

## Westlake Avenue North Parking Workgroup

June 13, 2007

6:00 - 8:00 pm

South Lake Union Armory, 860 Terry Avenue N.

### Meeting 11 Summary

Members Present: Phil Bannon  
Ann Bassetti  
Jim Codling  
Tim Hesterberg  
Don Stonehill  
Cameron Strong  
Bill Wehrenberg  
Bill Wiginton  
Tim Zamberlin

Members Absent: Robert Gerrish  
Lynne Reister  
Lloyd Shugart  
Stan Waldrop

Public Attendee: Dick Schwartz  
Kay Willhight

SDOT Attendees: Marty Curry (consultant)  
Bill Timmer (consultant)  
Wayne Wentz, City Traffic Engineer  
Mike Estey  
Tracy Krawczyk  
Sue Partridge

#### 1. Report on Meeting with Grace Crunican

Workgroup members Ann Bassetti, Cam Strong, and Bill Wehrenberg, along with Mike Estey, met with SDOT Director Grace Crunican on June 12 to discuss with her what Workgroup members felt were becoming sensitive issues. Comments related to the meeting included:

- Workgroup members requested the half-hour meeting as a courtesy call to discuss their perception that the SDOT parking management proposal presented May 14 was not sufficiently “community centric” and too divergent from the Workgroup’s proposal to be acceptable.
- Grace asked whether Workgroup members thought decision making had been delegated to the community; the response was “no,” but there should be a partnership between SDOT and community.
- Attendees found Grace to be attentive and personable, with a grasp of the issues.
- Workgroup members and Grace discussed the possibility of a “50/50” compromise (in which half of the parking in the south and central sections would be paid, and the rest would be unrestricted) that had come up at the end of the last Workgroup meeting. Grace indicated that she would consider it after conferring with Wayne Wentz and Mike Estey.

## 2. Comments from Wayne Wentz

Wayne stated that he had done a lot of thinking and reviewing of the issues since the last meeting, and had had a brief chance to talk to Grace Crunican about her meeting with Workgroup members. He agreed with Workgroup members that citizen concerns and input are valuable, but so is the experience and expertise of traffic engineers. He then reported that SDOT was amenable to compromising on the proposal presented May 14 by decreasing the amount of paid parking, if doing so would result in the Workgroup publicly supporting the plan at the community meeting in July. He suggested a compromise plan that would place 2-hour time-limited paid parking on only the east side of the WAN corridor in the south and central sections, with totally unrestricted parking along the west side of the south and central sections and in all of the north section. The result would be paid parking in about one third of the corridor.

## 3. Group Discussion

Following Wayne's comments was a lengthy discussion regarding what both the Workgroup and SDOT would accept as a compromise plan that they could present together at the public meeting in July.

Discussion topics included:

- It was suggested that free parking would fill up early in the morning, thereby benefiting early arrivers to the detriment of those who arrive later and need all-day parking. There was not full agreement on the issue, with some stating that free parking spaces would always be full and others disagreeing. A Workgroup member proposed that the City be required to always maintain at least 50% free parking in the corridor, but later withdrew the proposal.
- There was discussion as to what should trigger re-assessment of the parking management plan—reaching a specific occupancy percentage or public complaints or both. Some members proposed that when triggers occur, re-assessment of the plan should include polling business owners to find whether conditions are detrimental to their businesses. Members requested that SDOT provide specific data collection techniques such as collection times and days, peak hour designations, and averaging occupancies between the free and paid parking spaces. Wayne noted that that was too prescriptive, and that SDOT would collect data as it had previously (by zones, all day, over multiple days, etc) and would share results with the Workgroup and community as indicated.
- Eligibility for a residential Restricted Parking Zone (RPZ) was discussed. The Workgroup requested that vehicles with RPZ permits be allowed to park anywhere along the WAN corridor.

## 4. Compromise Plan and Poll

At the conclusion of the discussion, there appeared to be agreement on the essential issues of a compromise plan. Wayne Wentz delineated the elements of the compromise plan, then asked each member in turn whether they would be comfortable presenting it as a joint Workgroup/SDOT plan at the community meeting in July. The essential elements were:

- Paid parking (2-hour maximum stay) will be limited to the east side of the south and central sections of the corridor (between Aloha St. and McGraw St.); the west side of the south and central sections, as well as the entire north section, would be free and unrestricted.
- Parking occupancy and space turnover will be monitored after initial installation, and will be reported out after 90 days.
- All qualified residents on both the east and west sides of WAN will be eligible for RPZ permits. Vehicles with RPZ permits will be allowed to park unrestricted in any space along the corridor for up to 72 hours.
- Detailed design work will be completed over the summer, with installation of paid parking expected to occur in approximately September.

Results of the poll were unanimous agreement by Workgroup members present to endorse and jointly present the proposed plan with revisions as outlined above but in greater detail at the community meeting in July. Additional remarks included:

- Worried about area buildings south of National Sign and in "Allentown" filling up

- Thank City for being responsive to concerns, and compromising, OK to move forward but still need to work on protective overlay for entire waterway area
- Good compromise, need to put it in writing before July meeting
- Believe we have come a long way toward partnership process
- Good compromise, concern that west and east sides should be evaluated as a whole, data sampling should occur over reasonable time frame, not just midday
- Stress priority to reduce parking demand in ways other than paid parking so that rates don't have to go up
- Will be a big change for boaters who have always parked anywhere
- Request detail about how percent occupancy will be determined and clear idea of data gathering and timeline before community meeting
- Concern that the devil is in the details, need assurance of no future surprises, public kept in the loop
- Feeling comfortable with SDOT and details, respectful of community, fear that Paul Allen is moving in

#### 5. Next Steps

SDOT agreed to produce a preliminary revised plan and distribute it to the Workgroup for discussion and concurrence in about a week. The Workgroup will meet again on Monday, June 25 to discuss the revised plan and details of the community meeting tentatively scheduled for July 11. Workgroup members agreed that SDOT could begin sending out notification of the upcoming public meeting before the plan is finalized, so that the community has as much advance notice as possible.