

## Parking Advisory Committee Meeting Notes: July 27, 2010

Members Present: Tammy Mattson, Tony DeCarlo, Bill Austin, Judy Eagleson, Craig Hammond, Dale Rudolph, Angela Bennink, Rick Cadwell, Jeff Bauman (Chair)

Members Absent: Julie Krucek, Sally Kvam, Linda Berry-Maraist

Staff Present: Alyse Nelson, Michael Bateman, Shawn Delaney, Andrzej Kasiniak

Others Present: Becky Erickson, Kathleen Barrantes, Janetmarie Valiga, Edie Dempster

### Update Since Prior Meeting:

Kathleen Barrantes briefed the Committee on potential grant opportunities. She identified two phases (i.e., planning/design versus construction) with corresponding grant sources and criteria for approval. Projects that have received grants for planning/design have involved roads, tourism and/or economic development. Projects that have secured grants for construction have involved "shovel-ready" infrastructure based on broad community/business support as well as documented community profile data demonstrating economic need. If a portion of Anderson Parkway were to be converted into park/open space use, environmental grants might also be possible for the "green" aspects of such a project.

### Parking Management/Efficiency:

Michael Bateman described several ways to re-stripe Anderson Parkway for the purpose of increased parking capacity. Michael noted that there are currently 192 parking spaces. However this configuration does not conform to current parking design standards. If the Parkway were re-striped using the smallest allowable parking dimensions, capacity could theoretically be increased to a maximum of 235 spaces. But as Michael demonstrated, this would involve major trade-offs in terms of convenience, circulation patterns, and reduced parking in the small private parking area adjacent to one of the buildings. If we seek to have suitable fire lanes, sidewalks and appropriate vehicle circulation patterns, then a realistic maximum parking capacity for Anderson Parkway would be in the range of 200 stalls. While the resulting configuration would provide several benefits, it would not significantly increase parking capacity over current levels.

Other management/efficiency concepts discussed by the Committee included: clarifying/enforcing time limits; times of the day when limits should apply; installation of pay stations/kiosks; free parking for the first 3 hours with paid parking for extended parking; alternatives to Anderson Parkway for employee parking; free-parking coupons issued by vendors to their paying customers; paid parking (unenforced) with users' knowledge that proceeds would be applied toward future parking improvements.

There was uncertainty as to how many parking spaces are taken up by downtown employees during peak hours. Judy Eagleson volunteered to survey her tenants and tally how many

employees work during peak hours. Similarly, Tammy Mattson and Bill Austin provided employee counts regarding their downtown restaurants. Jeff Bauman wondered (rhetorically) if the Downtown Poulsbo Historical Association would help survey the other businesses so that a more complete total of employee parking needs could be compiled. This would be helpful in determining how much parking in Anderson Parkway could be freed up by providing (and enforcing) employee parking elsewhere.

While there was good discussion of these concepts, there was no apparent consensus on which if any should be recommended.

#### Enforcement:

Deputy Police Chief Shawn Delaney described operational aspects and financial implications of parking enforcement. It is relatively easy to enforce some regulations, such as no overnight parking (easily patrolled by on-duty officer) or handicapped parking (currently enforced by Police volunteers). In these cases there is virtually no debate whether or not a violation has occurred. In fact, there have been no complaints from any of the approximately 130 tickets recently issued for overnight parking infractions in Anderson Parkway.

Enforcement of time-limited parking, however, is considerably more complex and contentious. It is necessary to be vigilant and consistent in tracking which vehicles have parked in which spaces and for how long. Furthermore, owners of improperly parked cars sometimes get irritable (to the point of road rage). It is inappropriate to place volunteers in such situations. These kinds of problems could be reduced, but not eliminated, by the use of window-mounted stickers from automated pay stations/kiosks. In any event, stricter parking enforcement would impact the Mayor and the Municipal Judge as citizens lodge more complaints and dispute their parking fines.

Heightened enforcement of parking regulations is indeed achievable. But to be successful it would require additional (paid) staff or contracting for private enforcement services. Due to financial incentives, private enforcement services are sometimes very aggressive in issuing tickets. Our goal is to encourage people to come to downtown Poulsbo, not discourage them. Instead of relying so heavily on fines to pay for enforcement, revenues from paid parking in the downtown area could be used toward this purpose and thereby avoid overly aggressive ticketing.

Jeff noted that historically there has been no consensus regarding the desirability of stricter enforcement of downtown parking limits. Some people and businesses have vigorously supported the idea; an equal number have vigorously opposed the idea. Jeff speculated that until/unless a consensus emerges, there will be roughly the same amount of discontent whether we enforce parking limits or not. This led to discussion of Committee members' desires with regard to heightened enforcement. While everyone felt that enforcement of some

sort was an essential component of a downtown parking management program, individual members of the Committee had differing views with differing emphasis on what such enforcement should look like. It was also suggested that we cannot accomplish a desirable outcome unless enforcement is coupled with additional parking. Enforcement alone won't work.

Next Steps:

During the Committee's deliberations to date, we have covered several topics. But there are still numerous items to be considered, and some Committee members are unsure whether we are making meaningful progress. Jeff will compile his assessment of steps the Committee has taken thus far, and will suggest potential courses of action the Committee may wish to take in the weeks ahead. **Jeff will distribute his assessment and suggestions via email to all Committee members, and this information will also be posted on the City's web site. In lieu of the regularly scheduled meeting for August 10th, Committee members are asked to critically review Jeff's assessment and provide their feedback to him (with "cc" to all Committee members) via email by August 17th. Jeff will compile the input he receives and will structure an agenda accordingly for the next Committee meeting which will be on August 24th.**

**Note: The August 10th meeting is cancelled.  
Feedback is due by August 17th.  
The next Committee meeting will be on August 24th.**