Parking Objectives

Provide Employee Parking

1. Provide safe, convenient paid parking for employees
2. Reduce employee use of downtown on-street parking
Parking Objectives

Manage Delivery Truck Access

1. Shift delivery vehicle parking and access off of downtown streets
Establish Parking District

1. Establish a parking district
Manage Ferry Terminal District Parking

1. Encourage development of on-street parking supply
2. Apply Winslow enforcement system
3. Ensure the right amount of off-street parking
4. Extend Winslow Parking District
Winslow Tomorrow Parking Recommendations
Implemented: 2006 & 2007
Boulder, Colorado (pop. 105,000)
Boulder’s CAGID
(Central Area General Improvement District)

- 35 blocks
- 160 shops
- 80 restaurants
- Office space
Boulder’s Downtown Districts

- Downtown Business Improvement District (5.635 mils)
- Central Area General Improvement District (5.657 mils)
Boulder
Downtown Boulder PSE*

- Reduction in parking demand
- From mode shift away from driving
  - Transit
  - Walk/Bike
  - Carpooling

PSE: “Parking Space Equivalency”
Mode Split to Downtown

- Rode a bus or buses: 34%
- Drove alone: 36%
- Walked: 8%
- Drove with at least one other person: 9%
- Biked: 6%
- Multi-mode: 6%
- Worked at home: 0%
- Other: 1%

Source: NRC 2006
<table>
<thead>
<tr>
<th>Mode</th>
<th>Percentage</th>
<th>Employees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average daily employees</td>
<td>7504</td>
<td></td>
</tr>
<tr>
<td>Transit</td>
<td>34%</td>
<td>2551</td>
</tr>
<tr>
<td>Walked</td>
<td>8%</td>
<td>600</td>
</tr>
<tr>
<td>Biked</td>
<td>6%</td>
<td>450</td>
</tr>
<tr>
<td>Carpooled</td>
<td>9%</td>
<td>338</td>
</tr>
<tr>
<td>Multi-mode</td>
<td>6%</td>
<td>450</td>
</tr>
<tr>
<td><strong>Reduction</strong></td>
<td></td>
<td><strong>3115</strong></td>
</tr>
<tr>
<td><strong>Total Daily Employee PSE</strong></td>
<td></td>
<td><strong>4400</strong></td>
</tr>
</tbody>
</table>
Peak Period Employee PSE

Distribution through the day

Peak Period Employee PSE 3600
<table>
<thead>
<tr>
<th>How did you get to work today?</th>
<th>EcoPass status</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Have an EcoPass</td>
<td>Do NOT have an EcoPass</td>
<td></td>
</tr>
<tr>
<td>Drove alone</td>
<td>32.8%</td>
<td>51.7%</td>
<td></td>
</tr>
<tr>
<td>Drove with at least one other person</td>
<td>6.9%</td>
<td>18.3%</td>
<td></td>
</tr>
<tr>
<td>Walked</td>
<td>7.3%</td>
<td>8.3%</td>
<td></td>
</tr>
<tr>
<td>Biked</td>
<td>6.2%</td>
<td>8.3%</td>
<td></td>
</tr>
<tr>
<td>Rode a bus or buses</td>
<td>40.1%</td>
<td>8.3%</td>
<td></td>
</tr>
<tr>
<td>Multi-mode</td>
<td>6.6%</td>
<td>1.7%</td>
<td></td>
</tr>
<tr>
<td>Worked at home</td>
<td>0.0%</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>0.0%</td>
<td>3.3%</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>100.0%</td>
<td>100.0%</td>
<td></td>
</tr>
</tbody>
</table>

*Source: NRC 2006*
What Works – Peer Experiences

- Streets
- Parking Management
- Walkable Places – The Intermodal Downtown
- Transit
Walkable Places

The Intermodal Downtown
Setting Priorities

Walkable Places – The Intermodal Downtown
Real-World Pedestrian Structure
(Nodes and Corridors)
Boulder, Colorado (pop. 105,000)
Pearl Street “Pedestrian Mall”
Boulder’s “pedestrian mall” works because …
... it is an integral part of an intermodal system
What Works – Peer Experiences

- Streets
- Parking Management
- Walkable Places – The Intermodal Downtown
- Transit
Transit
<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pre-1996</td>
<td>“Pine Country Transit” – County Agency</td>
</tr>
<tr>
<td>1996</td>
<td>Failed Tax Vote for Transportation</td>
</tr>
<tr>
<td>1999</td>
<td>New Strategic Transit Plan</td>
</tr>
<tr>
<td>2000</td>
<td>Successful Public Vote – Transit Tax</td>
</tr>
<tr>
<td>2000</td>
<td>“Mountain Line” Established</td>
</tr>
<tr>
<td>2005</td>
<td>NAIPTA Established – Regional Agency</td>
</tr>
<tr>
<td>2006</td>
<td>Failed Public Vote to Extend Tax</td>
</tr>
<tr>
<td>2008</td>
<td>Successful Public Vote Extending Tax</td>
</tr>
</tbody>
</table>
1999 Regional Land Use and Transportation Plan

- Improve Connectivity
  - railroad overpasses
  - arterial connections

- Mode Shift
  - Better transit
  - Expanded trail/bike/ped systems
  - 24% non SOV

- Manage Congestion
Package

- Fourth Street Railroad Overpass
- Fourth Street Bonding Authority
- Transit (0.175% sales tax)
- Safe-to-School
- Traffic Flow
- Tank Farm Railroad Overpass
2001: A Bus Odyssey

Now playing at a bus stop near you!
Lessons Learned From Boulder

- Avoid the “BIG BUS PLAN”
- Instead, pursue incremental successes
- Involve the public in planning AND design
- Use impartial performance monitoring and reporting to build credibility
OUTCOME

- Fourth Street Overpass 69%
- Fourth Street Bond 68%
- Transit 61%
- Safe-to-School 69%
- Traffic Flow 69%
- Tank Farm Overpass 47%
Existing System

Proposition 401 - Existing Mountain Line Routes

Existing Mountain Line Routes
- Red: Route 66
- Blue: Route 2
- Green: Route 3
- Orange: Route 4
- Yellow: Route 5
- NAU Service

Existing Transfer Centers
- Malpais Transfer Center
- Railhead Transfer Center

NAU Boundary

Charlier Associates, Inc.
<table>
<thead>
<tr>
<th>Year</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pre-1996</td>
<td>--</td>
</tr>
<tr>
<td>1996</td>
<td>Two routes, less than 100 rides/weekday</td>
</tr>
<tr>
<td>1999</td>
<td>--</td>
</tr>
<tr>
<td>2000</td>
<td>--</td>
</tr>
<tr>
<td>2005</td>
<td>Six routes, over 1,600 rides/weekday</td>
</tr>
<tr>
<td>2006</td>
<td>--</td>
</tr>
<tr>
<td>2007</td>
<td>Six routes, over 2,800 rides/weekday</td>
</tr>
</tbody>
</table>
RIDERSHIP

7 Times the Riders With 3 Times the Service
Proposed Expansions – May 20 Vote

Proposition 405 - Proposed Peak Period Service

<table>
<thead>
<tr>
<th>Peak Period Route Frequencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>PEAK FREQ</td>
</tr>
<tr>
<td>-----------</td>
</tr>
<tr>
<td>10 Min</td>
</tr>
<tr>
<td>15 Min</td>
</tr>
<tr>
<td>20 Min</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>30 Min</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>60 Min</td>
</tr>
<tr>
<td>10 Min</td>
</tr>
</tbody>
</table>

Route Frequencies in Minutes

10 15 20 30 60

Map showing proposed expansions with different routes and frequencies.
What Passed Tuesday Night

# 401 – extend sales tax 10 more years: 0.0175%
# 402 – transition to hybrid buses: 0.0002%
# 403 – new link to Woodlands Village: 0.0002%
# 404 – new bus routes: 0.0004%
# 405 – increased service frequency: 0.0004%

TOTAL = 29.5¢ per $100 purchase
Lessons Learned From Boulder/Flagstaff

- Avoid the “BIG BUS PLAN”
- Pursue, and build on incremental successes
- Involve the public in planning AND design
- Use impartial performance monitoring and reporting to build credibility
What Works – Peer Experiences

- Streets
- Parking Management
- Walkable Places – The Intermodal Downtown
- Transit
Suggested Priorities

Sustainable Mobility
Suggested Downtown Priorities

- Start work now on a progressive parking management system
- Designate a downtown pedestrian district
- Begin building a transit system, incrementally
- Eliminate zoning barriers to redevelopment and infill
- Enlist citizens in a placemaking program
Greater Helena Area Transportation Plan - 2004 Update

Prepared For:
Helena Transportation Coordinating Committee (TCC)
In Cooperation With:
City of Helena
Lewis & Clark County
Montana Department of Transportation
Federal Highway Administration

Prepared By:
Robert Peccla & Associates
Helena & Kalispell, Montana
Thank You

Copies Available @
www.charlier.org