Summary
At this time staff intends to consolidate the Drop, Load and Staging Zones (DLS) on March 6, 2020. This change will facilitate improved operations (signs, visibility, and most importantly access), and better efficiency in use of human resources required to make the zones effective. Staff also intends to continue operations of the DLS Zones year round.

Background
On November 21, 2019 Council approved creation of DLS Zones. The City Manager maintains authority over the paid parking program and retains the ability to modify the DLS program to best effectuate Council stated goals of public safety, congestion reduction, transit, priority, and accessibility. The zones were implemented on December 19, 2019. Staff has been meeting weekly to discuss operations, staffing, and costs. Use of each zone is counted informally by the Kane security staff, but their counts are inconsistent. Below is a summary of data collected:

<table>
<thead>
<tr>
<th>Item</th>
<th>Actual Amount</th>
<th>Anticipated Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>DLS Permits to Date</td>
<td>409</td>
<td>200</td>
</tr>
<tr>
<td>Revenue</td>
<td>$81,800</td>
<td>$40,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Type of GT</th>
<th>Total Permits Per Type</th>
<th>Percentage of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lodging</td>
<td>83</td>
<td>21%</td>
</tr>
<tr>
<td>For Hire/Taxi</td>
<td>158</td>
<td>38%</td>
</tr>
<tr>
<td>TNC</td>
<td>168</td>
<td>41%</td>
</tr>
</tbody>
</table>

1. Staff continues to seek stakeholder input frequently including Lodging Association, HPCA, individual businesses, and permit holders. Staff has received limited complaints or concerns with the program. The strong majority of feedback has been very positive, and staff believes behaviors are changing on the street. Staff and HPCA agreed to meet after Presidents’ weekend and evaluate if any modifications to the program should be made.
2. The zones are significantly less effective if not staffed. Examples of failure include when the zones are: unintentionally used as a paid parking spot, used without DLS permit, used as staging, etc., thereby preventing use as a drop and load zone.
3. Staffing:
   a. Per Council’s amendment to the budget, Police have allocated a unique resource to Main Street from Thursday to Saturday nights. Additionally, each on duty officer supports the DLS program as able.
b. During the rollout of the program, each of the 9 zones was staffed individually through a combination of existing Kane Security resources and parking enforcement staff with of the Police.

c. A funding source to provide that level of enhanced parking enforcement was not secured and is not sustainable.

d. We have the funds to staff the recommendations outlined below – mostly with existing parking and police staff with some limited support from Kane Security on weekends.

4. While all zones are used, certain zones get the majority of the use, including 350 Main, Post Office, and 7th Street.

5. There have been continued requests for zone(s) on the west side of the street.

6. The program was suspended during Sundance. After the Festival, we moved out of “educating” and into regulation (tickets & enforcement).

Overview of Recommended plan:

7. To simplify operations and efficiently deploy resources we intend to consolidate the DLS on upper main to one big zone on the east side of the street, from 350 Main to the Museum.

8. HPCA Parking Committee is supportive of consolidation of the zones, however, they are opposed to any new conversion of paid parking to :15 minute parking spots before 5:00 p.m.

9. Staff intends to have all the DLS spots be :15 during the day. Although that will not decrease the overall number of paid parking spots, they will be in a concentrated area.

10. We believe we have strong support from the for-hire and lodging industries. As with everything, you can’t make everyone happy all the time. We should expect some push back from some who purchased a DLS parking permit because we are reducing total number of DLS spots by 5-10.

Staff intends to implement changes to the DLS program beginning March 6, 2020. With the improved operational and staffing efficiencies, staff is confident the modification will allow for equal to, or improved and more consistent access to DLS permit spaces. The changes include:

New Plan two Zones (40 spots) Formerly 9 zones (50 spots):

- Consolidate paid DLS zones on the east side of Main Street into one large zone. It will be from 350 Main to the Museum (approx. 30 spaces):
  - With all spots being: 15 minute parking before 5 p.m.
- Keep current paid DLS zone on Main between 7th & north 5 stalls on only on east side of street (6 spaces).
- Keep :15 minute parking all day at (4 spaces):
  - Courchevel (2);
  - Grappa (2).
- Do not introduce new zone(s) on the west side of the street.
- Continue free DLS zones at Swede, Bob Wells, Brewpub lot and 9th street.

Attachments
Exhibit A: Updated DLS Zone Map