

Manitou Springs Parking Plan

Parking Plan Options Worksheet

June 9, 2011

Category: On-Street Parking in High Demand Commercial Areas

Option	Implications	Cost	Funding Method*	My Preferred Options
Paid on-street parking Option A: Year-round <u>OR</u> Option B: Seasonal only (240 downtown core spaces Manitou Ave. only)	<ul style="list-style-type: none"> - Parking could be pushed into no fee and/or residential areas - Downtown employees less likely to park on the street - Increases need for downtown employee parking, either into off street lots or on-street outside the downtown core - Year-round fee impacts locals more - Year-round fee increases revenue for other parking solutions - Seasonal-only fee impacts primarily visitors - Increases downtown parking space turnover - Decreases traffic generated by people looking for a free parking spot 	\$230,022 (18 multi-space kiosks) \$68,000 (full-time Parking Manager)	City government or special district Projected revenues : \$525,060 (275 collection days with progressive fee)	
Option C: No fee with time limit (current)	<ul style="list-style-type: none"> - No fee encourages long term parking/move every 3 hours - May reduce impact on residential streets - Reduces parking space turnover - Generates no revenue for other parking solutions, other than violations - Increased traffic generated by people looking for a free parking spot 	\$110,866 (2 full-time and 1 seasonal enforcement)		
Loading/unloading policy for use of Manitou Avenue center lane by: Option D: A permit program to restrict users <u>OR</u> Option E: Hours of use restrictions	<ul style="list-style-type: none"> - Increases public safety - Enhances traffic flow - Increases predictability - Simplifies enforcement - Restricts business deliveries 	Parking permits are currently administered by the City Planning office	User fee	

* All projected revenues are estimated annual revenues

Category: Off-Street Commercial Parking

Option	Implications	Cost	Funding Method	My Preferred Options
<p>Option F: Construct 3-level parking structure on the Wichita lot (80 spaces currently)</p>	<ul style="list-style-type: none"> - Increases parking capacity in the downtown core - Reduces the pressure for on-street spaces, thereby reducing traffic - Would create long-term debt - Some people may consider it an unattractive, non-historic addition to the downtown landscape 	<p>\$4,241,520 (284 spaces)</p> <p>\$340,351 annual debt service (20 years)</p> <p>\$87,188 annual maintenance</p>	<p>City government or special district</p> <p>Projected revenue: \$303,880</p>	
<p>Purchase 10 Old Man’s Trail and:</p> <p>Option G: Rehab the building and parking lot (149 parking spaces)</p> <p align="center">OR</p> <p>Option H: Demolish the building; entire property becomes parking (191 parking spaces)</p>	<ul style="list-style-type: none"> - Purchasing and retaining the building would save a structure with a colorful, historic past and provide additional parking spaces for visitors and/or employees - Rehabilitating the building could provide space for City offices and/or community organizations and events as well as additional parking spaces - Demolishing the building would result in the loss of a piece of Manitou Springs’ history - Demolishing the building would create room for additional parking spaces for community use - The property is outside of the downtown core which may serve as a disincentive to use by visitors and employees; may work best with shuttle system 	<p>Option G: \$2.98 - \$3.48 million (\$279,244 annual debt service 20 years)</p> <p>Option H: \$1.9-\$2.4 million (\$191,559 annual debt service 20 years)</p>	<p>City government or special district</p> <p>Projected revenues:</p> <p>Option G: \$96,999</p> <p>Option H: \$124,341</p>	
<p>Option I: Hourly rate, parking passes and smart cards (current program)</p>	<ul style="list-style-type: none"> -Provides parking options with seasonal pass, PM pass and discounted pre-paid card (smart card) -Generates revenue to invest in parking solutions and fund enforcement -Provides long-term parking option greater than 3 hours 	<p>\$110,866 (2 full-time and 1 seasonal enforcement); administered by City Planning Office</p>	<p>Actual revenues: City permits (\$5,192) Canon lot fees (\$44,377) and enforcement (\$67,729)</p>	
<p>Option J: Provide a downtown employee parking program utilizing existing spaces</p>	<ul style="list-style-type: none"> - Some employers would have fewer headaches with designated parking areas for themselves and their employees - Employees may pay more to park in designated parking areas than on-street parking, unless paid parking is initiated in the downtown core - Fewer off-street spaces available for visitors - More on-street parking would be available for customers and visitors 	<p>Parking permits currently administered by City Planning Office</p>	<p>User fee</p>	

Category: Off-Street Commercial Parking (continued)

Option	Implications	Cost	Funding Method	My Preferred Options
Option K: Shared parking agreements for use of private/public parking assets (e.g. churches, schools)	<ul style="list-style-type: none"> - Could create parking spaces for commercial area employees and/or visitors - Responsibility for expenses would need to be determined - Assuming a fee is charged, could generate revenue for the entities providing the spaces - Could create liability for private/public entities - Responsibility for enforcement would need to be determined - Reduces capital expense for building lots 	\$68,000 (full-time Parking Manager)	City government or special district	
Option L: Parking for tour buses out of the downtown area	<ul style="list-style-type: none"> - Providing designated parking areas could encourage more tours coming to the community - A designated area out of the downtown core could enhance public safety - Could improve air quality downtown - Would decrease downtown congestion 	Market cost for property acquisition and development (see Option G)		
Option M: Development of special event parking plan	<ul style="list-style-type: none"> - A plan to effectively address special event parking could increase the community's ability to continue to attract visitors for events - Not to address special event parking may result in fewer visitors because of growing parking frustrations - Public safety could be enhanced due to less traffic generated by people looking for a parking space - Responsibility for the permit process for special event parking would be the responsibility of the City; executing the parking plan would be up to the event sponsor(s) 	Current staff	City government	

Category: Residential Parking

Option	Implications	Cost	Funding Method	My Preferred Options
Parking Permit Program: Option N: Fee-based <u>OR</u> Option O: Free Option P: Year-round <u>OR</u> Option Q: Seasonal Option R: Consistent across all neighborhoods <u>OR</u> Option S: Tailored to specific neighborhood needs	<ul style="list-style-type: none"> - Would likely provide local residents, particularly in high traffic neighborhoods, greater ease in parking their own vehicles near their homes - Could result in reduced traffic through neighborhoods by visitors looking for parking spaces - Would create the need for coordination with the City or parking administrator regarding permits - Could create costs for neighborhood residents that they presently don't incur - Program could be custom designed to fit the specific needs of each neighborhood - Could provide revenue for increased parking enforcement - Would reduce parking for employees and visitors - Will increase City's administrative costs 	\$68,000 (full-time Parking Manager)	City government or special district	

Category: Alternative Transportation

Option	Implications	Cost	Funding Method	My Preferred Options
Shuttle/trolley: Option T: Year-round <u>OR</u> Option U: Seasonal only <u>OR</u> Option V: Seasonal weekends and special events only	<ul style="list-style-type: none"> - Reduces parking pressure in the downtown area and in neighborhoods - Traffic generated by people looking for a parking space would likely decrease - Creates the need for funding and administration of a shuttle/trolley system - Helps address the parking problem for employees downtown - May result in increased attendance at special events in Manitou Springs 	Option T: \$365,000 (365d/10h/\$100hr) or Option U: \$121,000 (121d/10h/\$100hr) or Option V: \$40,000 (40 d/10h/\$100hr)	City government or special district Service contracted with Mountain Metro Transit	
Option W: Bus passes for employees	<ul style="list-style-type: none"> - Decreases reliance on vehicles, reducing traffic and the need for parking spaces - Helps the environment - Reduces employer and employee headaches regarding parking - May be difficult for employees to give up using their own vehicles because of decreased personal mobility - Bus schedules might not meet employees' needs - Responsibility for funding the passes would need to be determined 	\$63 per month through Mountain Metro Transit		

Category: Parking System Management

Option	Implications	Cost	Funding Method	My Preferred Options
<p>Option X: Revision of land use codes/regulations to consider fees in lieu of parking</p>	<ul style="list-style-type: none"> - Business owners pay a set cost per space for public parking development -Provides the potential to generate revenues for future parking improvements - Would create additional costs to small businesses - Replaces on-site parking requirements and change of use increases 	<p>\$250-\$10,000 per space</p>		
<p>Option Y: Public/private partnerships for facilities development</p>	<ul style="list-style-type: none"> - Lessens reliance on public sector entities and tax revenues - Increases private sector “buy-in” to help address a community challenge - Partnerships could result in more revenue to dedicate to parking solutions - May take longer to develop and implement solutions because of increased need for coordination/communication 			
<p>Improved signage and technology for information about availability of parking spaces</p> <p>Option Z: Within the downtown and to surface lots</p> <p style="text-align: center;"><u>OR</u></p> <p>Option AA: East of downtown core to encourage use of free parking within ¼ mile of downtown core</p>	<ul style="list-style-type: none"> - Efficient direction to parking options - May reduce trips into the downtown looking for parking - Informs visitors’ and residents’ use of parking options - Providing real time information about parking availability could result in less traffic generated by people looking for parking spaces - Would likely enhance visitors’ experiences in Manitou Springs and decrease local residents’ frustration with the parking situation - Real time technology and variable message boards have significant program costs 	<p>Varies (electronic message boards more expensive than standard road signage)</p>		