LAKE CITY
HINSDALE COUNTY
COLORADO

PARKING ASSESSMENT

Prepared by DHM Design & SET Engineering

November 18, 2019

FINAL

DHM DESIGN
LANDSCAPE ARCHITECTURE
LAND PLANNING
URBAN DESIGN
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LAKE CITY
HINSDALE COUNTY
COLORADO
A PEAK EXPERIENCE

SET
ENGINEERING

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INTRODUCTION

Project Purpose

Determining Existing Conditions

The intent of the Lake City Parking Assessment is to evaluate existing conditions and parking demand, identify issues with parking and future parking needs, and make recommendations to affect change in the parking areas throughout the study area. In this study, Lake City (Town) sought to identify solutions to existing parking challenges—such as the lack of wayfinding and parking inefficiencies creating parking shortages near the Downtown Core. One of the Key Findings of this study was that although there is an abundance of parking availability, the lack of wayfinding to this parking and delineating parking to increase effectiveness has created many parking issues around the Town. Increasing parking effectiveness in the Downtown Core and providing additional temporary parking lots during events will solve many of the parking shortage and safety issues currently faced by Lake City residents and visitors. The analysis completed and recommendations determined from site visits, interviews, and parking studies of Lake City are compiled in this report along with accompanying diagrams and maps.

Executive Summary

A Need to Improve Parking Efficiency & Wayfinding - A Summary of Findings

The design team worked with the Town, local businesses, and residents in reviewing the existing conditions and utilization for parking in the study area—identifying both current parking patterns and demands. Also studied were parking inefficiencies during special events, walkability and pedestrian circulation to activity hubs from parking areas, and wayfinding. Observations based on the analysis are outlined below. Site images of some of these issues can be found starting on page 29 of this report.

- Parking Inefficiencies
  - Informal gravel parking is less efficient than parking spaces with striping or wheel stops that delineate parking.
  - Employees park in front of businesses instead of leaving these spaces open for tourists. This can be encouraged by employers educating their employees.
  - The Right-of-Way (R.O.W.) is wide on Silver Street. There is potentially a more efficient way to configure the parking spaces on the street.
- Trailer Parking Inefficiencies
  - Large vehicles and trailers park parallel in head-in parking spaces—taking up 4-5 spaces.
  - Trucks with trailers or RVs park in front of businesses all day while out exploring the backcountry in their ATVs.
- Parking Safety Issues
  - Vehicles park too close to intersections, impeding visibility of other vehicles pulling out.
  - Large logging trucks and RVs park on the highway—creating visibility issues.
  - Head-in (90° angle) parking is more dangerous for people backing out into traffic.
  - Children move between parked cars and onto the streets—creating potentially dangerous pedestrian-vehicular conflicts.
  - Truck beds extend out onto Highway 149 at the Cafe because parking is striped as head-in.
  - People park across paths/sidewalks if the parking spaces do not have a marker or wheel stop.
- Lack of Wayfinding
  - People need guidance and directions on where to park and go; parking and pedestrian wayfinding needs improvement.
  - Existing signage is too small and limited.
  - A variety of wayfinding signage is needed from Memorial Park to Downtown including vehicular, pedestrian,

temporary event parking, and parking lot identification signs. (See the Proposed Wayfinding Map on page 24 of this report for recommended locations of these signs. Examples of these different types of signs can be seen on pages 25 and 26.) Existing parking is available and a pedestrian bridge exists.
  - ADA Parking signage and wayfinding need to be improved to make these spaces easier to locate.
  - Make sure ADA spaces meet the current accessibility requirements outlined in the United States Access Board's ADA Accessibility Guidelines.

- Lack of Connectivity
  - Suitable outlying parking areas are not connected to Downtown with sidewalks.

- Event Parking Issues
  - The event with the largest number of vehicles is the 4th of July Parade. People park throughout the parade route.
  - Delineating/organizing parking would enhance parking efficiency near the Downtown Core during events and the busy season.
  - There are several private lots throughout Lake City that could be used/leased for parking during big events for which arrangements do not currently exist. Contact private lot owners to see if a few vacant lots could be used/leased for parking during big events temporarily.
  - Public parcels exist that currently are underutilized as temporary parking lots.

View South This is an aerial drone image taken on July 6th, 2019 of the intersection of Highway 149 and Henson St. facing south. The photograph shows businesses, residences, and the Lake City Area Medical Center—which has an existing public parking lot that was recently used for sandbags and potential flooding preparation.

Executive Summary Continued...

Summary of Recommendations

Below is a comprehensive list of the recommendations that would resolve many of the current issues with parking, circulation, and wayfinding in Lake City. Graphics and examples of these improvements are provided starting on page 11 of this report. This list of recommendations is lettered based upon the priority for installation with "A" representing the highest priority.

A - Create & Implement a Wayfinding & Signage Master Plan

1. Inventory existing signs.
2. Incorporate the existing welcome signs (matching the current sandblasted Lake City signs) into the overall wayfinding master plan. Enhance the existing gateway signage (at three town entrances) to welcome visitors at all entrances to Town.
3. Create a pedestrian wayfinding master plan that guides visitors from public parking lots to the Downtown Core, parks, and amenities. (See the Proposed Wayfinding Map on page 24 for the proposed locations of signage throughout Lake City. Several examples of these preliminary wayfinding sign designs are featured on pages 25 and 26.)
4. Create a map of town amenities to be located at each public parking lot.

B - Implement Strategies to Organize Parking in Downtown

1. Temporarily paint parking striping in the Downtown Core on gravel lots for events like the 4th of July Parade and the Uncorked Wine and Music Festival. (Informal gravel parking is less efficient than striped parking.) Parking spaces in both paved and gravel areas need to be re-striped according to an established maintenance schedule. Paved areas need to be re-striped once a year, which typically falls in spring after snow plowing operations have ceased. Gravel areas can be striped with chalk or painted lines at an interval based upon local conditions and frequency of use.
2. Delineate parking spaces with wheel stops to deter people from parking over sidewalks and improve parking efficiency. Wheel stops can help to organize and establish an efficient pattern in the informal gravel parking areas that are close to the Downtown Core within and adjacent to the study area. This can be done instead of or in combination with the temporary parking striping method of delineating parking described above.
3. Convert head-in parking to diagonal parking on 3rd and Silver Streets to improve vehicular and pedestrian circulation safety in the Downtown Core. (See the Downtown Core Enlargement Plan on page 21 for these locations.)
4. Create curb extensions (also known as bulb-outs or neckdowns) at key intersections to prevent people from parking too close to the intersection and blocking visibility. Curb extensions, which can be landscape areas or hardscape materials, should extend approximately 10' from the edge of the intersection and should be approximately 4" to 6" in height.
5. Make ADA spaces meet the current requirements outlined in the United States Access Board's ADA Accessibility Guidelines. See page 33 for existing parking spaces that do not meet ADA requirements.
6. Provide striping and signage for designated trailer and RV parking areas out of the Downtown Core. Work with community members to determine these locations.

C - Install Parking Signage (Wayfinding & Regulatory) in Town

1. Direct large vehicles, trailers, and RVs to designated parking lots and streets.
2. Clearly mark public parking lots for visitors. Provide signage to guide visitors from public parking lots to the Downtown Core, parks, and amenities. Use universally recognized parking signage.
3. Install "Diagonal Parking Only" signs in Lake City's Downtown Core along 3rd and Silver Streets. (See Recommendation B3 and the Downtown Core Enlargement Plan on page 21 for these locations.)
4. Potentially install "Two Hour Parking" signs along busy Downtown Core streets to promote turnover and deter people from parking in highly desirable parking spaces all day or during events.
5. Add "No Parking" signs at key intersections where visibility is blocked by vehicles to deter people from parking in the intersections' sight triangles. (The town of Crested Butte, Colorado prevents this issue by utilizing signage that states *No*

Parking within 30'-0" below stop signs and at street signs near intersections.)

6. Add/improve ADA Parking signage and wayfinding to make these spaces easier to locate.

D - Develop Existing Town-Owned or County-Owned Vacant Parcels as Interim/ Event Parking Areas

1. Clean up, grade, delineate spaces, and incorporate signage (Recommendation C2) at three parking lot locations in the Town along Henson Street. (See the Proposed Site Improvements Map on page 22 for the locations of these parking lots.)
    - Parking Lot #1: Existing parking area north of the Lake City Area Medical Center
    - Parking Lot #2: Vacant land at the intersection of 4th St. and Henson St. owned by the County
    - Parking Lot #3: Vacant land south of the Fire Station
2. Encourage people to park at Lake Fork Memorial Park and walk to the Downtown Core through the provision of wayfinding signage (Recommendation C2) and improving the walkability and bikeability from these lots (Recommendations F1-F5).

Parking Lot at Medical Center The Lake City Area Medical Center parking lot was recently used for stockpiling sandbags for community members to protect against flooding in the spring and summer of 2019. There is also a community garden. Both the sand bags and garden are in the process of being relocated—making this an ideal public parking lot location that is in close proximity to the Downtown Core.

Executive Summary Continued...

E - Work with Private Owners to Use Vacant Parcels for Event Parking

1. Lake City could explore creating agreements for shared parking with the Private Owners of vacant parcels for use as temporary event parking. (See the Proposed Site Improvements Map on page 22 for the locations of these parking lots.)
2. Lake City could offer to lease these spaces long-term if overall parking needs in the busy season are found to be greater than during event time periods.

F - Improve/Enhance Walkability & Bikeability

1. A sidewalk/path network already exists. Identify missing links to install new pathway connections to the Downtown Core, parks, and amenities. (See the potential walkway connections shown in yellow on the Proposed Site Improvements Map on page 22 of this report.)
2. Delineate crosswalks better. There are only four existing crosswalks in Lake City; all of these cross Highway 149/Gunnison Avenue. Adding signage and flashing lights when a button is pressed would improve the safety of these crossings. Pedestrian safety would be further improved in Lake City by delineating crosswalks along some of the unpaved streets in the Downtown Core through the addition of signage and temporary striping. All crosswalks require annual maintenance; they need to be re-striped once a year.
3. Connect outlying parking areas to the Downtown Core with sidewalks and wayfinding signage. Pave pathways to encourage people to park further from the Downtown Core at outlying parking lots. A photo of one of Lake City's existing paved walkways is shown below. See the locations of proposed signage on the Proposed Wayfinding Map on page 24. Also see examples of preliminary wayfinding sign designs featured on pages 25 and 26.
4. Add lighting for safety. (Pole or bollard lighting along paved pathways improves safety and increases the distance that pedestrians are willing to walk from outlying parking areas to the Downtown Core.)
5. Improve bikeability through the provision of bike racks in the Downtown Core and at outlying parking lots. Additional wayfinding signage will also improve bikeability and connectivity between these locations.

Lake Fork Memorial Park The image above shows Lake Fork Memorial Park. Improving walkability and bikeability from this park to the Downtown Core would make this existing parking lot a more desirable place to park for visitors.

G - Implement Public Service Announcements and Education about Public ROW Use

1. Create fun educational tools and graphics to help people understand how drive lanes, parking, and sidewalks are meant to be organized within the Right of Way (ROW). Provide such educational graphics at high-use parking areas near the Downtown Core and key activity node locations such as the school, Visitor Center & Chamber, Lake City Area Medical Center, Courthouse and Sheriff's Office, Town Park, Lake Fork Memorial Park, and Pump House Park. (See the Proposed Wayfinding Map on page 24 of this report for the key activity hub locations in Lake City.)
2. Educate both residents and visitors about who is allowed to park where. Anyone can park in the public ROW in front of any property; the ROW is reserved for public use. See Durango Herald Article "Curb your enthusiasm on 'reserved' parking" in the Appendix on page 55 for additional information on Right-of-Way parking.
3. Educate tourists about not blocking driveways through the provision of parking signage and also parking information literature at the Welcome Center and other tourist shops. See example brochure in Appendix on pages 57 and 58.
4. Educate tourists about best places to park for different types of vehicles through signage and educational literature. Provide parking literature at the Welcome Center and other tourist stops.
5. Direct business owners and employers to educate their staff on parking in safe locations that are not right in front of their place of work. Keep the parking spaces in front of businesses open for tourists to encourage increased foot traffic.

Conclusion

Implementing Recommendations will Resolve Existing Parking Issues

The Parking Issues that Lake City is experiencing, outlined on pages 3 and 4 of this report, will be resolved by implementing the Recommendations outlined on pages 5 through 8. Many of the town's current parking issues are caused by a lack of the following: parking space delineation, parking information, pedestrian connectivity from parking to the Downtown Core, and wayfinding. Therefore, by incorporating the recommendations listed below, many of the parking issues will be alleviated.

- Incorporating methods of parking delineation such as striping, signage, and movable planters will increase parking efficiency in existing parking lots and in on-street parking areas in the Downtown Core.
- Providing additional parking information through wayfinding signage, handouts at the visitor center, and parking guidance from volunteers during events will also increase parking efficiency and reduce the number of parking violations.
- Improving pedestrian connectivity by adding walkways, lighting, and crosswalk striping from outlying parking lots to key activity hubs and the Downtown Core will enhance safety along these routes and encourage people to walk further distances to utilize these lots.
- Installing various types of wayfinding signage around Lake City would improve circulation and enhance parking efficiency by helping to guide visitors to desirable parking locations and from these parking areas to key activity hubs and the Downtown Core. These types of wayfinding signs include vehicular, pedestrian, temporary (during events), and parking lot identification signs. (See page 25 for graphic examples of these signs.) Wayfinding improvements were determined to be of such high priority in this parking assessment report that the number one priority recommendation is to "Create and Implement a Wayfinding & Signage Master Plan." By simply determining key locations and types of signs to incorporate around town, many of the parking confusion issues will be resolved. As described on page 37, there are plenty of existing parking spaces both in the 1/4 (a 5 minute walk) and 1/2 mile (a 10 minute walk) walkable distances from Town Park (located in the center of the Downtown Core). Therefore, a lack of parking is not the primary problem for Lake City, but a lack of wayfinding to direct visitors to existing parking areas.

*This report also features code recommendations for improving parking on page 61 of the Appendix and cost estimates for implementing the Recommendations (outlined on pages 5 through 8) on page 63 of the Appendix. A list of recommendations to improve parking during events is located on page 27.

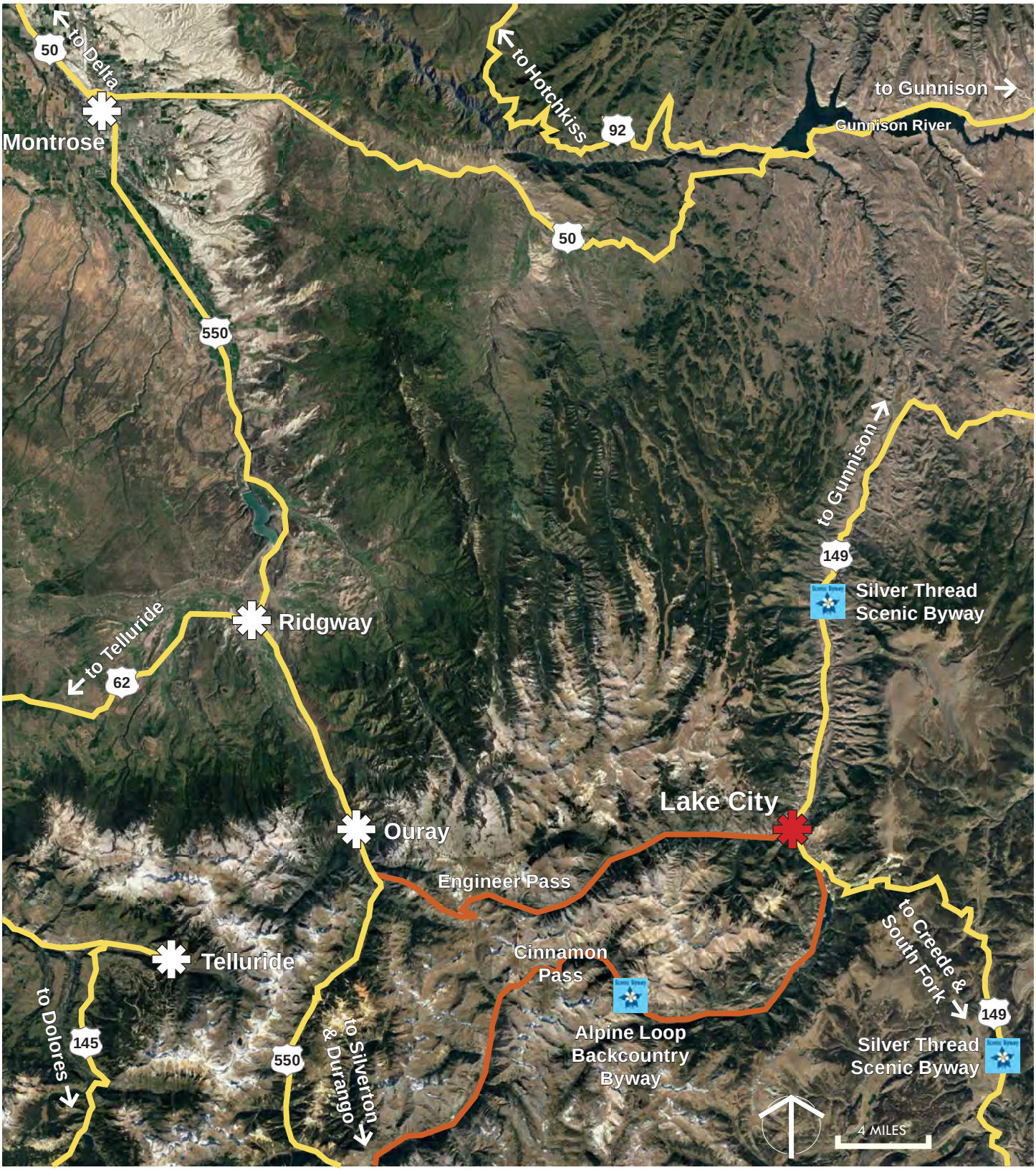
Project Location

Lake City is located in Hinsdale County, Colorado at the crossroads of two major scenic byways: the Silver Thread Scenic Byway (Hwy 149, two-wheel drive) and the Alpine Loop Backcountry Byway (CR 30/20, two-wheel and four-wheel drive). The majority of the year, Lake City has few traffic problems due in part to its remote location. This allows for flexibility in parking methods—such as trailers and RVs parking lengthwise taking up several head-in spaces. However, during the busy tourist summer months, the year-round residential population of 400 swells to 2,500—creating more traffic and parking congestion and making parking inefficiencies more of an issue. These issues are even more pronounced during popular annual events in Lake City (such as the San Juan Solstice 50 run in June, the Fourth of July, and the Uncorked Wine & Music Festival in September). Such parking issues were studied and analyzed within the designated study area which is shown in the map below. The study area is approximately a 1/2 mile radius or 10 minute walk from Town Park.

Study Area Enlargement Map

Enlargement Map This Parking Assessment report focused on analyzing parking within the study area—outlined in red on the map above. The study area encompasses approximately a 1/2 mile radius from Town Park, which is roughly in the middle of Lake City's Downtown Core.

Overall Area Map



Overall Map Lake City is located in a remote area, far from many other mountain towns. The Town is accessible via Highway 149/the Silver Thread Scenic Byway from the North and South and also from the Alpine Loop Backcountry Byway from Ouray and Silverton to the west.

RECOMMENDATIONS

Parking & Wayfinding Recommendations

A - Create & Implement a Wayfinding & Signage Master Plan

1. Inventory existing signs. (Photos below are of several existing parking signs found throughout Lake City.)

2. Incorporate the existing welcome signs (matching the current sandblasted Lake City signs) into the overall wayfinding master plan. (Photos shown below are of existing Lake City signs; new signs to match this style.)

3. Create a pedestrian wayfinding master plan that guides visitors from public parking lots to the Downtown Core, parks, and amenities. (See the Proposed Wayfinding Map on page 24 for the proposed locations of signage throughout Lake City. Several examples of these preliminary wayfinding sign designs are featured on pages 25 and 26.)
4. Create a map of town amenities to be located at each public parking lot.
5. Enhance existing gateway signage (at three town entrances) to welcome visitors at all entrances to Town.

B - Implement Strategies to Organize Parking in Downtown

1. Temporarily paint parking striping in the Downtown Core on gravel lots for events like the 4th of July Parade and the Uncorked Wine and Music Festival. (Informal gravel parking is less efficient than striped parking.) Parking spaces in both paved and gravel areas need to be re-striped according to an established maintenance schedule. Paved areas need to be re-striped once a year, which typically falls in spring after snow plowing operations have ceased. Gravel areas can be striped with chalk or painted lines at an interval based upon local conditions and frequency of use. The photo shown to the right exemplifies how striping gravel lots can organize parking into the most efficient layout and increase the amount of effective parking spaces available.

2. Delineate parking spaces with wheel stops to deter people from parking over sidewalks and improve parking efficiency. (See photo simulation of adding wheel stops, landscaping, and a picnic area in front of the Courthouse below.) Wheel stops can help to organize and establish an efficient pattern in the informal gravel parking areas that are close to the Downtown Core within and adjacent to the study area. This can be done instead of or in combination with the temporary parking striping method of delineating parking described above.

Court House - Before

Court House - After

B - Implement Strategies to Organize Parking in Downtown Continued...

3. Convert head-in parking to diagonal parking on 3rd and Silver Streets to improve vehicular and pedestrian circulation safety in the Downtown Core. (The aerial enlargement to the right shows where there is a conflict of angled parking on the west side of Silver Street and head-in parking on the east side.) This can be done by a variety of methods including the striping of gravel lots, providing angled parking signage, angling of wheel stops, or locating movable planters at both ends of the street blocks at an angle to direct parking. Both the wheel stops and the angled planter options will need to be moved in the winter for snow removal by plows. (See the diagonal parking conversion locations on the Downtown Core Enlargement Plan, page 21.)

4. Create curb extensions (also known as bulb-outs or neckdowns) at key intersections to prevent people from parking too close to the intersection and blocking visibility. Curb extensions, which can be landscape areas or hardscape materials, should extend approximately 10' from the edge of the intersection and should be approximately 4" to 6" in height.


Ex. Curb Extension at corner of Bluff St. & Third St.

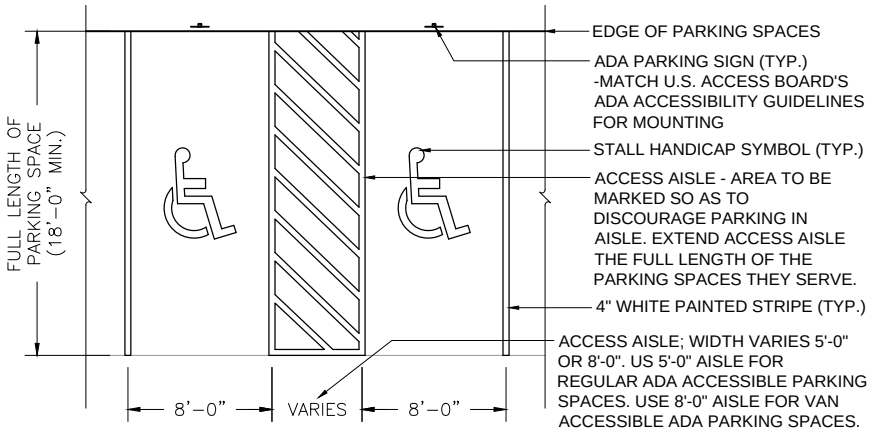

Ex. Curb Extension at corner of Gunnison Ave. & Third St.

Corner of Henson St. & Seventh St. - Before

Corner of Henson St. & Seventh St. - After

B - Implement Strategies to Organize Parking in Downtown Continued...

5. Make ADA spaces meet the current requirements outlined in the United States Access Board's ADA Accessibility Guidelines. There are currently 974 parking spaces within a quarter mile (a 5 minute walk) of Town Park, which requires that 20 of these spaces be ADA. There are currently 13 parking spaces marked as ADA in this area; 6 of these do not meet ADA standards. (Refer to page 37 for the Existing Parking Capacity table and to page 52 of the Appendix for the ADA Parking Space Requirement Table.) See detail below for a plan detail of ADA parking space guidelines. Photos below show existing ADA parking spaces around Lake City Area that meet accessibility requirements. See page 33 for photographs of existing parking spaces that do not meet ADA requirements.



NOTES:

1. ALL PAVEMENT MARKINGS SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION.
2. ADA PARKING SPACES SHALL CONFORM TO THE UNITED STATES ACCESS BOARD'S ADA ACCESSIBILITY GUIDELINES.
3. SLOPES IN ADA ACCESSIBLE PARKING SPACES AND ACCESS AISLES NOT TO EXCEED 2% IN ALL DIRECTIONS.
4. ADA PARKING SPACE SURFACES TO MEET ACCESSIBLE MATERIALS, SUCH AS PAVED ASPHALT OR CONCRETE, AS OUTLINED IN THE UNITED STATES ACCESS BOARD'S ADA ACCESSIBILITY GUIDELINES.

Ex. Accessible Parking Space at Lake Fork Memorial Park

Ex. Accessible Parking Space at Town Park

6. Provide striping and signage for designated trailer and RV parking areas out of the Downtown Core. Work with community members to determine these locations. (Photo below shows a gravel trailer/RV parking lot organized with temporary paint striping.)

Examples of Trailer/ RV Parking Signs

C - Install Parking Signage (Wayfinding & Regulatory) in Town

1. Direct large vehicles, trailers, and RVs to designated parking lots and streets.

2. Clearly mark public parking lots for visitors. Use universally recognized parking signage as shown in the below left and middle images. Provide signage to guide visitors from public parking lots to the Downtown Core, parks, and amenities similar to the Ridgway wayfinding map below right.

3. Install "Diagonal Parking Only" signs in Lake City's Downtown Core along 3rd and Silver Streets. (See Recommendation B3 and the Downtown Core Enlargement Plan on page 21 for these locations.)

4. Potentially install "Two Hour Parking" signs along busy Downtown Core streets to promote turnover and deter people from parking in highly desirable parking spaces all day or during events.

5. Add "No Parking" signs at key intersections where visibility is blocked by vehicles to deter people from parking in the intersections' sight triangles. (The town of Crested Butte, Colorado prevents this issue by utilizing signage that states *No Parking within 30'-0"* below stop signs and at street signs near intersections.)

C - Install Parking Signage (Wayfinding & Regulatory) in Town Continued...

6. Add/improve ADA Parking signage and wayfinding to make these spaces easier to locate.

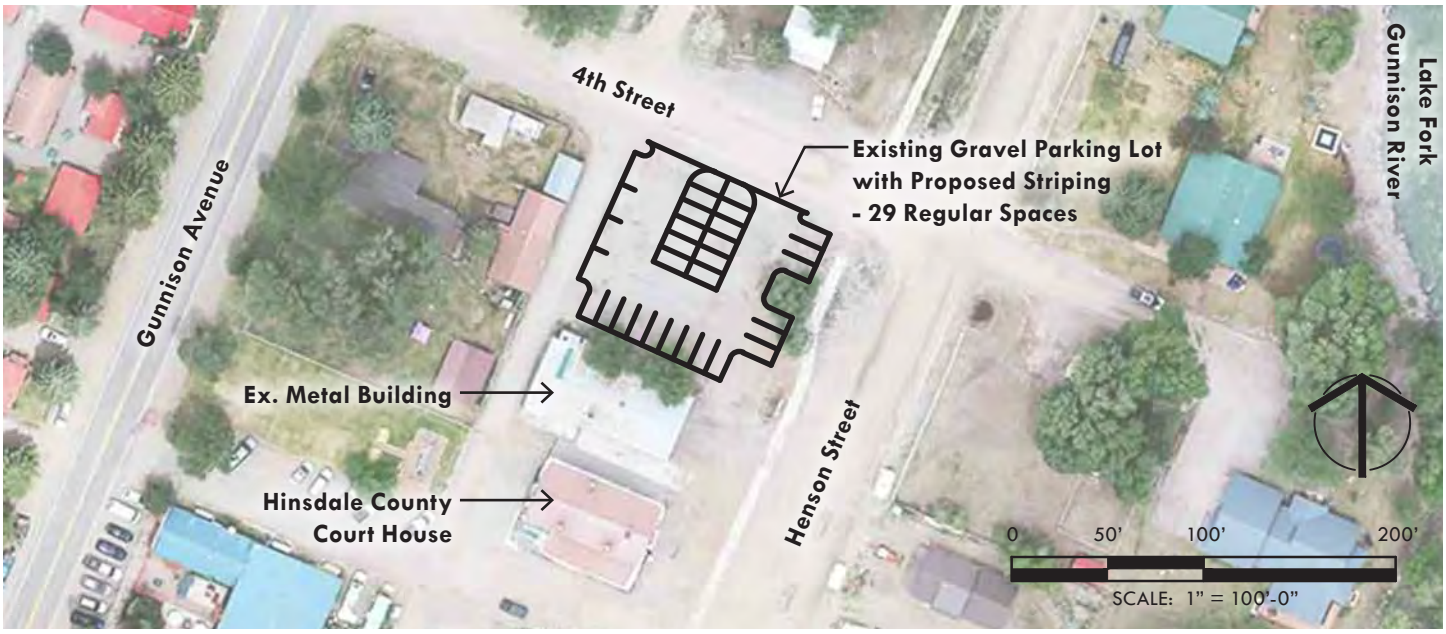
D - Develop Existing Town-Owned or County-Owned Vacant Parcels as Interim/ Event Parking Areas

1. Clean up, grade, delineate spaces, and incorporate signage (Recommendation C2) at three parking lot locations in the Town along Henson Street. (See the Proposed Site Improvements Map on page 22 for the locations of these parking lots.)

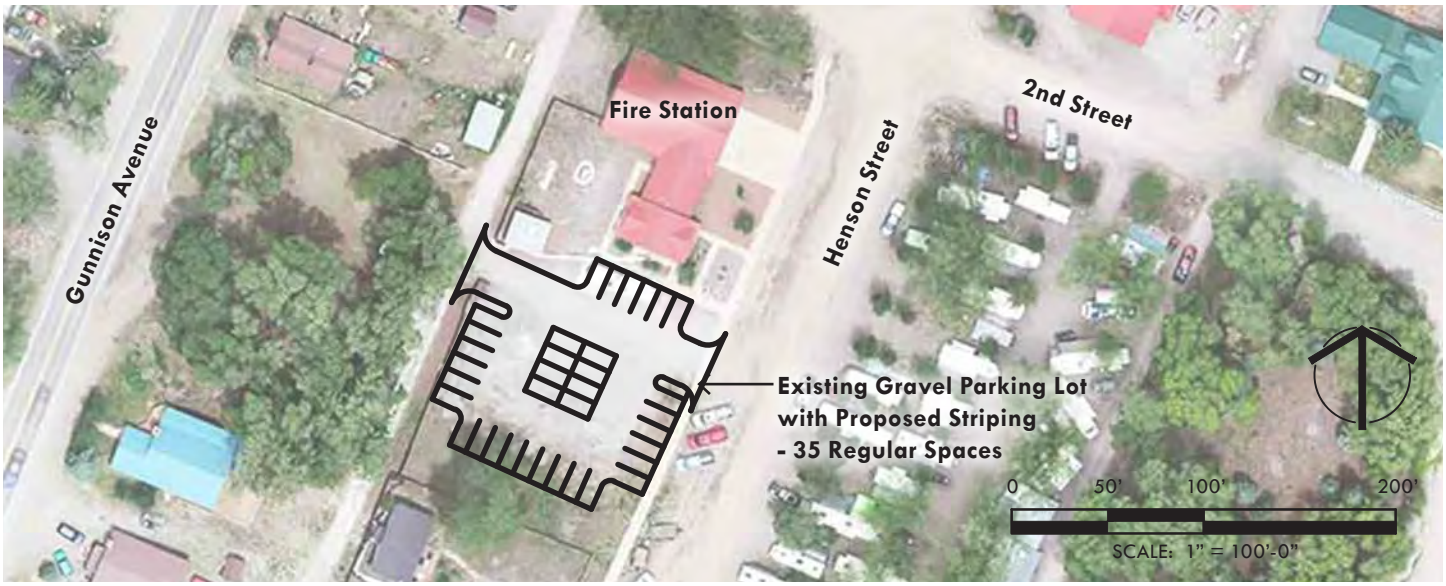
   - Parking Lot #1: Existing parking area north of the Lake City Area Medical Center

D - Develop Existing Town-Owned or County-Owned Vacant Parcels as Interim/ Event Parking Areas Continued...

- Parking Lot #2: Vacant land at the intersection of 4th St. and Henson St. owned by the County



- Parking Lot #3: Vacant land south of the Fire Station



2. Encourage people to park at Lake Fork Memorial Park and walk to the Downtown Core through the provision of wayfinding signage (Recommendation C2) and improving the walkability and bikeability from these lots (Recommendations F1-F5).

E - Work with Private Owners to Use Vacant Parcels for Event Parking

1. Lake City could explore creating agreements for shared parking with the Private Owners of vacant parcels for use as temporary event parking. (See the Proposed Site Improvements Map on page 22 for the locations of these parking lots.)
2. Lake City could offer to lease these spaces long-term if overall parking needs in the busy season are found to be greater than during event time periods.

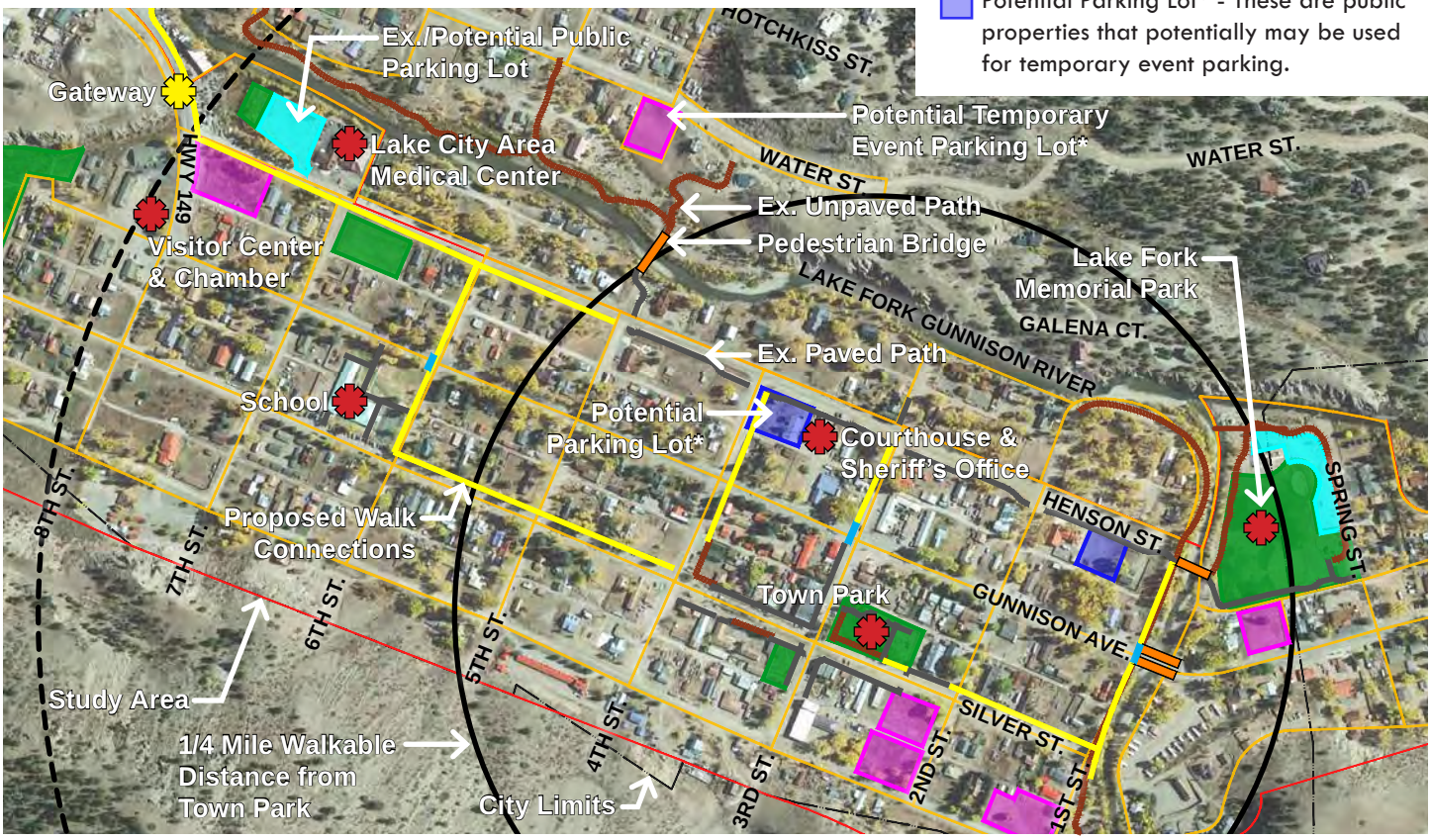
F - Improve/Enhance Walkability & Bikeability

1. A sidewalk/path network already exists. Identify missing links to install new pathway connections to the Downtown Core, parks, and amenities. (See the potential walkway connections shown in yellow below and on the Proposed Site Improvements Map on page 22 of this report.)

KEY

Potential Temporary Event Parking Lot* - These are private properties that potentially may be used for temporary event parking with approval of the owner.

Potential Parking Lot* - These are public properties that potentially may be used for temporary event parking.



2. Delineate crosswalks better. There are only four existing crosswalks in Lake City; all of these cross Highway 149/Gunnison Avenue. Adding signage and flashing lights when a button is pressed would improve the safety of these crossings. (See images below for crosswalk signage and striping.) Pedestrian safety would be further improved in Lake City by delineating crosswalks along some of the unpaved streets in the Downtown Core through the addition of signage and temporary striping. All crosswalks require annual maintenance; they need to be re-striped once a year.

F - Improve/Enhance Walkability & Bikeability Continued...

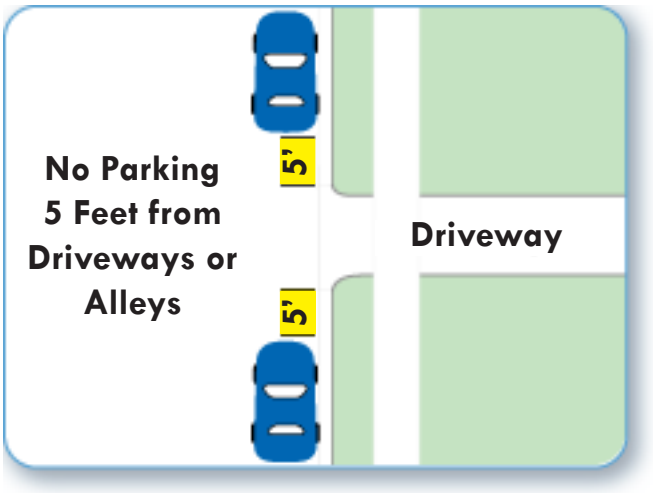
3. Connect outlying parking areas to the Downtown Core with sidewalks and wayfinding signage. Pave pathways to encourage people to park further from the Downtown Core at outlying parking lots. A photo of one of Lake City's existing paved walkways is shown below. Wayfinding signs can be as simple as chloroplast signs and zip ties shown to the right. See the locations of proposed signage on the Proposed Wayfinding Map on page 24. Also see examples of preliminary wayfinding sign designs featured on pages 25 and 26.

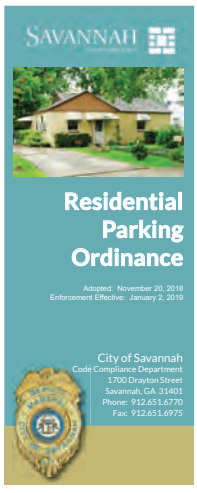
4. Add lighting for safety. (Pole or bollard lighting along paved pathways improves safety and increases the distance that pedestrians are willing to walk from outlying parking areas to the Downtown Core.)

5. Improve bikeability through the provision of bike racks in the Downtown Core and at outlying parking lots. Additional wayfinding signage will also improve bikeability and connectivity between these locations. (Photo of sign shown below is of a bike route sign in Jackson Hole, Wyoming.)

G - Implement Public Service Announcements and Education about Public ROW Use

1. Create fun educational tools and graphics to help people understand how drive lanes, parking, and sidewalks are meant to be organized within the Right of Way (ROW). Provide such educational graphics at high-use parking areas near the Downtown Core and key activity node locations such as the school, Visitor Center & Chamber, Lake City Area Medical Center, Courthouse and Sheriff's Office, Town Park, Lake Fork Memorial Park, and Pump House Park. (See the Proposed Wayfinding Map on page 24 of this report for the key activity hub locations in Lake City.)
2. Educate both residents and visitors about who is allowed to park where. Anyone can park in the public ROW in front of any property; the ROW is reserved for public use. See Durango Herald Article "Curb your enthusiasm on 'reserved' parking" in the Appendix on page 55 for additional information on Right-of-Way parking.
3. Educate tourists about not blocking driveways through the provision of parking signage and also parking information literature at the Welcome Center and other tourist shops. See example brochure in Appendix on pages 57 and 58.



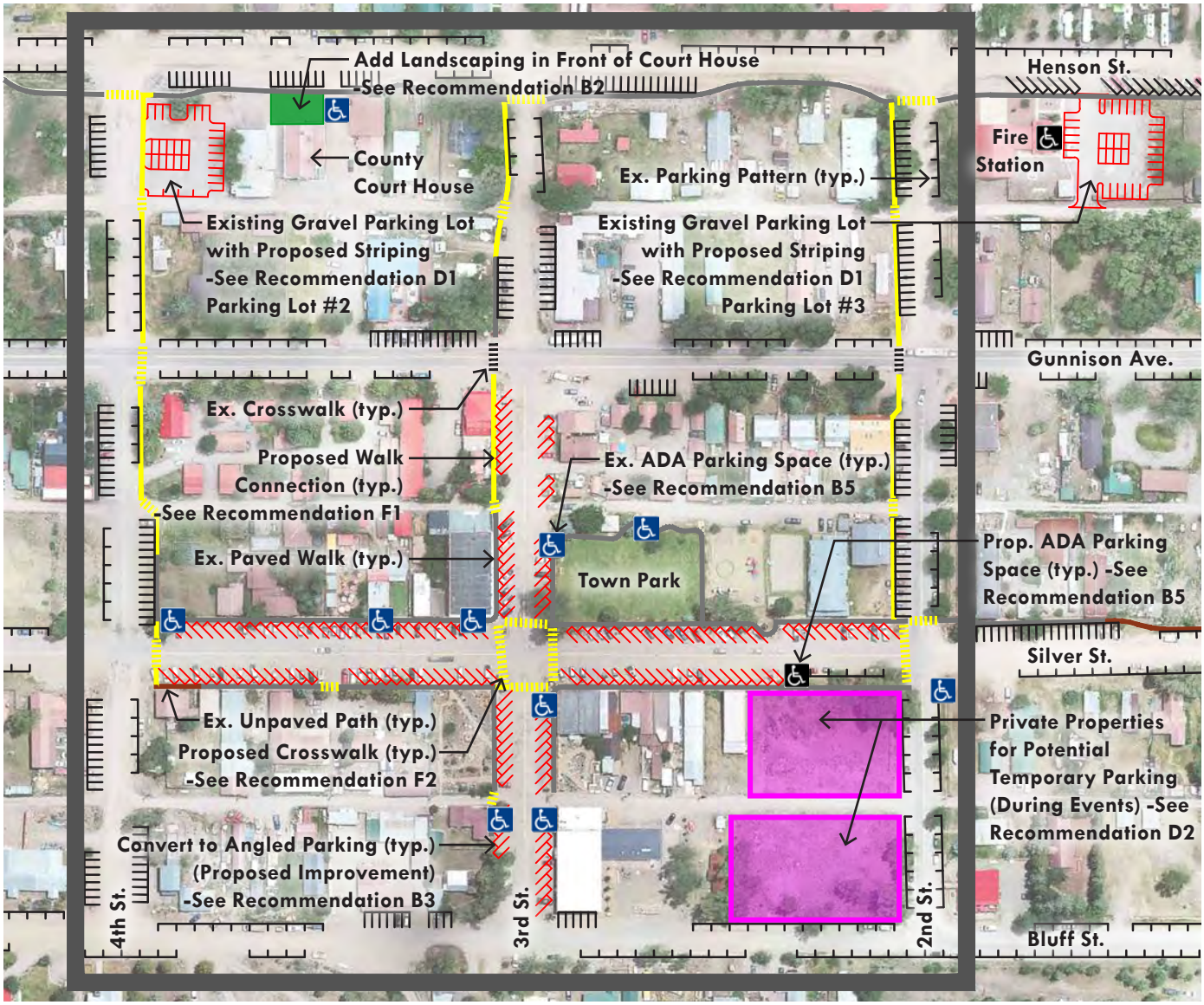


4. Educate tourists about best places to park for different types of vehicles through signage and educational literature. Provide parking literature at the Welcome Center and other tourist stops.
5. Direct business owners and employers to educate their staff on parking in safe locations that are not right in front of their place of work. Keep the parking spaces in front of businesses open for tourists to encourage increased foot traffic.

Proposed Site Improvements

The Proposed Site Improvements Map on page 22 graphically shows the locations of the proposed recommendations described on pages 11 through 20 of this report. Recommendations D, E, and F are shown on this map through the use of symbols for proposed additional parking lots (shown in blue and magenta) and proposed walkway connections (shown in yellow). Recommendations A, B, and C are not shown on the map, but described in the report because they represent improvements that cannot be graphically represented such as *Creating a Wayfinding and Signage Master Plan*. An enlargement map of the Downtown Core (below) displays the existing site conditions and proposed improvements of this key area in greater detail. The red linework represents proposed parking lot striping and converting existing head-in parking spaces to diagonal spaces to enhance pedestrian and vehicular safety. Proposed walk connections and crosswalks are also represented in yellow. These will tie into the existing paved walk (gray) and unpaved path (brown) network to improve pedestrian safety and encourage parking further from the Downtown Core. Several private lots (pink), located at the intersections of 2nd St. and Bluff St. and 2nd St. and Silver St., would be ideal for use during temporary events. The Town would need to receive approval from the property owner for use of these lots to be considered. Proposed and existing ADA parking spaces are also shown on this map.

Downtown Core Enlargement Plan - Proposed Improvements

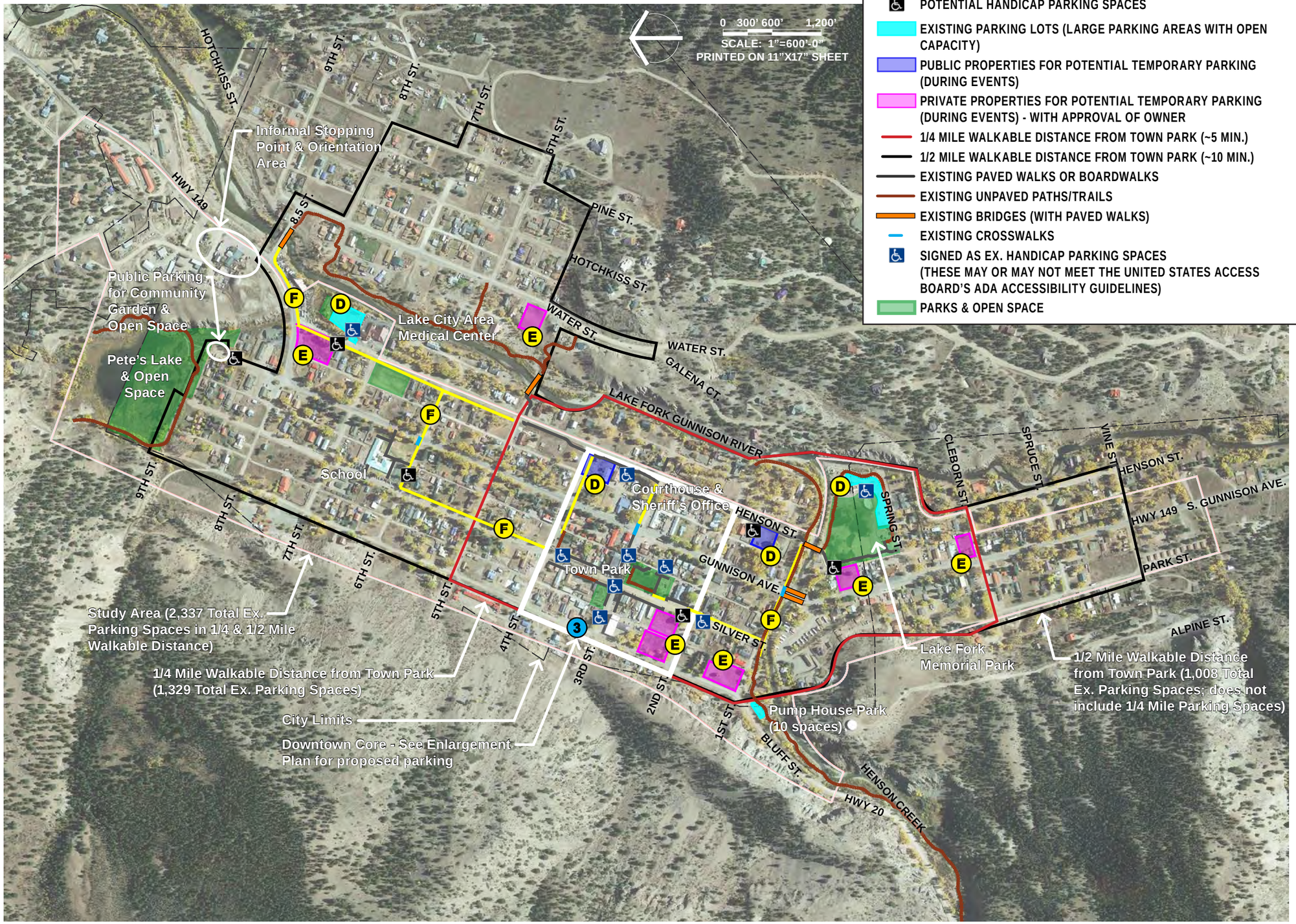


PROPOSED SITE IMPROVEMENTS MAP

PRIORITIES & RECOMMENDATIONS:

- **A** Create & Implement a Wayfinding & Signage Master Plan. (See the Recommendations starting on page 11 of this report for additional information.)
- **B** Implement Strategies to Organize Parking in Downtown such as temporary parking striping paint and delineating parking spaces with wheel stops. (See the Enlargement Plan for proposed parking improvements in the Downtown Core on page 21 and the Recommendations starting on page 11 of this report for additional information.)
- **C** Install Parking Signage (Wayfinding & Regulatory) in Town. (See the Proposed Wayfinding Map on page 24 for locations.)
- **D** Develop Existing Town-Owned or County-Owned Vacant Parcels as Interim/Event Parking Areas.
- **E** Work with Private Owners to Use Vacant Parcels for Event Parking.
- **F** Improve/Enhance Walkability & Bikeability.
- **G** Implement Public Service Announcements and Education about Public ROW Use. (See the Recommendations starting on page 11 of this report for additional information.)

*Recommendations are lettered based on their priority for installation with A representing the highest priority for installation.



← **Enlargement Map Note:**
Lake City to confirm existing ADA Parking Space locations and proposed future ADA Parking Space locations.

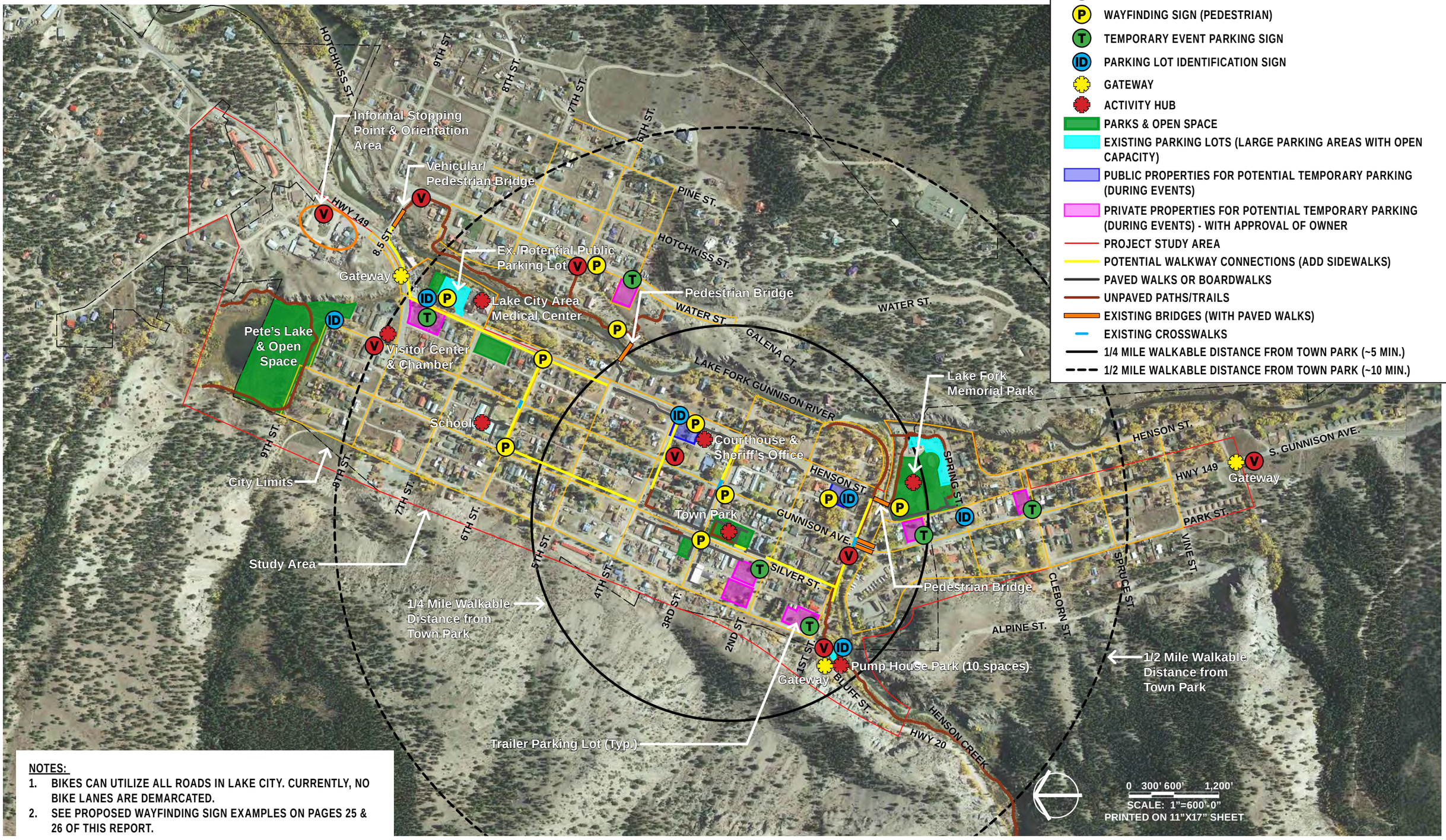
Wayfinding Improvements to Increase Parking Efficiency

One of the most important findings determined from this parking assessment was that the primary parking problem in Lake City is not a lack of parking, but a lack of wayfinding to direct existing parking. As shown in the Existing Parking Conditions and Analysis Map on page 38 of this report, there are plenty of parking spaces both in the 1/4 (a 5 minute walk) and 1/2 mile (a 10 minute walk) walkable distances from Town Park (located in the center of the Downtown Core). Therefore, one of the main focuses of this parking assessment was to determine preliminary wayfinding locations and examples that could help to organize parking and direct circulation around Lake City—especially during events. See pages 27 and 28 for additional event parking and wayfinding information.

The Proposed Wayfinding Map shown on page 24 represents the proposed locations for several types of signage that would improve wayfinding and circulation around Lake City—which would significantly reduce the amount of parking congestion and inefficiencies that occur during large events. The proposed signs include Pedestrian Wayfinding Signs, Vehicular Wayfinding Signs, Temporary Event Parking Signs, and Parking Lot Identification Signs. Graphic examples of these signs are shown on pages 25 and 26 of this report. Also, many examples of the different wayfinding signs can be found in the Recommendations section of this report on pages 11 through 20.

Potential Public Lot This aerial photograph showcases an existing vacant lot owned by the County adjacent to the Courthouse that is near the Downtown Core. Lots such as these could be utilized for temporary event parking and provide additional parking close to the businesses and amenities frequented by visitors.

PROPOSED WAYFINDING MAP



KEY

- WAYFINDING SIGN (VEHICULAR)
- WAYFINDING SIGN (PEDESTRIAN)
- TEMPORARY EVENT PARKING SIGN
- PARKING LOT IDENTIFICATION SIGN
- GATEWAY
- ACTIVITY HUB
- PARKS & OPEN SPACE
- EXISTING PARKING LOTS (LARGE PARKING AREAS WITH OPEN CAPACITY)
- PUBLIC PROPERTIES FOR POTENTIAL TEMPORARY PARKING (DURING EVENTS)
- PRIVATE PROPERTIES FOR POTENTIAL TEMPORARY PARKING (DURING EVENTS) - WITH APPROVAL OF OWNER
- PROJECT STUDY AREA
- POTENTIAL WALKWAY CONNECTIONS (ADD SIDEWALKS)
- PAVED WALKS OR BOARDWALKS
- UNPAVED PATHS/TRAILS
- EXISTING BRIDGES (WITH PAVED WALKS)
- EXISTING CROSSWALKS
- 1/4 MILE WALKABLE DISTANCE FROM TOWN PARK (~5 MIN.)
- 1/2 MILE WALKABLE DISTANCE FROM TOWN PARK (~10 MIN.)

NOTES:

1. BIKES CAN UTILIZE ALL ROADS IN LAKE CITY. CURRENTLY, NO BIKE LANES ARE DEMARCATED.
2. SEE PROPOSED WAYFINDING SIGN EXAMPLES ON PAGES 25 & 26 OF THIS REPORT.

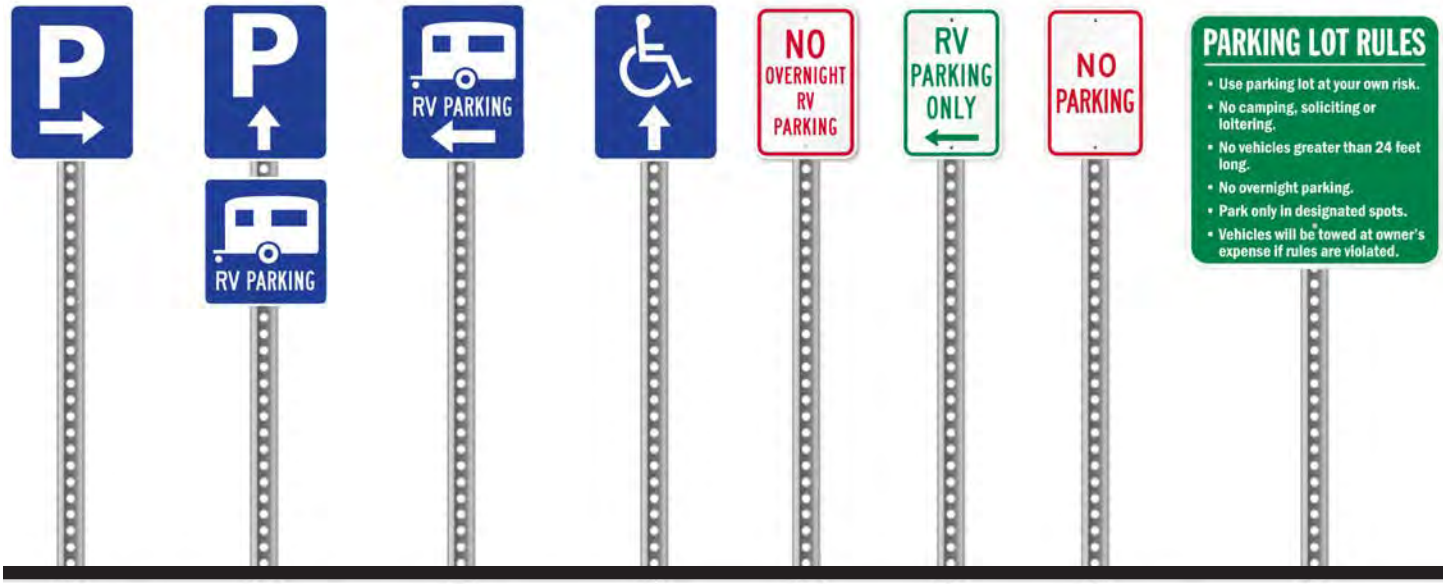
Proposed Wayfinding Sign Examples

Types of Signage

The design team's analysis of existing parking conditions and circulation at Lake City found that the amount of available parking in the Downtown Core is not an issue now or in the foreseeable future. However, there is an issue with a lack of wayfinding to guide visitors to these existing parking areas. Installing several different types of signs—including Vehicular, Pedestrian, Temporary, and Parking Lot Identification signage—around town would alleviate this issue. These signs would improve circulation, parking, and wayfinding around town for both vehicles and pedestrians. (They could also decrease parking violations by directing trailers to appropriate parking areas, discouraging them from filling multiple regular-sized spaces in the Downtown Core.) The proposed locations of these signs are shown on the Proposed Wayfinding Map, page 24.

Vehicular Wayfinding Sign Examples

Signs shown below are examples of different types of universally recognized parking signs that could be installed around Lake City to guide visiting vehicles to public, trailer and RV parking, and ADA parking areas throughout town.



Pedestrian Wayfinding Sign Examples

The below left sign represents a low-cost temporary sign option that could be easily installed around town to improve pedestrian wayfinding. Another inexpensive option is to install wayfinding stakes along pedestrian routes (middle photo below). As funding for wayfinding is acquired, more permanent signs that play off of the town character could be installed to serve the purpose of guiding people from outlying parking areas to activity nodes (below right photo).

Wayfinding Signage to Match Local Character

The different types of wayfinding signs, especially the Pedestrian, Temporary, and Parking Lot Identification Signs, should be in fitting with the local character of Lake City. (The Vehicular sign graphics will focus more on using universally-recognized symbols for parking, trailer, and ADA with directional arrows.) In order to create a cohesive wayfinding sign system throughout Lake City, the proposed signs should incorporate colors and fonts that match the town's logo. Another option is that the signs could incorporate colors and materials that match the more natural and rugged look of the town and its nature-focused surroundings. The unified aesthetics of the different types of signs will build upon the local character of Lake City. By incorporating the suggested parking wayfinding, visitors to Lake City would have an easier time locating appropriate parking areas that often have a great deal of vacant spaces available.

Temporary Wayfinding Sign Examples

Parking Lot Identification Wayfinding Sign Examples

Event Parking Recommendations

Increasing parking efficiency and wayfinding in Lake City is especially important during the busy summer months and events. For example, if approximately 5,000 people are coming to town during events, there would be 1,600 additional vehicles at Lake City in need of parking. (This is using an estimate of approximately 3 people/vehicle—which is the typical ratio that SET Engineering uses to estimate the number of vehicles per number of people visiting for event parking.) The below list of recommendations for event parking that would allow more vehicles to park in closer proximity to the Downtown Core, while also enhancing safety for pedestrian circulation.

1. **Recommendation 1 - Volunteers to Direct Parking**
    - Could have a town personnel or volunteer staffed kiosk at town gateways with maps and directions to guide visitors to parking areas.
    - At least one volunteer should be stationed at each parking area before and at the beginning of events so that the parking in each lot is organized and efficient. These volunteers would call the town gateway kiosk volunteers as parking lots are filled to direct visitors to other parking areas.
    - Volunteers could be from local community groups such as a high school sports team. The Town of Lake City could potentially pay a donation to such groups for volunteering to help direct event parking.
    - An estimate of 8-10 volunteers may be needed to help direct event parking. However, the more striping and signage that are provided to direct parking, the fewer the number of volunteers that will be needed.
2. **Recommendation 2 - Delineate Parking**
    - Painting temporary parking striping on designated gravel event parking lots can increase parking efficiency during events—this could be done simply by using utilities paint. Volunteers or Lake City staff could paint designated parking spaces with some guidance from a parking grid marked up on aerial view of the event parking lots. Parking spaces should be 18' in length by 9' in width. The event parking lots should have aisles a minimum of 20'-0" width to provide for fire lane access.
    - Designate trailer parking with striping; these should be painted as pull-through spaces in parking lots. (One street of parallel parking and one parking lot with pull-through spaces should provide enough spaces to accommodate for trailers during events in Lake City.)
    - Gravel streets could also be painted with temporary striping to increase on-street parking efficiency and reduce confusion of how to park—parallel, angled, or head-in.
3. **Recommendation 3 - Provide Event Parking Signage**
    - Provide temporary and/or permanent signage for event parking (see examples on page 26). The temporary event signs could be as simple and inexpensive as coroplast signs, which are typically used in local political campaigns.
    - Provide temporary signage at designated parking lots and on-street event parking areas, such as the sandwich board sign example shown on page 26. Volunteers can move and change-out such signs as primary event parking lots are filled.
    - Parking volunteers at the town gateways could provide a handout showing the event parking plan to direct visitors to parking areas close to the Fourth of July parade route, which is about a 1/4 mile or 5 blocks along _____ Street. See the example event wayfinding map shown on the adjacent page. Also a handout that describes parking rules during events could be provided to visitors similar to the example shown on page 59 of the Appendix.
    - Provide "Two Hour Parking" signs along the highway and at key locations in the Downtown Core to increase parking turnover during events.

Event Parking Recommendations Continued...

4. Recommendation 4 - Improve Safety

- Paint crosswalks in the Downtown Core and at busy intersections to improve pedestrian safety during events. This could be done across gravel streets by using the same utility striping described in Recommendation 2 above.
- Provide cones along the Fourth of July parade route to guide pedestrians safely along unpaved streets that have no existing sidewalks or pathways.
- Potentially, some streets could be blocked-off to accommodate for pedestrian-vehicle conflicts.
- Provide signage along Highway 149/Gunnison Avenue that states no OHV or oversized vehicles are to be parked here. (Visibility, and therefore safety, at this key corridor is reduced when larger vehicles park along this road.)
- Provide curb extensions or bulb-outs to prevent people from parking too close to intersections (which reduces visibility and safety for both vehicular and pedestrian circulation). See Recommendation B4 on page 13 for graphic examples of these features.

Example Event Wayfinding Map This map is an example of a handout that can be passed out to Lake City visitors during events to guide them to event parking areas and key locations around town. Such a handout could aid in reducing confusion about where to park, while increasing parking efficiency.

PARKING ANALYSIS

Existing Parking & Circulation Conditions

Described in this section of the parking assessment are the existing conditions and key issues that influenced the recommendations decribed in the previous section of this report. Shown on pages 29 through 34 are the existing parking issues that were identified by Lake City businesses, residents, stakeholders, and the design team during site visits. These issues are outlined in the *A Need to Improve Parking Efficiency & Wayfinding - A Summary of Findings* list on page 3 of this report. Also featured in this section is a description of the current pedestrian circulation conditions, existing parking capacity tables, an Existing Parking Conditions & Analysis Map, a description of the study area's effective parking supply, a table that shows how potential population growth in Lake City would affect the parking supply, and a Proposed Parking Analysis Map—which shows how the existing parking capacity would change with the addition of proposed public and private parking lots and the conversion of head-in to diagonal parking spaces in the Downtown Core.

The key findings from the parking analysis are outlined below.

- The existing parking supply is sufficient for Lake City's current parking needs with room for future population growth.
- Additional wayfinding signage and striping of gravel parking areas are needed to improve parking efficiency and encourage people to use outlying parking areas during the busy season and events.
- Improving pedestrian walkway connections to outlying parking lots would encourage people to utilize these lots and park further from the Downtown Core during events.
- There are several public properties (including the potential vacant county lot by the Courthouse) that could potentially be temporary parking during events and could add approximately 116 parking spaces near the Downtown Core.
- The addition of several private properties for potential temporary parking during events would add approximately 459 parking spaces near the Downtown Core.
- Converting parking from head-in to diagonal along streets in the Downtown Core would improve safety for both vehicles and pedestrians; however, it would reduce the number of parking spaces by approximately 56.

Underutilized Public Lot Existing public parking lots are underutilized. This is primarily due to a lack of wayfinding to and from these lots from gateways into Lake City and from the Downtown Core. The above photo shows a lone car parking in the gravel lot by Lake Fork Memorial Park.

Issues with Existing Parking Areas - Inefficiencies

Inefficient Gravel Parking Informal gravel parking is less efficient than spaces with striping or wheel stops that delineate parking.

Issues with Existing Parking Areas - Safety

Parking near Intersections
Vehicles park too close to intersections, impeding visibility and creating a hazardous situation for other vehicles pulling out.

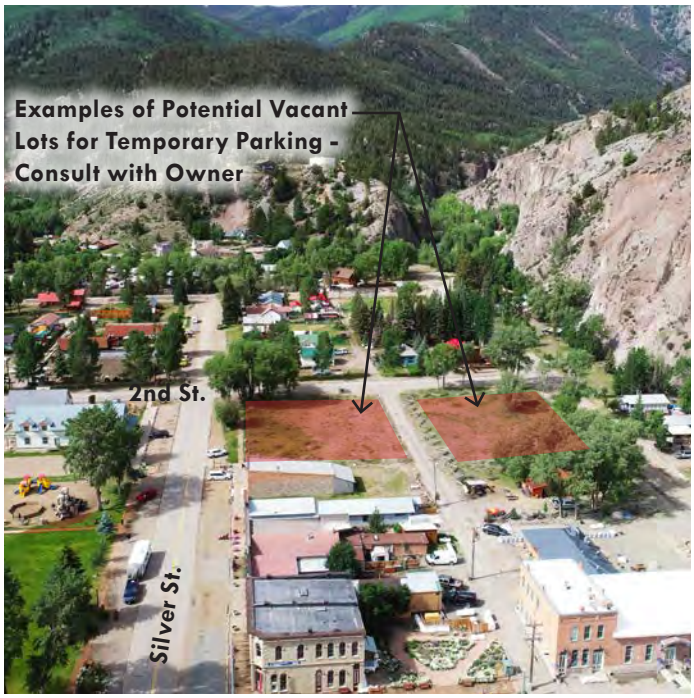
Head-In Parking Visibility Issues
Head-in parking is more dangerous for people backing out into traffic. Truck beds extend out onto Highway 149 at the Cafe because parking is striped as head-in.

Trailer/RV Parking along the Highway
Large logging trucks and RVs park on the highway—creating visibility issues.

Issues with Existing Parking Areas - Pedestrian Connections

Lack of Walkway Connectivity
Good outlying parking areas are not connected to Downtown with sidewalks.

Lack of Wayfinding Signage
Existing signage is too small and limited.



Vacant Lots for Temporary Event Parking
Contact private lot owners to see if a few vacant lots could be used/leased for parking during big events temporarily.

Issues with Existing Parking Areas - ADA Parking

ADA Parking Spaces do not Meet Accessibility Guidelines

The above photos show several parking spaces in Lake City currently marked as ADA accessible that do not meet the United States Access Board's ADA Accessibility Guidelines. Both of these spaces are gravel; ADA parking spaces should be paved with concrete or asphalt. Also there is no marked aisle to allow for access in and out of the vehicle. Aisles should be five to eight feet wide depending on whether the ADA space is van accessible.

Parking on Walkways

People park across paths and sidewalks if the parking spaces do not have a marker or wheel stop.

ADA Parking Spaces are Difficult to Locate

ADA Parking signage and wayfinding need be improved to make these spaces easier to locate. Make sure ADA spaces meet the current accessibility requirements outlined in the United States Access Board's ADA Accessibility Guidelines.

Issues with Existing Parking Areas - Trailer Parking

All Day Trailer Parking
Trucks with trailers or RVs might park in front of businesses or residences all day while they are out exploring the backcountry.

Trailer Parking at Head-In Spaces
Large vehicles and trailers park parallel in head in spots—taking up 4-5 spots.

Current Pedestrian Circulation

Existing Pedestrian Walkways Lack in Connectivity

Lake City currently has a designated pedestrian path network through parts of the town—with the primary route along Henson Street between 5th and Spring Streets. This portion of the existing pedestrian network consists of paved sidewalks; however, there are no paved/marked crosswalks across any of the streets—reducing ADA access. Also, there is an informal, unpaved pathway across the Lake Fork Gunnison River to the east which connects this residential neighborhood to the rest of Lake City by means of two pedestrian bridges. One of these bridges is located north at 8th Street; there are no formalized sidewalks or pathways along Highway 149 at this location into the rest of the town on the west side of the river. (North on the map is pointing to the left.) The other pedestrian bridge is located at 5th Street, which connects to the paved sidewalks that lead to Lake Fork Memorial Park five blocks south. Some paved sidewalks and wood boardwalks are already constructed around the School and near Town Park in the Downtown Core. Nevertheless, none of these formalized walkways connect to the Henson Street pedestrian circulation route—discouraging people from parking further away from the Downtown Core due to the lack of a designated route. Furthermore, few crosswalks are marked throughout Lake City which reduces safety of crossing streets and vehicular traffic for pedestrians.

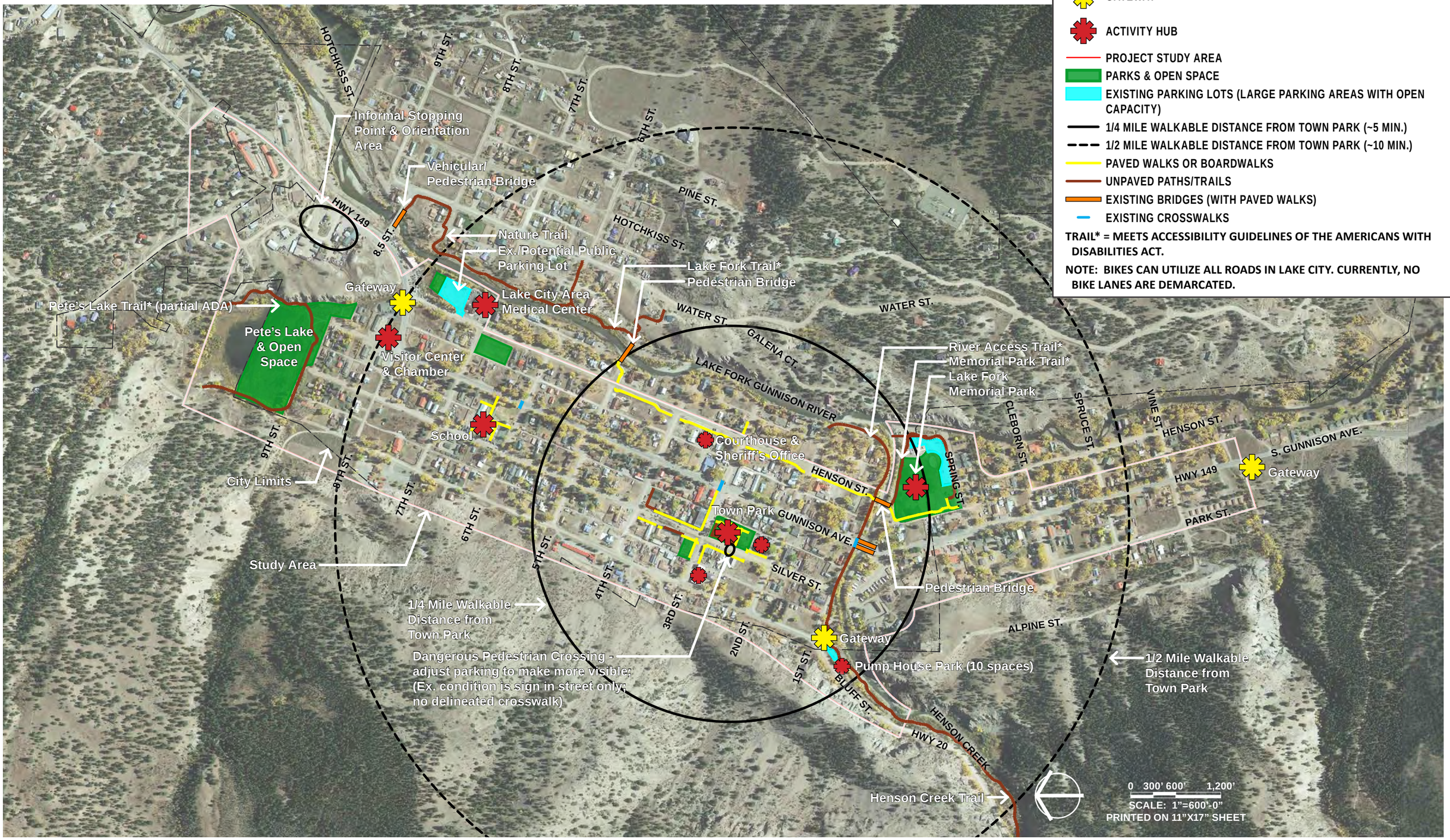
The current pedestrian pathway network in the Town needs improvement, additional connections, and wayfinding to improve safety and walkability—especially from the existing trail network and parking lots to the Downtown Core. This would encourage people to park further away from the Downtown Core during the busy summer months and events. Refer to the Proposed Site Improvements Map on page 22 for proposed pathway/crosswalk connections to improve pedestrian circulation. Refer to the Proposed Wayfinding Map on page 24 for proposed pedestrian wayfinding signage locations.

In addition to the existing pathway network described above (marked crosswalks, paved sidewalks, unpaved paths, and pedestrian bridges), the Existing Circulation Map on the adjacent page also features important activity hubs, gateways into the town, parks, existing public parking lots, and the 1/4 mile (5 minute walk) and 1/2 mile (10 minute walk) walkability radii circles. (These features help in orienting map readers to see the locations of the existing pedestrian circulation routes and where potential path connections are missing.) The 1/4 mile and 1/2 mile walkability circles are described below.

Walkability is an assessment of how favorable an area is for walking. An industry standard for walkability is a 5 minute walk or 1/4 of a mile. (This is shown on the map as the solid black inner circle.) The 1/2 mile radius is approximately a 10 minute walk and is the longer distance that people are willing to walk during events. (This is shown as the dashed black outer circle on the map.) The 1/4 mile and 1/2 mile walkability circles have Town Park at their center as a key activity hub and the approximate center of Lake City's Downtown Core. Paved sidewalk connections and lighting would encourage people to walk further from their vehicles at outlying parking areas to the Downtown Core. The provision of shade trees and lighting at outlying parking lots would also make parking in these lots more desirable to people and encourage them to use these lots during events. Furthermore, the more safe and comfortable the outlying parking lot, the more people will be apt to use these outlying lots at all times of day—not just during events.

Bikeability is an assessment of how comfortable it is to bike along a roadway and has many influencing factors, including: traffic volume, traffic speeds, pavement widths, usable shoulders, bike lanes, and bike parking. Lake City currently has no marked bike lanes or designated bike paths. Bikes are allowed to utilize all roads in Lake City.

EXISTING CIRCULATION MAP



KEY

- GATEWAY
- ACTIVITY HUB
- PROJECT STUDY AREA
- PARKS & OPEN SPACE
- EXISTING PARKING LOTS (LARGE PARKING AREAS WITH OPEN CAPACITY)
- 1/4 MILE WALKABLE DISTANCE FROM TOWN PARK (~5 MIN.)
- 1/2 MILE WALKABLE DISTANCE FROM TOWN PARK (~10 MIN.)
- PAVED WALKS OR BOARDWALKS
- UNPAVED PATHS/TRAILS
- EXISTING BRIDGES (WITH PAVED WALKS)
- EXISTING CROSSWALKS

TRAIL* = MEETS ACCESSIBILITY GUIDELINES OF THE AMERICANS WITH DISABILITIES ACT.

NOTE: BIKES CAN UTILIZE ALL ROADS IN LAKE CITY. CURRENTLY, NO BIKE LANES ARE DEMARCATED.

Existing Parking Supply Provides Sufficient Parking

The map and associated table to the right summarizes the existing parking inventory conducted by the Design Team through site visits and analyzing drone aerial imagery in Lake City. The overall study area was divided into two areas—a quarter mile (about a five minute walk) and a half mile (about a 10 minute walk) approximate distance from Town Park. Overall parking capacity for these two areas of the town can be seen in the Table Breakdown on the map and in the Existing Parking Capacity tables shown below. The map also features the existing designated ADA parking spaces (although these may or may not actually meet the accessibility requirements outlined in the United States Access Board's ADA Accessibility Guidelines). Many of these parking spaces are marked with signage only. Also shown are gateways into the Town, activity hubs, and existing public parking lots. The parking counts in the map's table are summarized by block and include numbers for available on-street parking spaces in the R.O.W. (separated out as head-in, parallel, and diagonal—excluding driveway entrances) as well as the estimated existing number of parking spaces that can be accommodated for in the existing public parking lots (which are all gravel).

Parking occupancy was conducted through counting parked vehicles utilizing drone aerial imagery taken on July 6th of 2019 (the Saturday of the 2019 Fourth of July weekend). These numbers show that even on a busy holiday weekend in Lake City, there is an abundance of available parking that is not being utilized. It is important to note that the 2018-2019 winter season was a harsh one in Lake City and surrounding area with record amounts of snowfall. This increased amount of precipitation created avalanche and flooding issues in the Town and prevented the Alpine Loop from opening for a large portion of the busy summer tourist season—which lead to reduced tourist numbers during the summer and popular annual events such as the San Juan Solstice 50 run in June and the Fourth of July. Therefore, the July 6th overall parking occupancy number of 19% in the study area may be slightly lower than the occupancy rate would be during peak time during a normal snowfall year. Even with this shortage, the existing parking supply offers plenty of available parking to accommodate for events and population growth in Lake City. (Refer to the Effective Parking Supply Count tables on page 39 and the Parking Ratio Table with Growth on page 40 of this report for more information.)

Existing Parking Capacity (within a 1/4 Mile of Town Park)		
Off-Street Parking Spaces	**On-Street Parking Spaces**	**Total Available**
81	893	974

Existing Parking Capacity (within a 1/2 Mile of Town Park)		
Off-Street Parking Spaces	**On-Street Parking Spaces**	**Total Available**
159	1,659	1,818

In an inventory of the available (car/average vehicle-sized) parking spaces in Lake City, it was determined that there are approximately 974 parking spaces total within a 1/4 mile (5 minute walk) of Town Park—the approximate center of the study area and central hub of activity in Lake City. Within the approximate 1/2 mile (10 minute walk) walkable distance from Town Park, there are 1,818 available parking spaces. These numbers only include on-street parking in the Town Right of Ways (ROWs) and public parking lots; parking spaces in driveways and off-street on private lots were not included. The total parking number does not account for parking inefficiencies such as parking in un-striped gravel areas and taking up several parking spots rather than just one. For a more accurate summary of how many cars are effectively parking in the existing parking spaces, see the Effective Parking Supply Count tables shown on page 39 of this report.

EXISTING PARKING CONDITIONS & ANALYSIS MAP

Existing Parking Spaces						
Block Name	# Ex. On-Street Head-In Parking Spaces	# Ex. On-Street Parallel Parking Spaces	# Ex. On-Street Diagonal Parking Spaces	# Ex. Parking Lot Spaces (330 ft² / car)	Total # Ex. Parking Spaces by Block	7/6/2019 Occupancy % (Ex. Parking Only)
B1		22			22	45%
B2		20			20	5%
B3		28			28	29%
B4	14	20			34	24%
B5		11			11	18%
B6	29	10			39	49%
B7	16	3			19	16%
B8	13				13	62%
B9	17				17	12%
B10		41			41	29%
B11	32	11			43	19%
B12	7	27			34	26%
B13		26			26	23%
B14	57	21			78	28%
B15	66	24			90	46%
B16	44	21			65	15%
B17		28			28	7%
B18	62	15			77	45%
B19	85	13			98	32%
B20	28	48			76	21%
B21	18	24			42	24%
B22	20	30			50	20%
B23	14	32			46	13%
B24		31			31	35%
B25		30			30	23%
B26		39			39	8%
B27		39			39	8%
B28		31	24		55	0%
B29		67			67	6%
B30	8	25			33	15%
B31	12	17			29	34%
B32		34			34	21%
B33		21			21	5%
B34	11	10			21	10%
B35		26		78	104	2%
B36		23			23	9%
B37		29			29	0%
B38		18			18	0%
B39		40			40	3%
B40		34			34	6%
B41		10			10	50%
B42		31			31	6%
B43		19			19	0%
B44		33			33	18%
B45				81	81	2%
Totals	**553**	**1,082**	**24**	**159**	**1,818**	**19% Ave.**
				Total # Ex. Spaces in 1/4 Mile	**974**	**26% Ave.**
				Total # Ex. Spaces in 1/2 Mile	**844**	**12% Ave.**

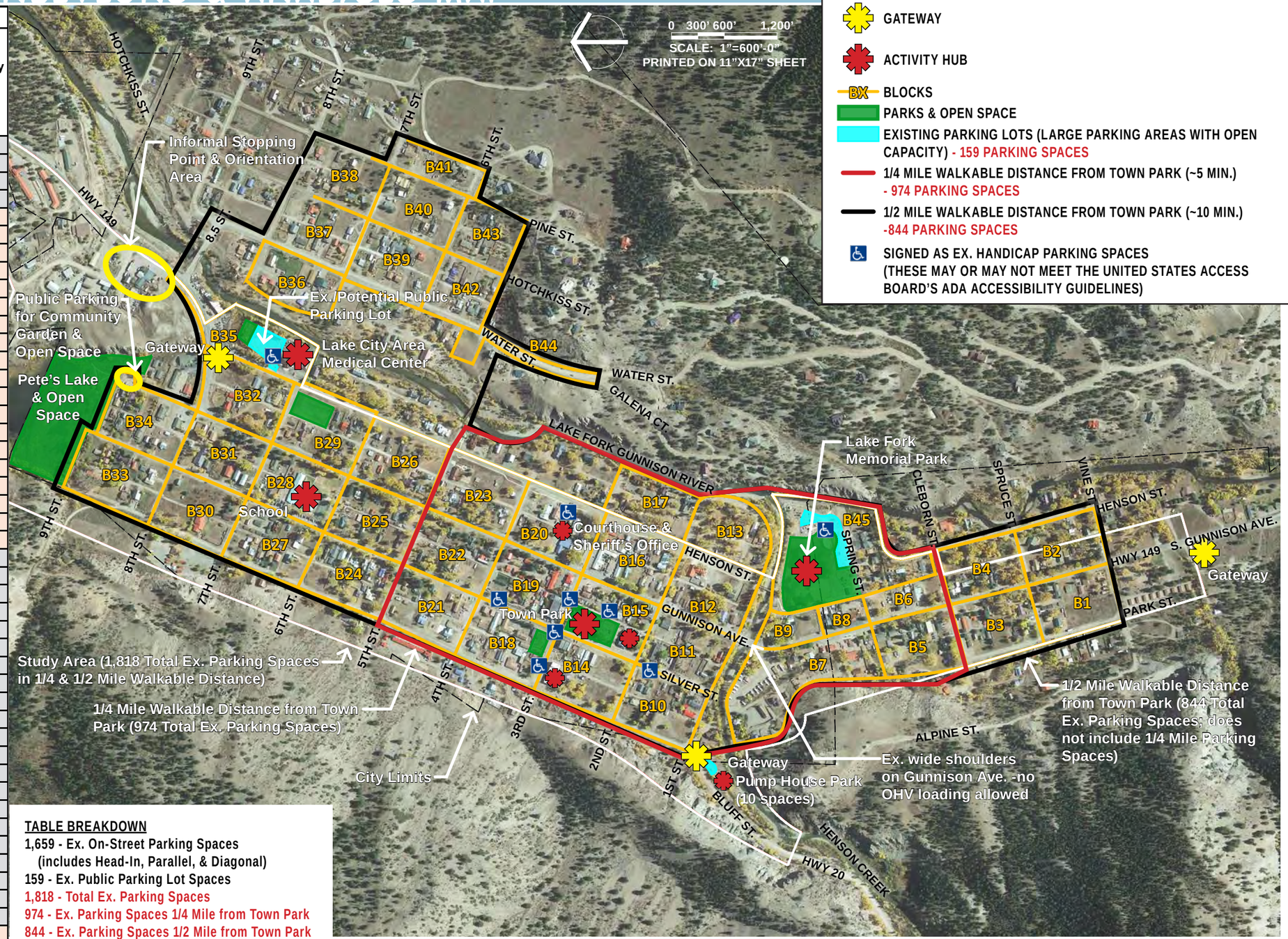


TABLE BREAKDOWN

1,659 - Ex. On-Street Parking Spaces
(includes Head-In, Parallel, & Diagonal)
159 - Ex. Public Parking Lot Spaces
1,818 - Total Ex. Parking Spaces
974 - Ex. Parking Spaces 1/4 Mile from Town Park
844 - Ex. Parking Spaces 1/2 Mile from Town Park

TABLE NOTES:

*The Occupancy column only includes the # of existing parking lot spaces and existing on-street parking spaces (ex. head-in, parallel, and diagonal).
*Red opacity ☐ behind table rows denotes blocks within a 1/4 mile walking distance from Town Park. Grey opacity ☐ denotes blocks within a 1/2 mile walking distance.

What is Effective Parking Supply?

The Effective Parking Supply (EPS) is the difference between the space inventory and the effective supply of parking spaces[1] or the maximum number of parking spaces that can realistically be used within a given parking system.[2] EPS can also be described as the cushion that allows for vacancies created by restricting parking spaces to certain users (reserved spaces), misparked vehicles such as improper or illegal parking, parking inefficiencies during special events, snow piling, and temporary minor construction and debris removal.[3] As a result, the EPS is used to determine the adequacy of the parking system rather than the actual supply.[4] The EPS of the study area for Lake City is described in the paragraph below and can be seen in the table calculations on this page.

The EPS values for the 1/4 mile and 1/2 mile walkable distances from Lake City's Town Park are shown in the tables below. The number of actual parking spaces in these two areas is reduced to 85-90% of the actual number of spaces depending on the type of parking space (on-street or parking lot spaces). The EPS for on-street is 85% of the actual number of parking spaces; the EPS for off-street is 90% of the actual number of parking spaces. (The target parking occupancy for a healthy, vibrant downtown area is 85% - 95% full per industry average.[5] With this level of occupancy, parking turns over and new visitors don't have to spend time circling the area for an open spot.) Therefore, although the actual total number of existing parking spaces in the entire 1/2 mile study area is 1,818 spaces, the effective parking supply count for this area is 1,553 total spaces. This means that approximately 265 spaces would realistically not be effectively used due to confusion or improper use of parking spaces—such as a car not parking in the lines and taking up (2) spaces rather thant (1). Other factors that cause parking inefficiencies are described in the above paragraph. The Parking Ratio Table with Growth shown on the adjacent page uses the existing EPS values to determine the available surplus parking for Lake City's population growth projections.

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1 St. Cloud State University - Parking & Transportation Study "Ahead of the Curve in Creative Parking Solutions" for Public Safety Department Parking and Transportation

2 Walker Parking Consultants - 2015 LFCPA Ten-Year Parking Analysis for Lexington, KY

3 Walker Parking Consultants - Downtown Parking Master Plan for Farmington, Michigan

4 Walker Parking Consultants - Program Plan Report University Square Parking Structure for Colorado State University - Facilities Planning

5 Walker Parking Consultants - Downtown Parking Master Plan for Farmington, Michigan

* Stars represent the number of EPS (Effective Parking Supply) spaces in the study area

Effective Parking Supply Count (within a 1/4 Mile of Town Park)
EPS of Existing Spaces Provided in Study Area
893 total spaces X 85% (EPS[1] for on-street) = 759* On-street Parking Spaces
81 total spaces X 90% (EPS[1] for off-street) = 73* Off-Street Parking Spaces
974 total existing spaces (on-street and off-street) = 832* Parking Spaces

Effective Parking Supply Count (within a 1/2 Mile of Town Park)
EPS of Existing Spaces Provided in Study Area
1,659 total spaces X 85% (EPS[1] for on-street) = 1,410* On-street Parking Spaces
159 total spaces X 90% (EPS[1] for off-street) = 143* Off-Street Parking Spaces
1,818 total existing spaces (on-street and off-street) = 1,553* Parking Spaces

Existing Parking Supply will Accommodate for Growth

The below table shows population growth projections that were used to determine the estimated number of parking spaces needed in the future at Lake City. The results of these calculations show that ***Lake City's existing parking supply in both the 1/4 mile and 1/2 mile radius from Town Park in the Downtown Core is currently sufficient and even has room for a surplus of parking well into the future based off of predicted growth rates.***

The calculations shown in the table below were determined from several sources.

- The **Growth Rate Predictions** from 2020 through 2060 were based off of a 1.5% population growth rate per year according to growth projections per the Colorado Demographic Profiles of similar-sized municipalities (including Westcliffe, Victor, and Creede, Colorado) from the Department of Local Affairs (DOLA). A table showing the average growth rates of these similar-sized municipalities is shown in the Appendix on page 52 of this report.
- The **Population (Year-Round)** of Lake City from years 2010 through 2019 are from the sources listed in footnotes 1 & 2 below. The year-round population numbers from 2020 through 2060 were based off of the 1.5% average annual Growth Rate Predictions of similar-sized municipalities.
- The **Parking Ratio of 2.2 spaces/1,000 SF of Commercial Buildings** is based off of the industry standard that in a downtown park-once environment with the ratio of 2.0 to 2.4 spaces/1,000 SF of commercial space would indicate adequate parking.[7] Therefore, the average ratio of 2.2 spaces/1,000 SF of commercial building space is assumed.
- The existing **Square Footage of Commercial Buildings** number for 2017 was obtained from DOLA. See footnote 6 source below. The 2018 through 2060 numbers were calculated using the 1.5% average annual Growth Rate Predicitions of similar-sized municipalities.
- The **Total Parking Spaces Needed to Meet Ratio** was determined by using the parking ratio of 2.2 spaces/1,000 SF to determine the number of parking spaces needed for each square footage of commercial buildings number.
- The **Current # Ex. Parking Spaces Provided (EPS) in a 1/4 mile and 1/2 mile of Town Park** numbers are based off of the EPS values calculated in the Effective Parking Supply Counts tables shown on the previous page. The EPS number in a 1/4 mile of Town park is 832 parking spaces. The EPS number in a 1/2 mile of Town Park is 1,553 parking spaces. (A 1/4 mile is the maximum distance a majority of people will walk from their parked car to a destination. A 1/2 mile is the maximum distance most people are willing to walk for events.[8] See the Existing Circulation Map on page 36 of this document for a visual of the 1/4 mile and 1/2 mile walkable distances from Town Park in the study area.)
- The **Surplus Parking Spaces in a 1/4 mile and a 1/2 mile of Town Park** numbers were determined by subtracting the total parking spaces needed to meet ratio numbers from the current number of existing parking spaces provided (EPS) numbers. Even with growth projections, it is evident that Lake City has more than a sufficient amount of existing parking spaces to accommodate for future growth. This demonstrates that the amount of parking is not the issue. Rather there is a lack of wayfinding and signage to guide visitors and direct them to locations of parking. See page 11 for the Recommendations to improve Lake City's parking issues.

Parking Ratio Table with Growth

Growth Rate Prediction	Population (Year-Round)[3]	Parking Ratio (2.2 spaces/ 1,000 SF of Commercial Buildings)	Square Footage of Commercial Buildings	Total Parking Spaces Needed to Meet Ratio	Current # Ex. Parking Spaces Provided (EPS) in 1/4 mile (5 min. walk) of Town Park	Surplus Parking Spaces in 1/4 mile of Town Park	Current # Ex. Parking Spaces Provided (EPS) in 1/2 mile (10 min. walk) of Town Park	Surplus Parking Spaces in 1/2 mile of Town Park
Past Conditions - 2010	407[1]	2.2	-	-	-	-	-	-
11% Decline (from 2010) - 2015	362[1]	2.2	-	-	-	-	-	-
3% Growth (from 2015) - 2016	374[1]	2.2	-	-	-	-	-	-
0.5% Growth (from 2016) - 2017	376[1]	2.2	184,559[6]	406	832	426	1,553	1,147
3% Growth (from 2017) - 2018	387[1]	2.2	190,095	418	832	414	1,553	1,135
Existing Conditions - 3% Growth (from 2018) - 2019	401[2]	2.2	195,798	431	832	401	1,553	1,122
2% Growth (from 2019) - 2020[4]	409	2.2	199,714	439	832	393	1,553	1,114
35% Growth (from 2020) - 2040[5]	551	2.2	269,614	593	832	239	1,553	960
35% Growth (from 2040) - 2060	742	2.2	363,979	801	832	31	1,553	752

1 Ex. Population & Growth Rate data (years prior to 2019) are from World Population Review.com.

2 Ex. Population & Growth Rate data for 2019 are from CO HomeTownLocator.com

3 The year-round population numbers (2nd column from the left) were used soley to determine the Growth Rates (far left column) only. These numbers do not determine or affect the numbers in the other columns of this table - which are instead affected by the increase in building square footage based off of the anticipated growth rate projections. (The approximate summer population of Lake City in 2019 is 2,500 residents according to records held by the Lake City Town Administrator. This difference in summer [2,500 residents] versus year-round [401 residents] population will only affect the numbers in this table if the Growth Rate Prediction numbers used above are incorrect. This means that the numbers in the table above are assuming that both the summer and year-round population growth rates are occuring at the same percentage/rate.)

4 Growth Rate from 2020 to 2040 is based on 1.5% growth each year between 2020 and 2040 of similar sized communities.

5 Growth Rate from 2040 to 2060 is based on 1.5% growth each year between 2040 and 2060 of similar sized communities.

6 2017 Square Footage number is from a 2017 DOLA building/business inventory done in Lake City. Projected Square Footage Numbers are based on anticipated population growth rates.

7 Walker Parking Consultants - Downtown Parking Master Plan for Farmington, Michigan

8 City Parks Blog - Pedestrians and Park Planning: How Far Will People Walk?

Proposed Parking Plan Increases Parking Supply

The Proposed Parking Analysis Map shown on the adjacent page demonstrates how the proposed parking improvements (described in the previous Recommendations section of this report starting on page 11) affect the existing parking conditions and supply of the study area. Featured on the map are the existing public parking lots, the proposed public parking lots, and the vacant lots on private properties that could potentially be used for temporary event parking with approval of the lot owners. Also shown are areas of head-in parking that could be converted to diagonal parking to improve vehicular and pedestrian circulation safety in the Downtown Core. As in the Existing Parking Conditions and Analysis Map on page 38, this map also divides the overall study area into two areas—a quarter mile (about a five minute walk) and a half mile (about a 10 minute walk) approximate distance from Town Park. The red rows in the table represent the parking counts of the blocks within a 1/4 mile radius and the grey rows represent the parking counts of the blocks within a 1/2 mile radius. Overall parking supply would be increaed significanly by the additions of the proposed public and private temporary event parking lots. This is summarized in the paragraph below and in the Table Breakdown box shown on the map.

In total, an additional 516 Potential Public Parking Spaces during events would be added with the addition of the proposed public and private temporary event parking lots. There are approximately 1,818 Existing Parking Spaces in the 1/2 mile study area; this would be increased to 2,302 total Proposed Parking Spaces. (This overall number includes the 59 parking space reduction created by converting the head-in parking spaces to diagonal along 3rd and Silver streets in the Downtown Core.)

Potential Public Lot This aerial drone image shows one of the vacant lots identified in this parking study that could be used for potential temporary public parking during events. It is located at the intersection of 4th St. and Henson St. and is owned by the County; it is adjacent to the Courthouse and Sheriff's Office.

PROPOSED PARKING ANALYSIS MAP

Proposed Parking Spaces							
Block Name	# Prop. On-Street Head-In Parking Spaces	# Prop. On-Street Parallel Parking Spaces	# Prop. On-Street Diagonal Parking Spaces (240 ft² / car)	Difference btwn Ex. & Prop. On-Street Parking	# Ex. Parking Lot Spaces (330 ft² / car)	# Potential Parking Lot Spaces (330 ft² / car)	Total # Ex. Parking Spaces by Block
B1		22					22
B2		20					20
B3		28					28
B4	14	20					34
B5		11					11
B6	29	10				36	75
B7	16	3					19
B8	13						13
B9	17					51	68
B10		41				80	121
B11	32	11					43
B12	7	27				48	82
B13		26					26
B14	5	21	37	(-15)		128	191
B15	12	24	40	(-14)			76
B16	44	21					65
B17		28					28
B18	19	15	39	(-4)			73
B19	14	13	45	(-26)			72
B20	28	48				68	144
B21	18	24					42
B22	20	30					50
B23	14	32					46
B24		31					31
B25		30					30
B26		39					39
B27		39					39
B28		31	24				55
B29		67					67
B30	8	25					33
B31	12	17					29
B32		34				110	144
B33		21					21
B34	11	10					21
B35		26			78		104
B36		23					23
B37		29					29
B38		18					18
B39		40					40
B40		34					34
B41		10					10
B42		31					31
B43		19					19
B44		33				54	87
B45					81		81
Totals	**333**	**1,082**	**185**	**(-59)**	**159**	**575**	**2,334**
						Total # Spaces in 1/4 Mile	**1,326**
						Total # Spaces in 1/2 Mile	**1,008**

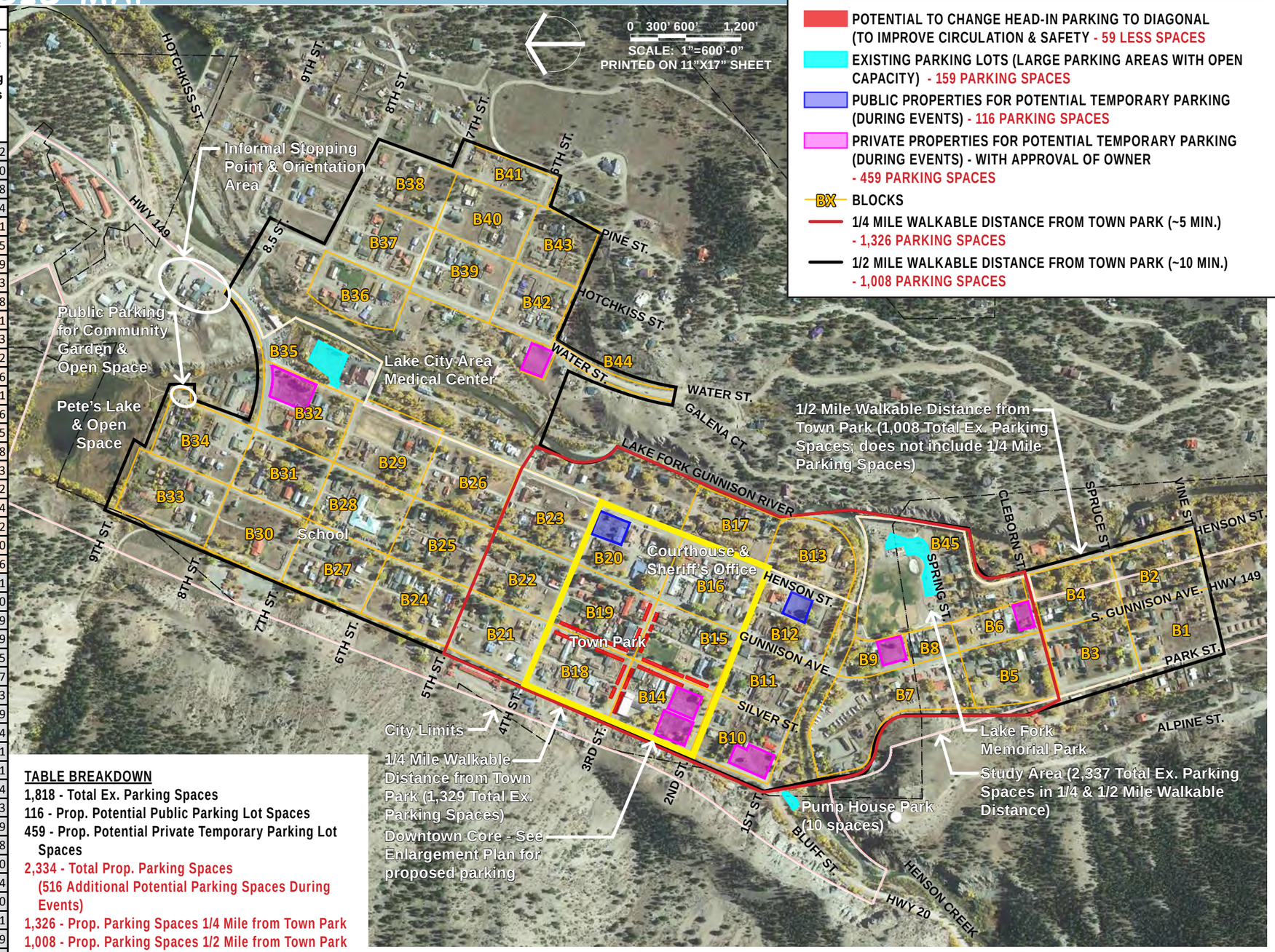


TABLE BREAKDOWN

1,818 - Total Ex. Parking Spaces
116 - Prop. Potential Public Parking Lot Spaces
459 - Prop. Potential Private Temporary Parking Lot Spaces
2,334 - Total Prop. Parking Spaces
(516 Additional Potential Parking Spaces During Events)
1,326 - Prop. Parking Spaces 1/4 Mile from Town Park
1,008 - Prop. Parking Spaces 1/2 Mile from Town Park

TABLE NOTES:

*Total # Spaces in a 1/4 Mile and in a 1/2 Mile represent the total number of proposed parking spaces if the potential parking lots are made available in addition to the existing parking lot spaces and on-street spaces. There are approximately 59 less on-street parking spaces if the head-in spaces shown in red on blocks B14, B15, B18, and B19 on this map are converted to the safer diagonal spaces.
*Red opacity ☐ behind table rows denotes blocks within a 1/4 mile walking distance from Town Park. Grey opacity ☐ denotes blocks within a 1/2 mile walking distance.

APPENDIX

Site Visit #1 Notes & Interviews - 5/15/2019

Notes

General Notes:

- Drew with State may have aerial images
- 600+/- full time residents
- Need for emergency staging area parking
- Week of July 4th or later would be better for next site visit. With the amount of snow people probably won't be getting over the passes, so parking/traffic won't be normal.
- July 16th Arts and Craft Fair
- Trailers take up more space
- There is an area by the medical center where public can park
- Most of ROW's in Town are 80' wide

Interviews

Questions:

- What are key issues?
- Where do OHV trailers/campers park now?
- Is there any town owned land that is vacant?
- Are there any properties/owners that might work with Town to let people park on properties, temp or long term? Agreement, Lease, etc?
- Where do you want visitors to park?
- Where do you want visitors NOT to park?
- Where is most congestion? Safety Consideration?

Business #1 Interview

- 3rd between Silver and Gunnison
- No signs about how to park
- People don't know how to park
- People with trailers or campers are parking lengthwise in diagonal parking and taking up a lot of spaces.
- Wants Town to buy lot and make trailer parking
- Safety concern by park because of traffic
- Need signage to organize people

Private Individual #2 Interview

- No Parking problem; No issues with trailers

Business #3 Interview

- Proposal for letting OHV's on Hwy 149, CDOT test program.
- Business runs shuttle – sportsman outdoors – $15/unit
- Trailers & OHV's are taking up all the parking spots
- Lake City Auto is a business where OHV's are travelling to
- OHV – restaurants, ice cream, fuel, sporting goods
- OHV's speed through town, there are underage drivers coming off of the passes, people drive through town
- 2016 is when OHV's were allowed in Town
- A compromise is only allowing them on 2nd street
- Parking gets heavy on Silver St. and around all lodging properties all over town
- San Juan solstice is busy – but not OHV's, 100% occupancy, really like the way that weekend works out.
- 33% of guests say they had a negative experience with OHV's
- People don't walk from east side of town, even though there is a pedestrian bridge.
- July 23rd election about OHVs usage and rules

Business #4 Interview

- Trailers block driveways
- Backing out into HWY 149 is safety issue all along Gunnison Ave.
- Town requires parking off-street for new business
- All of the big events happen in park will close Silver St. between 2nd and 3rd
- Some people post driveway signs but a lot of 2nd homes
- Very small OHV parking at Pump House Park
- 80' row in Town and Highway
- Likes diagonal parking because of large trucks, gives a little more room
- Check with county store
- People go between park and ice cream shop
- Town square cabins – tiny
- People will generally walk 1½ to 2 blocks
- Handicap Spots – there are a few in Town
- Education is needed for people to carpool and drop trailer

Site Visit #1 Notes & Interviews Cont.

Business #5 Interview

- Maybe Cinnamon will be open by July and not sure if Engineer will even open this year
- Parking along park should be widened so people can park head in
- Where you can park 'head in' that is great
- Bluff Street, Vacant land has random parking, organize and delineate
- Lease vacant lots from owner, and fix up for parking.
- Property is for sale
- 2nd people park parallel, try to get people to do head in
- Signage and organize, maximize efficiency
- On Silver between 3rd and 4th is head in
- Require businesses to have x amount of spots off street
- Signs are used in the summer, yellow yield to pedestrians
- ATV's can park on street
- Real issue is just organizing people and education where to go.

Business #6 Interview

- Area by Armory – Ice rink in the winter, summer could be ok for parking
- Community Garden moving by Pete's Lake
- Grant Houston owns newspaper and lot for sale
- Parking at Pump House Park 6-7 vehicles
- Even though Gunnison Ave has a wide shoulder, trailers are not really supposed to park there because OHV's are not supposed to be on highway
- Summer 2,500 residents, year round 400+/- residents
- Some ROW's 40' most 80'
- Trailers at VRBO's can be an issue, there can be numerous trailers on the street for just one house
- County south of creek – area is called Wades Addition
- Memorial Park is emergency landing for helicopters
- An entrepreneur could start a shuttling business
- East Neighborhood is called Ball Flats

Business #7 Interview

- Usually people park once in Town and walk all over, it is part of the experience
- There is some shared parking that happens in Town when business owners work together, this could be a good example to get the most efficiency
- People do park across head-in spots and may stay there all day. Leaving a trailer across spots in front of a business does have a negative impact.
- Having a place for trailers to park would be great.
- Need signage to educate people on how and where to park.

- Sometimes there is temporary painted striping or parking blocks and that helps organize people.
- Any way you can organize people is good because they don't tend to do it themselves.
- Lose efficiency with informal dirt parking.

Business #8 Interview

- Talk to owner about vacant lot
- People park in front of shop all day, not great for business
- Hard to shuttle – Sportsman does it for hikers maybe they could do it for OHV's
- If vote passes – people have to figure out ways to park out of town and shuttle
- Rentals – people have to find a spot to park trailers
- Lot owner doesn't like people parking there
- Last year was 1st year to allow trailers to go everywhere
- Gift Shop wasn't really effected by OHV rules.

Business #9 Interview

- Pete's Lake
- People were parking overnight, running generator
- Community garden is moving here but not expected to generate much traffic
- 9th street row between park and houses

Community Outreach

Questions:

- Are there any key issues that you see related to parking?
- Where do OHV trailers/campers park now?
- Do you think there would be any properties/owners that might work with Town to let people park on properties, temporary or long term?
- What do you think is the best place for visitors to park?
- Where do you want visitors NOT to park?
- Where is the most congestion? Safety Considerations?
- Anything else?

Business #10 Phone Interview - business owner stated that there are parking issues in every small town during the busy season. They do have OHV shuttle service they offer. People seem to park all over town wherever they can find. Not really any safety issues that they can see.

Private Individual #11 Phone Interview (lives by Pete's Lake)

- Person stated lives by Petes Lake and was very upset that people parking right in front of the house. There have been trailers, cars, and campers parked there overnight. It is a public road, but there is a town ordinance about overnight parking. Person has noticed at place of work that of the 7 spots for the business, there are times where 5 of these spots are taken up by campers and RVs of people heading into town not frequenting the business. Some of these RVs will hook up electric and water to the business and hasn't seen any enforcement of to help prevent these parking issues.

Site Visit #1 Notes & Interviews Cont.

- The best places to park would be far east Bluff street or Henson and the side streets. There are opportunities for people to make some money by offering parking as well.
- Lack of wayfinding, enforcement, and community evolvement is why it's a free for all he believes.

Business #12 Phone Interview - No Answer 5/24/19

Business #13 Phone Interview (across from park in downtown) - No Answer 5_24

Business #14 Phone Interview - No Answer 5/24/19

Business #15 Phone Interview - No Answer 5/24/19

Individual #16 Interview

- Doesn't see any major parking issues, even during busy times.
- There have been a couple fender benders from inattentive driver, but that is common in any town.
- Trailers parked in areas that block stop signs.
- People are upset that visitors have are parked in front of their house. A lot of people don't understand that anyone is allowed to park in the public ROW as long as they are not blocking driveways.
- Signage/education is needed.
- Parcel that County owns near courthouse might be open for parking if County is ok with that. It would need to have wayfinding because it is going the opposite direction of downtown.
- Medical center has space but it is probably too far away from the Downtown Core. Might sign for overflow parking during special events.

Site Visit #2 Notes & Interviews - 7/6/2019

Interviews

Questions:

- What are key issues?
- Where do OHV trailers/campers park now?
- Is there any town owned land that is vacant?
- Are there any properties/owners that might work with Town to let people park on properties, temp or long term? Agreement, Lease, etc?
- Where do you want visitors to park?
- Where do you want visitors NOT to park?
- Where is most congestion? Safety Consideration?

Russ Brown Gallery (Business #1 Interview)

- Implemented 30 degree diagonal parking along Park and has been safer and more efficient, leaves more room on the street
- Parking is not problem in general but it is a good thing to think about as it relates to other elements
- People are parking in front of their businesses instead of leaving them open for tourists.
- 4th of July is very busy
- ROW is wide on Silver
- This year crowd was probably 50% of normal on 4th
- Boardwalk was 10' originally, some areas are now 9' to 9.5'
- Trucks extend out onto Hwy 149 at Café
- Population is about 350, 7 trustees, 1 town manager, 4 staff
- Trucks are getting bigger
- Changing the streets is not just about parking, you need to think about sidewalks and drainage
- If changes are recommended make sure the Town understands the maintenance implications
- 70 kids at the school
- Lake City is a place to bring your family. That is a big piece of the Town character.
- People mostly come from Texas, Oklahoma, Louisiana
- People will park across the path or sidewalk if it does not have a marker or parking stop.

Meeting with Stakeholders

Meeting with Stakeholders at Library

- Overflow from Southern Vittles take up library parking spots
- Large vehicles with trailers park across head in spots
- Location of library is at an intersection where many OHV's pass by in both directions
- Head in parking makes for dangerous backing out into traffic
- People don't park all the way in and their vehicle sticks out into traffic, especially large trucks
- Alley behind park gets used as parking in busy times, but has no organization

Site Visit #2 Notes & Interviews Cont.

- Between Soda Shop and Park is a major pedestrian route and kids pop in and out between cars onto the street, creating a dangerous situation.
- Have seen many people parking too close to intersections, making it dangerous and limiting visibility
- Signage is needed from Memorial Park to Downtown, there is parking available there and a pedestrian bridge
- Parade starts a couple blocks south of Henson Creek and goes to 6th Street along Gunnison. Then turns up by school and back down Silver to Park. The good thing is it spread out linearly so people can park close to a lot of locations and get to a spot on the street for parade viewing.
- Can be 4,000-5,000 people at the 4th of July parade on a busy year
- Parade route can be totally parked on a busy year
- For Wine and Music there are road closures downtown, Silver from 2nd to 3rd and 3rd between Silver and Gunnison is at least partially closed. 1,000-1,200 people at festival. Shuttle service to curb driving – more alcohol related service.
- Talk to some businesses
- At the school, people park parallel on west side of Silver and head in on the east side.
- Need to get trails map and update plans to reflect all trails.
- Talk to fire chief about how parking near the Fire Dept is used.
- Need better signage
- Need Handicap Accessible parking to be more obvious
- Maybe change parking to diagonal on other side of Silver too?
- Pick one, diagonal or head in.
- Check Land Use Code to see if new businesses are required to have off street parking.
- Be careful of sign overload in the recommendations

Site Visit #2 Notes & Interviews Cont.

Photo from Public Process

A local cat participates in the parking discussion at the 7/6/2019 site visit.

Email from Lake City Resident - 7/18/2019

Email

Attached is a photo I took this morning, while riding my bike in Lake City, and thought it would be beneficial to you as you study parking options for our area. The vehicle was parked on the shoulder of Hwy 149, heading north, just before the intersection with Henson Street. A few moments later it pulled into the fueling lane of Lake City Auto. It is a private vehicle, and was not delivering the trailered OHVs to Lake City Auto. I do not know where it went after it left Lake City Auto.

This vehicle is representative of the larger vehicles which have been parking at various locations in Lake City over the last few years. Fortunately, these vehicles are in the minority.

Photo

Population Growth Rates for Similar-Sized Municipalities

The growth rates in the table below were based upon population growth projections from the Colorado Demographic Profiles by the Department of Local Affairs (DOLA). There was no Demographic Profile for Lake City; therefore the similar-sized municipalities of Westcliffe, Victor, and Creede Colorado were used to determine the average population growth rate of 1.5% per year for Lake City. This growth rate was used to develop growth projections and determine estimated parking demands for the study area in Lake City. A table showing these findings is located on page 40 of this report.

Population Growth of Similar Municipalities (DOLA)

Year	Westcliffe	Victor	Creede	AVERAGE Growth
1995	3.60%	8.80%	0.06%	4.15%
2000	2.50%	2.40%	0.90%	1.93%
2010	3%	-0.50%	-2.70%	0%
2013	N/A	-0.20%	0.60%	0.20%
2014	0.20%	N/A	N/A	
			TOTAL	**1.56%**

*N/A - Not Applicable

The Source of Population Data used to calculate population growth is DOLA Colorado Demographic Profiles. The 1.5% growth rate (used for the Lake City growth projections shown on page 40) is based on the average rates from 1995-2014 for the municipalities of Westcliff, Victor, and Creede Colorado. (These communities were selected because they are of a similar size to Lake City Colorado.)

ADA Parking Space Requirement Table

How Many Accessible Parking Spaces are Needed?

Total Number of Parking Spaces in a Parking Facility	Minimum Total Number of Accessible Parking Spaces Required	Minimum Total Number of Van Accessible Parking Spaces Required
1-25	1	1
26-50	2	1
51-75	3	1
76-100	4	1
101-150	5	1
151-200	6	1
201-300	7	2
301-400	8	2
401-500	9	2
501-1,000	2% of total	2
1,001 and over	20, plus 1 for each 1,000, or fraction thereof, over 1,000	

The information shown in this table is from the ADA National Network - Information, Guidance, and Training on the Americans with Disabilities Act. The minimum number of van accessible spaces means that of the total number of accessible spaces required, a certain number must be van accessible. For example if you have a parking area with 25 spaces, 1 of these spaces must be accessible and it must be van accessible compliant; therefore, the parking lot should have 24 regular spaces and 1 ADA van accessible space.

Lake City Trails Map - Trails Commission

Below is a map of Lake City's existing trail network. (This map is missing the paved sidewalk connection that extends from 5th Street to 1st Street along the west side of Henson Street.) See the Proposed Site Improvements Map on page 22 of this report for recommended potential walkway connections that should be delineated to provide pedestrian connections to key activity hubs around town and outlying parking lots.

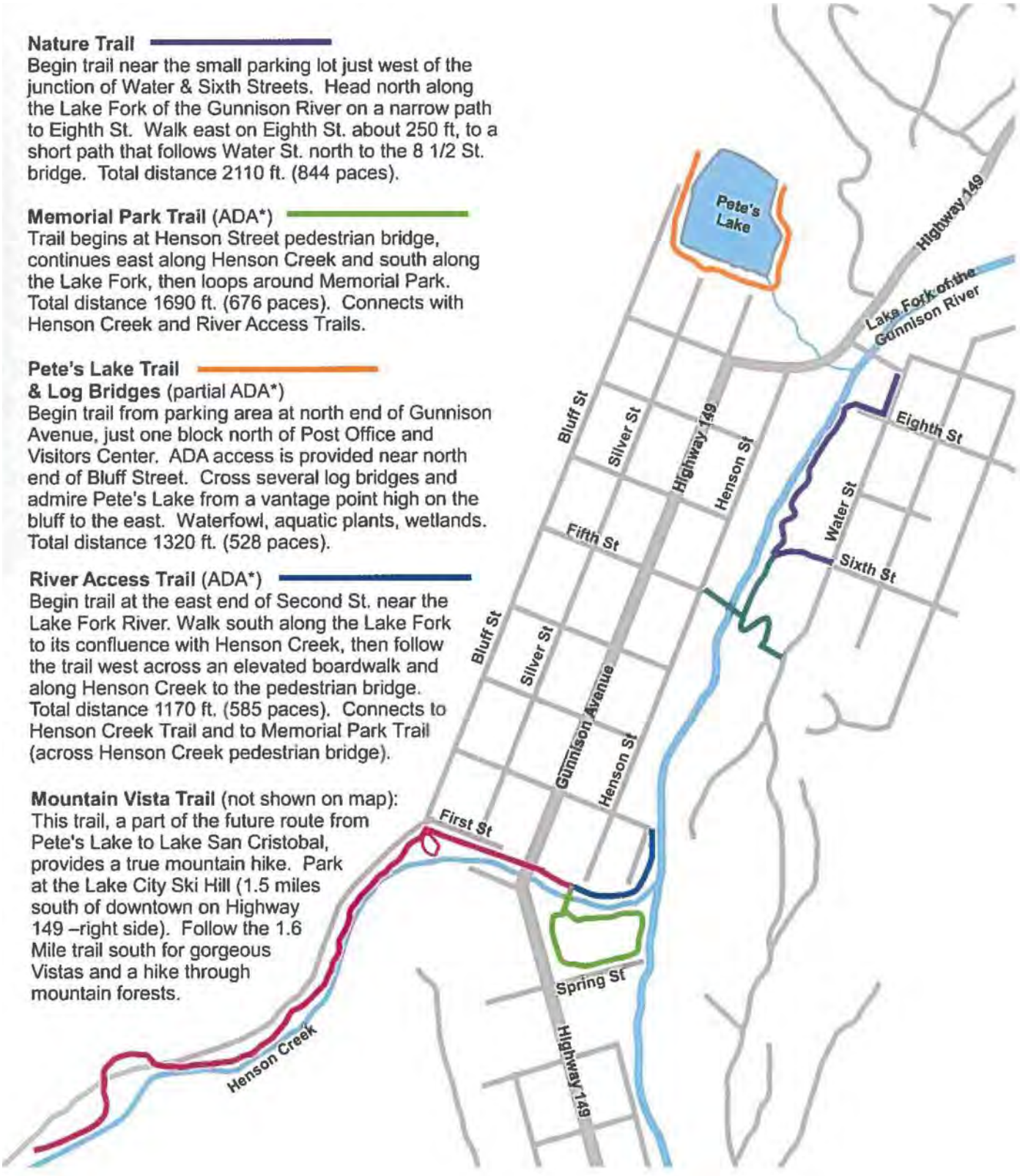
Nature Trail
Begin trail near the small parking lot just west of the junction of Water & Sixth Streets. Head north along the Lake Fork of the Gunnison River on a narrow path to Eighth St. Walk east on Eighth St. about 250 ft, to a short path that follows Water St. north to the 8 1/2 St. bridge. Total distance 2110 ft. (844 paces).

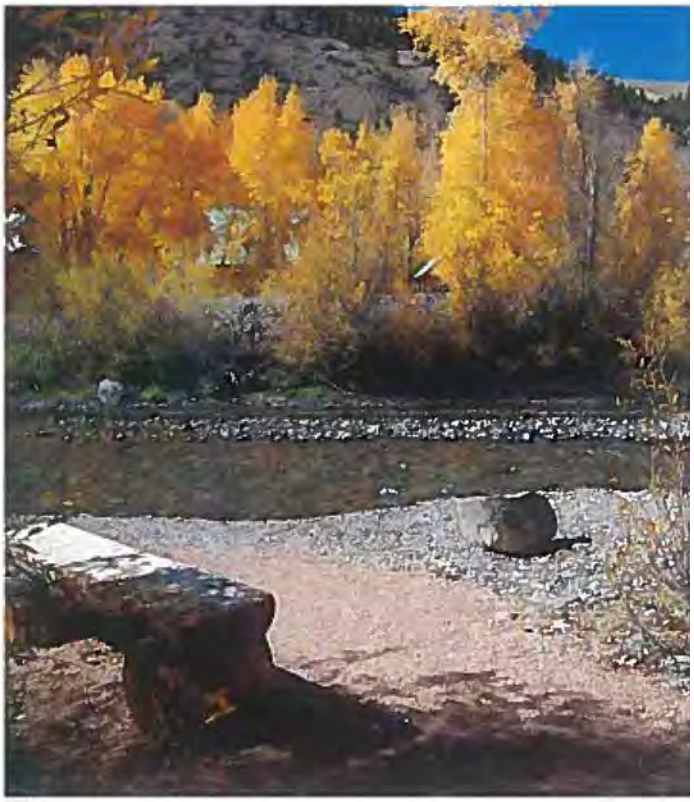
Memorial Park Trail (ADA*)
Trail begins at Henson Street pedestrian bridge, continues east along Henson Creek and south along the Lake Fork, then loops around Memorial Park. Total distance 1690 ft. (676 paces). Connects with Henson Creek and River Access Trails.

Pete's Lake Trail & Log Bridges (partial ADA*)
Begin trail from parking area at north end of Gunnison Avenue, just one block north of Post Office and Visitors Center. ADA access is provided near north end of Bluff Street. Cross several log bridges and admire Pete's Lake from a vantage point high on the bluff to the east. Waterfowl, aquatic plants, wetlands. Total distance 1320 ft. (528 paces).

River Access Trail (ADA*)
Begin trail at the east end of Second St. near the Lake Fork River. Walk south along the Lake Fork to its confluence with Henson Creek, then follow the trail west across an elevated boardwalk and along Henson Creek to the pedestrian bridge. Total distance 1170 ft. (585 paces). Connects to Henson Creek Trail and to Memorial Park Trail (across Henson Creek pedestrian bridge).

Mountain Vista Trail (not shown on map):
This trail, a part of the future route from Pete's Lake to Lake San Cristobal, provides a true mountain hike. Park at the Lake City Ski Hill (1.5 miles south of downtown on Highway 149 –right side). Follow the 1.6 Mile trail south for gorgeous Vistas and a hike through mountain forests.





Henson Creek Trail & Pumphouse Park Loop (ADA*)
Trail begins at the Henson Creek pedestrian bridge (Henson and First Streets), continues west across Highway 149 and along Henson Creek, then southwest to ATV staging area. Relaxing stroll along Henson Creek through sun and shade, crossing Henson Creek Road at one point for a beautiful walk along the cliffs. Round trip is 8986 ft. (3594 paces); 7012 ft. (2805 paces) if you begin at First and Bluff. Pumphouse Loop (First & Bluff Streets) is 378 ft. (151 paces). East end intersects both River Access and Memorial Park Trails (across Henson Creek pedestrian bridge).

Lake Fork Trail (ADA*)
Begin trail at Fifth Street pedestrian bridge (Fifth and Henson) or at the junction of Water Street and Sixth Street in the Ball Flats, for a peaceful short stroll along the Lake Fork of the Gunnison River. Total distance of 929 ft. (372 paces). Connects with Nature Trail to the north.

***ADA: meets accessibility guidelines of the Americans with Disabilities Act.**

Durango Herald Article on Reserving Parking Spaces

Action Line - Curb your enthusiasm on 'reserved' parking; Monday, Sept. 9, 2019

Can Durango residents reserve parking on their streets? I saw this sign in the Riverview neighborhood near a trailhead for access to the infamous "Beach," the area along the Animas River across from Durango High School. It's a favorite location to day-drink, smoke, party and moon the train. Personally, I think all iconic city recreation areas should have fair access for everyone. Sign me, Jonny Wise Muller, swimming enthusiast.

"Reserved" parking on a public street? The city didn't reserve judgment on this issue.

"You can't do that," said our good friend Wade Moore, Durango's parking operations manager.

"This a public right-of-way anyone can use any time," he said, making a spot-on comment on parking spaces.

Parking takes on religious fervor in Durango. But that doesn't mean you can install a parclose to park close.

Wade recalled several instances of people blocking off "their" spot on a public street.

"The best was this person who took several orange cones from the Streets Department and put them in front of their house to make an official-looking closure," he said.

The ruse lasted only a couple of days, ending when neighbors asked the city what street work was being done just in that one spot.

"So now you had someone using stolen public property to exclude lawful use of public property. That prompted us to have a neighborly chat," Wade said with a chuckle.

For other instances of people having proprietary relationships with their front street, Action Line turned to the World's Most Infallible Source of Truth, the internet.

America's most popular ploy? The hoi polloi painting front curbs red or yellow.

"Yah, we've seen that, too," Wade said. "We remove the paint and charge the owner for the cleanup."

Unauthorized "No Parking" signs are frequently erected.

Unauthored nasty notes are left on windshields.

One guy in Oregon even installed a surplus parking meter to discourage interlopers.

Regardless of tactics, the space in front of your house isn't "yours."

On the other hand, if a parker blocks your driveway, you can remedy the situation immediately with a tow truck.

Under the Colorado Revised Statues, it's illegal to park within 5 feet of a driveway.

The same law says you cannot park "within an intersection" or "on any railroad tracks."

Just for the record, Charles Darwin wrote a book about people who would seriously consider either tactic.

For besieged Riverview neighbors, leave those parking peccadilloes by the side of the road.

The city's rules on open containers, unleased dogs and permits required for group activities should be the tools used to battle Beach boorishness.

Of course, the city could stay the course and endorse the coarse – and create a new revenue stream from the riverbank.

After all, Durango has never met a fee, surcharge or tax it couldn't live without.

Because Beach bums can't be stopped from mooning the train, Durango should sell licenses for such inevitable activity.

Pay a thou to drop trou?

We call all get behind this, and bend over forward to support such a cheeky proposal.

It would certainly improve the city's bottom line and keep town from falling in arrears on payments.

Email questions to actionline@durangoherald.com or mail them to Action Line, The Durango Herald, 1275 Main Ave., Durango, CO 80301. You can request anonymity if life's a beach.

Photo Courtesy of Jonny Wise Muller A sign politely but incorrectly proclaims that parking spots on a public street are for the exclusive use of those who occupy adjacent domiciles.

Example Informational Parking Brochure

A Handout to Improve Parking Efficiency

Below is an example of a parking brochure created for the City of Savannah, Georgia to educate people on parking in residential neighborhoods. Lake City could develop an educational parking brochure similar to this that could be handed out at the Visitor Center. An informational brochure on parking could improve parking efficiency and reduce the number of vehicles parking in non-compliance with Town codes—such as RVs camping in the R.O.W. overnight.

Brochure Example - Outside

Penalties

Vehicles found in violation of the ordinance will be subject to the following penalties and procedures:

- Cars will receive a $25 civil citation requiring payment within 5 business days
- Semi-trucks will receive a $50 civil citation requiring payment within 5 business days
- If, when issuing a civil citation, compliance officers find that the property owner has failed to provide proper parking, the property owner will be issued a Notice To Correct Conditions (NTCC) requiring compliance within 30 days.

Variances

- Request for variance from the provisions of this ordinance shall be submitted in writing to the director of the Code Compliance Department, stating the specific variance requested and reasons why a variance should be granted. The director will review the request and render a decision within ten working days of the request
- A variance will be granted only upon a determination that the request is the minimum necessary to afford relief, and that the overall intent of this ordinance will be implemented

City of Savannah
Code Compliance Department
1700 Drayton Street
Savannah, GA 31401

Phone: 912.651.6770
Fax: 912.651.6975

SAVANNAH
Code Compliance Department

SAVANNAH
savannahga.gov

Residential Parking Ordinance

Adopted: November 20, 2018
Enforcement Effective: January 2, 2019

City of Savannah
Code Compliance Department
1700 Drayton Street
Savannah, GA 31401
Phone: 912.651.6770
Fax: 912.651.6975

DEPUTY MARSHAL · CITY OF SAVANNAH · 217

Brochure Example - Inside

Key Definitions

Accessory Buildings: An attached or detached building or structure with walls and a roof which is subordinate to the principal building/facility on a lot, including but not limited to a garage, storage building or any other such not-for-habitation building on the premises. Manufactured/ mobile housing units, shipping containers, and recreational vehicles are not accessory buildings. All accessory buildings are subject to the provisions of Sections 8-3011 and 8-3057.

Established Driveway: An open and notorious pathway that is routinely used by vehicles for safe and orderly ingress and egress between private real property and a public road.

Front Yard: An open space extending the full width of the lot and from the front of the residential structure to the edge of the front property line.

Ribbon Strip Driveways: Parallel paths within the boundary of the property owner's private property upon which vehicle tires travel as part of an established driveway.

Screened: Hidden from the view of a person standing at ground level on an abutting site by an architectural or landscape feature that is at least six feet in height.

Residential Parking Requirements

Vehicles must be parked:

- On an established driveway.
- Enclosed in a legal accessory building.
- Parallel and within 5 feet of an established driveway to the one side closest to the side property line provided such parking allows a minimum set back of three feet.
- In a side or rear yard that is screened from the view of public right-of-way or neighboring properties.

Driveway Requirements

Driveways must meet the following requirements:

- a surface consisting of solid or pervious pavement, pavers, contained gravel, stone materials, or other surfaces otherwise authorized by the City of Savannah.
- Established driveways connecting to a street must include a curb cut, where applicable, and driveway apron meeting City of Savannah design and construction standards (in accordance with section 4-1002 & 4-1003).
- Soil is not an established driveway surface material in front yards except in parallel paths under vehicle tires as part of an established ribbon strip driveways.

Semi-trucks and Motor Homes

No motor vehicle exceeding 20 feet in length, and/or 10,000 pounds gross vehicle weight, or any trailer coach, motor home, trailer, semitrailer, or truck tractor, or part of such vehicle, shall be parked or stored upon the street adjacent to any lot zoned residential except:

- Commercial vehicles, when such vehicles are being expeditiously loaded or unloaded, or equipment on such vehicles is being used to perform the special operations for which it was designed, including, but not limited to, the construction, operations, removal or repair of utility or public utility property or facilities or public streets and rights-of-way.

Example Parking Rules Handout

A Handout to Describe Parking Rules During Events

Below is an example of a parking rules handout created for a music festival to educate people on parking at a private parking lot during the event. Lake City could develop an educational parking rules handout similar to this that could be passed out by volunteers at the town gateways during events. Such a handout could improve parking efficiency and safety during events—especially if a private lot has granted permission for public parking use during events.

Parking Rules Handout Example

Parking Rules

Because of the risk to our patrons and their property and at the request of the land owners, the Southeast corner of Lakeview Rd and Country Club Rd will be used as Calf Fry Music Festival overflow parking only.

The following are rules and regulations as set forth by all parties operating parking on Tumbleweed Dance Hall property and property adjacent to The Tumbleweed. The Calf Fry Music Festival parking vendors reserve the right to refuse admission or eject any person without refund who is violating the facility, local, state, or federal laws or whose conduct is deemed illegal, disorderly, or offensive by management.

PARKING IS FOR CALF FRY MUSIC FESTIVAL PATRONS ONLY

- **NO** GROUPS LARGER THAN 10 PEOPLE
- **NO** amplified sound systems will be permitted in the parking area.
- **NO** household furniture or large items may be permitted in the parking area
- **NO** campfires or portable grills allowed.
- **NO** tents or other structured are permitted in the parking area
- **NO** underage drinking
- **NO** illegal drugs
- **NO** overnight camping in the parking area.
- **NO** riding around in the back of open vehicles within the parking area
- **NO** glass bottles or containers of any kind. All articles are subject to search.
- **NO** PETS ALLOWED in parking area
- **NO** tossing or throwing of any items or disorderly conduct that could result in the injury or damage to others or their property, etc. Violators will be prosecuted to the fullest extent allowed by law and will be immediately removed from parking area.
- **NO** weapons of any kind. All articles are subject to search.
- **NO** soliciting on site - includes food, beverage, merchandise or entertainment, or any other items.
- **NO** horses, ponies, or similar animals of any kind allowed on festival grounds.
- **NO** golf carts, dirt bikes, four wheelers, go-carts, or any other all-terrain vehicles
- **NO** common source container (i.e. Kegs) permitted in the parking area
- **NO** alcohol related paraphernalia are allowed. (i.e... Beer Bongs, shot luge, etc.)
- **NO** driving above speed limit - speed limit is 10 MPH.
- **NO** parking outside of parking areas – Violators will be towed
- **NO** radio frequency/remote controlled devices and/or drones allowed!

VIOLATORS OF THESE RULES WILL BE ESCORTED OUT OF THE PARKING AREA BY SECURITY/LAW ENFORCEMENT

Charge Ahead Colorado

Grant Application Information

Lake City plans to pursue a Charge Ahead Colorado grant in 2020 in order to gather funding to install several fast-charge electric vehicle (EV) charging stations in town. By providing fast-charge electrical vehicle charging stations, Lake City would be making concrete steps towards realizing the region's efforts to electrify its scenic byways—and encourage another method of transportation to/from the community that is sustainable for both locals and visitors to town. Currently, there are two slow-charge EV stations located by the bank. However, these are not conducive for visitors traveling longer distances and who need access to the fast charge stations that encourage EV commuting. One potential location for installing these EV stations is adjacent to the Lake City Area Medical Center. (Installing EV fast-charging stations at this or any location will need approval from the Gunnison County Electric Association, GCEA, as level 3 power will need to be provided.) Potential partner options for installing the fast-charge EV stations could be with the town, county, chamber, or a private industry.

The Charge Ahead Colorado grant program is sponsored by the Regional Air Quality Council (RAQC) and the Colorado Energy Office (CEO) and aims to improve air quality, encourage the deployment of electric vehicles across the state, and support implementation of the Colorado Electric Vehicle Plan by providing financial support for electric vehicle charging stations. The CEO manages the Charge Ahead Colorado grant program for all areas in the state of Colorado outside of the Denver Metro area. This program includes funding support from the Colorado Department of Transportation and the Colorado Department of Health and Environment. Charge Ahead Colorado typically has three application rounds per year in January, May, and October. (Go to this website: https://www.colorado.gov/pacific/energyoffice/charge-ahead-colorado and click on the Colorado Electric Vehicle Plan link for more information.)

Potential Location Map for Fast-Charge Electric Vehicle Charging Stations

Review of Existing Codes

Enforcement Recommendations to Improve Safety

Item 1: ***Town of Lake City Code Sec. 20-1. - State Highway No. 149.***

Code Excerpt: The town has heretofore authorized the construction of State Highway No. 149 upon certain portions of its streets. Pursuant thereto, the town has agreed that the streets upon which the highway is located shall be through streets; that the state department of highways may regulate the speed and traffic controls thereon; that the prima facie speed limit shall be 25 miles per hour; that the width of such streets from curb to curb shall be a minimum of 54 feet; that parking shall be prohibited within 20 feet of any intersection; and that the traffic and parking regulations hereafter adopted which pertain to the streets forming a part of the said state highway shall be first approved by the department of highways.

Item 1 Recommendations:

- Install signage and enforce the prohibition of parking within 20 feet of any intersection of State Highway 149.
- Investigate installing signage at all intersections within the town limits to prohibit parking within 20 feet of any intersection where safety is of a concern.

Item 2: ***Town of Lake City Code Sec. 20-25. - Part 1202 Parking or Abandonment of Vehicles.***

Code Excerpt: (4) No person shall leave any partially dismantled, non-operating, wrecked, or junked vehicle on any street, highway, or easement within the town.

Item 2 Recommendations:

- This section of code could be used to enforce the prohibition of leaving trailers for OHV's or snowmobiles parked in the public right-of-way. Trailers take up parking spaces that could be used by visitors to the Town. This section spells out the procedure of enforcement. See excerpt from Ridgway Code that is more specifics on length of stay of unattended vehicles. Revising the code to limit length of stay could help reduce the amount of trailers of any kind left parked in the right-of-way.
- Declare through public education, signage, or code revisions that trailers of any kind left parked on Town streets for longer than 24 hours during the time period of June 15th - July 15th and August 30th – September 30th are prohibited. (Alternative dates could be June 15th – September 30th in addition to the snow removal period of November 1st – March 30th described in the code.) See ***Item 3*** for additional information on this topic.

Related Code Excerpt: Ridgway Municipal Code Sec. 15-1-11. - Unattended Motor Vehicles

(A) It shall be unlawful to park or leave any vehicle standing for a period longer than 72 hours upon a street right of way in the HB Zoning District, regardless of whether the vehicle is in front of the owner's residence or place of business. (B) Vehicles parked or left standing in violation of this Subsection are hereby declared to be Ridgway Municipal Code (15-1) 5 Revised May, 17 a nuisance which may be abated in accordance with law. In addition, such vehicles shall be considered abandoned and may be impounded and disposed of in accordance with provisions of the Town's Model Traffic Code and State law.

Item 3: ***Town of Lake City Code Sec. 23-16 (b)***

Code Excerpt: (b) Restrictions on use and location of travel vehicles.

1. *Except as expressly authorized by further provisions in this subsection (b), no travel homes, recreational vehicles, or other types of vehicles or trailers shall be used or occupied by any person on any public or private land within the town for purposes of short- or long-term residency or overnight camping. Further, no generators may be deployed for the purpose of providing electric power to any type of vehicle or trailer allowed or permitted in the town, except within areas of the lawfully designated campgrounds and parks referred to in subsection (b)(2) of this section.*

Review of Existing Codes Continued...

2. *Notwithstanding the provisions of subsection (b)(1) of this section, any type of vehicle may be used or occupied, during periods of up to, but not more than, 30 weeks in each calendar year, for said purposes of residency or overnight camping in such campgrounds and parks within the town that have been lawfully designated for such uses and in conformity with applicable town zoning regulations controlling such uses.*
3. *Nothing in this subsection (b) shall be deemed to prevent the mere parking of an unoccupied travel home or recreational vehicle for up to 24 hours upon the town's public streets or alleys, provided that such vehicle is properly registered and licensed, and is otherwise lawfully parked in a location which does not create a nuisance or hazard.*

Item 3 Recommendation:

- Revise the Code to be more specific about the length of stay of travel trailers, their location, permissions of adjacent private property owners and use of generators. Refer to following excerpt of Silverton Municipal Code.

Related Code Excerpt: Silverton Municipal Code Sec. 16-5-30. - Campers

(a) Occupancy. The occupancy of campers is allowed within the Town only as a convenience for visiting friends and relatives or during construction of a dwelling unit. This Section is not intended to allow campers to be occupied for residential purposes or to allow them to be occupied in conjunction with any commercial operation.

1. *Campers may be parked for occupancy on private residential property only with the express permission of the resident property owner upon whose property the unit is parked.*
2. *Campers may be parked for occupancy on public thoroughfares only with the express permission of the resident property owner whose residential property is adjacent to the street frontage being used.*
3. *Each occupied residential property shall be allotted a total of 20 camper days per calendar year during which campers may be parked for occupancy on or adjacent to the subject property.*
4. *All campers parked for occupancy under the above conditions shall comply with Section 11-1-50 of this Code and with all directives of the Public Works Director for purposes of street maintenance and snow removal.*

Cost Estimates to Implement Recommendations

Cost Estimates

The cost estimates shown on pages 63 through 67 are associated with the Recommendations outlined in this report on pages 5 through 8 of the Executive Summary with Recommendation A being the highest priority for installation. (These Recommendations are explained in greater detail on pages 11 through 20.) Recommendations E and G are long-term future goals and more research/Town input is needed to determine costs for these items; therefore, costs for Recommendations E and G are not included in this report. The following cost estimates are preliminary in nature and do not include escalation. Assume a 4% increase per year from 2019.

Recommendation A

Create and Implement a Wayfinding & Signage Master Plan

Tasks	Deliverables	Estimated Costs
1. Project Kickoff	Research and Discovery Summary including Inventory of Existing Wayfinding Elements	$5,000
2. Wayfinding Strategy	Projects Goals and Missions, Map of Town showing existing and potential locations for wayfinding elements including quantities (consultant to have access to Parking Study maps), Stakeholders Committee/Town meeting	$6,000
3. Wayfinding Design	Signage concepts including heirarchy of signage to be implemented; Public Meeting with Stakeholders, Committee and Town; Design and Construction Document Package including Pedestrian and Town Amenitity signs	$16,000

Cost Estimates to Implement Recommendations Continued...

Recommendation B

Strategies to Organize Parking in Downtown

Tasks	Estimated Costs
Temporary parking space striping	
Upfront Cost - power striper with motor and 5 gal paint reservoir	$1,000
Annual Cost - Paint supplies and town personnel labor	$500 each time striping is installed in downtown
Delineate Parking Spaces with Wheel Stops	
Match existing timber stops at Lake City Town Park - Timbers 8 ft. long drilled with two holes for 1/2" rebar installed into ground plus labor	$125 at each space
Convert head-in parking to Diagonal on 2nd, 3rd, 4th and Silver Streets	
Striping - See upfront costs above	$500 each time striping is installed in downtown
Wheel stops - seed details above	$125 per space
Signage - 8"x10" ID sign with metal pole installed in concrete footing	$250 each
Planters - installed at an angle, moveable for winter maintenance, 70" long wood timbers with soil and plants	$500 each
Install curb extensions and plants at key intersections	
Cobble edging, mulch, topsoil and small plants to match existing	$1000 -2500 each
Optional keystone block edging, approx. 69 l.f. at each corner	$1000 each corner
Upgrade ADA parking spaces to meet current requirements	
Install accessible hard surface material at each space - 13'x18' with permanent striping	Concrete pad $2100, Asphalt $2000
Signage - 8"x10" ID sign with metal pole installed in concrete footing	$250 each
Install Signage and striping for designated trailer and RV parking areas	
Striping - See upfront costs above	$500 each time striping is installed
Signage - 8"x10" ID sign with metal pole installed in concrete footing	$250 each

Notes:

1. These items do not include technical design or engineering and could be completed by Town staff or local contractors.

Cost Estimates to Implement Recommendations Continued...

Recommendation C

Install Parking Signage (Wayfinding and Regulatory) in Town

Tasks	Quantities	Estimated Costs
Signage to direct large vehicles, trailers and RVs to designated parking lots and streets	10 signs* with concrete footing	10 x $250 each = $2500
Signage to identify public parking lots (2 existing lots at Lake Fork Memorial Park and Lake City Medical Center)	2 signs* with concrete footing	2 x $250 each = $500
Signage posted at these lots to identify Town Amenities	2 kiosk signs** with concrete footings	2 x $5,000 = $10,000
Install Diagonal Parking Only signs at 2nd, 3rd and Silver Streets	10 signs* with concrete footing	10 x $250 each = $2500
Install Two Hour Parking signs in Downtown Core	10 signs* with concrete footing	10 x $250 each = $2500
Install No Parking signs at key intersections to increase visibility at street crossings	10 signs* with concrete footing	10 x $250 each = $2500
Install ADA Parking Space Wayfinding and Identification signs	10 signs* with concrete footing	10 x $250 each = $2500

*Signage - 8"x10" ID sign with metal pole installed in concrete footing

** Kiosk signs - 5'x4' size, 8' tall sign, steel frames, high pressure laminate printed sign, brochure holders, concrete footings

Notes:
1. Final costs will be determined by final sign design which can vary significantly.
2. Ten signs asssumed for estimate. This number can vary.
3. These items do not include technical design or engineering and could be completed by Town staff or local contractors.

Cost Estimates to Implement Recommendations Continued...

Recommendation D

Develop Existing Town-Owned or County-Owned Vacant Parcels as Interim/Event Parking Areas

Tasks	Estimated Costs
Improve three public parking lots (2 are existing)	
Parking Lot #1 - Existing Parking area north of Lake City Medical Center, approx. 29,810 s.f.	
Grading and installation of 6" depth of 3/4" aggregate base course	$12,000
Delineating spaces with temporary striping	$1200 each lot each time striping is installed
Wheel Stops - Match existing timber stops at Lake City Town Park - Timbers 8 ft. long drilled with two holes for 1/2" rebar installed into ground plus labor	$125 at each space
Parking Lot #2 - Vacant County land at intersection of 4th St. and Henson St., approx. 9,750 s.f.	
Grading and installation of 6" depth of 3/4"aggregate base course	$4,500
Delineating spaces with temporary striping	$500 each lot each time striping is installed
Wheel Stops - Match existing timber stops at Lake City Town Park - Timbers 8 ft. long drilled with two holes for 1/2" rebar installed into ground plus labor	$125 at each space
Parking Lot #3 - Vacant land south of Fire Station, approx. 12,700 s.f.	
Grading and installation of 6" depth of 3/4" aggregate base course	$6,000
Delineating spaces with temporary striping	$600 each lot each time striping is installed
Wheel Stops - Match existing timber stops at Lake City Town Park - Timbers 8 ft. long drilled with two holes for 1/2" rebar installed into ground plus labor	$125 at each space

Notes:

1. These items do not include technical design or engineering and could be completed by Town staff or local contractors.

Cost Estimates to Implement Recommendations Continued...

Recommendation F

Improve/Enhance Walkability & Bikeability

Tasks	Estimated Costs
Install missing link walkway connections as shown on the Proposed Site Improvements Map	
New concrete sidewalk 5 ft. width, 5620 l.f.	$220,000 for all proposed walks ($39/l.f. of walk at 5 ft. width)
Improve crosswalk(s) at Highway 149 by adding signage and flashing light crossings. Any work concerning Highway 149 must be coordinated with CDOT.	
Signage - 8"x10" ID sign with metal pole installed in concrete footing, (2) at each crossing	$250 each
Pedestrain crosswalk crossing flasher solar powered, (2) at each crossing	$2250 each
Install crosswalks and signage at ten (10) unpaved street intersections. Includes concrete installation, permanent striping and four (4) signs at each intersection.	
Concrete 5 ft. width with striping, four crosswalks per intersection	$2400 each crosswalk, $9600 each intersection
Signs - 8"x10" ID sign with metal pole installed in concrete footing	$250 each
Install pedestrian safety lighting bollards (13)	
From Memorial Park Bridge along Henson St. to 3rd St. to Town Park; and from parking at County Courthouse along Henson to 3rd.	$3500 price per bollard including electrical
Bike Racks - to hold 5-10 bikes each	
Install four (4) bike racks, one at each public parking lot	$750 each
Install four (4) bike racks within the right-of-way downtown along Silver Street	$750 each

APPENDIX