Central Corridor Light Rail Transit

Rail-Volution Parking Solutions

November 1, 2009

Improving mobility

Easing congestion

Strengthening our communities

Metropolitan Council
University Ave. Design Principles

• Mandatory for rail operations and vehicle movement
  – LRT Stations
    • 3-car platforms
    • Location
    • Configuration
  – Median crossings and left turns lanes for vehicle movements
  – 2 WB and 2 EB through traffic lanes
85% of on-street parking spaces eliminated
Process

- CCLRT design resulted in loss of on-street parking
- Outreach, information gathering
- Parking Solutions Team created
- Present report to community groups
- Conduct 11 workshops
  - Joint effort with City of St. Paul
- City addresses corridor-wide considerations under their jurisdiction
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 ¼ mile of LRT stations (2006 City of St. Paul study)
Parking Report

• 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

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“Do not park here”
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Mapped Parking with LRT

- Off-street Surface Parking Lot
- Station Platform
- On-street parking
- Existing cross-street parking

University Ave
Lexington Pkwy

Metropolitan Council
Corridor-wide Considerations
Parking as a System

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Parking as a System

Underutilized Off-street Parking

On-street Parking

Cross-street Parking

Raymond Ave

University Ave
Considerations

Corridor-wide

- Perception of “free” parking
- Use of off-street parking
- Park-and-riders (hide-and-riders)
- Funding for comprehensive strategies

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- Parking as a system
- Distribution of parking
- Zoning code
- Cultural differences
- Stakeholder participation
- Parking enforcement
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
Site-Specific Considerations

- 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
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Critical Areas

1. Raymond to HWY 280
2. Transfer to Vandebilt
3. Fry to Alkina
4. Simpson to Fry
5. Albert to Pascal
6. Lexington to Dunlap
7. Grotto to Victoria
8. Kent to St. Albans
9. Arundel to Mackiehn
10. Western to Arundel
11. Gallier to Western

Metropolitan Council
## Central Corridor Light Rail Transit

### Corridor-wide Solutions

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

- **Non-critical areas**
  - City 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
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More Information

Check out our website:
• [www.centralcorridor.org](http://www.centralcorridor.org)

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