

UPPER VALLEY PARKING WORK SESSION

CRESTED BUTTE, MT. CRESTED BUTTE &
CRESTED BUTTE MOUNTAIN RESORT

September 28, 2017

Purpose of Tonight's Meeting

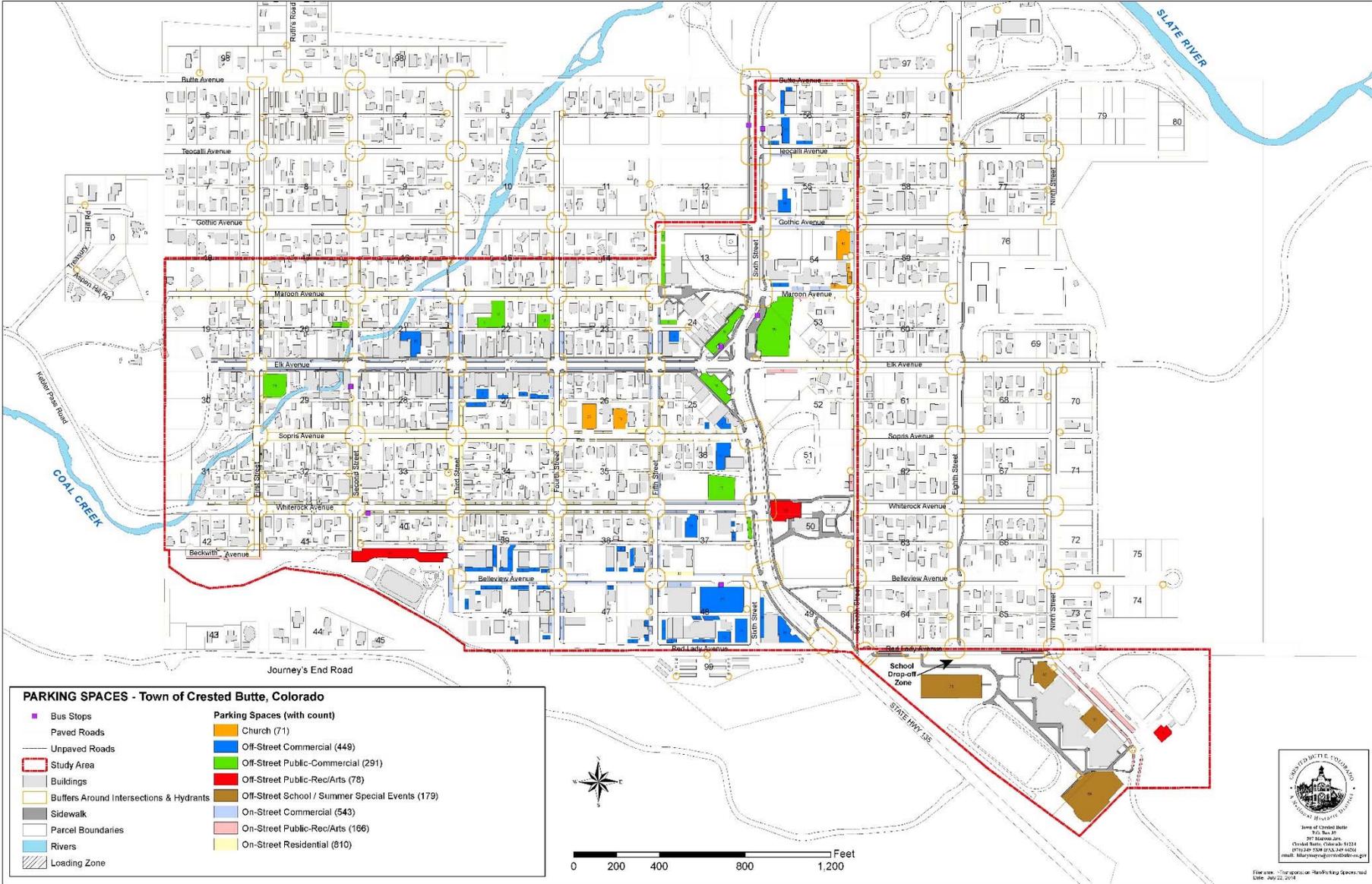
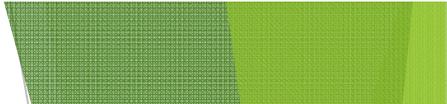
- ▶ TO INTRODUCE AND DISCUSS THE POTENTIAL OF CREATING AN INTEGRATED PARKING MANAGEMENT PLAN FOR THE TOWNS AND RESORT OF THE UPPER VALLEY

Parking Goals

- ▶ CREATE A SAFE PEDESTRIAN & BICYCLE FRIENDLY ENVIRONMENT FOR RESIDENTS & GUESTS
- ▶ ENCOURAGE TRANSIT RIDERSHIP & OTHER MODES OF TRANSPORTATION
- ▶ DECREASE TRAFFIC CONGESTION & MINIMIZE “SPILL-OVER” IMPACTS
- ▶ MAXIMIZE EXISTING SUPPLY OF ON & OFF-STREET PARKING & CREATE NEW OPPORTUNITIES
- ▶ IMPROVE WINTER PARKING REGULATIONS & SIGNAGE TO MINIMIZE PARKING VIOLATIONS
- ▶ MAINTAIN CURRENT STAFFING, BUDGETS & SERVICE LEVELS
- ▶ COMMUNITY & CHARACTER-BASED SOLUTIONS

Prior Studies

- ▶ 2015 Transportation Plan Draft Recommendations
- ▶ 2008 Upper Gunnison Valley Transportation Plan Update
- ▶ 2001 Mountain Passenger Transportation System Feasibility & Location Study
- ▶ 2000 Sixth Street Corridor Improvement Plan-Final
- ▶ 1998 Crested Butte Transportation Plan
- ▶ 1998 Upper Gunnison River Valley Transportation Plan-Trends and Conditions Report
- ▶ 1996 Transportation and Sustainable Development in Crested Butte
- ▶ 1992 TRAP Report-Transportation, Alleys & Parking
- ▶ 1980 Parking and Transportation Preliminary Report



Elk Avenue Parking Shortage

Town of Crested Butte, Colorado



Parking Demand Per Uses for Typical Weekday													
	Peak	Land Uses (sq. ft.)											
		Restuant*		General Retail**		Medical		Lodging		Office		Banks	
Total Sq. Ft.		49,362		54,593		6,598		7		24,394		6,313	
User Type	12:00 PM	Visitor	Emp.	Visitor	Emp.	Visitor	Emp.	Visitor	Emp.	Visitor	Emp.	Visitor	Emp.
Parking Demand		444	74	158	38	20	10	7	2	7	85	19	10
Parking Demand (Shared Parking)		444	74	142	38	6	10	3	2	1	77	10	10

Results Weekday	
Total Sq.Ft.	141,267
Total Supplied Parking Spaces	585
Parking Demand (No Shared Parking)	874
Parking Demand with Shared Parking Reduction (27%)	817
Parking Deficit	232

Parking Demand Per Uses for Typical Weekend													
	Peak	Land Uses (sq. ft.)											
		Restuant*		General Retail**		Medical		Lodging		Office		Banks	
Total Sq. Ft.		49,362		54,593		6,598		7		24,394		6,313	
User Type	12:00 PM	Visitor	Emp.	Visitor	Emp.	Visitor	Emp.	Visitor	Emp.	Visitor	Emp.	Visitor	Emp.
Parking Demand		629	111	175	44	20	10	6	1	1	9	19	10
Parking Demand (Shared Parking)		629	111	149	44	6	10	2	1	1	8	17	10

Results Weekend	
Total Sq.Ft.	141,267
Total Supplied Parking Spaces	585
Parking Demand (No Shared Parking)	1,035
Parking Demand with Shared Parking Reduction (12%)	988
Parking Deficit	403

ULI standard parking generation rates and time of day factors were used to determine the parking demand as well as, shared parking reductions based on the land use characteristics along Elk Avenue between First Street and Sixth Street. ULI standard parking generation rates were used to establish a peak parking demand for each land use. The peak parking demand was reduced using shared parking time of day factors from ULI standards. The ULI time of day factors provide distribution of parking demand throughout the day based on the parking characteristics of each land use. For example, office demands peak during mid-day conditions, while retail peak in the late afternoon. This relationship allows for sharing of a single parking resource during non-peak conditions.

*For the restaurant land use, family style restaurant ULI rates were used because it closely reflects the range of land use characteristics found along Elk Avenue.

**General retail land use characteristics were used for the grocery store and retail along Elk Avenue, for they exhibit similar behavior with the ULI rates for general retail.

CURRENT POLICIES

- ▶ FREE Parking in Town
- ▶ 15 mph Speed Limit in Town
- ▶ Shared travel lanes-cars and bikes
- ▶ Elk Avenue and Core Area-2 Hr. Limit
- ▶ Public Parking Lots-No Overnight Parking
- ▶ Residential Streets-No Time Limit
- ▶ Summer Elk Avenue Closed 45 days
- ▶ Winter Parking-Alternate 10pm to 10 am
- ▶ Snow banks downtown along Elk Ave.

Current Town Parking and Transportation Projects

- ▶ Red Lady Intersection Improvements
- ▶ Upgrades to bus stops- 4 way and Clarks
- ▶ New 3rd Street parking Pita's Lot
- ▶ Paving projects- 3rd Street ROW of Elk, Fire Station Lot, 4 way, Cracking Sealing at School, Tennis Courts, and 4th Street off Elk
- ▶ Wayfinding



Current Town Parking and Transportation Projects cont.

- ▶ Your Speed Signs
- ▶ Expanded Bus Service
- ▶ Deli Trail and Rec Path Upgrades
- ▶ Special Event Street Closures
- ▶ Be Safe be Seen

THE CHALLENGE

Parking has been “free and easy.” Now traffic congestion, parking demands and community impacts have increased so “*What should be done, if anything, to alleviate these problems?*”

Possible Options

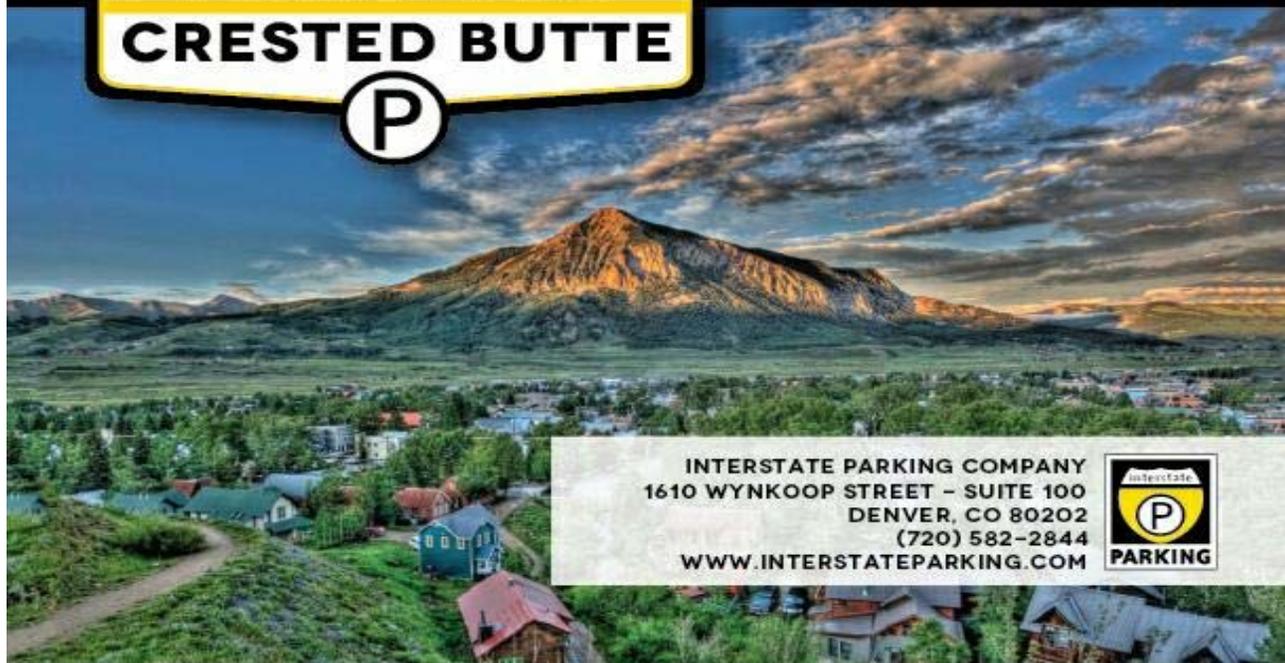
- ▶ *Stay the course and continue to invest in additional infrastructure for parking and traffic*
- ▶ *Creating a comprehensive and integrated Parking Management Plan that “fits” within the shared visions of Crested Butte, Mt. Crested Butte & CB Mountain Resort*

CRESTED BUTTE PARKING MANAGEMENT

» TOWN OF CRESTED BUTTE

» MT. CRESTED BUTTE

» CRESTED BUTTE MOUNTAIN RESORT



INTERSTATE PARKING COMPANY
1610 WYNKOOP STREET - SUITE 100
DENVER, CO 80202
(720) 582-2844
WWW.INTERSTATEPARKING.COM



Strategic Plan

- ▶ ***We recognize that parking is a gateway to the Town of Crested Butte’s downtown and mountain resort experience (often the first and last experience for visitors) and our proposed management services focus on continuing to implement proven technologies and operating methodologies to leverage downtown economic vibrancy and provide exceptional, friendly service to Crested Butte’s residents, workers and visitors. Our goal is to fully integrate parking for the Town, Ski Resort, Visitors and the numerous businesses to create an “optimal parking experience” for each user. When that first dump of snow hits in November we are committed to ensuring that everyone will encounter a fast, courteous “parking experience” that gets them where they want to be quickly so they can enjoy all of the beauties that Crested Butte has to offer.***





Our Amdassadors



Our employees will often be the first and last impression of the Town for visitors when they park on Elk Avenue or one of the side streets:

- ▶ They will always make a positive first and last impression
- ▶ They will provide invaluable information about restaurants, special events, and paddle boarding on the river for example
- ▶ They will help make parking easy and fun

Enhance Transit Usage

- ▶ Our goal is to create a rate structure that motivates users to park their vehicles at their hotels and then hop on Transit or their Bicycles to enjoy all the amenities Crested Butte and Mt. Crested Butte have to offer.

History of Paid Parking in Breck

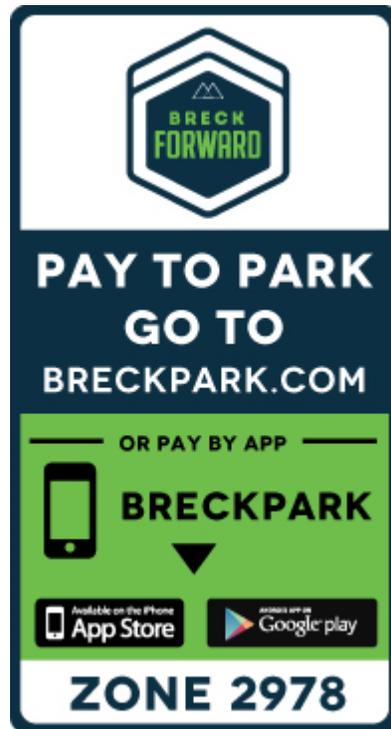
- ▶ Through a nominal fee structure of .50 cents for the first hour they have created revenues that support the ambassador program and residents and store owners love it



Solar Powered Meters



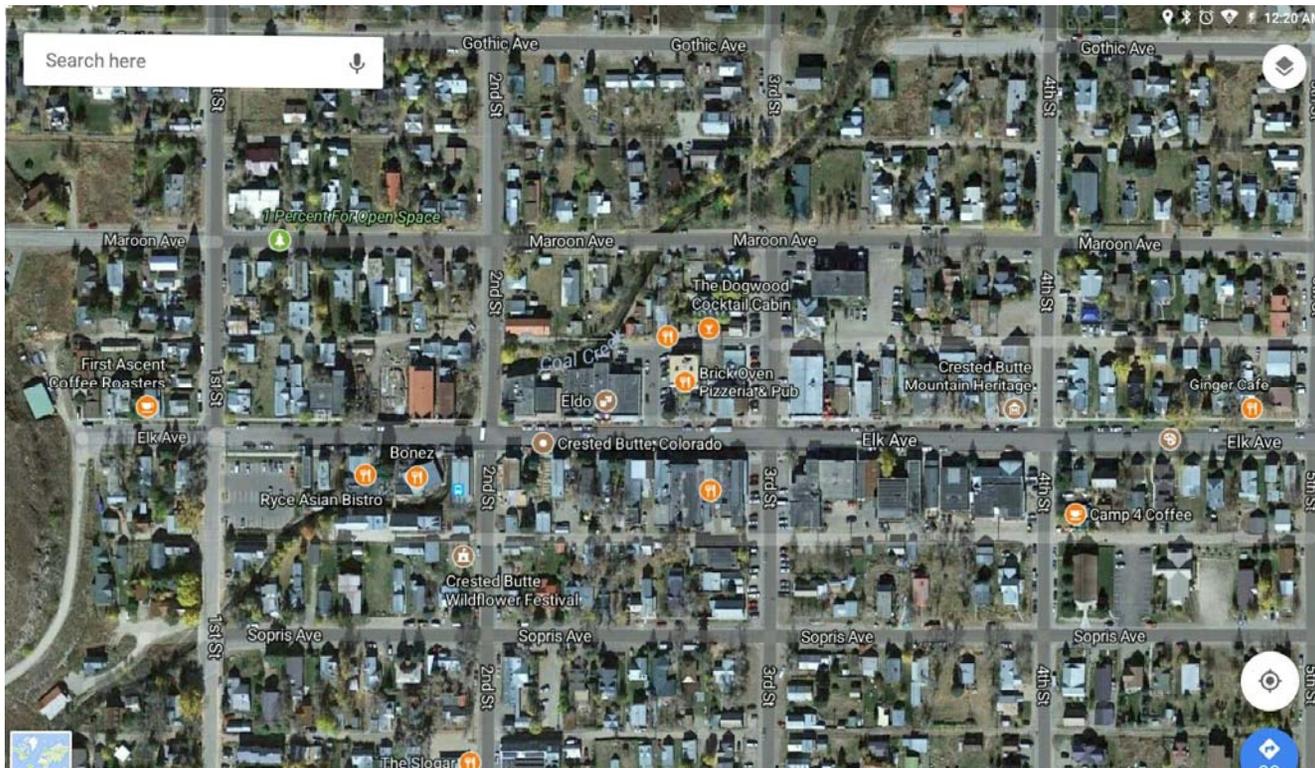
Pay by Phone App



Ensuring Space Utilization

- ▶ Our goal is to create a rate structure that ensures optimal space utilization at all times- for example in each of the five Town Blocks on Elk Avenue there will be 5 spaces available so Visitors can visit and shop at local establishments quickly and easily through a reflective pricing model.

Online Permit Parking for Residents and Employees on Side Streets



Sample of Our Online Registration for Permits in Fargo



CHAT NOW!



Home | Locations | Services | Monthly Parking | Street Parking Trial | Pay Citation | Contact

SIGN IN

Please select a parking facility from the dropdown list then enter your

Location

Email Address

Password

[Log In](#)

[Don't have monthly parking? Click here to a](#)



Home | Locations | Services | Monthly Parking | Street Parking

Pay Citation

To pay your City of Duluth parking citation, click here:

[pay citation](#)

If you have questions or wish to dispute a City of Duluth parking citation, click here:

[dispute citation](#)

Transition to Paid Parking

- ▶ Numerable Community Outreach meetings where we listen to residents, business owners & visitors to create a program structured to make paid parking a valued, understood addition to Crested Butte's greater mobility plan.
- ▶ We will use the very best technologies to create a parking program that works for everyone in Crested Butte that includes the ski mountain operations and Mount Crested Butte

Start Up Costs

Jx

	A	B	C	D
2	Start Up Costs			
3		Vehicle	\$ 25,000	
4		Solar Powered Machines	\$ 150,000	
5		Signage	\$ 5,000	
6		Uniforms	\$ 3,000	
7		Office Supplies	\$ 2,000	
8		Two Way Radios	\$ 2,000	
9		Total Expenses	\$ 187,000	
10				

Thoughts, Questions, and Next Steps

