrating the neighborhood during events at the Xcel Energy Center. Resolution 07-38</i> | |

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| | <p><i>posted No Parking on the south side of Exchange from Elm to Walnut and added addresses of 278 Sherman, 284, 288, 300, 302, 304 and 306 Exchange Street to Area 13. Revision was requested by District Council to clarify signage. Resolution 08-1372 banned parking on the west side of Chestnut from Ryan to Shepard and added 223, 225, 227 and 229 Eagle Parkway to Area 13.</i></p> |
| <p>Factors making parking critical. Alleys? Garages? Driveways? Long driveways? Exterior parking ramps?</p> | <p><i>This area is an older part of town and records of No Parking restrictions go back to 1957. Sisters of the Poor expanded in 1975. That along with narrow street width of 24' is reason for No Parking on west side of Exchange. A Limited Time Zone of 1 Hour Parking 8am-8 pm was in place near Irvine Park in 1981. Area 13 is immediately southwest of the Xcel Energy Center, east of Area 7 and south of West commercial 7th Street. There appear to be 2 alleys with garages. Most of the properties have driveways and are on large lots. There are 17 driveways and most are long enough to park several vehicles off street. There are no surface parking lots or ramps in the area, but there are several surface parking lots nearby and there are several large parking ramps near the Xcel Energy Center. Review of aerial photos from Gismo shows an increase in nearby surface parking lots between 1974 and 1985. Size and number of surfaced decreased between 1985 and 1997. By around 2001, the Xcel Energy Center and Science Museum were completed. Major changes between 2001 and 2011 were construction and completion of Upper Landing Development (Area 30) and the Smith Transit Hub.</i></p> |
| TCU Listing | <p><i>TCUs 11337-43, 1153 for C.F. 97-1166 TCUs 12027-35 for C.F. 00-572 TCUs 17334-7 for No Event Parking TCUs 17834-5 for C.F. 07-38 No TCUs for C.F. 08-1372</i></p> |
| Public Works Recommendation | <p><i>This area has some on sufficient on street parking and some off street parking. This area is near downtown, the Xcel Energy Center, Area 7, Area 30 and the river. It is affected by Special Events such as Taste of Minnesota and the Winter Carnival. Recommend keeping this area, but reinstating original restrictions of 2 visitor and 2 vehicle permits per living unit so that some on street parking is available for public use. Consider also impact of commuter parking and proximity to LRT Green Line.</i></p> |

Area 14 near University Avenue and Hamline

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| <i>History and Description</i> | | |
| <i>Residential Permit Parking in St. Paul is regulated by the St. Paul, Minnesota, Code of Ordinances under Part II, Legislative Code, Title XV, Parking, Chapter 164. Residential Permit Parking Guidelines and Regulations.</i> | | |
| <i>Residential Permit Parking was first established in St. Paul in 1979 and now includes twenty-five individual areas across the City. Intended to provide relief to residential areas where non-residential parking demand is high, residential permit parking gives local residents priority to park in their own neighborhoods.</i> | | |
| Resolution Statement | <i>“2 Hour Parking 8am-6pm Monday-Friday, Except by Permit, Area 14”. Buildings with 3 or more units are limited to 2 visitor and 2 vehicle permits per unit.</i> | |
| Location | Adjacent to commercial corridor along University Avenue | <i>Hamline and Sherburne, Ward 1, District Council 8</i> |
| When established | <i>1998, in place for 16 years.</i> | |
| Reasons established | <i>Deemed residential area did not have sufficient parking to accommodate needs of residents and non-residents and that frequent parking of vehicles by non-residents created problems of safety, environmental and aesthetic nature. Area created to enhance quality of life by reducing noise, litter, air pollution, etc. Likely established as a result of Midway Chevrolet and Royal Olds employees who parked in the area all day.</i> | |
| How established | <i>By resolution, by petition</i> | |
| Statistics | <i>85 properties, 121 living units, 177 parking spaces, that's 1.5 on street parking spaces per resident.</i> | |
| Resolution Numbers | <i>C.F. 97-1479</i> | |
| TCU/Resolution History | <i>Resolution 97-1479 created restrictions and original area.</i> | |
| Factors making parking critical. Alleys? Garages? Driveways? Long driveways? Exterior parking ramps? | <i>All properties in area have access to alleys. Some of the properties have more than one unit, of which some are duplexes and some are apartment buildings. Most properties either alley access with garage or off street parking or driveways. There are 7 driveways. At least one of the apartment buildings has no off street parking. View of 1985 aerial photo shows number of car dealerships and surface parking lots compared to what is there today. Some of area has been redeveloped. For example, Target is on the south side of University between Syndicate and Hamline.</i> | |
| TCU Listing | <i>TCUs 11380-11382 established area per C.F. 97-1749. TCU 7385 and 7735 established 2 Hour Parking Limited Time zone on both sides of Albert in 1987.</i> | |
| Public Works Recommendation | <i>Likely demand for non-resident parking in area has decreased since car dealerships are no longer in operation. Look at current permit usage and consider</i> | |

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| | <i>future need with proximity to LRT line.</i> |
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Area 15 NW corner of areas surrounding University of St. Thomas

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| <i>History and Description</i> | | |
| <i>Residential Permit Parking in St. Paul is regulated by the St. Paul, Minnesota, Code of Ordinances under Part II, Legislative Code, Title XV, Parking, Chapter 164. Residential Permit Parking Guidelines and Regulations.</i> | | |
| <i>Residential Permit Parking was first established in St. Paul in 1979 and now includes twenty-five individual areas across the City. Intended to provide relief to residential areas where non-residential parking demand is high, residential permit parking gives local residents priority to park in their own neighborhoods.</i> | | |
| Current Restrictions | <i>“No Parking 8am-8pm Monday-Friday, Except by Permit, Area 15” on all streets in the area except for Selby between Cretin and Exeter, which has a restriction of “No Parking Except by Permit.” No Parking is posted on both sides of Cretin between Summit and Mississippi River Blvd and between Dayton and Marshall. No Parking is posted on the south and west sides of Mississippi River Blvd from Cretin to Marshall. No Parking is also posted through the Cretin/Mississippi River Blvd/Exeter intersection.</i> | |
| Location | Adjacent to University of St. Thomas and Minneapolis | <i>Riverwood Place and Exeter Place, Ward 4, District Council 13</i> |
| When established | <i>September 1998 by resolution when Area 5 was broken into 10 areas in 1986. This area has been in place for 16 years as Area 15 and was established 28 years ago as Area 5.</i> | |
| Reasons why established | <i>Reason broken into 10 areas: students of St. Thomas who reside in Area 5 had made it practice to park their vehicles near campus while accessing buildings located on campus. Resolution included regulation requiring use of a Visitor Permit on the block bearing the address shown on the Visitor Permit or the adjacent cross street were revised so that a visitor with a valid Visitor Permit may park on the block (both sides of the street where permitted) regardless of area borderlines, as well as on either cross street (within 1 block of the former street) regardless of area borderlines. Also that permit parking regulations shall NOT be enforced during officially declared Snow Emergencies. This took effect September 1, 1998.</i> | |
| How established | <i>Originally by resolution 86-1124, by petition; broken into 10 areas by resolution 98-669, which was amended 7/22/98</i> | |
| Statistics | <i>135 properties, 140 living units, 373 parking spaces or 2.7 on street parking spaces per resident and 1 unit per property.</i> | |
| Resolution Numbers | <i>C.F. 86-1124, C.F. 89-1384, 91-1537, 93-1788, 94-1092, 95-1283, 97-1086, 98-669, 98-1147, 99-423, 01-16, 01-1201, 02-995</i> | |

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| Council History | <p><i>The only portion of Area 15 that was in the original Area 5 is the north side of Mississippi River Blvd between Exeter and Otis in Resolution 86-1124. Resolution 89-1384 added the west side of Cretin from Exeter to Selby. Resolution 91-1537 added both sides of Riverwood between Cretin and Otis and both sides of Selby between Cretin and Exeter with the present conditions. Resolution 93-1788 added both sides of Exeter from Riverwood to Dayton. Resolution 94-1092 added both sides of Dayton between Cretin and Exeter. Resolution 95-1283 added the west side of Cretin between Selby and Dayton. Resolution 97-1086 added both sides of Otis between Exeter and Otis and added the west side of Exeter from Otis to Riverwood. Resolution 98-669 broke up Area 5 and created Area 15. Resolution 98-1147 added the west side of Exeter from Mississippi River Blvd to Otis. Resolution 99-423 removed the west side of Exeter from Mississippi River Blvd to Otis. Resolution 01-16 added the west side of Exeter from Riverwood to 150' south. Resolution 01-1201 added the east side of side of Mississippi River Blvd from Dayton to 1,000 feet south. Resolution 02-995 added the east side of Exeter from Mississippi River Blvd to Riverwood.</i></p> |
| <p>Factors making parking critical. Alleys? Garages? Driveways? Long driveways? Exterior parking ramps?</p> | <p><i>This area is immediately west of f St. Thomas campus, north of Area 24 and west of Area 16. This area has a sufficient number of on and off street parking available. The 2 northern blocks have alley access with garages. The southern 3 blocks do not have alleys. They have driveways with garages. There are 47 driveways in this area, the most of any area. The driveways are long enough to fit multiple vehicles.</i></p> |
| TCU Listing | <p><i>TCU 16979, 16989 per C.F. 86-1124 TCU 8690 per C.F. 89-1384 TCUs 16991-6 per C.F. 91-1537 TCUs 10231-2 per C.F. 93-1788 TCU 10470 per C.F. 94-1092 TCU 10842 per C.F. 95-1283 TCUs 11277-8 per C.F. 97-1086 TCU 11642 per C.F. 98-1147 TCU 11738 per C.F. 99-423 TCU 12227 per C.F. 01-16 TCU 12490 per C.F. 01-1201 TCU 12702 per C.F. 02-995</i></p> |
| Public Works Recommendation | <p><i>Make recommendation based on permit use. This area has low density and ample on street parking. This is a residential area with adequate parking near a college where permit parking is based on quality of life not necessity.</i></p> |

Area 16, area north of University of St. Thomas

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| <i>History and Description</i> | | |
| <i>Residential Permit Parking in St. Paul is regulated by the St. Paul, Minnesota, Code of Ordinances under Part II, Legislative Code, Title XV, Parking, Chapter 164. Residential Permit Parking Guidelines and Regulations.</i> | | |
| <i>Residential Permit Parking was first established in St. Paul in 1979 and now includes twenty-five individual areas across the City. Intended to provide relief to residential areas where non-residential parking demand is high, residential permit parking gives local residents priority to park in their own neighborhoods.</i> | | |
| Current Restrictions | <i>No Parking 8 am-8 pm, Monday-Friday, Except by Permit for most streets. No Parking Except by Permit for north side of Selby from Cretin to Cleveland. 1 Hour Parking Except by Permit on west side of Cleveland south of Marshall. These are the current and original restrictions.</i> | |
| Location | <i>Area immediately north of University of St. Thomas and near downtown Minneapolis</i> | <i>Cretin and Summit, Ward 4 District Council 13</i> |
| When and How established | <i>September 1998 by resolution when Area 5 was broken into 10 areas in 1986. This area has been in place for 16 years as Area 16 and was established 28 years ago as Area 5.</i> | |
| Reasons established | <i>Reason broken into 10 areas: students of St. Thomas who reside in Area 5 had made it practice to park their vehicles near campus while accessing buildings located on campus. Resolution included regulation requiring use of a Visitor Permit on the block bearing the address shown on the Visitor Permit or the adjacent cross street were revised so that a visitor with a valid Visitor Permit may park on the block (both sides of the street where permitted) regardless of area borderlines, as well as on either cross street (within 1 block of the former street) regardless of area borderlines. Also that permit parking regulations shall NOT be enforced during officially declared Snow Emergencies. This took effect September 1, 1998.</i> | |
| How established | <i>Originally by resolution 86-1124, by petition; broken into 10 areas by resolution 98-669, which was amended 7/22/98</i> | |
| Statistics | <i>86 properties, 145 living units, 223 parking spaces or 1.5 parking spaces per unit and 1.7 units per property.</i> | |
| Resolution Numbers | <i>C.F. 86-1124, C.F. 87-66, C.F. 87-766, C.F. 98-669</i> | |
| Council History | <i>All the blocks in Area 16 are original to Area 5 except for Finn between Dayton and Marshall and Cleveland from alley north to Marshall. Resolution 87-766 added Finn. Resolution dated 12-16-87 added portion of Cleveland.</i> | |
| Factors making parking | <i>All properties in this area have alley access and all appear</i> | |

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| critical. Alleys? Garages? Driveways? Long driveways? Exterior parking ramps? | <i>to have garages. There are 6 properties with driveways. The University of St. Thomas has a parking ramp located at Grand and Cretin which provides off street parking for students.</i> |
| TCU Listing | <i>TCUs 16946-16949 and 16986-87 and 16920-16921 per C.F. 86-1124 TCU 8033 per C.F. dated 12/16/87</i> |
| <i>Public Works Recommendation</i> | <i>Make recommendation based on permit use. This area has some density, but generally is a residential area with adequate parking near a college and permit parking was based on quality of life issues, not necessity.</i> |

Area 17, area northeast of University of St. Thomas

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| <i>History and Description</i> | | |
| <i>Residential Permit Parking in St. Paul is regulated by the St. Paul, Minnesota, Code of Ordinances under Part II, Legislative Code, Title XV, Parking, Chapter 164. Residential Permit Parking Guidelines and Regulations.</i> | | |
| <i>Residential Permit Parking was first established in St. Paul in 1979 and now includes twenty-five individual areas across the City. Intended to provide relief to residential areas where non-residential parking demand is high, residential permit parking gives local residents priority to park in their own neighborhoods.</i> | | |
| Current Restrictions | <i>No Parking 8 am-8 pm, Monday-Friday, Except by Permit for all streets in Area. These are the current and original restrictions.</i> | |
| Location | <i>Area immediately northeast of University of St. Thomas and near downtown Minneapolis</i> | <i>Dayton and Wilder, Ward 4 District Council 13</i> |
| When and How established | <i>September 1998 by resolution when Area 5 was broken into 10 areas in 1986. This area has been in place for 16 years as Area 16 and was established 28 years ago as Area 5.</i> | |
| Reasons established | <i>Reason broken into 10 areas: students of St. Thomas who reside in Area 5 had made it practice to park their vehicles near campus while accessing buildings located on campus. Resolution included regulation requiring use of a Visitor Permit on the block bearing the address shown on the Visitor Permit or the adjacent cross street were revised so that a visitor with a valid Visitor Permit may park on the block (both sides of the street where permitted) regardless of area borderlines, as well as on either cross street (within 1 block of the former street) regardless of area borderlines. Also that permit parking regulations shall NOT be enforced during officially declared Snow Emergencies. This took effect September 1, 1998.</i> | |
| How established | <i>Originally by resolution 86-1124, by petition; broken into 10 areas by resolution 98-669, which was amended 7/22/98</i> | |
| Statistics | <i>39 properties, 54 living units, 106 parking spaces or 2 parking spaces per unit and 1.4 units per property.</i> | |
| Resolution Numbers | <i>C.F. 86-1124, C.F. 98-669, 09-647</i> | |
| Council History | <i>All the blocks in Area 17 are original to Area 5 except for portions of Dayton between Wilder and Moore when area was expanded with Resolution 09-647.</i> | |
| Factors making parking critical. Alleys? Garages? Driveways? | <i>All properties in this area have alley access and all appear to have garages. There are 6 properties with driveways. The University of St. Thomas has a parking ramp located at Grand and Cretin which provides off street parking for</i> | |

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| Long driveways? Exterior parking ramps? | <i>students.</i> |
| TCU Listing | <i>TCUs 16944-16947 and 16956 per C.F. 86-1124 TCU 18230 per C.F. dated 09-647</i> |
| <i>Public Works Recommendation</i> | <i>Make recommendation based on permit use. This area has some density, but good ration of on street parking spaces per living unit. This generally is a residential area with adequate parking near a college and permit parking was based on quality of life issues, not necessity.</i> |

Area 17, area northeast of University of St. Thomas

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| <i>History and Description</i> | | |
| <i>Residential Permit Parking in St. Paul is regulated by the St. Paul, Minnesota, Code of Ordinances under Part II, Legislative Code, Title XV, Parking, Chapter 164. Residential Permit Parking Guidelines and Regulations.</i> | | |
| <i>Residential Permit Parking was first established in St. Paul in 1979 and now includes twenty-five individual areas across the City. Intended to provide relief to residential areas where non-residential parking demand is high, residential permit parking gives local residents priority to park in their own neighborhoods.</i> | | |
| Current Restrictions | <i>No Parking 8 am-8 pm, Monday-Friday, Except by Permit for all streets in Area. These are the current and original restrictions.</i> | |
| Location | <i>Area immediately northeast of University of St. Thomas and near downtown Minneapolis</i> | <i>Dayton and Wilder, Ward 4 District Council 13</i> |
| When and How established | <i>September 1998 by resolution when Area 5 was broken into 10 areas in 1986. This area has been in place for 16 years as Area 16 and was established 28 years ago as Area 5.</i> | |
| Reasons established | <i>Reason broken into 10 areas: students of St. Thomas who reside in Area 5 had made it practice to park their vehicles near campus while accessing buildings located on campus. Resolution included regulation requiring use of a Visitor Permit on the block bearing the address shown on the Visitor Permit or the adjacent cross street were revised so that a visitor with a valid Visitor Permit may park on the block (both sides of the street where permitted) regardless of area borderlines, as well as on either cross street (within 1 block of the former street) regardless of area borderlines. Also that permit parking regulations shall NOT be enforced during officially declared Snow Emergencies. This took effect September 1, 1998.</i> | |
| How established | <i>Originally by resolution 86-1124, by petition; broken into 10 areas by resolution 98-669, which was amended 7/22/98</i> | |
| Statistics | <i>39 properties, 54 living units, 106 parking spaces or 2 parking spaces per unit and 1.4 units per property.</i> | |
| Resolution Numbers | <i>C.F. 86-1124, C.F. 98-669, 09-647</i> | |
| Council History | <i>All the blocks in Area 17 are original to Area 5 except for portions of Dayton between Wilder and Moore when area was expanded with Resolution 09-647.</i> | |
| Factors making parking critical. Alleys? Garages? Driveways? | <i>All properties in this area have alley access and all appear to have garages. There are 6 properties with driveways. The University of St. Thomas has a parking ramp located at Grand and Cretin which provides off street parking for</i> | |

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| Long driveways? Exterior parking ramps? | <i>students.</i> |
| TCU Listing | <i>TCUs 16944-16947 and 16956 per C.F. 86-1124 TCU 18230 per C.F. dated 09-647</i> |
| <i>Public Works Recommendation</i> | <i>Make recommendation based on permit use. This area has some density, but good ration of on street parking spaces per living unit. This generally is a residential area with adequate parking near a college and permit parking was based on quality of life issues, not necessity.</i> |

Area 19, eastern most area east of University of St. Thomas

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| <i>History and Description</i> | | |
| <i>Residential Permit Parking in St. Paul is regulated by the St. Paul, Minnesota, Code of Ordinances under Part II, Legislative Code, Title XV, Parking, Chapter 164. Residential Permit Parking Guidelines and Regulations.</i> | | |
| <i>Residential Permit Parking was first established in St. Paul in 1979 and now includes twenty-five individual areas across the City. Intended to provide relief to residential areas where non-residential parking demand is high, residential permit parking gives local residents priority to park in their own neighborhoods.</i> | | |
| Current Restrictions | <i>No Parking 8 am-8 pm, Monday-Friday, Except by Permit on all streets in the area and No Parking on the west side of Prior. These are the current and original restrictions, except for the No Parking on the west side of Prior.</i> | |
| Location | <i>Area immediately east of University of St. Thomas and near downtown Minneapolis</i> | <i>Prior and Ashland, Ward 4 District Councils 13</i> |
| When and How established | <i>September 1998 by resolution when Area 5 was broken into 10 areas in 1986. This area has been in place for 16 years as Area 16 and was established 28 years ago as Area 5.</i> | |
| Reasons established | <i>Reason broken into 10 areas: students of St. Thomas who reside in Area 5 had made it practice to park their vehicles near campus while accessing buildings located on campus. Resolution included regulation requiring use of a Visitor Permit on the block bearing the address shown on the Visitor Permit or the adjacent cross street were revised so that a visitor with a valid Visitor Permit may park on the block (both sides of the street where permitted) regardless of area borderlines, as well as on either cross street (within 1 block of the former street) regardless of area borderlines. Also that permit parking regulations shall NOT be enforced during officially declared Snow Emergencies. This took effect September 1, 1998.</i> | |
| How established | <i>Originally by resolution 86-1124, by petition; broken into 10 areas by resolution 98-669, which was amended 7/22/98</i> | |
| Statistics | <i>92 properties, 131 living units, 255 parking spaces or 1.9 parking spaces per unit and 1.4 units per property.</i> | |
| Resolution Numbers | <i>C.F. 86-1124, C.F. 87-1249, C.F. 88-274, C.F. 88-1158, C.F. 88-1715, C.F. 88-2219, C.F. 89-1311, C.F. 89-1715, C.F. 97-170, C.F. 97-213, C.F. 98-669, C.F. 04-1123, C.F. 05-976, C.F. 09-315.</i> | |
| Council History | <i>This area has undergone a lot of revisions. The original area extended on Ashland and Portland all the way to Dewey and on both sides of Summit all the way to Fairview. All the blocks in Area 19 are original to Area 5.</i> | |

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| | <p><i>A few blocks were removed for a time and then reestablished. Resolution 87-1249 removed portions of Ashland, Portland and Howell. Resolution 88-274 removed one block of Howell and north side of Summit east of Prior. Resolution 88-1158 removed the south side of Summit from Prior to Fairview. Resolution 88-1715 removed both sides of Portland between Prior and Howell. Resolution 88-2219 removed both sides of Moore between Ashland and Laurel. Resolution 89-1311 removed both sides of Laurel between Prior and Moore. Permit parking was removed on the west side of Prior from Summit to Marshall in 1989 by resident request and permit parking restrictions were removed at same time. Resolution 89-1715 removed both sides of Moore between Laurel and Selby. Both sides of Moore between Ashland and Laurel were added back in in 1995 (no Resolution mentioned). Resolution 97-213 added both sides of Portland between Prior and Howell back in. Resolution 04-1123 added both sides of Summit between Prior and Howell back in. (TCU doesn't specify which part is in which area, but north side is currently in Area 20 and south side is currently in Area 21). Resolution 05-976 added east side of Moore between Laurel and Selby back in. Resolution 09-315 added both sides of Ashland between Howell and Prior back in.</i></p> |
| <p>Factors making parking critical. Alleys? Garages? Driveways? Long driveways? Exterior parking ramps?</p> | <p><i>This area is immediately east of Areas 18 and 20 and east of the campus. All properties in this area have alley access and all appear to have garages. There are 11 properties with driveways. There are 3 properties with more than 2 units. The University of St. Thomas has a parking ramp located at Grand and Cretin which provides off street parking for students.</i></p> |
| TCU Listing | <p><i>TCUs 16957-60, 16963-66, 16969-70, 16926, 16930-1, 16980-1 per C.F. 86-1124, TCU 8610 per C.F. 87-1311, TCU 8285 per C.F. 88-1158, TCU 8554 in 1989, no resolution, TCU 8846 per C.F. 89-2219, TCU 10594 in 1995 (no resolution), TCU 11178 per CF- 97-170, TCU 11176 per C.F. 97-213, TCU 17115 per C.F. 04-1123, TCU 17302 per C.F. 05-976, TCU 18160 per C.F. 09-315</i></p> |
| Public Works Recommendation | <p><i>Make recommendation based on permit use. This area has low population density and fair on street parking ratio and a good ratio of on street parking spaces per living unit. This generally is a residential area with adequate parking near a college and permit parking was based on quality of life issues, not necessity. Note that there is currently a petition in circulation to expand the area on the north side of Laurel between Moore and Prior and on both sides of Laurel between Prior and Howell.</i></p> |

Area 20, area east of University of St. Thomas surrounding Summit

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| <i>History and Description</i> | | |
| <i>Residential Permit Parking in St. Paul is regulated by the St. Paul, Minnesota, Code of Ordinances under Part II, Legislative Code, Title XV, Parking, Chapter 164. Residential Permit Parking Guidelines and Regulations.</i> | | |
| <i>Residential Permit Parking was first established in St. Paul in 1979 and now includes twenty-five individual areas across the City. Intended to provide relief to residential areas where non-residential parking demand is high, residential permit parking gives local residents priority to park in their own neighborhoods.</i> | | |
| Current Restrictions | <i>No Parking 8 am-8 pm, Monday-Friday, Except by Permit and No Parking 8am-8pm Except by Permit. These are the current and original restrictions.</i> | |
| Location | <i>Area immediately east of University of St. Thomas and near downtown Minneapolis</i> | <i>Portland and Wilder, Ward 4 District Councils 13 and 14</i> |
| When and How established | <i>September 1998 by resolution when Area 5 was broken into 10 areas in 1986. This area has been in place for 16 years as Area 20 and was established 28 years ago as Area 5.</i> | |
| Reasons established | <i>Reason broken into 10 areas: students of St. Thomas who reside in Area 5 had made it practice to park their vehicles near campus while accessing buildings located on campus. Resolution included regulation requiring use of a Visitor Permit on the block bearing the address shown on the Visitor Permit or the adjacent cross street were revised so that a visitor with a valid Visitor Permit may park on the block (both sides of the street where permitted) regardless of area borderlines, as well as on either cross street (within 1 block of the former street) regardless of area borderlines. Also that permit parking regulations shall NOT be enforced during officially declared Snow Emergencies. This took effect September 1, 1998.</i> | |
| How established | <i>Originally by resolution 86-1124, by petition; broken into 10 areas by resolution 98-669, which was amended 7/22/98</i> | |
| Statistics | <i>71 properties, 96 living units, 227 parking spaces or 2.4 parking spaces per unit and 1.4 units per property.</i> | |
| Resolution Numbers | <i>C.F. 86-1124, C.F. 98-669, C.F. 13-257</i> | |
| Council History | <i>All the blocks in Area 20 are original to Area 5, except for the recent addition of south side of Summit which seceded from Area 21. Resolution 13-257 removed south side of Summit from Area 21 and added it to Area 20 so residents could have the time restrictions stated in Area 20.</i> | |
| Factors making parking critical. | <i>This area is surrounded by other permit parking areas on all sides except the west, which is the college campus. All</i> | |

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| Alleys? Garages? Driveways? Long driveways? Exterior parking ramps? | <i>properties in this area have alley access and all appear to have garages. There are 11 properties with driveways. Addresses on Summit have very large lots. The University of St. Thomas has a parking ramp located at Grand and Cretin which provides off street parking for students.</i> |
| TCU Listing | <i>TCUs 16952-3, 16957-8, 16971-2, 16982-4, 16932 per C.F. 86-1124. TCUs 19199-200 per C.F. 13-257.</i> |
| <i>Public Works Recommendation</i> | <i>Make recommendation based on permit use. This area has low population density and fair on street parking ratio and a good ratio of on street parking spaces per living unit. This generally is a residential area with adequate parking near a college and permit parking was based on quality of life issues, not necessity.</i> |

Area 21, southeast of University of St. Thomas

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| <i>History and Description</i> | | |
| <i>Residential Permit Parking in St. Paul is regulated by the St. Paul, Minnesota, Code of Ordinances under Part II, Legislative Code, Title XV, Parking, Chapter 164. Residential Permit Parking Guidelines and Regulations.</i> | | |
| <i>Residential Permit Parking was first established in St. Paul in 1979 and now includes twenty-five individual areas across the City. Intended to provide relief to residential areas where non-residential parking demand is high, residential permit parking gives local residents priority to park in their own neighborhoods.</i> | | |
| Current Restrictions | <i>No Parking 8 am-5 pm, Monday-Friday, September 1-April 30, Except by Permit on all streets. No Parking on the east side of Cleveland from James to Summit by 1954 and 1967 ordinance.</i> | |
| Location | <i>Area immediately southeast of University of St. Thomas and near downtown Minneapolis</i> | <i>Lincoln and Prior, Ward 3 and 4, District Councils 14</i> |
| When and How established | <i>September 1998 by resolution when Area 5 was broken into 10 areas in 1986. This area has been in place for 16 years as Area 21 and was established 28 years ago as Area 5.</i> | |
| Reasons established | <i>Reason broken into 10 areas: students of St. Thomas who reside in Area 5 had made it practice to park their vehicles near campus while accessing buildings located on campus. Resolution included regulation requiring use of a Visitor Permit on the block bearing the address shown on the Visitor Permit or the adjacent cross street were revised so that a visitor with a valid Visitor Permit may park on the block (both sides of the street where permitted) regardless of area borderlines, as well as on either cross street (within 1 block of the former street) regardless of area borderlines. Also that permit parking regulations shall NOT be enforced during officially declared Snow Emergencies. This took effect September 1, 1998.</i> | |
| How established | <i>Originally by resolution 86-1124, by petition; broken into 10 areas by resolution 98-669, which was amended 7/22/98</i> | |
| Statistics | <i>94 properties, 112 living units, 208 parking spaces or 1.9 parking spaces per unit and 1.2 units per property.</i> | |
| Resolution Numbers | <i>C.F. 86-1124, C.F. 88-1158, C.F. 93-617, C.F. 95-45, C.F. 08-647, C.F. 12-76, C.F. 13-257</i> | |
| Council History | <i>Area 21 only has a small portion of the original Area 5. The original area was both sides of Summit from Cleveland to Fairview and Prior to alley south of Summit. Resolution 88-1158 removed the south side of Summit from Fairview to Prior. Resolution 93-617 added the north side of Lincoln from Cleveland east to the east</i> | |

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| | <p>property line of 2023 and south side of Lincoln from Cleveland to the east property line of 2026. Resolution 95-45 added the north side of Grand from 100' to 350' east of Cleveland. Resolution 08-647 added both sides of Goodrich from Cleveland to Kenneth. Resolution 12-76 added the rest of both sides of Lincoln from Cleveland to Prior and changed the time restrictions from the original No Parking, 8am-8pm, Monday-Friday, Except by permit to the current restrictions. Resolution 13-257 removed the south side of Summit from Cleveland to Prior from Area 21 and added them to Area 20.</p> |
| <p>Factors making parking critical. Alleys? Garages? Driveways? Long driveways? Exterior parking ramps?</p> | <p>This area is east of Area 22 and south of Areas 20 and 19. All properties in this area have alley access and all appear to have garages. There are 8 driveways. There are a few properties with more than 2 units. A parking lot on the NW corner of Summit and Cretin was replaced with the new student center and then the University of St. Thomas parking ramp located at Grand and Cretin was constructed. Many of the other buildings along Summit have been remodeled and expanded.</p> |
| TCU Listing | <p>TCU 13538-42, 01/31/67 TCU 16794-10406, 11/12/54 TCUs 16931, 16961 per C.F. 86-1124 TCU 16990 per C.F. 93-617 TCU 10595 per C.F. 95-45 TCU 17998 per C.F. 08-647 TCUs 18841-3-6 per C.F. 12-76 TCUs 19199-200 per C.F. 13-257</p> |
| Public Works Recommendation | <p>Make recommendation based on permit use. This area has moderate population density and moderate on street parking ratio compared to other areas around St. Thomas. This area has had more requests for petitions in the last few years than any other area. Some reasons may be that there are a number of high density properties on Grand that are not in the petition area. There is a Sanitation Ban on Monday and Tuesdays on Grand that prevents overnight parking on side of the street at least one day a week. Residents have also commented that commuter parking is occurring on Cleveland for MTC bus access to downtown Minneapolis. There is currently a petition in circulation to add both sides of Prior from the alley north of Grand to Goodrich Avenue.</p> |

Area 22, south of University of St. Thomas

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| <i>History and Description</i> | | |
| <i>Residential Permit Parking in St. Paul is regulated by the St. Paul, Minnesota, Code of Ordinances under Part II, Legislative Code, Title XV, Parking, Chapter 164. Residential Permit Parking Guidelines and Regulations.</i> | | |
| <i>Residential Permit Parking was first established in St. Paul in 1979 and now includes twenty-five individual areas across the City. Intended to provide relief to residential areas where non-residential parking demand is high, residential permit parking gives local residents priority to park in their own neighborhoods.</i> | | |
| Current Restrictions | <i>No Parking 8 am-8 pm, Monday-Friday, Except by Permit on all streets. These are the current and original restrictions.</i> | |
| Location | <i>Area immediately south of University of St. Thomas and near downtown Minneapolis</i> | <i>Goodrich and Finn, Ward 4 District Councils 14</i> |
| When and How established | <i>September 1998 by resolution when Area 5 was broken into 10 areas in 1986. This area has been in place for 16 years as Area 22 and was established 28 years ago as Area 5.</i> | |
| Reasons established | <i>Reason broken into 10 areas: students of St. Thomas who reside in Area 5 had made it practice to park their vehicles near campus while accessing buildings located on campus. Resolution included regulation requiring use of a Visitor Permit on the block bearing the address shown on the Visitor Permit or the adjacent cross street were revised so that a visitor with a valid Visitor Permit may park on the block (both sides of the street where permitted) regardless of area borderlines, as well as on either cross street (within 1 block of the former street) regardless of area borderlines. Also that permit parking regulations shall NOT be enforced during officially declared Snow Emergencies. This took effect September 1, 1998.</i> | |
| How established | <i>Originally by resolution 86-1124, by petition; broken into 10 areas by resolution 98-669, which was amended 7/22/98</i> | |
| Statistics | <i>162 properties, 395 living units, 472 parking spaces or 1.2 parking spaces per unit and 2.2 units per property.</i> | |
| Resolution Numbers | <i>C.F. 81-66, C.F. 86-1124, C.F. 87-766, C.F. 88-1158, C.F. 00-893, C.F.00-1142, C.F. .01-797, C.F.01-023, C.F. 10-1611, City Council Condition 6/20/12, C.F. 13-167</i> | |
| Council History | <i>This area has expanded more than other areas and is about twice as large as it was when it started as part of Area 5. Original area included both sides of Grand from Cretin to Finn, south side of Grand from Finn to 275' west of Cleveland, both sides of Finn from Grand to Fairmount, both sides of Lincoln between Cretin and Cleveland. Some</i> | |

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| | <p><i>restrictions along Grand and Finn predate the creation of Area 5. Resolution 87-766 expanded the area by adding both sides of Goodrich between Cretin and Cleveland. Resolution 88-1158 removed Goodrich between Cretin and Cleveland. Resolution 00-893 added both sides of Goodrich between Cretin and Finn back in. Resolutions 00-141-2 expanded the area by adding both sides of Goodrich between Cleveland and Finn and both sides of Fairmount between Cretin and Finn. Resolution 01-1023 expanded the area by adding both sides of Princeton from Cretin to Finn. Resolution 10-1611 expanded the area by adding 2076, 2080 and 2084 Grand Ave. City Council condition dated 6/20/12 for site plan approval 12-037383 restricted number of permits for new student housing at 2124 Grand. Resolution 13-67 expanded the area by adding both sides of Finn from Fairmount to Sargent.</i></p> |
| <p>Factors making parking critical. Alleys? Garages? Driveways? Long driveways? Exterior parking ramps?</p> | <p><i>This area is immediately south and east of campus and lies between Area 23 and Area 21. All properties in this area have alley access and all appear to have garages. There are 20 driveways. There are a number of properties with more than 2 units. Looking at aerial photos from 1974, 1985, 1997 and 2011, it is clear that St. Thomas has expanded to the south and west so it is not surprising that Area 22 has expanded. A parking lot on the NW corner of Summit and Cretin was replaced with the new student center and then the University of St. Thomas parking ramp located at Grand and Cretin was constructed. Many of the other buildings along Summit have been remodeled and expanded.</i></p> |
| TCU Listing | <p><i>TCU 16924 per C.F. 81-66 TCUs 16977, 16990, , 16919, 16922, per C.F. 86-1124 TCU 8286, 16919 per C.F. 87-766 and C.F. 88-1158 TCU 12197 per C.F. 00-893 TCU 12196 per C.F. 00-1142 TCUs 12371-73 per C.F. 01-797 TCU 12429 per C.F. 01-1023 TCU 19854 per C.F. 10-1611 TCUs 19006-7 per C.F. 13-67</i></p> |
| Public Works Recommendation | <p><i>Make recommendation based on permit use. This area is larger, has higher population density and lower on street parking ratio than most of the other areas around St. Thomas. This generally is a residential area with adequate parking near a college and permit parking was based on quality of life issues, not necessity.</i></p> |

Area 23, southwest corner of area around University of St. Thomas

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| <i>History and Description</i> | | |
| <i>Residential Permit Parking in St. Paul is regulated by the St. Paul, Minnesota, Code of Ordinances under Part II, Legislative Code, Title XV, Parking, Chapter 164. Residential Permit Parking Guidelines and Regulations.</i> | | |
| <i>Residential Permit Parking was first established in St. Paul in 1979 and now includes twenty-five individual areas across the City. Intended to provide relief to residential areas where non-residential parking demand is high, residential permit parking gives local residents priority to park in their own neighborhoods.</i> | | |
| Current Restrictions | <i>5 different types of restrictions. No Parking on north side of Goodrich and west side of Cretin. No Parking 8am-8pm, Monday-Friday Except by Permit on both sides of Princeton between Cretin and Mount Curve. No Parking 8am-9m Monday-Friday Except by Permit on both sides of Fairmount from Cretin to Woodlawn and west side of Mount Curve from Princeton to Fairmount. No Parking 8am-9 om Except by Permit on both sides of Woodlawn from Goodrich to Princeton. No Parking Except by Permit on south side of Goodrich from Cretin to Woodlawn, on both sides of Princeton from Woodlawn to Mississippi River Blvd and east side of Mississippi River Blvd from St. Clair to Goodrich.</i> | |
| Location | <i>Area immediately southwest of University of St. Thomas and near downtown Minneapolis</i> | <i>Mount Curve and Fairmount, Ward 4 District Council 14</i> |
| When and How established | <i>September 1998 by resolution when Area 5 was broken into 10 areas in 1986. This area has been in place for 16 years as Area 23 and was established 28 years ago as Area 5.</i> | |
| Reasons established | <i>Reason broken into 10 areas: students of St. Thomas who reside in Area 5 had made it practice to park their vehicles near campus while accessing buildings located on campus. Resolution included regulation requiring use of a Visitor Permit on the block bearing the address shown on the Visitor Permit or the adjacent cross street were revised so that a visitor with a valid Visitor Permit may park on the block (both sides of the street where permitted) regardless of area borderlines, as well as on either cross street (within 1 block of the former street) regardless of area borderlines. Also that permit parking regulations shall NOT be enforced during officially declared Snow Emergencies. This took effect September 1, 1998.</i> | |
| How established | <i>Originally by resolution 86-1124, by petition; broken into 10 areas by resolution 98-669, which was amended 7/22/98</i> | |
| Statistics | <i>84 properties, 84 living units, 291 parking spaces or 3.5</i> | |

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| | <i>parking spaces per unit and 1 unit per property.</i> |
| Resolution Numbers | <i>C.F. 86-1124, C.F. 87-766, C.F. 90-1112, C.F. 98-669, C.F. 00-1143, C.F. 01-1024, C.F. 01-1139, C.F. 04-850</i> |
| Council History | <i>Resolution 86-1124 established Except by Permit, No Parking 8am-8 pm, Monday-Friday on the south side of Goodrich from Cretin to Mississippi River Blvd as part of original Area 5. Resolution 87-766 extended the time restriction on the south side of Goodrich to 9 pm and all days of the week. Resolution 90-1112 expanded the area by adding Fairmount between Woodlawn and Mount Curve with the restriction in place today, No Parking 8am-9m, Monday-Friday, Except by Permit. Resolution 98-414 removed the restrictions on the south side of Goodrich from Woodlawn to Mississippi River Blvd. Resolution 98-669 ended Area 5 and created Area 23. Resolution 00-1143 expanded the area by adding both sides of Princeton and east side of Mississippi River Blvd with the restrictions that are in place today, No Parking Except by Permit. Resolution 01-1024 changed the time restrictions on the south side of Goodrich from Cretin to Woodlawn from the original No Parking 8am-8pm, Monday-Friday, Except by Permit to what they are today, No Parking Except by Permit. Resolution 01-1129 expanded the area by establishing both sides of Princeton from Cretin to Mount Curve as No Parking 8am-8pm, Monday-Friday, Except by Permit. Resolution 04-850 expanding the area by establishing No Parking 8am-9pm, Monday-Friday Except by Permit on both sides of Fairmount and west side of Mount Curve, which are restrictions in place today.</i> |
| Factors making parking critical. Alleys? Garages? Driveways? Long driveways? Exterior parking ramps? | <i>Properties in this area have access to alleys and appear to have garages. There are 7 properties with driveways. There are no multiple unit dwellings in the area and the density is low. The University of St. Thomas has a parking ramp located at Grand and Cretin which provides off street parking for students.</i> |
| TCU Listing | <i>TCU 13568 per ordinance 13542 1/31/67 TCUs 16915-16917 per C.F. 87-766 TCU 9053 per C.F. 90-1112 TCUs 12136-12138 per C.F. 00-1143 TCU 12430 per C.F. 01-1024 TCU 12994 per C.F. 01-1139 TCU 17047 and TCU 12980 per C.F. 04-850</i> |
| Public Works Recommendation | <i>Make recommendation based on permit use. This is a residential area with adequate parking near a college and permit parking was based on quality of life issues, not necessity. Note also there is currently a petition in circulation to remove Princeton from Cretin to Mount</i> |

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| | <i>Curve from Permit Parking Area 23.</i> |
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Area 24, area west of University of St. Thomas

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| <i>History and Description</i> | | |
| <i>Residential Permit Parking in St. Paul is regulated by the St. Paul, Minnesota, Code of Ordinances under Part II, Legislative Code, Title XV, Parking, Chapter 164. Residential Permit Parking Guidelines and Regulations.</i> | | |
| <i>Residential Permit Parking was first established in St. Paul in 1979 and now includes twenty-five individual areas across the City. Intended to provide relief to residential areas where non-residential parking demand is high, residential permit parking gives local residents priority to park in their own neighborhoods.</i> | | |
| Current Restrictions | <i>No Parking 8 am-8 pm, Monday-Friday, Except by Permit for south side of Mississippi River Blvd from Cretin to Summit. No Parking Except by Permit for north side of Summit from Cretin to Mississippi River Blvd.</i> | |
| Location | <i>Area immediately west of University of St. Thomas and near downtown Minneapolis</i> | <i>Cretin and Summit, Ward 4 District Council 13</i> |
| When and How established | <i>September 1998 by resolution when Area 5 was broken into 10 areas in 1986. This area has been in place for 16 years as Area 24 and was established 28 years ago as Area 5.</i> | |
| Reasons established | <i>Reason broken into 10 areas: students of St. Thomas who reside in Area 5 had made it practice to park their vehicles near campus while accessing buildings located on campus. Resolution included regulation requiring use of a Visitor Permit on the block bearing the address shown on the Visitor Permit or the adjacent cross street were revised so that a visitor with a valid Visitor Permit may park on the block (both sides of the street where permitted) regardless of area borderlines, as well as on either cross street (within 1 block of the former street) regardless of area borderlines. Also that permit parking regulations shall NOT be enforced during officially declared Snow Emergencies. This took effect September 1, 1998.</i> | |
| How established | <i>Originally by resolution 86-1124, by petition; broken into 10 areas by resolution 98-669, which was amended 7/22/98</i> | |
| Statistics | <i>20 properties, 20 living units, 104 parking spaces or 5.2 parking spaces per unit and 1 unit per property.</i> | |
| Resolution Numbers | <i>C.F. 86-1124, C.F. 98-669, C.F. 00-687</i> | |
| Council History | <i>No Parking Anytime was established on the west side of Cretin from Summit to Otis/Mississippi River Blvd by Ordinance 10454 in 1955. No Parking Anytime was established on the northwest side of Mississippi River Blvd between Summit and Exeter Pl with Resolution 86-1124. Resolution 86-1124 also established Except by Permit, No</i> | |

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| | <i>Parking 8am-8pm, Monday-Friday on both north side of Summit and south side of Mississippi River Blvd. Resolution 00-687 revised the restrictions on the north side of Summit to No Parking Except by Permit based on petition in 2000 because St. Thomas was expanding.</i> |
| Factors making parking critical. Alleys? Garages? Driveways? Long driveways? Exterior parking ramps? | <i>All but 4 properties have access to the one alley in this area and all appear to have garages. There are 8 properties with driveways. 5 properties have direct street access on both sides. The University of St. Thomas has a parking ramp located at Grand and Cretin which provides off street parking for students.</i> |
| TCU Listing | <i>TCU 16151 per Ordinance 10454 TCU 16974, 16979, and 16989 per C.F. 86-1124 TCU 12049 per C.F. 00-687</i> |
| <i>Public Works Recommendation</i> | <i>Make recommendation based on permit use. This is a residential area with adequate parking near a college and permit parking was based on quality of life issues, not necessity.</i> |

Area 25, near Cretin Derham Hall High School

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| <i>History and Description</i> | | |
| <i>Residential Permit Parking in St. Paul is regulated by the St. Paul, Minnesota, Code of Ordinances under Part II, Legislative Code, Title XV, Parking, Chapter 164. Residential Permit Parking Guidelines and Regulations.</i> | | |
| <i>Residential Permit Parking was first established in St. Paul in 1979 and now includes twenty-five individual areas across the City. Intended to provide relief to residential areas where non-residential parking demand is high, residential permit parking gives local residents priority to park in their own neighborhoods.</i> | | |
| Current Restrictions | <i>3 different restrictions current in place: “No Parking 7am-4pm, Monday-Friday, August 15-December 31, Except by Permit” on the north side of the street. “No Parking 7am-4pm, Monday-Friday, January 1-June 15, Except by Permit” on the south side of the street and “No Parking 7am-4pm, Monday-Friday, August 15-June 15, Except by Permit” on the east side of Hamline. Some portions of Hamline are posted No Parking for clear sight lines or traffic flow through an intersection.</i> | |
| Location | <i>Residential area near Cretin Derham High School</i> | <i>Hamline Avenue and Niles Avenue, Ward 3, District Council 15</i> |
| When established | <i>1999, in place for 15 years.</i> | |
| Reasons established | <i>Deemed residential area did not have sufficient parking to accommodate needs of residents and non-residents. Also for quality of life reasons. States residents on more than 8 blocks have 200 plus student vehicles parked in front of their houses daily.</i> | |
| How established | <i>By petition in compliance with Legislative Code 168.03.</i> | |
| Statistics | <i>114 properties, 117 living units, 246 parking spaces, that’s 2.1 on street parking spaces per resident and about 1 living unit per property.</i> | |
| Resolution Numbers | <i>C.F. 99-911, C.F99-1148</i> | |
| City Council History | <i>Resolution 99-911 created restrictions and original area. The original area is the same as the present area except for the block of Hartford. The original area had the same restriction for all blocks, “No Parking, 7am-4 pm, Monday-Friday, August 15-June 15, Except by Permit”. Resolution 99-1148 changed the time restrictions to what they are today and added Hartford. This changed happened about 3 months later. Also stated in the resolution was the attempt to try a different approach to the problem by seeking to balance and accommodate competing uses rather than a blanket parking ban on certain streets during school hours.</i> | |
| Factors making parking critical. Alleys? Garages? | <i>All properties appear to have alley access and garages. There are 5 driveways. Cretin Derham Hall High School</i> | |

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| <p>Driveways?</p> <p>Long driveways?</p> <p>Exterior parking ramps?</p> | <p><i>has several surface parking lots. The west side of Hamline Avenue is also available for on street parking. There are no parking ramps in the area. According to 2001 and 2003 aerial photos, it appears that a number of improvements were made to the high school site around 2002, including a drop off bay off of Hamline near Juno, an additional parking lot southeast of the building, angle parking across the street from Albert and angle parking off of a cul-de-sac with access from Pascal. Each of these adds about 50 parking spaces. There is some also parking available on Albert St.</i></p> |
| <p>TCU Listing</p> | <p><i>TCUs 11831-6 per resolution 99-911</i> <i>TCUs 11883-6 per resolution 99-1148</i></p> |
| <p><i>Public Works</i> <i>Recommendation</i></p> | <p><i>Review parking supply for high school. With 2002 additions, there may no longer be the 200 parking space deficit mentioned in resolution 99-1148. If permit use is low, consider dissolving area altogether.</i></p> |

Area 26, near Healtheast- Midway Hospital

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| <i>History and Description</i> | | |
| <i>Residential Permit Parking in St. Paul is regulated by the St. Paul, Minnesota, Code of Ordinances under Part II, Legislative Code, Title XV, Parking, Chapter 164. Residential Permit Parking Guidelines and Regulations.</i> | | |
| <i>Residential Permit Parking was first established in St. Paul in 1979 and now includes twenty-five individual areas across the City. Intended to provide relief to residential areas where non-residential parking demand is high, residential permit parking gives local residents priority to park in their own neighborhoods.</i> | | |
| Current Restrictions | <i>I restriction currently in place: “No Parking Noon-4pm, Monday-Friday, Except by Permit”. No Parking Restrictions on surrounding streets including both sides of Spruce Tree to the north, west side of Snelling to the east, west side of Pierce to the west and east side of Aldine to the west.</i> | |
| Location | <i>Residential area near Healtheast Midway Hospital</i> | <i>Fry Street and Shields Avenue, Ward 4, District Council 13</i> |
| When established | <i>2001, in place for 13 years.</i> | |
| Reasons established | <i>Residential area did not have sufficient parking to accommodate needs of residents and non-residents. Also for quality of life reasons.</i> | |
| How established | <i>By petition in compliance with Chapter 168 of the Legislative Code.</i> | |
| Statistics | <i>79 properties, 229 living units, 203 parking spaces, or 0.89 on street parking spaces per living unit and about 2.9 living units per property.</i> | |
| Resolution Numbers | <i>C.F. 01-17</i> | |
| City Council History | <i>Ordinance 13542, 01/31/67, established No Parking on the east side of Aldine and No Parking on the west side of Pierce between St. Anthony Avenue and University Avenue at request of Midway Hospital because both streets are narrow. Resolution 01-17 created restrictions and original area. This area has no changed since it was created. Only discrepancy is resolution 01-17 states each non-resident property owner will be allowed a visitor permit and the map states no visitor permits will be available to non-resident property owners. Need to locate resolution 01-1248 to see if this is revision City Council made.</i> | |
| Factors making parking critical. Alleys? Garages? Driveways? Long driveways? Exterior parking ramps? | <i>Most properties appear to have alley access and garages. There are 10 driveways. There are a number of multiple unit properties, some of which have a high number of units and no off street parking (see 386 Fry). According to aerial photos from Gismo, there is 1 large surface lot on the south side of the Health East campus, a parking ramp</i> | |

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| | <i>on the north side of the building and 5 surface lots on the west side of Aldine. Review of aerial photos shows most of parking at Midway was present when the permit parking area was created, with the exception of a surface lot that was added between 2005 and 2008 on the west side of Aldine midblock between 2 existing lots between Shields and St. Anthony.</i> |
| TCU Listing | <i>TCU 1750 per ordinance 13542, 01/31/67 TCUs 12230-7 per resolution 01-17</i> |
| <i>Public Works Recommendation</i> | <i>There is insufficient parking for the residents without any other factors such as the hospital, nearby commercial area, churches, commuters, etc. Base recommendations on permit use and urban density. This area is on the Green Line LRT corridor, so commuter parking should be considered in recommendations for future permit limits.</i> |

Area 27, near Highland Village

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| <i>History and Description</i> | | |
| <i>Residential Permit Parking in St. Paul is regulated by the St. Paul, Minnesota, Code of Ordinances under Part II, Legislative Code, Title XV, Parking, Chapter 164. Residential Permit Parking Guidelines and Regulations.</i> | | |
| <i>Residential Permit Parking was first established in St. Paul in 1979 and now includes twenty-five individual areas across the City. Intended to provide relief to residential areas where non-residential parking demand is high, residential permit parking gives local residents priority to park in their own neighborhoods.</i> | | |
| Current Restrictions | <i>“2 Hour Parking 8am-8pm, Except by Permit”. This is the original area and restriction. No Parking Restrictions on some portions of some surrounding streets including both sides of Cleveland south of Highland Parkway in the center, east side of Cretin to the west, west side of Kenneth to the east and south side of Ford Parkway and Hillcrest to the south.</i> | |
| Location | Residential area near commercial Highland Village | <i>Cleveland and Pinehurst, Ward 3, District Council 15</i> |
| When established | <i>2002, in place for 12 years.</i> | |
| Reasons established | <i>Residential area did not have sufficient parking to accommodate needs of residents and non-residents. Also for quality of life reasons. Residents desire safer, more livable streets by decreasing current excessive parking issues.</i> | |
| How established | <i>By petition in compliance with Chapter 168 of the Legislative Code.</i> | |
| Statistics | <i>77 properties, 77 living units, 188 parking spaces, or 2.4 on street parking spaces per living unit and 1 living units per property.</i> | |
| Resolution Numbers | <i>C.F. 01-1248</i> | |
| City Council History | <i>Ordinance 13543 established 2 hour parking, 8am-6 pm on both sides of Pinehurst from Cleveland to Finn in 1967. Records show some time of Limited Time Zone was in place in 1959. Resolution 01-1248 took the restriction one step further and established permit parking area 27.</i> | |
| Factors making parking critical. Alleys? Garages? Driveways? Long driveways? Exterior parking ramps? | <i>All properties appear to have alley access and garages. There are 5 driveways. This area is 100% single family homes. According to aerial photos in Gismo, this residential area has been adjacent to a commercial area since the 1970s. The area has been mixed use for a long time. The commercial area has not expanded into the residential area, but has been redeveloped. For example, Walgreens development at Ford Parkway and Cleveland to the south tore down old buildings to redevelop on existing commercial parcels. The commercial properties</i> | |

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| | <i>appear to have adequate off street parking in the form of surface parking lots except for Lifetime Fitness at the west end, which has a parking ramp. There is sufficient on and off street parking in this area.</i> |
| TCU Listing | <i>TCU 13357 per ordinance 13543, 1/31/67 TCUs 12503-9 per resolution 01-1248</i> |
| <i>Public Works Recommendation</i> | <i>Statistics in this area indicate that permit parking is based on quality of life rather than insufficient parking. Review of permit use should be done. If use is low, remove permit parking altogether and re-establish 2 hour limited time zone. Probably change to permit parking from limited time zone was done for ease of enforcement by Police.</i> |

Area 27, near Highland Village

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| <i>History and Description</i> | | |
| <i>Residential Permit Parking in St. Paul is regulated by the St. Paul, Minnesota, Code of Ordinances under Part II, Legislative Code, Title XV, Parking, Chapter 164. Residential Permit Parking Guidelines and Regulations.</i> | | |
| <i>Residential Permit Parking was first established in St. Paul in 1979 and now includes twenty-five individual areas across the City. Intended to provide relief to residential areas where non-residential parking demand is high, residential permit parking gives local residents priority to park in their own neighborhoods.</i> | | |
| Current Restrictions | <i>“2 Hour Parking 8am-8pm, Except by Permit”. This is the original area and restriction. No Parking Restrictions on some portions of some surrounding streets including both sides of Cleveland south of Highland Parkway in the center, east side of Cretin to the west, west side of Kenneth to the east and south side of Ford Parkway and Hillcrest to the south.</i> | |
| Location | Residential area near commercial Highland Village | <i>Cleveland and Pinehurst, Ward 3, District Council 15</i> |
| When established | <i>2002, in place for 12 years.</i> | |
| Reasons established | <i>Residential area did not have sufficient parking to accommodate needs of residents and non-residents. Also for quality of life reasons. Residents desire safer, more livable streets by decreasing current excessive parking issues.</i> | |
| How established | <i>By petition in compliance with Chapter 168 of the Legislative Code.</i> | |
| Statistics | <i>77 properties, 77 living units, 188 parking spaces, or 2.4 on street parking spaces per living unit and 1 living units per property.</i> | |
| Resolution Numbers | <i>C.F. 01-1248</i> | |
| City Council History | <i>Ordinance 13543 established 2 hour parking, 8am-6 pm on both sides of Pinehurst from Cleveland to Finn in 1967. Records show some time of Limited Time Zone was in place in 1959. Resolution 01-1248 took the restriction one step further and established permit parking area 27.</i> | |
| Factors making parking critical. Alleys? Garages? Driveways? Long driveways? Exterior parking ramps? | <i>All properties appear to have alley access and garages. There are 5 driveways. This area is 100% single family homes. According to aerial photos in Gismo, this residential area has been adjacent to a commercial area since the 1970s. The area has been mixed use for a long time. The commercial area has not expanded into the residential area, but has been redeveloped. For example, Walgreens development at Ford Parkway and Cleveland to the south tore down old buildings to redevelop on existing commercial parcels. The commercial properties</i> | |

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| | <i>appear to have adequate off street parking in the form of surface parking lots except for Lifetime Fitness at the west end, which has a parking ramp. There is sufficient on and off street parking in this area.</i> |
| TCU Listing | <i>TCU 13357 per ordinance 13543, 1/31/67 TCUs 12503-9 per resolution 01-1248</i> |
| <i>Public Works Recommendation</i> | <i>Statistics in this area indicate that permit parking is based on quality of life rather than insufficient parking. Review of permit use should be done. If use is low, remove permit parking altogether and re-establish 2 hour limited time zone. Probably change to permit parking from limited time zone was done for ease of enforcement by Police.</i> |

Area 29, near Como Regional Park

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| <i>History and Description</i> | | |
| <i>Residential Permit Parking in St. Paul is regulated by the St. Paul, Minnesota, Code of Ordinances under Part II, Legislative Code, Title XV, Parking, Chapter 164. Residential Permit Parking Guidelines and Regulations.</i> | | |
| <i>Residential Permit Parking was first established in St. Paul in 1979 and now includes twenty-five individual areas across the City. Intended to provide relief to residential areas where non-residential parking demand is high, residential permit parking gives local residents priority to park in their own neighborhoods.</i> | | |
| Current Restrictions | <i>“No Parking 10 am- 4 pm, May 1-September 30, Except by Permit”. No Parking is posted on both sides of Bison from Midway Parkway to Midway Parkway and on the east side of Hamline from south of Como and north of Arlington. Some portions of Midway Parkway have parking bays and other portions have No Parking posted. The south side of North Midway Parkway Service Road has No Parking posted and the north side of South Midway Parkway Service Road has No Parking posted. The west side of the north south streets in the neighborhood including Pascal, McKinley, Albert and Sheldon have No Parking posted during the State Fair. The north side of the east west streets in the neighborhood such as Canfield, Almond and Albany have No Parking posted during the State Fair. Special Event Hang Tags are not considered to be valid during the State Fair.</i> | |
| Location | <i>Residential area immediately west of Como Park and east of the State Fair Grounds</i> | <i>Pascal Street and Midway Parkway, Ward 4, District Council 10</i> |
| When established | <i>2010, in place for 4 years.</i> | |
| Reasons established | <i>Residential area did not have sufficient parking to accommodate needs of residents and non-residents. The City Council also found that frequent parking in this area by non-residential users created residential problems of safety, environment and aesthetic nature and to enhance the quality of life in residential areas by reducing noise, traffic hazards and litter, to reduce air pollution and other environmental factors, to preserve safety of children and other pedestrians, to preserve the character of the district as a residential district and to protect the residents of these areas from unreasonable burdens in gaining access to their residences.</i> | |
| How established | <i>By valid petition to create permit parking in accordance with Chapter 168 of the Saint Paul Legislative Code.</i> | |
| Statistics | <i>139 properties, 145 living units, 326 parking spaces, or 2.2 on street parking spaces per living unit and about 1</i> | |

| | |
|------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | <i>living units per property. With No Parking During the State Fair on Sheldon, Frankson and Canfield, the ratio of parking spaces to residents is closer to 1.5.</i> |
| Resolution Numbers | <i>C.F. 10-182</i> |
| City Council History | <i>Resolution 10-182 created Area 28 with the current restrictions. Area 29 had a 1 year moratorium while a parking study was conducted.</i> |
| Factors making parking critical. Alleys? Garages? Driveways? Long driveways? Exterior parking ramps? | <i>North south blocks and properties on Hamline between Como and Albany have alleys and garages. The remaining properties have driveways and garages. There are 53 driveways and most are either long or wide enough to accommodate multiple cars.</i> |
| TCU Listing | <i>TCUs 18595-18600 per resolution 10-182</i> |
| <i>Public Works Recommendation</i> | <i>This area has several factors that justify permit parking. It has sufficient on and off street parking, but is located between major attractions for nonresidents such as Como Regional Park and the State Fair Grounds. The area is also near some Special Events such as the Hmong Soccer Festival and the MSRA Car Show. Review permit use and make any recommended changes based on use. Consider also that the Como Shuttle Bus is still occurring and has had a high ridership of over 5% of visitors to Como Park.</i> |

Area 30, Upper Landing

| | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------|
| <i>History and Description</i> | | |
| <i>Residential Permit Parking in St. Paul is regulated by the St. Paul, Minnesota, Code of Ordinances under Part II, Legislative Code, Title XV, Parking, Chapter 164. Residential Permit Parking Guidelines and Regulations.</i> | | |
| <i>Residential Permit Parking was first established in St. Paul in 1979 and now includes twenty-five individual areas across the City. Intended to provide relief to residential areas where non-residential parking demand is high, residential permit parking gives local residents priority to park in their own neighborhoods.</i> | | |
| Current Restrictions | <i>“2 Hour Parking 8 am-6 pm, Monday-Friday Except Holidays, Except by Permit”. No Parking is posted on the south side of Mill Street, on portions of Walnut Street and on portions of Spring Street. Blocks 5-7 are not part of the Permit Area and therefore 360 and 400 Spring Street and 400 Wilkin are NOT eligible for permits.</i> | |
| Location | <i>Residential area downtown next to the river</i> | <i>Washington Street and Mill Street, Ward 2, District Council 9</i> |
| When established | <i>2010, in place for 4 years.</i> | |
| Reasons established | <i>Residential area did not have sufficient parking to accommodate needs of residents and non-residents. The City Council also found that frequent parking in this area by non-residential users created residential problems of safety, environment and aesthetic nature and to enhance the quality of life in residential areas by reducing noise, traffic hazards and litter, to reduce air pollution and other environmental factors, to preserve safety of children and other pedestrians, to preserve the character of the district as a residential district and to protect the residents of these areas from unreasonable burdens in gaining access to their residences.</i> | |
| How established | <i>Mississippi Flats Association Board of Directors for Block 1, River Front Flat Association Board of Directors for Block 2, Riverfront Board of Directors for Block 3 and the City Homes at Upper Landing Association Board of Directors for Block 4 within the Upper Landing Development have submitted on behalf of their residents letters of approval to create permit parking in accordance with Chapter 168 of the Saint Paul Legislative Code.</i> | |
| Statistics | <i>93 properties, 299 living units, 161 parking spaces, or 0.5 on street parking spaces per living unit and 3.2 living units per property</i> | |
| Resolution Numbers | <i>C.F. 10-911</i> | |
| City Council History | <i>Resolution 10-911 created Area 30 with the current restrictions.</i> | |
| Factors making parking | <i>This area consists of Blocks 1-4 of the Upper Landing</i> | |

| | |
|----------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| critical. Alleys? Garages? Driveways? Long driveways? Exterior parking ramps? | <i>Development. Block 1 has 93 units, Block 2 has 88 units, Block 3 has 27 units and Block 4 has about 32 condo units. There are no alleys or individual garages. There are 4 driveways that provide access to underground parking for each building. It is unknown how many parking spaces are available to residents or their guests. According to aerial photos in Gismo, construction started on the development in 2001 and was completed in 2009.</i> |
| TCU Listing | <i>TCUs 18474-18480 per resolution 10-911</i> |
| <i>Public Works Recommendation</i> | <i>This area has several factors that justify permit parking. It has insufficient on street parking, is located between major attractions for nonresidents such as downtown, The Xcel Energy Event Center and the river. The area is also near some Special Events such as the Taste of Minnesota, Winter Carnival and runs along Shepard Road which occur throughout the year. Review permit use and make any recommended changes based on use. Consider also the future impact of Green Line LRT to commuter parking and high value of parking in this area.</i> |

Appendix B – Open Saint Paul Survey Results

Residential Permit Parking

What do you like and what do you want to change about Residential Permit Parking?

All Responses sorted chronologically

As of January 13, 2017, 8:47 AM



Open Saint Paul is not a certified voting system or ballot box. As with any public comment process, participation in Open Saint Paul is voluntary. The responses in this record are not necessarily representative of the whole population, nor do they reflect the opinions of any government agency or elected officials.

Residential Permit Parking

What do you like and what do you want to change about Residential Permit Parking?

As of January 13, 2017, 8:47 AM, this forum had:

Attendees: 595

All Responses: 354

Hours of Public Comment: 17.7

This topic started on November 22, 2016, 12:10 PM.

Residential Permit Parking

What do you like and what do you want to change about Residential Permit Parking?

Responses

Provide some general information about your use of permit parking areas (select all that apply)

| | | % | Count |
|------------------------------------------------------------------------------|-------------|-------|-------|
| Live in a permit area and have a parking permit | <div></div> | 49.6% | 173 |
| Live in a permit area, but don't have a permit | <div></div> | 6.9% | 24 |
| Live within a block of a permit area | <div></div> | 18.3% | 64 |
| Employee at a business in or near a permit area | <div></div> | 3.7% | 13 |
| Park in a permit area to go to a business in or near the permit parking area | <div></div> | 17.5% | 61 |
| Business owner in or near a permit parking area | <div></div> | 2.6% | 9 |
| Landlord in or near a permit parking area | <div></div> | 3.4% | 12 |
| Don't park in permit parking areas | <div></div> | 18.9% | 66 |

What Residential Parking Permit area do you live and or park in?

Answered 277

Skipped 77

- 1 13 19 **2** 22 29 3 6 7 **9** **anthony area** areas **ave** **avenue**
between block **COMO** **crocus** **don** **goodrich** **grand** **hill** **irvine** **lincoln** **live**
near park **parking permit** residential **saint** **st** **summit** **t** **thomas**
victoria **west zone**

Residential Permit Parking

What do you like and what do you want to change about Residential Permit Parking?






What zip code do you live in?

Answered 347










Skipped 7

55015 55102 55103 55104 **55105** 55107 55108 55114 **55116 55117**

My primary mode of transportation is

| | | % | Count |
|---------|-----------------------------------------------------------------------------------|-------|-------|
| Car |  | 88.9% | 312 |
| Transit |  | 2.0% | 7 |
| Bike |  | 3.4% | 12 |
| Walk |  | 2.3% | 8 |
| Other |  | 3.4% | 12 |

When parking in a residential permit area, it is most difficult to find parking during... (pick one)

| | | % | Count |
|----------------------------------|-------------------------------------------------------------------------------------|-------|-------|
| Morning weekday (8am – 12pm) |  | 2.6% | 9 |
| Afternoon weekday (12pm-4pm) |  | 9.9% | 34 |
| Evening weekday (4pm-9pm) |  | 15.4% | 53 |
| Morning weekend (8am – 12pm) |  | 1.2% | 4 |
| Afternoon weekend (12pm-4pm) |  | 9.0% | 31 |
| Evening weekend (4pm-9pm) |  | 9.0% | 31 |
| Overnight |  | 3.2% | 11 |
| Parking is not difficult to find |  | 27.0% | 93 |
| I don't park in a permit area |  | 22.7% | 78 |

Residential Permit Parking

What do you like and what do you want to change about Residential Permit Parking?

What do you like about residential permit parking areas? (select all that apply)

| | | % | Count |
|---------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-------|
| Able to find parking in my neighborhood |  | 57.2% | 166 |
| Able to find short term parking near a business I go to |  | 15.9% | 46 |
| Reduces the traffic looking for parking on my street |  | 37.9% | 110 |
| Other |  | 34.5% | 100 |






Please share any additional thoughts on what you like about Residential Permit Parking areas.

Answered 162

Skipped 192




all **area** areas block cars do **don** during enforcement fair **from** front **grand**
home **house** like live more near need **neighborhood** one **park**
parking people permit **permits** residential
residents s so st **Street** streets t them they was **who** without

What would you like to change about residential permit parking areas? (select all that apply)

| | | % | Count |
|----------------------------------------------|-------------------------------------------------------------------------------------|-------|-------|
| Increase the size of permit areas |  | 16.8% | 55 |
| Decrease the size of permit areas |  | 8.8% | 29 |
| Get rid of permit areas |  | 18.6% | 61 |
| More enforcement by police |  | 39.0% | 128 |
| Make signs about permit areas less confusing |  | 42.7% | 140 |

Residential Permit Parking

What do you like and what do you want to change about Residential Permit Parking?

| | | % | Count |
|---------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-------|
| Allow people without permits to park short-term in the permit areas |  | 29.3% | 96 |
| Make buying a permit easier |  | 20.7% | 68 |
| Other |  | 25.6% | 84 |

Please share any additional thoughts on changes you would like to see to the Residential Permit Parking areas.

Answered 163

Skipped 191

all also **area** **areas** **block** **cars** **do** **don** **during** **enforcement** **from** **get**
grand **just** **like** **live** **more** **near** **need** **neighborhood** **one** **only**
park **parking** **people** **permit** **permits** **residential**
residents **see** **signs** **so** **street** **streets** **t** **they** **think** **time** **was** **who**



TRANSPORTATION CHAPTER

DRAFT MAY 30, 2017

Transportation Chapter

Introduction

It is the intent of this chapter to guide creation of a safe, equitable and well-maintained multi-modal transportation system in Saint Paul that supports vitality and the needs of all users and sets the stage for infill development to accommodate the city's projected growth. The transportation system relies primarily on its streets, which connect people to jobs, homes, shopping, education and recreation. It is important to have a consistent long-term vision that will gradually, strategically and consistently remake the city's transportation system so that it works better for all users.

Six overarching issues have received special consideration in drafting this chapter and have been integrated into the chapter goals and policies: racial and social equity, aging in community, community/public health, economic development, sustainability/resiliency and access to healthy food.

The following goals guide the policies in this chapter:

- investment that reflects the City's priorities;
- safety and accessibility for all users;
- a transportation system that supports employment and access to jobs;
- true transportation choice throughout the city, with a shift from single-occupant vehicles toward other modes;
- sustainable and equitable maintenance models;
- environmentally sustainable design;
- functional and attractive parkways; and
- a system that shapes and responds to technology.

The chapter establishes clear priorities for project selection. Projects will prioritize safety

and equity benefits, followed by support of quality jobs. Equity benefits entail improving livability for those who live in racially-concentrated areas of poverty, as delineated on maps by the ACP50 boundaries. Maintenance is also established as a "first cut" for project selection, because regular maintenance is much more cost-effective in the long run than allowing surfaces to deteriorate to the point they require total reconstruction. Regular maintenance, such as sealcoating or mill & overlay projects, allows for a greater number of projects to be accomplished over time. Further, streets without potholes are safer for all users. For competitive funding processes, project selection will also account for the anticipated ability to obtain funding. Finally, these priorities – as well as our land use priorities – will guide our approaches to future technology changes such as automated vehicles, with different needs, opportunities and stressors than what is on the road today.

Priorities are also established for the *design* of our rights-of-way, with pedestrians and bicyclists placed at the top. Pedestrians are the most vulnerable users of our rights-of-way, and

almost everybody is a pedestrian for some portion of each trip. Considering pedestrians first will ensure a safe transportation system that works well for everyone. In many places, this will mean expanded, enhanced or separated pedestrian or bicycle facilities, especially at intersections. In industrial areas, these priorities may simply mean keeping pedestrians and bicyclists out of the way of trucks. This set of priorities will guide how the various tools in the City's Street Design Manual are used to design our rights-of-way in any given situation.

"Road diets" that convert undivided four-lane roads to three lanes will be aggressively evaluated and pursued wherever found to be appropriate in order to prioritize pedestrian safety. Undivided four-lane roads are among the most dangerous in the city. Conversion of these roads to three lanes can have a minimal impact on traffic flow, dependent on traffic volumes as well as context-specific issues, such as the number of access points. Other safety improvements will also be pursued, especially at intersections, as guided by the City's Street Design Manual.

Pedestrians, bicycles and public transit will be planned for and supported in all parts of the city, especially where they are needed most. Bridges are called out as valuable opportunities to thoughtfully connect all transportation modes across barriers such as rivers, railroads and interstate highways.

Our transportation system will also work hand-in-hand with land use by supporting employment, providing quality transit where we expect more density via redevelopment and infill, and presenting a finer-grained streetscape as larger contiguous sites are redeveloped.

Goal: Investment reflects City priorities.

Policy T-1. Prioritize safety and equity benefits in project selection, followed by support of quality jobs – both through business support and connection of residents to job centers such as downtown. Priorities will also be informed by specific modal plans, such as the Bicycle Plan or the forthcoming Pedestrian Plan.

(See Sidebar & Figures T-1, T-3 and T-5 through T-8 in Appendix A to inform implementation of this policy.)

Policy T-2. Use surface condition and multimodal usage rates to identify a first cut of transportation projects for potential investment, to ensure well-maintained infrastructure that benefits the most people.

(See Figures T-11 and T-13 in Appendix A to inform implementation of this policy.)

Policy T-3. Design rights-of-way per the following modal hierarchy:

1. Pedestrians, with a focus on safety
2. Bicyclists, with a focus on safety
3. Transit
4. Other vehicles

Goal: Safety & accessibility for all users.

Policy T-4. Adopt and implement a “Vision Zero” program with the long-term goal of achieving zero traffic fatalities and severe injuries. Components of the program should include engineering improvements and behavioral safety improvements, such as reducing driver impairment, inattentiveness and speed through education and enforcement.

Policy T-5. Implement “road diets” for undivided four-lane roads to convert them to three lanes where feasible.

(See Figure T-2 in Appendix A to inform implementation of this policy.)

Policy T-6. Implement intersection safety improvements such as traffic signal confirmation lights, pedestrian countdown timers, leading pedestrian signal intervals, curb extensions and median refuge islands.

Policy T-7. Reduce speed limits where it will improve safety, and work with state and Ramsey County governments to overcome obstacles to implementing this policy.

Policy T-8. Design the rights-of-way for all users, including older people, children and those with mobility constraints, as guided by the Street Design Manual, and by thoughtfully addressing streetscape issues such as curb cut design, level sidewalks, lighting, accessibility to/from bus stops, and the presence of benches and buffers between sidewalks and streets.

Policy T-9. Design sidewalks, trails and transit stops for personal safety (real and perceived), including by providing lighting and boulevards.

Policy T-10. Support driver, bicyclist and pedestrian education to improve mutual awareness and safety.

Policy T-11. Minimize and consolidate driveway curb cuts as opportunities arise for redevelopment and infill sites that can reasonably be accessed via side streets, alleys or shared driveways, especially in areas with anticipated high pedestrian activity or with adjacent planned bikeways.

Policy T-12. When street design changes involve the potential loss of on-street parking spaces, prioritize safety for all transportation modes and explore mitigation of lost spaces where feasible and practical.

Goal: A transportation system that supports employment and access to jobs.

Policy T-13. Implement and support freight transportation improvements in and near industrial areas of regional economic importance, particularly West Midway, the Great Northern corridor, the Red Rock industrial area and the portion of West Side Flats east of Robert Street, to improve safety and connections to the regional transportation network.

Policy T-14. Explore freight delivery solutions that avoid loading/unloading conflicts in congested areas so as to support businesses and provide safety to pedestrians and road users.

Policy T-15. Support above-standard streetscapes in business areas where they are desired.

Policy T-16. Consider using pricing to manage parking demand and improve parking efficiency in areas with high demand and short supply.

Policy T-17. Work with agency partners and the Metropolitan Airports Commission to maintain a regional aviation system that balances commercial demand and capacity while being compatible with the community.

Goal: True transportation choice throughout the city.

Policy T-18. Reduce vehicle miles traveled (VMT) by improving transportation options beyond single-occupant vehicles. [SUPPLEMENT W ANY VMT GOAL # FROM FORTHCOMING CLIMATE ACTION PLAN]

Policy T-19. Pursue shifting mode share towards pedestrian, bicycle, public transit and carpooling as a solution to existing or anticipated traffic issues analyzed through traffic studies, rather than automatically assuming current mode share.

Policy T-20. Implement the Bicycle Plan to make bicycling safe and comfortable throughout the city, and to increase bicycling mode share.

Policy T-21. Implement the forthcoming Pedestrian Plan to make walking safe and comfortable throughout the city, and to increase pedestrian mode share for short-distance trips. Until the Pedestrian Plan is adopted, focus pedestrian infrastructure improvements in areas with acute pedestrian safety concerns, with existing or anticipated high pedestrian activity, and/or in racially concentrated areas of poverty.

Policy T-22. Provide sidewalks throughout the city, generally on both sides of the street, except potentially in portions of Highwood as directed via other officially-adopted City plans.

(See Figure T-1 in Appendix A to inform implementation of this policy.)

Policy T-23. Improve public transit mode share and support quality public transit in all parts of the city through strategic establishment of transit-supportive land use intensity and design, working with transit providers to improve their service offerings, and supporting transit facilities.

(See Figures T-5 through T-8 in Appendix A to inform implementation of this policy.)

Policy T-24. Expand commuter options with Travel Demand Management (TDM) and support of carpooling facilities.

- a. Require a TDM Plan for large developments and large employers.
- b. Explore individual incentives, employer programs and parking policies that encourage alternatives to the single-occupancy automobile.
- c. Support the work of other agencies, organizations and the private sector to market and support transit, carpooling, biking, walking, flexible work hours and telecommuting.
- d. Consider options to enforce and improve implementation of TDM Plans.

Policy T-25. Design holistically for all mode users, especially pedestrians and bicycles, in any bridge reconstruction or maintenance project such as for bridges (or lids) over interstate highways or the Mississippi River. Ensure that

the project scope incorporates adjacent intersections as necessary to achieve such holistic design.

Policy T-26. Design streets with the needs of all mode users in mind, as guided by the Street Design Manual.

Policy T-27. Establish (or re-establish) the right-of-way grid with block lengths of 300 to 600 feet as redevelopment occurs on large sites in order to increase neighborhood connectivity and accommodate pedestrian-oriented, higher-density development.

Policy T-28. Accommodate access to community events and around construction projects by all mode users, including by working with Metro Transit to provide additional transit service to major events, providing sufficient bicycle parking, generally avoiding the closure of bicycle lanes and providing detours for all modes.

Goal: Sustainable and equitable maintenance models.

Policy T-29. Pursue fiscally sustainable models for equitably maintaining transportation infrastructure in Saint Paul, including for right-of-way maintenance, bridges, sidewalks, trails and alley snowplowing.

Policy T-30. Consider the full long-term infrastructure costs when allocating maintenance funding compared to reconstruction funding.

Policy T-31. Maintain roadway pavements in pursuit of achieving a Paving Condition Index (PCI) of 70 on all City-owned streets.

(See Figure T-11 in Appendix A to inform implementation of this policy.)

Goal: Environmentally sustainable design.

Policy T-32. Seek opportunities to improve the environmental sustainability of rights-of-way in

the city, such as through shared, stacked-function green infrastructure (SSGI) and planting trees to reduce the urban heat island effect.

Goal: Functional and attractive parkways.

Policy T-33. Maximize space for recreation and landscaping uses within parkway rights-of-way, and prioritize recreation and landscaping in parkway design in order to maintain a park-like feel, particularly on the Grand Round.

Goal: A system that shapes and responds to technology.

Policy T-34. Ensure that automated vehicles, as they may come into use, further the City's transportation and land use priorities.

Policy T-35. Ensure that right-of-way design accounts for changing vehicle technologies and forms of use, such as automated vehicles, car-sharing and ride-sharing.

Transportation Committee's Transportation Chapter Discussion

Potential Revisions & Questions to Consider

Bill's responses below each note

May 8 TC notes:

- We should take this opportunity to make the case for additional funding. We know the current level of funding is insufficient to maintain what we have – we're already underinvesting. This could involve saying, "To maintain the current system as it is would cost \$x." We could state what the gap is now and anticipated to be in 2040, or at least give a sense of the gap.
 - o *Unsure whether this will be best located in the staff memo that accompanies the chapter, the chapter introduction, or a sidebar. Some potential language that was in an earlier draft of the Intro is:*

"The life expectancy of Saint Paul's streets is approximately 40 years with the potential to extend by 20 years with mill and overlay maintenance, though many of our streets go 90 years or more before being reconstructed. Opportunities to remake streets are infrequent due to limited funds and a high volume of needs, which means that citywide plans require decades to implement."
- Need to emphasize freight. For example, this might involve smaller vehicles or distribution points in order to avoid loading/unloading conflicts.
 - o *New Policy T-14 attempts to address this issue.*
- We should have spacing standards for how far controlled pedestrian crossings are from one another – a placeholder policy until the Ped Plan is adopted, which would incorporate that direction.
 - o *No policy change suggested. In evaluating our current situation, most streets allow for controlled pedestrian crossings every ½ mile or less, with ½ mile being a rather common spacing on arterial streets. However, there are many notable exceptions, including parts of Ayd Mill Road, West Seventh Street, Shepard Road, Warner Road, Upper Afton, Lower Afton, McKnight Road, East Shore Drive, Wheelock Parkway, Johnson Parkway, Phalen Boulevard, Como Avenue, Pierce Butler Route, several streets running alongside cemeteries or open spaces, and the longer bridges (Smith Ave and 3rd/Kellogg). It is unlikely that the City would support additional controlled crossings on some of these roads' longer stretches – at a minimum it would be hugely controversial. A longer maximum spacing such as 1 mile would seem pathetic. On the other hand, there are numerous instances where the spacing is already ½ mile, but additional controlled crossings may be warranted for safety reasons. For these reasons, on further investigation, it seems wiser to focus the emphasis on safety, areas of high-pedestrian activity, and equity, rather than introducing a numerical standard. A more refined, context-sensitive look at ped crossing spacing could happen through the Pedestrian Plan.*
- Think about connections across boundaries on our maps. For instance, what are the major bikeway connections just outside the city limits? (e.g. Marshall bridge)
 - o *Will address this through map revisions occurring this summer.*

- Map T-6 (Job Concentrations & Transit) mislabels the regular/high-frequency transit. Needs staff correction.
 - *Will correct via map revisions this summer.*
- There could be value in being specific about how to prioritize. For example, how does modal prioritization work in a specific pedestrian vs. car design conflict scenario?
 - *After some further consideration, this seems too specific of an implementation issue to address in a policy statement. Perhaps, though, it could be part of presentations to the Comp Planning Committee and the general public so that the policy's impact is better understood.*
- Consider putting some of the map layers on the City's Open Data Portal. For example, PCI (Paving Condition Index) would be interesting and useful to community members.
 - *When mapping is complete (if not while it's in progress), will take a comprehensive look at layers used for the Comp Plan that could be added to the Open Data Portal.*

May 22 TC notes:

- Need policy to encourage sustainability/resiliency in the ROW, such as landscaping to reduce heat island effect, stormwater integration, etc.
 - *A new goal encouraging environmentally sustainable design and new Policy T-32 attempt to address this issue.*
- Should there be specific mode share goals? Perhaps at least show current mode shares as baseline. However, there is some sensitivity to how this might be presented.
 - *As discussed May 22, it does not seem like a good idea to have specific mode share goals because (a) we would want to continue pursuing increased mode share for non-single-occupant vehicles even if the targets were met – it would be best to be more timeless, and (b) it could be distracting from the overall emphasis on non-SOV modes to call attention to the current SOV mode shares (i.e. "80% of people drive, so why aren't we spending all our resources on faster roads"). However, current mode shares could be evaluated as a potential sidebar item. There is only room for 2 or 3 sidebars, so this will have to be evaluated against other potential topics.*
- Encourage short-term or temporary trials, such as for bump-outs or 4-to-3 lane conversions.
 - *This should be highlighted in the Comp Plan's Implementation Chapter.*
- Move T-9 (Vision Zero) to #4 as a logical lead-off for the safety section.
 - *Change made.*
- "prioritize" (not "pursue") safety for all transportation modes in T-12.
 - *Change made.*
- In T-15, change the language to frame it as using price to manage demand. Concept should be broad enough to encourage price increases where meters already existed, such as happened recently in downtown.
 - *The policy (now T-16) has been reworded to address this issue.*

- For the Land Use chapter (because it deals w off-street parking), encourage (or broker agreements) for shared parking on private lots with extra supply. Also, explore parking strategies (shared lots, signage, etc.) to improve efficiency in areas of high demand.
 - *Passed along for consideration in the Land Use Chapter.*
- Consider maximum parking standards.
 - *Being evaluated for inclusion in the Land Use Chapter.*
- Be careful about the word “balances” in T-16.
 - *No changes recommended to this policy (now T-17). It provides a general framework to evaluate any potential expansion of the airports, so “balances” seems to be appropriately general.*
- “Pursue” (not “Explore”) shifting mode share in T-18.
 - *Change made in policy (now T-19).*
- Consider adding monitoring of TDM Plans to T-23d.
 - *The general policy direction calls for considering options for enforcing and improving implementation of TDM Plans, which might include monitoring. No additional words are needed to pursue this, but the study of options should be comprehensive and not be limited to monitoring. So, no change recommended in the policy language (now T-24d). See also TDM zoning code excerpt, provided as an attachment.*
- “especially” (not “including”) peds and bikes in T-24.
 - *Change made in policy (now T-25).*
- Add construction detours to T-27 policy about events detours.
 - *Change made in policy (now T-28).*
- Consider having signage standards for detours in T-27. DNR might have good examples.
 - *Should consider for the Implementation Chapter.*
- “Pursue” (not “Explore and pursue”) fiscally sustainable models... in T-28.
 - *Change made in policy (now T-29).*
- Consider a stronger statement in T-29 for maintenance funding needs.
 - *I haven’t found language that is artful enough to capture this sentiment and still be implementable. No change recommended for this policy (now T-30).*
- Add ride-sharing and car-sharing to the list of vehicle technologies in T-33.
 - *Change made in policy (now T-35).*
- “Walkable streets are good for business” is an important argument for walkability policies that often gets overlooked [comment after the meeting by BL].
 - *Should consider for inclusion as a sidebar, or in the staff memo or presentation to the Comp Planning Committee or general public.*

Sec. 63.122. - Travel demand management.

- (a) *Purpose* . The Travel Demand Management (TDM) provisions of this section are intended to implement comprehensive plan policies calling for balance and choice in transportation options; coordination between transportation options and land use; maximizing the use of alternative travel modes such as ridesharing, public transit, bicycling, and walking; and offering other choices such as staggered work hours, preferential parking, and telecommuting; in order to reduce motor vehicle travel and thus traffic congestion in the city, enhance the efficiency of transportation facilities and infrastructure, improve air quality, conserve energy and enhance productivity.
- (b) *Applicability*. This section applies to any development or redevelopment, including phased construction, providing one hundred (100) or more accessory off-street parking spaces, and to any change resulting in a parking increase of twenty-five (25) percent or fifty (50) accessory off-street parking spaces, whichever is less, and providing one hundred (100) or more parking spaces. TDM plans may be done for other development, but are not required by this section.
- (c) *Program requirements* . No building or grading permit shall issue for any project subject to this section until the zoning administrator has issued written findings that a TDM plan has been prepared which meets the requirements of this section. All development, redevelopment, or change in use for which this section is applicable shall be subject to the following requirements.
 - (1) *Plan submission and approval* . The TDM plan must be submitted and approved as part of site plan review under the provision of section 61.402.
 - (2) *Plan content* . The TDM plan may be prepared by a qualified traffic engineer or the owner of the property where the project will take place. Assistance with writing a TDM plan may also be available through the city's designated Transportation Management Organization if such an organization is designated and available. All TDM plans shall contain at a minimum the following:
 - a. A description of the methodology used to create the TDM plan, including but not limited to forecasts of overall and peak period employment, customers, residents, trips generated, mode splits, parking demand and supply, and transit demand and supply;
 - b. A description of the TDM plan objectives and quantifiable goals, including peak hour vehicle trip reduction goals;
 - c. A description of TDM strategies and implementation actions, such as but not limited to: employer subsidized transit passes; on-site transit facilities; preferential parking for ride sharing, share car, and alternative fuel vehicles; on-site bicycle and pedestrian facilities; and telecommuting and flex scheduling opportunities;
 - d. A description of TDM evaluation measurements, processes, and benchmarks that will be used to determine the effectiveness of the TDM strategies used and progress towards achieving the TDM plan's goals;
 - e. Proposed total expenditures to implement the TDM plan for at least two (2) years following the issuance of the certificate of occupancy;
 - f. A statement that the TDM plan implementation date shall be six (6) months after the certificate of occupancy is issued; and
 - g. A statement that the TDM plan final compliance date shall be two (2) calendar years after the initial TDM plan implementation date.
 - (3) *Security agreement* . To ensure TDM plan implementation, the property owner/developer shall file a security agreement in the form of an irrevocable letter of credit, a performance bond, or cash escrow equal to the development's two-year TDM plan budget specified in section 63.122(c)(2)e. Such security agreement shall be filed with the zoning administrator within one (1) year of site plan approval.
- (d) *Compliance* . The developer, property owner, or their successors and assigns must demonstrate a good faith effort to meet the goals and implementation strategies set forth in the approved TDM plan

by submitting to the zoning administrator an Annual Status Report within thirty (30) days of the one-year and two-year anniversary dates of the issuance of the certificate of occupancy for the project. The zoning administrator, within sixty (60) days of receipt of the annual status report, will review the report to determine if a good faith effort has been made to implement the goals described in the TDM plan or that the goals described in the TDM plan have been met. The annual status Report must at a minimum include written documentation of the following:

- (1) Results of follow up surveys, in a format approved by the zoning administrator, to determine the progress toward achieving the goals set forth in the approved TDM plan;
 - (2) Documentation of annual expenditures made to implement the strategies listed in the TDM plan; and
 - (3) Evidence of implementation of TDM strategies listed in the TDM plan on a schedule that would reasonably allow achievement of TDM goals by the target compliance date.
- (e) *Final plan evaluation, release, forfeiture of security agreement* . If the developer, property owner, or their successors or assigns demonstrates a good faith effort to achieve the goals set forth in the approved TDM plan by the TDM plan compliance date, the TDM security agreement shall be released by the zoning administrator within ten (10) business days of the administrator's determination. Failure to comply with the provisions of an approved TDM plan constitutes a violation of this Code. If the developer, property owner, or their successors or assigns fail to submit a timely annual status report that demonstrates a good faith effort to achieve the goals set forth in the approved TDM plan, the zoning administrator may hold the TDM plan's security agreement for an additional twelve-month period at the end of which period an additional annual status report must be submitted. At the end of the additional period, the zoning administrator shall determine whether there has been a good faith effort to reach the goals of the TDM plan. The TDM security agreement will either be released or forfeited based upon the administrator's determination. If the zoning administrator determines on the basis of the annual status reports that the failure to implement the strategies set forth in the TDM plan or otherwise achieve the TDM plan goals is attributable to inexcusable neglect on the part of the developer, property owner, or their successors and assigns, the financial guarantee shall be immediately forfeited to the city.

(C.F. No. 10-403, § 2, 6-16-10; Ord. No. 11-27, § 1, 4-20-11)