

# Provide Employee Parking

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



# 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)



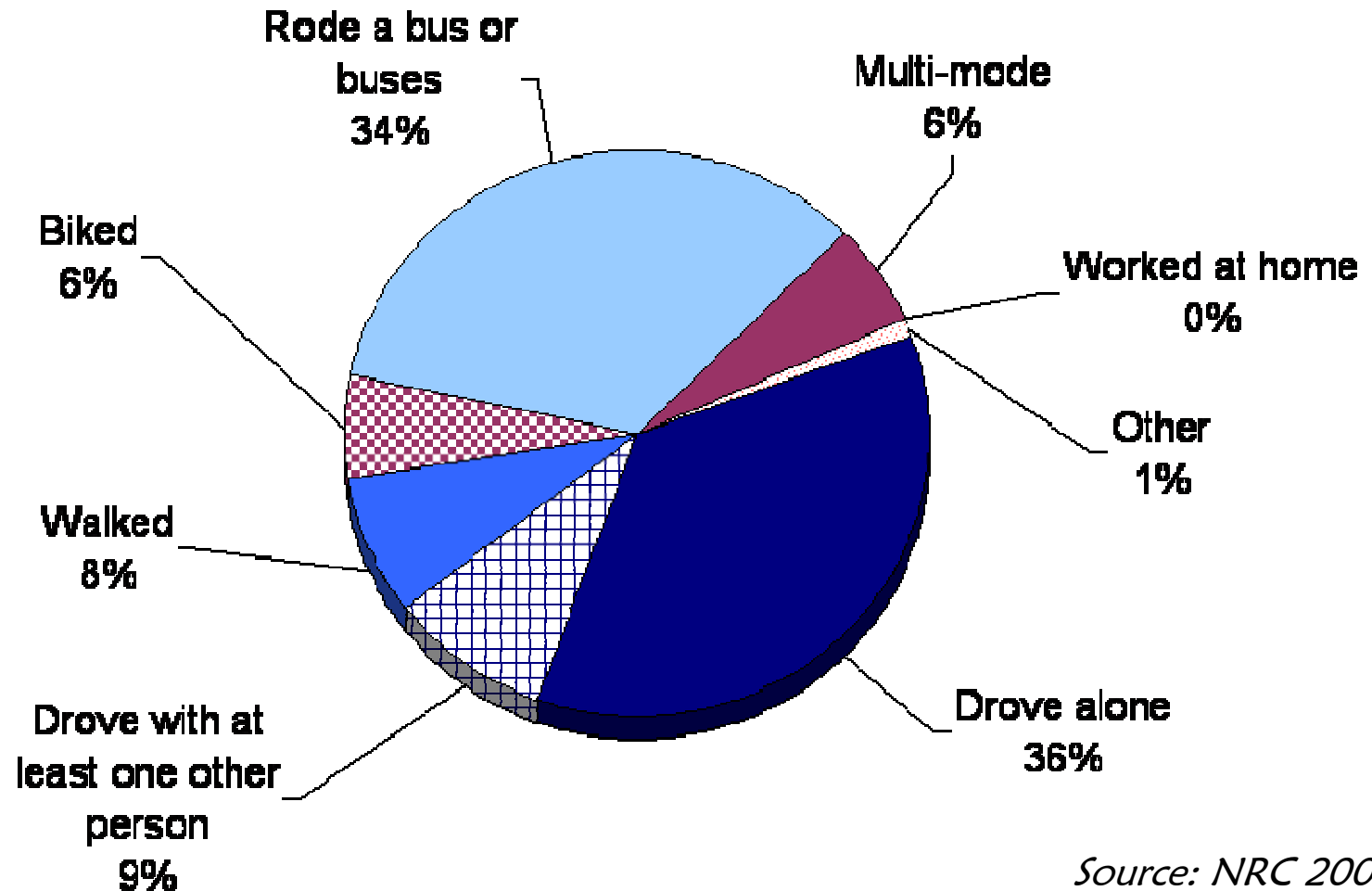
Boulder

# 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



*Source: NRC 2006*

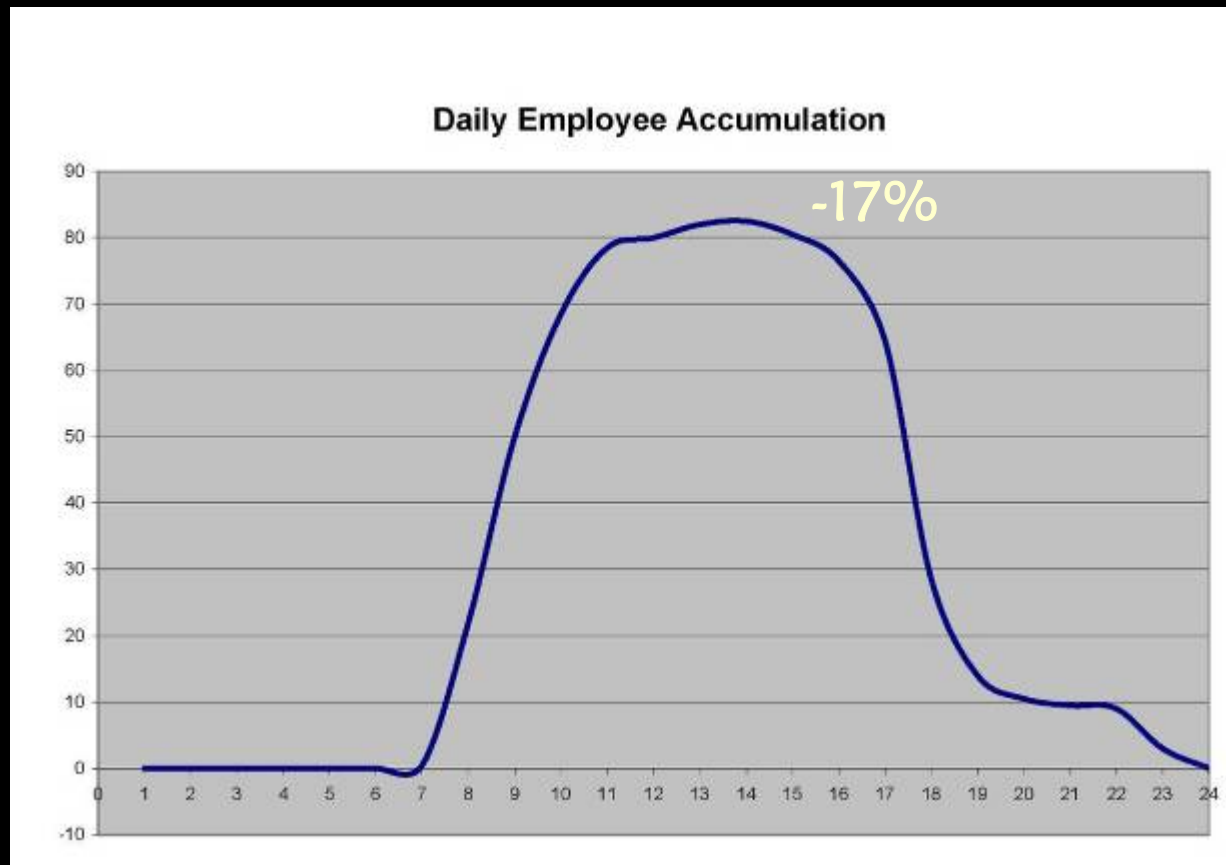


# Total Employee PSE

Average daily employees	7504
Transit (34%)	2551
Walked (8%)	600
Biked (6%)	450
Carpooled (9%)	338
Multi-mode (6%)	450
<b>Reduction</b>	<b>3115</b>
Total Daily Employee PSE	4400

# Peak Period Employee PSE

- Distribution through the day



Peak Period Employee PSE

3600

How did you get to work today?	EcoPass status	
	Have an EcoPass	Do NOT have an EcoPass
Drove alone	32.8%	51.7%
Drove with at least one other person	6.9%	18.3%
Walked	7.3%	8.3%
Biked	6.2%	8.3%
Rode a bus or buses	40.1%	8.3%
Multi-mode	6.6%	1.7%
Worked at home	0.0%	0.0%
Other	0.0%	3.3%
Total	100.0%	100.0%

*Source: NRC 2006*

# What Works – Peer Experiences

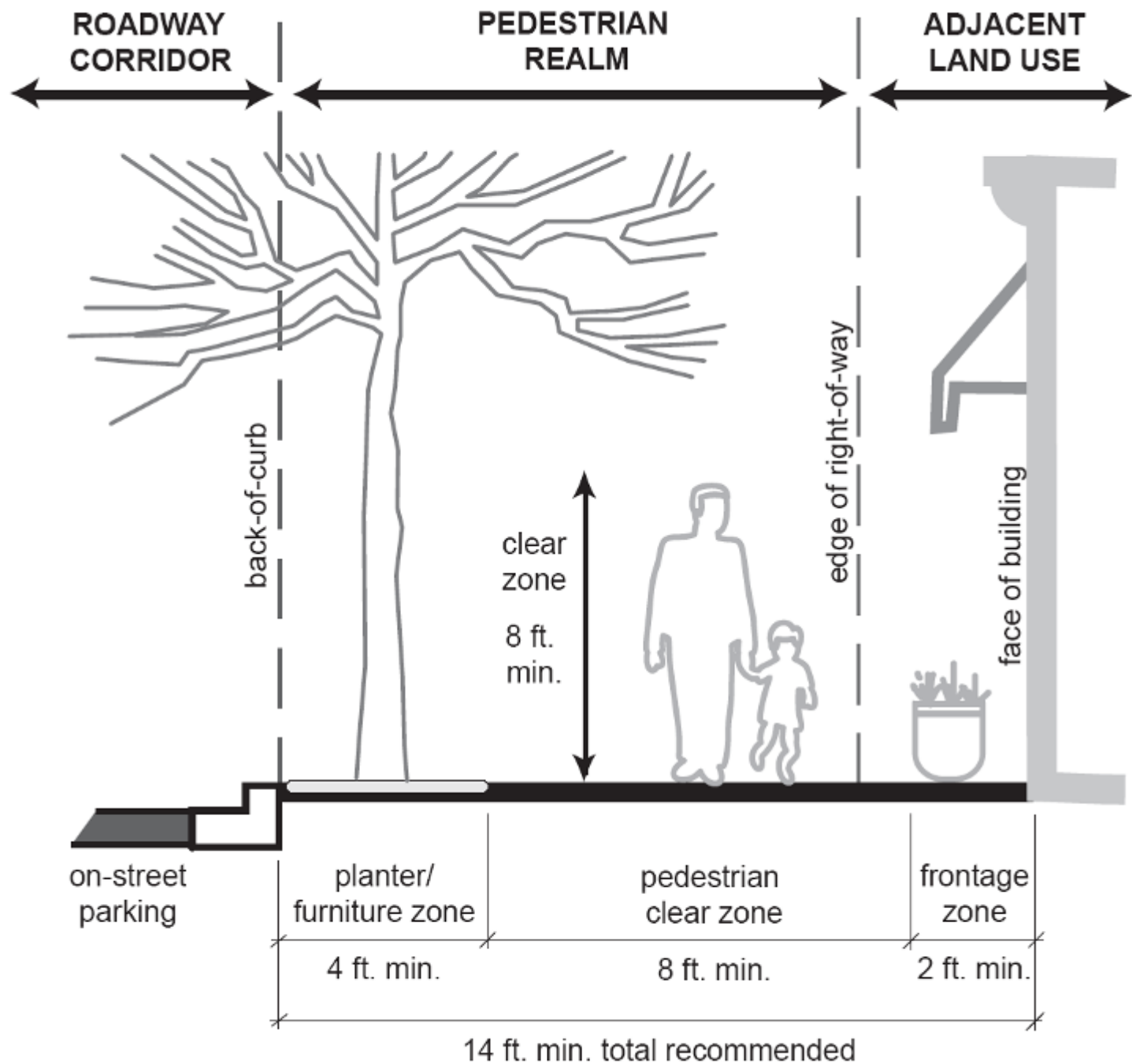
- Streets
- Parking Management
- Walkable Places – The Intermodal Downtown
- Transit



# Walkable Places



## The Intermodal Downtown



# Pedestrian Environment Continuum



# Setting Priorities

## Walkable Places – The Intermodal Downtown







Boulder

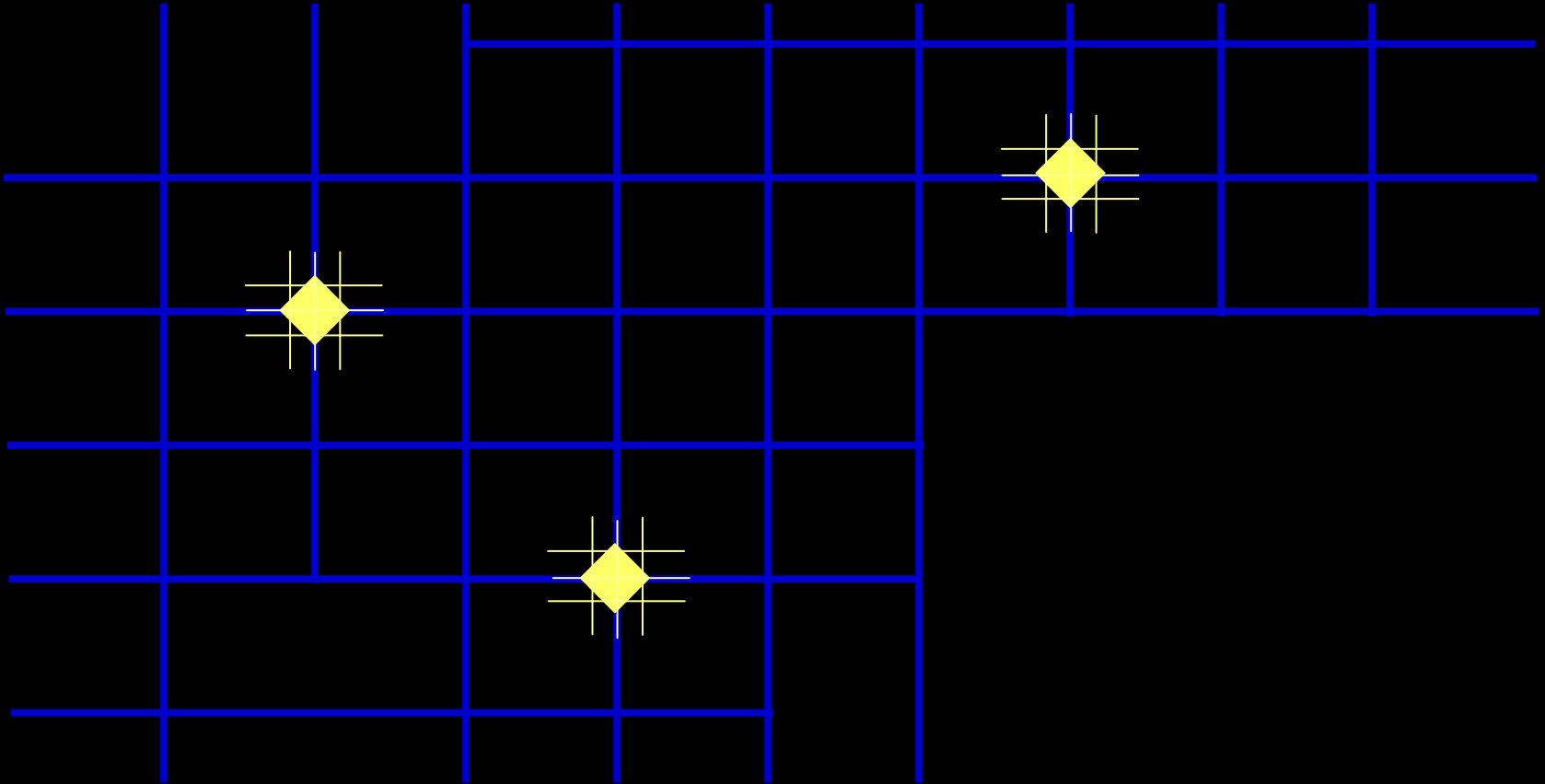




Boulder



# Real-World Pedestrian Structure (Nodes and Corridors)



(pop. 105,000)

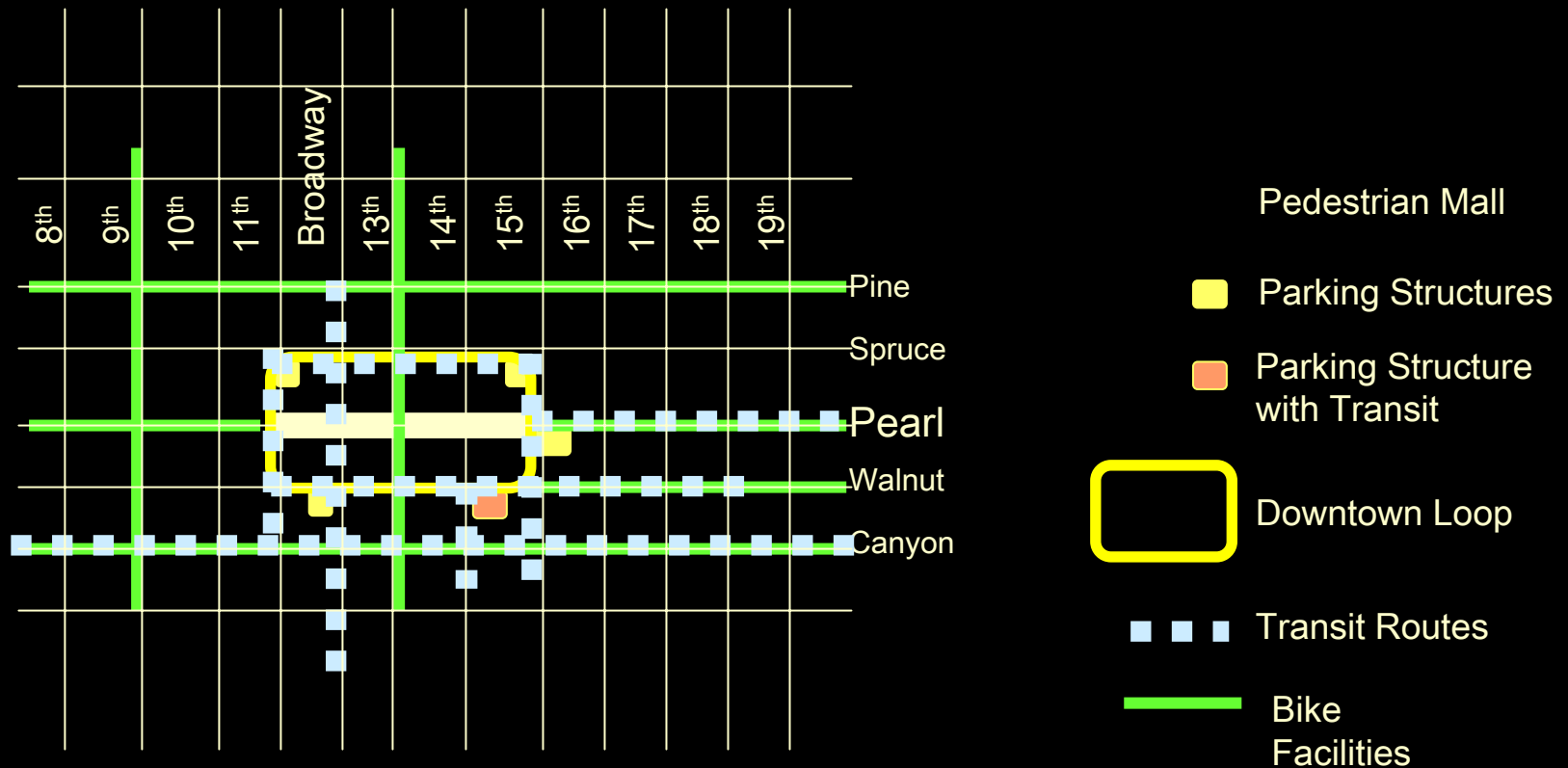






Boulder

# Pearl Street "Pedestrian Mall"







1500 PEARL  
P

East  
Stair

BOULDER

3990P

10  
City of  
Boulder

Boulder





PUBLIC PARKING

FREE PARKING SAT. & SUN.



Boulder





Boulder





NO  
TRUCK  
PARKING



Boulder





Boulder





Boulder





Boulder



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



# Flagstaff AZ

(pop. 60,000)





# Flagstaff AZ



Flagstaff, AZ

Image © 2008 TerraMetrics  
Image © 2008 DigitalGlobe

© 2007 Google™

Pointer 35°13'22.87" N 111°39'11.08" W elev 7019 ft

Streaming ||||| 100%

Eye all 31059 ft










13 FT - 10 IN



# Brief History of Transit in Flagstaff



Pre-1996	"Pine Country Transit" – County Agency
1996	Failed Tax Vote for Transportation
1999	New Strategic Transit Plan
2000	Successful Public Vote – Transit Tax
2000	"Mountain Line" Established
2005	NAIPTA Established – Regional Agency
2006	Failed Public Vote to Extend Tax
2008	Successful Public Vote Extending Tax

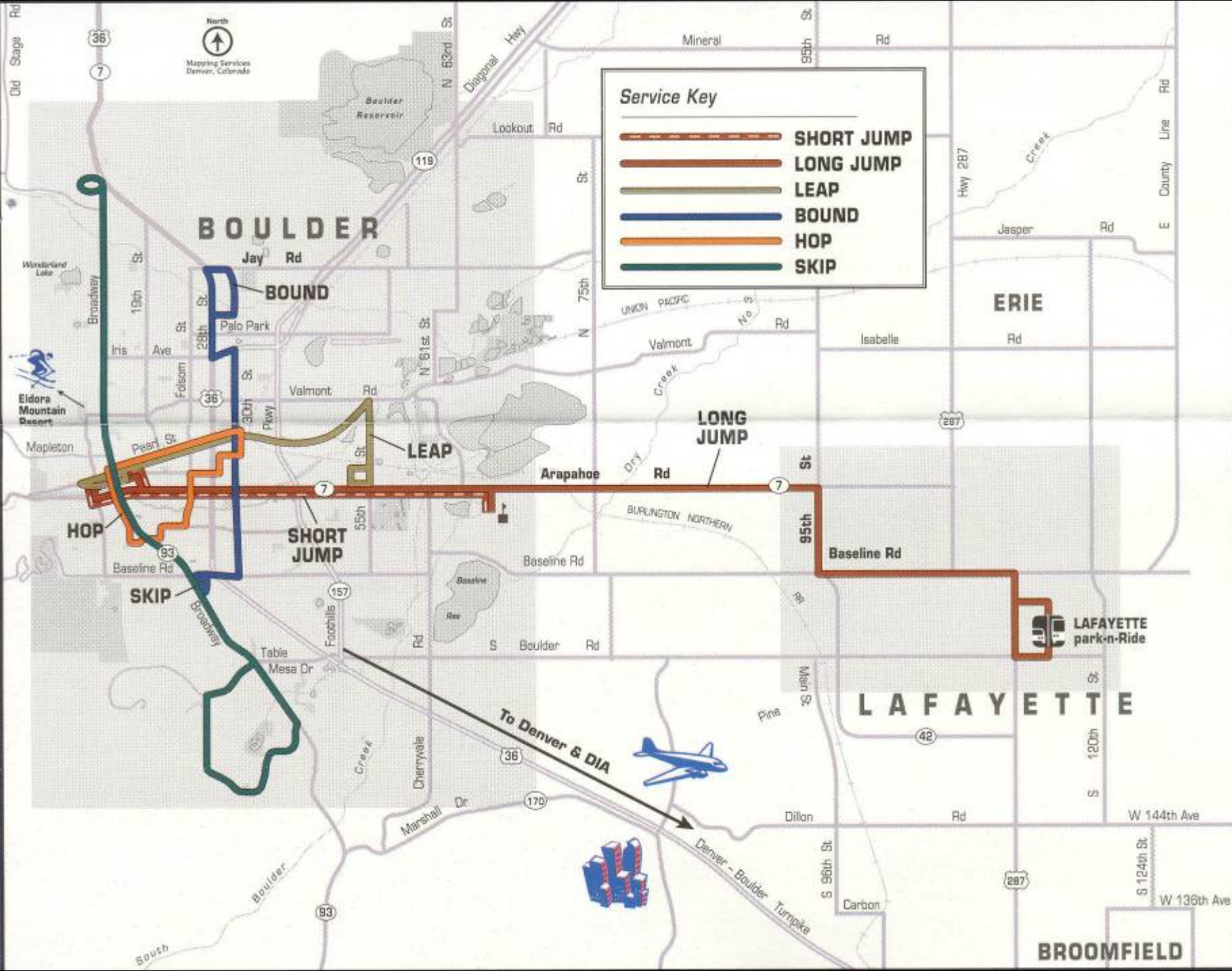
# 1999 Regional Land Use and Transportation Plan

- 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



**Service Key**

-  **SHORT JUMP**
-  **LONG JUMP**
-  **LEAP**
-  **BOUND**
-  **HOP**
-  **SKIP**

 **LAFAYETTE**  
park-n-Ride

**To Denver & DIA**

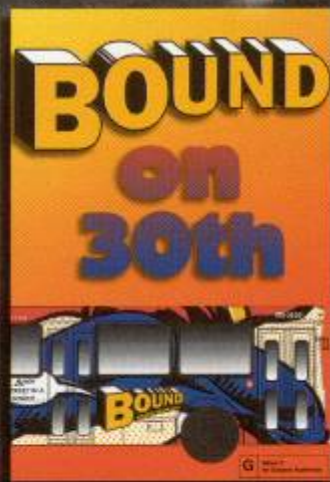
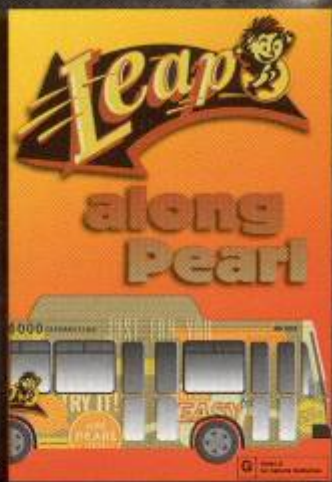
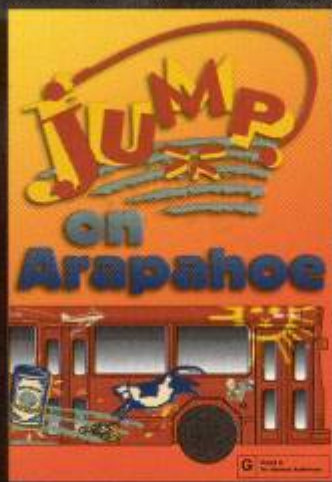
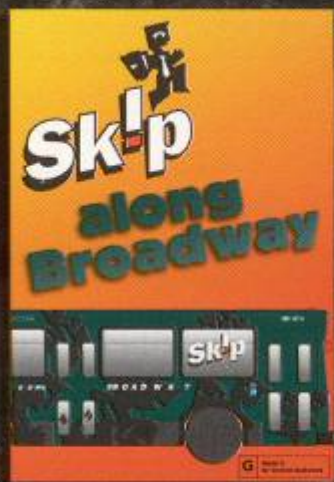
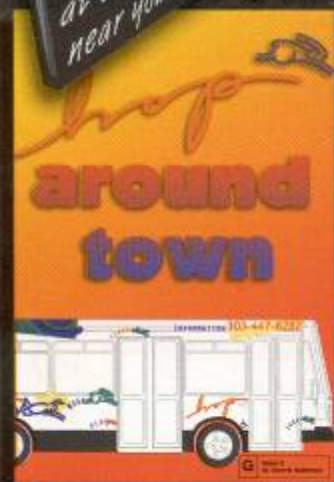


**Denver - Boulder Turnpike**

**BROOMFIELD**



# 2001: A Bus Odyssey



# 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%



2  
HOUR  
PARKING  
ONLY

MOUNTAIN LINE

Public Transit 779-6624



**NAIPTA**

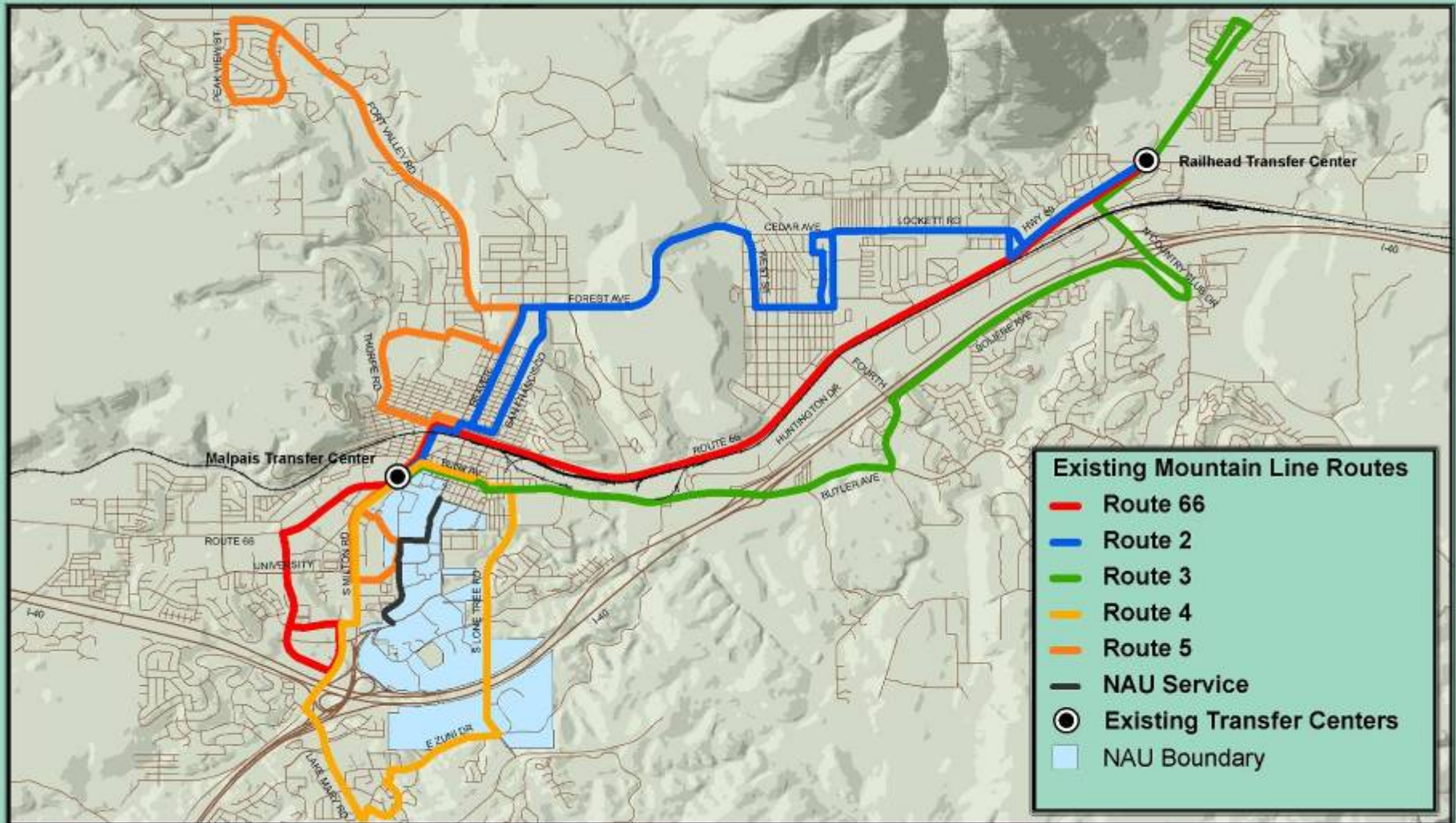
**BOUNDARY**






# Existing System

## Proposition 401 - Existing Mountain Line Routes



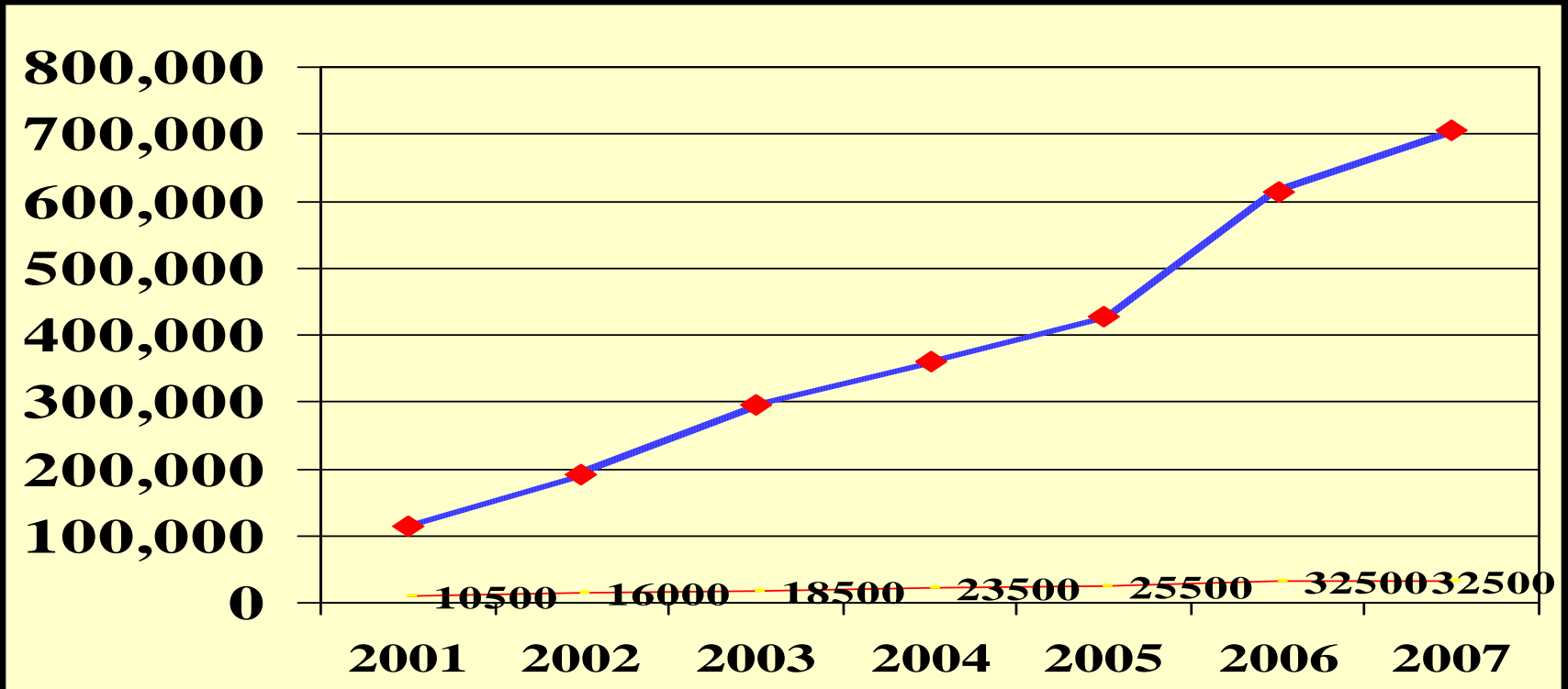
# Growth of the System



Pre-1996	--
1996	Two routes, less than 100 rides/weekday
1999	--
2000	--
2000	--
2005	Six routes, over 1,600 rides/weekday
2006	--
2007	Six routes, over 2,800 rides/weekday

# RIDERSHIP

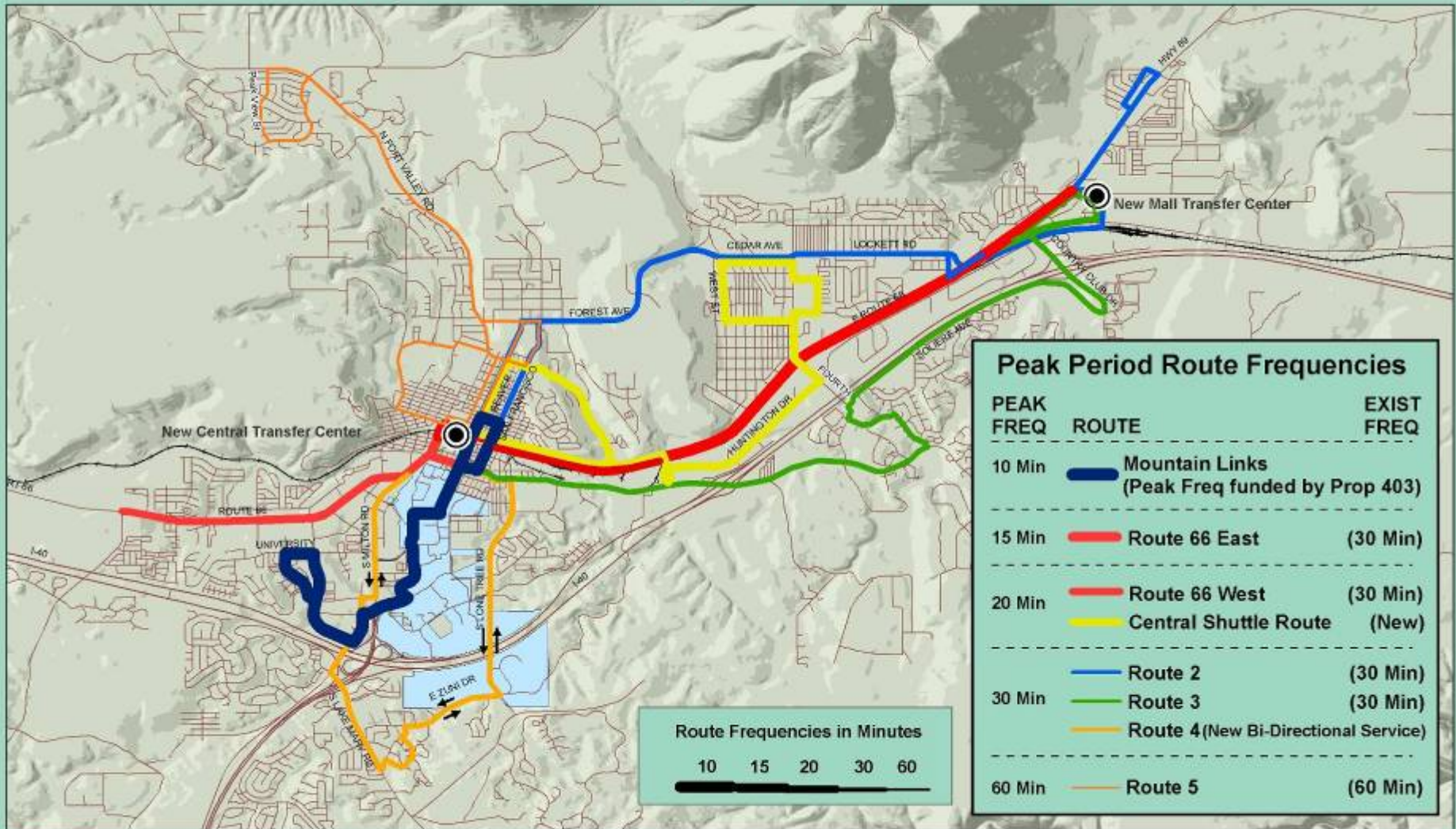
*7 Times the Riders With 3 Times the Service*





# Proposed Expansions – May 20 Vote

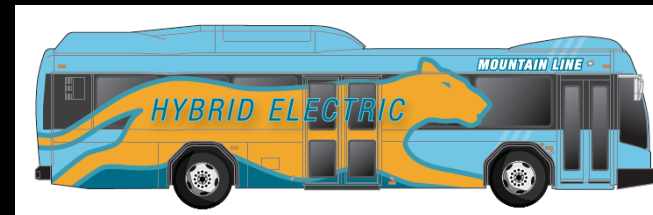
## Proposition 405 - Proposed Peak Period Service



# 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







BIRCH AVE. 1900N

ROUTE 2

ARTS & CULTURE



# 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 Peccia & Associates  
Helena & Kalispell, Montana

# Thank You

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