

Webinar

ULI Colorado: Ahead of the Curb: Addressing Climate Change through Parking & Curb Management

Date: May 20, 2021

00:00:00 --> 00:00:04: Welcome everyone, thank you for joining us today.

00:00:04 --> 00:00:07: We are excited to talk about ahead of the curb

00:00:07 --> 00:00:08: addressing climate change,

00:00:08 --> 00:00:10: through parking and curb management.

00:00:10 --> 00:00:13: I'm Marion epic. I'm a doctor with you like Colorado

00:00:14 --> 00:00:16: and I'm going to turn it over to my boss,

00:00:16 --> 00:00:19: Michael Tracy.

00:00:19 --> 00:00:22: Thank you Mary Ann and welcome everybody.

00:00:22 --> 00:00:25: We're really happy to see you and this is the

00:00:25 --> 00:00:27: dawning of the end of the zoom era.

00:00:27 --> 00:00:30: So enjoy your zoom meeting while you can.

00:00:30 --> 00:00:34: We've actually started to move into more live meetings with

00:00:34 --> 00:00:38: our committees and some some registered events.

00:00:38 --> 00:00:42: We had some bike tours last week that.

00:00:42 --> 00:00:45: Projects of the Long South at the Jordan Block.

00:00:45 --> 00:00:47: Who is on this call helped lead and we've had

00:00:47 --> 00:00:51: committee meetings this week and people are really happy to

00:00:51 --> 00:00:54: see each other and it just feels very energizing and

00:00:54 --> 00:00:58: productive. Related that I'm really grateful to everybody for sticking

00:00:58 --> 00:00:59: with you alive during this.

00:00:59 --> 00:01:02: When we had so many other distractions and we've had

00:01:02 --> 00:01:04: really great participation.

00:01:04 --> 00:01:08: We've done some good programming thanks to our volunteer experts

00:01:08 --> 00:01:11: who have donated their time and all of our committees

00:01:11 --> 00:01:14: have kept going strong and our sponsors as well.

00:01:14 --> 00:01:17: Last week we were involved in the virtual Spring Meeting

00:01:17 --> 00:01:20: which had a lot of good content is apparently going

00:01:20 --> 00:01:21: to be the last you alive.
 00:01:21 --> 00:01:23: Virtual meeting of that nature,
 00:01:23 --> 00:01:26: and it has been recorded and will be available on
 00:01:26 --> 00:01:29: the will Acknowledge fighter two members.
 00:01:29 --> 00:01:31: There was a lot of good content in there,
 00:01:31 --> 00:01:35: very forward looking specially on issues related to diversity
 and
 00:01:35 --> 00:01:38: equitable development and what our world is going to be
 00:01:38 --> 00:01:40: like coming out of the pandemic.
 00:01:40 --> 00:01:44: There are also some really good tours of Colorado.
 00:01:44 --> 00:01:47: Projects that were recorded and or cash.
 00:01:47 --> 00:01:50: So please check those out.
 00:01:50 --> 00:01:52: I have to say a find farewell to one of
 00:01:52 --> 00:01:56: my great colleague Sarah Franklin who is taking a new
 00:01:56 --> 00:01:59: job and work with us for eight years.
 00:01:59 --> 00:02:01: I think Sarah is on this call and it's just
 00:02:01 --> 00:02:05: been such a pleasure to work with Sarah and she
 00:02:05 --> 00:02:08: is done really really well with you alive and we're
 00:02:08 --> 00:02:10: going to miss her very very much.
 00:02:10 --> 00:02:13: We do have a replacement coming on board on June
 00:02:13 --> 00:02:18: 15th of Madeline Roy who's moving over from Zocalo
 development
 00:02:18 --> 00:02:21: so our team will be moving ahead at full speed
 00:02:21 --> 00:02:24: well over activities. And again Sarah wish you all the
 00:02:24 --> 00:02:25: best.
 00:02:25 --> 00:02:28: And thank you for all you've done for our organization.
 00:02:28 --> 00:02:30: We have more events coming up.
 00:02:30 --> 00:02:34: We're going to be as slowly transitioning at a virtual
 00:02:34 --> 00:02:37: format to full bore alive over the summer,
 00:02:37 --> 00:02:39: so most of what you see here is virtual June
 00:02:39 --> 00:02:40: 3rd.
 00:02:40 --> 00:02:43: Well, first of all, May 31st we have the deadline
 00:02:43 --> 00:02:46: to apply for the real State Diversity initiative,
 00:02:46 --> 00:02:49: and that's a program that my colleague Mary Ann runs.
 00:02:49 --> 00:02:52: It's been going for 12 years and that is an
 00:02:52 --> 00:02:56: opportunity for women and people of color to get special
 00:02:56 --> 00:02:57: training and.
 00:02:57 --> 00:03:01: Your lie issues mostly related to development.
 00:03:01 --> 00:03:04: Limited to about 35 participants by application,
 00:03:04 --> 00:03:06: we have a list of great mentors lined up to
 00:03:06 --> 00:03:09: lead that program and we always have them do a
 00:03:09 --> 00:03:12: real world exercise where they can learn all the ends

00:03:12 --> 00:03:14: and out of how to put a project together.
 00:03:14 --> 00:03:17: Have a cool site this year on coal fax and
 00:03:17 --> 00:03:19: we hope you know people that will apply or you
 00:03:19 --> 00:03:22: apply if you're qualified and help us spread the word
 00:03:22 --> 00:03:24: on June 3rd we have two virtual events.
 00:03:24 --> 00:03:27: One is a new member coffee that's for folks new
 00:03:27 --> 00:03:27: to you.
 00:03:27 --> 00:03:30: A lie to get oriented to the organization.
 00:03:30 --> 00:03:31: Learn how they can plug in.
 00:03:31 --> 00:03:33: What they can get out of it?
 00:03:33 --> 00:03:35: If you're not a member or thinking about you and
 00:03:35 --> 00:03:37: you're also welcome to come that,
 00:03:37 --> 00:03:41: probably our last will go back to having life new
 00:03:41 --> 00:03:43: member coffees in September.
 00:03:43 --> 00:03:45: And that's a free event from 8:00 to 9:00 AM
 00:03:46 --> 00:03:46: that day.
 00:03:46 --> 00:03:50: And then we have a women's leadership initiative leadership
 connection
 00:03:50 --> 00:03:52: that same day that I'm super excited about this.
 00:03:52 --> 00:03:55: It's with the RTS GM Deborah Johnson.
 00:03:55 --> 00:03:57: That's a little later in the afternoon and we it's
 00:03:57 --> 00:03:58: almost full.
 00:03:58 --> 00:03:59: So if you want to join up,
 00:03:59 --> 00:04:02: you should sign up and we'll be learning all about
 00:04:02 --> 00:04:05: what's happening with our transit agency is a plan for
 00:04:05 --> 00:04:07: the future after the pandemic.
 00:04:07 --> 00:04:09: Also related to women's leadership,
 00:04:09 --> 00:04:11: we're doing a joint happy hour with crew,
 00:04:11 --> 00:04:14: and that's commercial real estate women at the Rhino beer
 00:04:14 --> 00:04:16: garden that is a live event.
 00:04:16 --> 00:04:18: It will be a lot of fun.
 00:04:18 --> 00:04:21: It's my birthday so come help me celebrate.
 00:04:21 --> 00:04:23: I'll be there on June 15th.
 00:04:23 --> 00:04:27: There is a wildfire of resilience Demonstration project that as
 00:04:28 --> 00:04:31: a plug and play event that we're tapping into and
 00:04:31 --> 00:04:36: my understanding is that some experts in resilience are going
 00:04:36 --> 00:04:40: to burn some stuff and we'll learn what building materials
 00:04:40 --> 00:04:42: are more resistant to wildfires,
 00:04:42 --> 00:04:44: so I'm not going to do that.
 00:04:44 --> 00:04:46: And then July 15th. Again,
 00:04:46 --> 00:04:50: the nazira. What do you know about building electrification to
 00:04:50 --> 00:04:52: meet Denver's climate challenge?

00:04:52 --> 00:04:55: That's a subject that's on everyone's mind is Denver is
00:04:55 --> 00:04:56: moving towards that rapidly.
00:04:56 --> 00:04:59: Finally, I'm really pleased to announce that we're doing a
00:05:00 --> 00:05:03: live impact awards on September 23rd at the Sewell
Ballroom
00:05:03 --> 00:05:03: at the DC,
00:05:03 --> 00:05:06: PA. We had a deadline to apply for an award
00:05:06 --> 00:05:07: and we got fantastic entries.
00:05:07 --> 00:05:09: Was really pleased by that,
00:05:09 --> 00:05:12: because who knew if anybody would apply though?
00:05:12 --> 00:05:14: After all the strangeness of last year,
00:05:14 --> 00:05:17: so we're looking forward to a real celebration of the
00:05:17 --> 00:05:19: best projects in Colorado.
00:05:19 --> 00:05:23: From Denver all the way West to Telluride and North
00:05:24 --> 00:05:24: and South.
00:05:24 --> 00:05:27: So the the.
00:05:27 --> 00:05:29: The looking for the event.
00:05:29 --> 00:05:31: The registration is opening any day now,
00:05:31 --> 00:05:34: so keep an eye on that for your emails.
00:05:34 --> 00:05:36: I'll turn it back over to Mary and let me
00:05:36 --> 00:05:39: know if I left anything important out and will look
00:05:39 --> 00:05:42: forward to today's program and to seeing you all in
00:05:42 --> 00:05:45: person soon. Thank you again.
00:05:45 --> 00:05:48: Thank you Michael. I'm just a few logistics.
00:05:48 --> 00:05:51: Before we get started the audience will be muted throughout
00:05:51 --> 00:05:54: the session and if you're not muted currently,
00:05:54 --> 00:05:57: please mute yourself so that all the speakers can speak
00:05:57 --> 00:06:01: clearly and you are welcome to submit questions and
comments
00:06:01 --> 00:06:04: through the chat box and then we are recording this
00:06:04 --> 00:06:08: and it will be available after this session.
00:06:08 --> 00:06:12: Just a quick overview of who will be talking today.
00:06:12 --> 00:06:14: We're going to be hearing from Alyssa Alt,
00:06:14 --> 00:06:18: who's the manager of curbside and parking for the Denver
00:06:18 --> 00:06:21: Department of Transportation and Infrastructure.
00:06:21 --> 00:06:24: Then we're going to get a keynote from Lauren Mattern,
00:06:24 --> 00:06:27: who was our chair for the Climate Challenge Tap that
00:06:27 --> 00:06:28: we completed in 2019.
00:06:28 --> 00:06:31: She's a principle with Nelson Nygaard.
00:06:31 --> 00:06:35: And then we're going to have a panel discussion with
00:06:35 --> 00:06:36: Jeremiah Simpson,
00:06:36 --> 00:06:40: who's with Kimley Horn Chad Holtzinger with shop works
architecture

00:06:40 --> 00:06:44: Mallory Baker with Walker Consultants and Mary Katherine Snyder.

00:06:44 --> 00:06:46: With the City of Seattle.

00:06:46 --> 00:06:49: And then we're going to have a Q&A moderated by

00:06:49 --> 00:06:52: Jordan Block who's our Co chair of the Urban Mobility

00:06:52 --> 00:06:55: and Development Committee and who works at HDR.

00:06:55 --> 00:06:58: So we're excited to at this time turn it over

00:06:58 --> 00:07:00: to Alyssa out with the city.

00:07:03 --> 00:07:05: Hi everybody, thanks for having me.

00:07:05 --> 00:07:08: Hopefully I'm back in the office for the first time

00:07:09 --> 00:07:10: in a little while so.

00:07:10 --> 00:07:12: In the Internet feels sluggish,

00:07:12 --> 00:07:15: so apologies if I'm a little delayed.

00:07:15 --> 00:07:18: So again, my name is Alyssa Alton I'm manager curbside

00:07:18 --> 00:07:21: parking team here at the city and County of Denver

00:07:21 --> 00:07:24: and that really encompass is the policy on the curbside

00:07:24 --> 00:07:27: parking and all the other things that happen there a

00:07:27 --> 00:07:31: our meter operations and also a small off St portfolio

00:07:31 --> 00:07:33: that we managed so you know just to kick this

00:07:33 --> 00:07:35: off. I think, you know,

00:07:35 --> 00:07:37: I always like to talk about how I've been with

00:07:37 --> 00:07:40: the city for about 6 years and when I started

00:07:40 --> 00:07:42: I was working in that are my group was called

00:07:42 --> 00:07:46: a parking management and we have now our parking

00:07:46 --> 00:07:49: operations

00:07:49 --> 00:07:49: and we have not been changed to parking and mobility

00:07:49 --> 00:07:49: services.

00:07:49 --> 00:07:52: And we are now curbside and parking.

00:07:52 --> 00:07:54: So I think just the in the last six years.

00:07:54 --> 00:07:57: A lot of things. A lot of things have changed

00:07:57 --> 00:07:59: and the way we think about the curb and the

00:07:59 --> 00:08:02: way we think about access and and what what is

00:08:02 --> 00:08:05: needed to be used or what the curb is being

00:08:05 --> 00:08:06: used for has changed and grown.

00:08:06 --> 00:08:09: And and there's just more and more demand there.

00:08:09 --> 00:08:11: So our city is, you know,

00:08:11 --> 00:08:14: create. There's been tons of growth in last five 610

00:08:14 --> 00:08:14: years,

00:08:14 --> 00:08:17: and there's been a lot of growth with bike lanes

00:08:17 --> 00:08:18: and transit lanes.

00:08:18 --> 00:08:21: And then loading. And I think in 2019 we started

00:08:21 --> 00:08:21: this.

00:08:21 --> 00:08:24: I went to the tap program and we're talking about

00:08:24 --> 00:08:25: this.

00:08:25 --> 00:08:27: We were if you guys can remember that in the

00:08:27 --> 00:08:30: fall 2019 there was just a lot of pressure in

00:08:30 --> 00:08:33: Uber and Lyft and other TNC's in this micro mobility

00:08:33 --> 00:08:35: had just kind of were we forced upon us and

00:08:36 --> 00:08:38: we were in a good way like it's good to

00:08:38 --> 00:08:39: have some disruption,

00:08:39 --> 00:08:42: but I'm trying to figure out what that looks like

00:08:42 --> 00:08:45: and what it means to have curbside management and what

00:08:45 --> 00:08:49: all the different changes that are happening in our city,

00:08:49 --> 00:08:51: like really meant for art for curb.

00:08:51 --> 00:08:53: And so that's really. A lot of the questions that

00:08:53 --> 00:08:54: we came up with,

00:08:54 --> 00:08:56: you know, like how do we?

00:08:56 --> 00:08:57: How do we think about parking?

00:08:57 --> 00:09:00: How do we think about the Off Street parking maximums

00:09:00 --> 00:09:01: and in development?

00:09:01 --> 00:09:03: In our zoning code? And also how do we think

00:09:03 --> 00:09:05: about monetizing our asset?

00:09:05 --> 00:09:07: The curb in a real in real way in Denver

00:09:07 --> 00:09:10: are meter rates are a dollar an hour primarily \$2.00

00:09:10 --> 00:09:11: maximum Times Day,

00:09:11 --> 00:09:13: or three hours pending on where you are and they

00:09:13 --> 00:09:16: haven't changed for about 20 years and so we really

00:09:16 --> 00:09:18: wanted to have a conversation around that.

00:09:18 --> 00:09:21: And we also wanted to have a conversation around loading

00:09:21 --> 00:09:22: and unloading.

00:09:22 --> 00:09:24: Looks like that's loading people,

00:09:24 --> 00:09:27: loading goods, loading. Great, So what does that look like

00:09:27 --> 00:09:29: and how do we better manage our curb space to

00:09:29 --> 00:09:30: allow for that?

00:09:30 --> 00:09:33: So that's really where this kind of came from and

00:09:33 --> 00:09:33: where we are.

00:09:33 --> 00:09:36: The big questions that we were asking in the.

00:09:36 --> 00:09:38: You know the panel or panel folks that we had

00:09:38 --> 00:09:39: helping us evaluate.

00:09:39 --> 00:09:42: Really, that's kind of what we were talking talking about.

00:09:42 --> 00:09:44: And so then, you know that's 2010 to 2019.

00:09:44 --> 00:09:46: Lots of great ideas, lots of great options,

00:09:46 --> 00:09:48: pandemic it alot of things.

00:09:48 --> 00:09:50: Kind of got put on hold but then I think

00:09:50 --> 00:09:54: we're very interested in seeing and understanding and

00:09:54 --> 00:09:55: hearing from
 00:09:55 --> 00:09:57: everybody now is.
 00:09:57 --> 00:09:59: A lot of those same challenges are still around,
 00:09:59 --> 00:10:01: they just maybe have changed a little bit.
 00:10:01 --> 00:10:04: I think you know more people are,
 00:10:04 --> 00:10:06: even though Amazon in those delivery to homes and
 00:10:06 --> 00:10:08: services
 00:10:08 --> 00:10:11: were there before the pandemic,
 00:10:11 --> 00:10:14: there even more now. And there's food pickup in there
 00:10:14 --> 00:10:17: is expansion of restaurant space into the right of way
 00:10:17 --> 00:10:19: and there's all these other things that are taking up
 00:10:19 --> 00:10:21: some space that you know traditionally was for a single
 00:10:21 --> 00:10:22: achensee vehicle to park and then go.
 00:10:22 --> 00:10:25: So, like, how do we consider access to the places
 00:10:25 --> 00:10:27: we want to go?
 00:10:27 --> 00:10:29: No ones really ever driving anywhere to park somewhere,
 00:10:29 --> 00:10:32: that's like. Just thing that you do to get to
 00:10:32 --> 00:10:34: the place that you're trying to go.
 00:10:34 --> 00:10:37: So how do we really consider that and think about
 00:10:37 --> 00:10:41: it so you know here in Denver we're looking at
 00:10:41 --> 00:10:44: pilots for loading zones and how to use technology.
 00:10:44 --> 00:10:47: We're looking at our residential parking permit program and
 00:10:47 --> 00:10:50: really
 00:10:50 --> 00:10:52: trying to assess what that looks like and how we
 00:10:52 --> 00:10:54: can move that forward in a meaningful manner that really
 00:10:54 --> 00:10:56: addresses some of the inequities that we it has right
 00:10:56 --> 00:10:59: now and put a value to that.
 00:10:59 --> 00:11:01: You know, we're looking at loading again in.
 00:11:01 --> 00:11:04: We're also still.
 00:11:04 --> 00:11:07: He's my say we're also kicking off so that the
 00:11:07 --> 00:11:08: other thing too is we're kicking off through.
 00:11:08 --> 00:11:11: The department is kicking up a strategic transportation plan,
 00:11:11 --> 00:11:14: and that's started now. And so that's another way for
 00:11:14 --> 00:11:16: us to really like.
 00:11:16 --> 00:11:19: Think about the curb and access and what the priorities
 00:11:19 --> 00:11:21: are of our city and really making sure that our
 00:11:21 --> 00:11:22: goals are aligned with how we are managing the our
 00:11:22 --> 00:11:28: asset of the curve. So little bit about Denver and
 00:11:28 --> 00:11:30: I'm excited to hear more from Lauren and the rest
 00:11:30 --> 00:11:42: of the panel,
 00:11:42 --> 00:11:45: thanks.
 00:11:45 --> 00:11:48: Thank you, Melissa.
 00:11:48 --> 00:11:50: I'm going to turn it over to Lauren.

00:11:45 --> 00:11:47: Wonderful, great to be here.
 00:11:47 --> 00:11:51: So I'm Lauren materne. I'm with Nelson Nygaard and I
 00:11:51 --> 00:11:56: oversee our curb parking in TDM practice and I'm actually
 00:11:56 --> 00:11:57: in Austin,
 00:11:57 --> 00:12:01: but I've had the luck of doing a fair amount
 00:12:01 --> 00:12:03: of work in Denver.
 00:12:03 --> 00:12:04: Such as on the river north.
 00:12:04 --> 00:12:08: Mobility and parking study. Looking into different pricing
 options over
 00:12:08 --> 00:12:09: the years,
 00:12:09 --> 00:12:12: so I am always happy to feel like a little
 00:12:12 --> 00:12:14: bit part of the Denver parking community.
 00:12:14 --> 00:12:16: So thanks for having me.
 00:12:16 --> 00:12:19: I also got to serve as the chair for this
 00:12:19 --> 00:12:21: ULI technical Assistance Panel,
 00:12:21 --> 00:12:24: and I was joined by a really wonderful group,
 00:12:24 --> 00:12:27: Jenny Jacobs, Charlie Alexander, Jason Long store,
 00:12:27 --> 00:12:31: Jeremiah Simpson. There's a lot of great brainpower in the
 00:12:31 --> 00:12:32: room,
 00:12:32 --> 00:12:34: and if you take a look at the report,
 00:12:34 --> 00:12:38: you can kind of see how the exercise was structured.
 00:12:38 --> 00:12:39: It was super, I think,
 00:12:39 --> 00:12:42: a lot of you on the phone may know how
 00:12:42 --> 00:12:42: these work.
 00:12:42 --> 00:12:45: They're really rapid pace, time constrained,
 00:12:45 --> 00:12:49: really intense. We're kind of locked in a room,
 00:12:49 --> 00:12:53: miss those days and do rapid fire interviews.
 00:12:53 --> 00:12:56: Site visits get to talk to a lot of people.
 00:12:56 --> 00:13:00: They really pack a lot of content and then we
 00:13:00 --> 00:13:04: make some quick decisions together so it was a really
 00:13:04 --> 00:13:08: unique experience and fun to reflect back on.
 00:13:08 --> 00:13:11: So that's a little bit about how they operate,
 00:13:11 --> 00:13:15: and we were opposed with three questions that I'm going
 00:13:15 --> 00:13:16: to walk through.
 00:13:16 --> 00:13:21: And reflecting back today. And thinking about how much it's
 00:13:22 --> 00:13:26: changed since we put this together in October 2019,
 00:13:26 --> 00:13:31: I'm pleasantly surprised that the recommendations have
 aged well,
 00:13:31 --> 00:13:34: so I think that's a good sign for any policy
 00:13:34 --> 00:13:38: maker that you know your suggestions are too quick,
 00:13:38 --> 00:13:41: burn and sort of have some some good foundation that
 00:13:42 --> 00:13:42: makes sense,

00:13:42 --> 00:13:46: even when. Three new technology providers go away and five

00:13:46 --> 00:13:48: new ones pop up,

00:13:48 --> 00:13:51: so I'm going to go fairly whirlwind through these because

00:13:51 --> 00:13:54: I want to leave lots of time for the panelists

00:13:54 --> 00:13:55: to dig in further.

00:13:55 --> 00:13:58: But there's three questions here and the first one was

00:13:58 --> 00:14:00: around parking maximums,

00:14:00 --> 00:14:01: so we'll start off street,

00:14:01 --> 00:14:04: then we'll move into a curb space and had a

00:14:04 --> 00:14:05: value at manage it,

00:14:05 --> 00:14:08: and then the last question is around loading,

00:14:08 --> 00:14:11: so we'll stay on the curb there.

00:14:11 --> 00:14:14: So let's kick to this next like great,

00:14:14 --> 00:14:16: so here's the full question.

00:14:16 --> 00:14:21: We're opposed with. There was around incorporating parking maximums into

00:14:21 --> 00:14:22: the zoning code,

00:14:22 --> 00:14:23: and if I recall correctly,

00:14:23 --> 00:14:26: and I'm sure some the locals can fill in some

00:14:27 --> 00:14:27: gaps here.

00:14:27 --> 00:14:31: This was really inspired by some pretty robust discussions around

00:14:31 --> 00:14:35: a recent project area and some parking maximums debate where

00:14:35 --> 00:14:39: there really was a lot of kind of robust discussion

00:14:39 --> 00:14:41: around what the right tool was.

00:14:41 --> 00:14:43: A lot of interest.

00:14:43 --> 00:14:47: And sort of agreement on the need to reduce parking

00:14:47 --> 00:14:49: in some districts.

00:14:49 --> 00:14:52: But a lot of debate about the right tool,

00:14:52 --> 00:14:56: so that's sort of the context we were walking into

00:14:56 --> 00:14:56: here,

00:14:56 --> 00:14:59: and this is always a hot topic in any in

00:14:59 --> 00:15:00: any city,

00:15:00 --> 00:15:04: so a really tricky topic to get right.

00:15:04 --> 00:15:08: So great, so there are so many reasons why the

00:15:08 --> 00:15:11: parking maximum or parking cap as we can call it

00:15:11 --> 00:15:14: was considered in the 1st place and the ties to

00:15:14 --> 00:15:18: all of the things that we care about just really

00:15:18 --> 00:15:19: couldn't be stronger.

00:15:19 --> 00:15:23: So here's a few. I think everyone is really familiar

00:15:23 --> 00:15:28: with the relationship between parking supply and density and

greenhouse
00:15:28 --> 00:15:29: gas emissions.
00:15:29 --> 00:15:34: And on the next slide we get a little further
00:15:34 --> 00:15:35: into the data.
00:15:35 --> 00:15:39: It's sort of looking back on the common ways that
00:15:39 --> 00:15:43: the TDM profession and mobility profession look at what
measures
00:15:44 --> 00:15:45: reduce emissions.
00:15:45 --> 00:15:49: At the relationship with between parking and emissions is
really
00:15:49 --> 00:15:50: wildly strong.
00:15:50 --> 00:15:53: You can see some some figures jumping out there on
00:15:53 --> 00:15:54: the top left,
00:15:54 --> 00:15:57: but density is just as important really.
00:15:57 --> 00:15:58: Far more important. Even so,
00:15:58 --> 00:16:01: it's a it's a really interesting conversation,
00:16:01 --> 00:16:04: right? When we get into how to reduce parking in
00:16:04 --> 00:16:08: areas that can handle that and where there's other modes
00:16:08 --> 00:16:09: available,
00:16:09 --> 00:16:10: but also focus on that.
00:16:10 --> 00:16:13: That other goal around increasing density,
00:16:13 --> 00:16:16: so we're trying to basically unpack.
00:16:16 --> 00:16:19: The goal here, knowing that there were a lot of
00:16:19 --> 00:16:20: shared values,
00:16:20 --> 00:16:24: but a lot of debate about the right tools.
00:16:24 --> 00:16:26: Next slide. And so you know,
00:16:26 --> 00:16:30: we basically thought let's start by thinking about all of
00:16:30 --> 00:16:33: the possible ways there are to tackle this problem and
00:16:34 --> 00:16:36: not be too prescriptive upfront.
00:16:36 --> 00:16:39: You know there's so many good reasons for parking
maximum,
00:16:39 --> 00:16:42: but if it you know there's a lot of debate,
00:16:42 --> 00:16:45: let's just think about all the all the various ways
00:16:45 --> 00:16:49: that we can achieve the same goals and think really
00:16:49 --> 00:16:52: critically about what will get us some results.
00:16:52 --> 00:16:55: So we looked at a full suite of options there.
00:16:55 --> 00:16:57: Many of them are listed here.
00:16:57 --> 00:17:01: We know that you know at minimum we need to
00:17:01 --> 00:17:02: start with.
00:17:02 --> 00:17:06: No pun intended, no minimums and get creative about
loosening
00:17:06 --> 00:17:08: all all parking restrictions.
00:17:08 --> 00:17:12: And there was a lot of discussion about the entitlement

00:17:12 --> 00:17:17: process and which areas are ready for reduced parking allowances

00:17:17 --> 00:17:17: or not.

00:17:17 --> 00:17:21: We have a lot of opportunity to talk to stakeholders

00:17:21 --> 00:17:25: that are traditionally involved in these conversations,

00:17:25 --> 00:17:28: so we made the most of that and we tried

00:17:28 --> 00:17:31: to really get into the nitty gritty asking.

00:17:31 --> 00:17:35: Different developers around town, really pressing them on what it

00:17:35 --> 00:17:38: would take and how to get to the same outcome

00:17:38 --> 00:17:40: in a different way.

00:17:40 --> 00:17:43: If you're if you are pushing back on maximums,

00:17:43 --> 00:17:46: what are the other routes we have so that was

00:17:46 --> 00:17:48: a really interesting and fun conversation.

00:17:48 --> 00:17:51: I think for all of us and there were a

00:17:51 --> 00:17:55: lot of kind of secondary recommendations surfaced around getting better

00:17:55 --> 00:17:56: comp data,

00:17:56 --> 00:18:00: which is super critical for the financing behind projects and

00:18:00 --> 00:18:03: getting folks comfortable with such big changes.

00:18:07 --> 00:18:09: And like I said, we got to talk to a

00:18:09 --> 00:18:13: lot of stakeholders about what why they thought parking maximums

00:18:13 --> 00:18:16: were going to be so challenging and we got to

00:18:16 --> 00:18:19: interrogate some of those themes a little bit.

00:18:19 --> 00:18:21: And you know this is kind of a summary of

00:18:21 --> 00:18:24: what we what we learned and the the short version

00:18:24 --> 00:18:27: is that folks thought it was too broad stroke and

00:18:27 --> 00:18:31: that there are different ways to get to the same

00:18:31 --> 00:18:35: names that provided the flexibility to create good projects.

00:18:35 --> 00:18:37: Next slide.

00:18:37 --> 00:18:40: And so we ended up sort of coming up with

00:18:40 --> 00:18:44: a series of different alternatives or options tools on the

00:18:44 --> 00:18:45: table,

00:18:45 --> 00:18:50: knowing that policy formation, around parking about parking issues and

00:18:50 --> 00:18:53: block issues is really messy and collaborative.

00:18:53 --> 00:18:56: So we wanted to explore and put on the table.

00:18:56 --> 00:18:58: All of the avenues to get there,

00:18:58 --> 00:19:02: knowing that parking maximums have been a little bit of

00:19:03 --> 00:19:06: a tough conversation and so you can check out the

00:19:06 --> 00:19:09: report for the full deep dive on this.

00:19:09 --> 00:19:12: But lots of good options explored all around,

00:19:12 --> 00:19:18: chipping away at increased flexibility before we build up to

00:19:18 --> 00:19:19: full maximums.

00:19:19 --> 00:19:23: So the next question we got asked was around curb

00:19:23 --> 00:19:23: valuation.

00:19:23 --> 00:19:27: As Alyssa said, there was a ton of new curb

00:19:27 --> 00:19:28: pressures popping up.

00:19:28 --> 00:19:32: A strong desire to better organize those and manage them.

00:19:32 --> 00:19:35: So that was a big question for us.

00:19:37 --> 00:19:40: So I we had a multipart recommendations for this piece

00:19:41 --> 00:19:41: as well,

00:19:41 --> 00:19:44: but we started with what we thought was a little

00:19:44 --> 00:19:47: bit of the elephant in the room which Alyssa brought

00:19:48 --> 00:19:48: up,

00:19:48 --> 00:19:50: which is the low parking prices we.

00:19:50 --> 00:19:53: We know there's so many innovative things that you can

00:19:53 --> 00:19:56: do around her management core pricing,

00:19:56 --> 00:19:59: but we wanted to start with what is sort of

00:19:59 --> 00:20:01: one of the biggest foundational pieces.

00:20:01 --> 00:20:05: Which is that parking pricing is is really lagging in

00:20:05 --> 00:20:06: the way the Alissa described.

00:20:06 --> 00:20:09: So we put that front and center and I think

00:20:09 --> 00:20:12: a lot of folks on the phone are probably pretty

00:20:12 --> 00:20:16: familiar with the demand responsive pricing concepts out

00:20:16 --> 00:20:19: there.

00:20:16 --> 00:20:19: But the idea is to have a data driven way

00:20:19 --> 00:20:22: to track prices based on demand based on changing context

00:20:22 --> 00:20:24: and appropriately price.

00:20:24 --> 00:20:26: This is really valuable asset.

00:20:29 --> 00:20:32: So you know this is just sort of explaining some

00:20:32 --> 00:20:33: of the concepts.

00:20:33 --> 00:20:36: I think folks here are pretty familiar.

00:20:36 --> 00:20:39: We felt that it's really some of the great unfinished

00:20:39 --> 00:20:42: business in curb management in Denver.

00:20:45 --> 00:20:49: And there are so many cities that have.

00:20:49 --> 00:20:51: Yeah, accomplish this type of program.

00:20:51 --> 00:20:53: A couple of our listed here.

00:20:53 --> 00:20:56: Mary Catherine will talk more about Seattle in a bit,

00:20:56 --> 00:21:00: but there are also studies of from all different regions.

00:21:00 --> 00:21:04: It's no longer a very surprising policy reform and the

00:21:04 --> 00:21:07: result some of these early projects like Seattle and San

00:21:07 --> 00:21:11: Francisco have been in place long enough that there's really

00:21:11 --> 00:21:14: clear data we can. We can look to to see

00:21:14 --> 00:21:16: how it went and what the outcomes were.

00:21:16 --> 00:21:19: So I think everyone knows the date,

00:21:19 --> 00:21:24: the. Evidence around this type of program working is just

00:21:24 --> 00:21:28: super strong and a huge foundational step.

00:21:28 --> 00:21:30: Locally.

00:21:30 --> 00:21:32: Next one.

00:21:32 --> 00:21:36: So parking pricing is not exactly the easiest topic,

00:21:36 --> 00:21:40: and of course parking revenue comes up in conversations around

00:21:40 --> 00:21:42: any pricing increase.

00:21:42 --> 00:21:45: Weather grand friends from zero to a price from free

00:21:45 --> 00:21:48: to price or increasing prices as is the case for

00:21:48 --> 00:21:50: this discussion.

00:21:50 --> 00:21:52: And so we talked a lot about that.

00:21:52 --> 00:21:55: I think folks who were kind of in the parking

00:21:55 --> 00:21:59: management world know that there's a lot of discussion around

00:21:59 --> 00:22:03: parking benefit districts and that connection too.

00:22:03 --> 00:22:05: Charging you more, but you know where the money is

00:22:06 --> 00:22:06: going.

00:22:06 --> 00:22:09: It's not just going into the general fund.

00:22:09 --> 00:22:13: This is a little bit of a sticky topic sometimes

00:22:13 --> 00:22:16: because it's great to use it to get folks on

00:22:16 --> 00:22:19: board with paying more for for parking issues.

00:22:19 --> 00:22:22: And only successful in a few areas at doing that.

00:22:22 --> 00:22:25: But it's also a pretty big commitment.

00:22:25 --> 00:22:28: I seem quite a few around the country that you

00:22:28 --> 00:22:28: know,

00:22:28 --> 00:22:32: kind of underestimate how administratively difficult they are to operate,

00:22:32 --> 00:22:35: so we don't recommend that lightly and we don't.

00:22:35 --> 00:22:39: You know, it's it's a pretty big administrative endeavour,

00:22:39 --> 00:22:42: but we felt that given the challenges in getting to

00:22:42 --> 00:22:46: increase pricing and some parking reforms that have been really

00:22:46 --> 00:22:48: embedded in in local politics,

00:22:48 --> 00:22:49: that that it was worth.

00:22:49 --> 00:22:52: The effort in this case to really make sure that

00:22:52 --> 00:22:56: we're able to have a line of appreciation for where

00:22:56 --> 00:22:58: revenue goes and get folks on board.

00:22:58 --> 00:23:00: So there are a lot of ideas about how to

00:23:00 --> 00:23:01: use it.

00:23:01 --> 00:23:04: In that discussion. There was also quite a bit of

00:23:04 --> 00:23:08: appreciation for some of the reinvestment needed in the parking

00:23:08 --> 00:23:08: system,

00:23:08 --> 00:23:12: so some parking operations, equipment enforcement needs that we heard

00:23:12 --> 00:23:15: about through the stakeholder interviews,

00:23:15 --> 00:23:18: so we didn't want to overlook some of the basic

00:23:18 --> 00:23:22: infrastructure needs and felt that that was inappropriate.

00:23:22 --> 00:23:27: Kind of first use of increased revenue from from adjusting

00:23:27 --> 00:23:31: parking prices and then we had some other ideas for

00:23:31 --> 00:23:35: how to use it based on sort of multimodal.

00:23:35 --> 00:23:38: Priorities in Denver.

00:23:38 --> 00:23:43: Next slide. And another tangential piece of this was around

00:23:43 --> 00:23:45: enforcement.

00:23:45 --> 00:23:49: Parking management doesn't work so great if there's not the

00:23:49 --> 00:23:50: enforcement to back it up,

00:23:50 --> 00:23:53: and so that's notoriously difficult.

00:23:53 --> 00:23:55: Challenging, and in Denver. Of course,

00:23:55 --> 00:24:00: the cost of parking violations are really insufficient to inspire

00:24:00 --> 00:24:01: compliance,

00:24:01 --> 00:24:03: but there was a great deal.

00:24:03 --> 00:24:05: You know there is or was a great deal of

00:24:05 --> 00:24:08: gaming of the system to not be afraid to pick

00:24:08 --> 00:24:10: up a few tickets.

00:24:10 --> 00:24:13: It might be cheaper than paying somewhere.

00:24:13 --> 00:24:17: Off St, so we wanted to acknowledge that you know

00:24:17 --> 00:24:20: it's great to do a lot of other reforms,

00:24:20 --> 00:24:23: but if we don't get enforcement in place,

00:24:23 --> 00:24:26: it may not get the results they need.

00:24:26 --> 00:24:29: And given that prices are quite low right now,

00:24:29 --> 00:24:32: it would be a pretty big catch up to get

00:24:32 --> 00:24:37: to cost recovery and make sure that there's a good

00:24:37 --> 00:24:39: fee structure in place and so.

00:24:39 --> 00:24:42: Yeah, we did put in into the final report that

00:24:42 --> 00:24:46: we would ideally support the idea of tiered or progressive

00:24:46 --> 00:24:50: fines for your first few tickets are really low price

00:24:50 --> 00:24:53: and then they scale and that was with a little

00:24:54 --> 00:24:57: bit of an eye toward sort of equitable impact.

00:24:57 --> 00:24:59: That fees have on different folks.

00:24:59 --> 00:25:04: Again, very administratively difficult. As a former city parking

00:25:04 --> 00:25:06: manager

00:25:04 --> 00:25:06: like Mary Catherine Alyssa,

00:25:06 --> 00:25:09: I don't recommend the The tricky things.

00:25:09 --> 00:25:13: Lightly, but we did put sort of the the gold
00:25:13 --> 00:25:17: standard in there and we know how hard some things
00:25:17 --> 00:25:18: are to implement.
00:25:18 --> 00:25:20: So it's good to be.
00:25:20 --> 00:25:23: Make sure that recommendations are usable.
00:25:26 --> 00:25:30: And we can't leave the topic of curb pricing without
00:25:30 --> 00:25:34: talking about residential permit parking pricing.
00:25:34 --> 00:25:38: So added, you know currently unpriced price point.
00:25:38 --> 00:25:41: That is quite difficult for you know,
00:25:41 --> 00:25:44: encouraging, efficient use of the curb.
00:25:44 --> 00:25:48: And so I think this is pretty straightforward,
00:25:48 --> 00:25:53: but we certainly support the panel certainly supports the
concept
00:25:53 --> 00:25:57: of right sizing to at minimum cover administrative costs of
00:25:57 --> 00:25:59: operating the program,
00:25:59 --> 00:26:04: knowing that some of these covering those and the user
00:26:04 --> 00:26:07: should ideally be doing so.
00:26:07 --> 00:26:07: Next play.
00:26:10 --> 00:26:13: OK, and we had one last question and it was
00:26:13 --> 00:26:16: around loading and some of the curve pressures that Alisa
00:26:16 --> 00:26:18: described earlier.
00:26:20 --> 00:26:23: So with so much noise and buzz and product around
00:26:23 --> 00:26:24: the curve,
00:26:24 --> 00:26:27: a lot of distraction, it can be tough to pin
00:26:27 --> 00:26:29: down exactly what we're talking about,
00:26:29 --> 00:26:33: so we started with thinking about what the pressures were
00:26:33 --> 00:26:35: an just trying to get specific.
00:26:35 --> 00:26:39: So these are some that that were we were specifically
00:26:39 --> 00:26:42: trying to design around at the time.
00:26:42 --> 00:26:43: That's why.
00:26:45 --> 00:26:48: And with so many new pressures popping up,
00:26:48 --> 00:26:52: there are certainly a lot of new allocation ideas out
00:26:52 --> 00:26:52: there.
00:26:52 --> 00:26:55: Who should we make space for?
00:26:55 --> 00:26:58: What do they need and how do we react so,
00:26:58 --> 00:27:03: and those are really interesting conversations because some
of those
00:27:03 --> 00:27:06: new pressures do serve a lot more people than a
00:27:06 --> 00:27:10: single occupancy vehicle parking all day,
00:27:10 --> 00:27:12: or for three hours.
00:27:12 --> 00:27:17: So there are a lot of good reasons to reorganize
00:27:17 --> 00:27:19: the curb in response to these,

00:27:19 --> 00:27:24: although we also felt that we would be remiss to
00:27:24 --> 00:27:28: only or primarily focus on drop off facilities.
00:27:28 --> 00:27:30: Next slide.
00:27:30 --> 00:27:36: While drop off facilities are more efficient than an SRV.
00:27:36 --> 00:27:39: Parked all day. There's a lot of things that are
00:27:39 --> 00:27:39: much,
00:27:39 --> 00:27:41: much more efficient than that,
00:27:41 --> 00:27:43: and so we didn't want to just react to the
00:27:44 --> 00:27:45: latest and greatest.
00:27:45 --> 00:27:48: We wanted to acknowledge that.
00:27:48 --> 00:27:52: You can't talk about technology trends at the current without
00:27:52 --> 00:27:56: thinking about the other priorities that that matter more and
00:27:56 --> 00:27:57: always have mattered a lot.
00:27:57 --> 00:28:02: So transit, bike and pedestrian access and putting those that
00:28:02 --> 00:28:04: sort of at the top of the pyramid in how
00:28:05 --> 00:28:06: we think about reallocation.
00:28:06 --> 00:28:08: Next step.
00:28:08 --> 00:28:12: And I think we also wanted to be outcome oriented.
00:28:12 --> 00:28:15: So Denver has really, really ambitious mobility goals.
00:28:15 --> 00:28:19: The Mobility Action Plan puts out an SV reduction rate
00:28:19 --> 00:28:20: for commuters to 50%
00:28:20 --> 00:28:23: at a date. That's right around the corner.
00:28:23 --> 00:28:27: Really, at this point 9 years away.
00:28:27 --> 00:28:31: And so you know that's in addition to ambitious greenhouse
00:28:31 --> 00:28:33: gas emissions goals,
00:28:33 --> 00:28:36: and so I think it's really important to,
00:28:36 --> 00:28:40: you know, talk about those goals in any curb management
00:28:40 --> 00:28:40: project.
00:28:40 --> 00:28:44: We're not going to hit any of those curb goals
00:28:44 --> 00:28:47: if we already have those overarching goals.
00:28:47 --> 00:28:50: If we let the Kirby managed only Tord sort of
00:28:50 --> 00:28:52: the latest technology trends.
00:28:52 --> 00:28:57: Basically, we wanted the outcome oriented in how we
00:28:57 --> 00:28:57: thought
00:28:57 --> 00:28:57: about.
00:28:57 --> 00:29:01: Take our next line. So as we said,
00:29:01 --> 00:29:03: we had a lot of great ideas.
00:29:03 --> 00:29:06: There's there's really robust debate on this topic,
00:29:06 --> 00:29:09: which was super fun, and so we sort of broke
00:29:10 --> 00:29:13: out our our recommendations into four pieces,
00:29:13 --> 00:29:15: and they are listed here.
00:29:15 --> 00:29:18: And this is in addition to the pricing component that

00:29:18 --> 00:29:21: we discussed as part of the second question,
 00:29:21 --> 00:29:24: we were opposed. And to kick things off,
 00:29:24 --> 00:29:27: we wanted to make sure that we had a really
 00:29:27 --> 00:29:29: clear hierarchy of curve users and so that's up on
 00:29:29 --> 00:29:31: the top right and mentioned it,
 00:29:31 --> 00:29:32: and it's sort of flipping right,
 00:29:32 --> 00:29:35: like right now. Metered parking is the default.
 00:29:37 --> 00:29:38: In accents of anything else,
 00:29:38 --> 00:29:42: that's what's there. And we wanted to start with some
 00:29:42 --> 00:29:46: prioritization language to get things going.
 00:29:46 --> 00:29:49: And then we talked about a standard template,
 00:29:49 --> 00:29:52: which I'll show you on the next slide.
 00:29:52 --> 00:29:54: Also covered pricing for different uses.
 00:29:54 --> 00:29:59: And as always, enforcement can't be overstated in its
 importance
 00:29:59 --> 00:30:03: in making sure that all of these neat things actually
 00:30:03 --> 00:30:03: work.
 00:30:03 --> 00:30:06: I want to talk a little bit about the template
 00:30:07 --> 00:30:08: idea on the next slide.
 00:30:08 --> 00:30:11: So you can kind of click through here.
 00:30:11 --> 00:30:14: Marianne, but we talked a lot about all the new
 00:30:14 --> 00:30:17: pressures and how to make space for them,
 00:30:17 --> 00:30:19: and there is a strong desire to but also the
 00:30:20 --> 00:30:23: recognition that I could just start slicing and dicing.
 00:30:23 --> 00:30:26: It's going to get a little bit too fine grained.
 00:30:26 --> 00:30:30: It's going to be difficult for users to make sense
 00:30:30 --> 00:30:33: if there is something to be said for a little
 00:30:33 --> 00:30:37: consistency and kind of knowing and having good intuition
 and
 00:30:37 --> 00:30:38: how you how you operate.
 00:30:38 --> 00:30:40: In our streets and you know,
 00:30:40 --> 00:30:43: at the curb. So the group members had the idea
 00:30:43 --> 00:30:46: to kind of just create a template that every street
 00:30:46 --> 00:30:47: is going to be different.
 00:30:47 --> 00:30:50: But you know, by starting with a little bit of
 00:30:50 --> 00:30:52: a template that can be applied,
 00:30:52 --> 00:30:53: maybe we can, you know,
 00:30:53 --> 00:30:56: find that balance of being flexible but have a little
 00:30:56 --> 00:31:00: consistency for how space is reallocated and there's a little
 00:31:00 --> 00:31:04: a little research that went into some of allocation decisions.
 00:31:04 --> 00:31:06: You know, thinking about mid block for loading,
 00:31:06 --> 00:31:09: knowing that that can be quite a bit.
 00:31:09 --> 00:31:12: Safer for people walking and biking.

00:31:12 --> 00:31:15: So we built a template and sort of tested it
00:31:15 --> 00:31:19: on a few streets in our rapid fire session and
00:31:19 --> 00:31:22: wanted to put that forward as a sort of a
00:31:22 --> 00:31:26: default spot and a default way of thinking about organizing
00:31:26 --> 00:31:27: the curve,
00:31:27 --> 00:31:32: knowing that it's a pattern that will be broken block
00:31:32 --> 00:31:33: by block.
00:31:33 --> 00:31:36: Can you go forward a little bit there?
00:31:36 --> 00:31:37: Thank you two more perfect.
00:31:37 --> 00:31:40: OK so I think I covered a lot of this.
00:31:40 --> 00:31:43: We were trying to organize the space in a way
00:31:43 --> 00:31:47: that's that's intuitive and not to not breaking out a
00:31:47 --> 00:31:49: separate space for every specific use.
00:31:52 --> 00:31:54: And there are a lot of pilots,
00:31:54 --> 00:31:57: a lot of freight and loading pilots being discussed right
00:31:57 --> 00:31:57: now,
00:31:57 --> 00:32:00: and some of them. Some of them are aren't working
00:32:00 --> 00:32:01: out.
00:32:01 --> 00:32:03: Some look promising, and so we wanted to kind of
00:32:03 --> 00:32:05: Createspace for those,
00:32:05 --> 00:32:08: but not over rely on them to solve our problems.
00:32:08 --> 00:32:11: We felt that it's important to allow them and to
00:32:11 --> 00:32:12: see what can happen,
00:32:12 --> 00:32:15: but we also know that you don't get to really
00:32:15 --> 00:32:19: innovate your way out of great curb allocation decisions that
00:32:19 --> 00:32:21: are based on mode split Golden City values.
00:32:21 --> 00:32:24: So we thought you know this might be a good
00:32:24 --> 00:32:27: way of kind of striking the balance between the basics
00:32:27 --> 00:32:31: and the futuristic pilots that we're all going to have
00:32:31 --> 00:32:34: the opportunity to look through over the next few years.
00:32:36 --> 00:32:39: So that ends our tour and we think they covered
00:32:39 --> 00:32:39: a lot.
00:32:39 --> 00:32:42: We covered parking often on street and curb.
00:32:42 --> 00:32:44: It was a whirlwind couple of days and I'm going
00:32:44 --> 00:32:47: to turn it back over to Mary Ann and our
00:32:47 --> 00:32:50: wonderful panelists to dig a little deeper into these themes.
00:32:54 --> 00:32:56: Thank you so much, Lauren.
00:32:56 --> 00:32:58: I know that it was a while ago since we
00:32:58 --> 00:33:00: gave this tap presentation,
00:33:00 --> 00:33:03: so you being able to remember all of these recommendations
00:33:03 --> 00:33:04: is really remarkable.
00:33:04 --> 00:33:07: Now we're going to move into the panel and we're

00:33:07 --> 00:33:11: just going to have really rapid fire opening remarks from
 00:33:11 --> 00:33:14: each panelist and then we'll move into a Q&A moderated
 00:33:14 --> 00:33:17: by Jordan Block so. Take it away,
 00:33:17 --> 00:33:20: Jeremiah. Great thank you Mary Ann,
 00:33:20 --> 00:33:23: Ilana and the wonderful staff at you alive for putting
 00:33:23 --> 00:33:24: this together.
 00:33:24 --> 00:33:26: It's very important topic. Next slide please.
 00:33:29 --> 00:33:32: So I'm Jeremiah Simpson. I'm a parking mobility planner with
 00:33:32 --> 00:33:33: kimley horn.
 00:33:33 --> 00:33:35: I am from California originally,
 00:33:35 --> 00:33:37: but I've been here in Denver for almost 18 years
 00:33:37 --> 00:33:41: so really enjoyed seeing how much the city and specifically
 00:33:41 --> 00:33:44: our urban core in transit systems have changed over the
 00:33:44 --> 00:33:45: last decade and a half.
 00:33:45 --> 00:33:48: Would like to spend just a few minutes talking about
 00:33:48 --> 00:33:52: one of the recommendations from the climate Change
 Advisory panel,
 00:33:52 --> 00:33:55: and that is specifically trying to summarize all that great
 00:33:55 --> 00:33:57: information Lauren had,
 00:33:57 --> 00:33:59: but specifically trying to right size.
 00:33:59 --> 00:34:03: Parking using shared parking and and looking very closely at
 00:34:03 --> 00:34:06: parking needs on a project by project basis.
 00:34:06 --> 00:34:09: Right next slide please.
 00:34:09 --> 00:34:12: So my agenda for today is to discuss why the
 00:34:12 --> 00:34:14: right size parking still matters,
 00:34:14 --> 00:34:17: introduced you allies shared parking,
 00:34:17 --> 00:34:19: 3rd Edition, which came out in 2020.
 00:34:19 --> 00:34:22: I'm gonna talk about some of the trends that we're
 00:34:22 --> 00:34:25: looking at in the industry for the next.
 00:34:25 --> 00:34:27: You know, three to five years.
 00:34:27 --> 00:34:31: This slide illustrates what we all can experience in practice
 00:34:31 --> 00:34:35: and that the parking experience can be can be great
 00:34:35 --> 00:34:36: and you won't remember it.
 00:34:36 --> 00:34:40: But it is the first and last the customer experience.
 00:34:40 --> 00:34:42: Next slide, please.
 00:34:42 --> 00:34:45: But why is parking so relevant to the discussion on
 00:34:45 --> 00:34:46: climate change?
 00:34:46 --> 00:34:50: Well, those of you in the development background and
 industry
 00:34:50 --> 00:34:53: can appreciate the major impact that parking has on the
 00:34:54 --> 00:34:55: infrastructure required.
 00:34:55 --> 00:34:57: This is in terms of land cost,

00:34:57 --> 00:35:01: but from a climate change perspective also the opportunity cost

00:35:01 --> 00:35:04: the impact on density and the walkability of the project

00:35:04 --> 00:35:06: and the surrounding uses.

00:35:06 --> 00:35:09: For this reason, those of us in planning feel that

00:35:09 --> 00:35:13: it's very important to make our parking footprints as efficient as possible.

00:35:13 --> 00:35:14: as possible.

00:35:14 --> 00:35:17: To really serve that land use and not oversupply parking.

00:35:17 --> 00:35:20: This means promoting shared use of parking.

00:35:20 --> 00:35:24: Where possible, a managing those assets very carefully and promoting

00:35:24 --> 00:35:25: mobility choice.

00:35:25 --> 00:35:28: Next slide please.

00:35:28 --> 00:35:30: So why? What is shared parking and why does it

00:35:30 --> 00:35:31: still matter?

00:35:31 --> 00:35:34: Well, the textbook definition is that this is the ability

00:35:35 --> 00:35:37: of two or more land uses to share the same

00:35:37 --> 00:35:39: parking resources without encroachment.

00:35:39 --> 00:35:42: This is generally due to differences in time of day

00:35:42 --> 00:35:44: or Cincinnati seasonality,

00:35:44 --> 00:35:46: but we'll get into some of the nuances a little

00:35:47 --> 00:35:47: bit later.

00:35:47 --> 00:35:49: So why did I include the word still?

00:35:49 --> 00:35:52: Well, many of us have already seen or heard about

00:35:52 --> 00:35:53: shared parking,

00:35:53 --> 00:35:56: and yet we see so many challenges in promoting the

00:35:56 --> 00:36:00: shared parking approach and right sizing the parking footprint.

00:36:00 --> 00:36:03: Some of the factors that we see in our new

00:36:03 --> 00:36:07: development include the overestimation of parking needs by our local

00:36:07 --> 00:36:08: cities,

00:36:08 --> 00:36:11: developers under writers, tenants, lease leasing agents,

00:36:11 --> 00:36:15: the lack of zoning code specificity that's appropriate for the

00:36:15 --> 00:36:17: nuances of land use,

00:36:17 --> 00:36:20: and kind of an outdated understanding of how our land

00:36:20 --> 00:36:23: uses are used on the demand patterns,

00:36:23 --> 00:36:25: especially for brick and mortar retail,

00:36:25 --> 00:36:28: which is really changed a lot over the last few

00:36:28 --> 00:36:29: decades.

00:36:29 --> 00:36:32: Next slide, please.

00:36:32 --> 00:36:35: So from the standpoint of climate change,

00:36:35 --> 00:36:38: let's discuss the impacts of getting this number right.

00:36:38 --> 00:36:42: You can see the image of downtown Denver from 1976

00:36:42 --> 00:36:45: on the right and then Denver today in 2020.

00:36:45 --> 00:36:48: You can just see the clock tower there in both

00:36:48 --> 00:36:51: images in the mid 2010 St Block made popular.

00:36:51 --> 00:36:54: The term parking crater and this is in the impact

00:36:54 --> 00:36:58: of having too much surface parking which impacts the walkability

00:36:58 --> 00:37:01: and urban density of your downtown core.

00:37:01 --> 00:37:03: The slide also says or too little.

00:37:03 --> 00:37:07: Some believe that not having enough parking leads to increased

00:37:07 --> 00:37:08: traffic or VMT,

00:37:08 --> 00:37:11: which is also true, but in a lot of cases,

00:37:11 --> 00:37:14: having too little might be too little walkability or too

00:37:14 --> 00:37:16: little access to transit,

00:37:16 --> 00:37:18: so those are also considerations.

00:37:18 --> 00:37:21: Next, slide, please.

00:37:21 --> 00:37:24: So here you see in another one that's not talked

00:37:24 --> 00:37:26: about in urban planning quite as much,

00:37:26 --> 00:37:29: but surface parking has a huge impact on the heating

00:37:29 --> 00:37:30: effect of our cities.

00:37:30 --> 00:37:33: You can see in the upper left the graphic showing

00:37:33 --> 00:37:37: the urban heat island effect that's created by all of

00:37:37 --> 00:37:39: that absorb heat into the asphalt surface is,

00:37:39 --> 00:37:43: and then the less efficient handling of water detention than

00:37:43 --> 00:37:45: armor net native landscapes.

00:37:45 --> 00:37:48: On the right you can see two students from Berkeley

00:37:48 --> 00:37:49: Labs in 2012,

00:37:49 --> 00:37:52: testing out different reflective surface is to see how they

00:37:53 --> 00:37:54: would change the heat.

00:37:54 --> 00:37:57: The Heat island effect in urban core.

00:37:57 --> 00:37:58: Next slide please.

00:38:00 --> 00:38:03: So can shared parking be done well in more suburban

00:38:03 --> 00:38:03: context,

00:38:03 --> 00:38:06: even with free parking? The answer is yes.

00:38:06 --> 00:38:08: You see several examples above Belmar,

00:38:08 --> 00:38:11: the redevelopment and Stanley Marketplace in Aurora,

00:38:11 --> 00:38:15: Downtown Superior, and the original place project in Broomfield.

00:38:15 --> 00:38:19: None of these projects was without its hurdles applying shared

00:38:19 --> 00:38:21: parking on can be challenging,

00:38:21 --> 00:38:25: especially if the mixed Use Development District is being

developed

00:38:25 --> 00:38:27: under separate ownership parcels.

00:38:27 --> 00:38:29: How do we allow that to occur?

00:38:29 --> 00:38:33: We'll still sharing centralized parking resources effectively.

00:38:33 --> 00:38:35: Next slide, please.

00:38:35 --> 00:38:39: So what about parking? Shared parking and transit context?

00:38:39 --> 00:38:43: This is where getting the footprint right is vitalie important.

00:38:43 --> 00:38:46: Many of us are familiar with the graphic on the

00:38:46 --> 00:38:49: right where we use playing principles and apply a half

00:38:49 --> 00:38:52: mile or even three quarter mile radius to high frequency

00:38:52 --> 00:38:56: transit station stations and identify these as teody opportunity zones.

00:38:56 --> 00:39:01: However, studies from the Federal Department of Transportation actually set

00:39:01 --> 00:39:04: show the appetite for walking distance is a lot narrower.

00:39:04 --> 00:39:08: The 1st 300 meters out from the transit is critical.

00:39:08 --> 00:39:10: This is roughly 1/5 of a mile and this is

00:39:10 --> 00:39:11: where 8085%

00:39:11 --> 00:39:13: of people are willing to walk.

00:39:13 --> 00:39:15: So this is the most critical zone,

00:39:15 --> 00:39:19: not enough transit agencies are really using this immediately and

00:39:19 --> 00:39:19: effectively.

00:39:19 --> 00:39:23: Surface parking still accounts for most of what we find,

00:39:23 --> 00:39:26: serving many of the transit stations in many metro areas,

00:39:26 --> 00:39:28: including in Denver. Next slide,

00:39:28 --> 00:39:30: please.

00:39:30 --> 00:39:32: This trend is starting to change.

00:39:32 --> 00:39:37: Many transit agencies are recognizing the benefit of looking,

00:39:37 --> 00:39:40: locating housing and or mixed use near to transit our

00:39:40 --> 00:39:44: friends at RTD published this finding on how over parked

00:39:44 --> 00:39:48: in much of our multifamily product was within teody areas.

00:39:48 --> 00:39:51: Chad is from Hope Singer is going to be talking

00:39:52 --> 00:39:55: about this subject a little bit later on the right.

00:39:55 --> 00:39:58: We have a graphic from sorry.

00:39:58 --> 00:40:00: Right my 10 minutes and the right we have a

00:40:01 --> 00:40:04: graphic from Sound Transit exploring some real world options to

00:40:04 --> 00:40:07: actually share parking between multifamily and transit riders.

00:40:07 --> 00:40:11: They're looking more at providing parking as a service rather

00:40:11 --> 00:40:14: than investing in standalone single use parking facilities to serve

00:40:14 --> 00:40:15: transit.

00:40:15 --> 00:40:17: This might include shared use facilities,
00:40:17 --> 00:40:19: an leasing parking as a way to provide access to
00:40:19 --> 00:40:20: that transit.
00:40:20 --> 00:40:22: Next slide, please.
00:40:22 --> 00:40:25: So to continue our discussion of shared parking,
00:40:25 --> 00:40:28: there are a couple of nuances in the 3rd edition
00:40:28 --> 00:40:30: that aren't clearly understood.
00:40:30 --> 00:40:32: One is that there is a captive ratio,
00:40:32 --> 00:40:36: and this allows for reduction in parking due to internal
00:40:36 --> 00:40:36: trips,
00:40:36 --> 00:40:39: so getting the balance right between land uses is one
00:40:39 --> 00:40:42: of the strategies in addition to complementary uses.
00:40:42 --> 00:40:45: Another is the drive ratio and we're just starting to
00:40:46 --> 00:40:49: see how greatly this drive ratio can be impacted by
00:40:49 --> 00:40:51: how the parking is managed within the project,
00:40:51 --> 00:40:55: and some of the transportation demand management or TDM
strategies
00:40:55 --> 00:40:56: we apply.
00:40:56 --> 00:41:00: Next slide, please. So here's an example of applying shared
00:41:01 --> 00:41:04: parking concepts to the single land use.
00:41:04 --> 00:41:07: Denver is one of the most active markets in 2020
00:41:07 --> 00:41:09: in terms of new housing development,
00:41:09 --> 00:41:14: we saw nearly 2400 apartment complex excuse me 2400
apartment
00:41:14 --> 00:41:16: units being completed in 2020.
00:41:16 --> 00:41:18: It's still a very hot market.
00:41:18 --> 00:41:23: Housing is very important consideration when we talk about
climate
00:41:23 --> 00:41:28: change because locating housing near transit services and
jobs reduces
00:41:28 --> 00:41:29: the VMT overall.
00:41:29 --> 00:41:32: The UI ratios and drive ratio variables kind of the
00:41:32 --> 00:41:35: base ratios are shown in the lower right.
00:41:35 --> 00:41:38: A lot of our suburban communities in and around the
00:41:38 --> 00:41:41: Denver Metro have ratios that are much higher than these,
00:41:41 --> 00:41:44: so we see a lot of demand trying to just
00:41:44 --> 00:41:47: right size the parking ratio that the cities will accept
00:41:47 --> 00:41:49: when building new units.
00:41:49 --> 00:41:51: Next slide, please.
00:41:51 --> 00:41:54: So real quick through the last couple of slides.
00:41:54 --> 00:41:57: What are the next three to five years look like?
00:41:57 --> 00:41:59: Here's the concept of the 15 minute city.
00:41:59 --> 00:42:02: This is where city residents are able to meet most

00:42:02 --> 00:42:05: of their needs within a short walk or bicycle ride

00:42:05 --> 00:42:06: from their homes.

00:42:06 --> 00:42:09: It was popularized recently by the Mayor of Paris by

00:42:09 --> 00:42:12: design the 15 minute city is far more transit,

00:42:12 --> 00:42:15: walking and biking friendly than what we're used to,

00:42:15 --> 00:42:18: which I would categorize. Denver really is a 30 minute

00:42:18 --> 00:42:19: city especially.

00:42:19 --> 00:42:23: We consider where people live as compared to where they

00:42:23 --> 00:42:23: work.

00:42:23 --> 00:42:26: Next slide, please. So others on that.

00:42:26 --> 00:42:29: That was website. Yeah others on the panel will talk

00:42:29 --> 00:42:30: a little bit more about these,

00:42:30 --> 00:42:33: but you know we are going to see a lot

00:42:33 --> 00:42:37: more adaptive reuse opportunities as we take

00:42:37 --> 00:42:37: underperforming retail and

00:42:37 --> 00:42:37: other uses.

00:42:37 --> 00:42:40: And we look for opportunities to get the density right

00:42:40 --> 00:42:44: and better promote multimodal connections next next slide,

00:42:44 --> 00:42:46: please.

00:42:46 --> 00:42:50: Seeing a lot more integration of mobility planning at Onahole,

00:42:50 --> 00:42:55: which means combining both high frequency transit with our

00:42:55 --> 00:42:59: multimodal

00:42:59 --> 00:43:04: hubs or micro mobility and looking for options to promote

00:43:04 --> 00:43:07: healthier pedestrian places in that walkable environment.

00:43:07 --> 00:43:10: Next slide, please. Mallory Baker is going to talk a

00:43:10 --> 00:43:12: little bit about curb management plans.

00:43:12 --> 00:43:16: I believe we're going to see a lot more interest

00:43:16 --> 00:43:18: in curb management planning for most of our major cities

00:43:18 --> 00:43:20: that don't already have one in place.

00:43:20 --> 00:43:25: And also we're seeing a lot of interest out of

00:43:25 --> 00:43:27: California and moving into other cities about creating these

00:43:27 --> 00:43:29: transportation

00:43:29 --> 00:43:33: demand management plans with teeth.

00:43:33 --> 00:43:36: In other words, they have a metric that is being

00:43:36 --> 00:43:39: measured against and making sure that the TDM policies

00:43:39 --> 00:43:42: that

00:43:42 --> 00:43:45: we put in place are effective and are refined to.

00:43:45 --> 00:43:47: Encourage your reduction in single occupancy vehicle use

00:43:47 --> 00:43:50: and and

00:43:50 --> 00:43:53: a reduction in vehicle miles traveled in our communities.

00:43:53 --> 00:43:56: Mary Catherine is going to talk a little bit more

00:43:56 --> 00:43:59: about demand based pricing.

00:43:59 --> 00:44:02: I mean, one of these strategies that's being used in

00:43:50 --> 00:43:50: Seattle,

00:43:50 --> 00:43:52: so let's see next slide.

00:43:52 --> 00:43:55: Finally, we've seen a lot of recent discussion about what

00:43:55 --> 00:43:58: we do with our underutilized office space as it comes

00:43:58 --> 00:43:59: as we come out of the pandemic.

00:43:59 --> 00:44:01: How can we accommodate reuse?

00:44:01 --> 00:44:05: Adaptive reuse of these buildings and also the parking

00:44:05 --> 00:44:06: facilities

00:44:05 --> 00:44:06: that serve them.

00:44:06 --> 00:44:09: And so I would conclude that the getting the parking

00:44:09 --> 00:44:13: right is a very important factor considered when combating

00:44:13 --> 00:44:13: climate

00:44:13 --> 00:44:13: change.

00:44:13 --> 00:44:16: As we redesign our cities to rely less on driving

00:44:16 --> 00:44:19: and to promote shorter trips using alternative modes.

00:44:19 --> 00:44:22: So last slide thank you very much for your time.

00:44:22 --> 00:44:25: Go Avalanche and Nuggets and I'll pass the baton to

00:44:25 --> 00:44:26: the next speaker.

00:44:41 --> 00:44:43: I guess that's me.

00:44:43 --> 00:44:46: Go ahead Chad. Take it away.

00:44:46 --> 00:44:47: Alright, well.

00:44:49 --> 00:44:51: Thanks Jeremiah and.

00:44:53 --> 00:44:55: My name is Chad Holtzinger.

00:44:55 --> 00:44:58: I work at Shop works architecture.

00:44:58 --> 00:45:03: We're a small architectural firm in Denver that.

00:45:03 --> 00:45:07: Focuses on low income housing an.

00:45:07 --> 00:45:10: You know, as I've been listening to these speakers,

00:45:10 --> 00:45:13: I. I'm kind of annoyed by.

00:45:13 --> 00:45:17: My education because when I started an architect school,

00:45:17 --> 00:45:20: no one ever said you know would be great.

00:45:20 --> 00:45:21: You should be an architect.

00:45:21 --> 00:45:26: Well, you're really going to be focusing on is parking

00:45:26 --> 00:45:26: lots.

00:45:26 --> 00:45:30: And so much of what we focus on at Shop

00:45:30 --> 00:45:31: works is parking.

00:45:31 --> 00:45:35: And how to. How do we kind of optimize a

00:45:35 --> 00:45:41: parking solution to unlock an opportunity for housing and?

00:45:41 --> 00:45:44: So I'm going to tell a little story about project.

00:45:44 --> 00:45:47: That shop works.

00:45:47 --> 00:45:51: And Fox Tuttle embarked on a couple of years ago.

00:45:51 --> 00:45:56: Really, in response to a series of.

00:45:56 --> 00:46:01: Unfortunate projects having to do with permanent supportive

00:45:56 --> 00:46:01: housing.

00:46:01 --> 00:46:02: In Denver.

00:46:04 --> 00:46:09: Really serving very low income bands and.

00:46:09 --> 00:46:14: And kind of the tribulations associated with producing housing for

00:46:14 --> 00:46:20: folks experiencing homelessness who don't have access to vehicles historically.

00:46:20 --> 00:46:25: And we had an intuition about what those parking ratios

00:46:26 --> 00:46:27: actually are.

00:46:27 --> 00:46:30: But there wasn't a lot of research or data that

00:46:30 --> 00:46:33: was relevant to the Colorado market,

00:46:33 --> 00:46:35: and there wasn't a lot of data.

00:46:35 --> 00:46:38: About these income bands.

00:46:38 --> 00:46:43: So with that said, we we studied the inner relationship

00:46:43 --> 00:46:44: of income and housing?

00:46:47 --> 00:46:49: And if you think of a families.

00:46:51 --> 00:46:53: Expenses as pieces of a pie.

00:46:53 --> 00:46:57: You know if housing is a predominance of it and

00:46:57 --> 00:46:59: food is a predominant suvit,

00:46:59 --> 00:47:03: the modality piece might be the last consideration,

00:47:03 --> 00:47:09: especially for folks experiencing homelessness or coming out of homelessness

00:47:09 --> 00:47:11: or just living in poverty.

00:47:11 --> 00:47:13: And so with all that said,

00:47:13 --> 00:47:14: let's begin.

00:47:17 --> 00:47:20: The, uh, so assumptions in our ideas.

00:47:20 --> 00:47:22: Sorry the you're going too fast.

00:47:22 --> 00:47:23: Slide #2.

00:47:25 --> 00:47:30: Affordable housing doesn't require as much parking as other forms

00:47:30 --> 00:47:31: of housing,

00:47:31 --> 00:47:34: and that's been pretty well proven.

00:47:34 --> 00:47:37: Most zoning ordinance is actually acknowledge that,

00:47:37 --> 00:47:40: however, as income levels reduced,

00:47:40 --> 00:47:42: so does.

00:47:42 --> 00:47:45: So does car ownership and the subtlety of this is

00:47:45 --> 00:47:45: not acknowledged.

00:47:45 --> 00:47:48: In most codes. You know there's a lot of information

00:47:48 --> 00:47:51: we've heard about some of it today about proximity to

00:47:51 --> 00:47:52: alternative modes.

00:47:52 --> 00:47:55: That's a big deal. RTD came out with their great

00:47:55 --> 00:47:56: study recently.

00:47:56 --> 00:47:57: If you're unfamiliar with that,

00:47:57 --> 00:48:01: I would encourage you to look it up.

00:48:01 --> 00:48:06: Obviously housing typology's having an impact on parking needs so

00:48:06 --> 00:48:13: like for sale condominiums and high income neighborhoods that might

00:48:13 --> 00:48:19: be one type versus single young professionals downtown for instance.

00:48:19 --> 00:48:21: Next slide.

00:48:21 --> 00:48:23: Uhm?

00:48:23 --> 00:48:27: A lot of jurisdictions in the Metro region requires much

00:48:27 --> 00:48:31: as a 1.25 cars without consideration to any of these

00:48:32 --> 00:48:32: factors,

00:48:32 --> 00:48:37: and in light of fast tracks and and new infrastructure

00:48:37 --> 00:48:41: around bikes and pedestrians and greenways.

00:48:41 --> 00:48:45: So these things need to be reconsidered and re calibrated.

00:48:45 --> 00:48:47: Uhm?

00:48:47 --> 00:48:51: There's no industry standard currently that I'm aware of for

00:48:51 --> 00:48:53: determining appropriate parking minimums,

00:48:53 --> 00:48:57: and I threw maximums in brackets 'cause actually that's actually

00:48:58 --> 00:48:59: where my heads at is.

00:48:59 --> 00:49:02: Trying to figure out why do we need?

00:49:02 --> 00:49:04: To think about a minimum car ratio,

00:49:04 --> 00:49:09: why don't we start setting maximums and set expectations around

00:49:09 --> 00:49:14: vehicle ownership and other modalities in city planning projects.

00:49:14 --> 00:49:16: And especially in very low income,

00:49:16 --> 00:49:19: it's really important to be able to execute these kinds

00:49:19 --> 00:49:20: of projects.

00:49:23 --> 00:49:29: And then right sized parking solutions relative to zoning.

00:49:29 --> 00:49:33: You know the viability of projects often hinges on that,

00:49:33 --> 00:49:37: so you know this is what animated our next slide,

00:49:37 --> 00:49:39: the.

00:49:39 --> 00:49:43: The research project that I mentioned before next slide and

00:49:43 --> 00:49:44: I'll throw a link.

00:49:44 --> 00:49:48: Actually, my colleague Laura worked on this considerably,

00:49:48 --> 00:49:51: as did Cassie Slate. I think they're both on the

00:49:51 --> 00:49:53: call from Fox Tuttle and you know,

00:49:53 --> 00:49:57: so in Q&A if there's if there's questions about some

00:49:57 --> 00:49:59: of the same might want to type in,

00:49:59 --> 00:50:02: but but basically the idea is that we took.

00:50:02 --> 00:50:06: In research, 19 properties within the Denver metro area,

00:50:06 --> 00:50:09: the average am I was on the low side and

00:50:09 --> 00:50:11: that was purposeful.

00:50:11 --> 00:50:14: We looked at projects in the 30 to 50%.

00:50:14 --> 00:50:17: Am I average am I?

00:50:17 --> 00:50:20: Bandwidth and the reason for that is that I think

00:50:20 --> 00:50:25: conventional knowledge has said that you know the 6080 percent

00:50:25 --> 00:50:25: 100%

00:50:25 --> 00:50:29: am I. There's some? There's some acknowledgement to that in

00:50:29 --> 00:50:31: the Denver ordinance,

00:50:31 --> 00:50:34: and most zoning ordinances.

00:50:34 --> 00:50:37: But I think as we drop lower and lower and

00:50:37 --> 00:50:39: lower in the micc brackets,

00:50:39 --> 00:50:43: there is kind of a falling off of car ownership.

00:50:43 --> 00:50:44: Next slide.

00:50:48 --> 00:50:51: So what we found actually matched our intuition,

00:50:51 --> 00:50:54: but it's equally surprising to say it,

00:50:54 --> 00:50:56: like when you say it out loud.

00:50:56 --> 00:50:59: So I'm going to say it out loud.

00:50:59 --> 00:51:05: The. Average vehicle ownership was about one vehicle per 12

00:51:05 --> 00:51:07: units in that 30 to 50%

00:51:07 --> 00:51:08: am I.

00:51:10 --> 00:51:13: Income band. And the 30%

00:51:13 --> 00:51:15: a my units were even lower,

00:51:15 --> 00:51:20: so the second bullet you know first one bedroom supportive

00:51:20 --> 00:51:24: housing units and that would be typically a 30%

00:51:24 --> 00:51:26: am I or less? Really only five point.

00:51:26 --> 00:51:31: 3% of the residents that we surveyed across these 19

00:51:31 --> 00:51:34: properties had access to a car.

00:51:34 --> 00:51:38: In that stunning when you think to think that endeavor

00:51:38 --> 00:51:42: fairly permissive zoning ordinance might be .75 per unit with

00:51:42 --> 00:51:44: with some modification.

00:51:44 --> 00:51:48: So you might be able to get down to like

00:51:48 --> 00:51:49: .6 pretty easily.

00:51:49 --> 00:51:51: And the demand is really only 5.3.

00:51:54 --> 00:51:57: And so.

00:51:57 --> 00:52:02: The differential the differential between 5.3 or even even .1

00:52:02 --> 00:52:07: to .6 sometimes is the difference between being able to

00:52:07 --> 00:52:10: execute a project or not,

00:52:10 --> 00:52:15: and also say that in in terms of a policy

00:52:15 --> 00:52:16: idea when.

00:52:16 --> 00:52:18: In a municipality says something to the effect of we

00:52:19 --> 00:52:21: really want to prioritize affordability into our community,
00:52:21 --> 00:52:26: and we understand that there's so much land pressure.
00:52:26 --> 00:52:29: That, uh, that we have to figure out things to
00:52:29 --> 00:52:32: do to to kind of level the playing field for
00:52:32 --> 00:52:34: the development of low income housing.
00:52:34 --> 00:52:40: Acknowledging the subtleties of this and rightsizing parking is
a
00:52:40 --> 00:52:45: big advantage for low income housing development because
the price
00:52:46 --> 00:52:50: of land relative to a market rate type builder who
00:52:50 --> 00:52:53: asked to incorporate.
00:52:53 --> 00:52:58: A reasonable parking ratio consistent with their clientele
versus an
00:52:58 --> 00:53:02: affordable project which shouldn't provide that much parking.
00:53:02 --> 00:53:04: It does level the land cost.
00:53:07 --> 00:53:09: To some degree, I'm not sure it quite gets to
00:53:10 --> 00:53:10: competitive,
00:53:10 --> 00:53:13: but it does help. Next slide.
00:53:16 --> 00:53:23: So obviously. Income plays a substantial role,
00:53:23 --> 00:53:28: 5.3% at 30%. Am I or below single bed unit.
00:53:28 --> 00:53:32: Versus you know higher end or market rate,
00:53:32 --> 00:53:37: luxury type, condo or apartment.
00:53:37 --> 00:53:41: That's one band with next slide.
00:53:41 --> 00:53:43: Typology is also really important,
00:53:43 --> 00:53:46: and I think the subtlety around policy in this category
00:53:46 --> 00:53:49: there there is some acknowledgement of seniors.
00:53:49 --> 00:53:52: For instance in most ordinance.
00:53:52 --> 00:53:56: But the question of workforce housing young professionals
living downtown
00:53:56 --> 00:53:59: versus family needs versus supportive housing which which
might be
00:53:59 --> 00:54:02: individuals or families coming out of homelessness.
00:54:05 --> 00:54:08: All of those do play a role similar similar to
00:54:09 --> 00:54:10: the income question.
00:54:10 --> 00:54:14: And then the last Fulcrum next slide is.
00:54:14 --> 00:54:20: The Walk, Bike, Transit score and as you can imagine
00:54:20 --> 00:54:26: in places where there's not great access to transit or
00:54:26 --> 00:54:32: bike or walking facility or access to jobs and services
00:54:32 --> 00:54:35: nearby.
00:54:35 --> 00:54:38: Vehicle ownership goes up. It's kind of drive till you
00:54:38 --> 00:54:39: qualify.
00:54:39 --> 00:54:43: Notion of missing middle and low income housing.
00:54:43 --> 00:54:48: Whereas if we're kind of plating dense urban housing with

00:54:48 --> 00:54:50: affordability in mind,

00:54:50 --> 00:54:53: in places where the 15 minute city is Jeremiah,

00:54:53 --> 00:54:55: just pointed out can exist.

00:54:55 --> 00:54:59: That's a way better idea and in our in our

00:54:59 --> 00:54:59: study,

00:54:59 --> 00:55:01: really.

00:55:01 --> 00:55:04: Is consistent with some of the things he was talking

00:55:04 --> 00:55:05: about.

00:55:05 --> 00:55:05: Next slide.

00:55:08 --> 00:55:10: So.

00:55:10 --> 00:55:14: I would say consider it all.

00:55:14 --> 00:55:20: Together, these three fulcrums really define onsite parking needs.

00:55:20 --> 00:55:26: That Sami housing typology and bike Walkscore transit score.

00:55:28 --> 00:55:29: Next slide.

00:55:34 --> 00:55:36: So in our study.

00:55:38 --> 00:55:45: We found that zoning requirements for the 1300 apartments that

00:55:46 --> 00:55:50: we studied required about 883 cars.

00:55:50 --> 00:55:52: And of those, only 460 were used.

00:55:52 --> 00:55:53: Next slide.

00:55:58 --> 00:56:02: That really says that 422 cars are currently unused out

00:56:02 --> 00:56:03: of that.

00:56:05 --> 00:56:09: Out of the 19 properties and.

00:56:09 --> 00:56:12: The median cost of \$22,000 per per space and some

00:56:12 --> 00:56:13: of that.

00:56:13 --> 00:56:15: Some of them are structured,

00:56:15 --> 00:56:17: some of them are surface.

00:56:17 --> 00:56:21: So we picked 22,000 is kind of somewhere in the

00:56:21 --> 00:56:22: middle.

00:56:22 --> 00:56:26: It's about \$10 million of funds spent on unnecessary parking

00:56:26 --> 00:56:26: over.

00:56:28 --> 00:56:32: Over 6 years over 20 projects which which is just

00:56:32 --> 00:56:36: anecdotally the equivalent of a 40 unit apartment.

00:56:39 --> 00:56:42: In the line of work we're doing so.

00:56:42 --> 00:56:46: These ratios are not insignificant and the impact of policy

00:56:46 --> 00:56:50: really can engender higher quality housing,

00:56:50 --> 00:56:54: higher quantity of housing in good locations,

00:56:54 --> 00:56:55: the last slide.

00:56:59 --> 00:57:00: So with all that said,

00:57:00 --> 00:57:05: I would say parking policies that acknowledge the fulcrums of

00:57:05 --> 00:57:10: demand really do provide opportunity to create affordability

and proximity

00:57:10 --> 00:57:14: to transit in commerce and and we're big fans of

00:57:14 --> 00:57:16: rightsizing parking and and.

00:57:18 --> 00:57:22: Anak knowledge and kind of what we anticipate the need

00:57:22 --> 00:57:24: is relative to transit and access.

00:57:24 --> 00:57:25: And on top of that,

00:57:25 --> 00:57:28: I really love the idea of of some of the

00:57:28 --> 00:57:31: things that we're talking about of curb management and actually

00:57:31 --> 00:57:34: one of the ideas that I hope somebody talks about

00:57:34 --> 00:57:38: is getting rid of curves altogether and and creating ribbon

00:57:38 --> 00:57:40: parks and and places for ducks and stuff.

00:57:40 --> 00:57:42: So anyway, thanks for your time.

00:57:49 --> 00:57:51: OK.

00:57:51 --> 00:57:55: Hey everybody, my name is Mallory Baker with Walker Consultants

00:57:55 --> 00:57:58: and I'm really excited to talk to you about the

00:57:58 --> 00:58:00: curban climate change.

00:58:00 --> 00:58:03: Today I want to echo my other panelists thanks to

00:58:03 --> 00:58:07: you like Colorado and the amazing staff on their team.

00:58:07 --> 00:58:10: This is a really exciting topic.

00:58:10 --> 00:58:13: So with all the nihilistic climate change talk,

00:58:13 --> 00:58:16: it's really exciting and inspiring to hear about some of

00:58:17 --> 00:58:20: the local government initiatives to use policy,

00:58:20 --> 00:58:24: practice, infrastructure to meet really big and lofty and ambitious

00:58:24 --> 00:58:26: climate and sustainability goals.

00:58:26 --> 00:58:29: And I want to talk to you all today about

00:58:29 --> 00:58:32: how curb management can really serve as part of the

00:58:32 --> 00:58:36: path and be a really salient contributor to climate and

00:58:36 --> 00:58:41: sustainability goals, especially when it comes to reducing vehicle emissions,

00:58:41 --> 00:58:44: which are a huge contributor to the erosion of our.

00:58:44 --> 00:58:47: Environment in our climate.

00:58:47 --> 00:58:48: And on the bad side,

00:58:48 --> 00:58:51: I want to also talk about how our community is,

00:58:51 --> 00:58:56: your community. My community might be undermining our climate and

00:58:56 --> 00:59:00: sustainability initiatives with the way that we manage our curbs

00:59:00 --> 00:59:03: or the way that we don't manage our curbs.

00:59:03 --> 00:59:06: So next slide, please.

00:59:06 --> 00:59:09: So I wanted to introduce myself a little more deeply

00:59:09 --> 00:59:13: and then introduce someone who's not here who is a
00:59:13 --> 00:59:16: just a exhaustive resource on curb management.
00:59:16 --> 00:59:19: Generally. Again, my name is Mallory Baker.
00:59:19 --> 00:59:22: I've been with Walker for about five years now,
00:59:22 --> 00:59:25: and I've been a planner for about 10.
00:59:25 --> 00:59:28: I lead our Mountain West municipal practice and I also
00:59:28 --> 00:59:32: lead our entitlements and regulatory practice.
00:59:32 --> 00:59:36: So I on the side I help developers like Chad
00:59:36 --> 00:59:37: and others.
00:59:37 --> 00:59:39: Think about ways to meet creatively,
00:59:39 --> 00:59:44: meet parking requirements and zoning requirements and in
various cities
00:59:44 --> 00:59:46: in the Mountain West.
00:59:46 --> 00:59:51: And I loved hearing about Chad's approach to parking
requirements.
00:59:51 --> 00:59:55: And I also manage our public engagement strategy firm wide
00:59:55 --> 00:59:58: and a lot of curb management is just bringing the
00:59:58 --> 01:00:00: community along with you in these efforts.
01:00:00 --> 01:00:04: And Chrissy Mancini Nichols is our amazing national lead for
01:00:04 --> 01:00:06: curb management and new mobility.
01:00:06 --> 01:00:09: Next slide.
01:00:09 --> 01:00:12: So I'm going to start with kind of an open
01:00:12 --> 01:00:15: secret and I know that my other panelists and colleagues
01:00:15 --> 01:00:17: here have alluded to it.
01:00:17 --> 01:00:19: The curb is prime real estate,
01:00:19 --> 01:00:22: and in a lot of communities it's really the biggest
01:00:22 --> 01:00:25: chunk of real estate that's in the public realm.
01:00:25 --> 01:00:29: And in fact another open secret is that billions and
01:00:29 --> 01:00:33: that's billions of the bee of dollars are lost every
01:00:33 --> 01:00:36: year because of poor management of the curb.
01:00:36 --> 01:00:38: So really, what is curb management?
01:00:38 --> 01:00:42: You know curb management is taking control of a space
01:00:42 --> 01:00:47: that's really been traditionally allocated to just personal
vehicle storage.
01:00:47 --> 01:00:50: It's prioritizing this essential piece of real estate to meet
01:00:51 --> 01:00:54: broad goals like climate and sustainability initiatives,
01:00:54 --> 01:00:57: but also economic vitality initiatives,
01:00:57 --> 01:01:00: social equity initiatives, fiscal goals.
01:01:00 --> 01:01:03: It's leveraging that infrastructure, the policy,
01:01:03 --> 01:01:07: the administration and enforcement of that infrastructure to
meet those
01:01:07 --> 01:01:07: goals,
01:01:07 --> 01:01:11: and being intentional about how that space is reserved and

01:01:12 --> 01:01:12: allocated.

01:01:12 --> 01:01:16: It can really be as simple as physical allocation,

01:01:16 --> 01:01:19: like just expanding a sidewalk or striping the right of

01:01:19 --> 01:01:20: way,

01:01:20 --> 01:01:24: delineating the difference between what is public and what is

01:01:24 --> 01:01:24: private.

01:01:24 --> 01:01:28: And as as complicated as cloud based monetization,

01:01:28 --> 01:01:31: next slide, please.

01:01:31 --> 01:01:34: So what we're really talking about here is taking a

01:01:34 --> 01:01:38: piece of real estate from just another piece of vehicle

01:01:38 --> 01:01:38: storage,

01:01:38 --> 01:01:42: a place where people can toss their personal vehicles to

01:01:42 --> 01:01:44: a true community resource.

01:01:44 --> 01:01:47: You know, making this space live up to its name

01:01:47 --> 01:01:49: as the public right of way.

01:01:49 --> 01:01:53: And there are many competing uses for this space that

01:01:53 --> 01:01:56: have evolved and become more varied and numerous.

01:01:56 --> 01:02:00: Overtime there are things that we think of most commonly

01:02:00 --> 01:02:02: like motorists and vehicle storage.

01:02:02 --> 01:02:05: Still a component of curb management and curb usage.

01:02:05 --> 01:02:10: Today there is active transportation like pedestrians and

01:02:10 --> 01:02:13: cyclists.

01:02:10 --> 01:02:13: There is commercial use of the space like food trucks

01:02:13 --> 01:02:17: and parklets and like the COVID-19 evolutions that we saw

01:02:17 --> 01:02:21: in the last year with restaurants and restaurant customers.

01:02:21 --> 01:02:24: Filling out onto the sidewalk and into the curb space.

01:02:24 --> 01:02:27: And then there are these kind of novel uses of

01:02:27 --> 01:02:31: the curb like transportation network companies pick up and

01:02:31 --> 01:02:31: drop

01:02:31 --> 01:02:31: off.

01:02:31 --> 01:02:35: So like Uber and Lyft like Micro Mobility Company is

01:02:35 --> 01:02:39: E bikes E scooters and eventually even autonomous

01:02:39 --> 01:02:42: vehicles.

01:02:39 --> 01:02:42: Next slide, please.

01:02:42 --> 01:02:45: Thanks, so I'm going to get a little persuasive here

01:02:45 --> 01:02:49: and try to convince you that a climate friendly curb

01:02:49 --> 01:02:54: curb that really contributes to climate and sustainability

01:02:54 --> 01:02:59: initiatives is

01:02:54 --> 01:02:59: an intentionally managed curb. Next slide.

01:02:59 --> 01:03:03: So let's talk about what people want worse versus what

01:03:03 --> 01:03:03: they have.

01:03:03 --> 01:03:08: So generally when communities approach us or approach

01:03:03 --> 01:03:08: other people

01:03:08 --> 01:03:10: who are in this space and do this work,
01:03:10 --> 01:03:12: they want a lot of things.
01:03:12 --> 01:03:16: There's a big laundry list of things that they want,
01:03:16 --> 01:03:20: especially when it comes to climate and sustainability initiatives.
01:03:20 --> 01:03:22: They might want VMT reduction,
01:03:22 --> 01:03:26: SOV single occupancy vehicle commuting reduction,
01:03:26 --> 01:03:30: greenhouse gas emissions reduction, more philosophically,
01:03:30 --> 01:03:33: they might want. A more walkable community and more bike friendly community.
01:03:33 --> 01:03:34: friendly community.
01:03:34 --> 01:03:38: A community where people Park once and then walk around
01:03:38 --> 01:03:42: the businesses and shops and patronize those businesses and shops,
01:03:42 --> 01:03:45: but that doesn't align very well with what they had
01:03:45 --> 01:03:46: on the ground.
01:03:46 --> 01:03:50: What they have on the ground is free parking.
01:03:50 --> 01:03:54: Unenforced parking a curb where no data is collected where
01:03:54 --> 01:03:58: we don't understand the uses of the curb where other
01:03:58 --> 01:04:01: uses of the curb are just not accommodated and maybe
01:04:01 --> 01:04:05: the most challenging aspect of curb management.
01:04:05 --> 01:04:08: They have a population that's used to how the curb
01:04:08 --> 01:04:11: is managed or the lack of management of the curb.
01:04:11 --> 01:04:15: They have a population in a community that has entitlement
01:04:15 --> 01:04:17: to that right of way space.
01:04:17 --> 01:04:21: There are eroding the public nature of that space.
01:04:21 --> 01:04:24: By using it as just an extension of their home
01:04:24 --> 01:04:26: of their driveway of their garage.
01:04:26 --> 01:04:29: Next slide, please.
01:04:29 --> 01:04:31: So how do you get from what you have to
01:04:31 --> 01:04:35: what you need to achieve those big climate and sustainability
01:04:35 --> 01:04:39: goals to really start to build the environment that we
01:04:39 --> 01:04:41: all want to live in?
01:04:41 --> 01:04:44: Typically when we talk about curb management,
01:04:44 --> 01:04:47: we talk about this last red chunk over here 7.
01:04:47 --> 01:04:49: We're talking about sexy technology.
01:04:49 --> 01:04:52: We're talking about stuff in the cloud.
01:04:52 --> 01:04:55: We're talking about monetization of the curb,
01:04:55 --> 01:04:58: but curb management is really an iterative journey and you
01:04:58 --> 01:05:00: can start small.
01:05:00 --> 01:05:03: You can start over at one with simple just demarcation
01:05:03 --> 01:05:04: of the right of way.
01:05:04 --> 01:05:07: What is public? What is private?

01:05:07 --> 01:05:10: And then you can slowly get into enforcement of rules

01:05:10 --> 01:05:11: and regulations.

01:05:11 --> 01:05:14: Clear allocation of uses of the curb.

01:05:14 --> 01:05:17: Getting into expanding public use of the curb like parklets

01:05:17 --> 01:05:20: getting into expanding active transportation.

01:05:20 --> 01:05:23: Use of the curb space transit use of the curb

01:05:23 --> 01:05:26: space and then you get into monetization.

01:05:26 --> 01:05:29: But what I want you to get out of this

01:05:29 --> 01:05:32: slide is that anyone can do curb management and curb

01:05:32 --> 01:05:34: management is very varied.

01:05:34 --> 01:05:36: Next slide please.

01:05:36 --> 01:05:39: So how do you get on a climate friendly track?

01:05:39 --> 01:05:41: There are some clear steps to get there.

01:05:41 --> 01:05:43: I am going to be very broad here.

01:05:43 --> 01:05:46: You want to start with setting clear goals.

01:05:46 --> 01:05:47: Keep your goals in mind.

01:05:47 --> 01:05:50: Keep the mountain that you want to climb in mind.

01:05:50 --> 01:05:53: You're just trying to allocate the right of way and

01:05:53 --> 01:05:55: the curb space in a way that helps you meet

01:05:55 --> 01:05:56: your goals.

01:05:56 --> 01:05:58: Those might be close from your master.

01:05:58 --> 01:06:01: Plan goals from your transportation masterplan,

01:06:01 --> 01:06:05: broader goals that your community has indicated around

01:06:05 --> 01:06:06: sustainability.

01:06:06 --> 01:06:10: Get quantitative and get specific with those goals.

01:06:10 --> 01:06:13: Prioritize the right of way with those goals in mind.

01:06:13 --> 01:06:17: So if you have a really substantial climate and sustainability

01:06:17 --> 01:06:18: initiative,

01:06:18 --> 01:06:20: you might immediately jump to monetization.

01:06:20 --> 01:06:24: You might jump immediately to pay parking.

01:06:24 --> 01:06:27: We want to also understand existing conditions,

01:06:27 --> 01:06:31: so we really want to collect clear quantitative and qualitative

01:06:31 --> 01:06:35: data to understand the existing condition and also the path

01:06:35 --> 01:06:38: forward and finally bring the community along,

01:06:38 --> 01:06:40: especially if you have a situation.

01:06:40 --> 01:06:42: And this is the case in many,

01:06:42 --> 01:06:45: many communities throughout this country.

01:06:45 --> 01:06:47: That the community is used to entitlement of the right

01:06:47 --> 01:06:48: of way.

01:06:48 --> 01:06:50: They're used to owning that right of way.

01:06:50 --> 01:06:52: They're used to using that right of way as an

01:06:52 --> 01:06:55: extension of their personal and private property.

01:06:55 --> 01:06:57: You need to work to change their mind,

01:06:57 --> 01:06:59: and that's a long process.

01:06:59 --> 01:07:02: It's an iterative process and that's why you need to

01:07:02 --> 01:07:03: start small.

01:07:03 --> 01:07:05: Get to the sexy tech stuff later.

01:07:05 --> 01:07:08: Once your community is on board.

01:07:08 --> 01:07:10: Next slide.

01:07:10 --> 01:07:13: So if you want to learn more about our services

01:07:13 --> 01:07:15: or just more more about planning mobility,

01:07:15 --> 01:07:17: I did some plugs here.

01:07:17 --> 01:07:20: We're also doing a billion dollar Curve series with the

01:07:20 --> 01:07:22: American Planning Association.

01:07:22 --> 01:07:24: You can check it out at that link or just

01:07:24 --> 01:07:29: by Googling billion Dollar Curve series American Planning Association.

01:07:29 --> 01:07:32: Message for me. Thanks so much and I'm excited to

01:07:32 --> 01:07:33: talk more with the panelists.

01:07:43 --> 01:07:46: Hi everybody, I'm Mary Katherine Snyder.

01:07:46 --> 01:07:49: Last but not least, we thought it would be fun

01:07:49 --> 01:07:51: to hear from another city,

01:07:51 --> 01:07:55: so I'm with the sales Department of Transportation in the

01:07:55 --> 01:07:59: curbside management team and it was you could go to

01:07:59 --> 01:08:00: the next slide.

01:08:00 --> 01:08:03: It's really an honor. Thank you for including me and

01:08:03 --> 01:08:06: I just want to say a Melissa is as the

01:08:06 --> 01:08:09: manager with the Denver warning purpose.

01:08:09 --> 01:08:12: Actually there is one of my favorite other curbside parking

01:08:12 --> 01:08:14: people around the country,

01:08:14 --> 01:08:17: so it's really great to be able to be to

01:08:17 --> 01:08:18: participate in this.

01:08:18 --> 01:08:23: So sell Department. Transportation's mission is to deliver a transportation

01:08:23 --> 01:08:24: system that is safe,

01:08:24 --> 01:08:29: affordable, sustainable and really focuses on access to the

01:08:29 --> 01:08:29: you

01:08:29 --> 01:08:29: know,

01:08:29 --> 01:08:32: places and opportunities within the city.

01:08:32 --> 01:08:35: Because I think several people pointed out,

01:08:35 --> 01:08:38: you know we're not just into parking for parking or

01:08:38 --> 01:08:41: loading or driving for driving sake.

01:08:41 --> 01:08:44: We're trying to get somewhere and we like that place

01:08:44 --> 01:08:46: to be a really exciting,

01:08:46 --> 01:08:50: awesome restaurant or business. Orangist vibrant,
01:08:50 --> 01:08:55: an economically developed and and strong strong jobs.
01:08:55 --> 01:08:59: Ann and livable neighborhoods.
01:08:59 --> 01:09:02: And so that's where you know the curbside management
team
01:09:02 --> 01:09:06: belief plays a strong role in these this mission and
01:09:06 --> 01:09:06: vision.
01:09:06 --> 01:09:07: Next slide.
01:09:09 --> 01:09:12: So really, to focus on our approach and we have
01:09:12 --> 01:09:16: a similar program to Denver's and we look at all
01:09:16 --> 01:09:20: activities at the curb in terms of access for commerce
01:09:20 --> 01:09:24: and access for people and for themes that really focus
01:09:24 --> 01:09:25: our work.
01:09:25 --> 01:09:29: Probably like Denver and other cities were managing a finite
01:09:29 --> 01:09:33: amount of curb space to provide reliable access for people
01:09:33 --> 01:09:34: that live,
01:09:34 --> 01:09:37: work and play in the city so we have more
01:09:37 --> 01:09:39: demand than we have.
01:09:39 --> 01:09:43: Curb space and we are not building new roads and
01:09:43 --> 01:09:46: in fact we're often using a lot of curb space
01:09:46 --> 01:09:47: for our.
01:09:47 --> 01:09:52: The evolution of our translation system for transit and bicycle.
01:09:52 --> 01:09:56: Another other concept programs. We strive to be rules based
01:09:56 --> 01:09:58: and data driven,
01:09:58 --> 01:10:02: and really, especially in the last year obviously really have
01:10:02 --> 01:10:07: been taking an economic development role in connection to
our
01:10:07 --> 01:10:09: curb work during the pandemic,
01:10:09 --> 01:10:12: an recovery, both in terms of food,
01:10:12 --> 01:10:17: restaurant delivery zones and then also the city is about
01:10:17 --> 01:10:19: 200 outside dining.
01:10:19 --> 01:10:21: User curb space or sidewalk space areas,
01:10:21 --> 01:10:25: and so we're pretty active and supportive in that work
01:10:25 --> 01:10:28: to make sure that those those are able to go
01:10:28 --> 01:10:30: in and they work appropriately.
01:10:30 --> 01:10:33: And in that work we work really collaboratively with other
01:10:33 --> 01:10:37: parts of our department as DOT and making sure we're
01:10:37 --> 01:10:41: addressing critical building access needs as we build the
climate
01:10:41 --> 01:10:44: friendly and equitable transportation system.
01:10:44 --> 01:10:46: Next slide.
01:10:46 --> 01:10:49: So I wanted to talk about our paid parking program,
01:10:49 --> 01:10:52: which is our performance pricing program.

01:10:52 --> 01:10:56: It is really policy based and data driven and we've
01:10:56 --> 01:10:59: been doing this work since 2010 when our City Council
01:10:59 --> 01:11:03: decided that they really wanted to have a data driven
01:11:03 --> 01:11:08: parking management system that was technical and not so
01:11:08 --> 01:11:09: tight to politics.
01:11:09 --> 01:11:12: So we have a policy not in our code that
01:11:12 --> 01:11:14: we set our rates that one or two spaces are
01:11:14 --> 01:11:17: open and available throughout the day.
01:11:17 --> 01:11:20: So it's an availability target and really focuses on what
01:11:20 --> 01:11:21: people need,
01:11:21 --> 01:11:23: which is a parking spot.
01:11:23 --> 01:11:24: And then we managed by rates.
01:11:24 --> 01:11:27: Whether we have a minimum or maximum and then we
01:11:27 --> 01:11:29: set rates by time of day,
01:11:29 --> 01:11:33: because in Seattle I guess in particular like the mornings
01:11:33 --> 01:11:36: people just they sleep in in the morning so they're
01:11:36 --> 01:11:37: not up very early.
01:11:37 --> 01:11:40: Parking accuracy tends to be pretty low.
01:11:40 --> 01:11:44: And that afternoon and evening is really when the city
01:11:44 --> 01:11:45: gets going,
01:11:45 --> 01:11:49: and so we want to make sure we're charging appropriately
01:11:49 --> 01:11:53: for those times we are now doing quarterly rate changes
01:11:53 --> 01:11:54: up until last year,
01:11:54 --> 01:11:56: we were doing annual rate changes.
01:11:56 --> 01:12:00: But now due to the change in economic conditions around
01:12:00 --> 01:12:05: the city and changes just with the pandemic health
01:12:05 --> 01:12:09: restrictions,
01:12:09 --> 01:12:09: we want to make sure we're providing street parking
01:12:09 --> 01:12:11: appropriate
01:12:11 --> 01:12:14: for the for those.
01:12:11 --> 01:12:14: Restrictions are openings. We we use a algorithmic,
01:12:14 --> 01:12:17: algorithmic model, sometimes hard to say.
01:12:17 --> 01:12:20: It's certainly hard to understand sometimes,
01:12:20 --> 01:12:23: but it's to determine occupancy is really it's a way
01:12:23 --> 01:12:27: where we use our parking transactions to understand our
01:12:27 --> 01:12:31: occupancy
01:12:27 --> 01:12:31: in each area and then make decisions based on whether
01:12:31 --> 01:12:34: to change the rate based on the policy that's in
01:12:34 --> 01:12:35: the code.
01:12:35 --> 01:12:39: And we also have been doing a public education campaign
01:12:39 --> 01:12:42: overtime because our interest is making sure people.
01:12:42 --> 01:12:44: Now they know what the rates are,

01:12:44 --> 01:12:45: they know where it's higher,
01:12:45 --> 01:12:48: where it's lower, where there's more time available,
01:12:48 --> 01:12:51: or less time available so that they can make a
01:12:51 --> 01:12:53: smart decision about where they want to park.
01:12:53 --> 01:12:56: Next slide.
01:12:56 --> 01:13:00: And this is just our our paid parking rate map.
01:13:00 --> 01:13:03: This is a screenshot from the map this week.
01:13:03 --> 01:13:08: This is in downtown Seattle and we have just different
01:13:08 --> 01:13:13: paid parking areas based on the neighborhood business
districts or
01:13:13 --> 01:13:18: or the neighborhood geographies or different demand areas.
01:13:18 --> 01:13:22: And we really highlight this map for people to be
01:13:22 --> 01:13:24: able to find out what the rates are.
01:13:24 --> 01:13:28: If they're you know, if they're planning their trip,
01:13:28 --> 01:13:30: they can act accordingly. Right now,
01:13:30 --> 01:13:33: seller rates are there fairly low.
01:13:33 --> 01:13:36: Actually, as we are working on coming out of the
01:13:36 --> 01:13:39: pandemic and recovering so many rates are at \$0.50,
01:13:39 --> 01:13:42: but some are up to Dollar 50 or \$2.00 and
01:13:42 --> 01:13:45: we're working on making quarterly rate changes,
01:13:45 --> 01:13:49: so hopefully it will have one coming up soon since.
01:13:49 --> 01:13:52: Things actually get pretty busy around the sales
neighborhoods,
01:13:52 --> 01:13:54: which is really great to see.
01:13:54 --> 01:13:57: Next slide.
01:13:57 --> 01:14:00: So we have a pretty active mobile payment program.
01:14:00 --> 01:14:02: We use the vendor pay by phone,
01:14:02 --> 01:14:05: which is the same as in Denver that just launched.
01:14:05 --> 01:14:08: We've had pay by phone since late 2013,
01:14:08 --> 01:14:11: so I wanted just to highlight here that we've had
01:14:11 --> 01:14:15: quite a bit of growth in our mobile payment usage
01:14:15 --> 01:14:16: and now up to about 65%
01:14:16 --> 01:14:18: of our transactions are by phone.
01:14:18 --> 01:14:22: What we like about that is that it really highlights
01:14:22 --> 01:14:26: for people give us some role in customer service benefit.
01:14:26 --> 01:14:29: Like you know, you get a text message reminder.
01:14:29 --> 01:14:32: People like that they can pay on the app and
01:14:32 --> 01:14:34: they don't have to go to the pay station an
01:14:35 --> 01:14:35: for us.
01:14:35 --> 01:14:39: While we're committed to having pay station equipment on
the
01:14:39 --> 01:14:42: street for people that don't have or don't want a
01:14:42 --> 01:14:43: phone or a credit card,

01:14:43 --> 01:14:46: it does help us to reduce the amount of equipment
01:14:46 --> 01:14:48: we have in the street,
01:14:48 --> 01:14:52: which helps us be efficient with our with our just
01:14:52 --> 01:14:53: our.
01:14:53 --> 01:14:56: Our paid parking program funding.
01:14:56 --> 01:14:58: Nexcite
01:14:58 --> 01:15:02: so one thing I just highlight of some other cities.
01:15:02 --> 01:15:05: I pulled this information from city websites.
01:15:05 --> 01:15:08: I think many of these are somewhat affected by the
01:15:09 --> 01:15:12: last year just in terms of what people are able
01:15:12 --> 01:15:13: to charge,
01:15:13 --> 01:15:17: but not necessarily an what I thought was interesting.
01:15:17 --> 01:15:20: Kind of like Seattle is that there a separate DC?
01:15:20 --> 01:15:24: There are, there's really a range of rates that are
01:15:24 --> 01:15:26: offered across the city,
01:15:26 --> 01:15:28: presumably based on different demand.
01:15:28 --> 01:15:30: Or other kinds of patterns.
01:15:30 --> 01:15:34: I think. Also various cities like the District of Columbia,
01:15:34 --> 01:15:37: New York City and Minneapolis are regularly changing rates
so
01:15:38 --> 01:15:41: that that because of the changes in demand that occur
01:15:41 --> 01:15:42: over the years,
01:15:42 --> 01:15:46: they want to make sure they're responding to that.
01:15:46 --> 01:15:48: I.
01:15:48 --> 01:15:51: Uh, and just come and just have two slides left.
01:15:51 --> 01:15:55: I really wanted to highlight our urban goods delivery strategy.
01:15:55 --> 01:15:58: This shift gears a little bit from the paid parking,
01:15:58 --> 01:16:01: but you know, we spent quite a bit of time
01:16:01 --> 01:16:03: on urban goods and loading needs.
01:16:03 --> 01:16:06: We want to actively make sure that enhance that.
01:16:06 --> 01:16:09: We provide an enhanced the loading at the curb for
01:16:09 --> 01:16:12: the wide variety of commerce and business needs.
01:16:12 --> 01:16:16: And so I think it's an interesting conversation and the
01:16:16 --> 01:16:18: attention of her management of.
01:16:18 --> 01:16:21: What one gets priority? Because if if we don't have
01:16:21 --> 01:16:22: load zones,
01:16:22 --> 01:16:24: or if there isn't on the property,
01:16:24 --> 01:16:26: there isn't space for loading and goods delivery.
01:16:26 --> 01:16:29: You know that really puts businesses in a hard spot
01:16:30 --> 01:16:31: of being able to sell the goods.
01:16:31 --> 01:16:34: If they can't get the goods delivered.
01:16:34 --> 01:16:36: We also need solid waste picked up,

01:16:36 --> 01:16:39: you know, and oftentimes the garbage truck stops at the

01:16:39 --> 01:16:42: curb and I think we can all agree that a

01:16:42 --> 01:16:46: city is much better functioning when there's solid waste pickup.

01:16:46 --> 01:16:49: And so I think it's really important to think through

01:16:49 --> 01:16:53: the curb management design as to how we're maintaining the

01:16:53 --> 01:16:55: various kinds of loading needs of the curb,

01:16:55 --> 01:16:59: even though that might mean to displace some street parking.

01:16:59 --> 01:17:01: But I think we wouldn't want to do that.

01:17:01 --> 01:17:04: You know, if we have a bike facility or transit

01:17:04 --> 01:17:05: facility,

01:17:05 --> 01:17:07: we still want to be able to have that.

01:17:07 --> 01:17:11: Still need to have loading at the curb or loading

01:17:11 --> 01:17:15: somewhere so that those businesses continue to get the goods

01:17:15 --> 01:17:18: they need to be able to sell those goods.

01:17:18 --> 01:17:22: And these are kind of the program goals and strategies

01:17:22 --> 01:17:25: that we're using and continuing to evolve as we work

01:17:25 --> 01:17:27: on our urban good strategy.

01:17:27 --> 01:17:30: Next slide.

01:17:30 --> 01:17:33: And then these are just other programs and projects that

01:17:33 --> 01:17:34: we have in Seattle.

01:17:34 --> 01:17:38: These are pretty similar to things that Denver's doing in

01:17:38 --> 01:17:40: other cities around the country are doing,

01:17:40 --> 01:17:44: but I just wanted to highlight that in case people

01:17:44 --> 01:17:48: have interest or questions and then warmer site.

01:17:48 --> 01:17:50: And this is my contact information.

01:17:50 --> 01:17:53: I kind of raced through this so if people have

01:17:53 --> 01:17:55: questions or follow up,

01:17:55 --> 01:17:57: feel free to reach out to me.

01:17:57 --> 01:17:59: I'm happy to talk about skills,

01:17:59 --> 01:18:01: parking and curb management programs.

01:18:01 --> 01:18:02: Thank you.

01:18:05 --> 01:18:07: Alright.

01:18:07 --> 01:18:10: Oh, that was great. How everyone is Jordan block?

01:18:10 --> 01:18:13: I'm urban design lead at HDR here in Denver and

01:18:13 --> 01:18:15: I we do not have a ton of time for

01:18:16 --> 01:18:16: questions.

01:18:16 --> 01:18:20: I have a number prepared that I've thought of throughout

01:18:20 --> 01:18:23: this discussion and if you have any questions I'd be

01:18:23 --> 01:18:25: happy to ask those.

01:18:25 --> 01:18:27: I haven't seen anything come in the chat yet,
01:18:27 --> 01:18:29: but please.
01:18:29 --> 01:18:33: Enter them, we want to prioritize your questions over mine,
01:18:33 --> 01:18:36: but in the interim until I started seeing some coming
01:18:36 --> 01:18:36: in,
01:18:36 --> 01:18:38: I'm going to ask the panelists some questions.
01:18:41 --> 01:18:43: The the first one comes up,
01:18:43 --> 01:18:47: you know a number of the panelists mentioned in very
01:18:47 --> 01:18:48: different ways.
01:18:48 --> 01:18:51: Parking maximums.
01:18:51 --> 01:18:53: It's you know, popular for some unpopular for others.
01:18:53 --> 01:18:55: I have my own opinion.
01:18:55 --> 01:18:56: I think it's a good idea,
01:18:56 --> 01:18:58: personally, but.
01:18:58 --> 01:19:00: You know, I wanted to dig into that a little
01:19:00 --> 01:19:00: bit.
01:19:00 --> 01:19:03: It seemed like the recommendation of the original report and
01:19:03 --> 01:19:06: and some of the discussions today were that it just
01:19:06 --> 01:19:06: is.
01:19:06 --> 01:19:09: It's a blunt tool and maybe not the right tool,
01:19:09 --> 01:19:11: but do we think that it's something that could be
01:19:11 --> 01:19:12: instituted?
01:19:12 --> 01:19:15: Maybe a higher parking kapunan be lowered over time and
01:19:15 --> 01:19:17: that's sort of a general question to a few of
01:19:17 --> 01:19:17: you.
01:19:17 --> 01:19:20: Chad and Jeremiah and those of you who work in
01:19:20 --> 01:19:20: parking.
01:19:25 --> 01:19:26: Well, I can jump in,
01:19:26 --> 01:19:27: I think.
01:19:30 --> 01:19:33: I think parking maximums are better than minimums.
01:19:33 --> 01:19:37: I would say in the context of affordable housing and
01:19:37 --> 01:19:40: the kind of work we're doing.
01:19:40 --> 01:19:42: The concept of rightsizing parking,
01:19:42 --> 01:19:45: though, is an important one and you know,
01:19:45 --> 01:19:47: I think the.
01:19:47 --> 01:19:51: Maybe it was Jeremiah or maybe even Lauren.
01:19:51 --> 01:19:55: I forget who had the Denver's 20-30 modality goals.
01:19:55 --> 01:19:59: Kind of shifting away from single user vehicles,
01:19:59 --> 01:20:04: single occupant vehicles into other things.
01:20:04 --> 01:20:08: No, it's something that's going to evolve in my opinion.
01:20:08 --> 01:20:11: But when?
01:20:11 --> 01:20:14: When there's a one size fits all parking minimum those

01:20:15 --> 01:20:17: days got it and we really just have to move
01:20:17 --> 01:20:19: past that and get into.
01:20:19 --> 01:20:22: How do we deal with cars differently and how do
01:20:22 --> 01:20:25: we envision a city that functions with vehicles but not
01:20:25 --> 01:20:27: because of vehicles?
01:20:27 --> 01:20:30: Do you think A1 size fits all parking maximum could
01:20:30 --> 01:20:30: work?
01:20:30 --> 01:20:34: Or is it more nuanced than that in your mind
01:20:34 --> 01:20:35: from your experience?
01:20:35 --> 01:20:38: I mean, I think it could the the.
01:20:40 --> 01:20:44: Well, I don't really know if it could or couldn't.
01:20:44 --> 01:20:46: I think an affordable in affordable,
01:20:46 --> 01:20:50: but what I like about this subtlety is that and
01:20:50 --> 01:20:52: I talked about it a little bit,
01:20:52 --> 01:20:56: but you know, if you say an affordable housing project
01:20:56 --> 01:20:58: needs to park 10 cars for 100 units,
01:20:58 --> 01:21:02: let's just say. But a market rate housing project might
01:21:02 --> 01:21:04: have to park 75 cars per 100.
01:21:07 --> 01:21:10: What I like about that in terms of the real
01:21:10 --> 01:21:10: estate.
01:21:10 --> 01:21:14: Math is at the land value is probably the same
01:21:14 --> 01:21:14: either way,
01:21:14 --> 01:21:18: like it's a purchase a piece of land to do
01:21:18 --> 01:21:21: the project is the same either way.
01:21:21 --> 01:21:25: But by right sizing or or producing a subtlety to
01:21:25 --> 01:21:30: parking maximum or or maybe just or providing that
01:21:30 --> 01:21:35: advantage
01:21:35 --> 01:21:39: to the affordability allows for maybe an affordable housing
01:21:39 --> 01:21:42: developer
01:21:39 --> 01:21:42: to pay the same price as a market rate building
01:21:42 --> 01:21:45: might have to do with a 75 unit parking lot
01:21:45 --> 01:21:48: on it on top of 100 apartments,
01:21:48 --> 01:21:48: so I don't know if I'm smart enough to really
01:21:48 --> 01:21:49: know.
01:21:49 --> 01:21:52: Kind of all the other permutations of.
01:21:52 --> 01:21:56: Parking maximums, but I hate parking and I hate thinking
01:21:56 --> 01:21:59: about it and I love trees and squirrels.
01:22:01 --> 01:22:04: I agree with you across the board.
01:22:04 --> 01:22:06: Jordan, maybe I could jump in.
01:22:06 --> 01:22:08: Yeah, please please do. Yeah,
01:22:08 --> 01:22:11: I think you know one of the.
01:22:11 --> 01:22:15: You know two considerations and I I would ask you
01:22:15 --> 01:22:16: echo some of chats,

01:22:16 --> 01:22:21: sentiment that you know a broad based parking map maximum.

01:22:21 --> 01:22:23: Is probably a better thing than you know.

01:22:23 --> 01:22:27: Parking minimums that are set too high because we've seen

01:22:27 --> 01:22:31: kind of the impact of that trend and policy on

01:22:31 --> 01:22:32: our urban framework over.

01:22:32 --> 01:22:36: You know several decades, and it's it's increased our car

01:22:36 --> 01:22:37: reliance.

01:22:37 --> 01:22:40: But that said, you know it is a broad tool

01:22:40 --> 01:22:43: and I think one of the concerns when you talk

01:22:43 --> 01:22:47: about parking maximums is that we might see development where

01:22:47 --> 01:22:50: you get, you know you get little tiny slivers of

01:22:50 --> 01:22:53: parking still serving individual site.

01:22:53 --> 01:22:57: Uses and really what we envisioned for the 15 minute

01:22:57 --> 01:23:00: city is some collector points where maybe an urban core

01:23:00 --> 01:23:04: or a neighborhood has absolutely 0 parking and you have

01:23:04 --> 01:23:07: development from lot line to lot line.

01:23:07 --> 01:23:10: But you do have some collectors in the form of

01:23:10 --> 01:23:13: shared use garages or things and so in applying kind

01:23:13 --> 01:23:15: of that broad based tool,

01:23:15 --> 01:23:19: we'd want to make sure that there's an opportunity that

01:23:19 --> 01:23:23: some sites could develop shared parking to serve.

01:23:23 --> 01:23:27: A variety of land uses across a number of blocks

01:23:27 --> 01:23:29: and really allow that.

01:23:29 --> 01:23:33: Framework are fabric to work and the second thing is

01:23:33 --> 01:23:36: I would like to see those maximums kind of tide

01:23:36 --> 01:23:37: to the transit.

01:23:37 --> 01:23:41: Another access. If you dropped a parking maximum right now

01:23:41 --> 01:23:44: into the Denver Tech Center away from the light rail

01:23:44 --> 01:23:47: and the office buildings start to re tenant,

01:23:47 --> 01:23:50: you'd be hard pressed to find ways to get people

01:23:50 --> 01:23:53: to their office space if you imposed a restriction that

01:23:54 --> 01:23:57: was not appropriate to the level of access available through

01:23:57 --> 01:23:59: other means. It's a good point.

01:23:59 --> 01:24:02: It's a tough balancing act because.

01:24:02 --> 01:24:06: You know building transit and other mobility networks takes.

01:24:06 --> 01:24:09: In America, at least, a very long time or as

01:24:09 --> 01:24:12: development happens relatively quickly and we get you know that

01:24:12 --> 01:24:15: chicken and egg problem where the chicken is laying a

01:24:15 --> 01:24:17: lot more eggs or however you wanna look at that

01:24:17 --> 01:24:18: over time,

01:24:18 --> 01:24:20: right? And we were getting a lot of development while

01:24:20 --> 01:24:23: we're trying to figure out how to get transit and

01:24:23 --> 01:24:25: and you know if the problem persists and grows so.

01:24:25 --> 01:24:29: But I want to play off what you just said

01:24:29 --> 01:24:30: Jeremiah.

01:24:30 --> 01:24:32: You talked about shared parking and I was wondering if

01:24:32 --> 01:24:35: there's you know most of the examples in your your

01:24:35 --> 01:24:38: definition included two or more uses and usually in my

01:24:38 --> 01:24:41: experience at least what I've seen is sort of.

01:24:41 --> 01:24:44: Discrete projects, you know, a development of a few acres

01:24:44 --> 01:24:45: or something like that.

01:24:45 --> 01:24:48: Have you seen? Are there any examples where cities or

01:24:48 --> 01:24:51: downtowns or larger areas have really started to take on

01:24:51 --> 01:24:54: this idea of shared parking across a much larger swath

01:24:54 --> 01:24:56: of land?

01:24:56 --> 01:24:59: I tried to throw a few examples up there with

01:24:59 --> 01:25:04: the Arista Broomfield and the Downtown Superior Project

01:25:04 --> 01:25:08: because these

01:25:08 --> 01:25:12: are developed as parking districts and it's a complicated

01:25:12 --> 01:25:14: ownership

01:25:14 --> 01:25:18: structure. You have to have you know you have to

01:25:18 --> 01:25:23: have the district management in place,

01:25:23 --> 01:25:24: but you know both of those projects to some extent.

01:25:24 --> 01:25:28: Have you know? Built shared parking garages that service

01:25:28 --> 01:25:31: sites

01:25:31 --> 01:25:32: that are developed.

01:25:32 --> 01:25:36: You know, by potentially separate property developers,

01:25:36 --> 01:25:37: so right, I will say that there's challenges nuts in

01:25:37 --> 01:25:41: the suburban context,

01:25:41 --> 01:25:46: but downtown that have naturally had shared parking for for

01:25:46 --> 01:25:47: a long long time,

01:25:47 --> 01:25:49: and that's because. You have parking markets that allow for

01:25:49 --> 01:25:54: private commercial interests to develop parking for fee to

01:25:54 --> 01:25:56: serve

01:25:56 --> 01:26:01: public use,

01:26:01 --> 01:26:03: and by you know, just by nature.

01:26:03 --> 01:26:07: A public parking garage rather publicly owned or privately

01:26:07 --> 01:26:10: owned.

01:26:10 --> 01:26:11: If you can park there as anyone and pay a

01:26:11 --> 01:26:12: rate that lends itself well to shared parking in downtown's

01:26:12 --> 01:26:13: have done that for a long time.

01:26:13 --> 01:26:14: Great point. So it's not like someone else scheduling.

01:26:14 --> 01:26:15: Yeah please, sorry Jordan, there are other.

01:26:10 --> 01:26:14: Municipalities that have shared parking written into code and ordinance

01:26:14 --> 01:26:17: Lloyd District in Portland is a good example.

01:26:17 --> 01:26:18: So that is a possibility.

01:26:18 --> 01:26:21: Of course, as Jeremiah suggested.

01:26:21 --> 01:26:25: Just passing ordinance and regulations to that effect is quite complicated,

01:26:25 --> 01:26:26: and it also requires the municipality to have substantial control

01:26:26 --> 01:26:30: over public parking assets.

01:26:30 --> 01:26:32: We worked on another project in Dallas to look at

01:26:32 --> 01:26:36: so the City of Dallas was involving a number of

01:26:36 --> 01:26:39: private land owners to developed a master plan.

01:26:39 --> 01:26:42: A massive site called Dallas Midtown.

01:26:42 --> 01:26:45: It was intended to be a mixed use site and

01:26:45 --> 01:26:48: we worked on revisions to the planned unit development.

01:26:48 --> 01:26:52: Ordinance and and pertaining regulations to develop not only shared

01:26:52 --> 01:26:57: parking and individual sites,

01:26:57 --> 01:26:59: but shared parking across the entire development to allow for

01:26:59 --> 01:27:03: their own BMT and SOV reduction.

01:27:03 --> 01:27:05: So it is possible. But as Jeremiah suggested it's you

01:27:05 --> 01:27:10: know it takes a big administrative effort to make it

01:27:10 --> 01:27:14: work.

01:27:14 --> 01:27:14: Right? And I got a question in the chat from

01:27:14 --> 01:27:18: Sean Smith.

01:27:18 --> 01:27:19: I'm not sure I quite understand the question you want

01:27:19 --> 01:27:22: to rephrase it either in the chat or if you

01:27:22 --> 01:27:25: want to ask it aloud.

01:27:25 --> 01:27:27: Apologies, I guess as I understand it,

01:27:27 --> 01:27:29: a collar types typically will have many vehicles.

01:27:29 --> 01:27:32: They've gotta work vehicle. They got a personal vehicle.

01:27:32 --> 01:27:36: They've also got back up vehicles because they can't afford

01:27:36 --> 01:27:40: new vehicles.

01:27:40 --> 01:27:41: And so I maybe this is just anecdotal,

01:27:41 --> 01:27:44: but as I understand it,

01:27:44 --> 01:27:45: you know certain lower incomes.

01:27:45 --> 01:27:47: I will have many more cars than average and they

01:27:47 --> 01:27:50: are reluctant to find themselves in higher density.

01:27:50 --> 01:27:51: More carbon friendly situations because they are not

01:27:51 --> 01:27:54: accommodated in,

01:27:54 --> 01:27:59: you know, in a way that works for their needs.

01:27:59 --> 01:28:02: You know they're trying to save money and so they're

01:28:02 --> 01:28:06:

01:28:06 --> 01:28:08: driving further and further,
 01:28:08 --> 01:28:11: you know, to work an and so there's that kind
 01:28:11 --> 01:28:12: of missing.
 01:28:12 --> 01:28:15: I don't know if you would call it a missing
 01:28:15 --> 01:28:17: middle as far as parking is concerned,
 01:28:17 --> 01:28:21: but. Does anybody kind of look at this kind of
 01:28:21 --> 01:28:24: living situation where you've got various?
 01:28:24 --> 01:28:27: You know, cars that you know maybe running?
 01:28:27 --> 01:28:29: They may not be running,
 01:28:29 --> 01:28:31: they may be back up cars and how?
 01:28:31 --> 01:28:35: How do you interact with those that there's so many
 01:28:35 --> 01:28:35: of?
 01:28:38 --> 01:28:41: They won't see anything like that from a research
 perspective.
 01:28:43 --> 01:28:45: Take a crack at it.
 01:28:45 --> 01:28:48: I'd be curious of if others know of specific research,
 01:28:48 --> 01:28:51: but I know that we we talk about this a
 01:28:51 --> 01:28:55: lot when we're designing for families.
 01:28:55 --> 01:28:56: And it really.
 01:28:58 --> 01:29:01: Really, I think the narrative has to do with what's
 01:29:01 --> 01:29:04: the full picture of how the families living like where
 01:29:04 --> 01:29:05: did.
 01:29:05 --> 01:29:06: Where are the kids going?
 01:29:06 --> 01:29:09: How easy is that? How close is?
 01:29:09 --> 01:29:14: Workplace typically or higher Ed.
 01:29:14 --> 01:29:17: And what's the nature of the modes of transit?
 01:29:17 --> 01:29:20: They're not and, and so I think.
 01:29:20 --> 01:29:25: Acknowledging that families have different needs in different
 requirements and
 01:29:26 --> 01:29:29: that changes over the course of the family's life,
 01:29:29 --> 01:29:33: right? Like toddlers, is a different thing than school children,
 01:29:33 --> 01:29:35: so.
 01:29:35 --> 01:29:37: It's a great question, but I don't know of a
 01:29:38 --> 01:29:40: ton of research that's been conducted.
 01:29:40 --> 01:29:42: I'll say it. I'll jump in and say that there
 01:29:42 --> 01:29:46: there is actually a movement to subsidize car ownership for
 01:29:46 --> 01:29:47: low income families,
 01:29:47 --> 01:29:50: especially low income families living in suburban areas.
 01:29:50 --> 01:29:52: So of course that are roads.
 01:29:52 --> 01:29:55: You know, some of the more urban and progressive desires
 01:29:55 --> 01:29:59: to reduce commuting through single occupancy vehicles and
 get people
 01:29:59 --> 01:30:01: on transit and other transportation modes.

01:30:01 --> 01:30:04: So I'm not. I don't think that there's a necessarily
 01:30:04 --> 01:30:08: a parking or curb management solution to that quite yet.
 01:30:08 --> 01:30:10: I will say that the closest thing I can think
 01:30:10 --> 01:30:11: of,
 01:30:11 --> 01:30:13: and I don't have any hard numbers,
 01:30:13 --> 01:30:17: but. Resident parking permit programs are one thing that kind
 01:30:18 --> 01:30:19: of addresses.
 01:30:19 --> 01:30:22: Substantial car ownership in areas where people need might
 need
 01:30:22 --> 01:30:25: to use a portion of the right of way to
 01:30:25 --> 01:30:26: park their vehicles,
 01:30:26 --> 01:30:29: but in a lot of cases you'll when you ask
 01:30:29 --> 01:30:31: most people who work in parking curb management,
 01:30:31 --> 01:30:34: they'll say you have to limit that use of the
 01:30:34 --> 01:30:37: right of way for the personal vehicle storage,
 01:30:37 --> 01:30:40: and you also have to limit the amount of vehicles
 01:30:40 --> 01:30:42: per household permitted for families so,
 01:30:42 --> 01:30:46: but I would say the vast majority of research supports
 01:30:46 --> 01:30:48: what Chad had mentioned earlier,
 01:30:48 --> 01:30:50: which is that most low income people.
 01:30:50 --> 01:30:53: Are not do not own as many vehicles as higher
 01:30:53 --> 01:30:54: income households,
 01:30:54 --> 01:30:58: although there might. There are certain there might be
 outliers.
 01:30:58 --> 01:31:01: As you suggest Sean. And I try and I try
 01:31:01 --> 01:31:04: out one more thing that we've been doing quite quite
 01:31:05 --> 01:31:05: regularly.
 01:31:05 --> 01:31:07: Actually in the City of Denver,
 01:31:07 --> 01:31:09: at least is a shared car,
 01:31:09 --> 01:31:14: so sometimes buildings will will incorporate vehicle or two or
 01:31:14 --> 01:31:17: three depending on the size.
 01:31:17 --> 01:31:20: And provide access to a vehicle as part of the
 01:31:20 --> 01:31:21: monthly rent.
 01:31:21 --> 01:31:23: You check it out and &
 01:31:23 --> 01:31:26: some insurance stuff and that's it.
 01:31:26 --> 01:31:30: That's a nice leveling tool where folks can.
 01:31:30 --> 01:31:32: Tendon errand or attend an emergency?
 01:31:32 --> 01:31:34: And there's a. There's a resource to that,
 01:31:34 --> 01:31:38: but it's not something that they're committed to in the
 01:31:38 --> 01:31:40: form of car payments.
 01:31:40 --> 01:31:42: Great Mary Ann. I guide me here.
 01:31:42 --> 01:31:45: We're out of time. I don't know if we want

01:31:45 --> 01:31:47: to keep going for a few minutes.
01:31:47 --> 01:31:50: If people wanna stick around or if we.
01:31:50 --> 01:31:53: Should thank the panelists and.
01:31:53 --> 01:31:56: Come to know if anyone has a final question,
01:31:56 --> 01:31:59: you're welcome to put it in the chat box.
01:31:59 --> 01:32:01: We are at 5:02 so if you guys want to
01:32:01 --> 01:32:01: leave,
01:32:01 --> 01:32:03: you're more than welcome to.
01:32:03 --> 01:32:06: But if anyone has any final burning questions that they
01:32:06 --> 01:32:08: would like to ask the panelists,
01:32:08 --> 01:32:09: please do so now.
01:32:12 --> 01:32:15: Not seeing anything come in so thank you so much
01:32:15 --> 01:32:17: to all of our speakers today.
01:32:17 --> 01:32:20: I'm inspired by all of the projects that you guys
01:32:20 --> 01:32:21: are working on.
01:32:21 --> 01:32:24: The research that you've done a lot of new research
01:32:24 --> 01:32:27: that's been coming out and I'm excited for what our
01:32:27 --> 01:32:30: cities can do coming out of COVID.
01:32:30 --> 01:32:32: So thank you for presenting this information.
01:32:32 --> 01:32:36: I think everyone is shared their contact information and we
01:32:36 --> 01:32:40: have this recorded so we will share this afterwards and
01:32:40 --> 01:32:42: thank you all so much for attending.
01:32:42 --> 01:32:45: We really appreciate it. And I just want to end
01:32:45 --> 01:32:47: whether it's a two second exercise.
01:32:47 --> 01:32:50: I want everyone to. Think in their head about their
01:32:50 --> 01:32:52: favorite neighborhood,
01:32:52 --> 01:32:55: their favorite city, their favorite place in their city.
01:32:55 --> 01:32:57: Whatever it is, picture in your mind.
01:32:57 --> 01:32:59: Take a little tour in your brain.
01:32:59 --> 01:33:02: And now think yourself, how much of that?
01:33:02 --> 01:33:05: What you were seeing in your mind was parking.
01:33:07 --> 01:33:09: I'll let you answer that quietly to yourself,
01:33:09 --> 01:33:12: but thank you everyone. This is great and a lot
01:33:12 --> 01:33:12: of fun.
01:33:12 --> 01:33:15: Hopefully the conversation continues.
01:33:15 --> 01:33:18: So thank you, thank you guys.

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