Mt Rushmore Road
Occupied Parking Averages
9/5/2012 to 9/13/2012

MOUNT RUSHMORE ROAD PARKING
SAINT PATRICK ST TO SAINT CHARLES ST

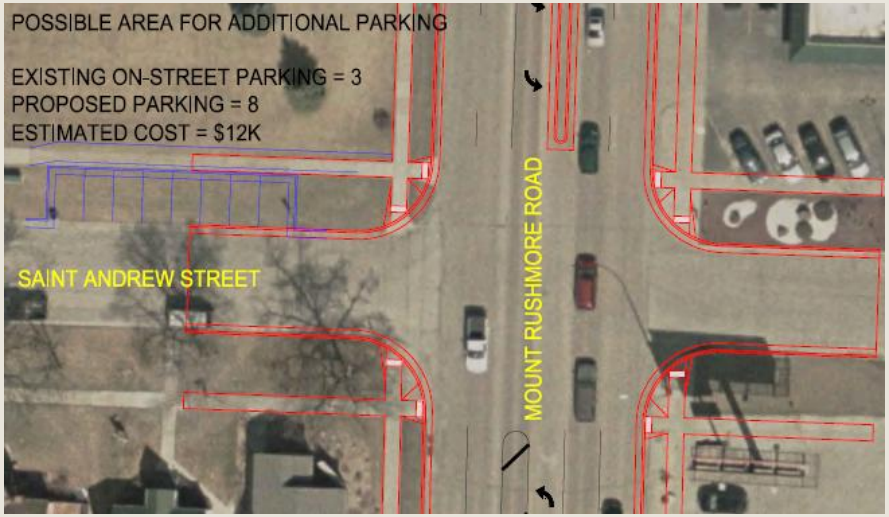
No Street Parking
0 Percent
1 - 6 Percent
7 - 12 Percent
13 - 19 Percent
20 - 26 Percent

	SAINT PATRICK TO SAINT ANDREW	SAINT ANDREW TO SAINT CHARLES
TOTAL # OF SPOTS =	7	0
MAXIMUM USED =	4	NA
AVG % USED =	17	NA

SAINT ANDREW STREET

CORRIDOR PLAN

SDDOT LAYOUT



- NO CHANGE TO EXISTING PARKING WITH SDDOT LAYOUT
- 5 ADDITIONAL SPOTS ALONG NORTH SIDE OF ST ANDREW STREET PROPOSED (APPROX $12K).

MOUNT RUSHMORE ROAD PARKING SAINT ANDREW ST TO FRANKLIN ST

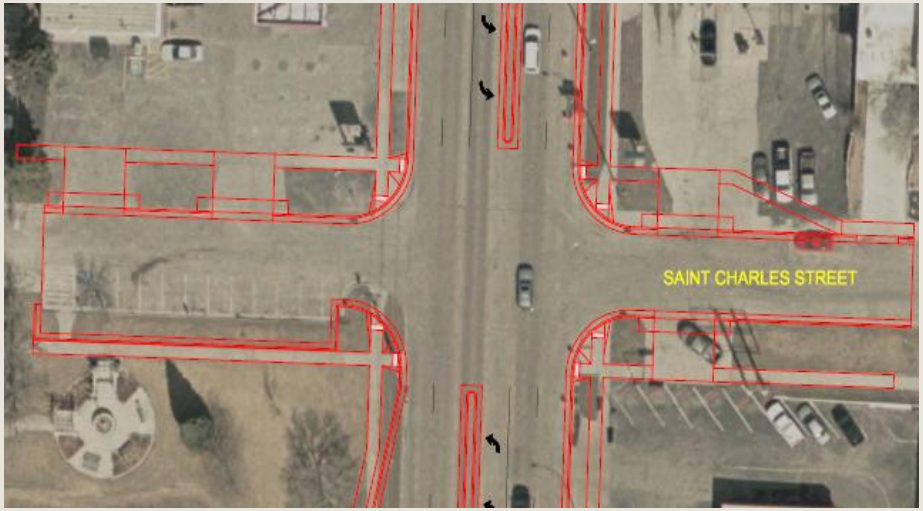
No Street Parking
0 Percent
1 - 6 Percent
7 - 12 Percent
13 - 19 Percent
20 - 26 Percent

	SAINT ANDREW TO SAINT CHARLES	SAINT CHARLES TO FRANKLIN ST
TOTAL # OF SPOTS =	0	2
MAXIMUM USED =	NA	0
AVG % USED =	NA	0%

SAINT CHARLES STREET

CORRIDOR PLAN

SDDOT LAYOUT



- NO CHANGE TO EXISTING PARKING WITH SDDOT LAYOUT
- NO ADDITIONAL PARKING PROPOSED

MOUNT RUSHMORE ROAD PARKING
SAINT CHARLES ST TO SAINT CLOUD ST

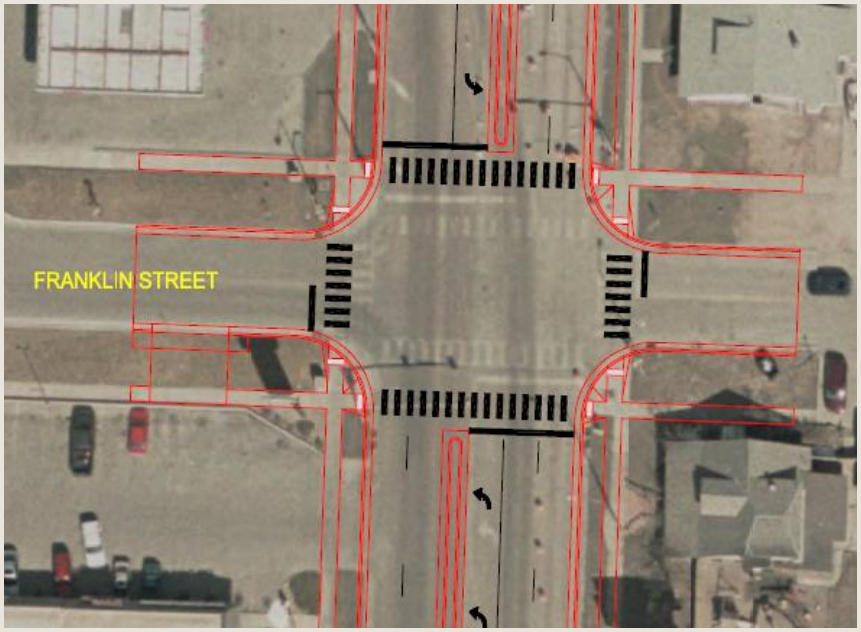
No Street Parking
0 Percent
1 - 6 Percent
7 - 12 Percent
13 - 19 Percent
20 - 26 Percent

	SAINT CHARLES TO FRANKLIN ST	FRANKLIN ST TO SAINT CLOUD ST
TOTAL # OF SPOTS =	2	4
MAXIMUM USED =	0	0
AVG % USED =	0%	0%

FRANKLIN STREET

CORRIDOR PLAN

SDDOT LAYOUT



- NO ON-STREET PARKING ALLOWED ON FRANKLIN STREET NEAR MOUNT RUSHMORE ROAD

MOUNT RUSHMORE ROAD PARKING FRANKLIN ST TO SAINT JAMES ST

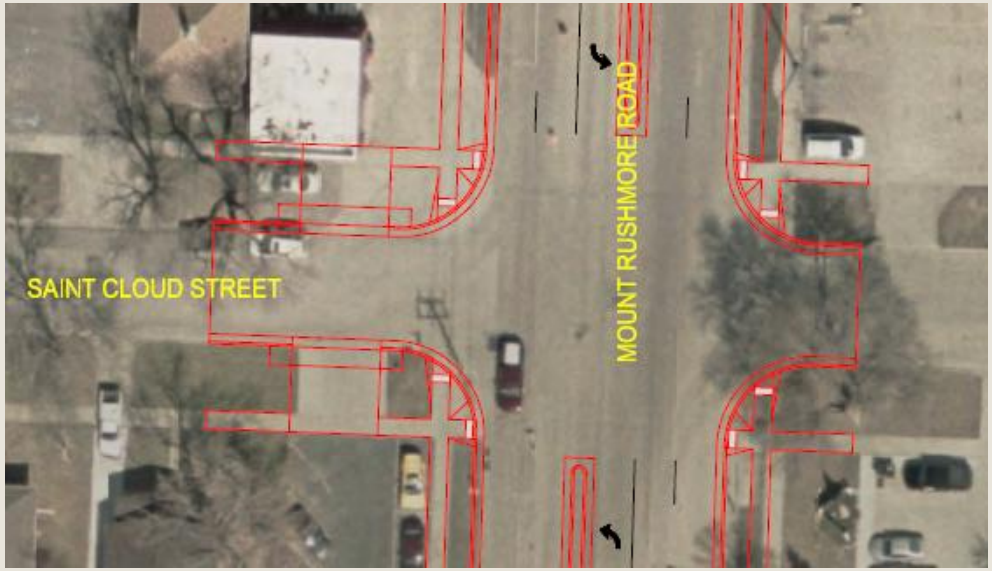
No Street Parking
0 Percent
1 - 6 Percent
7 - 12 Percent
13 - 19 Percent
20 - 26 Percent

	FRANKLIN ST TO SAINT CLOUD ST	SAINT CLOUD ST TO SAINT JAMES ST
TOTAL # OF SPOTS =	4	6
MAXIMUM USED =	0	3
AVG % USED =	0%	10%

SAINT CLOUD STREET

CORRIDOR PLAN

SDDOT LAYOUT



- NO CHANGE TO EXISTING PARKING WITH SDDOT LAYOUT
- NO ADDITIONAL PARKING PROPOSED

MOUNT RUSHMORE ROAD PARKING SAINT CLOUD ST TO FAIRVIEW ST

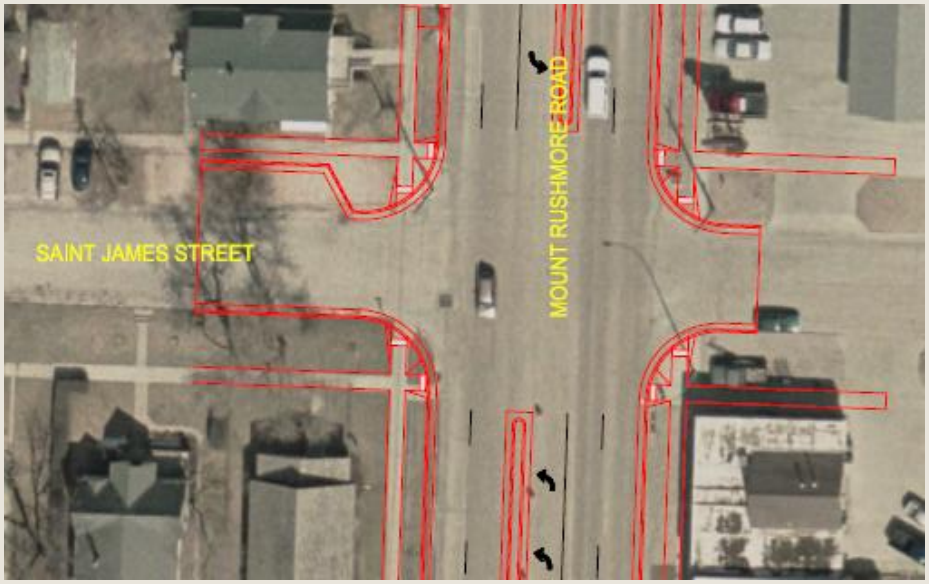
No Street Parking
0 Percent
1 - 6 Percent
7 - 12 Percent
13 - 19 Percent
20 - 26 Percent

	SAINT CLOUD ST TO SAINT JAMES ST	SAINT JAMES ST TO FAIRVIEW ST
TOTAL # OF SPOTS =	6	12
MAXIMUM USED =	3	1
AVG % USED =	10%	1%

SAINT JAMES STREET

CORRIDOR PLAN

SDDOT LAYOUT



- NO CHANGE TO EXISTING PARKING WITH SDDOT LAYOUT

MOUNT RUSHMORE ROAD PARKING SAINT JAMES ST TO CLARK ST

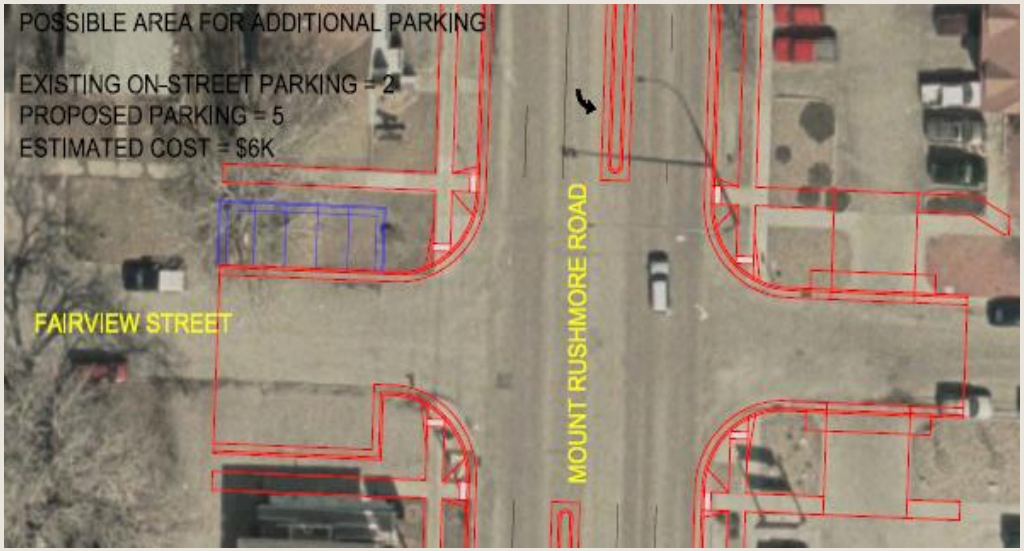
No Street Parking
0 Percent
1 - 6 Percent
7 - 12 Percent
13 - 19 Percent
20 - 26 Percent

	SAINT JAMES ST TO FAIRVIEW ST	FAIRVIEW ST TO CLARK ST
TOTAL # OF SPOTS =	12	5
MAXIMUM USED =	1	1
AVG % USED =	1%	2%

FAIRVIEW STREET

CORRIDOR PLAN

SDDOT LAYOUT



- NO CHANGE TO EXISTING PARKING WITH SDDOT LAYOUT
- 3 ADDITIONAL SPOTS ALONG NORTH SIDE OF FAIRVIEW STREET PROPOSED (APPROX. $6K).

MOUNT RUSHMORE ROAD PARKING CLARK ST TO SOUTH ST

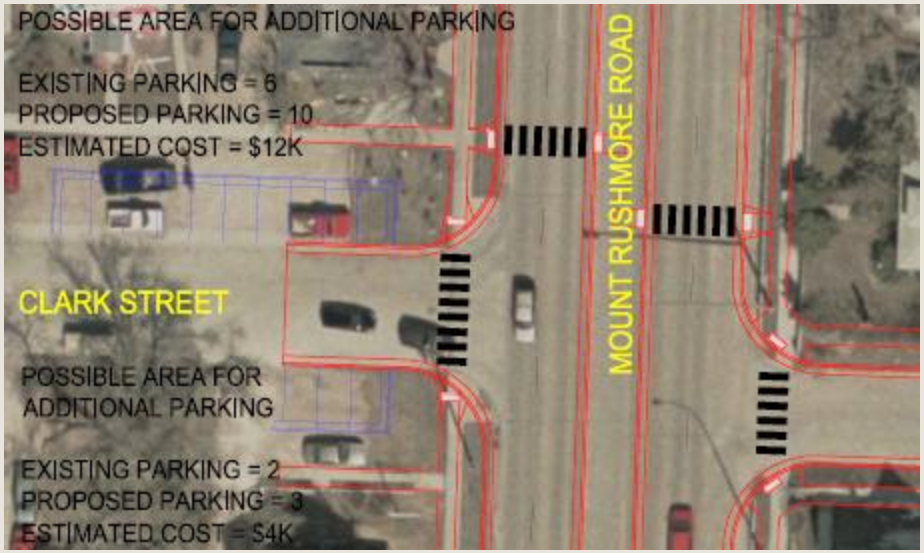
No Street Parking
0 Percent
1 - 6 Percent
7 - 12 Percent
13 - 19 Percent
20 - 26 Percent

	CLARK ST TO SOUTH ST
TOTAL # OF SPOTS =	22
MAXIMUM USED =	11
AVG % USED =	19%

CLARK STREET – WEST SIDE

CORRIDOR PLAN

SDDOT LAYOUT



- NO CHANGE TO EXISTING PARKING WITH SDDOT LAYOUT
- CONVERT TO PERPENDICULAR PARKING (INCREASE OF APPROXIAMTELY 5 SPOTS)

FULTON STREET

CORRIDOR PLAN

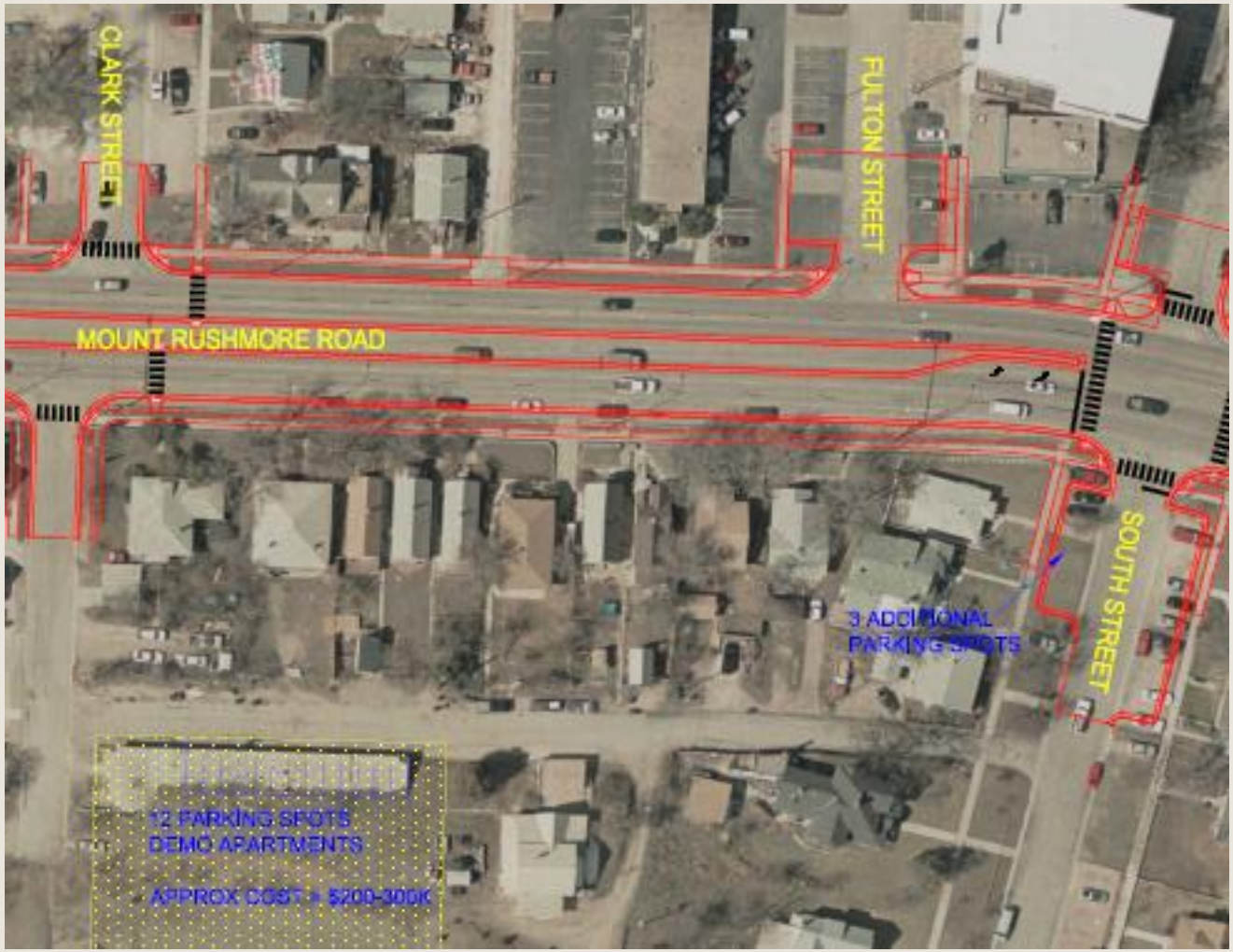
SDDOT LAYOUT

- NO CHANGE TO EXISTING PARKING WITH SDDOT LAYOUT

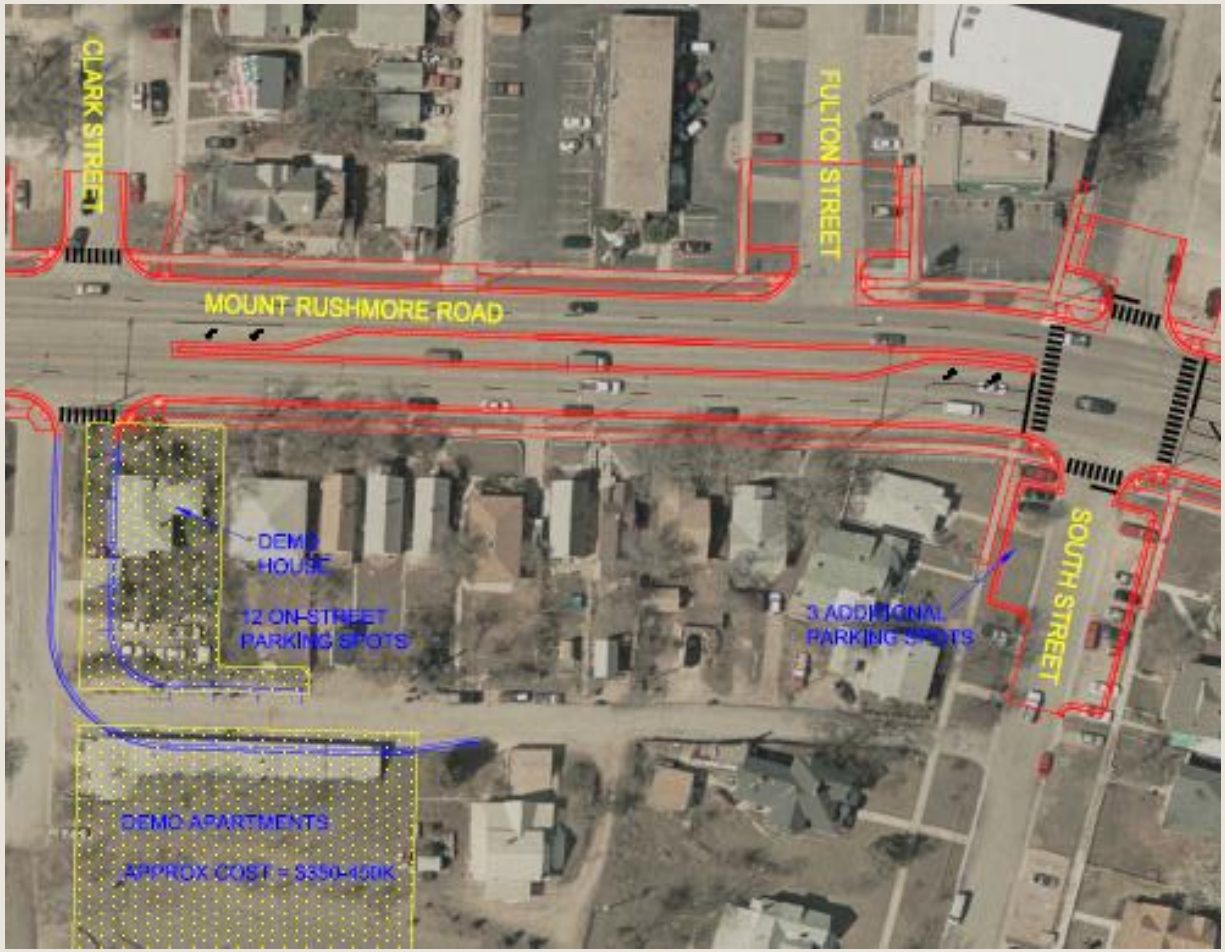
CLARK STREET TO SOUTH STREET CORRIDOR PLAN

CLARK STREET TO SOUTH STREET SDDOT LAYOUT – OPTION 1

CLARK STREET TO SOUTH STREET PARKING OPTION 2



CLARK STREET TO SOUTH STREET PARKING OPTION 3



MOUNT RUSHMORE ROAD PARKING SOUTH ST TO QUINCY ST

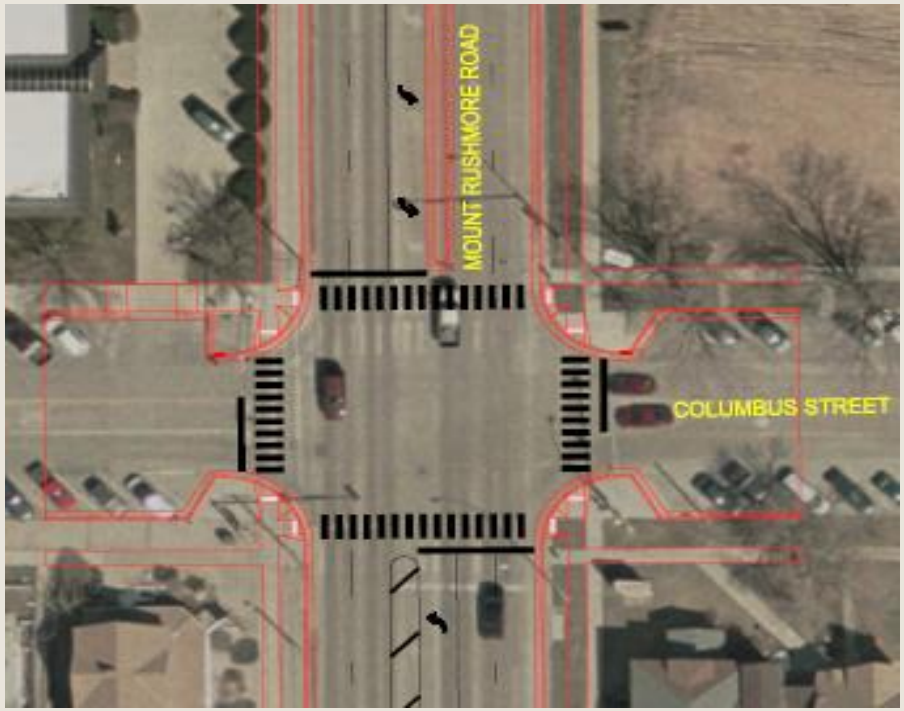
No Street Parking
0 Percent
1 - 6 Percent
7 - 12 Percent
13 - 19 Percent
20 - 26 Percent

	SOUTH ST TO COLUMBU ST	COLUMBUS ST TO QUINCY ST
TOTAL # OF SPOTS =	10	10
MAXIMUM USED =	3	5
AVG % USED =	8%	14%

COLUMBUS STREET

CORRIDOR PLAN

SDDOT LAYOUT

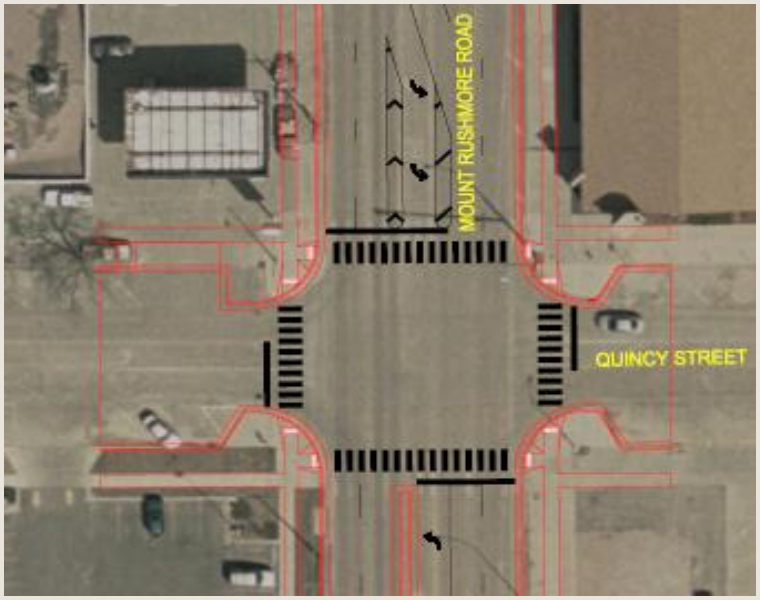


- NO CHANGE TO EXISTING PARKING WITH SDDOT LAYOUT

QUINCY STREET

CORRIDOR PLAN

SDDOT LAYOUT



- NO CHANGE TO EXISTING PARKING WITH SDDOT LAYOUT

PARKING SUMMARY

- EXISTING MRR PARKING = 78
- MAXIMUM PARKING USED = 28
- SUMMARY OF PROPOSED INCREASE IN SIDE STREET PARKING
  - SAINT ANDREW ST = 5 SPOTS - $12K
  - FAIRVIEW ST = 3 SPOTS - $6K
  - CLARK ST (WEST SIDE) = 5 SPOTS - $16K
  - CLARK ST TO SOUTH ST (EAST SIDE) = 12 SPOTS - $200-450K
  - SOUTH ST = 3 SPOTS - $6K

  - TOTAL = 28 SPOTS - $240-490K