



DOWNTOWN PARKING ANALYSIS

Town of Hayden Colorado

Spring 2014



Presented by:



SECTION 1

- About CCCD & UTA
- Executive Summary
- Background
- Analysis Area
 - Map:** Parking Analysis Area
 - Map:** Downtown Zoning Map
- Review of Existing Plans
- Parking Analysis Methodology

SECTION 2

Existing Conditions

- Types of Parking
- Time Limits
- Markings & Signage
- Enforcement

Public Input

- Initial Public Meeting
- Downtown Business Parking Survey
- Customer Parking Survey

Data Collection

- Parking Inventory
 - Map:** Parking Inventory
- Parking Occupancy Counts - Spring 2014
 - Table:** Parking Occupancy by Block - 12-2pm
 - Table:** Parking Occupancy by Block - 2-4pm
 - Table:** Parking Occupancy by Block - 4-6pm

SECTION 3

Parking Supply Analysis

- Overall Parking Supply
 - Table:** Parking Inventory Table by Category
 - Table:** Parking Requirements under Current Code
- Effective Parking Supply
 - Map:** Occupancy Map by Block - 12-2pm
 - Map:** Occupancy Map by Block - 2-4pm
 - Map:** Occupancy Map by Block - 4-6pm

Parking Supply Synthesis

- Observed Parking Supply
- Accessibility
 - Map:** Walking Distances in Downtown Hayden
- Handicap Accessibility
- Signage
- Enforcement
- Alternate Transportation

SECTION 4

- Improvements & Recommendations
- Resources
- Acknowledgments
- Research Assistant Profile



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APPENDIX

- A: Stakeholder Downtown Parking Questionnaire
- B: Downtown Business Parking Survey
- C: Customer Parking Survey
- D: Customer Parking Survey Responses





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- Analysis Area
 - Map: Parking Analysis Area**
 - Map: Downtown Zoning Map**
- Review of Existing Plans
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About the Colorado Center for Community Development (CCCD)

The Colorado Center for Community Development (CCCD) is a clinical teaching practice of the University of Colorado Denver, College of Architecture and Planning. Our mission is to provide students with real world experiences in design and planning as they provide communities and neighborhoods with services in these areas.

CCCD strives to enhance the quality of community life – through collaboration, applied research and innovative design – for the betterment of all community residents. In the process, students’ educational experience is enhanced by taking what is learned in the classroom and academic studio and employing it in projects of public and civic interest. Communities benefit through design work that is continuously being improved through research and innovation. Moreover, together we become partners in the design thinking process, thus expanding our mutual and individual capacities to further envision and implement projects of significant public impact.

Started in 1967, CCCD has worked in partnership with communities and neighborhoods to complete over 2000 projects around Colorado. Projects range in size and scope, but have the common element of improving the community as a place to live, work and play.

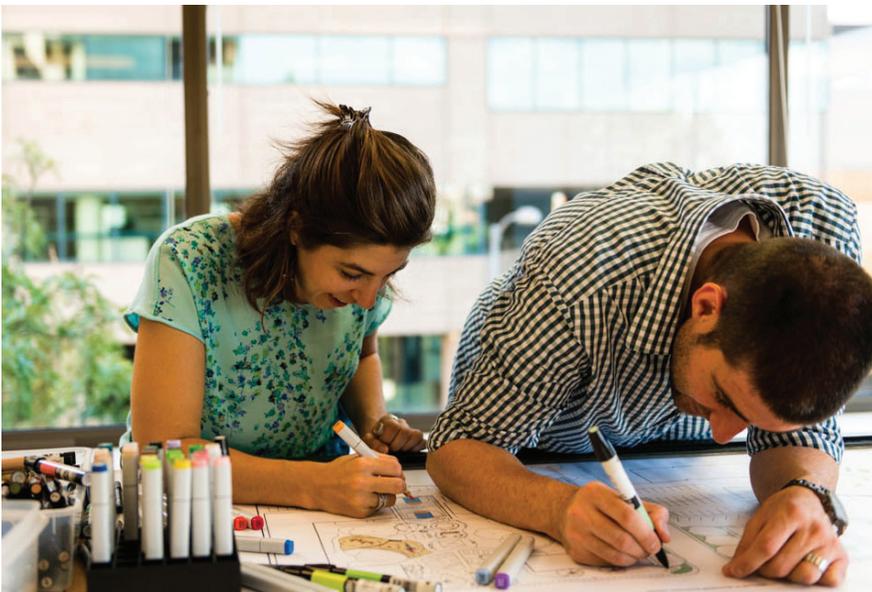


2014 University of Colorado Denver



About University Technical Assistance (UTA)

The UTA program provides rural and small communities with assistance on projects that enhance places and spaces. A decades-long partnership between the Colorado Department of Local Affairs (DOLA) and CCCD, the UTA program puts the cost of preliminary design work within financial reach of small communities. Students complete preliminary plans and designs that can be used to inform and engage community members in the project. These plans are used to apply for grants from DOLA and other funders. This saves the community money in preliminary design and community engagement and provides students with valuable experience.



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Downtown Parking Analysis

Executive Summary

The University Technical Assistance Center at the Colorado Center for Community Development was asked to study the current parking situation in the Town of Hayden, Colorado. There was a concern that there were not enough parking spaces for the Central Business District.

The Downtown Parking Analysis was initiated in March of 2014. The analysis is a tool that measures the current parking situation which has not been documented in the past. This analysis addresses perceptions of parking issues downtown. This document tabulated data and offers recommendations for improvement where appropriate, so that the needs of downtown business owners, customers and visitors are met.

The analysis area encompassed almost all the parcels of the downtown zoned commercial and of the Central Business District. The boundary for the analysis was 2nd Street to the West, Pearl Street and Lincoln Avenue to the North, Pine Street to the East and Washington Avenue to the South. Street within the boundary area included Poplar Street, Chestnut Street, Walnut Street, and Spruce Street along with the East-West corridor of Jefferson Avenue (Highway 40) that bisects town.

Review of existing plans included the following:

- Hayden Municipal Code - Update 2012
- Town of Hayden Comprehensive Plan - 2005
- Hayden Community Revitalization Plan - 2009
- Vision 2030 of Routt County Report - 2009

A Parking Analysis Methodology was developed and the analysis used several methods to measure the current physical parking supply as well as the perception of parking supply, including the following:

- Surveying downtown businesses about parking needs
- Surveying select customers about their parking experience
- Inventorying the current parking supply
- Measuring parking availability based off survey results



Existing Conditions included looking at:

The types of parking:

- On Street
- Off Street
- Publicly owned Parking Lots
- Privately owned Parking Lots

Time Limits, Markings and Signage and Current Enforcement

The Downtown Business Survey for downtown business owners was created and then distributed to approximately 95 percent of the downtown businesses. These businesses are within the analysis area. The surveys ran for two weeks.

Employee Information from the survey found that:

- Almost 90 +/- people work downtown.
- 34% are full-time and 66% are part-time employees.
- The majority travel to work by car.
- The majority park on-street.

Customer Information from the businesses estimated that:

- An average of over 500 customers per day.
- The majority of customers come from Hayden and Steamboat Springs; the remainder come from surrounding areas.
- Under 15 minutes and 15-30 minutes were the most common transaction time, with 30-40 minute following closely behind.



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Downtown Parking Analysis

In the Customer parking Survey One hundred twelve surveys were returned to the survey boxes, from this:

The vast majority of surveys were turned in between

- 2 pm to 4 pm (22.3%)
- 4 pm to 6 pm (21.4%), indicating time of heavy downtown traffic.
-

And the greatest number of surveys were turned in on:

- Thursdays (34.8%)
- Wednesday and Friday tied for second (17.9%)

An inventory of parking spaces was taken via on-site hand count by walking up and down every block face and into parking lot areas. Because spaces were not marked, the majority, of block lengths were measured and spaces were calculated using industry standard on-street and off-street stall sizes along with the Town of Hayden Municipal Code Parking layout section.

Looking at the overall parking supply the numbers are:

- 520 parking spaces exist in the downtown area
- 377 parking spaces are required under the current code

There is currently a greater number of spaces available then are required, by about 143 spaces. The overall perception of parking is that there were not enough parking spaces available. However after careful and thoughtful analysis there is currently a greater number of spaces available. It is however recommended that there will be a continuation of striping of parking spaces that will help lineate spaces that are currently unmarked. Also to take into consideration the need to revisit current Municipal codes because of a possible conflict between current parking regulations and snow removal.

A presentation was made on July 17th 2014 to the Town of Hayden City Council to inform them of the methodology used, current finding and suggestions for improvements and recommendations.



Conclusion

An adequate amount of parking is available in the downtown analysis area of Hayden and parking is distributed around downtown evenly. However, parking can get confusing due to the lack of markings on the street to designate space.

As a whole, the parking supply downtown Hayden is adequate and within reason per the code recommendation for commercial zoned areas. The current surplus of parking spaces allows for some significant flexibility.

Downtown Hayden is accessible to pedestrians, walking should be encouraged to promote storefront marketing, to promote a healthy pedestrian environment and in some cases mitigate parking congestion or perceived congestion. The current parking signage is not an issue. Free public signage could be signed, but is not needed and may cause excess clutter. Directional signage would help clarify for visitors where to go.

Improvements and Recommendations

Maintain consistent parking striping and markings, in most areas of the town, parking pavement markings are worn and faded or not present. Due to this, vehicles often use multiple spaces, creating an inefficient and confusing parking situation. Maintain consistent No-Parking markings, no parking areas should be maintain so that areas where yellow curbs are required to indicate no parking are easily identifiable.

Improve the Pedestrian Environment by maintaining crosswalk markings. Along with the parking striping being faded and mostly gone, so are the crosswalks at all the major intersections. With Pedestrian Signage consider the installation of “Yield to Pedestrian” signage at crosswalks along Jefferson Avenue to increase safety and aid pedestrians in crossing the street. Also consider the possibility of a public parking lot that can be signed as such. New off-street lots can cost around \$2,000-\$3,000 per space.



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Downtown Parking Analysis

11

For Public Parking Lot, Shared Parking and Large Vehicle Parking encourage shared parking; lease empty spaces to adjacent business owners or employees. Some business owners or employees may want to lease a space for regular business hours. Other businesses may only need a space at certain times and may share the use of the space.

Consider designating certain portions of parking on side streets for RV's, busses, and large trucks and sign appropriately so that standards spaces are not taken by the oversized vehicle users. There may be an opportunity to develop a RV/Bus/Large Truck parking lot at the vacant parcel behind the Post Office. Also consider a shared use agreement for oversized vehicle with the school district for the parking lot off Jefferson Avenue. Consider designating a series of specific on-street parking spaces near the bus stop for Park and Ride users. A suggested location might be diagonal parking on South Chestnut Street of 6 to 8 parking spaces that are signed for all day parking for Park and Ride users.

Review Current Town of Hayden parking standards, when the Winter Parking Restriction makes it unlawful for vehicle to be parked on-street yet the code indicates this is acceptable, it seems that the restriction is prohibiting the code from being used to its intent.

It is recommended that some discussion over the current Winter Parking Restriction should be facilitated as it appears that the restriction voids provisions allowed under the parking code to allow for parking requirements to be met with on-street and shared parking. Take notice of Reference Provision 11 under Section B and Chapter 2 under Section C in Hayden Town Code 16.02.090.

Consider revising the Winter Parking Restriction ordinance to be more flexible. The ordinance might be revised for parking to be allowed on alternating sides of roadways (i.e. even days and odd days) until snow has been cleared where then vehicles need to change sides of the road by a designated time allowing for clearing of the remaining snow. Signage would indicate the day of the week and times allowed. Also consider minimizing snow storage in the Right-of-Way where parking exists so that the reduction in parking spaces downtown is minimized



For Private Parking Lot Owners, improve and maintain parking space markings. Clearly mark restrictions if needed and allow public parking after business hours and clearly indicate this on signage.

The following document goes in-depth on existing conditions, public input, data collection, parking supply analysis and synthesis.



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Downtown Parking Analysis

13

Background

Hayden is a town defined by its history, character and heritage. It's location centered in the Yampa Valley region makes it a great place to live as well as a popular destination for tourists interested in outdoor activities and the town's rich history. The Central Business District in Hayden is quaint and has a compact nature to the commercial core. Parking is scattered throughout downtown and is all free with primarily all the parking under no limitations.

There are a few off-street parking lots in town, with numerous opportunities for on-street parking along Jefferson Avenue and all the side streets. The town has a modest mixture of commercial businesses downtown and hopes that new ventures will take root in downtown in the near future.

The Downtown Parking Analysis was initiated in the Spring of 2014 and is a tool to measure the current parking situation which has not been documented. The analysis is also aimed at being a tool for planning purposes. This analysis addresses perceptions of parking issues downtown by providing tabulated data and offers recommendations for improvement where appropriate so that the needs of downtown business owners, customers and visitors are met. For this analysis an inventory of parking spaces was taken, surveys were conducted, and parking occupancy counts were taken.

Analysis Area

The analysis encompassed almost all the parcels downtown zoned Commercial and Central Business District. The boundary for the analysis was 2nd Street to the West, Pearl Street and Lincoln Avenue to the North, Pine Street to the East and Washington Avenue to the South. Street within the boundary area included Poplar Street, Chestnut Street, Walnut Street, and Spruce Street along with the East-West corridor of Jefferson Avenue (Highway 40) that bisects town.

The map on the following page shows the analysis area. The next map is that of the zoning districts in downtown.



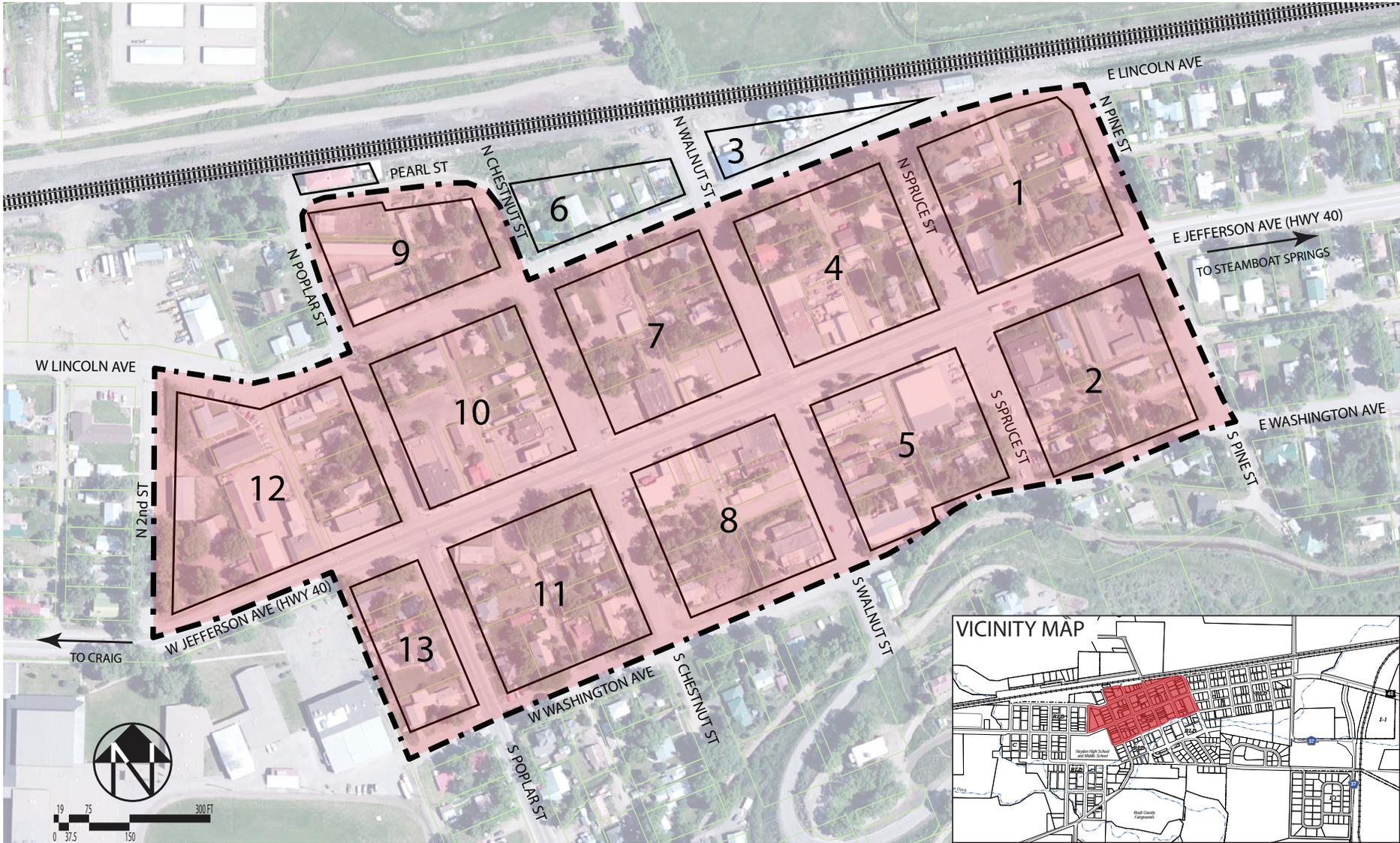


Image Credit: Routt County GIS Department and Town of Hayden

Map of Parking Analysis Area

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Downtown Parking Analysis

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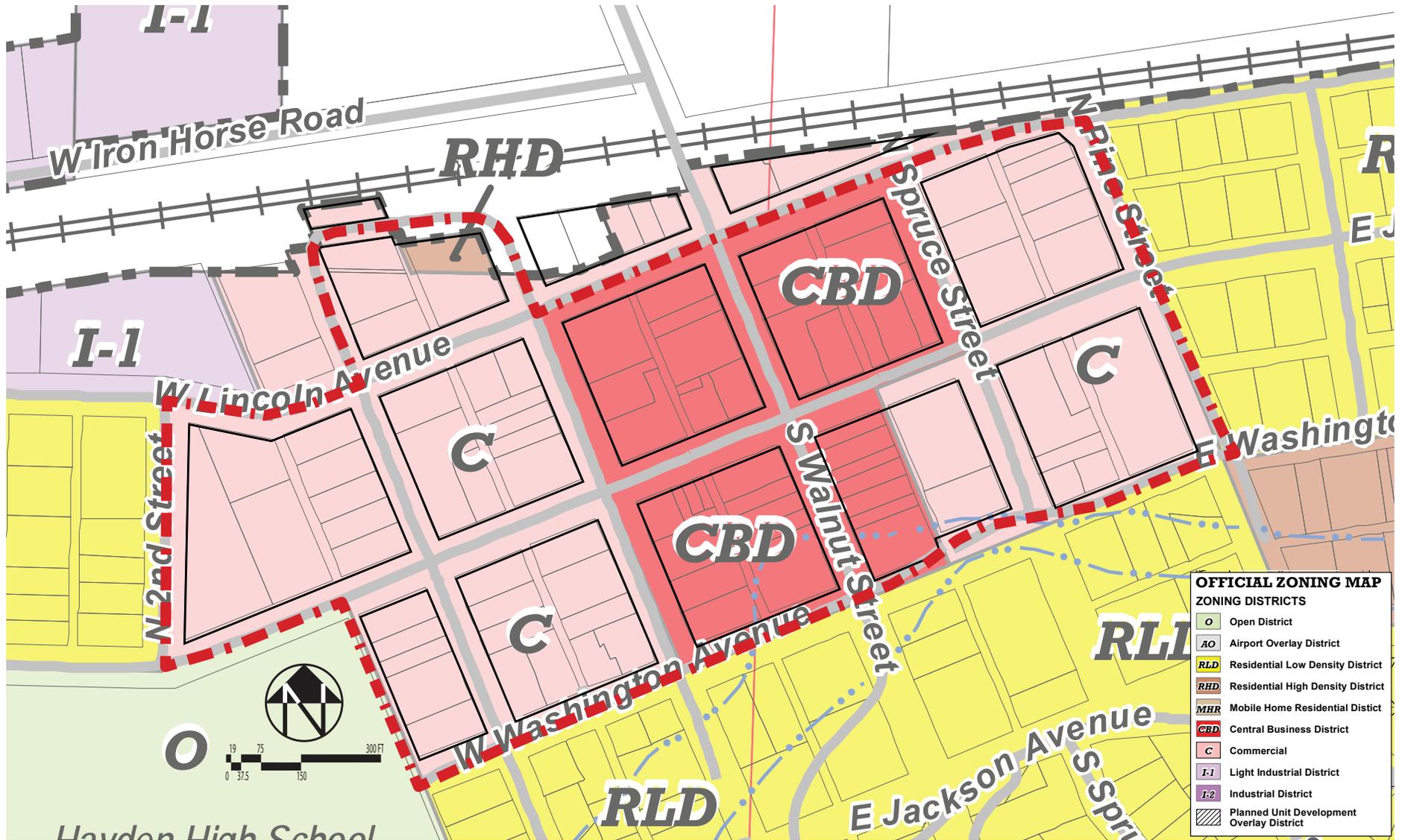


Image Credit: Town of Hayden

Downtown Zoning Map



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Review of Existing Plans

The town of Hayden has been subject to various planing exercises to identify and outline opportunities for downtown and generate recommendations to uphold and improve downtown. The town also has adopted codes to regulate and guide development in town. The following are a list of those plans reviewed prior to the start of this analysis:

Hayden Municipal Code - Update 2012

Title 10 - Vehicles and Traffic

Title 12 - Streets and Sidewalks

Title 16 - Hayden Land Use Code, Article 2 - Community Design Standards

Title 16 - Hayden Land Use Code, Article 3 - Zoning

Town of Hayden Comprehensive Plan - 2005

Consultant - Winston Associates

Hayden Community Revitalization Plan - 2009

Consultant - Downtown Colorado, Inc.

Vision 2030 of Routt County Report - 2009

Routt County

Parking Analysis Methodology

The analysis used several methods to measure the current physical parking supply as well as the perception of parking supply, including:

- Surveying downtown businesses about parking needs
- Surveying select customers about their parking experience
- Inventorying the current parking supply
- Measuring parking availability based off survey results



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Downtown Parking Analysis

19

Parking Analysis Methodology - Cont.

After the first initial public meeting with the Town, a survey was given out to assess viewpoints and opinions about the parking situation in the Town of Hayden, Colorado. Graduate Students were selected to assist in the project. Surveys were created and distributed in the community at different locations to assess customer and business needs. Data collection was conducted to look at the types of parking that are currently available, time limits for parking if applicable, markings, signage and if there is current parking enforcement.





Existing Conditions

- Types of Parking
- Time Limits
- Markings & Signage
- Enforcement

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- Parking Inventory
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21

Types of Parking

Several types of parking are available in downtown Hayden.

On-Street Parking: Free on-street parking is available along all streets in downtown. Parking varies as either parallel parking along Jefferson Avenue or a combination of 45 degree or 90 degree parking on the remaining streets. This parking is located in the public right-of-way and is maintained by the Town of Hayden and Routt County in some cases.

As observed, there are not any restrictions (i.e. time limits) on the use of this parking except for when the Winter Parking Restriction ordinance is in effect during the months of November through April. In this case, from the hours of 12:00am to 7:00am it is unlawful for vehicles to park on the public street, highway or alley within Town limits.

Publicly Owned Parking Lot: The only publicly owned parking lot within the analysis area that can be designated a parking lot is the lot at the corner of Chestnut and Jefferson which belongs to the Hayden Town Hall. The lot is free to park at, but is posted that it is for those conducting business. The lot is widely used by local citizens and is used by day long parkers who utilize the park-n-ride service to Steamboat Springs. There is not a time limit to park in this lot.

Privately Owned Private Parking Lot: There are many small private parking lots and a few containing a higher number of spaces throughout downtown and primary tucked behind businesses. These lots are typically owned and used by the employees and customers of the adjacent business. Some of these lots are paved while most are gravel.

Time Limits

The Town of Hayden has not posted time limited parking downtown and as of this study all on-street parking is available for all day parking. Private parking lots where also not posted for time limited parking and are available all day.

Markings and Signage

The town in conjunction with Routt County has implemented repainting many of the no parking zones of intersection



curbs, etc. with yellow paint. Almost all of the parking spaces within downtown no longer have striping to indicate space layout and location. This is true for on-street parking spaces as well as off-street spaces. A much needed improvement is to repaint parking space markings. For the most part downtown, there is not much in the way of parking signage. Those signs that do exist are specific to their intent.

Enforcement

The Police Department is responsible to enforcement of parking in downtown. Enforcement primarily deals with the no parking zones and the Winter Parking Restriction. Enforcement is currently a complaint driven process.



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23

Public Input

A primary goal of the parking analysis was to the open communication between downtown stakeholders, citizens, town staff and other interested parties and to work toward understanding the needs of all businesses, visitors and residents of town. By collecting information and opinions from these groups it helps to better understand the issues and perceptions. In this analysis, surveys were collected from stakeholders, downtown businesses, and customers.

Downtown Stakeholder Initial Public Meeting

An initial downtown stakeholder meeting on March 4th, 2014 started the surveying process. The meeting was attended by numerous downtown businesses, concerned citizens and town staff including the Town Manager and a Police Department representative. Twelve attendees were present in total and discussion was around the strengths and issues with downtown parking along with perceptions and possible solutions.

The survey comments are summarized below:

1. Is parking downtown sufficient?

62% of those who took this brief survey believe that downtown parking is not sufficient. There is a perception that public parking is not available or not within walking distance of the central business District. Also at peak times parking capacity is perceived to be full at dinner rush, and also at winter and hunting peak seasons. Snow removal parking is essential for future development and business growth.

2. What are the issues with the current parking in downtown?

Parking spaces are not lined, delineated or defined. Winter parking and issues related to snow removal and storage are concerns. Space for trucks and trailers with issue of parking on empty dirt lot and possible expansion of horse events at the Routt County Fairgrounds. Need for and defining boundary of the commuter Park and Ride. Perception of business effected by parking of monopolized space

3. Where is the biggest problem?

Highway 40 is considered the biggest problem. Intersections mentioned are Walnut, Poplar, Chestnut. The intersection of Jefferson and Walnut. Some businesses mentioned include the Kum and Go, the Hiway Bar, the Do It Best, and S C & F Build-



ing. There is also an empty lot at Walnut and Jefferson that is of interest.

4. What time of day is parking most limited?

The time of day varies there is morning commuter parking 6:30-8:30 am. Lunch hours, 4-7pm, 5-8 pm, dinner hours and in the winter, overnight hours.

5. Is there one particular group contributing more than others to the parking issues?

Commuters taking the bus are considered to be contributing the parking issue. Local business such as the laundry and restaurants, including Wolf Mountain also contribute to parking concerns. Hunters and tourist and the proposed possible motel in the area contribute to future parking issues.

6. Are there conflicts between residential and business or retail parkers?

31% believe that there is no conflict between residential and business or retail parkers. There is a concern about development if the Walnut and Jefferson lot is developed.

7. What about long-term parkers, employees and employers; do they park on the street all day in front of or near downtown business?

69 to 76% believe that long-term parkers, employees and employers do park on the street all day, in front of or near downtown business.

8. What are the strengths with current parking?

Free parking was seen as a real strength. The thought of long term parking to bring in business and its location is a factor. There is also a perception of a high turnover of vehicles. The ability to park within a block of destination and that several lots provide long term parking for the area.

9. What are your ideas for possible solutions?

To define on-street and off-street parking with marking and delineation. Identification of possible future parking sites. The use of public private partnership in parking development and management; including finding funding mechanisms. Public transportation and the park and ride lot.



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Downtown Parking Analysis

25

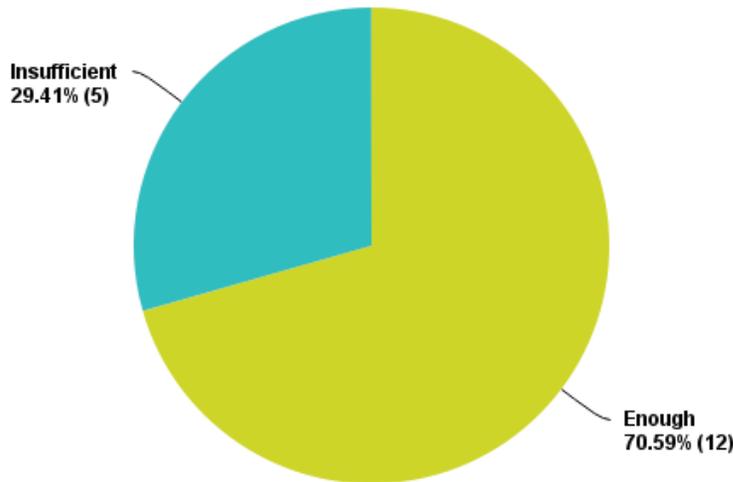
Downtown Business Parking Survey

A detailed parking survey for downtown business owners was created and then distributed to approximately 95 percent of the downtown businesses within the analysis area. The survey was mailed out to the businesses in hard copy format and was availability in electronic format. The surveys ran for two weeks. Most of the surveys were completed through the electronic version and a couple were mailed back. Some businesses did not return surveys and an effort to contact those businesses to obtain basic information such as square footage and number of employees was made.

The graph below shows that, based on the survey results, the majority of business owners believe parking is sufficient downtown. Of those who said that parking is sufficient indicated that there should be more short term parking (40%) and that there should be more public parking (60%). The following information is a measure of the downtown parking conditions.

Q18 How would you describe downtown parking

Answered: 17 Skipped: 0



Employee Information

From the survey responses:

- Almost 90 +/- people work downtown.
- 34% are full-time and 66% are part-time employees.
- The majority travel to work by car.
- The majority park on-street.

Customer Information

The businesses estimated:

- An average of over 500 customers per day.
- The majority of customers come from Hayden and Steamboat Springs; the remainder come from surrounding areas.
- Under 15 minutes and 15-30 minutes were the most common transaction time, with 30-40 minute following closely behind.



Parking Information

From the survey responses:

- The majority of business could be categorized as Retail/Commercial in the downtown area.
- When asked how many additional parking spaces were needed to have adequate customer and employee parking; the majority response was zero.
- The majority (82%) said that they are not supportive of parking time limits downtown.
- An overwhelming majority (94%) said that they would not be willing to help pay for additional parking if it was constructed.

Comments from the Survey

Respondents offered the following comments:

“Improvements to the parking around town is mostly needed in the signage. There is a personal residence next to our business and no one knows the cannot park in front of the driveway. Painting lines 1 or 2 times a year would be a huge and needed improvement on the streets. With lines, if businesses feel the need signs posted for their business, the signs on the sidewalk would be appropriate. The number on thing needed is painted lines.”

“With snow removal restrictions, hard ship for overnight parking for boarding house. Only a winter problem. I feel if town lot stripped and maintained in winter could alleviate this problem. I don’t feel there is a parking issue a this time. We need to stripe existing parking and potential parking to actually show this. Possible 2 hour limit on south side of Hwy 40 to keep employees/business owners from 8 to 10 hour usage of spaces. Only south side of Hwy 40 (Jefferson).”

“We rarely have problems with parking. If we have a big event, people park across the street or on the highway.”

“If a person is going to build a building for a business or purchase a building, they should plan for parking and may need to purchase additional property.”



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27

Customer Parking Survey

A targeted customer parking survey was developed to get a quick response impression of the customer’s parking experience and parking needs.

Survey boxes with 25 surveys each were placed at six downtown location within the analysis area for a two week period from May 1 to May 15, 2014. The locations where the surveys were placed were the Midway Building Video Rental Store, Wolf Mountain Pizza, Hayden Mat and Frame, Hayden Town Hall, Pediatrics of Steamboat Springs, and the West Routt Library.

One hundred twelve surveys were returned to the survey boxes. The vast majority of surveys were turned in between 2 pm to 4 pm (22.3%) and 4 pm to 6 pm (21.4%), indicating time of heavy downtown traffic. The greatest number of surveys were turned in on Thursdays (34.8%) with Wednesday and Friday tied for second (17.9%).

- The majority of customers were downtown shopping (25%) with dining following close behind (17%).
- The vast majority of customers parked on street (80.4%). Only three respondents indicated that they parked in the gravel lot at HWY 40 and Walnut (2.7%), even though inventory counts showed higher numbers.
- A time period of All Day was listed as the most desired time period (28.8%) to be parked, with one to three hours listed as the second most desired (27.9%).
- Customers indicated that they did not have any trouble finding parking downtown by a vast majority (95.5%).
- When asked how the town can improve parking many responses were that there is not a problem and not to create one. Some indicated a public parking lot would be nice while a good number stated that striping and signs would alleviate a lot of the problems (17%).

See summary of customer survey responses and survey form in the appendix.



Data Collection

An inventory of parking spaces was taken via on-site hand count by walking up and down every block face and into parking lot areas. Because spaces were not marked, as a majority, block lengths were measured and spaces were calculated using industry standard on-street and off-street stall sizes along with the Town of Hayden Municipal Code Parking layout section.

Parking spaces were logged by the numbering of blocks as well as by other criteria to help catalog the data for better understanding. The table below shows the criteria used:

Location	Type	Access	Surface Type	Space Marked	Time Limit	Fee	Ownership	Restriction	Restriction Time	Restriction Marked
On-Street	Surface	Parallel	Asphalt	Yes	None	No	Public	None	Not Restricted	Not Restricted
Off-Street	Other	Diagonal	Gravel	No	Other	Yes	Private	Town Employees	Time Limited	Yes
		Pull-In	Concrete					Employee Use		No
								Customer Use		
								Handicap		

Spaced marked: A space was considered marked if it had white or yellow lines painted on the ground, or there was a sign.

Ownership: Publicly owned spaces are spaces owned by the Town of Hayden. All of the on-street is considered publicly owned along with the spaces at Town Hall.

Restriction: This indicated whether there were any parking restrictions.

Restricted Time: Were there any time limits.

Restriction Marked: Was the restriction clearly posted.

The chart and map on the following pages display the final inventory of all the parking spaces within the analysis area.

Parking Inventory by Block				
	Block	On-Street Capacity	Off-Street Capacity	Total Capacity
Between Pine Street and Spruce Street	1	25	8	33
	2	28	16	44
Between Spruce Street and Walnut Street	3	0	22	22
	4	40	22	62
	5	23	17	40
Between Walnut Street and Chestnut Street	6	8	0	8
	7	41	29	70
	8	43	11	54
Between Chestnut Street and Poplar Street	9	8	9	17
	10	26	33	59
	11	42	12	54
Between Poplar Street and 2nd Street	12	22	25	47
	13	10	0	10
Totals		316	204	520





Map of Parking Inventory



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Downtown Parking Analysis

Inventory Results

The results of the inventory show that within the analysis area there are 520 parking spaces. Most of the parking is found on-street and is either parallel or 45 degree parking. Most spaces are paved, primarily in asphalt, and it is about half the time that you will encounter curb and gutter.

Other Observations:

- On-street parking accounted for 61% of the parking downtown, Off-street is 39%.
- Spaces are almost evenly split into thirds for parallel (170), diagonal (180) and pull-in (170) type.
- Two hundred and twenty nine spaces (44%) are asphalt, two hundred eighty eight spaces (55%) are gravel, and only 3 spaces were observed to be concrete.
- The vast majority of spaces downtown were not marked (had painted delineation) 97% in total.
- None of the spaces were time limited or had a fee associated to park there.
- Three hundred forty three spaces (66%) are public and one hundred seventy seven spaces (34%) were observed to be some degree of private parking.
- Handicap spaces exist throughout town but are not well marked. Generally, much of the on-street parking offered accessible access to businesses in most cases.



Parking Occupancy Count

A count of parking space availability was conducted based off results from the customer parking survey. The day with the heaviest indicated downtown traffic was Thursdays from noon to 6pm. Understanding that many factors can change whether parking is congested or wide open, we decided that this would be a satisfactory place to start and observe the trends.

The count was performed by walking each block face for on-street parking and walking through all off-street lots to count the physical number of vehicles parked in spaces or where spaces would otherwise be painted. Each count took approximately 45 minutes during the time period indicated on the maps. The following tables show the occupancy percent full by block. Counts were found to be regular over the time period and spaces were available in relative proximity to popular destinations such as restaurants. The range in variation over this period was 10 spaces. The lunchtime traffic had higher occupancy than the diner traffic.

None of the blocks yielded an occupancy rate more than 90% which is the industry standard rate where parking is observed to be congested and parking spaces become difficult to spot. At this rate drivers tend to drive around, circling blocks eventually getting frustrated and give up. Because the rates were so low and parking is easy to find on block faces and on adjacent blocks, it was determined that further occupancy counts were not necessary.

The hand occupancy count was useful beyond providing availability data because it allowed for the observation of parking patterns and to see the types of vehicles and general parking locations that seemed to be preferred. While the parallel parking on Jefferson was the most popular and cars turned over quickly, much of the parking on side streets was left empty. Also observed was the use of the private property on the corner of Walnut and Jefferson which is a gravel lot. There was at most during the occupancy count seven vehicles, mostly trucks, parked there. This is not a designated parking lot and as mentioned is private property, but is used for short-term and seeming some long-term parking. Lastly, it was observed that because spaces were not marked by paint on the street, many parkers did not park very orderly and in many cases one car would take up greater space than needed and didn't allow for the most efficient parking arrangement.

The charts on the following page show the percent occupied as observed.



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Downtown Parking Analysis

33

Parking Occupancy by Block - June 12, 12-2pm

	Block	On-Street % Full	Off-Street % Full	Total % Full
Between Pine Street and Spruce Street	1	4	0	3
	2	32.1	18.8	27.3
Between Spruce Street and Walnut Street	3	0	18.2	18.2
	4	12.5	31.8	19.4
	5	26.1	58.8	40
Between Walnut Street and Chestnut Street	6	37.5	0	37.5
	7	9.8	44.8	24.3
	8	25.6	45.5	29.6
Between Chestnut Street and Poplar Street	9	25	22.2	23.5
	10	19.2	12.2	20.3
	11	11.9	0	9.3
Between Poplar Street and 2nd Street	12	22.7	52	38.3
	13	20	0	20
Totals		18.4	31.4	23.5



Parking Occupancy by Block - June 12, 2-4pm				
	Block	On-Street % Full	Off-Street % Full	Total % Full
Between Pine Street and Spruce Street	1	4	0	3
	2	21.4	18.8	20.5
Between Spruce Street and Walnut Street	3	0	9.1	9
	4	15	27.3	19.3
	5	13	88.2	45
Between Walnut Street and Chestnut Street	6	37.5	0	75
	7	7.3	41.4	21.4
	8	18.6	45.5	24
Between Chestnut Street and Poplar Street	9	25	11.1	17.6
	10	26.9	21.2	23.7
	11	16.6	0	12.9
Between Poplar Street and 2nd Street	12	18.1	40	29.7
	13	10	0	10
Totals		16.1	29.9	21.5



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Parking Occupancy by Block - June 12, 4-6pm

		On-Street %	Off-Street	Total %
	Block	Full	%Full	Full
Between Pine Street and Spruce Street	1	0	0	0
	2	10.7	18.8	13.6
Between Spruce Street and Walnut Street	3	0	0	0
	4	17.5	45.5	27.4
	5	17.4	58.8	35
Between Walnut Street and Chestnut Street	6	25	0	25
	7	22	34.5	27.1
	8	32.6	45.5	35.2
Between Chestnut Street and Poplar Street	9	37.5	33.3	35.3
	10	30.8	30.3	30.5
	11	19	0	14.8
Between Poplar Street and 2nd Street	12	9.1	28	19.1
	13	10	0	10
Totals		19.3	28.4	22.9





Parking Supply Analysis

Overall Parking Supply

Table: *Parking Inventory Table by Category*

Table: *Parking Requirements under Current Code*

Effective Parking Supply

Map: *Occupancy Map by Block - 12-2pm*

Map: *Occupancy Map by Block - 2-4pm*

Map: *Occupancy Map by Block - 4-6pm*

Parking Supply Synthesis

Observed Parking Supply

Accessibility

Map: *Walking Distances in Downtown Hayden*

Handicap Accessibility

Signage

Enforcement

Alternate Transportation



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Downtown Parking Analysis

37

Overall Parking Supply

There is some difficulty in determining the parking need for downtown as off-street parking standards generally do not take into account shared parking. The town code does have some language regarding the use of shared parking relative to the Central Business District, but it doesn't appear that any arrangements have been currently implemented. A concern right now is that with the current storefront vacancy rate there may be a parking congestion problem once those storefronts are full. It appears that from the numbers at least there is sufficient parking in town to accommodate those parkers and requirements.

The Numbers:

- **520** parking spaces exist in the downtown area
- **377** parking spaces are required under the current code

Existing Code Requirements

The current town code parking requirements dictate off-street parking by the uses of each building. The review of the current businesses within the analysis area indicate that approximately 377 spaces are required to accommodate the current use. There is currently a greater number of spaces available than are required, by about 143 spaces. This indicates that there is sufficient parking and when vacant storefronts open there will be enough parking to accommodate them.

Conclusion

As a whole, the parking supply downtown Hayden is adequate and within reason per the code recommendation for commercial zoned areas. The current surplus of parking spaces allows for some significant flexibility.

The following pages show a detailed parking inventory table with the categories mentioned earlier. Also see the chart of the parking requirements under the current town code.



Parking Inventory										
Location	Type	Access	Surface Type	Space Marked	Time Limit	Fee	Ownership	Restriction	Restriction Time	Restriction Marked
On-Street	Surface	Parallel	Asphalt	Yes	None	No	Public	None	Not Restricted	Not Restricted
316	520	170	229	16	520	520	343	394	444	444
Off-Street	Other	Diagonal	Gravel	No	Other	Yes	Private	Town Employees	Time Limited	Yes
204	0	180	288	504	0	0	177	6	0	76
		Pull-In	Concrete					Employee Use		No
		170	3					11		0
								Customer Use		
								106		
								Handicap		
								3		
Total Parking Spaces:		520								



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PARKING REQUIREMENTS BY CODE

Parking Requirements Under Current Municipal Code

Business Name	Business Address	Area (SF)	# of		Use Category	Spaces /	Spaces /	Spaces /	Total Spaces Required
			Employees	# of Seats		SF	Seat	Employee	
Block 1									
First Congregational Church of Hayden	202 E. Jefferson Ave.	6,120	4	110	Church		28		28
Block 2									
Red Stone Lodge	285 E. Jefferson Ave.	7,300		16 units	Apartment	16			16
West Routh Library	201 E. Jefferson Ave.	6,000	4		Public	16			16
Block 3									
Wild Goose Coffee	198 E. Lincoln Ave.	750	5		Restaurant	8			8
Axial Arts Architecture	198 E. Lincoln Ave.	216	3		Office	1			1
Block 4									
A-1 Liquor	106 E. Lincon Ave.	2,000	4		Retail	10			10
Doug Meacham Saddle Shop		400	1		Retail	2			2
Service Shop		3,000			Industrial	3			3
Hiway Café & Bar	136 E. Jefferson Ave.	1,300	8		Restaurant	13			13
Block 5									
Bear River Valley CO-OP	193 E. Jefferson Ave.	6,000			Retail	30			30
Whitewood Designs	188 S. Walnut St.	3,800	1		Office	7			7
Pediatrics of Steamboat Springs	168 S. Walnut St.	1,200	9		Business	4			4
Thistle Dew Salon	148 S. Walnut St.	300	1		Retail	2			2
Porcupine Design	138 S. Walnut St.	1,336	1		Office	3			3
Hayden Laundromat	128 S. Walnut St.	480	1		Retail	3			3
Lift-Up Hayden Food Bank	118 S. Walnut St.	1,000	1		Retail	5			5
108 S. Walnut St. (vacant)		3,300	0		Retail	17			17
Block 6									
Block 7									
Hayden Town Hall	178 W. Jefferson Ave.	3,500	7		Public	10			10
148 W. Jefferson Ave. (vacant)		1,230	0		Retail	6			6
Vacant Lot	112 W. Jefferson Ave.		0						
Block 8									
Zehner Construction (vacant)	195 W. Jefferson Ave.	2,956	0		Office	6			6
Hayden Mat and Frame	175 W. Jefferson Ave.	1,300	1		Office	3			3



Parking Requirements Under Current Municipal Code

Business Name	Business Address	Area (SF)	# of		Use Category	Spaces /	Spaces /	Spaces /	Total Spaces Required
			Employees	# of Seats		SF	Seat	Employee	
Chakra Healing Spa	153 W. Jefferson Ave.	1,368	1		Office	3			3
151 W. Jefferson Ave. (vacant)		960	0		Office	2			2
Bella Capelli Hair Studio	131 W. Jefferson Ave.	700	1		Retail	4			4
Spike Ready Insurance	129 W. Jefferson Ave.	700	2		Retail	4			4
Professional Massage & Bodywork	123 W. Jefferson Ave.	700	1		Retail	4			4
Midway Boarding House	127 W. Jefferson Ave.		1	8 units	Apartment	8			8
Mile Hi Movies	115 W. Jefferson Ave.	2,400	3		Retail	12			12
Wolf Mountain Pizza	107 W. Jefferson Ave.	2,400	14		Restaurant	24			24
Accent on Health Family Chiropractic	125 S. Walnut St.	500	2		Medical	3			3
135 S. Walnut St. (vacant)		3,152	0		Retail	16			16
Curside Laundry	187 S. Walnut St.	6,500			Industrial	10			10
Block 9									
Hayden Heritage Center	300 Pearl St.	4,000	3		Institutional		4		4
Block 10									
Kum & Go	230 W. Jefferson Ave.	1,978			Retail	9			9
Bear River Realty	250 W. Jefferson Ave.	1,000	1		Retail	5			5
First National Bank of the Rockies	252 W. Jefferson Ave.	7,816	5		Business	20			20
Block 11									
Hayden Health Club	299 W. Jefferson Ave.	2,800			Recreation	28			28
Block 12									
300 W. Jefferson Ave. (vacant)		4,247	0		Office	9			9
Colorado Building Supply	360 W. Jefferson Ave.	2,000	1		Retail	10			10
Block 13									
Colorado Group Realty	349 W. Jefferson Ave.	1,873	3		Retail	9			9

Total Downtown Employees: 89

Total Downtown Parking Required: 377

Total Existing Spaces: 520
Difference: 143



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Effective Parking Supply

The Parking Handbook for Small Communities (Edwards, 1994) discussed the effective parking supply. As various events and scenarios effect parking availability downtown it is obvious in that parking spaces cannot be occupied all the time from proper turnover. Therefore, only 90 to 95 percent of the supply can be assumed to be available at any time. It would take a very large number of vehicles to bring the occupancy downtown to the 90 to 95 percent levels and most of the time the occupancy rate is significantly lower.

Because the occupancy rates were so low we did not conduct further counts, but this can be easily done in the future if seen as needed. There are many parking spaces located within a close proximity of downtown businesses on all block faces, it just may be that some spaces are around the corner from the business front door.

The following maps show a visual of the parking occupancy as observed for the analysis area. The numbers indicated on the map are those used to calculate the percentages indicated in Section 2. Parking is readily available on all blocks with areas of reduction around Wolf Mountain Pizza and Kum & Go specifically. The restaurant has higher occupancy around meal times and the Kum & Go was more full around the 5:00pm hour with people returning from work on the bus service.





Map of Parking Occupancy - June 12, 2014, 12-2pm



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Map of Parking Occupancy - June 12, 2014, 2-4pm



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Downtown Parking Analysis

Observed Parking Supply

The parking inventory in the analysis area regarding the overall supply is adequate and fulfills the requirement for parking per code. The vast majority of parking spaces are available throughout the day and even though some block faces may fill up for some duration of the day, spaces turn over quickly and more parking is usually available around the corner. The majority of spaces are on-street within easy access of downtown businesses.

The majority of retail destinations are on the south side of Jefferson, so travelers tend to turn south off Jefferson onto Walnut Street or fill a vacant parallel space on Jefferson. An observed issue once again, is that cars often take up greater space than needed due to the lack of markings to guide parkers. Another observation was that some of the vehicles are large trucks and they tend to take up two spaces regardless due to their size. We noticed that some people would choose to park elsewhere than next to a large truck. As observation mentioned earlier in this report was the use of the private property for parking at the northwest corner of Jefferson and Walnut. The gravel lot was used by vehicles to park for various periods of time and if posted by the owner would take up on-street space.

Conclusion

An adequate amount of parking is available in the downtown analysis area of Hayden and parking is distributed around downtown evenly. However, parking can get confusing due to the lack of markings on the street to designate spaces.



Accessibility

The downtown core of Hayden is very compact, measuring no longer than a quarter mile long and less than an eighth mile wide. Much of the area where retail and commercial business takes place has sidewalks and other pedestrian amenities. The downtown area is flat and many locations are easy to get to quickly and the distances are well within the means of an average pedestrian.

The accessibility of downtown in terms of walking distance is an important factor to consider. *Best Development Practices: A Primer*, a publication of the Environmental Protection Agency's Smart Growth Network, suggests that commercial centers should be no more than a quarter mile from a target origin, such as housing or transit. In addition, the 1990 Nationwide Personal Transportation Survey found the median walking distance for a shopping trip to be one-third of a mile. Because of findings like these, pedestrian-oriented developments typically restrict themselves to a half-mile radius, which is approximately a 10 minute walking distance. As mentioned already, downtown Hayden is compact and generally fits within an 1/8 mile radius. For comparison, a trip to Walmart in Craig would require walking from the parking lot to the store and around the store and be a trip of about a quarter mile or longer to complete your purchases and walk back to your vehicle. Unlike at a big box store, parking in downtown Hayden is scattered throughout the downtown area, not just at the periphery. Parking a block away from a destination is not an unrealistic distance to walk, this is especially true when the core downtown area fits within an 1/8 mile radius.

Conclusion

Downtown Hayden is accessible to pedestrians, walking should be encouraged to promote storefront marketing, to promote a healthy pedestrian environment and in some cases mitigate parking congestion or perceived congestion.

The map on the following page graphically indicates walking distances in downtown Hayden.



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Downtown Parking Analysis

49

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Map of Downtown Walking Distances



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Downtown Parking Analysis

Handicap Accessibility

Handicap spaces were observed around town in various locations, some of which were signed such as the space on Walnut Street adjacent to Wolf Mountain Pizza. When the parking spaces are to be striped, the number of handicap spaces should be revisited for the actual number of spaces that will be striped. It appeared that the off-street parking lots were in compliance with the required number of handicap spaces. It was also observed that ADA compliant curbs exist in most locations of major street intersections. The Hayden town code shows a table of the required ADA spaces. This table is from the American with Disabilities Act accessibility standards and indicates the minimum required. The following table is from the Hayden town code:

If you apply the table to the downtown area, the total parking of 520 spaces would require 11 ADA spaces in a lot. This number of spaces doesn't exist, but that is acceptable since all the spaces are not in a lot. It was observed that the ADA spaces that exist were not occupied during any site visit so availability doesn't seem to be an issue.

Conclusion

It appears that ADA parking is adequate downtown, however with final striping layout a check should be done to verify correct space counts. Signage currently exists where appropriate.

Total parking spaces in lot	Minimum required number of handicap parking spaces
1-25	1
26-50	2
51-75	3
76-100	4
101-150	5
151-200	6
201-300	7
301-400	8
401-500	9
501-1000	2% of total
1000 and over	20 plus 1 for every 100 over 1000



Signage

Currently the downtown is not overly cluttered with signage related to parking because there is not much in the way of parking restrictions, there is not a dedicated public parking lot and there are not implemented parking time limits. The signage that does exist in private parking lots indicating restrictions is generally marked and serves the purpose it is designed for. Those signs are not weathered and are generally mounted in an appropriate place.

Conclusion

The current parking signage is not an issue. Free public signage could be signed, but is not needed and may cause excess clutter. Directional signage would help clarify for visitors where to go.

Enforcement

As mentioned earlier in the report, enforcement for parking is primarily carried out for areas on no parking where indicated by signs or yellow curbs. The other prominent enforcement element is the Winter Parking Restriction ordinance.

Alternative Transportation Options

Public Transit

Hayden does not have a public transit system, but does benefit from the Regional Bus Service that operates between Craig and Steamboat with two daily routes. There is not a park-in-ride lot for people to use so they currently park near the bus pick-up/drop-off location at Kum & Go or the Town of Hayden parking lot. Some also park on the side streets. Due to this some of the downtown parking is used for this and vehicles are parked long-term.

Walking and Bicycling

Hayden is very much a pedestrian friendly and bicycle friendly town because of its compact size. The primary hindrance to pedestrians is crossing Jefferson Avenue (Highway 40) due to traffic which a great deal of it is semi-trucks. Outlying neighborhoods are generally within a couple miles of downtown while downtown is not greater than a quarter mile in length. Sidewalks downtown are not always comprehensive and connected and there are not any bicycle lanes. Improvements to these elements would better the walkability image.



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53

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Improvements & Recommendations
Resources
Acknowledgments
Research Assistant Profile



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Downtown Parking Analysis

Improvements & Recommendations

The following list is suggested as a result of the data and observations collected during the parking analysis:

1. Improve Operation

- a. **Maintain consistent parking striping and markings:** In most areas of the town, parking pavement markings are worn and faded or not present. Due to this, vehicles often use multiple spaces, creating an inefficient and confusing parking situation. Some areas that are used for parking are not marked or signed. These areas should be analyzed to determine whether they can become formalized parking areas. Existing pavement markings need repainting. Pavement markings are the preferred method of signing a parking space as they can eliminate the need for signage, thus reducing visual clutter. Striping of spaces is highly recommended.
- b. **Maintain consistent No-Parking markings:** No parking areas should be maintain so that areas where yellow curbs are required to indicate no parking are easily identifiable. When possible, 10 feet of yellow curb should be painted at driveways, intersections and sidewalks to maintain sight triangles.
- c. Regularly seek out feedback from downtown businesses and customers about parking.

2. Improve the Pedestrian Environment

- a. **Maintain crosswalk markings:** Along with the parking striping being faded and mostly gone, so are the crosswalks at all the major intersections. Install markings to delineate the crosswalks and to help identify pedestrian zones.
- b. **Pedestrian Signage:** Consider the installation of “Yield to Pedestrian” signage at crosswalks along Jefferson Avenue to increase safety and aid pedestrians in crossing the street.

3. Public Parking Lot, Shared Parking and Large Vehicle Parking

- a. Consider the possibility of a public parking lot that can be signed as such. New off-street lots can cost around \$2,000-\$3,000 per space.



- i. There may be an opportunity for a possible shared employee parking lot behind the businesses on the east side of south Walnut Street. Access to this lot could be from the alley that intersects Jefferson Avenue. Walking access to the parking lot from Walnut Street between buildings could be developed. Employees would be required to park here opening up more space for customers.
- b. Encourage shared parking; lease empty spaces to adjacent business owners or employees.
 - i. Some business owners or employees may want to lease a space for regular business hours.
 - ii. Other businesses may only need a space at certain times and may share the use of the space.
- c. Consider designating certain portions of parking on side streets for RV's, busses, and large trucks and sign appropriately so that standards spaces are not taken by the oversized vehicle users. Currently oversized vehicles can park at the fairgrounds, but the walking distance may prohibit this from happening consistently. Designated spaces on side streets remove standard space count, but allow opportunity for oversized vehicles to park and take advantage of downtown.
 - i. There may be an opportunity to develop a RV/Bus/Large Truck parking lot at the vacant parcel behind the Post Office. This location is somewhat remote, similar to the fairgrounds, but does providing easier access to downtown.
 - ii. Consider a shared use agreement for oversized vehicle with the school district for the parking lot off Jefferson Avenue.
- d. Consider designating a series of specific on-street parking spaces near the bus stop for Park and Ride users. A suggested location might be diagonal parking on South Chestnut Street of 6 to 8 parking spaces that are signed for all day parking for Park and Ride users.

4. Review Current Town of Hayden parking standards

- a. It is recommended that some discussion over the current Winter Parking Restriction should be facilitated as it appears that the restriction voids provisions allowed under the parking code to allow for parking requirements to be met with on-street and shared parking. Reference Provision 11 under Section B and



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Chapter 2 under Section C in Hayden Town Code 16.02.090. When the Winter Parking Restriction makes it unlawful for vehicle to be parked on-street yet the code indicates this is acceptable, it seems that the restriction is prohibiting the code from being used to its intent.

- b. Consider revising the Winter Parking Restriction ordinance to be more flexible. The ordinance might be revised for parking to be allowed on alternating sides of roadways (i.e. even days and odd days) until snow has been cleared where then vehicles need to change sides of the road by a designated time allowing for clearing of the remaining snow. Signage would indicate the day of the week and times allowed.
- c. Consider minimizing snow storage in the Right-of-Way where parking exists so that the reduction in parking spaces downtown is minimized.

5. Time Limited Parking & Signage

- a. Even though survey responses indicated that time-limited parking was not desired, in areas where higher parking concentrations exist, it can be helpful in facilitating turnover of parking spaces. Areas to consider this might include some designated spaces along Jefferson Avenue and the Kum & Go station. Consider parking time limits of 1-3 hours.

6. Business Owners and Employees: encourage business owners and downtown employees to do the following:

- a. Park on the edges of downtown to leave more convenient spaces open for customers.
- b. Use other forms of transportation if you live close to downtown. Incentivize alternate forms of transportation.
- c. Work out shared parking agreements with co-workers and adjacent businesses.

7. Private Parking Lot Owners

- a. Improve and maintain parking space markings
- b. Clearly mark restrictions if needed.
- c. Allow public parking after business hours and clearly indicate this on signage.





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Downtown Parking Analysis

Photo Credits

- Front Page: Street - Tim Camarillo
Granary - Tim Camarillo
- Page 5: Post Card Hayden (Date Unknown)
- Page 6: CCCD Library
- Page 7: CCCD Library
- Page 13 Please Drive Slowly Sign - Tim Camarillo
- Page 21 Turn Sign/Transit Stop/Corner of Hog and Dog -Tim Camarillo
- Page 37 Highway 40 Kum and Go-Tim Camarillo
- Page 55 Ditch - Tim Camarillo
- Page 63 Adam Witt
- Page 65 Granary/A-1 Liquor/Wolf Mountain Pizza-Tim Camarillo



Resources

Hayden Municipal Code - Update 2012

Title 10 - Vehicles and Traffic

Title 12 - Streets and Sidewalks

Title 16 - Hayden Land Use Code, Article 2 - Community Design Standards

Title 16 - Hayden Land Use Code, Article 3 – Zoning

Town of Hayden Comprehensive Plan - 2005

Consultant - Winston Associates

Hayden Community Revitalization Plan - 2009

Consultant - Downtown Colorado, Inc.

Vision 2030 of Routt County Report - 2009

Routt County

Colorado Department of Transportation

How To Improve Conditions for Pedestrians

A Handbook For Colorado Transportation Management Associations

Developed in Cooperation with URBANTRANS Consultants, Inc.

Town of Hayden, Colorado

<http://www.townofhayden.org/>



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61

Town of Hayden, Colorado

Jim Haskins, Mayor
Lorraine Johnson, Mayor Pro-Tem
Richard “Festus” Hagins, Councilmember
Bill Hayden, Councilmember
Tim Redmond, Councilmember
Dallas Robinson, Councilmember
Jim Folley, Councilmember

Town of Hayden Administration

David Torgler, Town Manager
Sharon Johnson, Town Clerk

Citizens of Hayden Colorado & Hayden Downtown Business Owners

Hayden Economic Development Commission (HEDC)

Tom Rogalski, Chair
Tammie Delaney, Secretary
Ryan Lee
Martha Cannon
Jack Giessinger
Wendy Lind

Colorado Department of Local Affairs

Greg Winkler – Regional Manager

University of Colorado Denver - College of Architecture and Planning Colorado Center for Community Development - University Technical Assistance

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Tim Camarillo

is a candidate for a Masters in Urban and Regional Planning at the University of Colorado Denver. He has a B.A. in Urban Studies and Planning from California State University, Northridge (CSUN), an Associates Degree in Telecommunications: Broadcast Journalism from Pasadena City College and a Certificate in Fund Raising from the University of California, Los Angeles Extension Program.

He is also a graduate of the U.S. Army Intelligence Center and School, Fort Huachuca, Arizona and John F. Kennedy Special Warfare Center and School.

Originally from California, Tim loves Colorado’s outdoors and spends his free time reading, watching movies and participating in theatre. He is an intern for the Economic Development Administration, U.S. Department of Commerce and is a Green Valley Ranch Metropolitan District Board Member in Denver Colorado.

He joined CCCD in the fall of 2013 and plans to graduate in May 2016



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- A: Stakeholder Downtown Parking Questionnaire
- B: Downtown Business Parking Survey
- C: Customer Parking Survey
- D: Customer Parking Survey Responses



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APPENDIX A:

Stakeholder Downtown Parking Questionnaire

This is an initial questionnaire to kick-off the parking analysis of the downtown region of Hayden. By completing this questionnaire you will help us to understand the concerns/challenges with downtown parking. We would greatly appreciate your input and candid responses. Please answer the following questions to the best of your ability. Your questionnaire will be collected at the project kick-off meeting, please have it completed and turn in at that time. Thank you for your participation.

[1] Is parking downtown sufficient?

Yes/No - If so why? [lines]

[2] What are the issues with the current parking in downtown? (please list)

[bullet points]

[3] Where is the biggest problem?

[lines]

[4] What time of day is parking most limited?

[lines]

[5] Is one particular group contributing more than others to the parking issues?

[lines]

[6] Are there conflicts between residential and business or retail parkers?

[lines]

[7] What about long-term parkers, employees and employers; do they park on the street all day in front of or near downtown businesses?

[lines]

[8] What are the strengths with the current parking? (please list)

[bullet points]

[9] What are your ideas for possible solutions? (please list)

[bullet points]

Thank you for your participation!

Remember to bring your completed questionnaire to the Kick-Off meeting. If you are unable to make the meeting please email your responses to christopher.endreson@ucdenver.edu.



APPENDIX B:



Downtown Business Parking Survey

The Town of Hayden is conducting a parking study to assess the currently available private and public parking within the downtown commercial district. We would greatly appreciate your input and candid responses, as the more information we have the better we can plan for and support a vibrant and healthy downtown district. Please answer the following questions to the best of your ability, and do not hesitate to call the Colorado Center for Community Development if you have any comments or questions. Please complete and return this survey by **Thursday, May 15th, end of business day** to designated drop boxes at **Hayden Town Hall** and the **Hayden Library**. Thank you for your participation!

Section 1: Business Information

Business Name: _____
 Address: _____
 Contact: _____
 Phone/Email: _____

- Business Category:
- Retail/Commercial
 - Hospitality
 - Office
 - Medical
 - Church
 - Other: _____

How many square feet is your business space? _____
 What are your operating hours?
 Monday: _____
 Tuesday-Friday: _____
 Saturday: _____
 Sunday: _____

Section 2: Employee Information

How many people do you employ?
 Full-time: _____
 Part-time: _____

How many employees do you typically have working during the following times?

	Weekday	Saturday	Sunday
7 am - 10 am			
10 am - 2 pm			
2 pm - 5 pm			
5 pm - 8 pm			
8 pm - 11 pm			

How do your employees travel to work?

Mode	# of Employees
Private Automobile	
Motorcycle/Scooter	
Bus	
Bike	
Walk	
Other: _____	

Do you provide your employees with parking in a private lot?

- Yes, # of spaces: _____
- No, they park in (check all that apply):
 - Private off-street lot
 - Public off-street lot
 - On-street parking
 - Other: _____

Section 3: Customer Information

On Average, how many customers do you have per day? _____

Please estimate where your customers are coming from:

What is the average length of time a customer spends at your business?

- Under 15 minutes
- 15-30 minutes
- 30-40 minutes
- 45-60 minutes
- 1-2 hours
- More than 2 hours

Origin	% of Customers
Hayden	
Craig	
Steamboat Springs	
Routt County	
Moffat County	
Rio Blanco County	
Other	

Please estimate what percentage of your customers arrive by the following modes:

Mode	% of Customers
Private Automobile	
Motorcycle/Scooter	
Bus	
Bike	
Walk	
Other: _____	

Do you provide your customers with parking in a private lot?

- Yes, # of spaces: _____
- No, they park in (check all that apply):
 - Private off-street lot
 - Public off-street lot
 - On-street parking
 - Other: _____

Section 4: Parking Information

How would you describe downtown parking?

- There is enough parking
- There is insufficient parking
 - There should be more short-term parking
 - There should be more long-term parking
 - There should be more public parking
 - Other issue: _____
- There is too much parking

Would you be supportive of parking time limits (i.e. posted signs)?

- Yes
- No

How many additional parking spaces, if any, do you think you need to have adequate parking for your customers and employees?

If additional parking was constructed, would you be willing to help pay for it?
 Yes No



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Downtown Parking Analysis

APPENDIX C:

Town of Hayden Brief Customer Parking Survey

Please complete this quick survey regarding your downtown parking experience today and drop it into the box. We appreciate your input!

[1] Day of the week and approximate time survey was filled out:

[2] What has brought you into downtown Hayden today?
(select all that apply)

- Shopping
- Dining
- Seeking government services
- Visiting historic sites
- Visiting family/friends
- You work here
- You live here

[3] Where did you park?

- On-street space
- Parking lot at Town Hall
- Gravel lot at HWY 40 and Walnut
- Didn't park, I walked
- Other: _____

[4] Did you have trouble finding convenient parking?

- No
- Yes — If so, why? _____

[5] If time limits were imposed and posted, how long would you like to be parked there today?

- 15-30 minutes
- 30-60 minutes
- 1-3 hours
- More than 3 hours
- All day

[6] How do you think the town can improve the parking situation?



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UTA

Downtown Parking Analysis

APPENDIX D:

Customer Parking Survey Responses									
#	Location	Day	Time	Why Downtown?	Parked At?	Trouble?	If yes, why?	Time Length	How do you think the town can improve the parking situation?
1	MWB	Saturday	4:30 PM	Shopping	On-street space	No		30-60 minutes	Plan for the future. Plan for success. Implement plans!
2	MWB	Friday	6:30 PM	You live here	On-street space	No		15-30 minutes	
3	MWB	Friday	5:30 PM	Shopping, You live here	On-street space	No		15-30 minutes	
4	MWB	Friday	5:30 PM	Shopping	Didn't park, I walked	No		15-30 minutes	
5	MWB	Thursday	2:40 PM	You live here	On-street space	No		30-60 minutes	
6	MWB	Friday	2:00 PM	Shopping, You work here	On-street space	Yes	a lot of cars	All day	More parking spaces
7	MWB	Friday	8:00 AM	Shopping, Dining	On-street space	No		All day	Don't change it
8	MWB	Friday	4:00 PM	Shopping, You work here	On-street space	No		15-30 minutes	
9	MWB	Thursday	4:30 PM	Shopping, You live here	On Walnut	No		1-3 hours	Joint effort to purchase gravel lot on Walnut - Town and Businesses.
10	MWB	Thursday	4:00 PM	You work here	On-street space	No		All day	Make it convenient for overnight parking for the Midway Boarding House. During winter hours there is no where they can park. There is no spots in the back & they can't park on any of the streets. So where can they park? There are 8 rooms.
11	WMP	Thursday	1:00 PM	Dining	On-street space	No		All day	There is no problem
12	WMP	Thursday	12:30	Dining, You live here	On-street space	Yes	full	1-3 hours	
13	WMP	Thursday	12:00 PM	Dining	On-street space	No		30-60 minutes	It fine
14	WMP	Thursday	12:00 PM	Dining	Gravel lot at HWY 40 and Walnut	No		1-3 hours	Just paint lines. Do not put up timed parking. Ruins the little town feel.
15	WMP	Thursday	5:30 PM	Dining, Visiting family/friends	On-street space	No		30-60 minutes	
16	WMP	Thursday	7:30 PM	Dining, You live here	On-street space	No		All day	Leave well enough alone! Handicap at Wolf Mtn on 40.
17	WMP	Thursday	7:30 PM	Dining	Gravel lot at HWY 40 and Walnut	No		All day	I feel that the parking situation is not a problem.
18	WMP	Thursday	1:00 PM	Dining	On-street space	No		All day	Handicap space
19	WMP	Thursday	1:00 PM	Dining	On-street space	No		All day	Handicap space on 40 in front of Wolf Mt. at corner.
20	WMP	Friday	1:30 PM	Dining	Didn't park, I walked	No		1-3 hours	
21	WMP	Friday	1:30 PM	Dining	Didn't park, I walked	No		1-3 hours	Haven't experienced a significant problem yet.
22	WMP	Friday	4:00 PM	You work here	behind midway building	No		All day	
23	WMP	Monday	12:45 PM	Dining	On-street space	No		30-60 minutes	Sometimes it is hard to find parking close to where we are going.
24	WMP	Monday	12:00 PM	Dining	On-street space	No		All day	There is not a problem with parking.
25	WMP	Monday	7:00 PM	Dining	On-street space	No		1-3 hours	Leave it
26	WMP	Monday	6:00 PM	Shopping, You work here, You live here	On-street space	No		All day	Parking garages
27	WMP	Monday	6:00 PM	Dining, You work here, You live here	On-street space	No		1-3 hours	
28	WMP	Monday	6:00 PM	Dining, You live here	On-street space	No		1-3 hours	Paint Stripes
29	WMP	Monday	8:00 PM	Dining	Gravel lot at HWY 40 and Walnut	No		All day	
30	WMP	Tuesday	7:00 PM	Dining	On-street space	No		All day	It would be foolish to impose limits at this point in time. There is no parking problem. businesses are not thriving. We need a hotel before anything else will come here.
31	HMF	Thursday	1:30 PM	Shopping	On-street space	No		30-60 minutes	Leave it as is
32	HMF	Thursday	3:45 PM	Shopping, You work here	On-street space	No		All day	Signage
33	HMF	Thursday	5:50 PM	You work here	On-street space	No		1-3 hours	Stripe Walnut and Town parking lot
34	HMF	Thursday	4:30 PM	Shopping	On-street space	No		30-60 minutes	None - No Problem
35	HMF	Wednesday	3:00 PM	Shopping, You work here	On-street space	No		15-30 minutes	
36	HMF	Wednesday	2:30 PM	Shopping	On-street space	No		1-3 hours	No opinion
37	HMF	Wednesday	1:00 PM	Visiting family/friends, You work here	behind frame shop	No		More than 3 hours	Better signs, color on curbs.
38	HMF	Tuesday	2:30 PM	Shopping	On-street space	No		1-3 hours	No Problem
39	HMF	Friday	4:00 PM	You work here	alley	No		More than 3 hours	Have more available
40	HMF	Friday	5:00 PM	Visiting family/friends	On-street space	No		1-3 hours	It fine
41	HMF	Friday	4:00 PM	You work here	Parking lot at Town Hall	No		More than 3 hours	
42	HMF	Friday	4:00 PM	Shopping	On-street space	No		1-3 hours	
43	HMF	Friday	2:15 PM	Shopping	On-street space	No		15-30 minutes	A couple of parking lots within Main Street.
44	HMF	Thursday	5:45 PM	Shopping	On-street space	No		30-60 minutes	
45	HMF	Wednesday	3:30 PM	Shopping	On-street space	No		15-30 minutes	Don't need more parking
46	HMF	Thursday	8:30 AM	You work here, You live here	On-street space	No		All day	Enjoy what we have - we can't afford more parking.
47	HMF	Wednesday	9:00 AM	Visiting family/friends	On-street space	No		1-3 hours	Not a problem
48	HMF	Tuesday	4:00 PM	Shopping	On-street space	No		15-30 minutes	
49	HMF	Tuesday	2:30 PM	Shopping	On-street space	No		All day	Its just fine now!
50	HMF	Monday	8:00 AM	Shopping	Kum & Go, told to move	Yes	told to move	All day	Would never shop in Hayden. Best option, close to town.
51	HMF	Monday	8:15 AM	Shopping, You live here	On-street space	No		30-60 minutes	Mark parking spaces clearly that are currently available.
52	HMF	Saturday	12:45 PM	Shopping	On-street space	Yes	Not convenient	30-60 minutes	Crosswalks - Striping
53	HMF	Friday	10:30 AM	Shopping, Visiting historic sites, You work here	On-street space	No		1-3 hours	Parking signs
54	HMF	Thursday	2:00 PM	Shopping, You work here, You live here	On-street space	No		1-3 hours	Parking lot in close proximity to Walnut & Jefferson.



APPENDIX D:

Customer Parking Survey Responses									
#	Location	Day	Time	Why Downtown?	Parked At?	Trouble?	If yes, why?	Time Length	How do you think the town can improve the parking situation?
55	HTH	Thursday	3:20 PM	Seeking government services	On-street space	No		1-3 hours	
56	HTH	Thursday	9:10 AM	You work here, You live here	Parking lot at Town Hall	No			No Improvement needed. Parking has always been available when I park in Downtown Hayden.
57	HTH	Thursday	3:00 PM	You work here	Parking lot at Town Hall	No		15-30 minutes	Signage
58	HTH	Friday	9:30 AM	Seeking government services	On-street space	No		15-30 minutes	Is this a joke?
59	HTH	Friday	12:00 PM	You work here, You live here	Parking lot at Town Hall	No		More than 3 hours	Mark parking spaces - painted lines. I never have a problem finding parking.
60	HTH	Monday	2:10 PM	You live here	On-street space	No		15-30 minutes	Didn't know there was a problem. Been here 34 years.
61	HTH	Wednesday	3:00 PM	You live here	On-street space	No		30-60 minutes	Seems good to me.
62	HTH	Monday	9:00 AM	Shopping, Seeking government services	On-street space	No		1-3 hours	
63	HTH	Thursday	3:00 PM	You live here	On-street space	No		15-30 minutes	
64	HTH	Thursday	10:30 AM	You live here	On-street space	No		15-30 minutes	Mark the spaces. Parking is plentiful and easy to find.
65	HTH	Thursday	4:45 PM	You work here, You live here	On-street space	No		15-30 minutes	On open and posted community lot would work.
66	PSS	Thursday	2:00 PM	You live here	On-street space	No		1-3 hours	Maybe have a town parking lot.
67	PSS	Thursday	12:00 PM	Doctor	On-street space	No		15-30 minutes	I think parking is fine.
68	PSS	Thursday	9:00 AM	Doctor	On-street space	No		1-3 hours	
69	PSS	Thursday	9:00 AM	You work here	On-street space	No		All day	Repainting parking spaces
70	PSS	Wednesday	4:15 PM	You live here	On-street space	No		30-60 minutes	I think parking parallel to downtown business along Walnut would be better because it would free up street space for allowing for traffic to move through there without hitting cars that are parked there.
71	PSS	Wednesday	3:45 PM	You live here	Off-street parking	No		All day	Lines & Signs
72	PSS	Wednesday	3:00 PM	You live here	On-street space	No		30-60 minutes	
73	PSS	Wednesday	3:00 PM	Doctor	On-street space	No		15-30 minutes	
74	PSS	Wednesday	2:00 PM	You work here	On-street space	No		All day	Paint lines so you know where to park & not park.
75	PSS	Wednesday	2:27 PM	Doctor	On-street space	No		30-60 minutes	
76	PSS	Wednesday	2:00 PM	Doctor	On-street space	No		30-60 minutes	
77	PSS	Wednesday	10:30 AM	Doctor	On-street space	No		1-3 hours	
78	PSS	Wednesday	9:00 AM	Medical	On-street space	No		30-60 minutes	Repaint lines
79	PSS	Wednesday	8:00 AM	You live here	On-street space	No		15-30 minutes	Seems OK
80	PSS	Tuesday	1:00 PM	You live here	On-street space	No		All day	Repaint lines
81	PSS	Tuesday	8:20 AM	You work here	On-street space	No		All day	Clearer lines
82	PSS	Tuesday	12:00 PM	Doctor	On-street space	No		30-60 minutes	
83	PSS	Tuesday	11:30 AM	Medical	On-street space	No		30-60 minutes	
84	PSS	Thursday	11:15 AM	You live here	On-street space	No		All day	I have never had a parking problem, so I don't know.
85	PSS	Tuesday	10:30 AM	business	On-street space	No		1-3 hours	
86	PSS	Thursday	1:30 PM	Doctor	On-street space	No		30-60 minutes	
87	PSS	Thursday	10:00 AM	Doctor	On-street space	Yes	Spaces full, but one opened up as I drove up street	More than 3 hours	Impose limits in a city, we are rural - no limits. No signs, no lines - this could be improved.
88	PSS	Wednesday	11:00 AM	Medical	On-street space	No		30-60 minutes	Don't use time limits!
89	PSS	Thursday	2:45 PM	You work here	On-street space	No		All day	Must have 8 hour parking for those who work here.
90	PSS	Thursday	11:00 AM	Doctor	On-street space	No		30-60 minutes	Better paint to show spaces.
91	WRL	Saturday	10:00 AM	You live here	On-street space	No		More than 3 hours	Parking? Is there a problem? There are other issues that concern citizens of Hayden and I don't believe that parking is a problem. How about noise pollution? Jake Brakes? What about light pollution in neighborhoods? Both issues are detrimental to human health!
92	WRL	Saturday	11:30 AM	You live here	On-street space	No		1-3 hours	No parking lots. Diagonal parking is in need.
93	WRL	Thursday	2:00 PM	You live here	On-street space	No		1-3 hours	Unknown
94	WRL	Friday	4:30 PM	You live here	On-street space	No		30-60 minutes	Do something with parking at the Post Office!
95	WRL	Wednesday	2:30 PM	Library	On-street space	No		1-3 hours	Angle parking
96	WRL	Wednesday	5:00 PM	You live here, Library	Rode bike	No		All day	Encourage more walking and biking
97	WRL	Thursday	5:15 PM	You live here	On-street space	No		30-60 minutes	
98	WRL	Saturday	10:00 AM	You live here, Library	Didn't park, I walked			All day	First, provide information on the problem. Teach store owners to instruct employees to not park in front of stores. Encourage walking.
99	WRL	Tuesday	4:30 PM	You live here	On-street space	No		30-60 minutes	Stop parking directly in front of Wolf Mountain Pizza. We cannot see pulling out from that intersection. I have almost been hit many times.
100	WRL	Saturday	11:00 AM	Shopping, You live here	On-street space	No		1-3 hours	More angle parking. Main Street is awful.
101	WRL	Saturday	6:00 PM	You live here	On-street space	No		All day	
102	WRL	Tuesday	3:00 PM	Visiting family/friends	Didn't park, I walked	No		All day	Don't know.
103	WRL	Tuesday	12:45 PM	You work here, You live here, Library	On-street space	No		All day	Really? I have never seen a parking problem.
104	WRL	Wednesday	10:30 AM	Library	On-street space	No		All day	Is there a parking situation?
105	WRL	Tuesday	11:00 AM	You live here	Rode bike			1-3 hours	Improve pedestrian access so less parking is needed.



Presented by:



Downtown Parking Analysis

APPENDIX D:

Customer Parking Survey Responses									
#	Location	Day	Time	Why Downtown?	Parked At?	Trouble?	If yes, why?	Time Length	How do you think the town can improve the parking situation?
106	WRL	Monday	10:00 AM	You work here	On-street space	No		All day	Allow only small cars to park on Jefferson.
107	WRL	Friday	1:00 PM	You live here	On-street space	No		30-60 minutes	Businesses need to remove snow off sidewalks.
108	WRL	Saturday	1:00 PM	Shopping, You live here	On-street space	No		1-3 hours	
109	WRL	Friday	10:30 AM	You work here	place of employment	No		1-3 hours	Community parking lot
110	WRL	Thursday	5:30 PM	You live here	On-street space	No		1-3 hours	
111	WRL	Thursday	5:00 PM	You live here	On-street space	No		1-3 hours	
112	WRL	Thursday	3:00 PM	Library	Parking lot at Town Hall	No		All day	

Customer Survey Result Totals:

Location	Day	Time	Why Downtown?	Parked At?	Trouble?
MWB	Sunday	6-8 AM	Shopping	On-Street	No
10	0 (0%)	0 (0%)	28 (25%)	90 (80.4%)	105 (95.5%)
WMP	Monday	8-10 AM	Dining	Parking lot at Town Hall	Yes
20	12 (10.7%)	13 (11.6%)	18 (16%)	5 (4.5%)	5 (4.5%)
HMF	Tuesday	10-12 PM	Government Services	Gravel lot at HWY 40 and Walnut	
24	13 (11.6%)	17 (15.2%)	2 (1.8%)	3 (2.7%)	
HTH	Wednesday	12-2 PM	Historic sites	Didn't park, I walked	
11	20 (17.9%)	21 (18.8%)	1 (0.9%)	5 (4.5%)	
PSS	Thursday	2-4 PM	family/friends	Other	
25	39 (34.8%)	25 (22.3%)	4 (3.6%)	9 (8%)	
WRL	Friday	4-6 PM	You work here		
22	20 (17.9%)	24 (21.4%)	17 (15.2%)		
	Saturday	6-8 PM	You live here		
	8 (7.1%)	11 (9.8%)	26 (23.2%)		
		8-10 PM	Other (Medical, Library, etc.)		
		1 (0.9%)	16 (14.3%)		

Time Length
15-30 min
17 (15.3%)
30-60 min
25 (22.5%)
1-3 hours
31 (27.9%)
3+ hours
6 (5.4%)
All day
32 (28.8%)

Location Key:

- MWB - Midway Building
- WMP - Wolf Mountain Pizza
- HMF - Hayden Mat and Frame
- HTH - Hayden Town Hall
- PSS - Pediatrics of Steamboat Springs
- WRL - West Routt Library





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