

November 7, 2018

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RE: **CSAH 5 Parking Observations**
Stillwater, MN

Introduction

Kimley-Horn & Associates, Inc. completed an assessment of on-street parking demand along County State Aid Highway (CSAH) 5 in Stillwater. On-street parking demand was assessed from:

- County Road 64 (McKusick Road N) to the south junction of Sycamore Street West
- Pine Tree Hill Street South to Hemlock Street South

On-street parking occupancy was observed and data was collected on three different days of the week to ensure that observations were consistent with variabilities in parking demand. The dates and times selected for data collection are noted below, along with the purpose of each collection time:

- Sunday, April 22
 - 6:00 a.m. – Overnight parking
 - 8:30 a.m. – Our Savior's Lutheran Church service
 - 11:00 a.m. – Our Savior's Lutheran Church service
 - 6:00 p.m. – Residents returning from daily activities
- Monday, April 23 and Wednesday, May 2
 - 6:00 a.m. – Overnight parking
 - 12:00 p.m. – Lunch hour traffic
 - 3:30 p.m. – Stonebridge Elementary dismissal
 - 6:00 p.m. – Residents returning from daily activities



Figure 1: CSAH 5 in front of Stonebridge Apartments

Tables 1-3 summarize parked vehicles observed on each block road segment in the assessment area. Observed parked vehicles are noted for each collection time in the "Occupied" column of the tables. The "Available" field notes how many parking spaces remain unoccupied and available for each block road segment. **The information included in the tables below accounts for both sides of the street combined.**

The total parking capacity was estimated by taking the length of each block, removing the distance taken up by curb cuts and driveways, and dividing it by 20 feet. This represents the typical length of a vehicle (15 feet) with additional length accounting for the distance between parked vehicles. Once divided by 20, the number of observed parked vehicles was subtracted out to yield the remaining parking spaces available for each time when data was collected.

Road Segment	Sunday, April 22											
	6:00 a.m.			8:30 a.m.			11:00 a.m.			6:00 p.m.		
	Occupied	Capacity	Available	Occupied	Capacity	Available	Occupied	Capacity	Available	Occupied	Capacity	Available
Seely – Brick Street	0	28	28	0	28	28	0	28	28	0	28	28
Brick – Hemlock Street	0	29	29	0	29	29	0	29	29	0	29	29
Laurel – Maple Street	0	24	24	0	24	24	0	24	24	0	24	24
Maple – Hickory Street	0	29	29	0	29	29	0	29	29	1	29	28
Hickory – West Elm Street	0	26	26	0	26	26	0	26	26	0	26	26
West Elm – Wikins Street	0	27	27	0	27	27	0	27	27	1	27	26
Wikins – Stillwater Ave West	2	32	30	2	32	30	1	32	31	2	32	30
Stillwater – St. Croix Ave West	10	31	21	8	31	23	10	31	21	10	31	21
St. Croix – Sycamore Street	0	24	24	0	24	24	0	24	24	0	24	24

Table 1: Observed On-Street Parking Occupancy on Sunday, April 22nd

Road Segment	Monday, April 23											
	6:00 a.m.			12:00 p.m.			3:30 p.m.			6:00 p.m.		
	Occupied	Capacity	Available	Occupied	Capacity	Available	Occupied	Capacity	Available	Occupied	Capacity	Available
Seely – Brick Street	0	28	28	0	28	28	1	28	27	0	28	28
Brick – Hemlock Street	0	29	29	0	29	29	0	29	29	0	29	29
Laurel – Maple Street	0	24	24	0	24	24	0	24	24	0	24	24
Maple – Hickory Street	2	29	27	1	29	28	1	29	28	1	29	28
Hickory – West Elm Street	0	26	26	0	26	26	3	26	23	0	26	26
West Elm – Wikins Street	1	27	26	0	27	27	22	27	5	0	27	27
Wikins – Stillwater Ave West	2	32	30	1	32	31	11	32	21	2	32	30
Stillwater – St. Croix Ave West	10	31	21	8	31	23	10	31	21	12	31	19
St. Croix – Sycamore Street	0	24	24	0	24	24	0	24	24	0	24	24

Table 2: Observed On-Street Parking Occupancy on Monday, April 23rd

Road Segment	Wednesday, May 2											
	6:00 a.m.			12:00 p.m.			3:30 p.m.			6:00 p.m.		
	Occupied	Capacity	Available	Occupied	Capacity	Available	Occupied	Capacity	Available	Occupied	Capacity	Available
Seely – Brick Street	0	28	28	0	28	28	0	28	28	0	28	28
Brick – Hemlock Street	0	29	29	0	29	29	0	29	29	0	29	29
Laurel – Maple Street	0	24	24	0	24	24	0	24	24	0	24	24
Maple – Hickory Street	0	29	29	0	29	29	0	29	29	0	29	29
Hickory – West Elm Street	1	26	25	0	26	26	3	26	23	0	26	26
West Elm – Wikins Street	2	27	25	0	27	27	22	27	5	2	27	25
Wikins – Stillwater Ave West	0	32	32	2	32	30	12	32	20	1	32	31
Stillwater – St. Croix Ave West	8	31	23	6	31	25	3	31	28	2	31	29
St. Croix – Sycamore Street	0	24	24	0	24	24	0	24	24	0	24	24

Table 3: Observed On-Street Parking Occupancy on Wednesday, May 2nd

Observations

- Over the course of the three selected days only one vehicle was observed on CSAH 5 from Pine Tree Trail Street South to Hemlock Street South. This vehicle appeared to have broken down and was not utilizing CSAH 5 as parking – rather a safe place for the operator of the vehicle to inspect the vehicle and wait for assistance.
- Roughly 30-40 parking spaces were still available in Our Savior’s Lutheran Church parking lot for each morning service on Sunday.
- On-street parking availability was observed on CSAH 5 from County Road 64 to the south junction of Sycamore Street West each day at each observation time. Most of the vehicles observed parked on CSAH 5 during data collection were parked on the segment from Stillwater Ave West to St. Croix Ave West.
- 33 vehicles were observed on CSAH 5 from West Elm Street to Stillwater Avenue West when Stonebridge Elementary School released students for the day on Monday, April 23rd. Observations were recorded at 3:30 p.m. on that Monday. The vehicles were queuing along CSAH 5 to pick up students.
- 34 vehicles were observed on the East side of CSAH 5 from West Elm Street to Stillwater Avenue West when Stonebridge Elementary School released students for the day on Wednesday, May 2nd. Observations were recorded at 3:30 p.m. on that Wednesday. The vehicles were queuing along CSAH 5 to pick-up students at school dismissal.

- The parking lots designated for Good Samaritan Society had 5-10 parking spaces available and Stonebridge Apartments had roughly 15-20 parking spaces. Stonebridge Apartment complex was utilizing less than half (approximately 40% parking spaces utilized) while the Good Samaritan Society was utilizing a large majority of their parking (approximately 85% parking spaces utilized). Figures 2 and 3 below illustrate the available parking within Good Samaritan Society and Stonebridge Apartments parking lots.



Figure 2: Good Samaritan Society Parking Lot



Figure 3: Stonebridge Apartments Parking Lot

Conclusion

The proposed project will reconstruct the existing sidewalks along Owens Street from Olive Street to Sycamore Street and add a new sidewalk along the west side of Owens street from Wilkins Street to Sycamore Street. This project also proposes to add a grass boulevard between the sidewalk and curb to improve snow storage along Owens Street, from McKusick Road to Sycamore Street. In addition to the improvements to the sidewalks and snow storage, center left turn lanes will be added along Olive Street between Seely Street and Hemlock Street.

To add this proposed boulevard, to reconstruct or to add sidewalks to current design standards, and to add the left turn lanes at Brick Street, on-street parking is to be restricted to only one side of Owens Street between McKusick Road and Sycamore Street, and will be restricted on both sides near the intersection Olive and Brick. Restricting on-street parking in this area avoids the need to acquire permanent right of way from residents and reduces impacts to private property.

Based on observations made in the two study areas along CSAH 5, adequate on and off-street parking supply in the area exists to accommodate existing area on-street parking demand, even with the loss of on-street parking supply along some localized block faces.

The project will not impact the availability of parking for residents as ample parking capacity is available to meet current needs.