

Parking Management Roundtable #2 Summary

11/14/2014

Overview

The Westlake Cycle Track Project team facilitated a series of two parking management roundtables to collect feedback on parking management within the Westlake Avenue North corridor:

- Roundtable #1 (Oct. 9, 2014): Discuss parking priorities in the Westlake corridor and review parking management tools to address those priorities
- Roundtable #2 (Nov. 3, 2014): Review a draft parking management plan presented by the Seattle Department of Transportation

Roundtable #2 was held on Monday, Nov. 3 from 5:30-7PM at Nautical Landing and had 20 attendees.

Meeting attendees	Project staff
Phil Bannon, Westlake Stakeholders Group Devor Barton, Seattle Pedestrian Advisory Board, Design Advisory Committee Ann Bassetti, Westlake Stakeholders Group Karen Braitmayer, Westlake business owner Suzanne Dills, Commercial Marine Jeremy Dinsel, TIBCO Brock Gilman, Argosy Cruises John Hull, Western Yacht Harbor Kate Kreitzer, Westlake Stakeholders Group Andrew Otterness, Kenmore Air Marilyn Perry, Westlake Stakeholders Group Gordon Ruh, Nautical Landing Peter Schrappen, Northwest Marine Trade Association Jo Seel, Westlake Stakeholders Group Cam Strong, Westlake Stakeholders Group, Design Advisory Committee Bill Wehrenberg, Westlake Stakeholders Group Bill Wiginton, Pelington Properties Arden Wilken, Resident + business owner Jack Wilken, Seattle Boat Works Tim Zamberlin, Westlake Stakeholders Group	Sam Woods, SDOT Dawn Schellenberg, SDOT Mike Estey, SDOT Jonathan Williams, SDOT Mary Catherine Snyder, SDOT David Gitlin, EnviroIssues Kate Cole, EnviroIssues Sara Colling, EnviroIssues

To facilitate productive small group discussions, attendance at the roundtables was by invitation only. Invitations were sent to members of the project’s Design Advisory Committee (DAC), members of a previous Westlake Parking Workgroup, and attendees of Westlake Cycle Track Community Design Roundtables hosted this summer.

Meeting recap

Dawn Schellenberg welcomed attendees and provided a brief presentation overview. Mike Estey reviewed the input from the first parking management roundtable and shared SDOT's draft parking management approach for the Westlake corridor.

Attendees broke into small groups to provide their input on the draft parking management approach. Small groups were facilitated by project team members and staffed by members of the parking management team.

Each group had a map outlining SDOT's suggested parking management changes for the corridor (shown in Figure 1). SDOT is not suggesting any changes to current paid parking hours or days. Proposed changes would be implemented Monday through Friday from 9 AM to 4 PM. Evenings and weekends would remain unchanged. Also being considered are opportunities to refine the residential parking zone permit process in light of increased density. Participants had an opportunity to ask questions of the parking management staff and then provided input that the facilitator wrote on flip charts. At the end of the meeting, a representative from each small group shared discussion highlights with the large group.

Feedback shared by roundtable participants is summarized below. Though some ideas were out of the scope of the parking management plan, all ideas were recorded and reviewed by the project team.

Feedback summary

Overall, roundtable participants agreed with the plan's expansion of paid, time restricted parking. Participants generally encouraged more parking management rather than less to increase the parking turnover in the corridor. Common discussion themes included:

- Extend 2 hour time restrictions further north
- Consider a special parking designation for moorage tenants
- Use enforcement to increase parking turnover

A high-level summary of suggested changes and participant concerns are listed below.

Note: items listed below are intended to be representative and are not intended to reflect unanimous agreement among participants.

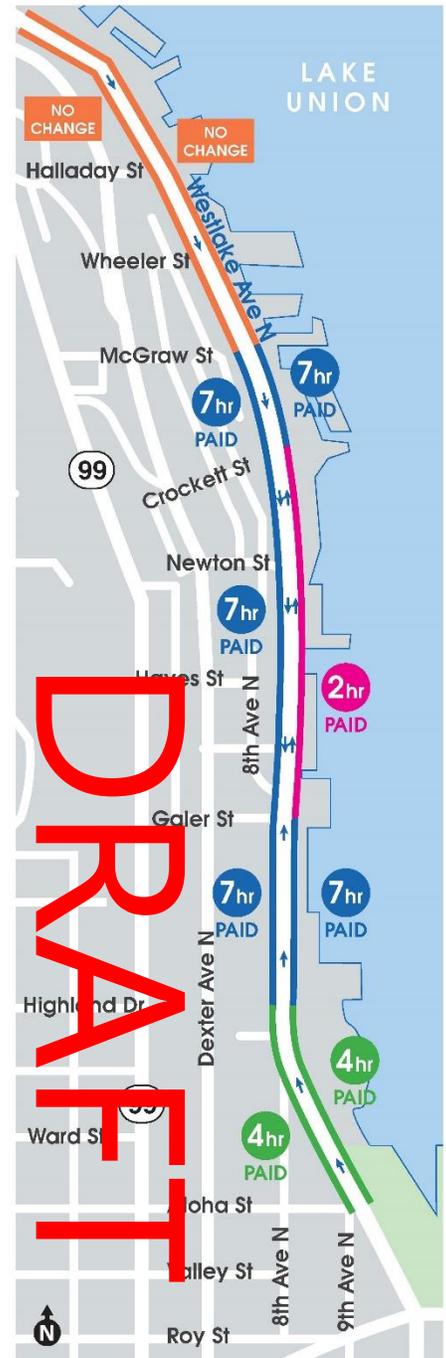


Figure 1: Draft approach for roundtable consideration and feedback

Common suggested changes

- Extend 2-hour parking north to McGraw Street
- Consider a special parking designation for moorage tenants
- Consider boats as homes
- Consider a water-dependent zone for specific loading purposes
- Implement paid parking on the entire east side
- Include free 4-hour parking on the west side
- Use signs for enforcement
- Monitor parking use past driveway #14 once plan is implemented
- Partner with private parking garages
- Restrict all-day parking on the entire east side
- Include 15- to 30-minute parking in front of Boathouse Deli
- Consider increasing rates in the future
- Appreciated keeping the parking at the far north end free
- Agree with the idea of Mon-Fri, 9 AM-4 PM managed parking

Concerns

- 7-hour parking could still facilitate “park and riders”
- Parking supply and demand will change during construction
- Concern with enforcement of the 72-hour limit
- Waiting one year to monitor the impacts of new changes could be too long to ensure they are protecting businesses
- Need to keep collecting data in the summer and proxy data from pay stations

Next steps

- November 2014
 - Compile parking roundtable feedback and incorporate in draft plan
 - Share with DAC
 - Revised draft parking management plan
- December 2014
 - Share draft parking management plan with all corridor stakeholders via mailing
 - Ask for feedback through an online survey
- Q1-Q3 2015
 - Implement plan, monitor annually and adjust as needed