

Peak Parking in Breckenridge



Shannon Haynes, Chief of Police

Breckenridge Facts



- Approximately 5 square miles
- Population: 4,500
- Home of the Breckenridge Ski Resort – often the most visited ski resort in N. America
- In the last 6 of 7 months – highest average daily traffic counts on Hwy 9 since CDOT started counting in 2000
 - July 2015 – Highest average daily of any month since 2000 – 24,189
- Number of public parking spaces = 1700
- Number of ski area parking spaces = 2200

Trying to Mitigate Parking

- Over last 40 years TOB acquired a number of properties to serve as parking lots.
- 1998 TOB formed a Parking Special Improvement District to collect funds intended to provide for the purchase and improvement of lots.
- The Town spent about \$1.4 million prior to establishing parking district and an additional \$3.5 million in acquisitions and improvements after 1998, while only collecting \$1.5 million.

Skier Parking

- Parking Agreements with Breckenridge Ski Resort (BSR)
 - Provide 2,500 spaces
 - Use of Block 11 (Town space for overflow)
 - Use of “Gondola” Lots



What do we need?

- Studies (1986 & 1996)
 - TOB will need more parking for skiers and consumers
 - Create a long term plan for structures
 - Add spaces (200) at the south end of town and add overflow in the middle
 - Determine utilization #s on the busiest days & decide on inventory based on threshold for overflow
 - Recommended remote overflow parking for 20 busiest days (500 spaces north, 200 spaces south)

How about Transit...

- Three FREE transit systems – Summit Stage, Breckenridge Freeride, Ski Resort buses
- Shuttles



Good... Bad... Ugly on Peak Days

Planned Events

OVERALL GOOD!



- Time to plan
- Develop contingencies
- Create Private/Public partnerships
- Utilize transit
- Message in advance
- Staff appropriately

Good... Bad... Ugly on Peak Days

Planned Events that exceed
participant expectations

CAN BE BAD!



- Plans do not address realistic need
- Contingencies may not be sufficient
- Private/Public partnerships may/may not be in place
- Transit may not be sufficient
- Messaging may need to change at the last minute
- May not be staffed appropriately

Good... Bad... Ugly on Peak Days

The Unexpected DOWN RIGHT UGLY



- No time to plan
- No Contingencies
- ?Private/Public partnerships in place
- Transit will not be sufficient
- Proactive messaging will be non-existent
- Staffing will not be adequate

Thoughts... Questions?

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