

Seattle Board of Park Commissioners
Meeting Minutes
July 12, 2018

Web site: <http://www.seattle.gov/parks/parkboard/>
(Includes agendas and minutes from 2001-present)

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<http://www.seattlechannel.org/videos/watchVideos.asp?program=Parks>

Board of Park Commissioners

Present:

Andréa Akita, Vice Chair
Tom Byers
Dennis Cook
Jessica Farmer
Marlon Herrera
Evan Hundley
William Lowe, Chair
Rachel Anne Williams

Excused:

Kelly McCaffrey

Seattle Parks and Recreation Staff

Holly Miller, Interim Deputy Superintendent
Rachel Acosta, Board Coordinator

The meeting is held at 100 Dexter Avenue North. Commissioner Byers calls the meeting to order at 6:33pm. The Board introduces themselves. He asks for approval of the June 14 minutes and the July 12 agenda.

Public Comment

Doug Macdonald – Park Board raised issues about speed and enforcement at the previous meeting and there is no information in the briefing paper. No evaluation on SDOT pilot project and now going to City Council for a vote. In 6 months of 2018 there have only been 2 days that hit 10,000 rides on one of these bikeshare bikes. There new program will have 20,000 bikes in Seattle. His message to the Board is to not bother with a pilot program. There are e-bikes, there will be e-bikes, there won't be enforcement; it doesn't matter. This is all a farce.

Kate Gregory – SOS; volunteer with forest stewards in park. She came to talk about the devastating problem of encampments in parks and the entitlement with those staying in

parks as demonstrated by the hullabaloo at the April cleanup in Ravenna ravine. She thinks the City Council feels parkland is for homeless. The encampments cause damage to the greenspaces. FAS says SPR has the right to remove encampments immediately. Low income and people of color use parks and greenspaces more; and the parks should be maintained for them.

Margy Bresslour – Colman Park Vista Restoration project; Margie reviews their community project. The people in her community are passionate about restoring it to the original Olmsted vision. SPR took VMP from the communities' grant to complete it. Colman Park community are concerned they are not being heard. Everyone wants stable slope and tree canopy at the park.

Evan Wright – Friends of Colman Park Vista; he states the community has a long history of advocating for this park. They want to be included in this process and provide input. There is currently no Vegetation Management Plan but Green Seattle Partnership (GSP) is starting work at Colman Park next week. They have no standards for restoring a historic park. The community is looking for a compromise and want to maintain the historical integrity. What is the plan for the work being done?

Eve McClure – Lives near Colman Park. She emphasizes it is an Olmsted park. GSP says they are going to plant conifers; but, low growing shrubs and Madronas were more consistent with the Olmsted vision. Also, she is dismayed that SPR has cut the hedge along 31st Avenue South and staff throw the yard waste from their pruning into the park.

Florence Peterschmidt – She points out that there is a lack of trust between community group and SPR. SPR does not communicate and is not forthcoming or inclusive. The community is frustrated.

Elise Wright – A Vegetation Management Plan would guide the work being done there. There is a pending National Landmark Designation.

Superintendent's Report

Presented by Holly Miller, Interim Deputy Superintendent, Seattle Parks and Recreation

Holly is retiring. Jen Chan will be the new Deputy Superintendent.

SPR is serving 22,000 kids this summer.

There was a shooting at Beer Sheva on Monday. No one was harmed. The shooting was aimed at Rainier Beach High School. SPR had an expanded recreation program at Beer Sheva Park at the time. The staff moved the children safely behind the comfort stations.

Encampments – SPR received clarification from the Mayor’s Office. If an encampment location fills up again after SPR has gone through the rule process for removing it, SPR can remove it immediately. It is a very difficult process for the staff; they know a lot of these folks and do a good job.

Seattle Times is working on an article about encampments in parks; not sure how it’s going.

July 4 occurred without a lot of damage; only 1 toilet was blown up. SPR staff did a phenomenal job cleaning up. Gas Works Park was completely cleaned up by 10am.

Community members suggested to Councilmember Juarez to use Jackson Park Golf Course for housing and access to transit. SPR is in favor of housing but opposed to this idea; with increasing density there needs to be more openspace.

Interim Deputy Superintendent Miller asks the Board to cancel the July 26 meeting and hold a retreat in August.

Retreat ideas:

- Outreach and engagement
- Visit programs
- RSJI training

Commissioner Byers suggests everyone send their ideas to Paula for the retreat by July 26.

If one sees an encampment at the park, call 206-684-city or use the *Find it, Fix it* phone application.

Interim Deputy Superintendent Miller will get back to the Board regarding the Colman Park Vista project.

After head tax fracas, what are the moves now in terms of city direction/policy?

SPR is facing severe budget challenges this year; much of that will go towards the homelessness issue. City can’t do it alone; looking to the state and federal government to help fund addiction and mental health issues. Mayor is trying to get 500 beds between now and the end of the year. A tiny house village for women opened recently.

Any motion to expand the Conservation Corp? They have raised the notion with the Mayor, SPR would need to create a business plan. 2/3 of those who enter the program end up with stable housing and employment.

Partnership Spotlight: EarthLab

Todd Burley, Strategic Advisor, Seattle Parks and Recreation

Greg Bratman, Associate Professor, University of Washington

Todd introduces the impetus for the partnership with the University of Washington's EarthLab. SPR collaborates with many agencies to perform research in our parks but the work was not being done holistically. The research should support SPR mission and goals.

Greg Bratman, Assistant Professor about nature, health, and recreation at the UW College of the Environment. He focuses on nature and health. He provides a quick overview of the institute. He asks everyone to think of Earthlab as a bridge between UW and decisionmakers regarding environmental challenges; standing at the intersection of science and humanity. EarthLab will work with communities to apply research to urgent issues that affect humanity from local to global scales. EarthLab focuses where societies needs are greatest; working in partnerships to create meaningful science-based solutions for society.

The collaboration – areas of overlapping interest areas

Equity and access – barriers to accessing the parks system

Carbon sequestration – how can spr help reduce carbon footprint

Climate impacts and mit – how to adapt watering, shorelines, plan for long term?

Created Memorandum of Agreement with the University of Washington - a 2-year collaboration, written to be flexible to accommodate priorities and funding with a focus on applied research and part of larger effort to collaborate on nature and health.

Research – Gary studies how the nature experience impacts cognitive function, mood and emotion regulation. He measures stress responses and other physical tests, self-report. Interdisciplinary field coalescing and is leading an international working group to say with some certainty – those that live in urban/suburban settings; nature benefits mood and cognitive function. What's the dose and ideal duration? How does it differ based on backgrounds, previous experience in natural environments?

Environmental justice issue – make nature accessible to all people. 1) assess usage patterns of Seattle's parks. Launch 2 pronged approach – survey related to usage and personal preference; mining data in social media.

Will use SPR network and community for feedback. They hope to have some data collected in a year.

There are no specifics about survey gathering yet. They will work in buffer zones around parks. Commissioner Farmer says there are differences between categories of parks and types of parks. Commissioner Cook adds that athletic fields and different types of parks have different audiences.

EarthLab is a pretty small team- it pulls people from different areas of study. The Center for Creative Conservation is a part of EarthLab. Surveying will happen all year to get seasonal variation.

What is the end game? An assessment of where SPR stands, where the challenges are and what techniques to use to alleviate them?

Commissioner Byers feels a lot of these issues are site specific. Some parks are working and some are not. Will this data allow for SPR to create welcoming parks for all?

How will this survey be different than previous surveys? They hope to find out what is keeping people from going to parks; what are the barriers?

Commissioner Williams mentions surveying during all seasons is important. People in Seattle get SAD in the winter and it may inform how to make the outdoors more accessible in the colder, darker months.

Presentation and Possible Vote: Multi-use trail pilot project

Todd Burley, Strategic Advisor, Seattle Parks and Recreation

Written Briefing

Memorandum

Date: July 12, 2018

To: Board of Park Commissioners

From: Todd Burley, Sustainability Strategic Advisor

Subject: Multi-use Trail Pilot Proposal

- **Requested Board Action**

Seattle Parks and Recreation seeks a recommendation from the Board of Park Commissioners in support of the Multi-Use Trail Pilot. This pilot includes three components: a 15-mph speed limit for all users, allowance for Class 1 and Class 2 electric-assisted bicycles, and an education campaign. In addition, we seek agreement with SPR's proposal for data collection, evaluation and reporting to the board.

- **Pilot Proposal Overview**

In response to comments from the public and the Board of Park Commissioners, Seattle Parks and Recreation will implement the following Multi-Use Trail Pilot Program. This includes updated elements related to outreach, data and research, and education and enforcement.

The Multi-Use Trail Pilot Program includes three main components: a 15-mph advisory speed limit, an education and outreach campaign, and the allowance of Class 1 and Class 2 electric-assisted bicycles. The pilot will take place on five trails that Seattle Parks and Recreation has joint management responsibility for including the Burke-Gilman, Elliott Bay, Duwamish, Mountains to Sound, and Melrose Connector Trails.

- **Outreach and Education**

SPR will work with SDOT and community partners to engage in an education and outreach campaign on trails via signage, in-person communication, media and online.

Signs

This campaign will involve using SDOT’s new yard signs that highlight proper trail etiquette for all users. These will be placed along multi-use trails in the city as part of SDOT’s larger education campaign on trail etiquette. In addition, SPR will produce a temporary sign for the pilot program soliciting input, which will be placed at prominent locations along the five trails in the pilot.



Outreach and Engagement

During the pilot, SPR will work with community partners and SDOT to engage with their audiences on proper trail use and to solicit input on the pilot. Partners include Cascade Bicycle Club, the Bicycle Advisory Board, Pedestrian Advisory Board, Disabilities Commission, Washington Trails Association, Friends of Burke-Gilman Trail, Seattle Neighborhood Greenways, Seattle Children’s Hospital, and local bicycle businesses. These partners will distribute information about the pilot and regulation changes, survey links, and opportunities for other input to their audiences.

SPR will also continue to engage with key stakeholder groups such as the Bicycle and Pedestrian Advisory Boards, the Commission for People with Disabilities, and neighborhood organizations along the trail routes. The outreach will include a presentation on the pilot, feedback and discussion, and an opportunity to fill out a survey when it is available.

- **Outreach Meetings to Date**

In advance of the pilot period, SPR has met with, or presented to, the following organizations and individuals.

- Seattle City Council Sustainability and Transportation Committee (4/17/18)
- North Seattle Industrial Association (4/24/18)
- Douglas MacDonald (5/7/18)
- Seattle King County Public Health (5/24/18)
- UW School of Public Health, Professor Andrew Dannenberg (5/29/18)
- Regional Trails Steering Committee (5/30/18)
- Seattle Bicycle Advisory Board (6/6/18)

- Council on Aging & Disabilities Services Advocacy Committee (6/8/18)
- Sound Steps (6/13/18)
- Washington Trails Association (6/20/18)
- Seattle Commission for People with Disabilities (6/21/18)

Additional Outreach

In addition to direct meetings, SPR sent information, an offer to present and a solicitation of input to the following organizations and businesses during May and June.

Organizations	Businesses
Cascade Bicycle Club	G&O Family Cyclery
Washington Bikes	Wright Brothers Cycle Works
Seattle Bicycle Club	Bicycle Repair Shop
Bike Works	FreeRange Cycles
The Bikery	Ride Bicycles
Washington Bike Law	Montlake Bicycle Shop
Sightline Institute	Gregg's Cycle
Cyclists of Greater Seattle	Electric Lady
Pedestrian Advisory Board	Seattle E-Bike
Seattle Neighborhood Greenways	Electric and Folding Bikes NW
Climate Solutions	Alki Bike and Board
Outdoors for All	The Bicycle Repair Shop
Husky Cycling	Seattle Cycling Tours
Organizations – continued	Businesses - continued
Feet First	Ride Bicycles
Friends of the Burke-Gilman Trail	Recycled Cycles
Washington Trails Association	Montlake Bicycle Shop
Transportation Choices Coalition	Rad Power Bikes
Undriving	
Urban Sparks	
Duwamish Valley Safe Streets	
Seattle Children's Hospital	
Outdoors for All	

Media

SPR also received interest from the local media, which helped reach a broader audience and resulted in many public comments. A press release was issued on April 19, 2018 describing the pilot proposal and seeking input from the public. This press release was also in a Parkways blog post. Media stories include a Seattle Times article (4/26), MyNorthwest (4/27), KIRO 7 (4/12), and Seattle Transit Blog (4/28). Seattle Channel recorded each presentation to the Board of Park Commissioners (available online).

• **Partnership Development**

Seattle Parks and Recreation has been coordinating with WSDOT, SDOT, UW, King County, and the Port of Seattle to develop strong jurisdictional alignment and support for the pilot. Letters of support have been received from King County, and we have a commitment of letters from WSDOT, UW, and the Port. SDOT

and SPR will sign a “letter of concurrence” that aligns with SDOT’s typical process for ensuring jurisdictional entities are working together on common properties.

Data Gathering and Research

During the pilot, SPR will work with SDOT and WSDOT to collect data and conduct research to understand how speed, use type, and education has an impact on trail use and safety. Data gathering will occur on three trails in the pilot – Elliott Bay, Burke-Gilman, and the Mountains to Sound Trail – and one trail not included in the pilot – Alki Trail – which will be used as a control.

- **Trail Counters:** A key part of this data collection will involve the bicycle and pedestrian counters SDOT currently utilizes on the Burke-Gilman and Elliott Bay Trails as well as a new counter on the Alki Trail. These trail counters track usage figures only. The Alki Trail counter will be new, so will have no preexisting data to compare.

Digital Speed Trackers: SDOT is looking into installing a digital speed tracker onto existing poles to along the Burke-Gilman Trail to help inform users of their actual speed and to act as an education tool to reinforce the speed limit. SDOT will determine the best location for this tracker.

- **Online Survey:** SPR will conduct an online survey to be shared through our outreach channels and via our partners to determine use, perception, and opinions about these trails and the pilot project. The survey will be designed in cooperation with Professor Andy Dannenberg of the University of Washington’s School of Public Health. Agency and community partners have agreed to assist in sending this survey to their networks.

In-Person Survey: SPR and SDOT will partner to conduct on-site surveys and data collection to supplement the counters and online survey. The survey would be the same as the online version and be available for outreach meetings, as well. SDOT interns will be available to conduct the surveys on targeted days and locations as determined by the recommended methodology of Professor Dannenberg. While on site, interns will also collect data on user speed (using handheld radar devices that SDOT owns) as well as user types and demographics.

- **Enforcement**

SPR briefed the Seattle Police Department’s policy unit on the Pilot. They are committed to responding to complaints from users on the trail when contacted. No dedicated resources have been committed.

Timeline

July 2018

- **Finalize survey, Pilot Program sign, press release and outreach list.**
- **Complete on-site data gathering plan with SDOT.**
- **Install trail counter at Alki Trail.**
- **Install pilot signs and SDOT informational signs.**



August 2018

- **Launch pilot August 1st.**
- **Send press release and communication to networks (8/1).**
- **Conduct online survey.**
- **Conduct intercept surveys and on-site data gathering.**

September/October 2018

- **Conduct second round of intercept surveys and on-site data gathering.**
- **Conduct focus group meetings with key stakeholders.**

November 2018 - May 2019

- **Continue passive data collection.**

June 2019

- **Conduct third round of intercept surveys and on-site data gathering.**
- **Complete SEPA checklist.**

July 2019

- **Conduct online survey.**
- **Conduct focus group meetings with key stakeholders.**
- **Public comment period for SEPA checklist.**

August 2019

- **Pilot concludes 8/1/19.**
- **Complete evaluation and develop recommendation to present to Board of Park Commissioners.**

Presentation

In October, SPR staff came to the Board to discuss potentially changing the rules on electric-assist bicycles on multi-use trails. They returned in April to discuss a pilot project and outlined the changes to the rules. In May, the Park Board held a public hearing and the Board requested staff perform more outreach and provide more details on enforcement. Goal of this meeting is to answer questions and have the Board recommend the pilot.

At this time, there is no speed limit; motorized vehicles are prohibited; and there is conflicts among users. There is confusion around the rules on the trails.

This project would unite multiple jurisdictions on trails and create consistency.

Todd states that SPR can: regulate speed, determine user types, educate trail users, and coordinate with other agencies to ensure consistency. However, SPR cannot enforce the rules.

Regulatory landscape -Washington State law passed classifying e-bikes into 3 classes. Class 1 and 2 are allowed on multi-use trails unless otherwise stated. All agencies seem to be following the State's lead and allowing class 1 and 2 e-bikes on multi-use trails.

SDOT

- Aligned with state law
- Pursuing 15 mph on all trails

King County

- Current 15 mph speed limit
- Updating to align with state

Port of Seattle

- Aligned with state law

WSDOT

- Aligning with state law

King County regional trails network is talking with all municipalities about the new rules.

Todd reviews the basic elements of the plan – a 15-mile per hour speed limit; allowing e-bikes; and, a safety education campaign with SDOT and community partners.

Todd reviews the SPR pilot timeline.

July 2018 – Final Preparations

August 2018 – Launch 8/1/18

August - October 2018

- Surveys and data collection

November 2018 – May 2019

- Passive data collection only

June – July 2019

- Surveys and data collection

August 2019

- Complete evaluation
- Develop recommendation to present to Board of Park Commissioners

Todd talks about the work he's done on this project to address concerns the Board had discussed at the previous Park Board meeting.

Outreach and partnerships (thus far)

- Presentations to boards and commissions
- Meetings with key stakeholders

- Email overview and invitation to potentially interested organizations and businesses
- Requested letters of support from other trail owners
- Requested outreach support by key stakeholder organizations

Solidifying data collection and research

- Bike counters
- Surveys – online and intercept
- Accident data
- Stakeholder focus groups

Evaluation criteria

- Confirmed available data
- Identified additional data sources
- Secured radar tools

Todd lists the numerous community organizations, bicycle and pedestrian groups he contacted to discuss the potential pilot project. He received letters of support from the following groups:

- Cascade Bicycle Club
- Bicycle Advisory Board
- Seattle Commission for People with Disabilities
- Seattle Children's Hospital
- King County (awaiting letters of support from WSDOT, UW and Port)
- SDOT – Developing "letter of concurrence" (their standard)
- Feet First

Public comments were generally very supportive. Todd reviews the main points of concern in the correspondence received:

- Generally very supportive of entire pilot package (42 in favor, 13 against)
- Concerns around e-bikes going too fast or out of control
- Concerns around speed limit being too high or not high enough
- Concerns around inability to enforce
- Concerns around data collection
- Supportive of comprehensive approach
- Appreciative of proactively addressing issue
- Uncertain of efficacy of education
- Desiring more education
- Concerns related to trail maintenance needs

Data Collection and Research

- Bike counters – Partner with SDOT to collect data on pedestrian/bike use on Burke-Gilman, Elliott Bay, Mountains to Sound, and Alki Trails. The Alki Trail would be used as a counterpoint for data as a trail that is not included in the pilot.

- Surveys – online and in person surveys in partnership with SDOT, utilizing interns. Methodology support from UW School of Public Health.
- Focus groups using a conversation model – Obtain preliminary thoughts and then further along the pilot phase of the project.

Evaluation Criteria: How to determine success?

Quantitative:

- Reduced accidents and conflicts
- Decreased average speed
- Increased use

Qualitative:

- Increased perception of safety
- Positive response to pilot
- Increased understanding and adherence to trail etiquette

Todd asks the Park Board for a recommendation to move forward with this pilot.

Discussion

Commissioner Williams asks about signage with contact information for feedback. There will be signage at key entry points that provides contact information for data to inform future decisionmaking. The commissioners feel this is really important. There needs to be a mechanism for reporting accidents and conflict. The information should be posted in a location that is easy to access.

The Commissioners recommend SDOT and SPR create signs that look more like traffic signage, so as not to compete with other yard signs. Todd responds that SDOT and WSDOT are looking into federal design standards to create consistency.

Commissioner Herrera emphasizes the fonts used in the signs should be clear. He read through research and found safety is not as big of an issue as the perception of safety and courtesy; target infrastructure changes to do once pilot comes to an end.

2017 Trails Upgrade Plan – SDOT came out to talk about trail conditions based on use patterns and safety.

Pinchpoints on trails will need to be monitored, especially during peak periods – for enforcement plan. After pilot is over, it will not be possible to take it away. He does not think Burke-Gilman should be included in the pilot. It is not the e-bikes who are concerning as much as the speeders. Commissioner Byers adds it is not possible to avoid e-bikes on trails in Seattle; speed is the issue.

Frustrated with SPD reaction to Todd's request. SDOT data is not accurate. There needs to be credible enforcement on trails. Commissioner Byers does not think this pilot will get to the core problem without enforcement. Todd replies SPD did commit to send officers out to enforce if there are complaints logged.

This will be in the media so having an SPD presence would be more meaningful.

Commissioner Lowe mentions that enforcement and civility can work hand in hand. There should be a plan for collecting data and accident and user conflicts – SPR should have a really clear way to report accidents and conflicts.

Sign developed "report violators – call XXX". This would send a message to the people speeding that people are watching and complaints would help determine pinchpoints.

SPD would not consider this a high priority on a summer day. Commissioner Hundley wonders what the recourse is for whether or not the trail is successful in the pilot. Data will help understand where improvements are needed. Otherwise, the status quo will continue on the trails. Prevention through design is the most useful tool for curbing bad behaviors and unsafe conditions.

SPR has been working on parts of the Burke-Gilman; people are thinking about this and work is being done.

Doug MacDonald says instead of focusing on a pilot, create a policy for electric-assist vehicles to deal with all the issues. Interim Deputy Superintendent Miller responds, the issues already exists, there are no dollars for capital improvements without data.

Looking at the project timeline, data results will come in next year's budget cycle and SPR is already seeing cutbacks for next year. Commissioner Akita does not know how this will impact the existing budget for SPR, but says there needs to be a signal for Council and others. Interim Deputy Superintendent Miller says the source of new capital will come from the Metropolitan Park District, especially large scale solutions. To be funded those large capital projects will need data to support them. People feel a sense of urgency.

Commissioner Lowe asks for the Board for a straw vote:

Marlon - Supports the pilot now because the status quo is unacceptable. He volunteers to be on a committee to study moveability.

Jessica - Move forward with the pilot, hoping suggestions from the Board are considered.

Evan - prefers the word phase over pilot; since it will happen regardless.

Andrea - Supports moving forward.

Tom - Supports moving forward; adds a friendly amendment that Board goes on record to request police assistance with enforcement, especially in the beginning.

Dennis - supports moving forward.

Rachel Anne – She feels there is still so much ambiguity in this area. Wants the process to be data driven and informed. Data collection – multi-lingual, accessible user feedback/data regarding accidents and conflicts.

Commissioner Byers makes a motion to adopt a 15-mph speed limit, undertake education and data gathering measures proposed, with a priority to identify pinch points and enforcement activities at those points, and the Board goes on record to request Seattle Police Department assistance. Commissioner Williams seconds. And, adopt terminology change from pilot to phase.

The Board recommends the phased plan unanimously.

Public Hearing: Haller Lake Street End Park

Patrick Merriam, Parks Resource Manager, Seattle Parks and Recreation

Written Briefing

MEMORANDUM

Date: July 3, 2018

To: Board of Park Commissioners

From: Patrick Merriam, Manager, Park Resources

Subject: Change in Park Hours for Haller Lake Street End

Requested Board Action

In response to concerns regarding illegal behaviors occurring in the Haller Lake Street End park and complaints from people with homes adjacent to the park, Parks would like to change the operating hours of the park from 4:00 a.m. – 11:30 p.m. to 6:00 a.m. – 10:00 p.m.

Based on Seattle Municipal Code Section 18.12.245, the Superintendent, in conjunction with the Board of Park Commissioners, holds a public hearing and the Board makes a recommendation on whether to make the change in hours. This decision is based on staff evaluation and public testimony. The Board's vote can occur the same day as the presentation of the evaluation or at a later date should the Commissioners require additional information to make a decision.

Staff Recommendation

Haller Lake Street End meets the established criteria to permanently change the operating hours. Staff recommend approval of changing the operating hours to 6:00

a.m. – 10:00 p.m. This adjustment in hours will reduce the illegal behaviors and reduce the number of complaints and negative impacts on the Haller Lake neighborhood.

Park Description and location

Haller Lake Street End, located at North 125th Street & Densmore Avenue North, Seattle, WA, 98133 is categorized as a Neighborhood Park. The park is an unopened right-of-way and includes turf and a pedestrian path that provides access to the shoreline.

Issues

We have received continuous complaints about illegal behavior occurring at Haller Lake Street End. People congregate at all hours, but there is a preponderance of drinking and vandalism that occurs in the evening hours. Neighbors and SPR staff cite four specific reasons for requesting the change in hours:

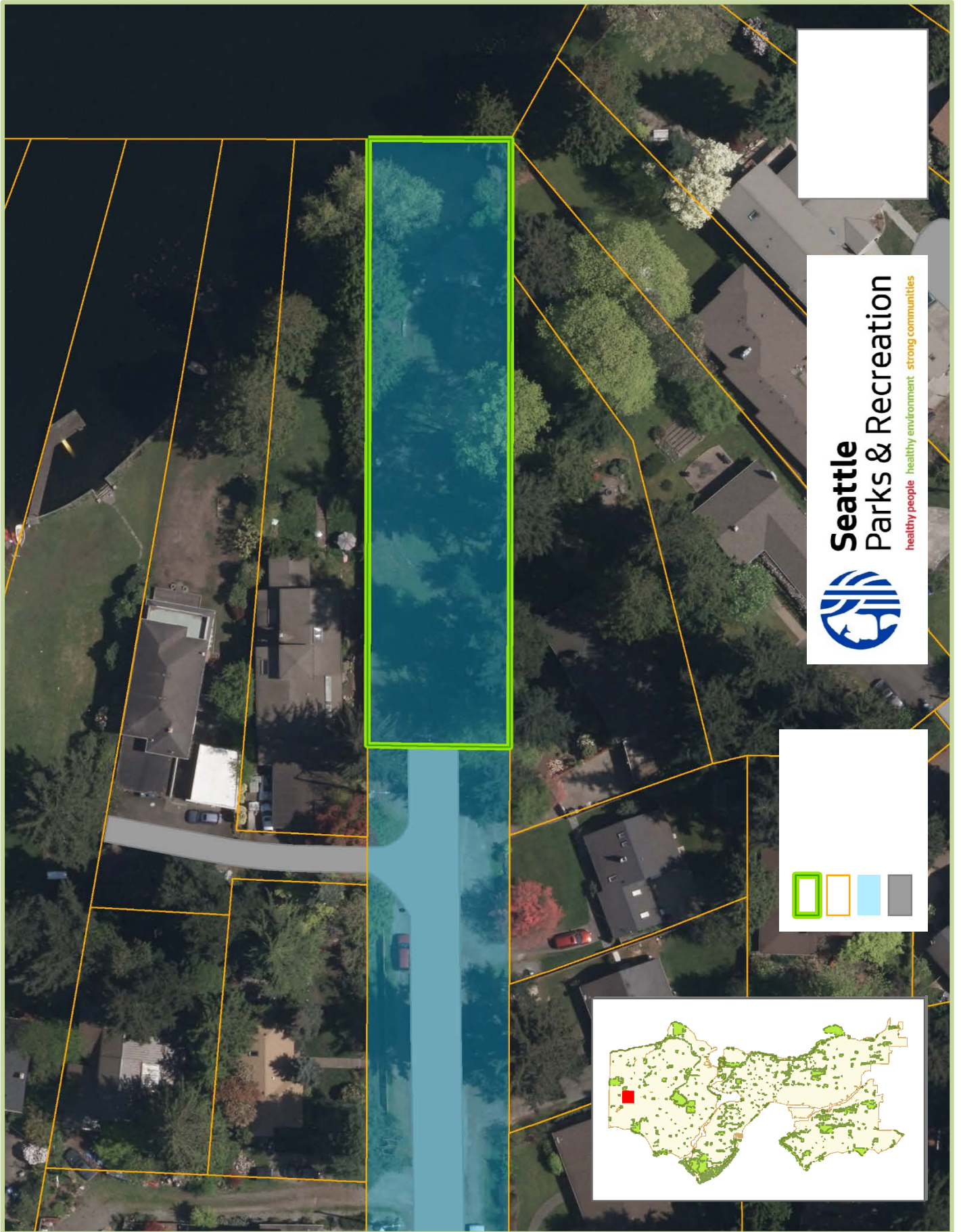
- 1) Maintenance workers are burdened with cleaning beer cans, broken glass, and laden trash. The park benches are often found damaged.
- 2) Tagging is pervasive especially late at night and after the park has closed. At sites with similar issues, changing the closing time to 10:00 p.m. enabled SPD to do a sweep through the park and enforce the closure time.
- 3) Neighbors frequently call 911 because of the late night activities which often include loud and boisterous behavior, in addition to illegal activity.
- 4) Community members do not feel safe confronting those who loiter in the park after hours and the earlier closure time enables the police to enforce the rules.

Additional Information

Patrick Merriam: Patrick.Merriam@Seattle.gov

Attachments

Map



Public Hearing and Discussion

Patrick introduces the reason for the change in hours. Haller Lake Street End Park is a neighborhood park with water access and surrounded by housing. SPR and SPD receive many complaints about broken glass, amplified sound, graffiti, drug and alcohol consumption, loud and unruly behavior starting in the morning and going late into the night. The community prefers the 10pm closure. SPR worked with the North Precinct to enforce the 10pm closure which proved helpful at other parks.

Brian Bishop – He is a resident on 125th and supports the permanent change. There is a coalition on the street to get to know the public and the neighbors.

Karen Craddick – Neighbor and supports this change. There are no facilities but the late hours encourages poor behavior.

Bonnie Blanchard – She says there is often loud amplified sounds and marijuana smoke. They come in the morning and they stay all day. The change of hours helps but there should be other ways to mitigate the situations at the park.

Maurita Niomann - She came to speak for her neighbor who has small kids who feels it is worse than ever. She does not feel comfortable going to the park with her kids because of the illegal and/or rowdy behavior. It is intimidating.

Nick Zurick – Nick has lived there for 18 years and is a neighbor to the park. It's not a safe place.

Patrick mentions the entry to the park has bollards at the street end. Patrick met with North precinct and he'll request an increase bike patrols.

Interim Deputy Superintendent Miller suggests a community meeting with the neighborhood and SPD; Patrick will follow up.

Commissioner Byers asks for a motion to change the hours permanently from 4:30 a.m. - 11 p.m. to 6 a.m.-10 p.m. Commissioner Herrera moves, Commissioner Williams seconds, and the Board votes unanimously to approve the permanent change in hours.

Old/New Business

Holly Miller is retiring. The Board thanks her for spending the evening with them.

There being no other business, the meeting adjourns at 8:40pm.

APPROVED: _____ DATE _____

William Lowe, Chair
Board of Park Commissioners