



Public Works Committee Summary

Tues. April 7, 2009

1:30 p.m.

Conference Room 391

Committee Members: Johnson, Chair; López, Vice-Chair; Lehmann

Committee Member Absent: Nevitt

Agenda:

- 1) *Strategic Parking Plan*
 - 2) *Capital Improvement Program*
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1. Strategic Parking Plan (SPP)

Committee Discussion

Crissy Fanganello, Public Works, stated that a comprehensive assessment of the City's parking issues has been conducted over the past year and that another public meeting will be held next Tuesday, April 14 to obtain more feedback. The Strategic Parking Plan (SPP) will be used as framework to coordinate parking issues in neighborhoods, downtown, and other development areas. The final plan will include coordination of existing policies, Zoning Code update, administrative and funding analysis. Tom Hoaglund, Public Works, said the SPP vision answers why parking management matters. Parking matters because it is an asset of the City and impacts customer service, traffic, and development. An effective parking system should provide access, offer sustainable transportation choices, and promote livable communities. Mr. Hoaglund stressed that the plan will not take a blanket approach for all neighborhoods, but that it will consider the diversity and needs of each community.

Ms. Fanganello said consultants working with Public Works on the SPP recommended using Area-Based Management. Area-Based Management (ABM) recognizes that different areas have different parking needs, and parking plans should be tailored to those needs. All stakeholders should be involved in the problem identification and solution development and utilize parking districts where possible to achieve shared benefits. There are four types of parking:

- On-street (public, City managed);
- Off-street (public, City managed);
- Off-street (public, privately managed); and
- Off-street, Use-dedicated (restricted, private).

ABM also considers parking demand, parking location, parking time, pricing, and parking supply. Users will have different parking preferences, and the assessment showed that most users prefer on-street parking (100%). Unfortunately, the optimum parking occupancy rate in any one area is 50%. Activities of a parking user determine the duration of time in a particular parking spot. The SPP will help to effectively manage commuter behavior by developing parking objectives for locations based on available parking spaces, activity of the area, and distance between parking and destination of activities.

Ms. Fanganello stressed that the SPP is part of a tool box of options. Transportation Demand Management (TDM) will also address how to reduce single occupancy use and will help to establish agreements and/or policies to implement future parking plans. This will be a long-term plan, added Ms. Fanganello. Councilmember Lopez asked if staff was coordinating these activities with other external entities such as Xcel, RTD, etc. Mr. Hoaglund said they are working on getting outside stakeholders involved, but they are using other documents provided by these organizations such as environmental impact statements and the like. The City has organized an internal technical advisory group which is comprised of city staff from various agencies to work on the SPP. Councilmember Lopez cautioned staff not to move forward quickly without evaluating a lot of the problems associated with parking preferences. Ms. Fanganello said that the City will need to dedicate additional resources/funding to resolve all the problems. The process will be a phased in approach over 8 years. Years 1 to 3 will address cost/revenue, policies, and piloting a program. Years 5 to 8 will evaluate the program, will look at market-based pricing, and will adjust parking requirements.

Councilmember Lehmann questioned how the city was going to approach the private managed parking component. Mr. Hoaglund said that part of it is already managed through zoning and parking management, but at this time there are no incentives developed to encourage shared parking. Councilmember Lopez encouraged Public Works staff to work on incentives to get to adequate parking options for areas such as Federal Boulevard, and that the City considers purchasing some of the private parking areas for its own public parking needs. Councilmember Lehmann asked if Stapleton parking needs were included in the assessment. Ms. Fanganello said they were looking at the entire City and that the parking project was part of the entire transportation system. Staff is looking at education, outreach, enforcement, and funding as part of the final recommendations for the SPP, and that some of the parking stress is associated with changing cultural mindsets and encouraging people to use other forms of transportation and/or walking.

2. Capital Improvement Program

Committee Discussion

Janice Finch, Public Works, explained that the Capital Improvement Program (CIP) is a six-year program and that funds for this program is not from the annual operating budget, does not include bond projects, and does not include the Wastewater CIP fund. She noted that Budget and Management reported that mill levy funds plus traditional Capital Improvement Fund (CIF) provided \$31 million in funding for 2009. It is anticipated that in

2010 the funding will be \$32 million. The funding pays for various maintenance projects such as traffic signal systems, bridge maintenance, unimproved alley program, curb and gutter program, street rotomill, and parking garage maintenance to name a few. Councilmember Lopez asked if sidewalk improvements were included in CIP noting that an area off of Florida Street in his district is unsafe for pedestrians. Ms. Finch said that sidewalks are not included and that typically homeowners are responsible for sidewalk improvements. A Pedestrian Master Plan has been developed to address those needs, but funding needs to be identified.

Other projects outside of the CIP are considered “discretionary projects” explained Ms. Finch. Budget & Management has determined that \$9 million in 2010 will be available for these projects. Examples of discretionary projects include one-time projects such as: bicycle-pedestrian projects (matching funds), strategic parking plan implementation, and strategic transportation plan implementation. Discretionary projects are subject to budget criteria approval and must go through the Public Works “Catalyst” process for prioritization. A multi-agency Cabinet-level “Investment Committee” was formed to make final recommendations on which discretionary projects would be considered for funding prior to coming to City Council for its approval of the projects, stated Gretchen Hollrah, Budget & Management (BMO). BMO criteria for these types of projects include:

- Completes a project or “meaningful phase of the project”;
- Leverages non-City funding;
- Implements multi-departmental major plan;
- Facilitates partnerships both regionally and locally;
- Implements citwide strategies; and
- Addresses one-time significant structural need or maintenance.

Ms. Finch indicated that Public Works will continue to track projects that cannot be funded in the six-year plan and will continue to seek alternative funding to supplement City dollars (additional federal monies, state funds, grants, etc.). Councilmember Lehmann asked if any federal stimulus funding is available for projects. The City applied for federal economic recovery funding and was awarded \$40.7 million in March 2009. This funding is earmarked for the I-70 Central Park Blvd. interchange, bikeway mobility enhancements, and the Denver Union Station project. Ms. Finch explained that CIP money comes from the CIF (property tax money plus \$25 million from the General Fund), Winter Park, Lottery (mostly for Parks & Recreation needs), and Surplus Seat Tax (estimated \$4 million for Theatres & Arenas). Ms. Finch announced that Councilmembers can use the on-line CIP project form to get areas in their districts in need of maintenance and repair on the list as soon as possible. If Council has any questions they can contact Ms. Finch.