

MEETING SUMMARY
FIRST HILL PARKING WORKGROUP
FEBRUARY 5, 2004
FIRST BAPTIST CHURCH
6:00 – 7:30 PM

ATTENDEES

Judi Carter, Yesler Terrace
Linda Johnson, Harborview Medical Center
Stephen Jones, First Baptist Church
Karen Lee Kimber, Swedish Medical Center
Kristin O'Donnell, Yesler Terrace
Community Council
Esta Pekow, First Hill Stewardship
Committee

Michael Sletten, Seattle University
John Stowell, resident

Meghan Shepard, Seattle Department of
Transportation (SDOT)
Mary Catherine Snyder, SDOT
Randy Wiger, SDOT

Notes prepared by Randy Wiger

ACTION ITEMS

- Workgroup members were asked to review the matrix in-between meetings, and present any comments, updates, or other information about the matrix at the March meeting.
- SDOT will investigate the possibility of adding “t’s and l’s” to Yesler Way at the I-5 overpass to assist parkers with using the existing curbside space as efficiently as possible.
- SDOT will investigate and report back on the procedure whereby a temporary “No Parking” area may be designated, for instance for a moving van loading or unloading for several hours at an apartment building.

MEETING SUMMARY

Introductions were made and a brief recap was presented. The last time this workgroup met was at the Community Forum on October 2, 2003, at which the draft First Hill Parking Action Strategy was presented to the community at large. Since then the Seattle Department of Transportation (SDOT) has been working to implement the Short-Term Goals which the department can take the lead on implementing. Tonight the workgroup will look at the Short-Term items which require community initiative, and begin to consider which Mid- and/or Long-Term items to select for working on in 2004.

ACCESSIBLE (DISABLED) PLACARD POLICY REVIEW

Mary Catherine Snyder (SDOT) presented the City's draft proposal to create a four-hour time limit at meters and the new parking pay stations for vehicles with state issued disabled parking permits. SDOT is seeking public comments before making a recommendation to the Mayor's Office early this spring to pursue Council legislation. SDOT and the Seattle Police Department

analyses show that many downtown parking meters are full all day with such vehicles driven by people parking all-day and presumably commuting to work. This change would help ensure that retail customers and downtown and neighborhood visitors, especially those with disabled parking permits, have a place to park. A handout with more detail is attached at the end of these meeting notes. More information is available at SDOT's website at http://www.seattle.gov/transportation/ppmp_shortterm_parking.htm or by contacting Mary Catherine Snyder at 206-684-8110 or marycatherine.snyder@seattle.gov

PAY STATION INSTALLATION

Meghan Shepard presented information on the Pay Station project. The City plans to replace the majority of the 9,000 aging single-space parking meters by installing up to 1,600 pay stations over the next three years. During 2004, pay stations will be installed in the highest use areas in and adjacent to downtown: Pioneer Square, waterfront, retail core, and financial district as well as the Broadway, Pike-Pine and First Hill business districts. Generally Pay Stations will replace existing meters, rather than being placed where no meters currently exist (though there are some exceptions). Meghan answered some general questions, and will attend the workgroup in the future as the time of installation in First Hill draws closer.

REVIEW OF SHORT-TERM GOALS

Randy presented the First Hill Parking Implementation Matrix, which listed each actionable item from the Short-Term Goals on it's own line, along with current status and explanatory explanation. Rather than go through each and every item, workgroup members were asked to review the matrix in-between meetings, and present any comments, updates, or other information about the matrix at the March meeting.

Randy presented a list of the Short-Term Goals requiring community initiative. These basically could be grouped into four themes (see attached handout):

- RPZ-related
- Education and Outreach
- Installing 2-hour Restrictions
- Load Zone Outreach

Randy suggested that the workgroup may like to address these items by developing the scope of work needed to a) hire a paid petitioner to add the "missing blocks" to the Zone 7 RPZ (Goal 1, a, i and iv) and to convert unrestricted blocks to a 2-hour time limit, and b) design and implement a neighborhood-wide outreach/education effort on parking and access issues (most likely using paid labor to one extent or another). The workgroup agreed to use the next meeting to do this.

ADDING EVENING HOURS TO THE ZONE 7 RPZ

Randy also asked the workgroup to indicate on a map which streets they would like the existing Zone 7 RPZ to be extended to. This is in follow up to Goal #1, b (Create an evening and weekend RPZ from 6:00 p.m. to 11:00 p.m.). In September 2003 the Yesler Terrace Community

Council sent a letter to SDOT officially asking to begin the necessary process to consider extending the hours of the RPZ into the evening via an RPZ study. In December 2003 SDOT requested input for which streets should be considered for evening RPZ hours. Depending on several factors, it might (or might not) be possible for some or all of these streets to have evening RPZ hours added without a study, but SDOT won't be able to determine that until a list of specific blocks have been submitted to SDOT. The blocks in question are in close proximity to the problem areas they had identified (around Harborview Medical Center, Swedish Medical Center, St. James Cathedral and the Frye Art Museum) in the First Hill Parking Action Strategy.

Related Questions and Comments:

1. *Michael Sletten said that subsidizing RPZ permits is more costly for renters than for homeowners since there is more frequent turnover – there may be several tenants in the same apartment unit over several years compared to a homeowner. Randy will pass this on to Meghan Shepard who will be working on a citywide RPZ policy review later this year.*
2. *Esta Pekow said that the First Hill Improvement Association has made extending the Ride Free Zone a priority this year (such as Goal 13, c, that calls for extending the zone up James to 9th Avenue).*

NEXT MEETING

The workgroup agreed to meet again on March 2, 2004, at First Baptist Church.

Meeting Adjourned

RPZ – RELATED

	Goal	Strategy	Plan	Status
1	Goal #1: Adjust Zone 7 RPZ:	a) Make Changes to existing Zone 7 RPZ: i. Extend Zone 7 to all blocks within a four-block radius of Harborview (Terry between Alder and Terrace, Terrace between Terry and Boren). (28)	Petition process needed to gather signatures of 60% of residents on blocks to be added to the RPZ.	Pending community action (petition).
4	Goal #1: Adjust Zone 7 RPZ:	a) Make Changes to existing Zone 7 RPZ: iv. Extend Zone 7 on Yesler Avenue to include in front of the Yesler Terrace Community Center. (23)	Petition process needed to gather signatures of 60% of residents on blocks to be added to the RPZ.	Pending community action (petition).
24	Goal #4: Improve Enforcement Efforts:	b) Ensure adequate enforcement during all time periods.	Allow proposed changes to the RPZ (Goal #1: Adjust Zone 7 RPZ) to go into effect before increasing enforcement levels.	Pending community action.
25	Goal #4: Improve Enforcement Efforts:	c) Investigate and reduce the incidence of RPZ signs being intentionally knocked over.	Community groups can apply to SDOT's Making the Parking System Work program for funds to create public education materials about enforcement including community maps, kiosks, brochures and newsletters.	Pending community action.
26	Goal #4: Improve Enforcement Efforts:	d) Involve Parking Enforcement Officers (PEOs) in the design of new parking areas and regulations to ensure that enforcement and design are compatible.	Immediate plan: Involve PEOs in changes to Zone 7 RPZ after study is conducted.	Pending community action.

EDUCATION AND OUTREACH

	Goal	Strategy	Plan	Status
23	Goal #4: Improve Enforcement Efforts:	a) Increase towing of abandoned cars through an education effort to increase reporting.	Community groups can apply to SDOT's Making the Parking System Work program for funds to create public education materials about enforcement including community maps, kiosks, brochures and newsletters.	Pending community action.
33	Goal #6: Improve Construction Notices:	a) Educate residents about how construction impacts associated with Harborview Medical Center development will be mitigated according to their existing plan and Design Review Program and/or Land Use Code requirements.	Workgroup members or the First Hill Community can request a presentation by appropriate City staff on mitigation plans, Land Use Code requirements and/or Design Review Program opportunities.	Pending community action.
36	Goal #7: Add Flexcar Locations :	b) Create a program to educate potential users, especially those who speak English as a second language or who have limited internet access. Help eliminate membership cost barriers to potential users who are low-income.	Community groups can apply to SDOT's Making the Parking System Work program for funds to create public education materials including community maps, kiosks, brochures and newsletters.	Pending community action (outreach).
37	Goal #7: Add Flexcar Locations :	c) Create an outreach program to condo associations, apartment managers and door-to-door as a way to increase awareness and use of Flexcar in First Hill, etc.	Community groups can apply to SDOT's Making the Parking System Work program for funds to create public education materials including community maps, kiosks, brochures and newsletters.	Pending community action (outreach).

LOAD ZONE OUTREACH

	Goal	Strategy	Plan	Status
10	Goal #2: Improve Usage of On-street Parking:	a) Consolidate, shorten or eliminate load, bus or no-parking zones: iv. On 8th between Spring and Seneca (east side): Consolidate load zones in front of the Emerson, Geneva and Lowell buildings. (13)	The First Hill community should initiate action concerning contacting adjacent property owners and engage SDOT as a partner.	Pending community action.

INSTALLING 2-HOUR RESTRICTIONS

	Goal	Strategy	Plan	Status
29	Goal #5: Improve Short-Term Parking by Installing Meters:	a) Install more parking meters in the areas adjacent to I-5 and Downtown to prevent all-day commuter parking, including: i. Marion between 9th and Terry (south side): Add meters or time-limit restrictions to the unrestricted parking. (4)	SDOT proposed First Hill as a candidate neighborhood for pay station installation in 2004.	Pending community action (petitioning)
30	Goal #5: Improve Short-Term Parking by Installing Meters:	a) Install more parking meters in the areas adjacent to I-5 and Downtown to prevent all-day commuter parking including: ii. Marion between 7th and 8th (south side): Consolidate or relocate the taxi zone, install more carpool or metered parking. (10)	SDOT proposed First Hill as a candidate neighborhood for pay station installation in 2004.	Pending community action (petitioning)
31	Goal #5: Improve Short-Term Parking by Installing Meters:	a) Install more parking meters in the areas adjacent to I-5 and Downtown to prevent all-day commuter parking including: iii. At 909 8th Avenue : Install meters or time restrictions on the south side of this building used only for storage. (11)	SDOT proposed First Hill as a candidate neighborhood for pay station installation in 2004.	Pending community action (petitioning)
32	Goal #5: Improve Short-Term Parking by Installing Meters:	a) Install more parking meters in the areas adjacent to I-5 and Downtown to prevent all-day commuter parking including: iv. On Boylston b/t Seneca and University (west side): Replace three load zones with time-limit signs or parking meters. (19)	SDOT proposed First Hill as a candidate neighborhood for pay station installation in 2004.	Pending community action (petitioning)