



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



bouldercolorado.gov/amps

Other Projects



AMPS



What else we are working on!

In addition to the projects that we have highlighted in this open house AMPS is working on a variety of other projects...

Public Private Partnerships

A number of **public private partnerships** for additional parking are being pursued in both the **downtown and in the hill commercial district**. The downtown parking district, CAGID, is working with Trinity Lutheran Church to **include underground parking** as part of a senior affordable housing project and church expansion on their parking lot at Mapleton and Broadway. The parking would be **used by downtown employees and members** of the congregation. The hill parking district, UHGID, is in negotiations to **redevelop a UHGID parking lot into market-rate affordable housing, office and additional parking** for the hill commercial area.



Comprehensive Parklet Plan

The City of Boulder is considering **implementing a phased Parklet program** in the downtown. Parklets provide **amenities like seating, planting, bike parking, and art...** and are publicly 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 also activate public life, and **the city is proposing a mini Parklet** adjacent to the public parking garage on Spruce Street east of 11th.



Updating Parking Pricing

During 2015, staff will be developing proposals to **update several parking pricing rates**. **Increases to the long-term permit rates** in the downtown and on the hill, and NPP commuter permits 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 over twenty years** and staff will be coming forward with **recommendations for 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. And finally, the parking rates for the Neighborhood Parking Permits will be evaluated –business and resident – to ensure a comprehensive pricing approach. Community outreach and engagement will be planned and integrated into the process.





Background Information

Special taxing districts were established in the 1970's **downtown and on the hill** to comprehensively management parking. The districts have evolved to included travel demand management (TDM) programs such as **Eco Passes, bike parking, and bike and car share**. Access districts apply the **SUMP principles** to parking: **shared, unbundled, managed and paid**. In 2011, a parking and TDM district were created in Boulder Junction to **integrate a multi-modal approach to area access**.

Satellite Parking Policy...



This strategy explores shared parking facilities along major transportation corridors associated with rich transit service, bike facilities and ideally paired with a mobility hub. One could park their vehicle at lots in remote locations and finish their trip into work by transit, bike car pool or car share. Staff is reviewing specific locations that have existing parking lots with multi-modal amenities, parking lots that would require amenities and locations that could become satellite parking facilities.

Questions...

- *Is satellite parking a viable option to consider for employees commuting into Boulder?*
- *What level of amenities would be required in order for it to work as a convenient commute option?*
- *What are the best locations for satellite parking?*

Have any additional questions...

Molly Winter, DUHMDPS

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District Management: Satellite Parking Policy



Attachment C: Satellite Parking Map and Analysis

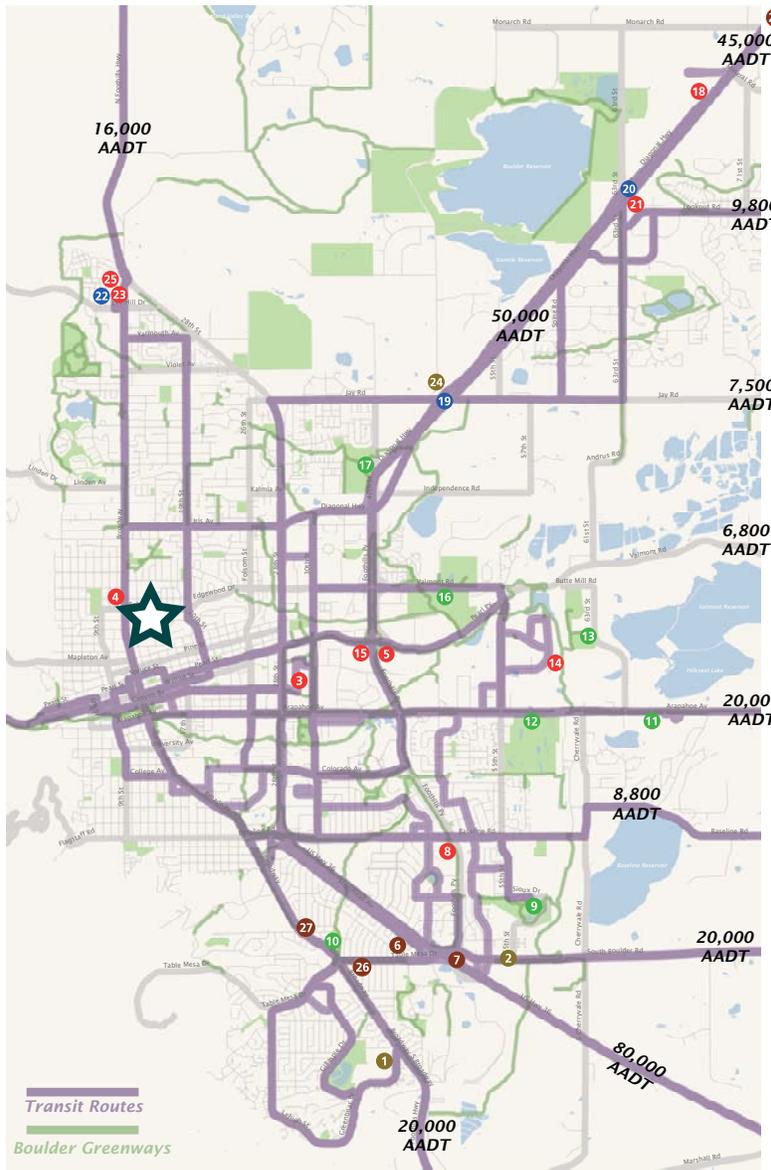
- 9 East Boulder Rec Center *City Parks Open Space*
- 10 Keewaydin Meadows Park
- 11 Resource Yard
- 12 Flatirons Golf Course
- 13 Stazio Fields
- 16 Valmont Park (north & south)
- 17 Pleasant View Soccer Fields

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

- 19 Jay Road *Potential CDOT/CITY*
- 20 63rd
- 22 Front Range Drive (city street)

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

- 1 Mt Hope - S. Broadway *Church Parking*
- 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

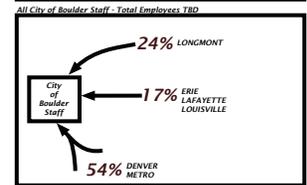
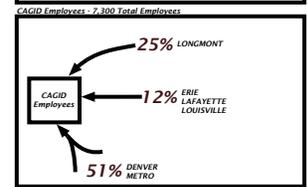
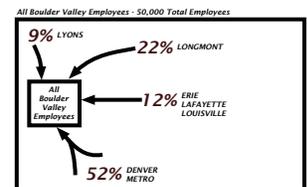
55 @ Churches

960 Total Spaces

255 North Corridor

435 East Corridor

305 South Corridor



Satellite Parking Study - All Locations

Corridor	Map ID																															
	East 9	South 10	East 11	East 12	East 13	East 16	East 16	North 17	South 27	South 26	South 6	South 7	North 28	North 27	North 26	North 22	South 3	North 4	South 8	South 14	East 15	East 5	North 18	North 23	North 21	North 25	South 1	East 2	North 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			

72-Hour Parking



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Background Information

The **City of Boulder** discourages the use of on-street parking spaces **as long-term 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 is Prohibited"**.

There has been some concern that **precluding long-term storage on-street** in the public right-of-way is counter to the City's transportation and environmental goals by required vehicles on-street to be moved every 72 hours. Staff has been **directed by Council** to evaluate and **consider alternatives** to the current way we restrict on-street storage of motor vehicles in the public right-of-way to 72 hours.

B.R.C 7-6-20 "Parking for More than Seventy-two Hours is Prohibited"

"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.

Where we are currently in the process...



Staff is evaluating the implications and considerations of modifying B.R.C. 7-6-20, including the impact this would have upon special events, work zone traffic control, and the enforcement and disposition of abandoned vehicles. Staff is soliciting input from the community on the benefits and impacts of allowing longer term storage of vehicles in the public right-of-way.

Have any additional questions...

Bill Cowern, Transportation

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Current Proposal Options

Currently, there are several options being considered:

- *Leave the existing 72 Hour restriction in place.*
- *Remove the existing 72 Hour restriction completely*
- *Maintaining a time restriction but making it longer than 72 hours.*

We are still collecting relevant responses from the public at this stage of the investigation to inform our decisions on how to proceed. We would appreciate if you took some time answer the questions below!

1.)

Prior to this meeting did you know that the City of Boulder had an ordinance restricting the time a vehicle can be parked on the street to 72 Hours?

2.)

Should the City of Boulder consider changing the 72-Hour on street parking restriction?

3.)

If you would like the restriction to change, what are your reasons for it?

4.)

If you would like the restriction not to change, what are your reasons for it?

5.)

If you think the restriction should change, what would your specific recommendations be?

6.)

Is there additional information that you think would be helpful to form an opinion about whether this restriction should? If so, what additional information?

Parking Standards for New Developments



AMPS



Background Information

The City of Boulder has not **updated its parking standards** in several decades. The current parking requirements may, therefore, not completely reflect the **mode shift** that has occurred in Boulder in recent years. The mode shift is reflected in the high number of parking reductions that are requested and approved and data that shows an **increasing use of transit and bike facilities**. City policies also seek more efficient parking solutions.

Where we are currently in the process...



The city and its transportation consultants are analyzing different land uses throughout Boulder in different contexts (e.g., suburban locations away from transit vs. mixed-use locations along transit) to see what the current parking needs are. Best practices from other communities suggest several viable options for Boulder, and are listed on the next board.

Next Steps...

- Analyze existing parking conditions per land use in different contexts.
 - Determine options for how parking requirements would be updated.
- Receive input from the community on proposed amendments to the land use code.
 - Request direction from Planning Board and City Council on what changes should be made.

Have any additional questions...

Karl Guiler, Community Planning and Sustainability

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Possible Options to update the Land Use Code

Updated parking requirements by land use or by context instead of zoning districts

- 1.) *Recognize the different parking requirements that exist in different contexts of the city (e.g., walkable , mixed use areas vs. more auto-centric suburban areas) and specify more realistic parking requirements for each.*

Parking Maximums

- 2.) *Require a maximum amount of parking per use to minimize excessive parking and allow site design less dominated by parking lots.*

Shared Parking Requirements

- 3.) *Allow adjacent developments under different ownership to share parking if land uses on sites complement one another in terms of time of usage.*

Automatic Parking Reductions

- 4.) *Specify allowable parking reduction percentages based on meeting certain specific criteria (e.g., location along a transit corridor, car sharing, amount of bike parking over required etc.).*

Special parking requirements along multi-modal corridors

- 5.) *Allow reduced parking requirements in areas where residents rely more on transit and consider other incentives to using transit.*

Unbundled parking in areas outside of Boulder Junction

- 6.) *Require separation of parking costs from housing costs and allow residents to choose whether they need the parking spaces that are associated with residential units.*

Requirements for car charging stations

- 7.) *As the prevalence of electric cars increase, bring the land use code up to date to require the provision of parking spaces and charging stations for electric vehicles.*



Mitigating the Impacts of New Developments

Staff has been directed by Council to design an ordinance that will require new developments to meet vehicle trip reduction goals to reduce their impact on the transportation system through a regulatory TDM Plan approach.

How to Measure Success?

A TDM Plan's success would be based on the vehicle trips it generates. Based on the location and type, the development would have to meet a specific target. Evaluations could also measure the percentage of single-occupant vehicles.



What would be included in a TDM Plan?

TDM Plans would be flexible and customized to each particular development but in certain contexts the City could require that Eco Passes be provided to employees or residents or that parking is unbundled from leases.

How long would new developments have to be in compliance?

Compliance would be permanent and associated with the property. Annual evaluation would be conducted and the development would have three years to meet its goal. If a development meets the vehicle trip goal, annual evaluations would end, but the property could be randomly audited.



What happens if a development is non-compliant?

There is a wide variety of options for how the City could deal with non-compliance from "you just need to make a good faith effort" to "your business will face fines and penalties if non-compliant." In the middle of that spectrum, the City could require that new plans include financial incentives or that property must join a local transportation management organization, like BTC.



Have any additional questions...

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Transportation Demand Management (TDM)



AMPS



Community Wide Eco Pass

Following the 2014 feasibility study, the City of Boulder is partnering with Boulder County and RTD to design a community-wide Eco Pass program. A variety of scenarios, administrative structures and finance mechanisms are being evaluated to determine the most feasible and sustainable program.



Parking Cash-out

The goal is to design, implement and evaluate a pilot Parking Cash-out program with downtown employers. A Parking Cash-out program provides a financial benefit to employees that use transportation options instead of driving alone to work and using an employer-provided parking space.

Bundled Memberships

The objective is to coordinate with Boulder B-Cycle and eGo Carshare to design a program that bundles carshare, bikeshare and possibly other TDM services for Boulder businesses to increase their use and lower the overall cost of corporate memberships. In the future, the bundled membership program could also be tied to the existing RTD transit pass programs or a future community-wide Eco Pass program.



First and Final Mile Transit Options

Staff would like to further reduce single-occupant vehicle trips into the existing General Improvement Districts of the Hill, Boulder Junction, and downtown. To that end, having easily accessible modes like bike share, car share, covered bike storage and carpool planning services all assist in getting employees to and from the transit stops, which reduces the need for one's own automobile. Tying free or subsidized car and bike sharing membership to the highly successful downtown employee Eco Pass program reduces real and perceived barriers to alternative modes.



Have any additional questions...

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Background Information

Staff is exploring *new approaches and policies* to providing district parking and TDM that integrate the AMPS principles of *multi-modal access, partnerships and programs with co-benefits*. One of the proposed policies is for *shared parking partnerships* to maximize opportunities for additional shared and managed parking. A *step in the development review process* could be added for projects of a certain size to explore parking partnership options to avoid lost opportunities.

Shared Parking Policy...



A proposed policy could require private developments located in the downtown, the hill commercial area and Boulder Junction to discuss potential parking partnership opportunities with the established access districts. 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.

Questions...

- *What are the factors that need to be considered?*
- *How would this policy be implemented?*
- *What is the role of the districts? What is the role of the developer?*
- *How would partnerships be managed and structured?*

Have any additional questions...

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Background Information

The current **Parking Access and Revenue Systems (PARCS)** system in the garages is well past its useful life expectancy. The software is outdated and no longer supported and a new system is sought to replace it. Parking technology has grown exponentially over the past 10 years. The new system will allow consistent occupancy data and options to our patrons. Parking Services will also be looking at the technology upgrades for all our products.



Where we are currently in the process...



Funds were set aside to cover the cost of the replacement. Currently, bids have been solicited from several companies. Once a vendor has been selected, it will take a few months for manufacturing and to schedule installation. Installation is anticipated to happen later in 2015.

Have any additional questions...

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Your Input is Vital..

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.

What we have done?



- **AMPS Open House on October 20, 2014**

- **Coffee Talks-** *Gunbarrel, Spruce Confections in North Boulder, The Cup, Buchanan's, Ozo on Pearl*



- **Community Group Presentations-** *Frasier Meadows Retirement Community, Downtown Boulder Inc., Downtown Business Improvement District, and University Hill*

- **Walking Audit of Hill with Youth Opportunities Advisory Board**

- **City Board & Commission Presentations-**

*Downtown Management Commission (DMC)
Boulder Junction Access District (BJAD)
Transportation Advisory Board (TAB)
Planning Board
University Hill Management Commission (UHMC)*



- **City Council Check Points-**

*June 10, 2014
July 9, 2014
October 28, 2014*

What we are going to do?

- **Next City Council Check Points-**

*May 26
November 10*

- **City Board & Commission Presentations-**

*May 4: Downtown Management Commission (DMC)
May 6: Boulder Junction Access District (BJAD)
May 11: Transportation Advisory Board (TAB)
May 20: University Hill Commercial Area Management Commission (UHCAMC)
May 21: Planning Board*

- **Community Group Presentations-**

*May 7: Senior Services Advisory Committee
May 13: Downtown Boulder Inc.
May 14: Downtown Boulder Business Improvement District
May 20: BetterBoulder*

We'll come to You!

Interested in a presentation to your group or neighborhood? Contact:

Taylor Jacobs, GO Boulder

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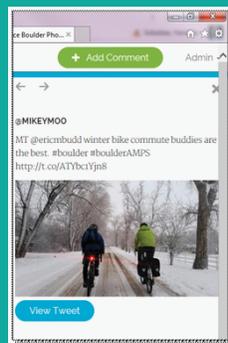
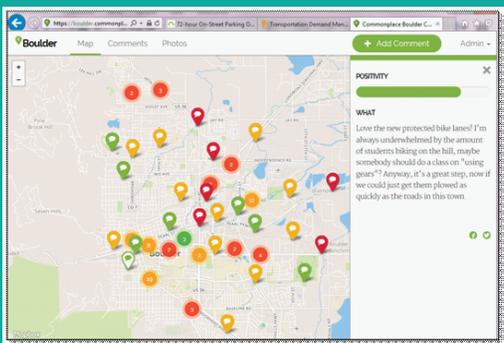
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Get Engaged...

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- Tweet us @bouldergobldr
- Tag your comment on Commonplace----->



What else would you like us to provide?
(write comments below)