

MEETING SUMMARY
COLUMBIA CITY PARKING WORKGROUP
APRIL 1, 2003
COLUMBIA CITY LIBRARY
7:00 – 8:00 PM

ATTENDEES

Frank Buchanan, frank@makensay.com
Monica Hiatt, resident
Karen Kinney,
karen@seattlefarmersmarkets.org
Rob Mohr, business and property owner
Lisa Perez, resident
Chris Thompson, resident

Meghan Shepard, Seattle Department of
Transportation (SDOT),
meghan.shepard@seattle.gov
Randy Wiger (SDOT),
randy.wiger@seattle.gov
David Allen (SDOT),
david.allen@seattle.gov
Dave Janis, Bicycle Alliance

Notes taken by Randy Wiger

ACTION ITEMS

- David Allen, SDOT, will follow-up on Flexcar location in Columbia City by attending an upcoming meeting of the Columbia City Business Association (CCBA).
- Meghan Shepard, SDOT, will continue to work with the SDOT engineering staff to determine the net gain of parking spaces possible by conversion from parallel to back-in angled parking.
- Meghan Shepard, SDOT, will draft a list of recommendations that have come out of the workgroup's efforts over the past 9 months for review at the next meeting

MEETING SUMMARY

Flexcar coming to Columbia City

David Allen announced that Flexcar is interested in locating a car in Columbia City, and asked for input on possible locations. He indicated that a parking location should have both convenience and safety for Flexcar users. Another desirable quality in a location is visibility for marketing and promotion so that passersby can see the Flexcar vehicle with its distinctive logo. Dave asked about an on-street site in front of the Sound Transit office on Rainier Ave S. People responded positively to the possibility of a Flexcar in Columbia City, though expressed concern over taking one of the few on-street spaces on Rainier Ave itself, at least on a permanent basis. Attendees were enthusiastic about how Flexcar could work as part of a employee commute-trip reduction effort that grants Flexcar subsidies (Flexbucks) to employees who bike, walk, or take transit to work and are then able to use the Flexcar for errands during their lunch breaks. David Allen will follow-up by attending an upcoming meeting of the Columbia City Business Association (CCBA).

Columbia City Bike/Ped Map

Following up on his presence at the recent Columbia City Town Hall meeting on March 15th, Dave Janus shared a working draft of the Columbia City Bicycle and Pedestrian Map with the workgroup. Attendees were enthusiastic about the map project, and offered many suggestions to Dave on local features the map could include. The map will display transportation information, promote the historic character of Columbia City, and show common civic features such as the library, post office, and Neighborhood Service Center. Attendees generally agreed that the proposed boundaries to be depicted should be Genesee St. to Hitts Hill and MLK to 42nd Ave S.

The purpose for the map is to assist both Columbia City residents and citizens throughout Seattle in understanding how they can use non-car modes to transportation to get to and around Columbia City and nearby destinations. The workgroup liked the map and indicated they would help in its distribution. The CCBA could get it into businesses, people would deliver it door-to-door, and they could do a map exchange with Pioneer Square.

Town Hall Report

Monica and Meghan described their experience at the recent Town Hall meeting. They heard from a number of people, specifically about one block where residents can't use their garages, and are parking on the street instead, because their rear-driveways are in need of repair, but city codes prohibit them from repairing their driveways without also paving the alley which services their garages. The residents feel the cost of paving the alley is prohibitive. Citizens also shared comments about the parking impacts of the Empire Club events, where attendees park illegally on the planting strips and damage them by leaving large treadmarks.

Meghan shared that many of the streets being considered for conversion to back-in angled may be too narrow to have both back-in angled parking on one side, and parallel parking on the other for the entire length. This means that converting the blocks in question to back-in angled parking would not result in significant gains in additional spaces due to removal of parallel parking spaces on the other side of the street. Meghan will work with SDOT to either determine the reality of this situation. For the next meeting, Meghan will also draft a list of recommendations that have come out of the workgroup's efforts over the past 9 months.

Local parking lots to vanish

Bob Mohr indicated that the lots on Edmunds and Ferdinand may be developed into housing in the next few years, and that when the lots are developed, parking needs of employees may intensify.

Meeting Adjourned