



Parking Management Plan Overview

April 15, 2024



Development of Downtown Parking Plan

Ketchum's parking management plan was created in December 2022 by Dixon Consulting, using research, best practices, and parking management principles incorporated by comparable mountain resort communities. It has since been evaluated during community focus groups and City Council and Ketchum Urban Renewal Agency meetings in 2023.

- April 24, 2023 – Joint Council & KURA presentation
- June 12, 2023 – Planning & Zoning Commission presentation
- June 28, 2023 – Focus group
- October 4 & 5, 2023 – Focus groups

Private Development | Main Street Rehabilitation | WA Lot Development

- April 15 Council Meeting – Draft Plan review & public hearing
- Summer – Public engagement & development of Comp Plan
- Winter – Parking plan to respond to initial results/changes to the Comp Plan and Zoning Code



MAIN STREET

Garage

Park & Ride

CITY DOESN'T TAKE PARKING SERIOUSLY

Sidewalk improvements/walkability

WA lot

I want to park in front
of my own business

BLUEBIRD

How important it is to
downtown businesses

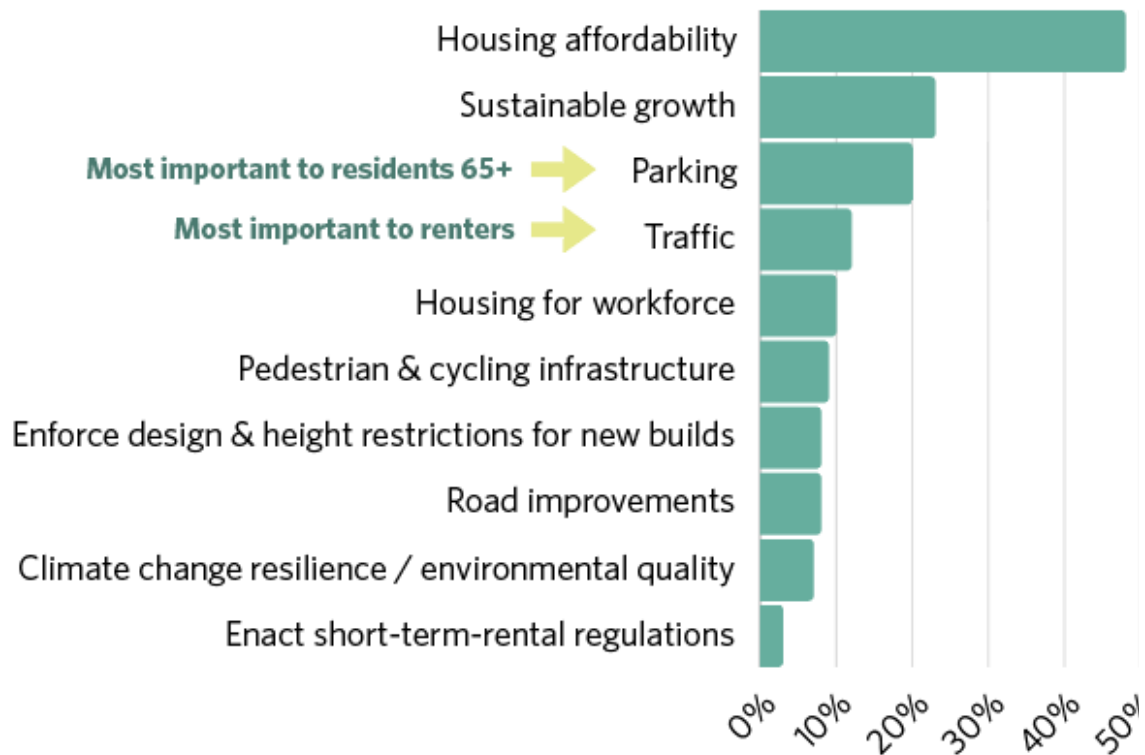
Overnight/
winter parking

Aging community

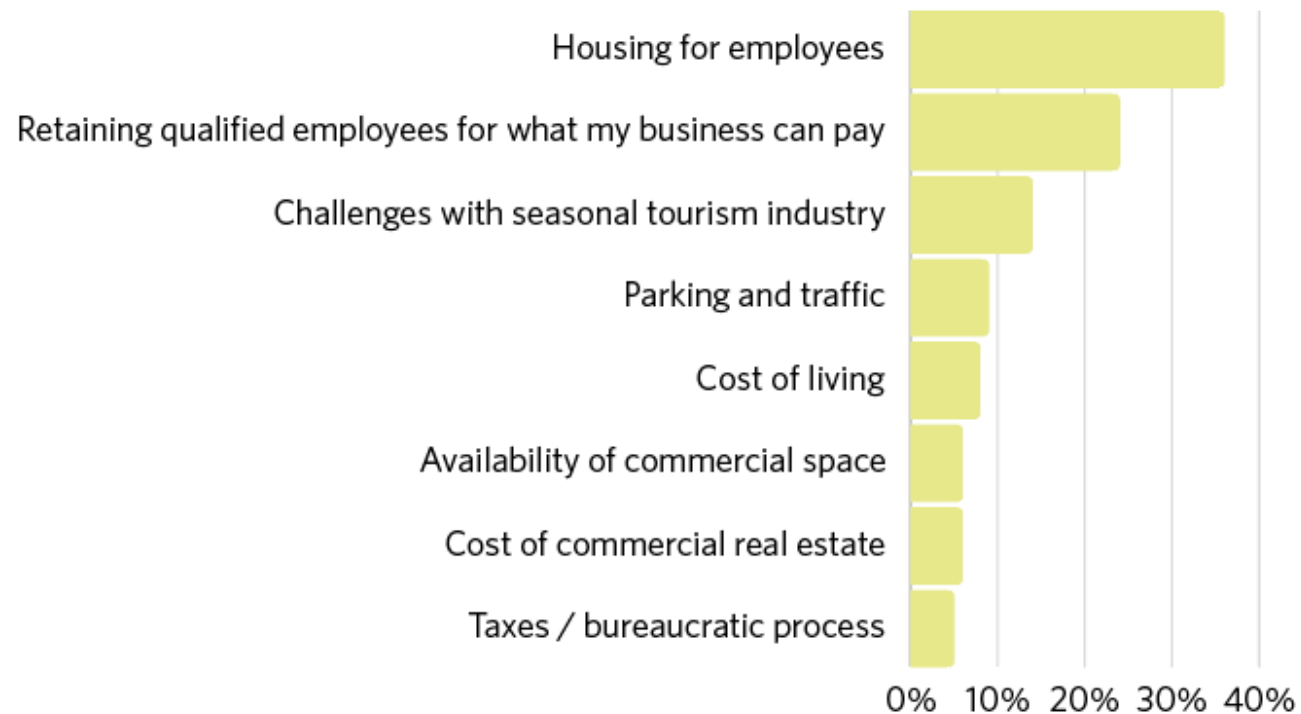


What's most important to the community?

MOST IMPORTANT ISSUES FOR RESIDENTS



MOST IMPORTANT ISSUES FOR BUSINESSES



Statistics collected January-February 2024 through a controlled survey of Ketchum business owners, employees, and residents (renters and homeowners)

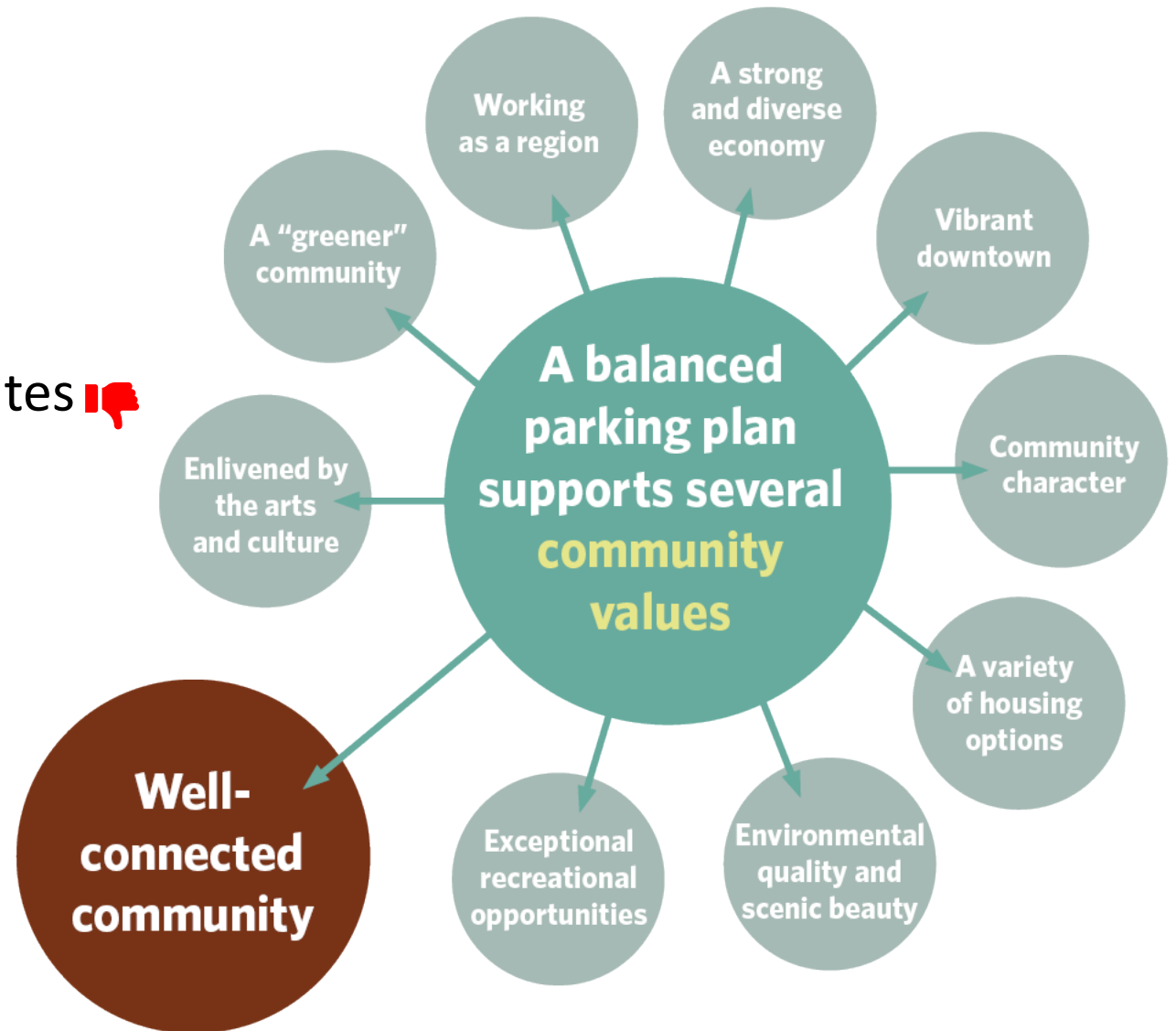


Plans prioritizing parking supply affect other things, such as character, sprawl, and green spaces.



Well-connected community = mobility choices

- Driving – single occupancy cars/commutes 🚫
- Walking – sidewalk improvements 👍
- Biking – new protected bike lanes 👍
- Transit – increase hours & frequency 👍





Parking 101 – how do we manage adequate SUPPLY?

Priority?



Performance Measure?



85% Occupancy (1 spot per block always available)



Parking 101 – how do we manage adequate supply?



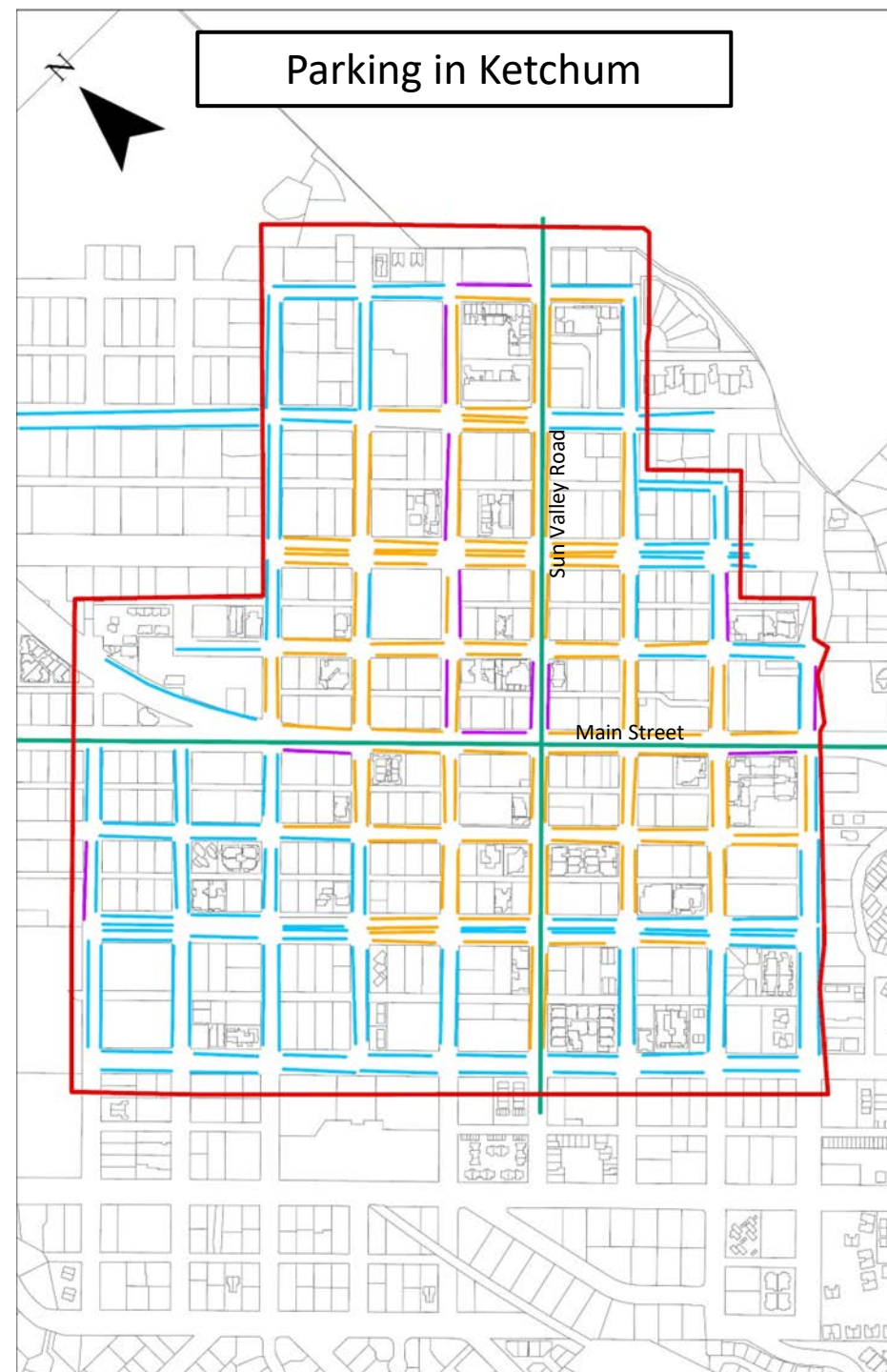


Quadrant 1

Quadrant 2

Quadrant 4

Quadrant 3



Quadrant 1	
Short-term	319
Long-term	178
Misc.	21
Total	518

Quadrant 4	
Short-term	191
Long-term	433
Misc.	8
Total	632

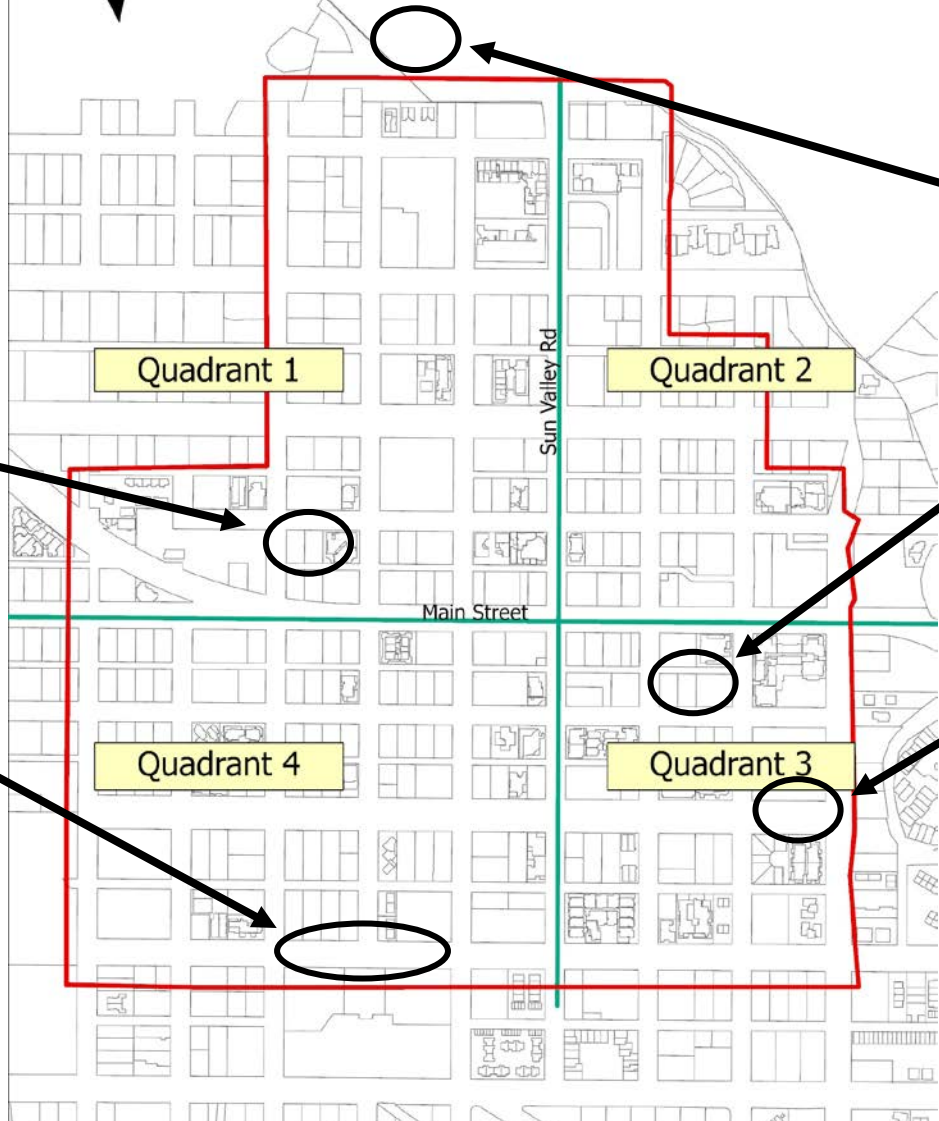
Miscellaneous = ADA, loading zones, City vehicle parking, and others which don't fall under a clear restricted or unrestricted category

Quadrant 2	
Short-term	162
Long-term	196
Misc.	7
Total	365

Quadrant 3	
Short-term	162
Long-term	249
Misc.	10
Total	421

- Long-term
- Short-term
- No parking

Parking in Ketchum | Lots & Winter Parking



Leadville Lot*	
Misc.	26

Second Avenue*	
Misc.	26

Fourth Street Lot	
Misc.	56

Washington Ave Lot*	
Misc.	66

First Avenue*	
Misc.	25

*Designated winter parking

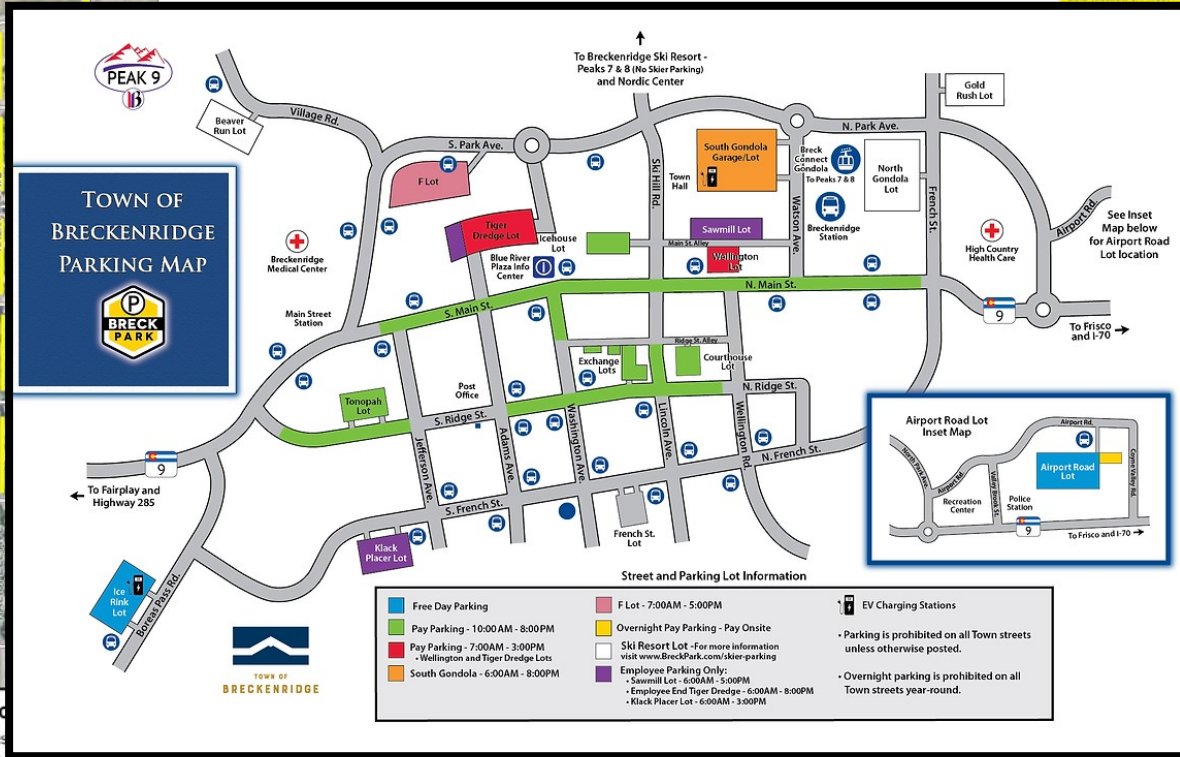
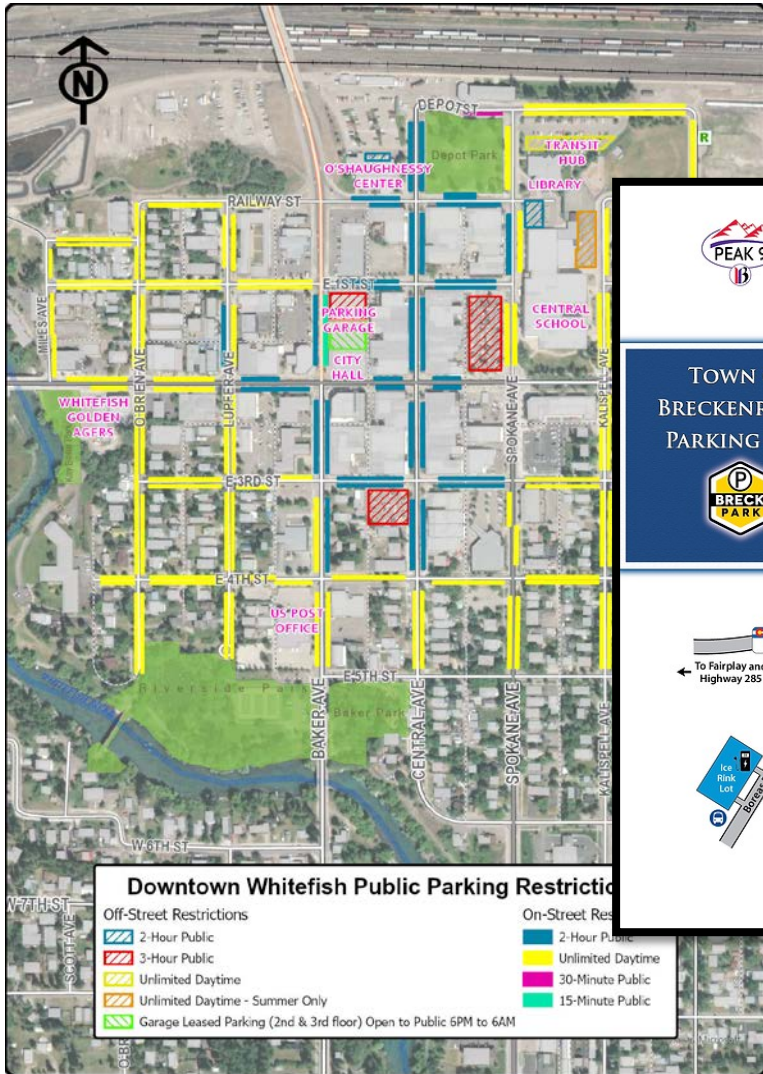
Grand total: 2018 on-street spaces, 148 lot spaces



Comp set comparison

Town	Ketchum	Breckenridge	Jackson	Park City	Telluride	Whitefish
Resident population (city limits)	3,588	5,024	10,849	8457 (1,200)	2,600	8,492
Resident population (county limits)	24,866	30,565	23,287	43,036 (Summit) 36,619 (Wasatch)	8,003	111,814
Paid on-street	N	Y	N	Y	Y	N
Permits						
employee (lots)	N	Y (1179 permits)	N	N	N	Y
employee (on-street)	N	N	N	N	N	N
residential	N (in development)	Y (540)	N	Y	Y	N
Off-street surface lots						
# lots	3	2	4	2	2	0
# total spaces	148	1500	384	900	620	0
Parking structures						
# structures	0	1	1	1	1	1
# total spaces	0	958	280	600	74	220
Total # on-street spaces	2,018	585	1,078	800	Y (varies per season)	1192
# short-term (regulated)	834	585	1,078	400	all regulated	Approx. 332
# long-term (unregulated)	1056	0	0	400	0	Approx. 860
Grand Total Spaces	2,164*	3,043	1,742	2,300	694 not including on street	1,412

*counts can fluctuate, as some utilized parking spots fall outside of the 'community core' zone



TOWN OF TELLURIDE VISITOR PARKING MAP

PARKING INFORMATION

Read parking signs carefully, particularly during winter snow removal November through April

FREE PARKING Evenings

FREE PUBLIC PARKING

Lots located on West Pacific Ave

Goose Bus

GARAGE

EN on

block

cross

cost is

our

NO SIGNS

SNOW

EFFECT

7am-6pm Mon-Sun,

1 Meter Per Block

ONLY

KEY

Goose

age

TO BRECKENRIDGE

TO FRISCO AND I-70

TO VALLEY FLOOR

TO HIGHWAY 145 AND GAS STATIONS

TO BRECKENRIDGE

TO FRISCO AND I-70

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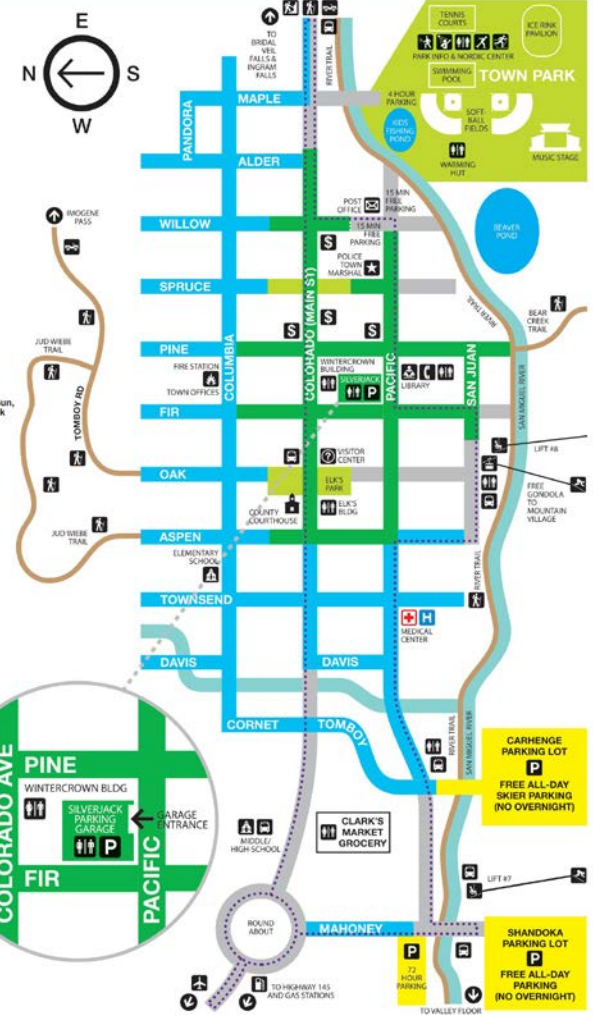
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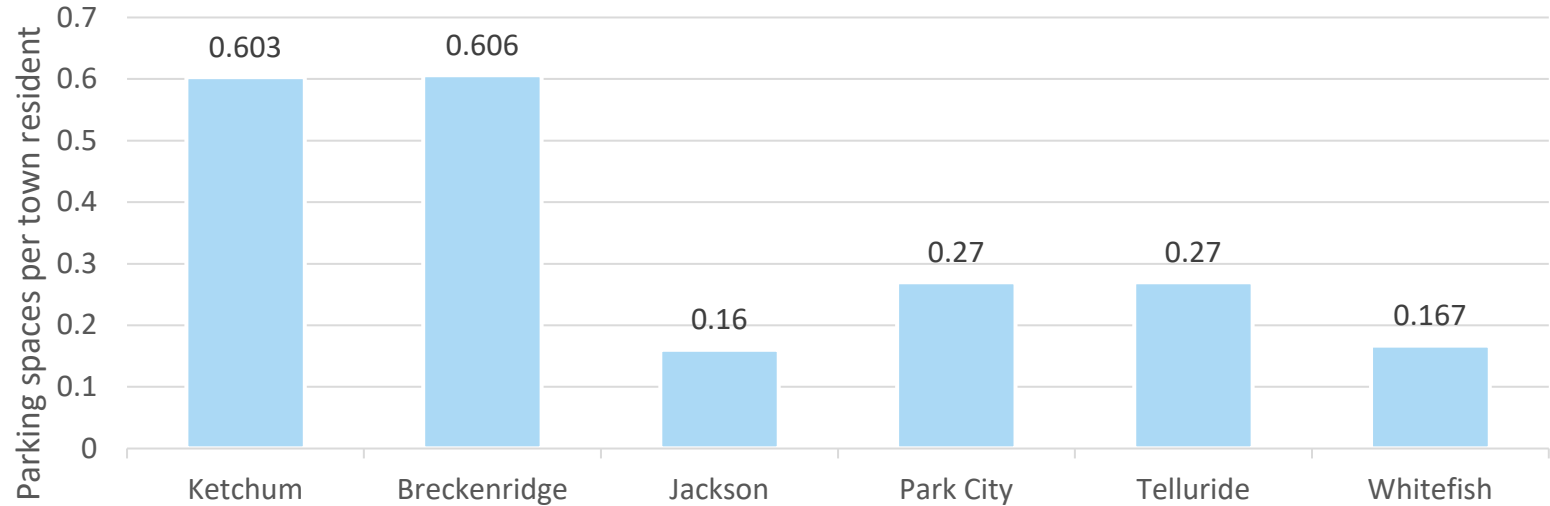
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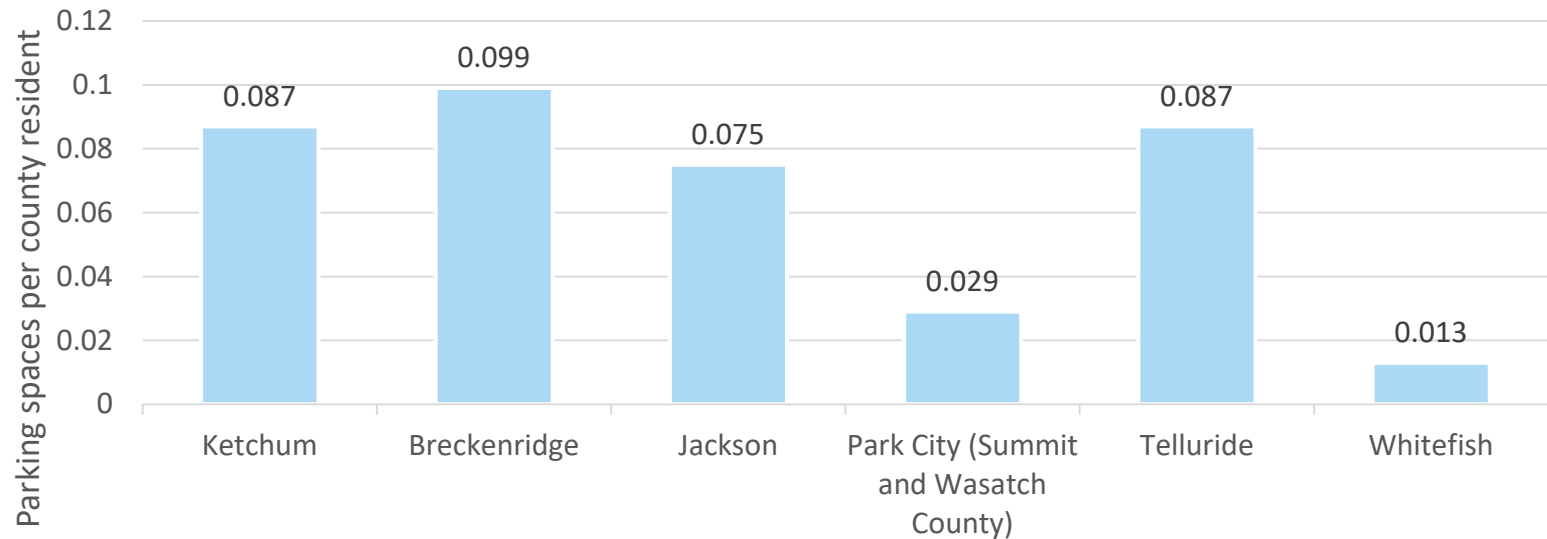
Comp set comparison

Parking spaces per capita by town population



Ketchum and Breckenridge have more than **twice to nearly four times more** parking spaces per resident than comparable towns.

Parking spaces per capita by county population



Ketchum, Breckenridge, and Telluride have the most parking inventory to accommodate commuters from throughout their county vs. comparable towns and more than twice the capacity of Park City and Whitefish.



Comp set comparison

Paid on-street parking

About half of comparable towns use paid on-street parking. Ketchum does not.

Permits

Comparable towns use permits sparingly. Ketchum is considering residential permits.

Off-street surface lots

All comparable towns (except Whitefish) utilize surface lots. Ketchum has the lowest inventory of those using them.

Parking structures

All comparable towns, except Ketchum, use parking structures.



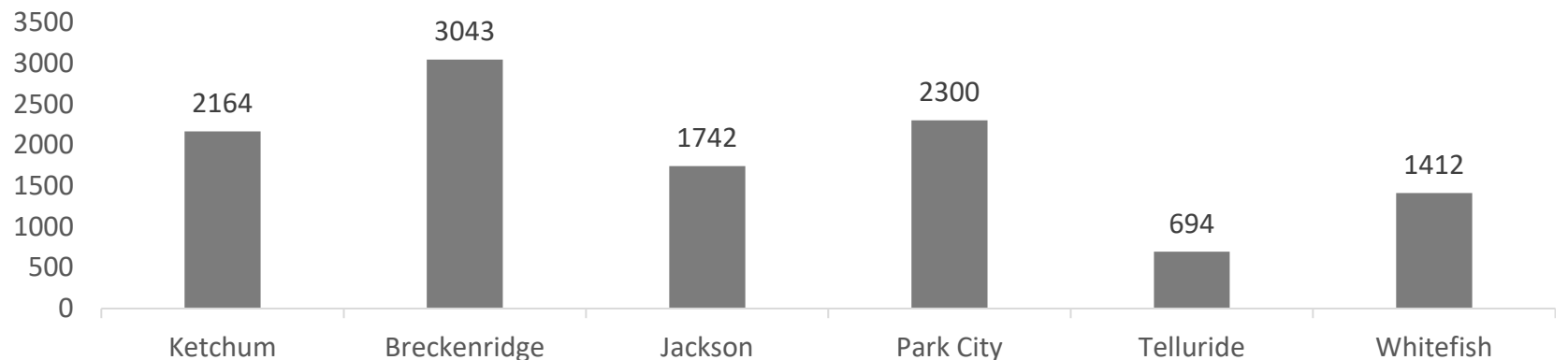
Total # of on-street spaces

Ketchum has the most on-street spaces of comparable towns.



Total parking spaces

Ketchum is the second-smallest town with the third-largest parking inventory





Ketchum's current parking supply



834 Spaces

1056 Spaces



2-hour (or less) customer parking

- Restaurants
- Retail
- Businesses
- Events

Unrestricted residential/employee parking



Tenets of Downtown Parking Plan

Can public parking spaces be added in town?

Yes. However, current parking use data suggests it is not needed and that parking enforcement (making sure drivers are using short-term vs. long-term parking appropriately) in high-use areas would work just as well while costing much less. Additional parking lots or garages have been explored. Proposals so far have either cost too much to justify the benefits, the logistics would not work, or they undermine other Ketchum values and priorities. More research is underway to determine options.

Fundamental Management Techniques

- ✓ Real time utilization data (LPR technology)
- ✓ Manage via the four quadrants, blend of short & long options per each
- ✓ Goal of 85% occupancy = 1 spot available per block
- ✓ Dynamic plan with annual review

Private Development | Main Street Rehabilitation | WA Lot Development



Utilization Reports





Tenets of Downtown Parking Plan

Current supply management focuses:

- Evaluate appropriate short-term durations
- Increased enforcement
 - Construction Management policy
 - Peak-season focus
 - “Two-hour rodeo”
 - Proper parking/parking within the lines





Tenets of Downtown Parking Plan

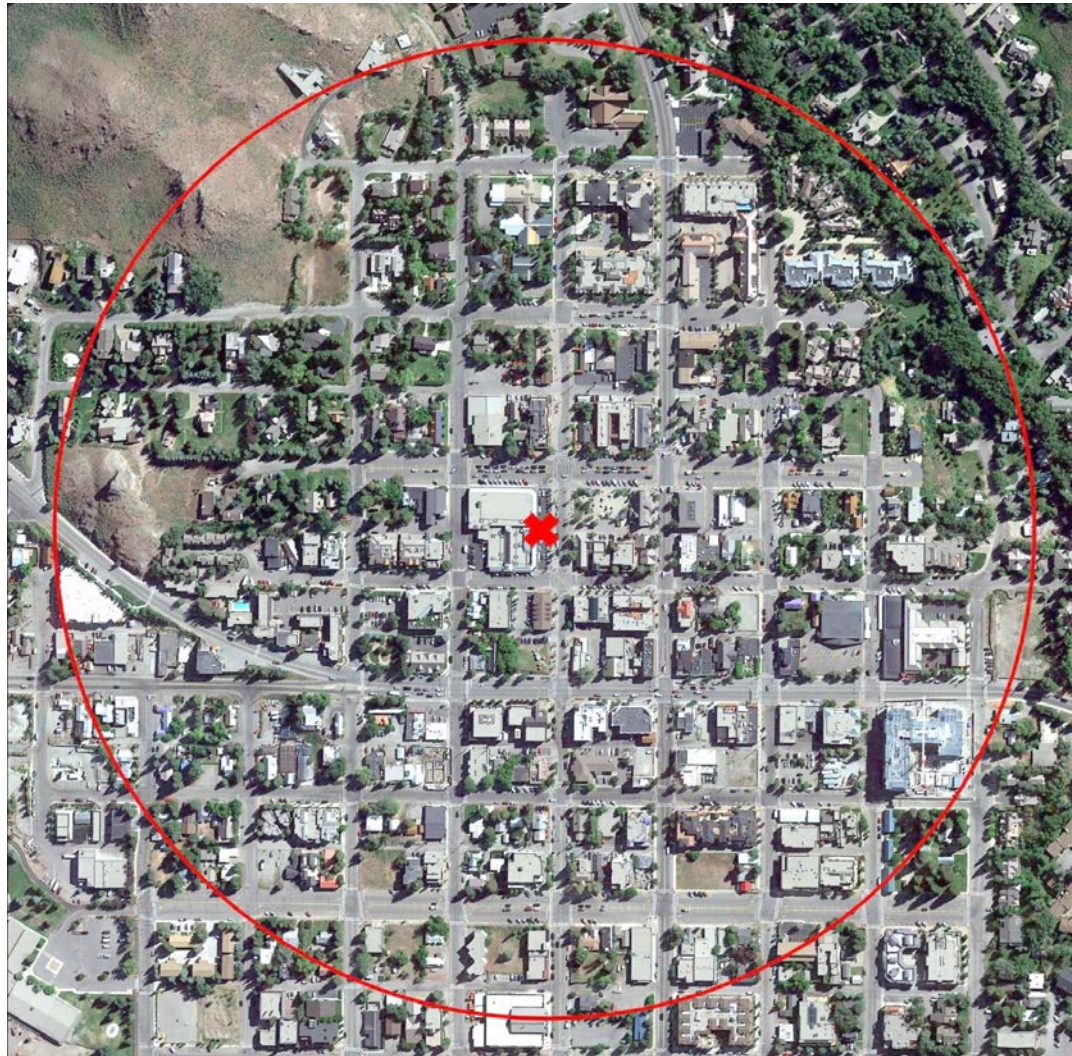
Biggest change:

- Evaluating duration conversions
 - Long-term blocks transition to short-term
 - Utilize fire lanes as drop-off zones →
- Additional considerations
 - Sidewalk/walkability enhancements
 - Code enforcement on snow removal
 - Park & ride(s)
 - Peak-demand shuttles



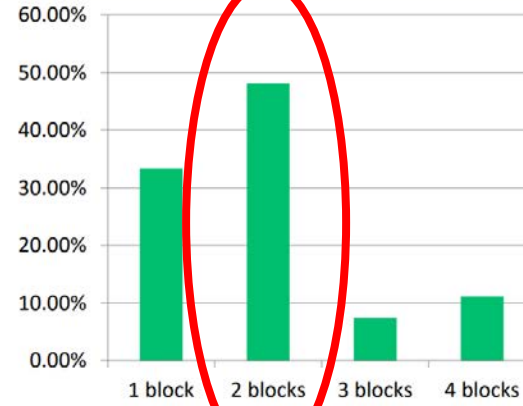


Conditioned Behavior Challenge #1: Two-hour rodeo



What is a reasonable distance to walk from a parking space to work during the snow season?

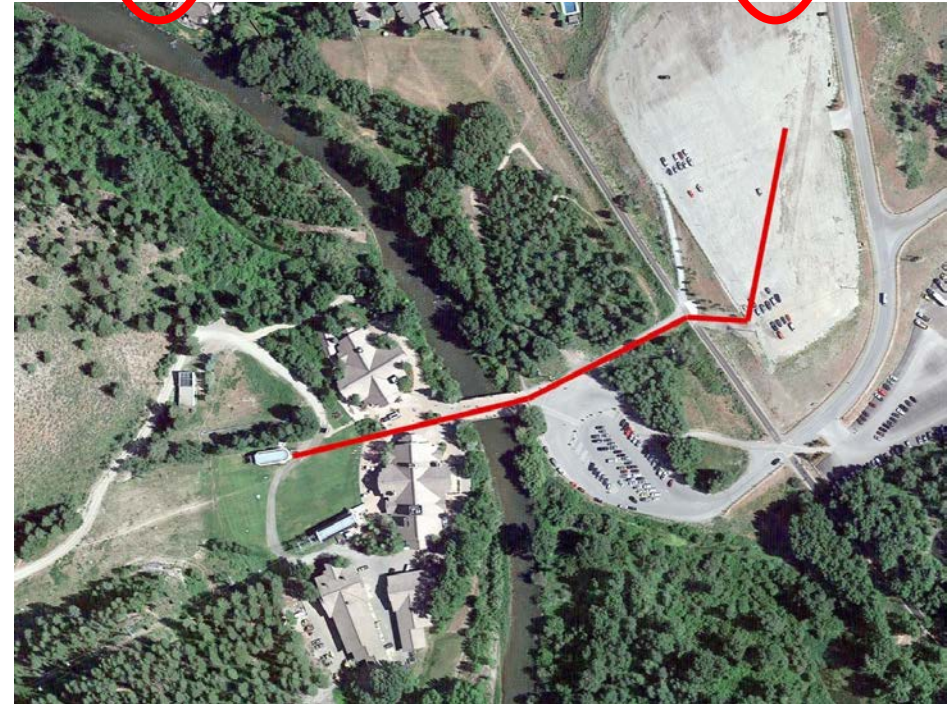
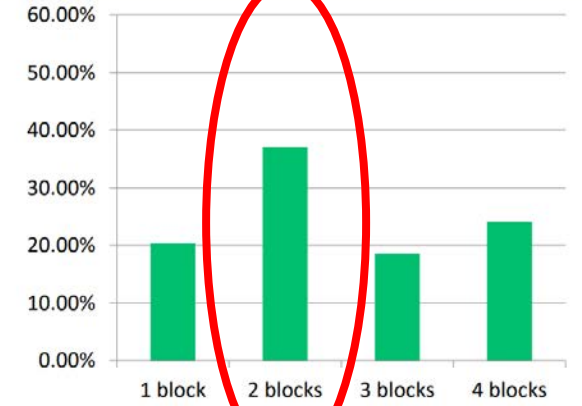
- 1 block
- 2 blocks
- 3 blocks
- 4+ blocks



Employees

What is a reasonable distance to walk from a parking space to work during non-snow seasons?

- 1 block
- 2 blocks
- 3 blocks
- 4+ blocks



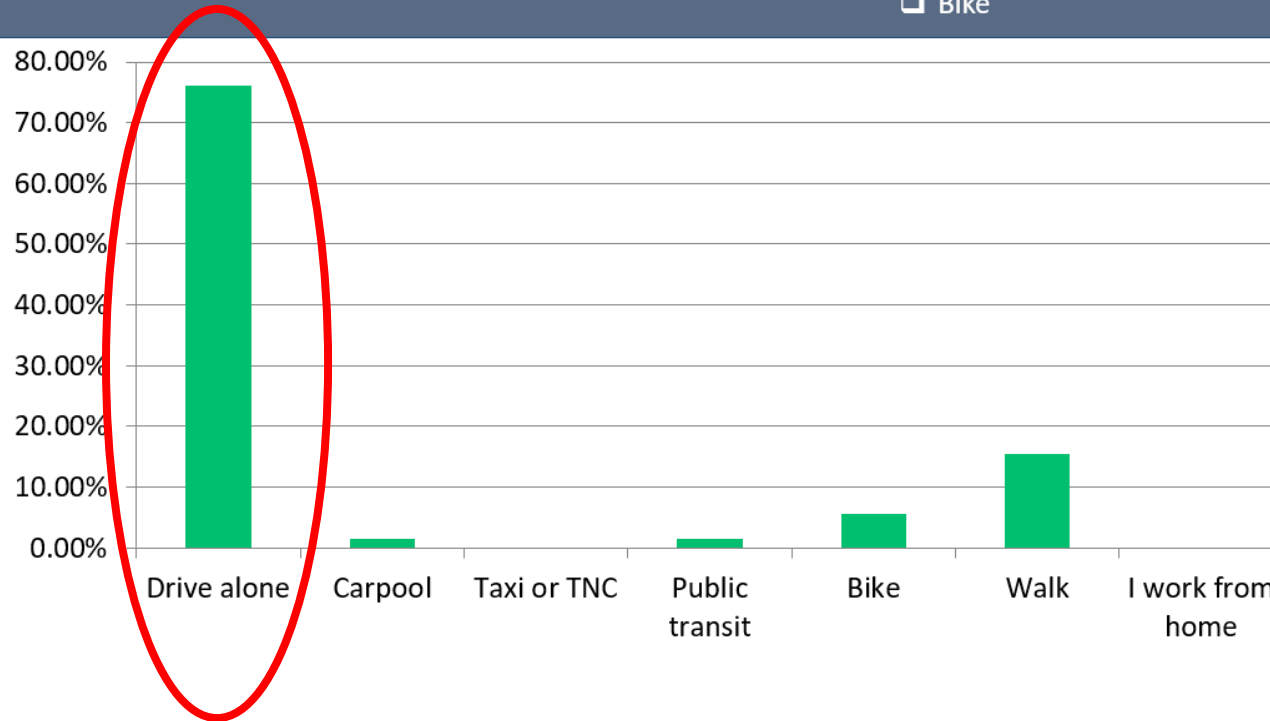


Conditioned Behavior Challenge #2: Solo commutes

Employees

How do you commute to work?

- Drive alone
- Carpool
- Taxi or TNC
- Public transit
- Bike
- Walk
- I work from home/
Telecommute



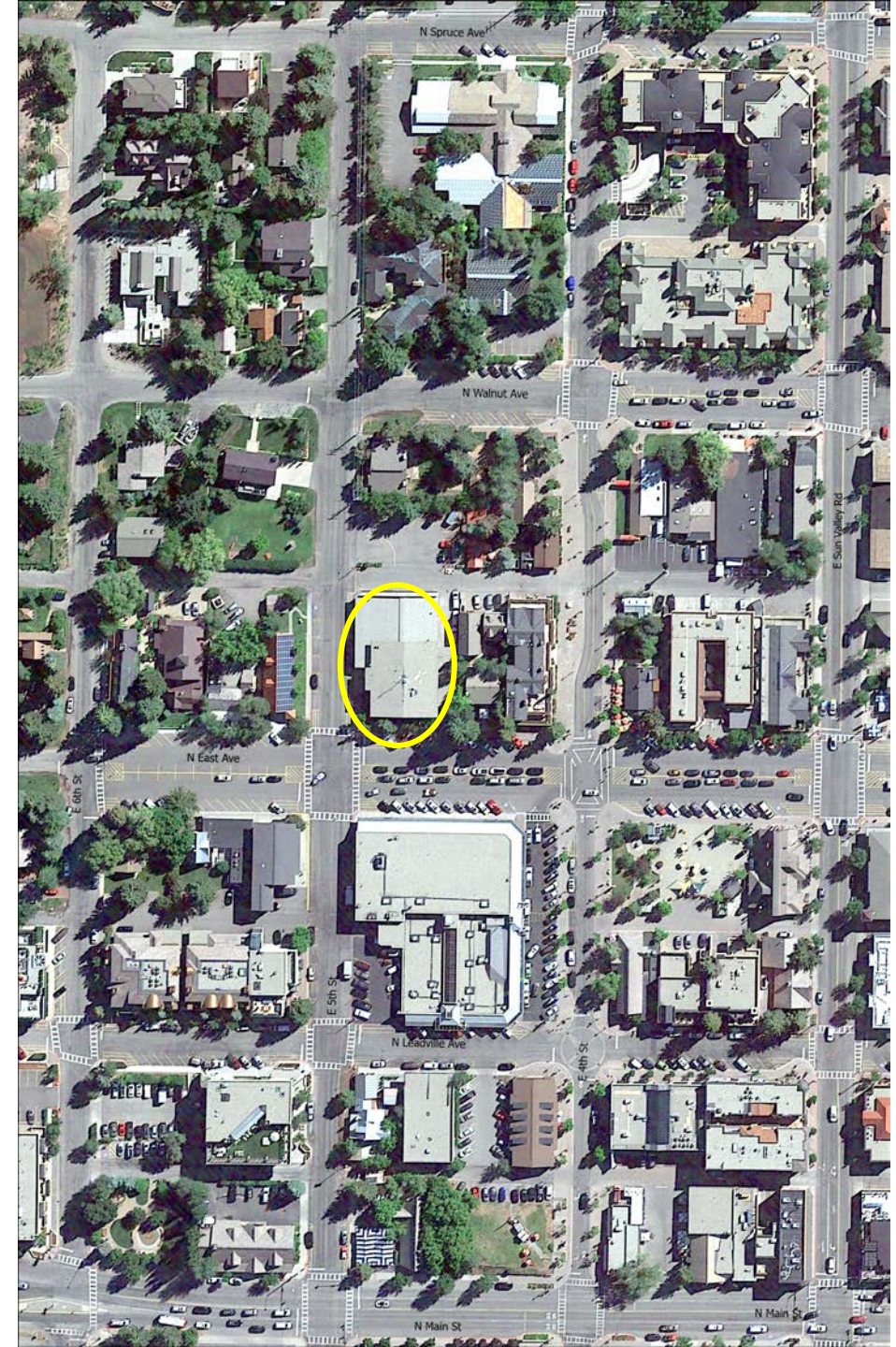


Quadrant #1

- Bluebird Village
 - Residential permit program
 - Building 1 opening ~June
- Evaluate spaces adjacent to Atkinsons' moving to one-hour

Is parking being provided for downtown residential developments, such as Bluebird Village or the First and Washington Redevelopment project?

Yes. Most new developments are required to provide on-site parking, with some exceptions dependent on residence type, size, and zoning district locations. For instance, Bluebird Village includes 46 parking spaces. The number of spaces included in the First and Washington Redevelopment project is still being determined, considering residents' needs vs costs.





Quadrant #1



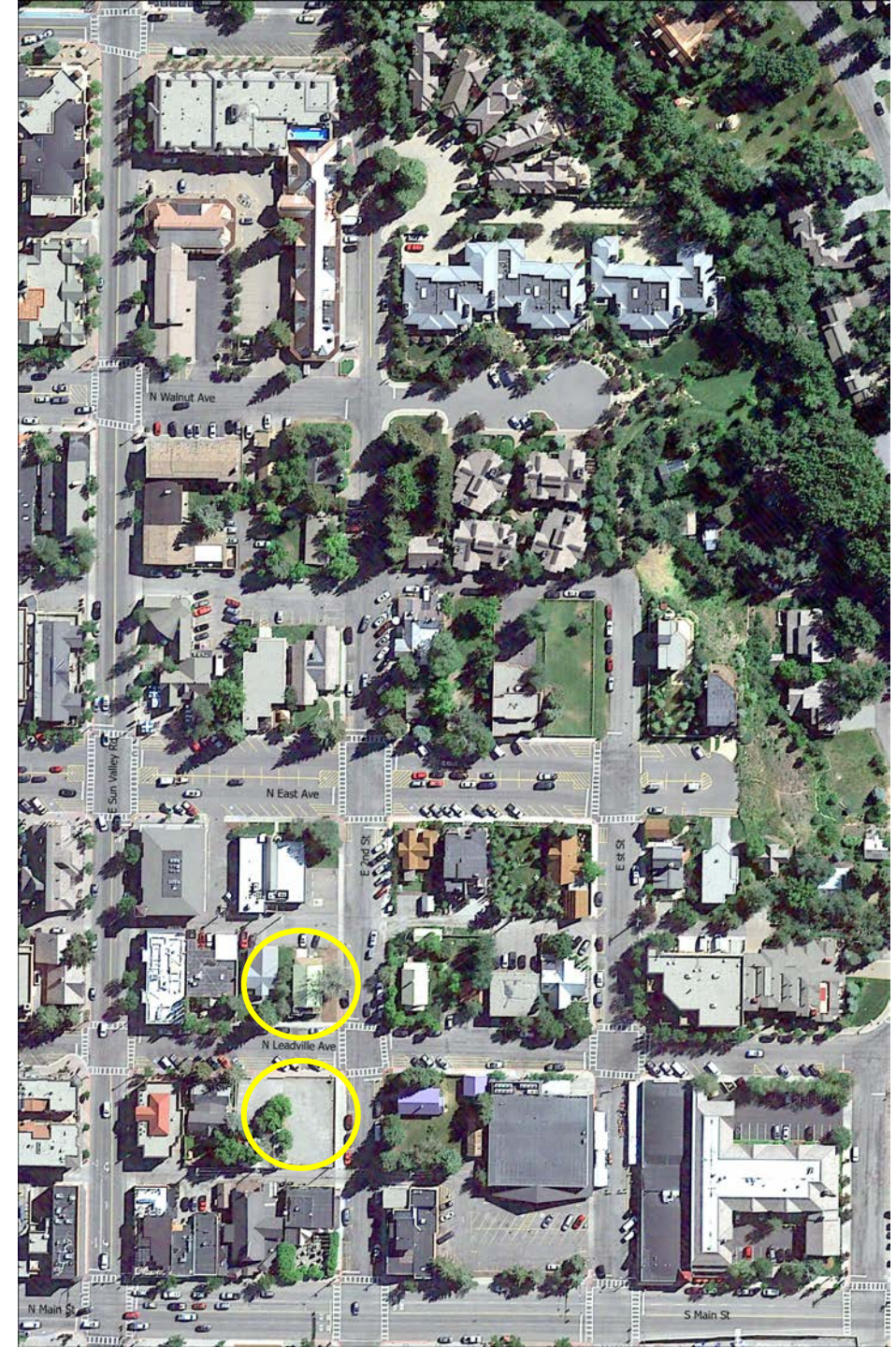
- Exploring fixed cameras or inground sensors (compliance and parking utilization)
 - ~110 (sensors) along East, Leadville, and 4th Avenue
 - Camera on Atkinson's





Quadrant #2

- Several private developments
- Transition of long-term spots to short terms
- Adding drop-off zones





Quadrant #3

Current lot utilization:

- 20% full between 7-11am
- 60% full between during dinner hours
- 80% full between during holidays
- Winter overnight parking:
 - <10%





	Number of Spaces	Number of Parking Levels	Residential Levels (#)	Cost Estimate	Compliance with KURA Goals
Option 1	93	2 levels above grade, 1 level at grade	1 level	\$10,548,868	In conflict with Goal 1
Option 1A	54	1 level above grade, 1 level at grade	2 levels	\$7,698,868	In conflict with Goal 1
Option 2	93	1 level above grade, 1 level at grade, 1 level below grade	2 levels	\$12,349,096	In conflict with Goal 1
Option 3	93	1 level at grade, 2 levels below grade	3 levels	\$13,568,747	Meets all Goals
Option 3A	54	1 level at grade, 1 level below grade	3 levels	\$9,448,868	Meets all Goals
Option 4	31	1 level at grade	3 levels	\$4,898,868	Meets Goal 1, in conflict with Goal 2
Option 4A	49 (17 public, 32 dedicated residential)	1 level at grade	3 levels	\$4,898,868	In conflict with Goals 2 and 3



Quadrant #3

Parking Replacement Plan

- Loss of 66 spots – WA Lot
- WA Residential Project
 - Initial design – 66 units, 44 spots
 - Residential permit program
 - On-street parking





Quadrant #3

- Explore extending enforcement to 7pm
- Explore concept of drop-off zones for restaurants





Quadrant #4

- Private development on 1st
- Portion of 1st & 5th Streets converting to short-term
- Significant on-street capacity





Current plan take-aways

As parts of town redevelop, there will be an increased demand for unregulated spots to transition to regulated

- Conversions proposed at right



Project	Timing	Parking	Plan
Bluebird Village	Building 1 – June 2024	51 units, 46 spots	Resident Parking Program
Main Street	April 2024	Loss of 25 spots	Evaluate zones
WA Lot	Spring 2025	66 units, 44 spots (initial design)	Revert to free parking until groundbreaking (66 spots)
		-52 spots	



Current plan take-aways

- Ketchum has mixed utilization; very few blocks exceed the 85% threshold
 - Education + Enforcement = Consistent (new) Behavior
 - Create more customer supply by changing long-term behaviors
- All day workers/parkers will be significantly impacted; pushed to the periphery, absent more surface parking or garages.
- Winter program will reach tipping point without additional off-street facility.
- Implement downtown residential parking pass.



Key aspects of Downtown Parking Plan

Short-term actions

(in response to Main Street):

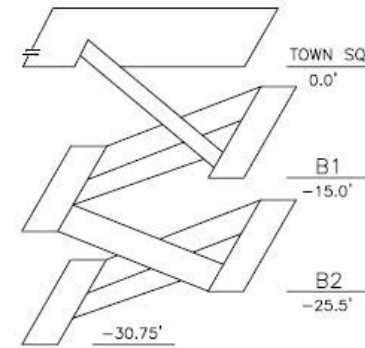
- Free parking at WA lot
- Replace 25 spots through conversions

Mid- to long-term actions:

- Prepare for WA development
- Sidewalk/walkability enhancements
- Code enforcement on snow removal
- Expand on dual-use partnerships (LDS Church)
- Evaluate off-street options:
 - Subterranean garage (Town Square)
 - Park & Rides (River Run)
- Peak/event-demand shuttles
- Residential permit program



Initial Sub-terranean Exploration



ISOMETRIC DIAGRAM

PARKING SPACE TABULATION

Level	9'-0"	8'-6"	Compact	Accessible	Total
B1	68	15	7	3	93
B2	69	15	8	3	95
Total	137	30	15	6	188

74,322 SF = Parking Efficiency of 395.3 SF/Space



Next steps/discussion

Public Hearing

**Feedback – what needs to be
evaluated or changed?**

LEARN MORE | projectketchum.org/parking-plan