

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

00:00:58 --> 00:00:59: 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

00:01:08 --> 00:01:11: 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 outs 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

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

00:12:08 --> 00:12:09: options over

00:12:09 --> 00:12:12: the years,

00:12:12 --> 00:12:14: so I am always happy to feel like a little

00:12:14 --> 00:12:16: bit part of the Denver parking community.

00:12:16 --> 00:12:19: So thanks for having me.

00:12:19 --> 00:12:21: I also got to serve as the chair for this

00:12:21 --> 00:12:24: ULI technical Assistance Panel,

00:12:24 --> 00:12:27: and I was joined by a really wonderful group,

00:12:27 --> 00:12:31: Jenny Jacobs, Charlie Alexander, Jason Long store,

00:12:31 --> 00:12:32: Jeremiah Simpson. There's a lot of great brainpower in the

00:12:32 --> 00:12:34: room,

00:12:34 --> 00:12:38: and if you take a look at the report,

00:12:38 --> 00:12:39: you can kind of see how the exercise was structured.

00:12:39 --> 00:12:42: It was super, I think,

00:12:42 --> 00:12:42: a lot of you on the phone may know how

00:12:42 --> 00:12:45: these work.

00:12:45 --> 00:12:49: They're really rapid pace, time constrained,

00:12:49 --> 00:12:53: really intense. We're kind of locked in a room,

00:12:53 --> 00:12:56: miss those days and do rapid fire interviews.

00:12:56 --> 00:13:00: Site visits get to talk to a lot of people.

00:13:00 --> 00:13:04: They really pack a lot of content and then we

00:13:04 --> 00:13:08: make some quick decisions together so it was a really

00:13:08 --> 00:13:11: unique experience and fun to reflect back on.

00:13:11 --> 00:13:15: So that's a little bit about how they operate,

00:13:15 --> 00:13:16: and we were opposed with three questions that I'm going

00:13:16 --> 00:13:21: to walk through.

00:13:21 --> 00:13:26: And reflecting back today. And thinking about how much it's

00:13:26 --> 00:13:31: changed since we put this together in October 2019,

00:13:31 --> 00:13:34: I'm pleasantly surprised that the recommendations have

00:13:34 --> 00:13:38: aged well,

00:13:38 --> 00:13:41: so I think that's a good sign for any policy

00:13:41 --> 00:13:42: maker that you know your suggestions are too quick,

00:13:42 --> 00:13:42: 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 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
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 system,

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

00:23:08 --> 00:23:12: so some parking operations, equipment enforcement needs that we heard about through the stakeholder interviews,

00:23:12 --> 00:23:15: so we didn't want to overlook some of the basic infrastructure needs and felt that that was inappropriate.

00:23:15 --> 00:23:18: Kind of first use of increased revenue from from adjusting parking prices and then we had some other ideas for how to use it based on sort of multimodal.

00:23:18 --> 00:23:22: Priorities in Denver.

00:23:22 --> 00:23:27: Next slide. And another tangential piece of this was around enforcement.

00:23:27 --> 00:23:31: Parking management doesn't work so great if there's not the enforcement to back it up,

00:23:31 --> 00:23:35: and so that's notoriously difficult.

00:23:35 --> 00:23:38: Challenging, and in Denver. Of course,

00:23:38 --> 00:23:43: the cost of parking violations are really insufficient to inspire compliance,

00:23:43 --> 00:23:45: but there was a great deal.

00:23:45 --> 00:23:49: You know there is or was a great deal of gaming of the system to not be afraid to pick up a few tickets.

00:23:49 --> 00:23:50: It might be cheaper than paying somewhere.

00:23:50 --> 00:23:53: Off St, so we wanted to acknowledge that you know it's great to do a lot of other reforms,

00:23:53 --> 00:23:55: but if we don't get enforcement in place,

00:23:55 --> 00:24:00: it may not get the results they need.

00:24:00 --> 00:24:01: And given that prices are quite low right now,

00:24:01 --> 00:24:03: it would be a pretty big catch up to get to cost recovery and make sure that there's a good fee structure in place and so.

00:24:03 --> 00:24:05: Yeah, we did put in into the final report that we would ideally support the idea of tiered or progressive fines for your first few tickets are really low price and then they scale and that was with a little bit of an eye toward sort of equitable impact.

00:24:05 --> 00:24:08: That fees have on different folks.

00:24:08 --> 00:24:10: Again, very administratively difficult. As a former city parking manager like Mary Catherine Alyssa,

00:24:10 --> 00:24:13: I don't recommend the The tricky things.

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

00:25:06 --> 00:25:09:

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

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
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
multimodal
00:42:55 --> 00:42:59: hubs or micro mobility and looking for options to promote
00:42:59 --> 00:43:04: healthier pedestrian places in that walkable environment.
00:43:04 --> 00:43:07: Next slide, please. Mallory Baker is going to talk a
00:43:07 --> 00:43:10: little bit about curb management plans.
00:43:10 --> 00:43:12: I believe we're going to see a lot more interest
00:43:12 --> 00:43:16: in curb management planning for most of our major cities
00:43:16 --> 00:43:18: that don't already have one in place.
00:43:18 --> 00:43:20: And also we're seeing a lot of interest out of
00:43:20 --> 00:43:25: California and moving into other cities about creating these
transportation
00:43:25 --> 00:43:27: demand management plans with teeth.
00:43:27 --> 00:43:29: In other words, they have a metric that is being
00:43:29 --> 00:43:33: measured against and making sure that the TDM policies
that
00:43:33 --> 00:43:36: we put in place are effective and are refined to.
00:43:36 --> 00:43:39: Encourage your reduction in single occupancy vehicle use
and and
00:43:39 --> 00:43:42: a reduction in vehicle miles traveled in our communities.
00:43:42 --> 00:43:45: Mary Catherine is going to talk a little bit more
00:43:45 --> 00:43:47: about demand based pricing.
00:43:47 --> 00:43:50: 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
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
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
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
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
climate and
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
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
01:12:09 --> 01:12:11: 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
advantage
01:21:30 --> 01:21:35: to the affordability allows for maybe an affordable housing
developer
01:21:35 --> 01:21:39: to pay the same price as a market rate building
01:21:39 --> 01:21:42: might have to do with a 75 unit parking lot
01:21:42 --> 01:21:45: on it on top of 100 apartments,
01:21:45 --> 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 tie

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
because these
01:25:04 --> 01:25:08: are developed as parking districts and it's a complicated
ownership
01:25:08 --> 01:25:12: structure. You have to have you know you have to
01:25:12 --> 01:25:14: have the district management in place,
01:25:14 --> 01:25:18: but you know both of those projects to some extent.
01:25:18 --> 01:25:23: Have you know? Built shared parking garages that service
sites
01:25:23 --> 01:25:24: that are developed.
01:25:24 --> 01:25:28: You know, by potentially separate property developers,
01:25:28 --> 01:25:31: so right, I will say that there's challenges nuts in
01:25:31 --> 01:25:32: the suburban context,
01:25:32 --> 01:25:36: but downtown that have naturally had shared parking for for
01:25:36 --> 01:25:37: a long long time,
01:25:37 --> 01:25:41: and that's because. You have parking markets that allow for
01:25:41 --> 01:25:46: private commercial interests to develop parking for fee to
serve
01:25:46 --> 01:25:47: public use,
01:25:47 --> 01:25:49: and by you know, just by nature.
01:25:49 --> 01:25:54: A public parking garage rather publicly owned or privately
owned.
01:25:54 --> 01:25:56: If you can park there as anyone and pay a
01:25:57 --> 01:26:01: rate that lends itself well to shared parking in downtown's
01:26:01 --> 01:26:03: have done that for a long time.
01:26:03 --> 01:26:07: Great point. So it's not like someone else scheduling.
01:26:07 --> 01:26:10: 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

01:26:25 --> 01:26:26: complicated,

01:26:26 --> 01:26:30: and it also requires the municipality to have substantial control

01:26:30 --> 01:26:32: over public parking assets.

01:26:32 --> 01:26:36: We worked on another project in Dallas to look at

01:26:36 --> 01:26:39: so the City of Dallas was involving a number of

01:26:39 --> 01:26:42: private land owners to developed a master plan.

01:26:42 --> 01:26:45: A massive site called Dallas Midtown.

01:26:45 --> 01:26:48: It was intended to be a mixed use site and

01:26:48 --> 01:26:52: we worked on revisions to the planned unit development.

01:26:52 --> 01:26:57: Ordinance and and pertaining regulations to develop not only shared

01:26:57 --> 01:26:59: parking and individual sites,

01:26:59 --> 01:27:03: but shared parking across the entire development to allow for

01:27:03 --> 01:27:05: their own BMT and SOV reduction.

01:27:05 --> 01:27:10: So it is possible. But as Jeremiah suggested it's you

01:27:10 --> 01:27:14: know it takes a big administrative effort to make it

01:27:14 --> 01:27:14: work.

01:27:14 --> 01:27:18: Right? And I got a question in the chat from

01:27:18 --> 01:27:19: Sean Smith.

01:27:19 --> 01:27:22: I'm not sure I quite understand the question you want

01:27:22 --> 01:27:25: to rephrase it either in the chat or if you

01:27:25 --> 01:27:27: want to ask it aloud.

01:27:27 --> 01:27:29: Apologies, I guess as I understand it,

01:27:29 --> 01:27:32: a collar types typically will have many vehicles.

01:27:32 --> 01:27:36: They've gotta work vehicle. They got a personal vehicle.

01:27:36 --> 01:27:40: They've also got back up vehicles because they can't afford

01:27:40 --> 01:27:41: new vehicles.

01:27:41 --> 01:27:44: And so I maybe this is just anecdotal,

01:27:44 --> 01:27:45: but as I understand it,

01:27:45 --> 01:27:47: you know certain lower incomes.

01:27:47 --> 01:27:50: I will have many more cars than average and they

01:27:51 --> 01:27:54: are reluctant to find themselves in higher density.

01:27:54 --> 01:27:59: More carbon friendly situations because they are not accommodated in,

01:27:59 --> 01:28:02: you know, in a way that works for their needs.

01:28:02 --> 01:28:06: You know they're trying to save money and so they're

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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