CITY OF LONGMONT
COLORADO

LONGMONT
Parking and Access Study
2019 Update

Kimley»Horn
Expect More. Experience Better.

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Introduction

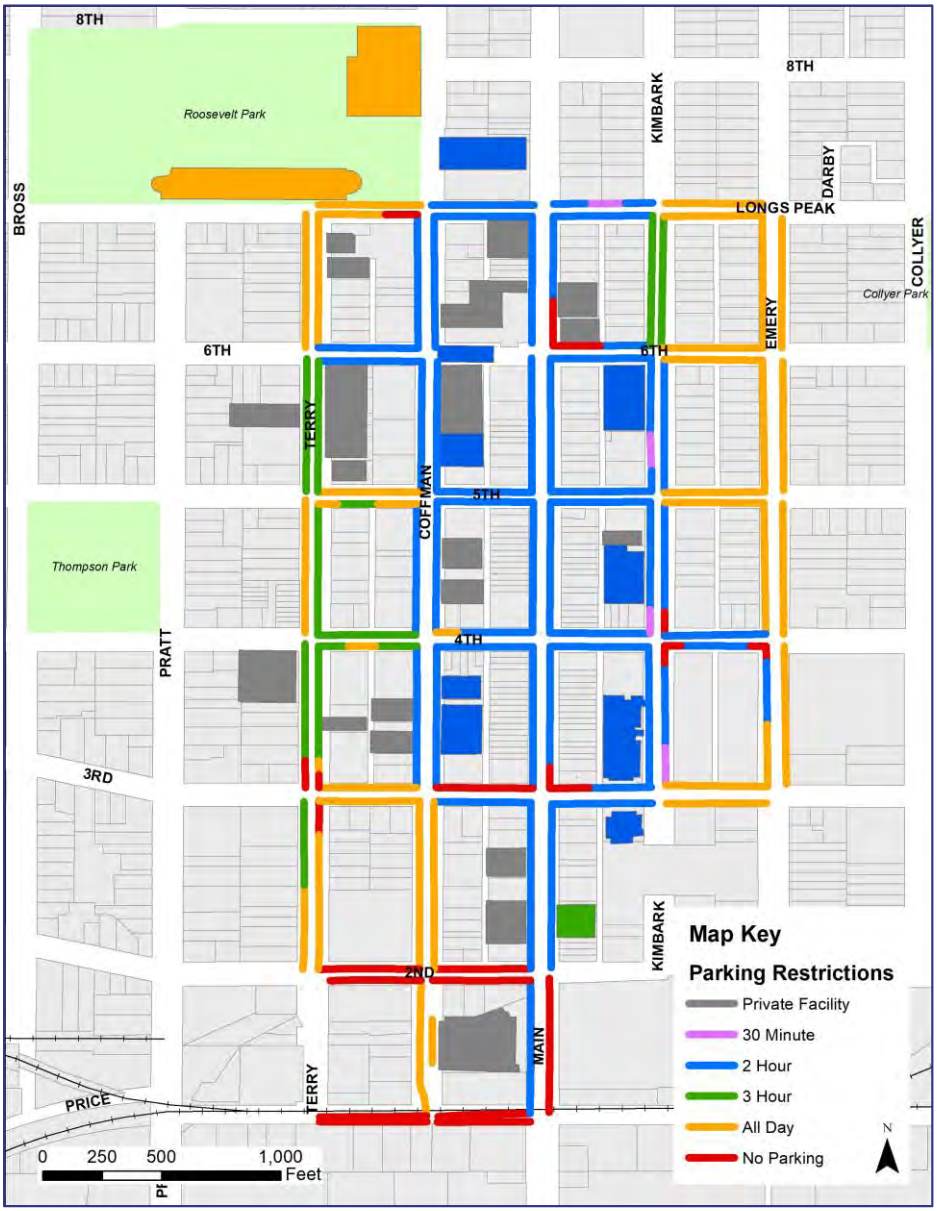
In September 2017, the City of Longmont (City) implemented changes to time-limited parking spaces throughout the Downtown Core. The City took this action based on recommendations in the City's *2016 Downtown Longmont Parking and Access Study (2016 Study)*. One of the goals of the change was to encourage increased turnover and utilization of Downtown Longmont's most sought-after parking resources.

Parking regulations are enforced Monday through Friday, from 8:00 am to 6:00 pm. Parking within public facilities remains free and is restricted per the posted time limitations. Parking patrons have the option to purchase a lot-specific parking permit that allows parking within a specific lot for longer periods of time. In the evenings and on weekends, public parking facilities are free and unrestricted.

In April 2019, the City contracted with Kimley-Horn and Associates to update Downtown Longmont's parking demand and duration of stay data. The intent of this effort is to provide staff with comparative information of the parking system's performance to determine if the parking program requires further modification.

Figure 1 shows the current boundaries and regulations within the Downtown Core, as well as the added historical neighborhood that borders Downtown to the east along Emery Street.

Figure 1. 2019 Parking Regulations



Parking Inventory Update

As noted in the *2016 Downtown Longmont Parking and Access Study (2016 Study)*, maintaining an accurate inventory of parking spaces is essential to an effectively managed parking program. As part of the City's Parking Update, it was important to note changes in supply and restrictions of the parking within the Downtown Core. The most recent parking supply/demand update was completed as part of the *2016 Study*. As shown in **Figure 2**, the study area for this 2019 Parking Update was expanded to include an additional four blocks of residential area. This additional area comprises the Historical Eastside Neighborhood (HENA) east of Downtown along Emery Street from 3rd Avenue to Longs Peak Avenue. Noting this as an area of interest, an analysis of parking specifically within this area will look at how Downtown parking may be impacting this neighborhood. The parking lot for the former convenience station on the northeast corner of the intersection at Main Street and 5th Avenue was also added to the study area.

Figure 2. Study Area

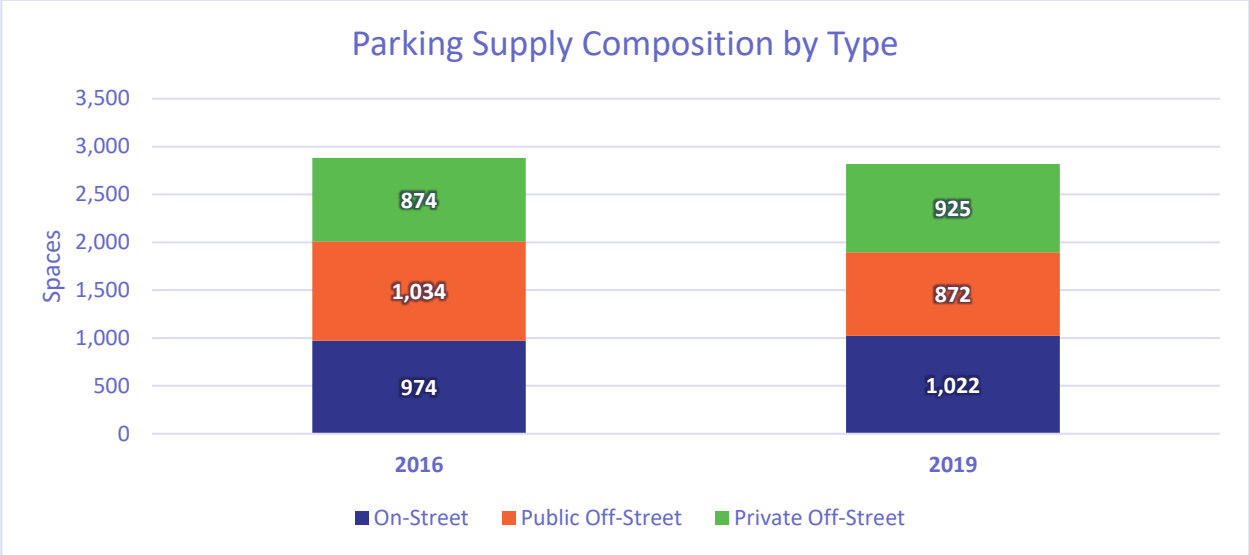
SUMMARY OF INVENTORY UPDATE

According to the *2016 Study*, 2,882 spaces were included in the study area. As of this update, including the additional spaces within the vacant service station, 2,819 spaces were identified, for a net decrease of 63 spaces. **Table 1** provides a summary of the changes within the study area that resulted in this net decrease, with parking supplies summarized in **Figure 3** by type.

TABLE 1. PARKING SUPPLY CHANGES

Net Change in Spaces	Description
-141 spaces	The *2016 Study* included the entire Roosevelt Park Apartments garage in its inventory and utilization; 2019 only addressed the publicly accessible area (-141 spaces)
-32 spaces	500W Lot was updated to reflect field observations
+15 spaces	P Lot was updated to include an estimated supply in an undelineated portion of lot and new striping
+4 spaces	T Lot was updated to reflect field observations
+11 spaces	Roosevelt Park was updated to reflect field observations
+48 spaces	On-street stripping revisions throughout study area
+32 spaces	Vacant service station added to study area

Figure 3. Parking Supply Composition



ON-STREET PARKING

The on-street parking supply within the study area is approximately 1,022 parking spaces with a variety of time limits including 30-minute, 2-hour, 3-hour, and unrestricted all-day parking. As noted within the *2016 Study*, parking within the Downtown Core remains free.

PUBLIC OFF-STREET PARKING

Each of the City's surface parking lots has available monthly parking permits for purchase. The City's rate structure, shown in **Table 2**, provides individual parking spaces for purchase for use from Monday through Friday, 8:00 am to 6:00 pm (except for assigned spaces). Although surface lot rates increased in all but one lot, as was recommended in the *2016 Study*, daily rates have remained unchanged at $5. The cost for covered parking within the Roosevelt Park Apartments garage has decreased 44% from $432 per year to $240 per year. Meanwhile, the number of available permits in relation to the number of spaces at this location is high when compared to most all other public off-street facilities. In addition to selling permits for off-street public parking lots, many of the centrally located surface lots and the ground floor of the Roosevelt Park Apartments garage are open to downtown visitors.

Permits function as a "hunting license" and do not guarantee a space. In addition to providing all-day access to parking facilities, permits may be shared by multiple users. While users may not utilize the same permit during the same period, permits may be passed between registered users.

TABLE 2. CURRENT PARKING PERMIT RATES		
Permit	Cost	Note
Day Permit	$5	Lot specific
Annual Permit, 200 E & RPA Garage	$240	$20 per month, billed twice annually; Lot specific
Annual Permit, uncovered	$432	$36 per month, billed twice annually; Lot specific
Annual Permit, covered	$240	$20 per month, billed twice annually; Lot specific

PRIVATE OFF-STREET PARKING

Private parking facilities play an important role in providing for the parking needs of the community and were inventoried for the *2016 Study* and 2019 Update. These facilities comprised a total of 925 spaces, or approximately 30% of the supply within the study area. These facilities are regulated and enforced by individual property owners and/or property managers. While a limited number of facilities provide time limits on parking, supplies are generally restricted based on user type and signed for use by the property's customers and employees only.

Key Observations

- While changes to the number of spaces included in the study area changed, the overall area has not experienced a significant change in parking inventory. Most notably the 141 spaces at the Roosevelt Apartments Garage that were previously included in public off-street parking supplies and are no longer included in the study.
- Even with a 44% reduction in the price of a permit at the Roosevelt Park Apartment Garage, demand for permits at this location remains low when compared to more centrally located surface lots. Rather than continuing to reduce the cost of an underutilized facility, in this case the garage, consideration should be given to increasing the cost of overutilized surface lots.

Parking Occupancy

Occupancy data in 2019 was collected for the garage, lots, and on-street areas and summarized at the block face level. Each location's data was collected during the morning, midday, afternoon, and early-evening periods to determine the fluctuations in occupancy as residents depart for work and employees and visitors enter the study area. These times were chosen to remain consistent with the peak periods observed in the *2016 Study* and facilitate comparative analyses.

Figure 4 provides a comparison of utilization for the study area by year for the Thursday of each 2016 and 2019. Overall, utilization was slightly down for the study area for two of the four time periods. As detailed in **Table 3**, utilization was down approximately 7.2 percentage points during the Thursday 11:00 am collections from 2016 to 2019, and down approximately 5.2 percentage points during the Thursday 5:00 pm collection. The greatest increase in utilization was observed during the 8:00 am collection period on Thursday with an increase of 5.8 percentage points. The Thursday 2:30 pm collection was the observed overall peak period during the 2019 Update. During this time, the study area was observed to experience an increase in utilization of 2.9 percentage points for a total utilization of 56.8%. This peak utilization not only occurred slightly later during the day but is also down 2.6 percentage points from the 2016 peak utilization (59.4%). The highest utilization rates for each collection period are highlighted in yellow.

Figure 4. Overall Utilization by Year

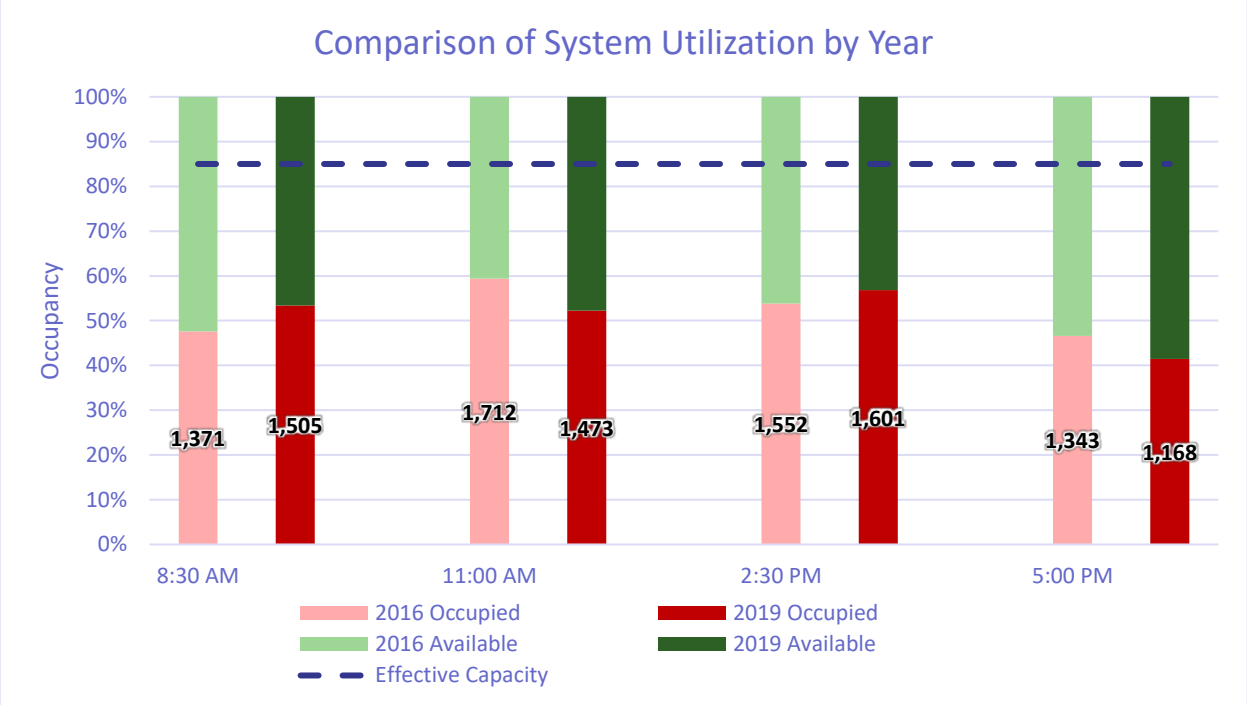
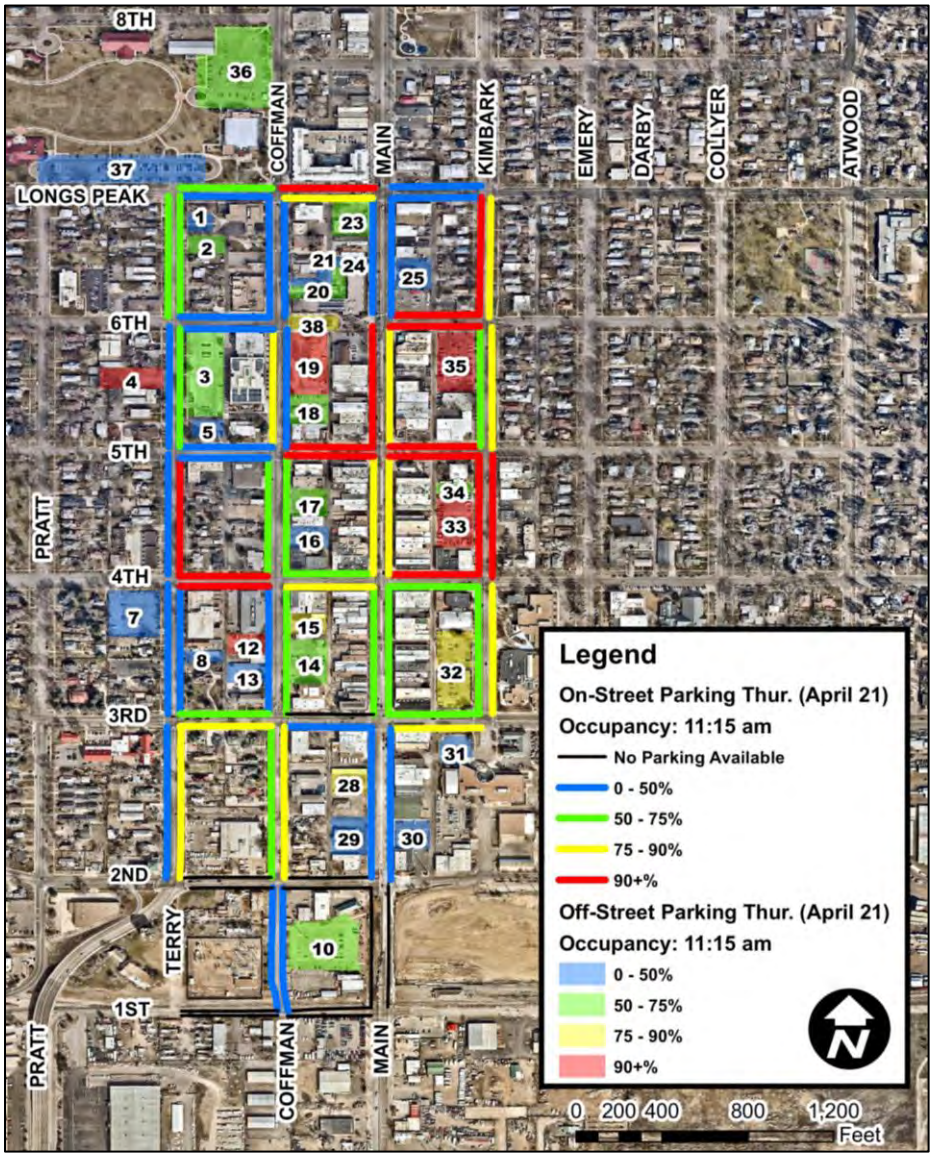


TABLE 3. HOURLY OCCUPANCY COMPARISON – 2016 VS. 2019				
	Thursday		Saturday	
	2016	2019	2016	2019
8:30 AM	47.6%	53.4%	50.5%	31.1%
11:00 AM	59.4%	52.3%	39.5%	41.0%
2:30 PM	53.9%	56.8%	35.9%	40.0%
5:00 PM	46.6%	41.4%	28.9%	37.7%

Unlike Thursday observations, Saturday observed utilizations were generally up during the 2019 Update in comparison to the *2016 Study*. While the 8:30 am collection period was down significantly, all other periods throughout the day saw higher utilizations. The Saturday observed peak also occurred slightly later in the day in 2019, moving from the 8:30 am collection period in 2016 to the 11:00 am collection period.

Parking demands observed in 2016 were highly localized, with on-street facilities in many areas over utilized while off-street facilities sat mostly vacant. As shown in **Figure 5**, taken from the 2016 report, the peak collection period (11:00 am) in 2016 was observed to have high utilization of on-street in the area of 4th Avenue to 6th Avenue and from Kimbark Street to Main Street, with additional pockets of high demand extending along 5th Avenue to Coffman Street and in the area of 4th Avenue and Terry Street.

Figure 5. Occupancy Map for Thursday, April 21, 2016 11:00 am



While areas of high on-street demand were again observed during the 2019 Update, as shown in **Figure 6**, the block faces are distributed more evenly throughout the study area rather than clustered to specific activity centers. Off-street facilities were also observed to be utilized at higher rates. This is especially evident at the Roosevelt Park surface lot along Coffman Street north of Longs Peak Avenue, which itself peaked during the 11:00 am collection at 100% occupied. Maps of each collection period for both Thursday and Saturday are provided in **Appendix A** with the detailed occupancies per lot and block face provided in **Appendix B**.

Figure 6. Occupancy Map for Thursday, May 2, 2019 2:30 pm (Peak Period)

Public Parking System

While the overall parking system for the study area was observed to peak during the Thursday 2:30 pm collection period, the facilities experienced slight variations in demand individually and categorically. On-street parking peaked at the same time and day during the Thursday 2:30 pm collection period, with public off-street facilities peaking during the Thursday 8:30 am collection. **Table 4** provides a summary of parking utilization throughout the day based on the type of facility for the peak day of observations.

TABLE 4. HOURLY OCCUPANCY COMPARISON BY TYPE OF FACILITY

Type of Facility	Peak Day (Thursday)			
	8:30am	11:00am	2:30pm	5:00pm
On-Street	49.1%	44.1%	59.1%	48.3%
Public Off-Street	63.0%	61.2%	61.7%	48.3%
Private Off-Street	49.1%	52.8%	49.6%	27.4%
Overall	53.4%	52.3%	56.8%	41.4%

By analyzing public parking facilities separately from private facilities, parking management decisionmakers can identify where imbalances may be occurring in the parking system and may also readily measure the quantifiable impacts of changes implemented. Although all types of parking within the study area are currently operating below their effective capacity, as shown in **Table 4** and **Figure 4**, the public off-street system is being utilized at a higher rate. This is currently not creating a cause for concern, however, as the area develops this trend should continue to be monitored to ensure private land uses are appropriately contributing to parking demands they generate.

Effective capacity is an industry-accepted occupancy threshold for parking facilities that indicates the efficiency of the facility or system. Based on industry standards, the primary threshold is 85% of the total capacity of the parking system or facility. For example, when observed or projected occupancies are under this threshold, users can typically locate spaces easily. When observed or projected occupancies meet or exceed this threshold, users cannot typically find available parking easily.[1]

[1] "Parking 101: A parking Primer: A Publication of the International Parking Institute", International Parking Institute, 2015; "Shared Parking, Second Edition", Urban Land Institute

Historical Eastside Neighborhood (HENA)

On-street parking data was also collected in the area along Emery Street from 3rd Avenue to Longs Peak Avenue, to inform an analysis of how downtown parking may be impacting the neighborhood. As shown in **Figure 7**, during the Downtown's peak period of demand, high utilization is also occurring on the north block face of 6th Avenue between Emery Street and Kimbark Street, as well as on the block faces adjacent to the northwest corner of Emery Street and 3rd Avenue. The 18 block faces that comprise this area of interest experience a utilization of approximately 61.2% during the Thursday peak period.

While it initially appears that the areas of high utilizations are occurring in area with nearby ample on-street supply, those facilities are time-limited. For instance, the east block face of Kimbark Street from 6th Avenue to Longs Peak Avenue has a 3-hour time limit, and both block faces of Kimbark Street from 3rd Avenue to 4th Avenue have 2-hour time limits.

As the day progresses, this area increased in utilization. Peaking during the 5:00 pm collection period at 63.4%, parking demands are more balanced throughout the neighborhood during this time as shown in **Figure 8**. Given the relatively short time frame, the time of day that heightened utilization occurs, and being limited to one to two localized block faces does not indicate the need for additional management of the parking in this area at this time. However, ongoing monitoring of the HENA neighborhood is recommended. Should spillover expand in area or occur over a longer period of time, expansion of time limited parking with exception provided to residential permit holders should be considered.

Figure 7. Occupancy Map for Emery Street Thursday 2:30 pm

Figure 8. Occupancy Map for Emery Street, Thursday 5:00 pm

Key Observations

- Parking demand peaked during the Thursday collections during the 2:30 pm collection period. This is slightly later in the day than observed in 2016, which experienced a peak during the Thursday collections at 11:00 am.
- Peak occupancy decreased by 2.6 percentage points from 59.4% in 2016 to 56.8% in 2019.
- Although parking utilization was down, the number of cars observed within the area increased, indicating the parking system is more efficiently distributing parking demands.
- Peak Saturday utilization is down from 2016, however three out four collection periods have increased utilization showing a growing and more consistent parking demand throughout the day.
- Longer-term off-street parking facilities are significantly better utilized.
- The public parking system has not yet reach effective capacity, operating at 60.3% during the Thursday peak period.
- HENA is experiencing spillover during the 2:30pm – 5:00pm time frame on two black faces in the area of 3rd Avenue and Emery Street and one block face at 6th Avenue between Emery Street and Kimbark Street.

Parking Duration

In addition to occupancy data, length of stay information was updated and analyzed for on-street parking on Saturday, and both on- and off-street parking on Thursday. The *2016 Study* provided an analysis of on-street length of stay for the Thursday collection periods. These observations are provided in **Figure 8** below in comparison to the data for on-street facilities during the 2019 Thursday collections.

Overall, the number of vehicles within each time category declined. However, while this graphic shows a reduction in the total of vehicles observed on-street during each year's peak day, the total number of vehicles observed within the study increased approximately 43.5% in the 2019 Update. As shown in **Figure 9**, off-street facilities experienced longer lengths of stay, having a significant impact on averages for the overall study area. Off-street facilities were also observed to absorb approximately 53% of the total Thursday parking demands within the Study Area.

Figure 8. On-Street Length of Stay, Thursday 2016 & 2019

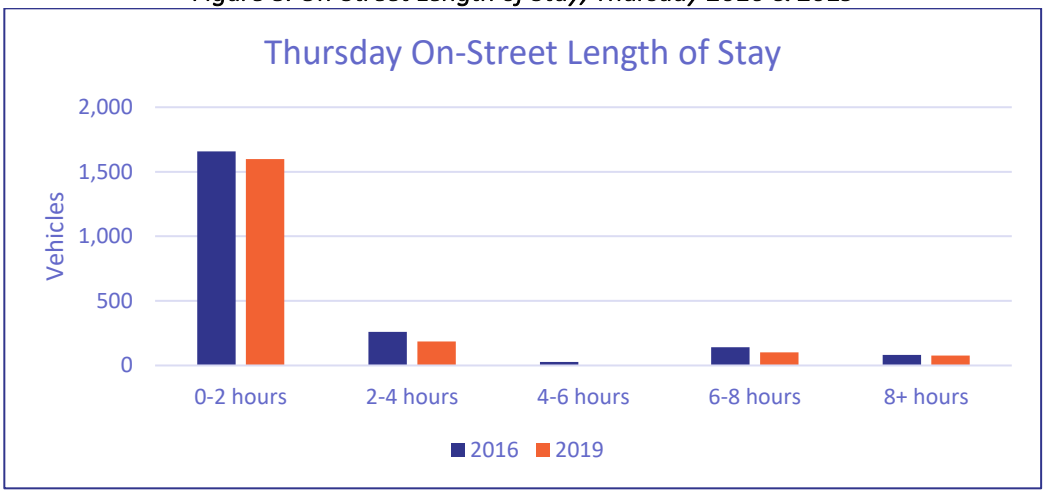
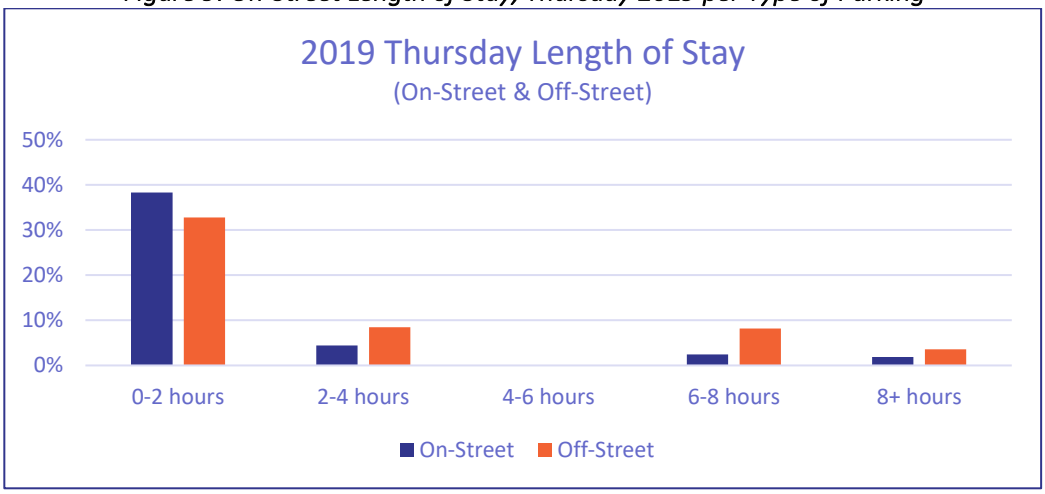
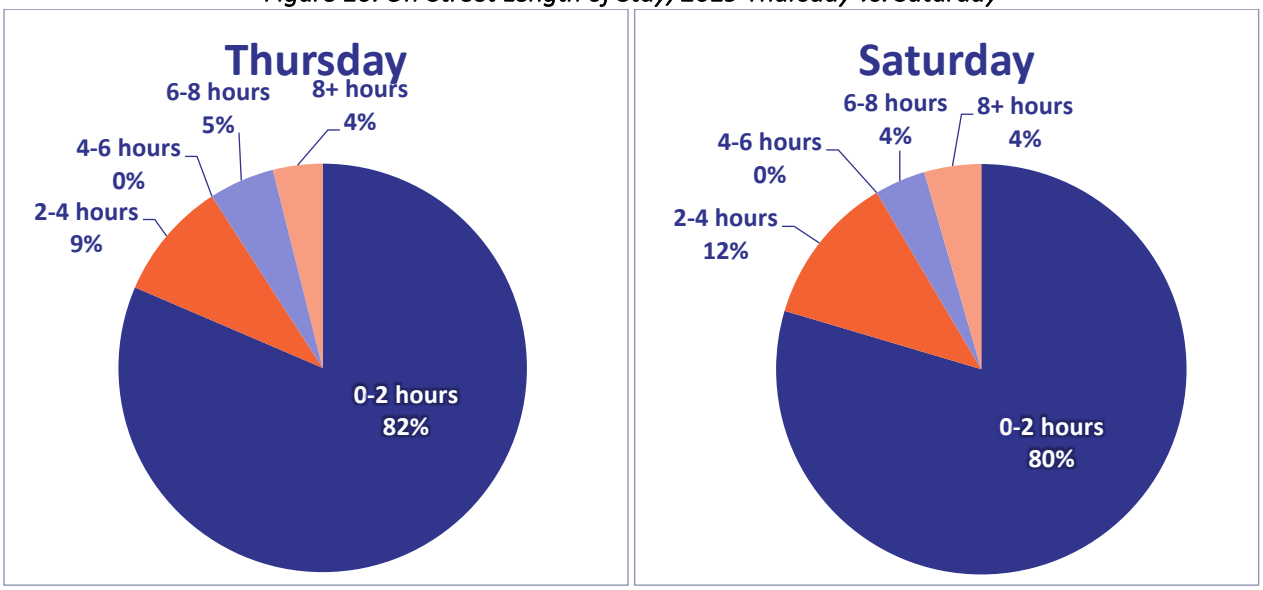


Figure 9. On-Street Length of Stay, Thursday 2019 per Type of Parking



Length of stay data was also collected for on-street facilities during the Saturday, April 27th, 2019 collection effort. When analyzed against the Thursday on-street duration data, as presented in **Figure 10**, it is evident that the on-street parking system users stayed parked in their spaces slightly longer than those parked on-street on Thursday. However, given that time restrictions are not enforced on weekends, this increase in length of stay within the on-street spaces is marginal and not a cause for concern.

Figure 10. On-Street Length of Stay, 2019 Thursday vs. Saturday



Parking turnover data from 2016 was analyzed in comparison to turnover data from the 2019 Update. A summary of this analysis is presented in **Table 5**. Although counts completed in 2016 included an additional early morning collection period beginning at 6:00 am, the significant increase in the usage of off-street facilities in 2019 is reflected in the increased average duration which slightly impacts the average turnover rate of spaces through the parking system.

TABLE 5. PARKING SYSTEM TURNOVER – 2016 VS. 2019

Year	Inventory	0 – 3 hours	3 – 6 hours	6 – 8 hours	8+ hours	Total Vehicles	Total Duration (Hours)	Average Turnover	Average Duration (Hours)
2016	2,620	4,415	316	219	193	5,143	10,042	1.96	1.95
2019	3,051	4,911	162	511	304	5,888	13,030	1.93	4.27

Table 6 summarizes the on-street and 2-hour time restricted analyses of the 2019 turnover data for Thursday collections. On-street spaces as a category had an average length of stay of approximately 5 hours and 25 minutes. A more specific analysis was applied to spaces with a 2-hour time restriction. As noted in the *2016 Study*, these spaces continue to experience an average length of stay in excess of their posted limit.

TABLE 6. TURNOVER – THURSDAY 2019

Year	Inventory	0 – 3 hours	3 – 6 hours	6 – 8 Hours	8+ hours	Total Vehicles	Total Duration (Hours)	Average Turnover	Average Duration (Hours)
On-Street	1,254	3,263	89	171	154	3,677	6,802	2.93	5.42
2-Hour	1,205	2,001	48	107	0	2,156	3,342	1.79	2.77

Key Observations

- On-street facilities were observed to experience a shorter average length of stay, while off-street facilities were observed to have a longer average length of stay compared to the 2016 Study.
- On-street average length of stay for spaces with a 2-hour time limit is 2 hours and 46 minutes.

Movement

Utilizing the Thursday data collection effort, for which time limits and permits were under enforcement, an analysis of the movement of vehicles within the study area was performed. Movements were recorded for vehicles that change location within the study area during consecutive collection periods. Vehicles that left the study area for a collection period and later returned are not included in this analysis. The intention of this exercise is to identify potential patterns indicative of movement to evade enforcement of time limits or areas that may pose a challenge to pedestrian access, such as a physical or perceived barrier.

Figure 11 shows the destinations and paths of vehicles that were recorded to move throughout the study area between consecutive collection periods. The destination points are sized relative to the number of vehicles recorded at that lot or block face throughout the day. On the day of analysis, 171 vehicles were observed to move at least once between consecutive periods, with an average of 2.7 movements per vehicle.

QUICK STATS

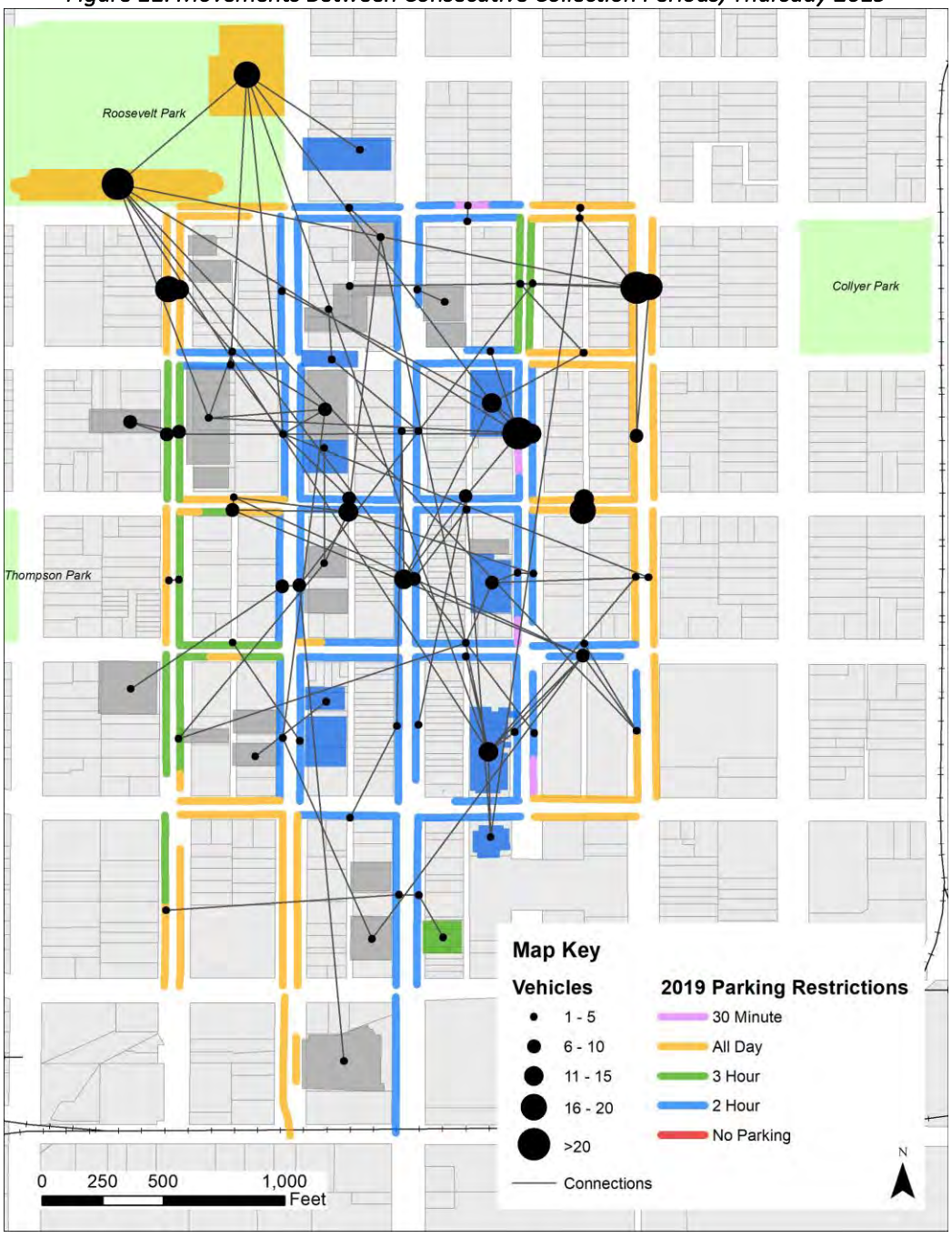
- 171 vehicles moved between consecutive runs
- Average of 2.7 moves per vehicle

As shown on the map, many of these movements did not involve time limited facilities. 49 vehicles, representing approximately 28.7% of these vehicles, moved solely within private facilities and/or facilities that provide all-day parking. 74 vehicles, or approximately 43.2%, moved solely within time limited facilities. The remaining 48 vehicles (28.1%) moved between time-restricted and private or all-day facilities.

The shortest movements recorded occurred on opposing block faces. The longest movement was observed to occur by a vehicle moving from the area of Emery Street between 3rd Avenue and 4th Avenue and the Senior Center, approximately 2,800 feet or just over half a mile. Many movements originate from or to a private lot, public lot or block face that provides all-day parking.

Of the 171 observed movements, 38 of those crossed Main Street where traffic was observed to move quickly, and some pedestrian crossings were difficult to navigate in the allotted time. Data collectors reported difficulty safely crossing the highway, using the pauses at signaled crossings to make notations for their routes. They noted that failure to initiate crossing the highway immediately upon the signal change resulted in arriving at the opposite side of the intersection after the cross-traffic light had turned green. For those with mobility impairments, such timing can provide a real physical barrier to the walkability of downtown.

Figure 11. Movements Between Consecutive Collection Periods, Thursday 2019



Key Observations

- There were a significant number of vehicles observed to move and repark between consecutive runs time throughout Thursday.
- Of the 171 vehicles that moved and reparked Thursday, the average number of movements per vehicles was 2.7 times. This generates an average 290.7 additional trips within the study area.
- Movements appear to be related to evading time limits as well as for convenience.

Enforcement

Off-Street Permitting

Utilizing the data collected on Thursday, May 2nd, 2019 related to license plates and location of observation, the data was cross-referenced with the Longmont Downtown Development Authority listing of active permits. On the date of observation, 126 permitted vehicles were recorded within the study area. Of these, 110 were observed within the surface lot or garage for which their permit is authorized. **Table 7** below summarizes the locations of the 16 vehicles observed to park in locations not provided under their permit. The table also provides the peak occupancy of the permitted garage or lot for context as to a possible cause for the choice to park elsewhere.

TABLE 7. PERMIT ANALYSIS SUMMARY

Authorized Facility	Facility's Peak Occupancy	4th-Kimbark-Main	4th-Main-Kimbark	5th-Main-Coffman	5th-Terry-Coffman	Coffman-6th-5th	Kimbark-5th-6th	Kimbark-6th-5th	Longs Peak-Terry-Coffman	Main-5th-6th	Main-Longs-6th	Terry-5th-4th	300E	Police Station
200E	30%													1
300E	100%	1	1			1								
300W	87%			1	1							1		
400E	85%		1											
500E	97%						1	3			1		1	
600W	100%									1				
Roosevelt Park Apts.	72%								1					

As summarized above, five of the seven facilities for which permit holders parked in alternate locations were observed to operate at or above effective capacity at some point during the day of analysis. An inability to quickly locate a parking space within the authorized lot or garage likely led to the decision to park in an alternate location. Two vehicles, however, that did not park within their authorized surface lot appear to have done so in favor of convenience. In both instances, the alternate location is less than 500 feet in distance (by way the crow flies) from the authorized surface lot. These vehicles, however, may have parked in alternative locations due to the ability for vehicles to "share' permits, and the presence of a shared permit user already parked within the authorized lot.

On-Street Parking

In review of the length of stay and location data collected on Thursday, May 2nd, 2019, when parking time limits are under enforcement within the study area, 2,445 vehicles were observed to park on-street throughout the day. Of these, 166 vehicles, or approximately 7%, were observed to park in a location in excess of the posted time restrictions. With an estimated 8% occurrence rate for violations recorded in the *2016 Study*, the decrease in time related violations is a positive sign of the increased enforcement efforts that have been implemented over the past three years. Violation hours have decreased considerably, down 83% from 2,337 hours in 2016 to only approximately 396 during the 2019 Update.

Violations Analysis

On the same date of data collections, Parking Enforcement issued 21 overtime parking citations for the on-street area of Kimbark Street from 3rd Avenue to 6th Avenue, and the 300 East, 400 East, and 500 East surface lots. Based on observations of the same three blocks of Kimbark Street, approximately 40 overtime parking violations were observed to occur by data collectors. However, enforcement routing and citation data was provided at 2:08 pm on the day of data collection. This indicates that enforcement efforts stopped prior to the 2:30 pm peak utilization period observed within the study area, four hours prior to posted enforcement hours. Enforcement also was only provided for approximately 23% of the public parking supply.

Candid discussions with downtown employees in the study area highlighted the common knowledge that parking enforcement is generally not provided for more than half of the study area and only on a part-time basis. The risk of citation is perceived as very low, and with fines low relative to the cost of a permit, there is little incentive for employee to comply with parking regulations. In fact, as of 2017, the City of Longmont employs some of the lowest fines in the Front Range, as detailed in **Table 8**.

TABLE 8. FINES FOR COMMON PARKING VIOLATIONS IN THE FRONT RANGE

Municipality	Overtime Parking	Outside Lines / Markings	Crosswalk	Red Zone / Fire Lane	Parking Prohibited	Fire Hydrant	Blocking Traffic	Disabled Parking	Block Driveway
Boulder, CO*	$25-$100*	$25	$35	$60	$35	$60	$35	$150	$35
University of Colorado	$25	$50		$150	$50			$200	
Breckenridge, CO	$30-$200*	$30	$30	$30	$30	$30	$30	$100	$30
Colorado Springs, CO	$30	$40	$50	$70	$50	$50	$50	$350	$50
Denver, CO	$25	$25	$25	$50	$25	$25	$25	$150	$25
Fort Collins, CO	$0-$50*	$25	$25	$25	$25	$25	$25	$100	$25
Longmont, CO	$20		$20		$25	$35		$100	

Key Observations

- Significant improvement in enforcement operations is evident in comparing data from 2016 against 2019. Violation hours have decreased 83% while more vehicles were observed within the study area and utilization of off-street, long-term parking is better utilized.
- More resources to provide increased coverage in terms of both area covered and hours covered is highly recommended to continue to grow upon the success of the enforcement program and increase the efficiency and life of the existing parking system.
- Parking fines currently provide little incentive to comply with regulations, as routes and timing are known by regular parking system users in the downtown area.

Parking Update Conclusions

Through restriping and removal of delineated spaces, as well as adding the now vacant station parking lot at the intersection of Main Street and 6th Avenue, the Study Area has grown by a net decrease of 63 spaces. Through a combination of the growth in area and a growth in traffic, the update saw an increase of approximately 14% in vehicular volume from the *2016 Study*.

Although more vehicles were observed within the study area, the peak period of observed parking demand remains on Thursday but shifted slightly later in the day from 11:00 am to 2:30 pm.

Furthermore, the peak system operating occupancy decreased from 59.4% in 2016 to 56.8% in 2019. Reflected in both the individual off-street facilities as well as average length of stay analysis, parking patrons are using off-street facilities more frequently than was observed in 2016.

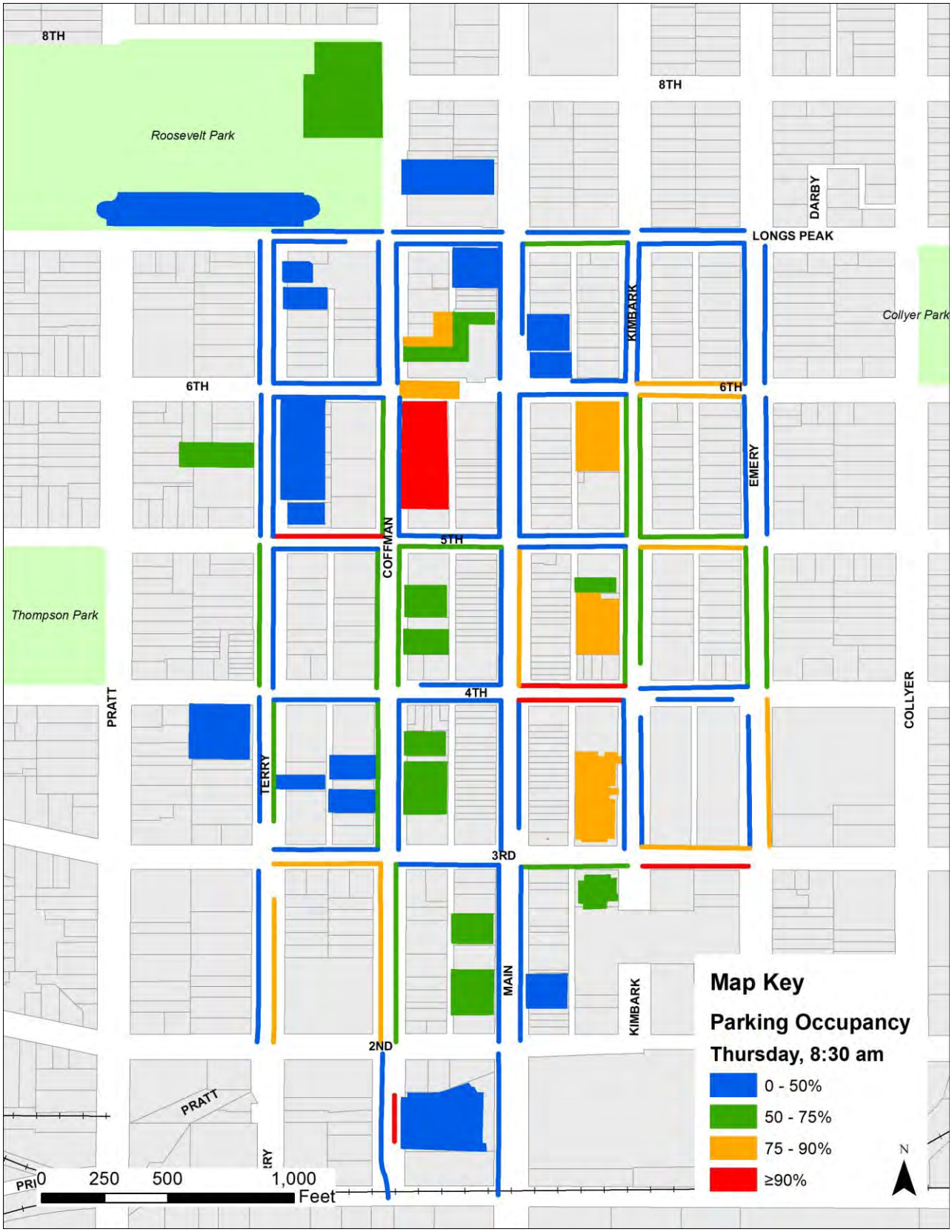
As parking demands continue to grow, a concern for parking and access in Downtown Longmont will continue to be the circulation of pedestrian and vehicular traffic throughout the area. Although public off-street parking facilities peak are well below effective capacity, as shown in **Figure 7** in the "Occupancy" section and noted in **Table 7** in the "Enforcement" section, several public surface lots do experience peak parking demands that exceed 85% utilization. Excessive movements add to circulation issues, however there is clearly a real or perceived barrier within the area that is leading to a significant number of drivers to repark throughout the day.

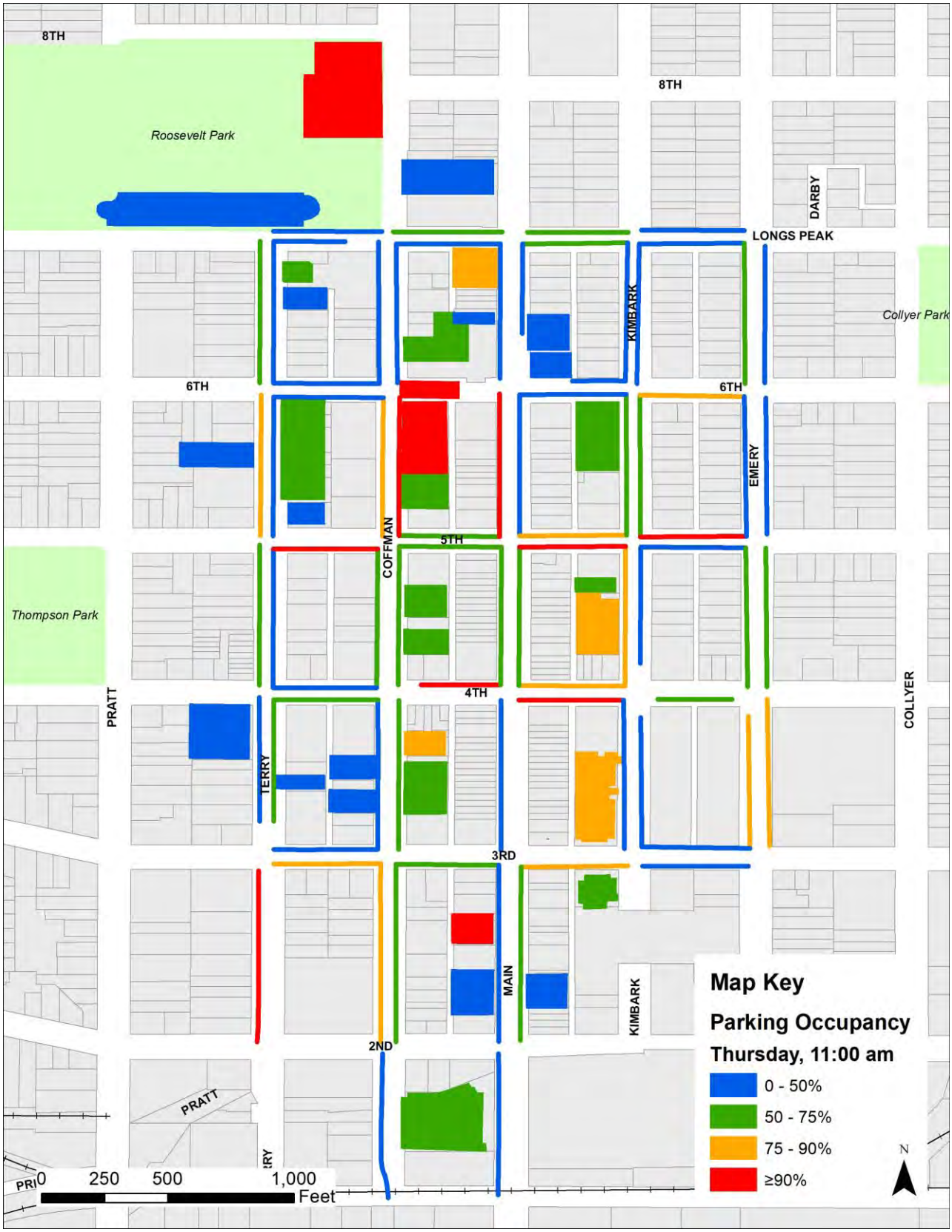
Movements and the subsequent reparking throughout the study area is incredibly excessive. Policy modifications to prevent movements to evade parking management and enforcement should be considered. Such language used in other similarly sized municipalities prevents reparking within a specified distance from where the vehicle is originally observed in any rolling period. Common distances include 100 and 500 feet with a rolling period of 4 or 8 hours.

Movement to avoid citation are generally made by employees and residents. To ensure downtown employees, residents, and patrons intending to stay long periods within the area are discouraged from utilizing spaces intended to provide convenient, high-turnover access nearby businesses, it recommended that the City implement policy to prevent parking within on-street, time limited spaces within 500-feet of the original location for a rolling period of 4 hours during the posted enforcement hours. This provides those individuals access to the convenient on-street spaces outside their working hours for personal visits to area businesses and events.

Enforcement continues to be the area that provides a significant opportunity to improve parking efficiencies. Improvements have clearly been made since the *2016 Study*, however, additional resources to increase the frequency of enforcement throughout the day and expanding both coverage and time to cover posted enforcement hours is highly recommended. This will aid in encouraging voluntary compliance with existing parking regulations and promote a park-once experience for Downtown Longmont. Citations should also provide a sufficient deterrent to repeat offenders. A tiered fine structure provides an opportunity for education and improved customer service through the use of a warning or $0 initial "fine." With the current fine for a time violation at $20, an individual would need to incur more than one citation per month to offset the savings from forgoing the purchase of a permit. Graduating fines for "scofflaws" or repeat offenders, will encourage more frequent turnover of the most convenient parking stalls to serve more customers and visitors per day, in the most highly desired parking areas. It will also shift more longer-term and employee parking to off-street lots and areas where there is a greater supply of parking available.

APPENDIX A. OCCUPANCY MAPS


8TH
Roosevelt Park
8TH
DARBY
LONGS PEAK
KIMBARK
Collyer Park
6TH
6TH
EMERY
COFFMAN
5TH
Thompson Park
4TH
PRATT
TERRY
COLLYER
3RD
MAIN
KIMBARK
2ND
PRATT
0 250 500 1,000
Feet
Map Key
Parking Occupancy
Thursday, 8:30 am
0 - 50%
50 - 75%
75 - 90%
≥90%
N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8TH
Roosevelt Park
DARBY
LONGS PEAK
KIMBARK
Collyer Park
6TH
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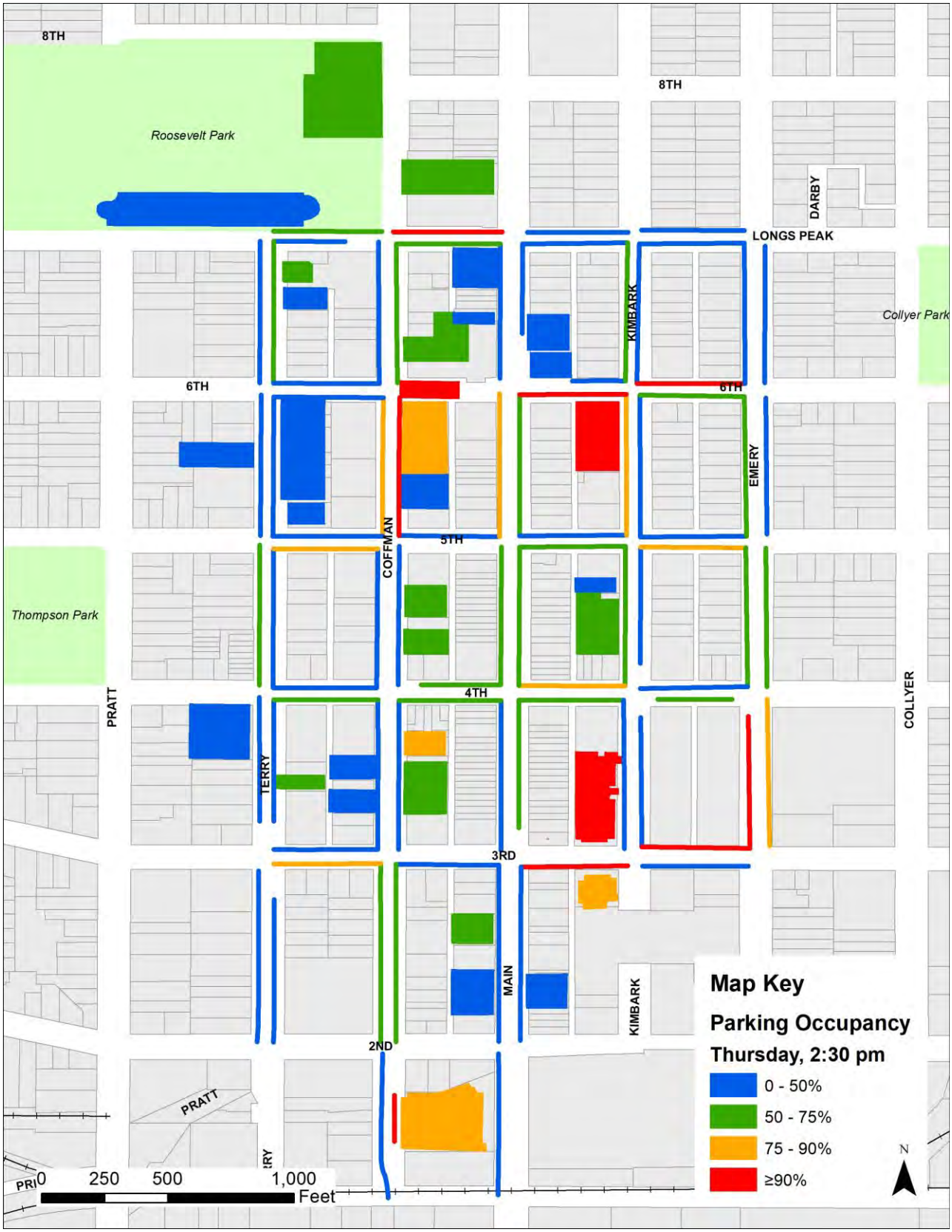
EMERY
COFFMAN
5TH
Thompson Park
4TH
PRATT
TERRY
COLLYER
3RD
MAIN
KIMBARK
2ND
PRATT
0 250 500 1,000
Feet
Map Key
Parking Occupancy
Thursday, 11:00 am
0 - 50%
50 - 75%
75 - 90%
≥90%
N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Roosevelt Park
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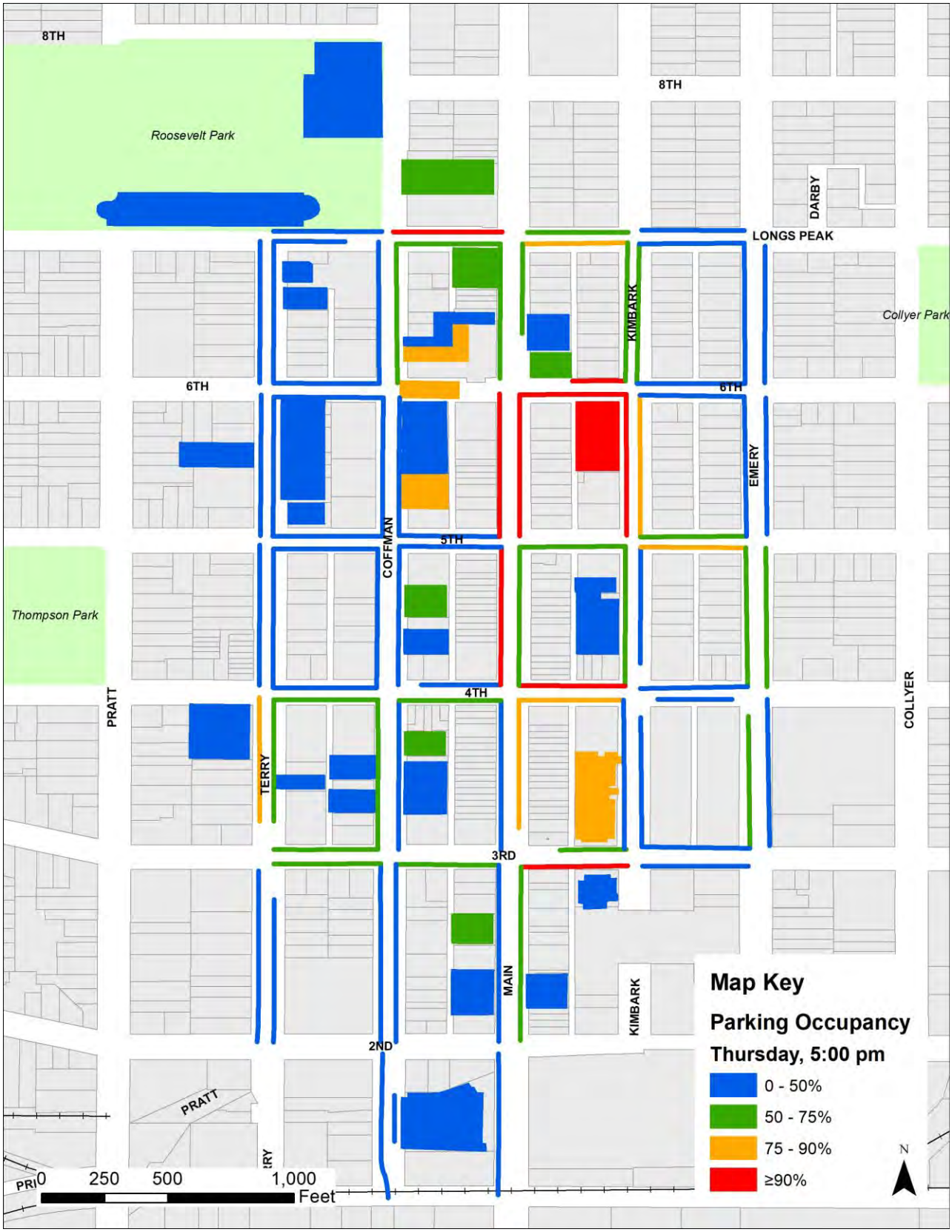
DARBY
LONGS PEAK
KIMBARK
Collyer Park
6TH
6TH
EMERY
COFFMAN
5TH
Thompson Park
4TH
PRATT
COLLYER
TERRY
3RD
MAIN
KIMBARK
2ND
PRATT
0 250 500 1,000
Feet
Map Key
Parking Occupancy
Thursday, 2:30 pm
0 - 50%
50 - 75%
75 - 90%
≥90%
N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Roosevelt Park
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DARBY
LONGS PEAK
KIMBARK
Collyer Park
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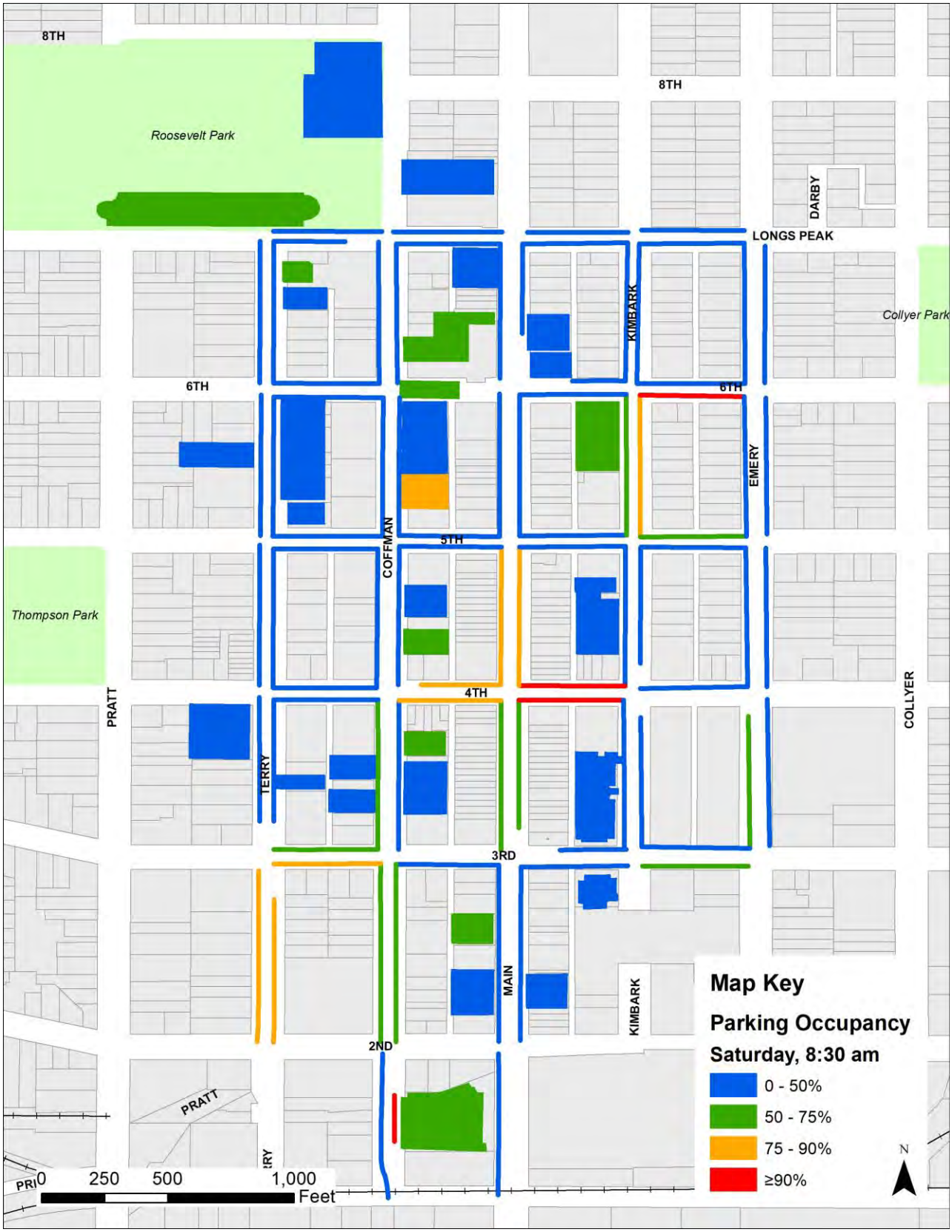
COFFMAN
5TH
Thompson Park
4TH
PRATT
TERRY
COLLYER
3RD
MAIN
KIMBARK
2ND
PRATT
0 250 500 1,000
Feet
Map Key
Parking Occupancy
Thursday, 5:00 pm
0 - 50%
50 - 75%
75 - 90%
≥90%
N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Roosevelt Park
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DARBY
LONGS PEAK
KIMBARK
Collyer Park
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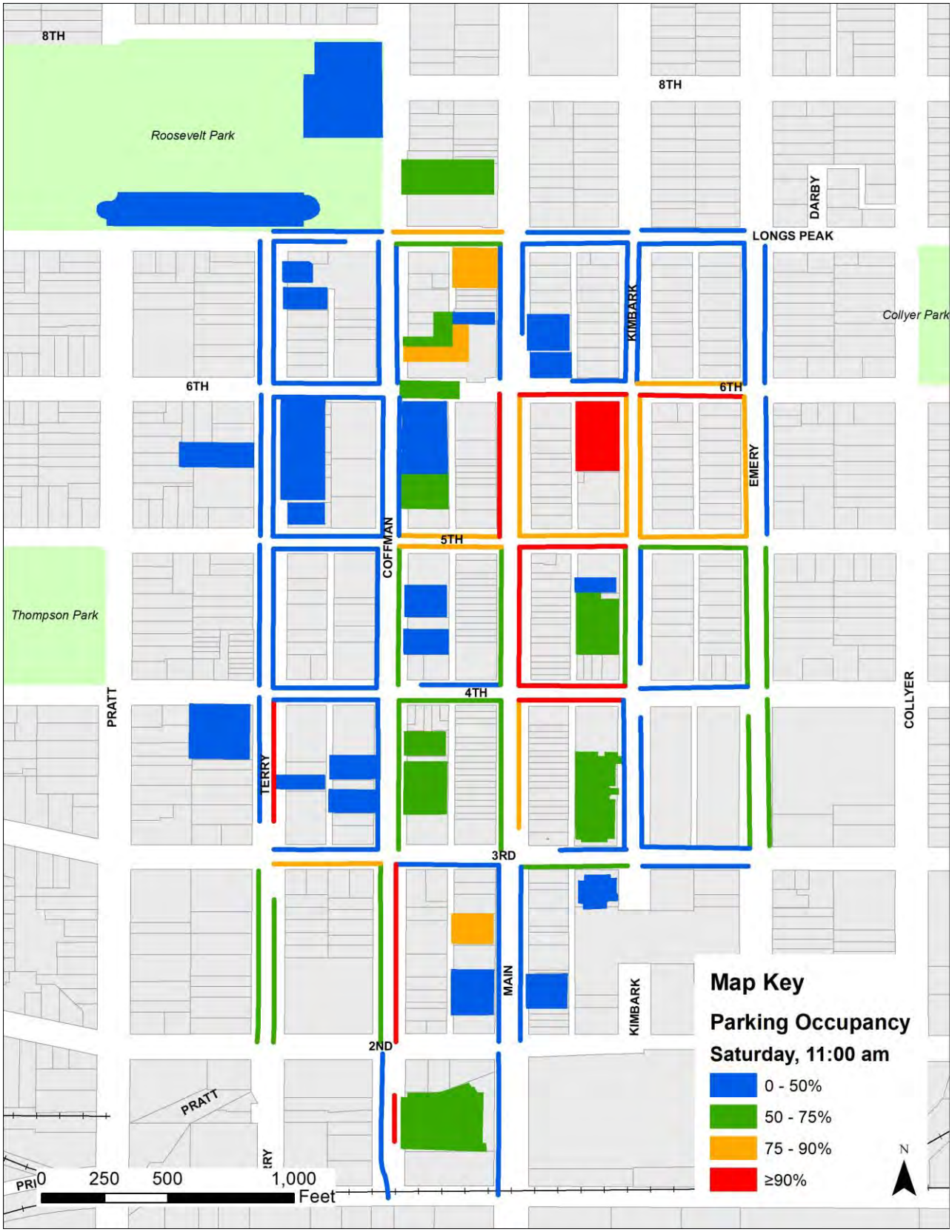
EMERY
COFFMAN
5TH
Thompson Park
4TH
PRATT
TERRY
COLLYER
3RD
MAIN
KIMBARK
2ND
PRATT
0 250 500 1,000
Feet
Map Key
Parking Occupancy
Saturday, 8:30 am
0 - 50%
50 - 75%
75 - 90%
≥90%
N


8TH
Roosevelt Park
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Collyer Park
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COLLYER
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MAIN
KIMBARK
2ND
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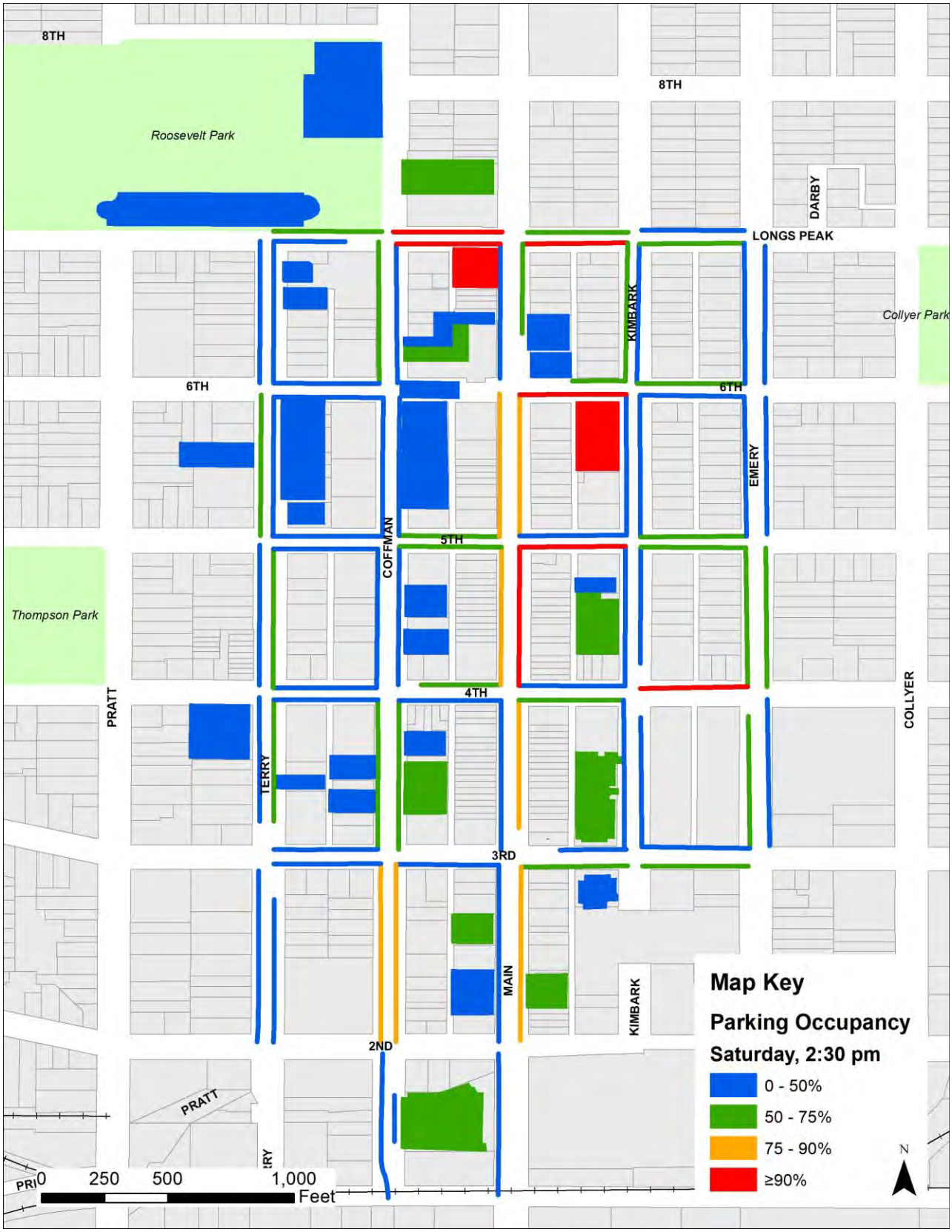
0 250 500 1,000
Feet
Map Key
Parking Occupancy
Saturday, 11:00 am
0 - 50%
50 - 75%
75 - 90%
≥90%
N


8TH
Roosevelt Park
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KIMBARK
Collyer Park
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COLLYER
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3RD
MAIN
KIMBARK
2ND
PRATT
0 250 500 1,000
Feet
Map Key
Parking Occupancy
Saturday, 2:30 pm
0 - 50%
50 - 75%
75 - 90%
≥90%
N

8TH
Roosevelt Park
8TH
DARBY
LONGS PEAK
KIMBARK
Collyer Park
6TH
6TH
EMERY
COFFMAN
5TH
Thompson Park
4TH
PRATT
COLLYER
TERRY
3RD
MAIN
KIMBARK
2ND
PRATT
0 250 500 1,000
Feet
Map Key
Parking Occupancy
Saturday, 5:00 pm
0 - 50%
50 - 75%
75 - 90%
≥90%
N

APPENDIX B. OCCUPANCY BY FACILITY

On-Street

Block Face	Restriction	Capacity	Saturday, April 27, 2019			
			8:30 AM	11:00 AM	2:30 PM	5:00 PM
Longs Peak-Terry-Coffman	All Day	11	0.00%	0.00%	9.09%	45.45%
Longs Peak-Coffman-Terry	All Day	11	0.00%	45.45%	72.73%	81.82%
Longs Peak-Coffman-Main	2 Hour	7	14.29%	57.14%	100.00%	85.71%
Longs Peak-Main-Coffman	2 Hour	7	14.29%	85.71%	100.00%	100.00%
Longs Peak-Main-Kimbark	2 Hour	15	0.00%	0.00%	100.00%	46.67%
Longs Peak-Kimbark-Main	2 Hour	9	11.11%	0.00%	66.67%	33.33%
6th-Terry-Coffman	2 Hour	14	0.00%	0.00%	0.00%	0.00%
6th-Coffman-Terry	2 Hour	16	6.25%	6.25%	6.25%	12.50%
6th-Main-Kimbark	2 Hour	13	15.38%	92.31%	100.00%	92.31%
6th-Kimbark-Main	2 Hour	8	0.00%	0.00%	62.50%	62.50%
5th-Terry-Coffman	3 Hour	19	5.26%	5.26%	0.00%	0.00%
5th-Coffman-Terry	All Day	12	0.00%	0.00%	0.00%	8.33%
5th-Coffman-Main	2 Hour	14	42.86%	85.71%	64.29%	71.43%
5th-Main-Coffman	2 Hour	19	0.00%	89.47%	73.68%	68.42%
5th-Main-Kimbark	2 Hour	11	36.36%	90.91%	100.00%	100.00%
5th-Kimbark-Main	2 Hour	9	11.11%	77.78%	44.44%	55.56%
4th-Terry-Coffman	3 Hour	17	11.76%	35.29%	35.29%	35.29%
4th-Coffman-Terry	3 Hour	8	25.00%	25.00%	37.50%	37.50%
4th-Coffman-Main	2 Hour	16	81.25%	75.00%	43.75%	68.75%
4th-Main-Coffman	2 Hour	11	81.82%	36.36%	54.55%	54.55%
4th-Main-Kimbark	2 Hour	13	100.00%	92.31%	61.54%	92.31%
4th-Kimbark-Main	2 Hour	10	100.00%	100.00%	0.00%	45.45%
3rd-Terry-Coffman	All Day	5	80.00%	80.00%	40.00%	80.00%
3rd-Coffman-Terry	All Day	8	75.00%	50.00%	37.50%	50.00%
3rd-Coffman-Main	2 Hour	8	25.00%	12.50%	37.50%	37.50%
3rd-Main-Coffman	No Parking	0				
3rd-Main-Kimbark	2 Hour	8	12.50%	75.00%	75.00%	87.50%
3rd-Kimbark-Main	2 Hour	3	0.00%	33.33%	33.33%	100.00%
2nd-Terry-Coffman	No Parking	0				
2nd-Coffman-Terry	No Parking	0				
2nd-Coffman-Main	No Parking	0				
2nd-Main-Coffman	No Parking	0				
1st-Terry-Coffman	No Parking	0				
1st-Coffman-Terry	No Parking	0				
1st-Coffman-Main	No Parking	0				
1st-Main-Coffman	No Parking	0				

Block Face	Restriction	Capacity	Saturday, April 27, 2019			
			8:30 AM	11:00 AM	2:30 PM	5:00 PM
Terry-2nd-3rd	All Day	9	77.78%	66.67%	0.00%	0.00%
Terry-3rd-2nd	3 Hour	16	81.25%	68.75%	0.00%	25.00%
Terry-3rd-4th	3 Hour	12	8.33%	100.00%	75.00%	58.33%
Terry-4th-3rd	3 Hour	13	0.00%	30.77%	38.46%	46.15%
Terry-4th-5th	3 Hour	12	25.00%	25.00%	66.67%	33.33%
Terry-5th-4th	All Day	11	0.00%	36.36%	27.27%	36.36%
Terry-5th-6th	3 Hour	19	0.00%	0.00%	26.32%	36.84%
Terry-6th-5th	3 Hour	15	20.00%	20.00%	53.33%	53.33%
Terry-6th-Longs	All Day	20	30.00%	40.00%	25.00%	20.00%
Terry-Longs-6th	All Day	20	35.00%	45.00%	30.00%	10.00%
Coffman-1st-2nd	All Day	4	100.00%	100.00%	50.00%	0.00%
Coffman-2nd-1st	All Day	9	22.22%	22.22%	22.22%	22.22%
Coffman-2nd-3rd	All Day	26	57.69%	96.15%	80.77%	100.00%
Coffman-3rd-2nd	All Day	15	60.00%	73.33%	80.00%	73.33%
Coffman-3rd-4th	2 Hour	14	50.00%	71.43%	64.29%	78.57%
Coffman-4th-3rd	2 Hour	20	65.00%	50.00%	60.00%	80.00%
Coffman-4th-5th	2 Hour	16	43.75%	56.25%	31.25%	37.50%
Coffman-5th-4th	2 Hour	25	32.00%	44.00%	28.00%	32.00%
Coffman-5th-6th	2 Hour	6	0.00%	16.67%	33.33%	50.00%
Coffman-6th-5th	2 Hour	29	3.45%	6.90%	6.90%	3.45%
Coffman-6th-Longs	2 Hour	15	6.67%	26.67%	46.67%	26.67%
Coffman-Longs-6th	2 Hour	31	19.35%	45.16%	51.61%	29.03%
Main-1st-2nd	No Parking	0				
Main-2nd-1st	2 Hour	13	23.08%	7.69%	15.38%	0.00%
Main-2nd-3rd	2 Hour	24	25.00%	45.83%	87.50%	62.50%
Main-3rd-2nd	2 Hour	20	15.00%	25.00%	10.00%	35.00%
Main-3rd-4th	2 Hour	18	72.22%	83.33%	88.89%	88.89%
Main-4th-3rd	2 Hour	18	61.11%	72.22%	50.00%	61.11%
Main-4th-5th	2 Hour	15	80.00%	93.33%	93.33%	100.00%
Main-5th-4th	2 Hour	15	80.00%	73.33%	86.67%	66.67%
Main-5th-6th	2 Hour	14	42.86%	85.71%	85.71%	100.00%
Main-6th-5th	2 Hour	13	30.77%	100.00%	76.92%	69.23%
Main-6th-Longs	2 Hour	11	0.00%	27.27%	63.64%	100.00%
Main-Longs-6th	2 Hour	16	6.25%	18.75%	50.00%	37.50%
Kimbark-3rd-4th	2 Hour	40	5.00%	50.00%	42.50%	7.50%
Kimbark-4th-3rd	2 Hour	20	5.00%	40.00%	15.00%	15.00%
Kimbark-4th-5th	2 Hour	28	0.00%	32.14%	21.43%	64.29%
Kimbark-5th-4th	2 Hour	23	26.09%	69.57%	34.78%	100.00%
Kimbark-5th-6th	2 Hour	20	80.00%	80.00%	35.00%	55.00%

Kimbark-6th-5th	2 Hour	22	54.55%	77.27%	50.00%	68.18%
Kimbark-6th-Longs	3 Hour	19	0.00%	15.79%	26.32%	36.84%
Kimbark-Longs-6th	3 Hour	14	21.43%	35.71%	64.29%	0.00%
3rd-Emery-Kimbark	All Day	10	0.00%	10.00%	0.00%	0.00%
3rd-Kimbark-Emery	All Day	4	75.00%	50.00%	75.00%	100.00%
4th-Emery-Kimbark	2 Hour	6	33.33%	50.00%	100.00%	83.33%
4th-Kimbark-Emery	2 Hour	8	75.00%	50.00%	100.00%	87.50%
5th-Emery-Kimbark	All Day	7	57.14%	85.71%	57.14%	14.29%
5th-Kimbark-Emery	All Day	10	10.00%	70.00%	60.00%	100.00%
6th-Emery-Kimbark	All Day	10	50.00%	90.00%	60.00%	0.00%
6th-Kimbark-Emery	All Day	10	100.00%	100.00%	40.00%	90.00%
Emery-3rd-4th	All Day	17	29.41%	58.82%	23.53%	35.29%
Emery-4th-3rd	2 Hour	23	73.91%	65.22%	60.87%	21.74%
Emery-4th-5th	All Day	20	50.00%	55.00%	60.00%	50.00%
Emery-5th-4th	All Day	20	45.00%	55.00%	55.00%	60.00%
Emery-5th-6th	All Day	17	41.18%	0.00%	47.06%	52.94%
Emery-6th-5th	All Day	18	50.00%	83.33%	44.44%	44.44%
Emery-6th-Longs	All Day	19	36.84%	31.58%	36.84%	36.84%
Emery-Longs-6th	All Day	17	23.53%	17.65%	29.41%	11.76%
Longs Peak-Emery-Kimbark	All Day	6	0.00%	50.00%	0.00%	0.00%
Longs Peak-Kimbark-Emery	All Day	10	10.00%	20.00%	60.00%	0.00%

Block Face	Restriction	Capacity	Thursday, May 2, 2019			
			8:30 AM	11:00 AM	2:30 PM	5:00 PM
Longs Peak-Terry-Coffman	All Day	11	36.36%	27.27%	27.27%	36.36%
Longs Peak-Coffman-Terry	All Day	11	18.18%	45.45%	63.64%	36.36%
Longs Peak-Coffman-Main	2 Hour	7	0.00%	14.29%	57.14%	57.14%
Longs Peak-Main-Coffman	2 Hour	7	0.00%	71.43%	100.00%	100.00%
Longs Peak-Main-Kimbark	2 Hour	15	73.33%	53.33%	6.67%	80.00%
Longs Peak-Kimbark-Main	2 Hour	9	0.00%	55.56%	0.00%	66.67%
6th-Terry-Coffman	2 Hour	14	35.71%	42.86%	35.71%	21.43%
6th-Coffman-Terry	2 Hour	16	12.50%	50.00%	25.00%	6.25%
6th-Main-Kimbark	2 Hour	13	0.00%	23.08%	92.31%	92.31%
6th-Kimbark-Main	2 Hour	8	0.00%	37.50%	25.00%	100.00%
5th-Terry-Coffman	3 Hour	19	47.37%	100.00%	84.21%	26.32%
5th-Coffman-Terry	All Day	12	91.67%	116.67%	0.00%	33.33%
5th-Coffman-Main	2 Hour	14	64.29%	57.14%	164.29%	42.86%
5th-Main-Coffman	2 Hour	19	21.05%	57.89%	0.00%	36.84%
5th-Main-Kimbark	2 Hour	11	9.09%	100.00%	72.73%	54.55%
5th-Kimbark-Main	2 Hour	9	22.22%	88.89%	44.44%	111.11%
4th-Terry-Coffman	3 Hour	17	41.18%	52.94%	64.71%	52.94%

Block Face	Restriction	Capacity	Thursday, May 2, 2019			
			8:30 AM	11:00 AM	2:30 PM	5:00 PM
4th-Coffman-Terry	3 Hour	8	125.00%	50.00%	37.50%	37.50%
4th-Coffman-Main	2 Hour	16	31.25%	137.50%	68.75%	68.75%
4th-Main-Coffman	2 Hour	11	45.45%	90.91%	54.55%	36.36%
4th-Main-Kimbark	2 Hour	13	92.31%	92.31%	61.54%	76.92%
4th-Kimbark-Main	2 Hour	10	100.00%	80.00%	90.00%	100.00%
3rd-Terry-Coffman	All Day	5	80.00%	80.00%	80.00%	60.00%
3rd-Coffman-Terry	All Day	8	37.50%	50.00%	50.00%	62.50%
3rd-Coffman-Main	2 Hour	8	37.50%	62.50%	37.50%	62.50%
3rd-Main-Coffman	No Parking	0				
3rd-Main-Kimbark	2 Hour	8	75.00%	87.50%	100.00%	100.00%
3rd-Kimbark-Main	2 Hour	3	133.33%	133.33%	133.33%	66.67%
2nd-Terry-Coffman	No Parking	0				
2nd-Coffman-Terry	No Parking	0				
2nd-Coffman-Main	No Parking	0				
2nd-Main-Coffman	No Parking	0				
1st-Terry-Coffman	No Parking	0				
1st-Coffman-Terry	No Parking	0				
1st-Coffman-Main	No Parking	0				
1st-Main-Coffman	No Parking	0				
Terry-2nd-3rd	All Day	9	88.89%	122.22%	44.44%	33.33%
Terry-3rd-2nd	3 Hour	16	0.00%	100.00%	25.00%	25.00%
Terry-3rd-4th	3 Hour	12	66.67%	58.33%	41.67%	66.67%
Terry-4th-3rd	3 Hour	13	38.46%	23.08%	15.38%	76.92%
Terry-4th-5th	3 Hour	12	8.33%	25.00%	16.67%	41.67%
Terry-5th-4th	All Day	11	63.64%	72.73%	54.55%	45.45%
Terry-5th-6th	3 Hour	19	31.58%	21.05%	36.84%	15.79%
Terry-6th-5th	3 Hour	15	0.00%	86.67%	26.67%	20.00%
Terry-6th-Longs	All Day	20	50.00%	50.00%	55.00%	20.00%
Terry-Longs-6th	All Day	20	35.00%	65.00%	40.00%	40.00%
Coffman-1st-2nd	All Day	4	100.00%	200.00%	100.00%	25.00%
Coffman-2nd-1st	All Day	9	11.11%	11.11%	11.11%	11.11%
Coffman-2nd-3rd	All Day	26	69.23%	57.69%	65.38%	46.15%
Coffman-3rd-2nd	All Day	15	86.67%	86.67%	66.67%	46.67%
Coffman-3rd-4th	2 Hour	14	35.71%	71.43%	42.86%	28.57%
Coffman-4th-3rd	2 Hour	20	55.00%	50.00%	45.00%	65.00%
Coffman-4th-5th	2 Hour	16	75.00%	68.75%	43.75%	50.00%
Coffman-5th-4th	2 Hour	25	52.00%	60.00%	8.00%	40.00%
Coffman-5th-6th	2 Hour	6	50.00%	100.00%	100.00%	33.33%
Coffman-6th-5th	2 Hour	29	68.97%	82.76%	75.86%	17.24%

Block Face	Restriction	Capacity	Thursday, May 2, 2019			
			8:30 AM	11:00 AM	2:30 PM	5:00 PM
Coffman-6th-Longs	2 Hour	15	20.00%	20.00%	66.67%	66.67%
Coffman-Longs-6th	2 Hour	31	6.45%	19.35%	35.48%	45.16%
Main-1st-2nd	No Parking	0				
Main-2nd-1st	2 Hour	13	0.00%	0.00%	7.69%	0.00%
Main-2nd-3rd	2 Hour	24	33.33%	54.17%	41.67%	54.17%
Main-3rd-2nd	2 Hour	20	0.00%	5.00%	30.00%	15.00%
Main-3rd-4th	2 Hour	18	50.00%	122.22%	61.11%	77.78%
Main-4th-3rd	2 Hour	18	50.00%	38.89%	38.89%	50.00%
Main-4th-5th	2 Hour	15	80.00%	53.33%	73.33%	53.33%
Main-5th-4th	2 Hour	15	46.67%	73.33%	60.00%	93.33%
Main-5th-6th	2 Hour	14	42.86%	42.86%	64.29%	100.00%
Main-6th-5th	2 Hour	13	7.69%	92.31%	76.92%	92.31%
Main-6th-Longs	2 Hour	11	0.00%	36.36%	18.18%	72.73%
Main-Longs-6th	2 Hour	16	0.00%	0.00%	6.25%	68.75%
Kimbark-3rd-4th	2 Hour	40	42.50%	45.00%	35.00%	37.50%
Kimbark-4th-3rd	2 Hour	20	45.00%	50.00%	40.00%	35.00%
Kimbark-4th-5th	2 Hour	28	67.86%	42.86%	35.71%	35.71%
Kimbark-5th-4th	2 Hour	23	69.57%	78.26%	73.91%	65.22%
Kimbark-5th-6th	2 Hour	20	60.00%	65.00%	40.00%	90.00%
Kimbark-6th-5th	2 Hour	22	63.64%	72.73%	77.27%	100.00%
Kimbark-6th-Longs	3 Hour	19	10.53%	21.05%	31.58%	57.89%
Kimbark-Longs-6th	3 Hour	14	21.43%	50.00%	57.14%	71.43%
3rd-Emery-Kimbark	All Day	10	90.00%	0.00%	100.00%	10.00%
3rd-Kimbark-Emery	All Day	4	100.00%	50.00%	50.00%	25.00%
4th-Emery-Kimbark	2 Hour	6	33.33%	216.67%	50.00%	33.33%
4th-Kimbark-Emery	2 Hour	8	50.00%	62.50%	62.50%	25.00%
5th-Emery-Kimbark	All Day	7	71.43%	100.00%	42.86%	57.14%
5th-Kimbark-Emery	All Day	10	90.00%	40.00%	90.00%	90.00%
6th-Emery-Kimbark	All Day	10	90.00%	110.00%	100.00%	40.00%
6th-Kimbark-Emery	All Day	10	90.00%	90.00%	70.00%	40.00%
Emery-3rd-4th	All Day	17	88.24%	82.35%	76.47%	23.53%
Emery-4th-3rd	2 Hour	23	34.78%	86.96%	100.00%	65.22%
Emery-4th-5th	All Day	20	55.00%	65.00%	55.00%	70.00%
Emery-5th-4th	All Day	20	55.00%	60.00%	60.00%	65.00%
Emery-5th-6th	All Day	17	41.18%	35.29%	47.06%	41.18%
Emery-6th-5th	All Day	18	33.33%	22.22%	61.11%	22.22%
Emery-6th-Longs	All Day	19	36.84%	31.58%	36.84%	36.84%
Emery-Longs-6th	All Day	17	35.29%	58.82%	47.06%	35.29%
Longs Peak-Emery-Kimbark	All Day	6	0.00%	50.00%	33.33%	16.67%

Longs Peak-Kimbark-Emery	All Day	10	30.00%	30.00%	30.00%	10.00%

Off-Street

Facility	Restriction	Capacity	Saturday, April 27, 2019			
			8:30 AM	8:30 AM	8:30 AM	8:30 AM
Police Station	2 Hour	38	7.89%	18.42%	15.79%	31.58%
300W small	2 Hour	54	14.81%	55.56%	55.56%	22.22%
500E	2 Hour	87	60.92%	100.00%	95.40%	100.00%
300E	2 Hour	117	23.93%	58.12%	60.68%	68.38%
400E	2 Hour	74	35.14%	56.76%	52.70%	39.19%
A		17	52.94%	41.18%	0.00%	0.00%
B		35	40.00%	45.71%	0.00%	0.00%
C		55	23.64%	30.91%	29.09%	23.64%
D		22	18.18%	0.00%	0.00%	0.00%
E		117	16.24%	7.69%	8.55%	7.69%
F		110	14.55%	19.09%	20.00%	19.09%
G		12	25.00%	25.00%	41.67%	33.33%
H		30	36.67%	43.33%	36.67%	16.67%
J		143	56.64%	62.94%	72.73%	34.27%
K		40	35.00%	40.00%	10.00%	55.00%
L		10	60.00%	80.00%	60.00%	60.00%
300W	2 Hour	15	53.33%	60.00%	40.00%	66.67%
M		31	67.74%	35.48%	6.45%	3.23%
N		39	10.26%	33.33%	48.72%	53.85%
P		72	4.17%	2.78%	1.39%	4.17%
500W	2 Hour	25	76.00%	64.00%	36.00%	40.00%
R		42	69.05%	80.95%	73.81%	80.95%
S		11	54.55%	9.09%	18.18%	9.09%
T		20	30.00%	80.00%	95.00%	90.00%
U		24	12.50%	20.83%	29.17%	29.17%
200E	3 Hour	43	25.58%	30.23%	62.79%	74.42%
Roosevelt Park	All Day	180	10.56%	10.00%	13.89%	8.89%
Senior Center	All Day	178	54.49%	22.47%	29.78%	12.36%
600W	2 Hour	18	55.56%	66.67%	44.44%	66.67%
V		20	0.00%	0.00%	0.00%	0.00%
Q		17	70.59%	58.82%	35.29%	11.76%
X		26	0.00%	0.00%	7.69%	15.38%
Roosevelt Park Apartments	2 Hour	43	39.53%	58.14%	74.42%	58.14%
Vacant Station		32	3.13%	3.13%	0.00%	0.00%

Facility	Restriction	Capacity	Thursday, May 2, 2019			
			8:30 AM	8:30 AM	8:30 AM	8:30 AM
Police Station	2 Hour	38	63.16%	55.26%	81.58%	15.79%
300W small	2 Hour	54	51.85%	68.52%	61.11%	42.59%
500E	2 Hour	87	89.66%	73.56%	95.40%	96.55%
300E	2 Hour	117	75.21%	76.92%	100.00%	81.20%
400E	2 Hour	74	85.14%	79.73%	70.27%	48.65%
A		17	35.29%	58.82%	52.94%	5.88%
B		35	42.86%	42.86%	42.86%	2.86%
C		55	67.27%	47.27%	49.09%	3.64%
D		22	18.18%	9.09%	27.27%	0.00%
E		117	48.72%	57.27%	36.75%	17.95%
F		110	40.91%	48.18%	36.36%	30.91%
G		12	16.67%	25.00%	66.67%	0.00%
H		30	36.67%	36.67%	40.00%	30.00%
J		143	46.85%	58.74%	82.52%	32.87%
K		40	52.50%	22.50%	17.50%	32.50%
L		10	60.00%	100.00%	60.00%	60.00%
300W	2 Hour	15	66.67%	86.67%	86.67%	66.67%
M		31	67.74%	67.74%	64.52%	9.68%
N		39	56.41%	64.10%	69.23%	61.54%
P		72	97.22%	95.83%	77.78%	15.28%
500W	2 Hour	25	100.00%	72.00%	24.00%	88.00%
R		42	66.67%	69.05%	73.81%	80.95%
S		11	54.55%	36.36%	18.18%	18.18%
T		20	10.00%	80.00%	40.00%	55.00%
U		24	4.17%	12.50%	33.33%	0.00%
200E	3 Hour	43	16.28%	23.26%	23.26%	30.23%
Roosevelt Park	All Day	180	68.89%	100.00%	63.89%	13.89%
Senior Center	All Day	178	43.82%	5.06%	21.35%	33.71%
600W	2 Hour	18	83.33%	100.00%	100.00%	88.89%
V		20	70.00%	65.00%	0.00%	5.00%
Q		17	76.47%	52.94%	58.82%	23.53%
X		26	19.23%	15.38%	11.54%	30.77%
Roosevelt Park Apartments	2 Hour	43	20.93%	34.88%	51.16%	72.09%
Vacant Station		32	3.13%	15.63%	9.38%	65.63%

APPENDIX C. AVERAGE DURATION BY FACILITY

On-Street

Block Face	Average Duration (Hours)*		
	2016	2019 – Th	2019-Sa
Terry-3rd-4th	1.75	0.727273	0.782609
Terry-4th-3rd	0	0.441176	0.178571
Terry-4th-5th	2.809524	0.85	2.55
Terry-5th-4th	3.818182	3.538462	2.583333
Terry-5th-6th	1.892857	0.131579	1.785714
Terry-6th-5th	1.5	0	2.541667
Terry-6th-Longs	2.384615	1.096154	2.153846
Terry-Longs-6th	2.32	1.403846	1.59375
3rd-Coffman-Main	1.363636	0	1.233333
3rd-Coffman-Terry	4.235294	2.055556	3.1875
3rd-Emery-Kimbark	0	2.321429	0
3rd-Kimbark-Emery	0	2.2	2.428571
3rd-Kimbark-Main	1	3.833333	0
3rd-Main-Kimbark	2.071429	1.421053	0.647059
3rd-Terry-Coffman	2.555556	1.55	1
4th-Coffman-Main	1.313953	0.358974	0.282051
4th-Coffman-Terry	2.230769	0.8125	1.833333
4th-Emery-Kimbark	0	0.315789	0.944444
4th-Kimbark-Emery	0	0.4	0.625
4th-Kimbark-Main	1.175439	0.827586	0.2
4th-Main-Coffman	1.206897	0.875	0
4th-Main-Kimbark	1.315068	0.5	0.321429
4th-Terry-Coffman	2.851852	1.909091	0.6875
5th-Coffman-Main	1.473684	0.5375	0.483871
5th-Coffman-Terry	2.571429	1.65	0
5th-Emery-Kimbark	0	0.9	1.888889
5th-Kimbark-Emery	0	2.25	0.5
5th-Kimbark-Main	1	0.108696	0
5th-Main-Coffman	1.258065	0	0.35
5th-Main-Kimbark	1.121951	0.25	0.6
5th-Terry-Coffman	2.107143	2.846154	2.5
6th-Coffman-Terry	1.611111	0.384615	4.25
6th-Emery-Kimbark	0	3.766667	1.916667
6th-Kimbark-Emery	0	4.545455	1.407407
6th-Kimbark-Main	1.136364	0	0

Block Face	Average Duration (Hours)*		
	2016	2019 – Th	2019-Sa
6th-Main-Kimbark	1.183673	0.096154	0.484848
Coffman-1st-2nd	2.833333	1.576923	2.7
Coffman-2nd-1st	2.923077	8.5	5.666667
Coffman-2nd-3rd	2.823529	2.893939	2.978723
Coffman-3rd-2nd	2.384615	3.916667	3.090909
Coffman-3rd-4th	1.25	0.26087	1.089286
Coffman-4th-3rd	2.073171	0.818182	1.727273
Coffman-4th-5th	1.315789	0.414286	0.875
Coffman-5th-4th	1.581395	0.486486	1.369565
Coffman-5th-6th	1.583333	0.15625	1.25
Coffman-6th-5th	1.057971	0.086957	0.5
Coffman-6th-Longs	1.310345	0.326087	0.428571
Coffman-Longs-6th	1	0.078125	0.139535
Emery-3rd-4th	0	0.518519	0.894737
Emery-4th-3rd	0	0.852941	0.581081
Emery-4th-5th	0	3.543478	4.558824
Emery-5th-4th	0	3.478261	3.4
Emery-5th-6th	0	2.433333	4.375
Emery-6th-5th	0	2.333333	3.078947
Emery-6th-Longs	0	2.166667	4.833333
Emery-Longs-6th	0	1.738095	2.555556
Kimbark-6th-Longs	1.666667	0.631579	0.625
Kimbark-3rd-4th	1.074766	0.254098	0.315789
Kimbark-4th-3rd	1.277778	0.4	0
Kimbark-4th-5th	1.888889	0.634146	0.37931
Kimbark-5th-4th	1.758621	1.654762	1.025641
Kimbark-5th-6th	1.364865	0.255319	0.241935
Kimbark-6th-5th	1.384615	1.061404	0.525
Kimbark-Longs-6th	1.563636	1.394737	1.636364
Longs Peak-Coffman-Main	1	0	0.277778
Longs Peak-Coffman-Terry	1.333333	1.863636	0.119048
Longs Peak-Emery-Kimbark	0	1.5	0
Longs Peak-Kimbark-Emery	0	3.1	1.583333
Longs Peak-Kimbark-Main	0	0	0.277778
Longs Peak-Main-Coffman	1.173913	0	0.763158
Longs Peak-Main-Kimbark	1.125	0.283333	0.484848
Longs Peak-Terry-Coffman	2	4.25	2.7
Main-2nd-1st	0	0	5.666667
Main-2nd-3rd	1.296296	0.689189	2.978723

Block Face	Average Duration (Hours)*		
	2016	2019 – Th	2019-Sa
Main-3rd-2nd	1	0	0
Main-3rd-4th	1.333333	0.215909	0.227273
Main-4th-3rd	1.473684	0.327586	0.275
Main-4th-5th	1.089286	0.22973	0.29
Main-5th-4th	1.035088	0.0625	0.743243
Main-5th-6th	1.326087	0.34375	1.209677
Main-6th-5th	1.116279	0	0.176471
Main-6th-Longs	1	0	0.104167
Main-Longs-6th	1.05	0	0.5
Terry-2nd-3rd	2.608696	2.111111	2.142857
Terry-3rd-2nd	3.611111	0.5	2.866667
*An average duration equal to 0 may not be a true zero value, but may reflect a facility that did not have vehicles recorded on consecutive collection periods			

Off-Street

Facility	Average Duration (Hours)		
	2016	2019 – Th	2019-Sa
A	1.315789	0.545455	Not Available
B	2.512821	2.854167	Not Available
E	1.845679	1.395522	Not Available
C	3.25	2.701923	Not Available
D	1	2.571429	Not Available
F	1.860465	2.578125	Not Available
J	3.195122	4.280992	Not Available
X	2.543478	0.846154	Not Available
H	1	3.647059	Not Available
300W Small	2.054688	1.141304	Not Available
300W	1.25	1.346154	Not Available
M	1.5	1.083333	Not Available
N	1.935484	1.734375	Not Available
500W	1.872727	0.625	Not Available
P	2.820809	3.135922	Not Available
R	4.426829	5.892857	Not Available
Q	2.28	3.558824	Not Available
T	1.153846	0.706897	Not Available
S	3.466667	2.875	Not Available
L	2	1.238095	Not Available
K	1.043478	0.234043	Not Available

Facility	Average Duration (Hours)		
	2016	2019 – Th	2019-Sa
200E	2.676923	1.574074	Not Available
Police Station	1.958333	1.447368	Not Available
300E	1.673184	1.486	Not Available
400E	2.24569	1.130952	Not Available
500E	1.482877	1.239535	Not Available
Roosevelt Park	4.188596	3.238636	Not Available
Senior Center	1.284553	0.957237	Not Available
600W	2.333333	3.265625	Not Available
*An average duration equal to zero may not be a true zero value, but may reflect a facility that did not have vehicles recorded on consecutive collection periods			