



Climate Action Report Feedback

Downtown Development Authority

Recommendation		Comments
Land Use and Waste Management	LW.3) Downtown Pay for Parking	<p>The LDDA Board has discussed the option of paid parking for years. As outlined below, there is critical data about how or when to approach this. We support the work of the Climate Action Task Force and feel that paid parking would be a long-term strategy. Our hope is that in the future, once we have adequately recovered from COVID-19 and see numbers more close to the demand listed in our parking studies, we can consider this option more closely. We have outlined some other strategies that will make paid parking an easier option – as well as encourage less driving in the short term, including more investment into infrastructure that makes alternate modes of transportation an easy option.</p>
		<p>Until there is considerable demand and toll taken on existing spaces, charging for parking too early can have a strong, negative impact on business owners. We have done two parking studies, 2016 & 2019 looking at the utilization of our parking system throughout Downtown. Right now, it hovers around 56 – 59%. Paid parking works when you hit around 80%.</p> <p>Those studies can be found here: 2016 - https://www.downtownlongmont.com/files/docs/gic-parking-management-plan_final-dec-2016-(1).pdf 2019 - https://www.downtownlongmont.com/files/docs/-final-parking-update-tech-memo(reducedforweb).pdf</p> <p>We still do not have adequate bike lanes, bus routes or other transit options to make lack of cars feasible. In my mind, a better strategy is an “All Trails/ Roads lead Downtown” – connecting all parts of Longmont into</p>

	<p>Downtown. With Downtown being the hub – you are also connecting all neighborhoods to each other. This would create a very robust alternate transportation route – for pedestrians, bikes, scooters. This could greatly reduce the demand for parking spaces – without waiting on RTD, etc. With this, a mode shift can come.</p> <p>To have paid parking, you would need a robust infrastructure. I am not sure that \$500,000 would cover it – and that would take a very long time to pay off, even with fees and fines.</p> <p>Looking at some kind of shuttle / circulator could be done. But, from my experiences and talking to colleagues throughout country, these are extremely expensive and don't see the ridership anyone ever thinks it will.</p> <p>I urge this group to get more information. Impacts of COVID-19 and recovery will take years.</p> <p>One other thing – for the short term, we are using spaces on Main St. for curbside pick-up. We will monitor this as it moves forward. We are also advocating with the state to allow restaurants to extend liquor licenses and be able to use alleys, parking lots, etc. This will be very important as we navigate openings at diminished capacity, etc.</p>
Any other comments?	