Boulder City Council
STUDY SESSION
Study Session is Televised

Tuesday
May 26, 2015

5:30-6:30 PM
Briefing: Form Base Code

6:30-7:30 PM
Community Cultural Plan
This information will be available May 20.

7:30-9 PM
Access Management and Parking Strategy (AMPS)

Council Chambers
Municipal Building
1777 Broadway

Submit Comments to City Council
Email: council@bouldercolorado.gov or
Attention: Alisa Lewis, City Clerk
PO Box 791, Boulder, CO 80306
Fax: 303-441-4478

Study Session
MEMORANDUM

To: Members of City Council

From: Jane S. Brautigam, City Manager
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Michael Gardner-Sweeney, Acting Director of Public Works for Transportation
David Driskell, Director, Community Planning and Sustainability
Molly Winter, Director, Downtown and University Hill Management Division and Parking Services (DUHMD/PS)
Kathleen Bracke, GO Boulder Manager, Public Works Transportation
Chris Hagelin, Senior Transportation Planner, GO Boulder
Bill Cowern, Transportation Operations Engineer
Karl Guiler, Senior Planner, Community Planning and Sustainability
Jay Sugnet, Senior Planner, Community Planning and Sustainability

Date: May 26, 2015

Subject: Update on the Access Management and Parking Strategy (AMPS)

EXECUTIVE SUMMARY

The purpose of this study session is to:

1. Seek City Council's input on draft recommendations for key priorities for 2015:
    a. refined options and draft recommendations for Transportation Demand Management (TDM) policies for new developments;
    b. potential modifications to long term on-street parking;
    c. options for satellite parking;
    d. a potential shared parking policy between districts and private developments; and,
    e. considerations for parking-related code changes.
2. Share ongoing community engagement and work plan items related to AMPS and next steps.

The purpose of AMPS is to review and update the current access and parking management policies and programs and develop a new, overarching citywide strategy in alignment with city goals. The project goal is to evolve and continuously improve Boulder's citywide access and parking management policies, strategies, and programs in a manner tailored to address the

unique character and needs of the different parts of the city. The project purpose, goals and guiding principles are shown in **Attachment A**.

Staff has gathered input from the community, boards and commissions to help identify 2015 priorities for further research and community discussion. Ongoing outreach to the city advisory boards and the community has served the dual purposes of educating the public about the multimodal access system and seeking input and ideas about future opportunities for enhancements. The community and board members attended a joint Civic Area and AMPS open house in January 2015, and provided the input summarized in Section II below. Staff is preparing the most recent feedback from the boards and commissions, coffee talks, and April 29 open house, which will be submitted to council prior to the study session.

Questions for City Council

1. What is council's input on the following AMPS 2015 priority work program items:

<u>TDM for New Development</u>
   a. What is council's feedback on staff's draft recommendations for a TDM ordinance for new development?

<u>Long Term On-street Parking</u>
   a. Does council have feedback on the outlined approach?
   b. If not, in what manner would council like staff to consider changes to B.R.C. 7-6-20? When this issue was considered previously, options for change included eliminating the restriction or extending the restriction to seven days.

<u>Satellite Parking:</u>
   a. Does council support proceeding with the development of satellite parking opportunities and policies in conjunction with multimodal transit, bike and carshare/carpool options?

<u>Shared Parking:</u>
   a. Does council support staff proceeding with the development of a shared parking policy?

<u>Parking Related Code Changes</u>
   a. Does council have feedback on the outlined approach?

2. Does council have any feedback regarding the ongoing AMPS community engagement and related work plan items and next steps?

MEMO ORGANIZATION

I. Background
II. Community, Board and Commission Feedback
III. Transportation Demand Management Plans for New Development
IV. Long-term on-street parking storage (i.e. 72-Hour Parking Restriction)
V. Satellite Parking
VI. Shared Parking
VII. Parking Related Code Changes
VIII. Ongoing Work Related to AMPS
IX. Next Steps

I. BACKGROUND

The City of Boulder's parking management and parking district system has a long history, with the first parking meters installed on Pearl Street in 1946. During the past decades, Boulder's parking system has evolved into a nationally recognized, district-based, multimodal access system that incorporates transit, bicycling and pedestrians, along with automobile parking, in order to meet city goals, support the viability of the city's commercial centers, and maintain the livability of its neighborhoods. Parking districts are currently in place in three areas of the community: downtown, University Hill and Boulder Junction.

The AMPS project approach emphasizes collaboration among city departments and close coordination with the numerous interrelated planning efforts and initiatives such as the Transportation Master Plan (TMP), Economic Sustainability Strategy, and Climate Commitment. In addition of considering enhancements to existing districts, AMPS is examining parking and access policies and strategies outside of the districts, including parking requirements by land use, bicycle parking requirements, neighborhood parking permit program, and on-street parking throughout the community.

Elements of the AMPS project include:

- Integrated planning, coordinated with other master planning efforts;
- A focus on a particular set of goals and guiding principles that create an adaptable set of tools and methods, allowing the city to continually improve and innovate to achieve its goals;
- Evaluation of existing and new parking and access management policies and practices within existing districts and across the community, including on- and off-street parking, and public and private parking areas; and
- Development of context-appropriate strategies using the existing parking districts as role models for other transitioning areas within the community and incorporating national best practices research.

City Council held study sessions on June 10, July 29, and Oct. 28, 2014 to review work to-date on the seven focus areas (District Management, On- & Off-Street Parking, Technology, Transportation Demand Management, Code Changes, Parking Pricing, and Enforcement) and provide overall direction on the approach for AMPS, as well as short-term code changes. Staff prepared summaries of the June and July study sessions and the October study session.

II. COMMUNITY, BOARD AND COMMISSION FEEDBACK

Staff continues to compile community, board and commission feedback to inform the development of AMPS. Staff has been conducting outreach to residents and commuters through the project website, Inspire Boulder, and a series of coffee talks throughout Boulder to help develop an understanding of how the community currently views parking and access management.

Associated with the current phase of work the following community, board and commission activities have occurred or been scheduled.

- January 21 – Joint Board Workshop on AMPS
- April 29 – AMPS Open House

- May 4 – Downtown Management Commission
- May 6 – Boulder Junction Access Districts Commissions
- May 11 – Transportation Advisory Board
- May 13 – Downtown Boulder, Inc.
- May 14 – Downtown Boulder Business Improvement District
- May 20 – University Hill Commercial Area Management Commission
- May 21 – Planning Board

A summary of feedback from the commissions and boards will be provided at the study session. A summary of recent community engagement activities is included in **Attachment B**. The full documentation of comments received as part of this phase of AMPS is available on the AMPS website.

III. TRANSPORTATION DEMAND MANAGEMENT PLANS FOR NEW DEVELOPMENT

Based on previous feedback from City Council, boards, and the community, staff is proposing modifications to the Transportation Demand Management (TDM) Plan process for new developments. The purpose of a TDM Plan is to mitigate the transportation impacts of new development by providing programs, amenities and services to the employees or residents. Staff is proposing the following draft recommendations for the TDM Plan ordinance, policies and process based on feedback from the boards, council, public, local developers and transportation consultants.

Measurable objective(s) to determine TDM Plan compliance and success

a. Base the ordinance on vehicle trip generation at peak morning rush hour through the use of vehicle counters at property entrances and exits (conducted by the city or a third party).
    i. Use single-occupant vehicle (SOV) mode share as a secondary measure through employee travel behavior surveys conducted by a third party or city to verify vehicle counts.
    ii. Use travel behavior survey results to revise strategies and improve TDM Plan effectiveness after each annual evaluation.
b. Specific trip generation targets will be based on each new development's land use, size, and location in terms of the level of multimodal access.
    i. Initial targets will be based on current Transportation Master Plan (TMP) measurable objectives related to mode share targets and adjusted Institute of Transportation Engineers Trip Generation Rates for transit-oriented development.
    ii. Vehicle trip generation targets will be designed to lower over time to meet TMP objectives and citywide sustainability goals related to vehicle miles traveled, SOV mode share and greenhouse gas emissions.

Triggers and thresholds for requiring TDM Plans

a. Lower the threshold for commercial properties from 100 to 20 vehicle trips at peak hour as the trigger to require a TDM Plan. Given that the SOV mode share for work trips for Boulder Valley employees is currently 68 percent, it is estimated that any commercial

property with over 30 employees would be subject to the ordinance. From a trip generation standpoint, the Institute of Traffic Engineers estimates that an office generates approximately 1.5 peak hour trips per 1,000 square feet. Therefore a 13,000 square foot office would generate 20 peak hour trips in the a.m. The trigger for residential properties would remain at 20 vehicle trips at peak hour.

b. The new ordinance would apply to all new commercial and residential properties, except those located within Boulder Junction. Boulder Junction properties are be required to meet that district's current Trip Generation Allowance, either on their own or by joining the TDM Access District. Staff proposes that CAGID (the downtown parking district), the University Hill parking district, and future districts be managed similar to the Boulder Junction model, and that this will involve developing specific trip generation allowances, mode share targets, evaluation and monitoring processes, and funding mechanisms appropriate to the unique context of each existing or new district. It is important to recognize that existing parking districts such as CAGID have a long-standing history of effectively developing and implementing highly successful TDM, access, and parking management strategies, so the impacts of any new TDM Plan requirements will likely be centered on monitoring/reporting programs, rather than on requiring new strategies.

TDM Plans will be flexible and customized for specific development contexts with few required elements. For example, in certain contexts, Eco Pass participation and first and final mile programs will be required for properties located along Community Transit Network (CTN) routes and arterial Bus Rapid Transit (BRT) corridors. Multi-tenant commercial and multifamily residential will be required to have shared, unbundled, managed, and paid parking. Overall, the plan is to offer program flexibility to account for context-sensitive solutions and innovations based upon each development's commitment to achieve vehicle trip reduction targets.

Timing and duration of TDM Plan monitoring and evaluation

a. Properties are evaluated annually for three years;
b. Properties are require to reach compliance within three years;
c. Properties that are in compliance do not require annual evaluations, but will continue to be monitored periodically;
d. Properties that are noncompliant after three years begin a more rigorous monitoring and enforcement process.

TDM Plan enforcement policies and process for noncompliant properties

a. Properties that are noncompliant are required to design and implement revised TDM. Plans that include financial incentives for non-SOV travel and disincentives to SOV use;
b. Input from boards and council has not produced a consensus on the use of fines or other penalties for initial noncompliance or continued noncompliance;
c. Based on input to date, staff recommends an approach that offers both incentives and disincentives to developers, property owners and tenants. Incentives could include floor area ratio (FAR) bonuses and reduced parking requirements in exchange for requiring TDM Plan compliance;

d. If a property is noncompliant after the first three years, the property could be required to join a transportation management organization, like Boulder Transportation Connections and/or 36 Commuting Solutions, which would provide direct ongoing technical assistance;
e. Only after repeated noncompliance would "meaningful fines" be necessary that could be reinvested into TDM programs and services targeted at tenants.

Policy question:

- Does council have feedback on staff's draft recommendations for TDM Plan ordinance for new development?

IV. LONG-TERM ON-STREET PARKING STORAGE (72 HOUR PARKING)

The City of Boulder discourages the use of on-street parking spaces for long-term vehicle storage by limiting the time that a vehicle can be parked in one on-street location to 72 hours. This restriction is enforced through B.R.C. 7-6-20 "Parking for More than Seventy-Two Hours Prohibited," which has the following code language:

> *No vehicle shall be parked upon any street for more than seventy-two hours without being moved or for the principal purpose of storage for more than seventy-two hours.*
>
> *Proof that the vehicle's odometer shows movement of no more than two-tenths of a mile during a period of at least seventy-two hours shall constitute prima facie evidence of violation of this section.*

There is concern that this current limitation requires community members to move their vehicles unnecessarily, causing undesirable automobile use and associated environmental impacts. Concern has also been expressed that the requirement to move their vehicles every 72 hours discourages people from using other modes of transportation.

There was a similar discussion concerning possible changes to this ordinance with policymakers in 1999 and then again in 2002. The options for change included eliminating the 72-hour on-street parking restriction or extending the restriction to seven days. A summary of the council hotline discussion from 1999 is shown in **Attachment E**. The April 2002 Transportation Advisory Board (TAB) memo detailing staff's findings and recommendations are shown in **Attachment F**. Following those discussions, it was determined that there was not a sufficient impact associated with the enforcement of this ordinance to justify a change in the ordinance.

Staff has identified the following considerations that pertain to the application of this ordinance.

- The 72-hour restriction is used as part of the city's practice for the notification, ticketing, and towing of vehicles parked in restricted areas associated with work zone traffic control and special events. Staff has considered the impact that any changes to this ordinance would have on these practices.
- The 72-hour restriction is also the first part of the city's abandoned vehicles enforcement practice. Vehicles are typically ticketed for violating the 72-hour restriction before the

city issues a notice that the vehicle is considered abandoned and that the owner must take action to move the vehicle or it will be towed.
- Some residents believe that the 72-hour restriction forces needed turnover in areas of high parking demand and that less restriction will create more local parking issues, similar to those that created the need for the city's Neighborhood Permit Parking (NPP) program.

Staff has received input from the community through an online survey that has been posted on the AMPS website and shared via social media. The survey was also distributed to neighborhood groups and community organizations, and as of April 27, 2015, it has had 329 responses. Responders are fairly split on whether they would like to see changes to the city's approach to long-term parking. The following information came from the survey responses.

- 41% of the responders did not know that there was an ordinance limiting on-street parking storage to 72 hours.
- 32% of responders would like to see the current ordinance change, while 29% of responders would not like to see the ordinance change. The remaining 39% of responders would need more information before making a decision.
- The most common reason that people wanted the ordinance to change was that they did not drive often and did not want to have to move their car every 72 hours.
- The most common reason people did not want the ordinance to change was that they did not want other people's vehicles parking in front of their homes for long periods of time.

This is a complicated issue, as there are good reasons to both change the ordinance and not to change the ordinance. Staff believes the considerations surrounding this issue remain the same as they did during prior discussions in 1999 and 2002, and it is staff's recommendation to not change B.R.C. 7-6-20 at this time.

Policy questions:
- Does council have feedback on the outlined approach?
- If not, in what manner would City Council like staff to consider changes to B.R.C. 7-6-20?

V. SATELLITE PARKING

Parking opportunities are becoming more limited for employees in the downtown and the University Hill commercial area. This strategy explores opportunities for shared parking facilities for non-resident employees who commute into Boulder for work along major transportation corridors associated with available transit service, off-street multiuse paths, and on-street bike lanes, and ideally with a multimodal "mobility hub." Commuters could park their vehicle at vacant lots outside of the commercial districts and then finish their trip into work by transit, bike, carpool, bikeshare, or car share. RTD already has several free Park-n-Ride locations that are primarily used for trips from Boulder to areas outside of the community that could be used by in-commuters. Staff is reviewing different types of locations:
- existing public (city, RTD, CDOT) and/or private parking lots with multimodal amenities;
- existing parking lots that would require amenities such as sidewalks, bus shelters, etc.;

- locations without existing parking facilities that could become satellite locations.

These types of satellite parking lots could be used by employees driving into the city and finishing their trip by transit, carpool, biking, and/or walking. Satellite parking lots could also be used for special events parking.

As one of the action items from the Transportation Master Plan, the city is continuing to work with CDOT, RTD, Boulder County, and area property owners to explore the concept of a mobility hub for north Boulder, at the intersection of north Broadway and US 36. The mobility hub could include potential opportunities for enhancing transit operations and passenger amenities, bike parking, bike-share, car-share, and satellite parking (Park-n-Ride), kiss-and-ride, etc. The project team is currently revising the conceptual site plan designs based on prior City Council input.

As next steps, staff is working on an analysis of the different potential locations, travel sheds that have the greatest number of employees in-commuting, location assessments, and recommendations regarding the highest priority opportunities both long- and short-term (see **Attachment C**). All sites will be reviewed to ensure compliance with existing zoning regulations and project specific requirements.

Policy question:

- Does council support proceeding with the development of satellite parking opportunities and policies in conjunction with multimodal transit, bike and carshare/carpool options?

VI. SHARED PARKING

The goal of a shared parking partnership policy is to maximize potential opportunities for additional shared and managed parking between private developments and established parking districts. The proposed policy could require a mandatory step in the development review process for projects of a certain size located inside one of the three parking districts (downtown, University Hill and Boulder Junction) to explore options and opportunities for additional parking and/or parking management strategies benefiting the entire district. Partnerships could take a number of different forms, including adding district-funded parking to the private development and/or district management options to increase or maximize private parking utilization to the benefit of the district as well as the private property owner. Staff is proposing the approach of requiring a mandatory discussion between the developer and the parking/access district during the review process with voluntary compliance.

There are several examples of potential and implemented partnerships between Boulder's access districts and private developments. These include St. Julien Hotel and the downtown parking district Central Area General Improvement District (CAGID); the Depot Square garage in Boulder Junction between multiple parties (RTD, Hyatt Hotel, affordable housing, the depot and the Boulder Junction Access District - Parking); the current negotiations between CAGID and the Trinity Commons project; and the University Hill General Improvement District (UHGID) and Del Mar Interests. Initial discussions are underway between BJAD and the S'Park development in Boulder Junction, and between UHGID and a coalition of property owners for a potential development at the southwest corner of Broadway and University.

Policy questions:

- Does council support staff proceeding with the development of a shared parking policy?
- Is mandatory review/discussion and voluntary compliance the right approach?
- What are the criteria for triggering a shared parking discussion? What size development would qualify for the mandatory review?
- How could the policy integrate with the development process?
- How could partnerships be structured?
- What are the strategies for maximizing private parking utilization?

Should council indicate interest in pursuing this approach, next steps would include working with the City Attorney's Office and Community Planning and Sustainability (CP&S) staff to refine the policy and determine how it would integrate with the city's development review standards and review process. Also, staff will seek feedback from the development community regarding their issues and questions.

VII. PARKING RELATE CODE CHANGES

With the exception of the recently approved "fixes" and addition of new bike parking regulations to the parking code in 2014, the City of Boulder has not conducted a comprehensive review of its parking requirements or updated the standards for some time. The current parking requirements do not reflect the travel mode shift that has occurred in Boulder in recent years or the desired continued mode shift in the future. Boulder's current mode split (including higher than regional and national trends for walking, biking, and transit) is reflected in the high number of parking reductions that are requested and approved for new development projects and in data that shows an increasing use of transit and bike facilities.

As part of the AMPS process, the city is evaluating updates to the land use (zoning) code to ensure that parking is being provided according to contemporary and future travel needs, with higher percentages of people choosing to walk, bike and ride transit as alternatives to the automobile. City policies also seek to require more efficient parking solutions and avoid excessive parking as expressed in the two Boulder Valley Comprehensive Plan (BVCP) policies below:

> ***6.09 Integration with Land Use***
> *Three intermodal centers will be developed or maintained in the downtown, Boulder Junction and on the university's main campus as anchors to regional transit connections and as hubs for connecting pedestrian, bicycle and local transit to regional services. The land along multimodal corridors will be designated as multimodal transportation zones when transit service is provided on that corridor. In these multimodal transportation zones, the city will develop a highly connected and continuous transportation system for all modes, identify locations for mixed use and higher density development integrated with transportation functions through appropriate design, and develop parking maximums and encourage parking reductions. The city will complete missing links in the transportation grid through the use of area transportation plans and at the time of parcel redevelopment.*
>
> ***6.10 Managing Parking Supply***
> *Providing for vehicular parking will be considered as a component of a total access system of all modes of transportation - bicycle, pedestrian, transit and vehicular - and will be consistent with*

the desire to reduce single occupant vehicle travel, limit congestion, balance the use of public spaces and consider the needs of residential and commercial areas. Parking demand will be accommodated in the most efficient way possible with the minimal necessary number of new spaces. The city will promote parking reductions through parking maximums, shared parking, unbundled parking, parking districts and transportation demand management programs.

Staff is currently analyzing different land uses throughout Boulder in different contexts (e.g., suburban locations away from transit vs. mixed-use locations along transit routes) to evaluate current parking needs. See **Attachment D** for a map of the parking analysis locations that staff is planning to present at Planning Board meetings this summer. This information will also be included in the next AMPS update to City Council in the fall, when staff will seek direction on how the parking requirements should be updated. Consistent with the policies mentioned above, staff is considering incorporating the following best practices from other communities into the land use code:

- Updated parking requirements by land use and by context instead of by zoning district;
- Parking maximums;
- Shared parking requirements;
- Automatic parking reductions;
- Special parking requirements along multimodal corridors;
- Unbundled parking in areas outside of Boulder Junction;
- Requirements for electric vehicle charging stations.

Policy question:

- Does council have feedback on the outlined approach?

VIII. ONGOING WORK RELATED TO AMPS

In addition to the items described above, the project team is advancing work in several AMPS focus areas in 2015.

Parking Pricing

- Updates to several parking pricing rates, including increases in the long-term permit rates in the downtown and on the hill, and in NPP commuter permit rates, will be proposed during the 2016 budget process to reflect increases in the private parking rates. The current street parking fines have not been increased for more than 20 years and staff will be presenting council with recommendations for fine increases, as well as considering a graduated fine approach. Short-term parking rates on-street and in the garages will also be reviewed, including the option of variable rates at different times of day or in different locations. Finally, the parking rates for the Neighborhood Parking Permits will be evaluated – both business and resident – to ensure a comprehensive pricing approach. Community outreach and engagement will be integrated into every stage of this process.
- Boulder Junction district has developed a parking pricing strategy to implement the Shared Unbundled and Managed Parking (SUMP) principles and reflect the market of the surrounding area. Staff is also phasing in on-street parking management as newly constructed streets become available.

Technology

- Staff is reviewing proposals for the replacement of the downtown garage access, revenue control, and permitting systems to a state-of-the-art system that will coordinate with other technologies such as the variable messaging system. Installation is expected in 2015 and will take approximately two months to complete. Installation will be phased and managed to maintain access to the garages.
- With the projected completion of the Depot Square mixed-use development in Boulder Junction in the second quarter of 2015, staff will be working with the multiple parties – the hotel, RTD, affordable housing and Boulder Junction Parking District – to implement a parking management system to accommodate the variety of users of the shared parking.
- DUHMD/PS is pursuing an innovative pilot program with a downtown Boulder startup company, Parkifi. Parkifi is developing a real-time parking space occupancy technology system and is proposing to pilot the program in the Broadway and Spruce Street surface parking lot, in on-street spaces downtown, and potentially in the downtown garages. The pilot consists of installing sensors in parking spaces at no cost to the city. The sensors are connected to a Parkifi gateway that is connected to a cloud-based dashboard that displays occupancy data. The goal will be to work with the city's existing mobile payment vendor, Parkmobile, to provide real-time parking data to customers. Installation of the sensors is expected within the next couple of months as the details and specifications are worked out.

Districts

- Negotiations are continuing for a shared parking option between the Central Area General Improvement District (CAGID) and Trinity Lutheran Church in downtown for a mixed-use project, including senior affordable housing, additional congregational space, and additional parking.
- Negotiations are also continuing for a public-private partnership redevelopment of the University Hill General Improvement District (UHGID) 14th Street parking lot with Del Mar Interests for market-rate affordable housing, office and a district parking garage.
- Downtown and University Hill development and access projections will be updated during the second and third quarters of 2015 to reflect recent zoning changes on the hill, projected development, and the results of the employee travel surveys.
- The downtown bike rack occupancy count was completed in August 2014. This survey provides valuable information and informs staff of locations for additional bike racks. The final report and recommendations will be presented to council in the second quarter of 2015.

Transportation Demand Management

- Staff is exploring opportunities for mobility hub(s) and potential future managed parking areas as part of the Envision East Arapahoe corridor planning process.
- The communitywide and Downtown Employee Travel Survey was completed at the end of 2014. A survey of the travel patterns of the University Hill commercial district employees was completed in the beginning of 2015. The potential of a hill employee pilot Eco Pass program is under consideration. The information collected from the surveys is being used to evaluate the effectiveness of existing access and TDM programs, and more detailed information will be reviewed with the boards this summer, with an in-depth update provided to council as part of the AMPS study session this fall.

- Preliminary discussions are underway with the Steelyards Association regarding the potential for a coordinated parking management and TDM program for the mixed-use neighborhood in anticipation of the completion of Depot Square at Boulder Junction. The homeowners' association has expressed interest in creating a form of a NPP in their mixed-use neighborhood.
- The property owner of the future Google campus at the southwest corner of 30th and Pearl streets has petitioned to join the Boulder Junction Access District (BJAD) – Travel Demand Management (TDM). The process is anticipated to be completed within the second quarter of 2015. Staff has also had initial discussions with the Reve project at the southeast corner of 30th and Pearl streets about their petitioning to join the TDM district, as well.
- Coordination is ongoing with Community Planning and Sustainability staff, Transportation Division staff, and consultants regarding the parking and access projections for the Civic Area planning effort and integration of future TDM programs and additional parking.

On-Street/Off-Street

- A downtown parklet study will determine potential criteria and locations, operational parameters and considerations, installation requirements, and recommendations for potential parklet sites. The evaluation of the pilot parklet on University Hill has been completed and provided valuable information for the development of future parklets in the downtown. The Downtown and University Hill Management Division/Parking Services (DUHMD/PS) is considering implementing a phased parklet program in the downtown Business Improvement District. Parklets provide amenities like seating, planting, bike parking, and art and are accessible to all. In downtown Boulder, the public right-of-way offers a variety of spaces that both fit the physical requirements for a parklet and would also activate public life, and the city is proposing a mini parklet adjacent to the parking garage on Spruce Street east of 11th Street. Staff is exploring a partnership with Growing Up Boulder, the University of Colorado, and Boulder Valley School District to design and build a movable parklet in collaboration with local students.
- Staff is considering potential policy recommendations for on-street car-share parking to provide flexibility with new car-share programs. Proposed business models may require staff to bring proposed ordinance changes to council.

IX. NEXT STEPS

A timeline for the AMPS, along with major milestones and outreach activities, is being updated. Information from the community outreach and input from the City Council and boards will be used to refine the AMPS 2015 work plan items. In fall 2015, staff will schedule a joint board workshop in preparation for a Nov.10 council study session to provide an update on additional AMPS work items and seek board and council feedback on proposed policy recommendations and next steps, including the items shown below.

Feedback on Draft Recommendations

- District shared parking policy
- District satellite parking strategy
- Parking code standards for new development

Initial Input on Policy/Program Direction

- Scoping criteria for the formation of new parking districts
- On-street car-share policy
- Parking pricing: parking fines, short-term parking, and NPP permit pricing

Community engagement and outreach will continue to ensure public feedback and participation with the AMPS.

- *Fall 2015* – Joint city boards and commissions meeting
- *Nov. 10, 2015* – City Council study session on the next phase of AMPS work plan items
- *Second quarter 2016* – AMPS summary report presented for consideration by boards and City Council

Attachment G shows an infographic that staff will use to help explain the overall purpose of AMPS, moving forward.

For more information, please contact Molly Winter at winterm@bouldercolorado.gov or Kathleen Bracke at brackek@bouldercolorado.gov, or visit www.bouldercolorado.gov/amps.

ATTACHMENTS

A. AMPS Project Purpose, Goals and Guiding Principles
B. Engagement Summary
C. Satellite Parking Map and Analysis
D. Map of Parking Analysis Locations
E. 72-Hour Parking Hotline Discussion – 1999
F. 72-Hour Parking TAB Memo – 2002
G. AMPS Infographic

ATTACHMENT A: AMPS PROJECT PURPOSE, GOALS, AND GUIDING PRINCIPLES

Purpose

Building on the foundation of the successful multi-modal, district-based access and parking system, the Access Management and Parking Strategy (AMPS) will define priorities and develop over-arching policies, and tailored programs and tools to address citywide access management in a manner consistent with the community's social, economic and environmental sustainability principles.

Goals

The Access Management and Parking Strategy (AMPS) will:

- Be consistent with and support the city's sustainability framework: safety and community well-being, community character, mobility, energy and climate, natural environment, economic vitality, and good governance.
- Be an interdepartmental effort that aligns with and supports the implementation of the city's master plans, policies, and codes.
- Be flexible and adapt to support the present and future we want while providing predictability.
- Reflect the city's values: service excellence for an inspired future through customer service, collaboration, innovation, integrity, and respect.

Guiding Principles

1. Provide for All Transportation Modes: Support a balance of all modes of access in our transportation system: pedestrian, bicycle, transit, and multiple forms of motorized vehicles—with the pedestrian at the center.
2. Support a Diversity of People: Address the transportation needs of different people at all ages and stages of life and with different levels of mobility – residents, employees, employers, seniors, business owners, students and visitors.
3. Customize Tools by Area: Use of a toolbox with a variety of programs, policies, and initiatives customized for the unique needs and character of the city's diverse neighborhoods both residential and commercial.
4. Seek Solutions with Co-Benefits: Find common ground and address tradeoffs between community character, economic vitality, and community well-being with elegant solutions—those that achieve multiple objectives and have co-benefits.
5. Plan for the Present and Future: While focusing on today's needs, develop solutions that address future demographic, economic, travel, and community design needs.
6. Cultivate Partnerships: Be open to collaboration and public and private partnerships to achieve desired outcomes.

ATTACHMENT B: ENGAGEMENT SUMMARY

Community, Board and Commission Feedback – May 2015

Community feedback continues to be a foundational element of AMPS. Since the onset of AMPS outreach activities in late Summer 2014, staff have been working closely with representatives from Kimley-Horn and Associates to continue and expand both traditional and online outreach efforts.

A variety of public engagement strategies are being employed to inform, educate and engage community members:

Traditional Strategies

- ***Presentations to community groups*** (Ongoing)
  - Downtown Boulder Inc.
  - Downtown Boulder Business Improvement District
  - The Hill Boulder
  - Frasier Meadows
  - Senior Services Advisory Board (Scheduled)
  - Better Boulder (Scheduled)
  - Code for America (To be scheduled)
  - Commercial Brokers of Boulder (To be scheduled)
  - Boulder Tomorrow (To be scheduled)
  - PLAN Boulder County (To be scheduled)
  - Open Boulder (To be scheduled)
- ***Presentations to boards and commissions*** (Ongoing)
  - Boulder Junction Access District
  - Downtown Management Commission
  - Planning Board
  - University Hill Commercial Area Management Commission
  - Transportation Advisory Board
- ***Coffee Talks***
  - Gunbarrel
  - Spruce Confections NoBo
  - The Cup
  - Buchanan's
  - Ozo on Pearl
- ***Open Houses***
  - Joint Open House with Civic Area (October 2014)
  - AMPS Open House (April 2015)

Online & Digital Media Strategies

- ***Inspire Boulder***
  - Multiple topics, surveys and polls have been covered including TDM, Curb Management and general access management questions.
- ***Social Media***
  - Twitter: @BoulderParking, @Bouldergobldr and #BoulderAMPS
- ***Commonplace***
  - Commonplace is a geographically-based online engagement tool that allows participants to make a comment or "rate a place" using a map of Boulder County. The City of Boulder is hosting the first installation of Commonplace in the United States.

Other Outreach Strategies

- ***Walking Audit with the Youth Opportunities Advisory Board (YOAB):*** A walk audit was hosted as part of the Boulder Walks program of GO Boulder and the Access Management and Parking Strategies (AMPS) community engagement process. A primary objective of the University Hill Walk Audit with YOAB members was to gather youth input and perspectives on the current walking environment and opportunities for improving multi-modal access to the Hill commercial district. The Commonplace tool was used by students to document feedback during the Walk Audit.

What We're Hearing

Phase I of the AMPS public outreach and involvement was driven by three goals:

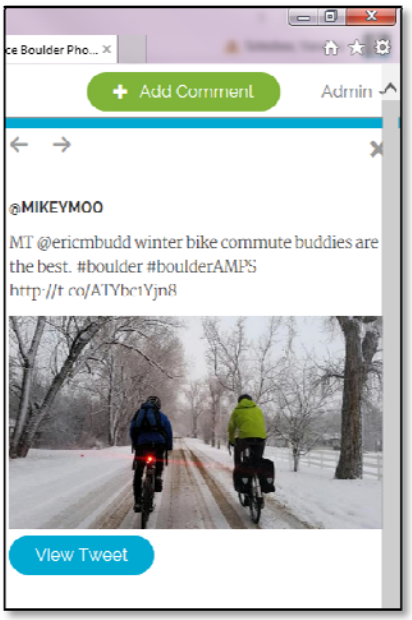
1. Introduce AMPS to the community
2. Place access management and parking into the larger context of Boulder's social, economic and environmental goals
3. Begin gathering feedback from the community on how Boulder's parking and transportation system can better meet the unique goals of the city's diverse residential and commercial districts

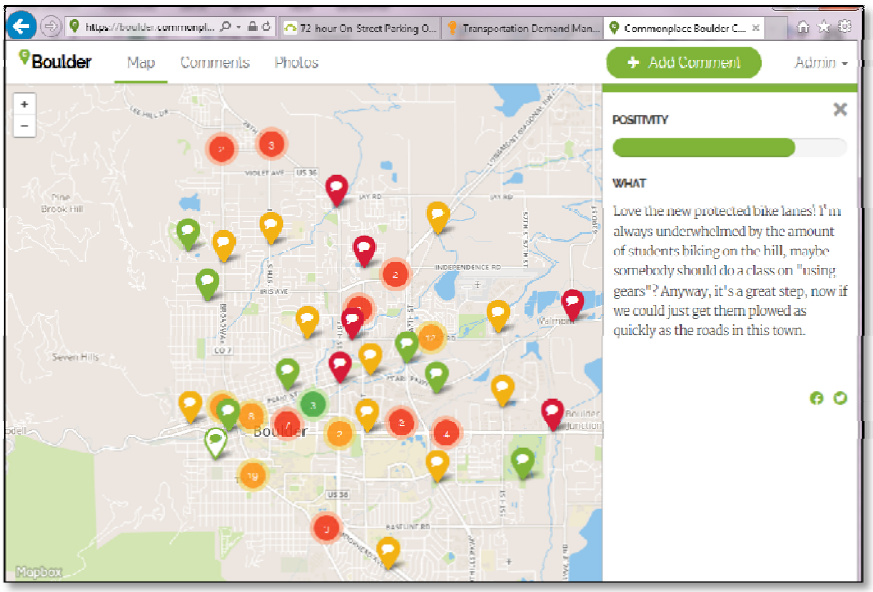
Based on meeting notes, engagement with online tools and other outreach efforts, like the YOAB Walking Audit, several key themes were heard.

- Key Themes
  - ***Coffee Talks*** (Ranked in order of most frequent response)
    - How are community members getting around Boulder?
      1. Car
      2. Walk
      3. Biking
    - How is parking in Boulder currently?
      1. "Fine"
      2. "Congested"
      3. "Spaces are too small"
      4. "Expensive"

- Both bus and bicycle offerings were described as “good”
- How could the way you access Boulder be improved?
    1. More off-street parking
    2. Bike parking, lockers and bike sharing offerings
    3. Cheaper parking
- What do you think is the future of transportation in Boulder?
    1. Better bus and light rail
    2. More bicycle use
    3. Education on alternatives

- ***Commonplace*** (Launched at the end of January 2015)
    - 135 comments to date
    - 34% of users have added one comment; 14% of users have added three or more comments
    - Majority of users are residents between ages 26-35
    - Majority of users are signing up via the Commonplace website, followed by Facebook (20%) and Twitter (15%)
    - Top 5 most frequently tagged themes are:
        1. Crosswalk enhancements
        2. Bike lanes
        3. Sidewalk improvements
        4. Traffic calming / Pedestrian safety
        5. Streetscaping





As the AMPS team transitioned into Phase II outreach in the Winter/Spring of 2015, outreach efforts became more focused around the Phase II Priorities outlined in each of the Focus Areas. Recent examples of this type of targeted outreach include a 72-Hour On-Street Parking Ordinance online survey and TDM questionnaire on InspireBoulder about the role that private development companies might play in managing transportation demands of new development. In addition to targeted online outreach, the AMPS Communication and Outreach team is working to “meet people where they are” and give presentations at existing group meetings instead of creating additional meetings for community members to attend.

District Management: Satellite Parking Policy

AMPS

Attachment C: Satellite Parking Map and Analysis

City Parks Open Space

- 9 East Boulder Rec Center
- 10 Keewaydin Meadows Park
- 11 Resource Yard
- 12 Flatirons Golf Course
- 13 Stazio Fields
- 16 Valmont Park (north & south)
- 17 Pleasant View Soccer Fields

Existing RTD PnR

- 6 Tantra Drive
- 7 Table Mesa
- 26 S 40th PnR
- 27 Dartmouth PnR
- 28 Niwot Road PnR

Potential CDOT/ CITY

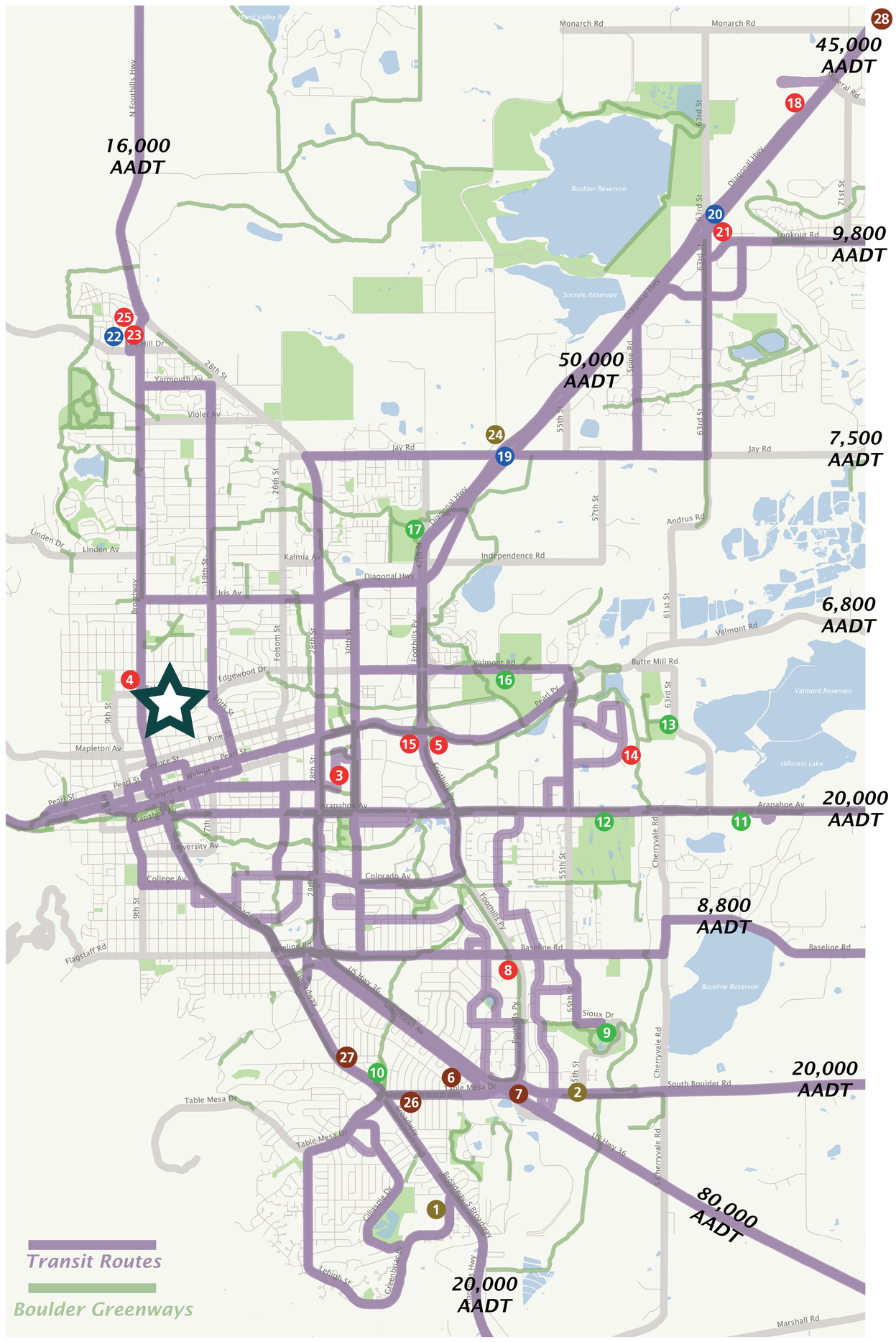
- 19 Jay Road
- 20 63rd
- 22 Front Range Drive (city street)

Private Commercial

- 3 29th Street
- 4 BCH North Broadway
- 5 Former RTD Park-N-Ride
- 8 Meadows Shopping Center
- 14 Flatrion Business Park- Ozo
- 15 UPS/Frontier Industrial
- 18 IBM Visitor Lot
- 21 Hampton Inn
- 23 Bus Stop Club
- 25 North Boulder Industrial

Church Parking

- 1 Mt Hope - S. Broadway
- 2 Baptist - SBR
- 24 Chinese Baptist - Jay Rd



Space Summary

350 @ Parks Open Space

295 @ Private parking lots

200 @ RTD Park-N-Rides

60 @ within CDOT ROW

55 @ Churches

960 Total Spaces

255 North Corridor
435 East Corridor
305 South Corridor

All Boulder Valley Employees - 50,000 Total Employees

All Boulder Valley Employees
- 9% LYONS
- 22% LONGMONT
- 12% ERIE LAFAYETTE LOUISVILLE
- 52% DENVER METRO

CAGID Employees - 7,300 Total Employees

CAGID Employees
- 25% LONGMONT
- 12% ERIE LAFAYETTE LOUISVILLE
- 51% DENVER METRO

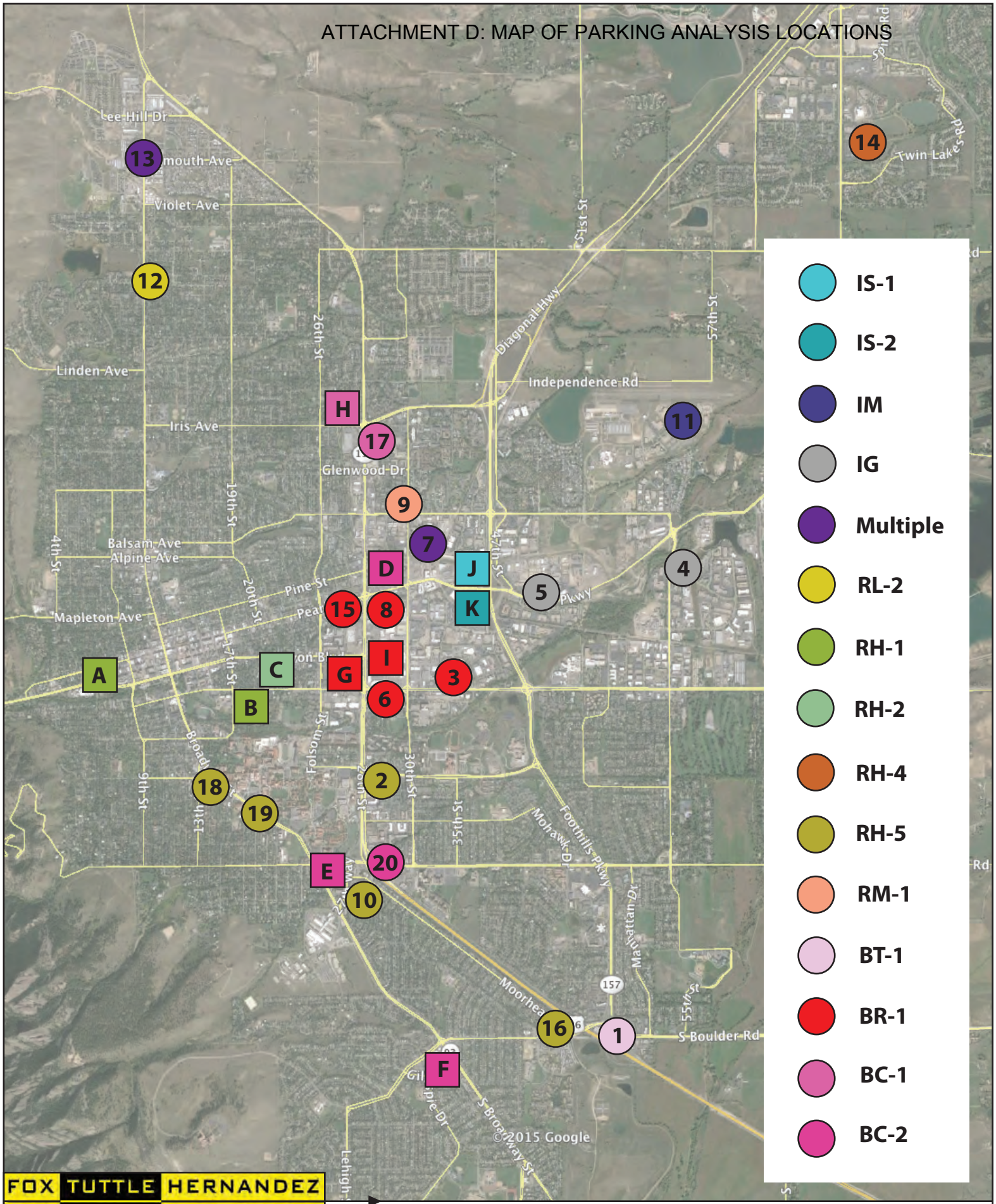
All City of Boulder Staff - Total Employees TBD

City of Boulder Staff
- 24% LONGMONT
- 17% ERIE LAFAYETTE LOUISVILLE
- 54% DENVER METRO

Satellite Parking Study - All Locations

	East Boulder Rec Center	Keewaydin Meadows Park	Resource Yard	Flatirons Golf Course	Stazio Fields	Valmont Park North	Valmont Park South	Pleasant View Soccer Fields	Dartmouth PnR	South PnR	Tantra Drive PnR	Table Mesa PnR	Niwot Road PnR	Jay Road	63rd	Front Range Drive	29th Street	BCH North Broadway	Meadows Shopping Center	Flatirons Business Park Ozo	UPS/Frontier Industrial	Former RTD PnR	IDM Visitor Parking	Bus Stop Club	Hampton Inn	North Boulder Industrial	Mt Hope - S. Broadway	Baptist - SBR	Chinese Baptist - Jay Rd
Corridor	East	South	East	East	East	East	East	North	South	South	South	South	North	North	North	North	South	North	South	East	East	East	North	North	North	North	South	East	North
Map ID	9	10	11	12	13	16	16	17	27	26	6	7	28	27	26	22	3	4	8	14	15	5	18	23	21	25	1	2	24
Grouping	Existing City Parks and Open Space								RTD PnR					CDOT			Private Ownership										Church Parking		
Estimated Weekday Parking Availability	15	10	80	40	80	10	15	100	5	5	100	75	15	20	20	20	TBD	TBD	85	40	15	40	50	40	15	10	25	15	15
Parking Lot Expansion Possible	Yes	No	Yes	No	Yes	No	Yes	No	No	No	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	Yes	No	No
Bike Minutes to CAGID 13th and Pearl	28	18	26	22	26	21	21	22	16	20	22	24	50	28	44	22	10	7	22	24	15	16	56	22	44	22	23	27	44
Transit Ride Minutes to CAGID with walk (13th and Pearl)	24	14	22	20	N/A	21	36	26	13	15	17	20	25	19	27	15	15	5	23	22	17	31	30	15	27	15	27	21	27
Miles to CAGID (13th and Pearl	4.4	2.8	4.4	3.6	3.8	3	3	3.1	2.4	2.8	3.3	4	9	4.4	6	3.3	1.8	1	4.5	3.5	1.8	2	8	3.3	6	3.5	3.8	4	6
Driving time to CAGID (25 MPH Average to 13th and Pearl)	11	7	11	9	9	7	7	7	6	7	8	10	22	11	14	8	4	2	11	8	4	5	19	8	14	8	9	10	14
Total Bike Time (10 MPH on Pathways)	28	18	26	22	26	21	21	22	16	20	22	24	50	28	44	22	10	7	22	24	15	16	56	22	44	22	23	27	44
Total Transit Time	24	14	22	20	N/A	21	36	26	13	15	17	20	25	19	27	15	15	5	23	22	17	31	30	15	27	15	27	21	27
Bike Time Compared to Driving (10 MPH on pathways)	17	11	15	13	17	14	14	15	10	13	14	14	28	17	30	14	6	5	11	16	11	11	37	14	30	14	14	17	30
Bike Time Compared to Transit	13	7	11	11	N/A	14	29	19	7	8	9	10	3	8	13	7	11	3	12	14	13	26	11	7	13	7	18	11	13

ATTACHMENT D: MAP OF PARKING ANALYSIS LOCATIONS



FOX TUTTLE HERNANDEZ
TRANSPORTATION GROUP

SPRING 2015 BOULDER PARKING STUDY

PREVIOUS (LETTERS) AND PROPOSED (NUMBERS) PARKING STUDY LOCATIONS

N

FT Project # 14015		Date 3/15/15	Drawn by DW	Figure # 1

Spring 2015 Boulder Parking Study - Field Work Detail

Proposed 2015 Study Sites					
Observation Day Group*	**Location****	**Map ID Number**	**Type**	**Proposed Number of Observations**	**Day of Week and Time of Observations***
1	**Manhattan & South Boulder Road**	1	Commercial	3	Weekday Afternoon, Friday Evening, Saturday Afternoon
	26th & Walnut (Marshalls Plaza)	6	Commercial	3	Weekday Afternoon, Friday Evening, Saturday Afternoon
	29th & Walnut (Target)	8	Commercial	3	Weekday Afternoon, Friday Evening, Saturday Afternoon
2	**Broadway & Quince (Lucky's Market)**	12	Commercial	3	Weekday Afternoon, Friday Evening, Saturday Afternoon
	28th & Iris (Safeway)	17	Commercial	3	Weekday Afternoon, Friday Evening, Saturday Afternoon
3	**27th & Pearl (Google/Hazel Beverage)**	15	Commercial	3	Weekday Afternoon, Friday Evening, Saturday Afternoon
	Baseline & 28th (Loftus)	20	Commercial	3	Weekday Afternoon, Friday Evening, Saturday Afternoon
4	**Arapahoe & 33rd (Peleton)**	3	MU	3	Friday Evening, Saturday Afternoon, Saturday Evening
5	**Yarmouth & Broadway (Uptown Broadway)**	13	MU	3	Friday Evening, Saturday Afternoon, Saturday Evening
	30th & Foundry (Steelyards)	7	MU	3	Friday Evening, Saturday Afternoon, Saturday Evening
6	**Flatiron & Central**	4	Office	1	Weekday Late Morning or Early Afternoon
	Pearl East	5	Office	1	Weekday Late Morning or Early Afternoon
	Airport Road East End	11	Office/Warehouse	1	Weekday Late Morning or Early Afternoon
7	**30th & Glenwood**	9	Residential	1	Weekday Late Night
	27th Way & Baseline (Creekside)	10	Residential	1	Weekday Late Night
8	**College & 28th (Landmark)**	2	Residential	1	Weekday Late Night
	Nautilus Court North (Twin Lakes)	14	Residential	1	Weekday Late Night
	Moorhead & Table Mesa	16	Residential	1	Weekday Late Night
	Regent & Broadway (Acacia)	18	Residential	1	Weekday Late Night
	17th & Broadway	19	Residential	1	Weekday Late Night

* Groups indicate sites that can be surveyed on the same observation day
** All site boundaries include any applicable on-street and garage parking

Sites Already Studied in 2014					
Observation Day Group	**Location**	**Map ID Number**	**Type**	**Number of Observations**	**Day of Week and Time of Observations**
1	**7th & Walnut**	A	Residential	2	Weekday Late Night (Before School Start), Weekday Late Night (After School Start)
	Marine & 18th (Multiple)	B	Residential	2	Weekday Late Night (Before School Start), Weekday Late Night (After School Start)
	21st and Goss (Multiple)	C	Residential	2	Weekday Late Night (Before School Start), Weekday Late Night (After School Start)
2	**Pearl and 29th (Whole Foods)**	D	Commercial	3	Weekday Afternoon, Friday Evening, Saturday Afternoon
	Baseline & Broadway (Basemar)	E	Commercial	3	Weekday Afternoon, Friday Evening, Saturday Afternoon
	Table Mesa & Broadway	F	Commercial	3	Weekday Afternoon, Friday Evening, Saturday Afternoon
3	**27th and Arapahoe (The Village)**	G	Commercial	3	Weekday Afternoon, Friday Evening, Saturday Afternoon
	28th & Iris (Willow Springs)	H	Commercial	3	Weekday Afternoon, Friday Evening, Saturday Afternoon
	29th Street	I	Commercial	3	Weekday Afternoon, Friday Evening, Saturday Afternoon
4	**Pearl & Foothills (NW Corner) (Multiple)**	J	Industrial	1	Weekday Late Morning or Early Afternoon
	Pearl & Foothills (SW Corner) (Multiple)	K	Industrial	1	Weekday Late Morning or Early Afternoon

ATTACHMENT E: 72-HOUR PARKING HOTLINE DISCUSSION 1999

From: Jennifer Bray
To: Patterson, Kate; WinterM.DMC.COB06
Date: 11/30/99 2:51pm
Subject: **FOLLOW-UP TO HOTLINE RESPONSE:** The 72 Hour Law

>>> Don Mock 11/30/99 01:30PM >>>
I asked about this law, along the same line of thought as Will, a few years back. What I would suggest is that the 72-hr law be extended to 7 days (or maybe even 14 days?), IF the vehicle is parked adjacent to the property address to which it is registered. That would help avoid junkers being parked in front of "other" people's houses.
-Don

<<< Will Toor 11/29 3:55p >>>
This is a law that I have always wondered about. While I understand the concern about using public streets for longterm storage of junked cars, I also think there is something a little perverse about requiring people to use their cars. As an example, I was ticketed a number of years ago under this law, for not driving enough. I had a perfectly functioning older vehicle that I only drove about once every 2 weeks, and ignored the rest of the time. It seems to me that we should encourage people to leave their cars parked for long periods of time, rather than driving them often. I wonder whether a reasonable alternative approach would be to modify the law to only apply to nonfunctioning vehicles. This would still address the concern about turning streets into junkyards, while removing the perverse incentive to drive every three days.

>>> Molly Winter 11/29/99 02:49PM >>>
Please find below our procedures for what is being call the "72 hour law."

The process can begin with a citizen complaint or the observations of a parking enforcement officer. If the citizen calls in a complaint and is willing to sign the paperwork, a ticket can be issued at that time. If the officer observes a vehicle believed to be abandoned they will mark the vehicle and return 72 hours later to confirm the vehicle has not moved. At that time a ticket will be issued.

In either case, once ticketed paperwork is started to remove the vehicle. The plate is cleared and listed through the Police Department and the registered owner is notified that they have seven days to remove the vehicle. If the vehicle is not moved after 7 days it can be impounded.

The reality is that citizens are rarely willing to sign the complaint and the officer may start the 72 hours on a Wed. afternoon and not get back until Monday to issue the ticket. We try to give the vehicle owner as much time as possible to correct the situation.

I hope this is helpful.
Best, Molly

>>> Spense Havlick 11/26/99 10:03PM >>>
Dear Jeff..You raise some useful concerns and I will forward your note to staff and council. I did observe this week after our snow, that many student cars have been stored for many days on neighborhood streets. Evidence was snow on top of car and none underneath and no tire tracks. Car storage areas off the streets are probably hard to find. One wonders when CU will discourage students from bring cars to Boulders cluttered streets.

>>> Jeff Lukas <jlukas@ibm.net> 11/09 10:20 pm >>>
Dear Will and Spense-

Given your commitment to alternative transportation in Boulder, I thought I would direct this concern your way. As you are probably aware, the City Code contains what I call the 72 Hour Law, which finds that any car parked for more than 72 hours in one spot without permission of the property owner (typically the city) to be in violation and subject to $15 fine, if not towing.

I understand the potential utility of the 72 Hour Law in keeping literally abandoned cars off the streets, particularly in commercial areas where the free flow of commerce depends on parking. But the 72 Hour Law, has, I believe, unintended consequences when it is enforced in residential areas: 1) to encourage people to drive their cars more than they would otherwise; 2) to discourage people from using alternative transportation, and 3) to needlessly diminish the goodwill generated by the City's myriad useful services. I'll use three anecdotes (at least 95% true) to support my point:
Case #1: A friend of mine lived three years ago at 4th and Arapahoe, from where he would either walk or bike to campus for work. His car was driven maybe once a week or less, and was parked on the street because the 3-bedroom condo where he lived only had two private spaces, both occupied by the owner's cars. The 72 Hour Law was enforced fairly regularly in that neighborhood, apparently because parking is fairly tight. My friend began accumulating tickets, and soon found himself, for no good reason, starting the car at odd intervals and parking it elsewhere on the block. Unfortunately, he did not master the art of musical cars, and ended up with maybe a dozen tickets in a year's time, penalized essentially for not using his car.

Case #2: Another friend of mine, who works for the City Water Department, told me the tale of her coworker who used to bike or bus to work religiously, before he ran afoul of the 72 Hour Law. After numerous tickets, he reluctantly began driving to work to avoid the hassle.

Case #3: I live in Martin Acres on a quiet street that has houses with one-car driveways and households with 2 or more adults (many are rentals). So about every house typically has at least one car parked on the street, though it is far from crowded. My car, shared with my partner, is technically in violation much of the time because we bike or shuttle to work every day. The enforcers of the 72-hour law had left us in relative peace for about two years, but came last week. They luckily passed over my car but nailed my neighbor's ELECTRIC car (a converted Saab), which, because he is still tinkering with it, he drives only once a month or so (it does have current registration). He got a ticket AND a tow order, and he will be hard-pressed to move the car since he's in Nepal until the 15th.

I also note, as suggested in the examples above, that the 72 Hour Law is effectively biased

against those who live in residences, typically older ones, without multi-car driveways/garages or otherwise adequate off-street parking. These places, furthermore, are concentrated in the core area of the city, where the residents have better access to alternative transportation to get to their jobs, school, etc. And further, these same areas are probably the ones that receive the lion's share of enforcement.

If the 72 Hour Law must remain on the books, I would at least hope that those who enforce it could show more restraint when enforcing it in residential areas. The general concept of ticketing someone's otherwise legally parked and registered car in front of their own home disturbs me, and the specific effects of doing so, as suggested above, are equally egregious.

Thank you very much for your time and consideration; I look forward to hearing from you (and/or any city employee you feel would provide a thoughtful response).

Regards,
Jeff Lukas
120 S. 34th Street
Boulder, CO 80303
(303) 499-5815
jlukas@ibm.net

ATTACHMENT F: 72-HOUR PARKING TAB MEMO 2002

C I T Y O F B O U L D E R
TRANSPORTATION ADVISORY BOARD AGENDA ITEM
(MEETING DATE: April 8, 2002)

SUBJECT: Public hearing and consideration of a recommendation to City Council regarding options for the 72-Hour Parking Prohibition, BRC 7-6-20
REQUESTING DEPARTMENT: City Attorney's Office Joe de Raismes, City Attorney Jerry Gordon, Deputy City Attorney Downtown University Hill Management Division Molly Winter, DUHMD/Parking Services Dave Bradford, DUHMD/Parking Services
BOARD ACTION REQUESTED: Board recommendation to City Council.
FISCAL IMPACT: To be determined based on alternative selected.

PURPOSE:
City Council has asked staff to reevaluate the policy reflected in ordinance 7-6-20, B.R.C., "Parking for More than 72 Hours Prohibited." This memorandum is intended to seek feedback from the Transportation Advisory Board before staff reports back to Council on this subject.

BACKGROUND:
At the request of city council, staff has reviewed issues associated with the 72-hour parking ordinance. Section 7-6-20, B.R.C., provides, in part:

> (a) No vehicle shall be parked upon any street for more than seventy-two hours without being moved or for the principal purpose of storage for more than seventy-two hours.

A Weekly Information Packet memorandum (WIP) on this subject was presented to Council in March 2000. (*See* Attachment A.) It provides the background relating to the ordinance and some enforcement and amendment alternatives. No change in the ordinance or its enforcement was initiated as a result of the March 2000, memorandum.

Council most recently discussed this ordinance within the context of a concern about encouraging the use of alternative transportation modes. Several Council members expressed a concern that individuals who use alternative modes will, as a consequence, sometimes leave their cars parked on City streets. They worried that forcing such alternative mode users to move their cars every 72 hours works as a disincentive to their use of alternative modes.

On the other side of the issue, Parking Services regularly receives requests from citizens to shorten the period of time during which motor vehicles are allowed to remain parked on City streets. Neighbors sometimes complain that the regular utilization of streets as long-term storage facilities for motor vehicles

creates a visually unattractive environment and, thereby, contributes to a decline in the quality of life in our neighborhoods.

Current City Practice:
Currently, Parking Services handles "abandoned" vehicles largely on a complaint basis. During 2001, Parking Services began processing a total of 235 vehicles as possibly abandoned. The majority were from citizen complaints rather than initiated by Parking Services officers as a result of observation of accumulated trash. Of the initial 235 vehicles that were initially observed, 111 vehicles (47%) were still in the same spot after 72 hours and issued citations; and 27 (11.5%) were never moved and were actually impounded. Parking Services issues approximately 110,000 parking tickets per year.

OPTIONS:
Following the expression of concern by some Council members, staff discussed a number of options. Those include the following:

1. **Establish a defense for people who park their cars in front of their own homes by adding an element of proof that a motor vehicle was not parked in front of its owner's home:**

One Council member suggested that while the seventy-two hour street parking restriction might be retained, it would be appropriate to allow people to park in front of their own homes for as long as they like. One way to accomplish that would be to add an "element" of proof that a car was not parked in front of its owner's home. This means that a prosecutor would have to prove this fact in order to get a conviction in a 72 -hour parking situation.

This approach would present several logistical challenges.

- It may not be easy for an enforcement officer (or prosecutor) to know that a car is not parked in front of its owner's home. Cars are not always registered at a particular address, as in the case where a young college student lives near college but drives a car registered to a parent's address.

- No matter what a prosecutor or enforcement officer knows in this respect, it may be hard to establish this element at trial. Proving a negative is always difficult. In this case, a prosecutor would have to prove that a given car does not belong to anyone in an adjacent house.

- It may be hard to establish which car is in front of which house. Where does the property line end?

- It may be hard for all residents to park directly in front of their own houses. Sometimes there is a fire hydrant or other parked car that causes some residents to park only partially in front of their own homes or a short distance down the street. This could, in individual cases, mean that citizens would feel that the law was not fair in their individual situations.

2. **Establish an affirmative defense for people who park their cars in front of their own homes by adding an affirmative defense for such owners.**

This approach is similar (in intent) to the one noted above. However, instead of making a prosecutor prove that a given car was *not* parked in front of a given owner's house, the burden of proof would be shifted to the car's owner to establish the defense. In other words, an owner who is cited for parking on the street for more than seventy-two hours could come to court and prove the defense of having parked in front of his or her own home.

The main problem with this approach is that it would require citizens who parked in front of their own houses to take time off from work and go to court to prove their defense. This would result in a number of trials and be less convenient for most people than just moving their car a short distance every 3 days.

3. Change the ordinance to reflect a policy that ordinarily tickets for this offense will not be issued in the absence of a citizen complaint, but make clear that such complaint is not an element of the offense that must be proven in court.

This approach would be very unusual in the Code. It would express a general policy preference for complaint based enforcement of the seventy-two hour ordinance, but would not require the proof of a complaint in a court case.

Difficulties with this approach include the following:

- This approach is apt to play into the hands of some offender who challenges a ticket based upon a theory of selective (improper) prosecution. The argument would be that while no element of proof is required, a "preference" is clearly expressed. The challenger might then argue that the fact that the preferred approach was violated in his or her case demonstrates improper motives on the part of the officer who wrote the citation.

- Enforcement systems that are wholly complaint based put a lot of power in the hands of potential complainers. Such systems can foster very differential enforcement. Thus, in neighborhoods where neighbors tend not to be upset by a long-term street parking, one standard of legal enforcement will prevail. Identical parking conduct on another block might be stringently prosecuted because a single neighbor on that block is hypersensitive with regard to the matter. A resultant pattern of variable enforcement might be hard to defend legally against a due process attack since it could be seen as arbitrary and capricious.

4. Establish a permit system for those who can prove that they regularly utilize alternative transportation modes.

To the extent that the contemplated change is motivated by a desire to assist those who regularly utilize alternative modes, one idea would be to create a permit system for those people allowing more long term street storage.

Such a system would require that special permits be given to individuals who pledged to use alternative transportation modes for some predetermined percentage of their travel.

Challenges associated with this approach might include the following:

- Appropriate criteria for participation in the program would need to be developed. For example, participation in educational programs and a pledge relating to the use of alternative modes might be required.

- It would be very difficult to determine compliance with alternative modes utilization. How would staff know if a citizen violated their percentage of travel by alternative modes pledge?

- The administrative demands to administer this program, either by Transportation or Parking Services, are considered excessive for unpredictable results.

5. Repeal the ordinance and allow people to park on the street for as long as they like.

Another approach to this issue is to simply rescind the ordinance and allow cars to be parked on the streets indefinitely. This resolves the perceived problem of discouraging the use of alternative modes. On the other hand, this approach would very likely cause great anxiety on the part of neighborhood activists who think that aesthetic qualities of a streetscape set the tone for behavioral norms in a neighborhood.

6. Leave the ordinance and its enforcement the way it is.

There have not been many complaints about the manner in which the ordinance is being enforced. Therefore, an option is simply to continue the enforcement protocol as outlined above. That enforcement is largely compliant-based, with the notable exception of those vehicles that clearly show signs of long-term storage, such as accumulation of debris around the vehicle.

7. Increase the permitted street storage period for motor vehicles to a period longer than the current 72 hours.

The ordinance could be amended to allow motor vehicles to remain on street for a longer period such as 7 days. Once a complaint was received from a citizen, or an Officer observed a vehicle that appears to be abandoned, the vehicle would be observed for 7 days. After 7 days if the vehicle is still there, and has not been moved, a ticket would be issued and paperwork would be started giving it another 7 days to move or it would be towed. That gives the owner a total of 14 days to move their vehicle. Citizen calls to Parking Services to shorten the time period outnumber citizen calls to extend the time period.

8. Exclude trailers and RV's.

During the discussion of vehicle parking on-street, the case arose whether trailers, boats or RV's should be treated differently than vehicles. Staff has received several complaints from citizens about trailer, boat or RV storage on street regarding their aesthetic appearance and safety concerns.

A number of different approaches could be taken to minimize or exclude trailers or RV's from on-street parking:

- Trailers and RV's could be excluded from any lengthening of the 72-hour ordinance. Trailers and RV's could remain with a 72-hour restriction. Due to their nature of being larger and occupying more space residents tend to become irritated more quickly when they sit on the street for extended periods.

- Another option for Trailers and RV's is to include them into Ordinance 7-6-24a that would restrict their being parked on-street, overnight. The ordinance states:

No vehicle with a gross vehicle weight of six thousand pounds or more shall be parked on any street in any district of the city zoned RR, RR1, ER, LR, MR, MXR, HR, HZ, MH, P, or A for more than thirty minutes between 8:00 p.m. and 7:00 a.m. The penalty for a first violation of this section is $10.00. The penalty for a second violation of this section by the same vehicle or the same registered owner of a vehicle is $20.00. The penalty for a third and any subsequent violation of this section by the same vehicle or the same registered owner of a vehicle is $30.00.

This ordinance could be amended to say: No vehicle with a gross vehicle weight of six thousand pounds or more, or any trailer or RV, etc., shall be parked on-street, overnight.

9. Enforce existing ordinance on a non-compliant basis after a two-week time period.

The ordinance could remain as it is, be enforced on a non-complaint basis, if vehicles have been left for longer than two weeks. This would not be practicable. Parking Control Officers rotate through districts on a daily basis. With twelve districts this means that an Officer may only go through any given district once every 12–14 days. Another option would be to go through large areas of the City, chalking all vehicles in the area, and then returning two weeks later to see if any still remain. Then a ticket would be issued and abandoned paperwork started and impounded seven days later. This is not practicable either because of the large amount of time required to administer and it would require pulling an Officer out of an existing district.

RECOMMENDATIONS:
Staff does not recommend options 1, 2, 3, 4, 5 and 9 for reasons stated above. Options that staff recommends for consideration are:

6. Leave the Ordinance and its enforcement the way it is.

The ordinance strikes a balance between the counter demands of supplying storage for vehicles of individuals who do not need to drive or use alternative modes, and of maintaining a level of neighborhood livability.

7. Increase the permitted street storage period for motor vehicles to a period longer than 72 hours.

Changing the ordinance to extend the amount of time for on-street vehicle storage could have a positive impact on alternative mode use, however staff does not have the data to support this at this time. Staff would anticipate an increase in complaints from citizens who view extended on-street vehicle storage as a detriment to the quality of their neighborhood.

8. Exclude trailers and RV's.

Staff would recommend additional public input on this issue. While Parking Services does receive some citizen complaints regarding trailer, boat and RV on-street storage, staff does has not done a thorough investigation of this issue to make an informed recommendation. However, staff would not recommend including trailers, RV, etc. in any extension of the 72-hour time period.

Attachment G: AMPS Infographic

Access Management & Parking Strategy

Boulder is a national leader in providing options for access, parking and transportation. To support the community's social, economic and environmental goals, it is important to create customized solutions that meet the unique access goals of Boulder's diverse districts, residential and commercial.

AMPS: A balanced approach to enhancing access to existing districts and the rest of the community by increasing travel options — biking, busing, walking and driving — for residents, commuters, visitors and all who enjoy Boulder.

TOOLS FOR CHANGE

- district management
- pricing
- technology
- parking
- code
- travel options

mixed use neighbor-hoods
- North Boulder

Transit Oriented Development
- Boulder Junction
- Depot Square

historic commercial
- Downtown
- University Hill

office park
- East Arapahoe
- Flatirons Park

residential
- Mixed Use
- Multi-Family
- Single-Family

suburban commercial
- 29th Street
- Table Mesa
- BaseMar

Mixed-income, mixed-use neighborhoods where residents can easily walk or bicycle to meet all basic daily, non-work needs.

15 minute neighborhood

CITY OF BOULDER

AMPS

bouldercolorado.gov/amps