

# Parking Advisory Committee

## Public Open House #1

---

City of Leavenworth Council Chambers

6:30 PM - 8:30 PM

February 6, 2020

### Meeting Notes:

Parking Advisory Committee Members Mia Bretz, Anne Hessburg, Jean Dawson, Mike Bedard; City Administrator Joel Walinski; Mayor Carl Florea; and Parking Consultant Brad Magee were in attendance.

Parking Advisory Committee Members began with a PowerPoint presentation and addressed the 2017 Parking Study, community developed Guiding Principles, on-street parking utilization, Parking Study findings, parking strategy timeline, the Parking Committee's development of a parking plan, necessary parking equipment and enforcement tools, Residential Parking Permit Program, and employee parking options. Attendees were advised to participate and ask questions throughout the presentation.

Parking Consultant Mr. Brad Magee noted that parking equipment technology has advanced significantly over the last five years, and unlike other cities that need to upgrade their current infrastructure, Leavenworth will begin a parking program with the leading technology in the market. He went on to address the necessary parking equipment, to include Smart Meters, sensors, payment options, parking Apps, and enforcement technology.

### Question & Answer:

**How do we know that employees are parking downtown?** License plates were used to identify parked cars during the Parking Study. If a car was parked downtown for 6 or more hours, it was presumed to be an employee.

**When car clubs come to town, will the City notify them that there is a paid lot that they can park in?** The Committee is focused on getting the long-term parkers to the surface lots. In previous years, the Car Club Organization has worked with the City and purchased spaces in the parking lot. Others traveling with the Car Club have parked long-term downtown; this will be addressed with timed/metered parking.

**What will the parking program cost and who will pay for it?** The City generates a revenue stream on the existing lots, which pays for the parking, the purchase of the Warehouse Property, and was also used to purchase the DOT lot. The cash reserves can be used to offset the cost of this improvement, which will generate a positive cash flow even after everything has been paid for.

**Where does the enforcement come from?** The City has two options; hire a parking service to provide the enforcement; or create a new position and hire a Parking Enforcement Officer. The Smart Meter system and sensors will allow the enforcement process to be more efficient than what is currently in place.

**How will tour busses be parked?** There are bus parking spaces along Hwy 2 and at the Link Park & Ride. Need better communication with the tour busses with regard to where they should park.

**How does this benefit the people who live here, that the locals need to pay for parking?** The goal is that when you come into town you can find a place to park, and an appropriate place to park. During the busy season everyone recognizes there is no place to park. This plan will open spaces by reducing the number of long-term parkers on the street, keep people flowing in and out, allows for better turnover, so when you want to come in for dinner, you will find a space.

**Where do the long-term parkers park without going into the residential neighborhood?** The surface lots are intended for long term parking.

**How will members of the community go downtown to run a quick errand?** The Smart Meter technology is programmable and can grant a 15-25-minute delay before it signals the Enforcement Officer that a parking spot has not been paid for.

**How will visitors know that this is the downtown parking availability?** The mobile apps will show where the available parking is located, surface lots or downtown spaces, and the app will be integrated by how it is programmed, depending on the season. It allows the City to flex the fee for each parking location based on usership and season.

**How will parking meters affect the artist's during Art in the Park when loading and unloading vans?** Those would be considered long-term parkers, such as an employee downtown. We want the right parker in the right space.

**What if the employees park in the residential neighborhood in order to avoid paying for parking?** The Committee has been addressing zone parking in the residential neighborhoods, similar to what has been implemented in larger cities. With a parking permit, the resident is allowed to park on their block without limits; if no permit, will be limited to 2 hours. The Committee is working on establishing the parameters of a Parking Permit Program. The restricted zone would be implemented by the community members within a particular block and is not mandated by the City. The City will provide signage, permits, and striping of stalls. One cannot request a permit to park on a block that they do not reside. The right parker for the right stall in the residential neighborhood is the resident, their visitors, and short-term parkers.

**What if there is no room on small streets for cars to park and still be able to pass?** Older narrow streets are currently signed no parking, and that would not change. Some older streets will be addressed on a case by case basis.

**Who will enforce and/or manage the parking in the residential permit zones?** Will be managed by the Enforcement Officer using license plates.

**How many employees will the City hire for the Enforcement Officer position? Is it a 24 hour a day job, 7 days a week?** The City does not envision needing enforcement 24 hours a day. It will only be enforced for a specified period of the day, still to be determined.

**How will guests be able to park in front of your home when they come for the weekend?** If there is no additional parking at the residence, visitor parking permits will be available at City Hall. The permit will be specific to the vehicle; the resident can park on the street and give the off-street parking to their guest.

**Where will employees park?** Lots P1 – P4 are the most well-known pay parking lots. Lots P5, P6, and the Park & Ride Lots are free. There are over 150 free parking stalls in the city limits, which includes nearly 100 with the new Park & Ride at Willkommen Village, the existing Park & Ride near the Forest Service, the City's recently purchased DOT Lot, and the majority of the

year the parking lot next to the pool is free. The Link Shuttle runs every 15 minutes, with stops at the Park & Rides and DOT lot.

**How late do the shuttles run?** Currently 7:00 AM – 8:35 PM Monday through Friday; Link is expanding hours later this year. Those working late shifts may be able to park free near their employment, as parking fees will not be charged at all hours.

**When the study was completed, was there a percentage of the number of spaces that were taken by employees in the core zone?** There are 403 on-street spaces downtown, of which 60% were long term parkers, of which many are employers and employees.

**Does the City have the funds to pay for this program?** The Parking Fund has the funds to finance the \$350,000 to implement the program. One of the goals of any parking program is parking pays for parking.

**How long has the shuttle been in place?** The shuttle began service in July and has been fine-tuned since then. It no longer runs through downtown. It also started with one bus trying to make the 15-minute loop, which wasn't fast enough, so now there are two shuttles to ensure running every 15 minutes.

**What happens when the machine breaks down, runs out of paper, doesn't print a receipt, etc.?** These are battery operated systems, built for this type of environment, with 6 million devices installed worldwide; they are smart and have the ability to communicate. A Smart Meter tells the staff which meters need servicing; one employee can do the maintenance, enforcement, and handling response time. Meters do not use paper.

**How does the Enforcement Officer know that the space has been paid for?** The sensor will show that a space is paid or not paid.

**What happens if there is time left on the meter and a car leaves the space, will the next parker get the time?** It is a radar-based sensor; it can't tell the make of the car, but it can tell the difference between a large car and small car. Some cities zero out the meter when the car leaves, others do not, that decision will need to be made.

**What is the price for metered parking?** Pricing is still to be determined. The most expensive parking will be the on-street spaces downtown, more affordable in the surface lots, and even more affordable in the surface lots further away from downtown.

**Will P1 – P4 parking lots ever be no charge lots?** P4 is no charge after 5:00 PM Sunday through Thursday. This is still open to discussion. Parking pays for parking.

**If it's too expensive to park downtown and the tourists don't park there, but park in the free lots; how will that affect the employee parking? Will employees get a pass and designated space in a free lot?** This has been discussed and the Committee is waiting to see what the behavior is before the City/Committee recommends implementing additional programs. Tourist's using the parking App will be directed to paid parking lots.

**How does this benefit any local resident that wants to do business in town?** The study assumed that the amount to park is \$1 - \$2 per hour. Currently, there is no way of knowing if a parking space is available downtown. With the App, you will be able to look and see if you will be able to park downtown.

**What is the proposed time to cut off parking fees in the evening?** Timing is still to be determined.

**Where will the sensors be placed?** Every parking space that will be metered, on-street and surface parking lots.

**What if there is a way to have visitors come and leave their cars at home?** Leavenworth is a rural community on a State Highway that currently doesn't have the infrastructure to support being car free. The Committee is focused on alternate modes of transportation, has supplied new bike racks and parking, but that is not the number one focus at this time. Many visitors stay in a hotel where their car is parked and travel around town on foot. There is a lot of pass through traffic due to the Highway.

**Why aren't the businesses paying for the parking program?** The City is responsible for city streets. The vitality of Leavenworth is critical to the City; most of the City's budget comes from Retail Sales Tax. Supporting a fluid and functional downtown core is really important to our city. The public space is being shifted back to the public by moving employees and employers to long term parking lots.

**Can locals have a smart card that would allow them to have four hours of free downtown parking?** That could be a possibility. The committee is working on a plan that works for all of the public.

**Will all downtown streets have metered parking?** The residential area on Commercial street will likely have timed parking, which is still being discussed.

**Are there plans for RV parking?** The Committee has had discussions regarding parking for RV's, boats, trailers, and semi-trucks. Those vehicles take up more space, but are looking at the DOT lot for large vehicles.

Respectfully Submitted,

Sue Z. Cragun  
Executive Assistant  
City of Leavenworth