



# PARKING ASSESSMENT

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June 28, 2018

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**Parking on North Lena St.** Parking fills up in front of local Ridgway restaurant - The True Grit Cafe.

## Acknowledgments

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# INTRODUCTION

## Project Purpose

### Determining Existing Conditions

The intent of the Ridgway Downtown Parking Assessment is to evaluate existing conditions and parking demand, identify future parking needs, and make recommendations to affect change in the parking areas throughout the study area. Several events have occurred recently that have changed the way residents and visitors utilize parking within the downtown area which has brought about the need for this study. The parking was removed on the highway and sidewalk connections and accessibility downtown were improved. The Town of Ridgway (Town) wishes to identify solutions to existing parking challenges and future parking demands based upon anticipated land use and growth. The analysis completed and recommendations are compiled in this report along with accompanying diagrams and maps.

## Summary of Findings

### Existing Parking Meets Current Needs

The design team worked closely with the Town in reviewing the existing conditions and utilization for parking in the study area. This identified how parking is currently used and associated demands. Also studied were parking demands during special events, walkability and pedestrian traffic, bike friendly conditions, walking distance to parking, and existing signage.

Observations based on the analysis:

- Generally, parking is always adequate; however, there are certain times of the day that have higher occupancy rates on Clinton Street between Laura Street and Cora Street, and along Lena Street between Sherman Street/Hwy 62 and Clinton Street. The Cora and Clinton Street intersection spaces have the highest occupancy rate during the day.
- Specific hubs of activity are: Mornings at Railroad Street and Sherman Street at the coffee shop, True Grit Cafe at lunch and dinner time, and on Clinton Street between Cora and Laura Streets at breakfast and lunch time.
- On-street parking on Laura Street is generally vacant.
- Parking during concerts and events can be a challenge because they can attract thousands of people. People do not park in an organized or efficient manner because much of the parking is in gravel areas.
- There are a large number of parking spaces that are within 600 feet, or two blocks, of the center and the most active areas of downtown. These spaces can be largely empty even though they are within accepted walkability standards. A quarter mile, generally a 5 minute walk, is an acceptable distance for most activities, see illustration of this on the Event Parking Plan map on page 51 of this document. An eighth of a mile is an acceptable walking distance for employees.<sup>1</sup>
- There are ADA accessible spaces spread throughout downtown and in Hartwell Park. However, there are still users that struggle to get to certain businesses because of the lack of accessible parking spaces in private lots and the need for more public spaces south of Sherman.
- People park in the Sherman Street/HWY 62 bike lane and park the wrong way on the side streets. This is due, in part, to the flexibility the Town has allowed in the past and that is how people have always parked. The other issue is that the parking on Sherman Street/Hwy 62 was turned into a bike lane; it will take time for people to become acclimated to the new parking layout changes completed in 2017. Others may be simply just ignoring the rules.



**Hub of Activity** There is a hub of activity (and desirable street parking) located near the intersection of Lena St. and Sherman St. by the True Grit Cafe.



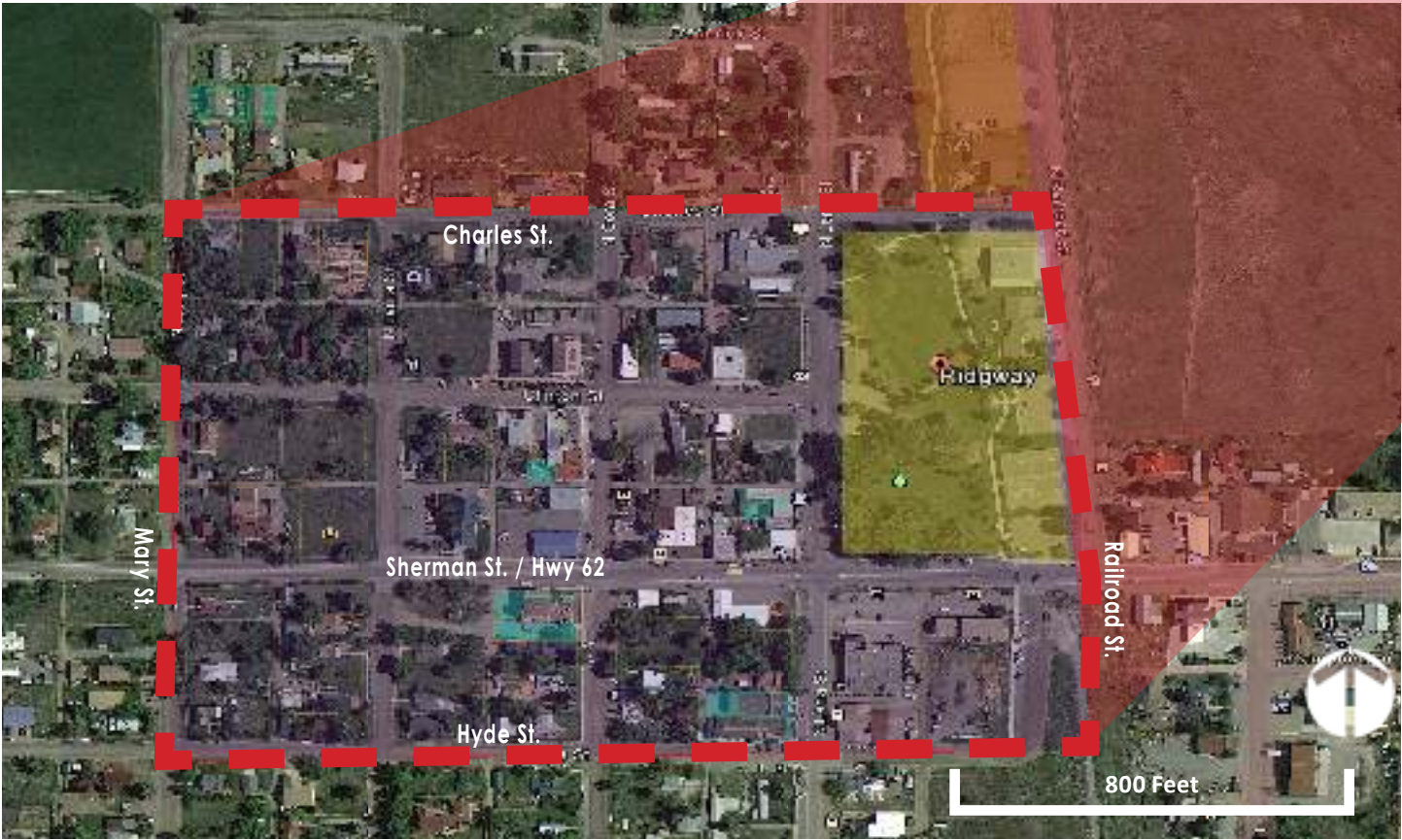
INTRODUCTION

Project Location

The Town of Ridgway is located in Ouray County in the southwestern portion of Colorado at the intersection of U.S. Highway 550 and State Highway 62. The town is considered to be the gateway to the San Juan Mountains and is located on the San Juan Skyway at an elevation of 6,985 feet above sea level. The Uncompaghre River runs through town, which is used by boaters, paddleboarders and fisherman. The population of Ridgway is slightly more than 1,000 with an influx of visitors during the spring, summer and fall. (For additional Town of Ridgway information, see <https://colorado.gov/pacific/ridgway/welcome-our-town>.)

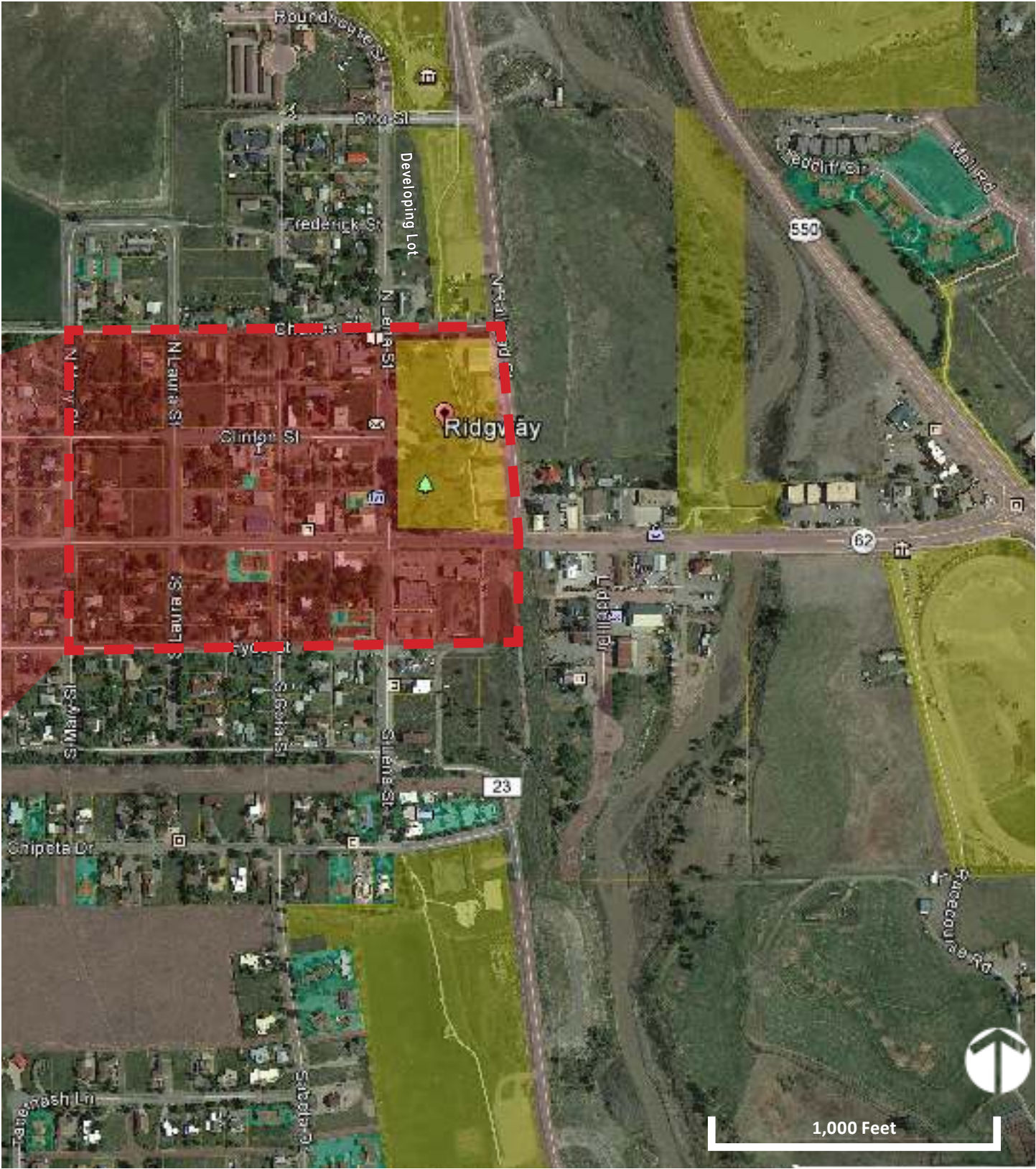
The project study area is bordered by Hyde Street to the South, Charles Street to the north, Mary Street to the West, and Railroad Street to the east. See maps below and on opposite page.

Study Area Enlargement Map



**Enlargement Map** This Parking Assessment Report focuses on the downtown core of Ridgway (shown in purple) to determine parking needs.

Overall Area Map



**Overall Map** Downtown Ridgway (the project area shown in red) is located about a quarter of a mile west of Highway 550.



# PARKING ANALYSIS

## Existing Conditions

### Current Parking Meets Demand

The utilization of public on-street parking in the study area averages about 31% on a typical day. During events, the utilization rate goes up dramatically.

### Observations

- There are hubs of activity within the study area as shown on the Walkability & Bikeability map on page 13 of this document.
  - Lena Street between Sherman and Clinton Streets
  - Clinton Street at the intersection of Cora Street
  - Cora Street south of Sherman Street
  - Railroad Street south of Sherman Street
- Portions of the study area do not have sidewalks, crosswalks, paved roads, paved on-street parking or lighting. See Walkability & Bikeability Map.
- People favor using the paved parking in the study area as opposed to non-paved parking. The manner in which one is supposed to park is also more easily understood in the paved parking areas.
- There are ADA parking spaces spread throughout town, see Walkability & Bikeability Map. However, the town is experiencing a growth in mobility-challenged residents and visitors who don’t have ADA stickers but still would like to park close to their end destinations. (This information was gathered from the May 24th, 2018 stakeholder meeting in Ridgway—See the Appendix page 53 of this report for comments from the meeting.)
- New bicycle racks are well distributed throughout the study area, however, usage has not picked up yet . See Walkability & Bikeability Map for locations.
- The Town parking lot behind the library is currently underutilized. This may be due to the lack of shade and lighting in the lot, the distance to hubs of activity and general knowledge that it is a public parking area.

### Zoning Code

- Current code for the Historic Business District is (1) off-street parking space per 1,650 Square Feet (SF) for non-residential uses; (1) off-street space for residential units less than 600 SF; and (2) off-street parking spaces for residential units greater than 600 SF. Accessory dwelling units in this district are required to have (1) off-street parking space in addition to any other required off-street parking. See page 31 for further zoning analysis.
- A fee-in-lieu\* of \$3,000 per space may be paid to the Town in situations where more than three on-site parking spaces are required. The fee applies only after providing the first three spaces and only applies to commercial spaces. The funds shall be used to fund the acquisition or construction of public parking facilities to serve the Historic Business District. (\*The fee-in-lieu term discussed above is defined as offering a fee in place of/instead of parking.)



**Restricted Parking** Downtown sign restricts parking during winter weather.

- Construction of sidewalks and on-street parking are currently not a requirement of the Zoning Code unless there is a subdivision of property.

### Capacity

The amount of on-street and off-street parking available in the study area was inventoried and then compared to the parking that is required by code. There is a surplus of parking beyond what is required by code—see table below. The issue may not be available parking but educating people to park in open areas a short distance from their destination.

EXISTING PARKING CAPACITY			
Off-Street Parking Spaces	On-Street Parking Spaces	Total Available	Required By Code Off-Street
354	488	842	229



**Gravel Parking to be Developed** The gravel parking lot at the intersection of Clinton St. and Laura St. is to be developed through the “Space to Create” program. This changing land use will require lot users to park on typically vacant Laura St., which is within acceptable walking distance.









# EXISTING PARKING CONDITIONS



PARKING TABLE			
	OFF STREET		ON STREET
BLOCK	PROVIDED	REQUIRED	PROVIDED
21	14	14	37
22	8	8	30
23	16	13	30
26	29	29	51
27	42	32	39
28	65	21	45
33	25	21	52
34	38	36	34
35	31	29	46
38	56	18	42
PARK	67	8	82
TOTAL	354	229	488

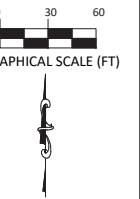
LEGEND

-  EXISTING OFF STREET PARKING SPACES
  -  OFF STREET PARKING SPACES REQUIRED
  -  ON-STREET PARKING SPACES PROVIDED

- |   |                        |
|---|------------------------|
|    | RESIDENTIAL            |
|    | RESIDENTIAL/COMMERCIAL |
|    | COMMERCIAL             |
|   | VACANT                 |
|  | PARKING AREA/UNLISTED  |
|  | PARK                   |

NOTE:

THE "SPACE TO CREATE SITE" ON THE NORTHWEST CORNER OF CLINTON ST. & LAURA ST. IS SHOWN AS (37) SPACES OFF-STREET; THESE PUBLIC SPACES WILL GO AWAY WHEN THE SITE IS DEVELOPED.

[illegible]

**TOWN OF RIDGWAY, CO  
PARKING ANALYSIS PLAN  
RIDGWAY, CO**



ENGINEERING LLC  
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Durango, CO 81301  
970-403-5088

**PLAN NO.**  
**EX01**

Project:
Date: 05-24-2018
Drawn By: ABR
Checked By: ABR

\*Drone Aerial Imagery  
is courtesy of Kevin  
Grambley, GeoDigital  
International Inc.

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Current Walkability & Bikeability

Ridgway Encourages Alternate Modes of Transportation

**Walkability** is an assessment of how favorable an area is for walking. An industry standard for walkability is a 5 minute walk or 1/4 of a mile. The study area is about 1/4 of a mile east to west and 1/5 of a mile north to south. There are parking areas with a great amount of open capacity within 1/8 miles (2 blocks) of all of the current hubs of activity. See Walkability & Bikeability map on page 13.

**Bikeability** is an assessment of how comfortable it is to bike along a roadway and has many influencing factors, including: traffic volume, traffic speeds, pavement widths, usable shoulders, bike lanes, and bike parking.

With the Town’s 2017 upgrade of new paved sidewalks, crosswalks, and on-street parking, as well as the addition of bike lanes to Sherman Street/Hwy 62, Ridgway encourages both pedestrian activity and bike transportation. Walkability has also been encouraged with the installation of pedestrian-scaled site amenities and furnishings along Lena, Cora, and Laura Streets from Clinton to Sherman Streets. Planters, benches, bike racks, and light bollards integrate the pedestrian with the streetscape. Benches provide respite and encourage one to linger. Bike racks are spread throughout downtown and designated bike lanes encourage members of the community and visitors to ride bicycles rather than driving. See bike rack locations and their proximity to hubs of activity on the Walkability & Bikeability map. Illumination of the sidewalks with light bollards promotes pedestrian activity in Ridgway’s downtown during the evenings and at night—providing safety and encouraging non-vehicular transportation throughout the night. Well-marked crosswalks at paved intersections that highlight pedestrian crossing areas are another safety measure employed.



**Promoting the Pedestrian** Patio tables, stone benches, light bollards, and tree grates with street trees in front of Provisions Cafe at the Barber Shop promote pedestrian activity in Ridgway’s downtown by creating “human-scaled” spaces.



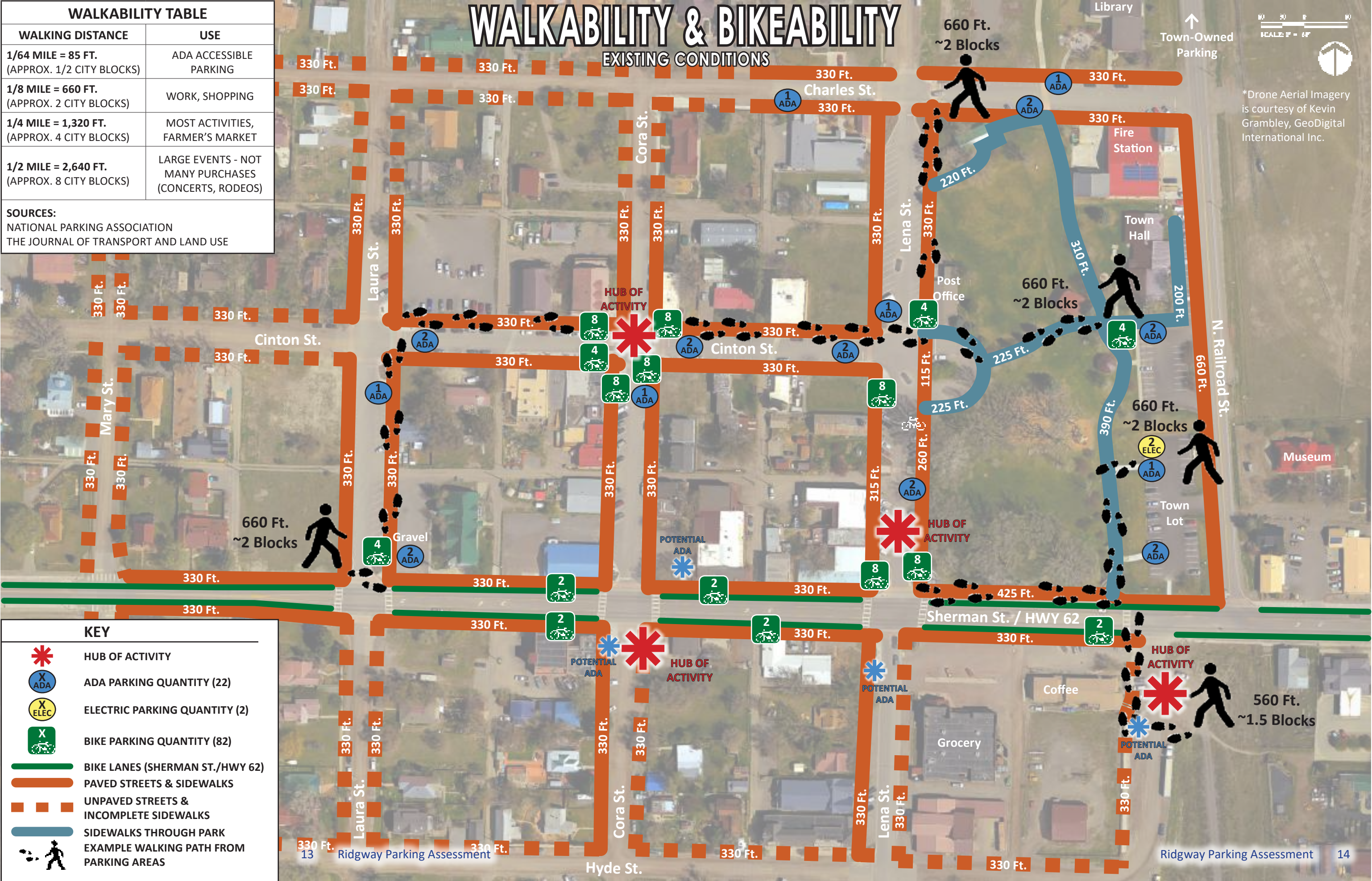
**Walkability** New crosswalks, street lighting via poles, and pedestrian lighting via bollards make this portion of the study area more favorable for walking than before these improvements were made.



**Bikeability** During the 2018 “Love Your Valley” festival, participants rode their bikes to Hartwell Park.



WALKABILITY TABLE	
WALKING DISTANCE	USE
1/64 MILE = 85 FT. (APPROX. 1/2 CITY BLOCKS)	ADA ACCESSIBLE PARKING
1/8 MILE = 660 FT. (APPROX. 2 CITY BLOCKS)	WORK, SHOPPING
1/4 MILE = 1,320 FT. (APPROX. 4 CITY BLOCKS)	MOST ACTIVITIES, FARMER'S MARKET
1/2 MILE = 2,640 FT. (APPROX. 8 CITY BLOCKS)	LARGE EVENTS - NOT MANY PURCHASES (CONCERTS, RODEOS)
SOURCES: NATIONAL PARKING ASSOCIATION THE JOURNAL OF TRANSPORT AND LAND USE	



\*Drone Aerial Imagery is courtesy of Kevin Grambley, GeoDigital International Inc.



Analysis of Current Parking using Aerials

DHM completed parking occupancy analysis based on aerial photos of the study area and counts done in the field. The study period was limited; it is recommended that the Town do occasional counts over the next five years to re-evaluate existing parking use versus needs as the Town continues to grow. For each parking count conducted, the data was compiled in a map and associated table. The table data was organized by block and identifies the occupancy rate by block. The data compiled from these daily parking count studies includes the number of existing available parking spaces and its EPS (Effective Parking Supply - see Effective Parking Supply definition below) as compared to the occupied spaces at the time of the count. See daily Parking Occupancy Count maps this section of the report and their associated tables from pages 16-28.

The dates that were analyzed were:

- August 25, 2017, a Friday, during a Farmer’s Market event.
- May 5, 2018, a Saturday.
- May 11, 2018, a Friday.
- May 24, 2018, a Thursday.

Overall, it was determined from this parking count research that on an average day during the study period that less than 31% of the available on-street parking spaces available within the study area and less than 32% of the public off-street parking areas are actually being utilized. These rates raise slightly for small special events like the farmer’s market: less than 41% of the available on-street and less than 74% of the available off-street are being utilized. These rates conclude that parking availability in Ridgway is high on a typical day and during small local events; such parking availability can accommodate for future growth in the community.

**\*Effective Parking Supply (EPS)** (referred to by the following tables) is the cushion that allows for vacancies created by restricting parking spaces to certain users (reserved spaces), misparked vehicles, minor construction, and debris removal. This cushion also accommodates for vehicles moving in and out of spaces, and reduces the time necessary to find the last few remaining spaces when the parking supply is nearly full. The Effective Parking Supply cushion is derived by deducting this cushion from the total parking capacity as a percentage. A parking supply operates at peak efficiency when the parking occupancy is 85 percent (on-street spaces) to 90 percent (off-street potential public spaces) of the supply. When occupancy exceeds this level, patrons may experience delays and frustration while searching for a space. Therefore, the parking supply may be perceived as inadequate even though there are some spaces available in the parking system. It is important to note that on-street parking spaces are less efficient than off-street spaces due to the time it takes patrons to find the last few vacant spaces. In addition, patrons are typically limited to one side of the street at a time and often must parallel park in traffic to use the space. Many times onstreet spaces are not striped or are signed in a confusing manner, thereby leading to lost spaces and frustrated parking patrons. (Walker Parking Consultants - *Downtown Parking Master Plan for Farmington, Michigan*)

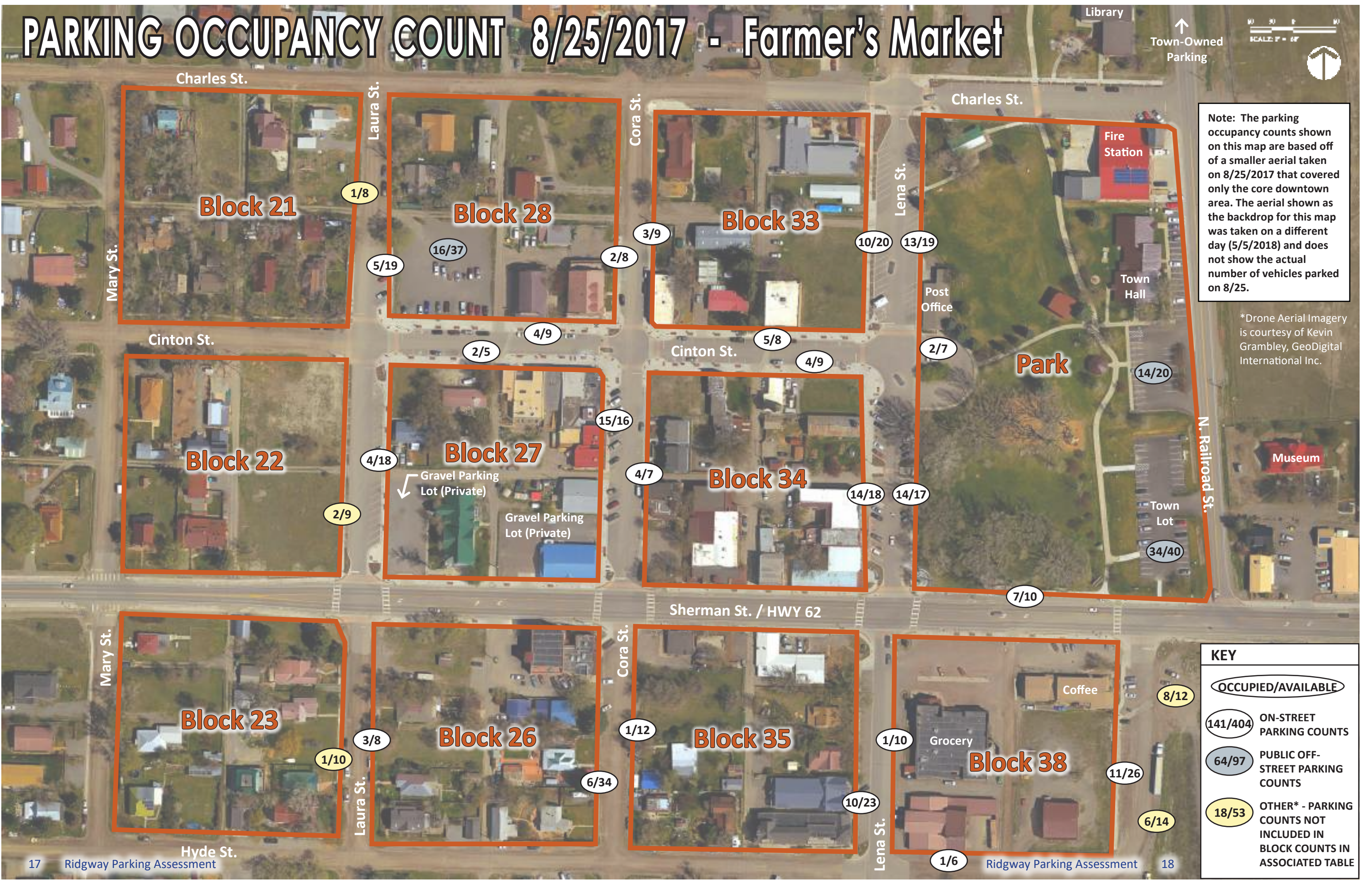
Daily Parking Occupancy Count - Table 1, August 25, 2017

8/25/2017 - Farmer’s Market    Parking Counts (On-Street)					
Block	Provided	*EPS Factor	*EPS	Used	Ratio
26	51	85%	43	9	20.93%
27	39	85%	33	21	63.64%
28	45	85%	38	11	28.95%
33	52	85%	44	18	40.91%
34	34	85%	29	22	75.86%
35	46	85%	39	11	28.21%
38	42	85%	36	13	36.11%
Park	95	85%	81	36	44.44%
Other*	53	85%	45	18	40.00%
Total	457	85%	388	159	40.98%

8/25/2017 - Farmer’s Market    Parking Counts (Public Off-Street)					
Block	Provided	*EPS Factor	*EPS	Used	Ratio
28	37	90%	33	16	48.48%
Park	60	90%	54	48	88.88%
Total	97	90%	87	64	73.56%



# PARKING OCCUPANCY COUNT 8/25/2017 - Farmer's Market





Daily Parking Occupancy Count - Table 2, May 5, 2018

5/5/2018 Parking Counts (On-Street)					
Block	Provided	*EPS Factor	*EPS	Used	Ratio
21	37	85%	31	2	6.45%
22	30	85%	26	0	0.00%
23	30	85%	26	6	23.08%
26	51	85%	43	11	25.58%
27	39	85%	33	15	45.45%
28	45	85%	38	13	34.21%
33	52	85%	44	6	13.64%
34	34	85%	29	14	48.28%
35	46	85%	39	8	20.51%
38	42	85%	36	7	19.44%
Park	95	85%	81	21	25.93%
Other*	125	85%	106	20	18.87%
Total	626	85%	532	123	23.12%

5/5/2018 Parking Counts (Public Off-Street)					
Block	Provided	*EPS Factor	*EPS	Used	Ratio
28	37	90%	33	16	48.48%
Park	60	90%	54	9	16.67%
North of Library Parking	108	90%	97	2	2.06%
Total	205	90%	185	27	14.59%

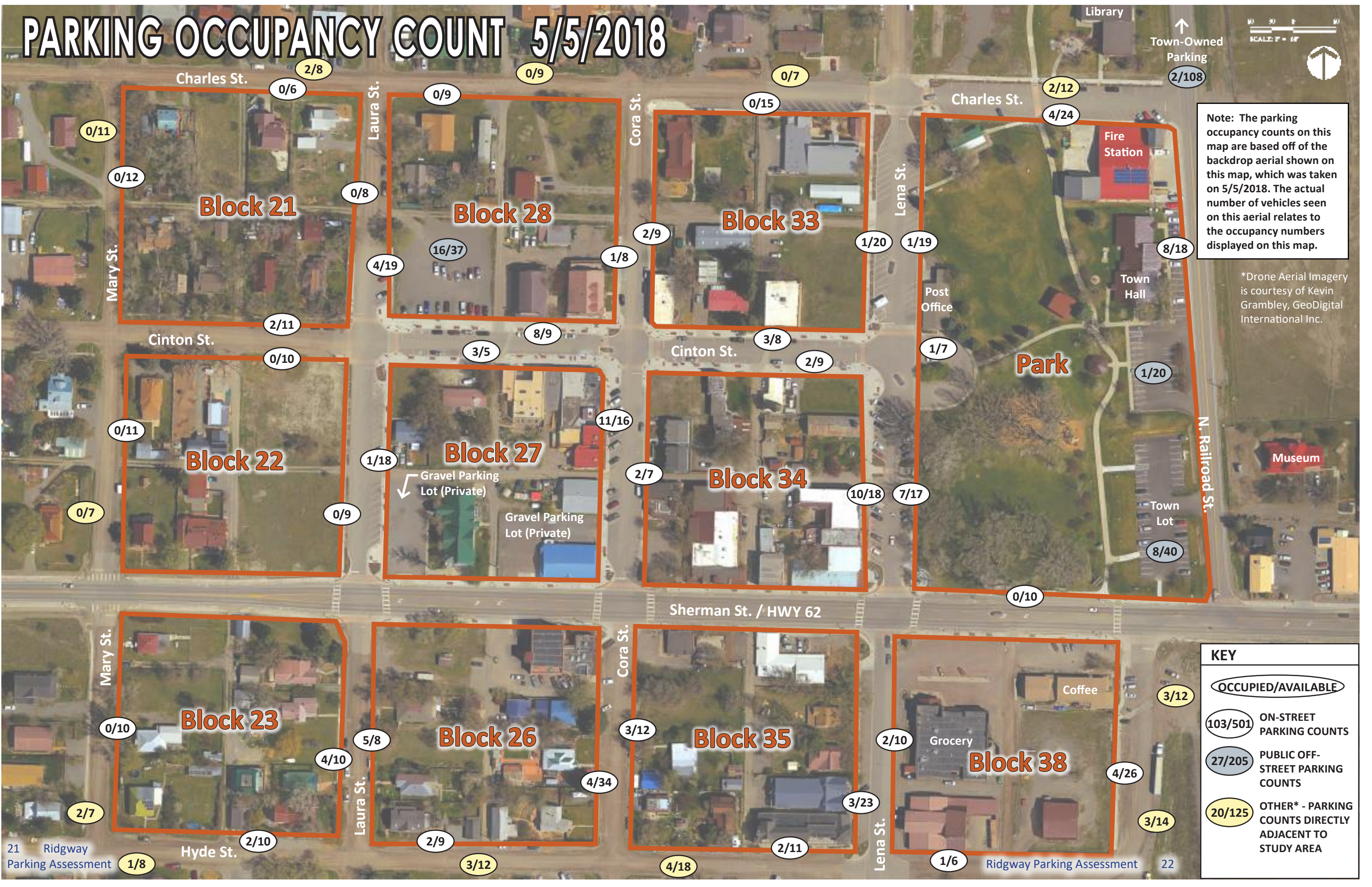
Daily Parking Occupancy Count - Table 3, May 11, 2018

5/11/2018 Parking Counts (On-Street)					
Block	Provided	*EPS Factor	*EPS	Used	Ratio
21	37	85%	31	4	12.90%
22	30	85%	26	4	15.38%
23	30	85%	26	8	30.77%
26	51	85%	43	12	27.91%
27	39	85%	33	17	51.52%
28	45	85%	38	11	28.95%
33	52	85%	44	13	29.55%
34	34	85%	29	24	82.76%
35	46	85%	39	16	41.03%
38	42	85%	36	13	36.11%
Park	95	85%	81	20	24.69%
Other*	125	85%	106	10	9.43%
Total	626	85%	532	152	28.57%

5/11/2018 Parking Counts (Public Off-Street)					
Block	Provided	*EPS Factor	*EPS	Used	Ratio
28	37	90%	33	15	45.45%
Park	60	90%	54	10	18.52%
North of Library Parking	108	90%	97	6	6.19%
Total	205	90%	185	31	16.76%



# PARKING OCCUPANCY COUNT 5/5/2018

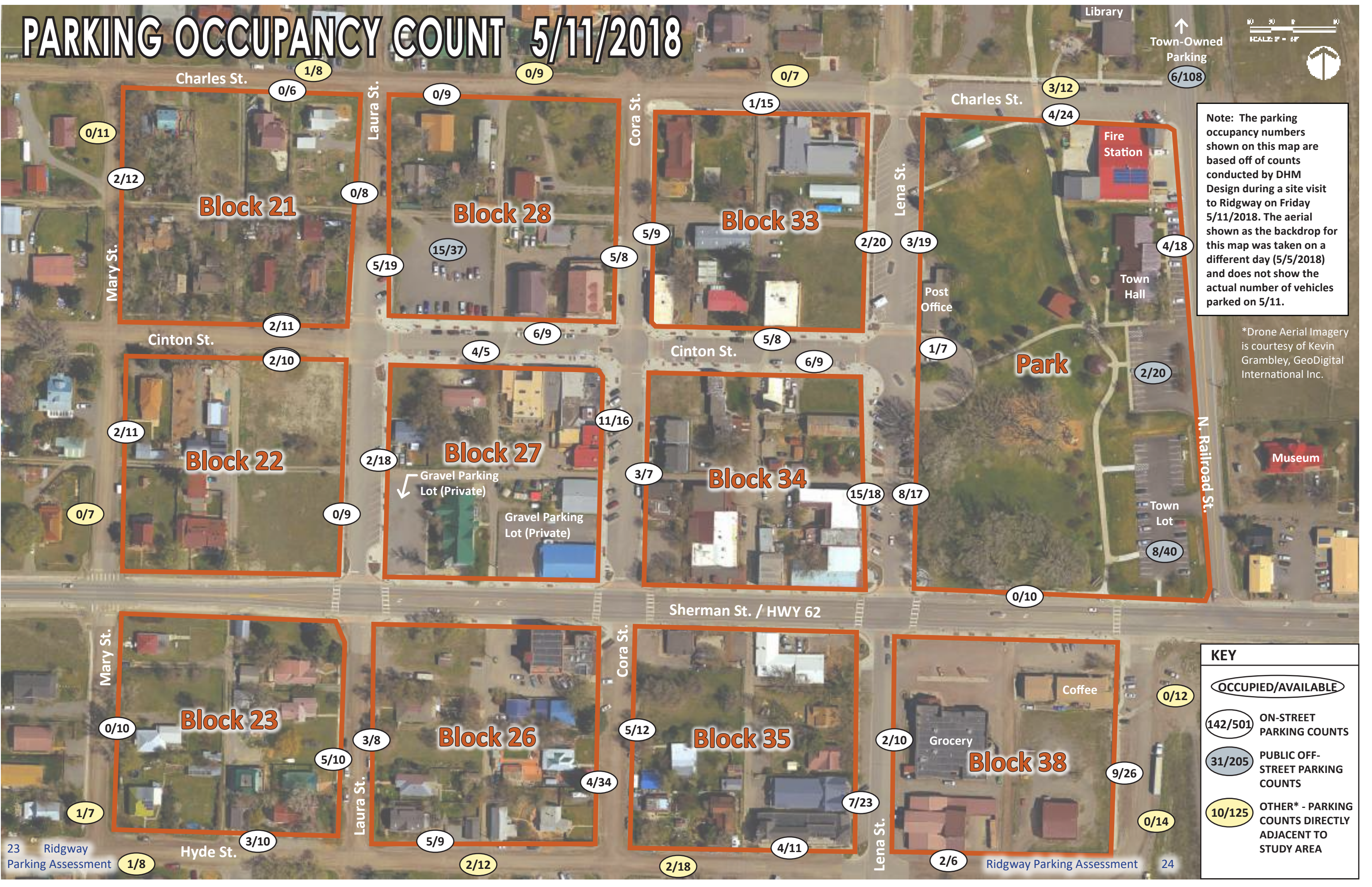


Note: The parking occupancy counts on this map are based off of the backdrop aerial shown on this map, which was taken on 5/5/2018. The actual number of vehicles seen on this aerial relates to the occupancy numbers displayed on this map.

\*Drone Aerial Imagery is courtesy of Kevin Grambley, GeoDigital International Inc.



# PARKING OCCUPANCY COUNT 5/11/2018



Note: The parking occupancy numbers shown on this map are based off of counts conducted by DHM Design during a site visit to Ridgway on Friday 5/11/2018. The aerial shown as the backdrop for this map was taken on a different day (5/5/2018) and does not show the actual number of vehicles parked on 5/11.

\*Drone Aerial Imagery is courtesy of Kevin Grambley, GeoDigital International Inc.

KEY	
OCCUPIED/AVAILABLE	
142/501	ON-STREET PARKING COUNTS
31/205	PUBLIC OFF-STREET PARKING COUNTS
10/125	OTHER* - PARKING COUNTS DIRECTLY ADJACENT TO STUDY AREA



Daily Parking Occupancy Count - Table 4, May 24, 2018

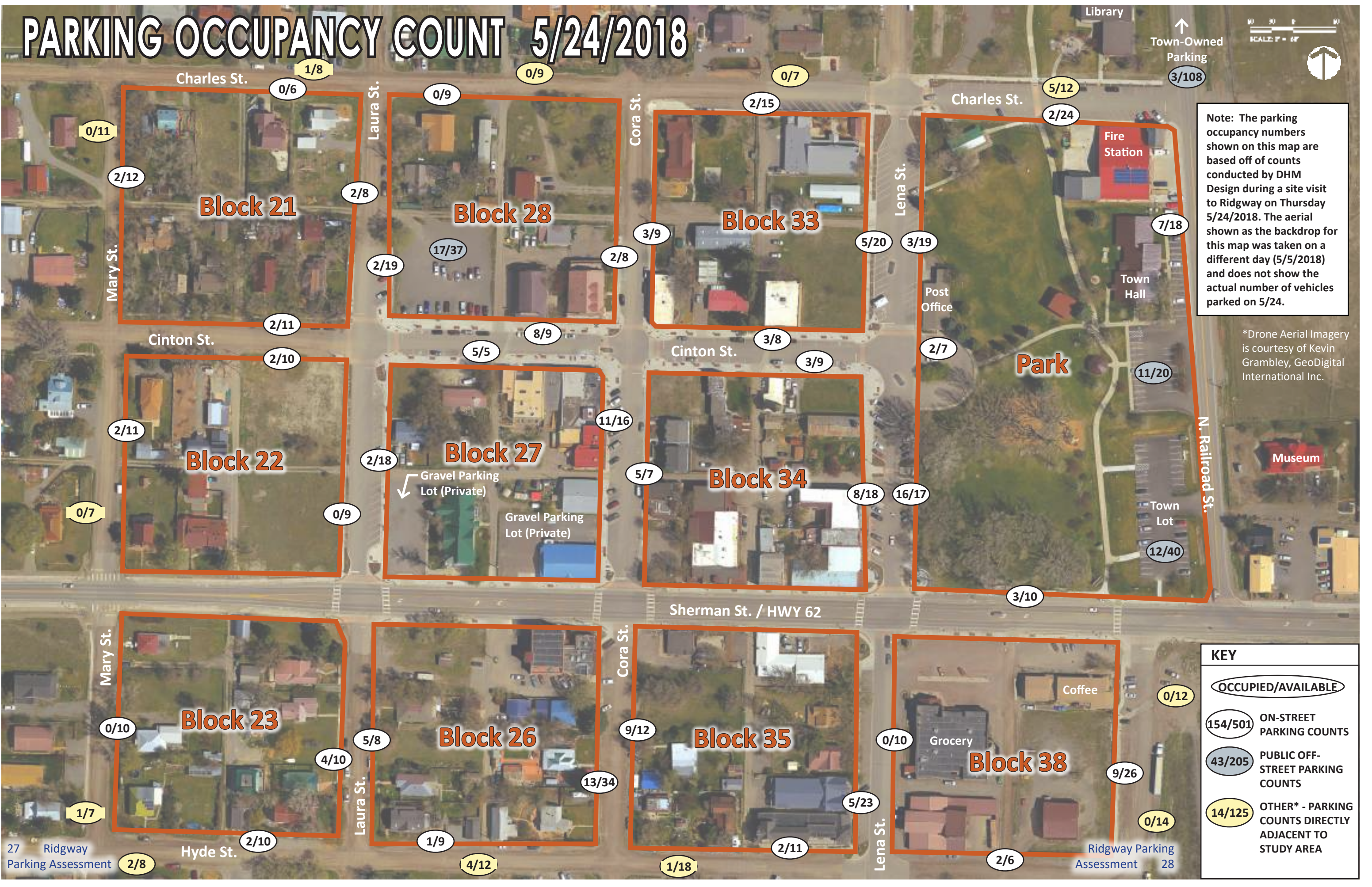
5/24/2018 Parking Counts (On-Street)					
Block	Provided	*EPS Factor	*EPS	Used	Ratio
21	37	85%	31	6	19.35%
22	30	85%	26	4	15.38%
23	30	85%	26	6	23.08%
26	51	85%	43	19	44.19%
27	39	85%	33	18	54.55%
28	45	85%	38	12	26.32%
33	52	85%	44	13	22.73%
34	34	85%	29	16	55.17%
35	46	85%	39	16	41.03%
38	42	85%	36	11	30.56%
Park	95	85%	81	33	40.74%
Other*	125	85%	106	14	13.21%
Total	626	85%	532	168	31.58%

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5/24/2018 Parking Counts (Public Off-Street)					
Block	Provided	*EPS Factor	*EPS	Used	Ratio
28	37	90%	33	17	51.51%
Park	60	90%	54	23	42.59%
North of Library Parking	108	90%	97	3	3.09%
Total	205	90%	185	43	23.24%



# PARKING OCCUPANCY COUNT 5/24/2018



Note: The parking occupancy numbers shown on this map are based off of counts conducted by DHM Design during a site visit to Ridgway on Thursday 5/24/2018. The aerial shown as the backdrop for this map was taken on a different day (5/5/2018) and does not show the actual number of vehicles parked on 5/24.

\*Drone Aerial Imagery is courtesy of Kevin Grambley, GeoDigital International Inc.

KEY	
OCCUPIED/AVAILABLE	
154/501	ON-STREET PARKING COUNTS
43/205	PUBLIC OFF-STREET PARKING COUNTS
14/125	OTHER* - PARKING COUNTS DIRECTLY ADJACENT TO STUDY AREA



# PARKING ANALYSIS

## Issues with Existing Parking Areas



**Not Parking Legally** Vehicles have been observed parking illegally in spots not designated. Also observed are RVs occupying several typically sized parking spaces.



**Blocking Bike Lane** The addition of bike lanes on Sherman St./ Hwy 62 where parking previously had been is a challenging transition for some users.



**Parking Facing the Wrong Direction** Vehicles have been observed parking the wrong direction on two-way streets.



**Non-conforming Signs** A resident places private parking signs in the designated public right of way (R.O.W.) parking area.



**Blocking Public R.O.W.** Private parking in the front yard of this residence is blocking the public's ability to park in the R.O.W.



**Unmarked Parking is Confusing** Undefined gravel street parking creates inconsistent parking patterns. Is this street intended to have angled parking (car on right) or parallel parking (cars on left)? The cars on left are also parking the wrong direction on a two-way street.



Future Parking

Ridgway Parking Regulations

The Town of Ridgway maintains off-street parking requirements as outlined in the Ridgway Municipal Code. The parking requirements appear to be adequate for supporting future development so long as the off-street parking requirements are enforced during the building permit process. The study area contains (3) zones as identified in the current Town of Ridgway Zoning map dated May 2018: Historic Residential, Historic Business and Downtown Services. See Exhibit EX03 - the Future Parking Analysis Map page 33 for specific locations of these zones. Also, refer to the associated table on page 36 for more information on this future projected build-out study. A brief summary of parking requirements for these zones is provided below:

- Historic Residential – 2 off-street parking spaces per dwelling unit are required if the units is over 600 square feet. If the dwelling unit is 600 square feet or under, only one parking space is required. An additional parking space is required for accessory dwelling units.
  - This assumes that half of the lots would contain duplexes
  - The minimum lot width is 50’-0” with typical quarter block dimensions being 142’x142’, so there would only be (2) lots/quarter block
- Historic Business – 1 off-street space is required per 1,650 square feet of gross floor area or fee-in-lieu of \$3,000 per off-street space after the first 3 spaces are provided on site. For all residential uses, the requirements are the same as the Historic Residential district.
  - The code does not require front/side setbacks
  - Rear setback is to be 2’-0” from the alley
  - Maximum building height is 35’ (3 stories); building to this height would probably not match with the local character of the existing structures in Ridgway
- Downtown Services – residential uses have the same parking requirements as the Historic Residential district. Parking requirements for other uses are per the Ridgway Municipal Code based on the type of use.

Future Land Use

For the purpose of this study it is assumed that development in Ridgway will generally be in conformance with the existing Zoning Map, and that the character of the Town will be more important than increasing density to the level shown in the Town of Ridgway Future Land Use Plan and Map. Using this approach, it appears that if the Town enforces the parking code as commercial development takes shape, additional off-street parking will be generated, or a large fund will be developed for the Town to develop a Public Parking Facility.

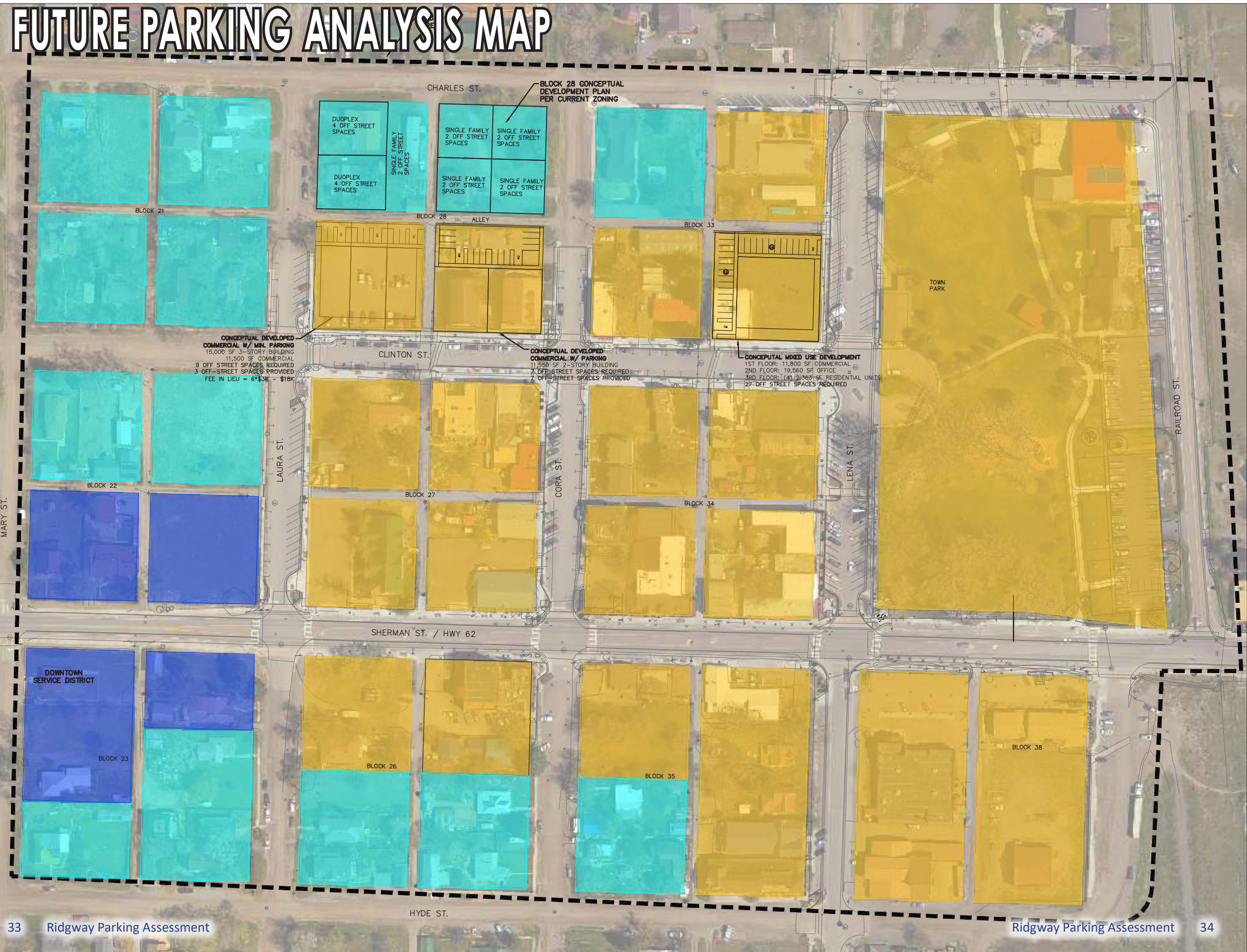
Three scenarios were analyzed to understand the impact of Town parking requirements for commercial development:

- 1) 3 Commercial buildings per ¼ block, each containing 15,000 sf commercial space (maximum per zoning) and providing the minimum off-street parking of 3 spaces. Each building would require 9 parking spaces, so a Fee in Lieu of \$3k/off street space would generate approximately \$18,000 per 15,000 sf commercial building.
- 2) 2 commercial buildings per ¼ block where parking and gross floor area are balanced to meet the parking requirement. A conceptual layout shows that under this scenario, a 2-story 11,550 sf commercial building would require 7 parking spaces. A conceptual layout of this arrangement was developed to maximize the use of the site. This can certainly be accomplished in a variety of ways, and the conceptual layout is only to provide a visual representation of how this may look.
- 3) A mixed-use building where parking and gross floor area was maximized per required setbacks but also balanced to provide for required parking. This concept generated the ability for a 40,810 sf Conceptual Mixed-Use Building (1st Floor: 11,800 sf Commercial, 2nd Floor: 19,560 sf Office, 3rd Floor 9,450 sf residential- 4 units). This configuration required 27 off-street spaces, and this is shown conceptually in Block 33. It is worth mentioning that the 2nd story would be built to min. setbacks and cover the ground level parking.

- A typical ¼ block is 142’x142’. This analysis is very conceptual and do not take into account other site requirements (landscaping, stormwater, amenities, etc..)
- A table can be found in the Appendix which shows off-street parking requirements and generation of Fee in Lieu for scenarios 1) and 2). There will likely be a mix of development type, and off-street parking will likely be a mix of the two scenarios shown.
- Along these lines, as part of the future planning efforts for the Town, the Fee in Lieu of program should be closely monitored, and a Town parking facility should be planned for at some level as development occurs.
- The residential parking requirements appear adequate for future development. It appears that the larger residential lots could be further subdivided so long as they meet zoning requirements.
- On-street parking should be further developed as the town grows, depending on the location both parallel and head-in parking appear to be appropriate within all right of way zones.



# FUTURE PARKING ANALYSIS MAP



**LEGEND**

CURRENT ZONING	OFF STREET PARKING REQUIREMENT
HISTORIC RESIDENTIAL	2 SPACES/ RESIDENCE
HISTORIC BUSINESS	1 SPACE/ 1650 SF OF GROSS FLOOR AREA OR FEE IN LIEU (\$3K/SPACE)
DOWNTOWN SERVICES	PER DEVELOPMENT TYPE, SEE CODE

0 30 60  
GRAPHICAL SCALE (FT)

811  
Know what's below. Call before you dig.

Revisions:		DESCRIPTION
#	DATE	

## TOWN OF RIDGWAY, CO FUTURE PARKING ANALYSIS MAP RIDGWAY, CO

**SET**  
ENGINEERING LLC  
150 Rock Point Drive  
Suite F  
Durango, CO 81301  
970-403-5088

**PLAN NO.**  
**EX03**

Project:  
Date: 06-12-2018  
Drawn By: ABR  
Checked By: ABR

\*Drone Aerial Imagery  
is courtesy of Kevin  
Grambley, GeoDigital  
International Inc.

**FOR REVIEW ONLY  
NOT FOR  
CONSTRUCTION**



Effective Parking Supply

Effective Parking Supply

The Effective Parking Supply (EPS) in the study area was examined and is represented in the chart below. EPS is the cushion that allows for vacancies created by restricting parking spaces to certain users (reserved spaces), misparked vehicles, minor construction, and debris removal.<sup>1</sup> See page 15 for a more extensive description of EPS.

1 Walker Parking Consultants - Downtown Parking Master Plan for Farmington, Michigan

<div><div>EFFECTIVE PARKING SUPPLY COUNT</div><div>EPS of Existing Spaces Provided in Study Area</div></div>
488 total spaces X 85% (EPS <sup>1</sup> for on-street) = 415* On-street Parking Spaces
354 total spaces X 90% (EPS <sup>1</sup> for off-street) = 319* Off-street Parking Spaces
842 total existing spaces (on-street and off-street) = 733* Parking Spaces

\*Shown as Effective Parking Supply, the number of actual parking spaces in the Ridgway study area is reduced to 85-90% of the actual number of spaces. The EPS for on-street is 85% of the actual number of parking spaces; the EPS for off-street is 90% of the actual numbers of parking spaces. Therefore, although the actual total number of existing parking spaces in the Ridgway study area is 842 spaces, the effective parking supply count is 733 total spaces. This means that approximately 109 spaces would probably not be effectively used due to confusion or improper use of parking spaces—such as a car not parking in the lines and taking up (2) spaces rather than (1).

Existing Parking Conditions will Accommodate for Growth in Ridgway

The target parking occupancy for a healthy, vibrant downtown area is 85% - 95% full per industry average.<sup>1</sup> With this level of occupancy, parking turns over and new visitors don’t have to spend time circling the area for an open spot. Based on limited field counts shown previously in this report on pages 16-28, the town’s occupancy rate is an average of 32%—allowing for growth in the Ridgway community to reach the desired 85%-95% full industry average. This is based on an inventory of (5) days during the study period. Refer to the Parking Count maps and associated tables on pages 16-28 of this report. The counts include a Farmer’s Market event day—Table 1 - Friday, August 25, 2017.

In a downtown, a park-once environment with the ratio of 2.0 to 2.4 spaces/1,000 SF of commercial use would indicate adequate parking.<sup>2</sup> See the Walkability & Bikeability map on page 13 of this document for a visual of the two block walkable distances in the study area.

The chart below compares the parking ratio (stated above) indicating adequate parking for current conditions and projects how future growth will affect parking in the study area. A ratio of 2.2 parking spaces per 1,000 SF of mixed use building space is assumed. The growth rate was based upon population growth projections per the Department of Local Affairs (DOLA).

1 Walker Parking Consultants - Downtown Parking Master Plan for Farmington, Michigan  
2 Walker Parking Consultants - Downtown Parking Master Plan for Farmington, Michigan

PARKING RATIO TABLE WITH GROWTH					
	Parking Ratio	Square Footage	Total Spaces to Meet Ratio	Spaces Provided (EPS)	Surplus Parking Spaces
Current Conditions - 2016	2.2	252,780	556	733	177
5% Growth - 2019	2.2	265,419	584	741	157
10% Growth - 2022	2.2	278,058	611	748	137
25% Growth - 2030	2.2	318,975	695	763	68
50% Growth - 2044	2.2	379,170	834	802	-32 (needed)

Source of Population Data used to calculate Town growth is DOLA Colorado Demographic Profiles. Growth rate is based on the average rate from 2010-2016, which is 1.75%.



# RECOMMENDATIONS

## Parking Recommendations

### Education

- Educating employees not to park in front of businesses and in designated areas is critical to providing more parking for customers near storefronts. In the winter when there is less tourism, it may be appropriate for employees to park at their place of employment to advertise activity and represent that the business is open.
- Providing business owners with a map of parking spaces that are located in well-lit, safe areas and at walkable distances from their businesses would be beneficial to the owners in directing their employees to park at locations that would free up customer parking and improve business. Employees would want to be able to walk on lit and paved sidewalks from parking to work because they may get off work at all different times of day.
- Adding additional high visibility striping/bicycle symbols to the bike lanes on Sherman Street/Hwy 62 with more frequency would make the bike lanes more visible and easily identified and would promote increased usage by community members.
- Adding “Diagonal Parking Only” signs and striping currently non-striped gravel parking areas would increase the amount of parking available within the study area. Encouraging diagonal parking on one side of residential streets within the study area would also increase parking near downtown. The direction of the diagonal parking stripes should be based upon a user turning off of Sherman Street/Hwy 62 as opposed to another direction to improve the flow of traffic and parking. Also refer to Parking Additions on page 39.
- Adding striping and signs for accessible parking spaces at intersections where spaces currently do not exist would improve transportation for community members of all abilities—especially south of Sherman Street where there is a lack of public ADA parking spaces. These proposed ADA parking locations include: the SW corner of Sherman and Cora Streets, the SW corner of Sherman and Lena Streets, and the SW corner of Sherman and Railroad Streets. (Refer to the Proposed Parking Recommendations wayfinding map on page 47 of this report for a visual of these locations. If accessible parking regulations cannot be met, it would still improve accessibility to sign the spaces as Senior Citizen Parking.
- Encouraging lot owners to add an ADA accessible parking space at the private lot at the NE corner of Sherman Street/Hwy 62 and Cora Street would better service the customers utilizing the lot.
- Directing visitors with the universally recognized blue and white “P” for parking signs to use parking areas that are typically vacant would improve wayfinding and parking usage around Ridgway. Directing trailer and RV parking would enhance wayfinding for visitors to Ridgway as well. Refer to the Parking Recommendations map on page 47.

### Enforcement

Enforcing the existing parking regulations established in Ridgway is key to encouraging community members to maximize the available parking in the study area. This is especially important as growth in Ridgway occurs and as parking availability becomes a problem for citizens. In order to do this, the Town should:

- Enforce violations of parking regulations.
- Give warning tickets to vehicles that park in the bike lanes on Sherman Street/Hwy 62 to educate users, ticketing vehicles with fines or penalties that park in these areas habitually.
- Identify key areas to ticket illegally parked vehicles that are blatantly disregarding regulations.



**Gravel Parking** Striping gravel parking areas would guide parking—improving efficiency and increasing the number of spaces available.



**Shared Parking** Private businesses and churches could share their lots to improve parking availability.

### Reconfigure Parking to be More Efficient

Add temporary striping/painting or other features to organize the informal gravel parking areas that are close to the Downtown core within and adjacent to the study area. This could be done once a month during the busy season or before events to establish an efficient pattern. Refer to the Parking Recommendations wayfinding map on page 47 for these areas shown in light blue.

### Shared Parking

In order to maximize parking and to offer customers more parking areas, multiple businesses could work together to share their private parking lots. Also, privately owned parking lots could also enter into agreements with nearby businesses to supply off-street employee parking.

The Town could also potentially enter into an agreement with these private businesses and churches to share their parking in exchange for benefits such as the Town providing parking lot maintenance.



## Parking Recommendations, continued

### Code Considerations

- Restructuring the Ridgway Zoning Code for the Historic Business District to require residential and lodging uses to provide off-street parking spaces at a rate based upon bedrooms and not based on square footage of building size would better meet parking needs based on the type of building use. These larger dwelling units would be required to add on-street parking in front of their properties, if it doesn't already exist, to accommodate for the increased amount of people occupying the space. On-street parking could count towards the required total and would also be available to members of the public.
- Consider the type of residential project by specific type, such as affordable housing, and acknowledge the true parking needs of such a project. Adjust code language if necessary.
- Restructuring the code to require the installation of paved sidewalks and on-street parking by new developments would improve transportation around the community. Such a requirement would also promote increased use of these new developments by providing R.O.W. parking directly adjacent to the specific developments.
- Considering a reduced parking requirement for development involving the adaptive reuse of historic properties would incentivize the restoration of such properties and protect the existing character of Ridgway.

### Restrictions

- The Town should consider installing “two hour parking” signs in parking areas at the recognized hubs of activity in downtown Ridgway—refer to the Parking Recommendations wayfinding map map on page 47 for these “hub of activity” areas. Limiting parking on designated blocks to a specific number of hours would compel employees to park further away from their places of work, allowing for more customer parking at business storefronts. Also, if visitors to the community are using these spaces then they will turn over more often. Furthermore, if parking is only a problem in particular hubs of activity on certain days or for certain time periods, signage can be made more specific to limit the duration of parking during those time periods to help with turnover and keep spaces available. An example of this could be, “Two Hour Parking 9AM-5PM Monday-Friday,” to restrict parking during business hours.



### Parking Additions

- Adding additional on-street parking and signage/stripping where the existing R.O.W. width allows would increase the amount and density of parking near downtown.
- Establishing a pattern of parallel parking along on one side and diagonal on the other side of residential streets would also increase the amount of parking provided at a walkable distance from downtown. The R.O.W. width is too narrow at some locations to allow for new sidewalks and diagonal parking on both sides of the street; this is why it is suggested that one side be parallel. Cora Street north of Sherman Street/ Hwy 62 has been completed with the suggested pattern.
- Designating motorcycle parking spaces with pavement striping at several locations in downtown would increase the parking density for these vehicles—taking up fewer standard-sized spaces and leaving more regular spaces available for cars and trucks.
- Investigate leasing land for parking on vacant lots near or within the study area.

### Restricted Parking

Two Hour Parking Signs to regulate parking is recommended in the listed hubs of activity below to encourage parking turn over and discourage parking during events. This is the simplest way to get the desired turnover but is not required while parking is still adequate. The Town could implement this strategy when occupancy is closer to the desired 85%-95% all the time.

- Lena Street between Sherman and Clinton Streets
- Clinton Street between Laura and Cora Streets
- Cora Street between Sherman and Clinton Street



### Designated Motorcycle Parking

Striping designated on-street parking for motorcycles optimizes space by creating opportunities for motorcycle parking in smaller-scaled spaces apart from regular vehicular parking spaces. This improves parking efficiency by allowing motorcycles to use smaller spaces; therefore, they do not take up regular-sized parking spaces that can be used by normal vehicles.



### Parking Patterns

Cora Street between Sherman and Clinton Streets is a good example of establishing a pattern of parking on a street with a narrow right-of-way. (This photo shows the view from Cora Street looking south from Clinton Street.)



### Maintenance/Temporary Striping

Parking spaces in both paved and gravel areas need to be re-striped according to an established maintenance schedule. Paved areas need to be re-striped once a year, which typically falls in spring after snow plowing operations have ceased. Gravel areas can be striped with chalk or painted lines at an interval based upon local conditions and frequency of use. (Striping informal gravel lots can help organize users into the most efficient layout and increase amount of effective parking available.)



## EVENT PARKING

### People will Walk Further when Parking for Large Events

- People are typically willing to walk up to a half-mile from parking to attend a large event. Paved sidewalk connections and lighting should be provided to encourage people walking further from their vehicles.
- The more safe and comfortable the parking lot, the more people will be apt to use outlying lots at all times of day. Shade trees and lighting at outlying parking lots should be provided to encourage people to walk from such parking lots to an event.
- Bike valet parking at the event location could also be provided as an alternative to parking and walking from a vehicle to the event.

### Guidance & Wayfinding Needed for Event Parking

Event organizers should submit a proposed event parking plan to the Town for review/approval prior to the event. The Town/Event Organizers should then implement and manage the approved event parking plan on the day of the event.

- Part of the event parking plan could be installing temporary and/or permanent signage for event parking and involving event organizers or Town staff members in guiding visitors to follow the signage and parking plan.
- Large parking lots should be staffed before and at the beginning of events so that the parking in each lot is organized and efficient.



**Informal Gatherings during Event** People congregate in Hartwell Park during the “Love Your Valley Festival” which took place on Saturday, May 12th of 2018.

### Guidance & Wayfinding Needed for Event Parking, continued

- Gravel lots and gravel streets should have striping painted on them prior to events to improve parking efficiency and reduce confusion of how to park in such areas.
- A shuttle service should be provided on event days from large outlying parking lots, such as the fairgrounds or the schools, for people utilizing these large parking areas. Shuttling people from existing parking facilities would save the Town money by reducing the need for constructing and maintaining additional parking areas near event locations that are currently infrequently used for parking.
- People should be discouraged from using on-street parking areas close to event locations that are near local businesses. The reason for this is that event parking is usually over an extended period of time. Local businesses could lose money from the parking not turning over and, therefore, not providing parking opportunities for new customers. Installing temporary and/or permanent signage limiting parking in hubs of activity for two hours could aid in managing this parking concern.
- An unloading area for events should be designated for vendor use; however, the vendors should be encouraged to actually park at a location away from the event if possible. By educating vendors to not park in main public spaces all day, more visitor parking is allowed to the public which increases parking turnover throughout the day of the event.



**Parking Fills up during Event** Parking fills up along Cora St. during the “Love Your Valley Festival” which took place on Saturday, May 12th of 2018 in Hartwell Park one block east.



## Encouraging Alternate Modes of Transportation

### Bike Racks

Ridgway currently has many bike racks located throughout its core downtown. (Refer to the Walkability & Bikeability map on page 13 of this report for bike rack locations.) A single bike rack, such as the one pictured to the left, would accommodate (2) bikes. Currently there are bike racks available for (82) bikes in Ridgway's core downtown area. More bike racks are available at high activity areas such as the intersection of Cora St. and Clinton St. and Lena St. and Sherman St.

These bike racks are made by a local artist to be sculptural and represent Ridgway's artistic, historic, and industrial downtown vibe.



### Incentives to Promote Bicyclists

Alternative modes of transportation in a community reduce vehicular trips. Ridgway has increased safety measures for pedestrians and has plans to provide pedestrian wayfinding signage. The recommendations here are focused on encouraging bike use within town and to get to and from events. The image to the right is of a man riding his bike along Lena Street towards Sherman Street.



Bike racks are currently underused in Ridgway; locals deals for bike riders at Ridgway businesses may increase bike use. The Town should work with local businesses to provide coupons, discounts, bike to work day breakfast and/or other incentives to encourage riding bicycles instead of driving.

### Bike Valet

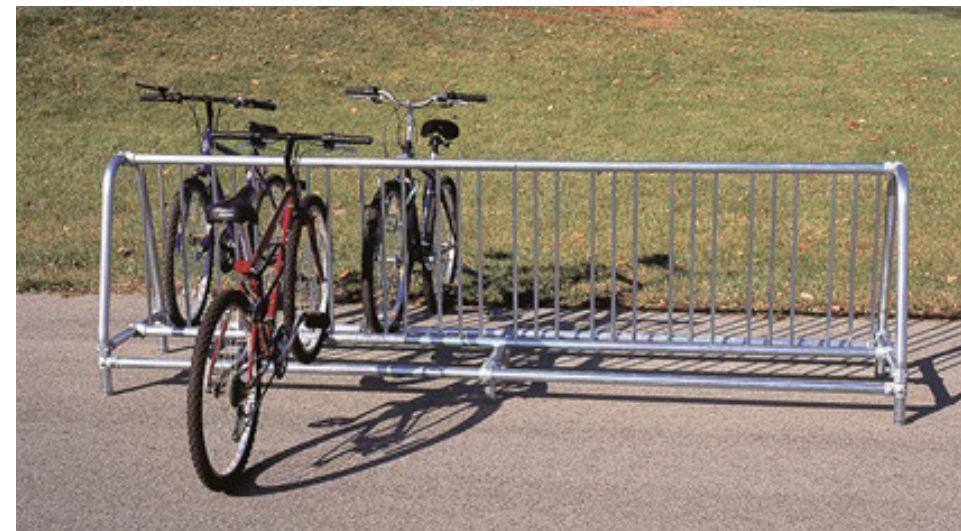
In order to promote bicycling to events, the Town/Event Organizers should provide secure bike valet parking at event locations. This would encourage both residents and visitors to ride bicycles across Ridgway to attend events rather than driving and parking.



### Covered Bike Parking

The provision of covered bike parking would encourage more bicycle use in all types of weather.

Image from [www.bicycletucson.com](http://www.bicycletucson.com)



### Large Volume Bike Parking

The addition of easily-identifiable and user-friendly linear bike racks in Hartwell Park would promote more bicycle use around the Town's downtown core.

Image from [www.byoplayground.com](http://www.byoplayground.com)



### On-Street Bike Parking

Providing bike parking on the street would encourage increased bike use by giving both bikes and vehicles the same ease of access. (People wouldn't have to lift their bikes up onto the curb to park on the sidewalk.) On-street bike parking can be easily integrated by transforming one vehicular space into bike racks. On-street bike parking also reduces pedestrian/bike conflicts on walks.

Image from [Thirteen of Clubs on Flickr](https://www.flickr.com/photos/thirteenofclubs/) ©



Wayfinding

In order to promote parking wayfinding in Ridgway, it is recommended that parking signage be composed of universally understood signs to identify parking locations for users driving into Ridgway off of Sherman Street/Hwy 62. Refer to the Parking Recommendations wayfinding map for the locations of these proposed signs. Some of the signs could be added to existing signage already present off of Sherman Street—see Locations A, D, and E signs on page 46. Other signs that would aid in the guiding visitor parking would be new freestanding signs throughout downtown; three key locations were identified to incorporate new parking wayfinding—see Locations B, C, and F signs below. By incorporating the suggested parking wayfinding, visitors to Ridgway would have an easier time locating appropriate parking areas that often have a great deal of vacant spaces available. Wayfinding would also potentially aid in reducing the number of parking violations by giving trailer and RV vehicles directions on where to park; therefore, discouraging oversized vehicles from taking up multiple regular-sized spaces within downtown.

New Wayfinding Signs

Signage to Match Local Character



**Wayfinding Example** This Mountain Village wayfinding sign with its weathering steel material matches the local character of the community in which it is placed. (Mountain Village is located just outside of Telluride, CO.)

Example of Universally-Recognized “P” for Parking Sign



Location B Sign



Location C Sign



Location F Sign

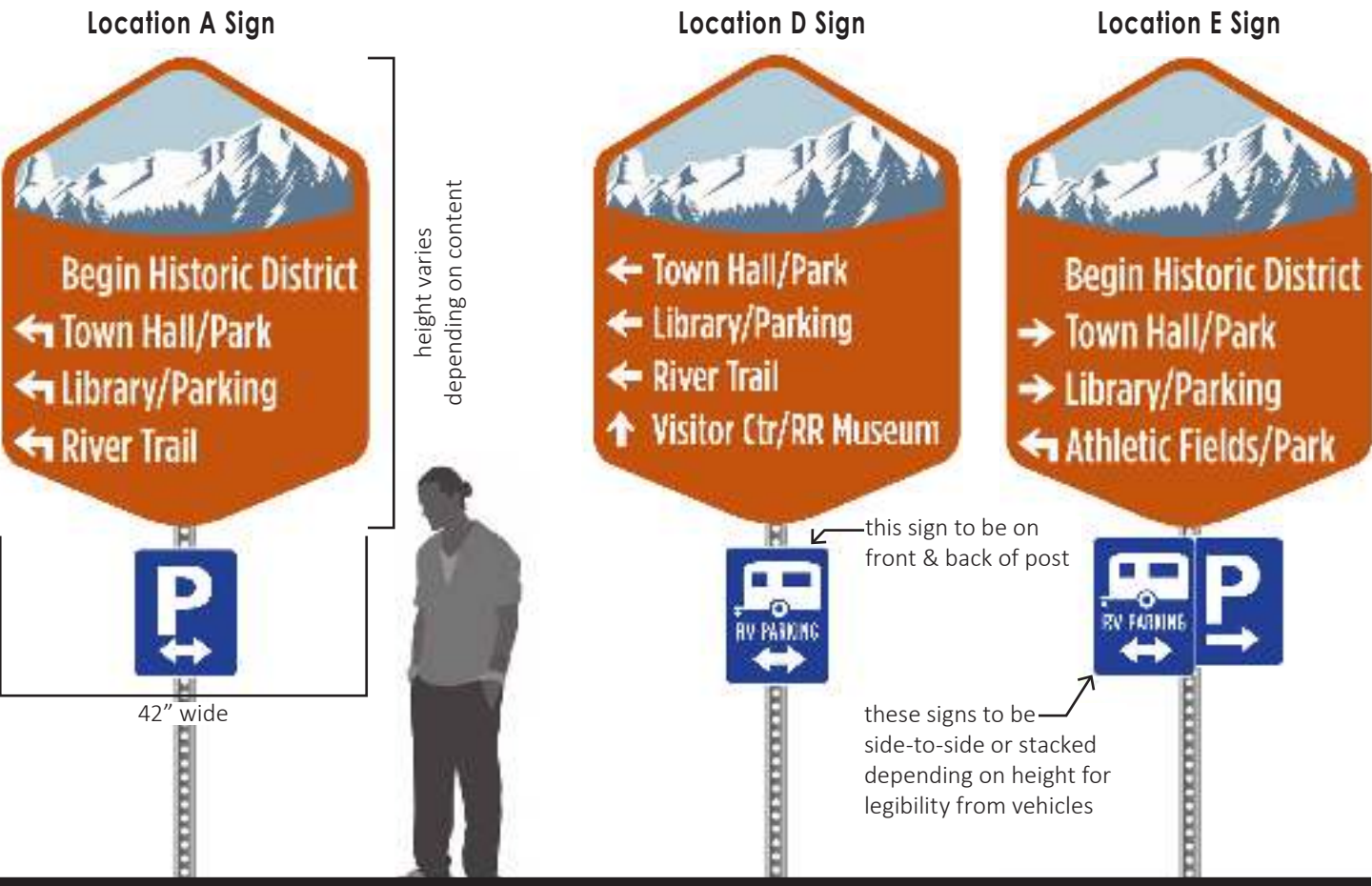


**Additional Signage** The incorporation of additional parking wayfinding around town is key in encouraging visitors to park in existing lots that are currently underutilized.

Existing Wayfinding Signs with Parking Sign Additions

Existing Sherman St./HWY 62 Sign Information  
(Refer to Sign Diagram Below)

- 4” High Letters
- 4.5” Wide Arrows
- 42” Wide Sign
- 50”-54” Tall Sign
- Breakaway Posts
- Reflective Letters
- Single-Sided Sign
- 0.125” Aluminum
- Painted Bolts to Secure Sign to Post



**Adding Parking Wayfinding** Universally recognized “P” for parking signs can be added to existing sign poles on Sherman Steet/Hwy 62 to direct vehicles to existing pulbic parking areas.

\*Note: All signs should be added to existing poles if possible. Refer to Proposed Parking Recommendations map for sign locations.



# PROPOSED PARKING RECOMMENDATIONS





## Conclusion

“Ample parking encourages driving that would not otherwise occur without it,” Jeff Speck, author of *Walkable City*.

A balance needs to be struck between building development and parking lots, walkability/biking and automobile use. Off-street parking requirements were mostly designed for development on open, unoccupied land. If off-street parking requirements are made to be too high, it can limit building square footage and encourage more sprawl development. Minimum parking requirements can have unintended consequences such as: encouraging driving, increasing the cost of developing a building, discouraging the reuse of historic structures, and breaking up the continuous storefront feel of a healthy downtown. Ridgway has numerous open parking lots in its downtown that most communities do not; therefore, it is important that as more developments occur in these parcels that the first priority is in the creation of vibrant structures that promote the community such as new businesses, mixed-use buildings, and residential dwelling units. Parking should meet code requirements, but not dominate these undeveloped spaces. Currently, growth is evident within downtown Ridgway in the form of several planned developments such as Space to Create (to be located at the corner of Clinton and Laura Streets) and the residential area to the north of Hartwell Park. With each new approved development (such as these aforementioned) is an opportunity for the Town of Ridgway to continue building upon the fun and vibrant atmosphere of downtown that was further enhanced by the recently completed streetscape improvements. The town’s historic architecture, intriguing storefronts, and human-scaled sidewalk environment are memorable and character-defining. The provision of an over-abundance of parking should not be the driving force that guides the development of downtown; any approved development should support and enhance the creation of an active and vibrant downtown. Furthermore, Ridgway’s current parking infrastructure would accommodate for years of future growth—allowing for building infill that does not require large additional parking lots.

Ridgway has a very walkable downtown. Residential areas are within close proximity to the core. Based on two types of evaluation – the current Town parking code and Parking Ratios (refer to pages 35 and 36 of this report), it is apparent that the current parking supply meets both code and current demand with room for growth. A healthy downtown has parking utilization of 85%-95%. Ridgway, on a typical day, averages less than 40% utilization of parking spaces in the core study area. Even in the more conservative parking ratio evaluation, the Town exceeds adequate parking levels even with 25%+ growth scenario. All of these spaces are within a 5 minute walk (1/4 mile or less) and most are with 1/8 of a mile (one block) of all of the existing identified hubs of activity. (See the Walkability & Bikeability map on page 13 of this document for these hubs of activity.) The hubs of activity, which are mostly related to restaurants/food service at certain times of the day, were the areas most discussed in public commentary - see stakeholder meeting notes from May 24, 2018 in the Appendix starting on page 53. Listed below are some attainable solutions for taking parking pressure off of these areas:

- **Education** – the Town and employers should work to educate employees to park in low usage areas to leave spaces for visitors.
- **Promoting Alternative Means of Transportation** – the Town and businesses should including incentives for walking and biking.
- **Shared Parking** – a partnership can be formed to share parking resources and maximize usage within Ridgway’s downtown; this partnership could be between private business owners or between the Town and an entity that might have underutilized parking during the week such as a church.
- **Time Limits at Hubs of Activity** – this is a longer term solution that can be evaluated as parking usage increases and includes two-hour parking limits at certain times of day/year. Other small communities that have active downtowns have implemented this method of parking control—including Carbondale and Salida. (Refer to the Appendix page 56 of this report for comparisons of parking between Ridgway and other similarly-sized small towns.) Implementing parking time limits can be focused in high-use areas to help encourage people who want to park all day to utilize outlying areas such as the underused street parking available on Laura St. Two-hour parking would require enforcement for it to be effective. Metered parking is not in the short-range plans and wouldn’t be needed until activity levels have increased to 85-95% utilization throughout the study area.

- **Manage Event Parking** – organizing gravel parking lots by incorporating striping and therefore directing people to park in the most efficient manner would be a significant improvement over the current unmarked gravel parking areas; this would increase the number of parking spaces available in such lots. Signage to overflow lots is also needed. (Refer to pages 45 and 46 and the Parking Recommendations wayfinding map on page 47 for proposed parking wayfinding.) A shuttle from the fairgrounds and nearby school parking lots during large events should be considered to reduce downtown vehicle traffic and parking congestion on event days.

As a whole, Ridgway has the resources to manage growth and parking through good planning. The current parking availability is beyond adequate and taking care of some of the specific issues will help improve problem areas.



**Love Your Valley Festival** The “Love Your Valley Festival,” which took place on Saturday May 12th of 2018, was a huge concert event for residents and visitors alike with brewery and food vendors in Hartwell Park right next to downtown.





# EVENT PARKING PLAN

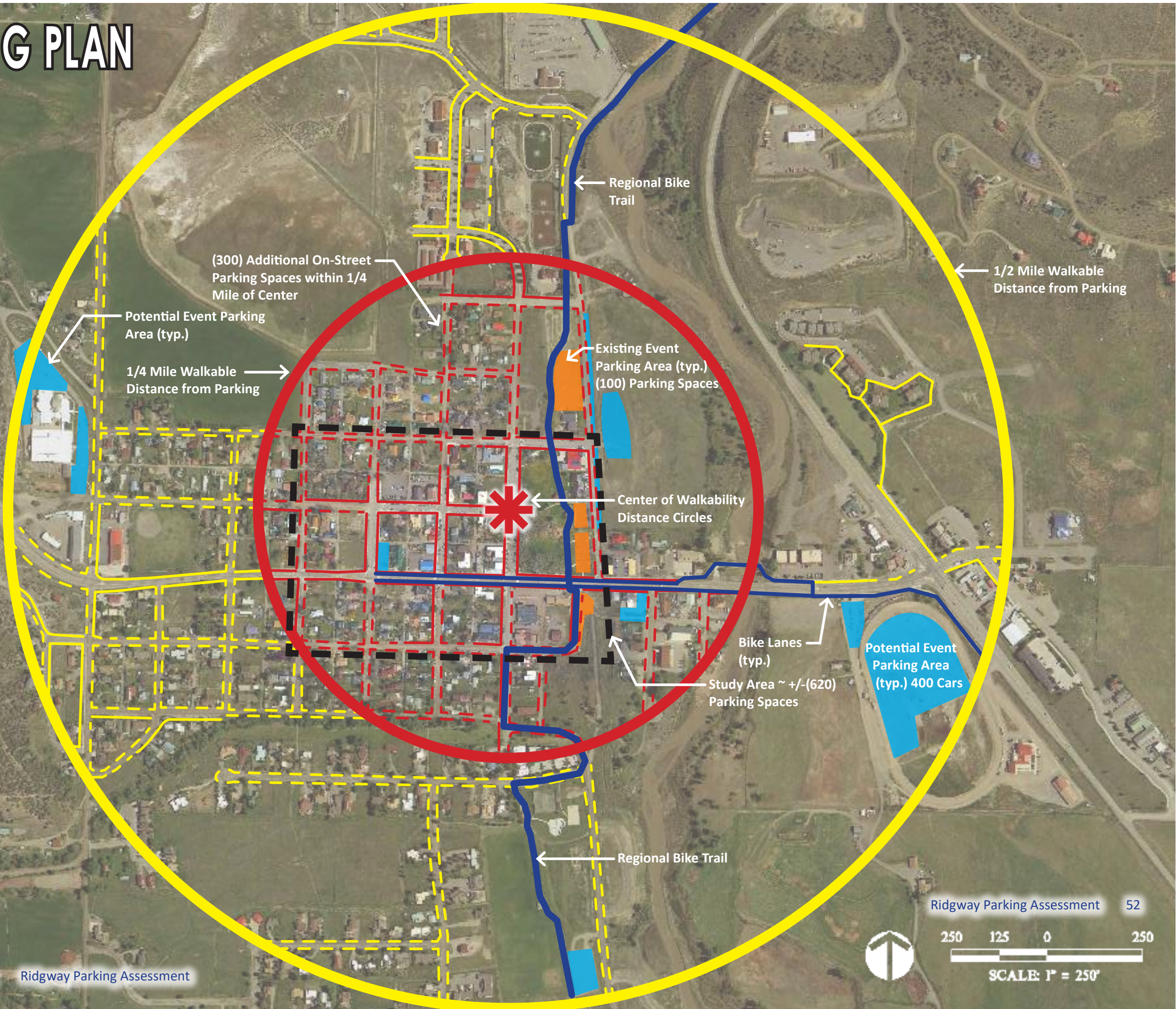
## ASSUMPTIONS

- 2,000 people at a large park event
- 2.6 people/car = 770 cars
- Public parking spaces available within the study area is about +/- 620
- Parking spaces within 1/4 mile walking distance (about a 5 minute walk) offer an additional 400 spaces for a total of 1,000 +/- spaces provided
- Parking within a 1/2 mile can accommodate over 3,000 visitors for an event
- It is recommended that Ridgway finish paving the sidewalks to any outlying parking areas to encourage increased usage of these areas

\*These numbers assume that large unpaved parking areas would be organized and managed with delineated parking spaces during events to maximize available parking supply. Numbers have been reduced to account for EPS (Effective Parking Supply).

## KEY

-  CENTER OF WALKABILITY DISTANCE CIRCLES (HARTWELL PARK)
-  1/4 MILE WALKABLE DISTANCE FROM PARKING (~5 MIN.)
-  1/2 MILE WALKABLE DISTANCE FROM PARKING (~10 MIN.)
-  PROJECT STUDY AREA
-  PAVED SIDEWALKS & ON-STREET PARKING WITHIN A 1/4 MILE DISTANCE
-  UNPAVED SIDEWALKS & ON-STREET PARKING WITHIN A 1/4 MILE DISTANCE
-  PAVED SIDEWALKS & ON-STREET PARKING WITHIN A 1/2 MILE DISTANCE
-  UNPAVED SIDEWALKS & ON-STREET PARKING WITHIN A 1/2 MILE DISTANCE
-  REGIONAL BIKE TRAIL
-  BIKE LANES
-  EXISTING EVENT PARKING
-  POTENTIAL SHARED USE EVENT PARKING





# APPENDIX

## Parking Comments – Ridgway May 2018

The Town solicited comments and photos of specific parking issues. Some photos have been included in the issues section and the written comments are as follows:

“I would like to comment on the lack of parking for the Chinese Restaurant in Ridgway. They are next to Ponderosa Real Estate. Since customers can no longer park on Sherman Street, their only parking is a very small lot on the west side of the building. In addition to the real estate, there are other businesses facing this parking lot and occupants upstairs also. There is limited parking on the side street but this is totally inadequate parking, especially for the Chinese Restaurant. I am handicapped and use a cane. My husband and I frequent the Chinese Restaurant. The walkway is not suited for handicapped and the lack of parking is detrimental to the diners and the restaurant.”

“The Thai restaurant have adopted this “non-space.” They have to park the truck four feet from the raised concrete curb to avoid banging their door so maybe we should make this 20’-0” section of Cora one way?”

“People are parking in the bike lane on Sherman. The bike lane is in the space where parking was eliminated so people are used to parking there. Maybe the Marshall needs to start ticketing or warning people to educate them that this is for bikes only.”

“Last night there was a semi parked on the highway alongside Unicas blocking both the bike lane and part of the drive lane. (There were some people moving boxes into the building which I assumed came from this truck.) This was a dangerous situation requiring westbound vehicles to pass the truck in the turn lane. It also created a risky situation for pedestrians stepping off the sidewalk to cross 62.”

“I have seen other issues with semis off-loading to businesses on either side of the highway which blocks traffic and disrupt parking. What is the plan for delivery trucks in downtown Ridgway?”

## Parking Comments – Ridgway May 24th, 2018

Parking Stakeholder Meeting – May 24, 2018

Ridgway, CO

Attendees: Jyoti (Panji Bags), Tammee Tuttle (True Grit Café), Kip (Colorado Boy), Sara Doehrman (Cimarron Books and Coffee), Jenny (Kate’s Place), Lu Hauger (resident and Town intern), Colin Lacy (Ridgway Chamber), Dalton Carver (resident), John Clark (Mayor), Jen Coates (Town Manager), Shay Coburn (Town Planner), Walker Christensen (DHM Design), and Diedra Silbert (Community Initiatives Facilitator) [32 individuals and businesses were invited, including Town staff.]

The following are comments/suggestions from the discussion at the meeting:

- Potential to lease space for parking on the SW corner of Laura and Clinton for parking. This would be a good spot because of the loss of public parking that will be replaced by *Space to Create*. The owners told an attendee that they were open to it but didn’t specify time frame or cost. This may be something that businesses would work together to pursue or that the Town looks into. Currently something like this is not in the Town budget.
- Overall, there are a good number of spaces downtown and the utilization averages about 30% on typical days. This goes up dramatically during events. There are also hot spots for parking issues at different times of day. In the morning, the area near Cimarron Coffee is full. For breakfast and lunch, the north block of Clinton and the public parking lot at the corner are mostly full by Kate’s Place. The intersection of Clinton and Cora is turning into the epicenter with a lot of new businesses opening. The first block of Lena by True Grit is one the busiest spots in town.
- To take pressure off of downtown parking and to help parking turn over during events, there need to be some new strategies implemented. Some ideas were to have flaggers help organize people in the lot north of the library, painting spaces in gravel lots and gravel streets to get more efficiency, temporary signage for events, permanent event parking signage, potentially even two-hour parking at key areas on Clinton and Lena. There may be potential to use some outlying lots that are within a half mile and have sidewalks to downtown such as the fairgrounds or school.
- The True Grit Cafe has 46 employees in the busy season and sees probably 7-10 cars for employees per shift. Most employees drive from Montrose. Off-site parking for employees would be ideal. This would be best if there is a paved and lit path to the parking. Employees get off late at night.
- Kate’s has 12 employees, (8) would be working at one time. There are 13 tables inside and 11 tables outside.
- Education is needed to get employees to not park in front of businesses. Maybe we can come up with a one page flyer distributed to employees of downtown businesses that shows potential parking space options that are in less busy zones but still close. Block by block specifics would be best. Focusing on educating employees would offer better results than educating visitors. Use water and electric bills to get word out.
- During events, people stay parked in on-street parking close to the park and so it does not turn over and those business are affected.
- There are ADA parking spaces throughout town, but we are seeing more mobility challenged people and senior citizens who don’t have an ADA sticker but still would like to park close.
- Winter can be a challenge for parking with snow removal.



## Parking Comments – Ridgway May 24th, 2018, Continued

- How is the code for parking requirements being addressed? The planning team is looking at the existing code and comparing it to other communities to see if any changes may be warranted. Some parking issues are evident in areas that were developed before the parking codes were implemented. Ridgway’s downtown doesn’t want to be overtaken by parking. There needs to be a balance between providing enough parking and having good planning/development of new buildings to enhance the existing character of downtown.
- Trash pick up in the alleys can block ADA access.
- The current code for downtown is (1) space per 1,650 SF for commercial buildings and (1) space for residential units less than 600 SF and (2) parking spaces for residential units greater than 600 SF. Update existing parking diagram to reflect.
- Could you do (2) hour notices on windshields instead of signs? Wind + paper + Ridgway is not always a good mix.
- Providing shade and street lights at parking by library would make it more inviting.
- There needs to be some enforcement when there is illegal parking. The Town has limited resources.
- RVs are parking and taking up 5-7 diagonal spaces in downtown; this is an issue. Maybe adding signage that says compact cars only. More signage could be added to direct RVs to Railroad St. They usually want to follow the rules if they know them.
- Don’t want a bunch more signs. Sign clutter is already a problem. If any new signs are needed, they need to be clear and simple, such as directing people to public parking on Lena with the universal “P” for parking sign.
- Shared parking was a concept that a lot of people liked. This could be a church or business with a larger parking lot. Complimentary businesses could work together to share spaces. For example, a coffee shop and bar – if they were in close proximity. Other towns have negotiated in-kind maintenance for shared use of a parking lot. There are definitely options that could be explored to get more efficiency.
- Encouraging more bike riding and walking to downtown was another supported idea. Look into incentives to get people to ride. Covered bike parking, easy bike racks, more racks in the park, etc.
- Events like the Farmer’s Market and Concerts encourage people to stay so there is no turnover.
- Ridgway Rendezvous does a good job of managing parking for their event.
- Have an unloading area for events and try to have vendors park out of the action. Educate vendors not to park in main public spaces all day.
- Education and changes in behavior were a big theme for the discussion.
- On existing conditions sheet show that required quantity is per parking per code as it is right now and is not intended to single out non-conforming uses.
- On existing maps show parking as it currently exists on the NE corner of Laura and Clinton. On future land use maps show *Space to Create*. Space to Create will have off street parking spaces. On future development maps show all new development as meeting code.
- The new development on North Lena Street will have off street parking and will have the on-street parking pattern from Lena extended. This is good because that area provides a lot of parking.
- For any outlying parking for events, it would be recommended to have paved sidewalk connectivity to those spots.
- Having a shuttle service on event days for outlying parking is another option. This is becoming common as communities try to maximize green space and try to reduce pavement in parks.

## Parking Comparisons among Similar-Sized Towns

The towns of Carbondale, Crested Butte, Salida, Ouray, Paonia, Westcliffe and Alamosa—which are of similar size and/or town character to Ridgway—are analyzed in terms of their parking codes and regulations. Understanding and comparing the parking requirements of these other Colorado communities can influence Ridgway’s parking codes and regulations and help guide future development standards and associated parking in Ridgway.

### Carbondale, Colorado

- Main Street has signed two-hour parking. See image to the right.
- Carbondale has several designated public parking lots within one block of Main Street for parking for events and for employees.
- The number of off-street parking spaces required is by use. For example, a Restaurant is required to have (1) parking space per 150 SF (including outdoor waiting/seating/dining areas). Lodging Facilities such as a hotel or motel requires (1) off-street parking space per guestroom.
- Off-street bicycle parking spaces are required at a minimum ratio of one bicycle space per three vehicle parking spaces.
- Shared parking facilities for developments or uses with different operating hours or peak business periods may be allowed by the Planning Director.



**Parking Signage** Signing two-hour parking in Carbondale increases parking turnover throughout the day, improving the vitality of downtown.

### Crested Butte, Colorado

- Elk Avenue (Main Downtown Commercial Street) Parking is for two hours only between 8:00 am and 5:00 pm.
- There are Designated Loading Zones throughout the core business area.
- Winter Parking Rules, active from November 1 through April 30, regulate when and on what side of the street one can park for snow removal. Some portions of the downtown streets may be parked on overnight if the regulations are followed.
- Excerpt from code Sec. 16-16-20 concerning off-street parking spaces—Restaurants, clubs, retail bakeries, tasting/sales room micro-distilleries and premises licensed for consumption of alcoholic beverages, except those licensed for special events only: one (1) space for each five hundred (500) square feet of usable square footage or a portion thereof if the total usable square footage is between zero (0) and one thousand (1,000) square feet; one (1) space for each two hundred fifty (250) square feet of usable square footage or portion thereof from one thousand one (1,001) to two thousand (2,000) square feet; and one (1) space for each one hundred (100) square feet of usable square footage or portion thereof for usable square footage greater than two thousand (2,000) square feet. Outside usable square footage used for seating shall be counted as part of the total usable square footage by a factor of one-quarter (0.25). The above parking shall not be required if the restaurant is located within a hotel, lodge, motel or resort which serves only registered guests who contemporaneously stay at least one (1) night in the facility.
- Excerpt from code Sec. 16-16-50 Payment in lieu of providing off-street parking—Whenever off-street parking is required, the Board is authorized to accept payment to the Town in lieu of providing the off-street parking, utilizing



Parking Comparisons among Similar-Sized Towns, Continued

the following criteria:

- Whether more than normal impacts would be created by requiring vehicles to park on-site;
- The unlikelihood that on-site parking would be used on a regular basis;
- The unavailability of public parking in the site vicinity; and
- Impacts on the neighborhood.

Salida, Colorado

- Most historic downtown parking is limited to (2) hours. See the Salida Parking Map next page.
- The number of off-street parking spaces required is by use. Code Sec/ 16-8-80. Eating and drinking establishments shall provide (1) space per 200 SF
- Commercial lodging shall provide (1) space per guest room, plus (1) space per 150 SF of group assembly area, plus (1) space per 500 SF of accessory commercial space, plus (1) space for the manager/front desk person.
- Shared Parking is allowed within certain parameters and as approved by the Administrator. The number of off-street parking spaces required may be reduced by up to 25%.

Ouray, Colorado

- Within the Commercial District – C1, required Off-Street Parking is as follows:
  - No off-street parking is required for buildings that front U.S. Highway 550 between 4th and 9th Avenues, and those lots that front 4th through 9th Avenues within one-half block of U.S. Highway 550, except Lodging Businesses and residences that must provide one space for each lodging or dwelling unit.
  - If necessary to preserve historic buildings, off-street parking requirements may be considered by the Planning Commission. Dedicated on-street parking may be authorized by City Council within the C-1 District, pursuant to Section 13-1 of the Ouray Code, for Lodging Businesses in historic buildings, which are listed in the National Register of Historic Places or as a contributing structure to the Ouray Historic District and located on lots that front U.S. Highway 550 or on the intersecting Avenues within one-half block of U.S. Highway 550. Planning Commission shall make a recommendation to City Council regarding an application to waive off-street parking requirements or dedicate on-street parking.
  - As a condition of either waiving off-street parking requirements, or of providing designated on-street parking, the property owner must properly execute, on forms approved by the City, a recordable covenant providing that any repairs or modifications to the building will comply with the United States Secretary of the Interior’s Standard for Historic Preservation Projects and detailing any required maintenance of the parking spaces.

Paonia, Colorado

- Grand Avenue has two-hour parking which is diagonal on street parking.
- Town has a signed truck route.
- The number of off-street parking spaces required is by use. Code Sec/ 16-6-10, Table 16-5. Indoor restaurants and bars shall provide (1.0) space for every 3 seats plus (1.0) space for every employee in the largest work shift.
- Motels, hotels, lodges and bed and breakfasts shall provide (1.0) space per unit plus (2.0) spaces for owner or manager’s unit.
- Bicycle Parking—Code Sec. 16-6-60, Bicycle parking spaces may be acceptable in lieu of vehicle spaces in the ratio of six (6) bicycle spaces for one (1) vehicle space, provided that not more than ten percent (10%) of the off-street parking requirements are met with bicycle parking. A bicycle parking space shall include secured stanchions and racks that enable the bicycle frame, not just a wheel, to be anchored. At least two (2) feet of spacing should be provided between the bicycle racks so that cyclist may place or remove the bikes with minimum risk of damage to other bikes.



**Salida Parking Map** Salida’s parking wayfinding map guides visitors and locals to designated public parking areas, as well as to ADA parking spaces provided in downtown.

Westcliffe, Colorado

- Main Street has two-hour parking.
- Signs near some parking say vehicles over 20 feet prohibited.
- The number of off-street parking spaces required is by use. Code Sec. 10-4-2: Parking:
  - Two (2) parking spaces of two hundred (200) square feet, exclusive of maneuvering and roadway space, shall be provided for each rental unit or manager’s unit in motels and hotels.
  - One (1) parking space of two hundred (200) square feet, exclusive of maneuvering and roadway space, shall be provided for each four (4) seats in eating and drinking places.



