

Westlake Avenue North Corridor Workgroup

January 24, 2007

5:30 - 8:00 pm

South Lake Union Armory, 860 Terry Avenue N., Room 127-C

Meeting 3 Summary

- Members Present Phil Bannon
 Ann Bassetti
 Robert Gerrish
 Tim Hesterberg
 Lynne Reister
 Cameron Strong
 Bill Wehrenberg
 Bill Wiginton
 Tim Zamberlin
- Members Absent: Jim Codling
 Lloyd Shugart
 Don Stonehill
 Stan Waldrop
- SDOT Attendees: Marty Curry (consultant)
 Bill Timmer (consultant)
 Mike Estey
 Tracy Krawczyk
 Sue Partridge
- Guest Presenters: Motiryo Keambiroiro, Manager, SPD Parking Enforcement Unit
 Sgt. Paul Gracy, SPD Community Policing Team
 Terrie Johnston, SPD Crime Prevention Specialist
 Lish Whitson, Department of Planning and Development (DPD)
 Mark Keller, SDOT

The meeting began with brief introductions, followed by invited presentations on several topics requested by Workgroup members.

Seattle Police Department (SPD) Parking Enforcement

Motiryo Keambiroiro, SPD Parking Enforcement Manager, gave a presentation on parking enforcement in Sector Area 28, which includes Westlake Avenue North. She described the typical parking patrol pattern for the area, as well as other duties that enforcement officers perform that can keep them from their parking duties. She discussed enforcement of Load Zones and Restricted Parking Zones, enforcement for special events and 72-hour Violations, as well as issues associated with enforcing time-limit signs and different types of parking pay stations. The presentation ended with area statistics, annual patrol hours and citations, and a time and cost projection for increased enforcement in an area. (Attachment 1)

SPD Patrol/Crime Prevention

Sgt. Paul Gracy, West Precinct Community Policing Team and Terrie Johnston, West Precinct Crime Prevention Specialist, talked to the Workgroup about their efforts to involve communities in reducing neighborhood crime. They acknowledged that Westlake experiences a high level of car-prowl crimes (but far from the highest in the City), and that there is drug activity and prostitution in the area.

Ms. Johnston distributed some literature about avoiding vehicle theft, and her business card, stating that she would be happy to work with the community and area businesses on a crime assessment and reduction plan.

Zoning and Land Use

Lish Whitson, Department of Planning and Development (DPD), displayed a map of the South Lake Union and Westlake Avenue North (WAN) areas and discussed recent developments in City-wide zoning related to decreasing the minimum parking requirement for certain building uses for a more environmentally and pedestrian-friendly city. He added that in Urban Center neighborhoods (including WAN south of Galer Street as part of the South Lake Union urban center) there is no longer a minimum parking requirement, and the number of parking spaces is at the discretion of the developer. This change was made based on the findings of SDOT and DPD analyses which indicated that for several types of land uses parking supply typically exceeded the demand. He also stated that DPD is considering raising height allowances in South Lake Union in order to leverage desirable social services and affordable housing.

Mr. Whitson noted that the majority of the WAN corridor is zoned Commercial-2, which is one of the more restrictive zones in terms of what is allowed to be built (residential development, for instance, is only allowed on a case-by-case basis). The corridor also falls under the shoreline regulations, which further restricts development. Shoreline zoning regulations are described in the Seattle Municipal Code:
<http://clerk.ci.seattle.wa.us/~public/toc/23-60.htm>

Transit and Transportation Demand Management (TDM)

Mark Keller, SDOT, discussed the principles of TDM with respect to transportation opportunities within the WAN corridor. He confirmed that there is not comprehensive bus service to the area. Route #17 serves Downtown and Ballard/Sunset Hills and Route #74 (connecting to University District and Seattle Center) will return when the Fremont Bridge project is completed. He also mentioned Routes #26 and #28 on Dexter Ave. N. which serve Broadview and Northwest Seattle.

He went on to describe other available transportation options, such as carpool, vanpool, telecommuting, shared vehicles (Flexcar), bicycling and walking. He pointed out that not all alternatives work in all cases, but that even small reductions in single-occupancy vehicle usage play a part in reducing emissions and traffic and parking congestion. Mr. Keller passed around a handout describing transportation options and where to find further information. (Attachment 2)

Restricted Parking Zones (RPZ)

Mike Estey, SDOT, was scheduled to discuss RPZs, but in the interest of leaving enough time for the final discussion, distributed a handout and agreed to make a presentation at a later meeting. (Attachment 3)

Facilitated Discussion

The final 30 minutes of the meeting were an effort by the group to define the problem statement and the structure of the final Workgroup recommendations. SDOT handed out two forms for potential use in describing the needs of the diverse users of the corridor. (Attachments 4 and 5)

After much discussion, many of the members felt that they still did not have enough specific information on area residents and businesses to properly define the problem. It was decided that Workgroup members would each take a portion of the corridor and distribute surveys for area parking users to describe their individual uses and requirements. The results would then be compiled as an aid in determining the appropriate mix of various types of parking management tools.

Attachments:

1. SPD PowerPoint presentation
2. SDOT Transportation Demand Management handout
3. RPZ Handout
4. Form: Parking Considerations by User Group
5. Form: WAN Parking Space Allocation Matrix
6. Data Inventory annotated 1-24-07

Attachment 1
(See PowerPoint presentation)

Westlake Avenue North Proposal

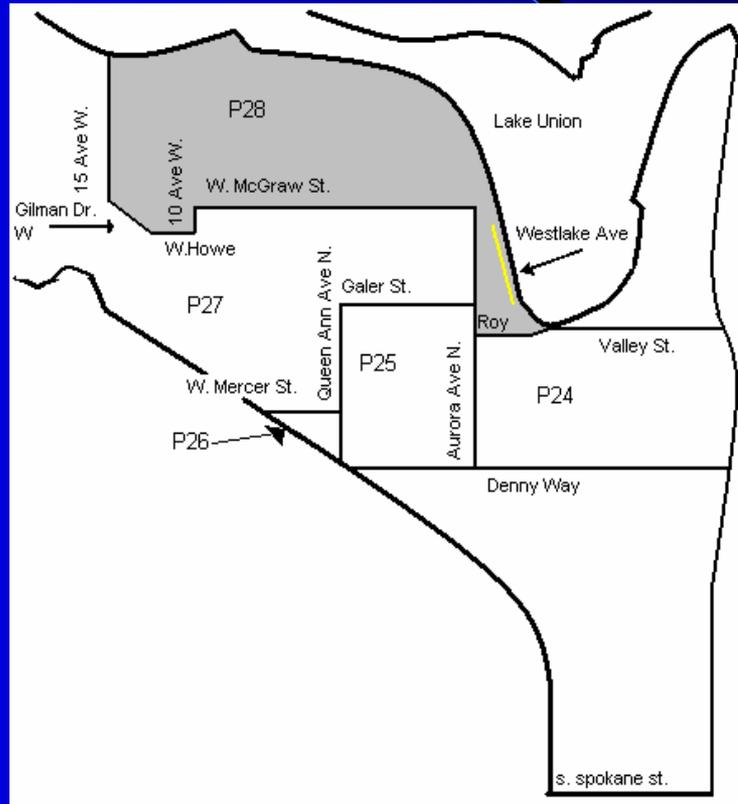
Seattle Police Department
Parking Enforcement Unit

Sector Boundaries

- Area 28 includes Westlake Ave. N. and has the boundaries of:
- Lake Union on the east
- The Ship Canal to the north
- Aurora Ave and 15th Ave W to the west
- W. McGraw ST and Valley St to the south

Area Sector

Area 28 includes the Westlake Ave N business district which has 176 signed controlled spaces in the right-of-way



Enforcement of Area 28

- Area 28 includes three key areas of enforcement. The areas of enforcement are the Westlake Ave. business area, the long stretch of time zones along Dexter Ave. N., and the area around Seattle Pacific University at approx. the 3000 blk. Of 3rd Ave. W.

Key Work Areas

- On a typical day of enforcement the PEO working the area would chalk all three areas of enforcement and then do an emphasis on either the load zones or the prohibited areas. As the day progresses the hours between enforcement would become longer due to the amount of time needed to issue citations.

Additional Responsibilities

- This could result in an area being chalked only once per day due to unforeseeable circumstances such as a required radio response dispatched from headquarters, the need for traffic control at an incident, assisting fire or police units at an accident, altering traffic patterns when necessary, or assisting the public.

Load Zones

- Load zones are typically 3min, 15 min, and 30 minutes. Due to the shortened time restrictions in these areas, a PEO may be seen more frequently in one area and this is not an indication of special enforcement. The load zones are most easily enforced in-between the 2 hr. overtime enforcement. Abuse of the load zone time restrictions can lead to more strict enforcement until compliance is established.

Special Events

- Special events also effect the ability of the PEO to ensure consistent enforcement. For example: Wooden Boat Days at the south end of Lake Union requires more time for the officer to enforce due to the influx of people and vehicles. Most often extra personnel are not assigned to such an event and the added work falls on the regular patrol duties of P28.

72 Hr. Violation

- This ordinance allows anyone in an unregulated zone to park a vehicle for up to 72 hrs. without moving the vehicle. Portions of Westlake fall under this category and add to the workload of the PEO. It also slows down the rotation of vehicles in the lots and a vehicle is only required to move one city block to comply with the provisions of this ordinance. Considering the topography of the Westlake lots, storing a vehicle by moving it back and forth from one block to another is possible and legal. There is potential in the proposed parking plan to exclude Westlake from this provision of the code.

Restricted Parking Zones

- Restricted parking zones allow limited parking customers while allowing those who have purchased a permit and their guest to park for substantially longer periods of time, although not to exceed 72 hrs. This allows for enforcement of the area while having only a minimum impact on permit holders. A typical RPZ would be:
 - 2hr. Parking
 - 7a-6p
 - except by
 - zone 4 permit

Restricted Parking Zones

In this case, the zone would be enforced like a regular 2 hr. parking zone, those without the correct RPZ permit would be limited to two hrs. of parking and would then be required to move on or be subject to a citation. Those with a RPZ permit would be required to move only every 72 hrs, allowing those who work in the area to concentrate on things other than parking limitations.

Paystation Comparison

- The City of Seattle has two options for paystations, pay and display and pay by space. The public will notice only a small difference in that you do not receive a receipt with the pay by space equipment. The PEO however, must enforce the two types mentioned very differently.

Pay-And-Display

- In the current system of pay and display the consumer would purchase a receipt and display it in the curbside driver side window of their vehicle. A PEO must physically walk from vehicle to vehicle to observe the receipt, enforcement from a vehicle is impossible and requires a great deal of time. Enforcement times are tripled. The public receives two options for payment, coins and credit cards.

Pay-By-Space

- Pay and display offers the PEO and the public the best options. Payment is by coin and credit card for the public, Smart Cards are a possibility. The public also receives more enforcement of the area due to quicker violator observation. The PEO looks at one kiosk to see which, of a several cars, needs to be cited. The PEO knows within seconds which cars are in compliance and skips those vehicles. Enforcement can be done from a vehicle which speeds up the process and those needing a citation are singled out.

2006 Area Statistics

	Jan.	Feb.	Mar.	Apr.
Total Routine Patrol Hrs.:	72.75	111.00	144.00	116.25
Total Tickets:	307	470	500	405

	May	Jun.	Jul.	Aug.
Total Routine Patrol Hrs.:	131.75	73.75	87.25	143.50
Total Tickets:	653	398	472	760

	Sep.	Oct.	Nov.	Dec.
Total Routine Patrol Hrs.:	103.75	119.75	43.00	70.50
Total Tickets:	385	571	182	403

2006 Patrol Hours/Citations

- Yearly totals :
- Total Routine Patrol Hrs Area 28: 1217.25
- Total Routine Patrol Hrs: 63,031.63
 - Average patrol hours/PEO = 940.7
- Total Tickets Written Area 28: 5506
- Total Tickets Written 358,120
 - Average tickets/PEO 5,426

Enforcement Projection

- The following projection is for a PEO working every day for the entire year based on 6.5 hrs. of routine patrol Monday thru Friday minus the 10 parking holidays given:
 - 6.5 hrs. X 5 day a week X 50 weeks = 1625 hrs.
 - Monday thru Saturday enforcement would be:
 - 6.5 hrs X 6 days a week X 50 weeks = 1950 hrs.

Cost projections

- 1 PEO M-F hrs. = 1625 hrs 1 PEO M-S hrs. = 1950 hrs.
- At the current rate of pay of \$ 22.05/hr
- 1 PEO M-F = \$ 35,831.25 + Benefits and Equipment
- 1 PEO M-S = \$ 42,997.5 + Benefits and Equipment

- To ensure dedicated enforcement, 2 PEO's would be required.
- 2 PEO's M-F = \$ 71,662.50 + Benefits and Equipment
- 2 PEO's M-S = \$ 85,995.00 + Benefits and Equipment

Thank you for inviting SPD-PE

Attachment 2

Transportation Demand Management / Transportation Options

Westlake Avenue North Corridor Work Group
January 24, 2007

What is transportation demand management (TDM)?

- TDM maximizes the ability of the transportation system to move people and goods.
- Seattle is a built environment – we can't expand most of our roads or build new ones.
- TDM helps to keep Seattle moving as it grows.

We don't need to shift every drive alone trip to other modes.

- Drive alone travel may still be the most practical chose for many trips.
- TDM focuses on the trips that don't have to be drive alone trips.
- We need to explore lots of options – there isn't a one size fits all solution.

Travel Options:

Transit:	Metro Bus -- Routes 17, 74, 26, 28 Bus pass program incentives (includes vanpool fares)
Vanpool:	Forming new vanpools Joining existing vanpools Transit passes valid on vanpools
Van Share:	Extending the reach of transit -- vanpool from a transit station to work
Carpool:	Ride matching services at www.RideshareOnline.com
Bicycle:	Adjacent to the most popular bicycle corridor in Seattle
Walking:	Walking distance to Fremont, Queen Anne, and South Lake Union
Flex time:	Reduces the number of commute days
Telecommute:	Allows some employees to work from home part-time or full-time

Other TDM Tools:

Car sharing:	Allows businesses and individuals to "rent" by the hour (Flexcar)
Tax training:	Pretax benefits to employees and deductible expenses for business
Cash out:	Employers provide payment in lieu of free parking to employees
Shared parking:	Pooling parking resources to meet neighborhood needs

No two people or businesses are exactly alike. A different mix of options will work for different people and different businesses.

Contacts:

<i>Transportation Demand Management</i> Mark Keller, SDOT mark.keller@seattle.gov 206.684.5146	<i>Pretax Transit Benefits</i> Gayle Delanty, King County Metro gayle.delanty@metrokc.gov 206.263.3455
<i>Vanpool / Carpool</i> Tom Devlin, King County Metro tom.devlin@metrokc.gov 206.684.1528	<i>Bicycling</i> Chris Cameron, Cascade Bicycle Club Chris.cameron@cascadebicycleclub.org 206.522.7517

Attachment 3

**Westlake Avenue North Parking Workgroup
January 24, 2007
Restricted Parking Zone (RPZ) Summary**

Residential RPZ Permits

- Typical residential RPZ established on blocks that have adjacent residential use to discourage long-term parking by non-residents.
- Residential RPZ may be appropriate where the parking congestion is caused by being near a business district with limited parking, or by parking generated by visitors or employees of major institutions like hospitals or colleges
- Residents within a residential RPZ may purchase one permit for each vehicle they own; all residential households within the residential RPZ are eligible for one guest pass (whether or not they own a vehicle).
- The cost of a permit is \$35 and is good for one permit cycle *or part thereof* (most residential RPZ permits are on a 2-year cycle but some operate on a 1-year cycle).
- Permits cannot be issued to non-residents, business owners, or employees.
- To obtain a residential RPZ permit, applicants must present:
 - current (dated within the last 30 days) proof of residency showing name and address. This can be a bill, bank statement, lease or rental agreement, rent receipt, or any properly dated business mail; and
 - copy of current Washington State Vehicle Registration. The vehicle must be registered in the applicant's name or the same last name as the proof of residency. Titles, temporary registrations and bills of sale are not accepted. Out-of-state registration is accepted only for active duty military personnel providing proof of their status as such, or out-of-state students providing proof of non-resident status.
- SDOT also issues temporary permits for up to 60 days for construction vehicles, out-of-state vehicles, new vehicles, and student vehicles.

Attachment 3 (con't)

City Regulations (Seattle Municipal Code)

SMC 11.14.515 Restricted parking zone.

"Restricted parking zone" means a portion of the street commonly used for vehicular parking, which except as to vehicles displaying a card or decal issued pursuant to RCW 46.16.380 (disabled placards) is:

- A. Reserved for the exclusive use of vehicles owned or used by residents of the abutting property and/or in the discretion of the Board, residents in the prescribed vicinity and vehicles used by their visitors; and service vehicles of persons having business in the street or with abutting or nearby residents;
- B. Reserved for such exclusive use during certain hours; or
- C. Subject to time limits that apply to parking of all vehicles except vehicles owned or used by such residents, or their visitors, or service vehicles of persons having business in the street or with the residents.

SMC 11.16.317 - Establishing, expanding and reducing restricted parking zones.

The Director of Transportation may establish a restricted parking zone whenever seventy-five (75) percent or more of the capacity of the streets available for parking in such designated area is generally occupied during regular business hours or any consecutive eight (8) hour period during evenings or during any consecutive eight (8) hour period on both Saturdays and Sundays; at least twenty-five (25) percent of the vehicles parked on the street in the area during such hours are not owned by residents of the designated area; a petition signed by, or a survey indicating that, a majority of the residents in the designated area approves the restricted parking zone; and the public interest would be served. ***In cases where the criteria listed above are not all met, the Director of Transportation is authorized to establish a restricted parking zone when, in his or her judgment, the parking problem will be ameliorated by a restricted parking zone and the public interest would be served.***

SMC 11.23.440 Parking privileges.

No person shall be granted a franchise or special privilege to the exclusion of any other like person for parking vehicles on any roadway. Zones may be granted for taxicabs, official career consul vehicles, moving or loading, disabled persons, curb space parking, service parking, carpool parking, or similar uses, or for any residential parking program which may be developed. Establishment of such a zone does not constitute a grant of franchise.

State Regulations (Revised Code of Washington)

RCW 46.61.570 Stopping, standing, or parking prohibited in specified places -- Reserving portion of highway prohibited.

. . . (4) It shall be unlawful for any person to reserve or attempt to reserve any portion of a highway for the purpose of stopping, standing, or parking to the exclusion of any other like person, nor shall any person be granted such right.

Westlake Avenue North Parking Considerations by User Group

User Group	Parking Considerations for User Group	Parking Duration Needs	Alternate Transportation Opportunities
Employees			
Customers/Area Visitors			
Residents-East-side			
Boat Live-aboards			
Residents-West-side			
Boat Moorage Holders			

RPZ Permit Holder Guests			
Transit Riders			
Service Vehicles			

Westlake Avenue North ROW Parking Space Allocation Matrix

Parking Zone	Current Public Parking Space Uses							Approx Private Spaces	Potential Parking Space Users	Use this Area (yes/no)	User Priority for Access to Public Parking (High,Medium, Low)	Potential Parking Mgt Tool for User Group (unrestricted, time limits, paid, RPZ, etc.)
	Total Public Parking	Load Zones	Accessible	Dumpster Spaces	Other Uses	Net Public Parking						
BC	169	0	2	0	0	167	53 by Mo. 25 Private	Employees				
								Customers/Area Visitors				
								Residents-East-side				
								Boat Live-aboards				
								Residents-West-side				
								Boat Moorage Holders				
								RPZ Permit Holder Guests				
								Transit Riders				
								Service Vehicles				
DEF	238	0	8	2	0	228	162 by Hr 24 by Mo. 12 Private	Employees				
								Customers/Area Visitors				
								Residents-East-side				
								Boat Live-aboards				
								Residents-West-side				
								Boat Moorage Holders				
								RPZ Permit Holder Guests				
								Transit Riders				
								Service Vehicles				
GHN	249	5	10	6	0	228	87 by Hr 100 by Mo.	Employees				
								Customers/Area Visitors				
								Residents-East-side				
								Boat Live-aboards				
								Residents-West-side				
								Boat Moorage Holders				
								RPZ Permit Holder Guests				
								Transit Riders				
								Service Vehicles				
IJO	220	2	4	6	0	208	0	Employees				
								Customers/Area Visitors				
								Residents-East-side				
								Boat Live-aboards				
								Residents-West-side				
								Boat Moorage Holders				
								RPZ Permit Holder Guests				
								Transit Riders				
								Service Vehicles				
KL	190	0	1	12	0	177	0	Employees				
								Customers/Area Visitors				
								Residents-East-side				
								Boat Live-aboards				
								Boat Moorage Holders				

Attachment 6

Westlake Avenue North Parking Workgroup
Annotated 1-24-07
Data Inventory

Information	Source
Types, Sources of Data Shared with Workgroup 12-11-06	
Detailed parking occupancy study for May 24, 25, 26, 2005 and August 9, 10, 11, 2005	2005 Westlake Avenue North Parking Study Provided 1/8/07
Parking space count: from the south end of the parking corridor to the end of the continuously paved right-of-way at the north end	2005 Westlake Avenue North Parking Study Provided 1/8/07
Number of time limit spaces, by time restriction and approximate locations	2005 Westlake Avenue North Parking Study Provided 1/8/07
Number of dumpsters and approximate locations	SDOT on-site inventory Provided 1/8/07
Number of designated accessible (State disabled parking permit) spaces and approximate locations	SDOT on-site inventory Provided 1/8/07
Number of load zone spaces and approximate locations	SDOT on-site inventory Provided 1/8/07
Saturday peak parking occupancy data for August 19 and September 30, 2006 – informal data collection	Seattle Police Department (SPD) Parking Enforcement Provided 1/8/07
Number of available moorage spaces	Westlake Avenue North Association (WANA)
Number of houseboats	WANA
Metro Route 17 Westlake boarding data	King County Metro Transit Provided 1/8/07
Number of “free” South Lake Union on-street parking spaces within walking distance of the Westlake parking corridor that will become “paid” spaces in 2007	2006 South Lake Union Parking Study Provided 1/8/07
Number of residential units along the east and west sides of Westlake Avenue North	City of Seattle geographic information system (GIS) Provided 1/8/07
Number of businesses and total number of employees along the east and west sides of Westlake Avenue North	City of Seattle GIS Provided 1/8/07
Number of parking spaces at the Marriott hotel, WRQ building, health club, AGC, 1700 building	SDOT and WANA surveys Provided 1/8/07 (except Marriott)
Comparison parking citation data for Westlake Avenue North, Chandler’s Cove and Ballard Locks	Seattle Municipal Court (limited ability to extract data) Not possible to provide.
State regulations regarding public rights-of-way	Revised Code of Washington Provided 1/24/07
Federal case law regarding Residential Parking Zones	City Attorney reference Provided 1/24/07

Additional Data Suggested by WAN Workgroup 12-11-06	
Boundary definitions of WAN and South Lake Union neighborhoods	City of Seattle GIS
2007 City revenue forecast for WAN	2007 adopted budget Provided 1/10/07
SPD parking enforcement deployment data	SPD Provided 1/24/07
Land use and zoning codes applicable to WAN, including parking requirements	Department of Planning and Development (DPD) Provided 1/24/07
Parking spaces lost with the Armory and SLU Park redevelopment, and assumed parking for events	Seattle Parks Department http://www.seattle.gov/parks/proparks/projects/SouthLakeUnionPark.htm
Plans for bus service on WAN	King County Metro Transit Provided 1/24/07
References to the intended use of the multipurpose path on Westlake	Reference material from prior Westlake project Per Seattle Bicycling Guide Map (2003) trail is "Pedestrian Pathway—Bicycles Permitted"
Programs/incentives for reduced parking demands	King County Metro Transit http://transit.metrokc.gov/tops/van-car/van-car.html
Information on future zoning in the area	Department of Planning and Development (DPD) Provided 1/24/07
Links to the City's Comprehensive Plan, Transportation Strategic Plan	City of Seattle web site Provided 1/8/07