

AMPS Board and Commission Feedback – May 2015

DMC

72 hour

- Supports staff recommendation

TDM for Private Development

- More in favor of incentives
- Compliance difficult to track
- Would rather focus be on structural elements than on penalties

Satellite Parking

- Important to have options for employees who do not live in the city and do not have access to transit
- Locations need to be coupled with transit and on transportation corridors with direct links not meandering
- Pricing needs to be lower than in the downtown
- Education about options will be necessary
- Need current utilization data of existing remote lots

Shared Parking Policy

- DMC supports the policy to avoid missed opportunities
- Implementation needs to be streamlined with current process in order not to add additional layers to the review process
- Include incentives that can be offered

BJAD

Satellite Parking

- Satellite parking will be critical to the future of Boulder Junction especially with larger employers.
- Need to incorporate the SUMP principles

Share Parking Policy

- BJAD supports the development of this policy; it is an awesome opportunity; needs to be integrated with development review and not unduly add time to the process.
- Should not be mandatory; every development is different with different financing constraints, etc.
- Policy role should be as an enhancement and not be used as a way to reduce the private parking provided by the developer; be creative with incentives.
- DUHMD/PS needs to be at the table during the development review process

Other Board Feedback:

Downtown Boulder Inc. and Downtown Boulder Business Improvement District Individual Board Member Feedback

Satellite Parking:

- Could be helpful but must be convenient and not take too much effort; the transit service must be predictable and reliable and have good access to multi modal options. Consider additional shuttles. The commuters from the eastern areas have the hardest time with multi modal options.
- Use by restaurant workers and those who work at night will be problematic since they will need to feel safe and comfortable using remote locations.

Shared Parking Policy

- This policy could clarify a comprehensive strategy about additional parking to planning board and city council. As a voluntary program, an incentive to the developer would be helpful to encourage participation.
- Parking is expensive and this approach could provide different ways of financing.

72 Hour

- Maintain the existing limit. Do not change.

Other Feedback:

- Graduated parking fines a good idea particularly for tourists.
- Consider other approaches to the parking permits to promote shared use; i.e. multiple users sharing a single permit at different times; and a “pay as you go” permit – setting up an account from which one deducts parking use. These approaches could encourage use of other modes and be more cost effective for employees and promote the “sharing” economy.
- Parking cash out could work for lower paid employees but not for those with higher salaries; they want the convenience of parking.
- Understand that parking rates will need to increase.
- Streamline the connection between Boulder Junction and downtown with a faster more comfortable HOP or a totally new express shuttle.
- Build limited new parking capacity consistent with targeted alternative mode use.
- Embrace technology and entrepreneurial solutions: car share, Uber, BluCar.
- Support expansion of countywide Eco Pass.

TRANSPORTATION ADVISORY BOARD

- Satellite parking
 - Mobility hubs and multi-modal access need to be incorporated into satellite parking plans
 - Effectiveness and use of satellite parking increases with improved parking management and increased parking costs in commercial areas of final destination.
- TDM Plans for New Developments
 - Support using Boulder Junction model for existing and future districts
 - For developments outside of existing districts:
 - Fines and penalties for continued non-compliance need to be meaningful.
 - Unbundling parking from leases is a critical component
 - Need to pair TDM with Living Lab and right-sizing streets
- Shared Parking Policy
 - TAB supports the requirement to have new development discuss the possibility of shared parking agreements and management.

- On-Street Parking
 - TAB supports staff recommendation on not changing 72 hour ordinance.
- Parking Code Changes
 - TAB supports a shift to parking maximums as developers should not provide too much or too little.

UHCAMC

72 Hour

- Support for the staff recommendation of no change; works well as is.

Satellite Parking

- Supports developing proposal; will more for some businesses and less for others; also consider how satellite lots can be used for special events; will need special marketing and promotion with the events including special shuttles; need to have really good pedestrian amenities to make it work

Shared Parking Policy

- Supports requiring the conversation. Opens up possibilities.

Other Issues:

- Need more bike parking including covered.
- Need better bus service on 36 to help with commute.

PLANNING BOARD

TDM plans for new development

- Support staff recommendation for framework, though not include incentives such as FAR bonuses – the option to reduce parking spaces is enough of an incentive and doing the right thing.
- Focus on all trips (not just employee and resident trips)
- Consider TDM programs for existing as well as new developments
- Would like to see more data on effectiveness of current TDM programs and parking demand analysis
- Connection with TDM plans and potential parking code changes
- Align regulations with goals
- Go fast, this needs to be done as soon as possible, missing opportunities to do better

Long-term on-street parking (72 Hour)

- Prefer to see existing ordinance eliminated and focus efforts only on abandoned vehicles/junked/RVs/trucks.

Satellite Parking

- Provide maps.
- Prefer use of existing parking lots, new parking lots should be part of mixed use/shared parking conditions, not build new, stand alone parking lots

Shared Public/Private Parking

- Very supportive of this and like to see in existing districts as well as other locations city-wide

Parking Code changes

- This is a pressing issue, and interested in seeing the results of consultant analysis and city-wide transportation/traffic trends.
- This item will need extensive community engagement.

Other AMPS work plan items

- Interest in learning more about Neighborhood Permit Parking program ideas and changes being considered.
- Interest in next steps on how/when new parking/TDM districts would be formed