


DOWNTOWN PUBLIC PARKING SYSTEM EFFICIENCY STUDY

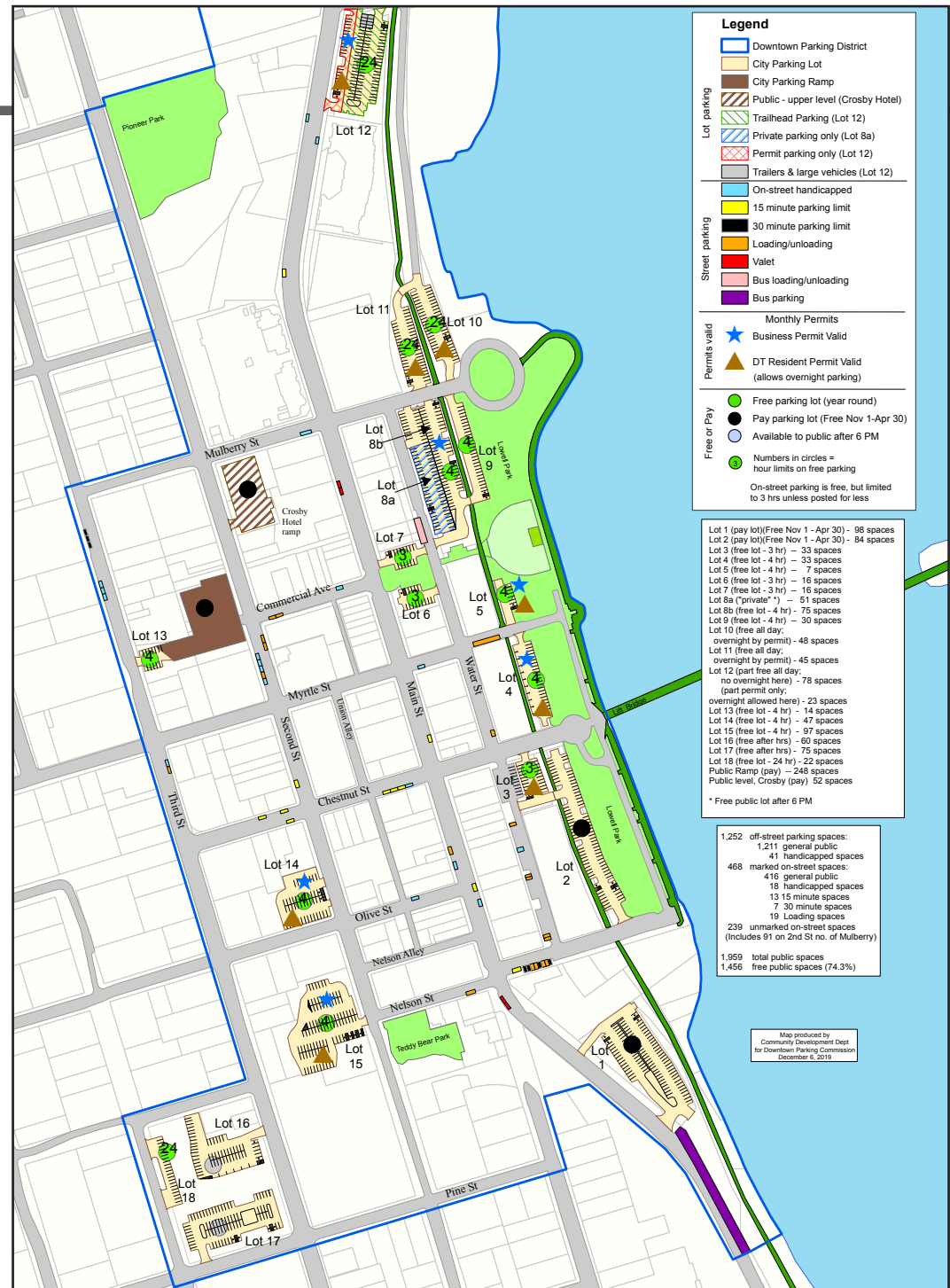
01.29.20

DISCUSSION ITEMS

- » Study Goals and Objectives
- » Highlight Known Issues
- » Defining our Users
- » Discuss Potential Strategies

PARKING STUDIES

- » Past study's have not looked at immediate needs (management and efficiency)
- » 2040 Comprehensive Plan (Downtown Master Plan) recognized long-term parking needs
- » This study was initiated by the Stillwater Parking Commission



STUDY GOALS

- » Maximize today's parking supply
- » Maximize current investments
- » Build on past studies
- » Identify low-cost/high-benefit solutions
- » Embrace a district-wide parking approach



EXISTING CONDITIONS

What we know today...

- Downtown uses have and will continue to change over time - resulting in different parking needs.
- New entertainment uses have added pressure to today's parking supply (e.g., restaurants, cocktail lounges, breweries, etc.).
- There are limited transit options to help reduce parking demand. Ride sharing programs (e.g., Uber and Lyft) can play a role in helping reduce parking demand.
- We need to accommodate multiple parking users (e.g., patrons, residents, employees, delivery vehicles, events, and trail users).
- Parking utilization fluctuates during different periods of the day and year.

EXISTING CONDITIONS

On-street parking is heavily utilized throughout the week.

Generalized On-Street Parking Utilization



EXISTING CONDITIONS

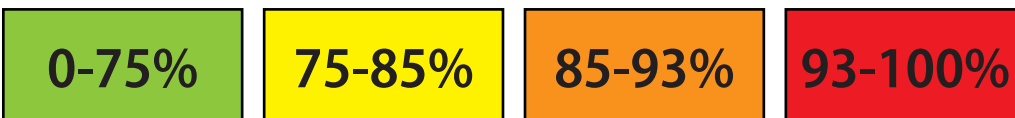
Off-street parking is at or approaching capacity:

- Summer/Fall - Saturday & Sunday Afternoons
- Summer/Fall - Friday & Saturday Evening

Off-street parking is underutilized during:

- Mornings
- Weekday Afternoons (M-TH)
- Winter Months

Parking utilization at or above 93% suggest a parking facility is at capacity.



DEFINING OUR USERS

Who is our biggest user?

Parking User	Typical Turnover/ Time Limit	Examples of User	% of Public Spaces
One-Stop-Shop User	15 - 30 minutes	<ul style="list-style-type: none"> • Parcel delivery • Pickup/Drop-off (Uber, Lyft, Childcare) • Dry Cleaner • Convenience Store • Take-Away Food/Coffee • Business Delivery • EV Charging 	<p>2% 40 on-street spaces + loading zones</p>
Short-Term User	1 - 2 hours	<ul style="list-style-type: none"> • 1 Stop Shopping • Fast/Casual Food (eat in) • Grocery Store • Sit down restaurant/bar/brewery • EV Charging 	<p>29% 572 off-street spaces 2 to 4 hour max</p>
Long-Term User	2 - 4 hours	<ul style="list-style-type: none"> • Sit down restaurant /bar/brewery • Multi-Stop/Window shoppers • Tourists • Trailhead users • EV Charging 	<p>+</p> <p>34% 667 on-street spaces 3 hour max or no restriction</p>
Daily User	4 to 8+ hours	<ul style="list-style-type: none"> • Employees • Residents • Events • Trailhead Users • EV Charging 	<p>35% 675 off-street spaces all day</p>

USERS EXPECTATIONS

How should we balance expectations?

User	User Expectation	Standards			
		Time Restrictions	Location	Price	Parking Type
One-Stop-Shop User	Free + Convenient (Front-Door)	15 - 30 minutes	Front Door	Free	<ul style="list-style-type: none"> On-street
Short-Term User		1 - 2 hours	1 - 2 blocks from front door	Free	<ul style="list-style-type: none"> On-street Off-street
Long-Term User		2 - 4 hours	2 - 4 blocks from the front door	Nominal Fee	<ul style="list-style-type: none"> Off-street
Daily User		4 to 8+ hours	2-4 blocks or Park & Ride	Nominal Fee	<ul style="list-style-type: none"> On-site (Residents) Off-street/site (Employees) Off-site (Events)

1 Block = 660 ft or 1/8 mile

3 City Blocks
(1,980 feet)

2 City Blocks
(1,320 feet)

1 City Block
(660 feet)

1 Block = 660 ft or 1/8 mile

**4 City Blocks
(2,640 feet)**

**3 City Blocks
(1,980 feet)**

**2 City Blocks
(1,320 feet)**

**1 City Block
(660 feet)**

FINDING SOLUTIONS

District-Wide Parking Approach

1. Uses a combination of strategies to maximize the existing parking supply, while reducing the demand to build additional spaces.
2. Commonly applied in downtown settings to encourage walkability, foster economic growth, and strengthen the urban form.
3. Formalizes roles and responsibilities (ownership, operations and maintenance).
4. Emphasizes low-cost/high-benefit solutions before large capital investments are made (e.g., parking structure)

FINDING SOLUTIONS

District Wide Parking Strategies (Ideas for Stillwater)

1. **Employee Parking**
2. Enforcement
3. Financial Strategies
4. Incentives to Reduce Demand
5. Liquor Licenses (Caps)
6. Multimodal Options
7. **Off-Site/Event Parking**
8. Parking Rates
9. Parking Permits (Residential or Business)
10. Parking Requirements for New Development
11. Reconfigure/Re-Stripe Existing Lots
12. Shared Parking
13. **Shifting Demand**
14. Technology
15. **Time Restrictions**
16. Valet Service

SHIFTING DEMAND

Goal

- Shift 40 users to the Ramp and Lot 12 (based on existing parking utilization rates)

Tweak the System (Strategies)

- Adjust Time Restrictions
- Redirect Users to Underutilized Lots
- Adjust Parking Rates



STRATEGIES

Time Restrictions

In general, off-street time restrictions are balanced accordingly for the long-term and daily user.

Signage and way finding still needs to be addressed.



STRATEGIES

Time Restrictions

On-street time restrictions could be adjusted to better accommodate the one-stop-shopper and short-term user (Creating Turnover).

Examples	On-Street Time Restriction (Max)
Stillwater	3 hours
Anoka	2 hours
Bemidji	2 hours
Duluth	2 hours
Hopkins	1 hour
Mankato	2 hours
Fargo/Moorhead	2 hours
Red Wing	2 hours
Rochester	0.5 - 2 hours
St. Cloud	2 hours
Wayzata	2 hours
White Bear Lake	2 hours
Winona	2 hours

Unrestricted
3 Hr
15 Min
No Parking



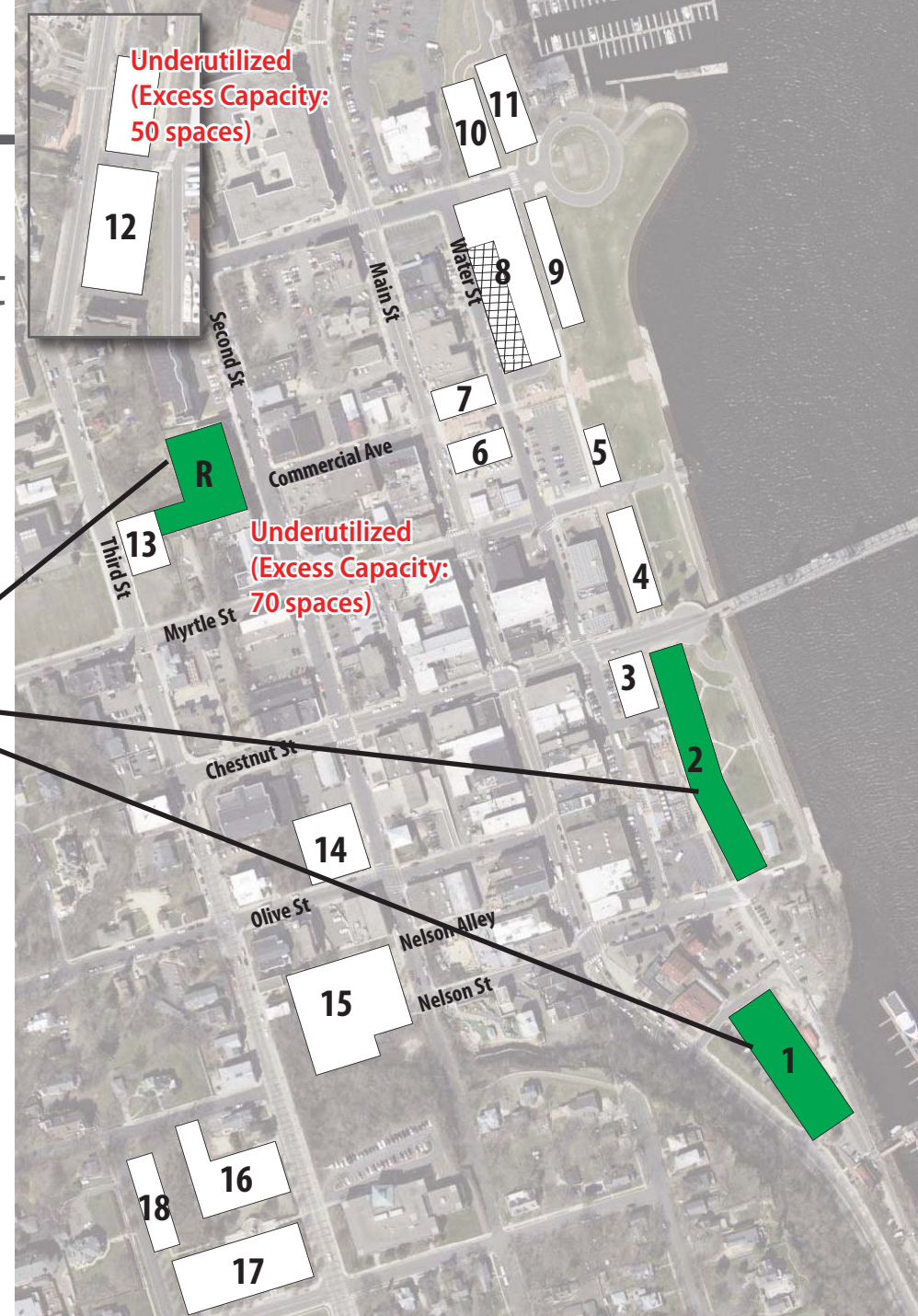
STRATEGIES

Parking Rates

Parking rates could be adjusted to shift the long-term and daily user to the fringe (2 to 4 block walking radius).

Where should parking be priced?

Examples	Hourly Rate	On-Street Max Time	Daily Rates
Stillwater	\$0	3 hours	\$3 - \$5
Anoka	\$0	2 hours	\$8
Bemidji	\$0	2 hours	NA
Duluth	\$1	2 hours	\$4 - \$10
Hopkins	\$0	1 hour	\$3
Mankato	\$0	2 hours	\$3
Fargo/Moorhead	\$0	2 hours	\$8
Red Wing	\$0	2 hours	\$0
Rochester	\$1.5	0.5 - 2 hours	\$14+
St. Cloud	\$1	2 hours	\$8
Wayzata	\$0	2 hours	\$0
White Bear Lake	\$0	2 hours	\$0
Winona	\$0	2 hours	\$0



STRATEGIES

● Employee Parking

Employees are currently allowed to park in 4 hour lots with a business permit.

Where should employees be parking or other known users?

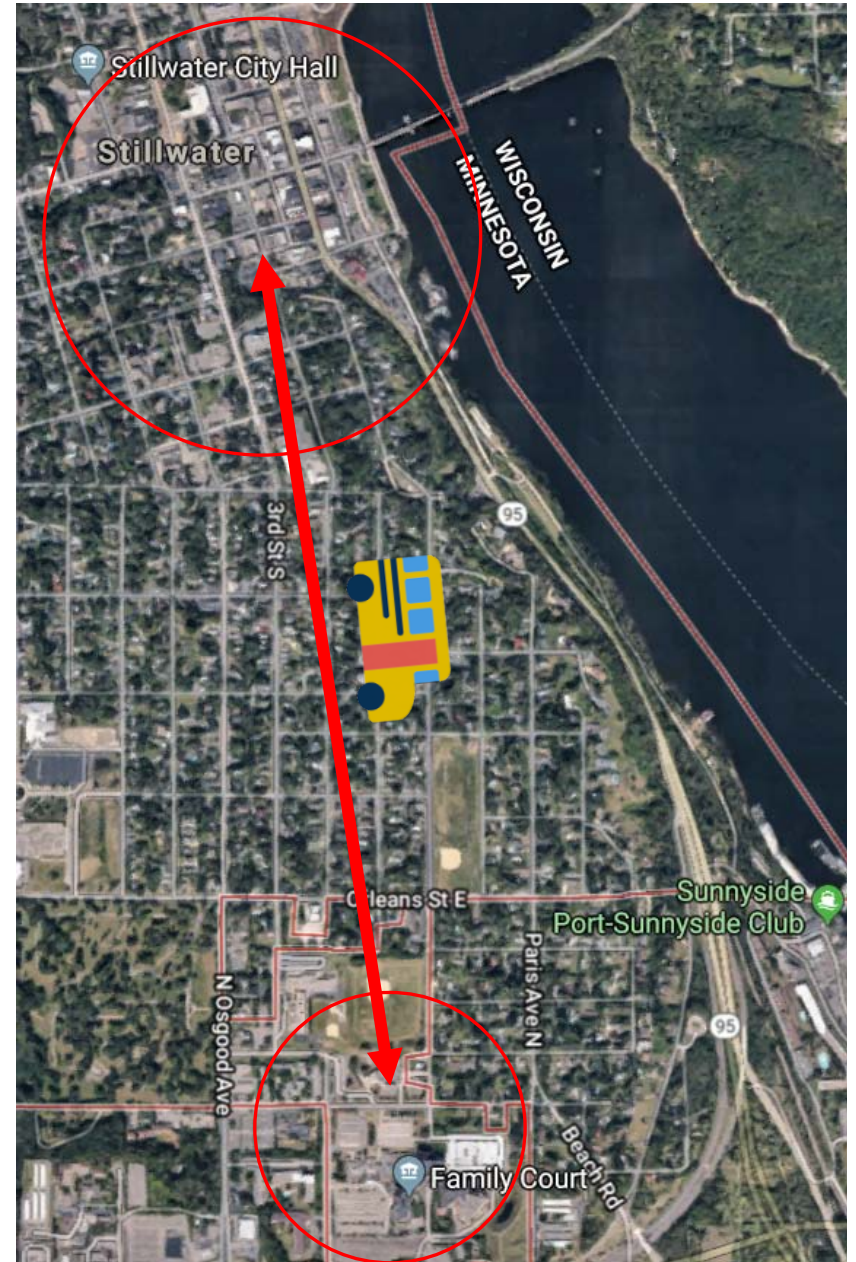
What should the employer's role be in helping facilitate employee parking?



STRATEGIES

Event Parking

Off-site parking should be explored.



DISCUSSION

District Wide Parking Strategies

1. Employee Parking
2. Enforcement
3. Financial Strategies
4. Incentives to Reduce Demand
5. Liquor Licenses (Caps)
6. Multimodal Options
7. Off-Site Parking
8. Parking Fees
9. Parking Permits (Residential or Business)
10. Parking Requirements for New Development
11. Reconfigure/Re-Stripe Existing Lots
12. Shared Parking
13. Technology
14. Time Restrictions
15. Valet Service
16. Wayfinding and Signage

What other strategies should we be exploring?

DISCUSSION

Thank You

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