

# Central Corridor Light Rail Transit

Community Advisory Committee

April 16, 2009



*Improving  
mobility*

*Easing  
congestion*

*Strengthening  
our communities*

# Community Advisory Committee

- **Purpose**
  - Advise Corridor Management Committee (CCMC)
  - Provide input and feedback to staff
  - Issues related to planning, design & construction
- **Responsibilities**
  - Advise CCMC on issues such as station design, parking, accessibility and construction mitigation
  - Facilitate greater citizen participation
  - Provide feedback on structure and effectiveness of communication and public involvement efforts

# Today's Agenda



- Reports
  - Chair's
  - CAC members
  - Outreach
  - Public art
- Parking Solutions Team report

## Central Corridor Light Rail Transit

### Your source

for Central Corridor Light Rail  
Transit information...



### the multilingual staff of the designers & builders



Hue Pham



Joey Browner



Dana Happel



Jessica Hill



Shoua Lee



Rita Rodriguez



Eve Vang

Contact community outreach coordinators of the Central Corridor LRT Project at  
651-602-1645 or [centralcorridor@metc.state.mn.us](mailto:centralcorridor@metc.state.mn.us)

[www.centralcorridor.org](http://www.centralcorridor.org)

# Outreach Coordinators Report

- Initiate poster campaign and new hotline in multiple languages
- Schedule public art feedback meetings for May
- Present parking report to community groups
  - District Councils
  - Midway Chamber of Commerce
  - University Avenue Business Association

## Central Corridor Light Rail Transit

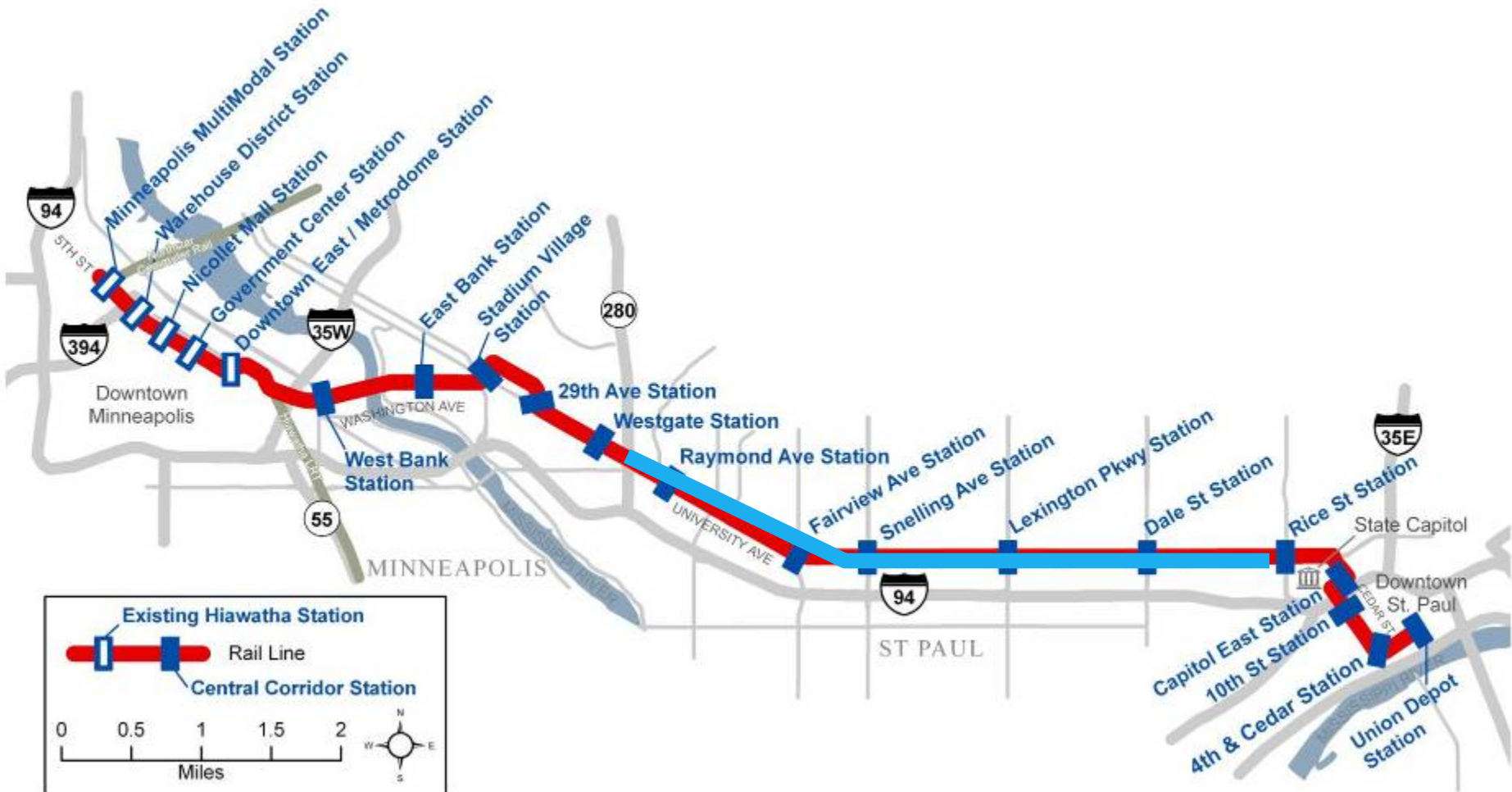


# Parking Solutions Team Report

Dan Soler, CCPO Engineer  
Craig Blakely, City of St. Paul

# Central Corridor Light Rail Transit

## Parking Impacts Scope of Study – Rice St. to Emerald St.



Feb. 2008

- CCLRT design result in increased loss of on-street parking
  - 625 spaces lost due to mandatory elements (stations, turn lanes)
  - 350 spaces lost due to public request for more non-signalized ped crossings

2008-2009

- Community outreach, information gathering

Sept. '08

- Parking Solutions Team created in response to community concerns

## Remaining On-Street and Off-Street Parking



- 175 on-street parking spaces on University Ave will remain with LRT
- 560 on-street parking spaces on north-south cross streets within a block of the corridor
- 25,000 spaces in private parking lots within  $\frac{1}{4}$  mile of LRT stations (2006 City of St. Paul study)

# Purpose



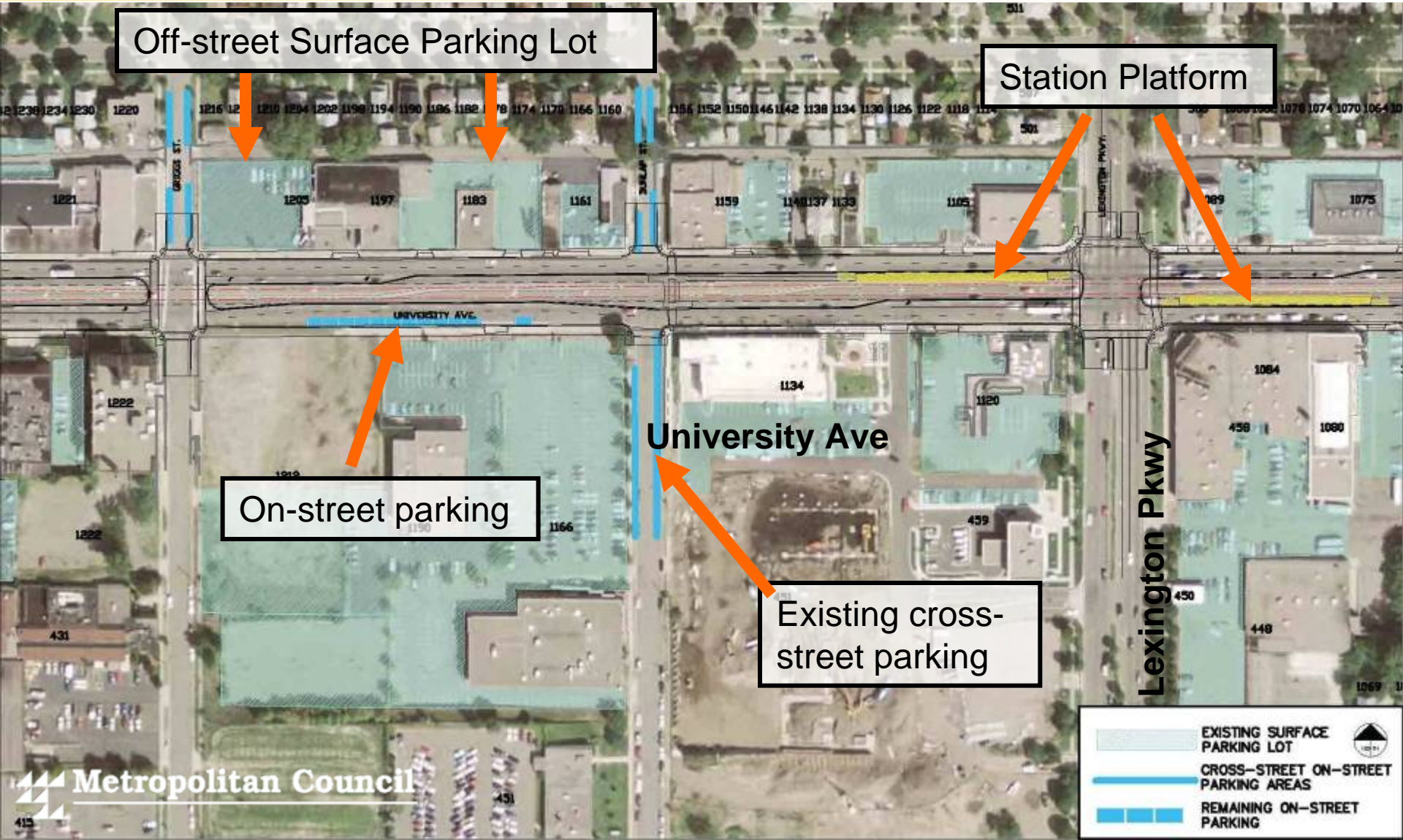
- Provide detailed review of loss of on-street parking
  - Due to LRT alignment and street reconfiguration
  - From Rice Street to Emerald Street
- Identify areas significantly impacted by LRT

# Methodology



- Quantitative and qualitative data collected via
  - Interviews and one-on-one meetings with businesses
  - Surveys
  - Information from property owners of larger office buildings
  - Preliminary Engineering map
  - Aerial photos
  - Discussion at BAC, CAC and other public meetings

# Mapped Parking with LRT



# Methodology



- Develop considerations
  - Corridor-wide
  - Site-specific
- Identify critical areas
- Identify potential solutions
  - Corridor-wide
  - Site-specific
- Develop outreach plan and next steps

# Considerations Parking Impacts



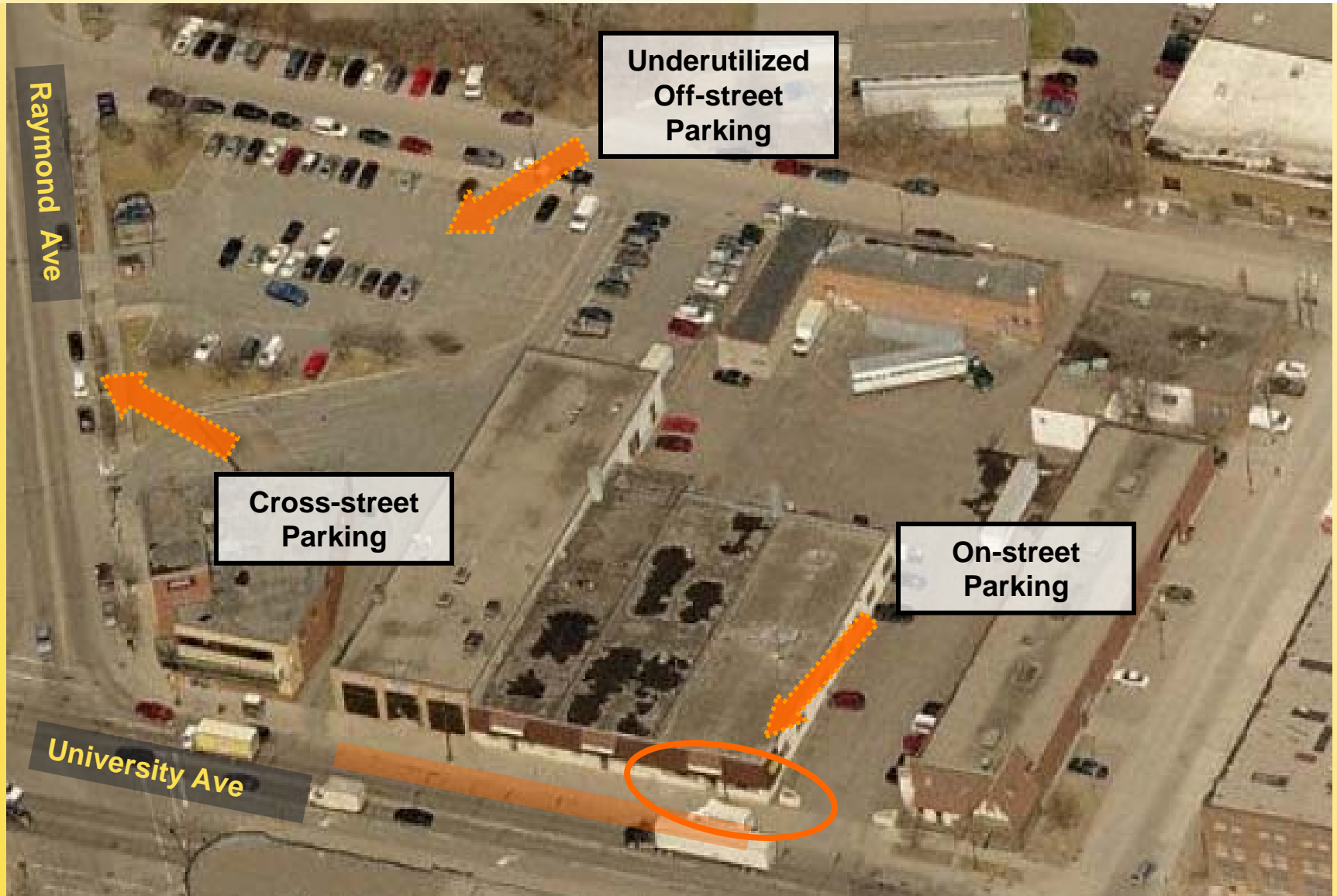
- Corridor-wide
  - Pertaining to issues on the corridor as a whole
- Site-specific
  - Pertaining to issues at specific locations on corridor

## Central Corridor Light Rail Transit

- Parking as a system
  - Distribution of parking
  - Zoning code
  - Cultural differences
  - Stakeholder participation
  - Parking enforcement
- ## Considerations
- ### Corridor-wide
- Perception of “free” parking
  - Use of off-street parking
  - Park-and-riders (hide-and-riders)
  - Funding for comprehensive strategies

# Corridor-wide Considerations

## Parking as a System



## Corridor-wide Considerations Distribution of Parking

- Parking supply varies along corridor
- Corridor history contributes to street configuration and parking



# Corridor-wide Considerations

## Cultural Differences



- Cultural and language barriers prevent communication and coordination of shared parking

## Corridor-wide Considerations Park and Riders



- Informal park-and-riders (also known as “hide-and-riders”) reduce amount of on-street parking for customers and residents

# Corridor-wide Considerations

## Use of Off-Street Parking



- Off-street parking exists, but is underutilized
- Unsigned, inaccessible, and unsafe parking deters people from usage

## Site-Specific Considerations

- Physical configuration of buildings & parcels
  - Inefficient design
  - Refuse and recycling
  - Terrain or grade
  - Distance to available on-street parking
  - No or vacated alley
  - Utility pole locations
  - Distribution of parking
  - Existing parking lots for big box businesses
  - Redevelopment

- Commercial parking needs
  - Number of employees
  - Mode of transportation
  - Type of business/client/customer
  - Customer pick-up/short term parking
  - Deliveries and loading
  - School buses
  - Differing hours of peak parking demand

# Site Specific Considerations

## Inefficient Design

- Private parking layout can be improved to maximize parking supply
  - Repaint striping
  - Remove dividing fences
  - Consolidate multiple driveways
  - Better configure



# Site Specific Considerations

## Location of Utilities



- Above ground utilities take up space that could be used for parking
  - Utility Poles
  - Refuse
  - Recycling

## Site Specific Consideration Terrain or Grade



- Significant terrain or grade changes hinder
  - Vehicular access
  - Pedestrian circulation
  - Shared parking

# Site-specific Consideration

## Type of Business/Client/Customer



- Business customers and clients have differing parking needs

## Central Corridor Light Rail Transit

# Site-specific Consideration Mode of Transportation

- Mode of transportation affects demand for parking



## Site-specific Consideration Deliveries and Loading

- Some businesses require University Ave for deliveries and loading



# Central Corridor Light Rail Transit

## Critical Areas



# Solutions

## Central Corridor Light Rail Transit



- Non-critical areas
  - Implement recommended corridor-wide solutions to manage remaining parking
- Critical Areas
  - Implement recommended corridor-wide solutions to manage remaining parking
  - Work with affected businesses to identify site-specific solutions

# Corridor-wide Solutions

<b>Solutions</b>	<b>Responsible Entity</b>
Install parking meters	St. Paul Department of Public Works
Implement permit parking zones	City of Saint Paul
Use parking enforcement technology	St. Paul Police Department, business/property owners, and residents
Implement parking signage	City of St. Paul, CCPO
Encourage use of mass transit	Metro Transit, St. Paul Smart Trips, City of St. Paul, CCPO Community Outreach Coordinators
Establish grant program to improve private parking resources	St. Paul PED
Seek funding for capital and operating costs	St. Paul PED

# Site-specific Solutions



- Use cross-streets for parking and loading
- Maximize existing investment in parking
- Centralize refuse and recycling
- Schedule non-peak deliveries and loading
- Share the use and cost of parking
- Utilize vacated streets or alleys
- Facilitate parking workshops

# Next Steps

## Central Corridor Light Rail Transit

April

- Present report
  - PAC
  - CCMC
  - CAC and BAC
  - Other stakeholder groups

May-July

- Conduct 11 workshops
  - Joint effort with City of St. Paul

Ongoing

- City addresses corridor-wide considerations under their jurisdiction

Check out our website:

- [www.centralcorridor.org](http://www.centralcorridor.org)

Contact Central Corridor Project Office:

- 540 Fairview Avenue North  
St. Paul, MN 55104
- Comment Line: 651-602-1645
- Email: [centralcorridor@metc.state.mn.us](mailto:centralcorridor@metc.state.mn.us)

