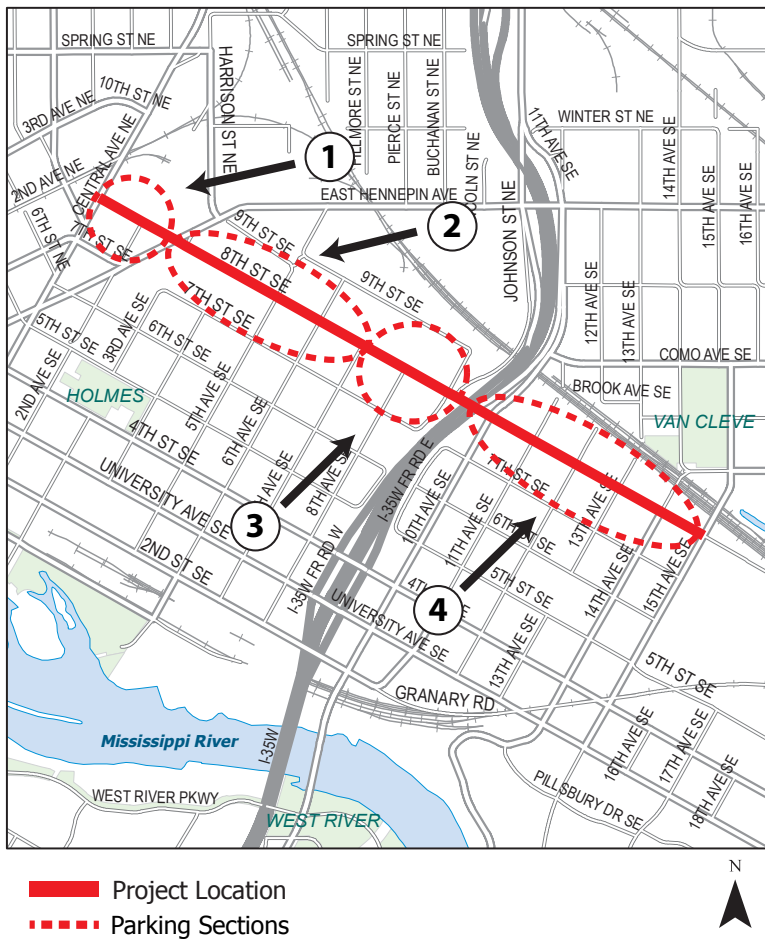


Parking Study and Mitigation Strategies

Public Works has engaged with many stakeholders on the proposed bikeway since last fall and we understand that the concerns and impacts are largely related to parking. As a part of this work staff evaluated parking data to gain a greater understanding of the impacts along each segment of 8th St SE and adjacent side streets. An additional evaluation of existing parking restrictions was conducted to mitigate the losses due to the restriping project.

This parking study conducted by Public Works assessed existing parking uses in the corridor and along adjacent side streets. The review included consideration of strategies for parking mitigation, which was discussed further with the neighborhood as part of three public project meetings hosted by the Marcy Holmes Neighborhood Association Transportation Committee. Several adjacent perpendicular streets were found to have parking regulations that no longer serve their intended purpose. New parking on these streets will be added, helping to offset anticipated project impacts.

Parking Study Areas



Parking data was collected throughout September 2016 and included 8th St SE from Central Ave NE to 15th Ave SE and the perpendicular side streets (one block north and one block south of the project corridor).

At the recommendation of the neighborhood, the results were grouped into four distinct areas, shown in the adjacent map.

- 1.) Central Ave NE to East Hennepin Ave
- 2.) East Hennepin Ave to 7th Ave SE
- 3.) 7th Ave SE to 9th Ave SE
- 4.) 10th Ave SE to 15th Ave SE

One count was taken the Friday before classes began at the University of Minnesota (September 2, 2016). This count was removed from the study.

Parking Use and Capacity

As part of the 8th Street SE Bikeway Project, Public Works measured the total capacity of on-street parking within the project area. This parking capacity includes 8th St SE and one block on either side of 8th St SE between Central Ave NE and 15th Ave SE. Parking data was collected throughout September 2016. One count was taken on the Friday before Fall Semester classes began at the University of Minnesota and was removed from the data. At the recommendation of the neighborhood, the results were grouped into four distinct areas.

Capacity was calculated using the following assumptions:

- A parallel parking space is assumed to be 20 feet long in this analysis, which is a common assumption that allows for vehicle space and the ability to maneuver into the space.
- Blocks vary in parking capacity due to driveways, alley entrances, and bus stops. Public Works measured the space of all of these factors to determine block by block parking capacity on all streets in the study. Parking capacity calculations included 30 feet of no parking from every stop sign and intersection, five feet on either side of driveways and alley entrances, and did not include parking within T-intersections.
- To better understand existing parking uses in the corridor, parking counts were taken during various times of the day and evening and summarized into three time periods:
 - AM (before 8am)
 - Midday (10am - 6pm)
 - PM (after 8pm)
- Counts from each area were averaged according to the time at which they were collected. Any parking spots with time restrictions during the AM, Midday, or PM time periods were removed from the relevant time period.
- A ratio of parked vehicles to parking spots was calculated for each area. For example, an area with 100% average capacity or utilization means that there were zero parking spaces available in that area during that time of day.

Existing Parking Utilization

EXISTING Spaces on 8th by Section	Average Capacity		
	AM	Midday	PM
1) West of Hennepin	81%	82%	37%
2 Hennepin to 7th	48%	45%	51%
3) 7th to 9th	70%	58%	67%
4) 10th to 15th	67%	87%	66%

Anticipated Parking Impacts and Parking Mitigation Strategies

The project will remove parking from the south side of 8th St SE and create new parking areas on several adjacent side streets where existing parking restrictions were found to be no longer serving their intended purpose. Public Works will continue to monitor the corridor and new parking areas for operational, safety, and other concerns and will continue to work with the neighborhood to explore options for additional parking mitigation strategies.

Anticipated Impacts for Parking Capacity

NORTH SIDE MAINTAINED; Parking mitigation on east side of corridor Spaces on 8th by Section	Average Capacity		
	AM	Midday	PM
1) West of Hennepin	129%	150%	59%
2) Hennepin to 7th	64%	60%	68%
3) 7th to 9th	86%	71%	82%
4) 10th to 15th	76%	84%	74%

Parking Mitigation - New Parking Areas



- █ Project Location
- ▬▬▬▬ New Parking (Parking Regulations Removed)

