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To: Caroline Chapman, Transportation Demand Management Program Administrator

November 21, 2019

Thank you for this opportunity to submit comments on behalf of our members on the Downtown Redmond Parking Study. Our 35 members represent over 100,000 employees. A quarter of these organizations are located in Downtown and are invested in how the neighborhood's parking is managed.

Our members want parking policy that prioritizes customers and makes it easier for employees to reliably reach their businesses, whether they get there by car, bike, or by foot. To achieve those outcomes, GRTMA urges the City of Redmond to act on the following recommendations in the Downtown Parking Management Strategic Plan:

Removal of monthly and daily parking permits for on-street parking in Downtown Redmond

Managed on-street parking prioritize parking spaces for customers of Redmond businesses. Yet the monthly and daily parking permits allow those limited spaces to be used by residents of Downtown, many of whom have an off-street space available. Eliminating monthly parking permits would make those spaces available for shorter term customers. Long term permits give residents a sense of ownership of public right of way, which makes it more difficult to repurpose on-street parking spaces as loading zones or protected bike lanes.

Increase the number of commercial loading zones and accessible parking on Downtown curb space

Easy access for loading is critical to the success of Downtown Redmond's businesses. More on-street parking spaces designated as loading zone spaces reduce conflicts at the curb between delivery trucks and customers. Prioritizing spaces for those with disabilities in our densest areas is key to making Downtown more accessible.

Expand 2-hour time limited parking to everyday of the week from 7am – 7pm

Redmond's businesses are active beyond 9-5, 5 days a week. On street parking spaces should be managed for longer periods and through the weekend to make it easier for customers to reach Downtown's businesses. Consistent parking time limits of 2 hours citywide would also make the rules more legible. Eliminating warnings and raising the fines for parking violators to match other Eastside cities will encourage turnover.

Remove barriers to shared parking

While driving to work should not be prioritized, encouraging businesses to share parking spaces at their lots when it's complementary can help at time of high occupancy and making it an element of new transportation management plans

Invest revenues from paid parking into encouraging transit, biking and walking

After paying for the cost of parking enforcement, revenues generated from paid parking should be invested in infrastructure that biking, walking and transit the first choice for more employees and customers.

Kirk Hovenkotter,
Executive Director, Greater Redmond Transportation Management Association