



Traffic Congestion Relief / Parking & Transit Comprehensive Plan Frequently Asked Questions

Issue: Public opinion and research indicate that the current parking management plan is not effective, and that traffic congestion continues to be a growing concern. Over the past 15+ years, the Town has commissioned a variety of parking studies with implementation of various recommendations. In 2014, a Parking & Transit Task Force, comprised of community members, was formed.

Goal: Increase the availability of close-in parking for customers

Solution: On May 12, 2015, the Town Council reviewed the results of the task force's 6+ months of effort and Council supported moving forward with various recommendations, anchored by a parking structure on F-Lot.

Why a Parking Structure?

- A strategically located parking structure is essential to consolidate traffic thus reducing confusion and circling. The Town has several smaller surface parking lots scattered around town that most of our guests cannot find.
- A structure is necessary to accommodate current influx of customers and prepare for future growth. A structure can provide up to 900 parking spaces in the core of town.
- A structure in this location could be used, in part, to facilitate designated employee parking.

Why build the parking structure on the F-Lot?

- In survey results collected in 2013 and 2014, 52% of customers parking in F-Lot indicated their intention to go to Main Street.
- F-Lot is one of our highest utilized parking lots in town.
- Customers parked in F-Lot tend to return to their vehicle later in the day as compared to other lots thus decreasing the number of vehicles leaving during the prime 4-6 p.m. time period.
- The natural grade separation of F-Lot and the Tiger Dredge Lot allows for maximizing the number of below grade spaces and reduces the height of the structure which will fit with the character of the town.
- A structure in this location would include a pedestrian bridge over Park Avenue for customers accessing Peak 9 thereby decreasing the large number of pedestrians crossing Park Avenue at peak times and reducing traffic congestion.
- A structure would include a roundabout at Village Road and Park Avenue; enhancing traffic flow.
- It is located on the main by-pass that runs through the town making it easy for our customers to find.

How will the parking structure be managed and how will it be funded?

- Staff is reviewing a number of options for Council consideration regarding the management of a structure. If adequate funding is established, options will include keeping the same management/fee structure currently in place which includes free summer parking and the "Free after 3pm" program.

- The Town Council has been in discussions with the ski area about partnering on this project. Fortunately, Breckenridge Ski Resort is the most visited ski area in the United States. While visitors have a positive impact on our economy, the influx of guests results in increased traffic congestion and parking issues. For this reason the Town believes the ski resort should play a key role in funding the solution to these issues.
- All options are under consideration including a “For-Profit Admissions” tax. The Town will continue to explore all options over the next few months as the master plan process moves forward. We also anticipate some type of debt to finance the structure over a number of years.

Is employee parking being addressed as part of this plan?

- We will be designating several new “employee only” parking areas in or near the core of town.
- Employee parking may be allowed during non-peak days in designated areas of the new structure.
- The Town has made some recent changes to our “Free Ride” transit program that will increase the frequency of routes in employee based neighborhoods. More transit expansion in the future has been recommended by the task force.
- 45 new parking spaces are being added this year to the Ice Rink parking lot which is a prime employee parking lot.
- Continued free employee parking at North Satellite and Ice Rink Lots.
- The Task Force has recommended allowing employees to utilize their employee permit to park in employee lots to go skiing as an added benefit to employees.

How will the Town manage parking on Main Street and Ridge Street?

- The task force recognizes that employees are currently utilizing prime customer parking areas and moving their cars every 3 hours to avoid a ticket. The task force examined options that would better manage the downtown parking problem to ensure availability for our customers. The top two options included either metered parking or a “no re-parking” policy.

Why is the Town considering metered parking in the downtown area?

- The common first reaction from many, including members of the task force, has been that metered parking is not a good idea for Breckenridge. However, in today’s “smart” world of metered parking, it might be the best solution to the challenges of parking in the core of town.
- Technology has made pay stations adaptable to nearly any desired parking scenario including free until a certain hour of the morning, free after a certain time in the afternoon, free any month of choice, free for a specified number of minutes while you get your favorite cup of coffee, varied prices, different rules in different zones, smart phone applications to manage, pay, etc.
- The alternative to metered parking is “no-reparking” within the same block and “No Skier Parking” allowed in certain areas.
- There are pros and cons to each strategy that will be better defined and discussed as we engage more of the community for feedback.

How much will this project cost?

- The capital cost of an F-Lot parking structure with 900 parking spaces is estimated at 50 million dollars. This includes a pedestrian bridge and the roundabout at Park Avenue/Village Road. The life expectancy of a structure is 50 years. There will also be additional annual operating costs for the structure and any enhancements made to the Town transit system.

Will there be significant changes to Park Avenue?

- The most significant change to Park Avenue will be the addition of a roundabout at Village Road to facilitate the ingress/egress to the structure at the south end and the traffic coming off Village Road. A traffic study has been conducted to assess the impact of additional parking in that area. With the improvements being proposed and multiple entry points to the structure that area can support the additional parking.

What will happen to Adams Street?

- There are options for Adams Street dependent on the final design of the structure and its connection to the surface parking at Tiger Dredge (Riverwalk Center). The west end of Adams could become a pedestrian pathway from the downtown area to the parking structure or it could become a two-way street and an alternative entry/exit to the parking areas.

What is a possible timeline?

- Most of the planning and design would occur in 2016 with a proposed construction start in the spring of 2017. Actual construction will take approximately one year to complete. Part of the planning process in 2016 would involve alternative parking plans which would need to occur during the construction period.

Will the community have a chance to provide input before the final design is approved?

- The Town will host a series of community forums during the design and development phase of the parking structure to solicit thoughts and ideas.

What is the best way for my feedback to be heard by the Town?

- The Town will be scheduling community forums and neighborhood meetings throughout the summer to provide more detailed information relative to this plan and solicit feedback.
- These FAQs will be posted at www.EngageBreckenridge.com and the public is encouraged to visit this site and provide comments which are monitored by Town staff. This site will be reviewed and updated on a regular basis and new information is developed.
- Comments can be emailed to: websitecouncil@townofbreckenridge.com