



A Parking Management Toolkit For the Central Corridor

The City of Saint Paul is exploring the following strategies to address the loss of parking in the Central Corridor.

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Shorter-term parking management strategies:

These low-cost actions can be implemented immediately and directly by the City, businesses and property owners.

- **Open parking on side streets to customer parking:** The City can adopt and enforce 2-hour time limits on the side streets one block north and south of University Avenue.
- **Encourage employees to park in more remote locations:** To free up valuable close-in customer parking, business owners and their employees can park in slightly more remote locations.
- **Get the City to enforce existing parking regulations more aggressively:** Become a “squeaky wheel” by organizing area merchants to call the parking enforcement office at 651-266-5585.
- **Subsidize bus passes for employees:** Employers can encourage employees to purchase Metropasses by helping subsidize their monthly cost. Go to www.metrotransit.org, click on Fares, Transit Pass Options and follow to Metropass.
- **Share private parking resources:** Property owners with parking to spare can lease parking to businesses without enough, and new signage can make it clear to customers that the parking is shared.

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Middle-term parking management strategies:

These strategies can be implemented in the next 2 years by the City, working with business and property owners.

- **Rationalize and enforce parking regulations along the Corridor:** Make on-street parking time limits uniform, consider extending parking meters onto side streets, and aggressively enforce on-street regulations.
- **Evaluate and update the City’s permit parking requirements:** To protect the residential neighborhoods, be ready to establish permit parking zones with 2-hour parking except by permit (for residents and employees).
- **Acquire and apply new parking management technologies:** The City can use new License Plate Recognition technology to dramatically increase on-street parking enforcement.

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Longer-term parking management strategies:

These strategies can be implemented before LRT becomes operational by business and property owners working with City departments and the Metropolitan Council.

- **Create Parking Improvement Districts at station areas:** The City can lease private parking lots, use grants to improve them into shared parking lots, and assess the property owners for operating costs. This, combined with permit parking zones around the station areas and aggressive enforcement of on-street regulations with License Plate Recognition technology, creates an integrated system of managing on- and off-street parking.
- **Revise the Zoning Code to encourage shared parking:** Amend parking requirements in the Zoning Code to encourage shared parking in the Parking Improvement Districts.
- **Encourage denser transit-oriented development:** Longer term, the best way to provide additional parking is to encourage denser mixed-use development that has sufficient resources to finance the development of structured parking.

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What the City and Met Council are doing to address the problem:

They are focusing their limited resources on identified hot spots in the Central Corridor where the elimination of on-street parking will be a critical problem.

- **Met Council:** The Central Corridor Project Office has Outreach Coordinators gathering information about parking and engaging the community through the Community Advisory Committee and the Business Advisory Council. Call 651-602-1940, or visit the following web site, www.centralcorridor.org. Click on Public Involvement Opportunities.
- **City of Saint Paul:** We are working to mitigate the negative effects of building LRT in the short-term and to spark redevelopment of the station areas in the long-term. More information can be found at, www.stpaul.gov/centralcorridor or by calling Craig Blakely at 651-266-6697.