

Parking Advisory Committee Meeting Notes: August 24, 2010

Members Present: Judy Eagleson, Angela Bennink, Glenn Gilbert (substituting for Tony DeCarlo), Linda Berry-Maraist, Jeff Bauman (Chair)

Members Absent: Julie Krucek, Sally Kvam, Tammy Mattson, Bill Austin, Craig Hammond, Dale Rudolph, Rick Cadwell

Staff Present: Alyse Nelson, Michael Bateman

Update Since Prior Meeting:

Judy Eagleson provided the Committee with a tally of employees for eleven of the businesses in downtown Poulsbo. The tally was categorized according to number of employees per business on duty during each weekday hour. Essentially, the total number of employees rose dramatically at 11:00 a.m. and remained above 30 (for these eleven businesses) until 7:00 p.m. While this survey was not intended to represent downtown in its entirety, the Committee felt it was a reasonable cross section. It further illustrates the scale of employee parking demand in the downtown area. These results verify previous Committee comments that merely enforcing a 3-hour time limit for parking will not solve the peak demand problem unless provision is also made for employee parking.

Low Impact Development at Anderson Parkway:

Michael Bateman described several low impact development (LID) techniques which can intercept and filter stormwater runoff. The City received a grant from the State Department of Ecology to retrofit Anderson Parkway with some of these LID methods, thereby removing pollutants from the runoff prior to discharge into Liberty Bay.

Michael presented alternative layouts showing how the existing parking configuration could be changed to not only incorporate such LID features, but also improve pedestrian and vehicle circulation . . . without decreasing the number of parking spaces (currently at 192). This can be accomplished by replacing diagonal parking with perpendicular parking, and by replacing the three narrow travel lanes with two wider travel lanes. Access for service trucks to the Port would also be improved. The layouts are being designed with flexibility for future park and business expansion into Anderson Parkway if/when a parking garage provides an alternate location for downtown parking.

While recognizing the layouts shown by Michael may change somewhat as the design is finalized, the Committee endorsed the design goals and preliminary concepts presented by Michael.

Handicapped Parking:

In reviewing the alternative layouts for Anderson Parkway, we discussed provision for handicapped parking. While the proposed layout has fewer handicapped spaces in total, the

number of spaces would comply with requirements of the Americans with Disabilities Act (ADA). The proposed (new) locations for handicapped parking would be widely distributed throughout the Parkway, and each space would be designed to accommodate vans with wheelchair ramps. In addition, each of the handicapped parking stalls would be accessible to the waterfront park and downtown businesses by means of marked pedestrian walkways and sidewalks. This would be an improvement over the current situation where pedestrians and wheelchairs must sometimes utilize vehicle lanes to get to/from their parked vehicles.

We also discussed Edie Dempster's request to add handicapped parking on Front Street at the Senior Center. Staff has evaluated this request, but due to the space needed for wheelchair ramps associated with accessible vans, there is insufficient width to have such a parking stall like that on Front Street. In the reconfiguration of Anderson Parkway, however, there is one (and possibly two) handicapped van parking stalls proposed along King Harald Vei, which is immediately across the street from the Senior Center and accessible by crosswalks.

We are also aware of questions/concerns previously raised by Janetmarie Valiga, who was unable to attend this particular meeting. Those of us present were unsure whether Janetmarie was requesting a net increase in handicapped parking downtown, or if she was seeking other types of improved configurations for handicapped parking. Jeff Bauman will contact Janetmarie to better understand her concerns and preferences.

Alternatives to Cars for Getting People To/From Downtown:

We discussed in general terms the desirability of reducing dependency on cars. There is support for things like bike racks and motorcycle parking in the downtown area, as well as safe routes for pedestrians walking to and through downtown Poulsbo. We also discussed incentives employers might offer their employees for carpooling and/or subsidies for using public transit. Even though all of these things are desirable (and may in fact be incorporated in our Committee's recommendations), there was a general feeling that such non-vehicle alternatives should be considered in combination with (not instead of) a downtown parking garage.

Other:

Members of the Committee wanted to revive the proposal for additional on-street parking along the east side of Jensen Way from the Post Office to the intersection of Jensen and Sunset. Michael indicated the Postmaster at the Poulsbo Branch would like to remove the "snorkel" mailbox on Jensen because drivers cannot access it from their vehicles. The Postmaster would like to either eliminate that mailbox entirely, or replace it with a mailbox tailored to pedestrians instead of motorists. The Committee would like to proceed with installation of on-street parking in this area. It would not only increase the parking inventory, but would also provide

traffic calming along this stretch of Jensen. Jeff will contact the Mayor to see if there are other issues/concerns that need to be considered.

Next Steps:

The next Committee meeting will be on September 14th.

At that time we will focus on the findings and recommendations the Committee would like to include in our report to the Mayor and City Council.