Appendix

Existing Conditions (Full Report)

A1

NOVEMBER 3, 2020

REVITALIZING ACCESS IN BOULDER
EXISTING CONDITIONS

This report includes a high-level assessment of the City of Boulder's parking and access resources. In most cases, data used throughout this analysis relies on pre-COVID data collection. Using recent historical data reflects more typical conditions throughout the community.

Access refers to the ability to reach a desired destination through various travel options.

PLANNING CONTEXT

Boulder has already taken significant steps to shape parking and access policies citywide through several planning efforts. Primarily, this includes the Access Management and Parking Strategy (AMPS), adopted by City Council in late 2017. In addition, this work is reflective of many other adopted plans and policies, including the Sustainability Framework, the Boulder Valley Comprehensive Plan, the Transportation Master Plan, the Economic Sustainability Strategy and the Climate Commitment. This section, while not an exhaustive assessment, summarizes key elements of each of these items with a focus on AMPS, AMPS implementation to date and how this work furthers the vision articulated in AMPS.

ACCESS MANAGEMENT AND PARKING STRATEGY (AMPS)

The city initiated the Access Management and Parking Strategy project in 2014 in keeping with its position as a leader in access, parking and transportation and its commitment to providing innovative, future-forward options to the Boulder community. Ultimately adopted by City Council in fall 2017, AMPS is a guiding document through which existing and future access and management policies and practices can be evaluated and measured.

AMPS sets forth a series of guiding principles for access management and parking initiatives citywide, including:

- **Provide for all Transportation Modes:** Support a balance of modes, including pedestrians, bicycle, transit and multiple forms of motorized vehicles, with pedestrians at the center.
- **Customize Tools by Area:** Use a toolbox with a variety of programs, policies and initiatives customized for each of Boulder's unique and diverse neighborhoods.
- **Support a Diversity of People:** Address the transportation needs of different people within the entire Boulder community at all ages, stages of life and mobility levels.
- **Seek Solutions with Co-Benefits:** Find common ground and address trade-offs between community character, economic vitality and community well-being. Seek elegant, multi-benefit solutions.
- **Plan for the Present and Future:** While focusing on today's needs, develop solutions that address future demographic, economic, travel and community design needs. Align with Boulder's guiding plans and documents.
- **Cultivate Partnerships:** Be open to collaborate and public-private partnership to achieve desired outcomes.

The city has made significant progress in implementing several components of the AMPS work plan, including:

- **Transportation Demand Management Initiatives:** The city has worked on several initiatives intended to encourage and support travel choices outside of the personal vehicle. These include expansion of the EcoPass Program, expanded bike amenities for city government employees and additional support for new city government employees to choose commute options.
- **Parking Planning Initiatives:** The city is currently working on updates to the parking code, which regulates how new development must parking and support citywide transportation demand management objectives.
- **Parking Pricing Initiatives:** The city is working to update its parking payment technology through an initiative to install new parking pay stations in 2020 and 2021. In addition, the city has implemented an evening garage pricing pilot in certain city-owned parking garages providing $3 parking to downtown visitors and employees arriving and departing between 3 p.m. and 3 a.m. on weekdays. The city is also working on a curbside management plan using a $300,000 grant from the Denver Regional Council of Governments.

This project advances multiple components of the AMPS work plan, aiming to support the balance between providing effective parking options while reducing the impacts vehicles have on our quality of life. Specifically, this project encompasses a reimagination of the Neighborhood Parking Permit Program first adopted by the city in 1994, and a revitalization of the city's approach to valuing and pricing public space dedicated to vehicle storage.

SUSTAINABILITY FRAMEWORK

Boulder has a vision for a future with equitable access to health, prosperity and fulfillment for all community members as the city adapts to social, economic and environmental challenges. The Sustainability and Resilience Framework guides the city's budgeting and planning process by providing clear and consistent goals to achieve this vision.

BOULDER VALLEY COMPREHENSIVE PLAN

The Boulder Valley Comprehensive Plan, adopted in 2017, reflects a vision for the creation and preservation of a livable, sustainable, equitable and inclusive community. The Plan guides this vision with goals for the built environment, the natural environment and natural resources, the economy, transportation, housing, community well-being and safety, agriculture and food, and local governance.

TRANSPORTATION MASTER PLAN (TMP)

The updated Transportation Master Plan, adopted in 2019, is a policy framework for providing safe, convenient access and transportation in the Boulder Valley. The Plan also envisions preservation of Boulder's high quality of life by designing for people and minimizing the impacts of vehicles on the community. This update continues the vision of the 2014 TMP, with a focus on safety, improved transit service, greenhouse gas reduction, advanced mobility and funding.

ECONOMIC SUSTAINABILITY STRATEGY

The Economic Sustainability Strategy, adopted in 2013, is an innovative economic development and resilience tool intended to support the city's economic vitality by building on its strengths and addressing its challenges. The strategy seeks to strengthen the existing business community while priming Boulder for growth in new areas of its economy associated with broader economic, environmental and social trends.

CLIMATE COMMITMENT

The city declared a Climate Emergency in summer 2019 and has made far-reaching commitments to address the global climate crisis and ensure quality of life in Boulder and beyond. These commitments are guided by the Climate Mobilization Action Plan (CMAP) and include innovations in energy systems, regenerative ecosystems, the economy, land use and financial systems.

SUPPORTING PLANNING PRINCIPLES

This document and its contents are supported by numerous best practice planning principles that guide analysis and future recommendations. This section discusses some of these key principles.

THE IMPORTANCE OF MANAGING PARKING AND ACCESS

It's important for cities to manage parking resources and access for the entire community. Active parking management can:

- Help distribute parking more effectively across parking resources.
- Promote equity for all users of the city's parking and access resources.
- Preserve the character of neighborhoods by managing how they are accessed.
- Reduce vehicle congestion and excessive vehicle circulation in the busiest areas of the city.
- Improve experience for all travel options by ensuring appropriate accommodation of each travel choice.

THE VALUE OF THE PUBLIC RIGHT OF WAY

The public right of way, including the curb—meaning the area where the street meets the sidewalk—serves many functions. This space operates as a travel way, a pedestrian realm, a community gathering and greening space and a flexible zone for transit access, vehicle storage, passenger pick-up and drop-off and deliveries, among other things. Because the curb provides significant value to the community, many cities seek to find the highest and best use for the curb.

NEIGHBORHOOD-SPECIFIC PARKING SOLUTIONS

Neighborhood-specific parking solutions, such as the Neighborhood Parking Permit (NPP) Program, are important features of a parking and access strategy that help preserve neighborhood character and promote safety and efficiency. Neighborhood-specific parking solutions can help shape outcomes that meet the unique needs of specific neighborhoods, and can include tailored use and time restrictions, prioritization of certain travel choices and other initiatives.

PARKING PRICING AS AN ACCESS MANAGEMENT TOOL

Parking pricing is a key part of any access management strategy. Parking pricing can:

- Help encourage and support travel choices outside of the personal vehicle.
- Improve distribution of parking occupancy using variable pricing for parking options with different levels of service for parkers.
- Support sustainability goals by increasing the percentage of people who choose active travel options, like walking and biking, or transit.

PURPOSE OF THIS REPORT

The broad purposes of this report are to:

- Build a clear picture of Boulder's parking and access resources in its typical, pre-COVID state.
- Understand how city-maintained on- and off-street parking spaces are currently valued.
- Understand how the Neighborhood Parking Permit Program functions today.
- Build a foundation for us to create recommendations for a better parking and access future.

The report includes four topic sections, each with a core purpose to help develop recommendations and strategies that will work within Boulder's unique framework.

- **An Overview of Parking and Access Resources** describes the general inventory of City owned parking assets and supporting programs, including parking benefit districts and programs the city has established to manage parking in commercial and neighborhood areas. It includes utilization data for much of the city-maintained on- and off-street parking assets in high demand areas and managed neighborhoods. This overview provides a foundation for understanding policies and practices the city uses to manage parking, and how parking is supplied and used throughout the city.
- **Current Factors in Travel Choice and Decision-Making** covers the methods the city and its partners use to support travel choice for the Boulder community and helps us understand the factors people consider when making a travel decision.
- **Projected Changes to Parking and Access Resources** inventories known impacts—from future developments to city-led initiatives—that are likely to affect the amount of parking available in existing parking benefit districts. This section creates a foundation to understand how parking supply, use and other patterns related to parking and travel might change in upcoming years.
- **Financial Health of Parking and Access Resources** broadly covers the financial side of the City's parking and access resources—how much money the system and its programs make, and how much it takes to run them. This section helps evaluate potential revenue and budget for future programs and strategies.

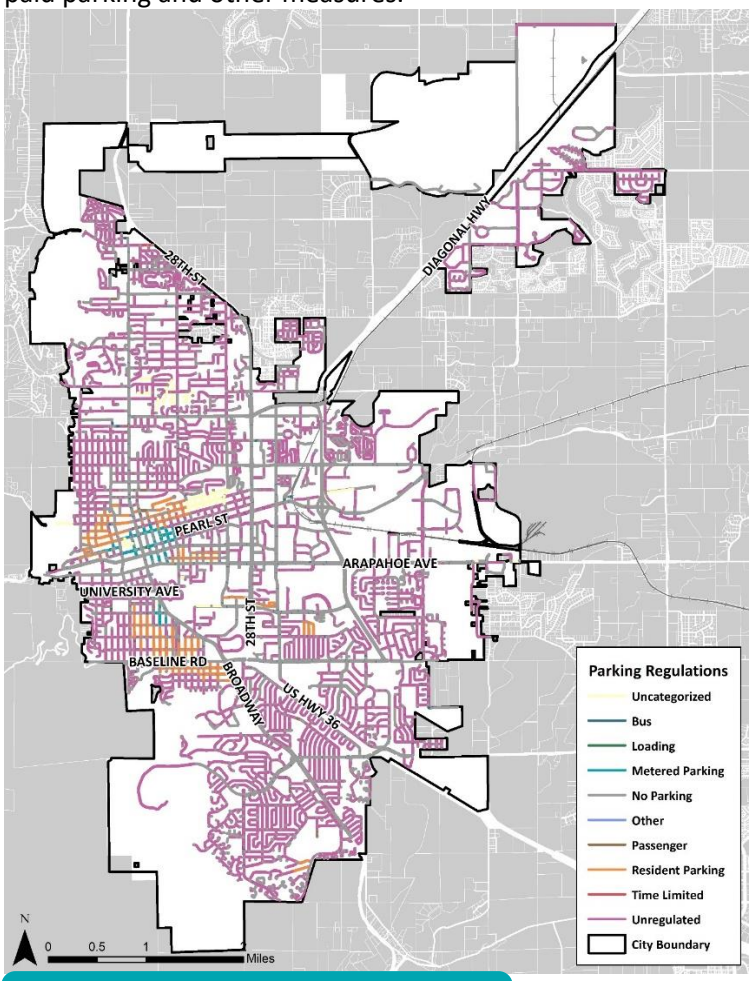
HOW TO READ THIS REPORT

Each topic section includes a one-page summary of key findings and conclusions from that section. Review the summary for each section first, then review the full section further if you would like more detailed information.

AN OVERVIEW OF PARKING AND ACCESS RESOURCES

This section describes the **general inventory of City owned parking assets and supporting programs**, including parking benefit districts and programs the city has established to manage parking in commercial and neighborhood areas. It includes **occupancy data for much of the city-maintained on- and off-street parking** assets in high demand areas and managed neighborhoods. This overview provides a foundation for understanding **policies and practices the city uses to manage parking**, and how parking is supplied and used throughout the city.

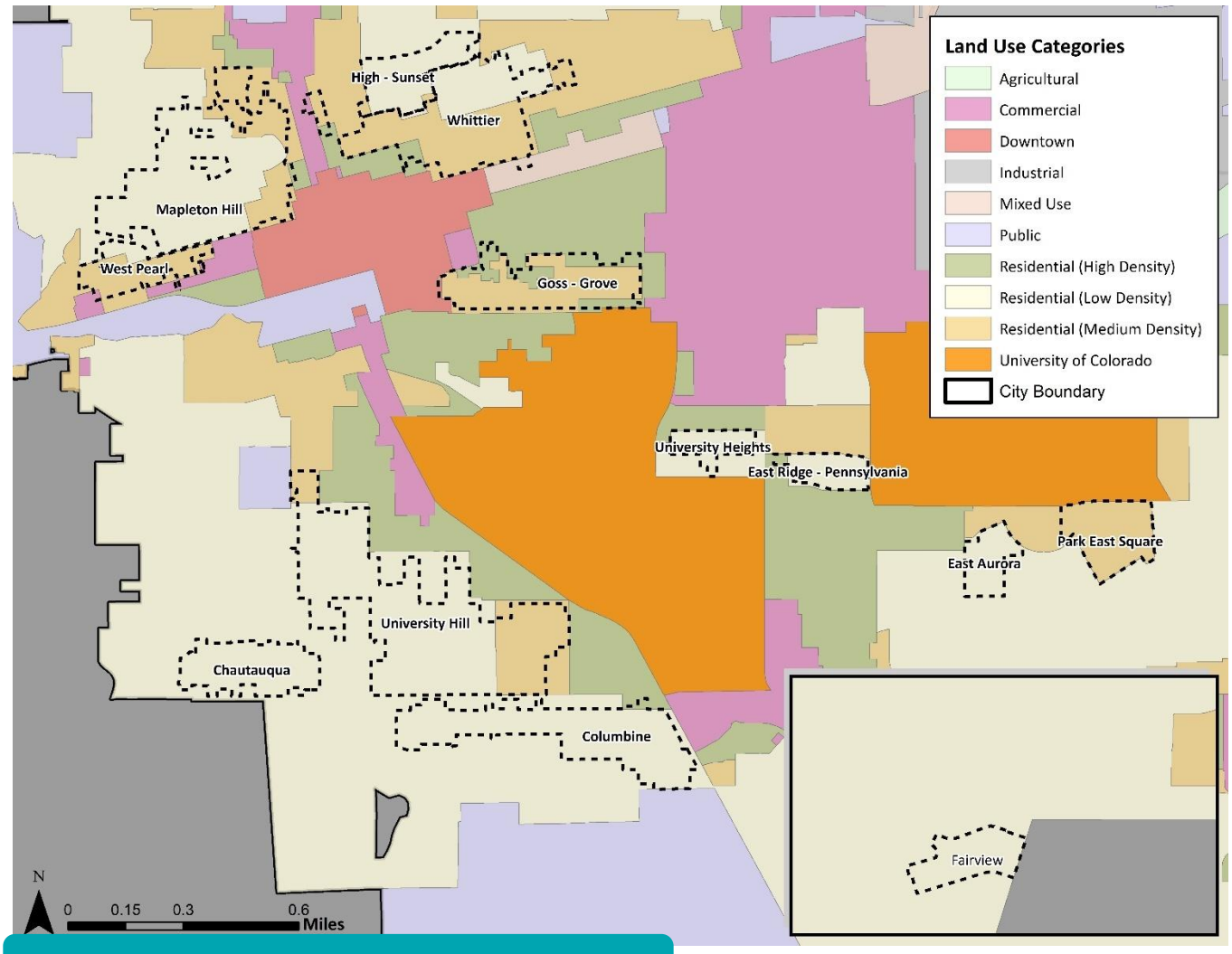
The city operates and maintains approximately 33,200 public parking spaces, both on-street and off-street. A significant portion of parking and access resources are on-street, along the curb. While most of the curb is unmanaged and unrestricted, the city actively manages access in core parts of the city through time restrictions, paid parking and other measures.



Curb lane by use, citywide.

The Neighborhood Parking Permit (NPP) Program was created in 1994 to help preserve the residential character of neighborhoods throughout the city and prevent spillover parking into these neighborhoods from high generators of parking demand. The level of success with which each NPP zone fulfills the original intent of the

NPP program varies, with high satisfaction in some neighborhoods, like Mapleton, and low satisfaction in others, like Whittier.



NPP zones and surrounding primary land use context.

AN OVERVIEW OF PARKING AND ACCESS RESOURCES

PARKING AND ACCESS GENERAL IMPROVEMENT DISTRICTS

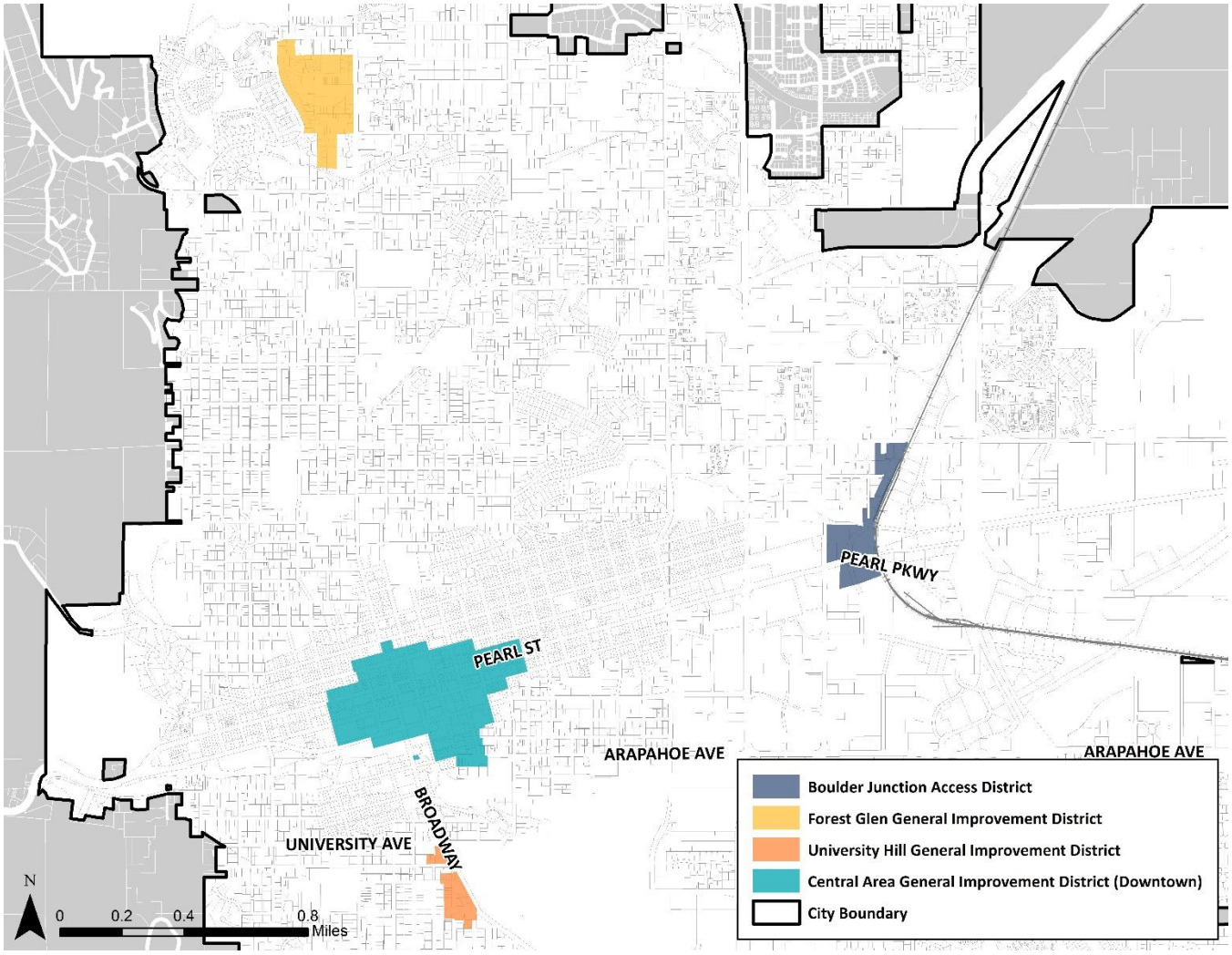
There are five general improvement districts in the City of Boulder where the mission of the district includes access and/or transportation demand management goals. In general, the stated mission and goals of these districts are to provide balanced access, customer service, safety and maintenance, fiscal responsibility and accountability, diverse customers & citizens, fair & equitable enforcement, education, promotion of good urban design, economic vitality and parking reinvestment. These districts are listed below and are shown in the map in **Figure 1**:

- Central Area General Improvement District (CAGID)
- University Hill General Improvement District (UHGID)
- Boulder Junction Access District Transportation Demand Management (BJAD-TDM)
- Boulder Junction Access District Parking (BJAD-P)
- Forest Glen Transit Pass General Improvement District

Parking management for CAGID, UHGID and BJAD-P is administered by the City of Boulder Department of Community Vitality. Community Vitality also manages and administers on-street parking that supports the City's General Fund.

Parking and transportation demand management refers to strategies intended to influence the travel choices people make.

Figure 1. Map of City of Boulder General Improvement Districts



NEIGHBORHOOD PARKING PERMIT PROGRAMS

HISTORY

The legal framework for what has become Boulder's Neighborhood Parking Permit (NPP) Program was established and adopted in 1985. In 1986, Boulder City Council adopted a plan for establishing resident parking permit programs. In 1993, the first resident parking permit programs were established in the Mapleton and University Hill Neighborhoods. In 1996, the RPP program was expanded in scope, and the name was changed to the current Neighborhood Parking Permit Program.

STATED PURPOSE OF PROGRAM

Each neighborhood in the program has public parking restrictions that are unique to that area and reflect the neighborhood's particular needs.

The purposes of all NPP zones, according to the Boulder Revised Code (2-2-15 and 2-2-21), are to "restrict parking on streets in certain areas zoned for residential uses primarily to person residing within such areas to":

- Reduce hazardous traffic conditions
- Promote traffic safety
- Preserve the safety of children and other pedestrians
- Protect [areas] from polluted air, excessive noise, trash and refuse
- Protect residents of those areas from unreasonable burdens in gaining access to their residences
- Preserve the character of those areas as residential (Except Chautauqua)
- Promote efficiency in the maintenance of those streets in a clean and safe condition (Except Chautauqua)
- Preserve the value of the property in those areas (Except Chautauqua)
- Protect the peace, good order, comfort, convenience and welfare of the inhabitants of the city.
- Provide the public with access to the many amenities of the area (Chautauqua only)

In addition to the differences noted above, as of 2014, the Chautauqua neighborhood permit zone is governed by a different set of ordinances in the Boulder Revised Code that allow for it to be seasonally enforced instead of year-round. Lastly, unlike other NPP zones which are permanently in place unless City Council takes action to discontinue them, the Chautauqua Parking Management Plan is currently set to expire December 31, 2023.

PROCESS FOR ESTABLISHING & AMENDING ZONES

The process to establish a new NPP zone starts when a petition is mailed to Department of Community Vitality's Parking & Access Services, who then conducts a parking study to assess needs. If there is a need, the city will develop a draft proposal for the program to be discussed in a round of public meetings. The city's Transportation Advisory Board then holds a public hearing to review the petition, where public comment is also allowed. Based on the Transportation Advisory Board's recommendation, the city manager provides the final proposal to City Council for review.

The procedure for amending Neighborhood Parking Permit zone boundaries is the same as for creating a new zone, except that only five signatures from adult residents are required to begin the petition process instead of the 25 signatures as required to create a new zone.

The Boulder Revised Code requires that the city manager monitor all neighborhood parking permit zones on a regular basis and annually provide the Council with a report, including the zones' relationship to parking supply and occupancy in adjacent areas of the city and the status of zone block faces.

LIST OF ZONES AND ASSOCIATED TIME LIMITS

There are currently 12 neighborhood parking permit zones enforced year-round, as well as a zone in Chautauqua that is governed by its own Chautauqua Management Parking Plan, as listed in **Table 1**.

Table 1. Managed Times and Time Restrictions per Neighborhood Parking Permit Zone

Zone	Managed Times	Time Limit	Zone	Managed Times	Time Limit
Chautauqua	8:00 a.m. – 5:00 p.m. Summer weekends & holidays	Paid without Permit	Mapleton	8:00 a.m. – 6:00 p.m. Monday – Friday	3 Hours
Columbine	9:00 a.m. – 5:00 p.m. Monday – Friday	2 Hours	Park East Square	9:00 a.m. – 5:00 p.m. Monday – Friday	3 Hours
East Aurora	8:00 a.m. – 6:00 p.m. Monday – Friday	3 Hours	University Heights	8:00 a.m. – 8:00 p.m. Monday – Saturday	2 Hours
East Ridge	9:00 a.m. – 5:00 p.m. Monday – Friday	2 Hours	University Hill	9:00 a.m. – 5:00 p.m. Monday – Friday	2 Hours
Fairview	8:00 a.m. – 4:00 p.m. School Days	2 Hours	West Pearl	8:00 a.m. – 6:00 p.m. Monday – Friday	3 Hours
Goss-Grove	8:00 a.m. – 6:00 p.m. Monday – Friday	2 Hours	Whittier (Daytime)	8:00 a.m. – 8:00 p.m. Monday – Friday	3 Hours
High-Sunset	8:00 a.m.– 6:00 p.m. Monday – Friday	2 Hours	Whittier (Nighttime)	8:00 p.m. – 12:00 a.m. Friday – Saturday	Permit Only

The Chautauqua zone is seasonal, in effect beginning the Saturday prior to Memorial Day and ending the day after Labor Day each year. The managed times are 8:00 a.m. – 5:00 p.m. Within the Chautauqua North zone there is no free parking for non-permitted vehicles. All vehicles without a valid permit or pass must pay at the rate of $2.50 per hour, with no maximum time limit.

RESIDENT & BUSINESS PERMITS

The permit purchasing process and database are digital, with all permit requests validated against property records to verify eligibility based on addressed and property type. Applicants complete an application and submit along with documentation showing proof of residence, such as a lease or rental agreement, a utility bill, bank statement or other document as further specified on the city's application web site. Applicants must also submit current the vehicle's or vehicles' registration to prove ownership. There is a maximum of two resident permits per person.

GUEST & VISITOR PERMITS

Two non-replaceable, 24-consecutive hour visitor permits per year are available for each dwelling unit (house or apartment) with the purchase of a resident permit.[1] An additional two two-week guest passes are also available per dwelling unit. The number of visitor and guest passes are tracked, and they city's software program automatically allows or denies additional guest or visitor passes based on the number of previously issued passes linked to each residential permit holder. Visitor permits are not dated, however, and it is unclear how used visitor permits are validated and expired after use.

[1] Except West Pearl condos and properties containing more than 4 units, which can receive 1 visitor permit per unit per year.

PARKING ENFORCEMENT

The power to enforce parking-related regulations is vested in the Boulder Revised Code. In it, the authority to establish a parking infractions office is vested with the city court administrator. Currently, this authority is delegated to the city's Access and Parking Services office, which is within the Department of Community Vitality.

522

Spaces per Parking Enforcement Officer

Enforcement within parking lots or areas under the jurisdiction of Parks and Open Space may also be conducted by park enforcement officers.

As of May 2020, there were 10 dedicated parking patrol officers working within the city. With approximately 5,222 managed spaces in the city, this provides enforcement at a rate of one parking enforcement officer per 522 spaces.

PROCESS OF ISSUING AND ENFORCING CITATIONS

Enforcement can be initiated either through a physical paper ticket left under the vehicle windshield wiper or presented directly to the driver of a vehicle in violation.

If fines are not paid within 14 days of the date of issue for any violation, there is a one-time late fee of $15.00 assessed. If payment is still not rendered, the city will give courtesy notice via U.S. Mail of the overdue ticket.

If after 10 days of the date of mailing payment still has not been received, or the infraction has not been formally disputed, the vehicle is added to the city's Scofflaw List. At that point, an additional $25 scofflaw civil penalty is assessed, and the vehicle is subject to booting or towing. If a ticket is disputed, the city requires that the total amount due be posted as a cash bond until the matter can be decided by a trial or administrative hearing.

The administration fees for retrieving an abandoned or inoperable vehicle that has been impounded is $50, not including other civil or legal costs such as storage fees charged by the impound facility.

Fines for infractions apply city-wide and may not be modified by any other sub-city district or other government agency. For instance, the language establishing the University Hill Commercial Area Management Commission and the Boulder Junction Parking Commission explicitly says the Commission is not authorized to set its own rates.

ENFORCEMENT STRATEGIES USED

In all zones, the city uses license plate readers to conduct enforcement. Software automatically keeps track of non-permitted vehicles that are parked past the respective time limit for the zone. As of the end of 2019, tire chalking was used by enforcement with the handheld devices to keep track of which vehicles to check on enforcement passes after the first pass on a given enforcement day.

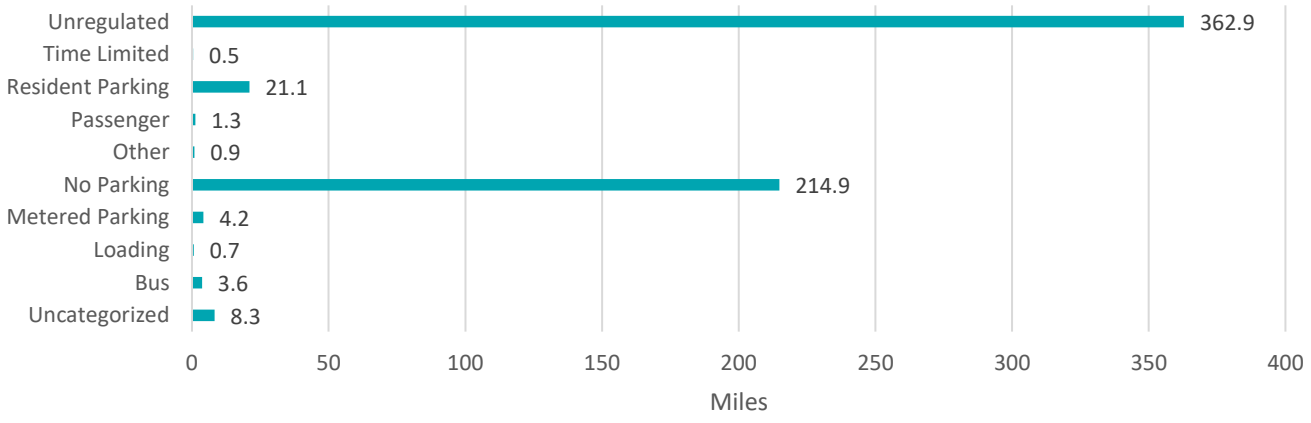
PARKING SUPPLY AND OCCUPANCY CITYWIDE

There are approximately 33,200 public, managed parking spaces throughout the city of Boulder, including about 30,500 on-street spaces and about 2,700 off-street spaces. Note that this figure does not include privately-owned and operated parking, or unmanaged parking areas citywide. While much of the managed public parking supply is unrestricted, there are many spaces that are metered and require payment, are subject to time limits, are reserved for passenger loading or resident parking only, or are reserved as ADA accessible parking for those with placards, among various other regulations used throughout the city. At times, some of these spaces change in their use and regulations. For instance, some spaces that are metered may become free and unregulated during the overnight hours, or some spaces that are reserved for residents may become loading zones at other times. **Figure 2** summarizes the composition of the curb lane as mapped in **Figure 3** showing the city's parking supply on a typical weekday midday morning as recorded within the city's Coord platform.

Parking **supply** refers to how many parking spaces there are in a given area. Parking **occupancy** refers to how many vehicles fill up those spaces at a given time.

The **curb or curb lane** is the area where the street meets the sidewalk.

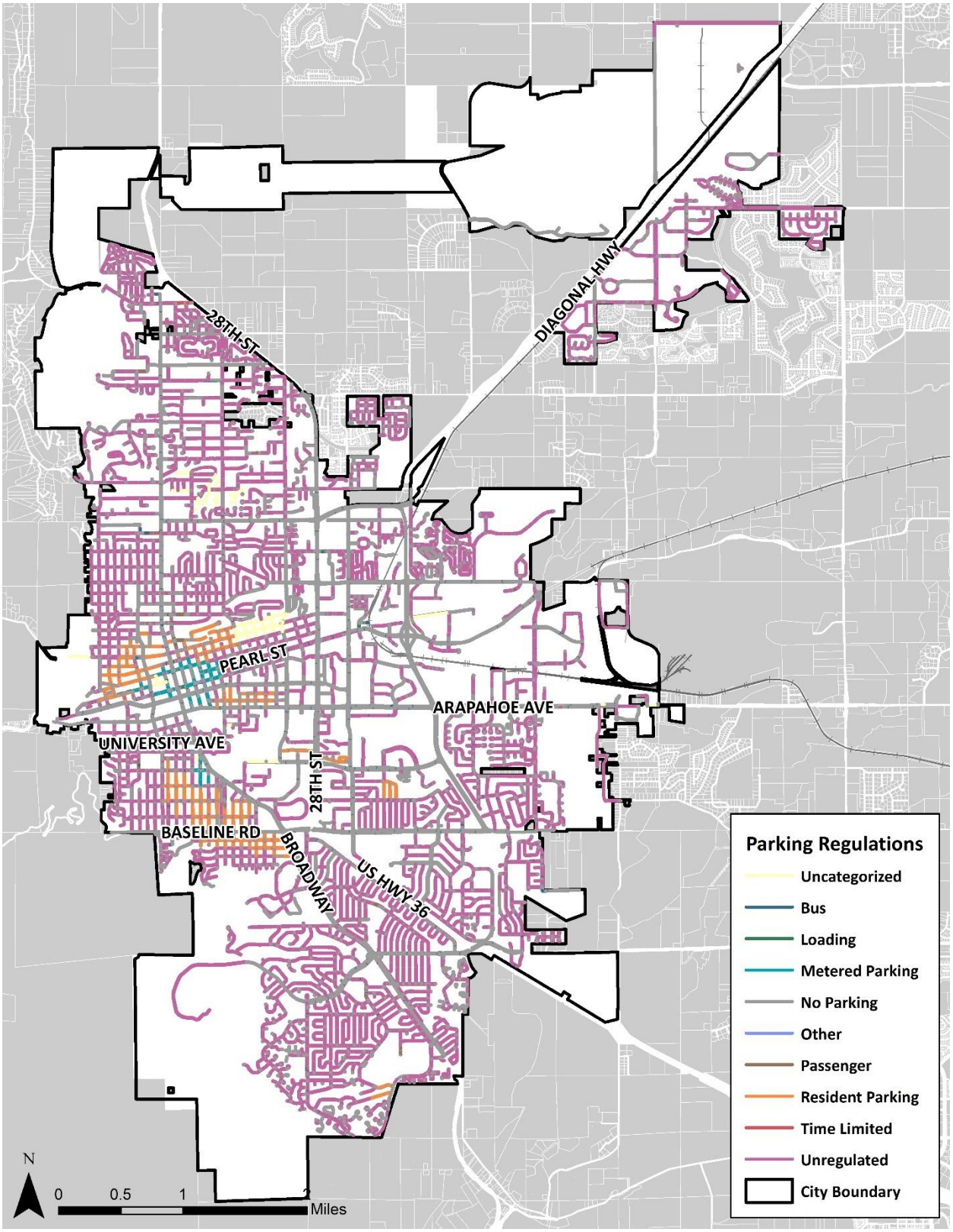
Figure 3. Curb Lane Composition



To analyze parking behaviors under typical, pre-COVID conditions, data from the city's online parking performance platform, Smarking and enforcement records was used. Parking transactions were reviewed from Smarking for the 2019 calendar year to observe seasonal trends and make comparisons between days of the week and hours of the day. On-street and off-street parking occupancy was calculated at their highest levels on Friday, May 10th in the early afternoon based on the total volume of transactions made in the system at that point in the year. This notably occurred the same weekend as CU Boulder's commencement ceremony. While the overall managed parking system during this time was approximately 80% occupied, there were areas

throughout the city that experienced higher parking occupancy and others that remained generally open and available. **Figure 3** shows the public parking system, showing both off-street and on-street facilities analyzed for select areas of the regulated public parking system at 1:00 p.m. on Friday, May 10, 2019.

Figure 2. Citywide On-Street Parking Regulations, Typical Weekday Midday Morning

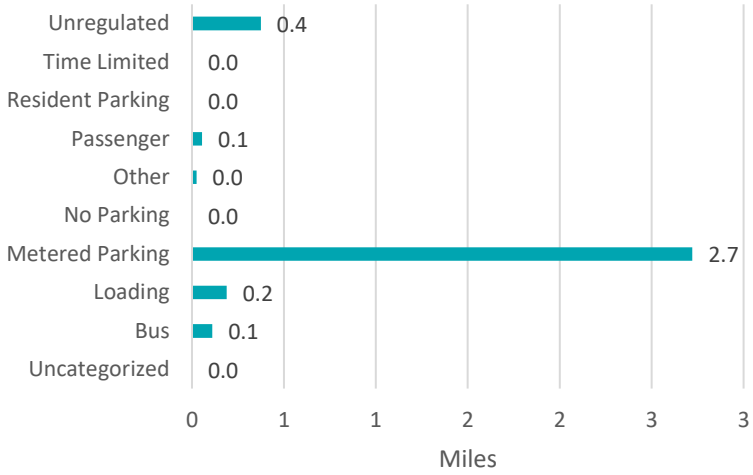


PARKING SUPPLY AND OCCUPANCY FOR DOWNTOWN

Within the Downtown much of the curb lane is devoted to personal vehicle parking, as shown in **Figure 3**. On typical weekdays, metered parking is enforced from 9:00 a.m. to 7:00 p.m., with the spaces unrestricted outside of this time.

In addition to the parking supply, the Downtown area contains 34 transit stops serving 21 bus routes, representing approximately one-tenth of a mile of the curb lane in Downtown.

Figure 3. Curb Lane Miles by Regulation, Downtown



While on-street parking occupancy Downtown peaked for 2019 on Saturday, August 31st at 2:00 p.m., the parking supply in this area is frequently full year-round, during pre-COVID years, with little seasonal variation month-to-month. The occupancy was calculated using data from Smarking and is based on paid transactions for on-street and off-street paid facilities.

Parking **supply** refers to how many parking spaces there are in a given area. Parking **occupancy** refers to how many vehicles fill up those spaces at a given time.

The graph in **Figure 4** shows the hourly distribution of parked vehicles both on and off-street under typical weekday conditions within Downtown. In this example, "typical" was defined as having parking demands at the 80th percentile of the peak, which occurred on Thursday, June 27th at 5:00 p.m. This means of the 24 hours a day and 365 days reviewed in 2019, parking demands are lower 80% of the year than they were at 5:00 p.m. on June 27th. That particular day, parking demands peaked at approximately 1:00 p.m. in Downtown. The top 20% of parking days are generally related to special events, holidays and atypical conditions and are not considered "normal" days by which to judge parking behaviors. The geographical map in **Figure 5 and Figure 6** show the distribution of parked vehicles under typical weekday conditions within Downtown at 1:00 p.m. and 5:00 p.m.

Figure 4. Typical Weekday Parking Demand Hourly Distribution, Downtown

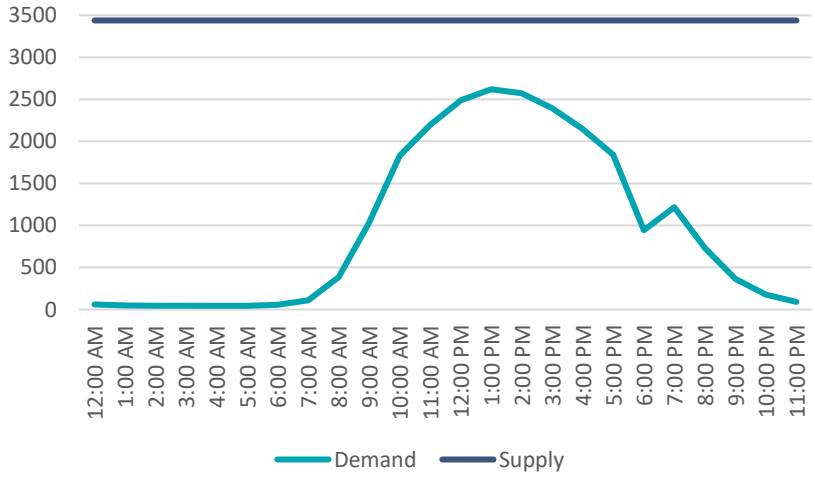
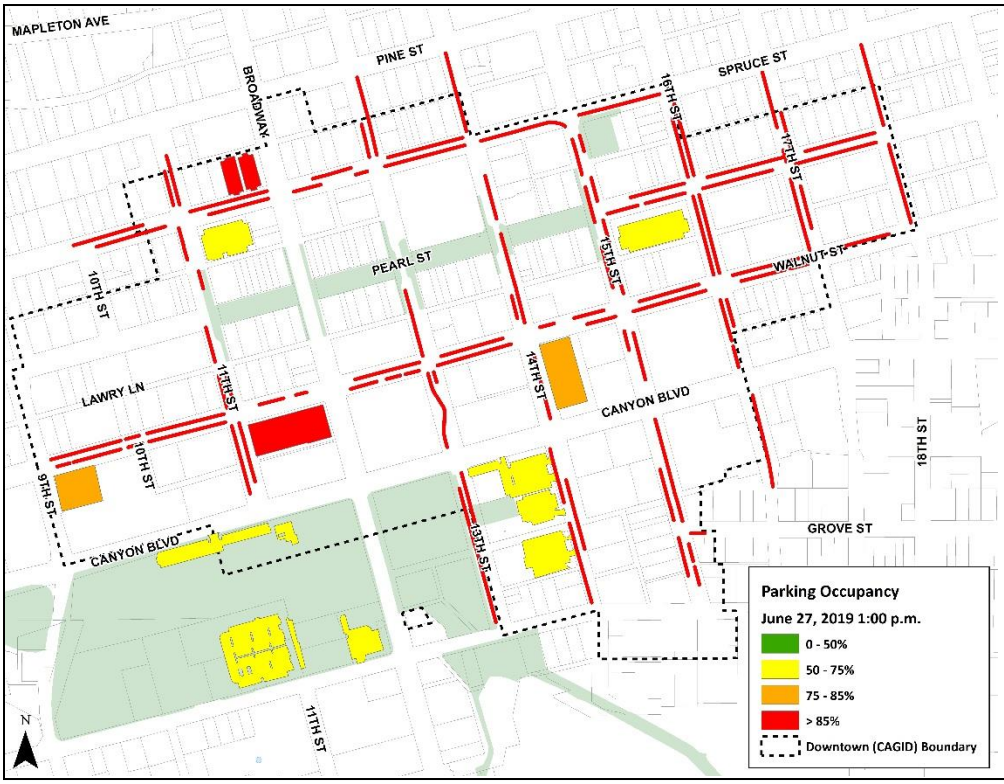
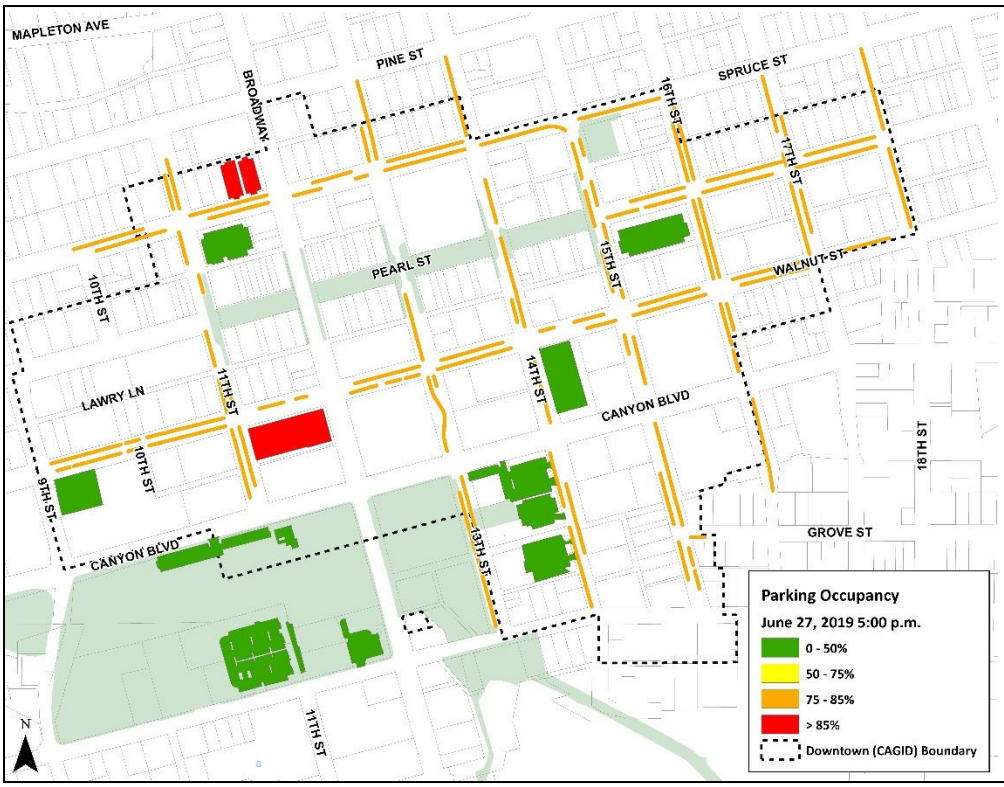


Figure 5. Downtown Parking Occupancy, Typical Weekday 1:00 p.m.



When parking demand peaks on a typical weekday at 1:00 p.m., on-street parking is relatively full throughout the Downtown area. This may make finding a convenient space more difficult for visitors and lead to increased traffic congestion due to vehicles circling to locate available parking near their destination. The "hunt" is made harder with several off-street facilities also relatively full.

Figure 6. Downtown Parking Occupancy, Typical Weekday 5:00 p.m.



As evening approaches at 5:00 p.m., on-street parking begins to become more available and easier to locate. Most off-street facilities at this time are emptying for the day, with the exception of the surface lot at Broadway and Spruce and the Randolph Center Parking Garage.

Within the Downtown area, parking enforcement has been effective in directing drivers to parking options that create more turnover[2] of parking, increase parking capacity and frees up spaces for customers and visitors. On-street spaces average well below the general 3-hour limit for duration of stay; therefore, enforcement is effective at managing violations. Maintaining a shorter average duration of stay in on-street spaces is important to ensure parking spaces are able to serve the needs of more vehicles and their passengers. A longer duration of stay means each parking space serves fewer individuals throughout the day. **Table 2** summarizes the average duration of stay per facility and street as compared to its time restriction.

Table 2. Average Duration of Stay and Time Restriction per Street and Facility, Downtown

Average Duration of Stay (hours)	St. Julien Garage	1100 Spruce	Randolph Garage	RTD Garage	1500 Pearl St.	On-Street
Hourly Parkers	3.87	3.27	3.42	4.25	3.63	1.93
Contract Parkers	7.92	7.74	8.16	7.76	7.87	NA
Regulation Limit	NA	NA	NA	NA	NA	3.00

PARKING SUPPLY AND OCCUPANCY IN THE BOULDER JUNCTION PARKING TRANSPORTATION DEMAND MANAGEMENT ACCESS DISTRICTS AND UNIVERSITY HILL GENERAL IMPROVEMENT DISTRICTS

Parking **supply** refers to how many parking spaces there are in a given area. Parking **occupancy** refers to how many vehicles fill up those spaces at a given time.

In the Boulder Junction Access Districts (BJAD) and University Hill General Improvement District (UHGID), there is just under one mile of combined curb lane, which predominantly provides residential parking in the UHGID and unregulated parking in the BJAD. There are also several transit options in the area. Boulder Junction includes 14 transit stops, nine of which are made at the Boulder Junction at Depot Square Station. Depot Station also provides connections to five transit routes, including two local routes, two regional routes (Flatiron Flyer) and a connection to the Denver International Airport via Sky Ride. While the University Hill General Improvement District has fewer stops than Boulder Junction at 5 stops, it is served by 11 routes. These routes include six local routes, four regional routes and a Sky Ride connection to the airport. **Figure 7** demonstrates how much of the public right of way in these districts is dedicated to parking for personal vehicles versus transit.

[2] Turnover of parking spaces refers to the number of vehicles that park in a space over the course of a given period of time, typically per day. A parking space with a higher rate of turnover experiences more vehicles parked in it, serving a greater number of individuals. A parking space with a lower rate of turnover experiences fewer vehicles parked in it, often for longer periods of time and reduces others' ability to access nearby destinations.

Figure 7. Curb Lane Miles by Regulation, BJAD and UHGID

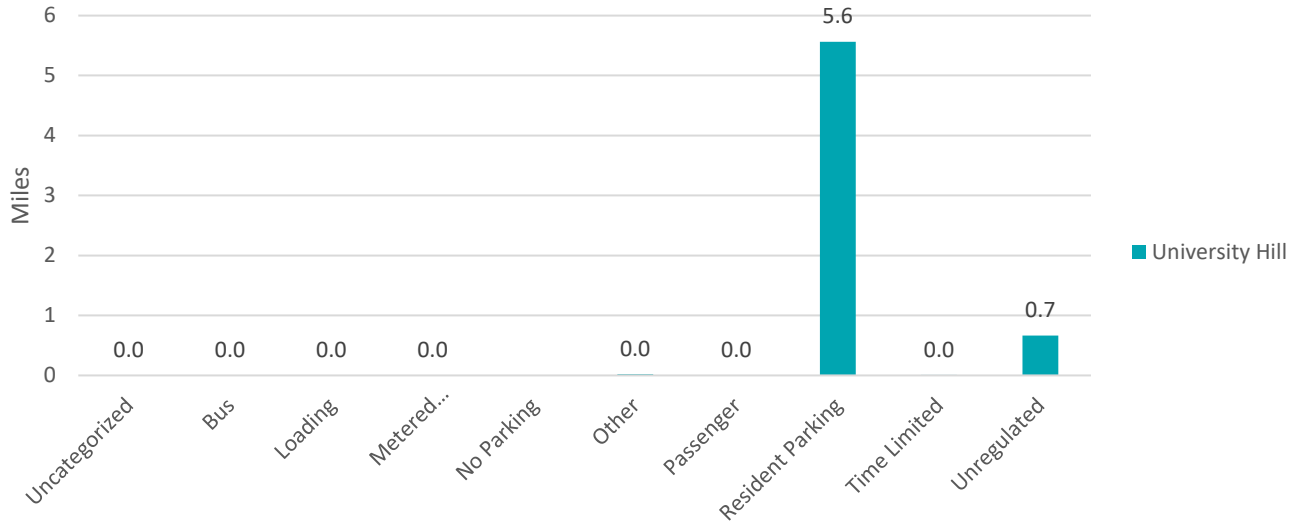
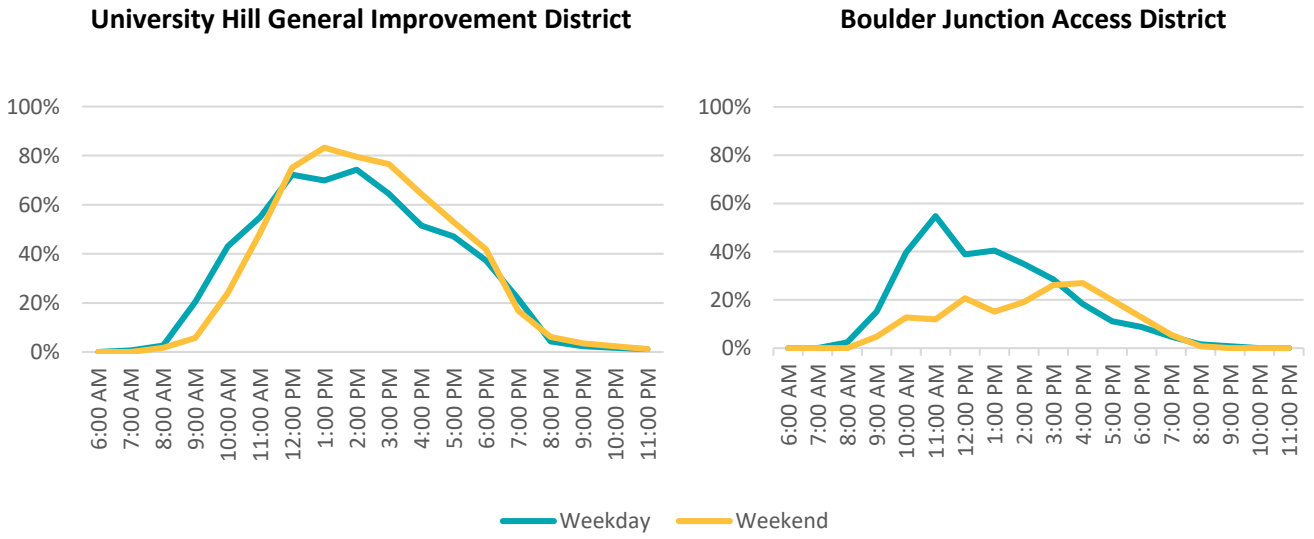


Figure 8 shows how parking demand is distributed hourly on a typical busy weekday and weekend for each district.

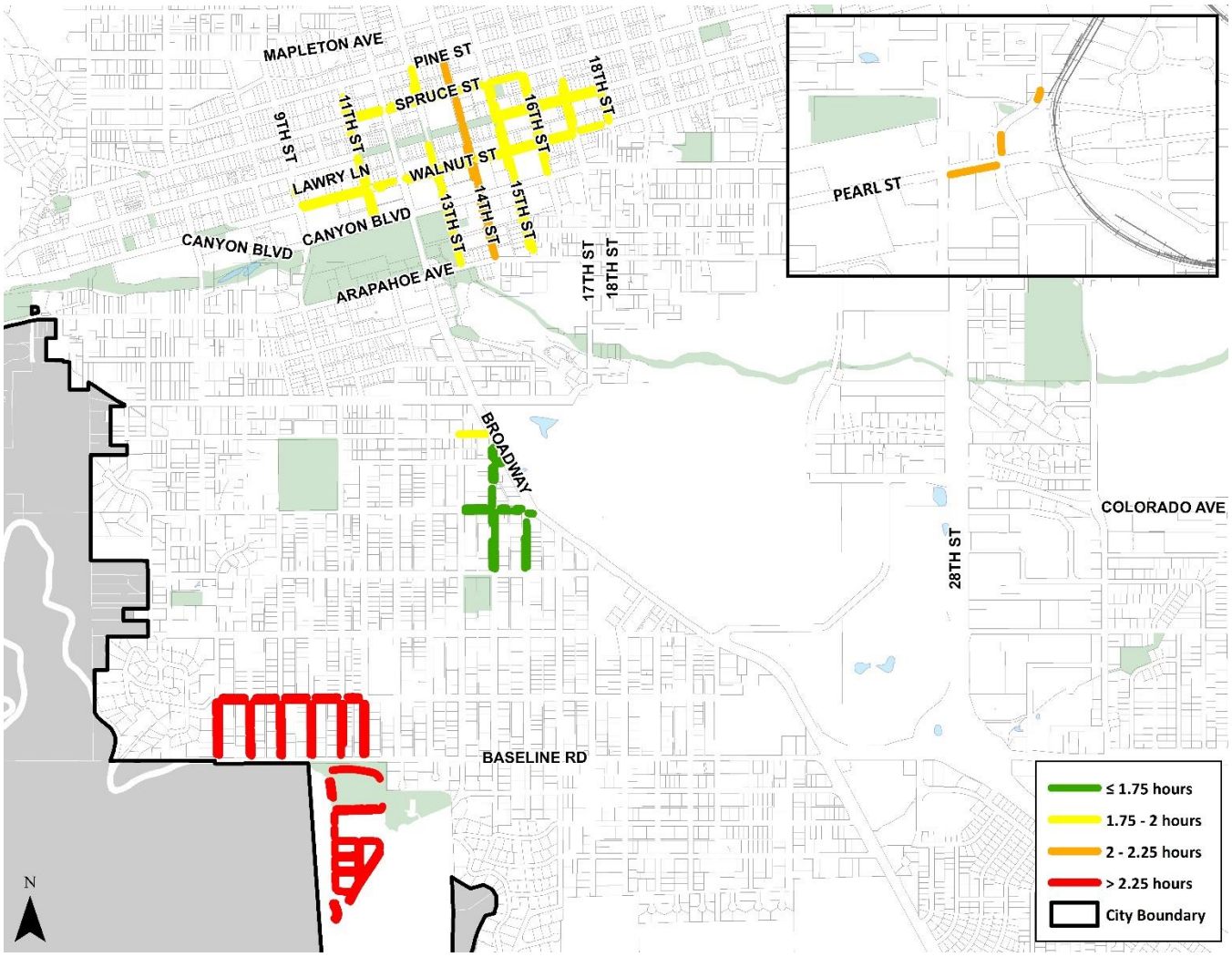
The **curb or curb lane** is the area where the street meets the sidewalk.

Figure 8. Comparison of Hourly Parking Occupancy Per Districts' Typical Busy Day



In the Boulder Junction Access District, parkers tend to stay in on-street parking spaces slightly longer than overall city average, which is approximately three hours and five minutes. The duration of stay in this district was two hours and three minutes per parking session, whereas in the University Hill General Improvement District the average length a vehicle was parked on-street was approximately one hour and 49 minutes. Those parking off-street in the University Hill General Improvement District averaged slightly longer at approximately two hours and 15 minutes. The map in **Figure 9** shows the average duration a vehicle was parked in 2019 per street.

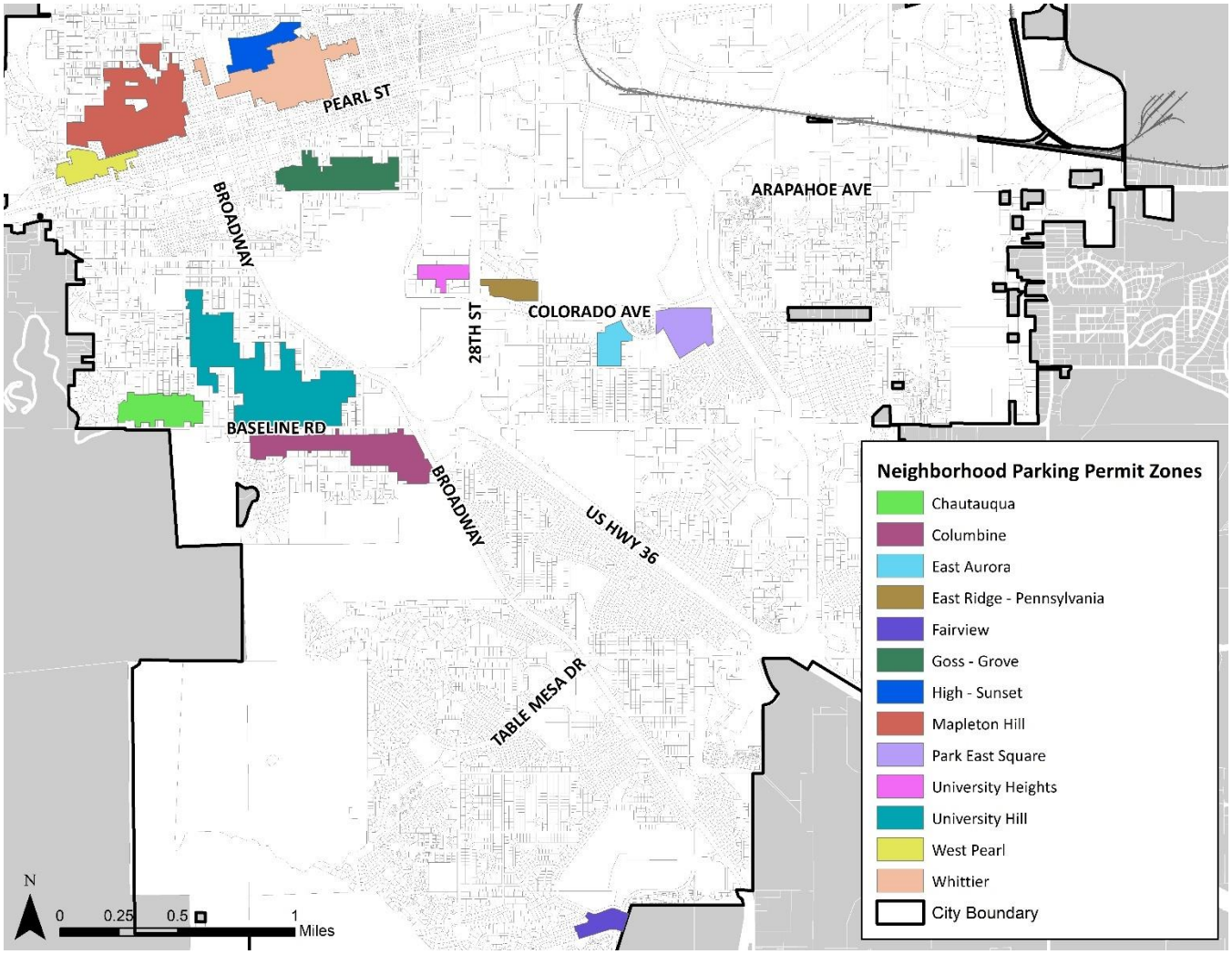
Figure 9. Average On-Street Parking Duration of Stay per Street



PARKING SUPPLY AND OCCUPANCY IN NEIGHBORHOOD PARKING PERMIT ZONES

The city of Boulder has 13 Neighborhood Parking Permit zones. For reference, the zones are shown in **Figure 10**.

Figure 10. City of Boulder Neighborhood Parking Permit Zones

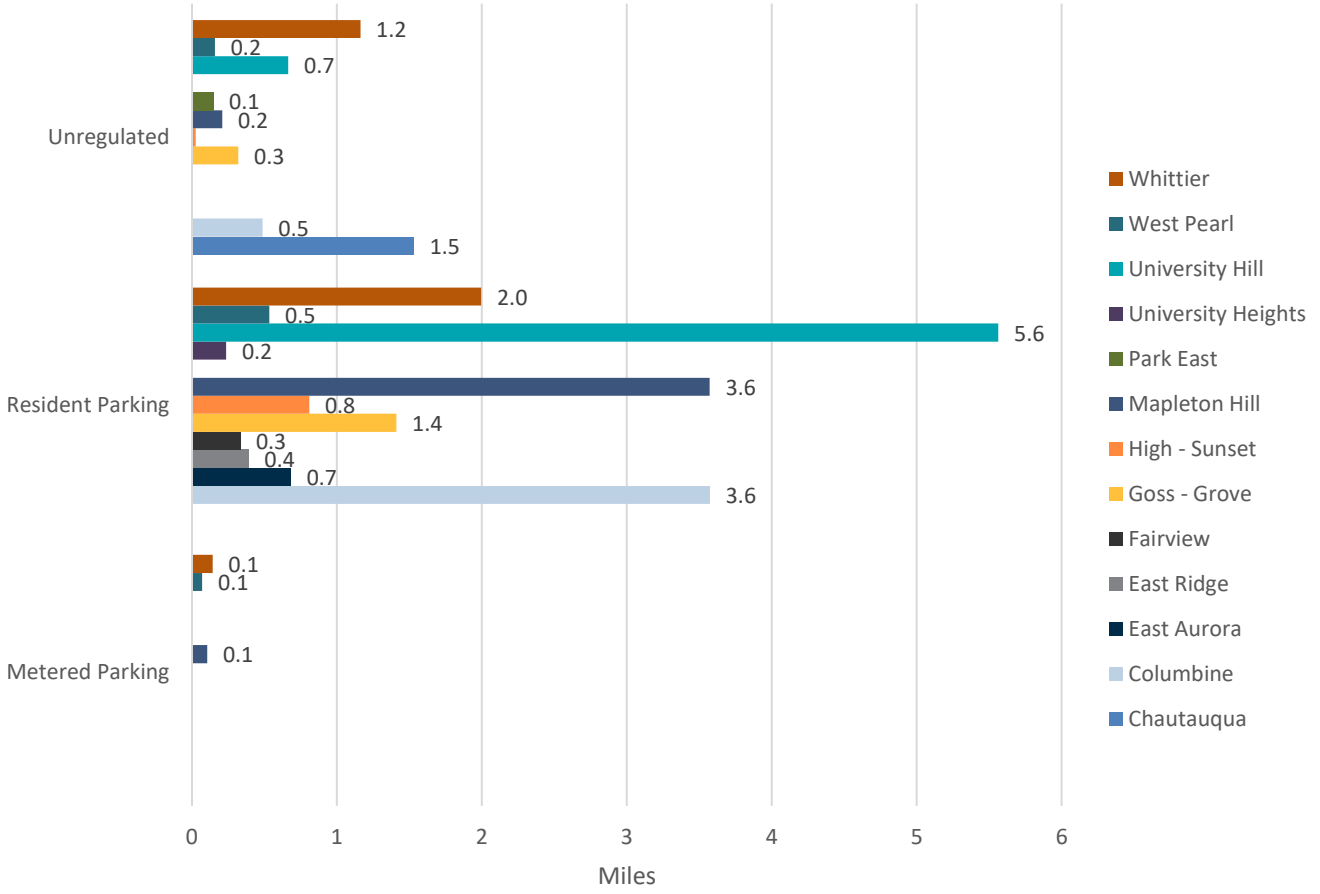


In the Neighborhood Parking Permit zones the curb lane in each zone is predominantly regulated for resident parking. **Figure 11** summarizes the miles of curb lane throughout each zone on a typical weekday at midday. As in the Downtown area, fluctuations in how the curb lane is regulated occur regularly, with portions of the curb lane changing from residential parking during the day to unregulated or time limited parking in the evening and overnight hours. Spaces may also change to loading zones, passenger loading spaces, or even no parking areas to accommodate activities such as street sweeping. Only one of the 13 zones, Mapleton Hill, includes metered parking.

Parking **supply** refers to how many parking spaces there are in a given area. Parking **occupancy** refers to how many vehicles fill up those spaces at a given time.

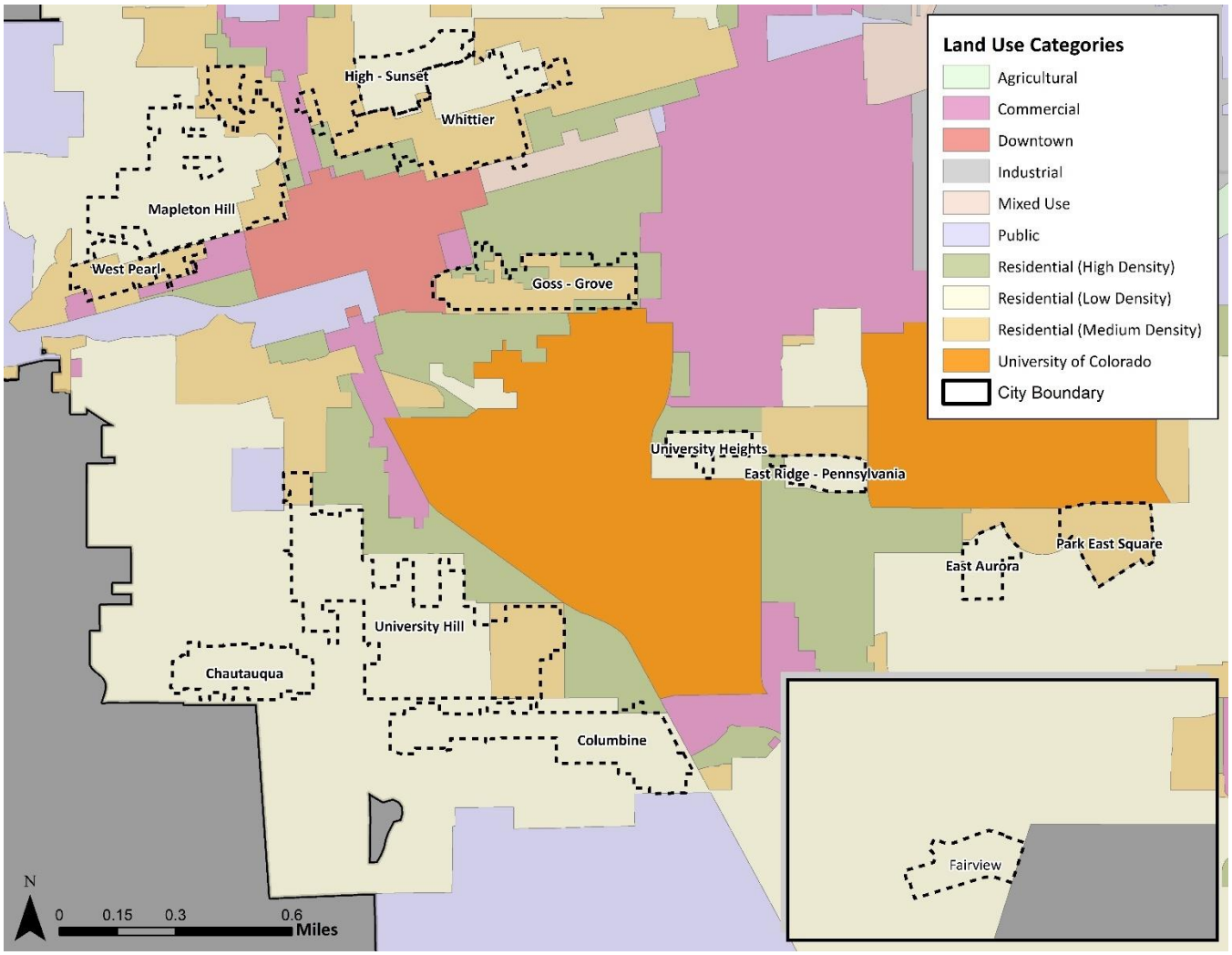
The **curb or curb lane** is the area where the street meets the sidewalk.

Figure 11. Neighborhood Parking Permit Curb Lane Miles by Regulation



The Neighborhood Parking Permit zones typically cover low and medium density residential areas that border an area or land use that is a high generator of parking. For example, the Chautauqua zone is adjacent to Chautauqua Park, which receives overflow parking from open space visitors throughout the Spring and into early Fall. West Pearl, Mapleton Hill, Whittier and High-Sunset all experience spillover parking from the Downtown area. In addition to its proximity to Downtown, the Whittier neighborhood also borders a mixed use and higher-density residential area. The University Hill, Columbine, Goss-Grove, University Heights and East Ridge zones surround the University of Colorado, where students and staff in search of free parking can encroach on residential areas. Similarly, the Park East and East Aurora zones experience spillover from the University's East Campus. The Fairview zone lives adjacent to Fairview High School, just next to the school's main parking lot. **Figure 12** shows each of the Neighborhood Parking Permit zones in relation to the dominant land use categories within their proximity.

Figure 12. Neighborhood Parking Permit Zones and Land Use Context Map



The on-street parking occupancy for the neighborhood parking permit zones was calculated using city enforcement records from August 2020 for counts and Coord inventory for capacity of available parking per zone. Overall, parking counts show neighborhood parking permit zones have a higher number of parked vehicles on weekday evenings than any other time analyzed. **Figure 13** shows a snapshot in time of the parked occupancy of each zone based on the city's enforcement records from August 2020 for a weekday evening versus a weekend morning.

Figure 13. Parking Occupancy per Neighborhood Parking Permit Zone, August 2020

As part of the city's efforts in 2017 to evaluate the Neighborhood Parking Permit zones, a survey was sent out to the community. Of those that reported living within the boundaries of one of the zones, not including Park East which was not a permitted zone at the time, approximately 50% reported to be "very satisfied" or "satisfied," and generally report that the Neighborhood Parking Permit Program had either improved or had no impact on the quality of life within their zone. These results are summarized in **Table 3**, along with an analysis of how many permits per zone are sold to date for 2020. The estimated households are based on the parcels within each zone and may not accurately reflect multi-family parcels or nonresidential uses.

Table 3. Comparison Neighborhood Parking Permits per Household and Survey Responses by Zone

Zone	Estimated Households	Annual Permits	Annual Permits per Household	Peak Quarterly Permits	Total Permits per Household	2017 Satisfaction Level	2017 Perceived Impact to Quality of Life
Chautauqua	105	264	2.5	-	2.5	Somewhat Satisfied	No Change
Columbine	184	518	2.8	-	2.8	Very/Somewhat Satisfied	Improved
East Aurora	48	69	1.4	-	1.4	Very Satisfied	Improved
East Ridge	56	137	2.4	-	2.4	Very Satisfied	Improved
Fairview	40	73	1.8	-	1.8	Somewhat Satisfied	No Change/ Improved
Goss-Grove	266	786	3.0	15	3.0	Somewhat/Un Satisfied	Improved
High-Sunset	62	116	1.9	6	2.0	Somewhat Satisfied	N/A
Mapleton	467	1,193	2.6	71	2.7	Very Satisfied	Improved
Park East Square	223	94	0.4	2	0.4	N/A	N/A
University Heights	30	52	1.7	-	1.7	Very Satisfied	Improved
University Hill	489	1,130	2.3	16	2.3	Very Satisfied	Improved
West Pearl	163	254	1.6	32	1.8	Very/Somewhat Dissatisfied	N/A
Whittier	348	1,041	3.0	30	3.1	Very/Somewhat Dissatisfied	N/A

Conclusions:

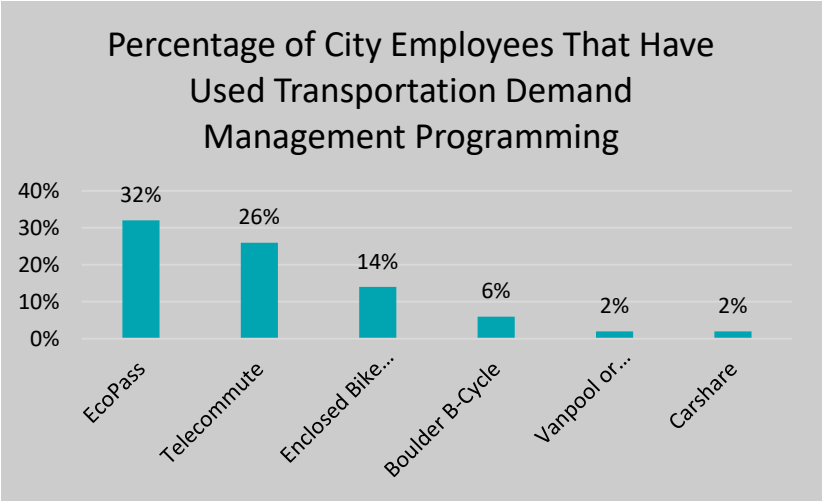
- **District and Neighborhood Parking Management Frameworks:** Boulder manages parking and transportation access on a district level in areas throughout the city, including the Central Area General Improvement District, the Boulder Junction Access District for Parking, the Boulder Junction Access District for Transportation Demand management, the University Hill General Improvement District and the Forest Glen Transit Pass General Improvement District. The city also manages parking and transportation on a neighborhood level through the Neighborhood Parking Permit (NPP) program, which provides low-cost parking options to residents, business owners and employees and commuters in 13 distinct zones.
- **Parking Supply and Occupancy:** The highest continual parking occupancy is concentrated downtown, where both public on-street and most public off-street facilities approach or reach capacity during the busiest hours of the day. Other districts, like the University Hill General Improvement District and the Boulder Junction Access Districts, experience a lower overall parking occupancy with some busy periods.
- **Neighborhood Parking Permit (NPP) Program:** The NPP Program has been in place since 1994. The original intent of the program was to protect the residential character of certain neighborhoods throughout the city, with a focus on preventing spillover parking from surrounding land uses, like commercial areas or CU Boulder. The 13 zones in the NPP Program vary in terms of how well they fulfill this original intention; surveys conducted among NPP holders in 2017 indicate that some zones, like East Aurora, East Ridge and Mapleton, are very successful, while others, like West Pearl and Whittier, are not as successful.

CURRENT FACTORS IN TRAVEL CHOICES AND DECISION-MAKING

This section covers the methods the city and its partners use to **support travel choice for the Boulder community** and helps us understand the factors people **consider when making a travel decision**.

The city has made significant investments in programs and policies that help and/or encourage people to choose travel options other than their personal vehicle. This is called transportation demand management. The current modal split—or percentage of people choosing a certain travel choice—shows the impacts of these programs.

Modal Split of All Trips	Have an EcoPass? No	Have an EcoPass? Yes
Personal Vehicle	42.5%	31.5%
Multiple-Occupancy Vehicle with Adults Only	14.6%	11.1%
Multiple-Occupancy Vehicle with Children	11.0%	7.6%
Bus (Transit), including School Bus	1.8%	7.4%
Bicycle	14.1%	18.7%
Foot	16.0%	23.7%



Parking pricing is another method used by the city to influence parking, driving and access behaviors. The city charges for parking in core areas of the city, such as Downtown and in parking and transportation demand management districts like the Boulder Junction Access districts and the University Hill General Improvement District.

Type	Hourly	Permits
On-Street	$1.25 per hour Limits vary Meter feeding prohibited ADA Accessible spaces metered at same rate	Not available
Surface Lots	Hours 1-3: $1.25 per hour Hours 4+: $2.50 per hour	$270 per quarter University Hill Lot $210 per quarter
Garages	Hours 1-3: $1.25 per hour Hours 4+: $2.50 per hour $3 flat fee after 3pm until 3am	$465 per quarter
Neighborhood Parking Permit	Not applicable	$17.00 per year for residents $75.00 per year for business $100.00 per quarter for commuters

CURRENT FACTORS IN TRAVEL CHOICES AND DECISION-MAKING

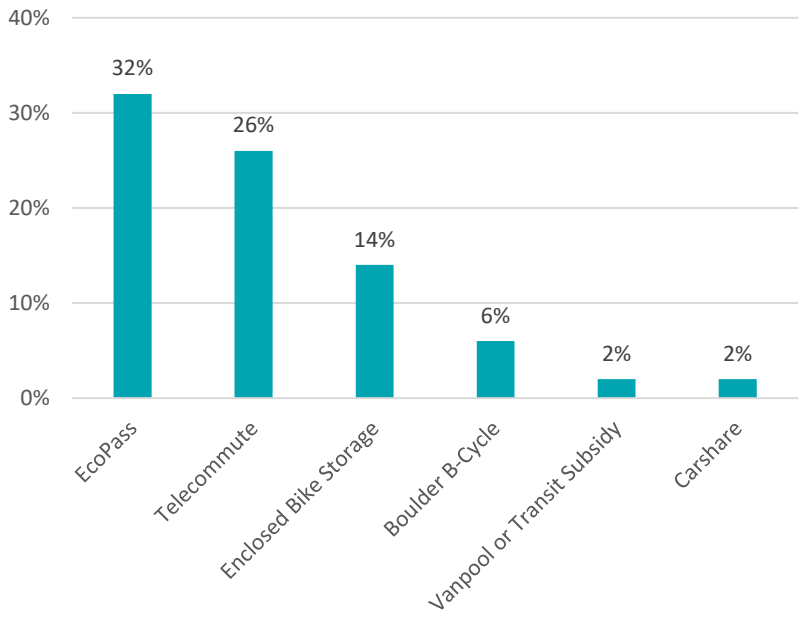
TRANSPORTATION DEMAND MANAGEMENT

The city's Transportation and Mobility department promotes sustainable travel options available to the community and in support of a balanced and innovative multimodal transportation system. Boulder contracts with Boulder Transportation Connections, a private non-profit organization, to provide transportation demand management services and support all employees and employers within the city of Boulder to implement the department's objectives. One goal is to fulfill Boulder's transportation vision for a sustainable future by planning the community's multimodal transportation system and offers outreach and incentive programming to make it safer and easier for people of all ages and stages to travel to and within the city. The city's goal is to reduce single-occupancy vehicle miles of travel and transportation-related emissions by shifting trips to other transportation options. As summarized in **Figure 14**, approximately 32% of Boulder employees surveyed use or have used an EcoPass. 12% of city employees use transit to get to work.

The department has a far-reaching list of agenda items to accomplish its mission, including:

- Developing the Community Transit Network of high-frequency busses in partnership with the Regional Transportation District (RTD);
- Enhancing the transit system with user-friendly amenities; promoting EcoPasses, transit priority lanes and transit-orientated development;
- Developing and maintaining Boulder's network of bike and pedestrian paths;
- Designing a multi-modal, integrated transportation system; collaborating with other regional partners (such as the University of Colorado Boulder, RTD and the Denver Regional Council of Governments);
- Supporting innovative work programs that encourage flextime and teleworking; and
- Emphasizing an integrated approach to marketing transportation to the public.

Figure 14. Percentage of Boulder Employees That Have Used Transportation Demand Management Programming



TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

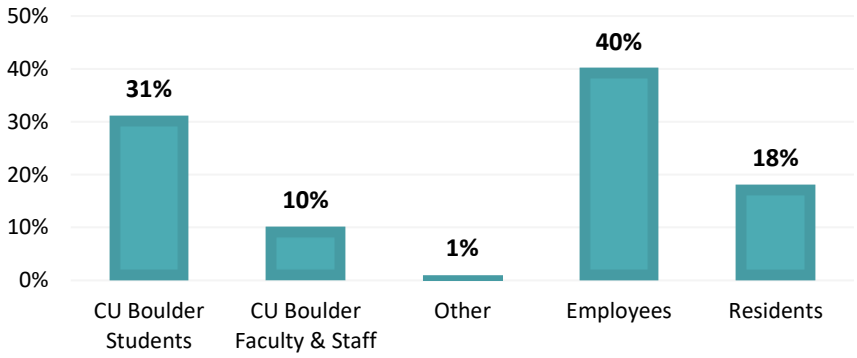
One prominent transportation demand management strategy facilitated by the city's Transportation and Mobility and Community Vitality departments is the EcoPass Program. EcoPasses provide annual, unlimited

access to Boulder's transit network; local, express, or regional RTD bus; the RTD bus route to Eldora Mountain Resort; Light Rail; and Call-n-Ride. All EcoPasses are subsidized for participating neighborhoods or businesses, as discussed in greater detail below, within the city. Within certain districts, EcoPasses are provided free of charge to residents and/or employees.

There are several types of EcoPasses depending on the pass holder, including separate passes for employees and businesses; students, faculty and staff at the University of Colorado; for individuals and neighborhoods (called the NECO Pass). Each pass has a different pricing structures and benefits. Over 50 neighborhoods participate in the NECO Program, encompassing over 8,000 households as of 2020. All EcoPasses are good for use within the entire RTD system and can be used outside of Boulder County as well as within the county.

In 2018, approximately 80,000 total EcoPasses were available to Boulder residents and employees. Of those claimed, according to the 2018 Boulder Modal Shift report, approximately 40% were issued to employees and 18% to residents, while 31% were issued to CU Boulder students and 10% to faculty and staff, as summarized in **Figure 15**.

Figure 15. EcoPass Access



EcoPasses for participating businesses are priced based on the location of the business and the number of employees. Currently, the Department of Community Vitality provides up to a 50% reimbursement for businesses in the first year and a 25% reimbursement in the second year for EcoPass contracts. For NECO Passes, the city provides a 50% subsidy for first-time participating neighborhoods and an ongoing subsidy between 33% and 39% for subsequent years, depending on the neighborhood's amount of affordable housing. Passes for CU Boulder students are provided by and funded exclusively through CU Boulder student fees.

Table 4. Modal Split of All Trips by 2018 Modal Shift Survey Respondent Characteristics

Modal Split of All Trips	Have an EcoPass? No	Have an EcoPass? Yes
Personal Vehicle	42.5%	31.5%
Multiple-Occupancy Vehicle with Adults Only	14.6%	11.1%
Multiple-Occupancy Vehicle with Children	11.0%	7.6%
Bus (Transit), including School Bus	1.8%	7.4%
Bicycle	14.1%	18.7%
Foot	16.0%	23.7%

EcoPasses have provided significant benefit to the community as demonstrated through the modal shift by those that have one. As reported in the 2018 Boulder Modal Shift Report, **Table 4** summarizes the modal split of EcoPass holders versus non-holders.

Other transportation demand management strategies may only be available to city employees or to residents, employers and employees within the Downtown Central Area General Improvement District. For city government employees, programs provided include free bike shelters, shared electric assist bikes, free bike tune ups, discounted bike accessories, free B-cycle memberships, EcoPasses, free civic area parking for carpool parking pass users, vanpool options and cash-outs, free Guaranteed Ride Home options, parking purchase options for public civic lots and the ability to reserve fleet vehicles (which includes an eGo car) for work or personal use. For all other private employees, subsidized or free EcoPasses, $20.00 vanpool rebate and

guaranteed ride home options for EcoPass holders are available. All full-time employees within the Central Area General Improvement District, Business Improvement District and University Hill General Improvement District are eligible for a free EcoPass and there are additional eGo cars and reserved spaces available Downtown. Transportation demand management programs used by private businesses are managed through a volunteer liaison for each business to Boulder Transportation Connections. Boulder Transportation Connections requires at least one volunteer liaison per participating business.

Giving people the option to pay for individual parking sessions instead of purchasing an annual parking pass can help encourage the use of other travel choices beyond the personal vehicle. For instance, city government employees working Downtown may elect to pay for a book of parking coupons that includes 20 parking passes for a discounted rate. Alternatively, they can park for free in a designated employee satellite parking space in the Alpine/Broadway parking structure, located on the north side of Downtown.

Finally, Boulder Transportation Connections is piloting a parking cash-out program that is open to any interested Boulder business. The funding for the cash-out program, which is currently focused on Downtown, Boulder Junction and the Flatiron Business Park, comes from participating employers. Boulder Transportation Connections provides employers with the resources, knowledge and software necessary to facilitate the cash-out program.

PUBLIC RIGHT OF WAY AND PARKING PRICING

In addition to hourly paid parking along the curb and in public off-street facilities, as summarized in **Table 5**, the city offers several options for long-term occupation of on-street parking stalls under certain circumstances. For instance, on-street parking may be occupied to accommodate construction needs up to 3 months or to accommodate media vehicles that require access to act as an ancillary facility for production up to 10 hours. "Hooding" a meter, which secure a specific parking space or series of spaces, can be done in these circumstances for $12.50 per day plus a $50.00 per application deposit. Other select activities can apply to hood an on-street meter for up to 10 hours such as for accommodating funeral or wedding vehicles, mobile medical facilities, or loading of mobile storage units, among others as provided in full detail in the Construction/Special Activity/Media Event Parking & Access Application.

Table 5. Parking Rate per Parking Facility

Type	Hourly	Permits
On-Street	$1.25 per hour Limits vary Meter feeding prohibited ADA accessible spaces metered at same rate	Not available
Surface Lots	Hours 1-3: $1.25 per hour Hours 4+: $2.50 per hour	$270 per quarter University Hill Lot $210 per quarter
Garages	Hours 1-3: $1.25 per hour Hours 4+: $2.50 per hour $3 flat fee after 3:00 p.m. until 3:00 a.m. weekday (weekends free) *	$465 per quarter
Neighborhood Parking Permit	Not applicable	$17 per year for residents $75 per year for business $100 per quarter for commuters

*** 3:3:3 is a pilot program**

On-street and surface lots are enforced Monday through Saturday from 9:00 a.m. to 7:00 p.m., with no time limits on Saturdays. The parking garages are generally enforced 10:00 a.m. to 9:00 p.m. Monday through Friday, except the Randolph Center and St. Julien Hotel garages, which are enforced 10:00 a.m. to 9:00 p.m. Monday through Wednesday and 10:00 a.m. to 11:00 p.m. Thursday and Friday. Saturdays in all garages are free. Sundays and city holidays on-street and off-street in both surface lots and garages are also free.

There is currently no fee for use of time restricted loading zones or passenger loading spaces. Mobile food vehicles are prohibited from operating on-street and must park for operation on private property while also following distancing requirements from residential areas and properties containing an eating place or retail bakery.

In response to COVID, the city has temporarily closed several blocks near Pearl Street pedestrian mall and in the University Hill General Improvement District to expand seating onto nearby public right of way Prior to COVID seating and for restaurants and expanded space for retail properties was not available on public properties outside the pedestrian mall area. These temporary closures have been provided without cost to area businesses

and their continued use, or some adaption of the program to make public right of way space available on an ongoing basis is yet undetermined.

SPECIAL EVENTS

Boulder has an extensive, in both quantity and scope of regularly occurring or semi regularly occurring special events throughout the year before COVID.

Table 6 provides a list of some of the major special events that take place at least partially on city-owned right of way or at city-operated venues or other public locations (not including CU). This list is not intended to account for every regularly occurring special event anywhere within the city.

Of those, the Boulder Farmer's Market is the most frequently occurring special event. The market is open between 4:00 p.m. and 8:00 p.m. on Wednesdays from May through October, and between 8:00 a.m. and 2:00 p.m. on Saturdays from April to November.

For this event, two city employee/permit parking lots located immediately to the east of the Farmer's Market, accessed off of 14th Street, have been designated and signed as free parking for Farmers' Market guests only during Farmer's Market events.

The largest regular special event is the BolderBoulder, one of the largest community running events in the world. According to the organization, there are more than 50,000 participants and 70,000 spectators every year present for the event.

Table 6. Sample List of Major Special Events in the City of Boulder

Event	Location(s)	Month
Flatirons Food Film Festival	Canyon Theater, Boulder Public Library, others	January
Snow Much Fun	Civic areas, Central Park	January
Boulder Philharmonic & Bach Festival	Pearl Street Mall, Central Park	October - May
Boulder International Film Festival	Pearl Street Mall	March
Boulder Arts Week	Various	March - April
Boulder Farmers Market	13th Street (Arapahoe to Canyon), Central Park	April - November
Conference on World Affairs	City-wide	April
Tulip Fairy and Elf Festival	Pearl Street Mall	April
Boulder Creek Festival	Civic areas, Central Park	May
BolderBoulder	City-wide	May
Boulder International Festival	Pearl Street Mall	June
Bands on the Bricks	Pearl Street Mall	Summer
Meadow Music	Chautauqua	Summer
Concerts in the Park	Central Park	Summer
Pearl Street Arts Fest	Pearl Street Mall	July
Colorado Music Festival	Chautauqua	Summer
IRONMAN	Boulder Reservoir	August

BrazilFest	Boulder Theatre	August
Boulder Craft Beer Festival	North Boulder Park	August
StreetWise Boulder Mural Festival	Downtown	September
Boulder Creek Hometown Festival	Civic areas, Central Park	September
FallFest	Downtown	Autumn
Jaipur Literature Festival	Boulder Public Library	October
Munchkin Masquerade	Downtown	October
Switch on the Holidays	Pearl Street Mall	November
Lights of December Parade	Downtown	December
Chanukah on Pearl Street	Pearl Street Mall	December

PERMITTING PROCESS

The City of Boulder has a comprehensive and clear process established that enables special event organizers to apply for and stage special events throughout the city. The details of this process are discussed in great detail in the city's Special Events Guide, most recently updated in 2019. Special events are administered through the City of Boulder's Office of Special Events.

A special event permit is required for any event with more than 50 participants, amenities like tents, structures, or sound amplifications, food and alcohol service, or when typical vehicle, bicycle, or pedestrian traffic will be impacted. Special event applications must include proposed site and route maps, locations of structures and fencing, a transportation plan and more.

MULTI-MODAL ACCESS FOR SPECIAL EVENTS

The city encourages, but does not typically require, a Special Event Access Plan. This plan provides preferred options and routes that emphasize travel options other than a personal vehicle. Such a plan may include:

- Multi-use path routes to event
- Bicycle routes to event
- Bike parking locations
- Bus routes and bus stops around event
- Boulder B-Cycle stations near event
- Carpooling and preferred remote parking options
- On-the-ground wayfinding signage plan

There are additional requirements and regulations pertaining to events at certain city venues or locations, such as black-out days or additional fees. These locations, and their parking- and transportation-specific additional requirements, are:

Conclusions:

- **City-Driven Transportation Demand Management Initiatives:** The city has dedicated staff to develop and implement programs to support and encourage travel choice outside of a personal vehicle, such as

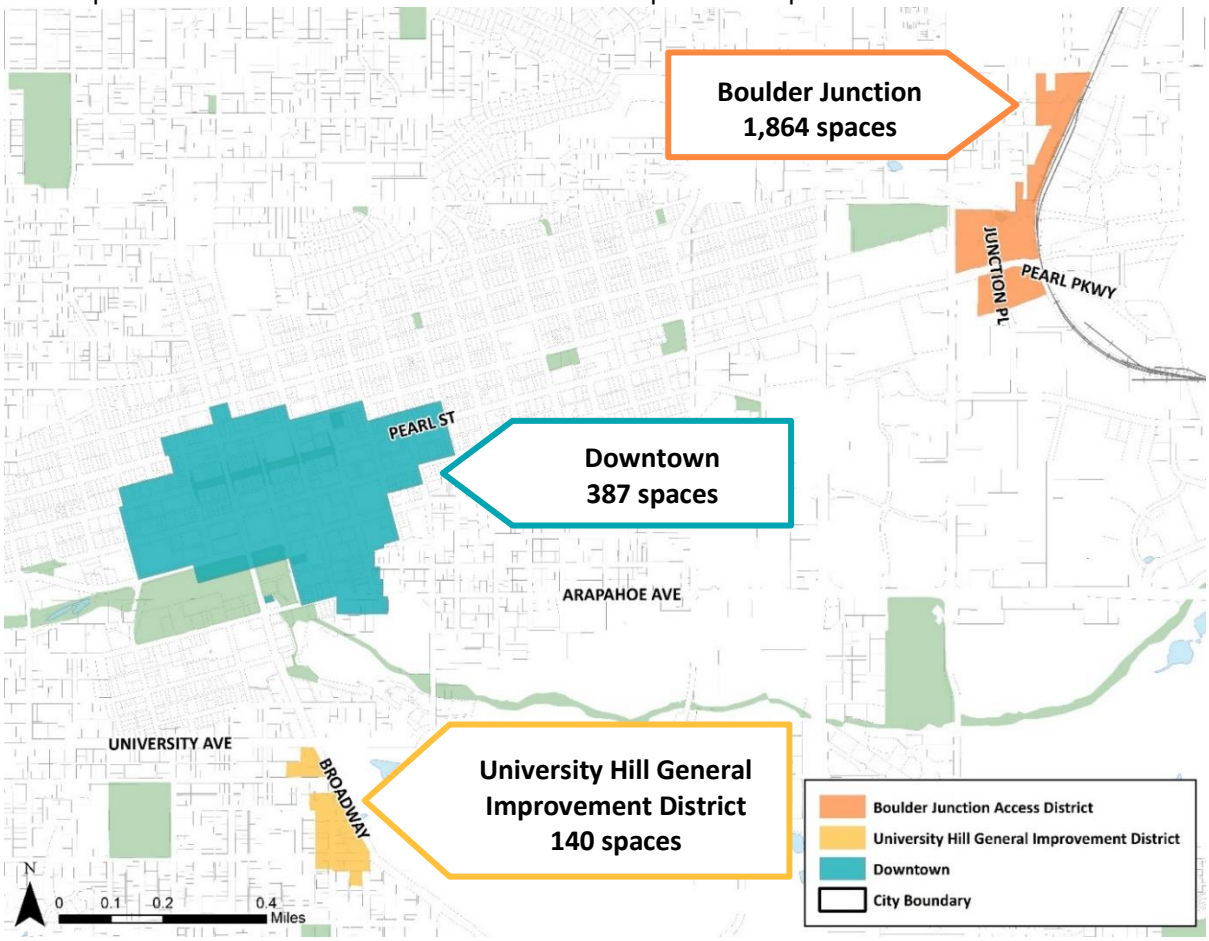
the EcoPass Program. These initiatives have a high impact on the Boulder community's travel decisions, and the percentage of people who use options other than a personal vehicle.

- **Parking Pricing:** Parking pricing is an important access management tool and helps inform travel decisions in core areas throughout the city, such as Downtown.
- **Special Event Management:** The city has taken steps to improve access and circulation even during the many special events occurring throughout the year and has specifically promoted use of travel options other than a personal vehicle for special events to decrease vehicle congestion and environmental impacts.

PROJECTED CHANGES TO PARKING AND ACCESS RESOURCES

This section inventories known impacts—from future developments to city-led initiatives—that are likely to affect access needs in existing parking benefit districts. This creates a foundation to understand how parking supply, use and other patterns related to parking and travel might change in upcoming years.

The map below summarizes how known future development is expected to increase vehicle access needs.



City-driven initiatives—like the expanded EcoPass Program, expanded bicycle amenities, parking planning efforts and updates to parking pricing—are also expected to impact the city's parking and access resources in the future.

Within the existing areas that feature either managed public rights of way or managed parking (paid parking or Neighborhood Parking Program areas), the city has provided potential new developments for the next several years. **Table 7** summarizes those projects and the area in which they fall.

In addition to describing the projects, estimates of projected vehicle access needs to support the new land use programming was calculated. In some cases, additional assumptions were made about how many units of varying bedroom counts there would be or what general commercial land use programming would consist of.

This data generate informs if and how well existing parking supplies can accommodate new development in the future. As this project moves into strategic recommendations, this analysis will be used to inform where there may not be enough parking supply and if more aggressive parking and transportation demand management strategies will be needed.

Table 7. Summary of Anticipated New Development Through 2023

District	Land Use	Intensity	Assumptions	Projected Additional Vehicle Access Needs
Downtown	Commercial	163,259 ft^2	2,000 ft^2 fine dining	387
	Office	5,800 ft^2		
	Multifamily Residential	194 dwelling units	107 efficiency units 65 1-bedroom units 22 2-bedrom units	
Boulder Junction Access District	Commercial	258,874 ft^2	2,251 ft^2 fine dining	1,864
	Multifamily Residential	660 dwelling units	267 efficiency units 207 1-bedroom units 137 2-bedroom units 49 3-bedroom units	
University Hill General Improvement District	Hotel	198 keys	Business oriented hotel	140

In addition to private future developments, the city has already made significant progress in advancing access and mobility throughout the community. Recent progress and work completed to date includes:

CIVIC AREA PARKING AND TRANSPORTATION DEMAND MANAGEMENT PROGRAM

- An entirely reconstructed employee bicycle enclosure underneath Park Central that improved safety and security for users, expanded bicycle capacity and re-introduced city pool e-bikes.
- A commuting benefits document that is sent out to new employees with their welcome packet and personalized concierge travel assistance, which is popular among new and existing city employees.
- Formation of an internal team to analyze areas of improvement for the employee TDM and Parking Cash Out program.
- Expansion of the EcoPass transit benefit to city interns.

TRANSPORTATION DEMAND MANAGEMENT PLAN ORDINANCE FOR NEW DEVELOPMENTS

- An internal staff team composed of Planning, Public Works, Community Vitality and CAO staff has been formed and workshops have been held to discuss the purpose, strategic approach, legal considerations, the ordinance elements and identify how a transportation demand management ordinance will be integrated with changes to the parking code.

PARKING CODE UPDATES

- While previous work has resulted in draft parking rate recommendations, draft parking maximums and minimums and five years' worth of parking occupancy data, the work done in 2019 has focused on initiating the final phase of parking code changes. This has included bi-weekly internal workshops composed of Planning, Public Works, Community Vitality and legal staff, and have been held to discuss the project scope, the collected data, how the data may inform potential code changes and ways to link to the city's TDM objectives and strategies for community outreach. Further, a draft project charter has been prepared.

PARKING PRICING

- Parking Pay Station Replacement Project – The city is currently working to install new parking pay stations in 2020 and 2021. This will allow the city autonomy to adjust parking pricing based on supply and demand.
- Implementation of evening garage pricing pilot, '3-3-3' – This pilot program provides $3 parking to downtown visitors and workers arriving and departing between 3 p.m. and 3 a.m. on weekdays in any of the five downtown city owned parking garages.
- Initial mapping of curbside regulations across Boulder - Staff are finishing work digitizing inventory and mapping of regulations that impact curbside management.
- Award of $300,000 grant to develop curbside management plan – The city successfully won a $300,000 grant through the Denver Regional Council of Governments to develop a curbside management plan. Though this plan development is running in parallel to parking pricing efforts, the project teams will ensure that the curbside management plan helps to inform other parking pricing efforts, and vice versa.

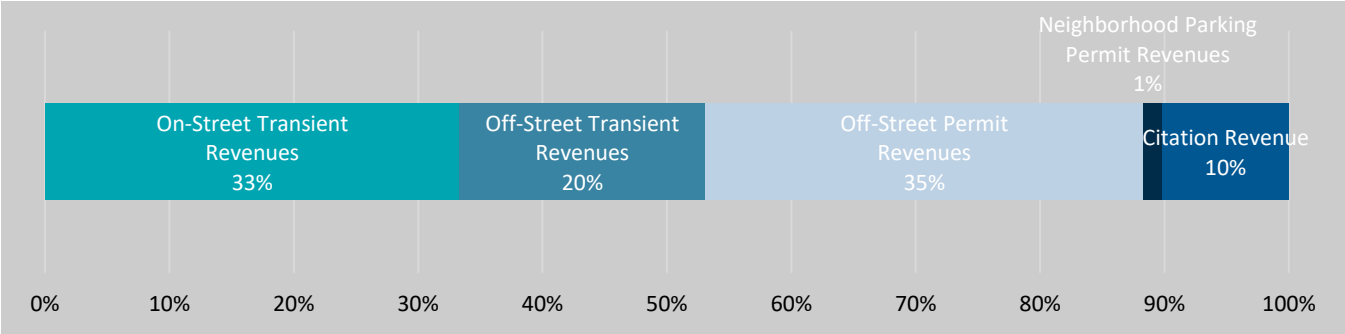
Conclusions:

- **Changes to Access Needs:** New private development is expected to increase access needs Downtown, within the Boulder Junction Access District boundaries and within the University Hill General Improvement District boundaries.
- **City-Driven Initiatives:** The city has made significant progress in advancing parking and access options within the community, including expanding the EcoPass Program and updating the ways in which private developers provide off-street parking, among other projects

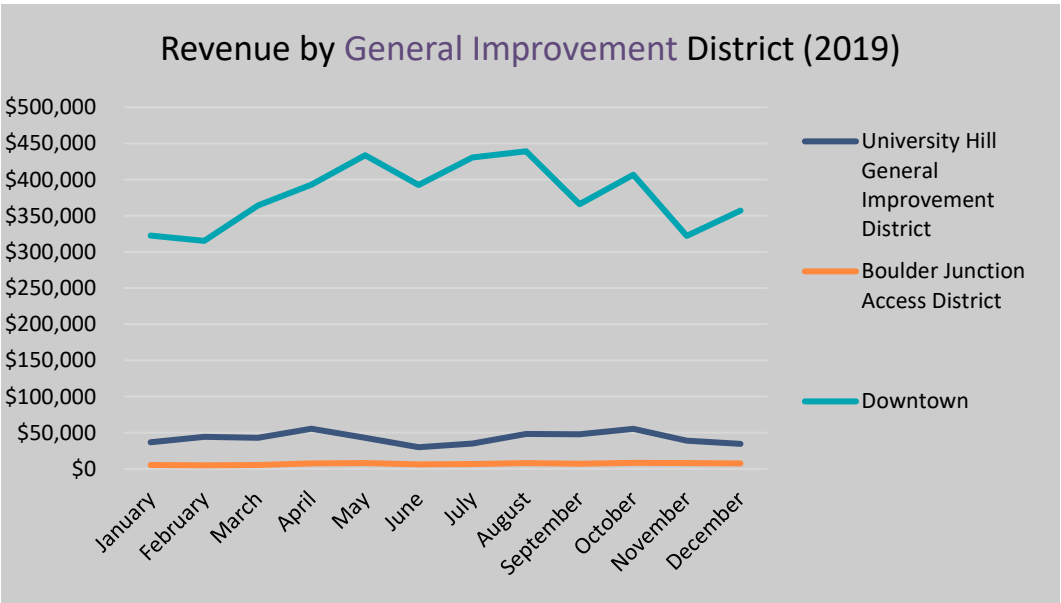
FINANCIAL HEALTH OF THE PARKING AND ACCESS RESOURCES

This section broadly covers the financial side of the City's parking and access resources—**how much money the system and its programs make, and how much it takes to run them.** This section helps evaluate potential revenue and budget for future programs and strategies.

The city's parking and access resource revenues comprise multiple sources.



The city's parking and access resources generate about as much money as they spend. Overall, the city generates about $2,370 per year for each space that it actively manages with payment and/or enforcement. While this is above industry average, the city also provides a significantly greater number of programs and a higher level of maintenance through its parking and access resources than comparable agencies.



$12M
Annual Revenue

$2,370
Revenue per Managed Space

FINANCIAL HEALTH OF THE PARKING AND ACCESS RESOURCES

The following analysis is a high-level overview of the city's parking and access resources budget and is intended to inform consideration of future recommendations to revitalize access in the city of Boulder.

PARKING AND ACCESS RESOURCES OVERALL

Overall, the city's parking and access resources typically generate about as much revenue as they spend. **Figure 16** reflects pre-COVID revenues utilizing current 2020 parking rates, the number of 2019 transactions per street and facilities and 2017 Neighborhood Parking Permit and citation revenues.

PARKING & ACCESS RESOURCE REVENUES

$12M
Annual Budget

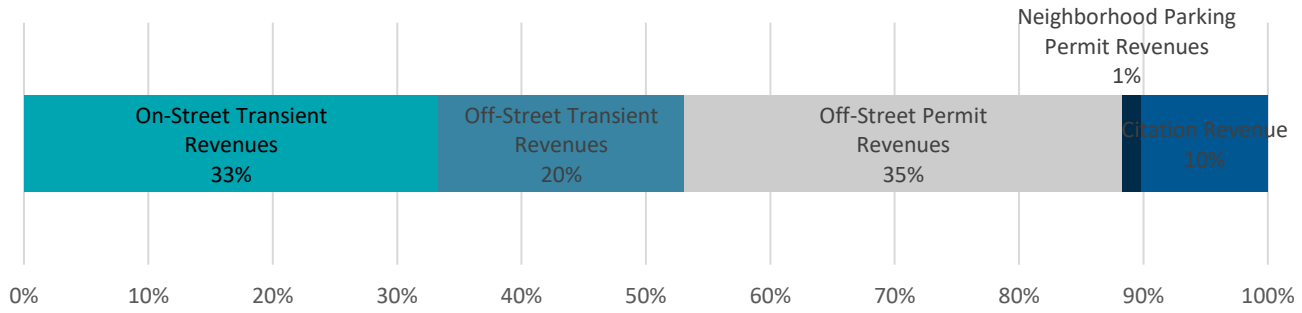
Estimated On-Street Hourly Revenues	$4,127,536	
Estimated Off-Street Hourly Revenues	$2,439,802	
Estimated Off-Street Permit Revenues	$4,365,900	
Estimated Neighborhood Parking Permit Revenues	$184,303	
Estimated Citation Revenues	$1,259,770	
TOTAL REVENUES		$12,377,311

The city of Boulder's parking and access resources generate approximately $2,370 in revenue per managed space. While initially this figure may seem high when compared to the national industry average of $1,492 per managed space, it is important to note that the city of Boulder Department of Parking and Access provides considerably more services than many comparable agencies, such as the EcoPass Program, and provides a higher level of maintenance than industry standard.

Boulder
$2,370
Revenue per Managed Space

Industry Average
$1,492
Revenue per Managed Space

Figure 16. Parking and Access Resource Total Revenues



PARKING & ACCESS RESOURCE EXPENSES

Management of the parking and access system, including providing the transportation demand management and economic vitality programming, incurs approximately $12 million in expenses annually. The list of expenses below is taken from the city's 2021 proposed budget, updated by staff to reflect projected changes based on activities that have occurred in 2020 since the budget was published. For example, the Capital Improvement Projects list has been updated as a result of realigned budget priorities stemming from COVID and is summarized here as annual average of the anticipated projects through 2026. What is presented below is based on the most recently published budget reflecting current conditions.

Management of On-Street Meters	$1,527,767	
Neighborhood Parking Permit Program	$351,686	
EcoPass Program	$1,764,837	
Planned Pilot Programs	$105,000	
CIP Projects, Avg. Annual for 2020-2026	$1,515,000	
Facility & Garage Maintenance	$1,106,613	
Special Event & Other Enforcement	$260,686	
CAGID Parking Refunds	$16,000	
Debt Service	$1,252,402	
Economic Vitality & Placemaking	$894,116	
Department Administration	$1,747,624	
Other Expenses	$1,852,620	
TOTAL EXPENSES		$12,394,351

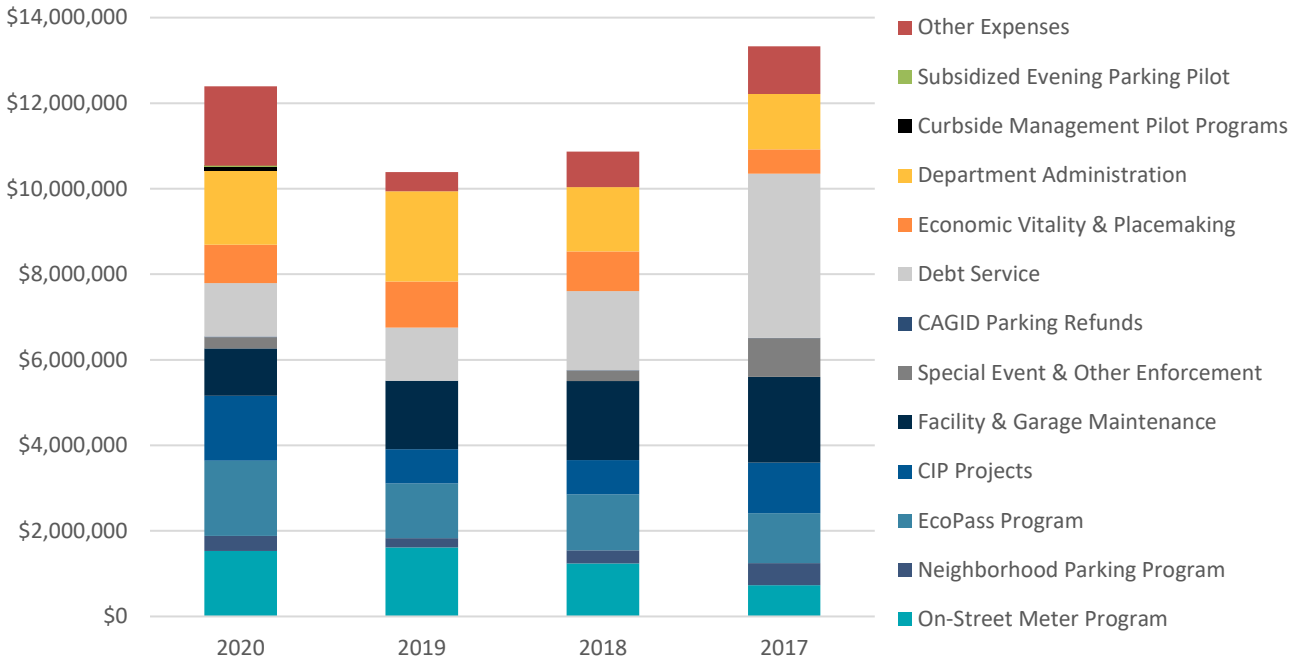
Boulder
$2,373
Cost per Managed Space

Boulder
$129
Cost per Parking Space

With just over 5,200 paid or time-limited parking spaces throughout the city, the city's parking and access resources generate a cost of approximately $2,373 per paid or time-limited space annually. However, even unrestricted spaces have associated value and costs, and should be considered. With an additional approximately 362.9 miles of unrestricted parking at the curb, and assuming 21 feet per space, the annual cost per parking space for the citywide parking supply is approximately $129 per space.

As shown in the summarized revenue and expenses budgets above, on-street parking revenue provides approximately one-third of the total program revenues, but repesents only 12% of the parking and mobility program's expense. **Figure 17** summarizes the breakdown of expenses from 2017 through 2020.

Figure 17. Parking and Access Resource Total Expenses, 2017 through 2020



FINANCIAL PERFORMANCE OF NEIGHBORHOOD PARKING PERMITS

The Neighborhood Parking Permit Program under typical conditions, based on 2018 figures, generates approximately $202,460 and operates at approximately $351,686 per year. With 19.5 miles of managed curb lane located within the Neighborhood Parking Permit zones, and assuming 21 feet per space, this represents revenue of approximately $41.30 per space at a cost of $73.74 per space annually. With permit revenues covering approximately 56% of the program's cost, metered parking revenues are subsidizing the program through the General Fund.

FINANCIAL PERFORMANCE OF GENERAL IMPROVEMENT DISTRICTS

Downtown on-street parking revenues represent more than half that of all on-street revenues generated throughout the city. Further, due to its density and higher concentration of paid off-street facilities, Downtown generates more than two thirds of total hourly parking revenues. Summarized by district in **Table 8** and **Table 9** and shown monthly per district in **Figure 18**, on-street parking revenues from the general improvement districts go to the city's General Fund, whereas off-street parking revenues are reinvested only within their respective districts.

Table 8. Hourly Parking Revenues per Facility by Month, Downtown

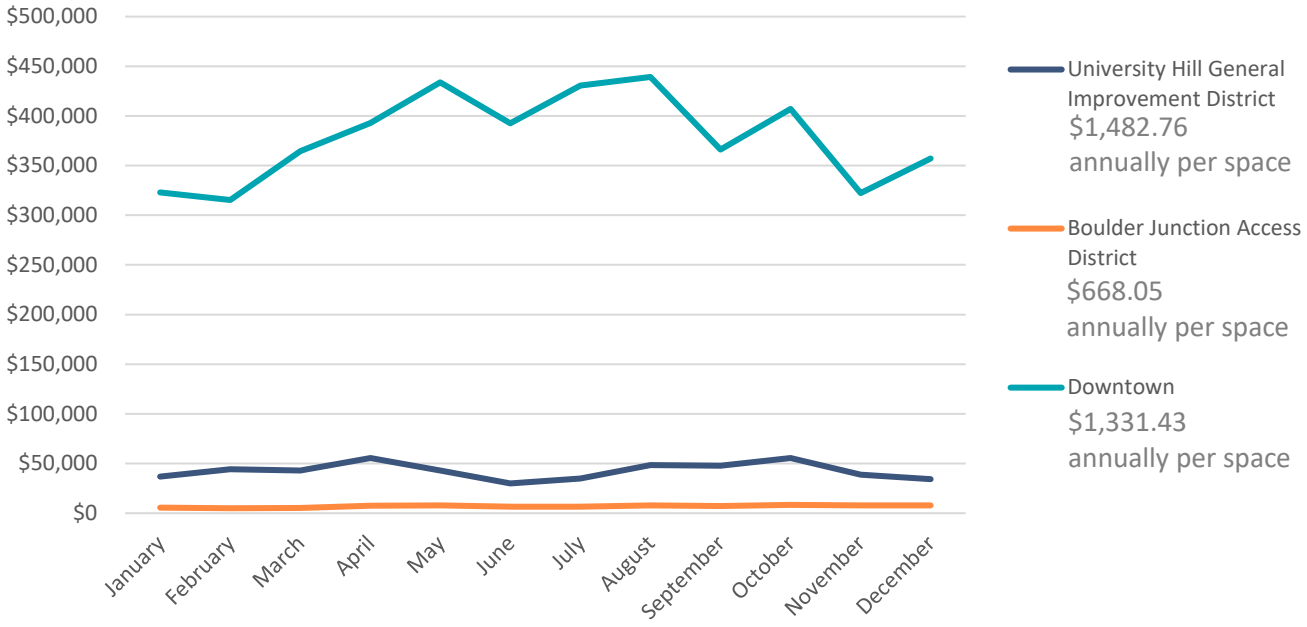
Downtown	On-Street	St. Julien Garage	1100 Spruce	Randolph Garage	RTD Garage	1500 Pearl St	14th St Lot	Civic Area
Spaces	838	556	390	269	302	686	48	324

January	$184,746	$40,532	$39,382	$14,384	$11,945	$22,214	$6,477	$3,206
February	$176,015	$39,835	$35,441	$18,657	$11,701	$21,682	$9,097	$2,893
March	$210,134	$43,208	$40,921	$18,998	$12,857	$26,749	$7,823	$3,784
April	$218,903	$48,882	$42,519	$29,007	$13,140	$25,379	$10,755	$4,429
May	$232,224	$59,535	$50,258	$32,542	$16,966	$30,538	$6,768	$4,889
June	$223,508	$52,233	$39,163	$30,773	$12,711	$24,976	$4,201	$4,979
July	$234,899	$57,532	$52,013	$29,683	$15,758	$30,474	$4,543	$5,750
August	$245,072	$57,844	$49,622	$29,448	$15,085	$29,418	$7,657	$5,058
September	$205,188	$46,482	$38,938	$22,539	$14,371	$25,093	$9,090	$4,275
October	$216,509	$50,483	$47,184	$31,794	$17,343	$28,567	$10,726	$4,374
November	$173,864	$39,492	$36,425	$25,610	$14,019	$22,040	$7,647	$3,234
December	$190,328	$44,897	$48,352	$24,146	$12,766	$27,140	$6,315	$3,125
2109	**$2,511,392**	**$580,953**	**$520,218**	**$307,578**	**$168,660**	**$314,269**	**$91,100**	**$49,997**
Revenue per Space	$2,996.89	$1,044.88	$1,333.89	$1,143.41	$558.48	$458.12	$1,897.91	$154.31

Table 9. Parking Revenues per Facility by Month, University Hill General Improvement District and Boulder Junction Access District

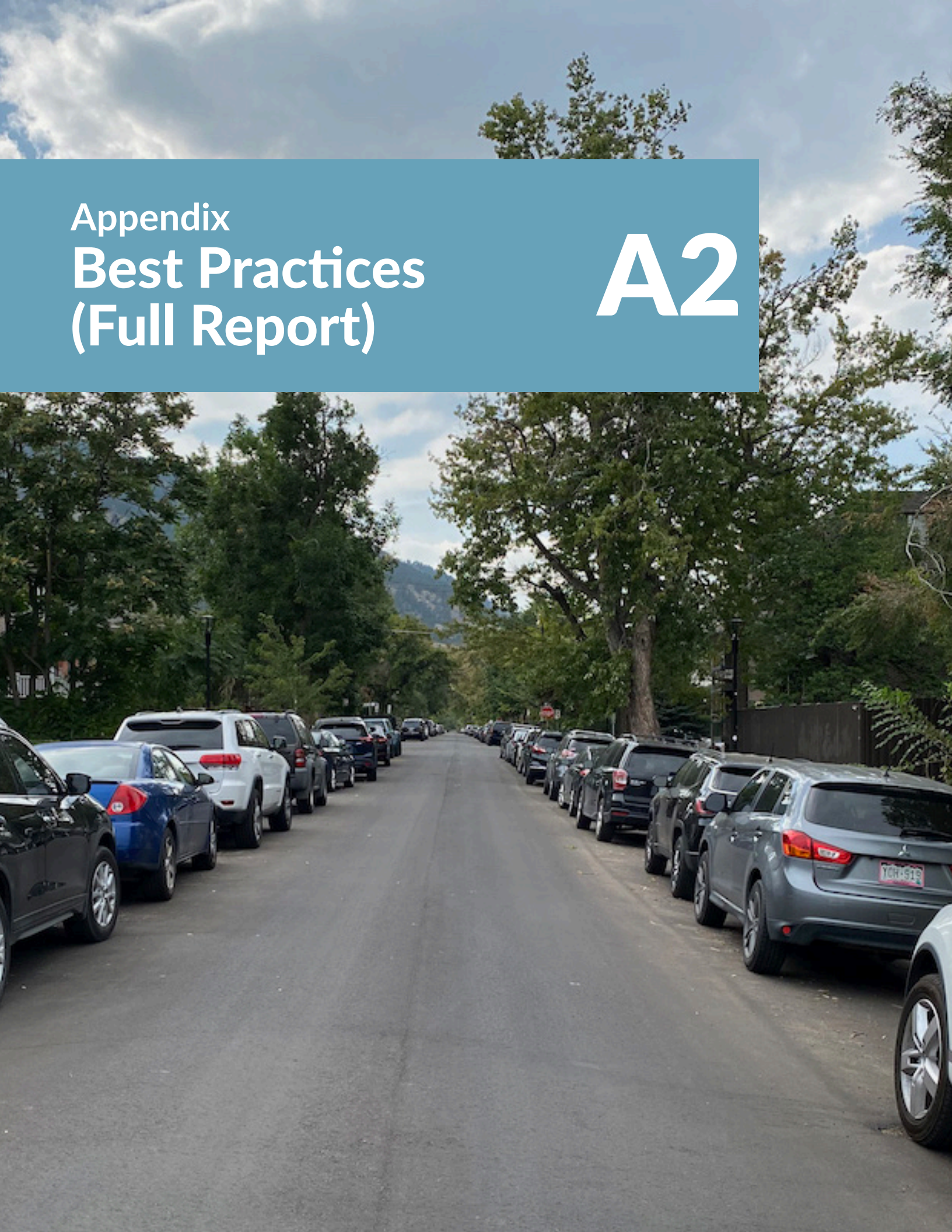
	University Hill General Improvement District	Boulder Junction Access District
Spaces	346	126
January	$36,863	$5,591
February	$44,327	$5,003
March	$43,093	$5,429
April	$55,569	$7,606
May	$42,891	$7,972
June	$30,008	$6,434
July	$35,033	$6,733
August	$48,442	$8,027
September	$47,942	$7,198
October	$55,537	$8,382
November	$38,909	$7,949
December	$34,422	$7,851
2109	**$513,036**	**$84,174**
Revenue per Space	$1,482.76	$668.05

Figure 18. Hourly Revenue by General Improvement District



Conclusions:

- **Overall Financial Health:** Overall, the city's parking and access resources are operating at a breakeven point under typical conditions.
- **Per-Space Revenue:** Boulder generates more revenue per managed parking space than industry average, but also offers a considerably higher level of services and program maintenance than comparable agencies do.
- **NPP Program:** The NPP Program must use other funding sources to pay for its expenses, as it does not generate sufficient revenue to cover expenses. The city has chosen to subsidize this program through the General Fund due to the benefits it offers to the community and the contributions it makes towards the city's parking and access vision.



Appendix

Best Practices (Full Report)

A2

NOVEMBER 13, 2020

REVITALIZING ACCESS IN BOULDER
BEST PRACTICES

INTRODUCTION

The City of Boulder Department of Community Vitality is examining the schedule and configuration of parking pricing and the current Neighborhood Parking Permit (NPP) Program to ensure outcomes are consistent with AMPS guiding principles and other important citywide objectives. The City desires a modernized parking and access program that is flexible, integrates best practices, is financially sustainable and promotes access and mobility for all types of users.

This section summarizes the learnings of a peer city review. Examining best practices and the policies and programs employed by other communities in managing parking and access between different users offers insight and guidance as the City of Boulder seeks to improve its current programs. Comparison cities were chosen for a variety of reasons including similarity to Boulder, the prevalence of best practice strategies that address needs and opportunities like those facing the city and that are consistent with Access Management & Parking Strategy (AMPS) guiding principles and overall access and mobility objectives.

EXISTING CONDITIONS REVIEW

NEIGHBORHOOD PARKING PERMIT PROGRAM

The NPP Program was created in 1994 to help preserve the residential character of neighborhoods throughout the city and prevent spillover parking into these neighborhoods from high generators of parking demand. The NPP zones typically cover low and medium density residential areas that border an area or land use that is a high generator of parking, such as near the University or downtown areas. The program allows residents within each zone to purchase up to two resident permits per person, in addition to two non-replaceable, 24-consecutive hour visitor permits per year for each dwelling unit. An additional two two-week guest passes are also available per dwelling unit. Total permits sold to date per household in 2020 varies from as low as 0.4 in Park East Square to as high as 3.1 in Whittier.

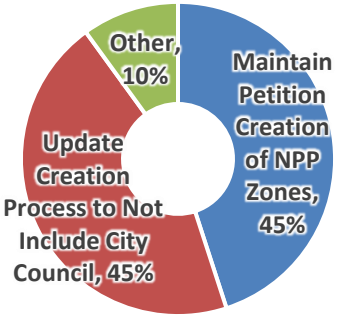
Work has been done by the city in recent years to review the current NPP program, compare it to peer cities, and garner community feedback on the program. A citywide survey about the NPP program was conducted in 2017, for which over 500 responses were received. The survey was part of a larger program update evaluation process conducted in 2017 that culminated in proposed actions related to NPP expansion, pricing, permitting, enforcement and other topics. This program evaluation was called for in AMPS with the desire to consider the NPP within the broader context of AMPS guiding principles and other city objectives.

Notably less than half (46percent) of respondents on the survey indicated that they were either “very satisfied” or “somewhat satisfied” with the current NPP. Of respondents who live within an NPP zone, most indicated that their quality of life had improved with the NPP being in place. Additionally, over 60percent of respondents collectively indicated that finding a parking space for themselves or their visitors had either stayed about the same, gotten somewhat more difficult, or gotten a lot more difficult with the implementation of the NPP.

When asked to weigh-in on the NPP zone creation and expansion process, 45percent indicated that they wished to keep the current process for zone creation (where neighbors must submit an application) and 45percent

indicate that they wanted to *change* the process for zone expansion (to a process that *does not* require city council approval). Increased enforcement was commonly cited as a need for NPP zones.

Figure 1. NPP Survey Evaluation Results Regarding Zone Creation



Source: City of Boulder

The level of success with which each NPP zone fulfills the original intent of the NPP program varies, with constituents reporting high satisfaction in some neighborhoods, like Mapleton, and low satisfaction in others, like Whittier. Based on August 2020 enforcement records, NPP zones were consistently highly utilized throughout the week, peaking on weekend mornings. The neighborhood Parking Permit Program under typical conditions, generates approximately $202,460 and operates at approximately $352,686 per year. With 19.5 miles of managed curb lane located within the Neighborhood Parking Permit zones, and assuming 21 feet per space, this represents revenue of approximately $41.30 per space at a cost of approximately $73.74 per space annually.

PRICING FOR PAID PARKING

Existing parking occupancy conditions show that in some areas, including downtown, public on-street and off-street facilities reach capacity during the busiest hours of the day. Other districts, like the University Hill General Improvement District and the Boulder Junction Access District experience a lower overall parking occupancy with some busy times.

Currently, the city's rates for publicly managed on and off-street parking are generally set at $1.25 per hour, with some graduated increases for longer stays in off-street facilities, as summarized in **Table 1**. At a 4+ hour stay, off-street rates are higher than on-street rates ($2.50 per hour for off-street compared to $1.25 per hour for on-street, except for between 3pm and 3am where garages are priced at a $3 flat fee).

Table 1. City of Boulder On and Off-Street Parking Rates

Type	Hourly	Permits
On-Street	$1.25 per hour Limits vary Meter feeding prohibited Accessible spaces metered at same rate	Not available

Surface Lots	Hours 1-3: $1.25 per hour Hours 4+: $2.50 per hour	$270 per quarter University Hill Lot $210 per quarter
Garages	Hours 1-3: $1.25 per hour Hours 4+: $2.50 per hour $3 flat fee after 3pm until 3am	$465 per quarter
Neighborhood Parking Permit	Not applicable	$17.00 per year for residents $75.00 per year for business $100.00 per quarter for commuters

Source: City of Boulder

There are two key factors that warrant The City of Boulder to reexamine its parking pricing strategy. The first is known developments are expected to increase access needs and parking demand in the University Hill General Improvement District and the Boulder Junction Access District. Second, the city is very active in the development and implementation of programs to influence travel decisions that encourage travel choice outside of a personal vehicle, such as the EcoPass Program. Correctly pricing parking can also forward this goal.

The city does not price users of the curb other than private vehicles (for example, TNCs or commercial delivery vehicles).

The city's parking and access resources typically generate about as much revenue as it incurs costs to cover maintenance and management of the system.

PEER / COMPARISON CITIES

The best practices presented here were drawn from a collection of peer and aspirational cities chosen based on their similarity in size and dynamics to Boulder, and their implementation of pricing and resident parking strategies that are representative of best practice concepts. Pricing and neighborhood parking strategies from the following cities were evaluated (listed in no particular order):

- Eugene, OR
- Portland, OR
- Vancouver, BC, Canada
- Seattle, WA
- Columbus, OH
- Alexandria, VA
- Austin, TX
- San Francisco, CA
- Madison, WI

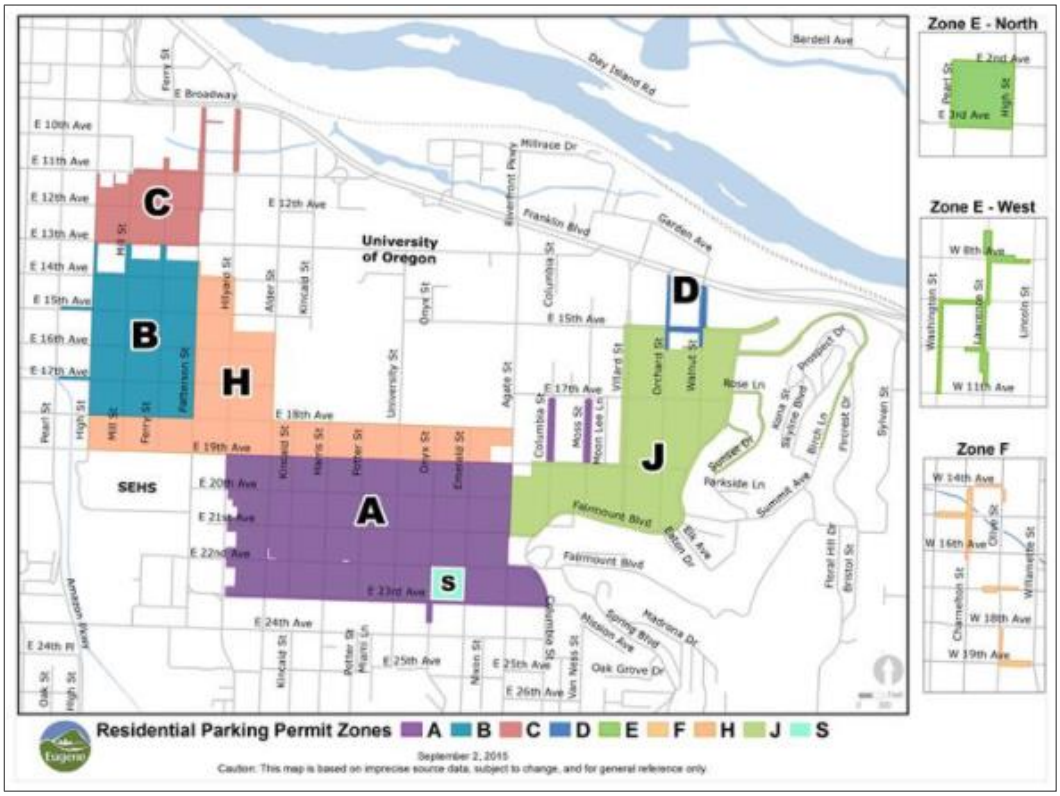
NEIGHBORHOOD PARKING PROGRAM BEST PRACTICES

CUSTOMIZE PERMIT MANAGEMENT STRATEGIES TO MEET SPECIFIC NEEDS

The City of Eugene, Oregon, home to the University of Oregon, has nine residential parking permit zones, mostly in neighborhoods adjacent to downtown Eugene and the University of Oregon. Zone prices and requirements

are customized based on zone location and dynamics. **Figure 2** below depicts a map of residential parking permit zones in Eugene.

Figure 2 – Eugene, Oregon Residential Parking Permit Zones



Source: City of Eugene

Table 2 below includes the permit prices for each of the zones.

Table 2 – Eugene, Oregon Residential Parking Permit Zones

Residential Parking Permit Zone	Rate
Zone A, E, F, G	$40.00 per year
Zone B, C - Quarterly Permit	$99.00 per quarter
Zone B, C - Homeowner/Long-Term Resident	$40.00 per year
Zone H - Quarterly Permit	$150.00 per quarter
Zone J	First two free, $40 per year for additional

Source: Walker Consultants, 2020

There are several items to note which highlight the customization of residential permit policies in different permit zones to meet specific needs:

- Zone H is designed in part to manage spillover from the University of Oregon. The quarterly basis on which permits are sold corresponds to the University of Oregon's quarter-based (rather than semester-

based) academic calendar. This provides added flexibility for students and other transient residents who might live in this area relative to how they purchase permits. The price of $150 per quarter is set just above the price for a four-month quarter ($144 per quarter). While residency rules are in place, this price differential further disincentivizes parking in this zone from any potential student commuters.

- Zones B and C, also proximate to the University of Oregon, include both a quarterly permit option that caters to students and others affiliated with the university who want more flexibility, and a homeowner option for long-term residents. Quarterly permits for Zones B and C are less expensive than quarterly permits in Zone H, which is closer to the University of Oregon campus.

  Homeowner/long-term resident permits are available to an owner/occupant who is an owner of record on the County tax roll and occupies the dwelling unit for a minimum of six (6) months per year. Those who do not own their property but who have lived there for more than four years are also eligible for this permit type. Acceptable documentation must be provided to the city before this type of permit is issued.

Austin, Texas employs a similar approach to Eugene in that residential permits for streets around the University of Texas expire at a different point of the year (July 31) than all other permits (December 31).

INTEGRATION WITH AMPS GUIDING PRINCIPLES

The strategies employed in Eugene are strongly consistent with the core AMPS principle of **customizing tools by area**. Eugene recognizes that specific conditions and needs exist in different permit areas and thus necessitate customized approaches to parking management.

CHARGE MARKET RATE FOR PERMITS AND LEVERAGE FUNDS TO MANAGE PARKING AND TRANSPORTATION DEMAND AND IMPROVE MOBILITY OPTIONS

The Northwest Parking District, a vibrant residential and mixed-use area northwest of Downtown Portland, Oregon, leverages a residential parking permit "surcharge" to subsidize non-drive alone travel modes like transit and bikeshare. The parking district charges a $120 surcharge on top of the $75 per year permit charge. The second and third permits for eligible residents have a price of $390 and $585, respectively. The District strives to price permits according to market rates to control and influence parking demand, while providing multimodal options and surcharge waivers for low-income qualifying residents.

The funds earned from the TDM surcharge help subsidize a district wide TDM program. The core element of the program is a "Transportation Wallet," which residents and businesses that opt-out of parking permits can receive free of charge. The Transportation Wallet includes the following multimodal transportation resources:

- $100 Tri-Met Hop card, which can be used on Tri-Met and C-Tran (Vancouver, WA) public transit routes
- Portland Streetcar annual pass
- $25 BIKETOWN (bikeshare) credit
- $30 scooter credit for use on with Spin scooter company

The Transportation Wallet program originated in 2016, when the Portland City Council first allowed the issuance of a permit surcharge fee to fund a TDM program, along with measures to limit the number of parking permits issued and in circulation. Transportation Wallets can also be purchased for $99 by residents who do have a parking permit.

INTEGRATION WITH AMPS GUIDING PRINCIPLES

The strategies employed by the Northwest Parking District in Portland are consistent with the following AMPS guiding principles:

- **Provide for all transportation modes:** Funds are leveraged to subsidize TDM and mobility options.
- **Seek solutions with co-benefits:** In addition to providing options for resident parking, the program funds mobility and parking options for commuters and businesses, while seeking to reduce vehicle congestion and other externalities of traffic and parking demand.
- **Plan for the present and future:** The provision of TDM and mobility options acknowledges the need for continued action that manages automobile travel and parking demand through the influencing of human behavior and mode choice.

STRATEGICALLY MANAGE BUSINESS AND EMPLOYEE ACCESS, PARKING AND MOBILITY

The Northwest Parking District acknowledges the important role that businesses play in the fabric of the area and offers resources aimed at servicing the parking and mobility needs of businesses and employees. The District also recognizes that measures must be in place to manage the parking demand of employees, who are typically parking for longer durations. The following strategies are employed:

- As it does with residential permits, the District applies a $120 surcharge on top of the cost of permits (for a total permit price of $195) and funds are used to subsidize TDM options and the Transportation Wallet program.
- To reduce the number of permits in circulation and manage traffic congestion and parking demand, businesses receive a free Transportation Wallet (for employee use) for every permit not renewed from the previous year.
- Discounted Transportation Wallets are available for businesses who purchase fewer permits than they are eligible to receive.
- The maximum number of permits a business can obtain is 50. Businesses may request an exception to purchase more than this by writing the NW District Liaison. Businesses that want to purchase more than 30 permits must complete a mandatory survey on TDM strategies employed.

Columbus, Ohio offers another example of deliberate parking management to manage spillover parking demand while promoting options for employees. High Street between Downtown Columbus and The Ohio State University is a vibrant mixed-use and arts corridor and district flanked by single-family residential. The area is home to numerous businesses and is a popular entertainment district. Residents of the surrounding neighborhoods have experienced spillover parking pressures from the High Street corridor.

- A planning effort a few years ago led to the establishment of six residential permit parking zones surrounding the High Street corridor. The following features were employed:
    - Paid parking via mobile payment only was employed in all six zones. The zones further from High Street were set at a lower hourly rate than the zones nearest High Street.
    - Permits are offered to residents and businesses to park on-street and exceed posted three-hour time limit. Business permits are time-restricted after four permits.
    - Non-permitted vehicles must pay to park using mobile payment between 8:00 a.m. – 10:00 p.m. Paid parking manages spillover and encourages parking turnover, while generating valuable revenues to promote access and mobility in the area. Other than High Street, payment is collected via mobile payment only. Permits are virtual and enforcement is done with mobile license plate recognition.

- Collected on-street parking revenue (minus City operations and administrative expenses) is reinvested back into the area to promote the following:
  - Managing existing parking.
  - Improving signage, wayfinding and communications.
  - Improving technology.
  - Promoting mobility alternatives, including employee travel options like car share, bike share, discounted transit passes, discounted TNC use and shuttling to discounted remote parking facilities.

A committee of community representatives advises on parking management in the area, including how parking benefit district funds should be spent.

Arlington, Virginia offers a further example of working to facilitate employee access and parking. The city's residential parking permit program does not have a commercial component and only offers on-street permits for residents, but the city does offer a discount parking program for employees in city garages in the central business district of Old Town. Employees of Old Town can park after 4:00 p.m. Monday through Friday and all-day on weekends and holidays for $1.00/hour, down from a normal price of $2.50/hour.

Due to the congested nature of many of its permit parking areas, Seattle, Washington has a deliberate approach to granting on-street permits to businesses. Employees and volunteers are eligible for permits only if they are in certain Southeast Seattle Link Light Rail zones. Businesses within other permit zones are only granted permits on a special case-by-case basis. In order to maintain consistency with the goals of the restricted parking zone (RPZ) program the Seattle Department of Transportation considers the following criteria when determining if it is appropriate to issue permits to businesses:

- Availability of on-street parking within a reasonable walking distance of the employer.
- Availability of alternate modes of transportation.
- Availability of off-street parking.
- Time of day that employees work.
- Number of permits requested.
- Existence of other employees within the zone that could potentially request permits (occupancy levels are maintained at a maximum of 85percent).
- Other hardships.

INTEGRATION WITH AMPS GUIDING PRINCIPLES

These strategies employed in Portland, Columbus, Arlington and Seattle are consistent with the following AMPS guiding principles:

- **Provide for all transportation modes:** In Portland, surcharge funds from the permit program are used to fund the Transportation Wallet program. In Columbus, parking revenue is reinvested back into the parking benefit district to fund parking and mobility services for residents and employees.
- **Seek solutions with co-benefits:** In addition to providing options for resident parking, the program funds mobility and parking options for commuters and businesses, while seeking to reduce vehicle congestion and other externalities of traffic and parking demand.
- **Support a diversity of people:** Options provided both in Portland and in Columbus are meant to address the needs of residents, businesses and employees of different income levels. Options are also meant to

support and facilitate multimodal travel, promoting districts that are vibrant and comfortable for modes other than the automobile.

- **Cultivate partnerships:** These programs have been designed in partnership with local neighborhood resident and business groups. The Short North Alliance works in concert with the City of Columbus, for example, to support a parking validation program.

IMPLEMENT SOLUTIONS TO "UNLOCK" OFF-STREET PARKING TO EASE ON-STREET PRESSURES

Efficient use of adjacent off-street parking is critical to effective on-street parking management. The West End Neighborhood in Vancouver, British Columbia, Canada has developed a multi-faceted parking strategy, with unlocking unused off-street parking being a key component of that strategy. Analysis of neighborhood data indicates 1.5 unused off-street residential parking spaces for every vehicle owned in the neighborhood. Observations identified an imbalance in the location of unused spaces relative to where hotpots in parking demand were occurring, indicating that some unused spaces may be able to be used to address acute parking needs.

Various strategies are employed such as reviewing zoning amendments to facilitate shared parking, working with building owners to understand and eliminate barriers to shared parking (such as security, liability and maintenance issues), exploring technology to support the finding of shared parking spaces and ensuring that future developments have parking that can be shared.

Sacramento, California also illustrates best practices in promoting shared parking. The City of Sacramento Parking Division (SacPark) takes an active role in promoting and facilitating efficient operations of off-street parking assets by offering resources and partnering with the private sector. The Parking Division offers the following important programs specific to efficient use of parking resources:

- Managed Parking Solutions: The Parking Division offers four types of services for privately-owned parking facilities:
    - Enforcement only
    - Payment management and enforcement
    - Enforcement and monthly parking contracts
    - Full management

The program is meant to ease the operational burden on private entities operating and managing private parking resources along with maximizing accessibility, efficiency and revenue. Program participants include parking facilities associated with a variety of user types: government entities, office complexes, mixed-use residential and others.

- Certified Partners Program: This program aims to increase the use of privately-owned parking assets with available inventory by providing marketing and operational assistance. Participating facilities in the Certified Partners Program are included in SacPark's online parking reservation system and mobile parking app, as well as cashless payment functionality. The program also includes a no-risk three-month trial period and options for enforcement, revenue control, validation and other management assistance upgrades from SacPark.

INTEGRATION WITH AMPS GUIDING PRINCIPLES

The strategies employed in Vancouver and in Sacramento are consistent with several AMPS guiding principles, including:

- **Seek solutions with co-benefits:** Shared parking programs promote efficient land use and benefit those parking for long-term as well as those seeking short-term street parking. These programs also help to alleviate traffic congestion and the associated externalities.
- **Plan for the present and future:** These programs promote overall efficient use of land and resources.
- **Cultivate partnerships:** At its core, shared parking is about working with the private market to identify and unlock parking assets that can serve critical public parking and access objectives.

BE DELIBERATE ABOUT CREATING NEW PERMIT PARKING ZONES

Seattle, Washington has a comprehensive and intentional process for determining the need for new Restricted Parking Zones (RPZs) meant to ensure there is a true need for each zone before they are implemented. Like the City of Boulder, 75percent of parking spaces must be occupied, but differing from the City of Boulder, at least 35percent of the occupied spaces must be occupied by vehicles not belonging to residents (the City of Boulder's requirement is 25percent). Two additional criteria are added to the program: a specific traffic generator must be identified that creates demand for long-term parking that "spills over" into the residential streets, and a minimum of 10 adjoining blocks (or 20 block faces) must be affected by the traffic generator.

After the initial request letter is received by the Seattle Department of Transportation (SDOT), SDOT examines potential mitigating measures in-lieu of an RPZ such as expanding parking to both sides of the street, allowing angled parking or working to encourage and promote employees traveling by alternate means. Not until these options are considered does SDOT commission a formal parking study to be conducted followed by formal community outreach to review study results if the results meet a certain threshold. Following this outreach, SDOT renders a final decision about the addition of an RPZ.

INTEGRATION WITH AMPS GUIDING PRINCIPLES

These strategies from Seattle are consistent with the following AMPS guiding principles:

- **Plan for the present and future:** Seattle has implemented a deliberate and rigorous process for creating new permit parking zones, recognizing the implications these zones have on mode share, access and mobility, and working to avoid a proliferation of zones that are not completely necessary or are not consistent with long-term transportation and sustainability objectives.

PARKING PRICING BEST PRACTICES

PERFORMANCE PRICING

In 2008, the San Francisco Municipal Transportation Agency (SFMTA) approved an ordinance to pilot SF*park* a performance pricing pilot that set and adjusted rates for on-street parking meters and off-street facilities (garages and lots) in the downtown area based on utilization goals. In 2010, the city received a $25 million grant from the U.S. Dept. of Transportation's Urban Partnership Program to implement the SF*park* pilot. Meter rates in the pilot area were adjusted periodically to maintain an average occupancy of 60 to 80 percent, or at least one spot per block to prevent circling for parking. During the pilot, sensor technology monitored real-time information about where parking was available. SFMTA used this data to adjust rates and transmit space availability to a smartphone app for drivers to quickly find open spaces.

Meter prices during the pilot ranged from $.25 to $6.00 per hour and varied by block, time of day, and day of the week. The parking meter rates were adjusted once a month based on the sensor occupancy data, and never by more than $.50 at a time. SF*Park*'s on-street meter pricing pilot program was paired with performance-based pricing for 14 of the city's publicly owned parking garages.

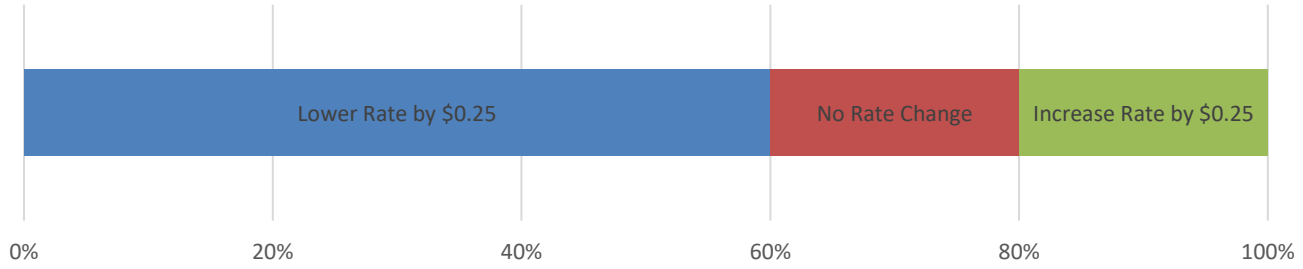
SF*park* is perhaps the most encompassing and sophisticated parking demand management plan currently implemented in the U.S. An evaluation of SF*park* by Adam Millard-Ball of UC-Santa Cruz found that the pilot achieved the target occupancy rate and resulted in a 50 percent decrease in drivers cruising the block to find a parking spot.

When the pilot ended, San Francisco extended performance parking to all meters.

Most meters in San Francisco have a two-hour time limit, though approximately 25% of meters have a four-hour time limit or no time limit at all. Meters require payment from 9:00 a.m. to 6:00 p.m. Monday through Saturday. Only some parts of the city require meter payment on Sunday. A February 2020 proposal to extend meters to Sunday was stalled due to COVID-19.

The SF*park* sensors reached the end of their useful life and were shut off. Due to the expense of sensor technology, the City now bases rate changes on using meter transaction data as a proxy for occupancy. Based on this data, meters are adjusted quarterly in $0.25 increments based on demand. Rates are raised by $0.25 on blocks where average occupancy is above 80 percent and lowered by $0.25 on blocks where average occupancy is below 60 percent. Rates are not changed on blocks that hit the occupancy target of between 60 percent and 80 percent. These performance-based adjustments are summarized in **Figure 3**. Correctly pricing on-street parking is also critical to prevent spillover from new development, as San Francisco eliminated off-street minimum parking requirements for new development in 2018.

Figure 3. SF*park* Performance-Based Rate Adjustment Schedule



Source: City of San Francisco

In 2010, the City of Seattle established performance based parking pricing through adopting an ordinance to permit the Department of Transportation to set rates based on location, time of day, maximum time allowed, the capability of the payment device and other factors as determined by the Director. The Director of Transportation is permitted to set parking rates up to $5.00 per hour and no lower than $0.50 per hour based on measured occupancy so that approximately one or two open spaces are available on each block throughout the day to support the following goals:

- Support neighborhood business districts by making on-street parking available and by encouraging economic development

- Maintain adequate turnover of on-street parking spaces and reduce incidents of meter feeding in commercial districts
- Encourage an adequate amount of on-street parking availability for a variety of parking users, efficient use of off-street parking facilities, and enhanced use of transit and other transportation alternatives
- Reduce congestion in travel lanes caused by drivers seeking on-street parking
- Reduce emissions and lessen traffic congestion from drivers circling in search of parking

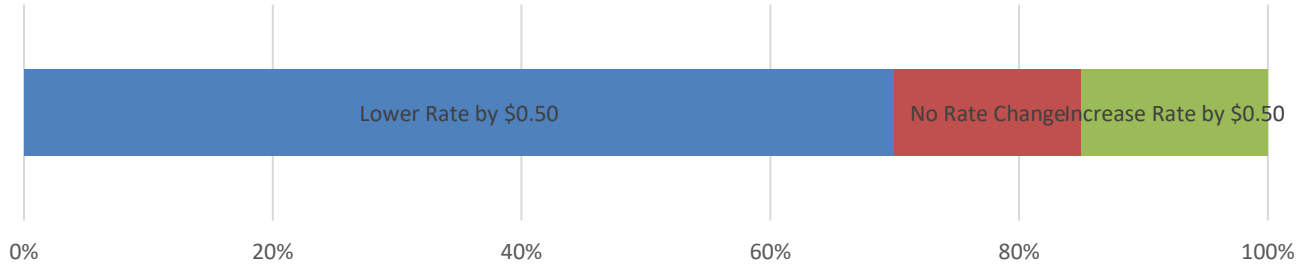
Seattle has approximately 11,500 parking spaces. SDOT collects occupancy data annually in all paid parking areas through a data collection survey. Data are used to determine potential changes to rates, time limit, and paid parking hours by comparing findings to the target occupancy rate of 70% to 85% occupancy. Rates are adjusted by time of day to account for different demands:

- Morning – 8:00 a.m. to 11:00 a.m.
- Afternoon – 11:00 a.m. to 5:00p.m./6:00 p.m.
- Evening – 5:00 p.m. to 8:00 p.m./10:00 p.m.

The following rules are used to adjust rates:

- If occupancy is over 85%, increase rate by $0.50 per hour
- If occupancy is between 70% and 85%, rates do not change
- If occupancy is below 70%, decrease rate by $0.50 per hour

Figure 4. Seattle Performance-Based Rate Adjustment Schedule



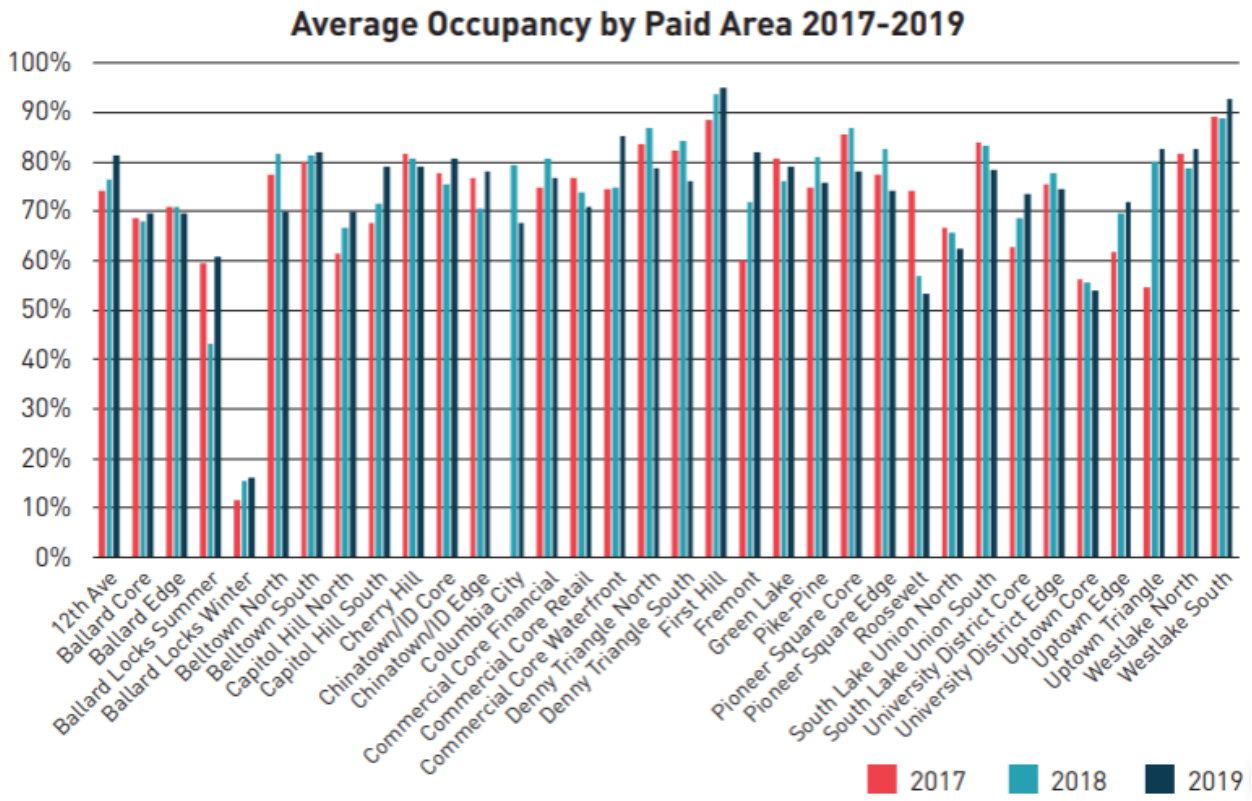
Source: City of Seattle

To evaluate when it may make sense to extend paid parking hours, the City collects data for two hours after paid parking ends.

To determine where to use pricing, in some areas, the City also collects occupancy data on blocks adjacent to paid areas to see where expanding time limits and/or paid parking can improve customer availability and access for those commercial areas.

Since 2011, SDOT has made over 300 different rate and hours of operations changes, including rate increases and decreases. SDOT adjusts rates seasonally because of they experience significant differences between summer and winter in parking activity. This policy has resulted in achieving the target range of one to two available spaces on a block face as show in **Figure 5**.

Figure 5. City of Seattle, WA Average Parking Occupancy by Paid Area: 2017-2019



Source: City of Seattle

Findings from the City of San Francisco, California's SFPark performance pricing program and the City of Seattle, Washington's performance based parking pricing program show that pricing parking based on demand can support neighborhood based business, make pricing more convenient, maximize existing parking capacity, improve congestion and vehicle emissions and create a transparent, data-based process.

Key to the success of a performance-based parking pricing program is granting the parking manager flexibility within regulations to update rates based on established metrics.

The challenges associated with a performance pricing program include the administrative costs of managing the program and the need for robust data collection and analysis to understand utilization.

INTEGRATION WITH AMPS GUIDING PRINCIPLES

These strategies are consistent with the following AMPS guiding principles:

- **Provide for all transportation modes**: Performance pricing can balance all modes of access by using pricing to incentivize non-parking modes
- **Customize tools by area** – Pricing based on location and facility type (on or off-street) encourages turnover of the most prime spaces and utilization of off-street parking assets. This also moves long-term parkers to off-street facilities to encourage a park-once strategy.
- **Seek solutions with co-benefits**: Performance pricing based on demand also reduces traffic circling and vehicle emissions**.**

- **Plan for the present and future**: Performance pricing is a strategy that can grow and change with the community's needs.

TIERED PRICING TO ENCOURAGE TURNOVER AND OFF-STREET PARKING POLICIES TO ENCOURAGE USE OF THESE FACILITIES

Austin, TX is both a growing city and a university town, with over 50,000 students enrolled at the University of Texas. Parking is a major issue, with many competing users throughout the day. Austin has established a vision as a multimodal city that provides many transportation options, so people do not have to drive.

The City has a goal to achieve a 50/50 mode share with 50% drive alone and 50% use other travel options combined by 2039. Right sizing and managing parking supply is a strategy to achieve this goal. In September 2020, The Austin Transportation Department adopted a flexible street parking system. The new system removed all parking space time limits to allow a maximum stay of ten hours with a tiered rate that increases based on the number of hours parked.

There is a $2 hourly base rate. Additional hours after the first two increase in cost to encourage turnover. This also encourages long term parkers to use off-street parking facilities. Commuters can rent daily parking at garages for $5 per day. Metered parking hours vary based on the day of the week and location.

The rate structure is show in in **Table 3**.

Table 3. City of Austin, TX Parking Rate Structure

Hour(s)	Rate Per Hour	Parking Session Cost
1st	$ 2.00	$ 2.00
2nd	$ 2.00	$ 4.00
3rd	$ 3.00	$ 7.00
4th	$ 3.50	$ 10.50
5th	$ 4.00	$ 14.50
6th	$ 4.50	$ 19.00
7th	$ 5.00	$ 24.00
8th	$ 5.00	$ 29.00
9th	$ 5.00	$ 34.00
10th	$ 5.00	$ 39.00

Source: City of Austin

The Austin Transportation Department manages three off-street parking facilities that are priced based on location. Two facilities are priced lower than on-street parking and one is priced the same as on-street pricing.

The City of Madison, WI is home to a large student population from the University of Wisconsin's 65,000 students. The City's parking pricing policies align on and off-street pricing to encourage utilizing off-street facilities and place higher rates for the most in-demand spaces.

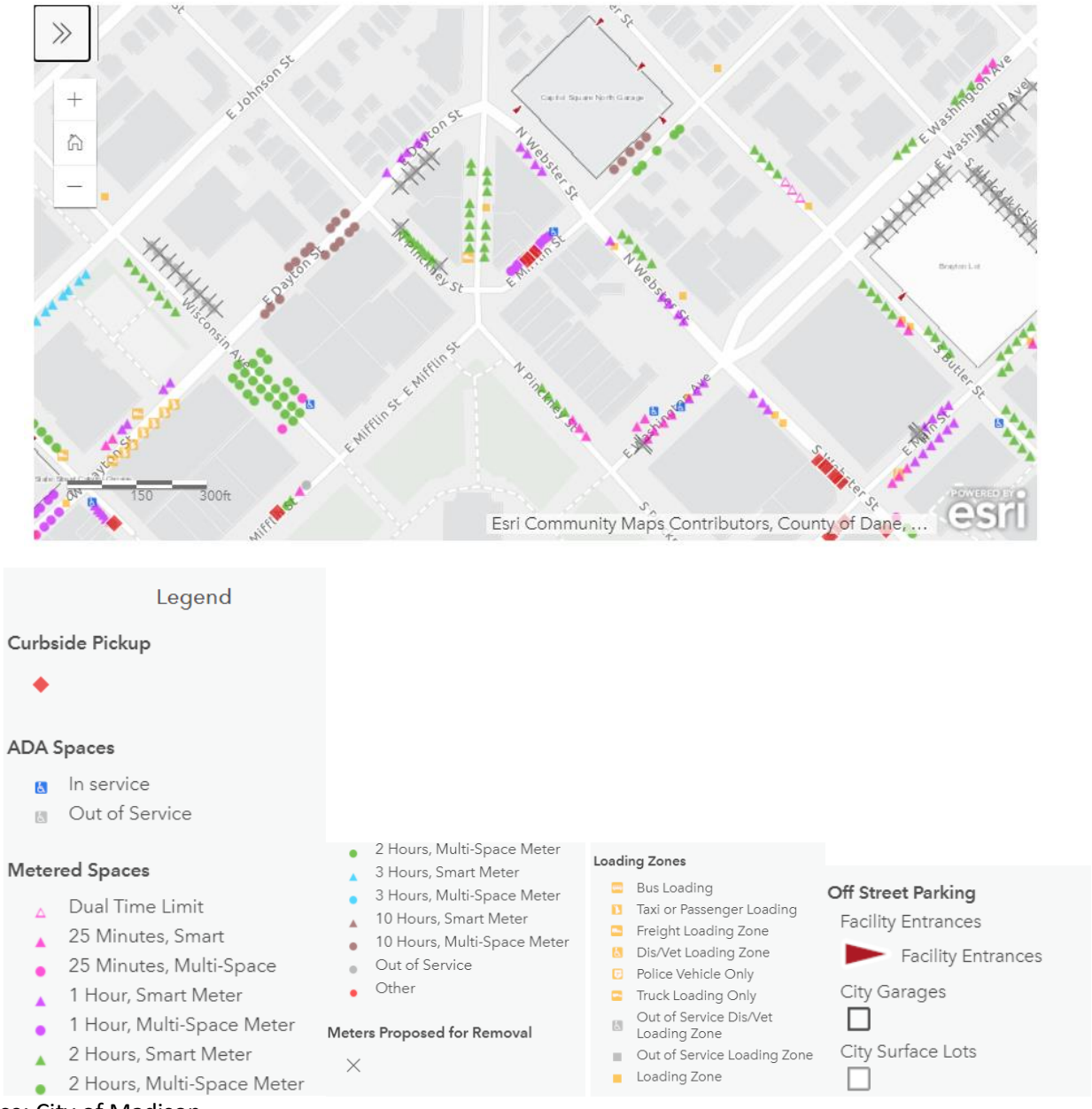
On-street parking meter policies and rates are intended to incentivize short-term parking. The City uses time limits to ensure that parking spaces are available for customers and regularly turnover. On-street spaces closest to downtown have the shortest time limits and highest rates at $2 per hour. Spaces on the periphery permit longer parking stays and reduced rates between $1.10 per hour and $1.30 per hour. Parkers cannot pay for additional time after the time limit has been reached. They must leave the space or are subject to citation. Meters are enforced from 8:00 a.m. to 6:00 p.m. Monday through Saturday.

Off-street parking pricing and time limits are set to encourage utilization of these facilities. For the most part, parking in off-street facilities is permitted 24 hours per day, seven days per week and pricing is less than on-street rates. Downtown lots have the highest rates, between $1.00 and 2.00 per hour, and periphery lots at $1.20 and $1.30 per hour. Downtown garages are priced at between $0.80 per hour to $1.80 per hour depending on the distance to the center of downtown.

Madison also offers daily parking and monthly parking permits to encourage other travel uses and to give students an option to park. This is important because there is just one parking space for every five people on the University of Wisconsin-Madison campus.

Figure 6 illustrates Madison's parking pricing policies.

Figure 6: City of Madison, WI On and Off-Street Parking Locations and Hours



Source: City of Madison

INTEGRATION WITH AMPS GUIDING PRINCIPLES

These strategies are consistent with the following AMPS guiding principles:

- **Customize tools by area** – Pricing based on location and facility type (on or off-street) encourages turnover of the most prime spaces and utilization of off-street parking assets. This also moves long-term parkers to off-street facilities to encourage a park-once strategy.
- **Seek solutions with co-benefits**: Alignment between on and off-street pricing policies achieves multiple objectives to encourage turnover and parking availably of the most in-demand spaces and increase access to businesses.

AFFORDABLE PARKING PROGRAM

A partnership between the City of Austin and the Downtown Austin Alliance created the Affordable Parking Program to reduce economic barriers for Austin community members to access downtown. Austin service and entertainment industry employees who work downtown can park in specific public and private garages and surface lots for a daily rate of $10 per day and monthly at $35 to $65 per month depending on facility location. The program is in effect evenings and overnight between 3:00 p.m. and 7:00 a.m. during the week and up to 24 hours on the weekend depending on the facility. Limited spaces are available during the day. This program provides both equity in parking and encourages use of off-street facilities.

INTEGRATION WITH AMPS GUIDING PRINCIPLES

These strategies are consistent with the following AMPS guiding principles:

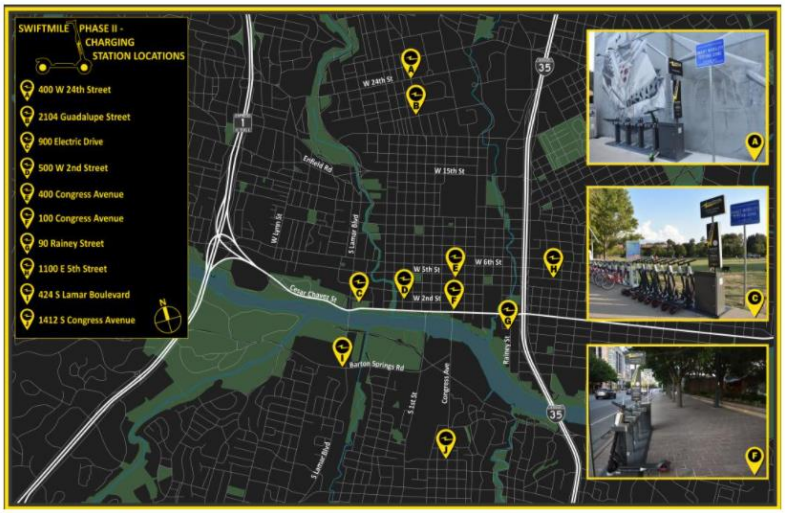
- **Support a diversity of people**: Austin's affordable parking program supports the diverse needs of people across the income spectrum.
- **Cultivate partnerships:** A partnership with the Downtown Austin Alliance on an affordable parking program provides equity in parking and encourages use of off-street facilities.

FEES FOR NON-PARKING MODES OF TRAVEL

The City of San Francisco recently implemented a per-ride TNC fee and charges dockless scooter and bike vendors fees to operate in the City. These policies work in tandem to encourage transit and provide first and last mile to transit riders. Seattle has also implemented a per-ride TNC fee and charges dockless scooter and bicycle vendors fees to operate in the City.

There have been several issues with dockless E-Scooter parking in Austin, TX including high demand for parking zones at hotspots and riders leaving scooters on the sidewalk, leaning against a tree or blocking pedestrian access. To solve the scooter parking problem, the City began a six-month parking pilot for scooter parking. It installed ten E-Scooter parking stations in high traffic areas, each with six to eight parking spaces. Scooter battery charging stations will be added to a second phase of the study, with a goal to eventually charge a fee to the operator when a scooter is plugged into the charging infrastructure. The goal is to help reduce sidewalk clutter and improve access to fully charged scooters. **Figure 7** shows Austin's dockless scooter parking locations.

Figure 7: Austin, TX Dockless Scooter Parking Locations



Source: City of Austin

Additionally, the Austin City Code permits the City of Austin to issue permits to commercial delivery vehicles to create parking options for delivery of goods in the downtown area. Permit costs range by dwell time. A 30-minute permit is $150 per year, a one-hour permit is $300 per year and a 2-hour permit is $625 per year, subject to sales tax (8.25%) and a one-time processing fee of $25.

The City has established 30-minute commercial loading zones that can be used with a permit for up to 30-minutes. Permits can also be used at metered parking spaces for up to 30 minutes and in locations where there are two or more travel lanes in one direction, delivery vehicles can load or unload in the curb side travel lane.

Blocking or stopping in a bike lane, transit priority lane or travel lane on a street with a single lane in each direction is prohibited.

INTEGRATION WITH AMPS GUIDING PRINCIPLES

These strategies are consistent with the following AMPS guiding principles:

- **Seek solutions with co-benefits**: Parking management districts in partnerships with the community that fund local streetscaping and mobility improvements improve access and support economic development. Dockless scooter parking improves safety and ensures sidewalks are prioritized for pedestrians.
- **Cultivate partnerships:** Pricing for non-parking modes of travel requires partnerships across a spectrum of entities including the community and private operators such as Transportation Network Companies and commercial delivery companies.

CURB MANAGEMENT BEST PRACTICES

With so much space in San Francisco allocated to personal vehicle parking and growing demands from other travel options and commercial delivery, issues of curb management and access have become increasingly important in the City. The City felt that policies granting more space to private vehicle parking was an outdated strategy and at odds with San Francisco's transportation landscape that includes the need for more commercial delivery space due to growing online and on-demand purchases, increased use of Transportation Network Companies (TNCs such as Uber and Lyft), growing bike, moped, and scooter ridership, and encouraging transit ridership.

Further, the change in travel and goods movement put increased pressure on the curb and the City was concerned with increased congestion, safety conflicts between pedestrians, cyclists, and car passengers, increases in double parking and blocking traffic and bike lanes, and inequity as some of these services are not available to individuals of all social and economic levels or those with mobility impairment.

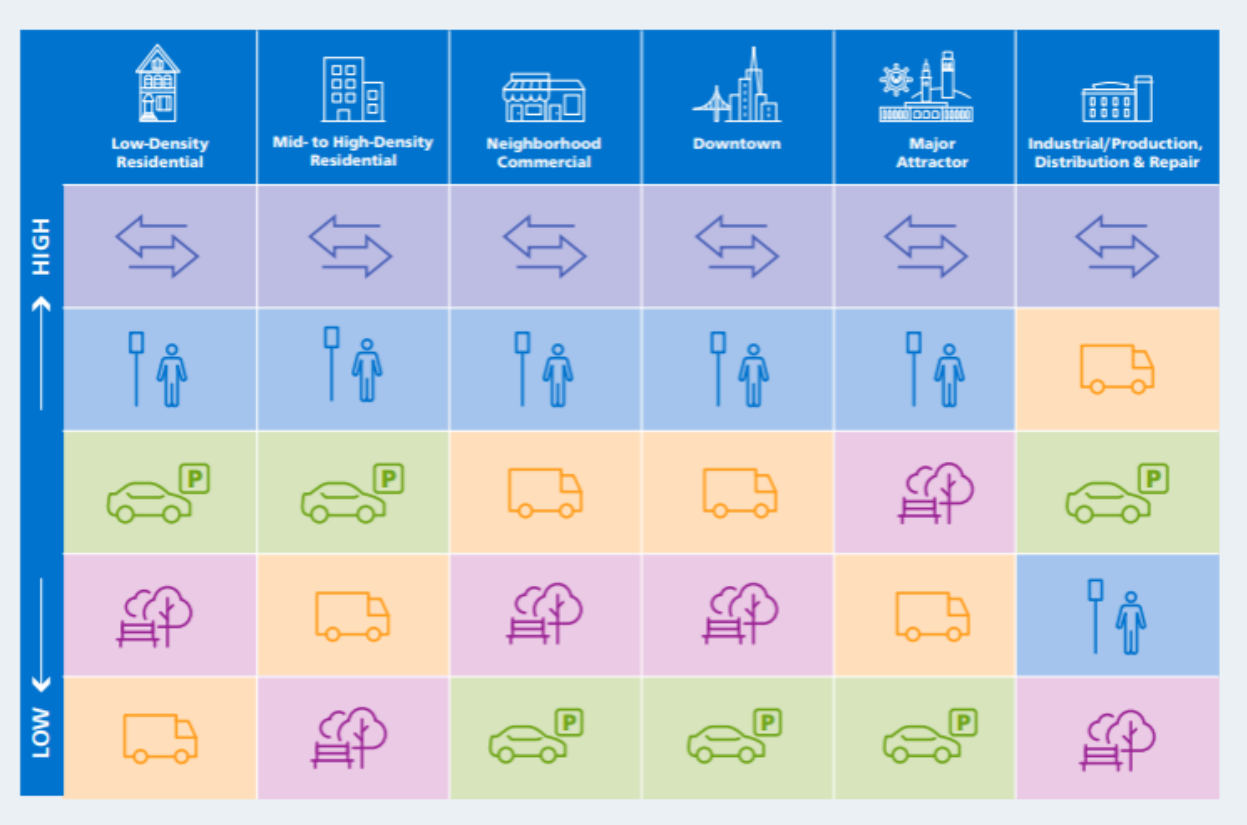
To solve this challenge, in February 2020, the SFMTA Board adopted the City's Curb Management Strategy to guide the SFMTA's decision making when it comes to allocating curb spaces for different uses. The goal of this strategy is to use curb (and parking) policies and pricing to promote safety, improve transit reliability and disabled access, reduce congestion, and support business vitality.

The City supports its Transit First and Vision Zero policies and its Climate Action Strategy by managing its curb space. The Curb Management Strategy is based on a framework for prioritizing different needs in different areas of the city based on five key curb functions:

1. Access for people
2. Access for goods
3. Public space and services
4. Storage for vehicles
5. Movement

Functions are prioritized by land use as shown in **Figure 8**:

Figure 8. City of San Francisco Curb Functions Prioritized by Land Use



Source: City of San Francisco

The recommended tools, policies, design standards, legislative changes, and process improvements support six key objectives:

1. Advance a holistic planning approach
2. Accommodate growing loading needs
3. Increase compliance with parking and loading regulations
4. Improved access to up to date data
5. Rationalize policies toward private uses of curb spaces
6. Promote equity and accessibility

The City is now implementing projects to test different curb management tools based on local needs including:

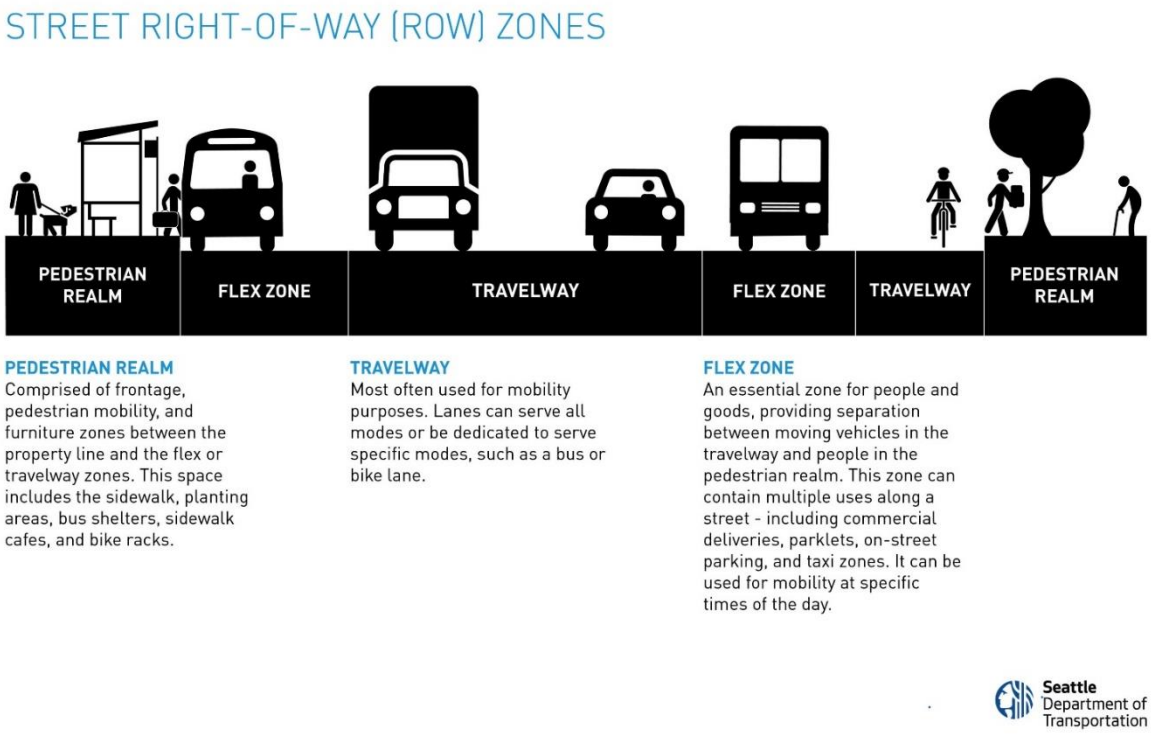
- **22nd Street Caltrain Station**: The streets around this important transit hub had no parking regulations. Staff added passenger loading zones, dedicated motorcycle parking, secure bike parking, and parking meters in the surrounding area to make it easier to safely access the station.
- **10th and 11th Street**: On 10th and 11th Streets just south of Market, there was very high passenger loading demand but little space allocated to it, leading to double parking in the bike lane, in front of the bus and in the travel lane. Staff reconfigured the curb to create larger, more usable passenger loading zones, as well as improving the bus stop, adding commercial loading and short-term parking space, and realigning travel lanes to improve safety.
- **Oracle Park:** The SFMTA implemented new loading zones near the San Francisco Giants stadium and worked with taxis and transportation network companies to ensure drivers and riders use them correctly.
- **Inner Sunset:** Working through a community- and merchant-led strategy, the City improved the allocation of loading and parking regulations in the busy neighborhood commercial district.

The City of Seattle's Department of Transportation (SDOT) developed street right-of-way zones to assist in the planning of their streets from curb to curb. SDOT breaks the street up into three zones: pedestrian realm, travel way, and flex zone. They define these zones as:

- **Pedestrian Realm:** Comprised of frontage, pedestrian mobility, and landscape/furniture zones between the property line and the flex or travelway zones. This space includes the sidewalk, planting areas, bus shelters, sidewalk cafes, and bike racks..
- **Travelway:** Primarily used for mobility purposes. Lanes can serve all modes, or be dedicated to serve specific modes, such as a bus or bike lane.
- **Flex zone:** An essential zone for people and goods. It provides separation, access, and a space for users to transition between moving vehicles in the travelway and people in the pedestrian realm. This zone can contain multiple uses along a street including: transit stops, commercial deliveries, on-street parking, taxi zones, passenger loading, parklets, strategies, and shared mobility areas.

Figure 9 provides a graphic illustration of these three zones.

Figure 9. City of Seattle, WA Street Right-of-Way Zones



Source: City of Seattle Department of Transportation, 2016

The Seattle DOT also developed six essential functions for the ROW within these three zones. According to SDOT, functions are not mode-specific and can be achieved through a variety of different uses and treatments for different modes in different places along the street or corridor. The six essential functions include storage, greening, activation, access for commerce, access for people, and mobility.

Table 4 provides a summary of these six functions. Uses, according to SDOT are the ways the space is utilized, designed, or allocated to serve one or more meta-functions. According to SDOT, *"For example, bus stops, passenger loading, bike parking, and short-term parking for carsharing vehicles are all uses that serve the primary function of providing 'access for people.' Bus-only lanes, turn lanes, general travel lanes and bike lanes are uses that serve a 'mobility' function."*

Table 4. City of Seattle, WA Essential Right-of-Way Functions

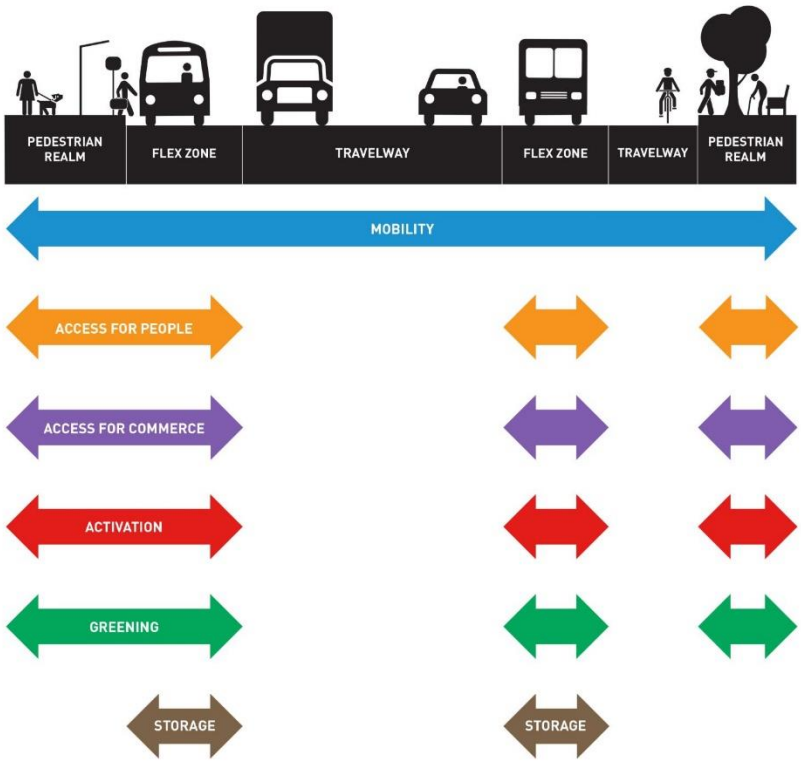
	Definition	Uses
Mobility	Moves people and goods	Sidewalks Bus or streetcar lanes Bike lanes General purpose travel lanes – includes freight Right- or left-turn only lanes

Access for People	People arrive at their destination or transfer between different ways of getting around	Bus or rail stops Bike parking Curb bulbs Passenger load zones Short-term parking Taxi zones
Access for Commerce	Goods and services reach their customers and markets	Commercial vehicle load zone Truck load zone
Activation	Offers vibrant social spaces	Food trucks Parklets and strategies Public art Seating Street festivals
Greening	Enhances aesthetics and environmental health	Plantings -Boulevards -Street trees -Planter Boxes Rain gardens and bioswales
Storage	Provides storage for vehicles or equipment	Bus layover Long-term parking Reserved spaces (e.g. for Police or other government use) Construction

Source: City of Seattle Department of Transportation, 2016

The locations where these functions occur within the ROW are shown in **Figure 10**.

Figure 10. City of Seattle, WA Location of Right-of-Way Functions



Source: City of Seattle Department of Transportation, 2016

The City of Seattle has developed a useful prioritization ranking based on land-uses and street types. An example of this ranking system is shown in **Table 5**.

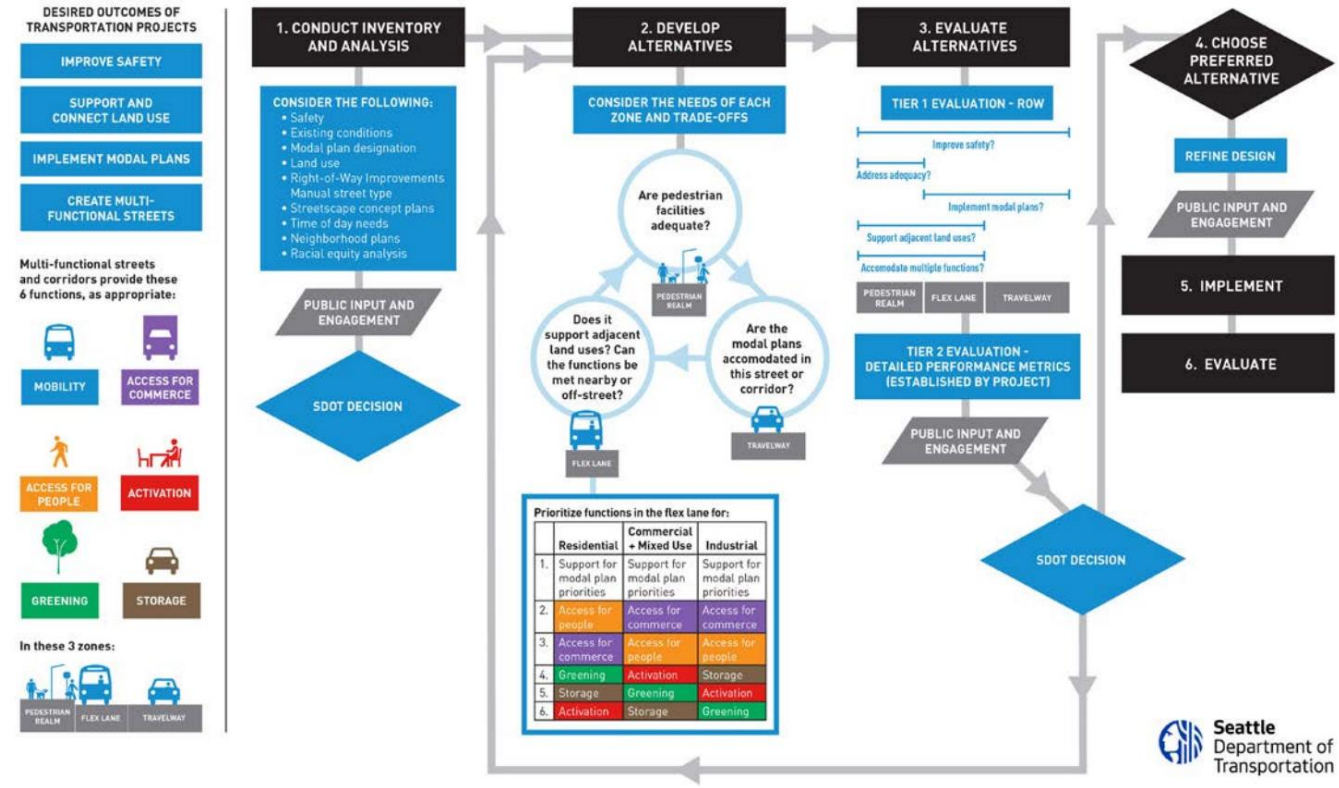
Table 5. City of Seattle, WA Example of Right-of-Way Prioritization Ranking

	Industrial Areas	Residential Areas	Commercial or Mixed-use Areas
Modal Plan Priorities	1	1	1
Access for Commerce	2	3	2
Access for People	3	2	3
Public Space Activation	5	6	4
Greening	6	4	5
Private Vehicle Storage	4	5	6

Source: Curb Appeal, NACTO, 2017

The City of Seattle also created a decision-making process for right-of-way allocation. In this process, communities are instructed to determine the desired outcome of a right-of-way project, evaluate existing conditions, develop alternatives based on user needs and analyze benefits and trade-offs, evaluate these alternatives and then choose a plan to implement based on this analysis. This also includes analyzing if the proposed alternatives meet the desired outcomes as well as gathering public input through the process. Once a design has been refined and reviewed by the public, it should be implemented. After implementation, the project should be evaluated for effectiveness. This decision-making process is shown in **Figure 11**.

Figure 11. City of Seattle, WA Right-of-Way Allocation Decision Framework



Source: City of Seattle

Both San Francisco and Seattle also have a coordinated curb management prioritization strategy that allocates curb space for all users based on demand and priorities (private vehicle parkers, pedal and e-bikes and scooters, transit, commercial and on-demand delivery, parklets, Transportation Network Companies (TNCs such as Uber and Lyft), food trucks and other users). A holistic curb prioritization strategy, in combination with performance pricing, supports increased access and therefore addresses different needs of people. This strategy also accommodates demand for the growth in various users of the curb and brings order and safety.

Lessons learned from Seattle and San Francisco include the importance of having a clear understanding of the infrastructure available to manage a performance pricing system, and to avoid going beyond the system's capabilities. For example, San Francisco has a very sophisticated data infrastructure warehouse to automatically change parking rates by block face based on demand. This enables the city to change rates in a more precise area (block face). Seattle's program relies on manual data collection, so the City bases rates on a larger area instead of by block face.

INTEGRATION WITH AMPS GUIDING PRINCIPLES

These strategies are consistent with the following AMPS guiding principles:

- **Support a diversity of people**: In combination with performance pricing, curb prioritization strategy supports increased access and therefore addresses different needs of people.
- **Cultivate partnerships:** Curb management strategy requires partnerships across a spectrum of entities including the community and private operators such as Transportation Network Companies and commercial delivery companies.

Appendix

Community Collaboration Materials: Access Allies

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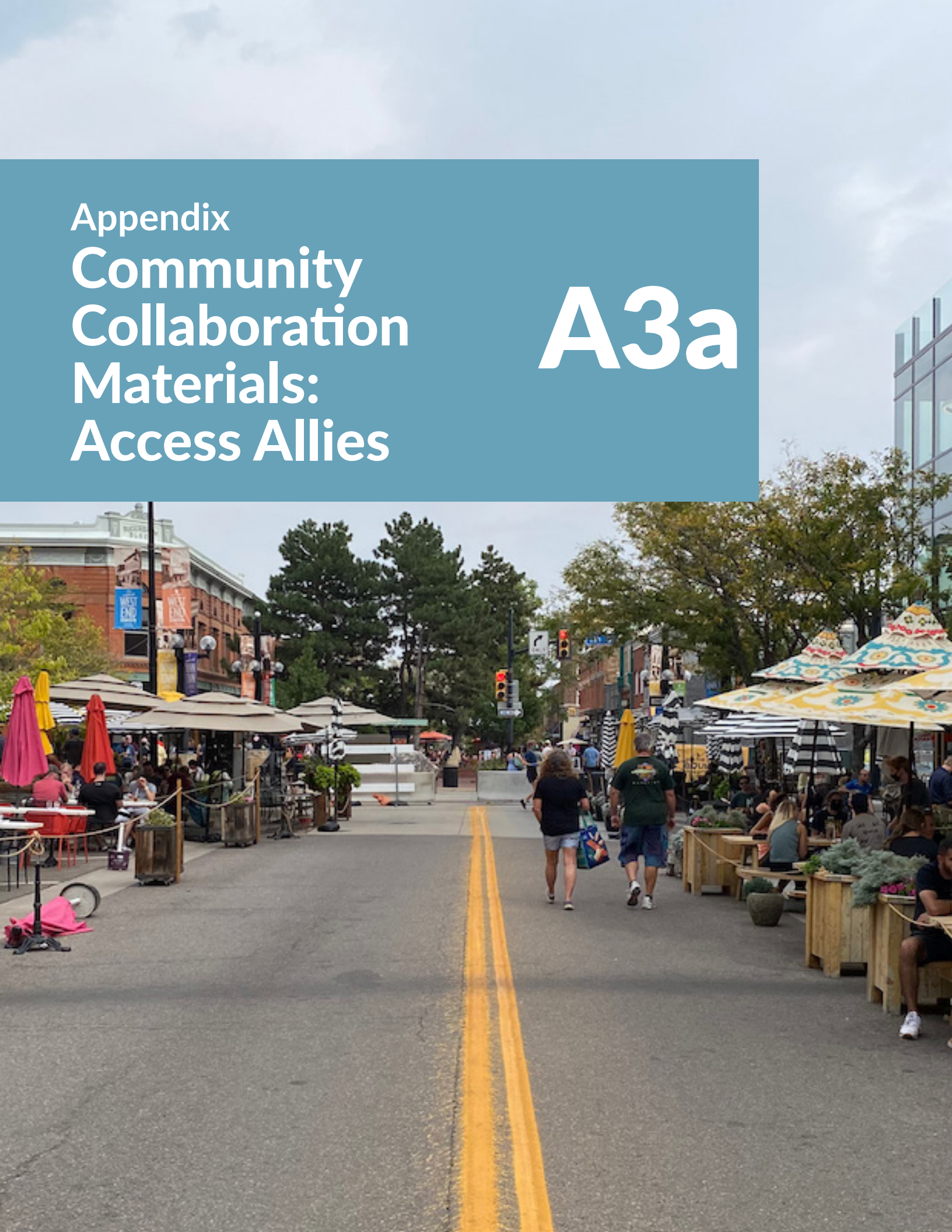


CITY OF BOULDER AMPS IMPLEMENTATION: REVITALIZING ACCESS IN BOULDER

FEEDBACK AND IMPACT SUMMARY

This document includes a summary of the input received from city boards and commissions over the course of this project, from Fall 2020 to Spring 2021.

BOARD AND COMMISSION FEEDBACK AND IMPACT

The following summarizes input from City boards and commissions and the impact of this input on the Revitalizing Access in Boulder Implementation and Action Plan. This input was gathered during formal updates and the project's two "Access Allies Lite" meetings, an informal gathering of board and commission members and the Downtown Boulder Business Improvement District (BID) to discuss Neighborhood Parking Management and Parking Pricing strategies. The Access Allies Lite meetings were held on April 27 and May 5, 2021.

Neighborhood Parking Management

- **Commuter Pricing and Resident Pricing:** The Transportation Advisory Board discussed the differences between pricing for Commuter Permits and pricing for Resident Permits, specifically the low pricing of Resident Permits and the fact that the burden of cost recovery was primarily placed on commuters. The Implementation and Action Plan includes steeper increases in permit prices for residents and lower increases in permit prices for commuters. Resident permits will still include the two two-week guest passes per permit currently allowed under ordinance. Additional guest passes, up to six two-week passes per year, will be sold at a rate of $15 per week to allow for recuperation of costs associated with administering these parking products.
- **Cost Recovery:** All boards emphasized the importance of cost recovery for the NPP Program. As was suggested, the Implementation and Action Plan for the NPP Program achieves 100% cost recovery in 2024, two years earlier than the previous projection for 100% cost recovery in2026.
- **Community Reinvestment**: All boards and commissions, particularly the Transportation Advisory Board, were interested in seeing the NPP Program grow to not only support itself, but support reinvestment in the form of transportation and mobility initiatives for the Boulder community. The Implementation and Action Plan allows for the program to generate a general fund surplus after 2024, with the opportunity to continue increases to permit prices to support transportation demand management and mobility initiatives that are specifically related to the services provided to NPP permit holders. It is noted that access-related initiatives are the preferred use with the greatest nexus to the NPP program.
- **Proactive Coordination with Planning/Development Review:** The Planning Board supported proactive key performance indicators to tie new development, and development review, to an area's eligibility for an NPP Program. The Implementation and Action Plan includes a "Proactive/Pre-Condition" key performance indicator for program eligibility and prioritization tied to anticipated trip generation as a result of new development.

Parking Pricing

- **Differential between Off-Street and On-Street Pricing:** The Transportation Advisory Board stressed the importance of a strong difference between on-street and off-street pricing. TAB

expressed concern about the fact that in 2022, the base price increase for on-street parking will only result in a $0.25/hour difference in pricing for on-street vs. off-street parking options. Responsively, the Implementation and Action Plan demonstrates that the difference in pricing between these two options will continue to increase year over year. In the next several years, high-demand on-street parking areas cost upwards of $1.00/hour more than public off-street lots and garages.

- **15-Minute Free Parking:** All boards and commissions showed an interest in free short-term parking options for pick-up and drop-off, loading, and other brief activities. The Implementation and Action Plan provides for free 15-minute parking in all paid parking areas except for the very highest-demand corridors, automatically programmed through the new pay stations.
- **Coordination with Climate/Energy Initiatives:** The Transportation Advisory Board emphasized the importance of evaluating the impacts changes to parking pricing might have on climate and sustainability initiatives, particularly reductions in greenhouse gas (GHG) emissions. The Implementation and Action Plan recommends coordination with the city Climate Initiatives Team to evaluate these impacts on an ongoing basis. It is anticipated that the new differential in on-street and off-street parking pricing, which will encourage use of underutilized off-street options, could precipitate a reduction of roughly 1,000-1,400 vehicle miles traveled (VMT) on a typical peak day, or 180-250 tons of CO_2 each year[1].
- **Community Reinvestment:** All boards and commissions supported the use of parking revenues for community reinvestment, specifically in transportation and mobility initiatives. The Implementation and Action Plan projects a substantive increase in parking revenues as a result of parking pricing changes, which might cover not only operational and administrative costs related to the parking system, but also investment in the city's existing and proposed transportation demand management and mobility efforts.
- **Pricing in Transitional Districts:** The special district boards and commissions underlined the importance of continually evaluating pricing in transitional districts, like the Bou lder Junction Access District, as conditions evolve. The Implementation and Action Plan supports this by implementing active, regimented data collection across paid parking districts and elsewhere in the city to determine pricing tiers and assess the potential for expanding paid parking into other areas.

ACCESS ALLIES FEEDBACK AND IMPACT

Access Allies Team Members:

Chip, Downtown Boulder Partnership
Andrew Bush, Boulder Junction Access District
Ryan Cook, Boulder Junction Access District
Terri Takata-Smith, Downtown Boulder Partnership
Jerry Shapins, Downtown Management Commission
Susan Nuzum, Downtown Management Commission
Jay Elowsky, Downtown Boulder Business Improvement District
Thomas Wells, Former BJAD Commissioner
Tom McGann, University of Colorado at Boulder
MaryAnn Mahoney, Boulder Convention & Visitors Bureau
Robert Hutchinson, Transportation Advisory Board
Alex Weinheimer, Transportation Advisory Board
Alex Hyde-Wright, Boulder County
Clark Rider, University of Colorado at Boulder
Joan Lyons, Boulder Transportation Connections
Landon Hilliard, Boulder Valley School District
Andrea Meneghel, Boulder Chamber
Melissa Wilson, Unico Properties
Jamie Rubek, Unico Properties
Aly Baca, Unico Properties
Brian Cole, W.W. Reynolds
Rich Schmelzer, Commutifi

[1] California Environmental Protection Agency, Air Resources Board. "Impacts of Parking Pricing and Parking Management on Passenger Vehicle Use and Greenhouse Gas Emissions," September 30, 2014.

The Access Allies Team included members of the business and tourism community, as well as representatives of the school district, CU Boulder, County partners, and members of various City boards and commissions. The group met virtually five times over the course of this 10-month study to discuss project updates and provide feedback and insights on project vision and philosophy, strategies for each key component (Neighborhood Parking Management and Parking Pricing), and to advise on implementation and action steps. The following summarizes key themes in their input on the project, and how that input informed project direction and next steps.

Neighborhood Parking Management: *General Themes*

- Achieve cost recovery and consider reinvestment into multimodal improvements to the neighborhood and generally citywide.
- Make parking management of neighborhoods data-driven and predictable to the public.
- Reach all communities and consider unintended impacts potentially experienced by less advantaged members of the community.
- Use Neighborhood Parking Management as a tool to achieve broader transportation and access, economic, and environmental goals.
- Be sure that Neighborhood Parking Management should not just be about parking and should offer broader access options than a parking permit.

Neighborhood Parking Management: *Specific Recommendations and Impact*

- **Subsidies and Equity Pricing**. The team's ideas to create options for employees and residents in lower income brackets informed the city's approach to subsidy options for qualifying Commuter and Resident permit applicants.
- **Leveraging License Plate Recognition/Data Collection**. The team supported the use of License Plate Recognition data collection and analysis to make decisions about Neighborhood Parking Management, which is aligned with the city's proposed new strategy.
- **Transportation Wallet.** The team supported the potential creation of a "Transportation Wallet" offering mobility options and subsidies for Boulder commuter and residents, which is identified as a mid-long term implementation step for the city's new strategy.
- **Commuter Pricing and Resident Pricing.** The team generally encouraged a more equitable balance between increases in Resident permit prices and Commuter permit prices to achieve cost recovery. This suggestion is reflected in the revised permit pricing for residents and commuters, and will be further discussed in the June City Council Study Session.

Parking Pricing: *General Themes*

- Use pricing to influence user behavior, including where to park, how to park, and whether to drive at all.
- Be sure that pricing reflects the "true cost of parking", including the cost of subsidizing personal vehicle usage, impacts of personal vehicle usage on the environment, experiences of other travel modes, etc.
- Be sure that pricing reflects parking demand and other local conditions.
- Be sure that the pricing approach is digestible to the public.

Parking Pricing: *Specific Recommendations and Impact*

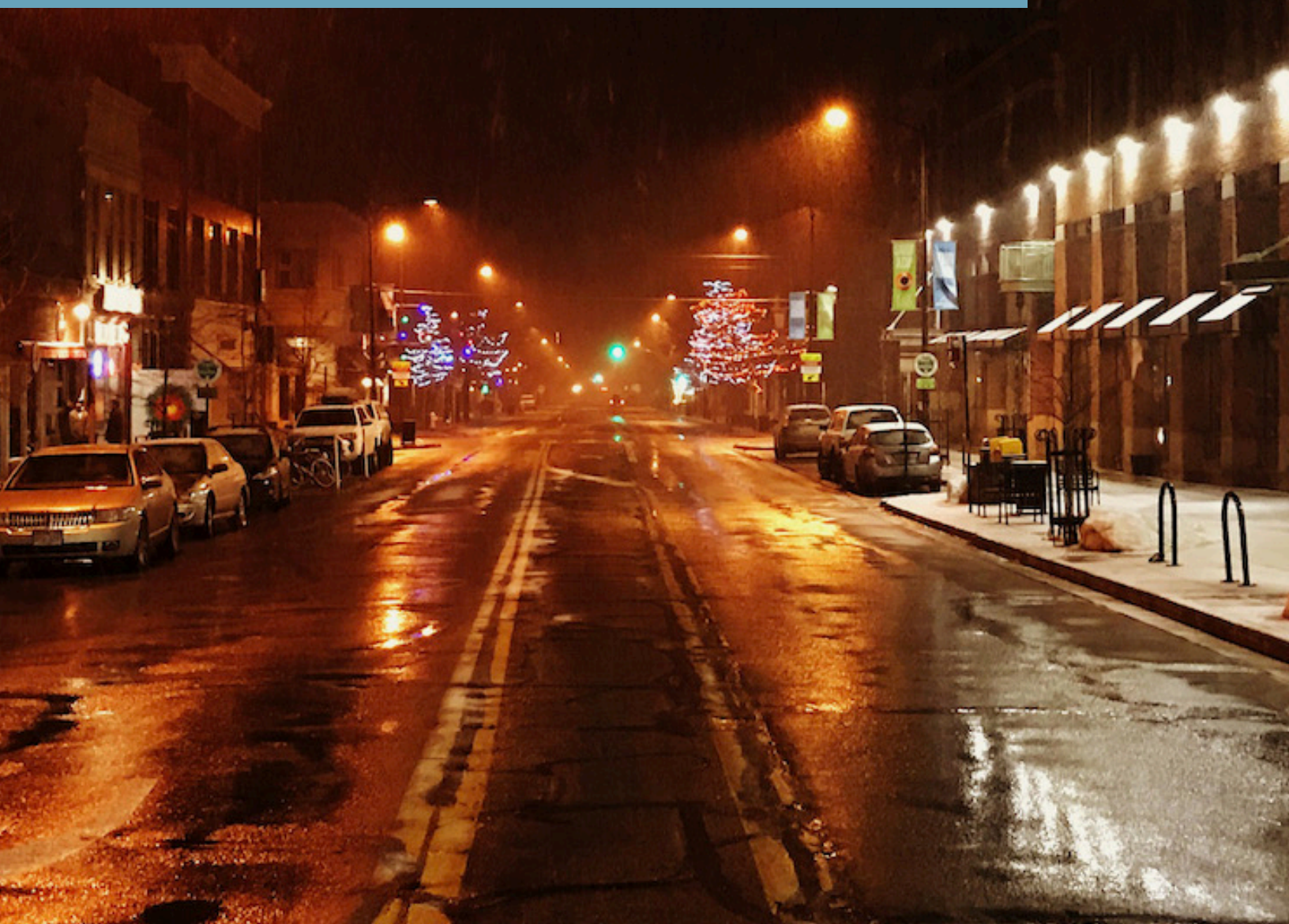
- **Leveraging Data:** The team supported the use of parking utilization data to inform parking pricing decisions, which is in line with the city's new strategy.

- **Effective Communication:** The team stressed the importance of effective communications with the public and the business community about the pricing changes and options, which is in line with the city's new strategy.
- **Support for other Travel Modes:** The team encouraged the use of on- and off-street parking revenues to support other travel modes, like transit and active transportation, which is in line with the city's new strategy. Further, the team generally supported using parking revenues from user fees to fund these initiatives, rather than tax increases for special districts.
- **Freight, Loading, and Short-Term Parking:** The team stressed the importance of easy to use, short-term loading options in paid parking areas, specifically for businesses in the downtown core. Use of these spaces needs to be efficient and user friendly particularly for delivery trucks supporting local businesses. This aligns with the Plan's recommendation to allow for free 15-minute parking in most areas in every paid parking district, including CAGID, BJAD, and UHGID as well as the identification of "Priority" parking spaces in the most congested corridors.

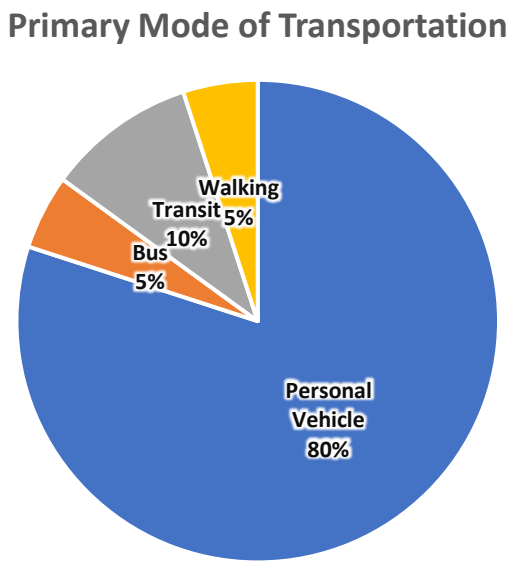
Appendix

Community Collaboration Materials: Community Connectors

A3b



COMMUNITY CONNECTORS KEY THEMES



80% of participants rely on a personal vehicle as their primary means of transportation.

Of those who report utilizing other options at least occasionally, transit (41%) and biking (35%) were the most frequently used. Participants indicated that these were not more frequently chosen options because of convenience, primarily due to the distance to be traveled, scheduling, and/or first and last mile connections.

Downtown, special events, and airport trips were the most frequently cited reason for using an alternative mode of transportation. Parking with these activities is reported to be hard to find and/or too expensive. It was also noted several times that broken meters are a frequent occurrence.

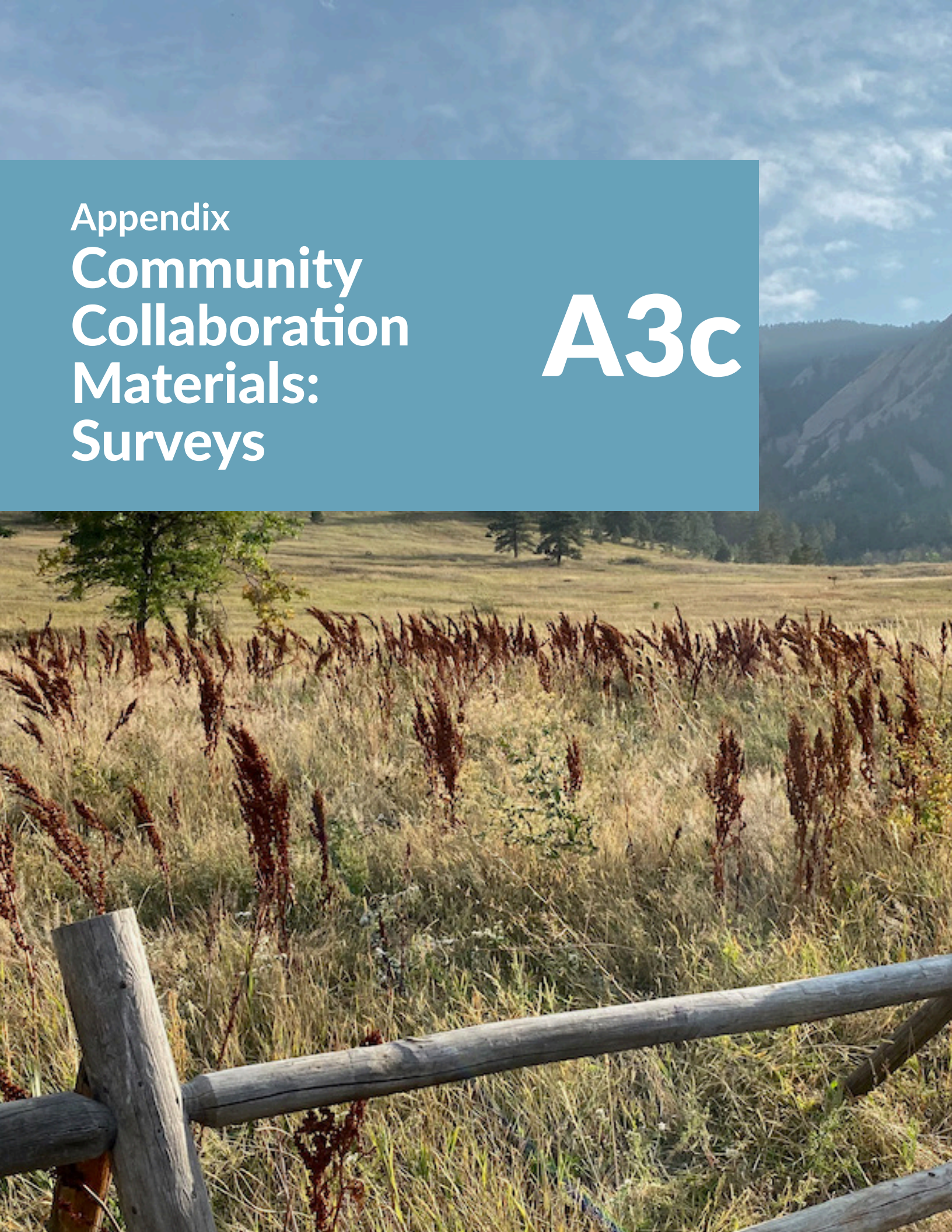
Parking impacts approximately 70% of participants' ability to reach their destinations as least sometimes, with 45% reporting is a frequent concern.

NPP programs are reportedly too difficult to bring into new neighborhoods and do not favor long time residents (note-this was specifically noted by a renter-KW's recommendation relating to residency at an address may unintentionally impact long time Boulder residents who have recently moved within the community).

Extended time limits and free parking were frequently repeated suggestions for improving the parking system. One alternative to free parking across the board, was free parking for Boulder residents. A general lack of parking supply was also voiced, however, one participant noted that they were unaware that the city had publicly available parking in garages downtown indicating it may be a lack of awareness of where parking is located and available.

Several participants recommended a brief free initial period of parking, for instance 10 to 30 minutes. This also coincides with several mentions of delivery drivers and the cost to park for pickups and

deliveries. One respondent indicated they do not accept deliveries or pickups that include paid areas as it comes out of their income and is not provided for in the order or their fee.



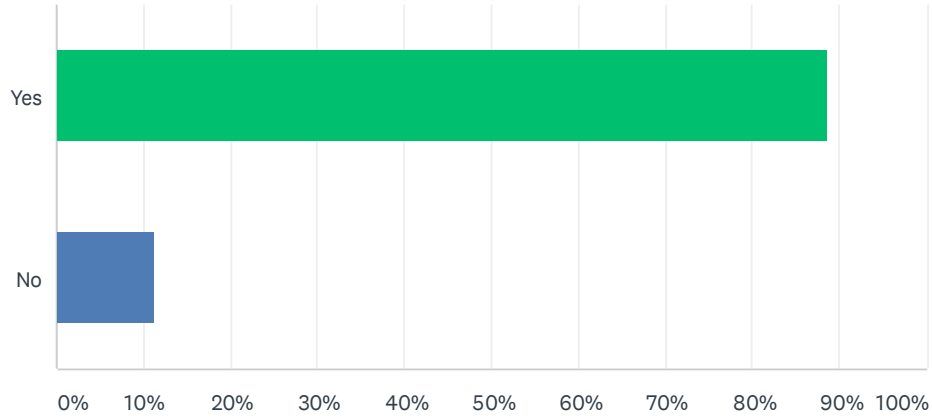
Appendix

Community Collaboration Materials: Surveys

A3c

Q1 Do you live in Boulder?

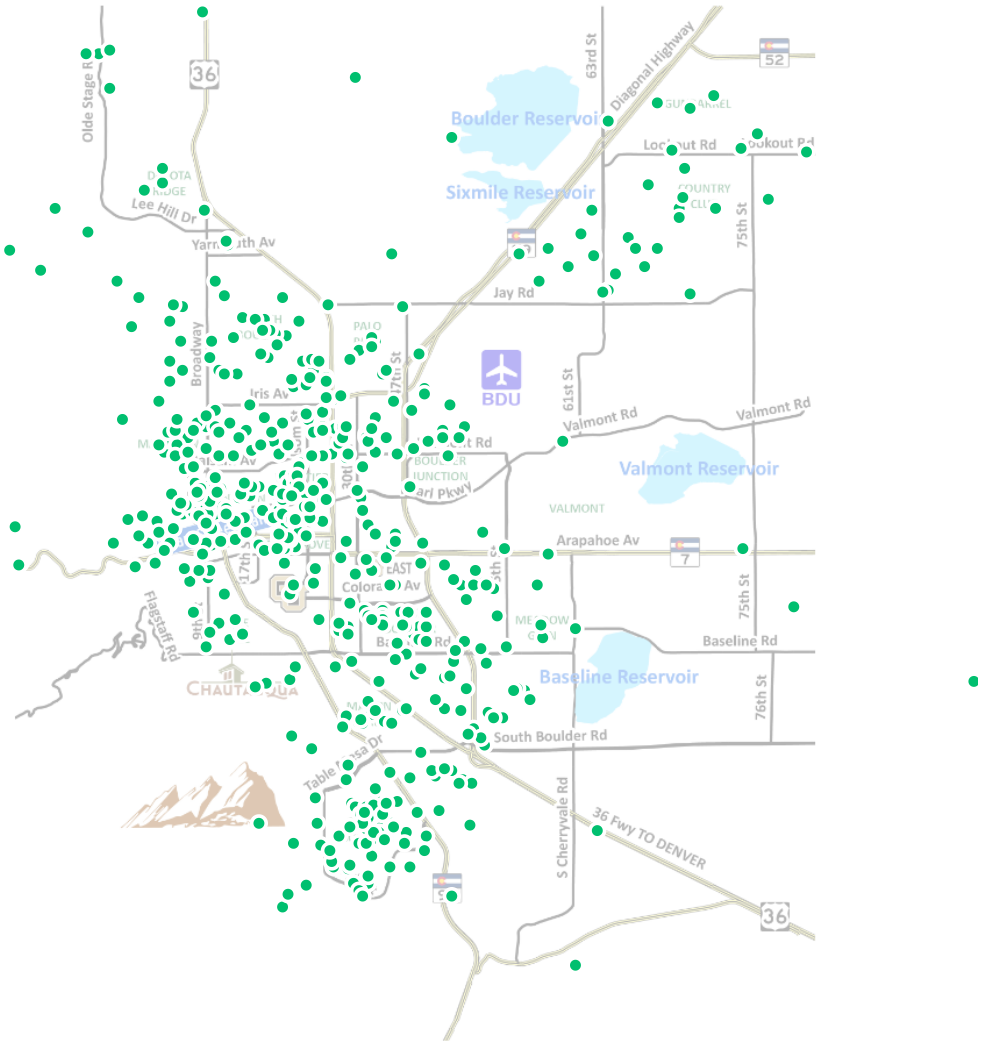
Answered: 596 Skipped: 5



ANSWER CHOICES	RESPONSES	
Yes	88.76%	529
No	11.24%	67
TOTAL		596

Q2 Approximately where in Boulder do you live?

Answered: 514 Skipped: 87



Q3 What is your home zip code?

Answered: 576 Skipped: 25

#	RESPONSES	DATE
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3	80303	3/14/2021 12:35 PM
4	80303	3/14/2021 10:22 AM
5	80301	3/14/2021 1:13 AM
6	80305	3/13/2021 9:05 PM
7	80501	3/13/2021 7:30 PM
8	80305	3/13/2021 6:06 PM
9	80305	3/13/2021 5:57 PM
10	80301	3/13/2021 5:46 PM

11	80303	3/13/2021 5:19 PM
12	80305	3/13/2021 5:08 PM
13	80303	3/13/2021 4:58 PM
14	80304	3/13/2021 3:55 PM
15	80303	3/13/2021 3:47 PM
16	80303	3/13/2021 3:43 PM
17	80302	3/13/2021 3:37 PM
18	80302	3/13/2021 2:51 PM
19	80302	3/13/2021 2:15 PM
20	80301	3/13/2021 12:53 PM
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23	80302	3/13/2021 9:21 AM
24	80302	3/13/2021 8:40 AM
25	80304	3/13/2021 7:40 AM
26	80303	3/13/2021 6:16 AM
27	80301	3/13/2021 2:56 AM
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29	80301	3/12/2021 11:59 PM
30	80304	3/12/2021 11:08 PM
31	80304	3/12/2021 10:13 PM
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35	80303	3/12/2021 7:27 PM
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38	80302	3/12/2021 6:35 PM
39	80301	3/12/2021 6:25 PM
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42	80303	3/12/2021 5:31 PM
43	80301	3/12/2021 5:13 PM
44	80304	3/12/2021 5:12 PM
45	80301	3/12/2021 5:05 PM
46	80304	3/12/2021 4:40 PM
47	80303	3/11/2021 3:17 PM
48	80504	3/11/2021 12:59 PM

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313	80302	2/18/2021 9:37 PM
314	80303	2/18/2021 9:19 PM

315	80304	2/18/2021 8:29 PM
316	80027	2/18/2021 7:55 PM
317	80503	2/18/2021 7:17 PM
318	80305	2/18/2021 3:28 PM
319	80301	2/18/2021 1:21 PM
320	80302	2/18/2021 12:33 PM
321	80304	2/18/2021 10:52 AM
322	80302	2/17/2021 9:08 PM
323	80304	2/17/2021 4:30 PM
324	80301	2/17/2021 3:05 PM
325	80540	2/17/2021 2:17 PM
326	80301	2/17/2021 2:15 PM
327	80303	2/17/2021 1:59 PM
328	80302	2/17/2021 1:53 PM
329	80302	2/17/2021 1:28 PM
330	80304	2/17/2021 7:35 AM
331	80304	2/17/2021 7:23 AM
332	80305	2/16/2021 8:17 PM
333	80305	2/16/2021 7:17 PM
334	80303	2/16/2021 4:46 PM
335	80301	2/16/2021 4:22 PM
336	80305	2/16/2021 4:21 PM
337	80303	2/16/2021 3:07 PM
338	80303	2/16/2021 2:41 PM
339	80501	2/16/2021 2:40 PM
340	80302	2/16/2021 2:33 PM
341	80303	2/16/2021 2:33 PM
342	80303	2/15/2021 12:25 PM
343	80302	2/15/2021 11:13 AM
344	80302	2/15/2021 10:13 AM
345	80301	2/15/2021 9:45 AM
346	80302	2/15/2021 8:15 AM
347	80304	2/15/2021 7:19 AM
348	80303	2/14/2021 10:20 PM
349	80303	2/14/2021 9:41 PM
350	80302	2/14/2021 9:22 PM
351	80503	2/14/2021 9:19 PM
352	80304	2/14/2021 6:52 PM

353	80302	2/14/2021 6:42 PM
354	80304	2/14/2021 6:23 PM
355	80503	2/14/2021 5:13 PM
356	80302	2/14/2021 3:08 PM
357	80302	2/14/2021 2:26 PM
358	80301	2/14/2021 12:11 PM
359	80304	2/14/2021 11:48 AM
360	80301	2/14/2021 11:11 AM
361	80301	2/14/2021 10:58 AM
362	80303	2/14/2021 10:24 AM
363	80302	2/14/2021 10:02 AM
364	80403	2/14/2021 9:50 AM
365	80301	2/14/2021 9:11 AM
366	80302	2/14/2021 8:28 AM
367	80305	2/14/2021 7:13 AM
368	80305	2/14/2021 5:07 AM
369	80301	2/14/2021 3:37 AM
370	80301	2/13/2021 11:05 PM
371	80302	2/13/2021 10:14 PM
372	80303	2/13/2021 9:59 PM
373	80302	2/13/2021 8:57 PM
374	80301	2/13/2021 8:55 PM
375	80303	2/13/2021 7:34 PM
376	80303	2/13/2021 2:01 PM
377	80302	2/13/2021 12:45 PM
378	80302	2/13/2021 8:59 AM
379	80310	2/13/2021 6:19 AM
380	80302	2/13/2021 12:17 AM
381	80303	2/12/2021 10:33 PM
382	80301	2/12/2021 6:40 PM
383	80020	2/12/2021 6:09 PM
384	80302	2/12/2021 5:33 PM
385	80302	2/12/2021 4:32 PM
386	80301	2/12/2021 3:19 PM
387	80305	2/12/2021 1:03 PM
388	80304	2/12/2021 12:55 PM
389	80301	2/12/2021 11:52 AM
390	80302	2/12/2021 11:46 AM

391	80304	2/12/2021 11:37 AM
392	80304	2/12/2021 11:30 AM
393	80304	2/12/2021 9:06 AM
394	80302	2/12/2021 5:51 AM
395	80303	2/11/2021 11:38 PM
396	80301	2/11/2021 10:38 PM
397	80005	2/11/2021 9:38 PM
398	80303	2/11/2021 6:48 PM
399	80301	2/11/2021 6:36 PM
400	80301	2/9/2021 6:38 PM
401	80503	2/9/2021 10:26 AM
402	80302	2/9/2021 10:10 AM
403	80302	2/6/2021 5:11 PM
404	80305	2/4/2021 3:50 PM
405	80305	2/3/2021 3:44 PM
406	80503	2/3/2021 2:27 PM
407	test test	2/3/2021 12:14 PM
408	test test	2/1/2021 7:41 PM
409	80302	2/1/2021 8:23 AM
410	80302	2/1/2021 8:14 AM
411	80023	1/31/2021 10:48 AM
412	80304	1/29/2021 12:18 AM
413	80305	1/28/2021 8:07 PM
414	80302	1/28/2021 7:43 PM
415	80302	1/28/2021 12:33 PM
416	80305	1/28/2021 10:45 AM
417	80305	1/28/2021 10:14 AM
418	80305	1/28/2021 9:03 AM
419	80305	1/28/2021 8:40 AM
420	80302	1/28/2021 8:23 AM
421	80302	1/27/2021 5:41 PM
422	80304	1/27/2021 5:20 PM
423	80302	1/27/2021 4:12 PM
424	80301	1/27/2021 3:58 PM
425	80027	1/27/2021 3:20 PM
426	80302	1/27/2021 12:53 PM
427	80304	1/27/2021 12:47 PM
428	80305	1/27/2021 12:10 PM

429	80302	1/27/2021 12:05 PM
430	80301	1/27/2021 10:15 AM
431	80304	1/26/2021 8:38 PM
432	80302	1/25/2021 10:55 PM
433	80302	1/25/2021 3:34 PM
434	80303	1/25/2021 1:28 PM
435	80304	1/21/2021 6:58 PM
436	80304	1/21/2021 2:09 PM
437	80301	1/21/2021 1:58 PM
438	80302	1/21/2021 6:04 AM
439	80303	1/20/2021 3:26 PM
440	80302	1/20/2021 11:59 AM
441	80303	1/18/2021 5:04 PM
442	80302	1/18/2021 2:06 PM
443	80303	1/17/2021 9:27 AM
444	80303	1/9/2021 3:31 PM
445	80302	1/3/2021 2:52 PM
446	80302	12/29/2020 3:37 PM
447	80301	12/29/2020 12:42 AM
448	80305	12/27/2020 12:19 PM
449	80301	12/25/2020 2:18 PM
450	80303	12/24/2020 1:51 PM
451	80023	12/23/2020 1:08 PM
452	80304	12/20/2020 7:34 PM
453	28801	12/20/2020 4:18 AM
454	80305	12/19/2020 4:57 PM
455	80304	12/19/2020 12:28 PM
456	80302	12/19/2020 11:42 AM
457	80304	12/19/2020 11:18 AM
458	80304	12/19/2020 11:17 AM
459	80304	12/19/2020 11:09 AM
460	80302	12/19/2020 10:58 AM
461	80303	12/18/2020 3:51 PM
462	80302	12/18/2020 2:08 PM
463	80304	12/18/2020 6:13 AM
464	80305	12/17/2020 9:30 PM
465	80305	12/17/2020 7:57 PM
466	80301	12/17/2020 7:27 PM

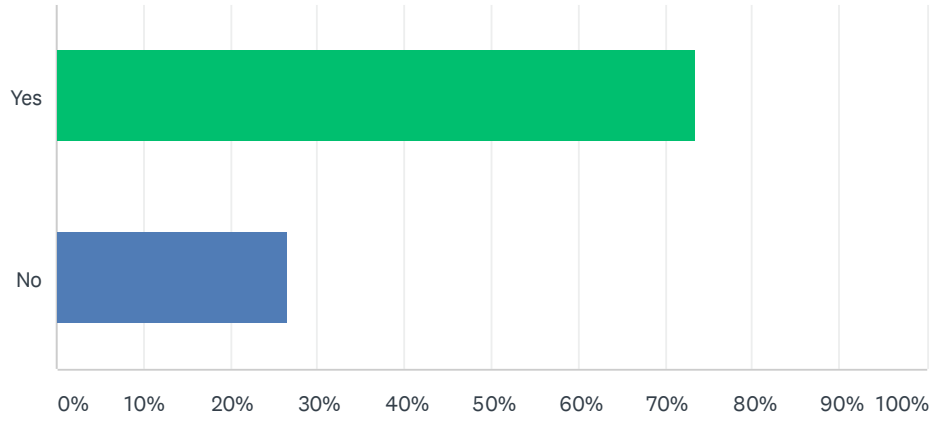
467	80302	12/17/2020 6:20 PM
468	80305	12/17/2020 6:09 PM
469	80602	12/16/2020 9:22 AM
470	68502	12/16/2020 8:28 AM
471	80304	12/14/2020 4:58 PM
472	80301	12/13/2020 5:12 PM
473	80305	12/11/2020 11:14 AM
474	80303	12/11/2020 10:40 AM
475	80304	12/9/2020 4:29 PM
476	80305	12/9/2020 11:19 AM
477	80501	12/9/2020 7:40 AM
478	80302	12/9/2020 6:56 AM
479	80305	12/8/2020 8:23 AM
480	80503	12/7/2020 9:10 PM
481	80004	12/7/2020 7:31 PM
482	80403	12/7/2020 6:47 PM
483	80302	12/7/2020 12:27 PM
484	80305	12/7/2020 6:05 AM
485	80304	12/6/2020 12:23 AM
486	80304	12/6/2020 12:10 AM
487	80302	12/5/2020 6:38 PM
488	80305	12/5/2020 4:34 PM
489	80301	12/4/2020 10:25 PM
490	80305	12/4/2020 8:20 AM
491	80302	12/3/2020 5:52 PM
492	80302	12/3/2020 2:03 PM
493	80503	12/3/2020 1:42 PM
494	80021	12/2/2020 10:57 PM
495	80234	12/2/2020 6:11 PM
496	80304	12/2/2020 10:48 AM
497	80302	12/2/2020 9:42 AM
498	80305	12/2/2020 8:04 AM
499	80805	12/1/2020 10:33 PM
500	80305	11/30/2020 6:59 PM
501	80303	11/30/2020 6:48 PM
502	80305	11/30/2020 5:53 PM
503	80305	11/30/2020 3:17 PM
504	80302	11/30/2020 2:29 PM

505	80503	11/30/2020 11:11 AM
506	80302	11/30/2020 9:31 AM
507	80301	11/30/2020 8:38 AM
508	80303	11/30/2020 8:20 AM
509	80301	11/29/2020 8:29 PM
510	80305	11/29/2020 2:15 PM
511	80304	11/29/2020 12:38 PM
512	80301	11/29/2020 9:30 AM
513	80304	11/29/2020 7:51 AM
514	80302	11/29/2020 7:03 AM
515	80305	11/28/2020 8:02 PM
516	80302	11/28/2020 7:43 AM
517	80304	11/27/2020 7:01 PM
518	80302	11/26/2020 4:11 PM
519	80302	11/25/2020 12:37 PM
520	80304	11/25/2020 11:08 AM
521	80304	11/25/2020 10:04 AM
522	80304-2260	11/25/2020 8:19 AM
523	80303	11/24/2020 6:05 PM
524	80031	11/24/2020 5:54 PM
525	80301	11/24/2020 4:43 PM
526	80302	11/24/2020 3:32 PM
527	80302	11/24/2020 12:52 PM
528	80302	11/24/2020 11:30 AM
529	80302	11/24/2020 10:59 AM
530	80305	11/24/2020 10:58 AM
531	80304	11/24/2020 10:58 AM
532	80302	11/23/2020 9:42 PM
533	80503	11/23/2020 3:35 PM
534	80305	11/23/2020 2:37 PM
535	80504	11/23/2020 1:25 PM
536	80303	11/23/2020 10:22 AM
537	80302	11/22/2020 5:51 PM
538	80302	11/22/2020 5:49 PM
539	80304	11/21/2020 12:13 PM
540	80304	11/21/2020 6:33 AM
541	80304	11/20/2020 7:10 PM
542	80304	11/20/2020 5:29 PM

543	80304	11/20/2020 12:56 PM
544	80304	11/20/2020 10:22 AM
545	80304	11/20/2020 12:06 AM
546	80304	11/19/2020 10:32 PM
547	80304	11/19/2020 10:12 PM
548	80305	11/19/2020 9:40 PM
549	80302	11/19/2020 8:23 PM
550	80301	11/19/2020 5:50 PM
551	80301	11/19/2020 4:41 PM
552	80301	11/19/2020 4:36 PM
553	80302	11/19/2020 4:13 PM
554	80304	11/19/2020 2:16 PM
555	80304	11/19/2020 2:13 PM
556	80304	11/19/2020 2:03 PM
557	80304	11/19/2020 1:38 PM
558	68516	11/19/2020 1:01 PM
559	80305	11/19/2020 12:56 PM
560	80304	11/19/2020 12:42 PM
561	80302	11/19/2020 11:30 AM
562	80302	11/19/2020 11:01 AM
563	80305	11/19/2020 10:12 AM
564	80305	11/19/2020 9:58 AM
565	80304	11/19/2020 9:12 AM
566	80304	11/19/2020 8:31 AM
567	80304	11/19/2020 8:20 AM
568	80304	11/19/2020 7:47 AM
569	80303	11/18/2020 10:18 PM
570	80305	11/18/2020 9:18 PM
571	80302	11/18/2020 8:30 PM
572	80305	11/18/2020 6:28 PM
573	80305	11/18/2020 5:00 PM
574	80302	11/18/2020 1:58 PM
575	80304	11/18/2020 1:42 PM
576	80304	11/18/2020 10:40 AM

Q4 Do you work in Boulder?

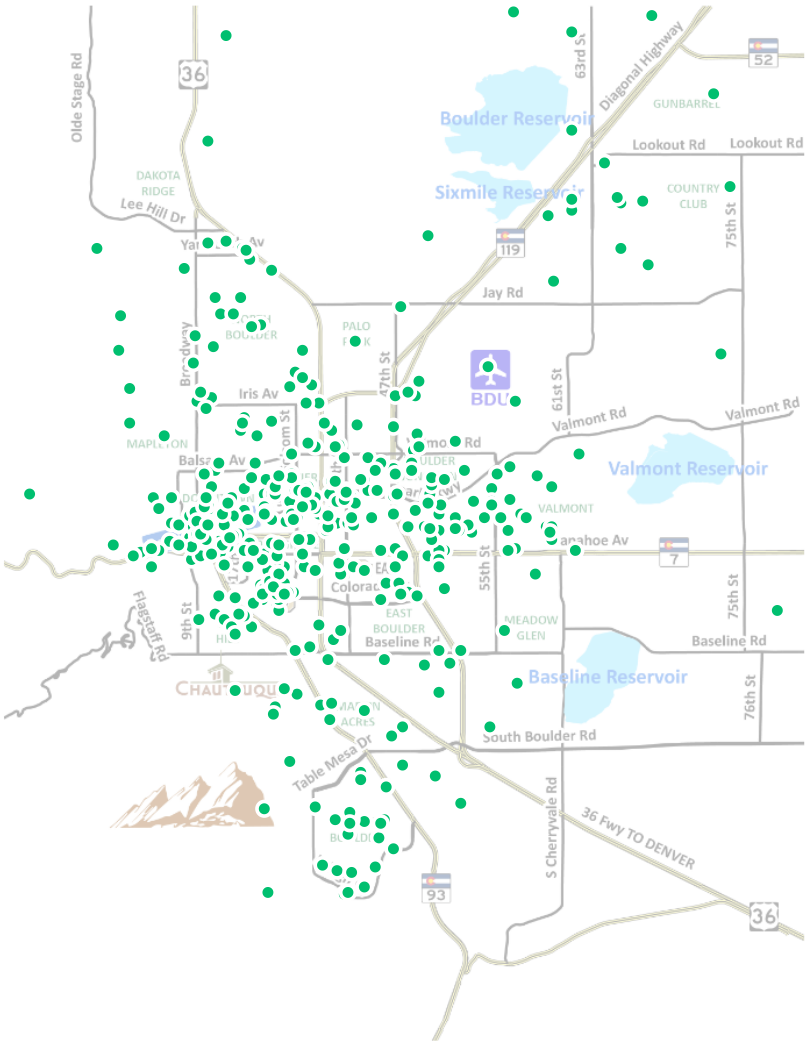
Answered: 578 Skipped: 23



ANSWER CHOICES	RESPONSES	
Yes	73.53%	425
No	26.47%	153
TOTAL		578

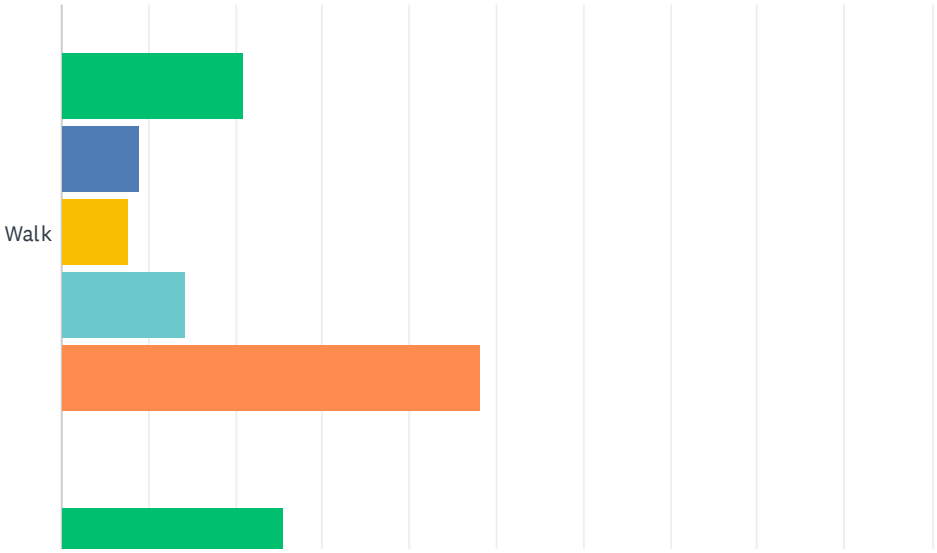
Q5 Approximately where in Boulder do you work?

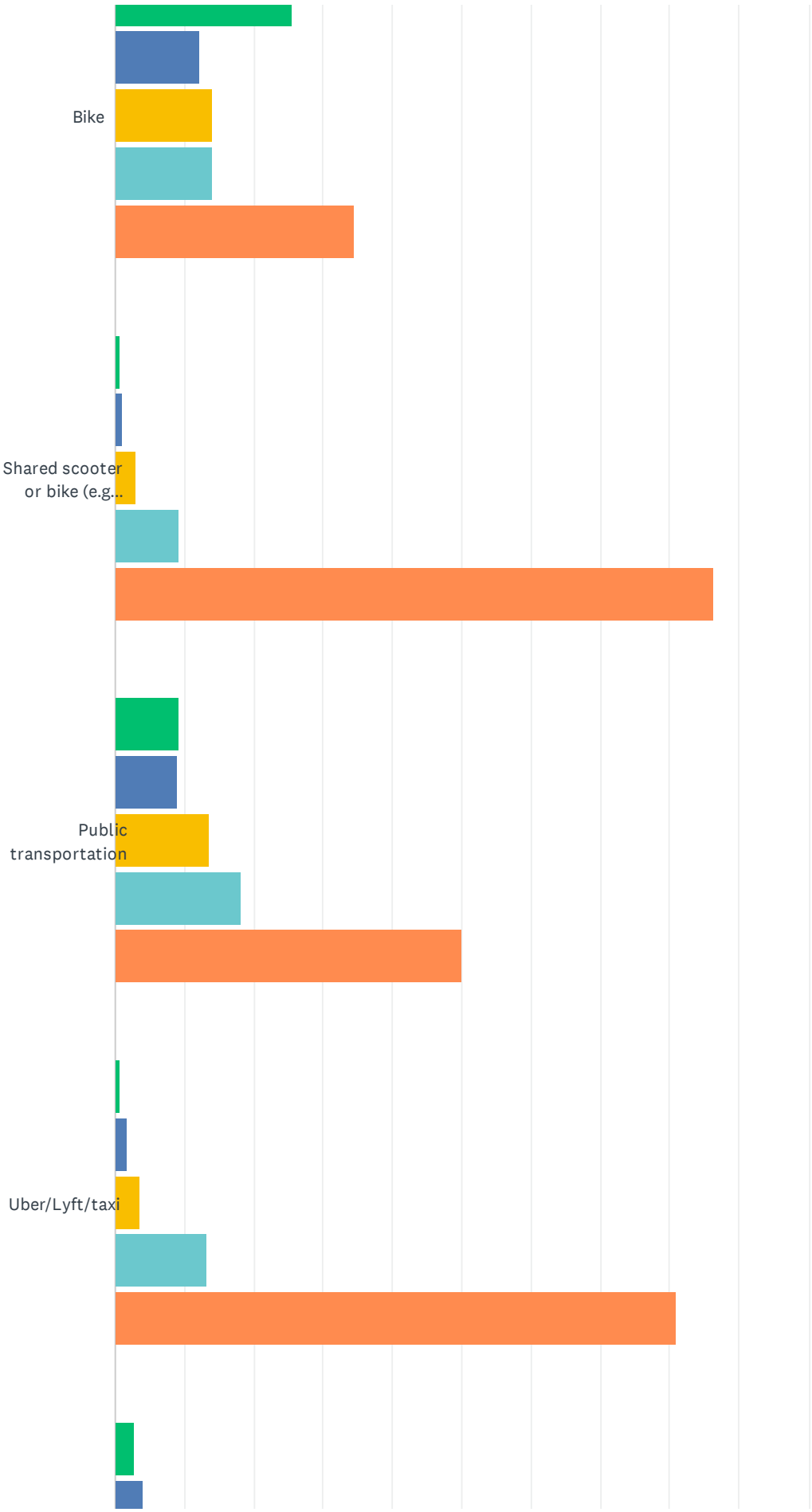
Answered: 416 Skipped: 185

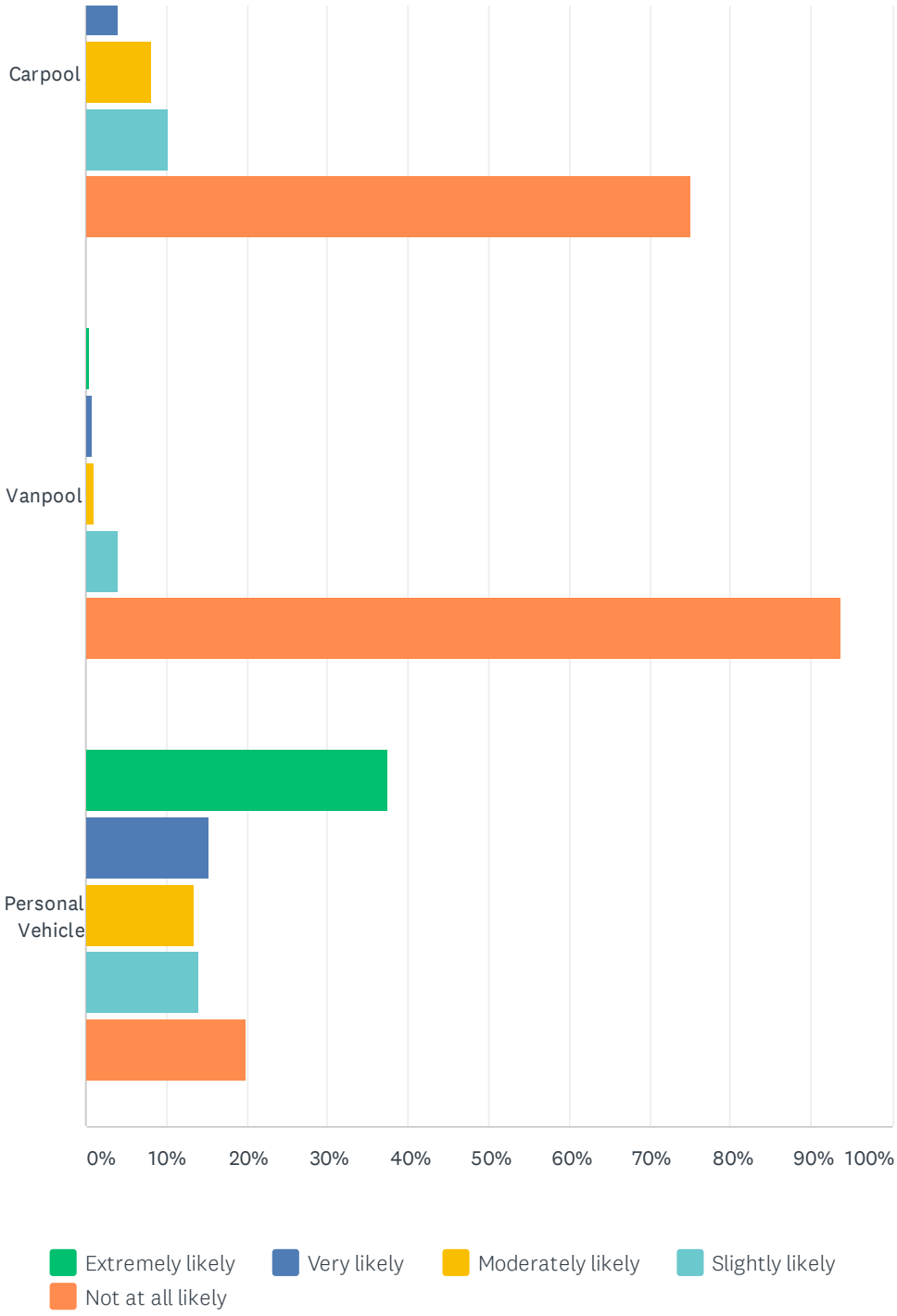


Q6 On a typical, sunny day in Boulder, how likely are you to use the following travel options to get to work?

Answered: 523 Skipped: 78



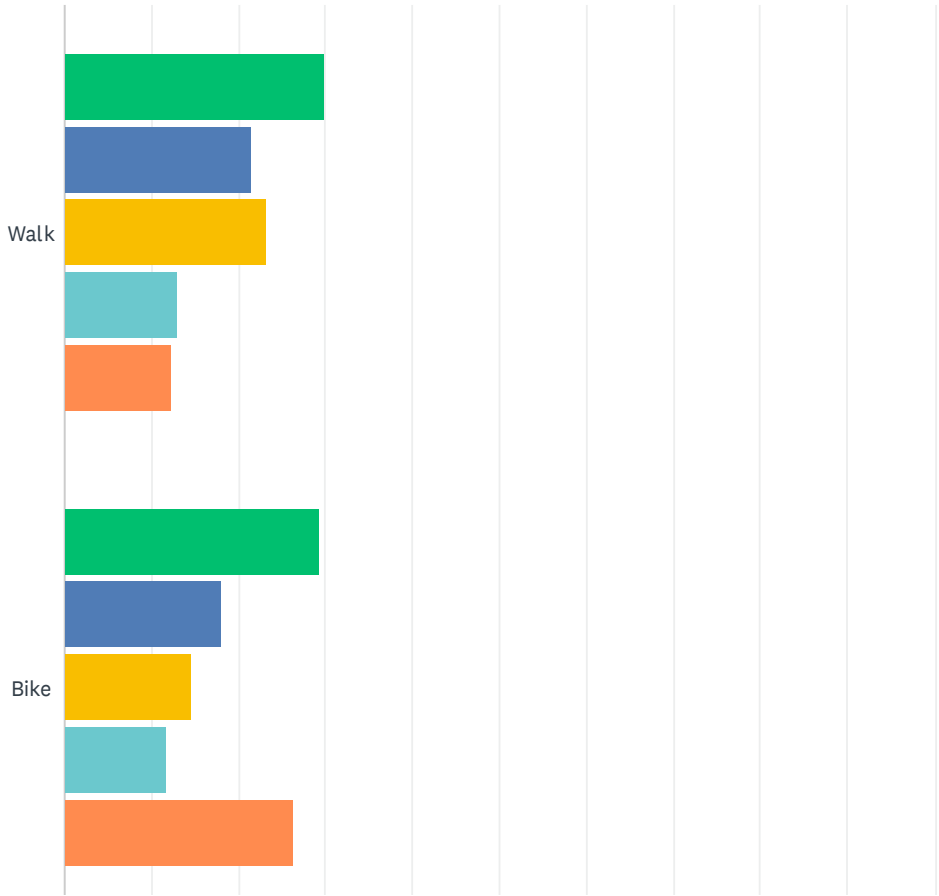

Bike
Shared scooter or bike (e.g...
Public transportation
Uber/Lyft/taxi

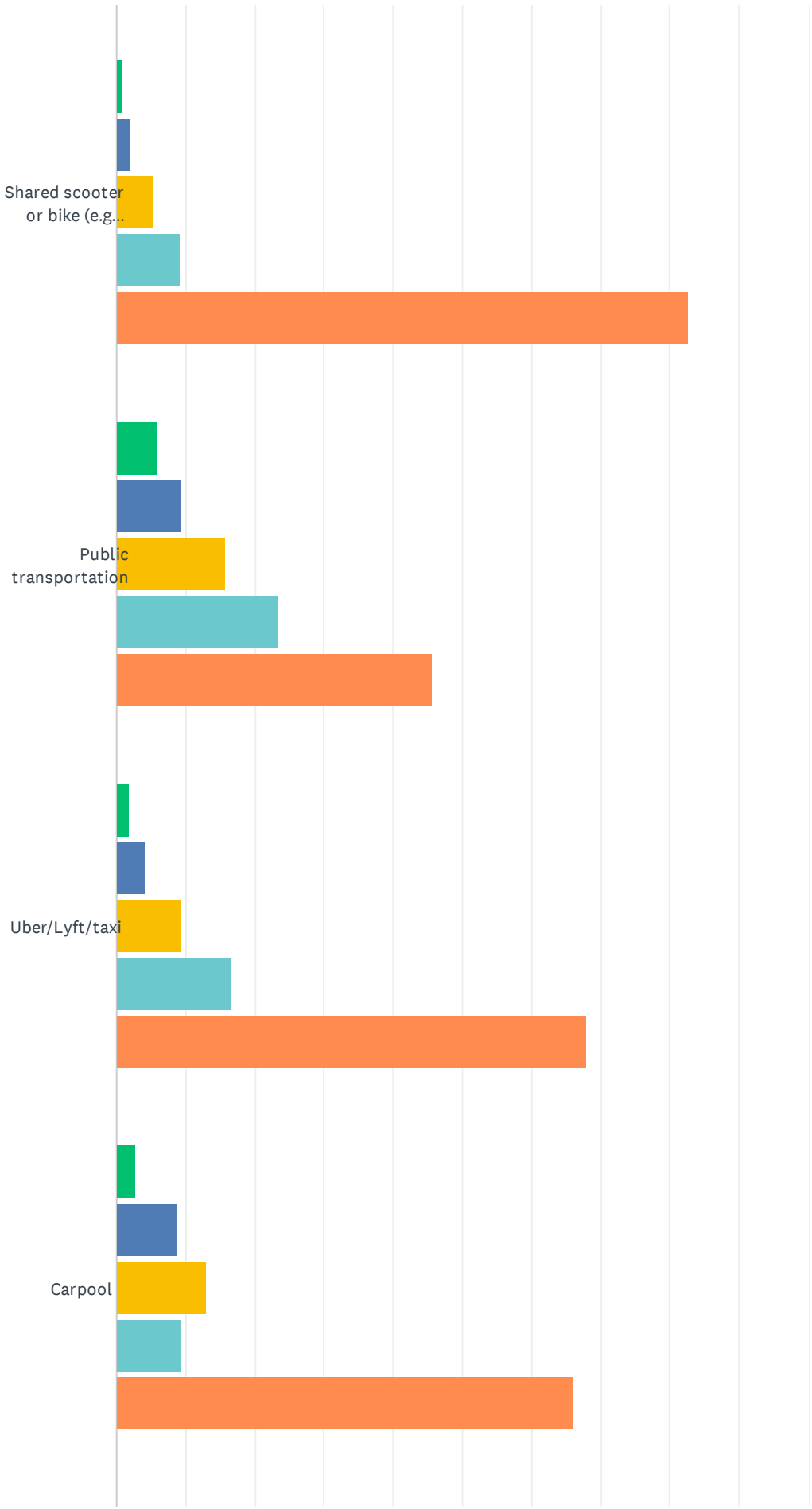

Carpool
Vanpool
Personal Vehicle
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Extremely likely
Very likely
Moderately likely
Slightly likely
Not at all likely

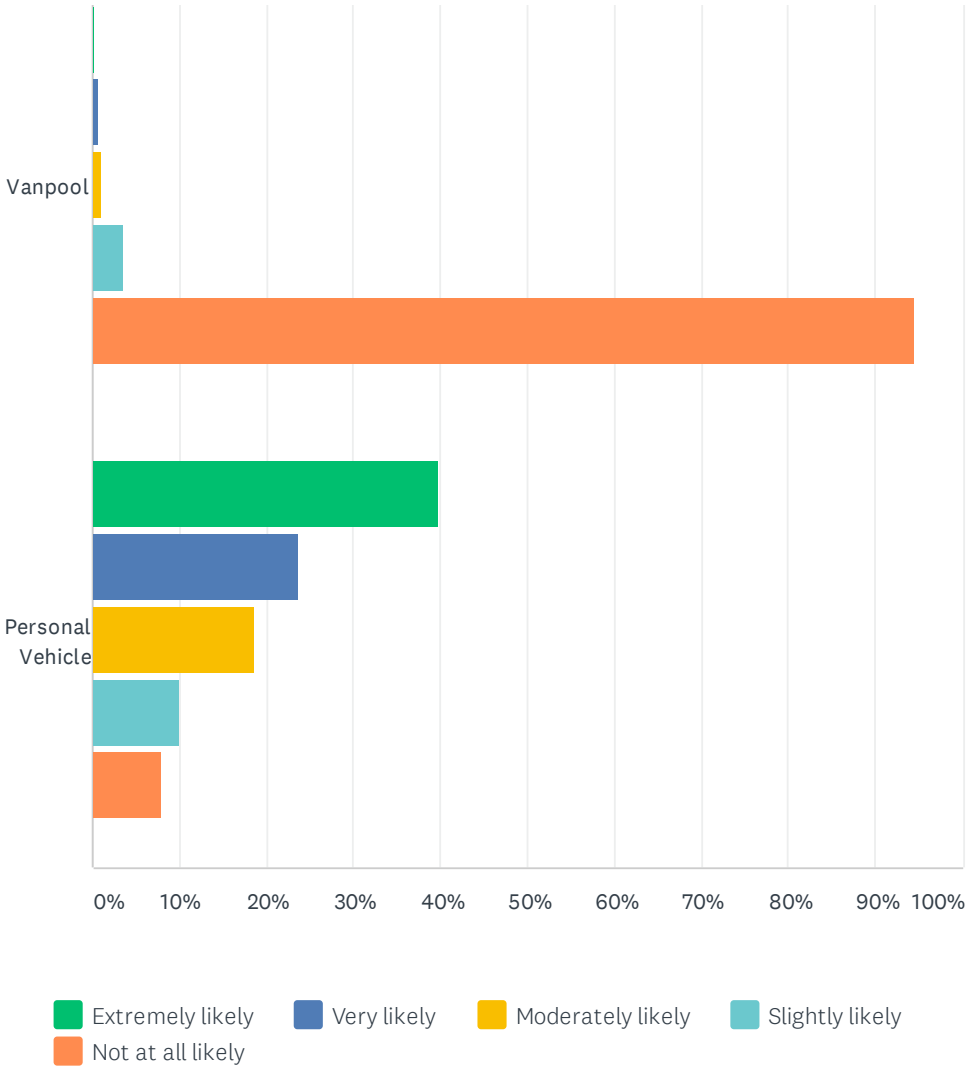
	EXTREMELY LIKELY	VERY LIKELY	MODERATELY LIKELY	SLIGHTLY LIKELY	NOT AT ALL LIKELY	TOTAL	WEIGHTED AVERAGE
Walk	20.96% 105	8.98% 45	7.78% 39	14.17% 71	48.10% 241	501	1.41
Bike	25.50% 128	12.15% 61	13.94% 70	13.94% 70	34.46% 173	502	1.80
Shared scooter or bike (e.g. B-cycle)	0.62% 3	1.04% 5	2.90% 14	9.13% 44	86.31% 416	482	0.21
Public transportation	9.20% 45	9.00% 44	13.70% 67	18.20% 89	49.90% 244	489	1.09
Uber/Lyft/taxi	0.62% 3	1.66% 8	3.52% 17	13.25% 64	80.95% 391	483	0.28
Carpool	2.70% 13	3.95% 19	8.11% 39	10.19% 49	75.05% 361	481	0.49
Vanpool	0.42% 2	0.84% 4	1.05% 5	3.97% 19	93.72% 448	478	0.10
Personal Vehicle	37.45% 188	15.34% 77	13.35% 67	13.94% 70	19.92% 100	502	2.36

Q7 On a typical, sunny day in Boulder, how likely are you to use the following travel options for other trips (e.g. going to a restaurant, going for a hike, or running errands)?

Answered: 542 Skipped: 59



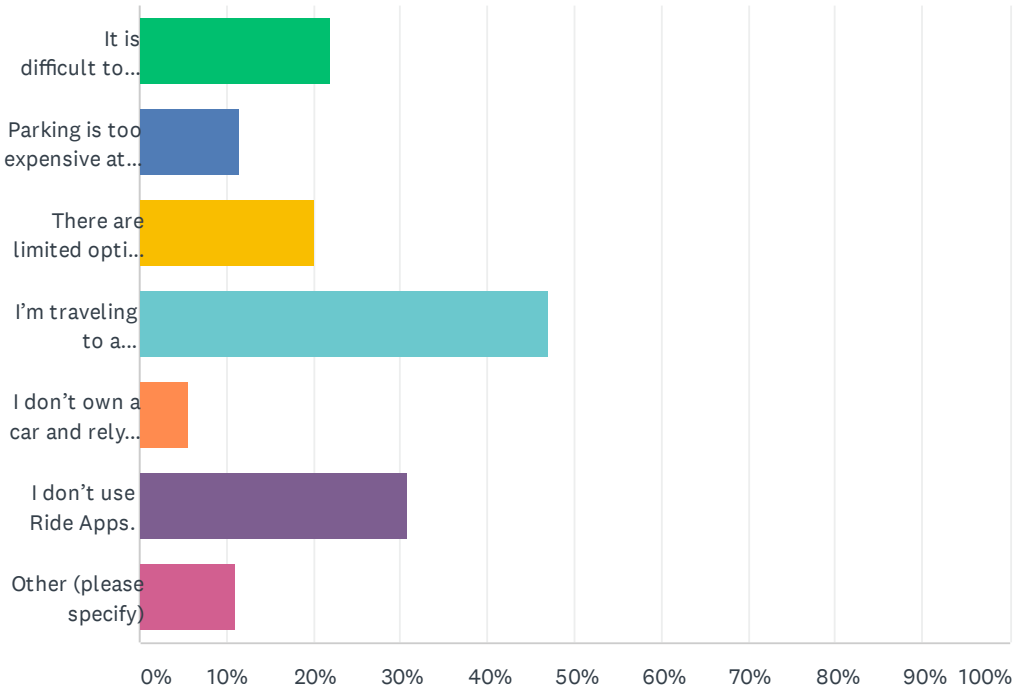

Shared scooter or bike (e.g...
Public transportation
Uber/Lyft/taxi
Carpool



	EXTREMELY LIKELY	VERY LIKELY	MODERATELY LIKELY	SLIGHTLY LIKELY	NOT AT ALL LIKELY	TOTAL	WEIGHTED AVERAGE
Walk	30.00% 156	21.54% 112	23.27% 121	12.88% 67	12.31% 64	520	1.56
Bike	29.26% 151	18.02% 93	14.73% 76	11.63% 60	26.36% 136	516	1.88
Shared scooter or bike (e.g. B-cycle)	0.81% 4	2.03% 10	5.48% 27	9.13% 45	82.56% 407	493	3.71
Public transportation	5.95% 30	9.33% 47	15.67% 79	23.41% 118	45.63% 230	504	2.93
Uber/Lyft/taxi	1.82% 9	4.25% 21	9.31% 46	16.60% 82	68.02% 336	494	3.45
Carpool	2.62% 13	8.87% 44	12.90% 64	9.48% 47	66.13% 328	496	3.28
Vanpool	0.20% 1	0.61% 3	1.01% 5	3.64% 18	94.53% 467	494	3.92
Personal Vehicle	39.74% 211	23.73% 126	18.64% 99	9.98% 53	7.91% 42	531	1.23

Q8 When you use a Ride App (Uber or Lyft), which of the following are common reasons?

Answered: 540 Skipped: 61



ANSWER CHOICES	RESPONSES	
It is difficult to find parking at my destination.	22.04%	119
Parking is too expensive at my destination.	11.48%	62
There are limited options to travel to my destination (i.e. no transit, unable to walk or bike)	20.00%	108
I'm traveling to a destination where I might consume alcohol.	47.04%	254
I don't own a car and rely on Ride Apps to travel when I need to have a vehicle	5.56%	30
I don't use Ride Apps.	30.74%	166
Other (please specify)	11.11%	60
Total Respondents: 540		

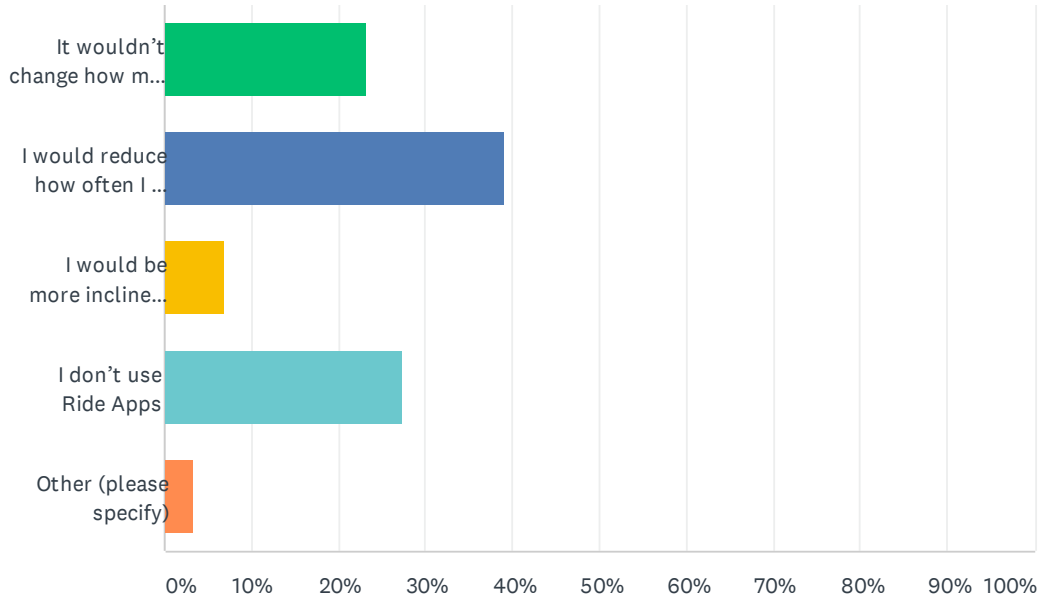
#	OTHER (PLEASE SPECIFY)	DATE
1	Spouse has the car and kids	3/13/2021 5:48 PM
2	Can't see to drive at night	3/13/2021 3:47 PM
3	Airport	3/12/2021 11:10 PM
4	Only when going to the airport.	3/12/2021 5:07 PM
5	Going out of town for several days, don't want to leave cat at airport	3/6/2021 7:46 AM
6	drinking	3/4/2021 10:12 AM

7	To pick up a vehicle at the repair shop.	3/3/2021 9:40 PM
8	I'm out of town	3/2/2021 5:17 PM
9	Awwwww	3/2/2021 8:51 AM
10	Need to get to the airport or somewhere I don't want to leave my car.	3/1/2021 8:17 AM
11	Late at night	2/28/2021 5:18 PM
12	Ride there -and walk back	2/27/2021 1:34 PM
13	My car is in the shop or I've been drinking alcohol.	2/27/2021 10:03 AM
14	I never use ride apps anymore unless I have no choice or have other people with me. Safety concerns and experience with harassment.	2/27/2021 8:00 AM
15	Customer service	2/26/2021 4:41 PM
16	Airport	2/26/2021 11:39 AM
17	When weather is bad and car is in for repairs	2/25/2021 8:12 PM
18	To cold to bike ig a show at the fox at night in the winter	2/25/2021 7:59 PM
19	I usually only use Lyft if I have walked somewhere and now need a ride back (no bus service, etc.).	2/25/2021 1:05 PM
20	Public Transport won't get me there in time	2/23/2021 8:00 PM
21	None of the above.	2/23/2021 11:10 AM
22	only while traveling	2/23/2021 9:35 AM
23	To and from the bus station when going to DIA	2/22/2021 8:52 PM
24	While traveling somewhere I don't have a car or bike	2/22/2021 3:33 PM
25	Bad weather for biking (ice)	2/21/2021 9:34 PM
26	I'm going to be drinking	2/20/2021 9:16 PM
27	Airport travel to/from home	2/20/2021 7:21 PM
28	Parking is tight in the Pearl St area, and my car gets dinged by other car doors and pedestrians	2/18/2021 12:37 PM
29	I'm under the influence	2/16/2021 2:43 PM
30	I only use if traveling for work and expensed or if consuming alcohol	2/16/2021 2:35 PM
31	When I need to carry more than I can on a bike	2/15/2021 11:15 AM
32	Surgery so need a ride	2/14/2021 10:22 PM
33	Long absence	2/14/2021 3:11 PM
34	Too far to walk and don't want to drive home.	2/14/2021 2:27 PM
35	Hard to walk/access places safely	2/14/2021 9:14 AM
36	I'm doing something like going to a concert or movie where I don't want to sit in traffic for a long time after or it's too expensive to park for that long.	2/11/2021 10:40 PM
37	Convience (e.g. drop off car at service dept.)	1/28/2021 10:18 AM
38	Boulder has made it's parking rates exorbitantly high by lifting the previous $8 maximum overnight. Greedy bastards.	1/27/2021 10:17 AM
39	not safe to use ride share services	1/25/2021 3:37 PM
40	The family car is not available and it's too far or icy to tow my child by bike.	1/20/2021 12:03 PM
41	Usually use for Park-n-Ride long term stays	1/9/2021 3:34 PM

42	limited RTD access & car in shop	12/29/2020 12:44 AM
43	Meeting someone who will give me a ride, or for whom I'm DD.	12/24/2020 1:54 PM
44	I only use Lyft when I need to get home or to another place quickly after having walked or taken transit.	12/11/2020 11:17 AM
45	I am disabled (mobility-impaired) and can't count on random cars from ride apps being able to accommodate my needs.	12/9/2020 7:00 AM
46	If I'm going to the airport	12/7/2020 6:08 AM
47	I take transit to work, or would like to consume alcohol at my destination	12/4/2020 8:22 AM
48	When weather is bad & my car is in shop for service.	11/30/2020 7:02 PM
49	I only use ride apps when I have no other option, esp not when I'm alone, for safety concerns after a bad experience	11/30/2020 6:52 PM
50	When it’s late at night and public transit doesn’t come as often.	11/24/2020 11:33 AM
51	traveling with others who don't have a bike, alcohol expected	11/21/2020 12:15 PM
52	The majority of my Uber experiences are due to being locked out of my car, or having it stuck in the snow	11/20/2020 5:33 PM
53	injured or lots of luggage at the rtd station	11/20/2020 1:00 PM
54	I use Ride Apps to go to the airport.	11/20/2020 10:25 AM
55	one-way trip, e.g. to the airport bus	11/19/2020 10:34 PM
56	Typically in leu of rental car in other city	11/19/2020 2:01 PM
57	The weather is bad and I would prefer not to walk home.	11/19/2020 12:44 PM
58	Use Uber/Lyft rarely when returning from trips late at night.	11/19/2020 9:14 AM
59	airport	11/19/2020 7:49 AM
60	May have a drink	11/18/2020 2:20 PM

Q9 If there were an additional fee (under $5.00) for using Ride Apps (Uber or Lyft), how would it change how you use Ride Apps to travel?

Answered: 536 Skipped: 65



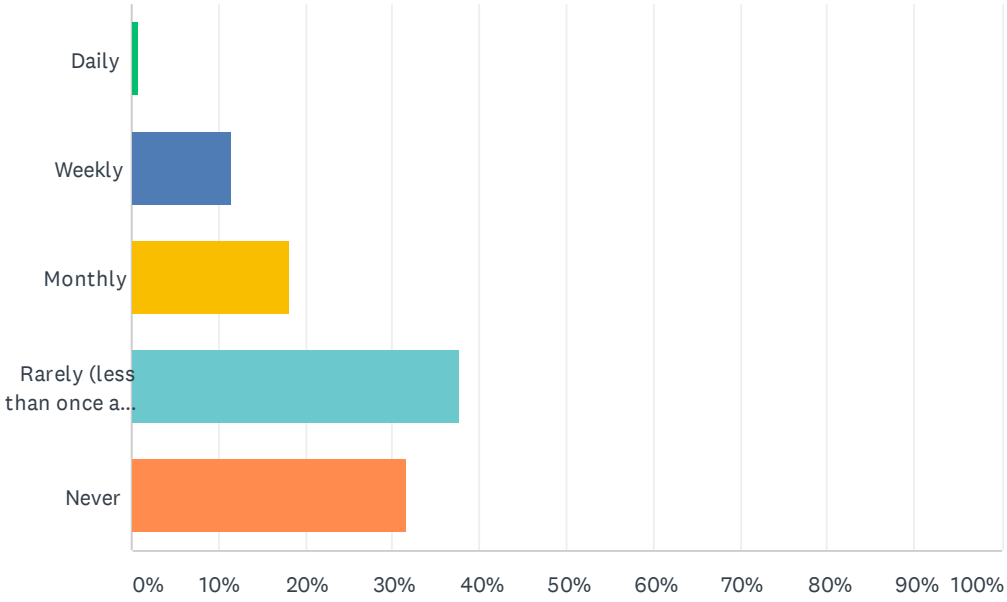
ANSWER CHOICES	RESPONSES	
It wouldn't change how much I use Ride Apps to travel	23.13%	124
I would reduce how often I use Ride Apps to travel	39.18%	210
I would be more inclined to share my ride with other passengers to split the cost of the fee	6.90%	37
I don't use Ride Apps	27.43%	147
Other (please specify)	3.36%	18
TOTAL		536

#	OTHER (PLEASE SPECIFY)	DATE
1	I would be sure not to use them in the city of Boulder. and I would use my own card.	3/12/2021 6:28 PM
2	I would get drunk and drive more	2/28/2021 5:34 PM
3	It would slightly decrease my use of rideshare apps, but I do not use them much to begin with	2/26/2021 4:53 PM
4	I would want to know where that money is going and why? Using ride apps should be affordable and accessible to prevent more people drinking and driving. Raise the price and more ppl will be less likely to use them	2/24/2021 8:36 PM
5	Why would there be an additional fee. "Why" could be a compelling reason.	2/23/2021 11:10 AM
6	why make it adversarial to use ride apps?	2/21/2021 9:04 AM
7	I would not use them	2/20/2021 6:28 PM
8	$1-$2 I probably wouldn't change behavior, $3+ I would be less likely to us ride apps	2/18/2021 10:15 PM
9	We're a city who pays taxes for vehicle registration. I'm not staying in a city where I can barely use my car and get penalized for using a car service. This is real life with real people who have actual jobs - grow up.	2/18/2021 12:37 PM
10	I would never use a ride app again if a fee is added	2/15/2021 12:27 PM
11	Depends what the fee was for	2/15/2021 11:15 AM
12	This would prevent me from wanting to go support local businesses.	2/14/2021 11:15 AM
13	I don't use Ride Apps, and this would not encourage me to do so.	2/11/2021 9:42 PM

14	Why add additional fees? Seems that Ride Apps help with parking.	1/28/2021 10:18 AM
15	I would not participate if there is a fee.	1/27/2021 4:00 PM
16	I would consider going somewhere else.	11/30/2020 3:19 PM
17	I support this - ridesharing apps are contributing to the decrease in public transit usage which then hurts low income communities the most!	11/24/2020 11:33 AM
18	I don't use Ride Apps but encourage a fee that could be used to fund access to Eco Passes or bike share credit.	11/19/2020 11:31 AM

Q10 In a COVID-free future, how often do you expect to use an on-demand delivery service such as HungryBuffs, Door Dash, Uber Eats, or Postmates?

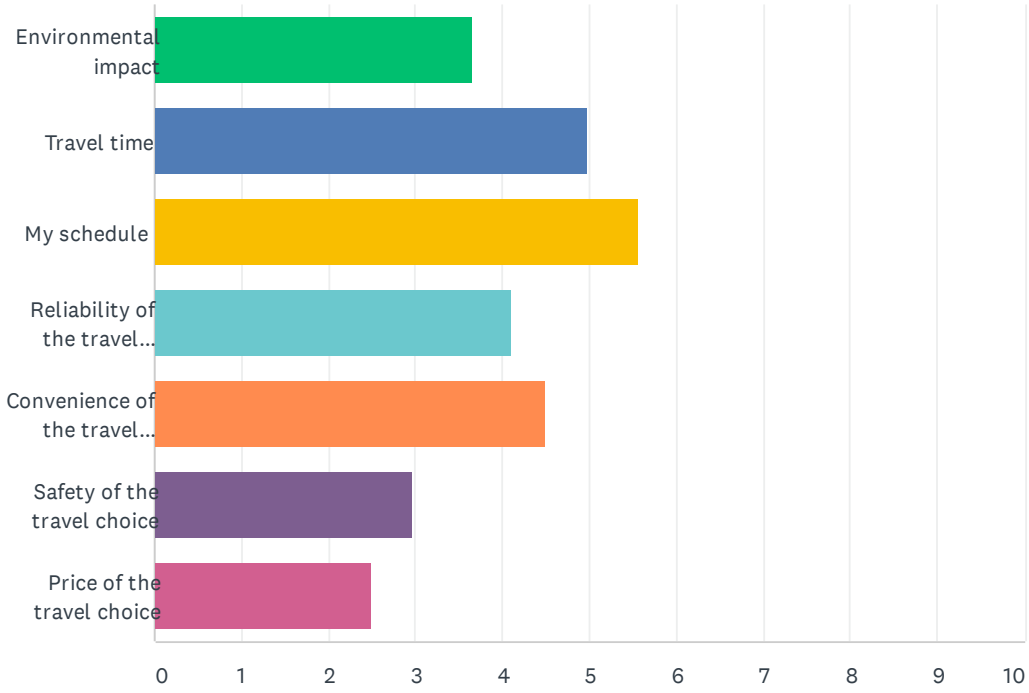
Answered: 541 Skipped: 60



ANSWER CHOICES	RESPONSES	
Daily	0.92%	5
Weekly	11.46%	62
Monthly	18.30%	99
Rarely (less than once a month)	37.71%	204
Never	31.61%	171
TOTAL		541

Q11 Please rank the following factors 1-7 based on how much they influence your travel choices, with 1 indicating the highest influence and 7 indicating the lowest influence.

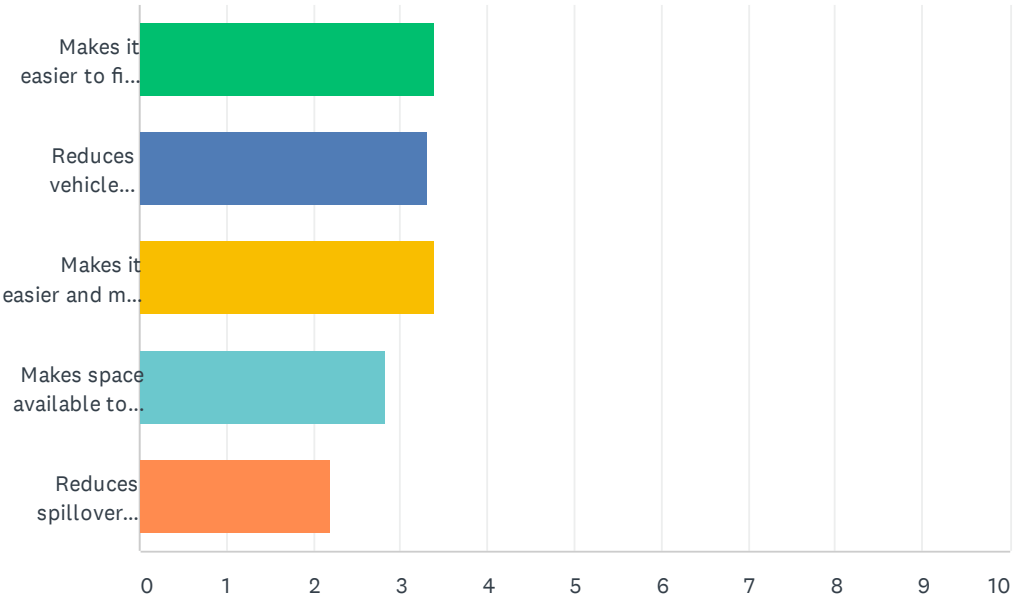
Answered: 490 Skipped: 111



	1	2	3	4	5	6	7	TOTAL	SCORE
Environmental impact	15.74% 74	9.79% 46	10.21% 48	11.70% 55	16.17% 76	15.11% 71	21.28% 100	470	3.67
Travel time	19.15% 90	24.68% 116	20.43% 96	16.60% 78	11.70% 55	5.11% 24	2.34% 11	470	4.98
My schedule	36.25% 170	24.95% 117	16.20% 76	11.30% 53	6.18% 29	3.84% 18	1.28% 6	469	5.57
Reliability of the travel choice	6.84% 32	14.74% 69	17.52% 82	25.21% 118	18.38% 86	12.82% 60	4.49% 21	468	4.10
Convenience of the travel choice	14.08% 67	16.39% 78	23.32% 111	17.65% 84	13.24% 63	11.34% 54	3.99% 19	476	4.50
Safety of the travel choice	8.03% 38	6.13% 29	5.71% 27	9.73% 46	19.87% 94	27.06% 128	23.47% 111	473	2.98
Price of the travel choice	2.92% 14	5.42% 26	7.71% 37	8.33% 40	13.75% 66	22.08% 106	39.79% 191	480	2.50

Q12 Which of the following goals for parking management are most important to you? Rank the following in order of importance, with 1 being the most important and 5 being the least important.

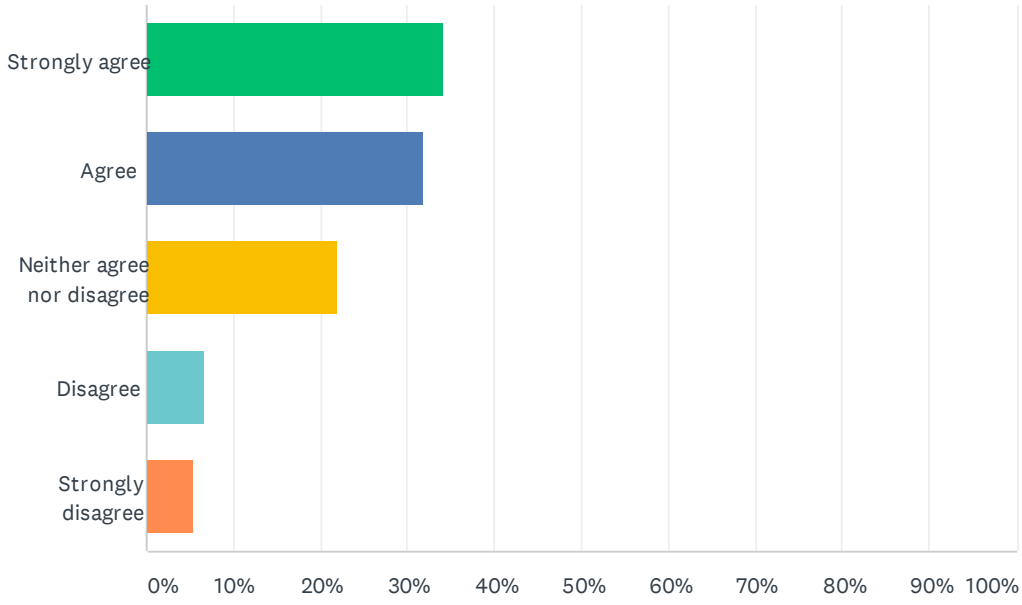
Answered: 479 Skipped: 122



	1	2	3	4	5	TOTAL	SCORE
Makes it easier to find parking.	35.74% 168	16.60% 78	15.74% 74	14.47% 68	17.45% 82	470	3.39
Reduces vehicle congestion.	12.66% 58	38.21% 175	23.36% 107	18.12% 83	7.64% 35	458	3.30
Makes it easier and more pleasant to use other forms of travel, like walking and biking.	36.85% 171	14.01% 65	18.10% 84	13.58% 63	17.46% 81	464	3.39
Makes space available to those who need it the most- for example, in a retail district, customers are prioritized.	8.60% 40	23.87% 111	24.52% 114	26.45% 123	16.56% 77	465	2.82
Reduces spillover parking from nearby destinations- like retail, restaurants, employment centers, and recreation hubs- into other neighborhoods.	8.30% 39	8.51% 40	18.30% 86	25.11% 118	39.79% 187	470	2.20

Q13 On-street public parking should be available on a first-come, first-served basis.

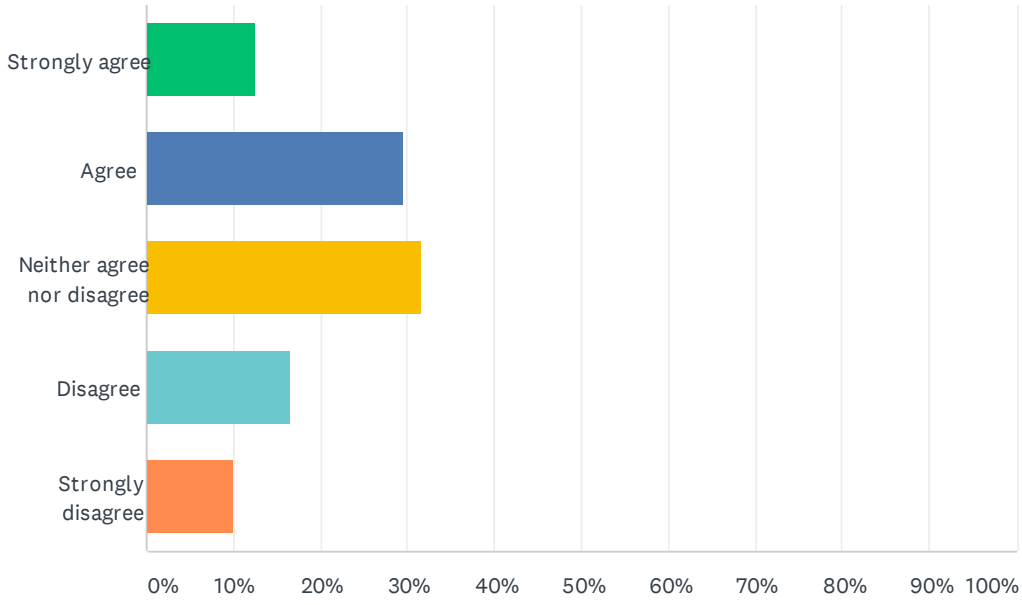
Answered: 493 Skipped: 108



ANSWER CHOICES	RESPONSES	
Strongly agree	34.08%	168
Agree	31.85%	157
Neither agree nor disagree	21.91%	108
Disagree	6.69%	33
Strongly disagree	5.48%	27
TOTAL		493

Q14 On-street public parking should be prioritized for certain users in the busiest areas and/or at the busiest times.

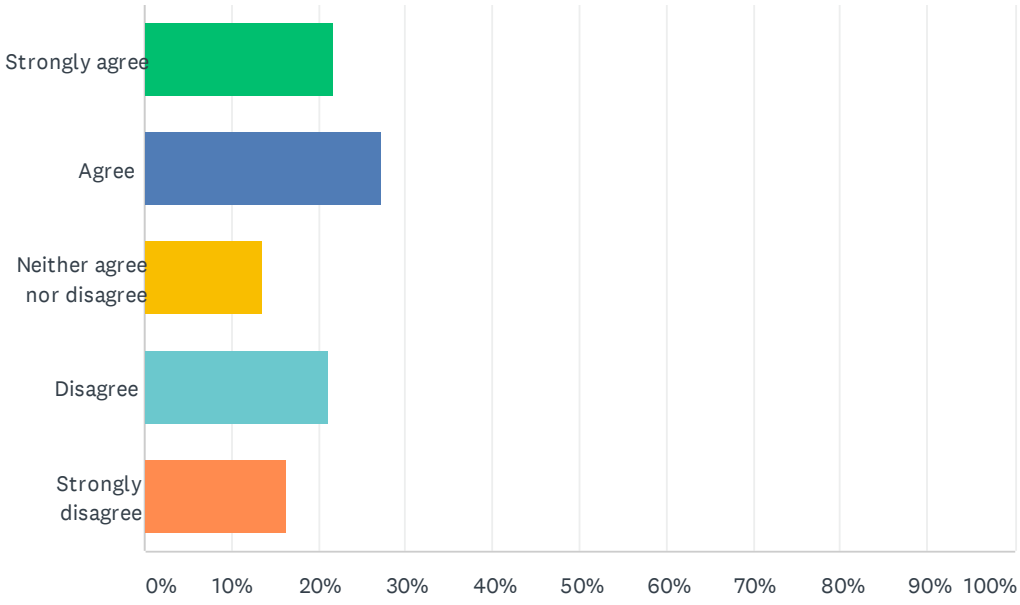
Answered: 492 Skipped: 109



ANSWER CHOICES	RESPONSES	
Strongly agree	12.60%	62
Agree	29.47%	145
Neither agree nor disagree	31.50%	155
Disagree	16.46%	81
Strongly disagree	9.96%	49
TOTAL		492

Q15 It makes sense for public parking to cost more in the busiest areas and/or at the busiest times.

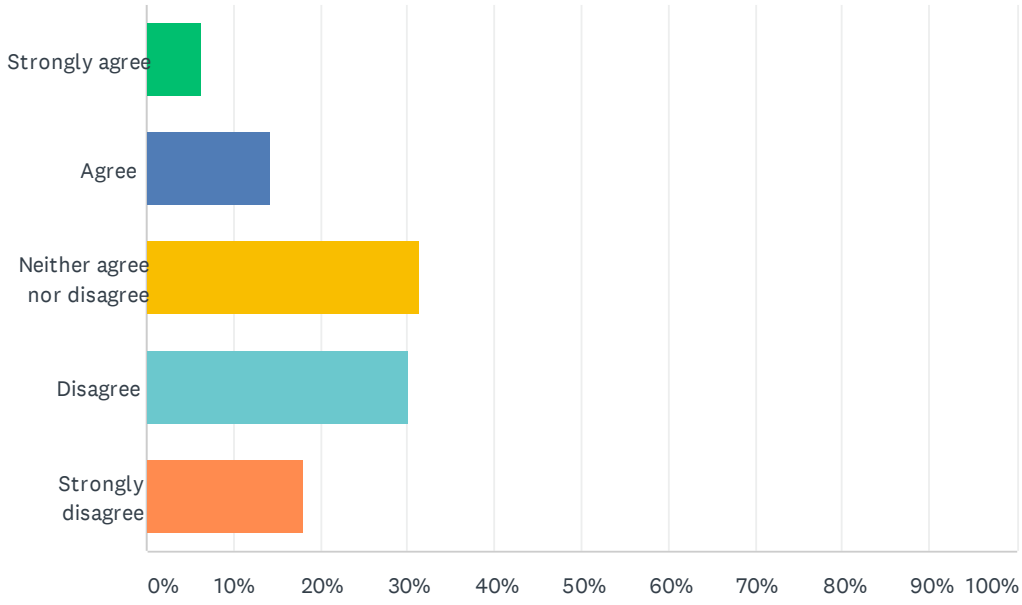
Answered: 492 Skipped: 109



ANSWER CHOICES	RESPONSES	
Strongly agree	21.75%	107
Agree	27.24%	134
Neither agree nor disagree	13.62%	67
Disagree	21.14%	104
Strongly disagree	16.26%	80
TOTAL		492

Q16 On-street public parking should be dedicated to certain users in all or most areas.

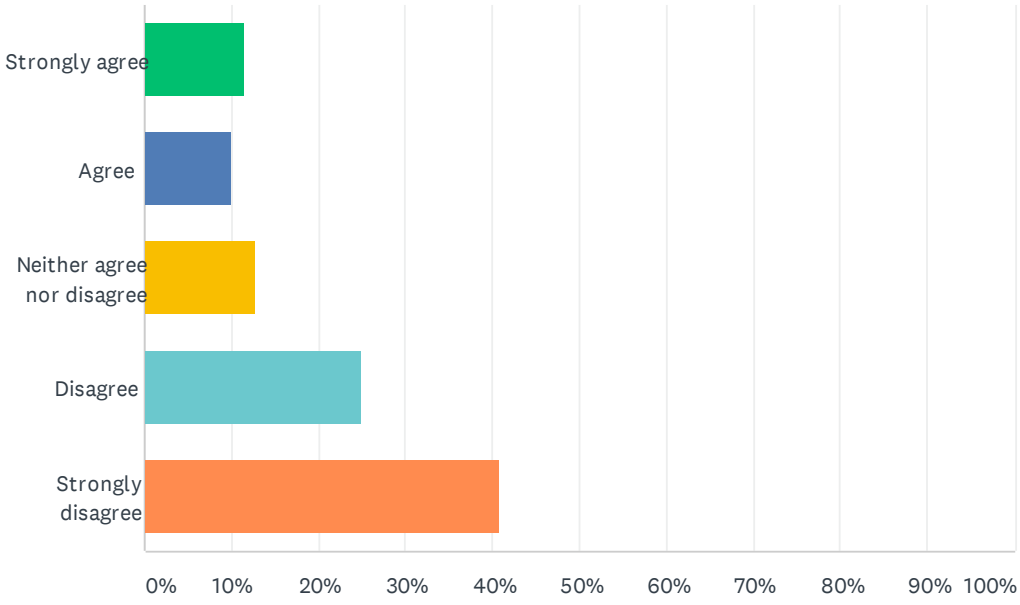
Answered: 492 Skipped: 109



ANSWER CHOICES	RESPONSES	
Strongly agree	6.30%	31
Agree	14.23%	70
Neither agree nor disagree	31.30%	154
Disagree	30.08%	148
Strongly disagree	18.09%	89
TOTAL		492

Q17 On-street public parking should be prioritized over other potential uses of the public right-of-way (e.g. bike lanes, transit stops, curbside dining, etc.) in the busiest areas and/or at the busiest times.

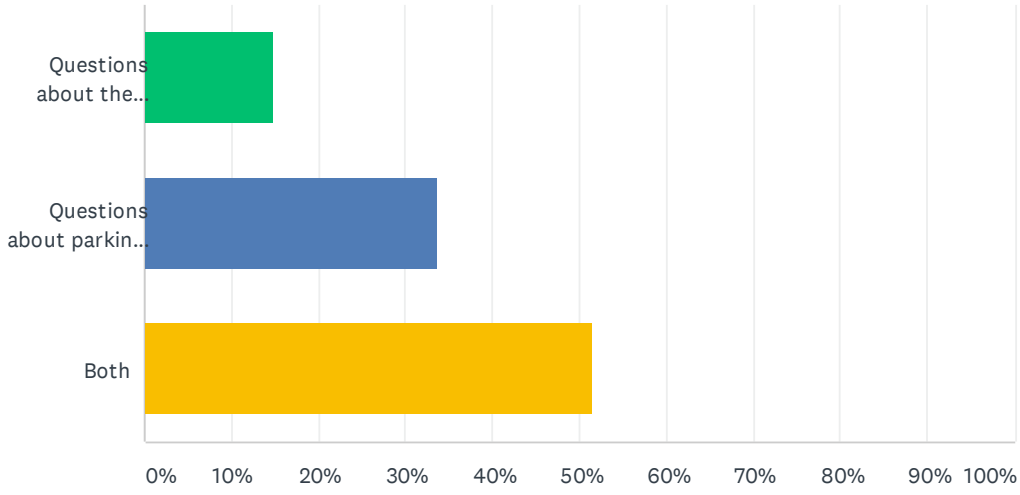
Answered: 493 Skipped: 108



ANSWER CHOICES	RESPONSES	
Strongly agree	11.56%	57
Agree	9.94%	49
Neither agree nor disagree	12.78%	63
Disagree	24.95%	123
Strongly disagree	40.77%	201
TOTAL		493

Q18 What types of questions would you like to answer?

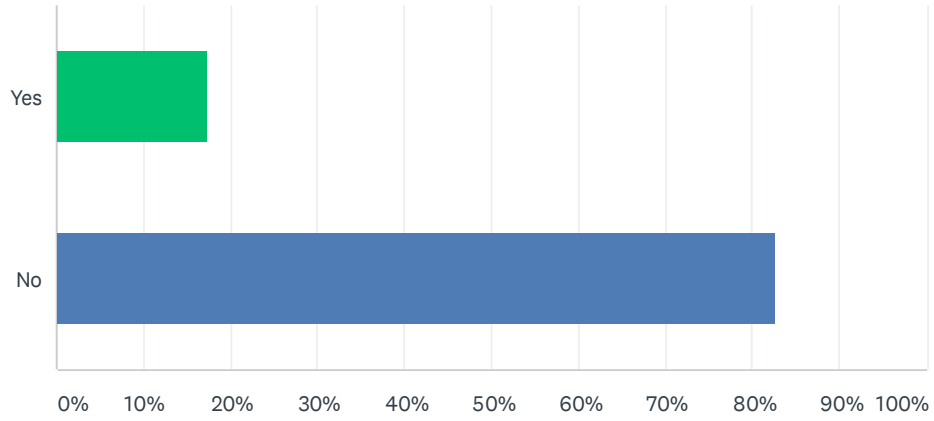
Answered: 437 Skipped: 164



ANSWER CHOICES	RESPONSES	
Questions about the Neighborhood Parking Permit program (NPP). The Neighborhood Parking Permit (NPP) Program has been in place in Boulder since the 1990s. The program offers low-cost parking options to residents, employees, and commuters in various neighborhoods throughout the city, and prevents spillover into those neighborhoods from nearby commercial areas.	14.87%	65
Questions about parking pricing strategies. Parking pricing is a tool that helps manage parking usage in the busiest parts of Boulder, and can help achieve sustainability and climate goals by encouraging people to use other travel options, like public transit.	33.64%	147
Both	51.49%	225
TOTAL		437

Q19 Are you currently a Neighborhood Parking Permit (NPP) holder?

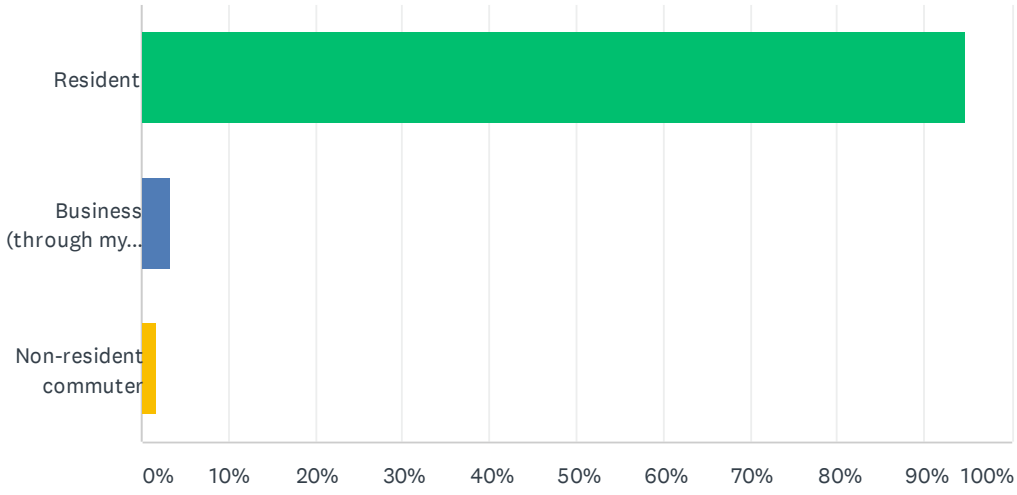
Answered: 340 Skipped: 261



ANSWER CHOICES	RESPONSES	
Yes	17.35%	59
No	82.65%	281
TOTAL		340

Q20 What type of NPP do you have?

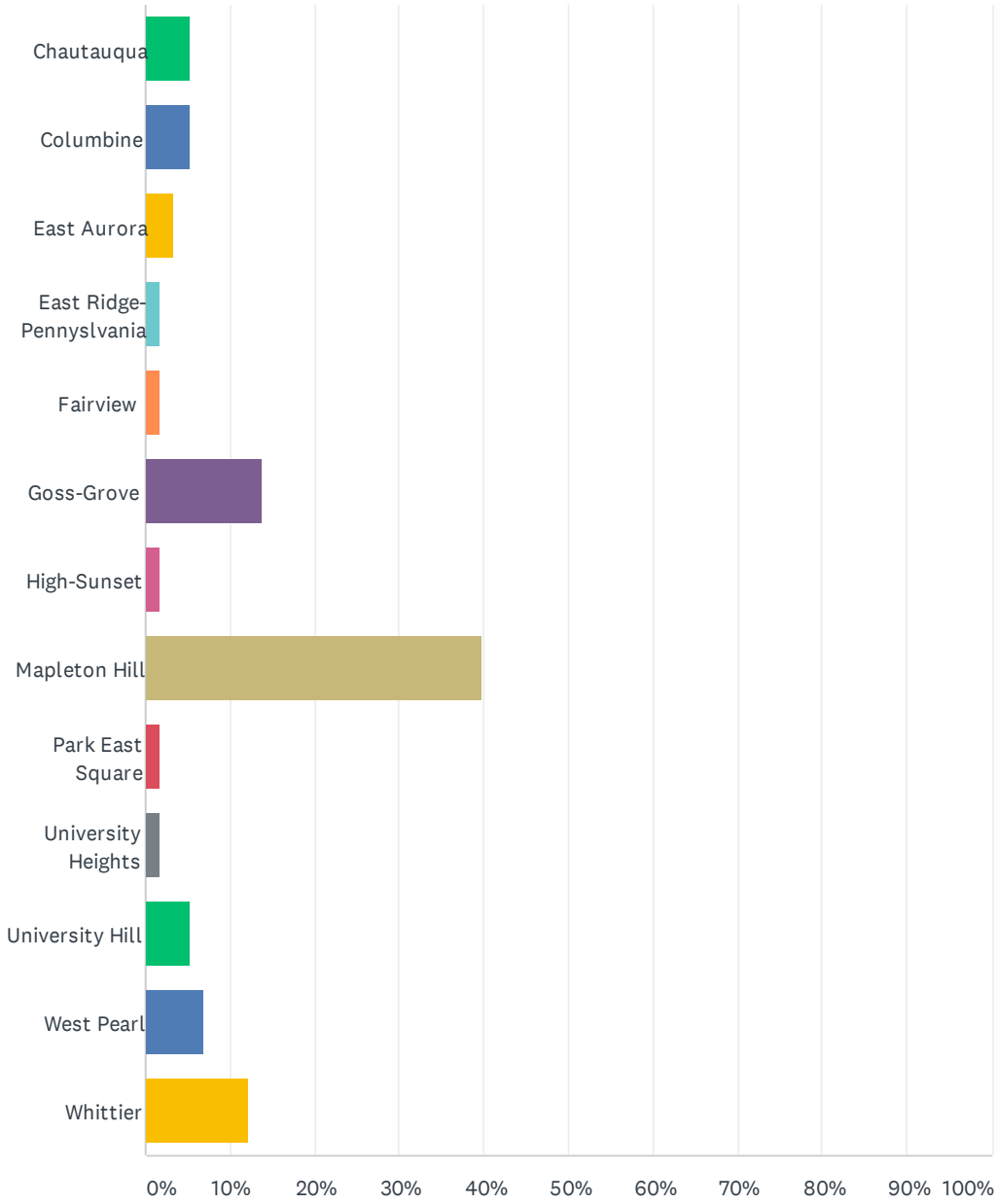
Answered: 58 Skipped: 543



ANSWER CHOICES	RESPONSES	
Resident	94.83%	55
Business (through my employer)	3.45%	2
Non-resident commuter	1.72%	1
TOTAL		58

Q21 In which zone do you have an NPP? Use the map above for reference. If you aren't sure, you can visit the NPP program website to look up your address.

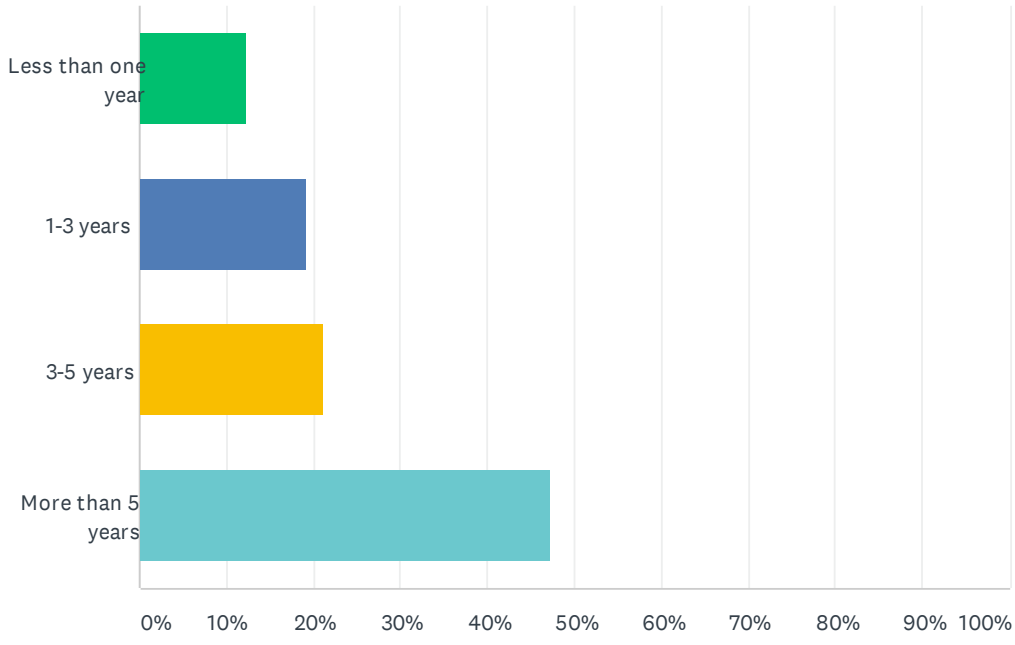
Answered: 58 Skipped: 543


Chautauqua
Columbine
East Aurora
East Ridge-Pennyslvania
Fairview
Goss-Grove
High-Sunset
Mapleton Hill
Park East Square
University Heights
University Hill
West Pearl
Whittier
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%

ANSWER CHOICES	RESPONSES	
Chautauqua	5.17%	3
Columbine	5.17%	3
East Aurora	3.45%	2
East Ridge- Pennyslvania	1.72%	1
Fairview	1.72%	1
Goss-Grove	13.79%	8
High-Sunset	1.72%	1
Mapleton Hill	39.66%	23
Park East Square	1.72%	1
University Heights	1.72%	1
University Hill	5.17%	3
West Pearl	6.90%	4
Whittier	12.07%	7
TOTAL		58

Q22 How long have you had an NPP?

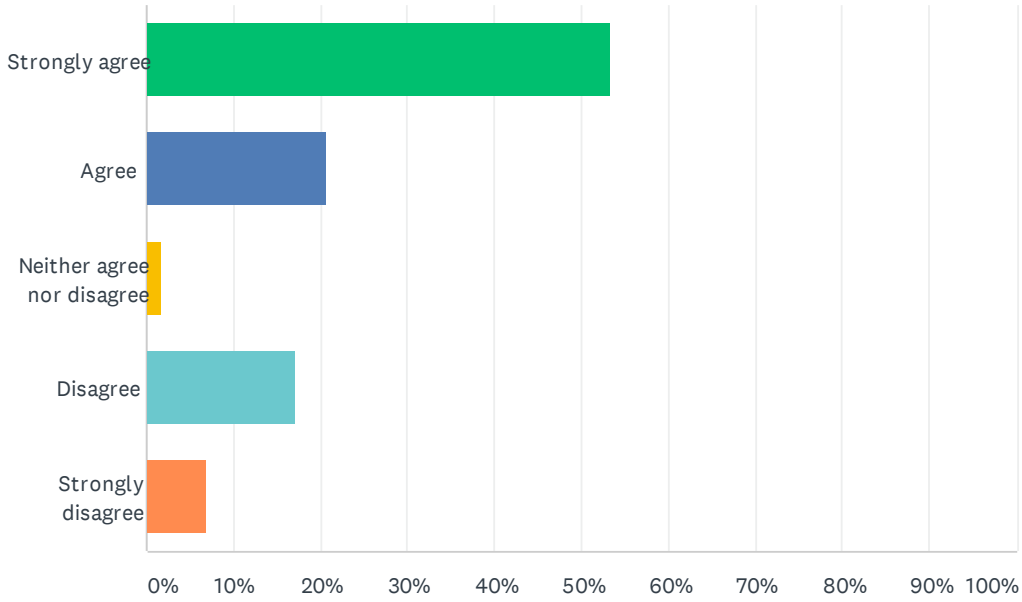
Answered: 57 Skipped: 544



ANSWER CHOICES	RESPONSES	
Less than one year	12.28%	7
1-3 years	19.30%	11
3-5 years	21.05%	12
More than 5 years	47.37%	27
TOTAL		57

Q23 The NPP Program makes it easier for me to find a parking space that is close to my home, business, or place of work.

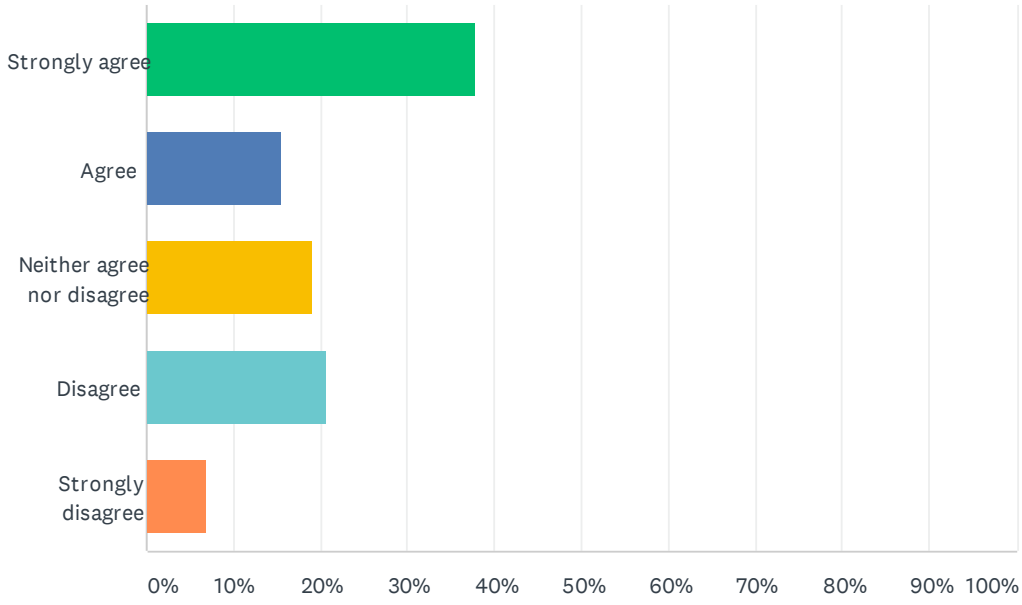
Answered: 58 Skipped: 543



ANSWER CHOICES	RESPONSES	
Strongly agree	53.45%	31
Agree	20.69%	12
Neither agree nor disagree	1.72%	1
Disagree	17.24%	10
Strongly disagree	6.90%	4
TOTAL		58

Q24 The NPP Program makes my neighborhood feel less congested.

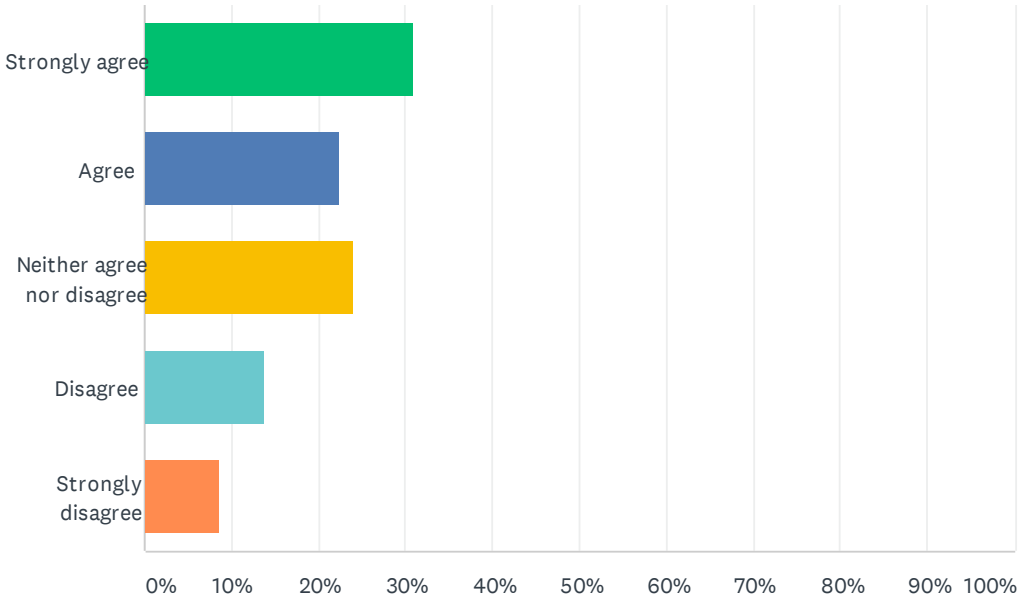
Answered: 58 Skipped: 543



ANSWER CHOICES	RESPONSES	
Strongly agree	37.93%	22
Agree	15.52%	9
Neither agree nor disagree	18.97%	11
Disagree	20.69%	12
Strongly disagree	6.90%	4
TOTAL		58

Q25 The NPP Program creates a safer environment for other travel options, like walking and biking.

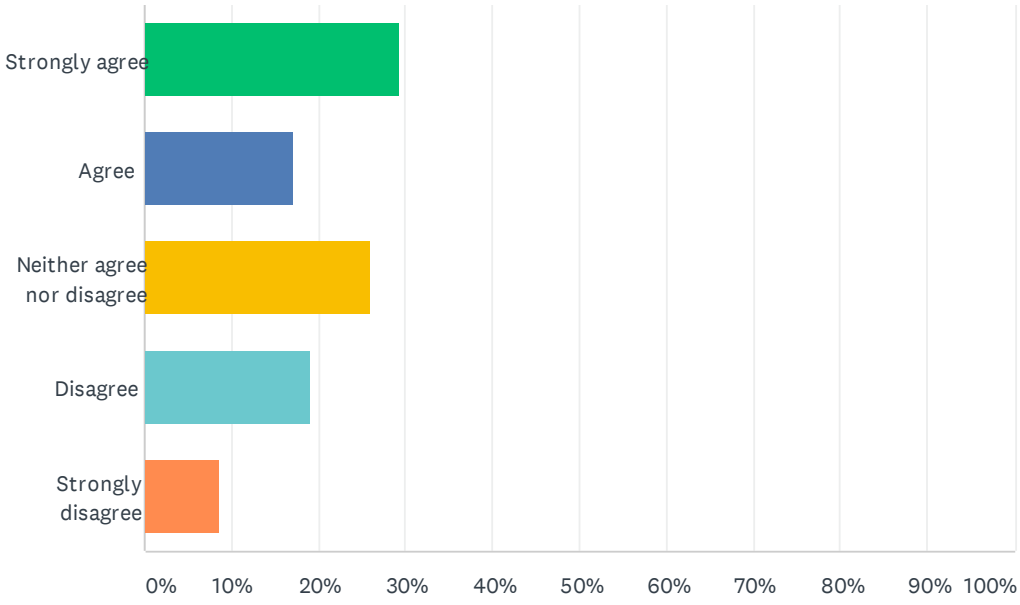
Answered: 58 Skipped: 543



ANSWER CHOICES	RESPONSES	
Strongly agree	31.03%	18
Agree	22.41%	13
Neither agree nor disagree	24.14%	14
Disagree	13.79%	8
Strongly disagree	8.62%	5
TOTAL		58

Q26 The NPP Program makes it easier for my employees and/or visitors to find convenient parking spaces.

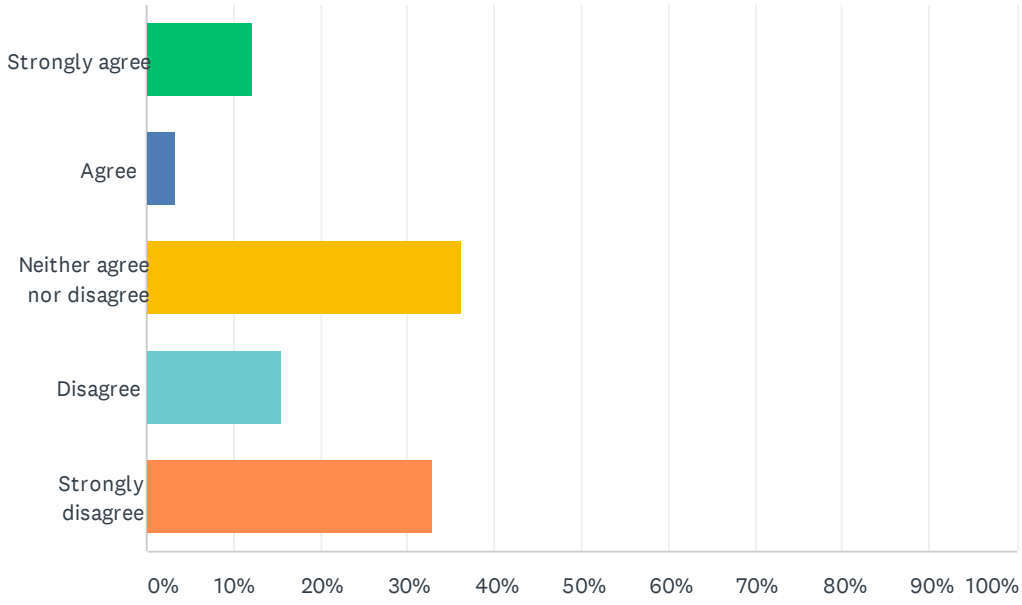
Answered: 58 Skipped: 543



ANSWER CHOICES	RESPONSES	
Strongly agree	29.31%	17
Agree	17.24%	10
Neither agree nor disagree	25.86%	15
Disagree	18.97%	11
Strongly disagree	8.62%	5
TOTAL		58

Q27 The NPP Program allows me to use my driveway, garage, or other space on my property for purposes other than parking.

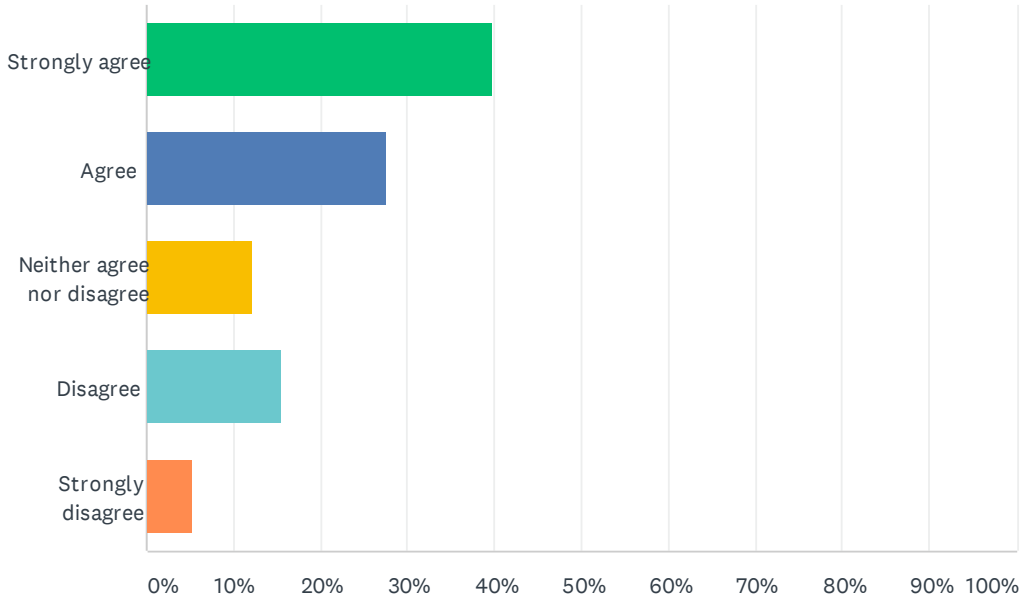
Answered: 58 Skipped: 543



ANSWER CHOICES	RESPONSES	
Strongly agree	12.07%	7
Agree	3.45%	2
Neither agree nor disagree	36.21%	21
Disagree	15.52%	9
Strongly disagree	32.76%	19
TOTAL		58

Q28 The NPP Program provides a parking option for my visitors/guests.

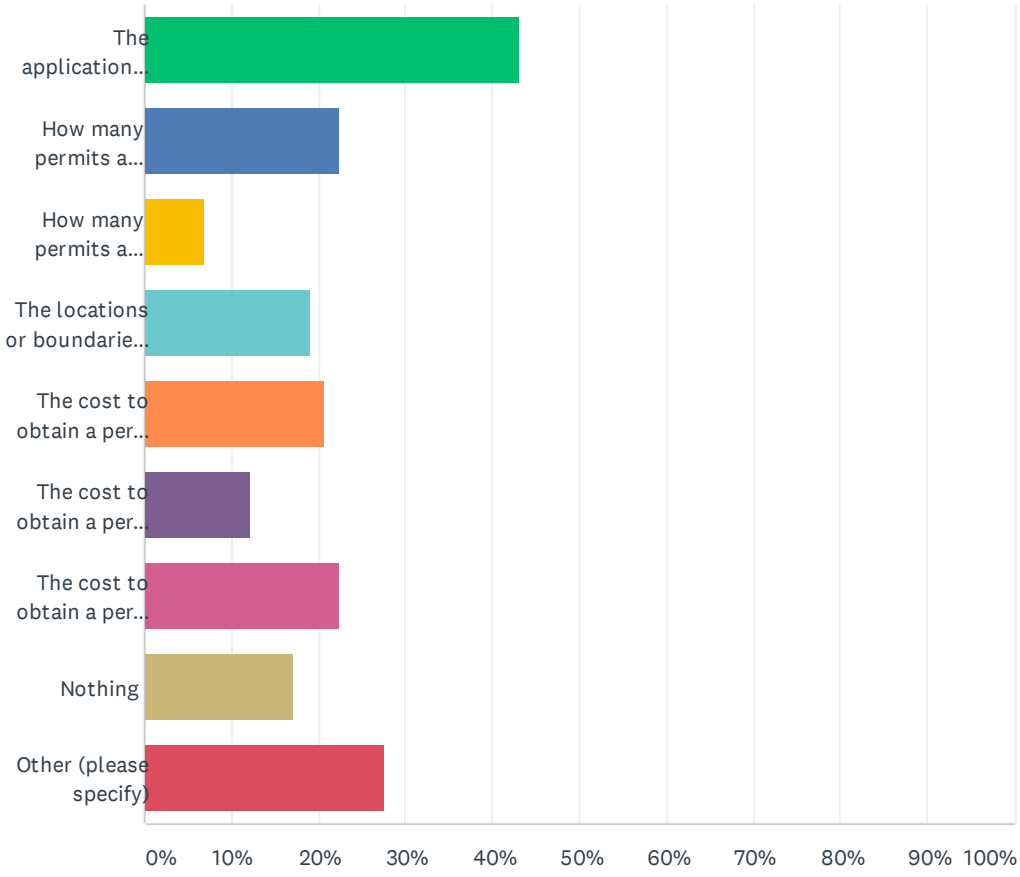
Answered: 58 Skipped: 543



ANSWER CHOICES	RESPONSES	
Strongly agree	39.66%	23
Agree	27.59%	16
Neither agree nor disagree	12.07%	7
Disagree	15.52%	9
Strongly disagree	5.17%	3
TOTAL		58

Q29 What aspect(s) of the NPP Program would you like to see changed? (You can choose more than one)

Answered: 58 Skipped: 543



ANSWER CHOICES	RESPONSES	
The application and/or renewal process	43.10%	25
How many permits a household can hold	22.41%	13
How many permits a business can hold	6.90%	4
The locations or boundaries of NPP zones	18.97%	11
The cost to obtain a permit for a resident.	20.69%	12
The cost to obtain a permit for a business.	12.07%	7
The cost to obtain a permit for a non-resident commuter.	22.41%	13
Nothing	17.24%	10
Other (please specify)	27.59%	16
Total Respondents: 58		

#	OTHER (PLEASE SPECIFY)	DATE
1	People have a permit and park on our street that do not live in our area. This makes it hard for us to Oark on our own street	3/11/2021 10:44 AM
2	I don’t think employees at stores in downtown boulder should have to pay for parking at all.	2/21/2021 7:00 AM
3	more nightime zones	2/19/2021 11:24 AM
4	Enforcement	2/19/2021 10:22 AM
5	Parking for disabled	2/18/2021 9:49 PM
6	3 hr limit should be 2 hr -- too easy to circumvent otherwise	2/6/2021 5:23 PM
7	too many permits given for area	1/31/2021 10:56 AM
8	Allow visitors to not move their car	1/27/2021 12:58 PM
9	More enforcement.	1/27/2021 12:57 PM
10	I don't like the NPP. I don't think that residents should be able to take up street parking space; that's what their driveway and garage are for.	12/18/2020 4:04 PM
11	Too many commuter permits are issued in NPP and this limits spaces for short term parking and residents	11/30/2020 2:46 PM
12	It would be good to be able to add It would be good to be able to request a type of permit for a extended stay visitor. I've used the existing parking permit for a visitor's car parked in front of my house for several months, but I think the existing permits are intended only for one day's use. My visitor's car was not ticketed, but I felt uneasy misusing the permit.	11/30/2020 9:54 AM
13	I would like to remove the rule that you have to move your car every three days. This incentivizes driving for me bc if I have to move my car I’ll drive instead of bike or walk, which I prefer to do for my health and the planets health!! Also when I leave my home for more than theee days for a trip, it makes it very difficult to figure out where to put my car and encourages more driving.	11/24/2020 11:40 AM
14	Notifying/asking home owners before putting up signs that block their views	11/20/2020 5:44 PM
15	See below.	11/19/2020 12:55 PM
16	NPP is bullshit and should go away. NPP is ridiculous subsidy to already entitled wealthy homeowners	11/19/2020 9:20 AM

Q30 Please explain your answer to Question 29.

Answered: 46 Skipped: 555

#	RESPONSES	DATE
1	The NPP is working for my block. On close by blocks without the program residents have to park away from their homes because commuters, University and NIST drivers take up available parking. In a few cases drivers have left cars on the street for extended periods especially around school holidays.	3/13/2021 3:49 PM
2	The process to apply and renew is too manual and prone to error. I've always just done it in person to avoid errors. This year I tried remotely renewing and the whole process too over 3 months to get correct permits sent to my home.	3/13/2021 9:29 AM
3	The Mapleton area should not proceed north of mapleton/highland. I live on Maxwell/7th and no tourists are parking this far from Pearl - it's silly that you charge on my block then from Maxwell/6th and onwards you do not - makes no sense!	3/12/2021 11:16 PM
4	I work on 9th and pearl and before living walking-distance, was not offered any sort of affordable parking solution. All employees bussed in on our unreliable RTD (regularly showing up late), or parked ~1mile away to avoid garage fees.	3/12/2021 5:08 PM
5	Especially during busy times, people are parking on our residential street. The street is not cleared when it snows so in winter it can be difficult to navigate &/or find parking for the people who live on our street.	3/11/2021 10:44 AM
6	Trailheads need NPPs. Spillover parking from Sanitas, Centennial, Chautauqua is enormous. As the city redevelops and does infill (e.g. the old Community Hospital @ Broadway &Alpine, we will need NPP zones there too.	3/11/2021 6:54 AM
7	It was very annoying having to go downtown multiple times as the first time they said I was too early to apply even though that information was not available to me previously. Seems crazy that it can't be done online.	2/24/2021 6:14 PM
8	Would like to see revenue and cost details for these NPP programs.	2/21/2021 4:45 PM
9	It doesn't make sense to me that employees that work on Pearl street have to pay for parking. We're the ones bringing people there to shop and boost the economy. There should be free parking somewhere for employees that work on Pearl street.	2/21/2021 7:00 AM
10	When originally created the fines for violations were intended to supplement the entire cost of the program. When the program was put under the management of CAGID managers, who were the biggest opponents of the program, the cost of the residents portion was separated from the overall revenue stream and now is expected to cover itself without any of the other revenue which only exists because the program exists.	2/19/2021 11:24 AM
11	1) I understand and agree with the initial application process being more "rigorous". However, the renewal program for someone who has applied should be automatic, or if a vehicle has changed a very easy process. 2) Two permits is not enough for us when we have company over. 3) Residents who own their home should NOT have to pay for permits to park on the street in front of their home. Property taxes are high enough, to have to pay for the stickers is ridiculous 4) There is little to no enforcement of the parking on our street. Unless this is consistent, people will start accumulatively parking and creating serious congestion.	2/19/2021 10:22 AM
12	this is qt 29 - u mean qt 28! because of non-NPP folks parkng on Aurora Ave it make it very dangerous to exit from NPP side streets as one can't easily see traffic coming	2/19/2021 10:03 AM
13	I have a mother in her 90's with limited mobility. Even with a handicap permit, it is often not feasible to find parking. I don't mind walking a distance myself, but often we can't attend events due to parking challenges.	2/18/2021 9:49 PM
14	This is 29! Did you mean 28?	2/9/2021 10:16 AM
15	Huh? my "answer to Question 29"? don't you mean "my answer to Question 28"?	2/6/2021 5:23 PM

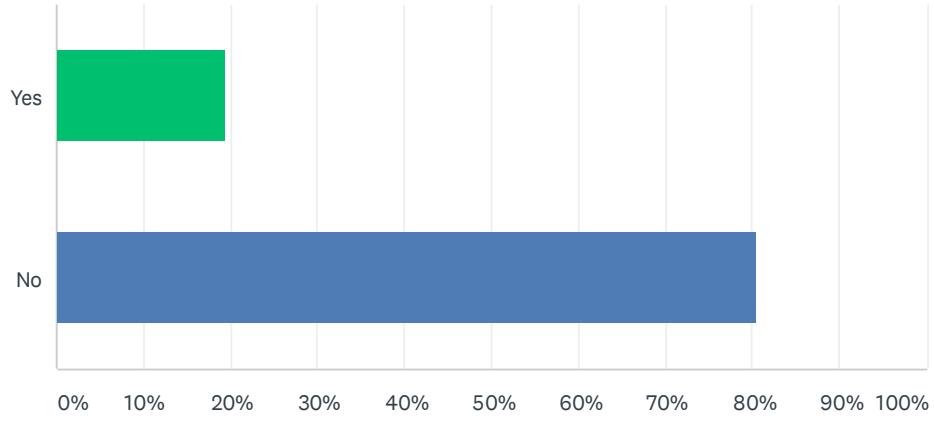
16	I have a permit, but there is never an available space. NEVER. Permits conflict with {--} hour parking window in some areas. I have to arrive at work at 7 am to find a free space because there is NEVER a space in my permitted area.	1/31/2021 10:56 AM
17	I think the entire west side of the city needs to have NPP zones. I found the location of the office inconvenient to get to, so renewing online is a big improvement.	1/28/2021 7:50 PM
18	I believe non-resident commuters should be placed further out to prioritize residents and businesses. This is especially necessary if a goal is to encourage alternative modes of commuting. In addition, restricting the number of permits that can be held by a household would reduce congestion and also perhaps encourage not-too-many cars! Businesses have fewer options. ..... not yet asked about is the issue of off-street parking -- not all residents actually have off-street parking which makes the NPP programs especially necessary for residents! You can guess that's me -- and it's really a drag when I pull up with a load of groceries and have to park two blocks from home. The alternative is to double park in a bike lane while unloading which is not safe!	1/28/2021 12:43 PM
19	I think this program is really stupid. It's frustrating to receive a ticket at for parking where you live. My unit has 4 people and 1-2 parking spaces so we need to use the street and the process of getting the permit has also been a source of frustration for us. We were required to provide proof of residence, but our unit had 1 shared document and we didn't realize our roommate had it at his home outside of Boulder. This whole program is a big hassle for residents and I don't feel like it gave us any real benefit.	1/28/2021 8:34 AM
20	I have been live in the area so many years and the program should except the residents whom happen to be live there	1/27/2021 6:02 PM
21	My answer to question 29 is recursive. If by chance you meant 28, seems like a pass per resident + 1 guest would be nice instead of less than the residency allowed. I always miss the renewal because no notice is given.	1/27/2021 5:16 PM
22	I regularly see illegally parked vehicles in my neighborhood, blocking or nearly blocking driveways and alleys. This impairs sight lines for the delivery trucks and personal vehicles alike, which in turn endangers pedestrians and cyclists. Enforcement of the NPP seems sporadic and seems to have diminished during COVID, leading to dangerous travel conditions. Parking congestion is always a real consequence of a city with a vibrant downtown, and the NPP is a great way to mitigate the impact of parking congestion. I support leaving it mostly as is 100%, except for perhaps higher permit fees.	1/27/2021 12:57 PM
23	It should be easy to renew an application online.	1/21/2021 6:11 AM
24	We've renewed our NNP pass several times, and each time we end up spending a lot of time in the NPP office, and then you have to pray that the staffperson doesn't all of a sudden decide that you need to show your Xcel bill from 1998 - seems like they always ask for random paperwork just to make it harder.	1/18/2021 2:17 PM
25	Works well.	1/3/2021 3:00 PM
26	Would like to renew on-line (which may be currently available)	12/20/2020 7:42 PM
27	Annual renewal should be easier	12/19/2020 11:47 AM
28	It is difficult to get downtown to renew, at times. And I didn't get a renewal notice, although they said one was sent.	12/19/2020 11:25 AM
29	Business and non-resident costs are too low	12/19/2020 11:09 AM
30	The senes of entitlement of homeowners that they also own the public streets and sidewalks around their home is out of control, and the NPP increases that impression that the world is there for their convenience and preference.	12/18/2020 4:04 PM
31	As a mobility-impaired person, I rely on the NPP to mitigate the parking situation on my block. Without a permit I would find difficult to park within a radius of my home that I could walk. Since I rely on my personal car for transportation due to my disability, I appreciate the NPP program a lot. I'd probably live in Longmont or somewhere and have to commute much farther without it. But the parking office location is difficult for me--I hope the new online renewal process outlasts COVID.	12/9/2020 7:09 AM
32	business and non-resident permits should be priced to discourage such uses.	12/7/2020 12:37 PM

33	I'm not familiar with any issues sounding this program	12/7/2020 6:13 AM
34	I like the program it’s just a pain to get the permit renewal every year, would like an online renewal or auto renewal	12/3/2020 6:04 PM
35	Still far too much free/cheap street parking in the city, prioritizing cars over other options	12/2/2020 9:50 AM
36	There was no question 29 that I could find. Here is an expanded answer to question 28. When too many commuter permits are issued it limits residents from parking on their street or even within a few blocks - it also limits short term parking for visitors or retail shoppers. The original NPP ordinance called for 20% ‘white space’ (rotating empty spaces) so parking would be available to a variety of users and not just taken up by all day commuters. This is a growing problem and too many commuter passes just means more people driving when most have a bus pass.	11/30/2020 2:46 PM
37	The submission process should be available on line with scanned copies of registration. It may be that electronic submission was available for the first time this year. If so, thanks. Also, I would appreciate the permits having neater calligraphy. I know this is not such a big deal, but I don't like my permits having sloppy hand printing--usually the case.	11/30/2020 9:54 AM
38	It seems like in the 21st century, our yearly renewals could be done online, without us both having to come in to the office with our electric bill and proving who we are, year after year.	11/29/2020 7:15 AM
39	I clean houses for a living, mostly in Mapleton Hill and on University Hill. I have to drive to carry my supplies, and the NPP zones mean I can usually find parking near the homes I clean. If there was no NPP I would never find parking there or at home. I have a permit where I live, in a dense neighborhood where there is almost no parking on weekends or evenings outside the restricted hours. If the resident NPP price was as high as the worker one, as a house cleaner I might have to move out of the city to Longmont and drive much farther to work. Yo amo the NPP (I love the NPP!).	11/28/2020 7:54 AM
40	It's a pain to renew. Needs to be online. Commuters should pay a high price. Discourage people from driving into Boulder.	11/26/2020 4:18 PM
41	Only being able to park on ones block is prohibitive	11/24/2020 11:05 AM
42	Provide more NPP's for non-resident commuters.	11/23/2020 9:51 PM
43	Homes here can have up to four unrelated renters, and many families have children in late teens-twenties with their own cars, it would be nice if they could have as many permits as residents/family members who can drive. Businesses/commuters should pay more to be able to have NPPs. The city should define npps. Most importantly, the city should provide eco-passes to more areas. If you’d like to improve bike use to reduce driving, the city needs to crack down on bike theft. My car won’t get stolen at the grocery store, pearl st or the library, but odds are high that my bike will…so I’ll take the car.	11/20/2020 5:44 PM
44	In general the NPP program works great. Our block was recently added and we now have spots for visitors, short-term workers like cleaning people, and my driveway hasn't been blocked or partially blocked since it started for us. But--it should be easier for renters to organize to get another zone or get into a NPP zone. And I think there will need to be another NPP zone after the BCH redevelopment.	11/19/2020 12:55 PM
45	NPP unfairly privileges the already wealthy and entitled homeowners of Boulder. NPP fees are a tiny ridiculous fraction of the actual administrative cost of the program. Streets are public goods and homeowners do not own or have any special rights to the streets in front of their homes.	11/19/2020 9:20 AM
46	This is a very specific complaint, so bear with me: my 3 bedroom condo has ZERO off-street parking spaces available to it. Once again, the only parking is on-street (in a development that was presumably permitted by the city) so I am reliant on the NPP in order to park within 6 blocks of my house. At the same time, I am only allowed to purchase one parking permit, while businesses and people who have 3 car garages are allotted the same permits (or more!). The city needs to do a better job of determining who gets priority for on-street parking permits and how many. I know all residents of my complex are allotted the same number of permits, though some do have garages. Frequently, those people don't bother getting their NPP permits. Why not allow those unclaimed permits to be sold to folks who don't have other options? By and large, I don't think we should prioritize street parking for folks with other options	11/18/2020 2:28 PM

(businesses, folks with driveways), as it's not the safest option for cyclists, and it encourages more driving, but the current situation for me personally is also aggravating.

Q31 Do you work in an NPP zone?

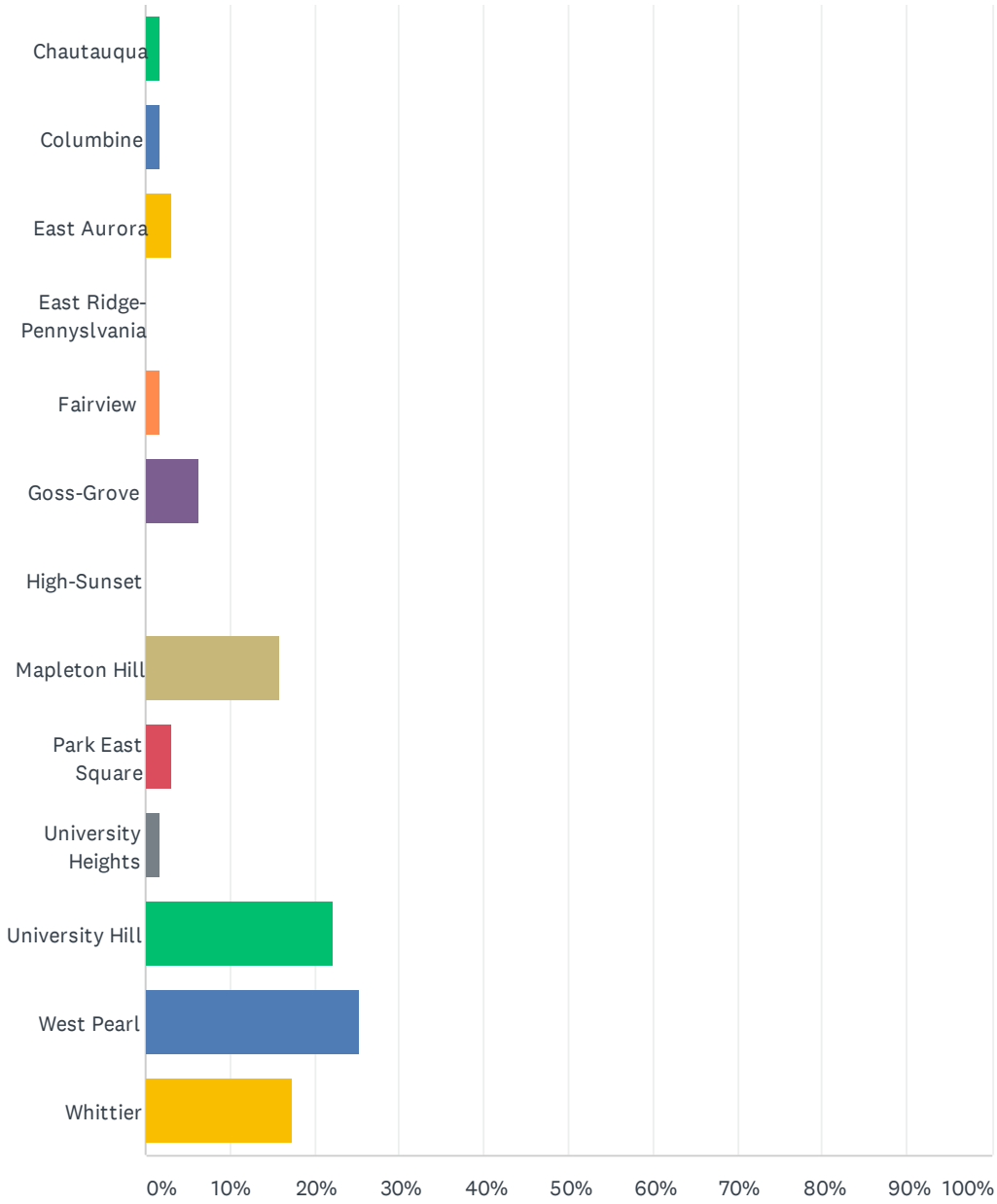
Answered: 335 Skipped: 266



ANSWER CHOICES	RESPONSES	
Yes	19.40%	65
No	80.60%	270
TOTAL		335

Q32 Which NPP zone do you work in most frequently?

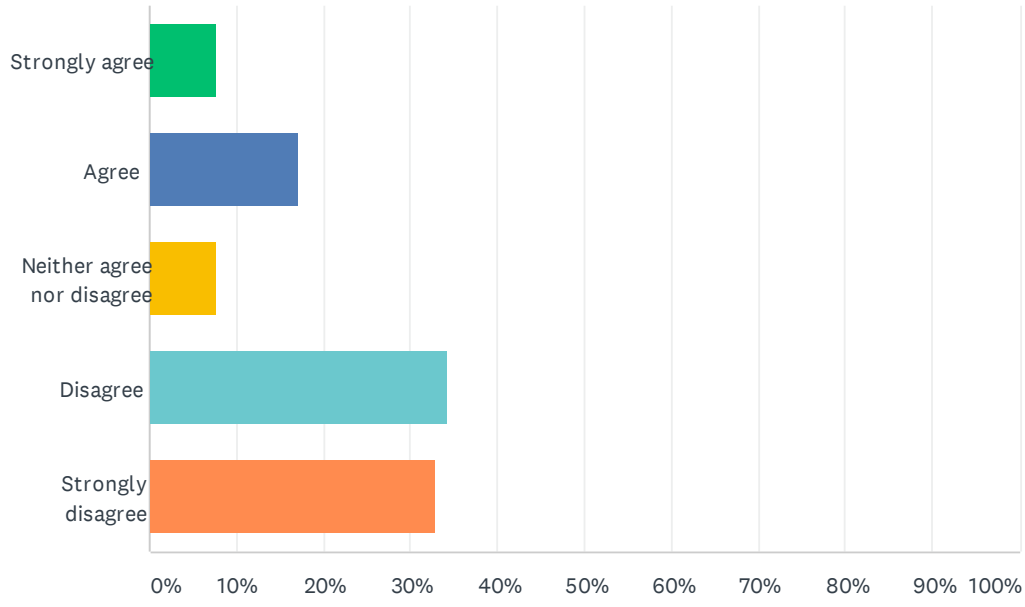
Answered: 63 Skipped: 538


Chautauqua
Columbine
East Aurora
East Ridge-Pennyslvania
Fairview
Goss-Grove
High-Sunset
Mapleton Hill
Park East Square
University Heights
University Hill
West Pearl
Whittier
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%

ANSWER CHOICES	RESPONSES	
Chautauqua	1.59%	1
Columbine	1.59%	1
East Aurora	3.17%	2
East Ridge- Pennyslvania	0.00%	0
Fairview	1.59%	1
Goss-Grove	6.35%	4
High-Sunset	0.00%	0
Mapleton Hill	15.87%	10
Park East Square	3.17%	2
University Heights	1.59%	1
University Hill	22.22%	14
West Pearl	25.40%	16
Whittier	17.46%	11
TOTAL		63

Q33 It's easy to find a convenient parking space in the neighborhood where I work.

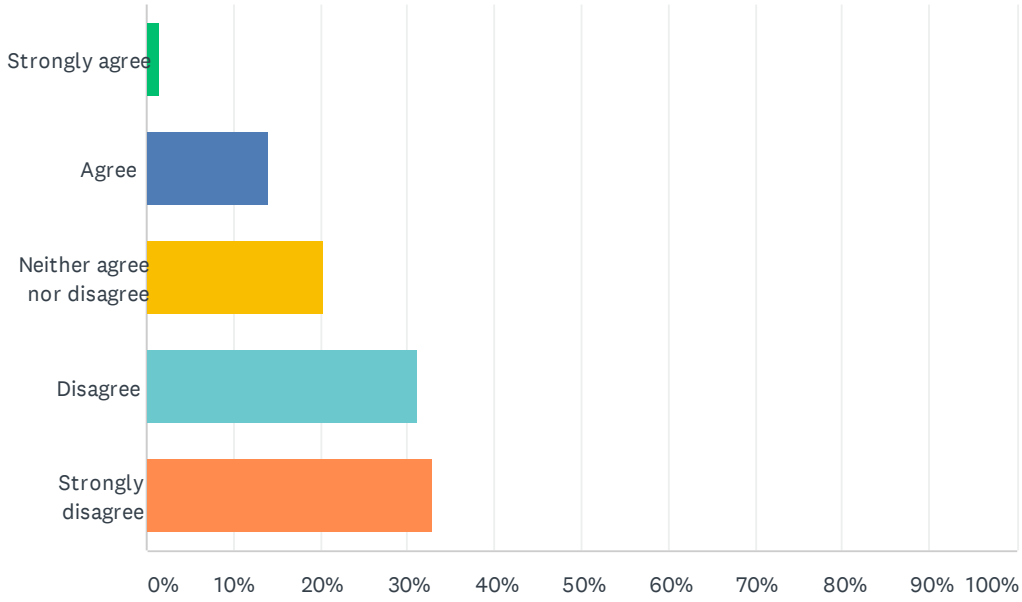
Answered: 64 Skipped: 537



ANSWER CHOICES	RESPONSES	
Strongly agree	7.81%	5
Agree	17.19%	11
Neither agree nor disagree	7.81%	5
Disagree	34.38%	22
Strongly disagree	32.81%	21
TOTAL		64

Q34 The neighborhood where I work feels less congested than other parts of the city.

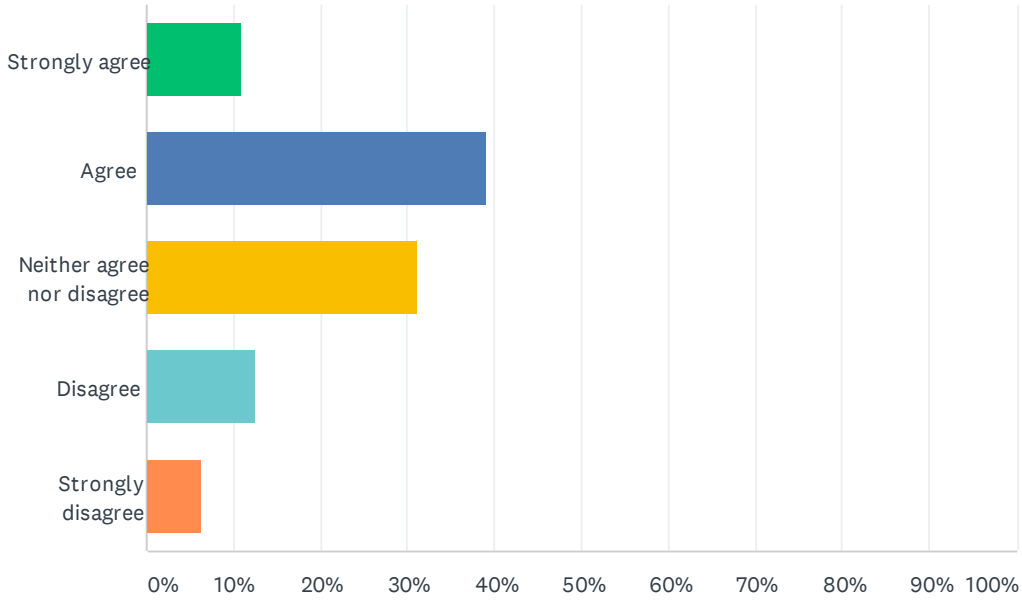
Answered: 64 Skipped: 537



ANSWER CHOICES	RESPONSES	
Strongly agree	1.56%	1
Agree	14.06%	9
Neither agree nor disagree	20.31%	13
Disagree	31.25%	20
Strongly disagree	32.81%	21
TOTAL		64

Q35 It’s easier to walk or bike in the neighborhood I work in than it is in others.

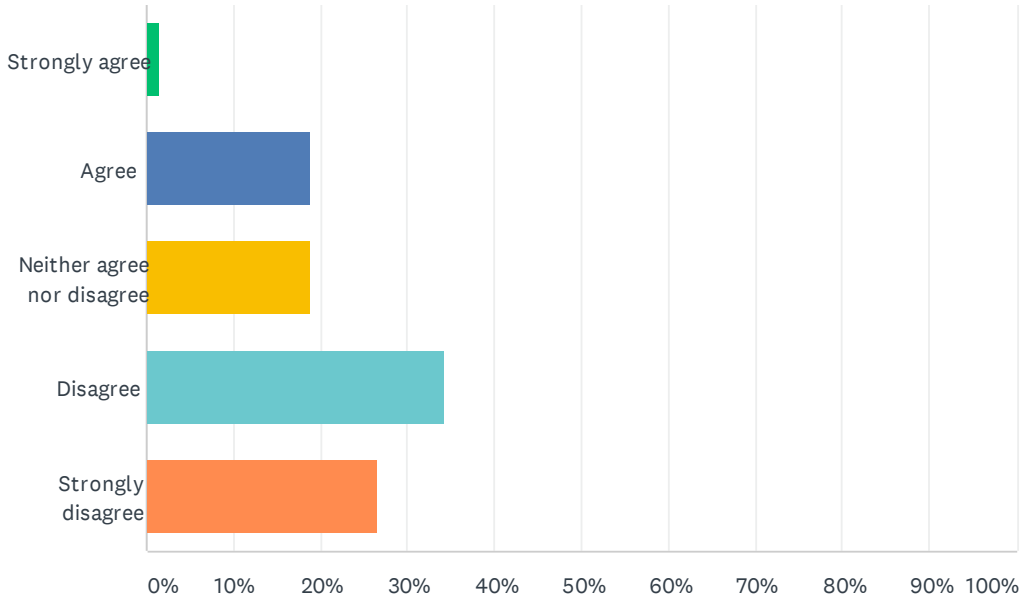
Answered: 64 Skipped: 537



ANSWER CHOICES	RESPONSES	
Strongly agree	10.94%	7
Agree	39.06%	25
Neither agree nor disagree	31.25%	20
Disagree	12.50%	8
Strongly disagree	6.25%	4
TOTAL		64

Q36 It’s easier for my customers/employees/visitors to find a parking space in the neighborhood where I work than it is in other neighborhoods.

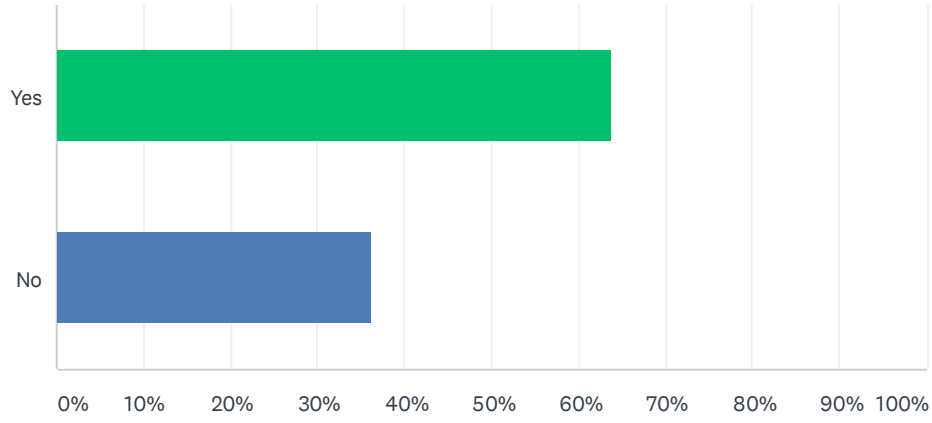
Answered: 64 Skipped: 537



ANSWER CHOICES	RESPONSES	
Strongly agree	1.56%	1
Agree	18.75%	12
Neither agree nor disagree	18.75%	12
Disagree	34.38%	22
Strongly disagree	26.56%	17
TOTAL		64

Q37 Would you like to provide your feedback on parking pricing strategies?

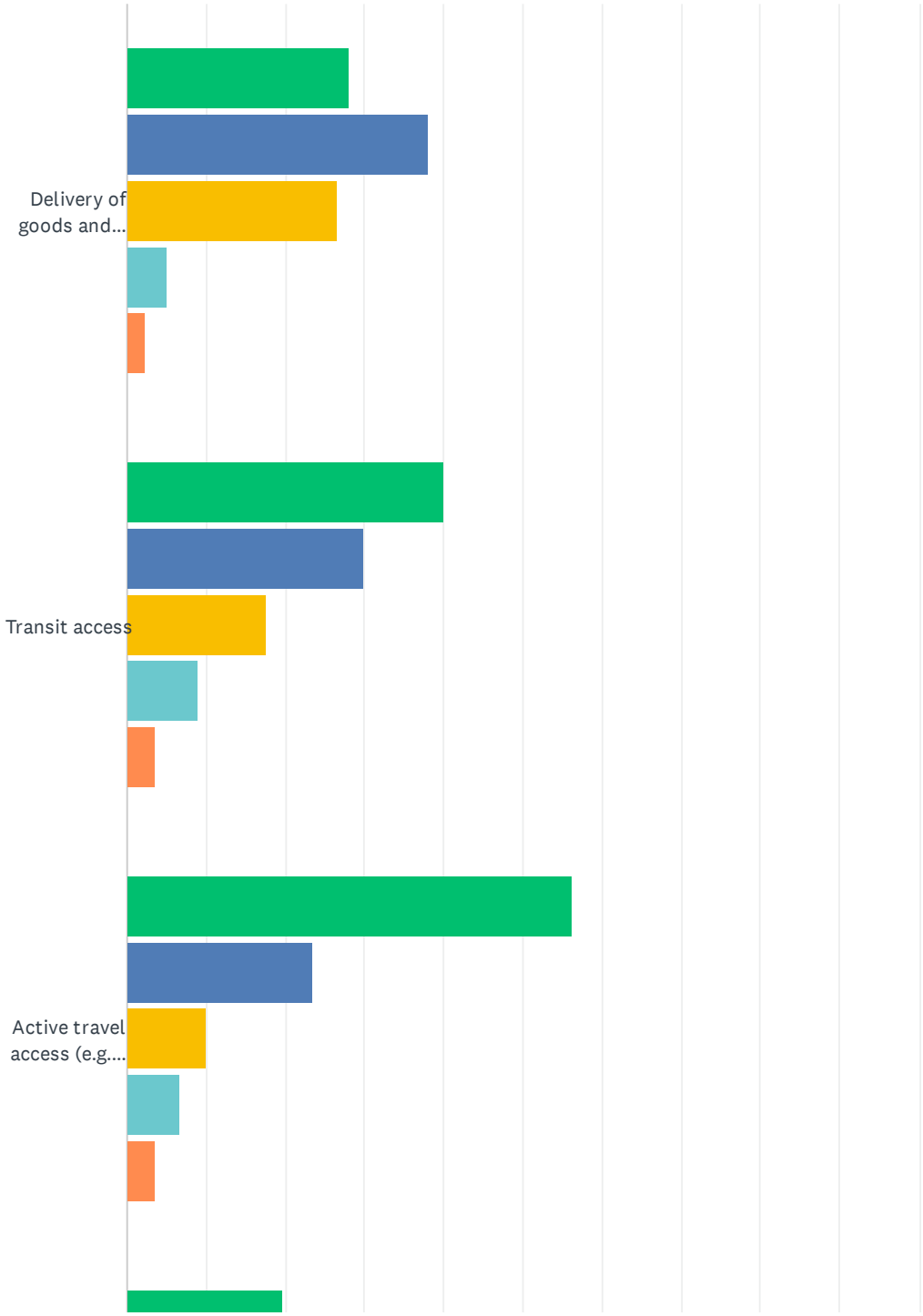
Answered: 332 Skipped: 269

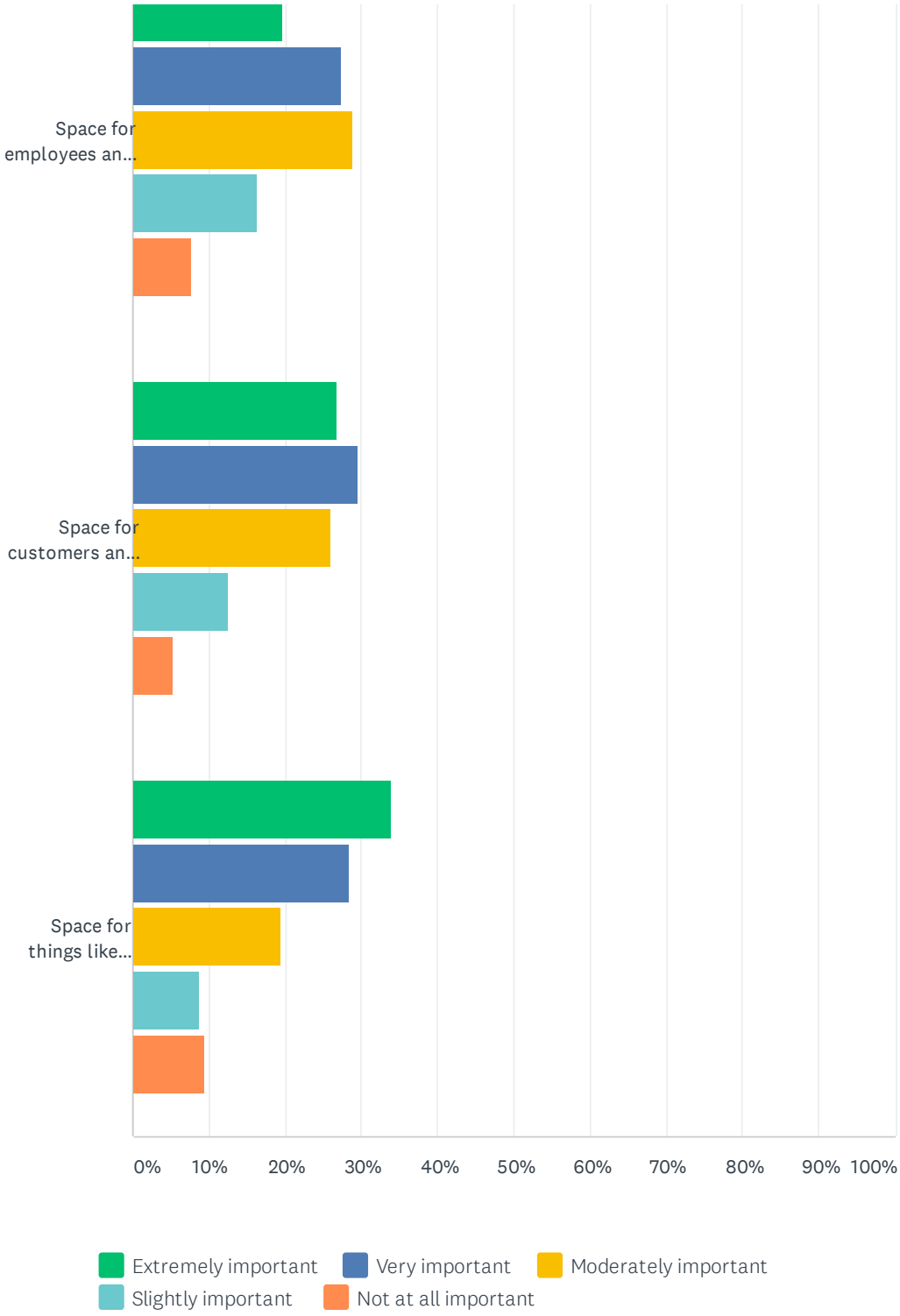


ANSWER CHOICES	RESPONSES	
Yes	63.86%	212
No	36.14%	120
TOTAL		332

Q38 In an area with many shops and restaurants, like Central Boulder, how important is it to provide space for each of the following functions?

Answered: 340 Skipped: 261

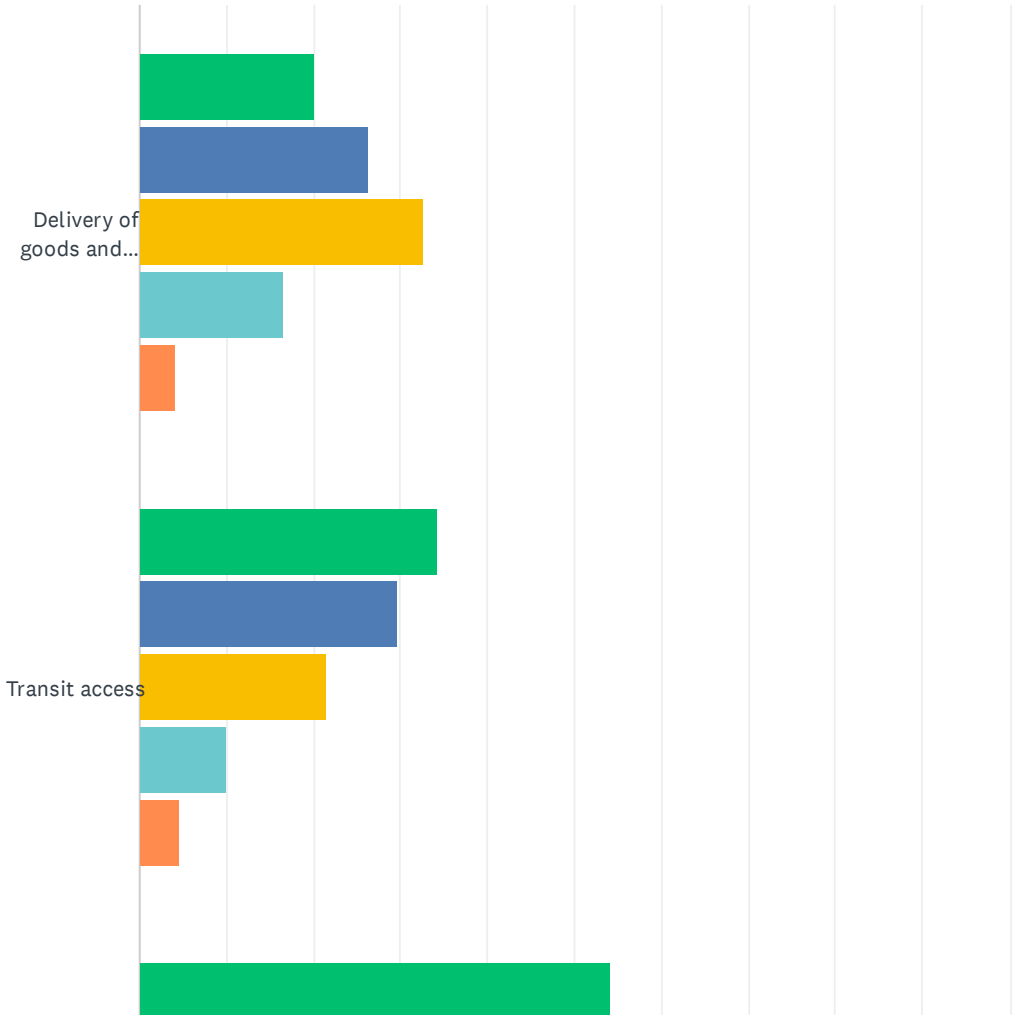


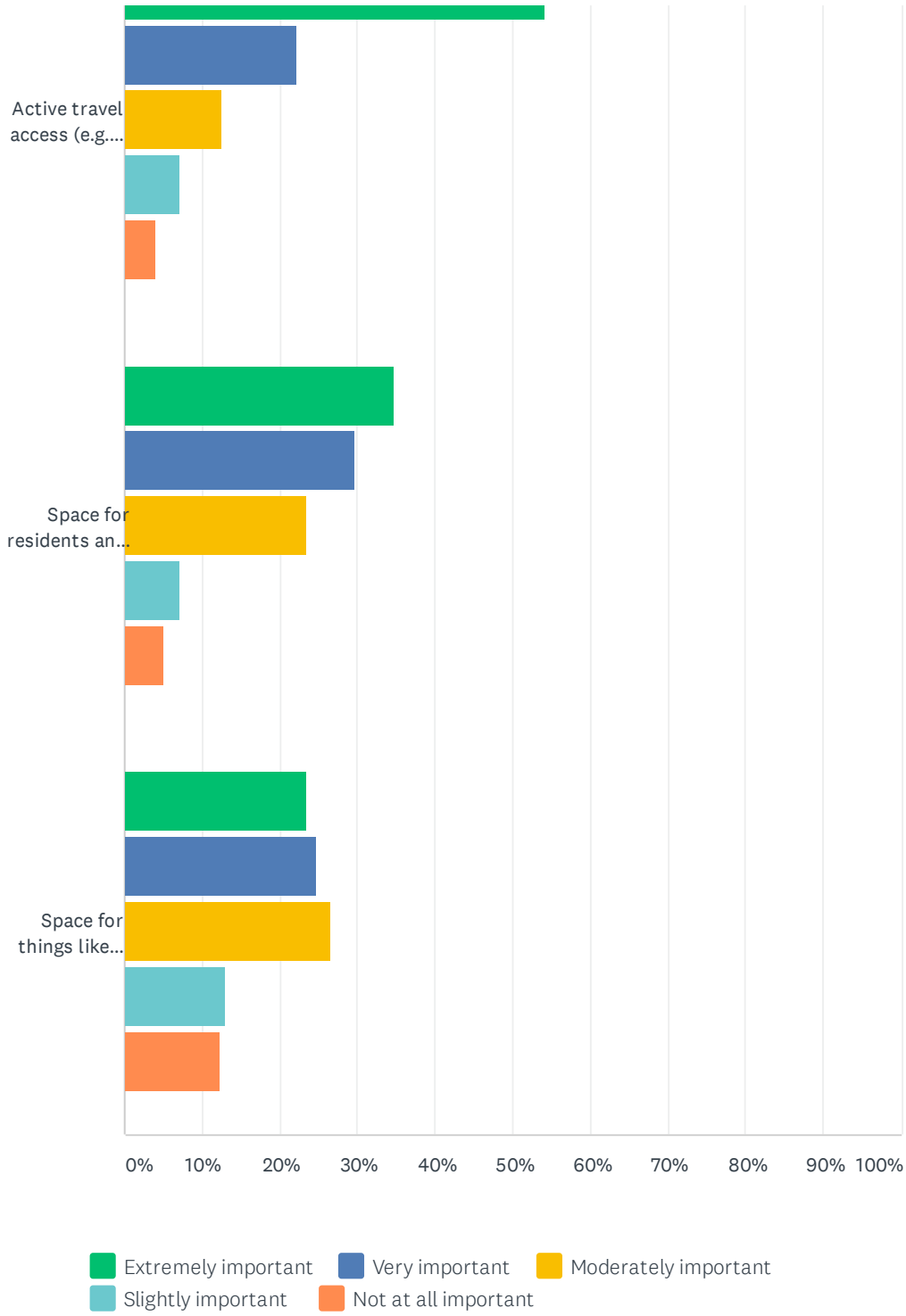

Space for employees an...
Space for customers an...
Space for things like...
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Extremely important
Very important
Moderately important
Slightly important
Not at all important

	EXTREMELY IMPORTANT	VERY IMPORTANT	MODERATELY IMPORTANT	SLIGHTLY IMPORTANT	NOT AT ALL IMPORTANT	TOTAL	WEIGHTED AVERAGE
Delivery of goods and services	28.02% 95	38.05% 129	26.55% 90	5.01% 17	2.36% 8	339	2.84
Transit access	40.06% 135	29.97% 101	17.51% 59	8.90% 30	3.56% 12	337	2.94
Active travel access (e.g. biking and walking)	56.18% 191	23.53% 80	10.00% 34	6.76% 23	3.53% 12	340	3.22
Space for employees and business owners to drive and park their cars	19.76% 67	27.43% 93	28.91% 98	16.22% 55	7.67% 26	339	2.35
Space for customers and visitors to drive and park their cars	26.76% 91	29.41% 100	25.88% 88	12.65% 43	5.29% 18	340	2.60
Space for things like public art, food trucks, and mini-parks	33.82% 115	28.53% 97	19.41% 66	8.82% 30	9.41% 32	340	2.69

Q39 In a residential area like Old North Boulder, how important is it to provide space for each of the following functions?

Answered: 334 Skipped: 267

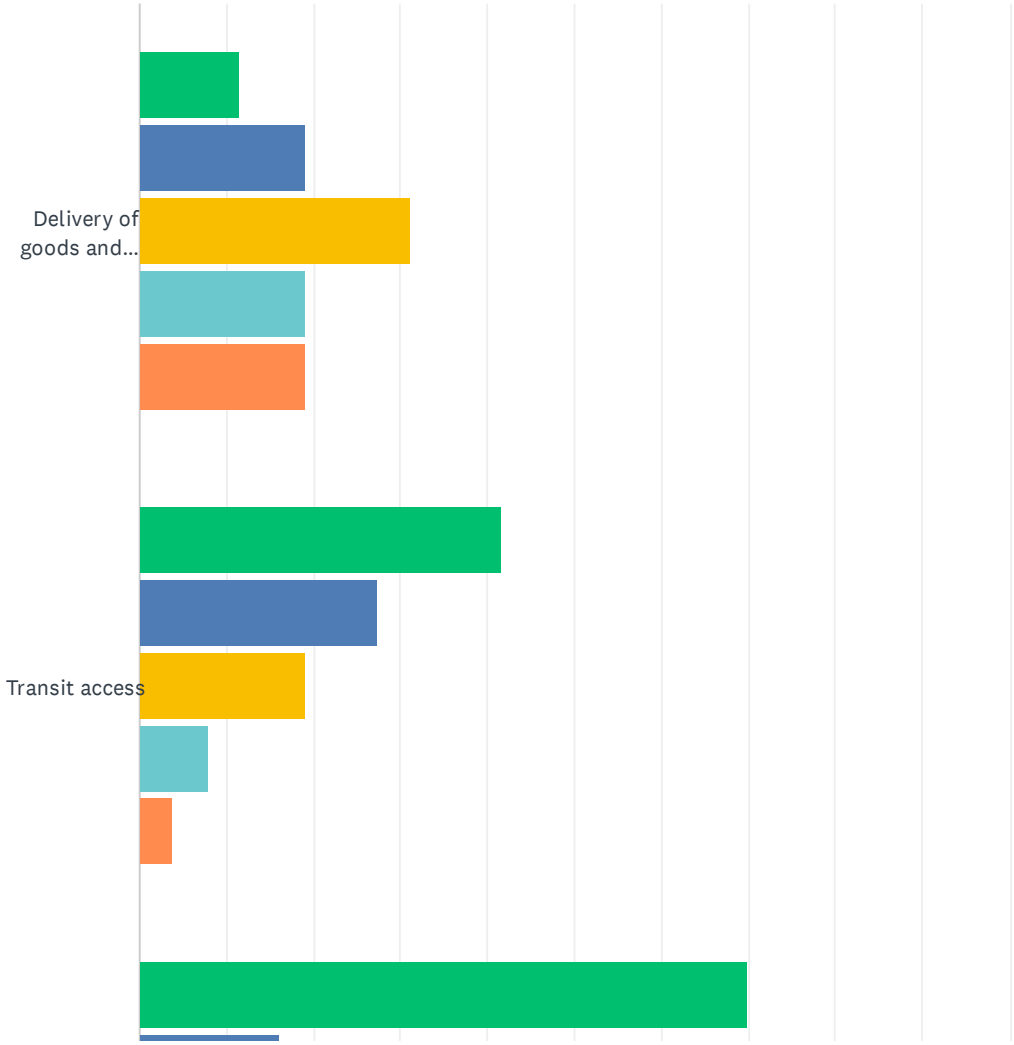


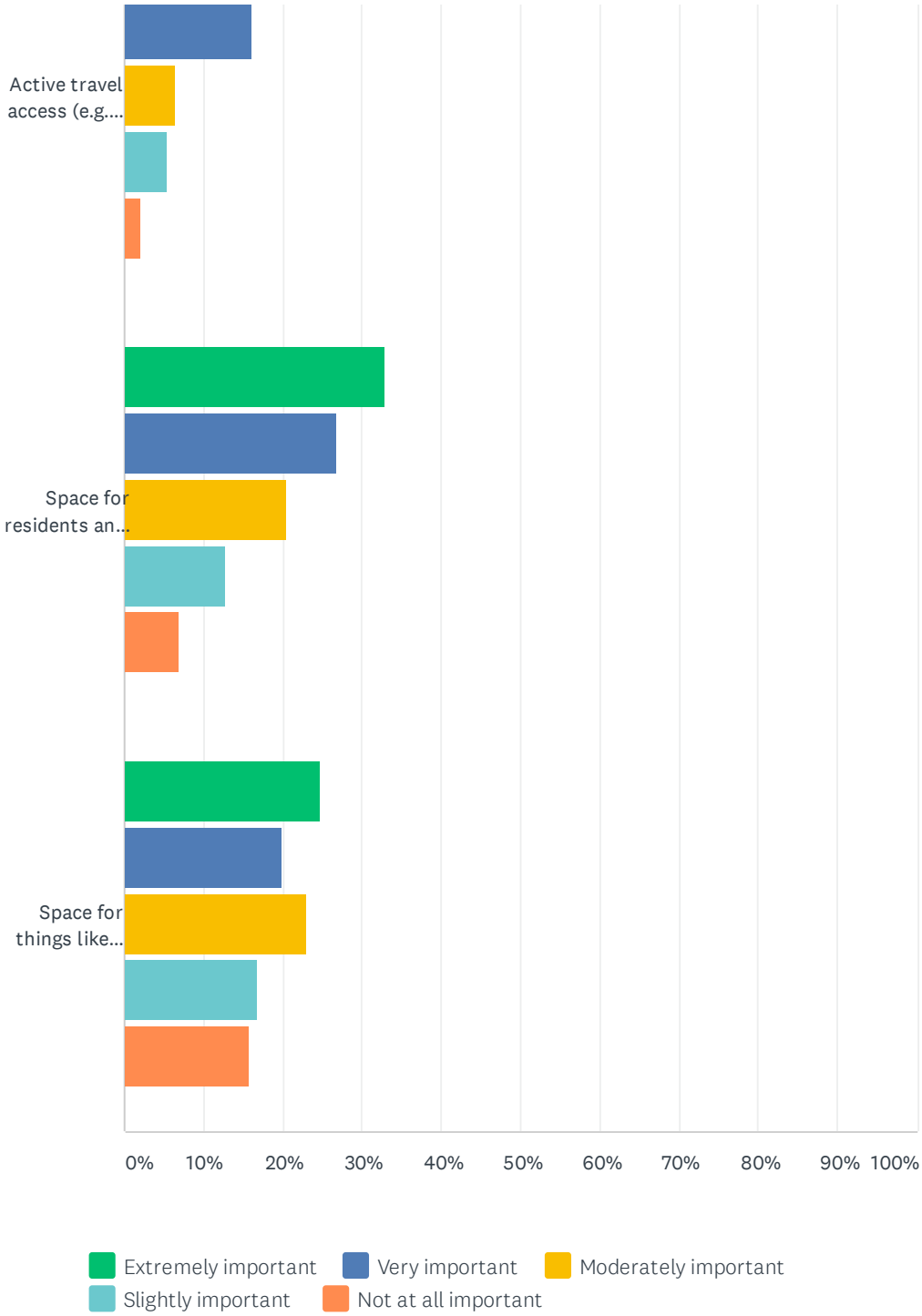

Active travel access (e.g....
Space for residents an...
Space for things like...
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Extremely important
Very important
Moderately important
Slightly important
Not at all important

	EXTREMELY IMPORTANT	VERY IMPORTANT	MODERATELY IMPORTANT	SLIGHTLY IMPORTANT	NOT AT ALL IMPORTANT	TOTAL	WEIGHTED AVERAGE
Delivery of goods and services	20.12% 67	26.43% 88	32.73% 109	16.52% 55	4.20% 14	333	2.42
Transit access	34.24% 113	29.70% 98	21.52% 71	10.00% 33	4.55% 15	330	2.79
Active travel access (e.g. biking and walking)	54.19% 181	22.16% 74	12.57% 42	7.19% 24	3.89% 13	334	3.16
Space for residents and visitors to drive and park their cars	34.73% 116	29.64% 99	23.35% 78	7.19% 24	5.09% 17	334	2.82
Space for things like public art, food trucks, and mini-parks	23.49% 78	24.70% 82	26.51% 88	12.95% 43	12.35% 41	332	2.34

Q40 In an area where outdoor recreation is an important focus, like Chautauqua, how important is it to provide space for each of the following functions?

Answered: 336 Skipped: 265

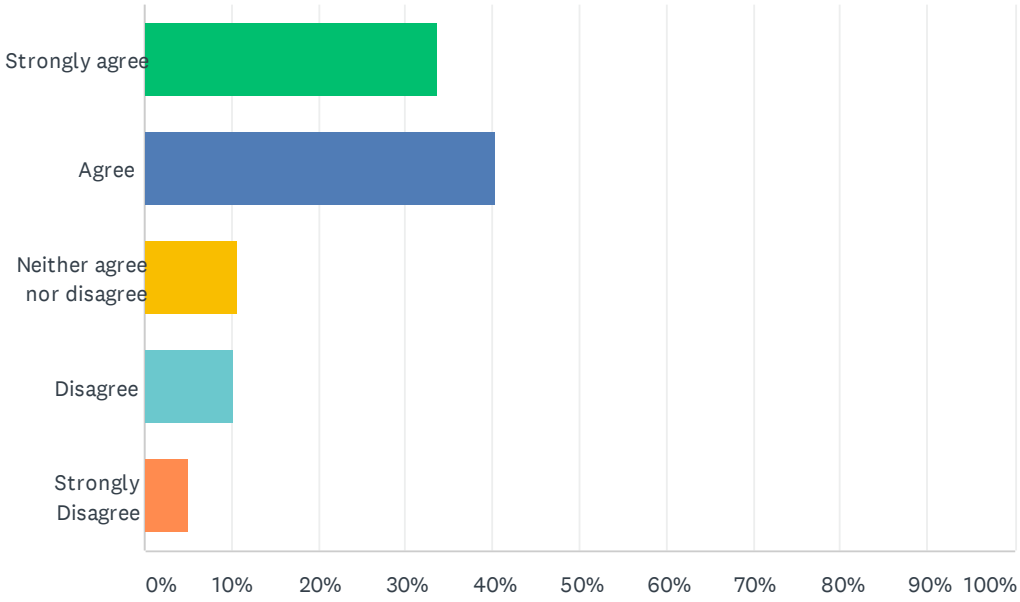



Active travel access (e.g....
Space for residents an...
Space for things like...
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Extremely important
Very important
Moderately important
Slightly important
Not at all important

	EXTREMELY IMPORTANT	VERY IMPORTANT	MODERATELY IMPORTANT	SLIGHTLY IMPORTANT	NOT AT ALL IMPORTANT	TOTAL	WEIGHTED AVERAGE
Delivery of goods and services	11.61% 39	19.05% 64	31.25% 105	19.05% 64	19.05% 64	336	1.85
Transit access	41.67% 140	27.38% 92	19.05% 64	8.04% 27	3.87% 13	336	2.95
Active travel access (e.g. biking and walking)	69.85% 234	16.12% 54	6.57% 22	5.37% 18	2.09% 7	335	3.46
Space for residents and visitors to drive and park their cars	32.84% 110	26.87% 90	20.60% 69	12.84% 43	6.87% 23	335	2.66
Space for things like public art, food trucks, and mini-parks	24.70% 83	19.94% 67	22.92% 77	16.67% 56	15.77% 53	336	2.21

Q41 The location of the parking space compared to popular destinations is a very important factor.

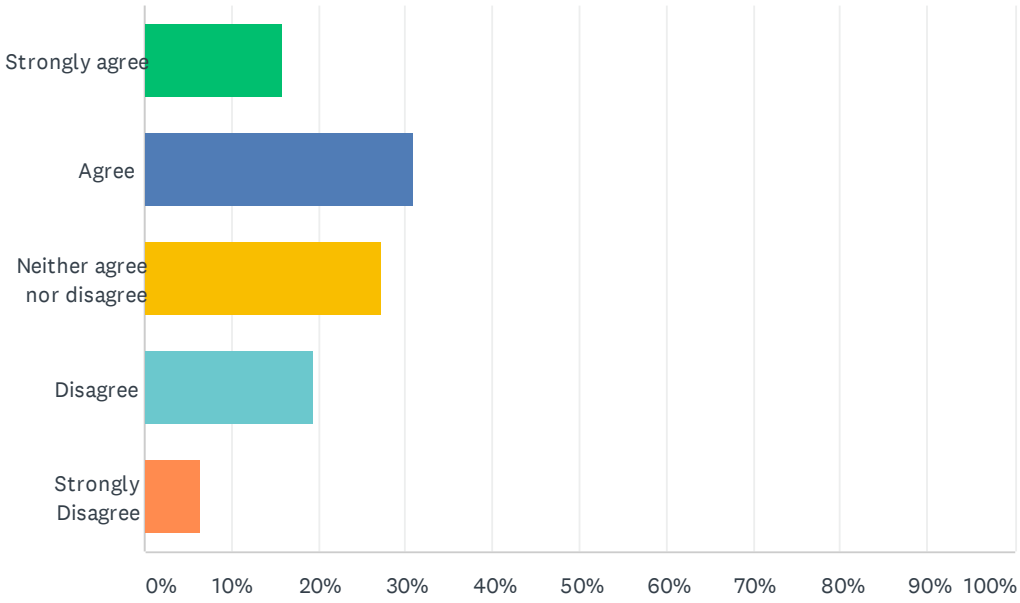
Answered: 335 Skipped: 266



ANSWER CHOICES	RESPONSES	
Strongly agree	33.73%	113
Agree	40.30%	135
Neither agree nor disagree	10.75%	36
Disagree	10.15%	34
Strongly Disagree	5.07%	17
TOTAL		335

Q42 Whether the parking space is in a parking garage, lot, or on-street is a very important factor.

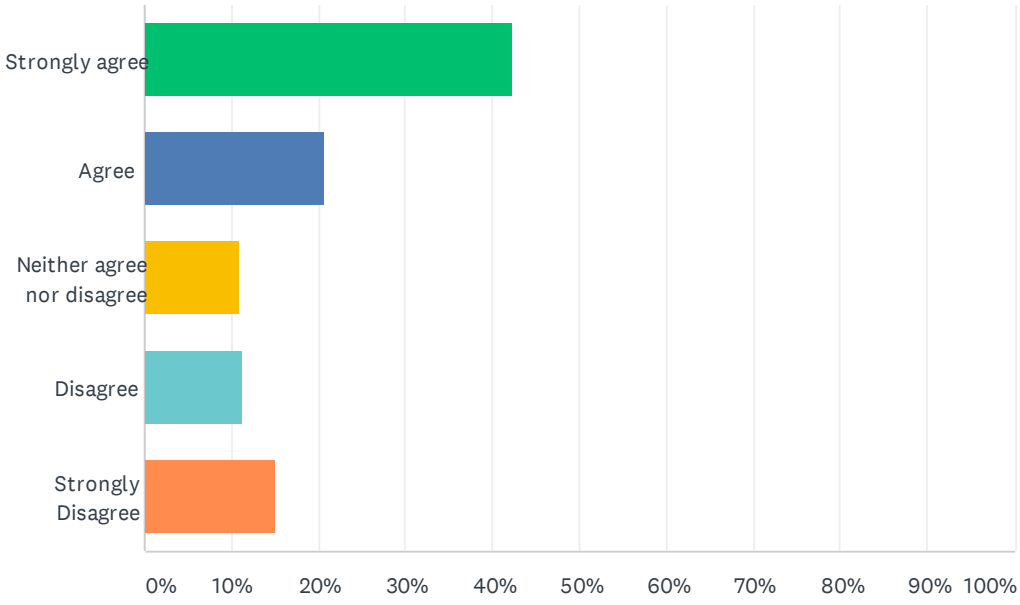
Answered: 335 Skipped: 266



ANSWER CHOICES	RESPONSES	
Strongly agree	15.82%	53
Agree	31.04%	104
Neither agree nor disagree	27.16%	91
Disagree	19.40%	65
Strongly Disagree	6.57%	22
TOTAL		335

Q43 The desire of the community to encourage other travel options, like transit, walking, and biking, is a very important factor.

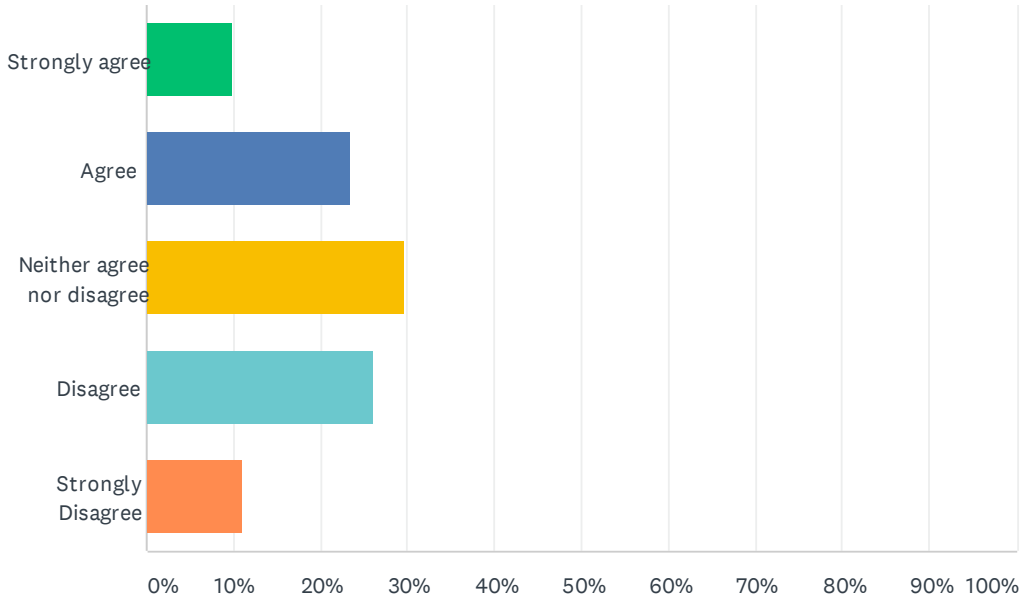
Answered: 334 Skipped: 267



ANSWER CHOICES	RESPONSES	
Strongly agree	42.22%	141
Agree	20.66%	69
Neither agree nor disagree	10.78%	36
Disagree	11.38%	38
Strongly Disagree	14.97%	50
TOTAL		334

Q44 Whether the parking space is covered (in a garage, for example) or uncovered is a very important factor.

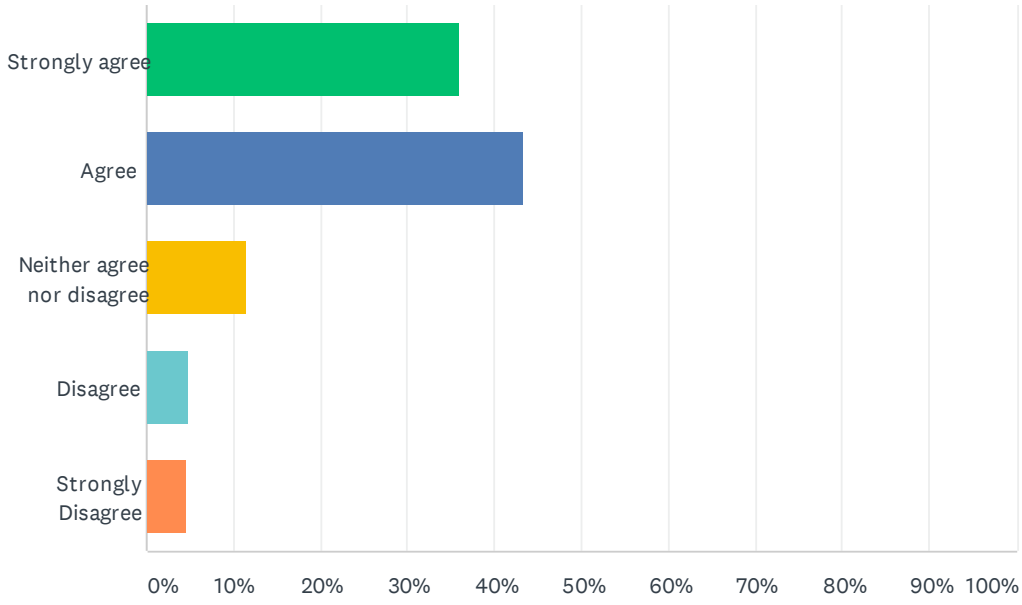
Answered: 334 Skipped: 267



ANSWER CHOICES	RESPONSES	
Strongly agree	9.88%	33
Agree	23.35%	78
Neither agree nor disagree	29.64%	99
Disagree	26.05%	87
Strongly Disagree	11.08%	37
TOTAL		334

Q45 It's important to consider how safe and convenient it is to walk from the parking space to nearby destinations.

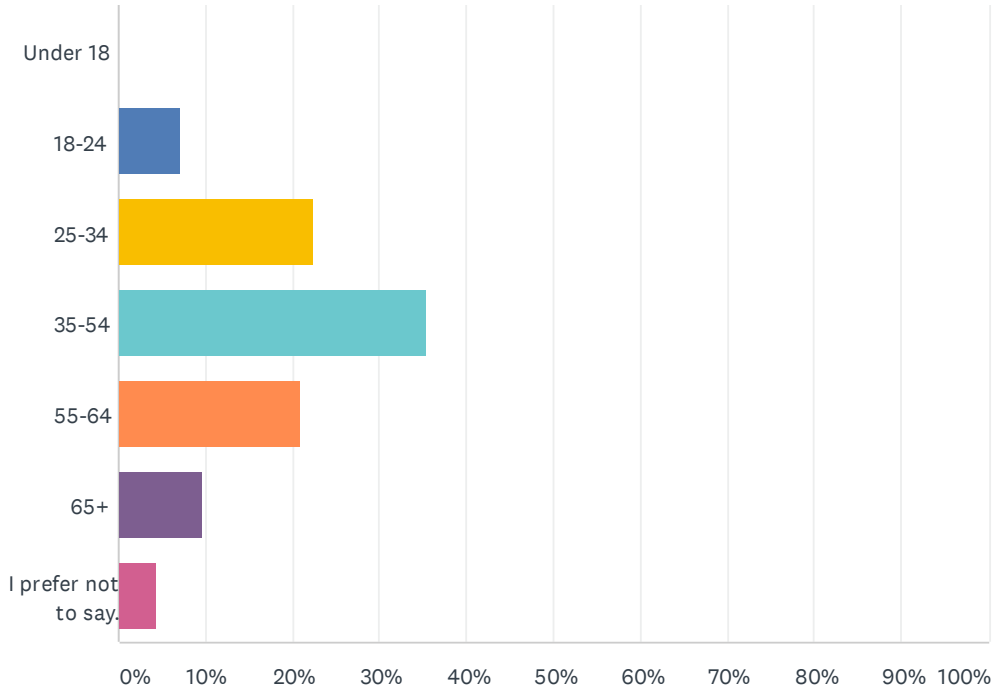
Answered: 333 Skipped: 268



ANSWER CHOICES	RESPONSES	
Strongly agree	36.04%	120
Agree	43.24%	144
Neither agree nor disagree	11.41%	38
Disagree	4.80%	16
Strongly Disagree	4.50%	15
TOTAL		333

Q46 What is your age range?

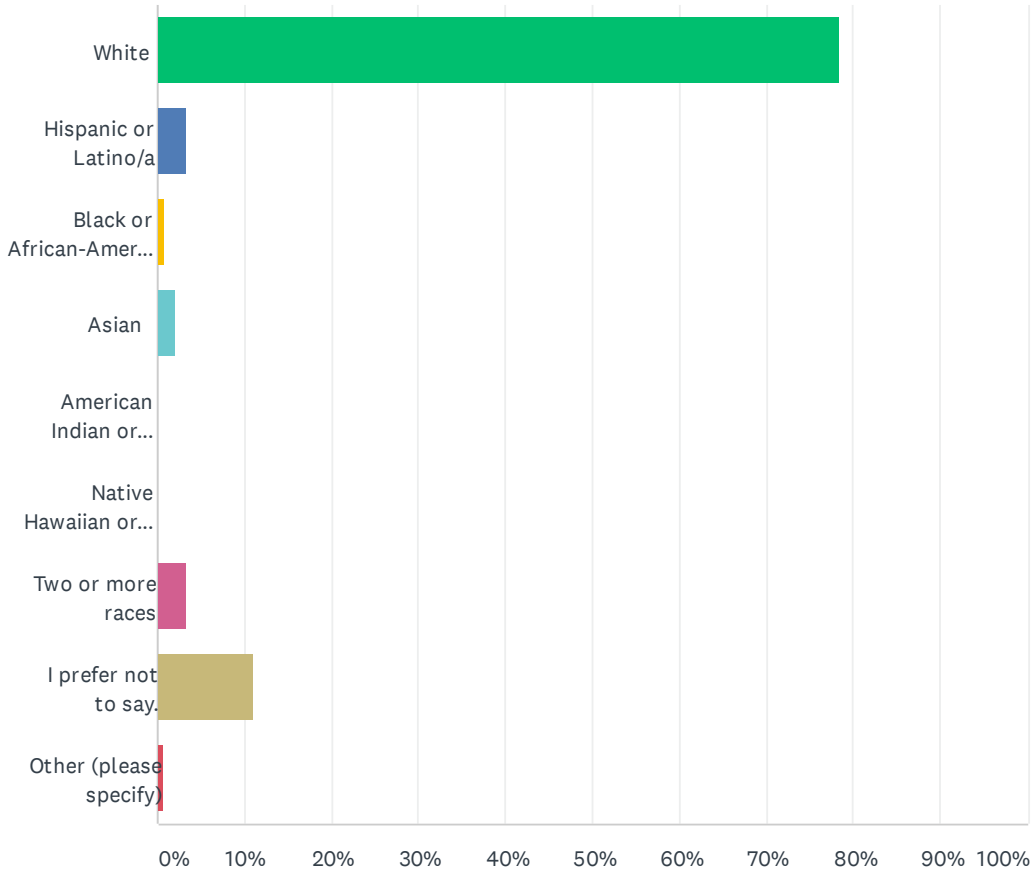
Answered: 446 Skipped: 155



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-24	7.17%	32
25-34	22.42%	100
35-54	35.43%	158
55-64	20.85%	93
65+	9.64%	43
I prefer not to say.	4.48%	20
TOTAL		446

Q47 Which race or ethnicity do you identify with most?

Answered: 441 Skipped: 160

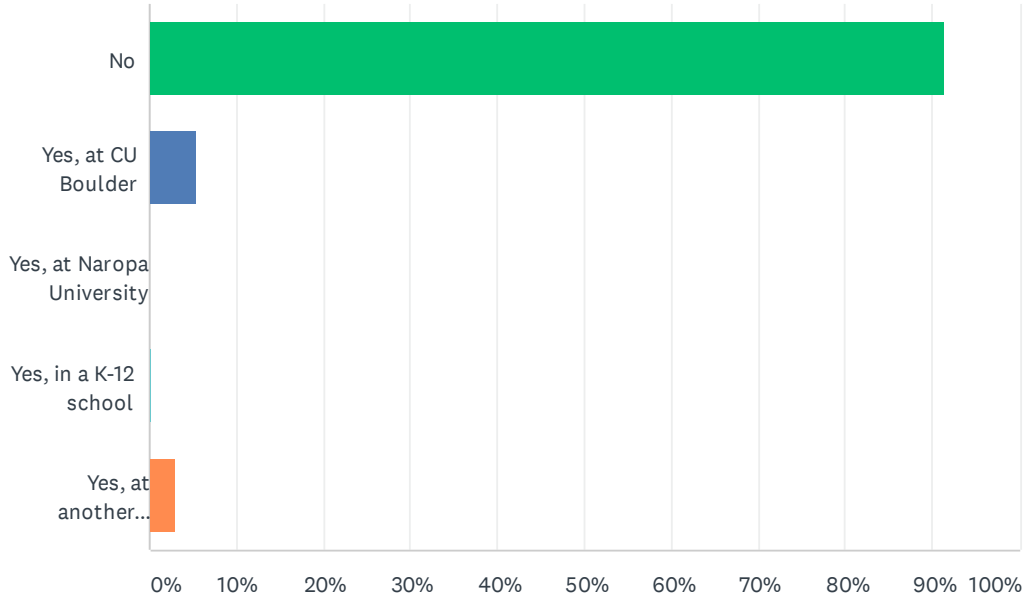


ANSWER CHOICES	RESPONSES	
White	78.46%	346
Hispanic or Latino/a	3.40%	15
Black or African-American	0.91%	4
Asian	2.04%	9
American Indian or Alaska Native	0.00%	0
Native Hawaiian or Pacific Islander	0.00%	0
Two or more races	3.40%	15
I prefer not to say.	11.11%	49
Other (please specify)	0.68%	3
TOTAL		441

#	OTHER (PLEASE SPECIFY)	DATE
1	Cajun	2/23/2021 11:16 AM
2	I'm a mutt	2/19/2021 11:29 AM
3	White, but not supremacist	2/19/2021 9:10 AM

Q48 Are you currently a student?

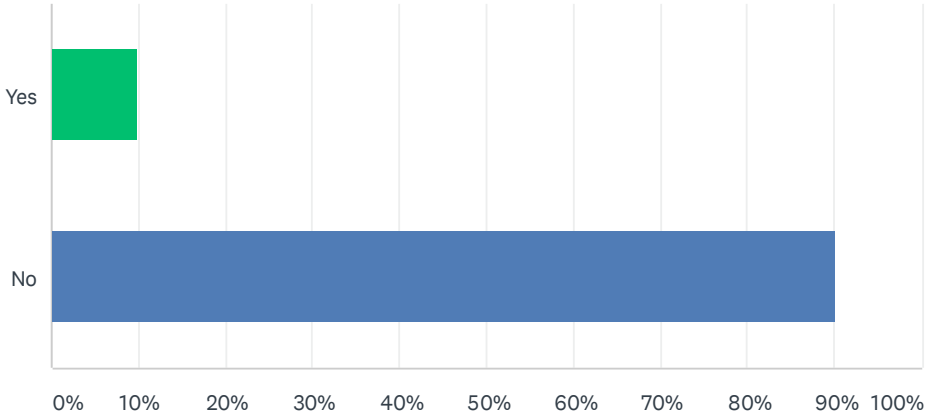
Answered: 447 Skipped: 154



ANSWER CHOICES	RESPONSES	
No	91.50%	409
Yes, at CU Boulder	5.37%	24
Yes, at Naropa University	0.00%	0
Yes, in a K-12 school	0.22%	1
Yes, at another institution	2.91%	13
TOTAL		447

Q49 Are you currently a member of the staff or faculty at CU Boulder?

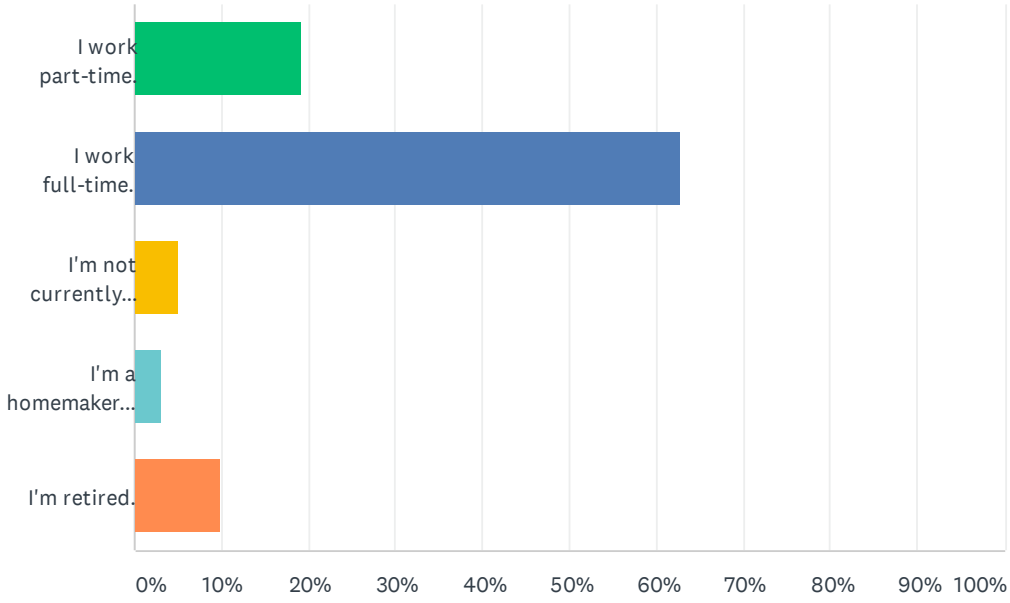
Answered: 447 Skipped: 154



ANSWER CHOICES	RESPONSES	
Yes	9.84%	44
No	90.16%	403
TOTAL		447

Q50 What is your employment status?

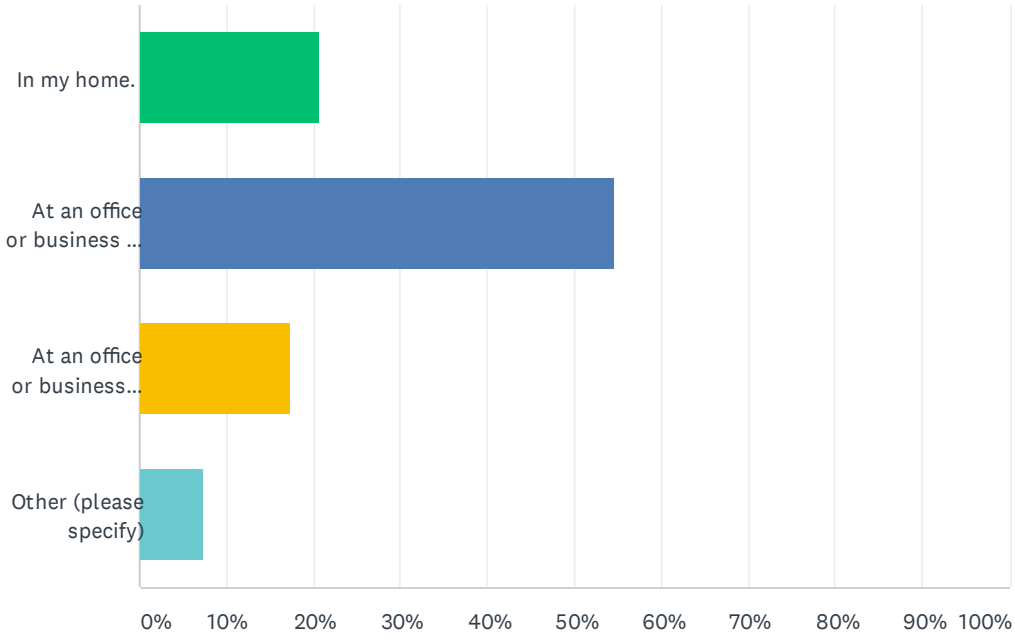
Answered: 445 Skipped: 156



ANSWER CHOICES	RESPONSES	
I work part-time.	19.33%	86
I work full-time.	62.70%	279
I'm not currently employed.	4.94%	22
I'm a homemaker and/or stay-at-home parent.	3.15%	14
I'm retired.	9.89%	44
TOTAL		445

Q51 Prior to the COVID-19 pandemic, where did you do your work most frequently?

Answered: 442 Skipped: 159



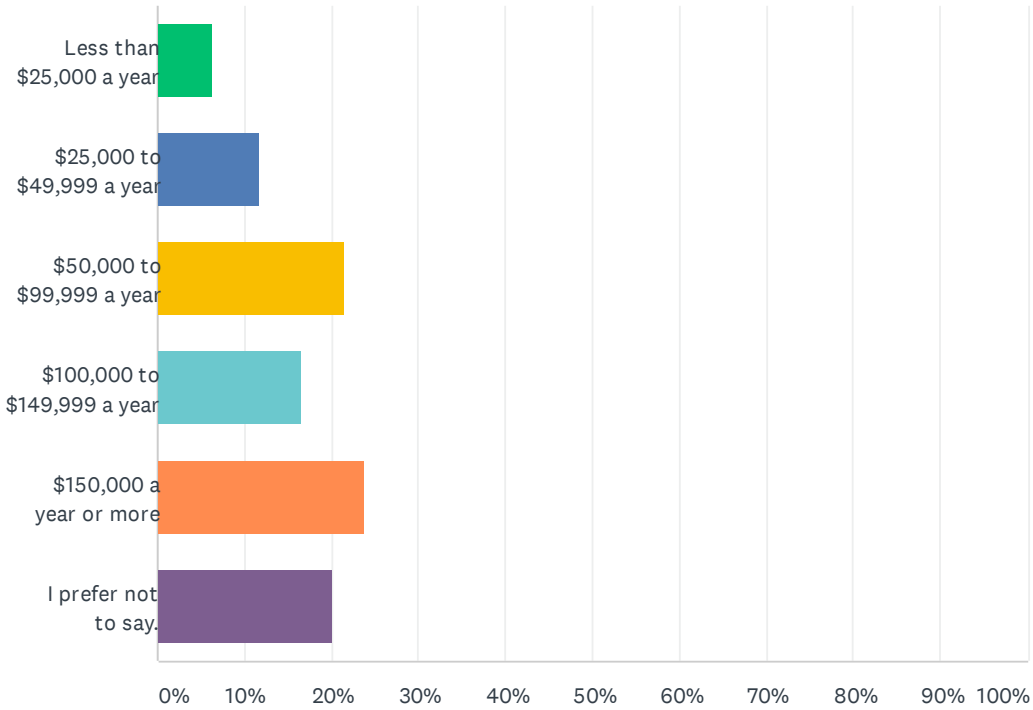
ANSWER CHOICES	RESPONSES	
In my home.	20.81%	92
At an office or business in Boulder.	54.52%	241
At an office or business outside of Boulder.	17.42%	77
Other (please specify)	7.24%	32
TOTAL		442

#	OTHER (PLEASE SPECIFY)	DATE
1	School	3/13/2021 9:08 PM
2	In other people’s homes	3/7/2021 4:38 PM
3	Server/ barista	3/2/2021 8:10 PM
4	Independent contractor fir Gymnatics	3/1/2021 9:15 AM
5	school	2/26/2021 8:50 PM
6	na - retired	2/25/2021 7:27 PM
7	Met clients at specified locations	2/23/2021 8:05 PM
8	School in Boulder	2/22/2021 4:19 PM
9	Cafes	2/22/2021 1:10 PM
10	I drive around the county providing PT services for home bound individuals	2/21/2021 1:36 PM
11	In another university	2/21/2021 9:00 AM
12	Boulder Valley School District	2/20/2021 10:28 AM
13	School outside of Boulder	2/20/2021 9:09 AM
14	I’m retired	2/18/2021 9:25 PM
15	out of state and at home	2/17/2021 1:35 PM
16	Coffee shops and the library	2/16/2021 4:52 PM

17	Freelancer with clients in Boulder and Broomfield	2/16/2021 3:19 PM
18	Retired pre-COVID	2/14/2021 9:59 AM
19	Coffee shops etc	2/11/2021 6:44 PM
20	This questionnaire is totally broken now -- just going in circles with no exit!!!	2/6/2021 5:27 PM
21	retired	12/19/2020 11:26 AM
22	I clean homes in Boulder for a living, all across the city but mostly on the west side. It is hard to find parking sometimes near some of the homes and I have to carry my vacuum cleaner and other stuff in from my car.	12/9/2020 7:48 AM
23	Rideshare	12/8/2020 8:31 AM
24	Boulder, Longmont and Niwot	12/7/2020 9:18 PM
25	Home or studio	12/4/2020 10:31 PM
26	I clean houses mainly on University Hill and Mapleton Hill.	11/28/2020 7:57 AM
27	on campus	11/25/2020 12:48 PM
28	Newspaper Delivery Route, also gig jobs like working in a polling site.	11/24/2020 6:15 PM
29	private homes as a subcontractor	11/24/2020 4:49 PM
30	Volunteered in public schools and several other community organizations, mostly within 2 miles of my home	11/20/2020 5:46 PM
31	split between home and business in Boulder	11/19/2020 10:18 PM
32	Retired	11/19/2020 2:24 PM

Q52 How would you describe your annual household income?

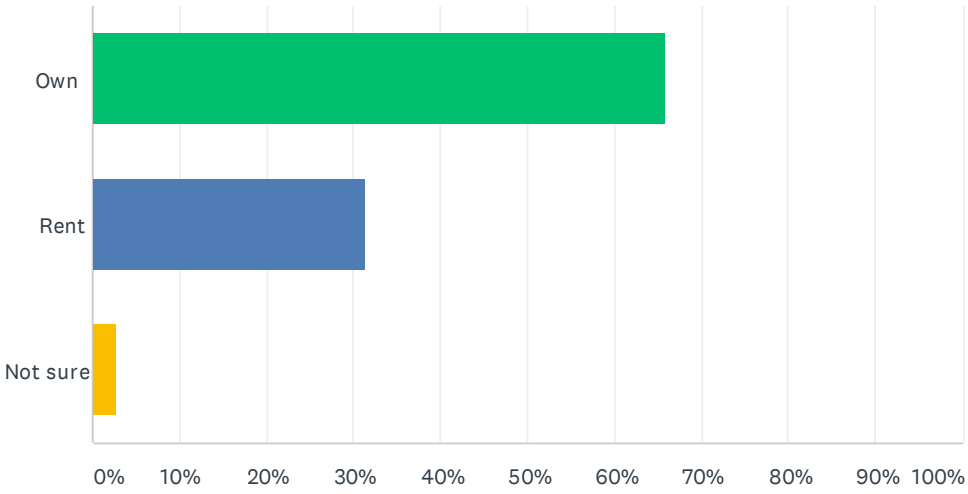
Answered: 444 Skipped: 157



ANSWER CHOICES	RESPONSES	
Less than $25,000 a year	6.31%	28
$25,000 to $49,999 a year	11.71%	52
$50,000 to $99,999 a year	21.62%	96
$100,000 to $149,999 a year	16.44%	73
$150,000 a year or more	23.87%	106
I prefer not to say.	20.05%	89
TOTAL		444

Q53 Do you own or rent your current residence? For the purpose of the questionnaire, you own your home even if you have outstanding debt that you owe on your mortgage loan.

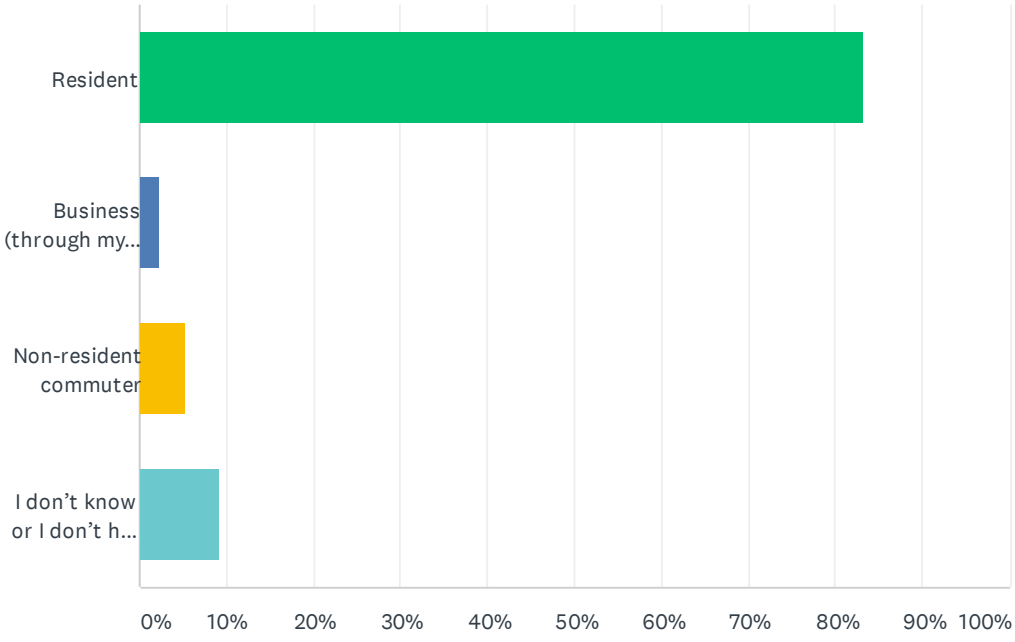
Answered: 448 Skipped: 153



ANSWER CHOICES	RESPONSES	
Own	65.85%	295
Rent	31.47%	141
Not sure	2.68%	12
TOTAL		448

Q1 What type of Neighborhood Parking Permit do you have?

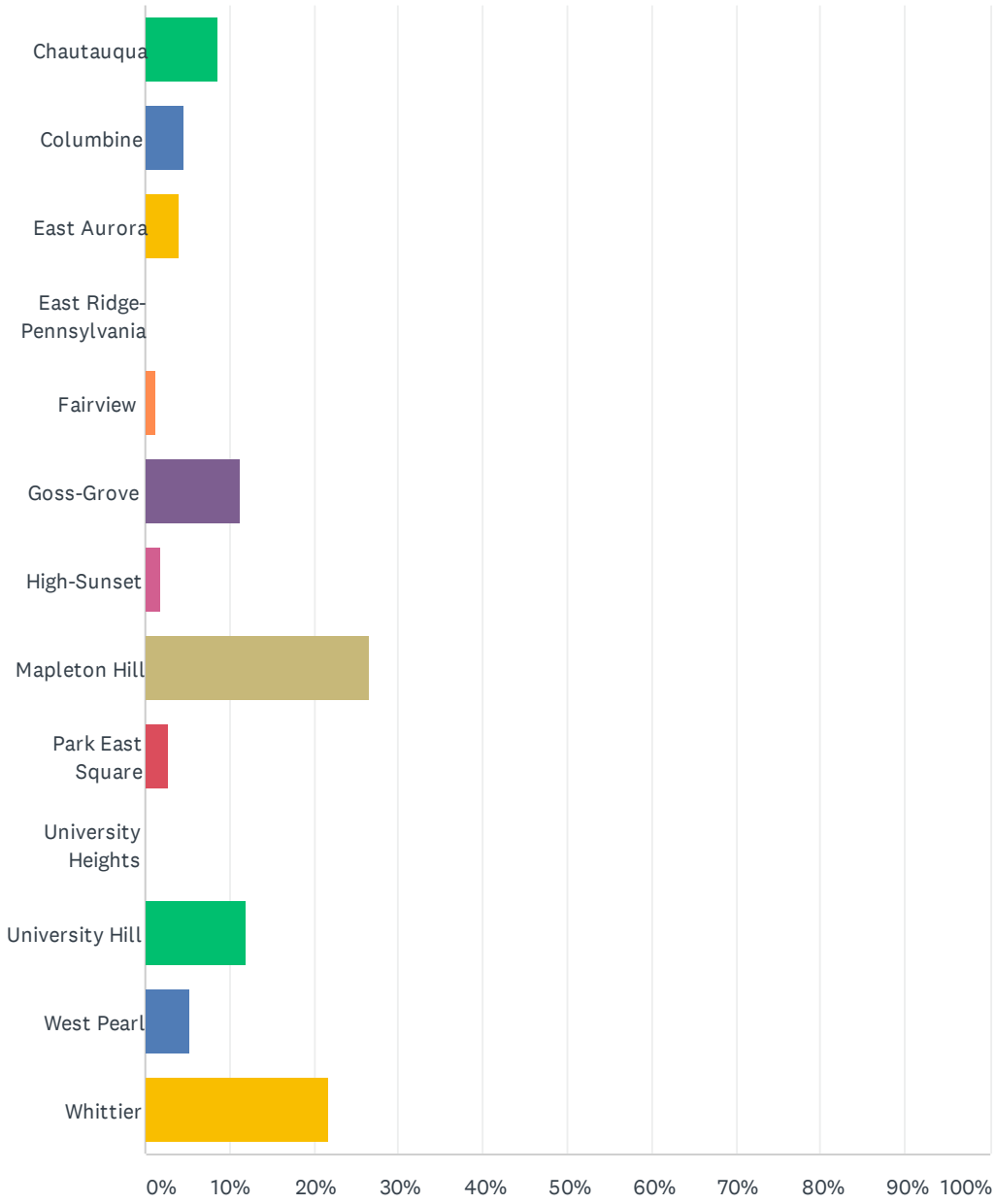
Answered: 173 Skipped: 0



ANSWER CHOICES	RESPONSES	
Resident	83.24%	144
Business (through my employer)	2.31%	4
Non-resident commuter	5.20%	9
I don't know or I don't have a permit	9.25%	16
TOTAL		173

Q2 In which zone do you have an NPP? See the map above for reference.

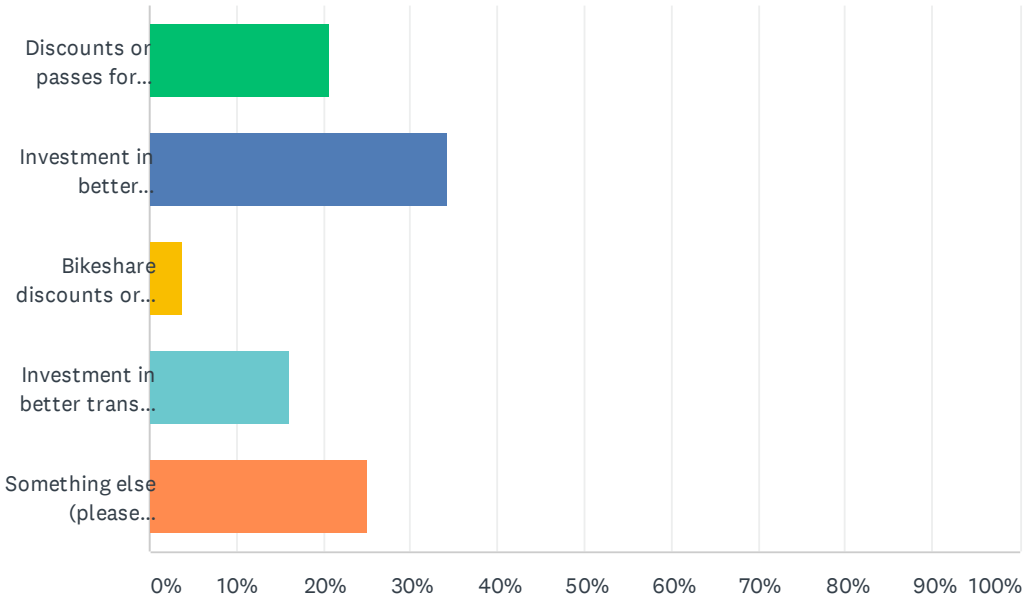
Answered: 151 Skipped: 22



ANSWER CHOICES	RESPONSES	
Chautauqua	8.61%	13
Columbine	4.64%	7
East Aurora	3.97%	6
East Ridge- Pennsylvania	0.00%	0
Fairview	1.32%	2
Goss-Grove	11.26%	17
High-Sunset	1.99%	3
Mapleton Hill	26.49%	40
Park East Square	2.65%	4
University Heights	0.00%	0
University Hill	11.92%	18
West Pearl	5.30%	8
Whittier	21.85%	33
TOTAL		151

Q3 Beyond a parking permit, what other transportation support would you benefit from? Check all that apply.

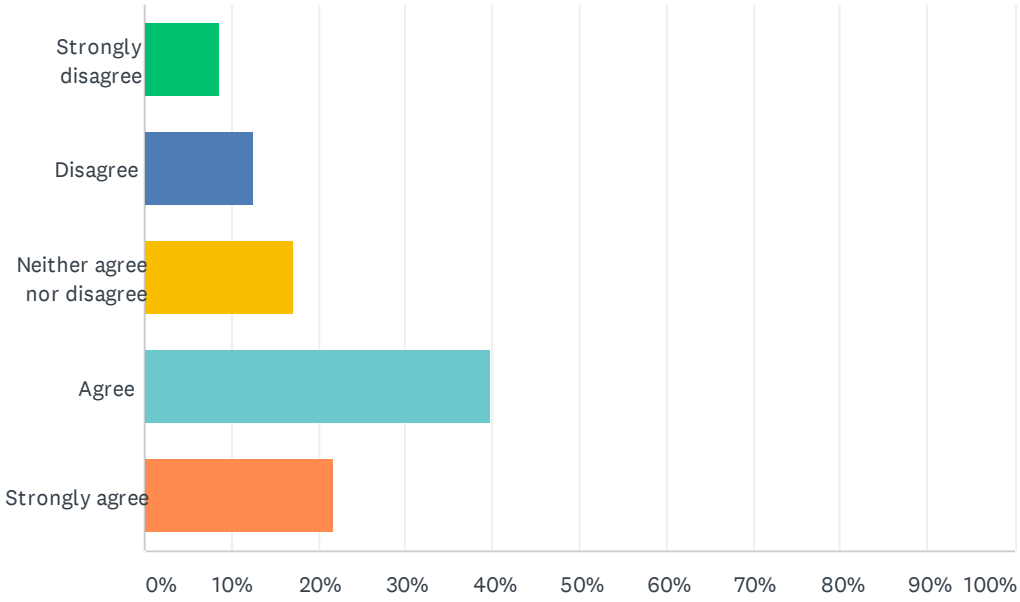
Answered: 131 Skipped: 42



ANSWER CHOICES	RESPONSES	
Discounts or passes for taking transit, like riding the bus	20.61%	27
Investment in better amenities for bicycling and walking, like better bike lanes and sidewalks, in the neighborhood I live/work	34.35%	45
Bikeshare discounts or passes	3.82%	5
Investment in better transit access and service in the neighborhood I live/work in	16.03%	21
Something else (please specify)	25.19%	33
TOTAL		131

Q4 I think my parking permit is worth at least what I pay for it.

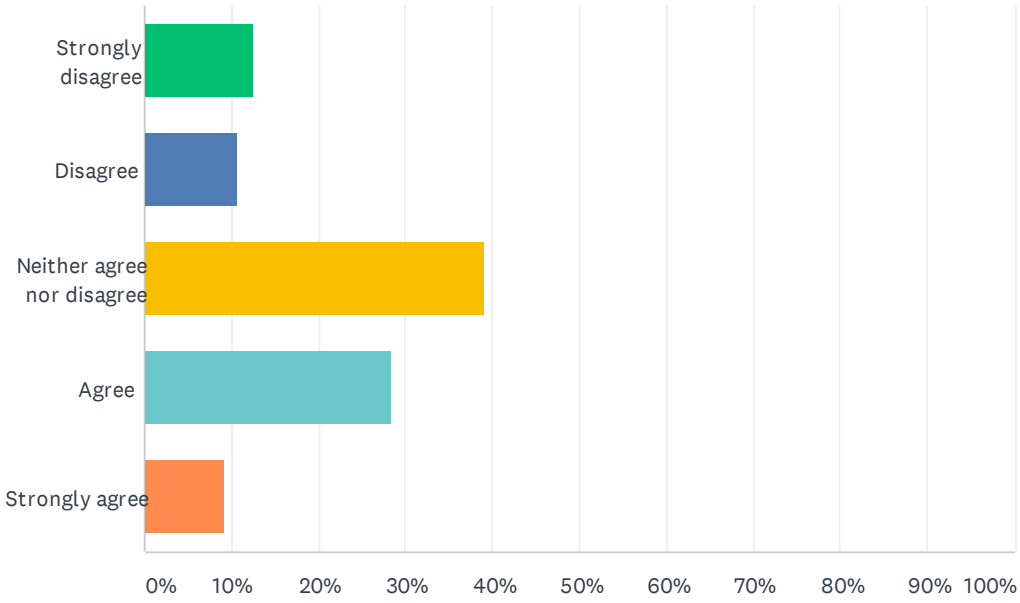
Answered: 151 Skipped: 22



ANSWER CHOICES	RESPONSES	
Strongly disagree	8.61%	13
Disagree	12.58%	19
Neither agree nor disagree	17.22%	26
Agree	39.74%	60
Strongly agree	21.85%	33
TOTAL		151

Q5 My permit would be worth more to me if it included other transportation and access options and support, like those listed in Question 4.

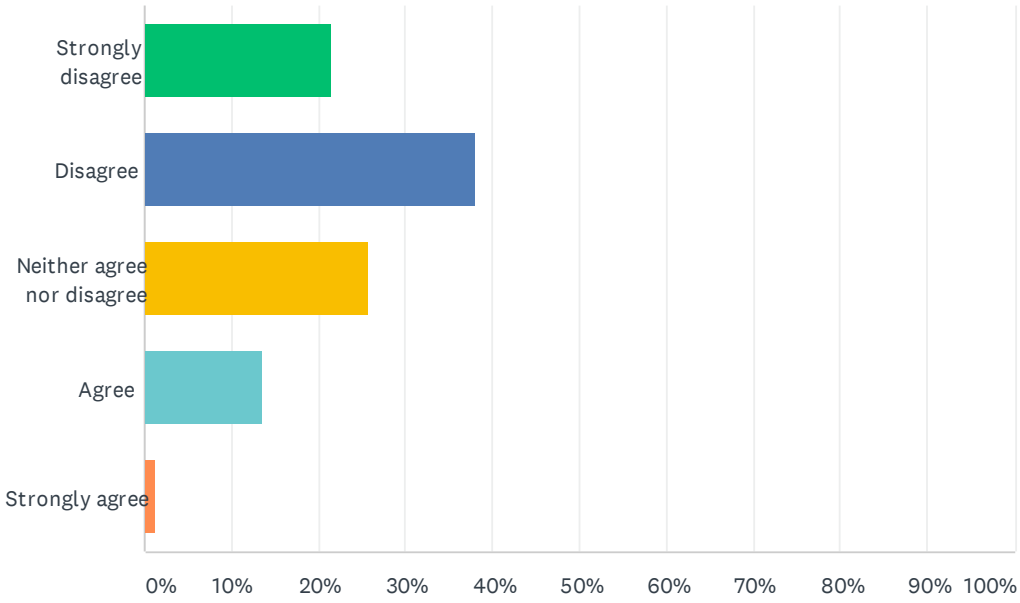
Answered: 151 Skipped: 22



ANSWER CHOICES	RESPONSES	
Strongly disagree	12.58%	19
Disagree	10.60%	16
Neither agree nor disagree	39.07%	59
Agree	28.48%	43
Strongly agree	9.27%	14
TOTAL		151

Q6 I understand how the city makes decisions about neighborhood parking and access management in the neighborhood I live/work in.

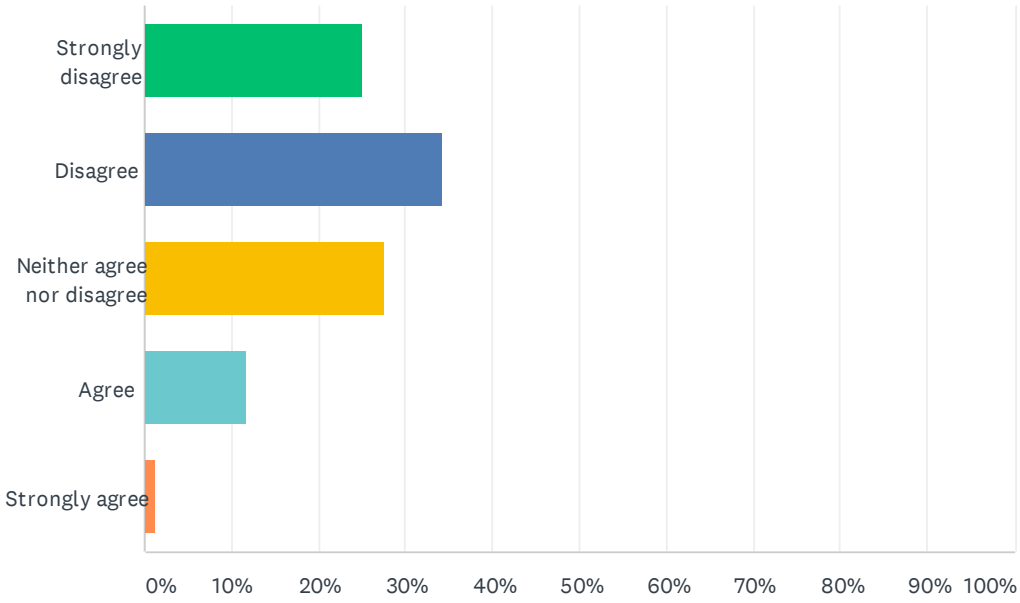
Answered: 163 Skipped: 10



ANSWER CHOICES	RESPONSES	
Strongly disagree	21.47%	35
Disagree	38.04%	62
Neither agree nor disagree	25.77%	42
Agree	13.50%	22
Strongly agree	1.23%	2
TOTAL		163

Q7 I understand how the city makes decisions about neighborhood parking and access management in other neighborhoods in Boulder.

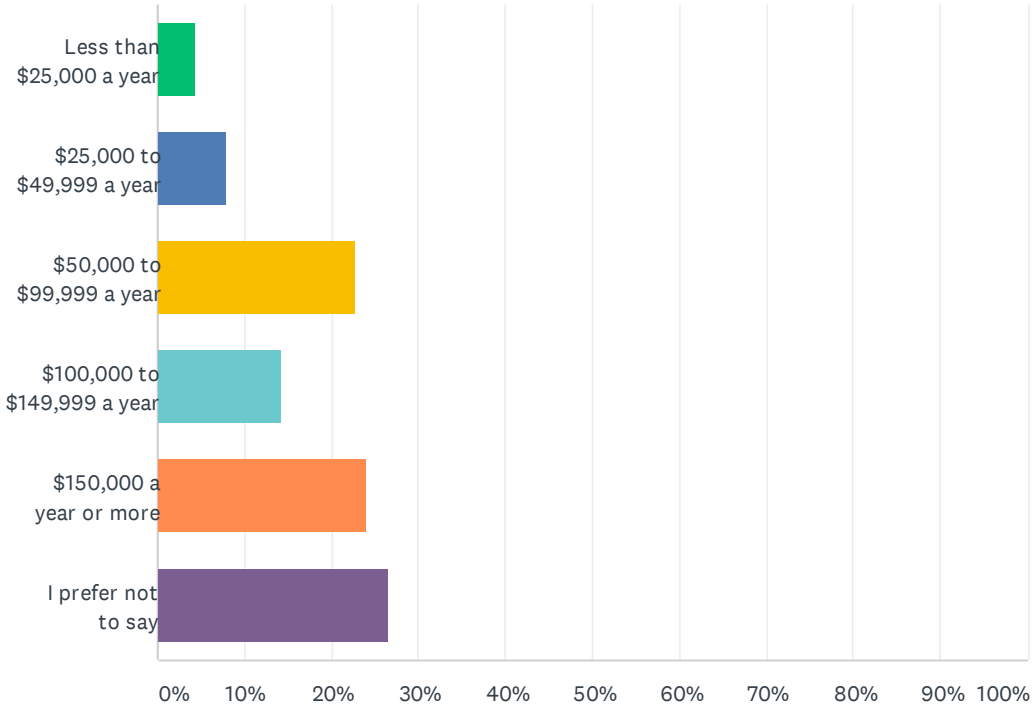
Answered: 163 Skipped: 10



ANSWER CHOICES	RESPONSES	
Strongly disagree	25.15%	41
Disagree	34.36%	56
Neither agree nor disagree	27.61%	45
Agree	11.66%	19
Strongly agree	1.23%	2
TOTAL		163

Q8 How would you describe your annual household income?

Answered: 162 Skipped: 11



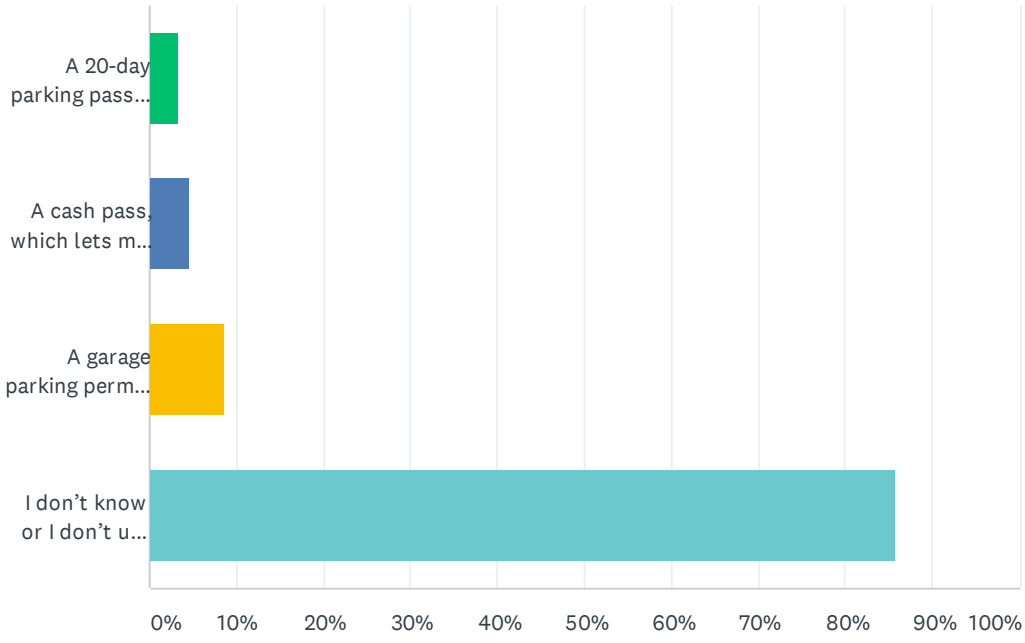
ANSWER CHOICES	RESPONSES	
Less than $25,000 a year	4.32%	7
$25,000 to $49,999 a year	8.02%	13
$50,000 to $99,999 a year	22.84%	37
$100,000 to $149,999 a year	14.20%	23
$150,000 a year or more	24.07%	39
I prefer not to say	26.54%	43
TOTAL		162

Q9 If you are interested in being entered into a raffle to receive a free 20-day parking pass, that can be used at any downtown City of Boulder garage, please share your e-mail address.

Answered: 78 Skipped: 95

Q1 Which of the following parking permits or products do you use? Check all that apply.

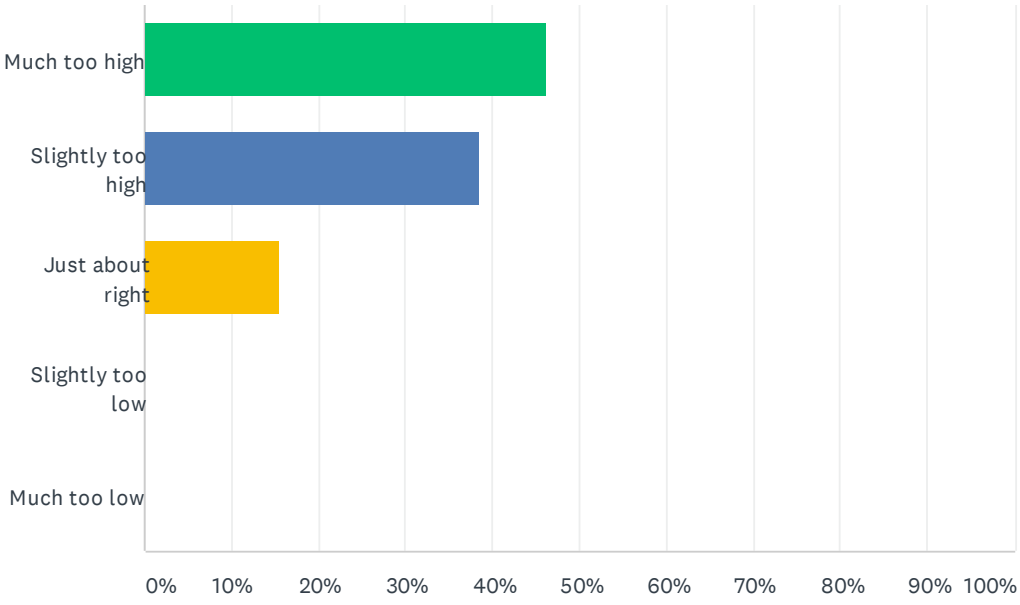
Answered: 175 Skipped: 2



ANSWER CHOICES	RESPONSES	
A 20-day parking pass, which lets me prepay for 20 days of garage parking	3.43%	6
A cash pass, which lets me prepay for as little as $30 of garage parking	4.57%	8
A garage parking permit, which I pay for on a quarterly basis	8.57%	15
I don't know or I don't use any of the above permits or products	85.71%	150
Total Respondents: 175		

Q2 When thinking about how much your current permit costs and considering the parking and access benefits it provides, would you say it is priced:

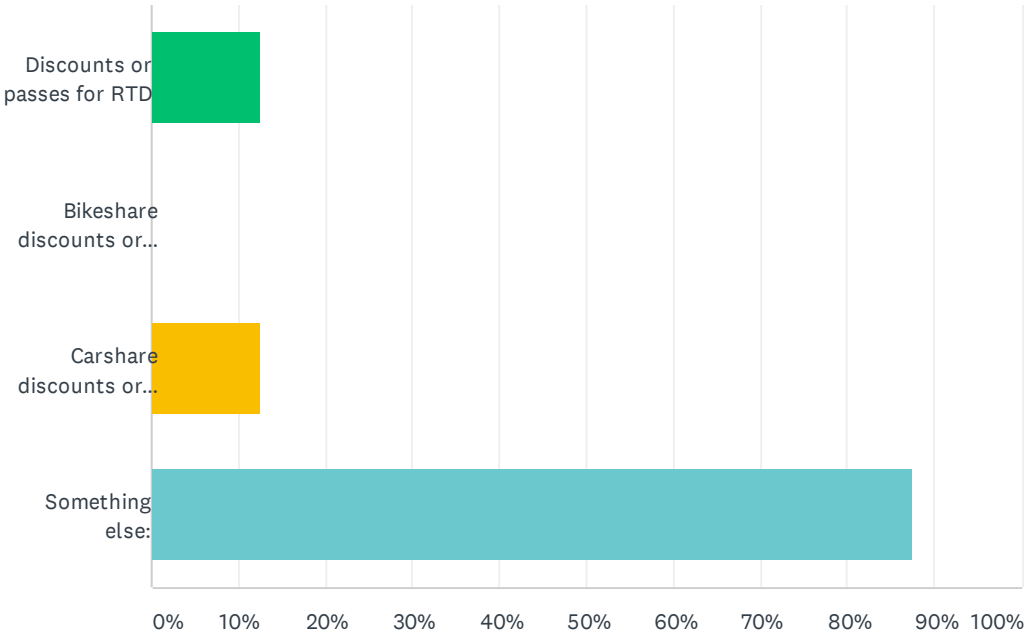
Answered: 13 Skipped: 164



ANSWER CHOICES	RESPONSES	
Much too high	46.15%	6
Slightly too high	38.46%	5
Just about right	15.38%	2
Slightly too low	0.00%	0
Much too low	0.00%	0
TOTAL		13

Q3 I would be willing to pay more for my parking permit if it included other transportation and benefits or discounts such as (Check all that apply):

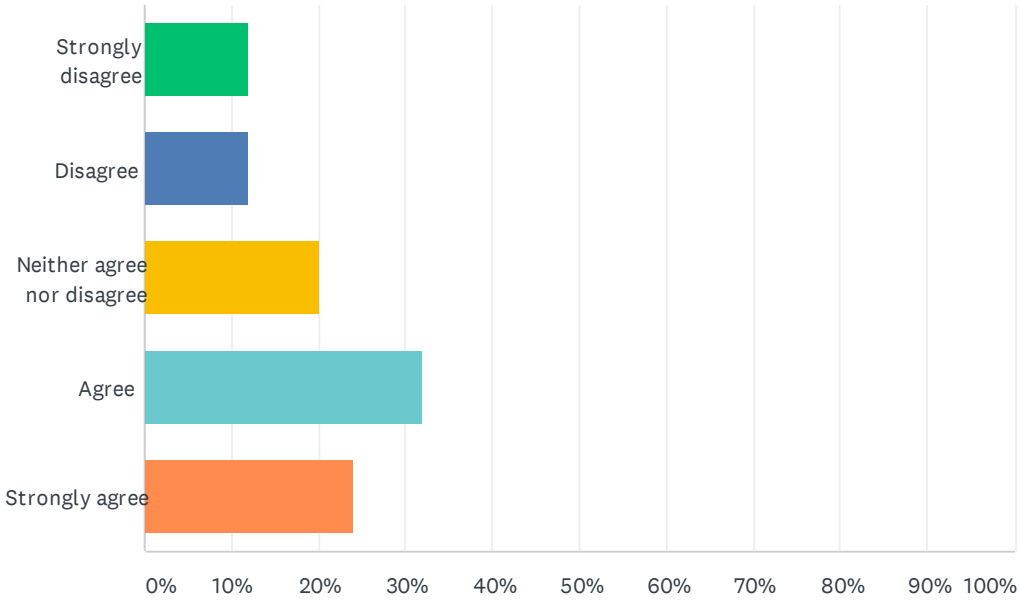
Answered: 8 Skipped: 169



ANSWER CHOICES	RESPONSES	
Discounts or passes for RTD	12.50%	1
Bikeshare discounts or passes	0.00%	0
Carshare discounts or passes	12.50%	1
Something else:	87.50%	7
Total Respondents: 8		

Q4 Because I have a parking permit or product I already paid for, I feel like I should be using it daily or at least on a regular basis.

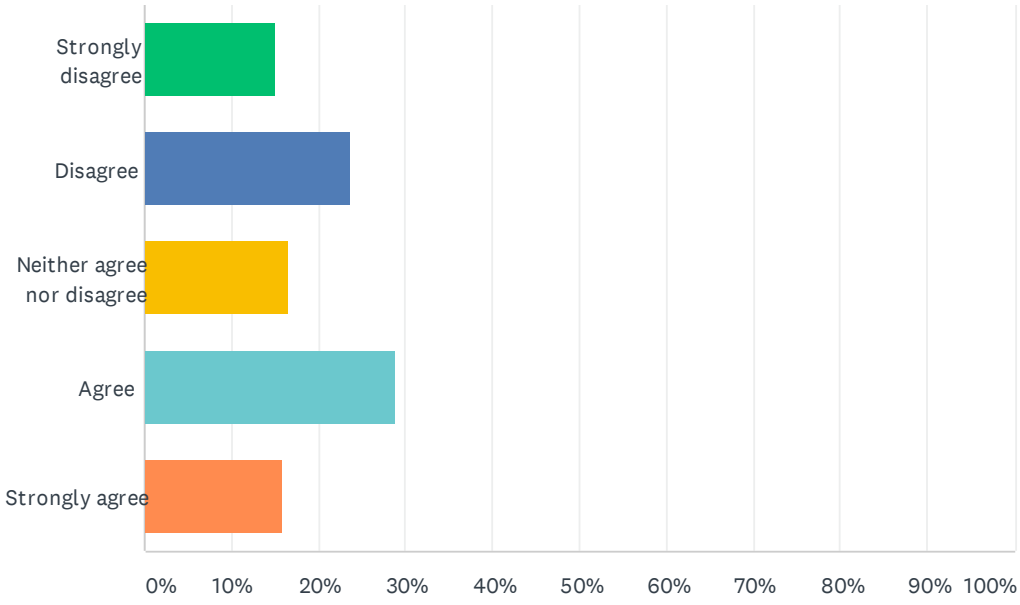
Answered: 25 Skipped: 152



ANSWER CHOICES	RESPONSES	
Strongly disagree	12.00%	3
Disagree	12.00%	3
Neither agree nor disagree	20.00%	5
Agree	32.00%	8
Strongly agree	24.00%	6
TOTAL		25

Q5 The parking prices in Boulder influence whether I choose to drive and park.

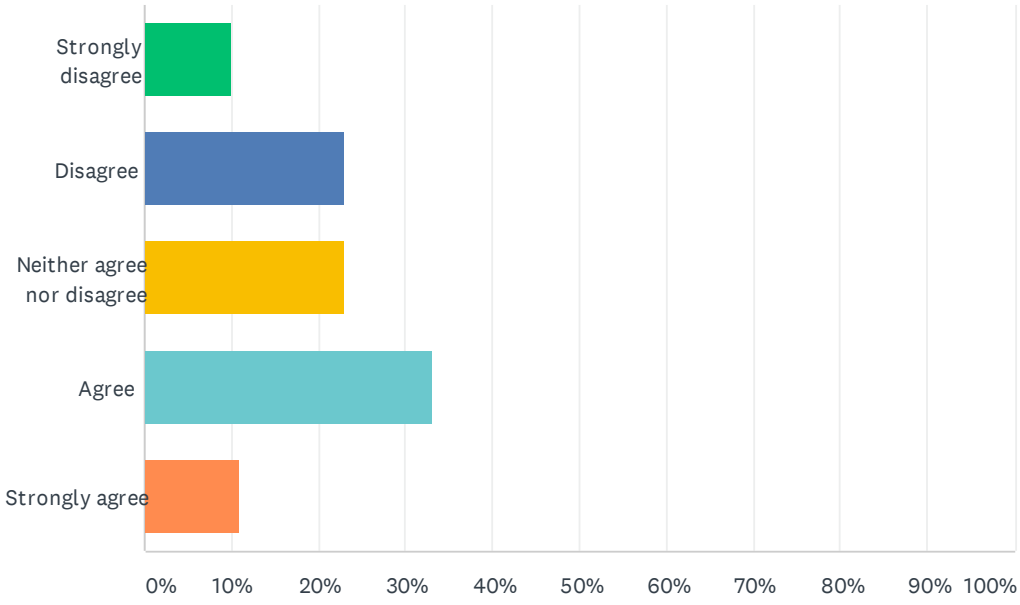
Answered: 139 Skipped: 38



ANSWER CHOICES	RESPONSES	
Strongly disagree	15.11%	21
Disagree	23.74%	33
Neither agree nor disagree	16.55%	23
Agree	28.78%	40
Strongly agree	15.83%	22
TOTAL		139

Q6 I think the demand for parking in a given area is a very important factor when determining the cost to park there.

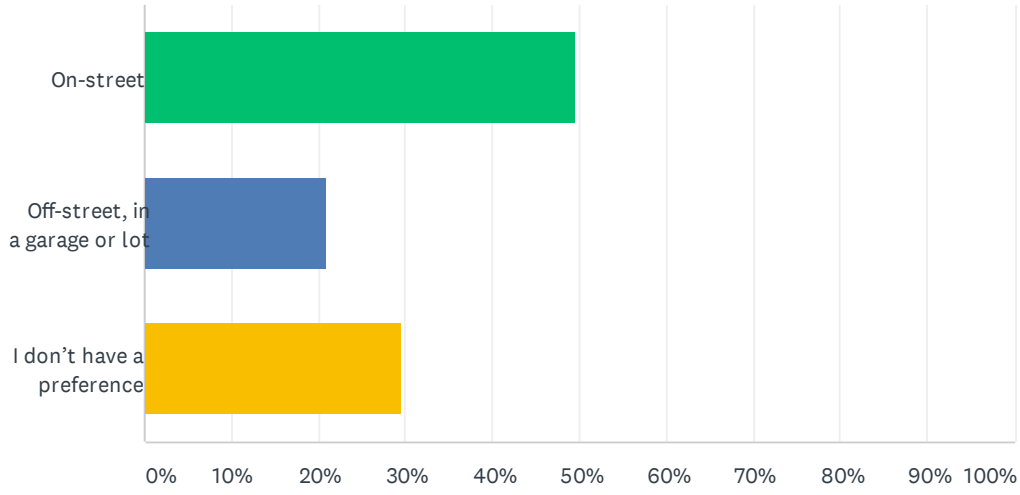
Answered: 139 Skipped: 38



ANSWER CHOICES	RESPONSES	
Strongly disagree	10.07%	14
Disagree	23.02%	32
Neither agree nor disagree	23.02%	32
Agree	33.09%	46
Strongly agree	10.79%	15
TOTAL		139

Q7 Given the choice, I would prefer to park:

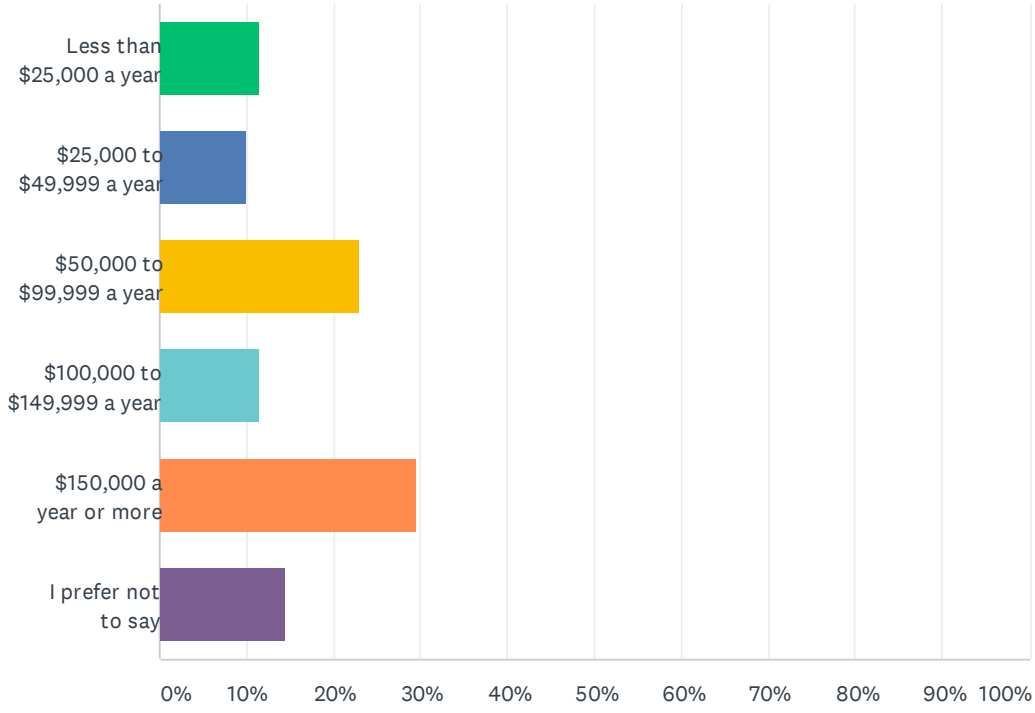
Answered: 139 Skipped: 38



ANSWER CHOICES	RESPONSES	
On-street	49.64%	69
Off-street, in a garage or lot	20.86%	29
I don't have a preference	29.50%	41
TOTAL		139

Q8 How would you describe your annual household income?

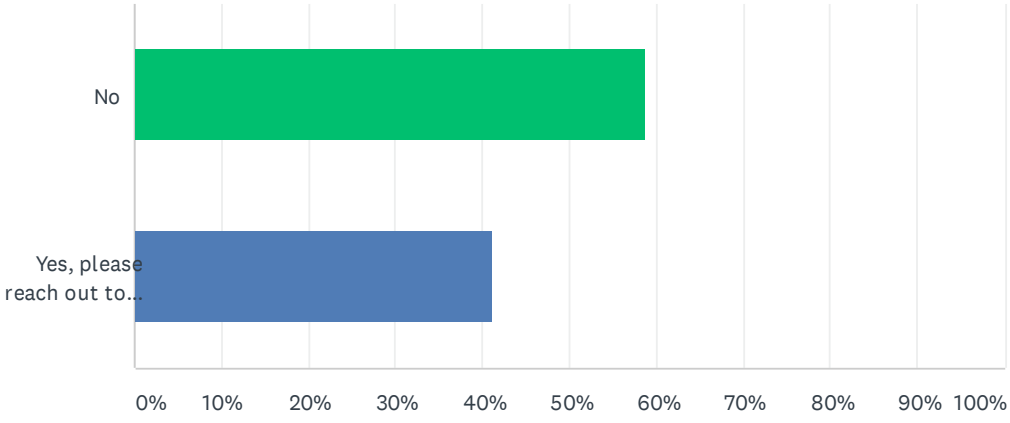
Answered: 139 Skipped: 38



ANSWER CHOICES	RESPONSES	
Less than $25,000 a year	11.51%	16
$25,000 to $49,999 a year	10.07%	14
$50,000 to $99,999 a year	23.02%	32
$100,000 to $149,999 a year	11.51%	16
$150,000 a year or more	29.50%	41
I prefer not to say	14.39%	20
TOTAL		139

Q9 Thank you for your time! Please indicate below if you would like to be entered into a raffle to receive a free 20-day parking pass that can be used at any downtown City of Boulder garage, with no expiration date!

Answered: 138 Skipped: 39



ANSWER CHOICES	RESPONSES	
No	58.70%	81
Yes, please reach out to me at this e-mail address:	41.30%	57
TOTAL		138

Appendix

Community Collaboration Materials: Virtual Engagement Module Results

A3d

Revitalizing Access in Boulder

Reimagined Neighborhood Parking Management

Future-Forward Parking Pricing

BTC

Project Context

This project advances the goals of the Access Management and Parking Strategy (AMPS) adopted by City Council in 2017. These include providing for all transportation choices, meeting the distinct and various needs of each area of the city, supporting the needs of many different people, seeking solutions with multiple benefits, and planning for the present and the future.

Project Objectives

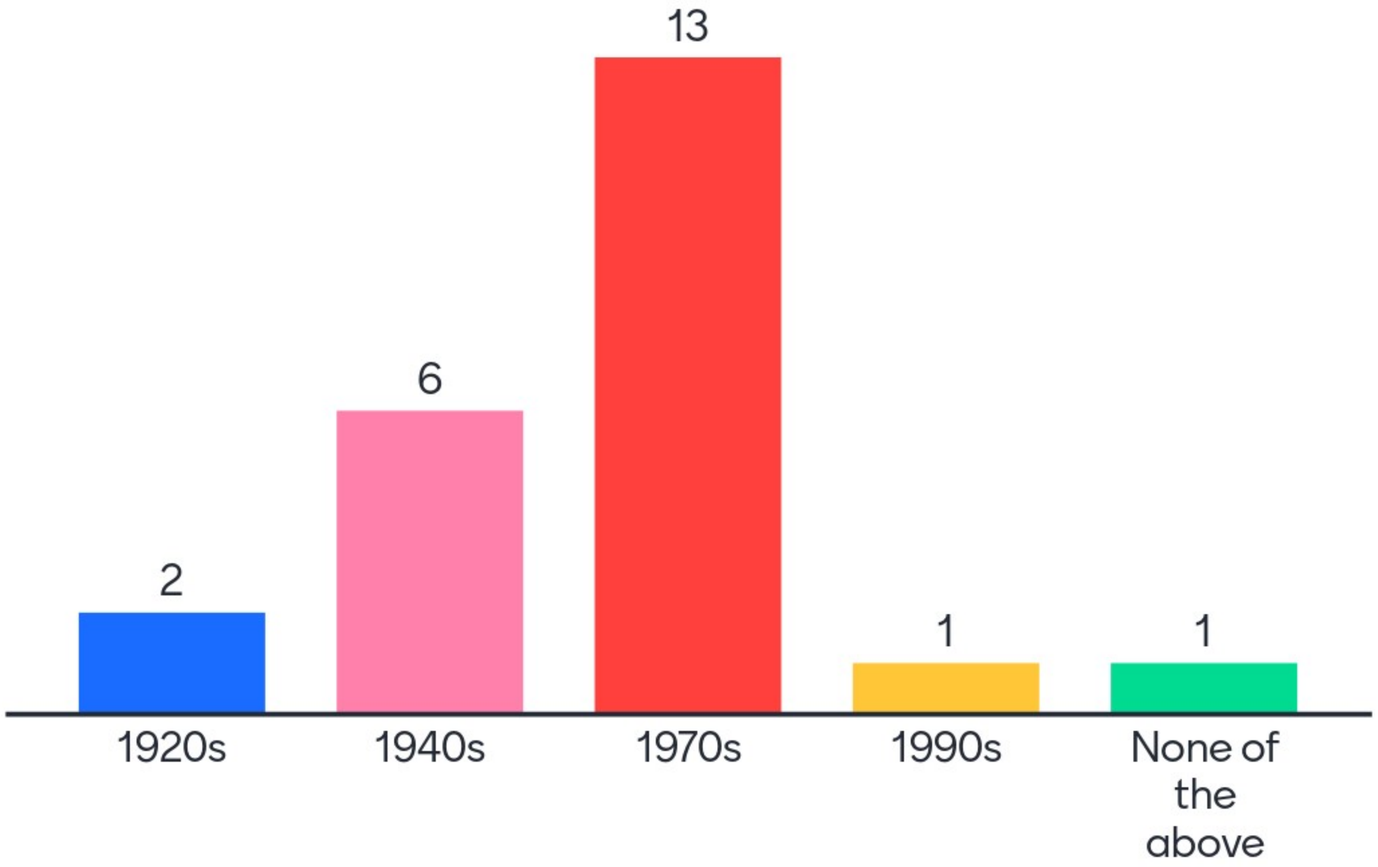
This project focuses on reimagining the Neighborhood Parking Permit (NPP) Program so that it reflects community needs AND creating a community-centered pricing approach to public parking citywide.

Your Collaboration is Essential!

We want to work with you to create a shared values system, identify problems and solutions, and create a path for real and lasting change. This series of questions focuses on the knowledge, views and values you have about the value of parking and parking pricing.

The first parking meter was installed in Boulder in the...

Mentimeter

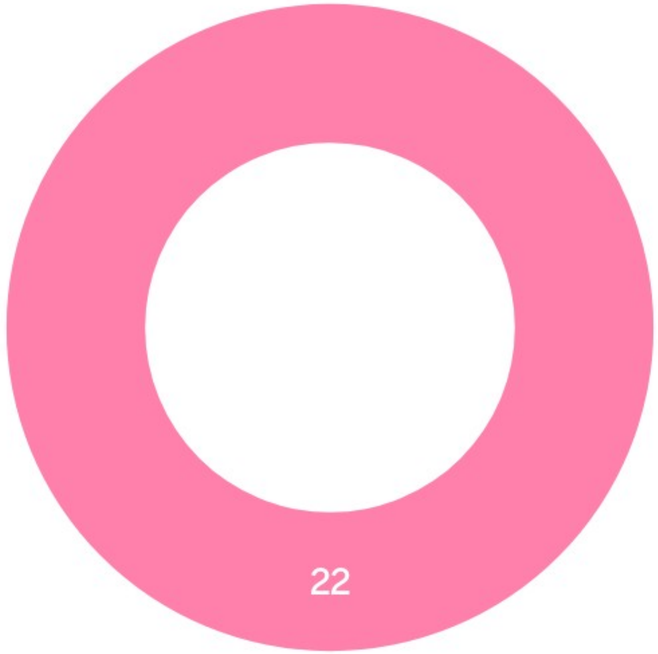


23

The first parking meters were installed in Boulder in the 1940s!

What is transportation demand management?

Mentimeter

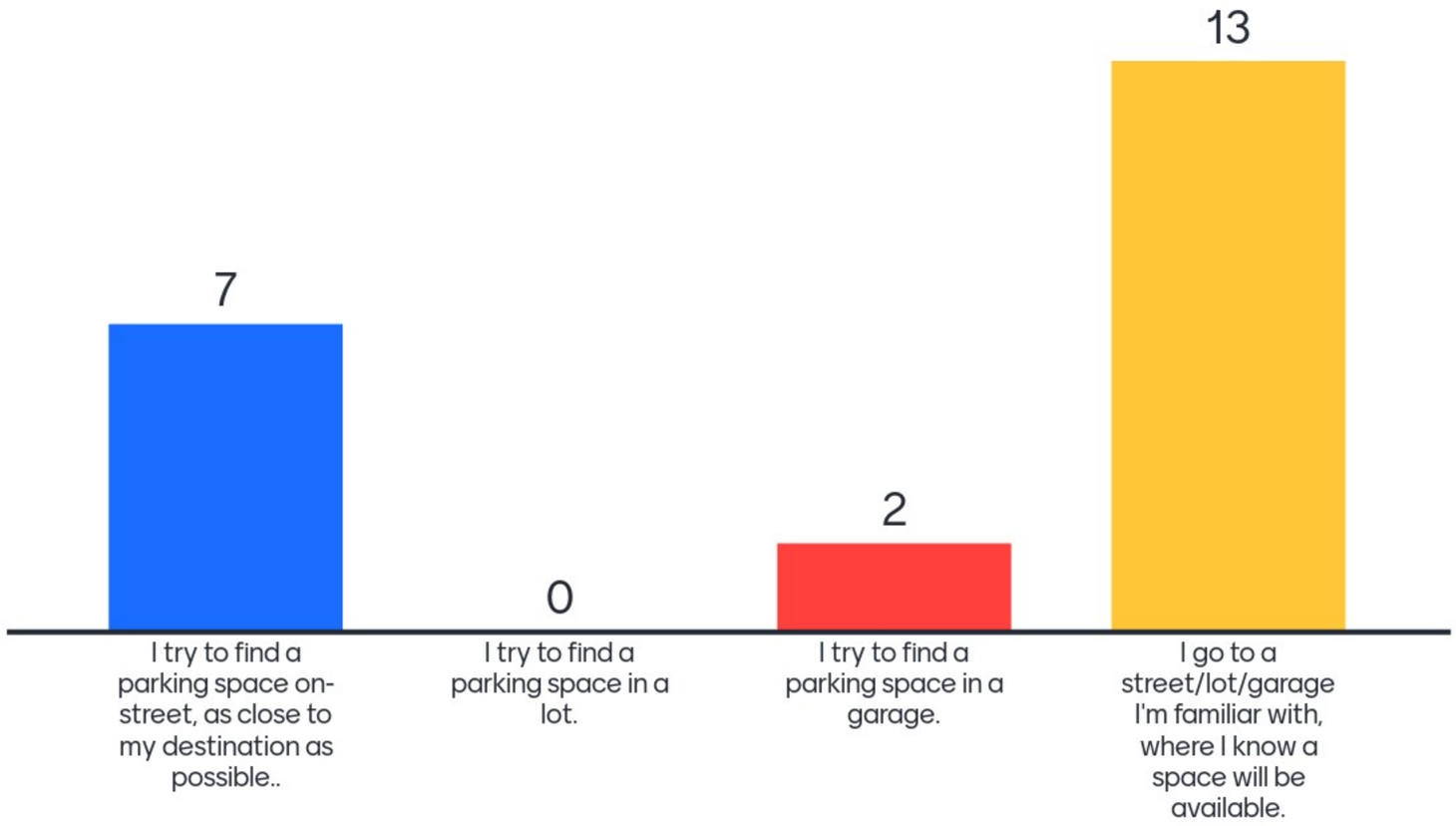


The use of policies and strategies to reduce and/or redistribute travel demand.

22

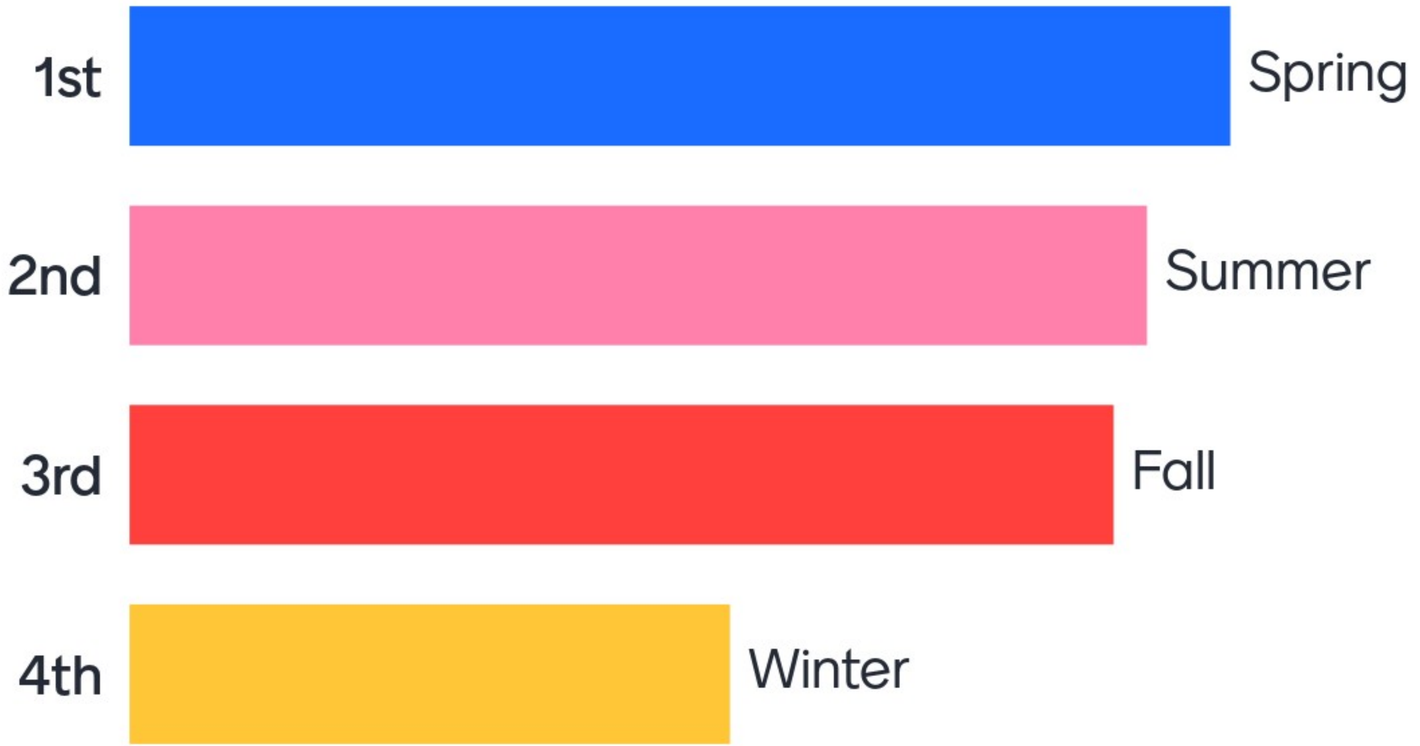
Transportation Demand Management (TDM) is the use of policies and strategies to redistribute and/or reduce travel demand.

You're late for a dinner out and you're searching for a parking space. Where do you look first?



Let's test your ranking abilities! Rank the seasons from best (1st) to worst (4th).

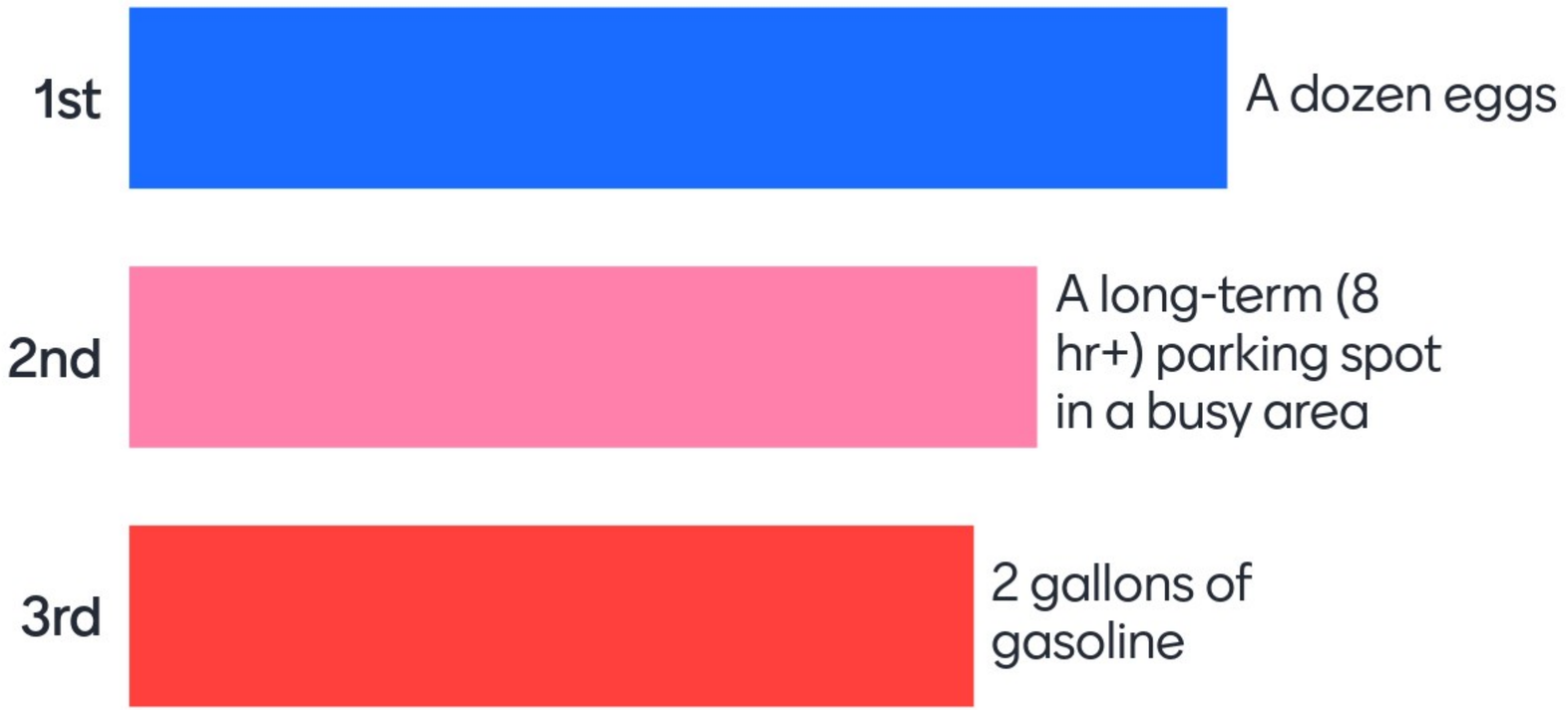
Mentimeter



24

Which of these do you value most? Rank these items, from highest value (1st) to lowest value (3rd).

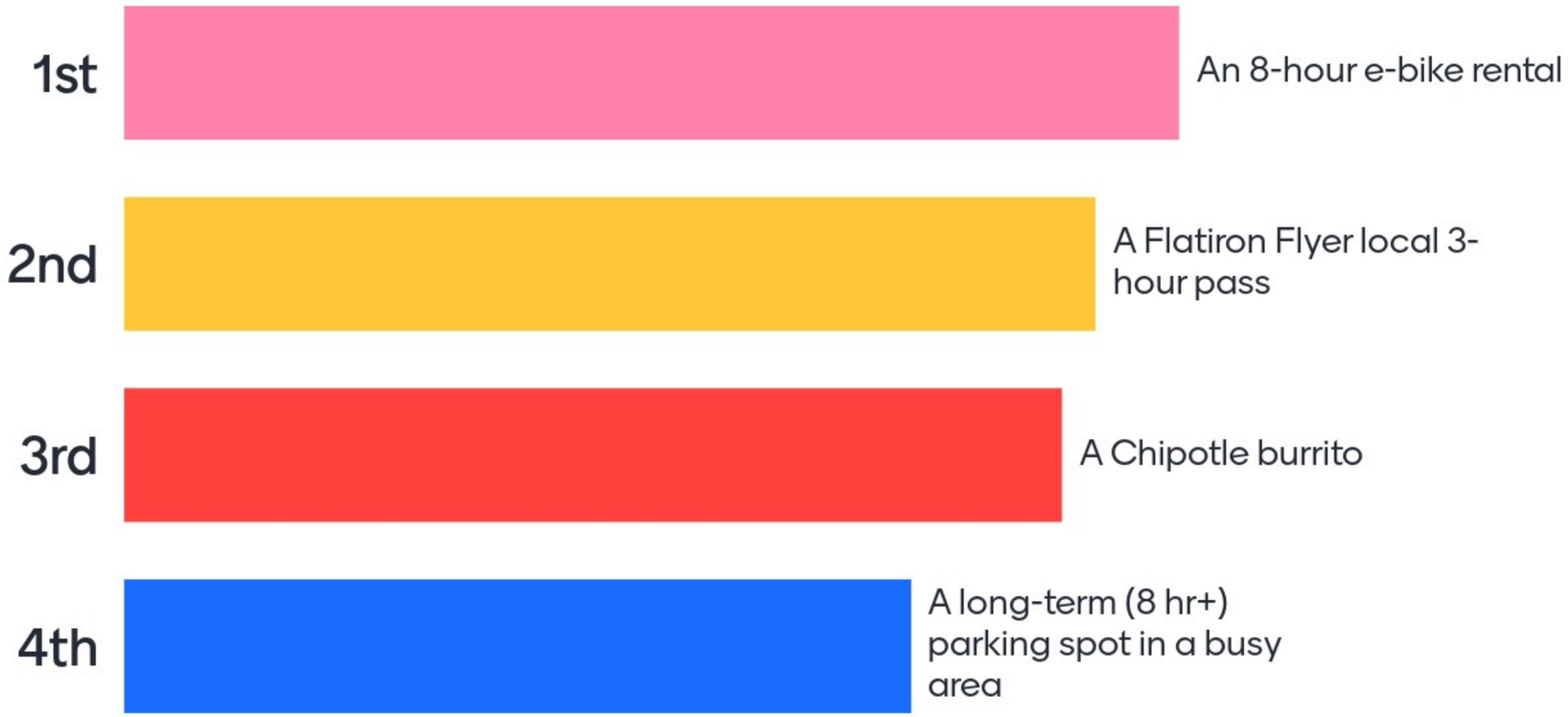
Mentimeter



23

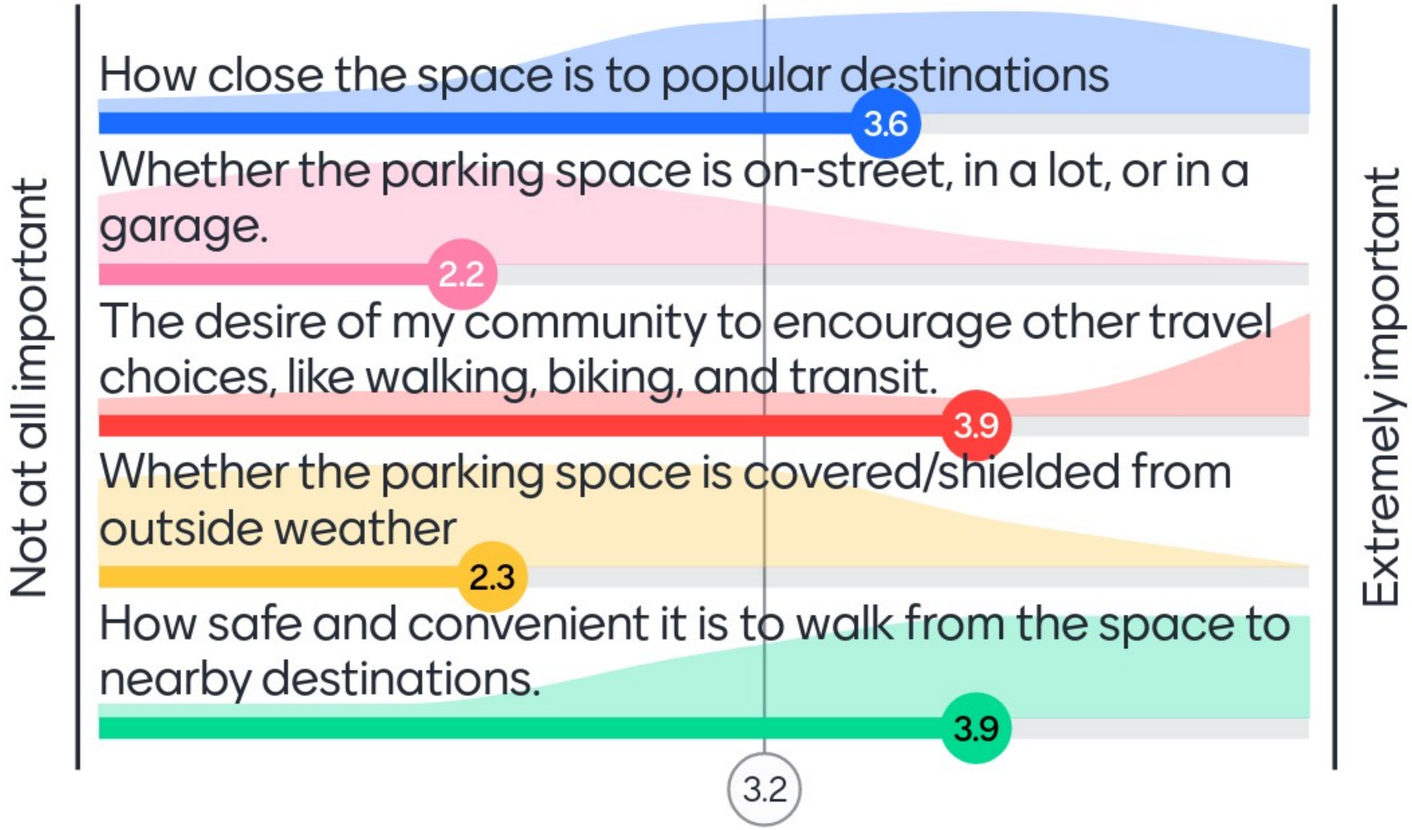
Which of these do you value most? Rank these items, from highest value to lowest value.

Mentimeter



23

You're choosing the hourly price of a parking space in Boulder. How important are the following characteristics to the space's hourly price?



What else would you like to share with us about the value of parking and parking pricing?

Mentimeter

I don't own a car, so some of these questions responses are inapplicable to me.

Parking should be most expensive in the core and where other transportation options exist. There should be parking on the periphery where people can leave cars for longer periods

Encourage people to come to areas where shops are. Free parking days, or short term parking for quick pick up - especially now with COVID curbside deliveries.

Inclusion of secured bike parking in vehicle parking areas, ideally with charging available for eBikes

Pricing higher to encourage folks to bike, walk or bus. Less car parking space for more bikes, etc.

I love to go during unmetered hours. :) but think parking in boulder is generally very affordable

Parking is radically under priced. That must change.

Also it matters how close to rtd stops the parking is! Once in boulder or denver, i use the bus so i dont have to park again

Understanding of various parking availability (where are the available spots) and the pricing throughout downtown, etc.

What else would you like to share with us about the value of parking and parking pricing?

Mentimeter

Allowing residents to understand the "true cost of free (or cheap) parking".

I like to park on the top of the downtown ramps because of the great view!

Charging for parking is important for shifting travel modes. We should reduce parking demand and remove parking spaces over time for redevelopment to higher/more people-focused uses.

Families with little kids, those with disabilities and elderly need to be considered.

While parking is a commodity, and low priced in the area, until there is a reliable and viable transit service getting to/from Boulder it will be a problem. People will just work/shop/play elsewhere if parking is too expensive without good transit.

Have more to share?

Visit www.Access4Boulder.com for project information, discussion threads, questionnaire, quick polls, contact page and more! Contact me at scanzem@bouldercolorado.gov

Revitalizing Access in Boulder

Reimagined Neighborhood Parking Management

Future-Forward Parking Pricing

Center for People with Disabilities

Project Context

This project advances the goals of the Access Management and Parking Strategy (AMPS) adopted by City Council in 2017. These include providing for all transportation choices, meeting the distinct and various needs of each area of the city, supporting the needs of many different people, seeking solutions with multiple benefits, and planning for the present and the future.

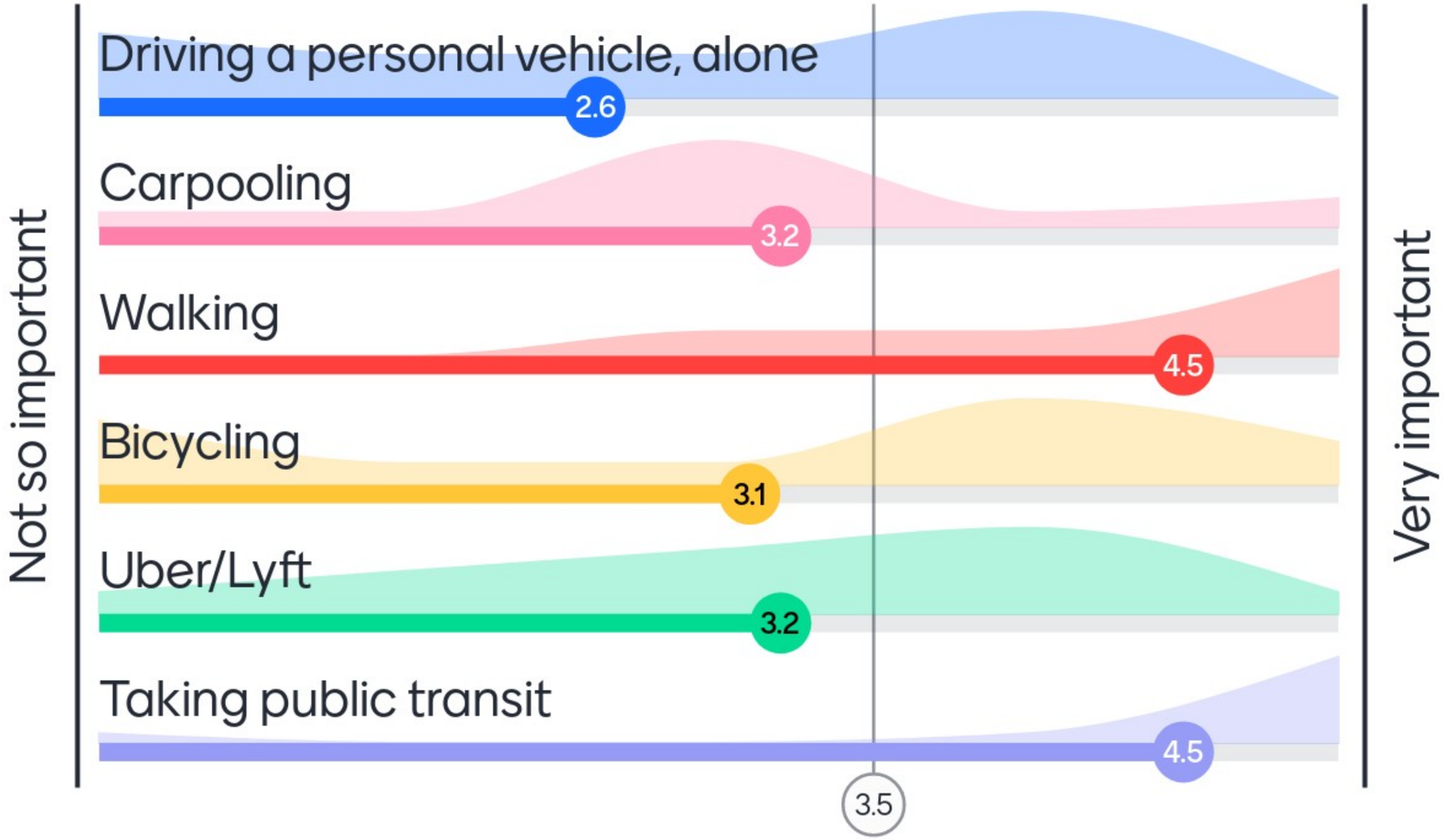
Project Objectives

This project focuses on reimagining neighborhood parking management so that it reflects community needs AND creating a community-centered pricing approach to public parking citywide.

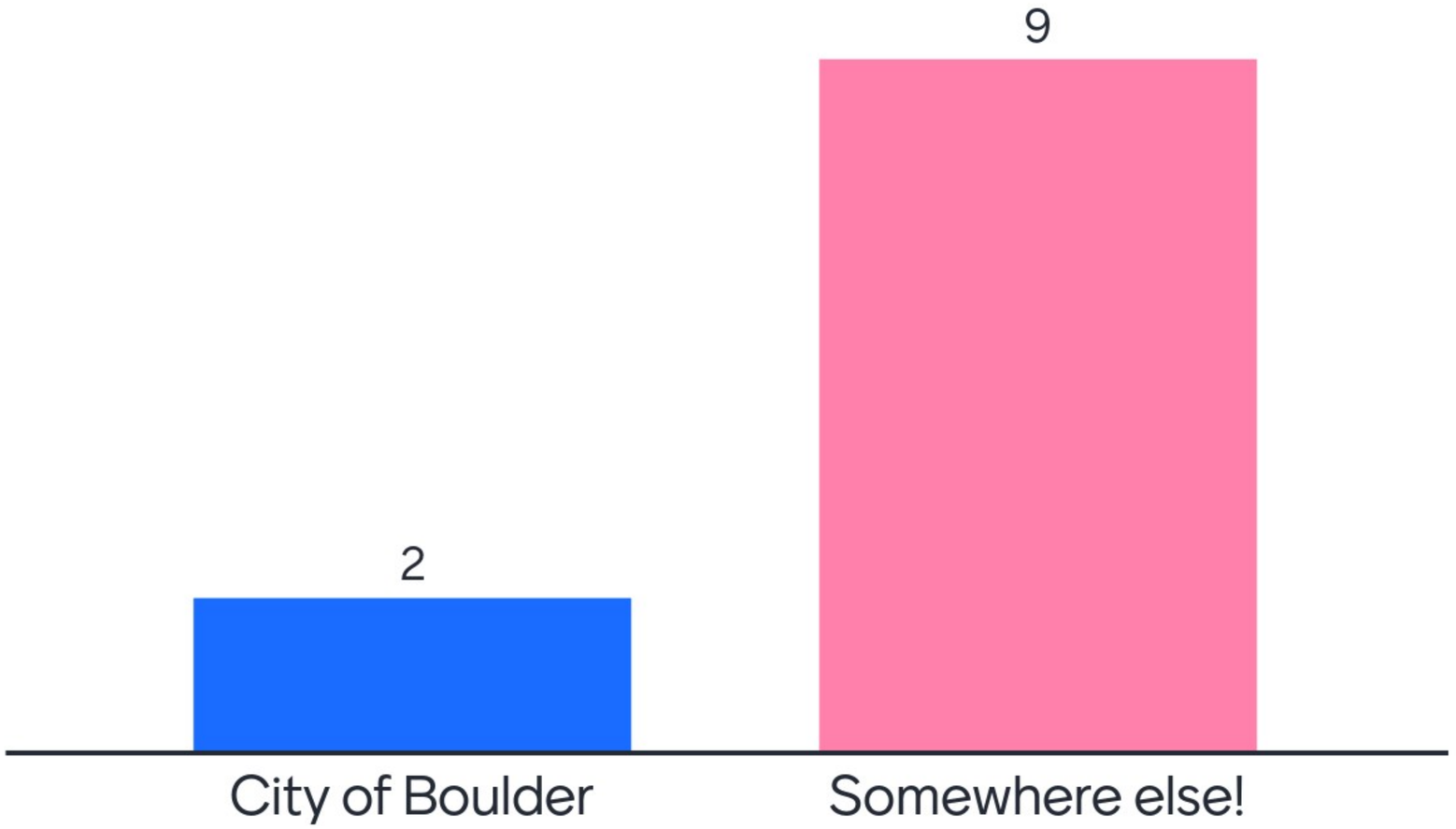
Your Collaboration is Essential!

We want to work with you to create a shared values system, identify problems and solutions, and create a path for real and lasting change. This series of questions focuses on the knowledge, views and values you have about the value of parking and parking pricing.

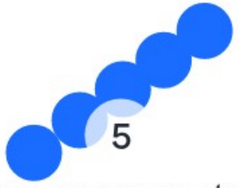
Imagine a COVID-free future! How important are the following transportation modes to who CPWD serves?



Where do you live?



You're late for a dinner out and you're searching for a parking space. Where do you look first?



5

I try to find a parking space on-street, as close to my destination as possible..

1

I try to find a parking space in a lot.

1

I try to find a parking space in a garage.

2

I go to a street/lot/garage I'm familiar with, where I know a space will be available.

2

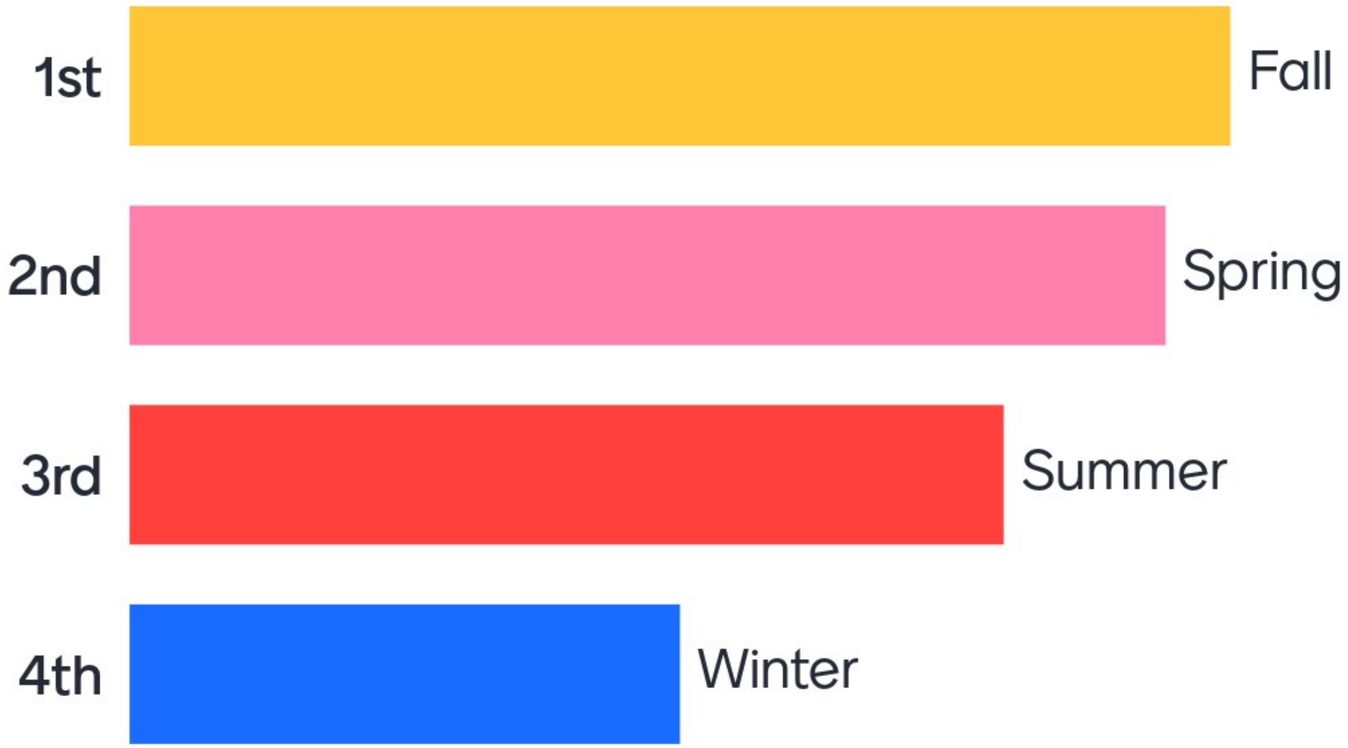
I've taken the bus! No need to find parking.

0

I rode a bicycle or walked!

Let's test your ranking abilities! Rank the seasons from best (1st) to worst (4th).

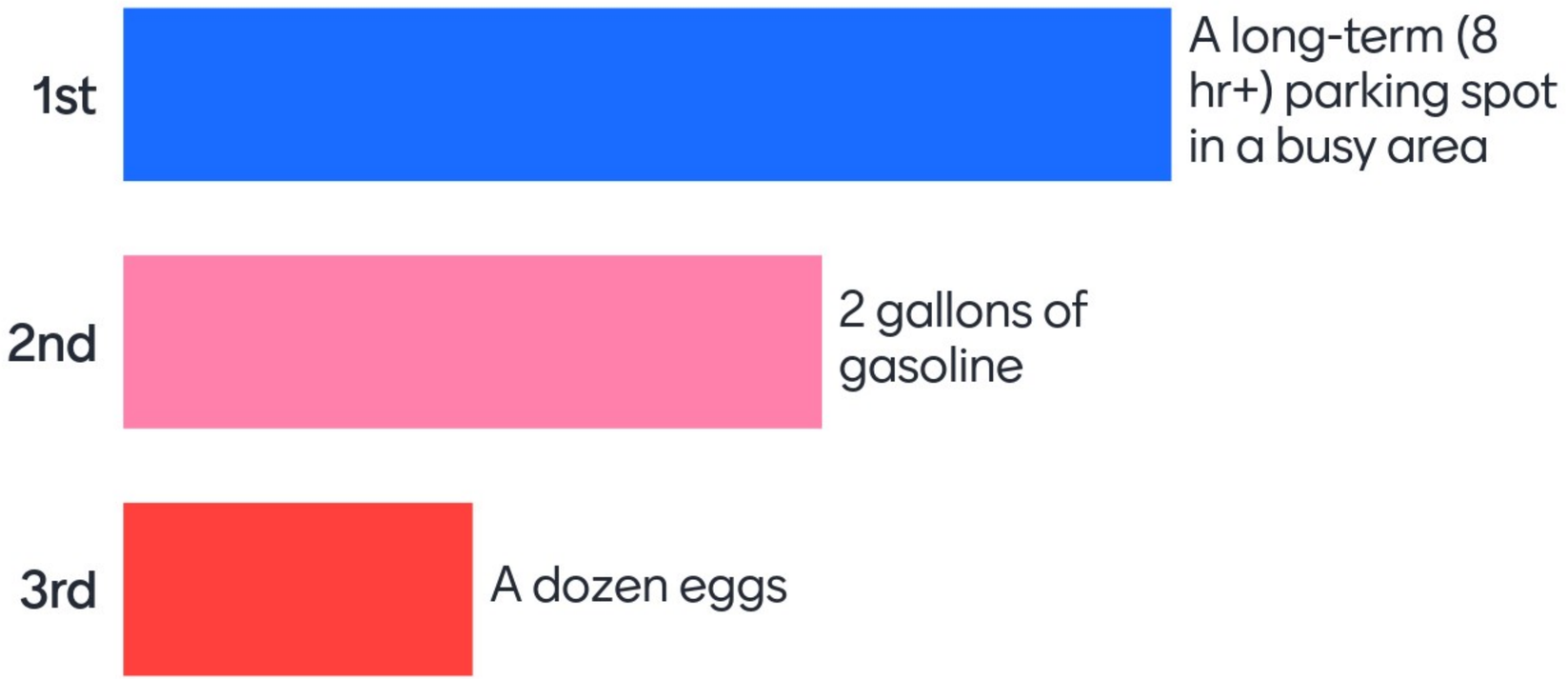
Mentimeter



11

Which of these do you value most? Rank these items, from highest value (1st) to lowest value (3rd).

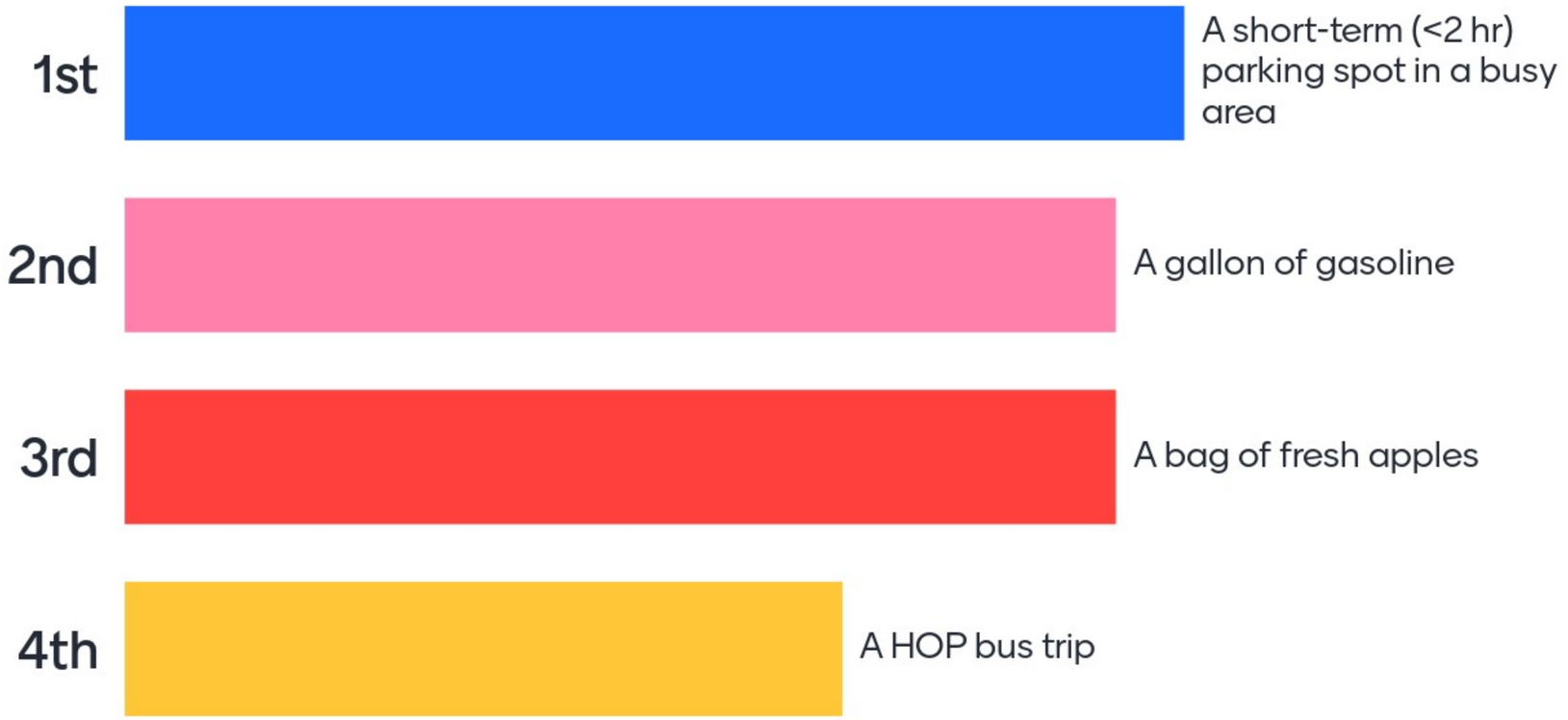
Mentimeter



1

Which of these do you value most? Rank these items, from highest value to lowest value.

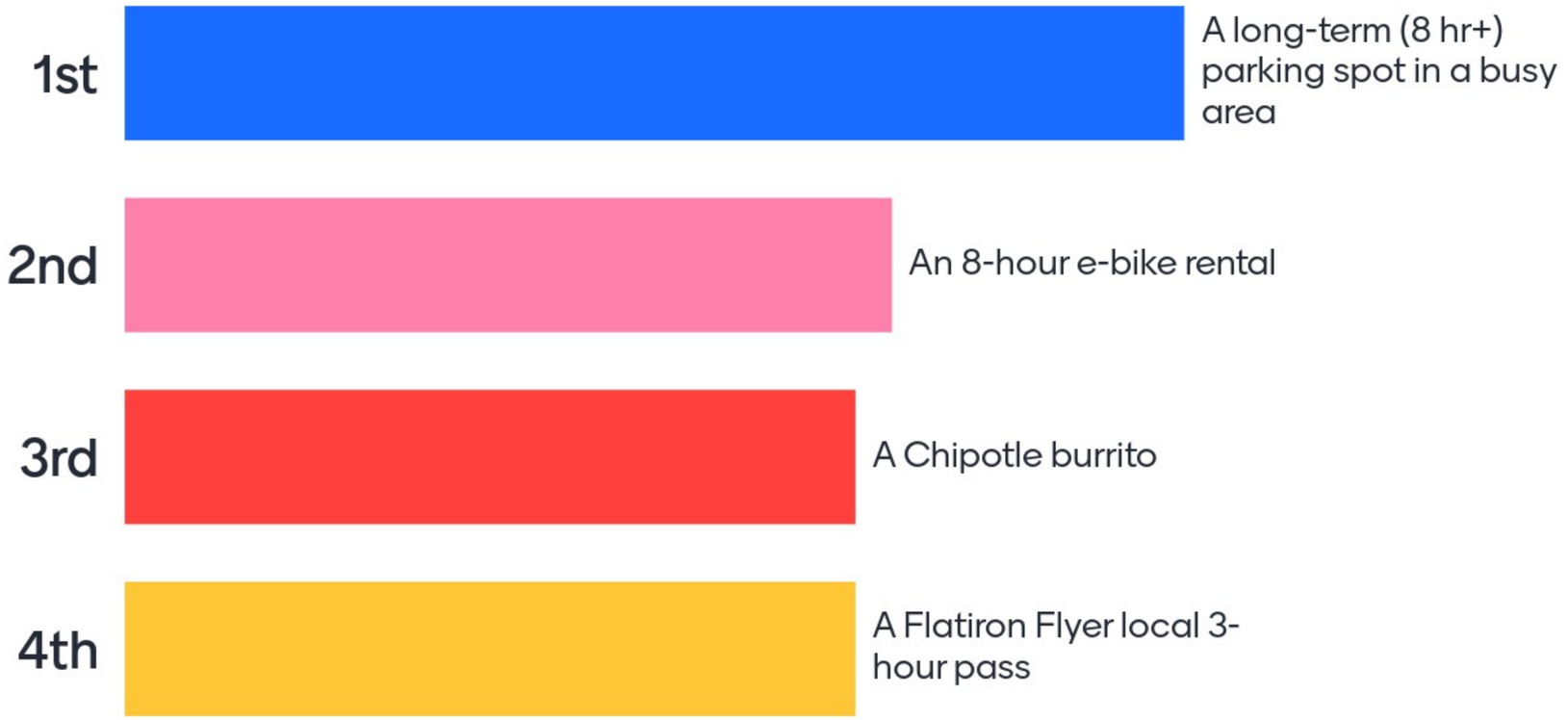
Mentimeter



11

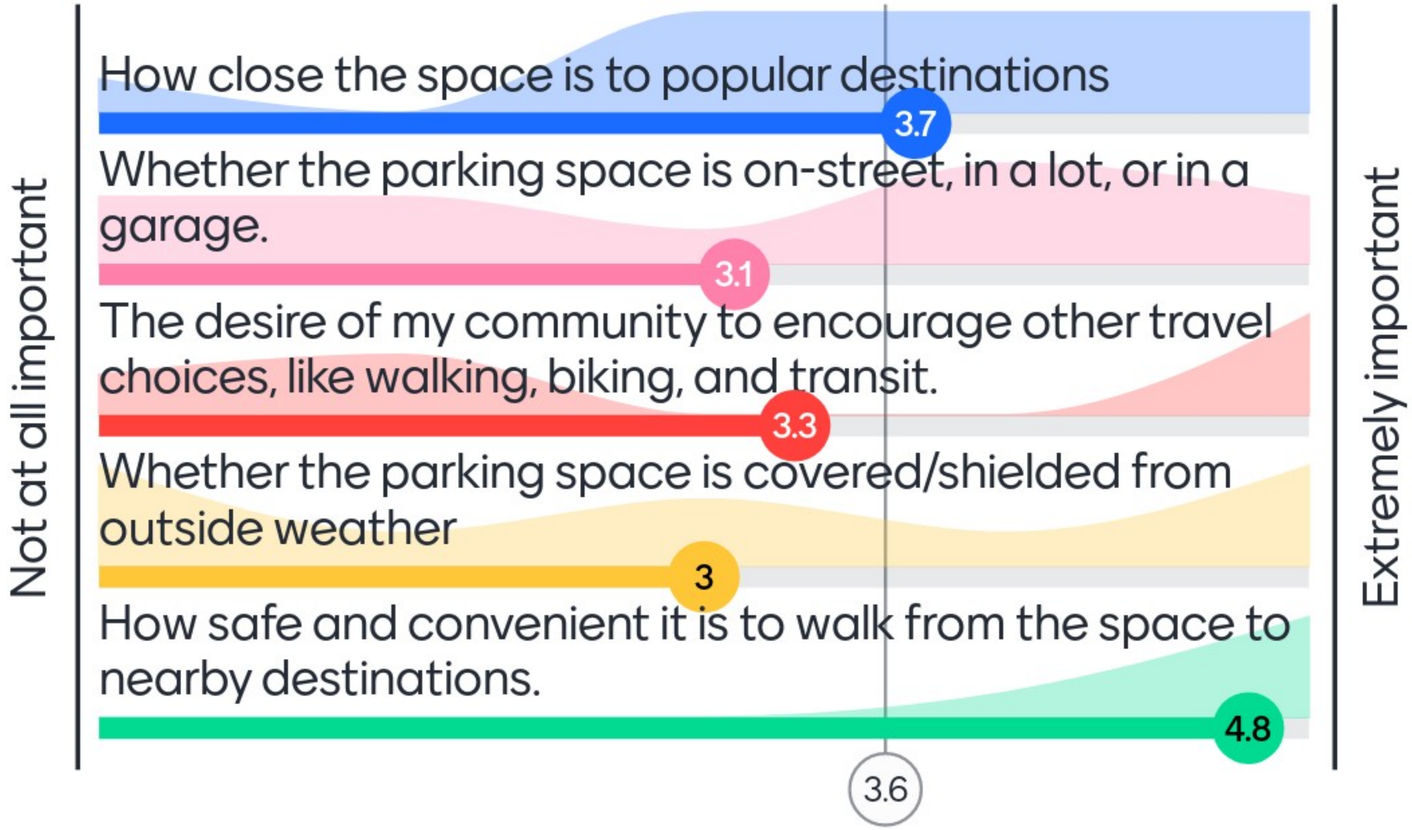
Which of these do you value most? Rank these items, from highest value to lowest value.

Mentimeter



9

You're choosing the hourly price of a parking space in Boulder. How important are the following characteristics to the space's hourly price?



Are there other factors beyond those listed below that you'd consider?

Mentimeter

Accessible parking

Accessible parking

Accessible parking, proximity to public transit

Incorporating the need for accessible parking spaces throughout Boulder

Accessible spaces for sure

Accessible street parking.

Accessible Parking Spaces, increasing number in high use areas and in public transit locations

walking distance

Ability for everyone to have access to all areas in Boulder

9

What else do we need to consider to properly serve people with disabilities?

Mentimeter

more accessible parking spots for people with disabilities.

Van Accessible Parking w Ample Signage

Removing parking meters for accessible parking

The price of parking/transit options for low income folks

The upkeep of the areas, to avoid falls etc.

Needs may change based on the days of the week or time of day.

Number of spots available and closeness to destinations. Pricing for low income.

7

Have more to share?

Visit www.Access4Boulder.com for project information, discussion threads, questionnaire, quick polls, contact page and more!

Revitalizing Access in Boulder

Reimagined Neighborhood Access Management

Future-Forward Parking Pricing

Community Cycles

Project Objectives

This project focuses on reimagining the Neighborhood Parking Permit (NPP) Program so that it reflects community needs AND creating a community-centered pricing approach to public parking citywide.

Project Context

This project advances the goals of the Access Management and Parking Strategy (AMPS) adopted by City Council in 2017. These include providing for all transportation choices, meeting the distinct and various needs of each area of the city, supporting the needs of many different people, seeking solutions with multiple benefits, and planning for the present and the future.

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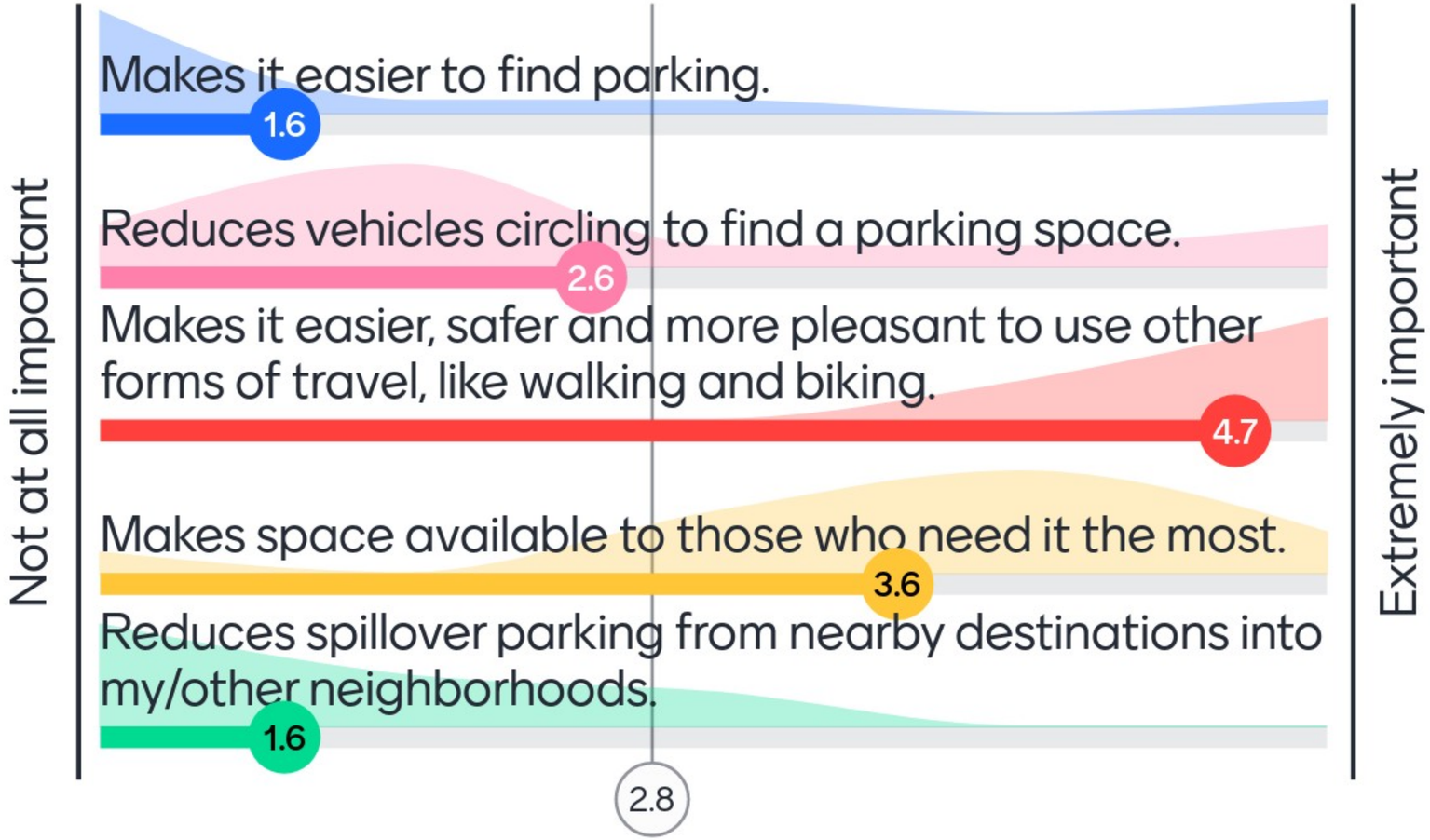
How important to you are the following goals for parking management?



Are there other parking management goals beyond those listed below that matter to you?

Mentimeter

GHG reduction

Vision zero

persuade people that driving is dumb and they use other modes

Remove monthly and annual passes that encourage driving

Reducing stormwater runoff & urban heat-island effect, allowing more room for housing & human-centered uses

Increasing non-driving modes

elimination of some parking for saafer cycling

Discourage global-warming inducing clear trips.

Improve transit operations

19

Are there other parking management goals beyond those listed below that matter to you?

Mentimeter

Fund other modes

Vision zero

generate revenue

Signaling through pricing mechanisms to influence driver behavior/behavior change.Using less dangerous modes of transit/VZ

we need to discourage driving (thus parking) to meet climate goals

Less parking

Parking is valuable. It should not be free.

Get rid of how easy it is to park

Funding transit, neighborhood eco-passes, citywide bikeshare, etc

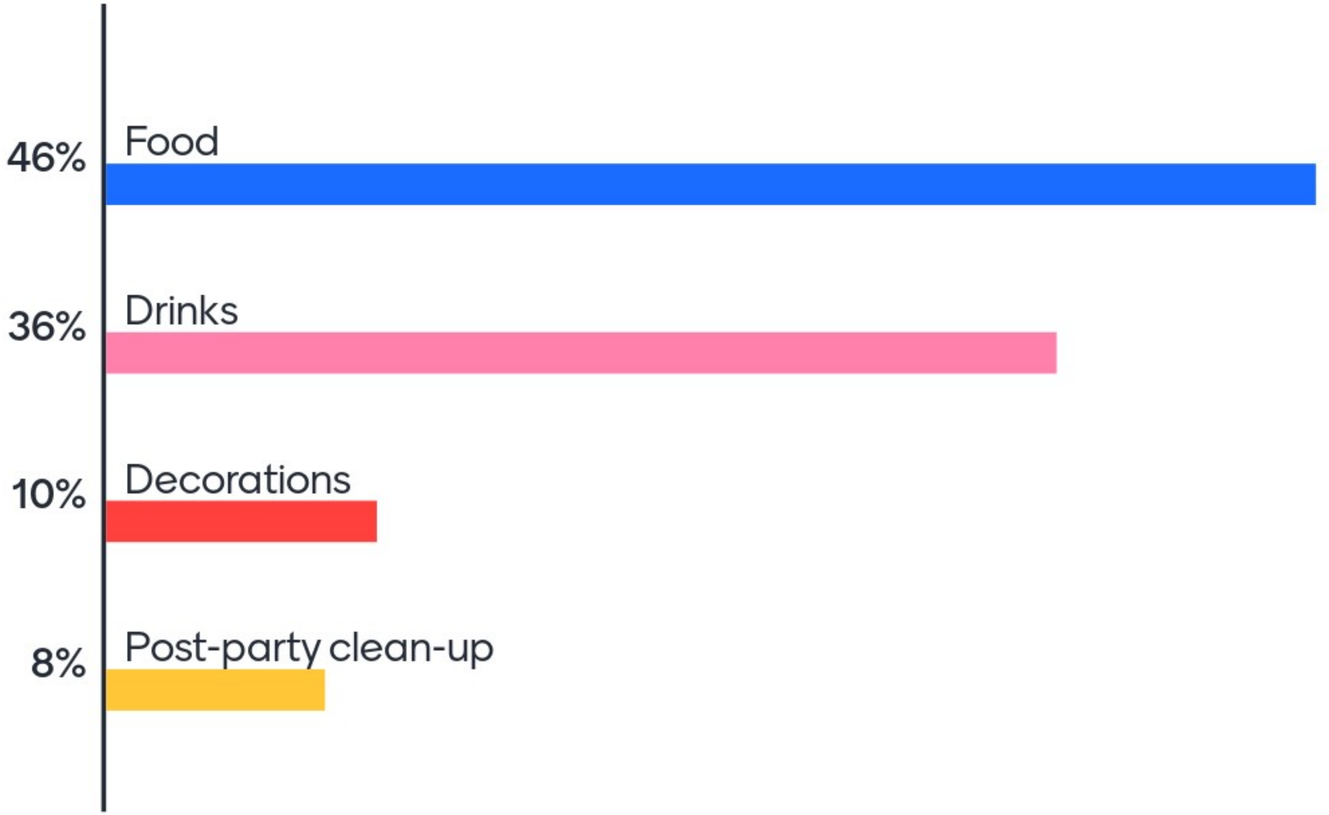
Are there other parking management goals beyond those listed below that matter to you?

Mentimeter

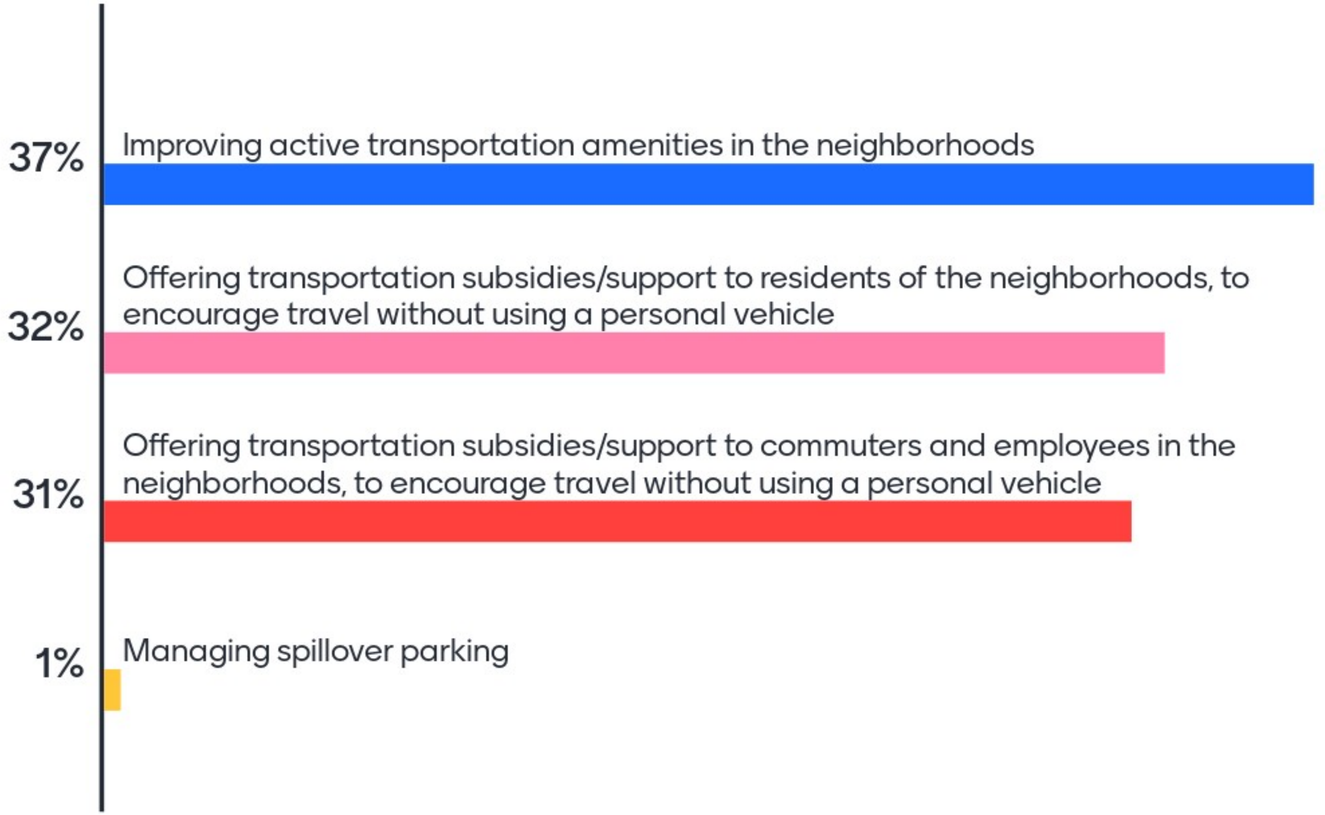
Making less desireable travel choices more expensive

19

Let's test your budgeting skills! You're throwing a big post-COVID party. How much of your budget will you allocate for...



You have to allocate the City budget for neighborhood parking and access management. What percentage of your budget would you allocate for...



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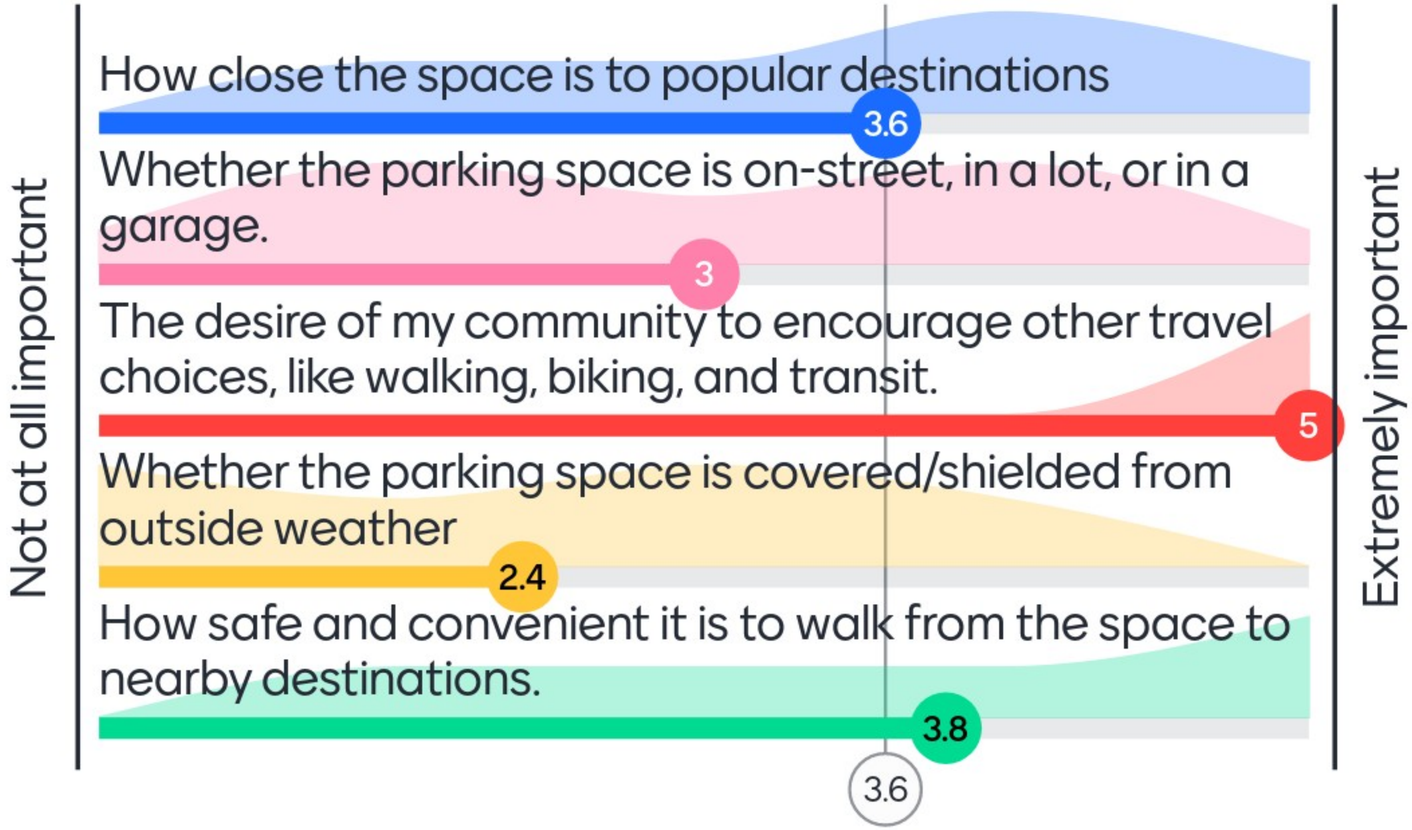

What else would you like to share with us about neighborhood parking and access management?

Mentimeter

Should be self funded

Dynamic pricing is critical. Yay Shoup!

neighborhood rates are too low

we need more neighborhood parking management

fair market value

Enforcement of sidewalk snow shoveling.

Should cost more than $17/yr for permit

Rates are too low

Can we have an education program to let homeowners know they don't own the parking spots in front of their properties?

20

What else would you like to share with us about neighborhood parking and access management?

Mentimeter

Using parking for protected bike lanes

Parking of trailers long yerm

The NPP program betrays its age and need badly to be reworked. It favors residents, specifically homeowners, by badly underpricing curbside space in desireable areas of town. It punishes commuters or gig workers who play by the rules by price gouging

NPP is at odds with several goals in the TMP, as currently administered. It lacks flexibility and is a one-size-fits all solution to multiple perceived problems. Some complaints are viewed as legitimate problems, but should not be.

NPP exacerbates the problem of individual homeowners seeing the curbsite in front of their house as "their" space, when it is valuable public space. It is available only to people whose vehicle is registered there, which excludes renters.

Market pricing- no artificial caps!

no free parking

With the housing shortage, can we use some of the parking space to allow people with RVs to live there?

Market pricing- no artificial caps!

What else would you like to share with us about neighborhood parking and access management?

Mentimeter

Parking is easy in my neighborhood, Melody Catalpa. Not really any problem here.

housing is needed. Can we use parking for those who have tiny houses or RVs for more low cost housing?

20

What else would you like to share with us about the value of parking and parking pricing?

Mentimeter

People think they own the street in front of their house. They don't.

Pricing should consider the opportunity costs of reserving vast amounts of land for storing cars

think of parking like carbon and we need a carbon tax - change behaviour

Market pricing- no artificial xaos

no free parking

We can watch emerging technology that helps us price more flexibly and should be making use of it. Demand here varies according to weather, school year (CU activity), seasonally, time of day...We tend to have only one toggle on our pricing switch.

Xaos is a great word!

Seconding: free car storage shouldn't exist (we all pay for it)

Parking easy in my neighborhood in north Boulder

10

What else would you like to share with us about the value of parking and parking pricing?

Mentimeter

Can we allow housing (RV and tiny houses) in parking as a legal remedy for the current housing crisis?

10

Have more to share?

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Email me at scanzem@bouldercolorado.gov

Revitalizing Access in Boulder

Reimagined Neighborhood Access Management

Future-Forward Parking Pricing

LCC

Project Objectives

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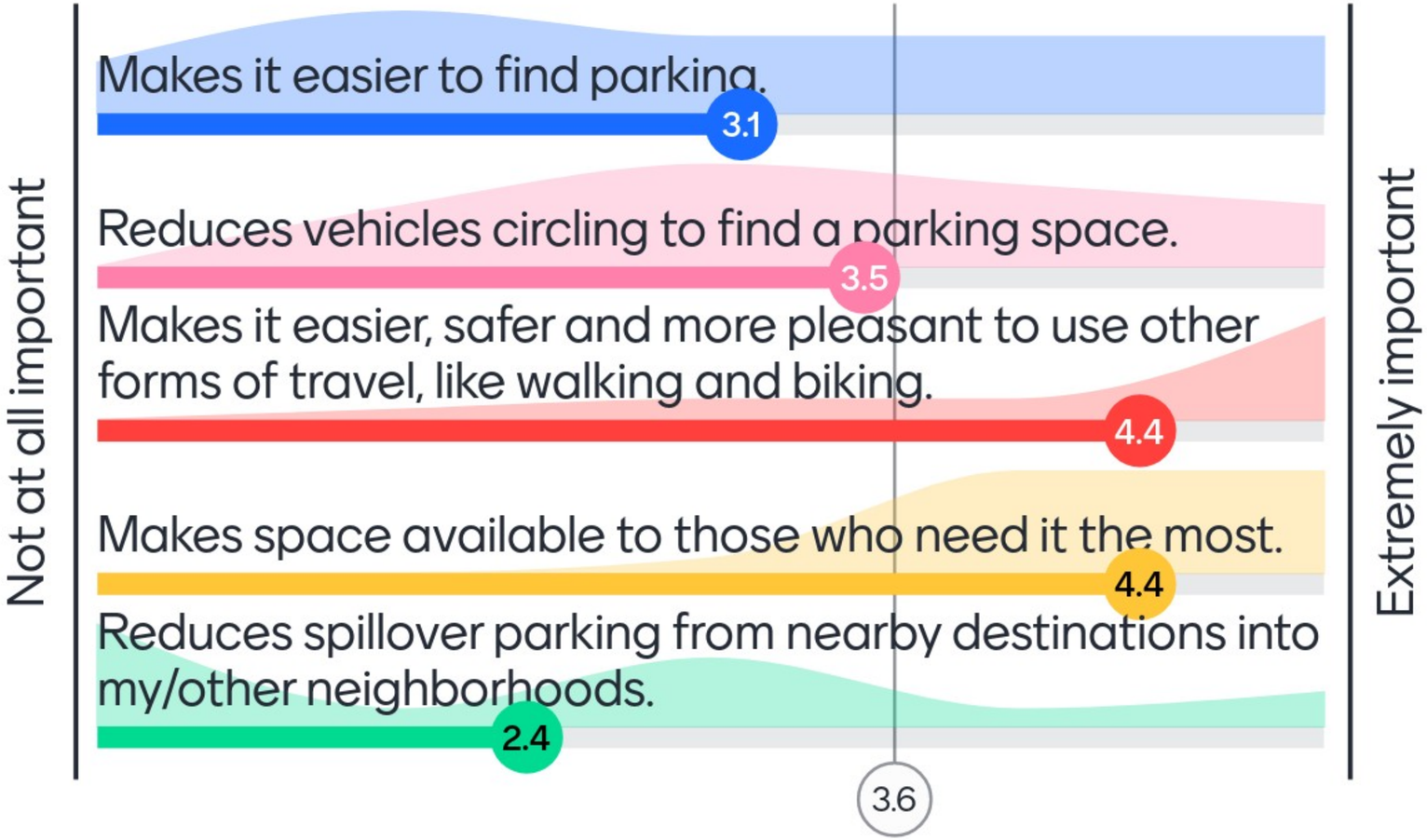
Mentimeter



Are there other parking management goals beyond those listed below that matter to you?

Mentimeter

- Ample parking for bicycles
- Shorter term parking for curbside pickup options.
- ADA Parking; wheelchair loading and unloading spaces
- accessible parking meters
- Parking for non-traditional and adaptive bikes
- Ada parking
- safety measures for backing up and late night parking
- Cost for parking downtown should be higher
- Accessible loading/unloading zones

16

Are there other parking management goals beyond those listed below that matter to you?

Mentimeter

Prevent the construction of excessive parking spaces

ample ADA parking

available handicap parking and available free parking

priority parking for alternative transportation (bikes, electric vehicles, Car pool

Affordabilty

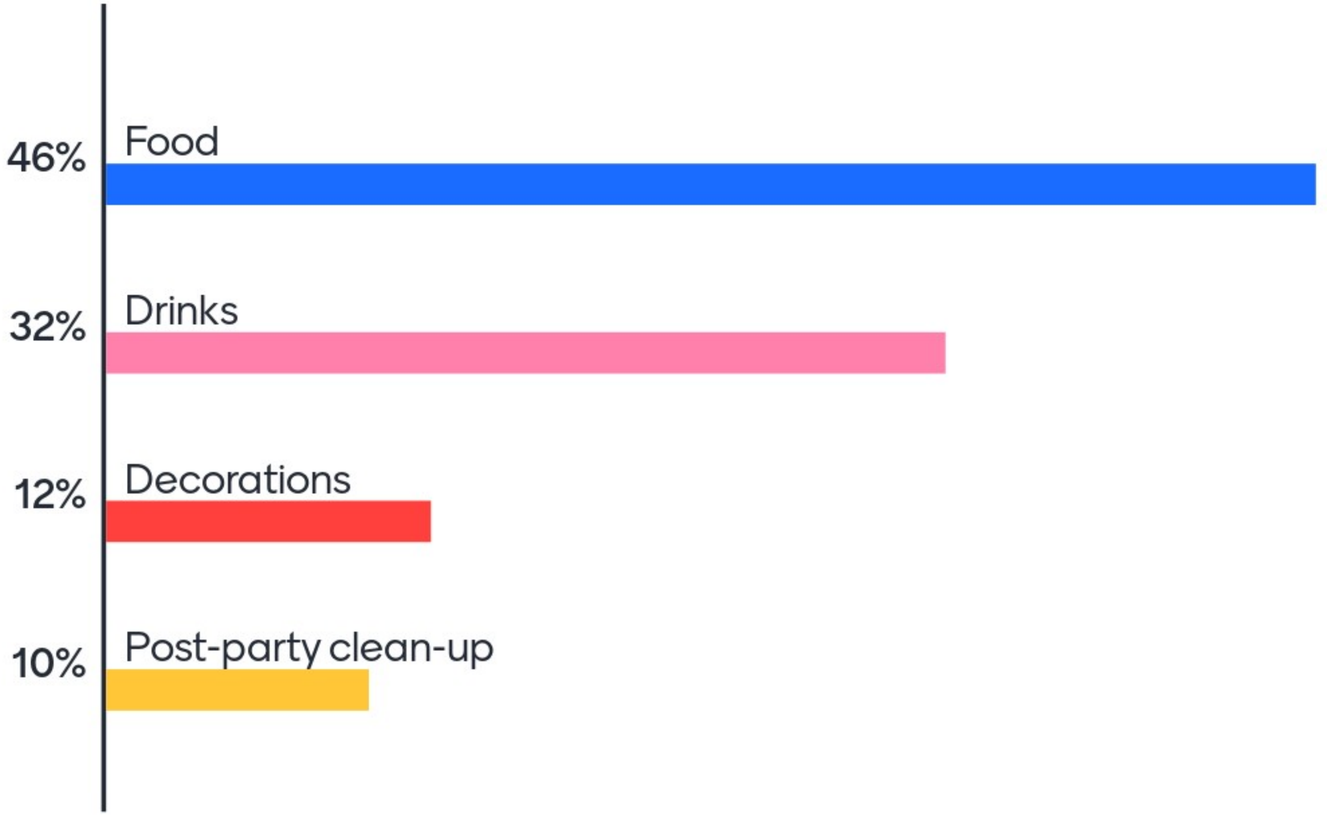
Boulder has often subtly encouraged parking a car somewhere for free then moving it in the day. how do we encourage people to park once and use other modes to move around in the day

To reduce the conflict among different mode type users and reduce the potential for near miss &/or minor injury conflicts between different mode types.

16

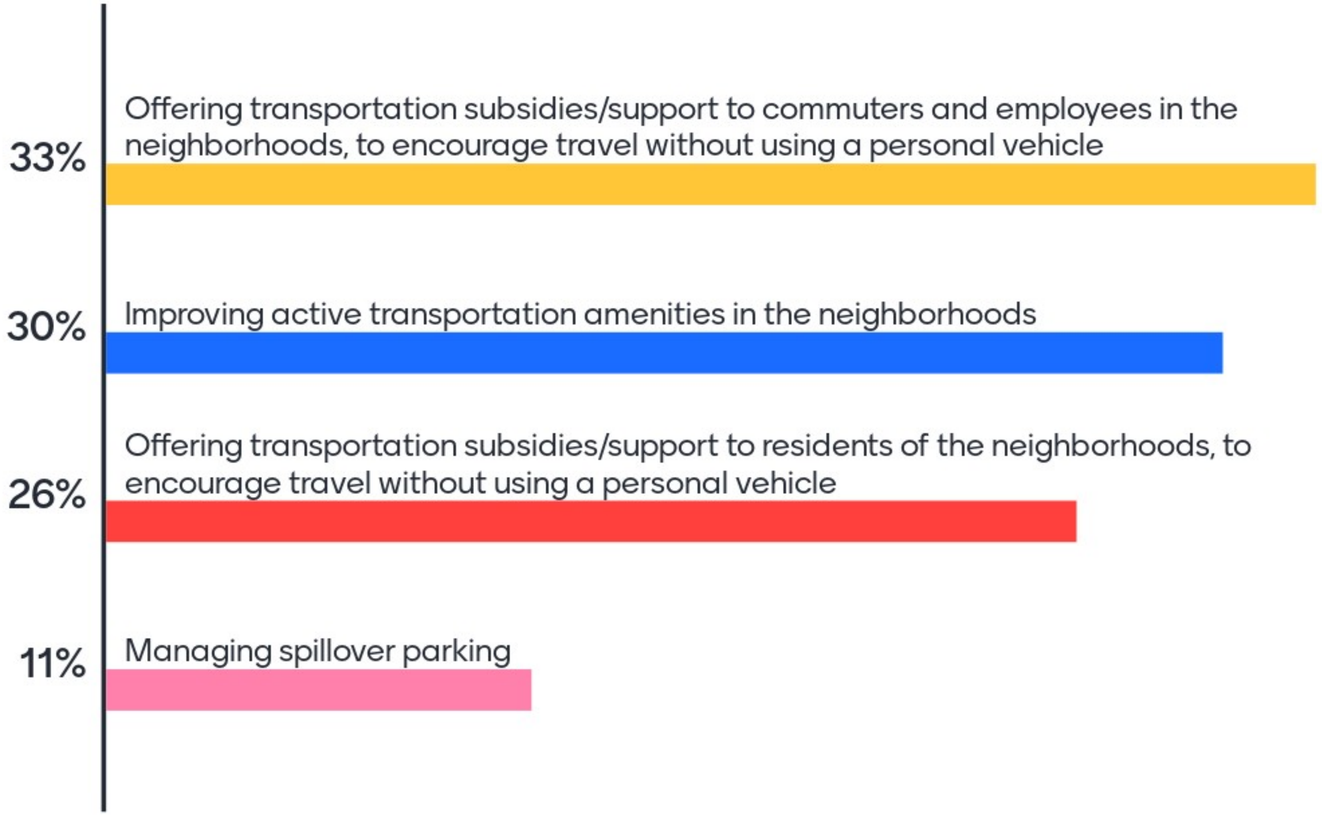
Let's test your budgeting skills! You're throwing a big post-COVID party. How much of your budget will you allocate for...

Mentimeter



16

You have to allocate the City budget for neighborhood parking and access management. What percentage of your budget would you allocate for...



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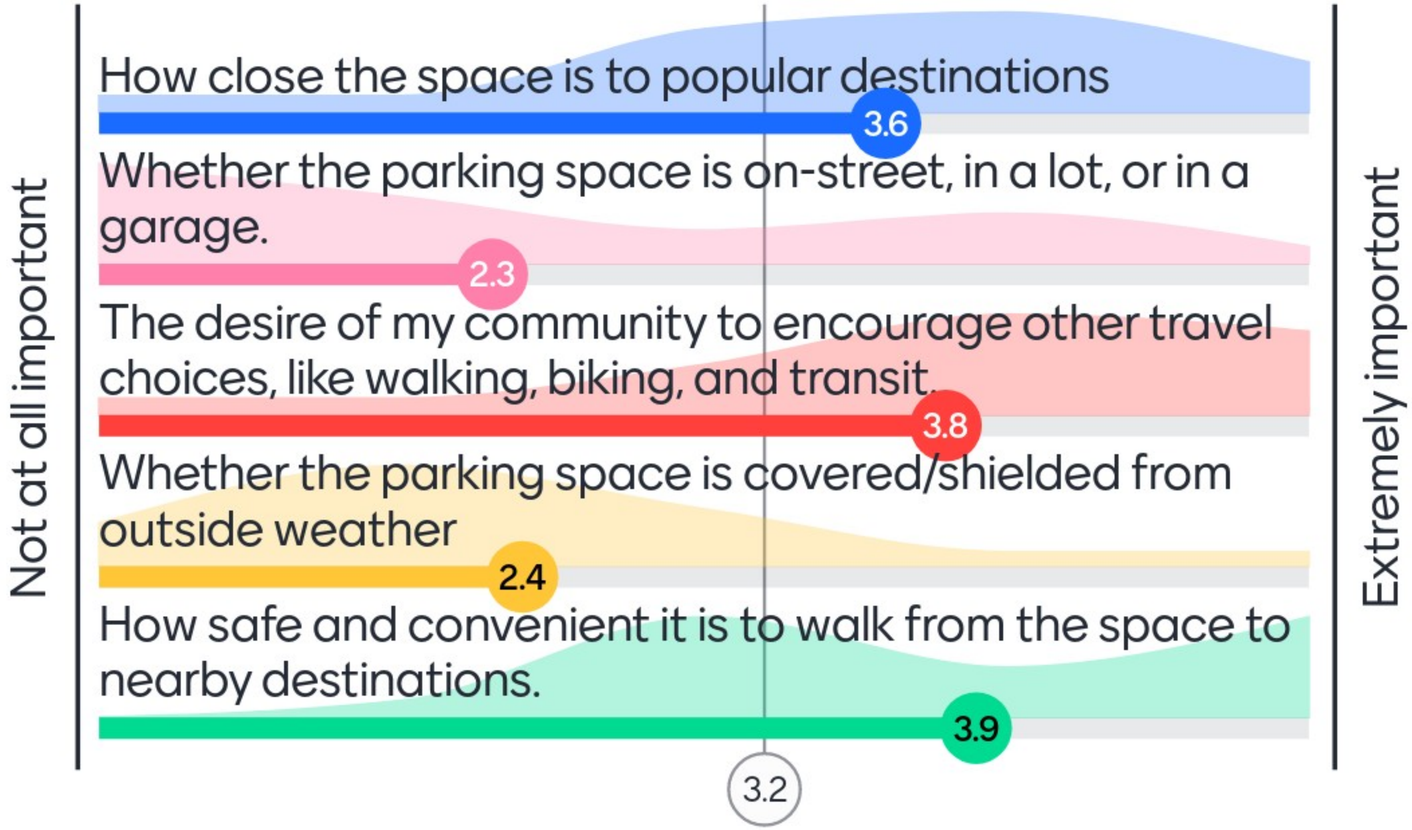

What else would you like to share with us about getting to and getting around Boulder?

Mentimeter

Wheelchair accessible drop off and pick up locations should be considered

morning and afternoon commuter traffic on the diagonal

Our streets are still designed with vehicle first mentality. Let's really put people first

Boulder needs to be easier to bike around. If you didn't grow up biking, we no longer have modern enough infrastructure to appeal to cyclists

Convenient parking. Boulder lives by bringing in people from outside the community

That options for those coming to Boulder from outside of the city limits, do not immediately set us up to be in conflict with local needs

ADA Parking Availability should be analyzed

Understanding parking management is hard because I want a spot where I want it when I need it...hard to separate that from actually good logic.

Areas where people can access services need to be a huge priority. As an example, the transpo cuts to the Age Well Centers pre-pandemic don't seem on the path to being replaced (for West).

What else would you like to share with us about getting to and getting around Boulder?

Mentimeter

Snow removal or lack there of shifts what transportation looks like in boulder in the winter

Low income wage earners can't always use transit because they travel before and after transit services

There will need to be satellite parking where people can drive then leave a car all day and use other modes to get around.

Housing costs lead people to longer commutes

Like some places in Europe & limited US locations, become a model for keeping bike & walking lanes plowed in the winter.

14

Have more to share?

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Email me at scanzem@bouldercolorado.gov

Revitalizing Access in Boulder

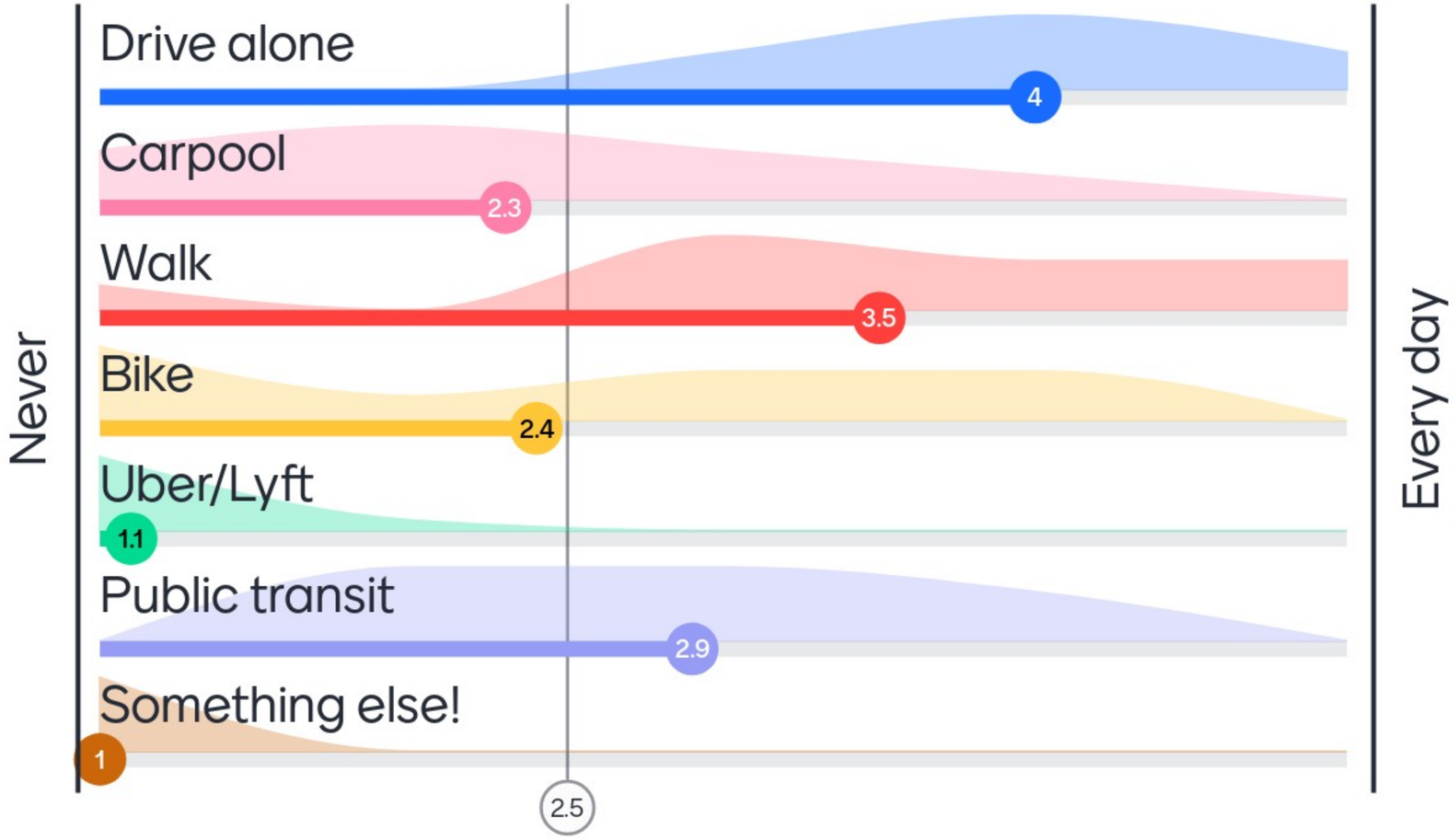
Reimagined Neighborhood Parking Management

Future-Forward Parking Pricing

Youth Advisory Board

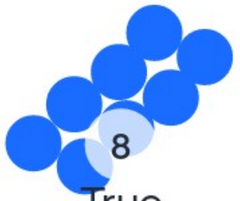
Imagine a COVID-free future! How often do you see yourself using the following transportation modes?

Mentimeter



The curb is prime real estate.

Mentimeter



True

0

False

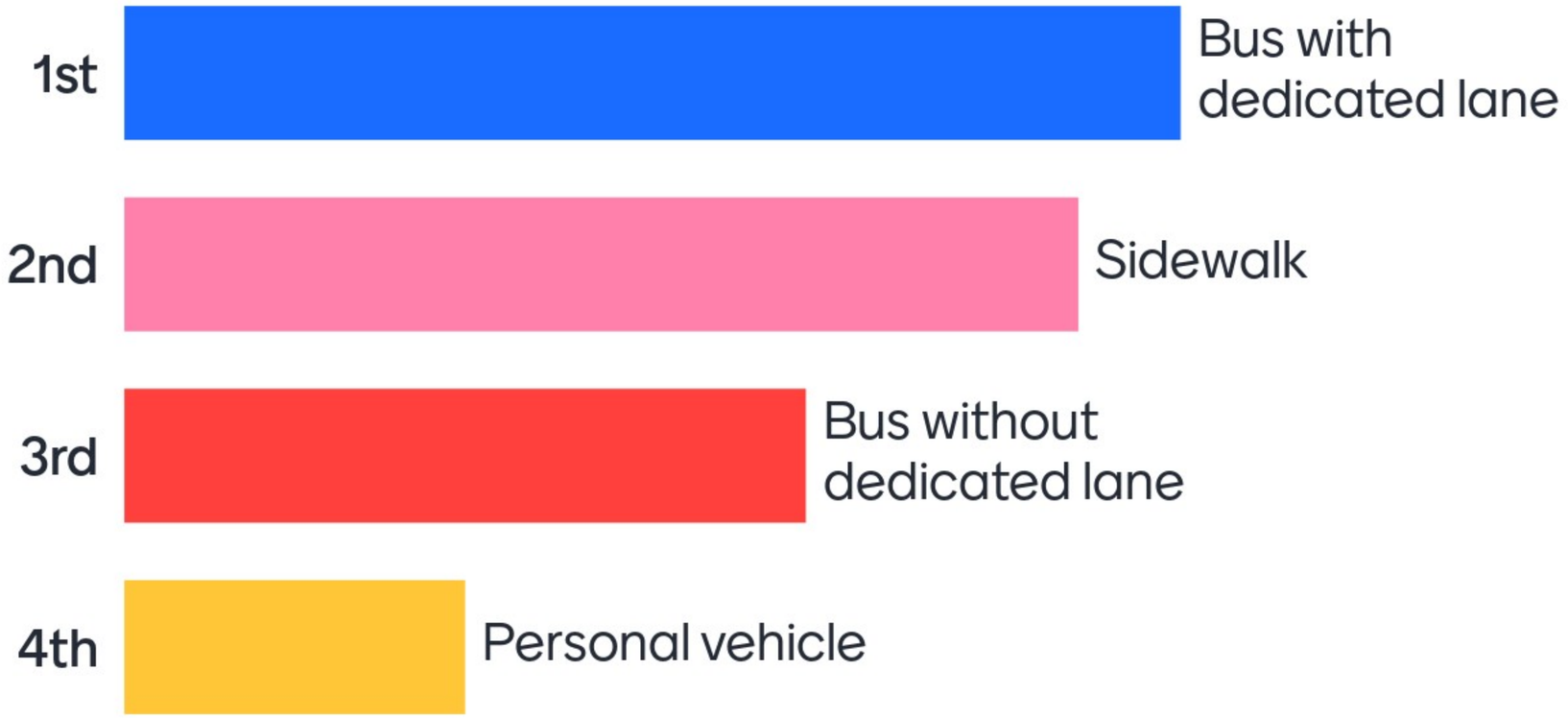
8

Pedestrians | Cyclists | Micromobility | Ride Apps | Transit | Motorists | Delivery/MAAS | Vendors

True! The curb is an extremely valuable asset, with many different users competing for access.

Rank the following transportation options in order of how many people they can move per hour.

Mentimeter



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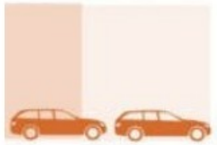


PRIVATE MOTOR VEHICLES
600–1,600/HR

MIXED TRAFFIC WITH FREQUENT BUSES
1,000–2,800/HR

TWO-WAY PROTECTED BIKEWAY
7,500/HR

DEDICATED TRANSIT LANES
4,000–8,000/HR

SIDEWALK
9,000/HR

ON-STREET TRANSITWAY, BUS OR RAIL
10,000–25,000/HR

What are some examples of places in Boulder where it always seems to be busy with parked cars?

Mentimeter

The HillThe LibraryNear Pearl Street

Anywhere by pearl street.

Downtown

The hill

Pearl Street pedestrian mall. Evan G Fine Park.

Downtown Boulder in general

Chataqua

The Hill, the main library, Canyon

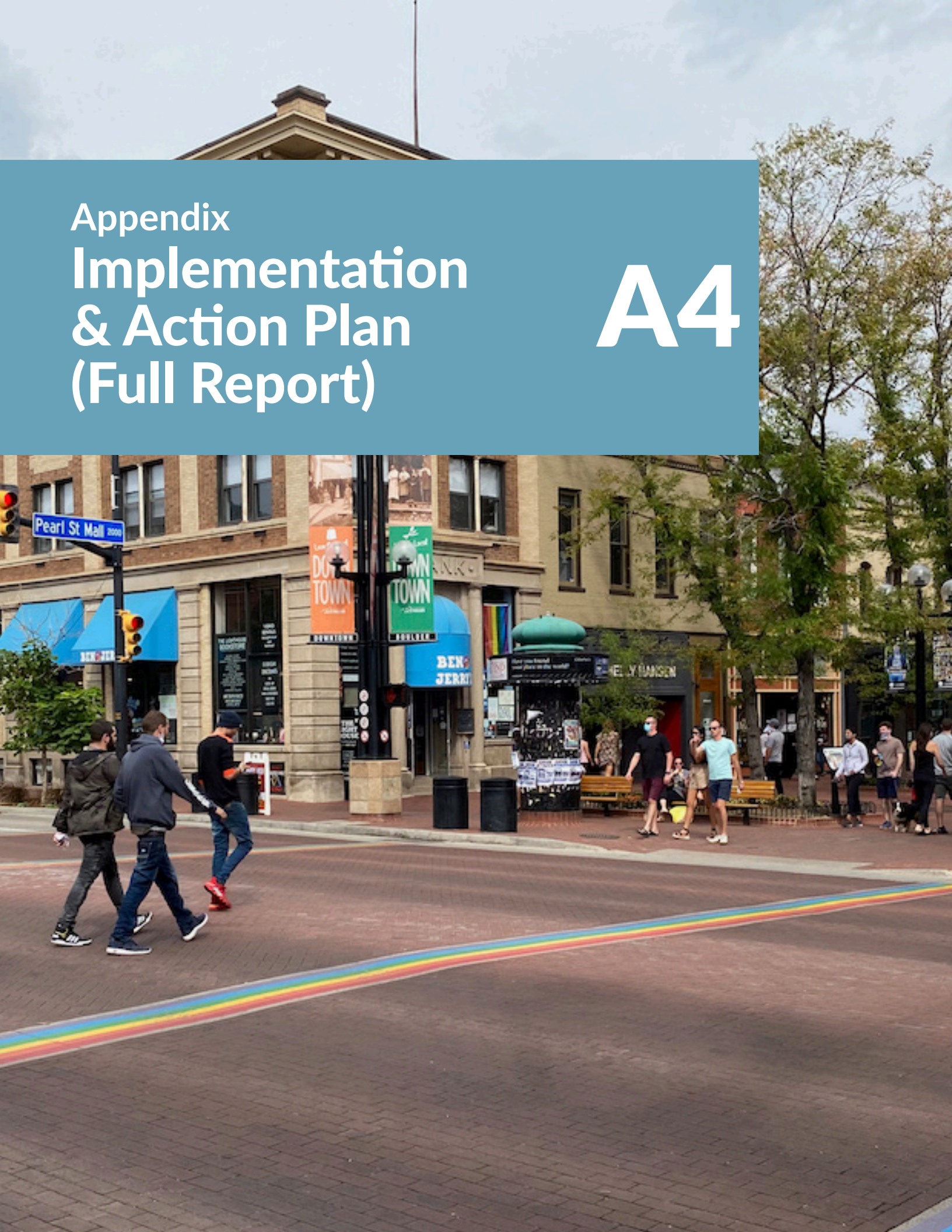
Boulder High and chautauqua.

9

Appendix

Implementation & Action Plan (Full Report)

A4



JULY 6, 2021

REVITALIZING ACCESS IN BOULDER
IMPLEMENTATION AND ACTION PLAN

The Alternatives Analysis identified the following strategies as those that most align with project goals:

- **Neighborhood Parking Management**—Priority-Based Neighborhood Access Management
- **Parking Pricing**—Performance-Based Pricing
- **Parking Fines**—Graduated Fines + Mobility Safety Fines

This section outlines the implementation of these three strategies in the next year, the near-term, and the mid-long term.

PRIORITY-BASED NEIGHBORHOOD ACCESS MANAGEMENT

What is Priority-Based Neighborhood Access Management?

1. **Cost Recovery:** The strategy sets permit rates to achieve 100% cost recovery for the NPP Program by 2024. Resident permit rates are set to increase by $13 each year in 2022, and by $10 each year in subsequent years. Commuter permits are set to increase by $20 each year.
2. **New or Expanded Zone Eligibility and Prioritization:** The strategy enables the city to take a strategic, proactive approach in determining which residential areas are eligible for an NPP zone using quantitative Key Performance Indicators. Petitions will only be accepted in areas that meet these indicators. Eligible areas will then be prioritized according to need. Each year, staff will share an annual report detailing program performance and an updated Eligibility and Prioritization Map for review by advisory boards and Council.
3. **Phase Out:** Existing NPP Zones that do not meet Key Performance Indicators for a period of three consecutive years will be identified by staff for Phase Out.
4. **Process Changes:** Advisory board and Council will receive an annual report detailing program performance, an updated Eligibility and Prioritization Map, and any zones identified for Phase Out. Individual petitions accepted from eligible and prioritized areas will be reviewed by the City Manager.
5. **Subsidies for Qualified Residents and Commuters:** The city will seek to incorporate subsidies that could range from 30-75% of the total annual permit cost for qualifying residents and commuters.
6. **Community Reinvestment:** City Council has expressed an interest in continuing permit rate increases after 2024 and reinvesting the resulting surplus in transportation demand management and mobility initiatives and programs available to NPP holders.

Effort Required for Full-Fledged Implementation

- **Process Foundation:** The final approach and near-term implementation steps for Priority-Based Neighborhood Access Management should be reviewed by advisory boards and Council. This review should include a description of the ordinance, regulation, and procedural changes necessary for full-fledged implementation of the strategy.

- **Ordinance and Regulation Changes:** The strategy will require revisions to the Boulder Revised Code Title 4, Chapter 23 Neighborhood Parking Zone Permits, B.R.C. 2-2-15 NPP Zones, B.R.C. 4-20-49 NPP fees as well as to the current Neighborhood Permit Parking Zone City Manager Regulations, to reflect the new strategy.
- **Data Collection and Analysis:** City staff, or a combination of City staff and contractors, will collect and analyze data on a regular, annual basis to support review of Key Performance Indicators and NPP zone eligibility and prioritization.
- **Communication and Staff Training:** A combination of online and face-to-face communications will help current and prospective NPP holders understand the changes and their options. Staff should also be trained to understand the new strategy and how to communicate with inquirers about their questions and concerns.

Key Benefits

1. **Predictability and Transparency:** Clear and quantitative metrics for establishing, expanding, and maintaining NPP zones, combined with effective communication, help the community understand how the city makes decisions about neighborhood parking management.
2. **Neighborhood Characteristics:** Eligibility and prioritization for an NPP zone is based on the unique characteristics of each neighborhood, such as land use, parking supply and utilization, surrounding trip generators, and multimodal access.
3. **Sustainability:** The program recovers its operating costs and, after just three years, allows for a surplus to be reinvested into mobility options for neighborhood residents and commuters.
4. **Equity:** The program allows for subsidized options for qualifying low-income residents and commuters.

PERFORMANCE-BASED PRICING

What is Performance-Based Pricing?

1. **On-Street and Off-Street Differentiation:** The strategy begins with enacting a small ($0.25) differentiation in on-street and off-street parking, which will grow over time, especially when comparing the highest-demand on-street options to off-street garages and lots.
2. **Tiered Pricing:** Pricing for on-street parking on each block face in paid parking areas will be tiered based on typical peak occupancy. The most popular on-street block faces will be priced the highest, followed by mid-tier block faces, and then low-tier block faces. The highest-price block faces will include paid loading zones, so that every use of these in-demand rights-of-way is paid. Tiers and corresponding rates will be monitored using parking occupancy data and reviewed annually.
3. **Off-Street Price Changes:** Graduated rates in off-street garages and lots—where hourly pricing is increased after four hours—is eliminated. Discounted parking products—like the $3 weekday evening pricing—is kept in place. Consideration will also be given to charging a flat rate for parking on weekends.

Effort Required for Full-Fledged Implementation

- **Process Foundation:** The final approach and near-term implementation steps for Performance-Based Pricing should be reviewed by advisory boards and Council. This review should include a description of the ordinance, regulation, and procedural changes necessary for full-fledged implementation of the strategy.
- **Ordinance and Regulation Changes:** The strategy will require revisions to the Boulder Revised Code Title 4 Chapter 23, B.R.C. 2-2-15, B.R.C. 4-20-49, as well as any other relevant updates in the City Manager regulations.
- **Data Collection and Analysis:** City staff, or a combination of City staff and contractors, will collect and analyze data on a regular, annual basis to evaluate typical peak parking occupancy in paid parking areas citywide.
- **Communication:** A combination of online and on-the-ground communications will help users of the public parking system become familiar with the changes and make parking decisions based on the new rate structure.

Key Benefits

1. **Right-of-Way Value:** The strategy creates a parking pricing framework that more closely represents the high value of the city's right-of-way, and its on-street parking in particular. The strategy also demonstrates the difference in the value of right-of-way in different parts of the city, as demonstrated by market demand.
2. **Predictability and Transparency:** While a more complex strategy than the current parking pricing structure, decisions about parking pricing under this framework are based on clear, quantitative data that can be shared with the public.
3. **Sustainability:** This strategy will result in additional revenues for the public parking system able to be used to pay for transportation demand management and other mobility initiatives undertaken by the city. In addition, the pricing changes are expected to result in a reduction in Vehicle Miles Travelled (VMT), derived from both price elasticity impacts (people opting for a different transportation option, rather than a personal vehicle) and reduced circulation to locate an on-street parking space.
4. **Equity:** The strategy maintains and expands discounted off-street parking options for price-sensitive residents, commuters, and visitors.

GRADUATED FINES + MOBILITY SAFETY FINES

What are Graduated Fines and Mobility Safety Fines?

1. **Increased Base Fine:** The strategy entails an increase in the base parking violation fine to be more in line with fines levied by CU Boulder and surrounding municipalities, and to encourage customer compliance.
2. **Premium for Repeat Violations (Graduated Fines):** A premium is levied for repeat violations within a calendar year, with a cap at the third violation.
3. **Premium for Mobility Safety Violations (Mobility Safety Fines):** A premium is levied for any violation that impedes mobility safety, such as parking in a bike lane.

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Pricing should be reviewed by advisory boards and Council. This review should include a description of

the ordinance, regulation, and procedural changes necessary for full-fledged implementation of the strategy.

- **Ordinance and Regulation Changes:** The strategy will require revisions to Boulder Revised Code Title 7, Chapter 6 Parking Infractions, as well as fine structure updates, if any in City Manager regulations.
- **Communication:** A combination of online and on-the-ground communications will help users of the public parking system become familiar with the changes and make parking decisions based on the new fine structure.

Key Benefits

1. **Right-of-Way Value:** The strategy clearly demonstrates the value of the city's right-of-way by levying fines commensurate with the disruption violation of parking rules and regulations have on public right-of-way usage.
2. **Customer Compliance:** With a strong communications strategy, the city can improve customer compliance by alerting users to the financial impacts of repeat violations and mobility safety violations.
3. **Sustainability:** The strategy is expected to increase customer compliance, thereby enhancing the ability of the existing parking system to accommodate demand today and in the years to come. This will help Boulder maintain existing parking resources and limit needs to build additional parking. In addition, premiums for Mobility Safety violations will underscore the seriousness of these types of violations and create a safer and more friendly environment for pedestrians, cyclists and transit users.
4. **Equity:** The strategy allows for alternative payment options for first time violations of all parking regulations except for Mobility Safety violations.

OVERARCHING RECOMMENDATIONS FOR SUCCESS

- **AMPS Implementation Lead:** It is essential that the city has a designated champion to maintain the momentum for this and other AMPS Implementation projects and spearhead cross-departmental coordination. This could be an existing staff person, or a new position created and hired out using a temporary contract.
- **Continued AMPS Staff and Leadership Meetings:** Existing cross-department AMPS Staff Working Group and Leadership Team meetings should be continued throughout the implementation process.
- **Cross-Department Data Sharing:** Data collected for the implementation of these strategies should be available for access by all City departments and Boulder County.
- **Website:** The existing Access4Boulder website should be updated and maintained to share information about AMPS Implementation updates and gather feedback from the public on key initiatives.
- **COVID-19 Impact Monitoring:** Many of the assumptions included in this document include a relative return of 2019 transportation behaviors. However, long-term impacts of COVID-19, particularly on commuter parking demand, transit usage, and more, are not fully known. The city should continue monitoring these impacts as part of the data collection and analysis process.

- **Coordination with Climate Initiatives Team:** The City has committed to a community-wide reduction in emissions of 50% by 2030[1]. Impacts to vehicle miles travelled (VMT) and greenhouse gas emissions (GHG) in correlation with the Priority-Based Neighborhood Access Management and Performance-Based Pricing programs should be evaluated with the city's Climate Initiatives team. It is anticipated that the new differential in on-street and off-street parking pricing, which will encourage use of underutilized off-street options, could precipitate a reduction of roughly 1,000-1,400 vehicle miles traveled (VMT) on a typical peak day, or 180-250 tons of CO_2 each year[2].
- **Coordination with Environmental Advisory Board and Human Relations Commission:** City Council has recommended ongoing coordination with the Environmental Advisory Board and Human Relations Commission on climate, affordability, and equity impacts as implementation progresses.

THE "RIGHT-NOW": 2022

PRIORITY-BASED NEIGHBORHOOD ACCESS MANAGEMENT

OPERATIONAL, ADMINISTRATIVE, AND DATA COLLECTION PRACTICES/POLICIES

The immediate work anticipated for 2022 to support the implementation of the Priority-Based Neighborhood Access Management strategy focuses on preparing the operational, administrative, and policy updates to facilitate the new method of determining program eligibility and provide for additional transportation options within eligible zones. **Figure 1** summarizes the proposed schedule of immediate actions discussed below.

Figure 1. 2022 Proposed Action Plan Schedule

Action	Month											
	1	2	3	4	5	6	7	8	9	10	11	12
1. Finalize KPIs												
2. Finalize Internal Roles												
3. Data Collection												
4. Policy Updates												
5. Communications and Outreach												
6. Zone Classification												
7. Finalize Pricing and Subsidies												

Action 1. Finalize Key Performance Indicators

Key performance indicators (KPIs) will inform development of the Priority-Based Neighborhood Access Management program and permit zone eligibility. While the existing process for establishing or modifying a NPP zone is initiated by resident petition, the new method will begin with the city identifying zones for eligibility in which residents may then initiate a petition. KPIs the city should consider in establishing eligibility are summarized below.

[1] City of Boulder Climate Commitment
[2] California Environmental Protection Agency, Air Resources Board. "Impacts of Parking Pricing and Parking Management on Passenger Vehicle Use and Greenhouse Gas Emissions," September 30, 2014.

Existing Condition KPIs

- **Surrounding Land Uses.** The NPP Program is intended to reduce impacts of surrounding land uses on residential neighborhoods. Chiefly, the Program helps residents find suitable parking options in areas where on-street parking is used frequently by people who don't live in the neighborhood to access shopping, recreation, and businesses nearby. A review of this KPI should include a review of the land uses surrounding the zone to confirm that these impacts are present. Note that in some cases, parking occupancy may be the result of intensive resident development—especially multifamily development—without sufficient off-street parking to accommodate new vehicles. In this case, the solution is not an NPP Program, but rather such initiatives as parking code updates, and transportation demand management partnerships with private property owners/operators to reduce personal vehicle usage among residents.
- **Typical Peak Hour Parking Occupancy**. Parking occupancy within the neighborhood or zone boundary exceeds 85% during typical peak parking conditions for the zone. Note that the day and time that typical peak parking conditions occur should inform the hours of applicability for the NPP zone. For example, a zone with 95% occupancy on weekends and 65% occupancy on weekdays might have active NPP restrictions on the weekend, with looser restrictions throughout the week.
- **Average Turnover or Dwell Time.** The average turnover of the area of interest indicates dwell times, or the time a vehicle remains parked or staged, exceeds the goal for the area. Based on the land use context, this goal may vary and should be set so that it accommodates the adjacent land uses supported by the on-street parking supply. Dwell time data can also be used to set or amend time limits for parkers without permits in NPP zones.

Proactive/Pre-Condition KPIs

- **New Development and Trip Generation.** Planned new developments within a zone boundary or within 3 blocks or 1500' linear feet of a zone that may impact on-street parking supplies during typical peak conditions should also be considered. New developments projected to generate 401 or more new trips to the area at the peak hour without sufficient off-street parking supply to accommodate those trips and has received approval for the parking supply may be considered for eligibility[3]. Existing condition KPIs should be monitored in the year following the new development's completion to ensure they are met.

KPIs the city should consider in evaluation of prioritization include:

- **Intensity of Existing Condition and Proactive/Pre-Condition KPIs.** Zones should be prioritized by the intensity with which they meet existing condition and proactive/pre-condition KPIs. In particular, zones that regularly exceed 95% occupancy at the peak hour should be prioritized.
- **Access Score.** Zones that score a 65 or below on walk score, transit score, **and** bike score should be prioritized for an NPP zone. This analysis could be in collaboration with Economic Vitality's walkable neighborhoods initiative.

[3] Sufficiency of off-street parking supply should be determined in concert with the Planning Department as part of the Parking Code changes.

Existing zones should also be evaluated pursuant to their adherence to KPIs. If an existing zone does not meet the KPI thresholds for three consecutive years, the zone should be marked for "Phase Out". Zones marked for phase out should be listed in the annual report detailing program performance, zone eligibility, and prioritization provided to advisory boards and Council. "Phase Out" should entail:

- Identified status in the annual report as not meeting KPIs for continued need for active neighborhood with indication of the number of years remaining before phase out would occur.
- Within the annual report, the zone should be identified for Phase Out with notification that no new permits will be issued. Existing permits will expire at the end of the current term. While active management of the neighborhood will cease, the zone will continue to be monitored annually for potential eligibility for need to reinstate some level of active parking and transportation management as deemed appropriate by the KPIs.

Action 2. Finalize Internal Roles for Implementation and Management

Looking beyond 2022 and toward the ongoing management of the neighborhood permit parking program, it will be important to finalize internal staff roles and responsibilities for 2023 and beyond with program implementation and management.

Action 3. Finalize and Execute Data Collection Plan

Whether data collection is conducted by existing city staff, contracted through a vendor, or some combination of the options, a detailed data collection plan should be developed to guide this intensive effort. A data collection plan should specify:

- Who is collecting data
- When will data be collected
- What method of collection is to be used
- Where data collection will occur
- How results will be analyzed and presented

Where data collection should occur may be informed by existing NPP boundaries, official or recognized neighborhood boundaries, planning area boundaries, or areas of common land use and multimodal connectivity characteristics. To support efficient use of city resources, data collection should be concentrated on areas known to have parking pressures or land use conditions that are known to contribute to parking and transportation pressures. It is assumed that there will be areas within city limits that are not included in the initial data collection effort because they do not have managed public parking facilities and do not typically experience parking pressures. While these efforts do not need to be coordinated with collection efforts related to parking pricing in the paid parking districts, it is recommended that these efforts occur concurrently, as many existing NPP zones are located adjacent to these districts. Coordinated efforts are also designed to maximize city resources and represent a consistent snapshot of the city's parking supply and behaviors.

Given that Boulder's typical busy periods occur in summer based on available parking occupancy data, the city might consider a data collection push in the summer months. Staff should select areas to cover each week over a 6- to 8-week period, with data collected on weekday afternoons (12pm—2pm) and late evenings (after 10pm). This is factored into current FTE budgeting, although certain staff will have to work outside of regular hours to perform this task. Alternatively, the City also has the option to contract out the data collection.

Action 4. Policy Updates and Approvals

Drafting the ordinance and regulation updates should occur as early in the process as feasible. This will support completion of the review, approvals, and adoption process before the new programming is rolled out in full force in 2023.

Action 5. Data Review, Prioritization, and Classification

Upon completion of the data collection and analysis efforts, review of the results against the KPIs identified in Action 1 will inform the eligibility and prioritization of zones. Along with collected data, the city should consider the land use context of each zone or neighborhood and its access scores[4]. Zones would be prioritized based on the level to which metrics are met and exceeded, so that zones experiencing the greatest need are given priority in consideration of available funding for program expansion. As zones are added, permits increase, or a combination of these provides additional revenues, areas that are eligible but not displaying a lower degree of need may be accommodated. Recommended classifications include:

- **Time Limited Parking** Areas that experience relatively longer dwell times than is optimal to support land uses within the zone may benefit from time limits, such as in low to moderate density commercial zones. Key determining metrics for this classification include a typical peak overall occupancy of 60-80% and average dwell time greater than four hours.
- **Paid Parking** Areas managed only by paid parking should be considered for commercial areas where parking occupancies are relatively high and parking turnover is needed to support businesses and promote accessibility. Key determining metrics for this classification include a land use mix that is approximately 90% or more commercial or non-residential, have a typical peak overall occupancy that exceeds 85%, and an average dwell time greater than three hours.
- **Neighborhood Parking Permits with Time Limits** Residential or mixed-use areas that experience spillover parking demand or local parking demand from specific destinations within the zone may benefit from participation in the NPP program with time limited parking for non-permitted vehicles. Key determining metrics for this classification include a land use mix that is approximately 90% residential or mixed use and include residential units, have a typical peak overall occupancy that exceeds 80%, and an average dwell time greater than four hours.
- **Neighborhood Parking Permits with Time Limited Paid Parking** Residential or mixed-used areas similar to those described above that experience extreme parking pressures, such as higher turnover necessary to support area land uses or high violation rates of time limits, may be appropriate for neighborhood parking permits with paid parking that is limited in duration. Key determining metrics for this classification include a land use mix that is approximately 90% residential or mixed use and include residential units, have a typical peak overall occupancy that exceeds 90%, and an average dwell time greater than four hours. In areas with existing time limits, additional consideration should be made of the violation rates of posted time limits.
- **Not Actively Managed** Not every corner of the city generates parking demand that requires active management. These areas are generally low-density and lack significant parking demand generators or provide off-street parking supplies to accommodate the land uses' parking demands.

[4] This would entail a review of area Walk Score, Bike Score, and Transit Score.

Action 6. Finalize Permit Pricing and Subsidies

Pricing should reflect the value of the Priority-Based Neighborhood Access Management program and the service received, with a goal of achieving overall cost recovery of the program. Ideally, taxpayers from other areas of the city should not be subsidizing storage of personal vehicles within the public right-of-way. Rather, those that choose to own a vehicle and not provide for its storage should pay for the costs associated with the parking supply on which they are relying.

While the permit price should reflect the value, it is important to consider that not all areas of the community are equally accessible by alternative modes of transportation. As such, discounts should be extended to permits serving areas with an access score indicating the need for a car for all or most local trips. This reflects the benefit to areas with higher levels of transit service and bicycle infrastructure and provides an equitable solution for improving accessibility in other areas. Discounts should also be considered for income-qualifying individuals, both as residents within NPP zones and commuters and sole proprietor service providers.

Additionally, short-term visitors should be subject to the area parking restrictions, just as they are in any other part of the community. As discussed above, Priority-Based Neighborhood Access Management strategy and specific management option used in a zone may include time limited parking, paid parking, or time limited paid parking in addition to the neighborhood parking permits. Within these areas, visitors should comply with the posted parking restrictions. It is understood that guest permits are currently used to accommodate workers serving area properties. Accommodation of these vehicles may be completed through the implementation of a new Service permit. These could be provided on a nominal per day rate to cover administrative time to register the applicable vehicle(s) information but should be administered directly to the business. Additional tiers of this permit category could provide routine service providers an annual permit or permit that applies to multiple or all zones.

It is recommended that resident permits continue to include the two two-week guest passes per permit currently allowed under ordinance. Additional guest passes, up to six two-week passes per permit per year, should be sold at a rate of $15 per week to allow for recuperation of costs associated with administering these parking products, and discourage abuse and misuse. A guest staying overnight for multiple nights has an equal short-term impact on the parking supply in terms of the operations and maintenance of the public resource as a resident within a permitted zone does; however, their parking usage in frequency and duration can be more difficult to predict and become highly disruptive in efficiently managing limited supplies.

Guest permits are not intended to accommodate service and commercial personnel. Rather, commercial service permits would be issued as a Business permit.

Table 1 shows the proposed rates by permit type for Year 1.

Table 1. Existing and Proposed 2022 Rate Schedule

	Existing Rates (2021)	Proposed Rates (2022)
Resident	$17 Per Year	$30 Per Year
Guest	Free	$15 per week after two free permits[5]
Business[6]	$75 Per Year	$75 Per Year
Mobile Business (New Permit Type)	N/A	$75 Per Year
Commuter	$100 Per Quarter ($400 Per Year)	$105 Per Quarter ($420 Per Year)

The following subsidy/flexibility options should be evaluated for implementation:

- **Resident Subsidy.** This program could be considered for Boulder residents who qualify and are active participants of an existing long-term subsidy program, such as the Food Tax Rebate Program or Child Care Subsidy Program. This program could offer a subsidy of 30-75% of the annual permit rate.
- **Commuter Subsidy.** This program could be considered for Boulder commuters making less than 300% of the annually updated Federal Poverty Level for their family size. This program could offer a subsidy of 30-75% of the annual permit rate.
- **Commuter Payment Plan.** The city could consider allowing commuters to choose monthly payments rather than quarterly payments for those commuters who would prefer a smaller, more frequent payment option. Note that this would enable installment payments towards the larger amount due; accounts would be resolved at the quarter mark.

Action 7. Evaluate Administrative Streamlining Updates

The NPP Customer Service team should also consider the following reviews to streamline the administrative process for NPP holders and prospective holders:

- **Permit Eligibility.** The team should evaluate needs for demonstrating identity and proof of address. Further, the team should consider requiring new applicants to submit electronic copies of the following items:
  - Application document
  - Proof of Address using one of the following:
    - Utility bill (Electric, Gas, Land Line Telephone, TV or Internet)
    - Financial Statement
    - Current Homeowner's, Renters, or Motor Vehicle Insurance Policy with matching address
    - Mortgage, Lease, or Rental Contract
  - Valid driver's license with address matching
    - Permanent residents' address much match their driver's license

[5] $15 minimum payment for any stay over 24 hours; two two-week free passes included with each RPP

[6] Because Business Permits generally represent such a small percentage of permit sales and the revenue generated by these permits currently covers the costs associated with administering and enforcing these permit types, we have recommended no change to the Business Permit cost.

        - Students may show a Transcript or Report Card from an Accredited Institution demonstrating their registered eligible, temporary address with the name of the registrant matching the driver's license.
        - Other temporary residents may show a recent paystub demonstrating their eligible, temporary address with the name of the payee matching the driver's license.
    - Current vehicle registration
- **Renewal Process.** The team should evaluate the renewal process and staff time needed to process each renewal. Further, the team should consider requiring renewal applications to submit electronic copies of the following items, without exception:
    - Proof of Address using one of the following, dated in new calendar year:
        - Utility bill (Electric, Gas, Land Line Telephone, TV or Internet)
        - Financial Statement
        - Current Homeowner's, Renters, or Motor Vehicle Insurance Policy with matching address
        - Mortgage, Lease, or Rental Contract
    - Current vehicle registration

In addition, the Customer Service team should continue its current work to make the application and renewal process 100% digital. This may include the provision of a kiosk or computer station within the publicly accessible area of the Access and Parking Services office for use by those without access to a computer or Internet service. This allows provides a convenient option to assist applicants needing increase support in completing the application or renewal process.

INFRASTRUCTURE/TECHNOLOGY/MISCELLANEOUS NEEDS

No additional infrastructure or technology needs are anticipated for the immediate action items to implement the Priority-Based Neighborhood Access Management strategy. This assumes that data collection can be conducted using vehicle-mounted License Plate Recognition (LPR) cameras the city already has in its possession.

BUDGET NEEDS

Revenue implications

Based on initial adjustments to the resident and commuter permit rates, and accounting for growth in permit sales reflective of trends in transactional data, as well as an assumed 2% of commuter permitholders being eligible for a 50% discount, additional revenues of approximately $67,000 are projected over 2020 revenues. While adjusting rates to achieve cost recovery for the program is a long-term goal, and these initial adjustments are anticipated to increase overall revenues, the program is expected to operate at a net loss with support from the General Fund of approximately $80,000 in 2022. Additional phasing of pricing adjustments over a 5-year period is recommended to bridge this gap and achieve program cost recovery, as summarized in **Table 2**. Note that any new revenues generated from the new Mobile Business permit sales are not included in these projections.

Table 2. Projected NPP Revenues with Recommended Rates

	2017	2018	2019	2020	2021	2022
Permit Rate						

Residential Permit	$ 17	$ 17	$ 17	$ 17	$ 17	$ 30
Business Permit	$ 75	$ 75	$ 75	$ 75	$ 75	$ 75
Commuter Permit	$ 100	$ 100	$ 100	$ 100	$ 100	$ 105
Permit Revenue						
Residential Permit	$ 45,593	$ 48,393	$ 50,255	$ 52,116	$ 53,978	$ 98,541
Business Permit	$ 2,025	$ 2,092	$ 2,025	$ 1,957	$ 1,890	$ 1,823
Commuter Permit	$ 136,685	$ 151,306	$ 158,136	$ 164,966	$ 171,796	$ 185,682
Total Revenue	**$ 184,303**	**$ 201,791**	**$ 210,415**	**$ 219,040**	**$ 227,664**	**$ 286,046**
NPP Expenses[1]				**$ 351,686**	**$ 358,720**	**$ 365,894**
NPP Deficit				**($ 132,646)**	**($ 131,055)**	**($ 79,848)**

1. Expenses and projected deficit are not inclusive of capital and staffing investments to support implementation. These costs will vary as described in more detail below.

Staffing

The immediate work anticipated for 2022 to support the implementation of the Priority-Based Neighborhood Access Management strategy is assumed to be completed by internal, existing staff time of a combined approximately 0.3 FTE. This work includes updating ordinance and regulation language to allow for the new NPP process and developing communication and outreach materials to educate the community of the new process. An additional 0.4 FTE, for a total FTE of 0.7, may be necessary based on the data collection option identified by city as outlined below.

Capital

Data to be collected will inform future program eligibility and includes parking supply, which is currently estimated via measurements included in the city's Coord platform, parking occupancy, trip generation, and accessibility by alternative modes of transportation. The data collection effort may be completed in house or contracted. If outsourced, data collection for an area assumed to be approximately twice that of the existing NPP zones is estimated at $90,000, or approximately $60,000 for an area equal in size to the existing NPP zones. This intensive data collection effort estimate includes preparation and collection labor, data scrubbing, analysis, and results delivery. Alternatively, data collection may be completed using existing city staff with guidance from an experienced consultant at an additional estimated 0.4 FTE to that included in the staffing estimate below plus $15,000 in consulting fees.

The city is already working on a build out the website to accommodate online applications and renewals for neighborhood parking permits. This build out is anticipated to and should include self-administration of vehicle information for the approved permits. Note that at present there is not a software solution for this self-administration; there may be a cost-effective solution through the city's existing T2 software platform by the end of 2021.

Ongoing expenses

The ongoing expenses related to the Priority-Based Neighborhood Access Management strategy are related to staff time and annual data collection efforts. These are discussed in more detail in the near-term and mid to long-term implementation plan sections.

ORDINANCE AND POLICY CHANGES

Ordinance changes

The following section presents the relevant section(s) of the Boulder Revised Code and recommended adjustments to language to support the action items listed above.

4-23-2 Permit Issuance

This section should be updated to reflect issuance of a permit based on application approval rather than completion of an application. This will support the new eligibility requirement of the Priority-Based Neighborhood Access Management strategy and its associated decision-making process. Additionally, when updating this section, it is encouraged that city consider adopting the description of the permit display to "vehicle permitted per guidelines addressed in the neighborhood parking permit application" to reflect use of license plate based permits, not permits that are displayed or affixed to the vehicle.

4-23-5 Revocation

The current NPP revocation process requires a semi-judicial hearing to revoke a permit and bars an individual from obtaining a permit for a minimum of 1 year, with the hearing process outlined in code. As the Priority-Based Neighborhood Access Management strategy relies in key performance indicators to establish initial and ongoing eligibility for program participation, this section should be updated to reflect the new process. While an existing NPP zone would need to continue to meet KPIs to maintain status, zones should also not be encouraged to artificially increase the perceived reliance on the on-street parking supply. For example, prior to revocation of an existing NPP zone, failure to meet established KPIs for a minimum of 3 consecutive years. This multi-year period is intended to avoid decision-making based on outlier or atypical years and reduce administrative burdens on the program and their associated costs.

4-23-4 Temporary Permits

The existing language in this section of Code provides licensed or registered contractors in the city to obtain free temporary permits valid while working within a NPP zone that are specific to the zone they are working in for those dates. A more flexible option may provide a citywide permit for contractors that is renewed annually like a commuter or business permit, but not zone specific and therefore perhaps as a higher rate to reflect its convenience, commercial use, and discourage residents or employees/businesses within specific zones from their use. These permits should be available only to mobile, commercial operations.

Regulations (including rate schedules)

2-2-15 (J) (97) Neighborhood Permit Parking Zone Regulations

- **Criteria for Assessing Proposed Zone.** This section of the regulations will require substantial revisions to reflect the new eligibility criteria and prioritization criteria. "Public support" for creation or expansion of a zone should be defined by receipt of a petition meeting existing guidelines.
- **Number of Permit Issued.** This section should be updated to allow for staff to set the number of permits issued by zone based on the available parking inventory and occupancy data by zone.
- **Permit Eligibility Requirements.** This section of the regulations should be updated to reflect specific new document requirements for application submittal and renewal.

- **Display of Permit.** This section should be updated to accommodate enforcement of permits using LPR, rather than physical permit displays.
- **Program Monitoring.** This section should be updated to include an updated eligibility and prioritization map and supporting materials in the annual report. The annual report should be submitted to the Transportation Advisory Board, the Planning Board, and City Council.
- **Data Monitoring.** The referenced regulation language should be updated to reflect new methodologies for data collection and analysis. Data sharing policies in regulation, if sharing LPR data with a consultant, should require a data retention agreement of the consultant. For example, data will be analyzed, returned to city in aggregated report form, and no identifying information (the license plates) will be maintained by the consultant. Once the city receives the report and provides final approval the consultant must purge the raw reads.
- **Data Retention.** These regulations provide for the city to follow the State's data retention policies. It is recommended that the city consider a LPR specific policy that is posted to the Parking and Access website and shared directly with effected residents ahead of data collection efforts. Communications should include outlining what is being collected using this technology and how the data will be used and stored.

2-2-16 Manager's Authority to Set Administrative Fees, Rates and Charges

As outlined within this section of the BRC, fees for parking services are provided in regulation. The schedule of parking rates should be updated to reflect the increased on-street parking rate and proposed dynamic parking methodology, including minimum and maximum rates.

COMMUNICATIONS AND OUTREACH PLAN

The communications and education related to the overall neighborhood permit parking program should include a review of the AMPS implementation planning work and community outreach conducted to date, while introducing the transportation wallet pilot program and detailing the changes to the NPP program. In discussing the updates to the NPP zoning process and key performance indicators to be considered, the reasons and benefits of the added pre-eligibility and metric-based decision-making process should be included, along with the anticipated scheduling for the roll-out beyond 2022.

PERFORMANCE-BASED PRICING

OPERATIONAL, ADMINISTRATIVE, AND DATA COLLECTION POLICIES/PRACTICES

The immediate work anticipated for 2022 to support the implementation of the Performance-Based Parking Pricing strategy focuses on preparing the operational, administrative, and policy updates to facilitate the new method of establishing parking pricing based on demand. **Figure 2** summarizes the proposed schedule of immediate actions discussed below.

Figure 2. 2022 Proposed Action Plan Schedule

Action	Month											
	1	2	3	4	5	6	7	8	9	10	11	12
1. Base Rate Increase												
2. Update Policy to Support Demand-Based Pricing												
3. Communications and Outreach												
4. Data Collection & Publication												

Action 1. Update Policy to Support Demand-Based Parking Pricing

Like the Priority-Based Neighborhood Access Management strategy, the Performance-Based Parking Pricing strategy relies on key performance indicators to reflect the parking behaviors and adjust pricing as a reaction to parking demands. The intent of demand-based pricing is to provide a suite of parking options to the community so each parker can prioritize parking price, location, and availability based on their unique needs and resources. During the initial year of implementation, it is recommended that the city increase the cost of on-street parking by $0.25 per hour to $1.50 per hour. In coordination with the increased on-street parking rate, the city should maintain the price of off-street parking at $1.25 per hour, everywhere except the Chautauqua area which will be maintained at its existing $2.50 per hour rate. This pricing strategy reflects the higher demand for on-street parking and supports turnover of those most in demand spaces, as well as the increased use of off-street facilities, especially for long-term parkers.

At this time, off-street parking is also anticipated to remove the tiered rate that increases the hourly after 4 hours. Rather, a daily maximum of $15 applicable after a parking session lasting from 6-24 hours would be implemented. This rate provides a more predictable rate for visitors and daily parkers, has an insignificant impact on hourly parking revenues, but also incentivizes monthly parking permits, pricing for which is not recommended to change, for longer-term regular parkers. For example, at the current rate of $465 per quarter in the downtown garages, and assuming an average of 22 business days per month, permits provide parking at approximately $7 per day—47% of the proposed daily rate. This figure is also 50% more expensive compared to the 20-Day Pass pack rate of $10 per day. Off-street hourly rates, daily max rates, and permit rates should be adjusted annually using the Consumer Price Index (CPI).

Following a 24-hour parking session, the clock would “restart” at the hourly rate, and a second daily maximum charge of $15. It is recommended that the existing “lost ticket” fee of $50 be maintained, although this fee will be retired after a gateless access and control system is installed in the coming years.

Weekend pricing in the garages will be further evaluated and analyzed pursuant to performance of on-street parking and resulting garage utilization. Three potential options will be explored:

- **Free Weekends:** No charge in off-street garages on Saturdays or Sundays.
- **Saturday Pricing Only:** $3 flat rate pricing on Saturdays only (flat rate beginning at 3 a.m. on Saturday mornings), with free parking on Sundays.
- **Saturday/Sunday Pricing:** $3 flat rate pricing on Saturdays and Sundays.

If the city does pursue weekend garage pricing, several considerations could alleviate hardship on service workers and other low-income downtown employees working weekend shifts. These include:

- **Nighttime Permit Updates/Expansion:** Marketing the existing Nighttime Permit (priced at $40 per quarter) to those working weekend shifts. This product is currently available but has no buyers. Interest may increase if weekend pricing is implemented.
- **Nighttime Permit Alternative:** The city could also consider a nighttime permit alternative for downtown employees. This alternative would entail an RFID card offering two free 24-hour parking sessions each week, with the days selected at the purchaser's discretion. The card should be priced at card replacement cost and have similar application requirements to the existing Nighttime Permit.

Looking ahead to future pricing adjustments and full implementation of the Performance-Based Parking Pricing strategy, regulation changes should both update the on-street parking rates and accommodate flexibility to update future rates for dynamic pricing. Initially, rate updates are intended to occur annually, with the ability to move to quarterly updates over the long-term. The policy should initially provide limits on the maximum rate that may be charged, based on demand. It must also ensure the parking system is able to maintain and grow revenues to invest in the city's mobility infrastructure and programs. In the future, the maximum limit may be extended based on data and Council approval. Limits may also be used to cap the potential increase or decrease in hourly pricing to an individual street corridor or facility. The intent of a cap is to avoid large swings in parking demand in one area that push spillover to another facility or corridor, and instead create a holistic system that is balanced with pricing.

> Seattle and San Francisco use demand-based parking pricing limited to a minimum hourly rate of $0.50 per hour to a maximum of $5.00 per hours in Seattle and $8.00 per hour in San Francisco.

Action 2. Data Collection and Publication of Results

As the city moves to a pricing system that is determined by KPIs, regular analysis of parking demand data is necessary. Collection and analysis of KPIs should occur six months or more after the initial pricing adjustment of on-street rates. Following this adjustment, once parking behaviors have stabilized, data collection efforts will be necessary to inform future pricing adjustments.

INFRASTRUCTURE/TECHNOLOGY/MISCELLENEOUS NEEDS

As rates are updated, signage will be necessary at off-street parking locations to educate the public of changes and inform parkers of rates per facility. Simple, static signage is estimated at $1,000, assuming custom branding and context specific to each facility, and installation. Signage updates will be in keeping with the City's broader signage and wayfinding efforts.

BUDGET NEEDS

Revenue implications

Raising hourly on-street parking rates with the CAGID, BJAD, and UHGID areas by $0.25 per hour is projected to increase revenues by approximately $1,110,000 in 2022. This projection assumes transaction volumes that reflect duration of stay and volume of transactions experienced in 2019, and a -0.2 price elasticity factor. The price elasticity factor reflects customers that are sensitive to pricing adjustments, whether the adjustment be an increase or a decrease. A price elasticity of -0.2 equates to a 2% reduction in parking demand for each 10% increase in price. Of the 10% decrease in demand, 5% of is assumed to be lost to alternative modes of transportation and 95% is assumed to move to off-street parking options at the lower cost. **Table 3** below summarizes the calculated change in occupancies anticipated based on the on-street rate adjustment in 2022. Assumptions used in the modeling, along with alternative scenarios, are provided in **Appendix B**.

It should be noted that the initial price adjustment for on-street base rates is projected to bring Walnut Street within the 60-85% target range as highlighted in green in **Table 3**. Occupancies highlighted orange exceed target occupancy goals, while those highlighted yellow are projected to operate below target occupancy goals. Going forward, the price adjustments based on demand should work to balance occupancies and reach targets.

Table 3. Projected Parking Occupancy Impacts

District	Block / Facility	Current Typical Occupancy Midday[7]	Current Rate	Price Adjustment	Occupancy Impact (No. Vehicles)	Adjusted Typical Occupancy Midday	Projected Revenue
CAGID	8th-12th St	99.24%	$ 1.25	+ $0.25	-5	95.24%	502,000
	13th St	70.93%	$ 1.25	+ $0.25	-3	66.93%	305,000
	14th St	89.43%	$ 1.25	+ $0.25	-5	85.43%	403,000
	15th St	76.12%	$ 1.25	+ $0.25	-3	72.12%	204,000
	16-18th St	84.96%	$ 1.25	+ $0.25	-5	80.96%	327,000
	Pearl	74.56%	$ 1.25	+ $0.25	-7	70.56%	606,000
	Spruce St	110.91%	$ 1.25	+ $0.25	-4	106.91%	485,000
	Walnut	86.29%	$ 1.25	+ $0.25	-8	82.29%	644,000
	1000 Walnut (St. Julien Garage)	76.26%	$ 1.25	None	+ 8	77.70%	527,000
	1100 Spruce	86.92%	$ 1.25	None	+ 6	88.46%	484,000
	1100 Walnut (Randolph Garage)	88.85%	$ 1.25	None	+ 4	90.33%	280,000
	1400 Walnut (RTD Garage)	82.45%	$ 1.25	None	+ 4	83.77%	135,000
	1500 Pearl St	70.41%	$ 1.25	None	+ 10	71.87%	264,000
	14th St Lot	89.58%	$ 1.25	None	+ 1	91.67%	102,000
	Civic Area	12.85%	$ 1.25	None	+ 5	14.51%	408,000
	Pleasant Lot	38.71%	$ 1.25	None	+ 1	40.32%	35,000

[7] Based on 2019 occupancy data (pre-COVID 19 Pandemic)

	Spruce Lot	115.25%	$ 1.25	None	+ 1	116.95%	198,000
BJAD	District On-Street	33.33%	$ 1.25	+ $0.25	-5	29.33%	101,000
UHGID	District On-Street	74.28%	$ 1.25	+ $0.25	-14	70.28%	733,000
	Lot A & Lot H	42.57%	$ 1.25	None	+ 5	43.93%	
CAMP	District On-Street	73.41%	$ 2.50	None	-0	71.41%	656,000

While on-street parking revenues are attributed to the city's General Fund, off-street revenues are specific to the improvement district from within which they are collected. These commissions should identify a purpose for excess revenues collected and the process for applying those revenues. For example, off-street parking revenues could be reinvested into transportation and mobility investments that support the districts' goals.

Staffing

The immediate work anticipated for 2022 to support the implementation of the Performance-Based Parking Pricing strategy is assumed to be completed by internal staff time of up to a combined 0.4 FTE. This time includes updating pricing for on-street kiosks and off-street parking access and revenue control systems, updating ordinance and regulation language to allow for the new parking pricing process, and developing communication and outreach materials to educate and inform the public and stakeholders of the new strategy and pricing adjustments. An additional 0.2 FTE, for a total FTE of 0.6, may apply based on the data collection methodology chosen by the city, as discussed below.

Capital

This effort can be completed through outsourced data collection, contracted analysis of transactional data, and using city staff supported by experienced, contracted guidance. Outsourced data collection for an area is assumed to be approximately equal in size to the existing paid zones (CAGID, BJAD, UHGID, and CAMP) and is estimated at $55,000. This intensive data collection effort estimate includes preparation, collection labor, data scrubbing, analysis and results delivery. Alternatively, data collection may be completed using existing city staff with guidance from an experienced consultant at an additional estimated 0.2 FTE to that included above plus $15,000 in consulting fees. A third option for analysis is a review of transactional data from the city's Smarking and Coord platforms to estimate occupancy is projected at $20,000.

Ongoing expenses

The ongoing expenses related to the Performance-Based Parking Pricing strategy are related to staff time and annual data collection efforts. These are discussed in more detail in the near-term and mid to long-term implementation plan sections.

ORDINANCE AND POLICY CHANGES

Ordinance changes

2-2-11(11) Traffic Engineering

The following language to update the authority to set and charge rates for on-street parking is suggested for city consideration:

The City Traffic Engineer has the authority to enact the following:

~~Determine where parking on streets or city parking lots should be metered and the amount to be charged~~

To establish parking rates to be charged at parking meters, pay station or devices regulating stopping or parking a vehicle, within rate limits established by this section. Rates may vary according to location, time of day, maximum parking time allowed, parking demand, or other factors determined by the city.

Regulations (including rate schedules)

As noted above, the authority to establish on-street parking rates is provided in the Code. This regulation will also need to be updated with the initial 2022 rate structure to increase on-street rates by $0.25 to $1.50 in all areas except Chautauqua, where the hourly rate will remain $2.50 per hour.

Finally, a Manager Rule/Regulation should be added establishing the maximum hourly parking rate and parameters for regular changes to parking rates. The following language should be considered:

The City Traffic Engineer shall set a Maximum Hourly Parking Rate up to $5.00 per hour (Maximum Hourly Rate) and a Minimum Hourly Parking Rate not less than $1.00 per hour (Minimum Hourly Rate). On-street meter rates shall be increased or decreased annually based measured occupancy and the following schedule:

- **Tier 1:** 80% or higher – Increase hourly parking meter rate by up to $0.50 per space hour
- **Tier 2:** 60%-80% - No change to hourly parking meter rate
- **Tier 3:** Less than 60% – Decrease hourly parking meter rate by up to $0.50 per space hour

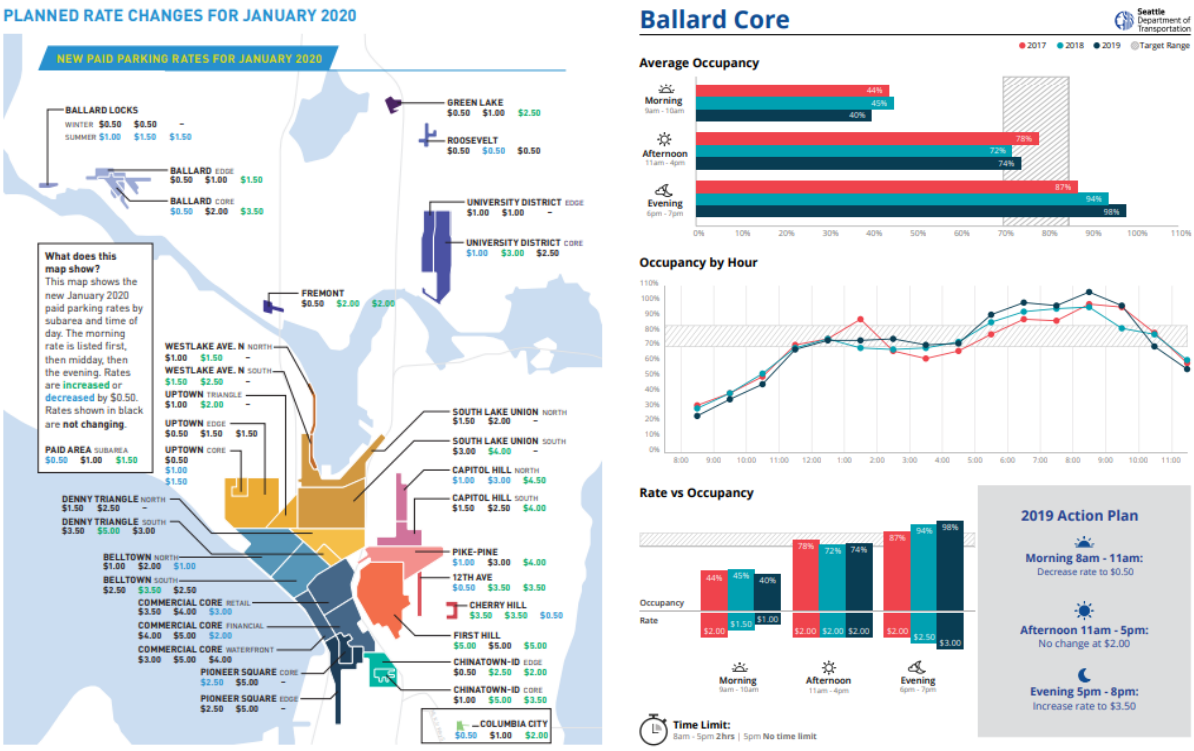
COMMUNICATIONS AND OUTREACH PLAN

The initial on-street price increase should be introduced to the community focused on the phased implementation of the new pricing structure to provide more options for people to park based on their needs and priorities related to convenience, location, price and time spent searching for an available space. The initial communications will establish the tone and consistent format for future communications for the community.

For example, the City of Seattle uses an online report and interactive tool to educate the public on their expansive demand based paid parking program (implemented in more than 30 neighborhoods). The City describes the update process in their annual report as follows, “Every year we gather parking occupancy data on every paid block to adjust rates by neighborhood and time of day. We generally lower rates in areas and at times of day where there are few cars parked and more than two spaces available on a block face. Conversely, we generally increase the rates in areas and at times of day where there are many cars parked and fewer than one or two spaces available on a block face. In areas and at times of day where there are generally one to two available spaces on a block face, we consider the area and time period to be in target.[8]”This report provides the annual study findings in multiple formats, with tables, maps, and infographics to help the public more easily understand the information being conveyed, as shown in the excerpts included in **Figure 3**. While the city maintains reports back to 2010 on their website, they also provide an interactive parking tool on their website to identify parking locations and current pricing.

[8] 2019 Paid Parking Study Report. Seattle Department of Transportation

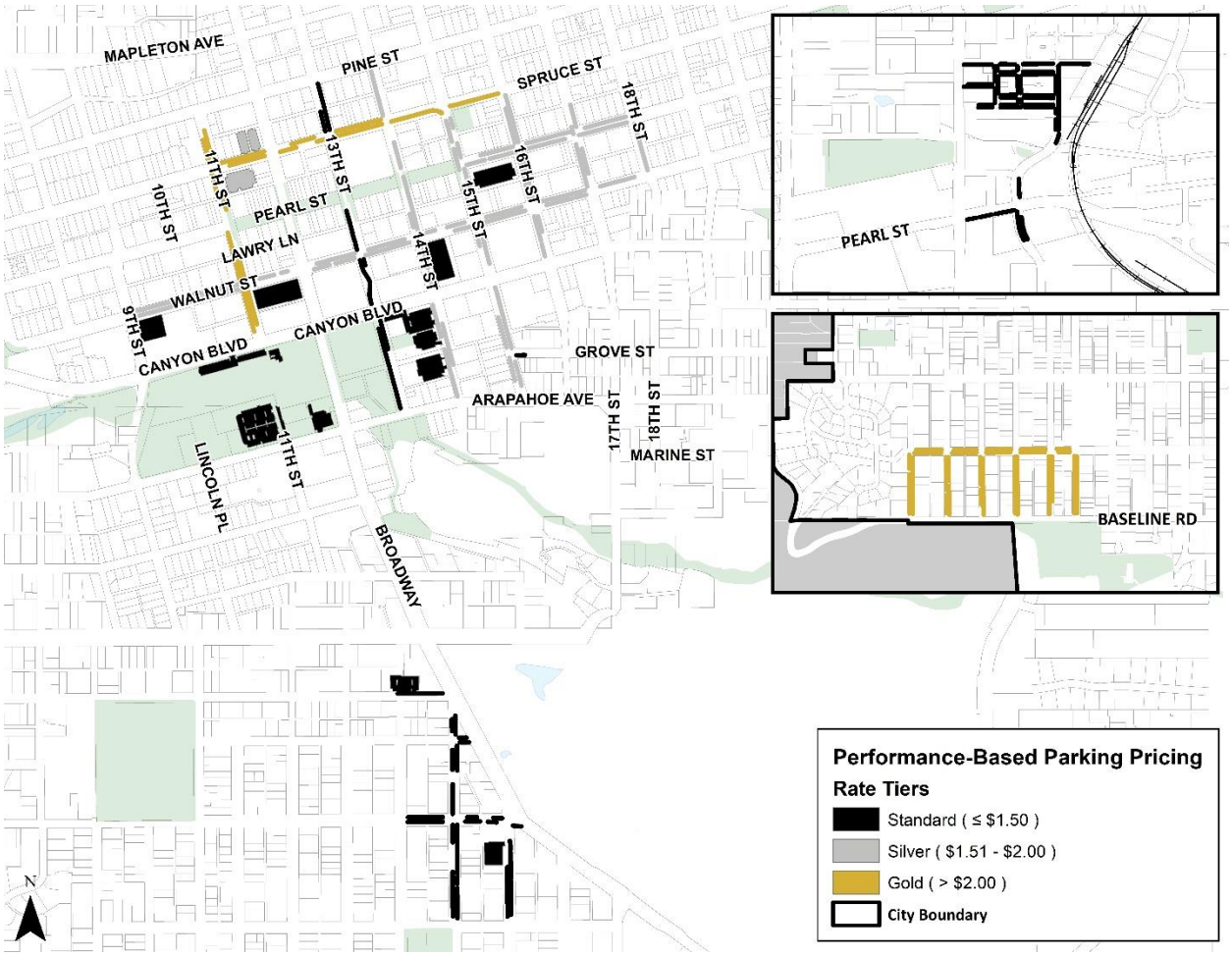
Figure 3. Example of Presentation of Parking Information, Seattle 2019 Paid Parking Study



Source: City of Seattle

The City of Boulder may use similar coding and categorization of pricing tiers to communicate the adjusted pricing in the Performance-Based Pricing program annually. **Figure 4** incorporates pricing that may be in affect in 2023 based on the modeling exercises discussed in this document. These rates may vary from what is modeled and shown here based on the data collected after the initial on-street pricing adjustment and any subsequent adjustments.

Figure 4. Example Map of Pricing Tiers for Communications and Outreach



GRADUATED FINES + MOBILITY SAFETY FINES

OPERATIONAL, ADMINISTRATIVE, AND DATA COLLECTION PRACTICES/POLICIES

The day-to-day operations related to enforcement will not change, rather much of the work related to the implementation of the Graduated Fines with Mobility Safety Fee will be in updating ordinance and regulation language to reflect the new citation schedule and updating the server that communicates with the city's e-citation system to reflect these changes. The immediate work anticipated for 2022 to support the implementation of the Graduated Fines with Mobility Safety Fee parking fines strategy focuses on preparing the operational, administrative, and policy updates to facilitate the new schedule of fines. **Figure 5** summarizes the proposed schedule of immediate actions discussed below.

Figure 5. 2022 Proposed Action Plan Schedule

Action	Month											
	1	2	3	4	5	6	7	8	9	10	11	12
1. Finalize Fine Schedule												
2. Update Policy and Post Schedule												

Action 1. Finalize Fine Schedule

Given the low impact current fines have on compliance with parking regulations, an across-the-board increase to standard fines is recommended. Graduated fines should be applied for each violation type, especially for those that impact access and mobility choices. For example, a 25% fee or additional increase is proposed for infractions that reduce the ability of individuals to use other modes of travel, like blocking a bike lane, bus stop, or sidewalk. Additionally, it is recommended that updates regarding fines as provided in Code and regulation include automatic annual adjustments indexed against the Consumer Price Index and expense increases to support enforcement efforts in the fee structure. At a minimum, these rates should be reviewed annually and evaluated against these metrics for adjustment recommendation to Council.

Action 2. Update Policy to Support and Post Schedule

Once the city has finalized the graduated fine structure, these updates should be carried through to Code and regulation, as appropriate.

Action 3. Equity Considerations.

The city may consider alternative payment methods, such as a food drive, for 1st time violators whose violation did not comprise a mobility safety violation.

INFRASTRUCTURE/TECHNOLOGY/MISCELLANEOUS NEEDS

The existing e-citation handhelds and mobile LPR platform used by the enforcement personnel communicate wirelessly with the city's database. These devices automatically assign the proper fine for each violation based on the number of previous tickets for the license plate in the system. The handhelds, however, cannot provide additional information regarding graduated fines that will notify the recipient within the body of the citation that repeat violations will incur increasing fines. To support compliance, we recommend printing small supplemental inserts for frequently issued citations that summarize the graduate fines and provide a link to the full parking violation fines schedule for reference. An additional, general insert can notify the citation recipient of the city's use of graduate fines with link for more information could be used with less frequently issued violations.

BUDGET NEEDS

Revenue implications

In 2019, 17% of citations issued were for repeat violations. In one instance, a single vehicle generated 103 citations. Of these, 98 where a result of an overtime violation. The standard rate for first citation issued was also increased for most violations based on feedback received. By increasing the base fine for initial violations and then 25% for each second, and third or additional violation issued to a vehicle, along with a 25% fee on

violations issued in which the parking infraction impacts other modes of transportation, approximately $1.7 million in addition annual citation revenue is projected. The 25% Mobility Safety Fee, for example, would increase the citation for parking on the sidewalk, which negatively impacts pedestrian accessibility, especially for those with mobility impairments, from the existing $40 to $93.75 for the initial violation with includes the increased standard fee of $75 plus the 25% fee for the Mobility Safety Fee. A vehicle found parked on the sidewalk a second time would receive a citation of $117 and a third, fourth, or any additional offense within a rolling calendar year would be issued at $146.

Staffing

The immediate work anticipated for 2022 to support the implementation of the Graduated Fines + Mobility Safety Fee strategy is assumed to be completed by existing, internal staff time of up to a combined 0.1 FTE. This time includes updating ordinance and regulations to allow for graduated fines and mobility safety fee premiums, updating and publishing the fine schedule, and developing communications and outreach materials.

Capital

Minimal capital expenses associated the with immediate implementation steps necessary to support the Graduate Fines and Mobility Safety Fee strategy related to the printing of informational inserts to accompany citations are expected. These costs will vary based on the printing sources, however assuming a cost $0.02 per insert and approximately 75,000 citations issued annually, the cost to produce these inserts is estimated at $1,500. Finish choices for these materials will vary and may increase the expense but it is anticipated to remain minimal.

Ongoing expenses

Once the fine structure is updated in regulation and within the city's enforcement database for communication to enforcement e-citation handhelds, there is no additional ongoing expense anticipated with the Graduated Parking Fines and Mobility Safety Fee strategy.

ORDINANCE AND POLICY CHANGES

Ordinance changes

7-6 Parking Infractions

This section of the BRC details specific rates for some, but not all, parking violations. For those that are included, the updated regulations would ideally redirect to one centralized schedule location of violation rates. Additional updates to the Code should include surcharges, preferably listed as a percentage or calculation of the rate provided in regulation, for violations identified as access and mobility safety violations as well as the tiering of repeat offenses.

Regulations (including rate schedules)

The proposed updates to parking citations are provided per citation description within **Appendix C**. **Table 4** summarizes the proposed updated rates for the 10 most frequently cited violations based on 2019 enforcement records.

Table 4. Sample of Proposed Citation Rates, 2019 10 Mostly Frequently Issued Violations

	2019 Number of Offenses per Vehicle				Rate		
Citation Description	1	2	3	>3	1st Offense (Existing Rate)	2nd Offense (25% Increase)	3rd+ offense (25% Increase)

01B-OVERTIME AT PAYSTATION	31,394	3,824	1,206	1,821	30.00	38.00	48.00
16B-VALID LICENSE PLATE REQUIRED	5,525	900	224	169	65.00	81.00	101.00
16C-IMPROP DISPLAY PLATE	2,962	447	143	95	30.00	38.00	48.00
11B-UNI-NPP 9-5	1,474	507	191	233	35.00	44.00	55.00
06U-WHERE SIGN PROH PARK	3,301	238	65	49	40.00	50.00	63.00
11E-WHITTIER NPP 8-8	1,371	275	108	161	35.00	44.00	55.00
11A-TIME ZONE LIMIT	810	270	90	151	35.00	44.00	55.00
06N-5FT DRIVE/ALLEY	2,217	124	16	2	40.00	50.00	63.00
11H-GOSS/GROVE NPP 8-6	718	194	87	143	35.00	44.00	55.00
11C-MAPLETON NPP 8-6	816	223	68	89	35.00	44.00	55.00

Source: City of Boulder

While not the most frequently issued violations, citations that impact the mobility of others and accessibility of the community are recommended for a 25% additional fee. Rather than an increase to the base rate for the first offense, this additional fee is intended to be listed on the violation to highlight the impacts beyond parking to the violator. **Table 5** summarizes proposed violations that would receive this additional fee.

Table 5. Proposed Citations for Mobility Safety Fee (MSF), 2019 Citations

	2019 Number of Offenses per Vehicle					Rate		
Citation Description	1	2	3	>3	Base Fee	1st Offense (Base + MSF)	2nd Offense (25% increase)	3rd+ offense (25% increase)
06Q-W/I 20FT OF X-WALK/INTRSECT	1152	109	19	7	50.00	62.50	78.00	98.00
13A-EXCS 12IN. OF CURB	1032	44	6	4	50.00	62.50	78.00	98.00
06R-W/I 30FT TRAFFIC DEVICE	452	27	6	0	50.00	62.50	78.00	98.00
05B-LOADING ZONE-OTHER	305	37	8	2	75.00	93.75	117.00	146.00
06A-ON SIDEWALK	282	12	4	0	75.00	93.75	117.00	146.00
05C-ALLEY LOADING ZONE	93	10	0	7	50.00	62.50	78.00	98.00
06J-BIKE PATH/LANE	111	3	0	0	75.00	93.75	117.00	146.00
05A-PASS. LOADING ZONE	78	4	1	3	50.00	62.50	78.00	98.00
06D-LESS-10FT CLEARANCE	85	5	2	0	50.00	62.50	78.00	98.00
06C-ON A CROSSWALK	76	4	0	0	75.00	93.75	117.00	146.00
06O-W/I SIDEWALK AREA	52	2	0	0	50.00	62.50	78.00	98.00
06T-W/I BUS STOP ZONE	52	0	0	0	50.00	62.50	78.00	98.00
06G-ON STREET W/2 LANES	18	0	0	0	50.00	62.50	78.00	98.00
06F-RAILRD W/I 5FT OF ANY RAIL	2	0	0	0	75.00	93.75	117.00	146.00

The city should also include coordination with Open Space and Master Parks (OSMP) to align their fine/bond schedule for infractions with this revised fine schedule.

COMMUNICATIONS AND OUTREACH PLAN

The communications and outreach necessary to support the immediate implementation steps of the Graduated Fines with Mobility Safety Fee strategy is relatively minimal. It is recommended that the city develop a one-page informational document describing the justification behind the changes and the new fee schedules. This should be accompanied by a press release, social media updates, and targeted meetings with stakeholders.

NEAR-TERM: 2023-2024

PRIORITY-BASED NEIGHBORHOOD ACCESS MANAGEMENT

OPERATIONAL, ADMINISTRATIVE, AND DATA COLLECTION PRACTICES/POLICIES

The work anticipated for the near term, throughout 2023 and 2024, to support the implementation of the Priority-Based Neighborhood Access Management strategy focuses on the full implementation of the transportation wallet program as the Priority-Based Neighborhood Access Management program begins to identify newly eligible zones for potential expansion of the NPP Program. **Figure 6** summarizes the proposed schedule of immediate actions discussed below.

Figure 6. Near-Term Proposed Action Plan Schedule

Action	Month											
	1	2	3	4	5	6	7	8	9	10	11	12-24
1. Implementation of Full Launch												
2. Annual Monitoring and Analysis of KPIs												

Action 1. Full Implementation of Priority-Based Neighborhood Access Management

The full launch of the Priority-Based Neighborhood Access Management program will include the NPP program and transportation wallet at a citywide level. There will be assigned staff personnel on point for customer service questions and to conduct regular observations and invite customer feedback throughout the initial implementation period. Personnel will be scaled back as the program matures and lower levels of support of necessary.

As new neighborhoods are determined to meet eligibility requirements for new zones, considerations should be given to starting these zones at the full cost recovery rates for residents, businesses and commuters.

Action 2. Conduct Ongoing Monitoring

Data collection of Priority-Based Neighborhood Access Management zones and identified areas of interest for monitoring for potential future eligibility should be conducted annually. Data collection methodology and evaluation should follow that used during the “Right Now” implementation steps previously outlined. This will support a consistent evaluation with improvements potentially gained through efficiencies that come with experience and repetitive procedures.

INFRASTRUCTURE/TECHNOLOGY/MISCELLANEOUS UPDATES

There are no additional infrastructure or technology needs are anticipated for the immediate action items to implement the Priority-Based Neighborhood Access Management strategy.

BUDGET NEEDS

Based on recommended adjustments to the resident and commuter permit rates, as well as an assumed 2% of commuter permitholders being eligible for a 50% discount, and accounting for growth in permit sales reflective of trends in transactional data, additional revenues of approximately $512,000 total revenues for 2023 and 2024 are projected over 2020 revenues. While adjusting rates to achieve cost recovery for the program is a long-term goal, and these initial adjustments are anticipated to increase overall revenues, the program is expected to operate at a net loss with support from the General Fund of approximately $36,000 at the end of 2023. However, the program is projected to achieve program cost recovery by the end of 2024, as summarized in **Table 5**. Note that any new revenues generated from the new Mobile Business permit sales are not included in these projections.

Table 5. Projected NPP Revenues with Recommended Rates

	2020	2021	2022	2023	2024
Permit Rate					
Residential Permit	$ 17	$ 17	$ 30	$40	$50
Business Permit	$ 75	$ 75	$ 75	$ 75	$ 75
Commuter Permit	$ 100	$ 100	$ 105	$110	$115
Permit Revenue					
Residential Permit	$ 52,116	$ 53,978	$ 98,541	$ 135,769	$ 175,187
Business Permit	$ 1,957	$ 1,890	$ 1,823	$ 1,755	$1,687
Commuter Permit	$ 164,966	$ 171,796	$ 185,682	$ 199,922	$ 216,707
Total Revenue	**$ 219,040**	**$ 227,664**	**$ 286,046**	**$ 337,446**	**$ 393,582**
NPP Expenses[1]	**$ 351,686**	**$ 358,720**	**$ 365,894**	**$ 373,212**	**$ 380,676**
NPP Deficit	**($ 132,646)**	**($ 131,055)**	**($ 79,848)**	**($ 35,766)**	**$ 12,906**

1. Expenses and projected deficit are not inclusive of capital and staffing investments to support implementation. These costs will vary as described in more detail below.

Staffing

The work anticipated for 2023 and 2024 to support the implementation of the Priority-Based Neighborhood Access Management strategy is assumed to be completed by internal, existing staff time of a combined approximately 0.25 FTE. This work includes updating and further distributing communication and outreach materials to educate the community of the new process, the results of the pilot program and expansion of the program at a citywide level. It is also anticipated that the initial level of customer service and program administration, along with coordination of contracted data collection services for annual evaluation of the program and zone eligibility. An additional 0.4 FTE, for a total FTE of 0.65, may be necessary based on the data collection option identified by city as outlined below.

Capital

Similar to data collection efforts outlined in the immediate term for 2022, this effort may be completed in house or contracted. If outsourced, data collection for an area assumed to be approximately twice that of the existing NPP zones is estimated at $90,000, or approximately $60,000 for an area equal in size to the existing NPP zones. This intensive data collection effort estimate includes preparation and collection labor, data scrubbing, analysis and results delivery. Alternatively, data collection may be completed using existing city staff with guidance from an experienced consultant at an additional estimated 0.4 FTE to that included in the staffing estimate below plus $15,000 in consulting fees.

Ongoing expenses

The ongoing expenses related to the Priority-Based Neighborhood Access Management strategy are related to staff time and annual data collection efforts to support the monitoring of the program's success and ongoing evaluation of zone eligibility.

ORDINANCE AND POLICY CHANGES

Ordinance and regulatory changes needed to accommodate KPI data collection and the new process for determining NPP zone eligibility are addressed in the immediate phase. No additional ordinance or regulatory changes are anticipated to be necessary.

PERFORMANCE-BASED PRICING

ORDINANCE, ADMINISTRATIVE, AND DATA COLLECTION POLICIES/PRACTICES

The work anticipated for the near term, throughout 2023 and 2024, to support the implementation of the Performance-Based Parking Pricing strategy focuses on the full implementation of demand-based parking pricing. **Figure 7** summarizes the proposed schedule of immediate actions discussed below.

Figure 7. Near-Term Proposed Action Plan Schedule

Action	Month											
2023	1	2	3	4	5	6	7	8	9	10	11	12
1. Finalize and Implement 2023 On-Street and Off-Street Pricing Adjustments												
2. Perform Annual Data Collection & Analysis												
2024	1	2	3	4	5	6	7	8	9	10	11	12
3. Develop Basis for Demand-Based Pricing for all Curb Uses												
4. Finalize and Implement 2024 On-Street and Off-Street Pricing Adjustments												
5. Perform annual Data Collection & Analysis												

Action 1. Finalize and Implement 2023 Pricing Adjustments

Using the results of the data collection and analysis completed in 2022, pricing for both on-street and off-street should be adjusted per street corridor or facility. Assuming rates are adjusted in increments up to $0.50 per hour with a minimum on-street rate of $1.00 per hour, a maximum rate of $5.00 per hour. **Table 6** provides an

example of how parking rates would be adjusted in 2023 based on the 2019 parking transaction data. This example incorporates the projected impacts from the initial on-street rate increase to $1.50 per hour in 2022, however it is limited in that it does not account for growth in parking demands related to population growth or future developments within paid parking influence areas. Note that BJAD in particular is a transitional district where parking impacts as a result of infill and new development should be closely monitored. Annual data collection is specifically recommended to account for changes in population, development, and transportation preferences and availability of options.

Following the price adjustment guidelines established in the policy updates in the 2022 actions, going forward, pricing is adjusted in $0.25 increments, up to $0.50 per year, to reflect parking demands and encourage balanced use of the parking system.

Action 2. Perform Annual Data Collection & Analysis

Following the data collection plan used in 2022, data collection should be completed in the fall of 2023. Ideally, data collection will occur during the same approximate time frame each year, avoiding holidays and special events, to capture typical conditions in paid parking areas. Data collection should also occur after sufficient time has passed since rates adjustments have been implemented. Walker recommends at least six-month between rate adjustments and data collection efforts to allow parking system users reactions to adjustments to stabilize.

Table 6. Example 2023 Parking Rate Adjustments Based on Projected Occupancy Impacts, 2019 Data Adjusted to Reflect Anticipated Impacts of 2022 On-Street Rate Increase

		Projected 2022 Occupancy After On-Street Adjustment			Supply	AM Adjusted Rate	Midday Adjusted Rate	PM Adjusted Rate	**Average Rate to Apply**	AM Rate Change	Midday Rate Change	PM Rate Change	Elasticity Factor	AM Occupancy Change	Midday Occupancy Change	PM Occupancy Change	AM Count Change	Midday Count Change	PM Count Change	AM from On-Street	Midday from On-Street	PM from On-Street	AM Projected Occupancy	Midday Projected Occupancy	PM Projected Occupancy
		9:00 a.m. – 12:00 p.m.	12:00 p.m. – 3:00 p.m.	6:00 p.m. – 9:00 p.m.																					
CAGID	8th-11th St	62.41%	95.24%	94.47%	131	1.5	2	2	**2.00**	0.00	0.50	0.50	-0.2	0.0%	-6.7%	-6.7%	0	-9	-9	0	-9	-9	62.41%	88.57%	87.81%
	13th St	50.65%	66.93%	59.95%	86	1	1.5	1.25	**1.25**	-0.50	0.00	-0.25	-0.2	6.7%	0.0%	3.3%	6	0	3	6	0	3	57.32%	66.93%	63.29%
	14th St	62.67%	85.43%	60.23%	123	1.5	1.75	1.5	**1.75**	0.00	0.25	0.00	-0.2	0.0%	-3.3%	0.0%	0	-4	0	0	-4	0	62.67%	82.10%	60.23%
	15th St	64.66%	72.12%	48.24%	67	1.5	1.5	1	**1.50**	0.00	0.00	-0.50	-0.2	0.0%	0.0%	6.7%	0	0	4	0	0	4	64.66%	72.12%	54.91%
	16-18th St	73.88%	80.96%	48.21%	113	1.5	1.5	1	**1.50**	0.00	0.00	-0.50	-0.2	0.0%	0.0%	6.7%	0	0	8	0	0	8	73.88%	80.96%	54.88%
	Pearl	59.31%	70.56%	59.31%	169	1.25	1.5	1.25	**1.50**	-0.25	0.00	-0.25	-0.2	3.3%	0.0%	3.3%	6	0	6	6	0	6	62.65%	70.56%	62.65%
	Spruce St	95.09%	106.91%	96.91%	110	2	2	2	**2.00**	0.50	0.50	0.50	-0.2	-6.7%	-6.7%	-6.7%	-7	-7	-7	-7	-7	-7	88.42%	100.24%	90.24%
	Walnut	71.13%	82.29%	78.74%	197	1.5	1.5	1.5	**1.50**	0.00	0.00	0.00	-0.2	0.0%	0.0%	0.0%	0	0	0	0	0	0	71.13%	82.29%	78.74%
BJAD	District	26.95%	29.33%	15.84%	126	1	1	1	**1.00**	-0.50	-0.50	-0.50	-0.2	6.7%	6.7%	6.7%	8	8	8	8	8	8	33.62%	36.00%	22.51%
UHGID	District	50.91%	70.28%	33.28%	346	1	1.5	1	**1.25**	-0.50	0.00	-0.50	-0.2	6.7%	0.0%	6.7%	23	0	23	22	0	22	57.58%	70.28%	39.95%
CAMP	District	62.73%	73.41%	5.24%	534	2.5	2.5	2	**2.50**	0.00	0.00	-0.50	-0.2	0.0%	0.0%	4.0%	0	0	21	0	0	20	62.73%	73.41%	9.24%

< 60%	Decrease rate
60 – 85%	Maintain rate
> 85%	Increase Rate

Action 3. Develop Basis for Demand-Based Pricing for all Curb Uses

This process will start by developing a Curb Management Framework that guides how to prioritize users of the curb based on data, citywide goals, policies, and community input. Based on the prioritization process, the city will determine how to operationalize curb management strategies with specific policies, partnerships, tactics, treatments, technology, and pricing.

The process will likely be incremental as policy is implemented and technology evolves. For example, the city can create a Transportation Network Company (TNCs such as Uber and Lyft) per ride fee. The fee can be structured to encourage shared rides, reduced emissions and congestion, and provide more transportation access to underserved areas. As technology advances and allows for data capture of license plate or vehicle decal identification, this fee can be structured to a location and demand-based fee.

Similarly, the city can implement fees for commercial delivery by requiring a license or permit fee, charging a per-delivery fee, or implementing paid, reservation-based loading zones. Overtime, fees can evolve based on demand when technology is advanced for accurate vehicle monitoring and enforcement and partnership agreements are enacted.

The State of Colorado has proposed legislation that would enact fees for all users of the curb, including the following. The legislation would allow local agencies to enact fees through the Transportation Planning Organization. The fees currently considered by the State include:

App providers such as Uber and Lyft, known as transportation network companies, would have to pay a flat 30-cent fee per trip, or 15 cents per shared ride or rides in zero-emission vehicles. Those fees would rise with inflation.

Other fees: Others would apply to personal car-sharing services ($2 per day), car rentals (an existing $2-per-day fee would be newly indexed to inflation), taxi rides and, once they become more viable, autonomous vehicles. The latter two fees are still being worked out, however.

D**eliveries:** Consumers would pay a flat 25-cent fee on online purchases that are delivered by vehicle, to offset the impact of deliveries on roads, congestion and the

Action 4. Finalize and Implement 2024 Pricing Adjustments

The City should share the results of the data collection efforts and price adjustments with the community using a consistent publication and education method. The data results from the summer/fall of 2023 will then inform the 2024 pricing adjustments. **Table 7** summarizes an example analysis of parking occupancies to inform rate adjustments. This builds on the example in **Table 6** and continues to use 2019 base data adjusted to reflect 2022 and 2023 projected occupancy impacts. This example does not account for background population growth, new developments, and changes in transportation preferences and available services.

Action 5. Perform Annual Data Collection & Analysis

As outlined in Action 2, approximately six (6) months after rates are adjusted, and once parking behaviors stabilized, the 2024 data collection effort should commence. This will follow the data collection plan outline in the 2022 Action steps as was repeated in 2023.

Action 6. Continue Monitoring COVID-19 Impacts to Align Off-Street Parking Products.

City staff should continue monitoring COVID-19 impacts on transportation behaviors, particularly commuter behaviors, to align available off-street parking products with consumer needs.

INFRASTRUCTURE/TECHNOLOGY/MISCELLANEOUS NEEDS

There are no new capital investments anticipated for infrastructure, technology or other hardware needs.

Table 7. Example 2024 Parking Rate Adjustments Based on Projected Occupancy Impacts, 2019 Data Adjusted to Reflect Anticipated Impacts of 2022 On-Street Rate Increase

		Projected 2023 Occupancy After Pricing Adjustments			Supply	AM Adjusted Rate	Midday Adjusted Rate	PM Adjusted Rate	**Average Rate to Apply**	AM Rate Change	Midday Rate Change	PM Rate Change	Elasticity Factor	AM Occupancy Change	Midday Occupancy Change	PM Occupancy Change	AM Count Change	Midday Count Change	PM Count Change	AM from On-Street	Midday from On-Street	PM from On-Street	AM Projected Occupancy	Midday Projected Occupancy	PM Projected Occupancy
		9:00 a.m. – 12:00 p.m.	12:00 p.m. – 3:00 p.m.	6:00 p.m. – 9:00 p.m.																					
CAGID	8th-11th St	62.41%	88.57%	87.81%	131	1.5	2.5	2.5	**2.25**	0.00	0.50	0.50	-0.2	0.0%	-5.0%	-5.0%	0	-7	-7	0	-7	-7	62.41%	83.57%	82.81%
	13th St	57.32%	66.93%	63.29%	86	1	1.5	1.25	**1.25**	0.00	0.00	0.00	-0.2	0.0%	0.0%	0.0%	0	0	0	0	0	0	57.32%	66.93%	63.29%
	14th St	62.67%	82.10%	60.23%	123	1.5	1.75	1.5	**1.75**	0.00	0.00	0.00	-0.2	0.0%	0.0%	0.0%	0	0	0	0	0	0	62.67%	82.10%	60.23%
	15th St	64.66%	72.12%	54.91%	67	1.5	1.5	1	**1.50**	0.00	0.00	0.00	-0.2	0.0%	0.0%	0.0%	0	0	0	0	0	0	64.66%	72.12%	54.91%
	16-18th St	73.88%	80.96%	54.88%	113	1.5	1.5	1	**1.50**	0.00	0.00	0.00	-0.2	0.0%	0.0%	0.0%	0	0	0	0	0	0	73.88%	80.96%	54.88%
	Pearl	62.65%	70.56%	62.65%	169	1.25	1.5	1.25	**1.50**	0.00	0.00	0.00	-0.2	0.0%	0.0%	0.0%	0	0	0	0	0	0	62.65%	70.56%	62.65%
	Spruce St	88.42%	100.24%	90.24%	110	2.5	2.5	2.5	**2.50**	0.50	0.50	0.50	-0.2	-5.0%	-5.0%	-5.0%	-6	-6	-6	-6	-6	-6	83.42%	95.24%	85.24%
	Walnut	71.13%	82.29%	78.74%	197	1.5	1.5	1.5	**1.50**	0.00	0.00	0.00	-0.2	0.0%	0.0%	0.0%	0	0	0	0	0	0	71.13%	82.29%	78.74%
BJAD	District	33.62%	36.00%	22.51%	126	1	1	1	**1.00**	0.00	0.00	0.00	-0.2	0.0%	0.0%	0.0%	0	0	0	0	0	0	33.62%	36.00%	22.51%
UHGID	District	57.58%	70.28%	39.95%	346	1	1.5	1	**1.25**	0.00	0.00	0.00	-0.2	0.0%	0.0%	0.0%	0	0	0	0	0	0	57.58%	70.28%	39.95%
CAMP	District	62.73%	73.41%	9.24%	534	2.5	2.5	1.5	**2.25**	0.00	0.00	-0.50	-0.2	0.0%	0.0%	5.0%	0	0	27	0	0	26	62.73%	73.41%	14.24%

< 60%	Decrease rate
60 – 85%	Maintain rate
> 85%	Increase Rate

BUDGET NEEDS

Revenue implications

The pricing adjustments, based on the preliminary calculations and assumptions outlined above, are estimated to generate an additional combined $2.4 million in 2023 and 2024, over the annual revenues collected in 2019. **Table 8** below summarizes the projected revenues per district based on the assumptions outlined in the 2022 through 2024 implementation plan above.

Table 8. Projected Paid Parking Revenues, Near-Term

Zone	2019	2022	2023	2024
CAGID	$ 5,352,000	$ 5,908,000	$ 6,128,000	$ 6,451,000
BJAD	$ 84,000	$ 101,000	$ 67,000	$ 67,000
UHGID	$ 611,000	$ 733,000	$ 605,000	$ 605,000
CAMP	$ 240,000	$ 656,000	$ 558,000	$ 503,000
Total	**$ 6,287,000**	**$ 7,398,000**	**$ 7,358,500**	**$ 7,626,000**

Staffing

The work anticipated for 2023 and 2024 to support the implementation of the Performance-Based Parking Pricing strategy is assumed to be completed by internal staff time of up to a combined 0.1 FTE. This time includes updating pricing for on-street kiosks and off-street parking access and revenue control systems, coordinating the annual data collection effort with a vendor, and developing communication and outreach materials to educate and inform the public of the annual pricing adjustments. An additional 0.2 FTE, for a total FTE of 0.3, may apply based on the data collection methodology chosen by the city.

The work anticipated for TNC fee process and development of a curb management framework is assumed to be coordinated and completed by internal staff time of up to a combined 0.5 FTE. Given the complexity of effort related to development of a service line, it recommended that these duties be assigned to as few individuals as possible.

Capital

The annual data collection effort can be completed through outsourced data collection, contracted analysis of transactional data, and using city staff supported by experienced, contracted guidance. Outsourced data collection for an area assumed to be approximately equal in size to the existing paid zones (CAGID, BJAD, UHGID, and CAMP) is estimated at $55,000. This intensive data collection effort estimate includes preparation and collection labor, data scrubbing, analysis, and results delivery. Alternatively, data collection may be completed using existing city staff with guidance from an experienced consultant at an additional estimated 0.2 FTE to that included above plus $15,000 in consulting fees. A third option for analysis of transactional data from the city's Smarking and Coord platforms to estimate occupancy is projected at $20,000. This time frame includes two (2) annual data collection efforts, which will double the budget estimate for the option chosen.

Ongoing expenses

The ongoing expenses related to the Performance-Based Parking Pricing strategy are related to staff time and annual data collection efforts.

ORDINANCE AND POLICY CHANGES

Ordinance changes

The are no additional ordinance updates anticipated to support the implementation of the Performance-Based Parking Pricing strategy. It is anticipated that all necessary updates will occur in 2022, with annual pricing adjustments completed in regulations.

Regulations (including rate schedules)

The parking rate schedule provided in regulations will require updating following each year's data collection efforts and review of the results. Pricing should follow the demand-based calculations established in the Code, as recommended in the 2022 time-frame implementation steps, and adhering to any finalized minimum and maximum rates and annual adjustment caps.

GRADUATED FINES + MOBILITY SAFETY FINES

ORDINANCE, ADMINISTRATIVE, AND DATA COLLECTION POLICIES/PRACTICES

No additional operational practices or policy changes are anticipated in 2023-2024.

INFRASTRUCTURE/TECHNOLOGY/MISCELLANEOUS NEEDS

No additional infrastructure or technology investments are anticipated in 2023-2024.

BUDGET NEEDS

Revenue implications

Based on the available 2019 citation data, annual additional citation revenue is projected at approximately $1.7 million. This will vary annually based on parking compliance behaviors. With the implementation of graduated fines, while repeat occurrences are anticipated to decrease, the fine amounts overall are increased. Assuming there is some decrease in violations issued for repeat citations, with second violations decreasing by 10%, and three or more violations decreasing by 20%, additional citations revenues over those collected in 2019 decreases to $84,000 per year. However, ideally with the decrease in citation revenue, of which approximately 41% is attributable to overstaying paid time, parking revenues and permit sales would increase with increased compliance.

Staffing

No additional personnel investments are anticipated in 2023-2024.

Capital

No additional capital investments are anticipated in 2023-2024.

Ongoing expenses

No additional ongoing expenses are anticipated in 2023-2024.

ORDINANCE AND POLICY CHANGES

No additional policy updates are anticipated in 2023-2024.

MID-LONG TERM: 2025-2031

PRIORITY-BASED NEIGHBORHOOD ACCESS MANAGEMENT

OPERATIONAL, ADMINISTRATIVE, AND DATA COLLECTION POLICIES/PRACTICES

The work anticipated for the mid and longer-term, through 2025 and beyond, to support the implementation of the Priority-Based Neighborhood Access Management strategy focuses on supporting the ongoing administration of the program.

Action 1. Ongoing Annual Evaluation

Conduct data in NPP and other residential zones on an annual and ongoing basis to update eligibility and prioritization maps, and identify any areas up for Phase Out.

Action 2. Ongoing Communications and Education

Ongoing education related to the NPP zone eligibility and application process and recommended price adjustments are anticipated throughout 2025 and beyond. This includes the annual reporting of the data collection results, outlining existing and eligible zones for the Neighborhood Management Program and neighborhood parking permits. The annual report will also include the financial performance of the program, providing transparency and community accountability of the pricing related to these services.

Action 3. Consider a Transportation Wallet Program.

Consider a pilot program of a transportation wallet program within existing NPP zones. The transportation wallet could include EcoPasses for transit use, bikeshare credits, limited rideshare credits as part of a guaranteed ride home option, and other mobility options and support. The program could serve as an expansion of the existing EcoPass and NECO Pass programs. Those living in these NPP zones that choose not to purchase a residential parking permit will receive one free transportation wallet per household. This may be expanded to includes businesses, who would receive a transportation wallet for each eligible business permit they choose not to purchase. Transportation wallets will also be for sale to anyone else living or working in NPP zones, regardless of if they possess a parking permit, with the prices based on the services included offset by an establishing subsidy that would be factored into the overall permit program pricing. Non-resident commuters could be given the option to purchase transportation wallets with the addition of a limited number of daily parking passes added into the transportation wallet, for days where these commuters may need to drive and park. These daily parking passes would be treated like visitor passes, where license plate information would be added into the virtual permit system.

With the conclusion of the pilot program of the transportation wallet, engagement with participants should be conducted to evaluate the success of the program. Both qualitative feedback from participants and quantitative data should be used to determine:

- What were the use levels of the various modes of transportation included in the pilot wallet?

- What was the relevant user mode shift?
- What worked well and what could be improved in the user experience?
- How was it engaging with mobility providers and partner platforms?
- Were resources necessary to support the program in line with projections?

Monitoring details and performance of the program, if piloted and implemented, should be included in the annual reports for the NPP Program.

Action 4. Continue Communications and Education

Continue communications strategy developed in Phase 1 to promote and message about the upcoming launch of the revamped NPP program and transportation wallet program. This should continue to promote the benefits, reasons for changes, emphasis equity and access and multimodal, emphasize subsidized options, etc.

INFRASTRUCTURE/TECHNOLOGY/MISCELLANEOUS NEEDS

There are no additional infrastructure or technology needs are anticipated for the immediate action items to implement the Priority-Based Neighborhood Access Management strategy.

BUDGET NEEDS

Based on recommended adjustments to the resident and commuter permit rates, and accounting for growth in permit sales reflective of trends in transactional data, and adjusting for assumed income qualifying discounts, additional revenues of approximately $607,000 total revenues for 2025 and 2026 are projected over 2020 revenues. Based on the recommended rates, and the assumptions outlined for the modeling related to consistent trends in permit transactions and population growth, the NPP program is anticipated to achieve cost recovery in 2024, as summarized in **Table 9**. This proposal allows for the program to generate a general fund surplus after 2024, with the opportunity to continue increases to permit prices to support transportation demand management and mobility initiatives that are specifically related to the services provided to NPP permit holders. It is noted that access-related initiatives are the preferred use with the greatest nexus to the NPP program. Note that any new revenues generated from the new Mobile Business permit sales are not included in these projections.

Table 9. Projected NPP Revenues with Recommended Rates

	2020	2023	2024	2025	2026
Permit Rate					
Residential Permit	$ 17	$ 40	$ 50	$ 50	$ 50
Business Permit	$ 75	$ 75	$ 75	$ 75	$ 75
Commuter Permit	$ 100	$ 110	$ 115	$ 115	$ 115
Permit Revenue					
Residential Permit	$ 52,116	$ 135,769	$ 175,187	$ 180,663	$ 186,139
Business Permit	$ 1,957	$ 1,755	$1,687	$ 1,620	$ 1,553
Commuter Permit	$ 164,966	$ 199,922	$ 216,707	$ 224,405	$ 232,102
Total Revenue	**$ 219,040**	**$ 337,446**	**$ 393,582**	**$ 406,688**	**$ 419,794**
NPP Expenses[1]	**$ 351,686**	**$ 373,212**	**$ 380,676**	**$ 388,290**	**$ 396,056**

NPP Deficit/Surplus	**($ 132,646)**	**($ 35,766)**	**$ 12,906**	**$ 18,398**	**$ 23,738**

1. Expenses and projected deficit are not inclusive of capital and staffing investments to support implementation. These costs will vary as described in more detail below.

Staffing

The work anticipated for 2025 and beyond to support the implementation of the Priority-Based Neighborhood Access Management strategy is assumed to be completed by internal, existing staff time of a combined approximately 0.15 FTE. This work includes ongoing program administration and coordination of contracted data collection services for annual evaluation of the program and zone eligibility, and publication of the annual monitoring evaluation and data collection results. An additional 0.4 FTE, for a total FTE of 0.55, may be necessary based on the data collection option identified by city as outlined below.

Capital

Similar to data collection efforts outlined in the immediate term for previous implementation periods, this effort may be completed in house or contracted. If outsourced, data collection for an area assumed to be approximately twice that of the existing NPP zones is estimated at $90,000, or approximately $60,000 for an area equal in size to the existing NPP zones. This intensive data collection effort estimate includes preparation and collection labor, data scrubbing, analysis and results delivery. Alternatively, data collection may be completed using existing city staff with guidance from an experienced consultant at an additional estimated 0.4 FTE to that included in the staffing estimate below plus $15,000 in consulting fees.

Ongoing expenses

The ongoing expenses related to the Priority-Based Neighborhood Access Management strategy are related to staff time and annual data collection efforts to support the monitoring of the program's success and ongoing evaluation of zone eligibility.

ORDINANCE AND POLICY CHANGES

Ordinance and regulatory changes needed to accommodate KPI data collection and the new process for determining NPP zone eligibility are proposed for completion in 2022. No additional ordinance or regulatory changes are anticipated to be necessary.

PERFORMANCE-BASED PRICING

OPERATIONAL, ADMINISTRATIVE, AND DATA COLLECTION PRACTICES/POLICIES

The work anticipated for the 2025 and beyond, to support the implementation of the Performance-Based Parking Pricing strategy focuses on continuing the full implementation of demand-based parking pricing. **Figure 8** summarizes the proposed schedule of actions discussed below.

Figure 8. Near-Term Proposed Action Plan Schedule

Action	Month											
Annually, 2025 and Beyond	1	2	3	4	5	6	7	8	9	10	11	12

1. Finalize and Implement 2025 On-Street and Off-Street Pricing Adjustments												
2. Perform Annual Data Collection & Analysis												
3. Continuation of the Basis for Demand-Based Pricing for All Curb Users												

Action 1. Finalize and Implement 2025 On-Street and Off-Street Pricing Adjustments

Using the results of the data collection and analysis completed in 2024, or the previous year, pricing for both on-street and off-street should be adjusted per street corridor or facility. Assuming rates continue to be adjusted in $0.25 increments with a minimum on-street rate of $0.25 per hour, a maximum rate of $5.00 per hour, and an adjustment limit of $0.50 per adjustment period, **Table 10** provides an example of how parking rates would be adjusted in 2025 based on carrying forward the 2019 parking transaction data as adjusted annually through 2024. While this example incorporates the projected impacts from the initial on-street rate increase to $1.50 per hour in 2022 and adjustment made in 2023 and 2024 based on modeled parking behaviors reacting to pricing adjustments, it is limited in that it does not account for background growth in parking demands related to population growth or future developments within paid parking influence areas. Note that BJAD in particular is a transitional district where parking impacts as a result of infill and new development should be closely monitored. Annual data collection is specifically recommended to account for changes in population, development, and transportation preferences and availability of options.

Following the price adjustment guidelines established in the policy updates in the 2022 actions, pricing is adjusted in $0.25 increments, up to $0.50 per year, to reflect parking demands and encourage balanced use of the parking system.

Action 2. Perform Annual Data Collection & Analysis

Like the annual data collection efforts previously described, approximately 6 months after rates are adjusted, and once parking behaviors stabilized, the 2025 data collection effort should commence. This will follow the data collection plan outline in the 2022 action steps and as was repeated in 2023 and 2024 should carry forward annually.

Action 3. Continuation of the Effort to Support Demand-Based Pricing for All Curb Users

While the effort to evaluate and develop the curb management framework will begin in 2024, that effort is anticipated to carry into 2025 and beyond. The specific timeline of the effort will be addressed through that work, but policy updates are anticipated to occur early in the 2025 to 2031 timeframe to support implementation of the framework's recommendations.

Early in the timeframe, the city should look to begin collecting curb occupancy data for all users regularly by block face (every quarter at minimum) to establish the types of users, how use changes throughout the day and week, the peak occupancy time and location per user, and the average dwell times per user. This would then be summarized and published on the city's website and through other appropriate channels.

Table 10. Example 2025 Parking Rate Adjustments Based on Projected Occupancy Impacts

		Projected 2024 Occupancy After Pricing Adjustments			Supply	Base Rate	AM Adjusted Rate	Midday Adjusted Rate	PM Adjusted Rate	Average Rate[1]	AM Rate Change	Midday Rate Change	PM Rate Change	Elasticity Factor	AM Occupancy Change	Midday Occupancy Change	PM Occupancy Change	AM Count Change	Midday Count Change	PM Count Change	AM from On-Street	Midday from On-Street	PM from On-Street	AM Projected Occupancy	Midday Projected Occupancy	PM Projected Occupancy
		9:00 a.m. – 12:00 p.m.	12:00 p.m. – 3:00 p.m.	6:00 p.m. – 9:00 p.m.																						
CAGID	8th-12th St	62.41%	83.57%	82.81%	131		1.5	2.5	2.5	**2.25**	0.00	0.00	0.00	-0.2	0.0%	0.0%	0.0%	0	0	0	0	0	0	62.41%	83.57%	82.81%
	13th St	57.32%	66.93%	63.29%	86		1	1.5	1.25	**1.25**	0.00	0.00	0.00	-0.2	0.0%	0.0%	0.0%	0	0	0	0	0	0	57.32%	66.93%	63.29%
	14th St	62.67%	82.10%	60.23%	123		1.5	1.75	1.5	**1.75**	0.00	0.00	0.00	-0.2	0.0%	0.0%	0.0%	0	0	0	0	0	0	62.67%	82.10%	60.23%
	15th St	64.66%	72.12%	54.91%	67		1.5	1.5	1	**1.50**	0.00	0.00	0.00	-0.2	0.0%	0.0%	0.0%	0	0	0	0	0	0	64.66%	72.12%	54.91%
	16-18th St	73.88%	80.96%	54.88%	113		1.5	1.5	1	**1.50**	0.00	0.00	0.00	-0.2	0.0%	0.0%	0.0%	0	0	0	0	0	0	73.88%	80.96%	54.88%
	Pearl	62.65%	70.56%	62.65%	169		1.25	1.5	1.25	**1.50**	0.00	0.00	0.00	-0.2	0.0%	0.0%	0.0%	0	0	0	0	0	0	62.65%	70.56%	62.65%
	Spruce St	83.42%	95.24%	85.24%	110		2.5	3	2.75	**2.75**	0.00	0.50	0.25	-0.2	0.0%	-4.0%	-2.0%	0	-4	-2	0	-4	-2	83.42%	91.24%	83.24%
	Walnut	71.13%	82.29%	78.74%	197		1.5	1.5	1.5	**1.50**	0.00	0.00	0.00	-0.2	0.0%	0.0%	0.0%	0	0	0	0	0	0	71.13%	82.29%	78.74%
BJAD	District	33.62%	36.00%	22.51%	126		1	1	1	**1.00**	0.00	0.00	0.00	-0.2	0.0%	0.0%	0.0%	0	0	0	0	0	0	33.62%	36.00%	22.51%
UHGID	District	57.58%	70.28%	39.95%	346		1	1.5	1	**1.25**	0.00	0.00	0.00	-0.2	0.0%	0.0%	0.0%	0	0	0	0	0	0	57.58%	70.28%	39.95%
CAMP	District	62.73%	73.41%	14.24%	534		2.5	2.5	1	**2.00**	0.00	0.00	-0.50	-0.2	0.0%	0.0%	6.7%	0	0	36	0	0	34	62.73%	73.41%	20.91%

1. Rounded to increment of $0.25

< 60%	Decrease rate
60 – 85%	Maintain rate
> 85%	Increase Rate

INFRASTRUCTURE/TECHNOLOGY/MISCELLAENOUS NEEDS

There are no new capital investments anticipated for infrastructure, technology or other hardware needs. Investment in a curb lane management framework to support demand-based monetization of the curb beyond parking pricing is included in the effort's comprehensive fee provided in the 2023 to 2024 time period.

Technology that may be necessary to support the ongoing data collection of all curb lane users includes cameras, GPS, or cellular curb use data collection system. This should be accompanied by a vendor provided dashboard reporting platform.

BUDGET NEEDS

Revenue implications

The pricing adjustments, based on the preliminary calculations and assumptions outlined above, are estimated to generate an additional $1.4 million in 2025, over the annual revenues collected in 2019. **Table 11** below summarizes the projected revenues per district based on the same assumptions outlined in the 2022 through 2023 implementation plan above.

Table 11. Projected Paid Parking Revenues, Near-Term

Zone	2019	2022	2023	2024	2025
CAGID	$ 5,352,000	$ 5,908,000	$ 6,128,000	$ 6,451,000	$ 6,571,000
BJAD	$ 84,000	$ 101,000	$ 67,000	$ 67,000	$ 67,000
UHGID	$ 611,000	$ 733,000	$ 605,000	$ 605,000	$ 605,000
CAMP	$ 240,000	$ 656,000	$ 558,000	$ 503,000	$ 447,000
Total	**$ 6,287,000**	**$ 7,398,000**	**$ 7,358,500**	**$ 7,626,000**	**$ 7,690,000**

Staffing

The work anticipated for 2025 and beyond to support the ongoing Performance-Based Parking Pricing strategy is assumed to be completed by internal staff time of up to a combined 0.1 FTE. This time includes updating pricing for on-street kiosks and off-street parking access and revenue control systems, coordinating the annual data collection effort with a vendor, and developing communication and outreach materials to educate and inform the public of the annual pricing adjustments. An additional 0.2 FTE, for a total FTE of 0.3, may apply based on the data collection methodology chosen by the city, as discussed below.

The work anticipated for TNC fee process and development of a curb management framework is assumed to be completed by existing, internal staff time of up to a combined 0.5 FTE.

Capital

The annual data collection effort can be completed through outsourced data collection, contracted analysis of transactional data, and using city staff supported by experienced, contracted guidance. Outsourced data collection for an area assumed to be approximately equal in size to the existing paid zones (CAGID, BJAD, UHGID, and CAMP) is estimated at $55,000. This intensive data collection effort estimate includes preparation and collection labor, data scrubbing, analysis and results delivery.

Alternatively, data collection may be completed using existing city staff with guidance from an experienced consultant at an additional estimated 0.2 FTE to that included above plus $15,000 in consulting fees. A third option for analysis of transactional data from the city's Smarking and Coord platforms to estimate occupancy is projected at $20,000.

Should the city move forward with the process and development of a curb management framework, potential fees, projected revenue, and operations of the curb management program, a budget of approximately $115,000 to $150,000, dependent upon the method of data collection chosen to support this initiative. This includes consulting services along with data collection and analysis, policy recommendations, and outreach related to the planning effort.

Ongoing expenses

The ongoing expenses related to the Performance-Based Parking Pricing strategy are related to staff time and annual data collection efforts, as discussed above. Additional ongoing expenses related to the development of a curb management framework and implementation of recommendations resulting from this effort would be defined through that process.

ORDINANCE AND POLICY CHANGES

Ordinance changes

The are no additional ordinance updates anticipated to support the implementation of the Performance-Based Parking Pricing strategy. It is anticipated that all necessary updates will occur in 2022 with annual pricing adjustments completed in regulations.

While any ordinance updates related to further monetization of the curb beyond parking would be included in the curb lane management framework, preliminary consideration of potential updates include expanding on the existing scooter and bikeshare licensing fees section to incorporate additional curb users such as TNCs, parklets, or commercial delivery.

Regulations (including rate schedules)

The parking rate schedule provided in Regulation will require an update each year following data collection efforts and review of the results. Pricing should follow the demand-based calculations established in the Code, as recommended in the 2022 time frame implementation steps, and adhering to any finalized minimum and maximum rates and annual adjustment caps.

GRADUATED FINES + MOBILITY SAFETY FINES

OPERATIONAL, ADMINISTRATIVE, AND DATA COLLECTION PRACTICES/POLICIES

No additional operational practices or policy changes are anticipated for the 2025-2031 time period.

INFRASTRUCTURE/TECHNOLOGY/MISCELLANEOUS NEEDS

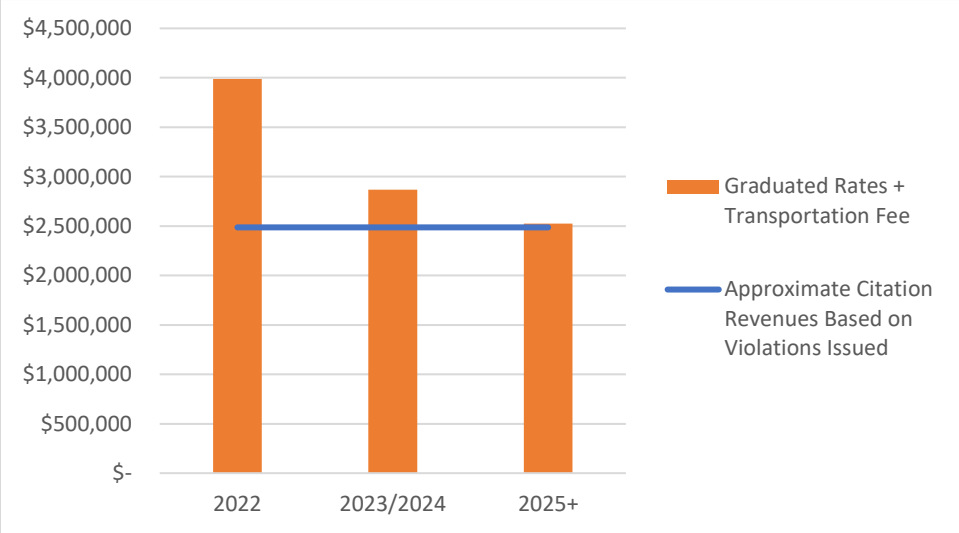
No additional infrastructure or technology investments are anticipated for the 2025-2031 time period.

BUDGET NEEDS

Revenue implications

Based on the available 2019 citation data, annual additional citation revenue is projected at approximately $1.7 million. This will vary annually based on parking compliance behaviors. With the implementation of graduated fines, while repeat occurrences are anticipated to decrease, the fine amounts overall are increased. Assuming an additional decrease in violations issued for repeat citations from that assumed in the 2023-2024 time frame, with second violations decreasing by 15% and three or more violations decreasing by 25% from those issued in 2019, additional citations revenues over those collected in 2019 decreases to approximately $51,00 per year, as summarized in **Figure 9**. However, ideally with the decrease in citation revenue, of which approximately 41% is attributable to overstaying paid time, parking revenues and permit sales would increase with increased compliance.

Figure 9. Potential Annual Parking Citation Revenues



Staffing

No additional personnel investments are anticipated for the 2025-2031 time period.

Capital

No additional capital investments are anticipated for the 2025-2031 time period.

Ongoing expenses

No additional ongoing expenses are anticipated for the 2025-2031 time period.

ORDINANCE AND POLICY CHANGES

No additional policy updates are anticipated for the 2025-2031 time period.

Appendix A. Neighborhood Permit Revenue Modeling

Modeling Assumptions

- The volume of permits sold per category is based on a trend analysis of available data from 2013 through 2019. While growth in sales has slowed in more recent years, this is intended to account for background growth in population density in a relatively consistent land use context and in regard to the geographical boundaries of existing zones.
- No adjustments have been made to account potential impacts from COVID-19.
- Based on alternative options available, development of private parking supplies, no reduction for price elasticity has been incorporated. Lost permit transactions as a result of pricing adjustments are anticipated to be nominal.
- Programming expenses for 2020 were provided by Community Vitality staff and grown at 2% annually to reflect CPI projections.
- Expenses included in the base year (2020) cost recovery include:

Neighborhood Parking Program Detail	Total Cost
Personnel Costs	
Portion of Director	4,929
Portion of Admin I	19,747
Portion of Admin II	23,822
Portion of Business Analyst	4,857
Portion of Bus Serv Coord	2,080
Portion of BSM	6,561
Portion of Com Spec	8,277
Portion of Dep Dir	6,779
Portion of P&A Mgr	24,003
Portion of Parking Enf Sup	24,228
Portion of PMOs	199,951
Portion of Prgm/Prj Spec	6,451
Total Personnel Costs	331,686
Non-Personnel Costs	
Marketing	5,000
Other	15,000
Total Non-Personnel Costs	20,000
TOTALS	351,686

Source: City of Boulder, Community Vitality

Accelerated Cost Recovery Scenario with Income Qualifying Subsidy

Based on input from city staff, an alternative scenario showing an accelerated rate schedule to achieve cost recovery by 2024 was developed. This scenario also includes an assumption that 2% of commuter permit holders qualify for a discounted permit based on income requirements. While income requirements would be determined by city staff, here the discount applied is assumed to be 50% of the commuter rate.

	2017	2018	2019	2020	2021	2022	2023	2-24
Permit Volume								
Residential Permit	2,682	2,847	2,956	3,066	3,175	3,285	3,394	3,504
Business Permit	27	28	27	26	25	24	23	22
Commuter Permit								
Standard Rate	1,367	1,513	1,581	1,650	1,718	1,751	1,817	1,884
Discounted Rate	0	0	0	0	0	36	37	38
Permit Rate								
Residential Permit	$ 17	$ 17	$ 17	$ 17	$ 17	$25.00	$35.00	$45.00
Business Permit	$ 75	$ 75	$ 75	$ 75	$ 75	$75.00	$75.00	$75.00
Commuter Permit								
Standard Rate	$100.00	$100.00	$100.00	$100.00	$100.00	$104.00	$108.00	$120.00
Discounted Rate	NA	NA	NA	NA	NA	$52.00	$54.00	$60.00
Permit Revenue								
Residential Permit	$ 45,593	$ 48,393	$ 50,255	$ 52,116	$ 53,978	$ 82,118	$ 118,798	$ 157,668
Business Permit	$ 2,025	$ 2,092	$ 2,025	$ 1,957	$ 1,890	$ 1,823	$ 1,755	$ 1,687
Commuter Permit	$ 136,685	$ 151,306	$ 158,136	$ 164,966	$ 171,796	$ 183,914	$ 196,287	$ 226,129
Total Revenue	**$ 184,303**	**$ 201,791**	**$ 210,415**	**$ 219,040**	**$ 227,664**	**$ 267,854**	**$ 316,840**	**$ 385,485**
NPP Expenses[1]				**$ 351,686**	**$ 358,720**	**$ 365,894**	**$ 373,212**	**$ 380,676**
NPP Deficit				**($ 132,646)**	**($ 131,055)**	**($ 98,040)**	**($ 56,372)**	**$ 4,809**

1. Expenses and projected deficit are not inclusive of capital and staffing investments to support implementation. These costs will vary as described in more detail below.

Appendix B. Parking Pricing Revenue Modeling

Modeling Assumptions

- Occupancy data is derived from the city's Smarking platform, representative of a typical, non-event peak day. Each district was analyzed to identify the 85th percentile of the peak overall occupancy. Consideration was given to adjust for holidays where necessary.
- Parking supply is taken from the city's Coord platform, adjusted to reflect the supply in the Smarking platform where necessary to ensure transaction data derived occupancies are not skewed based on incorporate supplies included in Coord.
- The price elasticity factor is taken from studies completed by the Victoria Transport Policy Institute. This is an industry standard metric when local elasticity metrics are not available from recent price adjustments.
- The allocation of lost and relocated transactions are assumed variables based on our understanding of the community's sensitivity to price being relatively low. This is reflected in the shift in considerably more parking demand to lower priced facilities (95%) than that which is lost to other modes of travel (5%) in the on-street environment.

- Volume is based on 2019 transactional data available from the city's Smarking platform. This includes the number of transactions per duration category (duration of transactions is provided in 30-minute increments in Smarking)
    - Based on initial input from city staff, 2019 was identified for use to reflect typical, non-pandemic conditions.
    - No adjustments have been made to this data to decrease for potential ongoing impacts of COVID nor to increase for potential background population growth. At this time, there is no sufficient data to determine ongoing impacts of the pandemic of parking behaviors.
    - Hourly rates are adjusted to reflect an equal proportion of average revenue per transaction collected versus the flat hourly fee charged times the number of transactions for that time period. For example, at the current hourly rate of $1.25 per hour, a 1-hour parking session would be assessed a fee of $1.25. However, Smarking has indicated that transactions with a duration of 30 minutes to 1 hour have an average transaction fee of $1.187021, or 95% of the hourly rate. Based on data available within the Smarking platform, the following tables provide the average revenue per transaction by duration of transaction as defined by the city.

On-Street		0 - 30min	30min - 1hr	1hr - 1hr 30min	1hr 30min - 2hr	2hr - 2hr 30min	2hr 30 - 3hr	3hr - 3hr 30min	3hr 30min - 4hr	4hr - 4hr 30min	Over 4hr 30min
	8th-12th St	0.388437	1.187021	1.611045	2.353402	2.846309	3.72288	3.787004	3.998276	3.960145	5.386904762
	13th St	0.414662	1.19528	1.612693	2.353719	2.854558	3.728562	3.911774	4.627796	4.504331	10.21075832
	14th St	0.396389	1.187647	1.611203	2.341179	2.843294	3.725192	3.748887	3.777083	3.863636	5.352589641
	15th St	0.370775	1.185699	1.605156	2.341413	2.834345	3.721864	3.7728	4.924343	3.671053	4.791666667
CAGID	16-18th St	0.377611	1.19025	1.60342	2.339455	2.829474	3.720584	3.557944	4.679333	3.255172	4.888047337
	Pearl	0.37836	1.190117	1.608672	2.366178	2.842126	3.724123	3.764804	4.038462	3.919118	5.127272727
	Spruce St	0.382171	1.190391	1.610243	2.34926	2.846073	3.723361	3.748395	4.480446	3.925666	7.765056351
	Walnut	0.361971	1.192817	1.610839	2.339593	2.854371	3.721924	3.719213	3.973164	3.86373	5.685211268
	14th St Lot	0.375211	1.602894	2.332475	2.859876	3.571745	4.063738	4.956495	4.94419	1.192724	5.513859275
	Civic Area	0.186171	0.326507	0.013328	0.639678	1.178611	1.984954	1.943082	2.41625	2.267722	2.781818182
	Pleasant Lot	0.392371	1.189386	1.58941	2.329611	2.828772	3.558023	4.037061	4.955519	3.946429	4.632142857
	Spruce Lot	0.401766	1.201493	1.615067	2.342497	2.851678	3.72357	3.745327	3.905039	3.796053	5.313131313
BJAD	District	0.232363	1.207782	1.606277	2.34245	2.864858	3.721719	3.736702	3.85	3.803571	5.314685315
UHGID	District	0.37491	1.59552	2.382636	2.835734	3.560993	4.036497	4.950345	4.858929	1.190913	5.51459854
CAMP	District	2.426295	4.464566	3.887161	5.864437	5.778374	7.630814	7.383288	9.205801	1.932443	6.86588359

		0 - 2hr	2 - 3hr	3 - 4hr	4 - 5hr	5 - 6hr	6 - 7hr	7 - 8hr	8 - 9hr	9 - 10hr	Over 10hr
	1000 Walnut (St. Julien Garage)	0.990308	1.823367	2.317975	2.804952	3.172973	3.046672	2.480241	1.954314	2.066815	4.87517934
CAGID	1100 Spruce	0.84939	1.694797	2.143513	2.734621	3.198821	3.015895	2.916273	2.454047	2.606634	3.525766373
	1100 Walnut (Randolph Garage)	0.870134	1.731472	2.301626	2.982423	3.714024	3.691096	3.201089	2.377577	2.323702	4.051712186

1400 Walnut (RTD Garage)	0.503446	1.203473	1.525244	2.052992	2.245251	2.112955	1.960343	1.88227	1.782659	3.517797179
1500 Pearl St	0.515231	1.128291	1.428653	1.843511	2.121387	1.955341	1.704844	1.294903	1.130657	2.063375442

Appendix C. Proposed Citation Schedule, Graduated Fines + Mobility Safety Fee

Citation Description	Mobility Safety Fee (If " Y" , Existing Rate + 25%)	2019 Number of Offenses per Vehicle				Rate		
		1	2	3	>3	1st Offense	2nd Offense	3rd+ Offense
01B-OVERTIME AT PAYSTATION	N	31,394	3,824	1,206	1,821	50.00	63.00	79.00
16B-VALID LICENSE PLATE REQUIRED	N	5,525	900	224	169	75.00	94.00	118.00
16C-IMPROP DISPLAY PLATE	N	2,962	447	143	95	50.00	63.00	79.00
11B-UNI-NPP 9-5	N	1,474	507	191	233	50.00	63.00	79.00
06U-WHERE SIGN PROH PARK	N	3,301	238	65	49	50.00	63.00	79.00
11E-WHITTIER NPP 8-8	N	1,371	275	108	161	50.00	63.00	79.00
11A-TIME ZONE LIMIT	N	810	270	90	151	50.00	63.00	79.00
06N-5FT DRIVE/ALLEY	N	2,217	124	16	2	50.00	63.00	79.00
11H-GOSS/GROVE NPP 8-6	N	718	194	87	143	50.00	63.00	79.00
11C-MAPLETON NPP 8-6	N	816	223	68	89	50.00	63.00	79.00
15B-ANGLED PARKING 12IN.	N	1,380	40	4	3	50.00	63.00	79.00
Scofflaw Admin Fee	N	1,103	159	9	3	25.00	31.00	39.00
06Q-W/I 20FT OF X-WALK/INTRSECT	Y	1,152	109	19	7	62.50	78.00	98.00
01A-OVERTIME AT METER	N	1,123	54	17	23	50.00	63.00	79.00
13A-EXCS 12IN. OF CURB	Y	1,032	44	6	4	62.50	78.00	98.00
08D-NO PERMIT IN LOT	N	773	44	9	8	50.00	63.00	79.00
06P-W/I 5FT OF HYDRANT	N	836	41	2	3	100.00	125.00	156.00
12A-WRONG SIDE OF STREET	N	734	39	7	7	50.00	63.00	79.00
03A-OVER 72HRS. PROHIB.	N	519	84	14	8	50.00	63.00	79.00
15G-SPACE REQUIRED	N	649	17	2	0	50.00	63.00	79.00
11L-WEST PEARL NPP 8-6	N	291	67	17	38	50.00	63.00	79.00
11P-CAMP NORTH NPP 8-5	N	661	3	1	2	50.00	63.00	79.00
11K-Uni-Hgts NPP 8-8	N	246	64	17	27	50.00	63.00	79.00
06R-W/I 30FT TRAFFIC DEVICE	Y	452	27	6	0	62.50	78.00	98.00
05B-LOADING ZONE-OTHER	Y	305	37	8	2	93.75	117.00	146.00
11D-COLUMBINE NPP 9-5	N	164	39	14	20	50.00	63.00	79.00
06A-ON SIDEWALK	Y	282	12	4	0	93.75	117.00	146.00
11N-AURORA NPP 8-6	N	168	31	6	7	50.00	63.00	79.00

15V-All Night Pkg of RV, Trlr	N	150	34	11	4	50.00	63.00	79.00
15P-All Night Pkg of Com Veh Pro	N	108	29	10	10	50.00	63.00	79.00
11J-Fairview NPP 8-4	N	93	34	10	11	50.00	63.00	79.00
		2019 Number of Offenses per Vehicle				Rate		
Citation Description	Mobility Safety Fee (If " Y" , Existing Rate + 25%)	1	2	3	>3	1	2	3
11EN- Whittier Night	N	219	6	0	0	50.00	63.00	79.00
08A-UNAUTHORIZED PARKING	N	169	8	2	4	50.00	63.00	79.00
11M-EASTRIDGE NPP 9-5	N	94	24	9	7	50.00	63.00	79.00
11S - PARK EAST SQUARE NPP 9-5	N	101	23	4	3	50.00	63.00	79.00
05C-ALLEY LOADING ZONE	Y	93	10	0	7	62.50	78.00	98.00
06M-SIGN PROH STOPPING	N	142	4	2	0	100.00	125.00	156.00
07A-HANDICAP SPACE PROH.	N	137	8	0	0	127.00	159.00	199.00
06J-BIKE PATH/LANE	Y	111	3	0	0	93.75	117.00	146.00
05A-PASS. LOADING ZONE	Y	78	4	1	3	62.50	78.00	98.00
06D-LESS-10FT CLEARANCE	Y	85	5	2	0	62.50	78.00	98.00
15O-VEHICLE IN YARD	N	67	9	2	2	50.00	63.00	79.00
11Q- CCA Leasehold - No Permit	N	79	6	0	0	50.00	63.00	79.00
06W-IN SIGNED WORK AREA	N	79	3	0	0	75.00	94.00	118.00
06C-ON A CROSSWALK	Y	76	4	0	0	93.75	117.00	146.00
06K-FIRE LANE	N	63	0	0	0	100.00	125.00	156.00
06O-W/I SIDEWALK AREA	Y	52	2	0	0	62.50	78.00	98.00
06T-W/I BUS STOP ZONE	Y	52	0	0	0	62.50	78.00	98.00
07B-ELECTRIC VEH CHARGING ONLY	N	46	3	0	0	50.00	63.00	79.00
15N-INOPERABLE VEHICLE	N	34	5	2	0	50.00	63.00	79.00
13B-DOUBLE PARKED	N	41	0	0	0	60.00	75.00	94.00
17C-Horse Trailer Parking	N	37	0	0	0	25.00	31.00	39.00
15J-VEHICLE FOR SALE	N	29	2	2	0	75.00	94.00	118.00
11F-HIGH/SUNSET NPP 9-5	N	16	5	2	0	50.00	63.00	79.00
04A-MISUSE OF PERMIT	N	21	4	0	0	75.00	94.00	118.00
02A-METERS-TIME LIMIT	N	20	0	0	2	50.00	63.00	79.00
06G-ON STREET W/2 LANES	Y	18	0	0	0	62.50	78.00	98.00
15E-ENGINE ON KEYS IN	N	15	0	0	0	30.00	38.00	48.00
06B-W/I INTERSECTION	N	8	0	0	0	75.00	94.00	118.00
15M-REPAIR VEH ON STREET	N	8	0	0	0	50.00	63.00	79.00
17A-Valid Permit Requ-Special	N	3	0	0	0	50.00	63.00	79.00

06F-RAILRD W/I 5FT OF ANY RAIL	Y	2	0	0	0	93.75	117.00	146.00
06H-BTWN ROADWY OF DIVIDED	N	0	0	0	1	50.00	63.00	79.00
15C-OVER 20FT/8FT ANGLED	N	0	0	0	0	50.00	63.00	79.00
SNOW REMOVAL COURTESY	N	0	0	0	0	15.00	19.00	24.00