



down town.
LONGMONT
OWN it.



LONGMONT

Parking and Access Study

Recommendations & Next Steps

Kimley»Horn

Expect More. Experience Better.





Study Process

- **Funded jointly by the:**
 - LDDA
 - City of Longmont
 - Boulder County



- **Steering Committee:**
 - City of Longmont
 - Planning
 - Parking Enforcement
 - Engineering
 - City management
 - Downtown business representatives
 - LDDA staff and board
 - Boulder County



Study Process

1. Analyze public and private parking assets
2. Review parking program organization, operation and policies
3. Evaluate public/private shared parking opportunities
4. Recommend management strategies that balance the needs of businesses, residents and visitors





Engagement

- **Steering Committee**
- **Online Survey**
 - Open from 2/26 – 6/6
 - Widely promoted
- **Business Owner's Meeting**
 - Presentation on 3/9
- **Building Better Cities Forum**
 - Presentations on 3/31
- **Individual calls / emails with stakeholders**
- **LDDA staff updates**
- **Interview with City parking team**

Building Better Cities
DIALOGUE SERIES

Presents Dennis Burns and Vanessa Solesbee

Understanding how active parking management can shape mobility and connectivity in our urban centers is a question that many Front Range communities are currently addressing.

Join Dennis Burns and Vanessa Solesbee of Denver-based Kimley-Horn and Associates as they share the latest in National Trends and Best Practices for Parking and Access Management. Both Dennis and Vanessa are currently working on a Parking and Access Management Study for Downtown Longmont and will also be sharing a progress report for that Study as well.

THURSDAY, MARCH 31, 2016
The Diekens Opera House
300 Main St.

Building Better Cities
Dialogue Series

Hosted by: Longmont Downtown Development Authority, City of Longmont, and Boulder County

RSVP: kdda@longmontcolorado.gov | 303.651.8484



Data Collection

- **Occupancy data collected by License Plate Recognition (LPR) technology**
 - Thursday, March 17
 - Saturday, March 19
 - Thursday, April 21
 - Saturday, April 23
- **6:00 AM - 7:00 PM (two hour driving route)**
- **On- and off-street, public and private parking assets**
- **Study Area**
 - 1st to Longs Peak, Terry to Kimbark

Access Study



Study Area Map



What We Learned – Engagement

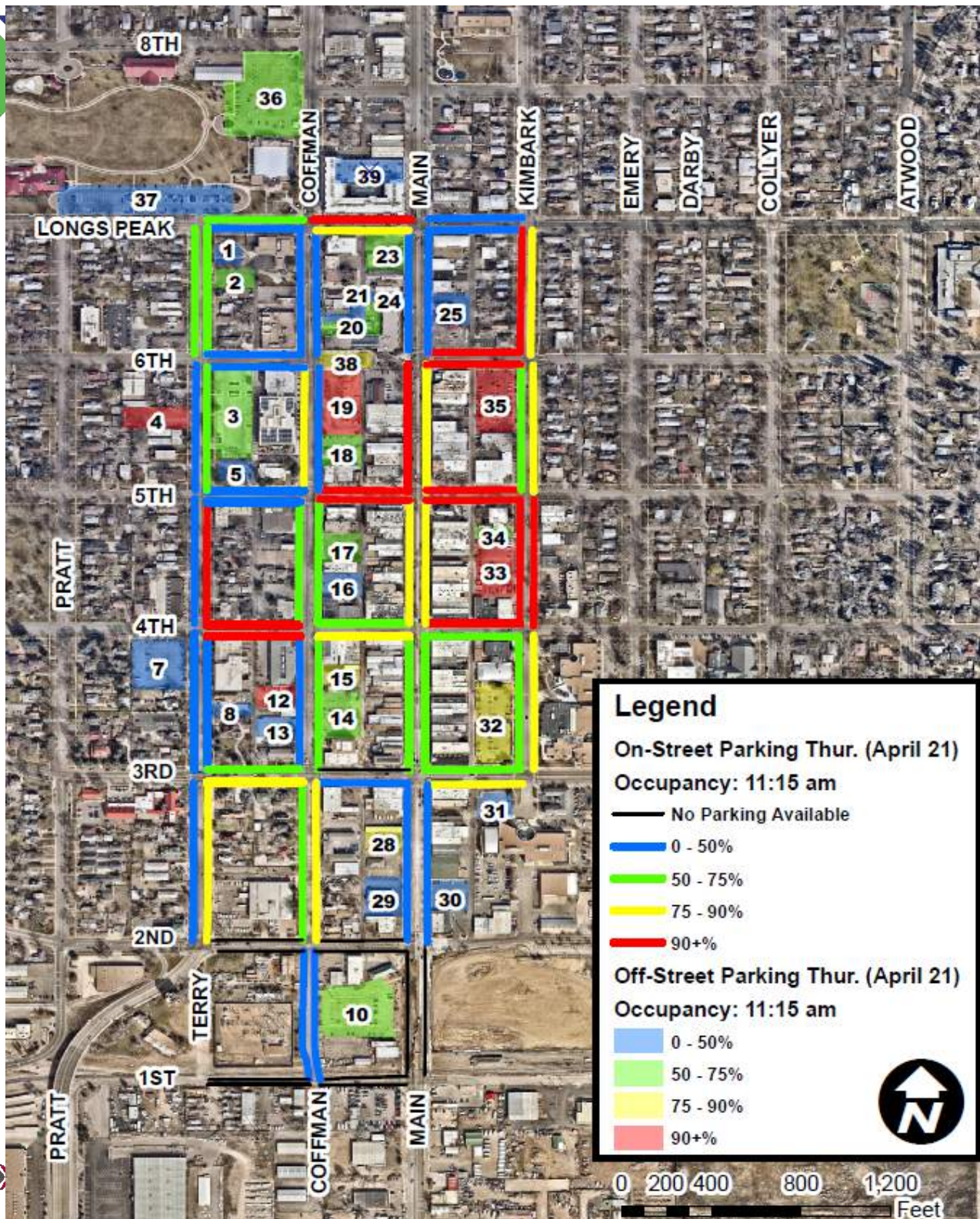
- “We don’t have a parking problem...yet”
- Perception that employees are parking on-street rather than in surface lots
- Information on where to park is needed (signage, online)
- Perception that employees and customers are spilling over into residential areas
- Additional parking management is needed, especially in the northeast quadrant of the study area (Kimbark, Main)
- Infrastructure investments are need to achieve future vision of a multi-modal downtown



What We Learned - Data

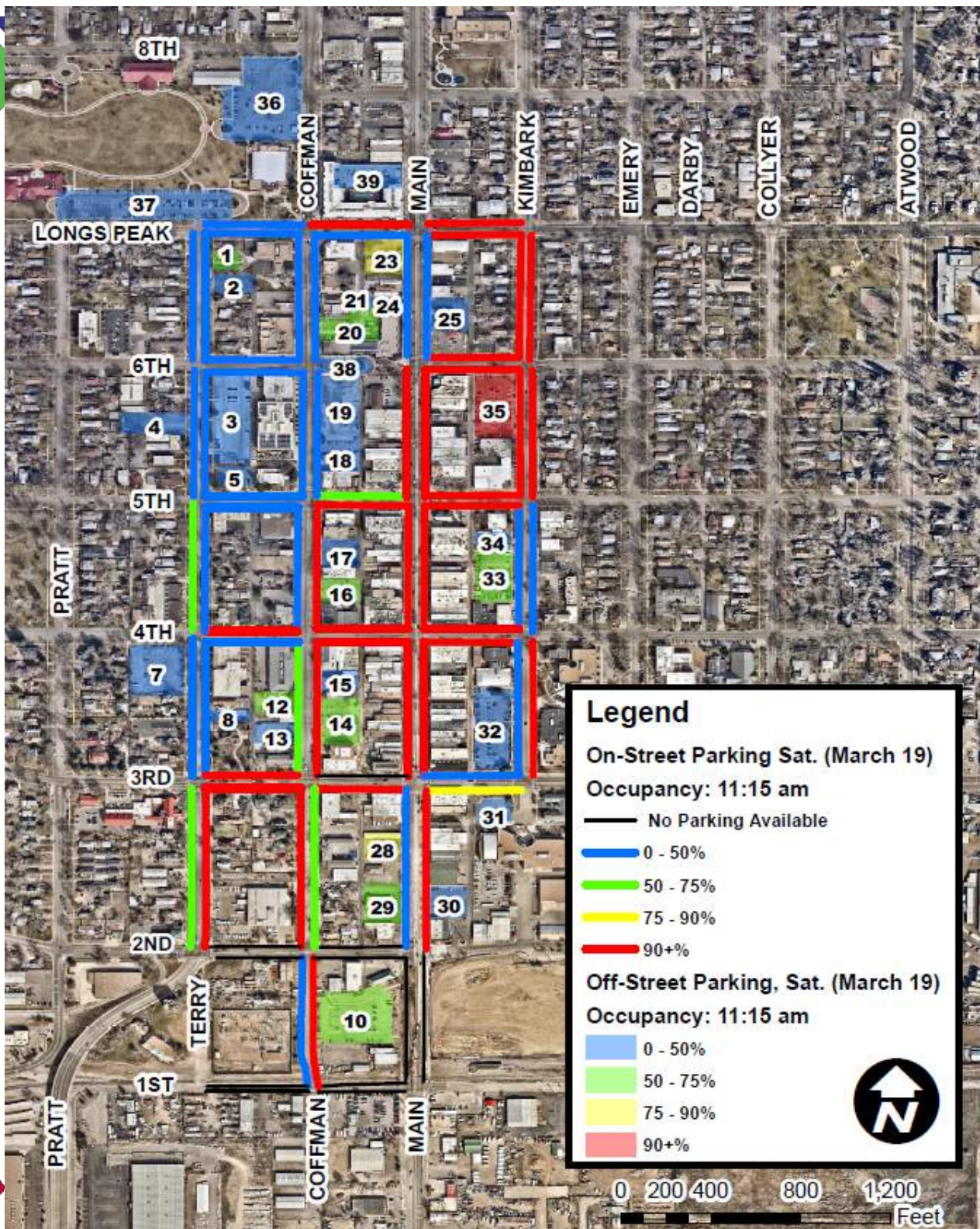
- Northeast corner of study area is well-utilized on both weekday and weekend
 - Kimbark and Main from 3rd to Longs Peak
 - Over 85% occupancy observed both on- and off-street
- Public surface lots are well-utilized
- Private surface lots are largely underutilized
- Roosevelt Garage has capacity
- Many vehicles on Kimbark do not move throughout the day
- Enforcement was seen infrequently

Access Study



Thursday, April 21
11:15 AM Peak

Access Study



Saturday, March 19
11:15 AM



Currently, there is system-wide capacity to meet parking needs.

But, for Downtown to continue to thrive it is critical to plan for the future.



Report Recommendations

Staff will phase in changes / recommendations over the next 3 - 5 years



Primary Action Items

- #1: *Confirm a Shared Vision*
- #2: *Invest in Staff Training & Development*
- #3: *Parking as a Tool to Promote Economic Development*
- #4: *Help People Make the Right Choice*
- #5: *Maximize Existing Parking Resources*
- #6: *Communicate, Educate & Engage*
- #7: *Adopt a Broader Access Management Philosophy*
- #8: *Continue Progressive Funding Strategies*



LONGMONT

Parking and Access Study

Do Nothing

- Parking is available and abundant
- No concern from residents and businesses

Parking Regulation and Control

- After parking constraints occur, segments of the parking supply become regulated
- This could include private parking control, permits, or marked spaces/restrictions

Time Restrictions

- Promote efficient use of parking through turnover, encouraging long term parkers to look for other spaces or arrival options
- Initial restrictions are managed through signage and enforcement

Residential Parking Protections

- The previous strategies could result in overflow parking into enighborhoods, which will likely result in frustrated residents
- Introducing a permit parking system that restricts parking in neighborhoods can minimize impacts. Most cases include a permit application and fee process.

Introduce Paid Parking

- After resources are exhausted and parking demand in area frows past an acceptable threshold (75-85% occupied consistently) paid parking should be introduced

Transportation Demand Management

- Beyond the provision of additional parking in the concept of providing alternative vehicle access to the transit station and within the TOD node.
- Improvements to cycling, walking, and transit amenities are favored over parking improvements

Introduce Additional Parking

- If these measures still do not abate the growth of parking demand, more parking is typically provided
- This parking could be provided in non-convenient locations outside of the center of the district
- Shuttling and transit connections are often provided



LONGMONT

Parking and Access Study

Questions?



Current Implementation Strategies

- Using **License Plate Recognition** software
 - Began using technology in April
 - More robust enforcement to assist with turnover of spaces
- Adding long-term lots to publications
 - 8th & Coffman lot (all day free parking)
- Working to identify parking availability in private lots



Proposed Implementation Strategies & Timelines (based on study action items):

- **Ongoing:**

- Investigate and implement **alternate transportation** options i.e. bike, transit (item #7)
- Investigate public parking options in new developments through **public-private partnerships** (item #3)
- Provide **education** and resources (item #4)
- Invest in staff **training** and resources (item #2)
- Establish **branding** campaign around parking & integrated into regular promotions (item #6)



Proposed Implementation Strategies & Timelines (based on study action items):

• 2017:

- Initiate **License Plate Recognition** software for more efficient enforcement (item #5)
- Review & propose **street time duration** (item #5)
- Identify options for **long term parking** for employees (item #5)
- Investigate and implement **alternate transportation** options (i.e. bike, transit) (item #8)
- Investigate **web site** or mobile app to allow for easier purchase of day parking permit
- Evaluate need for additional **handicapped spaces** in downtown hot spots



Proposed Implementation Strategies & Timelines (based on study action items):

• 2018:

- Create a task force to determine a parking **mission, vision & strategy** for the future (item #1)
- Review management and allocation of **resources** for parking throughout all divisions (item #1)
- Investigate and evaluate need for **staffing** based on mission and vision (item #2)
- Create and implement an **incentive program** for off-site or alternative transportation (item #5)
- Evaluate parking **signage** and create plan to enhance (item #4)
- Utilize LPR software to provide additional **parking data** (item #8)



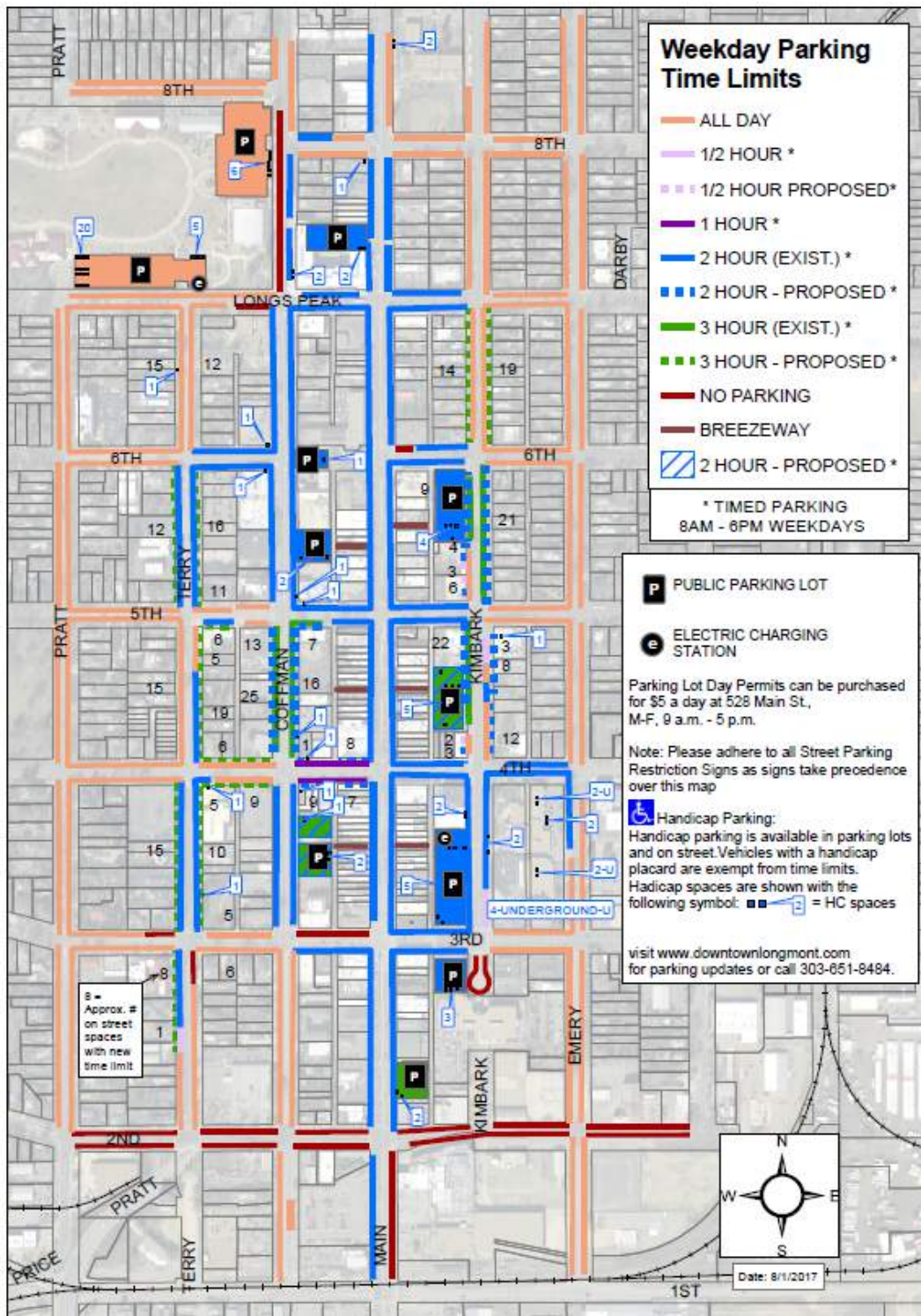
Proposed Implementation Strategies & Timelines (based on study action items):

- **2019:**
 - Establish an **organizational home** for Downtown parking and create policies on management and resource allocations (item #1)
 - Invest in **staff training** or increase staffing levels as needed (item #2)
 - Implement **parking signage** plan (item #4)
 - Identify **revenue streams** and reevaluate paid parking as a strategy to overall parking management (item #8)



Proposed Questions to Council

1. Do you accept the findings of the study and want staff to use as a tool in the future?
2. Approval or direction in making consistent time limits throughout Downtown District
 1. Keep 2 hour and 3 hour zones more consistent
3. Direction on future approaches for LDDA & Staff – how do we prioritize planning for cars vs. planning for other modes?



Weekday Parking Time Limits

- ALL DAY
- 1/2 HOUR *
- 1/2 HOUR PROPOSED*
- 1 HOUR *
- 2 HOUR (EXIST.) *
- 2 HOUR - PROPOSED *
- 3 HOUR (EXIST.) *
- 3 HOUR - PROPOSED *
- NO PARKING
- BREEZEWAY
- 2 HOUR - PROPOSED *

* TIMED PARKING
8AM - 6PM WEEKDAYS

P PUBLIC PARKING LOT

e ELECTRIC CHARGING STATION

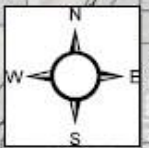
Parking Lot Day Permits can be purchased for \$5 a day at 528 Main St, M-F, 9 a.m. - 5 p.m.

Note: Please adhere to all Street Parking Restriction Signs as signs take precedence over this map

♿ Handicap Parking:
Handicap parking is available in parking lots and on street. Vehicles with a handicap placard are exempt from time limits. Handicap spaces are shown with the following symbol: = HC spaces

visit www.downtownlongmont.com for parking updates or call 303-651-8484.

S = Approx. # on street spaces with new time limit



Date: 8/1/2017