



SDOT Parking Sounding Board Meeting

MINUTES

OCTOBER 6, 2011

Seattle Municipal Tower
Rm. 4080

ATTENDEES (Underlined Indicates "In Attendance")	<u>Katherine MacKinnon</u>	Downtown Seattle Association (DSA)
	Francine Fielding	Wright-Runstad
	Laura Larson	Republic Parking
	<u>Ed Danyluk</u>	Imperial Parking Corporation (IMPARK)
	Mike Fuda	Diamond Parking Service
	Josh McDonald	WA Restaurant Association
	<u>Leslie Smith</u>	Alliance for Pioneer Square
	Michael Wells	Capitol Hill Chamber of Commerce
	<u>Doug Campbell</u>	U District Business Owner, Bulldog News
	Beth Miller	Ballard Chamber of Commerce
	<u>Don Blakeney</u>	Chinatown/International District BIA
	Jessica Vets	Fremont Chamber of Commerce
	Susan Ranf	Seattle Mariners
	Eric de Place	Sightline Institute
<u>Erica Sekins</u>	Seattle Commission for People with disAbilities	
<u>Jerry Everard</u>	Seattle Nightlife and Music Association	

CITY STAFF IN ATTENDANCE:

SDOT: Peter Hahn, Charles Bookman, Mike Estey, Margo Polley, Mary Catherine Snyder, Allison Schwartz, Ruth Harper

Mayor's Office: David Hiller

City Council: Dan Eder

MEMBERS OF PUBLIC IN ATTENDANCE:

Neil Podmore, PaybyPhone

Meeting Notes:

The meeting began with introductions led by Mary Catherine Snyder. The meeting agenda is:

- 8:40 – 9:15 am -- Parking related components of Mayor's 2012 Proposed Budget
- 9:15 – 9:40 am -- Proposed changes to State disabled parking program rules
- 9:40 – 9:50 am -- November and 2012 meeting topics; Board membership



On-Street Parking Rate and Time-Limit Changes: Following introductions, Mike Estey reviewed the parking related components of the Mayor’s 2012 Proposed Budget. These include on-street parking rate and time limit changes; improved evening parking time limits; and the pay-by-cell project. First, Mike reviewed the upcoming key City budget adoption milestones:

- October 17 – 26 – Council budget review issue identification
- Wednesday Oct. 26 - Public Hearing, 5:30 pm Council Chambers, City Hall
- First two weeks of November – Discussion of options to make changes to budget and Council budget committee votes
- Monday Nov. 24 - Full Council adopts 2012 Budget

If funded as proposed, SDOT would make the following rate and time-limit changes in early 2012. The idea is to follow data results from the June 2011 collection effort (especially as compared to the November 2010 data collection results) and adjust conditions to try to achieve the City parking policy objective of 1 to 2 spaces available per blockface on average throughout the day. SDOT is working to ensure that on-street parking is well-utilized and customers and visitors can dependably find parking near their destinations.

Geographic Changes	University District Ballard South Lake Union Belltown	Pioneer Square Capitol Hill Uptown	Geographic boundaries adjusted to recognize higher- and lower-demand areas
Rate Changes	Pioneer Square Capitol Hill Belltown South	University District South Lake Union	Decreases and increases in areas within these neighborhoods
Time-limit Changes	Denny Triangle North Roosevelt University District Belltown South Lake Union	Ballard Uptown Uptown Triangle Westlake Ave North	Extended time limits applied where occupancy levels are below the policy objective

Because of the results in the June 2011 data collection effort, the following neighborhoods would not see any changes in rates or time-limits in the paid parking areas:

- 12th Avenue
- Ballard Locks
- Cherry Hill
- Chinatown/International District
- Commercial Core
- First Hill
- Fremont
- Green Lake
- Pike-Pine

SDOT's Margo Polley described the specific changes to on-street parking rates and time-limits in the fourteen neighborhoods listed in the table above. Maps of the proposed changes are available as handouts on SDOT's website here (www.seattle.gov/transportation/parking/paidparking.htm).

Comments and questions about the proposed changes:

- I was at an event at Seattle Center and parked off-street, but would have been willing to pay on-street if the time limits were longer.
- Are there unintended consequences to extending paid parking hours beyond 6pm? Some business owners have noticed less business, and that patrons are not coming until the parking is free. How can we share this type of information with SDOT?
- As a driver, how will I know the price and time limit difference? Merchant communication, signs on the street, and online information
- In busy areas, did you consider lowering the time limit to 1-hr, to push people to areas outside of the core?
- When the City talks about a neighborhood like Capitol Hill, they have to talk about Pike/Pine too. They also have to consider the building vacancy rates and how these relate to the on-street parking rates – there should be some consistency across neighborhoods.
- Parking is a shrinking resource in Pioneer Square.
- But, the City is not going to build more on-street parking, they have to try to make existing spaces more available.
- What about evening parking? That seems to be the biggest problem in most areas.
- As we move to more evening paid parking, we'll begin studying more in the evening.
- People will learn about the rates and time limit variety over time.
- Seems like price might have less of an impact than time limit.
- For South Lake Union and Belltown, why aren't the new proposed rates swapped based on actual occupancy? *We're making adjustments based on a pre-set initial rate rather than starting from scratch.*
- Will Pioneer Square get extended evening hours? *There are no plans for this in 2012.*
- The plan for the U District looks good, but you might want to consider 1-hour paid parking in the core of the neighborhood (41st to 45th on the Ave)
- Can the current pay stations handle pay by cell technology? *Yes.*

- How exactly does pay by cell work? Is it linked to a particular license plate? *User sets up an account, enters the zone they're in, selects time. We need to work on our end with parking enforcement officers.*

State Legislative Strategy for Disabled Parking: Mike Estey gave an update on the City efforts to propose reforms to the State's regulations for managing disabled parking permits.

Comments and questions:

- This approach targets abusers rather than legitimate disabled parking permit users. Need to change the RCW back to a "traffic" infraction so parking enforcement officers can issue tickets. Other things to pursue are progressive fines and a 2-year, in-person renewal period. Also need to work with physicians.
- Is there a time limit for vehicles with disabled parking permits? *No. The City has the authority (via the state) to implement a 4-hour time limit.*
- It would be good to see what other cities are doing to tackle this issue.
- Does the disabled community want both free and all day options for parking on-street?
- Pay stations aren't ADA accessible.

NEXT SOUNDING BOARDING MEETING:

Date: Thursday, November 17, 2011

Location: Seattle Municipal Tower 4080

Preliminary Agenda: Discussion of proposed changes to State law for disabled parking permits