



Manitou Springs



Residential Parking Advisory Panel

*Meeting Notes &
Panel Recommendations*

September 29, 2008

Carl Walker
Parking
Planning · Engineering · Restoration

Ideas for parking. SOLUTIONS FOR PEOPLE®





Manitou Springs Parking Advisory Panel

Focus: Residential Parking Issues

September 29, 2008

Panel Members:

- **Ms. Molly Winter**
 - Director, Downtown and University Hill Management Division/Parking Services, *City of Boulder, CO*
- **Mr. Randy Hensley**
 - Parking and Transportation Services Manager, City of Fort Collins, CO
- **Mr. Greg Warnke**
 - Director of Parking and Transportation Services, *City of Colorado Springs*
- **Mr. Dennis Burns**
 - Senior Vice President, Studies and Operations Consulting, *Carl Walker, Inc.*

Resident & Stakeholder Input Meeting

2:30 PM – 4:00 PM

Residents and Other Stakeholder Attendees:

- | | |
|---------------------|--------------------|
| • Aimee Cox | • Andrew Niesto |
| • Kitty Clemens | • Val St. Cloud |
| • Rev. Dave Hunting | • Rachel Buller |
| • Spencer Wren | • Karen Cullen |
| • Tim Haas | • Kevin Abney |
| • Michele Carvell | • Farley McDonough |
| • Leslie Lewis | • Paul York |
| • Mayor Drummond | |





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2:30 PM

Panel Agenda

Panel Arrives in Manitou Springs Meet at: the Cliff House, 306 Canon Avenue	12:30 PM
Introductions/Lunch Location: The Cliff House	12:30 – 1:30 PM
Downtown and Residential Area Tour	1:30 – 2:00 PM
Panel Work Sessions Location: City Hall, 606 Manitou Avenue, Manitou Springs, CO 80829	
Brief Overview of Parking Planning Work – LDB	2:00 – 2:30 PM
Input from Local Residents and Other Stakeholders Group Session	2:30 – 3:30 PM
Panel Work Session to Address Issues Identified	3:30 – 5:00 pm
Panelist free to depart or adjourn for refreshments	5:00 – 6:00 PM
Dinner	6:30 PM
Follow-Up: A brief letter report will follow within a week.	





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Meeting Notes:

Area: Upper Ruxton –

- Trial Residence Parking Permit Program in Place –
 - 12 permits allowed, 5 issued to date.
 - No charge for permits
 - Ordinance authorizing the program sunsets 12/31/08
 - Visitors use 4 or 5 over flow spaces
 - Enforcement is “catch as catch can”
 - \$20 ticket
- In Barr Trail Lot, some people are willing to pay the \$20 fine as a parking fee.
- Former shuttle program funded by a federal grant (\$300,000/year) (several years ago)
 - From Old Colorado City through Manitou Springs to Cog Railroad/Barr Trail
 - 60K – 80K people hike the Incline per year
 - 200 cars Ruxton to Hydro on weekdays
 - 500 per day on weekends
- Residents are “meetinged out” – tired of talking, want action.
- Cog-Train shuttles employees from High School lot. Leased spaces cost \$1,000/month.



Area: Washington Avenue

- Residents use limited available parking spaces for guests and service workers
- Could get creative and “Brooklynese” parking (shoe horn in parking wherever possible)
- This area has seen some vandalism of vehicles during peak season, but this has subsided.
- Fender benders and congestion at peak season
- Area has only about 7 public spaces that are “first come-first served”, no rules, controls or real enforcement



- Residents could put up with short-term parking, but long-term (multi-day) parking in these valuable spaces is unacceptable
- Manitou Springs is 19th century town – narrow streets, limited parking, no alleys, no grid and significant topography issues
- Washington Ave – parking on only one side of the street
- Washington Ave. has become a cut-through
- Bad curve – should be no parking
- Suggestion: Create a Manitou Springs Residential Permit Program for all of Manitou – but with specific strategies for specific streets/areas/neighborhoods



Area: Lower Ruxton/Mid Ruxton

- Impacted by special events and Bar Trail
 - The Ascent Marathon – Ruxton Closed for 2 days
- B&B rents spaces from a neighbor as a condition to satisfy the conditional use permit
- Some parking is hidden, not well signed or used (Miramont Castle)
- Better striping and delineation of spaces would help
- Improved signage would help



Area: Duclo Ave.

- Guests have to park on-street
- During summer increased enforcement created more problems

Area: Grand Ave

- Older Victorian houses with no or little parking
- Conversion to rentals increases density and parking demand without providing more parking
- Parking on both sides of the street
- Proximity to downtown – customers, visitors, employees makes parking issues more pronounced
- Very little off-street parking and employee parking are key issues
- Grand Ave. is a dead-end street
- Suggestion: Make Grand Ave. On-Street Parking - resident only parking?





- Suggestion: Make Grand Ave. resident traffic only?
- Proposed Cliff House West development would create 170 spaces below grade and handle all Cliff House demand

Area: Oklahoma Street

- Local residents work cooperatively re: sharing parking
- Key Issues:
 - Emergency vehicle access – safety
 - Blind curves
 - Line of sight issues
 - Fire zones
 - Inventory of existing spaces by street
 - Look for opportunities for adding spaces
 - Code enforcement



General Issues

Transportation Alternatives

- Bus system is an issue due to perceived unreliability,
- Busses don't run in the evening
- RTA (Mountain Metro) offer a version of Boulder's Eco-Pass program for downtown employees?
- Promote/support other demand management strategies such as Carpools/Vanpools, car sharing, etc.?

Technology

- Multi-space meters
- Single-space credit card meters
- Find the technology that right for Manitou Springs

Economic Development

- Recognize and develop parking strategies that complement and support the important role of tourism as the base of the local economy
- Support the BID in their regional marketing efforts
- Chamber – bed tax – destination marketing
- Was more seasonal – but the seasons are lengthening
- Recognize that increasing parking problems is a positive symptom related to other community successes. A good problem to have, but one that need special attention now.





Recommendations

The following are the Parking Advisory Panel's comments and recommendations developed immediately following the meeting with the Manitou Springs residents and other stakeholders. There was general consensus among the panel on these comments and recommendations.

General Panel Recommendations

1. Create a single parking management entity under the new Parking Authority. Dissolve the Metro Parking District and transfer responsibility and funding to the new organization.
2. Manitou Springs Parking Authority should be have city-wide responsibility.
3. Emphasize the need for the Parking Authority to be "community service oriented".
4. Have the Parking Authority board members broadly represent the community and local committees.
5. Provide the Authority board the ability to set parking rates and fines. This insulates the City Council from political pressures and also provides much needed flexibility for the parking program re: market rate pricing strategies.
6. Develop and adopt a community mission and vision statement, approved by the City Council. The Parking Authority will develop policies and programs to support the larger community strategic goals.
7. Broaden the Parking Authority mission to develop transportation demand management, local area shuttle access and transit support programs.
8. City Council or the Mayor should appoint the Parking Authority Board, develop the Parking Authority Administrator position description and recruitment process and hire the parking authority director as soon as possible.
9. Conduct an overall signage audit and improve quality and consistency of signage.
10. Provide better parking space definition/delineation.
11. Develop relationships with other Colorado community parking programs. This residential panel process is a start in this direction.





12. Reassess parking requirements related to zoning requirements, conditional use permits, variances, etc. as part of initial parking planning efforts.
13. Have the Parking Authority become the “central clearing-house” for all parking information in Manitou Springs.
14. As mentioned in the original parking study, some thought might be given to initially contracting with a private parking management firm to handle day-to-day operations and to get the basic programs and systems established. At the end of the initial contract term a decision to retain the firm or to bring the operation in-house could be reassessed.





Residential Parking Recommendations

1. Consider Basic Parking Management Principals –
 - The development of parking programs needs to have a comprehensive approach and strategic development plan – (prioritization - which elements happen first) along with effective leadership/management. Be sensitive to the projected impacts/new conditions created by implementing new programs.
 - o Hiring parking administrator is the most important action to be taken.
 - o Get position description refined and recruitment process started.
 - Program needs sustainable funding mechanism
 - o Jump start with funds from Metropolitan Parking District
 - o Make strategic investments that will generate future revenue streams
 - o Ensure that all appropriate revenue streams flow into the parking authority
 - Metropolitan Parking District Assessments
 - Transfer assessment to Parking Authority
 - Off-street parking revenues
 - On-Street parking revenues
 - Parking enforcement revenues
 - On-street parking should be more expensive than off-street parking
 - **Protect resident parking first (before implementing paid on-street spaces)**
 - Enhanced enforcement function will be critical to supporting residential programs, but can also create positive cash flow
 - Provide additional employee parking options
2. Define residential permit zone zones by neighborhood. Define specific issues and needs. Craft specific permit programs by zone/neighborhood. See various examples provided.
 - a. Conduct a detailed inventory of existing parking by street
 - b. Look for opportunities to create additional parking.
 - i. Assess strategies like shifting traffic flow patterns from 2-way to one-way and creating angled parking.
 - c. Assess code enforcement issues about "stuff" in public right of way or in drive ways
3. Create a consistent Residential Permit Program format/approach - for example a basic policy framework/plan, then identify neighborhood specific program elements such as signage design, permit design by area, etc.
4. Consider creating neighborhood parking advisory groups to represent neighborhood issues as the initial neighborhood parking plans are being developed.





5. Identify specific neighborhood concerns relative to code enforcement, traffic congestion, safety issues (emergency vehicle access – safety, blind curves, line of sight issues, fire zones, etc.).
6. Look for opportunities to share spaces among schools, churches and other land uses.
 - a. Contact each church, school and other land uses with significant parking resources.
7. Create additional public parking lots to be used for employee parking, as well as potentially a remote lot for Barr Trail/the Incline with a shuttle service. Also provide opportunities for resident parking permits for remote “vehicle storage” opportunities.

Additional Resources:

The Panel members left behind packets of information from their communities, including program descriptions, policies, maps, etc.

Carl Walker, Inc. will also provide some examples of residential permit programs from other communities as well as a “White Paper” on Residential Permit Programs. (Note: some of this information was also provided in Parking Management Best Practices Study previously completed for Manitou Springs.)





Photo Appendix – Residential Areas











Just in case you see downtown so often that you don't really "see it any more", here are the images an outsider takes away with them... You have really done a fabulous job of transforming your beautiful community!

Photo Appendix – Downtown Manitou Springs



















