



Department of Public Works
Engineering Division
Traffic Engineering Services
Parking Operations
201 W. Colfax Avenue, Dept. 508
Denver, CO 80202
www.denvergov.org/PublicWorks

Meeting Notes
Highland Parking Study & Analysis
Thursday, July 15, 2010
11:00 a.m - 12:30 p.m.

Attendees:

The Highland Parking Analysis public meeting was held at Council Women Montero's office located at 3457 Ringsby Court, suite 215 on Thursday, July 15, 2010. There were approximately 20 stakeholders that attended the meeting representing both residential, commercial/retail and development interests/organizations. The City and County of Denver was represented by members of Public Works Traffic Engineering Services, Policy and Planning, and Communications. A representative from the District 9 City Council Office was also present. Refer to the attached sign-in sheet for a list of attendees.

Purpose:

The purpose of the meeting was to discuss the parking study that was completed for the north and south Highlands area. The study included a summary of the current parking inventory, occupancy, demand and restrictions. The study presented an analysis of the data collected as well as associated recommendations. The study area was divided into north and south focus areas. The south area is bounded by Vallejo St. to the west, Central St. to the east, 32nd Ave. to the north, and 28th Ave to the south. The north area is bounded by Tejon/Shoshone St. to the west, Central/Mariposa St. to the east, 35th Ave. to the north and 32nd Ave. to the south. The study was conducted by Felsburg Holt & Ullevig, a transportation consulting firm.

As part of the study, on-street parking spaces were studied to determine the parking supply available within the study area and the associated demand. To determine the parking demands under various conditions, parking inventory and utilization data was collected for each block on three separate days over numerous time frames (Friday and Saturday evenings, and a weekday at 5am for residential demand).

Based on the study there are 1,640 on-street parking spaces and 985 off-street parking spaces. The analysis of the study indicated that although certain blocks experienced higher demand, the total current supply is sufficient to meet the average demand generated by the current land use mix. Certain blocks experienced higher than average demand during the peak periods (Friday & Saturday evening). In the south study area those blocks included 15th Street from Central to Boulder, 16th Street from Central to Tejon, Boulder Street from 16th to 17th, Umatilla from 28th to 31st, and 28th Ave from Umatilla to Central. In the north study area these blocks included Osage from 35th to 32nd, Navajo from 35th to 32nd, and 33rd Avenue from Pecos to Navajo.

Although these specific blocks experience higher than average occupancy during peak periods, numerous blocks within a short distance (1-2 blocks) have low occupancy and available parking supply during those same peak periods.



Once the parking study is finalized it will be posted in its entirety to the City website under the following link:

<http://www.denvergov.org/ParkingOperations/tabid/426436/Default.aspx>

Prior to this meeting, internal City recommendations were discussed and include:

First Phase Recommendation:

Explore extending the current parking time restrictions to 10:00pm (currently ending at 6:00pm)

Second Phase Recommendations which require further review by Traffic Engineering Services:

In order to balance the needs of both the commercial and residential user groups, review the following blocks to determine if 2-hour restrictions could be added since these blocks are experiencing a higher demand. Two-hour restrictions may shift the habits of longer term parkers to the open supply and create turnover and available parking for short term parkers. In addition, Residential Parking Permits (RPP) for single family homes on these blocks would need to be considered if new restrictions are added. Blocks that may need to be reviewed in terms of the RPP program eligibility criteria include:

- The east side of Central Street from 16th to 18th
- Kensing Street from Central to Boulder (half of the block on the south side currently has 2-hour restrictions)
- Boulder Street from 15th to 18th (half of the block on Boulder currently has 2-hour restrictions from 16th to Kensing)
- 17th Street from Central to Boulder (half of the block currently has 2-hour restrictions)
- South side of 16th from Tejon/30th to Boulder

Review the following road segments to determine if the lane width is sufficient to allow modifications to add on-street parking.

- South side of 32nd Avenue from Osage Street to Navajo Street
- South side of 32nd Avenue from Boulder Street to Pecos Street
- East side of Central Street north of 18th Street
- South side of 28th Avenue and the east side of Central Street between Umatilla Street and 15th Street

Review the potential to reduce or remove the current “2-hour at all times” restrictions on the west blackface of Osage between 32nd and 33rd

Review several blocks in the north study area to determine if 2-hour restrictions could be added and an RPP program implemented. These blocks are mainly residential, but experience a high occupancy rate during peak periods due to a few of the nearby commercial establishments.

- Osage Street from 32nd to 34th
- 33rd Ave from Navajo to Pecos.

Shared private parking arrangements should be explored by private parking lot owners, business owners and residents to maximize utilization of the existing spaces (i.e. lease for employees, valet or attendant parking, overnight parking, etc).

Comments:

After the presentation an opportunity was provided for stakeholders to provide comments. Stakeholder comments are summarized below. The comments regarding traffic and traffic flow will be reviewed by Traffic Engineering Services.

Traffic calming near Tejon/31st to Boulder/16th (around Hirschorn Park)

- Desire to explore intersection improvement possibilities at Tejon and 30th Ave. Possibilities to explore include stop control and enhanced cross walks.
- Analyze operations of the existing two-way stop sign at 17th and Boulder. Would a 4-way stop sign improve operations? Currently at 17th and Boulder there is a two-way stop for traffic moving east/west. The biggest issue is that traffic moving west may be unable to see traffic moving north or south because of the grade of the hill. Once a stop is made moving west, on street parking can make it difficult to see traffic moving north or south without entering the intersection.

On-Street Parking

- Explore opportunity to add on street parking along east side of Tejon from 32nd Ave to 30th Ave.
- Explore opportunity to add on street parking to northeast side of 16th from Boulder to Tejon.
- Explore opportunity to add on street parking to north side of 30th Ave from Umatilla to Tejon.
- Explore opportunity to add on street parking on Central Street on the east side from 15th to 16th
- Explore opportunity to add on street parking on Central Street north of 18th

Residential Parking

- What is the process for resident only parking? Need to make the process more clear.
- Analyze whether adding 2-hour restrictions and Residential Parking Permits on the South side of Kensing Court will improve parking turnover and conditions
- Does each side of Umatilla, between 31st Ave and 30th Ave. meet the criteria for the Residential Permit Parking program?

Loading Zones

- Review potential to reduce the length or remove the loading zones on the west side of 32nd & Tejon
- Review the current loading zone northeast of 29th on Boulder Street for potential to reduce the length of or remove the zone.

Off-Street Parking

- Research Off-street parking lots in the area to determine any amount of open parking supply and how it can be better utilized (i.e. private lease agreements for

employee parking, available for monthly rental for residents, valet/attendant parking, etc.).

Valet Parking & Attendant Parking

- Provide information on the current valet parking ordinance

Multi Model Transportation

- Provide information on Bicycle safety regulations (i.e. are cyclists required to obey all traffic regulations such as stop signs and speed limits).
- Provide additional information on B-Cycle (bike sharing)

Other

- 15th to 16th on Boulder is one way, however to drivers who are unfamiliar with the area, it can look like a two way street when exiting from the alley. Explore ways to make this street more intuitive.

Sign-in Sheet 7/15/10

Name	Organization
Sean Mackin	City & County of Denver - Public Works - Parking Operations
Mike Francone	Central Street Capital
Jim Turley	Self
Alex Brinkerhoff	Kensing Court
Dolph Hellman	Kensing Court
John Longmire	Kensing Court
Dana Fulenwider	Urban Ventures
Chris Cahill	Highland Sing HOA
Todd Cole	HUNI
Nola Owens	City & County of Denver - Public Works - Parking Operations
Patricia Calhoun	Westword
Jennie Perlmutter	Westbrook Development
Eric Lyche	Kensing Court
John Frey	President/Highland Terrace Lofts HOA
Chuck Arnold	Arnold commercial Real Estate
Marcia Mueller	Westbrook Realty
Cindy Patton	City & County of Denver - Public Works - Policy & Planning
Daelene Mix	City & County of Denver - Public Works - Marketing and Communications
Michael Tavel	HUNI
Teresa St. Peter	City Council District #9