

Transportation Committee Staff Report

Committee date: 11/4/2013

Project Name	
Geographic Scope	<i>Ford Parkway from Snelling Ave. to Howell Ave.</i>
Ward(s)	
District Council(s)	
Project Description	<i>Reconstruction of Ford Parkway in 2015</i>
Project Contact	<i>Erin Laberee</i>
Contact email/phone	<i>Erin.laberee@co.ramsey.mn.us 651-266-7105</i>
Lead Agency/Department	<i>Ramsey County</i>
Purpose of Project/Plan	<i>Roadway is deteriorating</i>
Planning References	<i>Ramsey County Transportation Improvement Plan</i>
Project stage	<i>Planning</i>
General Timeline	<i>Construction to start and end in 2015</i>
District Council position (if applicable)	<i>N/A</i>
Level of Committee Involvement	<i>Inform</i>
Previous Committee action	<i>N/A</i>
Level of Public Involvement	<i>Inform</i>
Public Hearing	<i>No</i>
Public Hearing Location	<i>NA</i>
Primary Funding Source(s)	<i>Federal, State, County and City funds</i>
Cost	<i>\$3.3 million</i>

Staff recommendation	<i>N/A</i>
Action item requested of the Committee	<i>None requested</i>
Committee recommendation	<i>N/A</i>
Committee vote	<i>N/A</i>

Ford Parkway Project Scope:

To reconstruct Ford Parkway from 400 feet west of Howell to Snelling Avenue in Highland Park.

Ford Parkway Concept: Typical Section

A Bike Area and Median Option is being shown for Ford Parkway Reconstruction. This section includes:

- a 6 foot sidewalk,
- 9 foot boulevard or planted buffer,
- an 8 foot parking lane,
- a 12 foot thru or drive lane
- and a 10 foot landscaped median.

The section is applied to both sides of the street.

Integrated Parking Management Strategies
For Transit Oriented Development
Background for the Transportation Committee of the Saint Paul Planning Commission
Meeting on November 4, 2013

Though city and regional plans increasingly encourage dense, mixed use, transit-oriented development, specific development projects often founder on the issue of parking. Developers feel that parking maximums are too low, and nearby residents fear that increased parking demand will overwhelm their neighborhood. Since we will be in an internal combustion/private automobile economy for the foreseeable future, developing an integrated strategy for managing on-street parking, improving off-street parking, and equitably allocating the costs among all the parking stakeholders, is perhaps the most direct way of transitioning to and accelerating Transit Oriented Development. What follows is background information on the new paradigm of market-based parking management, and some of the work Saint Paul PED staff has done in the past few years to implement those ideas.

1. A new market-based parking paradigm: Donald Shoup's book, [*The High Cost of Free Parking*](#), published in 2005 by the American Planning Association, presented the first new paradigm for thinking about parking since the parking meter was invented in 1925 and zoning codes started requiring off-street parking in the 1930s. Shoup believes that our current system of requiring free, off-street parking for peak demand by various land uses is not only irrational but counterproductive. Because the cost of this parking subsidy is passed on to developers, tenants, and customers, it becomes invisible, but is included in every product sold or every service purchased. It also distorts transportation choices, warps urban forms, and degrades the environment. Shoup proposes a market-based approach to balancing demand with supply by charging fair market rates for on-street parking and using that revenue to pay for "free" off-street parking and for other services that improve the quality of the commercial node. Shoup believes that for off-street parking, [quality is more important than quantity](#).

2. New Practices: His ideas have been put into effect successfully in the Old Pasadena Business Improvement District. Market-rate pay-parking on the street was imposed in 1993, the net revenue from which pays for 90 minutes of "free" parking in the ramps, for financing streetscape, alley, and parking improvements, and for additional cleaning, security, marketing, economic development, and advocacy for the district. By reducing the amount of off-street parking that needs to be developed, by managing on- and off-street parking resources more effectively, by investing in and maintaining pedestrian-oriented public improvements, and by prohibiting parking lots or parking structures that face the main commercial street, Old Pasadena has seen a dramatic rise in sales tax revenue since it installed parking meters. This contrasts with a suburban Pasadena shopping mall with free parking called Plaza Pasadena, which the City subsidized in the 1970s and which was demolished in 2001.

3. New Technologies: License Plate Recognition (LPR) technology, which can read license plates at normal driving speed and register the time, location, and photograph the car, is increasingly being used around the country to provide serious enforcement of parking time limits, to enforce Residential Permit Parking, and to encourage turnover by enforcing the time limits. Because LPR automates the time and labor intensive process of electronically "chalking" parked cars, it can cover a much larger area in a fraction of the time. Saint Paul has LPR equipment, which is currently used to recover stolen vehicles and arrest scofflaws, and City staff are beginning to talk about how it can be used to dramatically increase on-street parking management.

4. The Grand Avenue Experience: Because the 2-year task force operated by consensus (which gives everyone a veto), it was unable to agree on a single set of recommendations, but the [2007 Grand Avenue](#)

[Parking Task Force Report](#) explores all of the options and identifies 10 “common principles” on pages 5 and 6 that provide a good framework for any community group looking at “solving” the parking problem in the future.

5. The Central Corridor Experience: When it became clear in 2009 that 85% of the parking on University Avenue was going to be eliminated by light rail, PED and Met Council staff worked to identify potential solutions.

- [Mitigating the Loss of Parking in the Central Corridor](#): This report identified 11 critical areas, and recommended the City create a Parking Program to finance off street parking improvements.
- [Parking Solutions for the Central Corridor Workshop Summaries](#): This report summarizes the *Parking Solution Workshops* held in the 11 critical areas and the design solutions that were found.
- [Parking Policy Recommendations](#): This report raises some of the larger policy issues the City will need to confront to develop an integrated parking management solution for the Central Corridor. These include: increasing enforcement on University Avenue, pro-actively instituting permit parking zones, improving residential/commercial alleys, exploring how to remove snow from the station areas, using LPR technology to target limited parking enforcement resources to the areas of greatest need, monitoring the effectiveness of new parking regulations, and increasing the competitiveness of mass transit.

6. The Neighborhood Commercial Parking Program: In 2010 the Housing and Redevelopment Authority created this program to provide forgivable loans to improve off street parking facilities, to repave alleys north and south of University Avenue, and to demonstrate residential buffering techniques. All business and property owners were eligible to apply, 50 submitted applications, and 24 were approved. Since then, 3 have dropped out, 2 are still pending, and 19 have been completed. In addition, 13 alleys have been repaved, 2 are still pending, and the residential buffering funding is expected to be spent on the residential side of the alley north of University between Hamline and Syndicate next year when the utilities are buried when the block-long *Project for Pride in Living* project is built.

7. The Selby-Snelling Project: The Ryan Companies proposal to redevelop most of two blocks north of Selby and east of Snelling will result in the elimination of a community parking lot that Associated Bank has shared for free with the community for many years. PED staff have been involved in exploring the feasibility of developing a Parking Improvement District where the City leases a parking lot from Ryan and assesses the benefitting property owners for the rent and operating costs, and exploring private investments in shared parking.