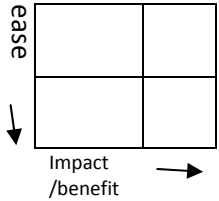


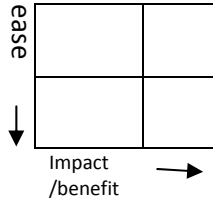
## AMPS PRIORITIZATION MATRIX

Access/Parking Program or Policy	Description:	Issues:	Plan Integration:	Impact: City	Impact: Community	\$ to Implement:	Customer Service Improvement:	Time Frame:	Staff Comments:	Level of Priority:	
<b>ON STREET</b>											
72 hour parking limitation	Current ordinances restrict parking for more than 72 hours in a single location on a public street. The purpose is to avoid abandoned vehicles in the neighborhoods. Enforcement is on a complaint only basis. The ordinance addresses quality of life and neighborhood livability.	<ul style="list-style-type: none"> <li>Provides turnover of space, removes long term storage of vehicles</li> <li>Discourages some residents who must park vehicles on-street (i.e. no driveway or garage from using alternative modes.</li> </ul>	Special Events, alt modes	Being handled through Transportation Related Ordinance Change process internally.	High	\$	Different perspectives on improvement.		No consultant need at this point	Low	
Back-in parking to facilitate bike traffic	In 2011, the City of Boulder modified the BRC to allow for back in parking on city streets.. A trial is being conducted on University Ave east of Broadway to 17 <sup>th</sup> . Pilot to be organized and evaluated by COB traffic engineer.	<ul style="list-style-type: none"> <li>Safer approach to angled parking.</li> <li>Drivers have greater awareness of bicycles and protected access to vehicle including the truck/hatchback storage area.</li> <li>Unusual parking approach that not all users will be familiar with. Learning curve which has resulted in this type of parking not working in some community that have tried it.</li> </ul>	TMP Update Part of the Living Lab and TMP update.	Medium	Medium	?	Potentially a safety improvement for bicyclists.	On-going	No consultant need at this point	High	

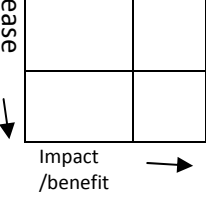
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Protected bike lane, swapping bike land with parking area	The City of Boulder is proposing an experiment involving protected bike lanes which will swap the location of the bike lanes and on-street parking on University Avenue between 6 <sup>th</sup> Street and Broadway. This experiment will require a change to the BRC which will come before the City Council in the 4 <sup>th</sup> Quarter of 2013. The purpose of this experiment is to demonstrate a new bike facility treatment to encourage the “interested but concerned” members of the public to try cycling as a mode of transportation. One of the evaluation criteria for this experiment will be whether drivers can successfully and efficiently park in a marked area away from the curb.	<ul style="list-style-type: none"> <li>• Encourages cycling by separating cyclist from travel lanes.</li> <li>• Unusual parking approach that not all users will be familiar with.</li> <li>• Loss of parking at intersections to provide sight distance to bikes in bike lanes.</li> <li>• Aesthetic and urban design.</li> </ul>	TMP Update Living Lab	Medium	Medium	?	Greater safety for bicyclists.	On-going	No consultant at this time	Medium	

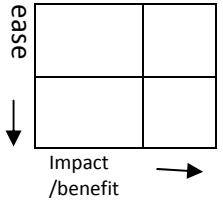
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Access/Parking Program or Policy	Description:	Issues:	Plan Integration:	Impact: City	Impact: Community	\$ to Implement:	Customer Service Improvement:	Time Frame:	Staff Comments:	Level of Priority:	
Loading zone management	Loading zones are currently in place throughout the commercial districts. Loading is defined as active loading or unloading. Active is defined as someone at the vehicle at a minimum of every 8 minutes. Loading zones are time managed. Possible change: limit loading between the hours of 7 am and 11 am to ease congestion.	<ul style="list-style-type: none"> <li>• Ensures turnover and allows for multiple loading opportunities. The greater the turnover, the greater the opportunity, the fewer zones needed.</li> <li>• Somewhat difficult to enforce.</li> <li>• Modern practice is to deliver to several locations at once with larger vehicles.</li> <li>• Takes away parking.</li> <li>• Often times loading zones are used as parking spaces.</li> <li>• Impacts the role of alleys</li> <li>• Overlap with district management.</li> <li>• Development review standards are needed.</li> </ul>	No current formal policy	Staff to draft policy based upon best practices and other city policies	Medium	?	Better access to businesses and services.	Q2-3 Best Practices	Need a best practice or policy review.	Higher priority	

## AMPS PRIORITIZATION MATRIX

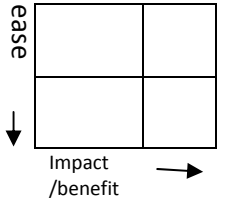
Access/Parking Program or Policy	Description:	Issues:	Plan Integration:	Impact: City	Impact: Community	\$ to Implement:	Customer Service Improvement:	Time Frame:	Staff Comments:	Level of Priority:	
Disabled parking designation and location	Federal law does not currently require disabled parking to be provided in the public right-of-way. The city provides disabled parking at various locations throughout the commercial districts and in front of some residences with a demonstrated need. Current federal regulations do require specific numbers of disabled parking spaces to be provided in private parking lots and in our city parking lots and garages. Within the city, disabled parking is not free and payment is required. Some states offer free disabled parking leading to confusion from out of state visitors. Federal legislation will soon be adopted that will require certain amounts of disabled parking to be provided in the public right of way.	ADA regulation changes are possible.	Federal guidelines, both on street and off street	Could be large depending upon regulations	Greater accessibility.	\$\$	Greater accessibility for disabled.	Q2-3 best practices	Will need best practices and how other communities are responding to new regulations. May need assistance with deciphering regulations	Medium priority for now. Depends upon Federal implementation of regs.	

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Use of time zones as a management tool	Time zone parking can be used as an alternative to paid parking to provide turnover and manage the type of use of on-street parking. Time zones are used in some commercial areas, where providing paid parking would be difficult or not cost effective to provide.	<ul style="list-style-type: none"> <li>• Parking is free provided the parker adheres to the time limit.</li> <li>• Time zones are more difficult to enforce and have compliance issues, limiting their effectiveness as a management tool.</li> <li>• Is not in alignment with the SUMP principles for paid parking.</li> </ul>	<p>No policy in place.</p> <p>North Boulder Plan Update</p>	Enforcement challenges	Medium	\$\$	Greater turnover of spaces if paid.	Q2-3 best practices	Need consultant research for best practices or available parameters for implementation	medium	

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## AMPS PRIORITIZATION MATRIX

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NPP	The established Neighborhood Parking Permit program was developed to maintain the livability for those who live near traffic generators, such as the University of Colorado, the Boulder downtown and local high schools. A consequence of the program is parking spillover to unregulated areas that can result in the expansion of the zones as the demand for parking increases. By city ordinance a specific process must be followed in order to establish a zone or expand one. Need to consider a simplified process for simple expansions that is more timely. Proactive recreation of districts needs consideration.	<ul style="list-style-type: none"> <li>• Maintains the livability of the neighborhood</li> <li>• Arduous process which takes time and costly</li> <li>• The majority of the cost of the program is covered by the commuter permit holders</li> <li>• Changes to the expansion process would require an ordinance change.</li> <li>• Cost of resident permit is tied by past policy to the revenue neutrality of the program.</li> </ul>	Could be a tool in new district management	High	High	\$\$	Promotes neighborhood livability		No consultant need	Medium	
On-Street Car share	The City is receiving requests for on street parking for car share vehicles. Several business models in place. No policy exists. CAO opinion is that staff cannot dedicate an on-street space.	<p>Industry growing</p> <p>Competing demands</p> <p>Supports climate action</p>	Tool in district management	Medium	High	\$	Greater mobility options	Q2-3	Need Consultant review of best practices and policies.	High	

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Edge Parking	Concept that a parking area on the edge of the city is established with a link to local transit. Primarily for employees	<ul style="list-style-type: none"> <li>Land availability</li> <li>Management structure</li> </ul>	TMP Update- Mobility hub	High	High	?	Provides additional options		No Consultant needed	Medium
City employee parking	Downtown city employees pay for their parking in the downtown campus. All city employees receive an EcoPass. Only 30% of city employees live in Boulder.	<p>Part of a larger discussion about internal equity, some locations offer free employee parking, other discounted, other market rate. Include city manager's office and HR.</p> <p>Overlap with parking pricing discussion to review pricing with other downtown employees.</p>	Civic Area Plan	High	Low	?			No consultant, staff to handle.	
Parklets	<p>Repurposing of on-street parking spaces.</p> <p>A pilot project in 2014 as well as a parklet plan development.</p>	Balance use of on-street parking spaces for parking and pedestrian uses.	Staff to resolve and draft policy	Medium	High	\$\$	Balance between users.	Pilot project 2014 on the Hill; Plan by Q4	No consultant needed	High

Departments:
Transportation
CP&S
DUHMD/PS
Municipal Courts
Other

Develop Code: √ = minimal \$ = under \$1000
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On Street	Off Street		
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	Eric Guenther, DUHMD/PS	Uni Hill	Climate Commitment
	Bill Cowern, T	Neighborhood NPP's	Sustainable Streets
	Marni, Ratzel, T	CU	Economic Strategy
	Donnie Wright, PD&S		
	Joe Castro, FAM		
	Jeff Dillon, Parks		
	Paul Leef, CP&S		
	City Manager's Office		
	HR		

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<b>OFF-STREET/Garages</b>											
Variable messaging signage	Variable message signs have been installed at the entrances to all 5 CAGID garages. Vehicle counters have been installed and occupancy information is forwarded to and displayed on the signs. When full, the driver will be directed to available parking. Signs will be capable of displaying addition information such as special events, greetings, and other way finding information. The potential exists to incorporate ap technology to allow potential patrons to know in advance if there is ability in the structure and pre-plan a trip.	<ul style="list-style-type: none"> <li>Keeps an accurate count of space availability.</li> <li>Minimizes patrons entering and not finding a place to park.</li> <li>Reduces cruising for parking.</li> <li>New system and technology, bugs to be worked out.</li> <li>Integration with other technology systems</li> </ul>	Currently underway	High	High	\$\$	Allows real time occupancy of garages	Q2 2014	No consultant need	High	
Replacement of the gate access system	The current system is at the end of its operational life. Newer and modernized equipment is more reliable and available. The current back-office software is out dated and no longer supported. Data is limited and unreliable.	<ul style="list-style-type: none"> <li>Modernized equipment and software. Increase reliability.</li> <li>Tech support</li> <li>Cost</li> <li>Integration with other technology systems</li> </ul>	IT	High		\$\$\$	Gate equipment is old and frequently down.	Q2-3 2014	Consultant needed for RFP to replace PARCs. Scope proposal to be discussed.	High	



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Incorporation of public art	Public garages are typically very utilitarian. There are many blank spaces or walls that could be utilized as a location to display public art. Garage art plan will be developed during 2014.	<ul style="list-style-type: none"> <li>Adds life and color to the structure and the surrounding area</li> <li>Needs specialized maintenance and could get out of date</li> </ul>	Public Art assessment	Medium		\$\$	Enhances visitor experience	Q4 2014	Currently underway in small scale. NO consultant activity needed	Medium	
Electric vehicle charging stations	Electric vehicles are becoming more common place and demand for available and affordable charging stations is increasing. Currently there are none in the CAGID garages. The COB has been awarded a grant to install the first public charging station in the 15 <sup>th</sup> /Pearl garage.	<ul style="list-style-type: none"> <li>Provides a charging source for alternative fueled vehicles</li> <li>Cost (installation and maintenance, electricity is minimal).</li> <li>Requires an ordinance change to ensure turnover in the designated space.</li> <li>Enforcement issues.</li> <li>Charging for the energy use needs to be resolved</li> <li>Spaces become reserved for a certain type of use and are not shared.</li> </ul>	Climate Commitment	One charging station in place, two more planned.		\$	Provides enhanced service to customer	Q2 2014 Q3 best practices	No consultant needed. Perhaps later once adoption rate increases.	High	

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