

Chautauqua Access Management Plan

Summer of 2017 Potential Pilot Programs: Issues and Considerations informed by Key Findings from Data Collection and Evaluation

The purpose of this document is to provide a summary of the main issues that city staff has identified with current transportation access to the Chautauqua area. This document also corresponds to a companion spreadsheet that lays out potential strategies under consideration for the 2017 pilot.

The issue statements and findings described here are primarily based upon the technical and survey data collected this past summer. The potential pilot programs being considered for implementation in the summer of 2017 should be targeting mitigation of these issues. It is important for staff to understand whether members of the Community Working Group agree that these are the main issues and the extent to which the data and key findings support these premises.

Issue A: For a variety of reasons, the vast majority of visitors arrive at the Chautauqua area by automobile. This situation, combined with the popularity of this area, creates traffic congestion, parking congestion and greenhouse gas emission levels that do not meet the City's [Transportation Master Plan](#) goals for transportation mode choice, compromising the city's ability to achieve its environmental goals.

Support: The following data and evaluation support this premise.

- The motor vehicle traffic counts on Baseline Road suggest that thousands of cars are entering the Chautauqua area each day.
- The motor vehicle traffic counts on Baseline Road suggest the traffic volume in this area increases significantly on the weekends and this corresponds to significant increases in trailhead usage over the weekend.
- The majority of respondents to both the RRC survey and the Open Space & Mountain Parks survey noted that they had arrived in the Chautauqua area or to open space by automobile (anywhere from 57% to 85% depending on the survey).
- Regular transit service is not in place to provide access to the Chautauqua area.
- A small percentage (approximately 2 percent) of visitors arrived at the Chautauqua area by bicycle. Bicycle parking was very full close to the trailhead but not well used in more remote locations.
- A small percentage (approximately 2 percent) of visitors arrived at the Chautauqua area using a ride-sharing option such as Uber or Lyft

Issue B: There is more demand for motor vehicle parking within the Chautauqua complex than there is supply. Consequently, the surrounding neighborhood streets within the leasehold and in the neighborhood to the north of Baseline are used as overflow parking for the site. This

results in a number of concerns for the people living on these streets including lack of access to on-street parking for themselves, illegal parking which limits sight distance to conflict areas, and issues with trash and noise from visitors. In addition, residents have had verbal conflict with people parking on-street when expressing concerns about these issues (i.e. “please don’t block my driveway” requests met with hostility).

Support: There is data that support this premise on some but not all neighborhood blocks.

- Parking utilization data collected through the summer of 2016 showed 75% parking utilization at peak times and higher than 50% most times for the following blocks or areas:
 - o several blocks in the neighborhood north of the Chautauqua complex (Grant, Lincoln, 8th and 9th Streets) and
 - o most blocks in the leasehold.
- Visual observations on several blocks north of Baseline showed that parking was over-represented closer to Baseline Road so even though a block might only show as 50% utilized, it would seem to be closer to 100% utilized to someone living on the south end of the block.
- In a survey of Chautauqua trailhead users, approximately 19 percent stated that they parked in the neighborhood north of Baseline. The only other location people stated they parked more was in the Ranger Cottage lot.
- Targeted parking enforcement in the neighborhood north of Baseline (bordered by 6th Street, 11th Street, Baseline and Aurora) over the summer included 110 hours of parking enforcement and resulted in 122 parking citations for violations associated with parking too close to a driveway or crosswalk or intersection or stop sign. Enforcement efforts yielded a little more than one violation per hour of enforcement. These types of violations are indicative of both high parking utilization and the type of conflicts experienced by neighbors.
- Crash data compiled from 2013 through 2015 show a number of parking related crashes on Chautauqua area residential streets that are indicative of higher parking utilization and turnover.

Issue C: On streets within the historic district (leasehold and adjacent park and parking lot), pedestrians walking in the street are in conflict with motor vehicles driving through the area looking for parking spaces. There is concern that this creates an unsafe situation.

Support: There were fewer data points to support this premise.

- Traffic speeds collected on Kinnikinnic in the leasehold did not show a lot of speeding;
- Video observations of vehicle and pedestrian interactions on Kinnikinnic suggested that the potential for conflict occurred a small percentage of the time and showed courteous and accommodating behavior from people walking and driving on the roadway (note: This was only two hours of video observation);

- Crash data compiled from 2013 to 2015 within the historic district did not show any crashes involving pedestrians. It did show several parking and fixed object collisions.
 - Traffic volumes collected on Kinnikinnic are higher than anticipated for the land use connecting to it but not so high as to suggest the same cars driving past over and over again.
 - There have been resident concerns voiced about this issue and priority for pedestrians on narrow streets was specifically referenced in the current Chautauqua Lease as a governing principle of the CAMP.
 - Related finding: Speed data collected on Chautauqua area roadways did not suggest a speeding problem on most roadways. The greatest amount of speeding was on 9th Street north of Baseline.
-

Issue D: When concerts occur at the Chautauqua auditorium, there is a transit service (HOP to Chautauqua) that participants can use to access the Chautauqua area without driving to the site. Due to a need to meet Federal American's with Disabilities Act (ADA) requirements, approximately half of these bus trips travel into the neighborhood south of Baseline and use Columbine Avenue to access the front door of the Auditorium. Residents living in the neighborhood east of Chautauqua and south of Baseline have expressed concern that these buses are noisy and create a noxious odor both of which impact their quality of life. They have also expressed concern with the safety of buses traveling on these narrow streets and potentially being in conflict with other vehicles and pedestrians.

Support: There is data to support the presence of these buses and the conditions of the street they use. No data was collected which speaks to the quality of life issues raised by the residents.

- On an average night approximately half the bus trips deliver passengers to the Concert Hall front doors by HOP to Chautauqua buses and consequently use Columbine Avenue. All of the buses picking up passengers after the concert use Columbine Avenue.
 - Speed and volume data collected on Columbine do not suggest that speeding or high traffic volumes on Columbine exacerbate this issue.
 - From observations during concert nights, pedestrians do walk along Columbine Avenue and there are sections of the street without sidewalk that require pedestrians to walk in the street.
 - It is not known how much noise or fumes are made by HOP to Chautauqua buses. However, these same buses drive on residential and arterial streets across the City creating similar noise and fumes.
-

Other Key Findings: Data collection and evaluation provided several other key findings which do not translate directly to issues but rather are considerations when determining potential mitigation. As an example, survey information which asks users how difficult it was to find parking is helpful in understanding how impactful different parking management strategies might be; while information about residency of users is helpful in understanding the extent to which solutions tailored to locals will mitigate the impact.

These key findings include the following:

1. Approximately one third of visitors to the Chautauqua area are Boulder residents and about 60 percent come from Boulder County. The remainder come from other Colorado communities like Denver and Broomfield or from out of state (California and Texas for example).
 - *THEREFORE: Any pilot strategy must consider out-of-town visitors in terms of tailoring the strategy to address the needs and behaviors of this group of visitors. Strategies to address Boulder residents may also be successful.*
2. Approximately 70 percent of Boulder residents living between 2 and 4 miles from the Chautauqua area arrive by automobile and do so several days per week.
 - *THEREFORE: Any pilot strategy that directly addresses Boulder residents should focus on those living close to Chautauqua.*
3. Data collected from August to November suggests that Open Space and Mountain Parks (OSMP) visitation at Chautauqua more than doubled between 2004 and 2015. The largest component of this increase has been increased visitation from visitors living outside the City of Boulder.
 - *THEREFORE: Any pilot strategy must consider out-of-town visitors in terms of tailoring the strategy to address the needs and behaviors of this group of visitors.*
4. Visitation to Chautauqua trailheads is twice as much on a weekend day compared to a weekday.
 - *THEREFORE: Any pilot strategy must be flexible and tailored to specific days of the week.*
5. Visitation to Chautauqua trailheads typically peaks around 11am in the morning.
 - *THEREFORE: Any pilot strategy must be flexible and tailored to specific times of the day.*
6. Visitation to Chautauqua trailheads is typically around 2500 people per day and can be as high as 5,000 people per day.
 - *THEREFORE: Any pilot strategy must be scaled to address this volume of visitors. (Note: Visitation levels will not explicitly be capped or limited as part of the CAMP.)*
7. Almost half of the people surveyed when visiting Chautauqua trailheads stated that they found it “easy” or “very easy” to find parking. Less than one third found it “difficult” or “very difficult” to find parking.
 - *THEREFORE: The success or weaknesses of the 2017 pilot can be measured to understand if it gets harder or easier for visitors to park.*

8. The majority of people traveling to the Chautauqua area arrive from the south, using either US-36 or Broadway to access Baseline Road. Between a quarter and a third (varies by day) come from the North (downtown) and arrive by 9th Street. Most of the remainder come in from the east or north-east (east boulder, Longmont, Lafayette, etc...). When entering the historic district, more than 80 percent enter from the Grant Place/Kinnikinnic entrance.
 - *THEREFORE: Any pilot strategy that involves transit, variable message signs, parking management, or other geographically specific activities should focus on these key transportation corridors for accessing Chautauqua.*
9. There are public parking spaces in the downtown, the CU campus and along South Boulder Road/Table Mesa and Broadway which many Chautauqua area visitors pass on their way to the site. The number passing these spaces and the availability of parking in these spaces is highest on the weekend when visitation to the Chautauqua area is highest.
 - *THEREFORE: Any pilot strategy that involves transit, variable message signs, parking management, or other geographically specific activities should focus on these key transportation corridors for accessing Chautauqua.*
10. The duration that people parked in the Chautauqua area was averaging close to 3 hours per visit. Parking duration in the Ranger Cottage lot, around the Green and in the neighborhood north of Baseline were typically between 2 and 3 hours. Parking duration on Baseline was less than that and parking duration within the leasehold was higher than that.
 - *THEREFORE: Any pilot strategy that involves transit and/or parking management could be designed to accommodate and/or change these parking behaviors. These data may also provide an opportunity to monitor the success or weaknesses of a 2017 pilot.*
11. Access for visitors with mobility impairments is limited.
 - *THEREFORE: Any pilot strategy should incorporate these considerations into the design of the project.*