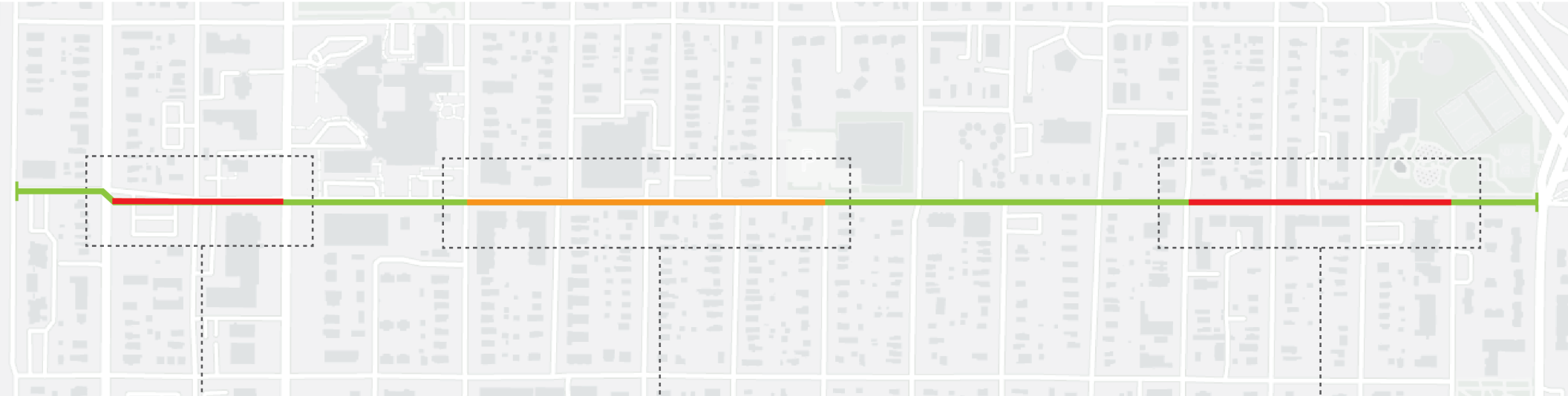


### Project Area Parking Availability Impacts

— No Parking Impacts    — Parking Reduced    — Parking Removed



Portland to Park  
24 of 24  
spaces removed

Chicago to 12<sup>th</sup>  
20 of 39  
spaces removed

Bloomington to 18<sup>th</sup>  
36 of 36  
spaces removed

# Phillips Traffic Safety Project

## 24<sup>th</sup> St Bikeway Parking Study Subarea: Portland to Park

### 24th St - Portland to Park

Parking Demand Generators		
<ul style="list-style-type: none"> <li>• Single-family/duplex residential</li> <li>• Social work institutions</li> </ul>		
Observed On-street Parking Usage		
Low - Medium		
Current / Proposed Spaces		
8	0	Portland to Oakland
11	0	Oakland to Park
19	0	Total
Neighboring Availability		
<ul style="list-style-type: none"> <li>• All residential parcels facing 24<sup>th</sup> St have off-street parking</li> <li>• Institutions have large parking lots</li> <li>• Adjacent on-street usage is low</li> </ul>		



#### Summary analysis:

Area has low on-street parking demand and all adjacent parcels have off-street parking available. Neighboring side streets have excess capacity to accommodate existing demand.

#### Observed Peak Parking Usage

- Low (0 to 50%)
  - Medium (>50% to 75%)
  - High (>75%)
- 
- Off-street Parking

# Phillips Traffic Safety Project

## 24<sup>th</sup> St Bikeway Parking Study Subarea: Chicago to 12<sup>th</sup> Ave

### 24th St - Chicago to 12<sup>th</sup> Ave

Parking Demand Generators		
<ul style="list-style-type: none"> <li>• 24 Mall</li> <li>• Other small commercial</li> <li>• Minneapolis Grand Apartments</li> <li>• Our Savior's Church</li> </ul>		
Observed On-street Parking Usage		
<b>High</b>		
Current / Proposed Spaces		
12	10	Chicago to Elliot
9	3	Elliot to 10 <sup>th</sup>
12	6	10 <sup>th</sup> to 11 <sup>th</sup>
6	0	11 <sup>th</sup> to 12 <sup>th</sup>
<b>39</b>	<b>19</b>	<b>Total</b>
Neighboring Availability		
<ul style="list-style-type: none"> <li>• Pay parking available in mall lot (83 spaces) or on-street adjacent (44 spaces)</li> <li>• (Non-permit) on-street capacity limited adjacent to mall during peak times, but available on further blocks, especially south of 24<sup>th</sup></li> <li>• Mpls Grand Apts has surface lot and underground garage, Our Savior's has small alley lot</li> </ul>		



#### Summary Analysis:

24 Mall is the primary generator of high parking demand in the area. Pay parking is typically available either on-street or in mall's private lot, with the exception of Friday evening peak when even pay parking becomes limited. Illegal parking is common even at times when spaces are available with bike lanes and corner pedestrian ramps frequently blocked.

Proposed number of spaces removed represent just 5% of all non-permit parking within 1 block of removal areas (20 of 404 spaces), and 7% of spaces within one block of the mall (14 of 188).

Proposed design would greatly reduce the forms of illegal parking observed that most endanger pedestrians and bicyclists.

#### Observed Peak Parking Usage

- Low (0 to 50%)
  - Medium (>50% to 75%)
  - High (>75%)
- 
- Off-street Parking
  - Metered Parking
  - Permit Parking



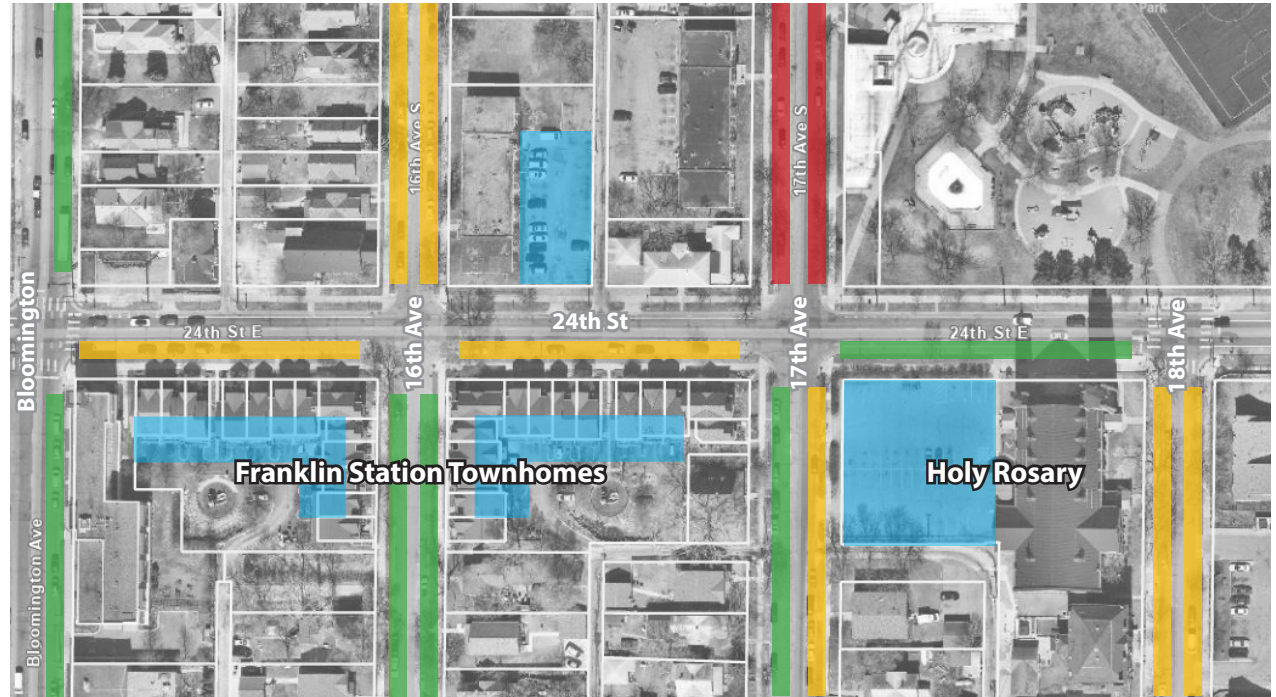
# Phillips Traffic Safety Project

## 24<sup>th</sup> St Bikeway Parking Study Subarea: Bloomington to 18<sup>th</sup> Ave

### 24th St - Bloomington to 18<sup>th</sup> Ave

Parking Demand Generators		
<ul style="list-style-type: none"> <li>Attached townhomes</li> <li>Holy Rosary Church</li> </ul>		
Observed On-street Parking Usage		
Low - Medium*		
Current / Proposed Spaces		
12	0	Bloomington to 16 <sup>th</sup>
12	0	16 <sup>th</sup> to 17 <sup>th</sup>
12	0	17 <sup>th</sup> to 18 <sup>th</sup>
36	0	Total
Neighboring Availability		
<ul style="list-style-type: none"> <li>Excess capacity on most side streets in the area</li> <li>Holy Rosary has large lot</li> <li>Townhomes have ground level garages and additional space behind garages</li> </ul>		

\*outside of church peak - see following page



#### Summary Analysis:

Moderate use of spaces in front of Franklin Station townhomes - presumably by their residents and visitors. The townhomes have their own garages and space for an additional vehicle, so this may be primarily for short-term parking. Excess capacity is available on the adjacent low usage side streets - particularly 16th Ave.

Parking in front of Holy Rosary is generally not used at all - except during church service peak on Sundays. See following page for peak specific analysis.

#### Observed Peak Parking Usage

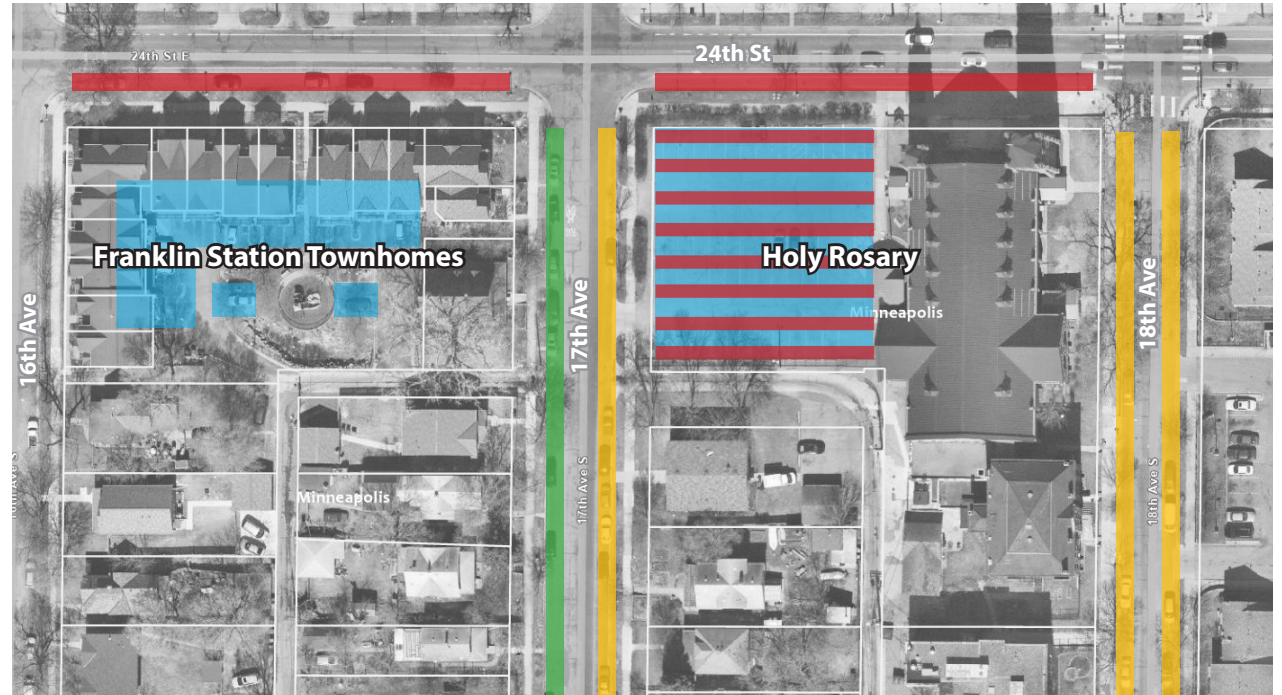
- Low (0 to 50%)
  - Medium (>50 to 75%)
  - High (>75%)
- 
- Off-street Parking

# Phillips Traffic Safety Project

## 24<sup>th</sup> St Bikeway Parking Study Subarea: 16<sup>th</sup> to 18<sup>th</sup> Ave - Church Peak

### 24th St - 16<sup>th</sup> to 18<sup>th</sup> Ave

Parking Demand Generators		
<ul style="list-style-type: none"> <li>Attached townhomes</li> <li>Holy Rosary Church</li> </ul>		
Observed On-street Parking Usage		
<b>High</b>		
Current / Proposed Spaces		
12	0	16 <sup>th</sup> to 17 <sup>th</sup>
12	0	17 <sup>th</sup> to 18 <sup>th</sup>
<b>36</b>	<b>0</b>	<b>Total</b>
Neighboring Availability		
<ul style="list-style-type: none"> <li>Excess capacity on side streets adjacent to Holy Rosary</li> </ul>		



### Summary Analysis:

The church has a brief peak of demand during Sunday services. During this time, the church lot and blocks on 24<sup>th</sup> between 16<sup>th</sup> and 18<sup>th</sup> Ave are full.

Additional capacity was observed on the two side streets immediately adjacent to the church, particularly further south towards 25<sup>th</sup> St. The total available spaces on these four block faces was approximately 45 spaces.

### Observed Peak Parking Usage

- Low (0 to 50%)
  - Medium (>50 to 75%)
  - High (>75%)
- 
- Off-street Parking

# Phillips Traffic Safety Project

## 24<sup>th</sup> St Bikeway Parking Study

### Appendix

#### Methodology Notes

- Counts were conducted at three different points over the span of two years.
- The areas counted evolved with the project's scope and area extent, but all areas included were counted at least twice.
- Areas in the study include all blocks where parking is proposed to be removed, as well as one block to the north and south.
- Each block was counted at least once at midday and in the evening with times chosen attempting to capture peak demand.
- The highest count observed was used to determine parking demand for each block.
- An exception to the above is the specific analysis of Sunday church service peak of Holy Rosary.
- Available spaces are approximated by dividing each uninterrupted stretch of legal parking area by 20 ft and rounding down. Actual usage can vary above and below that number.
- For metered areas, available spaces reflect the number of designated, numbered spaces.
- Proposed available spaces are based on 30% design concept layouts and are subject to change before finalized.

#### Counts conducted by:

Mike Samuelson, Transportation Planner

Trey Joiner, Transportation Planner

Andrew Schmitz, Associate Transportation Planner

#### Detailed Counts

##### Count 1 - October 1, 2021

AM: 7am-9am

Mid: 12pm-2pm

PM: 7pm-8pm

Street	Block	AM	MID	PM
24th (Portland to Cedar)	Portland Ave-Oakland Ave	2	4	4
24th (Portland to Cedar)	Oakland Ave- Park Ave	4	5	0
24th (Portland to Cedar)	Park-Chicago Ave	0	0	0
24th (Portland to Cedar)	Chicago- Elliot Ave	10	11	11
24th (Portland to Cedar)	Elliott Ave-10th Ave S	0	18	14
24th (Portland to Cedar)	10th Ave S-11th Ave S	3	12	13
24th (Portland to Cedar)	11th Ave S-12th Ave S	0	5	6
24th (Portland to Cedar)	Bloomington - 16th Ave	2	4	6
24th (Portland to Cedar)	16th Ave S- S 17th Ave	8	4	6
24th (Portland to Cedar)	S 17th Ave- 18th Ave S	0	0	1
24th (Portland to Cedar)	18th Ave S-Cedar Ave	0	0	0

Count 2 - June 24, August 8 & 10, 2022

Roadway	From	To	FRI NOON	
			West/North	East/South
Chicago Ave S	E 25th St	E 24th St	14	10
	E 24th St	E 22th St	7	7
Elliot Ave S	E 25th St	E 24th St	9	11
	E 24th St	E 22th St	8	17
S 10th Ave	E 25th St	E 24th St	18	12
	E 24th St	E 22th St	17	24
S 11th Ave	E 25th St	E 24th St	24	15
	E 24th St	E 22th St	25	22
S 12th Ave	E 25th St	E 24th St	14	14
S 13th Ave	E 25th St	E 24th St	10	10
	E 24th St	E 22th St	5	5
E 24th St	Chicago	Elliot	9	0
	Elliot	S 10th Ave	9	2
	S 10th Ave	S 11th Ave	12	2
	S 11th Ave	S 12th Ave	3	0
	S 12th Ave	S 13th Ave	0	0

Roadway	From	To	MON NOON		WED 5 PM	
			West/North	East/South	West/North	East/South
Park Ave S	E 25th St	E 24th St	7	6	5	0
	E 24th St	E 22th St	4	3	6	10
Oakland Ave S	E 25th St	E 24th St	6		7	
	E 24th St	E 22th St	10		10	
Portland Ave	E 25th St	E 24th St	7	8	13	8
	E 24th St	E 22th St	12	7	13	13
5th Ave	E 25th St	E 24th St	17	19	16	20
	E 24th St	E 22th St	9	8	3	12
E 24th St	Park	Oakland	3		0	
	Oakland	Portland	2		4	
	Portland	S 5th Ave	7		11	
Bloomington Ave S	E 25th St	E 24th St	4	5	5	4
	E 24th St	E 22th St	4	8	6	7
16th Ave S	E 25th St	E 24th St	8	8	7	6
	E 24th St	E 22th St	10	17	14	17
17th Ave S	E 25th St	E 24th St	5	6	13	5
	E 24th St	E 22th St	14	11	22	22
18th Ave S	E 25th St	E 24th St	11	13	6	13

Count 3 - June 16, 22, 23, & 30, 2023

Roadway	From	To	Count 1 – THU 6 PM		Count 2 – FRI 6 PM		Count 3 – SUN NOON	
			W/N	E/S	W/N	E/S	W/N	E/S
Park Ave	E 25th St	E 24th St	7	3	6	0		
	E 24th St	E 22th St	6	0	9	0		
Oakland Ave	E 25th St	E 24th St	8		6			
	E 24th St	E 22th St	3		8			
Portland Ave	E 25th St	E 24th St	15	7	4	10		
	E 24th St	E 22th St	15	11	10	12		
E 24th St	Park	Oakland	0		2			
	Oakland	Portland	6		3			
Bloomington Ave	E 25th St	E 24th St	3	3	1	7		
	E 24th St	E 22th St	15	10	8	9		
16th Ave	E 25th St	E 24th St	13	10	10	10		
	E 24th St	E 22th St	13	17	16	15		
17th Ave	E 25th St	E 24th St	14	16	8	5	11	13
	E 24th St	E 22th St	6	9	13	12	18	16
18th Ave	E 25th St	E 24th St	16	16	2	11	15	11
E 24th St	Bloomington	16th		1		1		
	16th	17th		7		2		12
	17th	18th		2		1		12
Holy Rosary Church Lot			16		0		46	
Chicago Ave	E 25th St	E 24th St	6	16	6	14		
	E 24th St	E 22th St	10	13	7	8		
Elliot Ave	E 25th St	E 24th St	11	19	14	15		
	E 24th St	E 22th St	19	16	28	20		
10th Ave	E 25th St	E 24th St	21	11	20	13		
	E 24th St	E 22th St	20	24	20	23		
11th Ave	E 25th St	E 24th St	16	10	21	15		
	E 24th St	E 22th St	24	15	25	17		
12th Ave	E 25th St	E 24th St	7	16	10	10		
E 24th St	Chicago	Elliot	12		9			
	Elliot	S 10th Ave	10	4	13	7		
	S 10th Ave	S 11th Ave	11		13			
	S 11th Ave	S 12th Ave	6		6			
24 Somali Mall Lot - Back/Main			52		75			