

March 9, 2010 RPZ Public Hearing

Public comments received at hearing

1. Support addition to Zone 4. The 72 hour rule should be extended within RPZs. Support removing peak hour restrictions on E John St east of Broadway.
2. The parking in the new proposed Zone 21 area is just fine. I find it difficult to visit anyone in lower Queen Anne [where there is already an RPZ], so I avoid visiting. How about restrictions from 7am to 6pm? Restricting parking until 10pm is too much.
3. Agree with previous commenter. Restrictions are not going to help commerce in the Zone 21 area. People need more than 2 hours to experience the area.
4. I live in zone 21 – am in favor of adding the new RPZ. Will possibly encourage other modes of transportation for people who don't live in the area. Would like to see some market value pricing on permits; could be a good pilot program in this area. Permit should be priced to match the number of people who would be willing to pay the price. Aim for 80-90% occupancy on the streets. Recommend that those that are more opposed to any sort of parking restrictions read the research of Donald Shoup – he's shown many cases/studies that unrestricted parking actually has negative impacts against the concerns that I hear in this room. Concerns are there, but I think they're misplaced when you attribute them to losing unrestricted parking.
5. Opposed to Zone 21 permits and the paid parking proposal. There are a lot of people who come to SCCC 1-2 days a week that don't pay for parking in the garage – they benefit from free parking. Friends/visitors shouldn't have to pay to visit for 2 hrs. I'm against paid parking, especially when it's not on major streets.
6. I live in Zone 21 and am against the parking permit program. A lot of people have short lease times, and they might move in a short period of time. The fee would target low income residents, as this is an affordable area. I don't agree with market based pricing for this area.
7. Thank you very much for the new crosswalk at Olive and Boylston – makes that intersection safer. I'm a resident of 12th Ave. opposed to new blocks of RPZ 4. Technical report states that 12th Ave. utilization varies from 44%-100% - that is a large range that symbolizes use of unrestricted spaces by residents and friends who go to dinner, clubs, block parties, PRIDE, film festivals, and other events. Report shows that UNR spaces on 12th are the minority of parking spaces and that they're used by residents who store their car during the day and commute by other means. According to report, most spaces on 12th Ave already have restrictions.

Other comments received (e-mail/letter/phone)

1. Extend Zone 4 hours to 7 or 8pm—residents coming home at 6pm still cannot find parking. (4 comments)
2. Make Zone 4 24 hours/day.
3. Keep 12th Avenue unrestricted.
4. RPZ permits are biased against renters and low-income residents. Having any fees *at all* for RPZ stickers discriminates against low income people who just want to park their car.
5. Against RPZ proposal; difficult for guests; businesses won't be happy about it (Bellevue Ave).
6. Additional comments received by mail from commenter #7 above: The RPZ addition on 12th Avenue will alter the parking utilization on that street and transfer the problem to a different area. Simpler and less disruptive solutions can be found (leave parking at status-quo; have better enforcement). Proposed RPZ additions could have an effect of demotivating commuters to find alternate transportation modes that are more environmentally friendly. The proposed RPZ additions on 12th Avenue will not make parking challenges better or more tolerable. Please do not consider changing 12th Avenue prior to the opening of the light rail station in 2016.
7. Supportive of work to manage our parking better by shifting much of it from free to paid; new or expanded RPZs are needed to complement that; people with cars should have some assurance that they'll have places to park them in their own neighborhood. Opponents of RPZs and priced parking forget that major transit improvements are pending here or don't realize how transformative they will be. Allowing each household four RPZ passes seems excessive in this neighborhood. Consider a differentiated, progressive price structure so a household's first pass is less expensive and subsequent passes become more expensive. This could also encourage carpooling and car sharing. North of Olive Way and west of Broadway needs an RPZ too. To benefit the neighborhoods where parking revenue is generated and increase community support for RPZs and priced parking, I think SDOT should press the mayor and City Council to change the law so a share of RPZ and paid parking revenue is returned to the neighborhood where it's raised to be used for community improvements such as lighting, plantings, bike/ped/transit enhancements, or other transportation/land use/environmental/commerce benefits each neighborhood prioritizes.