

## Frequently Asked Questions: Parking within Parker Triangle

**Question:** How did the Parking Study capture the different times of the day, night and weekends?

**Answer:** Night/overnight parking was observed after 5 p.m. and compared to next morning data. Weekend parking data was also collected and included in the study.

**Question:** What is the County going to do to restrict truck parking on Alton and Clinton streets?

**Answer:** Locations where parking has been found to be a traffic operations issue do exist already and are signed as “No Parking”. (See figure in the study). “Truck” parking was also reviewed in the study as well as the roadway cross sections. The roadway is designed to accommodate a “truck” width on these roadways. There is no traffic code justification for restricting a “Truck” class vehicle from parking on these streets. However, a vehicle is inappropriately parked if it obstructs a driveway, an established crosswalk, fire hydrant or intersection. At this time, the County will continue to allow the ROW to be used by the public for parking as it is being used today.

**Question:** How did the County determine these roads are safe in the Parking Study?

**Answer:** Several aspects of safety were reviewed in the Parking Study including – required sight distances related to speeds on existing adjacent roadways, vehicle parking in relation to the through traffic and access locations, and if any parked vehicles were observed blocking some aspect of this. Safety was reviewed based on meeting these established safe-roadway criteria. Any instance where a violation of the established criteria or regulatory signs was observed, the Arapahoe County Sheriff’s Office is notified and requested to review the condition for enforcement.

### Parking Solution Questions

**Question:** Will the County consider limiting parking to one side of the street?

**Answer:** The study found there is not a traffic operational need to do this. It is not recommended due to potential/unintended safety and operational impacts. Arbitrarily restricting one side of parking availability potentially creates more parking congestion on the other side and decreases parking availability for public users. Depending on the parking use near the destination, it may also encourage unnecessary crossings of the street by pedestrians. Additionally, cars parked on both sides of the roadway tend to have a traffic calming effect on driver behavior regarding speeding, as compared to an empty, wider roadway.

**Question:** Why not designate all these streets with “No Parking” signs?

**Answer:** This roadway cross section has been approved to have public parking on both sides of the street as a public amenity serving you, your neighbors, visitors and the traveling public. Having no public parking will force the parking to occur “somewhere else,” which likely impacts the closest available public parking roadway or creates a problem on private roadways. Arbitrarily marking “No Parking” of the public right of way by a private party is prohibited, likely for many of these impacts and reasons.

**Question:** Has the County considered charging for parking? Is that a possible solution?

**Answer:** The cost to implement a fee for parking would be cost prohibitive. Parking within the County does not warrant this type of solution. The County is not confident this would address concerns of oversized or commercial vehicles from parking along these streets and it will more than likely generate complaints focused on the County charging for parking or the County not enforcing parking meter violators.

## **Enforcement Questions**

**Question:** Why will the Sheriff's Office not enforce Ordinance 91-1?

**Answer:** The Sheriff's Office has responded they do enforce Ordinance 91-1 regarding generalized "Truck Parking." However, the Sheriff's Office has not been successful in prosecuting violators in court in the past. In cases of operational or safety issues and other aspects of 91-1, the Sheriff's Office continues to enforce. There are several challenges in effective enforcement and prosecution of Ordinance 91-1 on "Trucks," which include the age of the arbitrary nature of restriction and outdated references, the lack of a specific "Truck" identified, that these are corporate owned vehicles and (difficulty in ticketing a parked "driver"), that these drivers are nearby residents, and that trucks move between notification and parking violation. When the violation requires vehicle towing, this results in a significant cost to Arapahoe County (and taxpayers) when the ticket is not upheld in court.

**Question:** If the current parking ordinance is outdated and can't be enforced, when will the County update it so it can be enforced to address concerns?

**Answer:** At this point, the Board of County Commission has not expressed an interest to revise this ordinance.

## **Development Questions**

**Question:** How is [redevelopment at the Potter's House site](#) going to impact on-street parking along Alton and Clinton streets?

**Answer:** The County Land Development Code sets minimum parking requirements for any new development. These requirements would alleviate the need for on-street parking on Alton or Clinton streets. The applicant's initial submittal provides more parking inside the development than the County's parking code requires. However, if the development is approved, some residents may opt to park on Alton Street for convenience, which is legal.