

**COMMUNITY PARKING FORUM SUMMARY
DOWNTOWN BALLARD PARKING WORKGROUP
SEPTEMBER 25TH, 2003
BALLARD EAGLES HALL 5600 24TH AVENUE NW**

ATTENDEES

Workgroup Members:

Sue Allegra, All the Kings Flags & Ballard

Chamber

Kevin Carrabine, resident

Crystal Carlson, Great Harvest Bread

Company & Ballard Chamber

Scott Clark, Clark Design Group & Ballard

Chamber

Mary Hurley, Downtown Ballard Merchants

Association

Karen Lee Kimber, Swedish Hospital

SDOT & City Staff:

Meghan Shepard, Seattle Department of
Transportation (SDOT)

Randy Wiger, SDOT

General Public:

Robin Best, resident

C. Conner, resident

C. Flavell, resident

Oriana Franco, resident Ballard Ave NW

Jerry Garcia, Ballard V.F.W.

Jody Haug, Ballard District Council

T.J. Hermes, business owner

Greg Hoffman, resident & business owner

Mary Hoffman, resident

Bob Jacobsen, business owner

Debbie Kubas, resident

Jennifer Macuiba, resident

Brent McMillan, Ballard District Council

Transportation Committee

Tim Schultz, business owner

Julie Sheehan, resident

Michele Witzki, resident

Notes prepared by Randy Wiger, SDOT

DOWNTOWN BALLARD PARKING ACTION STRATEGY

The *Downtown Ballard Parking Action Strategy* was presented to attendees by Workgroup members and Seattle Department of Transportation (SDOT) staff Meghan Shepard and Randy Wiger. The Action Strategy is separated into short-, mid- and long-term goals organized by priority. Each goal has strategies and an implementation plan. Each goal was presented in detail, followed by comments and discussion by attendees. New information and community comments from this Forum will be incorporated into a revised version of the Action Strategy, which will then be presented to Workgroup and community members via e-mail for final approval. Additionally, a survey was distributed at the Forum that allowed each attendee to indicate support or opposition for each Goal, as well as their willingness to help implement each Goal.

COMMENTS ON THE ACTION STRATEGY

Comments that duplicate existing knowledge already present in the Action Strategy are not recorded here. What follows is primarily a list of new items or changes raised at the Forum that will be incorporated into the revised version of the Action Strategy.

Goal #2: Improve Usage of On-street Parking:

Add "or consider converting it to motorcycle-only parking" to the following Goal #2 Strategy:

- Investigate whether space adjacent to the curb cut at Jo-Ann Fabrics on NW 56th is long enough to be formalized. If not, paint it yellow to prohibit parking.

Add "taking into consideration that large commercial vehicles need reliable access to a number of businesses on Ballard Ave" to the following Goal #2 Strategy:

- Investigate whether Ballard Ave. is sufficiently wide for both angled and parallel parking (on one side of the street each) south of 22nd Ave. NW.

Add the following to the list of Goal #2 Strategies:

- Consider eliminating taxi zones as cabs typically double park to pick-up/drop off passengers.
- Investigate who is parking on Leary Avenue and Shilshole Avenue - some people believe members of the nearby health club are parking there because those street are unrestricted even though the health club has its own parking.
- Consider improving existing use of Leary Avenue between NW Market and 20th Avenue NW by installing meters to eliminate unrestricted parking and adding parallel parking.

Add the following to the related item of the Goal #2 Implementation Plan:

- SDOT Traffic Management is not certain that the 46-foot width is sufficient for large commercial vehicles that need reliable access to a number of businesses on Ballard Avenue NW (south of 22nd Avenue), and there were significant reservations expressed about this proposal at the Community Parking Forum on September 25, 2003. A more detailed study of this proposal needs to be conducted before a final determination can be made of the feasibility of implementing back-in angled parking on Ballard Avenue south of 22nd Avenue.

Goal #4: Improve Enforcement Efforts:

Add the following to the list of Goal #4 Strategies:

- Investigate the practice of large commercial vehicles (tractor trailers) that park overnight on Ballard Avenue (to avoid parking on Shilshole Avenue*) with large diesel motors running all night that disturb residents who live along the street, especially between Vernon Street and 22nd Avenue NW. Determine if the practice is allowed, and if not, enforce relevant ordinances. Seek to identify an appropriate area to which they could be directed.

* Shilshole Ave. has a "No Parking 2am - 5am" restriction to discourage car camping by homeless and seasonal workers. Car camping has various associated issues, such as public urination and unsanitary waste elimination because public restrooms are not available on a 24-hour basis or perhaps not at all.

- Investigate whether converting the passenger load zone in front of Swedish Hospital Clinic to a handicap-only 3-minute load zone would have the desired effect - the majority of Clinic clients would need to have handicap placards in order for this to improve the situation.
(This item was provided to staff after the Forum was held, but is included here as part of citizen feedback to the Action Strategy.)

Add to the Goal #4 Implementation Plan:

- SDOT staff are exploring the effectiveness of converting the passenger load zone in front of Swedish Hospital Clinic to a handicap-only 3-minute load zone.

Short-Term Goal #5: Improve Ballard Avenue Street Drainage:

Add to the description of Goal #5:

- The workgroup's original solution was to trade the sides of the street on which angled and parallel parking are located to improve drainage on the block, but doing so would result in a significant loss of spaces due to the angled nature of the street. A second solution was proposed by SDOT Traffic Management staff that would have placed wheel stops in such a way as to leave a channel between the curb and the wheel stops for drainage. However, various concerns have been raised about this solution, such as the hazard for seeing-impaired people to detect the wheel stops and avoid tripping over them.

Replace the Goal #5 Implementation Plan with the following:

- At this time SDOT Traffic Management is exploring alternative solutions, such as building up the curb.

Goal #9: Create a Mixed-Use RPZ:

Add the following to the list of Goal #9 Strategies:

- Investigate the desirability of placing long-term resident parking on Shilshole Avenue through the use of mixed-use RPZ or other means.

Goal #13: Investigate Pedestrian Overlay Impacts:

The following was added as the Goal #13 Implementation Plan:

- The community can choose to identify this issue as a priority through an appropriate existing organization, such as a local district council, community council, chamber of commerce or merchants association, and engage SDOT staff as a partner in initiating this investigation. Ideally the community organization designated as lead for this investigation should raise the issue in timely way in response to upcoming opportunities to act on the outcome of the investigation.

(This item was developed by SDOT staff, but was accidentally omitted in the copy of the Action Strategy presented at the Forum.)

DOWNTOWN BALLARD PARKING FORUM SURVEY

The Downtown Ballard Parking Forum Survey was distributed during the Community Parking Forum on September 25, 2003. A total of 22 people attended the Forum (plus SDOT staff), and a total of 15 surveys were turned in.

SUMMARY OF FINDINGS

- 5 of the respondents (33%) indicated multiple affiliations (such as resident and business owner and property owner, etc.), while 10 (66%) indicated a single affiliation.
- Of those with a single affiliation, the most common was resident (50%), followed by business owner (20%) and employee (20%), with customer/client last (10%).
- Of the 5 that indicated multiple affiliations, all included resident as one of the affiliations, 3 included being a business owner as second affiliation, while one of those plus two others indicated they were renters. See Table 1 (below) for details:

TABLE 1: RESPONDENT AFFILIATIONS

Response ID	Resident	Business Owner	Property Owner	Renter	Employee	Customer/Client	Visitor/Other
A	1	1	1				
B	1						
C		1					
D	1	1		1	1		
E	1						
F					1		
G	1	1					
H						1	
I					1		
J		1					
K	1			1		1	
L	1			1	1	1	
M	1						
N	1						
O	1						

In reviewing the following summary of survey responses, readers should keep in mind the small number of respondents (15), and should keep in mind that 7% is equal to one response. Additionally, many of the responses (both in support of, and in opposition) to a particular Goal follow somewhat predictable logic. For example, a respondent who identified as an employee indicated opposition to a Goal that would reduce the available supply of free on-street parking in areas commonly used by employees (such as Goal #6).

The Workgroup was convened with an effort made to have a representative balance of parking users as members specifically so that many perspectives were present in the development of the recommendations featured in the Action Strategy, and so that no one parking user group would dominate the agenda. Due to the fact that who you are to a large extent determines what your response to any particular parking situation is, it would be rare to have 100% support for any particular goal.

SHORT-TERM GOALS:

- Goal # 1: 80% of respondents supported it, and 20% opposed it.
- Goal # 2: 47% of respondents supported it, 33% opposed it, and 20% left it blank.
- Goal # 3: 93% of respondents supported it, 7% opposed it.
- Goal # 4: 87% of respondents supported it, 7% opposed it, and 6% left it blank.
- Goal # 5: 87% of respondents supported it, and 13% left it blank.

MID-TERM GOALS:

- Goal # 6: 80% of respondents supported it, 13% opposed it, and 7% left it blank.
- Goal # 7: 87% of respondents supported it, and 13% left it blank.
- Goal # 8: 87% of respondents supported it, and 13% left it blank.
- Goal # 9: 87% of respondents supported it, 7% opposed it, and 6% left it blank.
- Goal #10: 80% of respondents supported it, 7% opposed it, and 13% left it blank.

LONG-TERM GOALS:

- Goal #11: 80% of respondents supported it, and 20% left it blank.
- Goal #12: 67% of respondents supported it, and 33% left it blank.
- Goal #13: 67% of respondents supported it, and 33% left it blank.

Goal #2 is the Goal which most indicates a conflicted response from those attending the Forum, as not quite half support it, one third oppose it, and one fifth left it blank (and presumably do not have an opinion about it). Of the 5 who opposed it, one identified as a business owner, one as an employee, one as customer/client, and the other 2 had multiple affiliations (respondents K and L in Table #1).

"Goal #2: Maximize use of the existing on-street parking system by consolidating and eliminating load zones, formalizing "informal" parking spaces, and converting parallel to angled parking, where feasible. Ensure there are adequate loading and unloading spaces for cars without truck plates (i.e., those that cannot use commercial vehicle load zones)."

Among the many strategies to achieve Goal #2 is the proposal to convert parallel parking to back-in angled parking on Ballard Avenue NW south of 22nd Avenue NW. This item was easily the most controversial of the whole Forum. Of the survey respondents who opposed Goal #2 and who also provided a comment as to why, the issue of back-in angled parking potentially blocking access and deliveries to businesses was the exclusive issue named. SDOT staff have revised the Action Strategy to reflect both the community feedback from the Forum and the revised position of SDOT Traffic Management staff as to the viability of preserving reasonable access for large commercial vehicles on Ballard Avenue while also converting to back-in angled parking.

Meeting Adjourned