

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

**ATTENDEES**

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Mike Brewer, resident	Esta Pekow, First Hill Stewardship Committee
Judi Carter, SHA Yesler Terrace	John Stowell, resident
Kristin O'Donnell, Yesler Terrace Community Council	Sunny Knott, King County Metro
Stephen Jones, First Baptist Church	Randy Wiger, Seattle Department of Transportation
Karen Lee Kimber, Swedish Medical Center	

Notes prepared by Randy Wiger

**ACTION ITEMS**

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- SDOT staff will look into possibility for institutions to be released from paying for the permits (such as Seattle University, Swedish Medical Center, and Harborview Medical Center) in conjunction with adding all eligible blocks to the Zone 7 RPZ.
- SDOT staff will seek to clarify the idea of combining RPZs with Disabled Placards.
- SDOT staff will continue to seek a suitable host agency for a petition-gatherer position.
- SDOT staff will continue to implement the remaining Short-Terms Goals.

**UPDATE ON SHORT-TERM GOALS IMPLEMENTATION ITEMS**

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Other than the Short-Term Goal items that need to be community-initiated (RPZ changes, installing time limits on unrestricted blocks, and the items combined into the Outreach and Education project), the following other significant items remain:

- Bus Zone consolidation on Seneca - Implementation Matrix Line 12
- Replace load zones with meters on Boylston at Seneca - Implementation Matrix Line 13
- Explore installing angle parking on Terry - Implementation Matrix Line 16
- Install wayfinding signs for parking lots off Madison - Implementation Matrix Line 22
- Create Yesler Terrace parking map - Implementation Matrix Line 28

Randy will continue working to implement these items. John asked if the wayfinding signs could use graphics rather than text to make it easier for drivers to understand, and referenced an existing wayfinding sign on Madison that directs drivers to a private off-street lot by using an entirely text-based sign that he feels may be too long for drivers to read and comprehend as they drive by it. Randy said yes, the wayfinding signs could use a standard "P" inside a circle with an arrow directing them to the public off-street parking. Karen provided Randy a contact at Virginia Mason Medical Center who may be able to assist with exploring the possibility of installing angled parking on Terry Avenue at Seneca.

### **EXPANSION OF THE RIDE FREE ZONE**

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Judi expressed interest in expanding the Ride Free Zone (RFZ) as described in Goal #13 C (Increase Bus Service) in the *First Hill Parking Action Strategy*. Esta informed the group that the First Hill Improvement Association had made this a priority for their efforts this year. Esta and other workgroup members indicated that locations of interest for expanding the RFZ include:

- a) **James Street up to 9<sup>th</sup> Avenue:** currently the RFZ stops at 6<sup>th</sup> Avenue/I-5, which is still on the steep part of the slope on James. Extending it to 9<sup>th</sup> Avenue would enable passengers to riding from or to the downtown area to be unloaded or loaded at the stop nearest Harborview Medical Center without having to pay the fare for essentially a block or so before the RFZ ends (or begins). This would be especially relevant for lower-income passengers who currently are faced with a choice to either disembark at the end of the RFZ and walk the remaining block or so up a very steep incline, or pay the fare for riding that distance and avoiding the incline. This issue is heightened for lower-income passengers whose health is impaired and who are traveling to Harborview for medical attention.
- b) **Madison Street and Seneca Street up to Boren Avenue:** Currently the RFZ stops at 6<sup>th</sup> Avenue/I-5. Extending it on Madison and Seneca up to perhaps as far a Boren would assist seniors – who may live at one of the many senior communities, condominiums, and apartment complexes which are located in First Hill just north of Madsion – to avoid walking the steeper part of these streets' slope in traveling to and from the downtown area without paying fare. This is particularly relevant since some seniors have a fixed or lower income.

Sunny said that Metro has received previous requests to extend the RFZ, especially from the Chinatown-International District, and that the studies it has done show that such extensions would result in a huge revenue loss. At this time Metro does is not able to afford a revenue loss of the scale that would be involved. However, if a local community group wanted to make a formal request to Metro to extend the RFZ, Sunny would be glad to take it to Metro.

### **RPZ-RELATED AND TIME RESTRICTION IMPLEMENTATION ITEMS**

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Randy presented the inventory of RPZ-eligible blocks in First Hill (attached to these meeting notes). The inventory includes blocks that could have an RPZ installed pending a successful petitioning effort and blocks that are currently unrestricted that could have time limits (e.g. 2-hour) installed.

Randy also presented that he had formally communicated to the City's RPZ program the following list of Zone 7 adjustments and unrestricted block changes as per the *First Hill Parking Action Strategy* and discussions in the past several workgroup meetings:

#### **Goal #1: Adjust Zone 7 RPZ**

- Add the RPZ to all eligible block faces in the area bounded by 7<sup>th</sup> Ave, Yesler Way, Broadway, and Madison.

- The parking workgroup and Yesler Terrace Community Council would like to add evening hours to all RPZ blocks in this same area.
- In particularly high demand areas, such as in area bounded by 9<sup>th</sup>, Yesler Way, Boren, and Cherry, create Zone 7 permit-only areas (e.g., No Parking without a Zone 7 permit).
- Strive for consistency in the amount of time that non-RPZ permit holders can park. Strive to change all 3-hour and 2-hour parking restrictions to either 2-hour or 1-hour limits throughout Zone 7.
- The item about “Extend Zone 7 on Yesler Avenue to include in front of the Yesler Terrace Community Center” can be deleted as the decision has been made to install a load zone here when construction is completed.

#### **Goal #5: Improve Short-term Parking by Installing Meters**

- Add time restrictions to all unrestricted blocks that are not eligible for the RPZ in the area bounded by 7<sup>th</sup> Ave, Yesler Way, Broadway, and Madison.

John raised the question of if all eligible blocks were added to the Zone 7 RPZ, and time limits within the RPZ were consistent (perhaps to 1- or 2-hours), and all unrestricted blocks had time limits installed, then would this make it possible for institutions to be released from paying for the permits (such as Seattle University, Swedish Medical Center, and Harborview Medical Center)? Randy wasn't sure that this would be possible or if the neighborhood would perceive it as desirable, but he will look into it.

Randy will proceed with attempting to identify a local organization that could host a petition-gatherer. The workgroup has been unable to identify a community-based organization in First Hill that is equipped to handle the payroll services such a position would require and who are sympathetic to the neighborhood's interests. A suggestion was made to possibly consider the Seattle Neighborhood Group, Incorporated.

#### **REVIEW OF MID- AND LONG-TERM GOALS**

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The workgroup had some discussion about “**Mid-Term Goal #8: Reduce Accessible (Disabled) Placard Time Limits.**” The City is currently considering exercising some of the options for changes to the parking time limits for Disabled Placard that the WA State Law governing the Disabled Placard system allows. The City will also be conducting a review of the City's RPZ Ordinance later in 2004, and will likely propose recommendations for changes to the ordinance for consideration by the City Council. The workgroup indicated they would like to have the idea of combining RPZs with Disabled Placards be considered (Randy will seek to clarify this as currently any vehicle with a Disabled Placard may park in any regular parking space all-day including in RPZs).

Esta posed a question concerning “**Mid-Term Goal #10: Add Evening Meter Hours:**” Would revenues from extending meter hours into the evening and parking tickets generated by infractions during these extended meter operating hours be sufficient to fund additional parking enforcement staff? Generally speaking the revenue generated by the activities of each Parking

Enforcement Officer are more than equal to labor costs of each Parking Enforcement Officer incurred while on routine parking patrol. This is true with the current meter hours and probably would continue to be the case if meter hours were extended into the evening. Currently all City meters stop at 6:00 p.m.

(Also see discussion of “**Long-Term Goal #13: Increase Bus Service**” in Expansion of the Ride Free Zone section of these meeting notes.)

**NEXT MEETING**

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The workgroup agreed to meet again on May 4, 2004, at the First Baptist Church, and to also considered shifting the workgroup meetings to an “as needed” basis in place of a regular monthly meeting.

**Meeting Adjourned**