

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

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

### **Conclusion and Recommendation**

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

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

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

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

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

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

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

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

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

**Technical Committee Members**

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

**Advisory Committee Members**

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

**Cost**

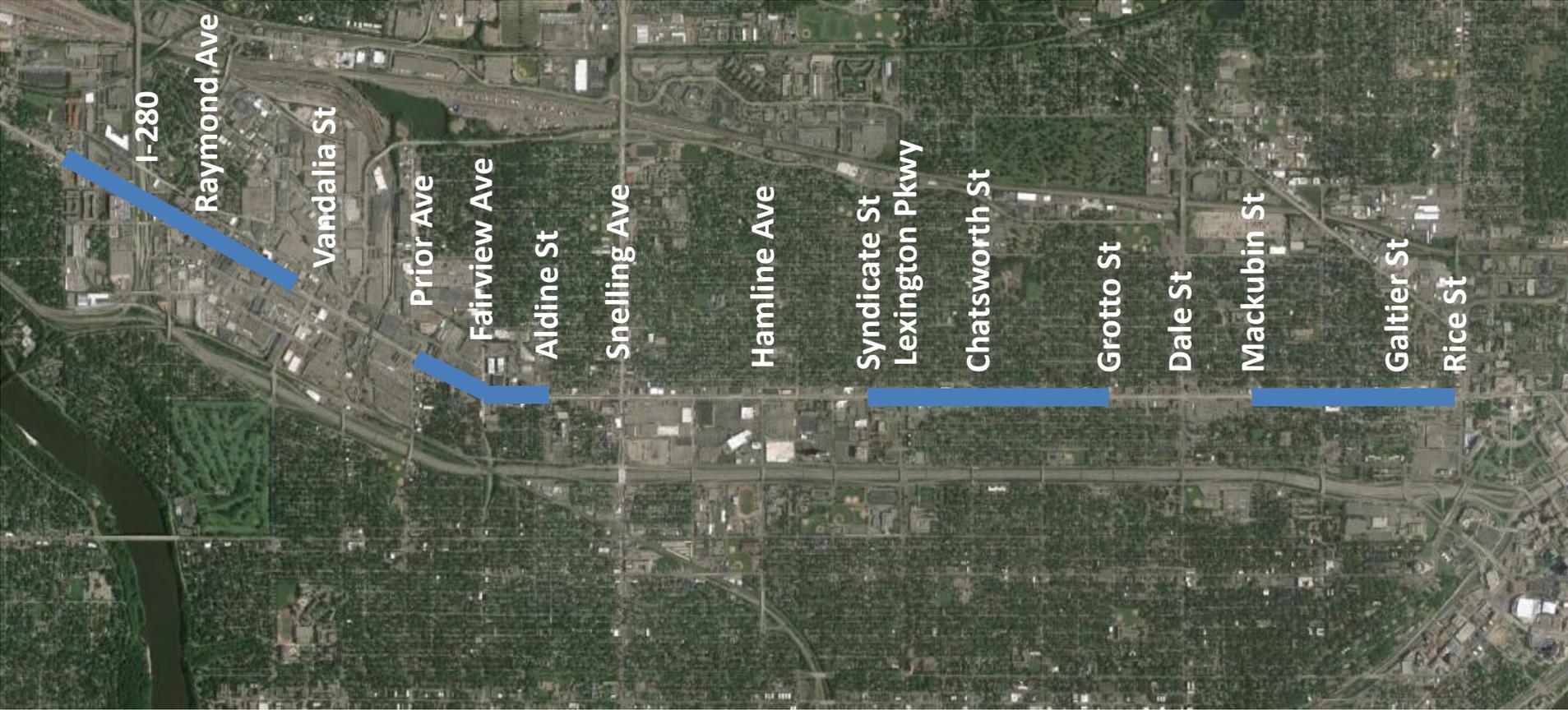
The implementation of the parking changes is estimated to cost \$79,375 to create 451 evening parking spaces along University Avenue.

**Funding Plan**

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

Implementation is expected in 2016.

# Proposed On-Street Parking



— = 1 Through Lane + 1 Parking Lane, 6pm-2am

city of saint paul  
planning commission resolution  
file number \_\_\_\_\_  
date \_\_\_\_\_

WHEREAS, Green Line Light Rail Transit (“the Green Line”) opened for operations in June 2014; and

WHEREAS, construction of the Green Line involved removal of parking spaces on University Avenue, with the understanding that such decision could be reevaluated after Green Line operations had commenced and new University Avenue traffic patterns became established; and

WHEREAS, stakeholders have expressed a desire to evaluate the return of on-street parking to University Avenue in order to support small businesses and institutions, and to strengthen the pedestrian realm; and

WHEREAS, a study titled “University Avenue Parking Possibilities” (“the study”) was conducted for the City of Saint Paul that evaluated the technical feasibility of converting portions of existing vehicular traffic lanes to on-street parking spaces on University Avenue from 23<sup>rd</sup> Avenue in Minneapolis to Rice Street in Saint Paul; and

WHEREAS, a survey of businesses and residents (“the survey”) was conducted for the City of Saint Paul that addressed the potential impacts to respondents of adding on-street parking and preferences for changes to the University Avenue design; and

WHEREAS, a technical advisory committee was established consisting of staff from various affected governments; and

WHEREAS, an advisory committee was established consisting of political officeholders, Mayor’s Office staff, and Public Works staff; and

WHEREAS, the technical advisory committee, considering the study and the survey, provided a recommendation to the advisory committee regarding the establishment of on-street parking during certain hours and in certain locations along University Avenue; and

WHEREAS, the advisory committee, considering the study, the survey, and the technical advisory committee’s recommendation, provided a recommendation to the Transportation Committee of the Saint Paul Planning Commission regarding the establishment of on-street parking during certain hours and in certain locations along University Avenue; and

moved by \_\_\_\_\_  
seconded by \_\_\_\_\_  
in favor \_\_\_\_\_  
against \_\_\_\_\_

WHEREAS, the Transportation Committee, considering the study, the survey, and recommendations from the technical advisory committee and advisory committee, provided a recommendation to the Planning Commission; and

WHEREAS, the Planning Commission held a public hearing on January 8, 2016 regarding the potential changes and has considered all testimony from such hearing, as well as the recommendations and information it received via the Transportation Committee;

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission recommends that the Mayor and Council of the City of Saint Paul authorize staff to amend the design of University Avenue so as to permit on-street parking from 6:00 p.m. to 2:00 a.m. daily in the following stretches of University Avenue: between Emerald Street and the Fire Station west of Vandalia Street, between Prior Avenue and Aldine Street, between Syndicate Street and Grotto Street, and between Mackubin Street and Rice Street.

BE IT ALSO RESOLVED, that the Planning Commission recommends that the Mayor and Council of the City of Saint Paul direct staff to establish a monitoring process for the first year of on-street parking implementation in the stretch of University Avenue between Prior Avenue and Aldine Street with metrics such as parking usage and public feedback received, and that the results of such monitoring be reported to the Transportation Committee of the Planning Commission.