



Memorandum

To: Town Council

From: Greg Hall, Stan Zemler

Date: October 18, 2016

Subject: Parking Update

I. PURPOSE

To provide the Town Council with a parking update to include:

- Previous Town Council agreed upon policies and strategies from 2012
- Current and historical parking statistics
- Strategy for use of the Frontage Roads for overflow parking, including agreements with the Colorado Department of Transportation

II. BACKGROUND

Throughout its history, the Town of Vail has been responsible for addressing various parking challenges. As we've learned from the past and present, parking issues are dynamic and change over time. Today's presentation will be the first in a series of council sessions that will be used to provide the historical background and context to assist Town Council in assessing the town's parking policies and strategies now and into the future.

Beginning in 2010 and working into 2012, the Town Council conducted various sessions to discuss parking both short and long term. In August of 2012 the final Strategic Parking Plan memo was produced outlining the Town Council's direction on parking. This set Goals, Objectives and Policies as well as strategies both short term and longer term. The memo is attached and will be reviewed outlining the council-directed policies that are currently used by staff to implement parking operations. Highlights of the plan are presented below.

In August of 2016, the Town Council and Vail Resorts senior leadership agreed to meet with town staff to initiate joint discussions regarding parking to address operations as well as short term and long term outcomes.

III. 2012 STRATEGIC PARKING PLAN HIGHLIGHTS

Current Goals

- 15 days of South Frontage Road **winter** overflow parking
- 15 days of South Frontage Road **summer** overflow parking
- Increase the current public supply by 400 spaces based on 2007/2008 season numbers to meet an existing deficit to maintain 15 days of winter overflow parking.
 - As of 2012, the town and private sector successfully since 2008 have provided additional spaces to reduce the required number in 2012 to a 59 -199 public space deficit.
 - Today that deficit is at 300 spaces.
- Over the next 10 years, some additional spaces are required to meet future demand, which is predicted to be 600 additional spaces above the initial 400 spaces over a 25 year period.
- Efficiently manage the current supply of town parking spaces

Current Parking Plan Policy Objectives

- Service Core Markets
 - Customers and guests of commercial villages
 - Skiers
 - Employees
- Manage the Yield – currently peak and non peak periods, as well as the relative value received is only associated with parking passes and only during the winter
- Simplify the Product
- Design Program so it is Revenue Neutral
- Increase Safety

Current Parking Plan Guidelines

- Strongly encourage the use of transit, carpooling/vanpool
- Recover transit enhancement costs through parking
- Parking cost increases will be borne by parking
- Encourage turnover of short term parking spaces
- Pass prices reflect a relative value received based on the daily rate (i.e. season cost is based on 22 weeks at daily rate or discounted daily rate)
- Strictly enforce parking violations

Additional Parking Goals

- Continue management techniques to reduce the need to invest significant capital funds to increase the supply

- Reduce the cost of managed parking
- Create flexibility in the plan to easily adapt to changing conditions
- Efficient use of existing parking supply
- Increase the parking supply
- Supply may move but don't diminish the total number of spaces available

PARKING STRATEGIES

1. Modernization of Town of Vail parking operations to achieve efficiencies and to maximize use of existing parking spaces
 - What
 - Modernize technologies to allow prepayment to increase flow and reduce cost of operations **Added two pay on foot stations**
 - Provide real time information on parking availability to inform users prior to arriving **Provided through Town of Vail and Vail Resorts links**
 - Provide real time parking availability information within the garage levels **Was presented to Town Council; however, not funded**
 - Greater use of real time data in parking operations decisions
 - Automate systems to reduce the cost of parking operations **Additional exit gate at Vail Village as well as two exits at Lionshead were automated**
2. Secure use of the South Frontage Road for 15 days of both winter and summer use from CDOT and FHWA long term
 - What
 - Lease with CDOT sets criteria and lists the following improvements:
 1. Vail Town Shops to Vail Valley Drive
 2. Vail Valley Drive to Roundabout Restriping
 3. Install guardrail and bus stop in West Vail
 4. Helipad to Vail Resorts Shop Widening
 5. Cascade Crossing Shopping Center to past Cascade Club

All improvements were completed by 2014
 - Lease will need to be renewed based on the progress of the lease requirements **Renewed in 2014**
3. At a minimum maintain the current supply of parking spaces
 - What
 - Spaces and lots currently used for parking should not be lost or the parking will need to be replaced elsewhere to maintain status quo **Parking lost Golden Peak/Ford Park Valet as well as use of Arrabelle spaces for public use**
4. Increase the supply of parking

Vail Resorts

- What
 - Vail Resorts to provide 150-200 spaces as an early action to Ever Vail
 - Define operations of spaces going forward **Vail Resorts requested use of \$4.3 M to pay for the improvements**
 - Vail Resorts will provide a total of 400 spaces if Ever Vail is constructed **Current status: Ever Vail is on hold**
 - Once Ever Vail is built-out, there will be 200 additional spaces above all the development requirements at Ever Vail and 200 additional public parking spaces either at the Lionshead Parking Structure or Ever Vail **See above**

Town of Vail

- What
 - Town of Vail provides additional surface parking spaces previously identified **Town constructed 75 spaces on Frontage Road at Safeway**
 - Town of Vail provides additional structured parking spaces previously identified **Reviewed, however, based on demand, spaces were not warranted at the time**
 - Town of Vail provides for an increase in additional parking spaces above the Ever Vail spaces provided at the Lionshead Parking Structure when an expansion occurs based on Ever Vail timing **Ever Vail on hold**
 - Town of Vail partners with potential projects to expand the availability of parking **Initiated with the medical office building municipal project wasn't constructed**

Private Sector

- What
 - Incentives are provided for participation of the private sector in providing spaces to the general public **The Lion has 53 public spaces**
 - Incentives are provided for the development of private sector owned and operated public or semi public parking spaces **Requires zoning changes which were not pursued**

5. Parking Operation policies should be reflective of both short term and long term strategic goals **Use of Parking Task Force previously worked on these issues but was discontinued**

- What
 - Ensure maximum use of spaces **Both structures are required to fill before overflow situation occurs both winter and summer**

- Encourage carpooling and use of transit which reduces demand
During the 2015 winter season, this was encouraged and van pool passes were issued for both construction and hospital employees
- If the demand exceeds the supply manage the demand down This is where the situation exists today and should be implemented
- If supply exceeds the demand relax the demand but not to the point of exceeding the supply
- The parking spaces are in demand by many interests. Balance the use and availability of the spaces to achieve the town's desired outcomes for each user group Do not have the tools to manage in the summer

6. Summer parking management

- What
 - Currently only Ford Park is managed
 - Difficult to achieve behavior changes on a volunteer basis
 - Vail Resorts announced Epic Discover Summer programs which will put pressure on the summer demand
 - Currently summer overflow exceeds winter overflow

Little interest to pursue besides this summer

7. Manage Overflow Parking situation

- What
 - Manage overflow when Vail Village and Lionshead Structures fill both winter and summer Ongoing front line meetings with Town of Vail, Vail Resorts and special events
 - Improve the overflow experience of users Town internal working group and both management and physical improvements suggestions
 - Limit the extent of overflow supply Can't without restricting parking after the supply is exceeded on the largest days both winter and summer
 - Determine if additional 3 day or less limited overflow areas are to be established such as west of Donovan Park We are seeing more extreme days each year should be reviewed above

8. Manage the oversize vehicle parking

- What
 - The Lionshead oversize vehicle lot is the only area available for larger vehicles, alternative locations may be needed in the future to accommodate the demand

Hasn't been needed without pending project to remove the area

IV. PARKING STATISTICS AND UTILIZATION OVERVIEW

Parking utilization for the last two years is highlighted as follows:

	Winter 2014-2015 150 day season	Winter 2015-2016 150 day season
Number of Days of Overflow	10	29
Number of Days Vail Village Filled	21	42
Number of Days Lionshead Filled	11	29
Total Vail Village Utilization	395,308	381,780
Total Lionshead Utilization	215,528	232,046
Total Number of Cars	610,836	613,826
Largest Day on the Frontage Road	891	969

In the winter Lionshead almost always follows the same number of days as the Frontage Road overflow days. The season was impacted by the construction and loss of hospital spaces in 2015-2016.

The staff began to track the summer utilization on a daily basis for 2016. The summer of 2016 was impacted by an increase in construction parking and the loss of a portion of the hospital parking due to construction. Lionshead parking utilization did not follow the winter parking pattern.

	Summer 2015 116 days 5/29-9/21	Summer 2016 116 days 5/27-9/19
Number of Days of Overflow	21	22
Number of Days Vail Village Filled	24	32
Number of Days Lionshead Filled	22	58
Total Vail Village Utilization	312,854	328,398
Total Lionshead Utilization	210,321	209,980
Total Number of Cars	569,385	588,309
Largest Day on the Frontage Road	1024	957

V. VAIL FRONTAGE ROAD AGREEMENT

The frontage roads are all within Interstate 70 right of way, thus requiring any use of the roads to fall under the guidelines of the Federal Highway Administration (FHWA). The Colorado Department of Transportation (CDOT) manages the frontage roads for the (FHWA). In 2014, after the Town of Vail completed its commitments to improve safety conditions on various portions of the frontage roads as outlined in an earlier agreement with CDOT, 5 year leases were executed. Attached are the exhibits outlining the various areas allowed for parking. There were three levels of use and the corresponding safety improvements constructed.

- Up to 3 days minimum improvements
- 4-30 days required pavement widening
- 31 plus days required pavement widening and buffer along with sidewalks

The improvements opposite Safeway allow for 31-plus days of parking. (75 spaces)
The South Frontage Road Parking from the Town Shops entry to Cascade in the allowed areas on the interstate side of the frontage road allow for 4-30 days of overflow parking. (400 spaces)

Frontage Road Parking from Aspen Lane to the Town Shops entry and from Donovan Park to the Conoco Station allows for up to 3 days of parking. (600 spaces)

Currently no improvements have been constructed from the West Vail Roundabout to Chamonix on the north frontage road as the town has been in negotiations to take over this portion of road from CDOT. (100 spaces)

Improvements are in place on the north frontage road near Middle Creek which allows for 4-30 days; however, it was the Town Council's desire not to use these spaces on a regular basis.

VI. NEXT SESSION

The next town council session will focus on the following topics:

- Review a summary of the various studies conducted with regards to expansion of parking and the previous council direction
- Discussion of the \$ 4.3 M committed by Vail Resorts for parking expansion and the associated obligations
- Parking and Transportation Task Force formation including representation, tasks and timelines

VII. ATTACHMENTS

- a. 2012 Town Council Parking Strategic Plan memo
- b. Parking Statistics and Utilization Charts
- c. CDOT Frontage Road Lease Agreement Exhibits

