



Meeting Notes
Tennyson Street Parking Analysis
Thursday, October 15, 2009
5:30 p.m.-6:30 p.m.

Attendees:

The Tennyson Parking Analysis public meeting was held at For Heaven's Sake, located at 4383 Tennyson Street on Thursday, October 15, 2009. There were approximately 10 stakeholders that attended the meeting. Refer to the attached sign-in sheet for a list of attendees.

Purpose:

The purpose of the meeting was to discuss the parking studies for the Tennyson Business Area, including angled parking options and a summary of the current parking inventory/demand, analysis and recommendations. The study area included: Tennyson Street between 38th and 45th Avenues; bounded by Utica Street to the west and Stuart Street to the east.

Both on-street parking spaces and off-street parking lots for buildings that front Tennyson were surveyed to determine both the parking supply and parking demand created within the study area. Parking inventory and utilization data was collected for each block and parking lot on three separate days over numerous time frames (Tuesday, Friday, and Saturday) to determine the parking demand under various conditions.

The analysis determined that the total current parking supply for the study area adequately meets the average parking demand created by the current land use mix. In addition the analysis revealed the majority of the vehicles parked within the study area remain for approximately one to two hours and a typical on-street parking space turned over about 2-3 times during the day, which is generally consistent with the current parking restrictions in place.

Recommendations were discussed and include:

- Removal of existing two hour time restrictions on the south side of 39th Street between Tennyson and Stuart.
- Change the one hour parking zones on 44th Avenue between Tennyson and Stuart to two hour parking zones.
- Install two hour parking zones on both sides of 44th Avenue between Tennyson and Utica.
- Lengthen the two hour parking restrictions on all four blocks in the vicinity of 44th Avenue and Tennyson Street. Initially start with adding 2 hour zones from 8 a.m.- 6 p.m. and possibly lengthen the evening time frame after implementation and review of occupancy and demand.
- Add short term parking in strategic locations along Tennyson



DENVER
THE MILE HIGH CITY

- Removal of existing two hour time restrictions on the north side of 43rd Avenue between Tennyson and Utica.
- Shared parking arrangements should be explored by private parking lot owners and Tennyson business owners to maximize utilization of the existing spaces

Next steps: Finalize parking analysis and implement above recommendations.

Comments:

After the presentation an opportunity was provided for stakeholders to provide comments. Stakeholder comments are provided below, with City of Denver responses when applicable.

- Comment: The pedestrian crosswalk located on Tennyson that connects to Cesar Chavez Park should be eliminated. It is not needed and it would provide for additional parking spaces if angled parking was determined feasible.
Initial response: Public Works is searching for funding to complete this additional study request.
Follow up response 2-2-10: Additional funding was obtained within the angled parking study to examine the feasibility for removal of the pedestrian crosswalk. By removing the pedestrian crossing five additional parking stalls would be gained under the current configuration. The study recommends removing the pedestrian crossing, which Public works is in support of.
- Comment: It is interesting that the parking analysis reveals that on Saturday (event day) all on street parking was occupied, but the parking surface lots were empty.
Response: Shared parking arrangements should be coordinated between private parking lot owners and Tennyson business owners as a standing agreement or for special event purposes.
- Comment: Customers are afraid to parallel park.
- Comment: On street parking spaces between 44th and 45th along Tennyson are occupied longer than 1 hour which is contrary to the parking analysis presented.
- Comment: The Oriental Theater located on 44th will reopen soon and will add demand.
Response: Adding the recommended time restrictions on strategic blocks will help distribute the occupancy levels.
- Comment: There are very few handicap spaces available. Americans with Disabilities Act (ADA) compliant parking spaces should be provided within the study area.
Response: The City's Traffic Department will assess where ADA parking can be added.
- Comment: Current signs for time restrictions are not clear; which makes it difficult to understand how close to the corner one can park.
Response: The City's Traffic Department will repair/replace/add signage as needed to correct existing signs and implement approved recommendations.

Question & Answer:



DENVER
THE MILE HIGH CITY

After the presentation an opportunity was provided to stakeholders to ask questions and/or provide comments. Stakeholder questions and the City of Denver's responses are provided below.

Q: How many parking spaces would be added in front of Cesar Chavez Park if angled parking was approved adjacent to the park?

Initial answer: Implementing angled parking in front of Cesar Chavez Park would require eliminating part of the existing sidewalk and cutting into open space land. The resulting configuration would result in a minor addition of three parking spaces along Tennyson. The potential to create more spaces with a reconfiguration of the midblock crossing and a more severe parking angle has not been considered since there is no further funding identified for this study. Should funding become available to study alternate configurations with angled parking, our consultant will submit data and results for discussion with Public Works and Parks and Recreation staff. However, the City's current stance is that the potential for angled parking in any configuration in this area is not recommended and will be treated with caution due to its impacts on Cesar Chavez Park, and associated mobility/safety implications.

Follow up answer 2-2-10: Additional funding was obtained to analyze alternate configurations of angled parking. Following is a summary (listed in the Angled Parking study conducted by Felsburg Holt & Ullevig) :

Based on the analysis, Tennyson Street, 41st Avenue, Utica Street and 42nd Avenue in the vicinity of Caesar Chavez Park are all insufficient to allow for angled parking without some level of roadway widening. If the roads are widened to allow for angled parking on one side of the street only (by narrowing the tree lawn along the park and removing the north tree lawn along 42nd Avenue), the net result would be an increase of five spaces in front of the park but a net loss of 80 parking spaces for the business district. If they are widened to allow for angled parking on one side and parallel parking on the other (by removing the tree lawns and narrowing/removing the sidewalks along the park, and removing both tree lawns on 42nd Avenue), there would again be five more spaces along the park and the business district would have a net gain of three spaces over the current configuration. If 41st and 42nd Avenues are designated as one-way streets so they wouldn't need to be widened to provide angled parking, there would be no net gain in spaces along the park and a net loss of 10 spaces in the business district. If higher-angle parking is provided along the park there would be a net gain of 18 spaces along the park and 16 in the business district, but the parking area would intrude into both the baseball diamond and the basketball court.

The following Table summarizes the number of spaces gained or lost and the roadway widening required for each scenario.



Table - Roadway Widening and Net Change in Spaces for Each Scenario

<u>Scenario</u>	<u>Net Change in Spaces</u>	<u>Roadway Widening Required **</u>		
		<u>Tennyson</u>	<u>41st</u>	<u>Utica</u>
Angled Parking Using Existing Roadway Width	Minus 80 spaces (Minus 77 w/o ped. crossing)*	N/A	N/A	N/A
Angled Parking on One Side, No Parking on the Other	Minus 80 spaces (Minus 77 w/o ped. crossing)*	plus 2' 4"	plus 2'	plus 6'
Angled Parking on One Side, Parallel Parking on the Other	Plus 3 Spaces (plus 9 w/o ped. crossing)*	plus 10' 4"	plus 10'	plus 15'
Angled Parking with One Way Streets	Minus 10 spaces (Minus 4 w/o ped. crossing)*	N/A	N/A	N/A
High Angled Parking on One Side, Parallel Parking on the Other	Plus 16 Spaces (plus 26 w/o ped. crossing)*	plus 15' 7"	plus 17' 7"	plus 21' 7"

* Change in spaces if the pedestrian crossing on Tennyson between 41st and 42nd Streets is removed
 ** Without widening, these roads would have insufficient thru lane width to allow vehicles to safely back out of angled spaces

Public Works does not feel that the potential of adding only 6.8% to the overall parking supply justifies the widening of roadways into Caesar Chavez Park to implement angled parking

Q: How do we plan for long term parking goals, such as on event days?

A: Shared parking is a great tool to encourage more efficient use of parking facilities. Shared parking is a type of parking management and takes advantage of the fact that most parking spaces that are dedicated to a single-use are often only used part of the time and have the potential to be shared with other uses to maximize occupancy throughout the day/evening. Shared parking arrangements should be coordinated between private parking lot owners and Tennyson business owners as a standing agreement or for special event purposes only.





DENVER
THE MILE HIGH CITY

Q: What is the incentive for shared parking when considering the added liability and the individual business parking needs for their own customers?

A: There are several incentives to shared parking arrangements. First, providing additional parking options for customers can enhance the customer experience and increase economic development for all businesses in the area. Shared parking arrangements maximize lot occupancy by balancing the different use peak times. In addition, other privately arranged incentives can include shared maintenance and enforcement costs. For example, an office complex can efficiently share parking facilities with a restaurant or theater since each has different peak times and may be able to share operating costs to maximize customer convenience and meet long term parking demands.

Q: What are the recommended tools to negotiate with surface parking lot owners?

A: Shared Parking is implemented through shared arrangements made between individual business owners and parking lot owners. The Local Maintenance District has the potential to maintain or lease the shared lots for the business owner.

Q: Are their parking pinch points within the neighborhood?

A: Based on the parking analysis, the busiest parts of the study area are the blocks around the 44th/Tennyson intersection.

Q: Is there value in delineating on street parking spaces (painted markings) to ensure that people park where they are supposed to?

A: When on-street parking spaces are delineated fewer parking spaces can fit on a block face, therefore a corridor may not be able to reach the maximum parking spaces. Striping on-street parking spaces also adds to maintenance costs. Weather conditions also affect the visibility of street or curb markings (snow).

Q: How many parking spaces are available within the study area?

A: Based on the parking study there are 382 on-street parking spaces and 394 off-street parking spaces for a total of 776.

Q: Is the Parks and Recreation Department willing to incorporate angled parking adjacent to Cesar Chavez Park?

A: These conversations will be continued as we move into the scoping process for the 2007 Better Denver Bond Project for Tennyson Street. The Parks and Recreation Department will participate and evaluate all recommendations and ideas identified.

Q: Is it possible to develop one more graphic depicting angled parking adjacent to Cesar Chavez Park and wrap the corners to include Utica Street?

Initial answer: Public Works is searching for funding to complete this additional study request.

Follow up answer 2-2-10: Funding was identified within the angled parking study to include Utica Street. The angled parking study has been posted to the City website (refer to the second to last question for the website address).



DENVER
THE MILE HIGH CITY

Q: Does angled parking slow traffic?

A: On-street parking in general acts as a traffic calming device because of the increased roadway activity and the perceived narrow travelway. However, cyclists and pedestrians are often wary of angled parking because a car might back out at any time with limited visibility.

Q: Will the Strategic Parking Plan create policy to eliminate angled parking?

A: The purpose of the Strategic Parking Plan is to provide a broad citywide framework for parking management. The plan will explore the tools available to manage parking effectively but will not make area specific recommendations for parking management. In the right circumstances, the city is open to the idea of angled parking if it is feasible and can safely provide a benefit.

Q: Will the Strategic Parking Plan consider reversed angled parking?

A: The purpose of the Strategic Parking Plan is to provide a broad citywide framework for parking management. The plan will explore the tools available to manage parking effectively but will not make area specific recommendations for parking management. The city will continue to research what circumstances would allow this tool to provide a feasible and safe benefit.

Q: Can the graphics displayed at the public meeting be posted to the City website and shared with the Tennyson Alliance?

Initial answer: Yes, once the parking study is finalized it will be posted in its entirety to the City website and will include all the graphics displayed at the public meeting. Once finalized, the Parking Analysis will be posted to the following link:

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

Follow up answer 2-2-10: Both the parking analysis and angled parking study have been posted to the website.

Q: Where is employee parking within the study area?

A: Employee parking within the study area is located in unrestricted on-street parking areas or in private surface lots.



DENVER
THE MILE HIGH CITY

Sign-in Sheet 10/15/09

Name	Affiliation
Chris Smith	Business Owner (WineJester)
Ed Mickens	BRUN, Tennyson Alliance
Wendy Sjogren	BDMA, Tennyson Alliance
Dianne Fresquez	Business Owner (For Heaven's Sake) BDMA/Tennyson Alliance
Heather Noyes Gregg	BRUN/Tennyson Alliance/Parks and Gardens
Jeff Laws	Business Owner
Bonny Lee Michelson	Customer
Keller Hayes	Tennyson Alliance/Hania Consulting
Barry Allen	Resident
Jeff Ream	Felsburg Holt & Ullevig
Jennifer Hillhouse	City and County of Denver
Sean Mackin	City and County of Denver