

Access Management & Parking Strategies



AMPS PROJECT UPDATE

- *Project Overview*
- *Best Practices Research*
- *TDM Plans for New Development*

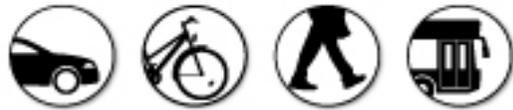




WHAT IS AMPS?

- Balancing multimodal access and parking management policies and programs
- Developing new, citywide strategy to align with city's sustainability goals
- Tailoring strategies and programs to the unique character and needs of different areas of the city
- Addressing all ages & stages of life





PURPOSE OF AMPS UPDATE

- Review best practices and innovations research for all AMPS areas of focus
- Seek input on options for Transportation Demand Management policies for new development
- Share on-going work plan items related to AMPS





AMPS GUIDING PRINCIPLES

- Provide for all transportation modes and safety
- Customize tools by area of community
- Support diversity of people and needs
- Seek solutions with co-benefits
- Plan for the present and future, align with master plans and BVCP
- Cultivate partnerships



AMPS AREAS OF FOCUS

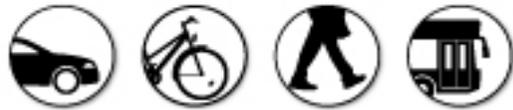
- District Management
- On & Off Street Parking
- Technology
- Transportation Demand Management
- Code Changes
- Enforcement
- Parking Pricing



COMMUNITY ENGAGEMENT

- Social media
- Inspire Boulder
- Coffee talks
- Meetings with city boards and commissions
 - October 1 – Boulder Junction Access Districts Commissions
 - October 6 – Downtown Management Commission
 - October 13 – Transportation Advisory Board
 - October 15 – Uni Hill Commercial Area Mgmt Commission
 - October 16 – Planning Board
- Open House (October 20)
- Ongoing feedback throughout AMPS





COMMUNITY ENGAGEMENT THEMES

- Build / don't build more parking downtown
- Multi modal options are plentiful within Boulder but are a challenge outside the city
- Support economic vitality and access to jobs with all modes including parking
- Convert parking minimums to parking maximums
- Strengthen TDM programs
- Expand SUMP principles - shared, unbundled, managed and paid parking
- More parklets, bike corrals, carshare parking, etc
- Improve regional transit



BEST PRACTICES & PEER CITIES REVIEW

- Covers all AMPS focus areas
- Provides examples for consideration and further evaluation
- Informs AMPS analysis and recommendations
- Boulder already has adopted many best practices
- May be “nuggets” not whole programs
- What is right for Boulder?
- Work in Progress - Anything missing?



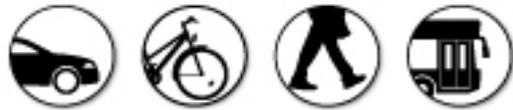
ONGOING WORK RELATED TO AMPS

- RFP to replace downtown garage systems
- Continued PPP discussions – Trinity Lutheran and 14th/College
- Mobility hubs (N. Broadway/US36 and EEA)
- Opportunity for shared edge parking
- Long-term parking permit rate increase
- Communitywide and Downtown Employee Travel Survey underway
- Parkifi, Car-sharing parking, Civic Area, Parklets, EV Charging, Steelyards and Boulder Junction
- Use lessons learned to inform AMPS recommendations



AMPS EARLY ACTION ITEMS

- Auto & Bike Parking Code Changes
 - City Council – November 6 Second Reading
- Updating TDM Plan policies and process for new development
 - Community Input – Fall 2014
 - Recommendations – First Quarter 2015



TDM PLAN POLICIES AND PROCESS FOR NEW DEVELOPMENT

- Follow up from Council guidance at study session Summer 2014
- Action item from TMP Implementation
- “TDM with Teeth” as the approach
- Analysis of active TDM ordinances and peer city review



TDM PLAN POLICIES AND PROCESS FOR NEW DEVELOPMENT GOALS

- Mitigate the impacts of new developments by:
 - Identifying measurable objective(s) and target levels
 - Identifying triggers, thresholds and required elements of TDM Plans
 - Determining timing and duration of TDM requirements
 - Deciding the process to monitor and enforce compliance
- Design new TDM Toolkit based on new policies



IDENTIFY KEY MEASURABLE OBJECTIVE(S) THAT DEFINES A SUCCESSFUL TDM PLAN

Review Findings

- Vehicle Trip Generation
 - Fairfax County, VA
- SOV Mode Share
 - Cambridge, MA
- Average Vehicle Ridership (AVR)
 - Pasadena, CA

Staff Considerations

- SOV Mode Share
 - TMP Objective and Boulder Junction ordinance
- Measured with surveys
- Verified by vehicle counts at entrances
- **TAB and PB: Also supported vehicle trips as primary measure or to verify survey results**

IDENTIFY FACTORS FOR CALCULATING TARGET LEVELS FOR THE OBJECTIVE

Review Findings

- Same target for all commercial
 - Cambridge- SOV mode share 10% below census tract
- Target varies based on land use, size and proximity to transit/TOD

Staff Considerations

- Land Use and Size
- Proximity to CTN/BRT
- Location in existing District
- Location within existing NECO neighborhood
- **TAB and PB: Include Transit LOS, proximity to Multi-use paths, and parking supply**



DETERMINE TRIGGERS (AND THRESHOLDS) FOR WHEN TO REQUIRE TDM PLANS

Review Findings

- Commercial or residential developments under specific sizes are exempt
 - ▶ Based on bedrooms or square footage, or vehicle trip generation

Staff Considerations

- No change in Traffic Study thresholds
- Parking reduction triggers TDM Plan
- TDM Plans required if in existing District or TOD site
- **TAB and PB: Too much parking should also trigger need for TDM Plan**



IDENTIFY TDM PLAN ELEMENTS THAT SHOULD BE REQUIRED BASED ON THE CHARACTERISTICS OF THE DEVELOPMENT

Review Findings

- TDM ordinances generally have very few “required” elements beyond evaluation and reporting
- TDM Plans are designed to meet target levels and are modified in the site is non-compliant

Staff Considerations

- Limited number of required elements
 - Evaluation, ETC, Unbundled parking, showers and Changing facilities
- Maintain flexibility and focus on appropriate strategies
- **TAB and PB: Eco Pass where appropriate**



DETERMINE THE TIMING AND DURATION OF TDM PLAN MONITORING

Review Findings

- Ordinances vary from requiring permanent compliance to three to five year periods
- Most require annual reporting
- Repeated compliance lessens monitoring and reporting

Staff Considerations

- Compliance is permanent
- Three years to meet target with annual evaluation
- Non-compliance after three years of monitoring requires action/fees
- Three years of compliance reduces reporting requirements
- **TAB and PB: no additions**



WHAT KIND OF "TEETH" AND HOW MUCH "TEETH" IS RIGHT FOR BOULDER?

Review Findings

- Non-compliance results in financial penalty or loss of escrowed guarantees
- Fines or fees often used to improve TDM Plan
- Cambridge has a \$10 per parking space per day fine for non-compliance

Staff Considerations

- Require escrowed financial guarantees for monitoring and plan improvements
- Escrowed funds used for evaluation and funding for TDM plan modification if non-compliant
- Unused funds returned if repeatedly compliant
- **TAB and P: Funds must be high enough to make a difference**



NEXT STEPS

Winter 2014/2015

- Continued analysis of best practices research and stakeholder input in all areas of AMPS
- Develop draft recommendations for Boards & Council Review, including TDM Tool Kit for new development and other areas of AMPS
 - City Staff workshop in December
 - Joint Board meeting in January
 - Council study session first quarter 2015

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QUESTIONS

1. Does council have feedback regarding the best practices and innovation research? Is anything missing? And does Council have any initial guidance on policy questions for staff to bring back in 2015?
2. What is council's input on the key aspects of TDM Plan policies for new private developments?
3. Does council have any feedback regarding the on-going work plan items and next steps?



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COURTNEY PARK
ELEV: 5934

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Local
SHOP EAT
DINE PLAY
STAY ENJOY



City of Boulder



Kimley»Horn



SUMMARY OF TDM STEPS

1. What is the primary measurable objective(s) to measure success?
2. What factors determine target levels of the objective?
3. What are the triggers and thresholds for requiring TDM Plans?
4. Which TDM elements should be required and when?
5. What is the timing and duration of TDM plans?
6. What level of evaluation, monitoring, and enforcement?



AMPS Access Management and Parking Strategy Timeline

DRAFT
04/18/14

