

FIRST HILL PARKING ACTION STRATEGY EXECUTIVE SUMMARY

The *First Hill Parking Action Strategy* represents the ideas, concerns and priorities of the First Hill Parking Workgroup, whose members have been working with the Seattle Department of Transportation's *Making the Parking System Work* program since February 2003. The Parking Workgroup was charged with developing a list of specific actions the community and City can implement to better manage on-street and off-street parking.

The *First Hill Parking Action Strategy* sets forth goals, strategies and implementation plans to improve parking management on First Hill. The full document is available on the web at <http://www.seattle.gov/transportation/neighborhoodparking.htm#first>.

The Parking Workgroup membership included neighborhood residents and representatives from Harborview Hospital, the First Baptist Church, the First Hill Improvement Association, First Hill Neighborhood Plan Stewardship Committee, the Polyclinic, Seattle University, Swedish Medical Center, and Yesler Terrace.

After gathering community comments, walking the neighborhood, and attending a series of topic meetings to address on- and off-street parking management, residential parking zones, enforcement and transportation demand management techniques, a First Hill Community Parking Forum was held on October 2, 2003 at the Harborview Research & Training Facility to solicit community thoughts and identify implementation strategies.

Additional background information was gathered from First Hill's planning documents, such as the *First Hill Neighborhood Plan* and the *Parking Management Study for First Hill*, which identified a number of parking opportunities and priorities for the neighborhood. The primary goal that emerged from these works was to develop regulations, educational tools and incentives that encourage people to use transit and non-motorized transportation modes. These plans emphasize the ability of people to have viable access by transit, bicycling, and walking on, to and from First Hill.

The goals of the First Hill Parking Workgroup build upon this vision by identifying near, mid and long-term goals to better manage First Hill's parking supply.

Summary of Goals

The theme of the near-term goals is to quickly make more parking available for long-term residential and short-term customer parking and to fix existing inconsistencies in the on-street parking regulations. The Workgroup would like to see these changes started in 2003 with implementation occurring by the end of 2004.

Goal #1: Make changes to Residential Parking Zone (RPZ) 7 to manage tension between residents, visitors and employees of First Hill. Where possible, expand the zone, shorten the length of time that non-permit holders can use on-street spaces, and create an evening RPZ to limit long-term employee and visitor parking. Focus on the areas around Harborview, St. James, Swedish Medical Center and the Frye Art Museum.

Goal #2: Maximize use of the existing on-street parking system by consolidating and eliminating under-used or duplicative load zones and bus zones, formalizing “informal” parking spaces, and converting parallel to angled parking. Ensure that adequate loading and unloading spaces remain.

Goal #3: Install parking directional signs in the right-of-way to guide customers and visitors to the supply of on- and off-street parking available to either side of Madison Street.

Goal #4: Ensure adequate parking enforcement to assist parking management tools to function as intended.

Goal #5: Install 2-hour parking meters adjacent to commercial land uses. Parking meters will create more short-term customer and visitor parking spaces by eliminating all-day parking by employees of First Hill and Downtown.

Goal #6: Improve communication with area residents about impacts to on-street parking from large-scale, multi-month/year construction projects.

Goal #7: Add Flexcar locations to First Hill and promote use of existing Flexcars. Place Flexcars in on-street locations to promote visibility and ease of access.

The goals of the workgroup for the mid-term goals are to make larger neighborhood-wide changes to the existing parking regulations that will maximize or increase the supply of short-term parking for customers and visitors to First Hill, and participate in City-wide policy changes to improve parking management. The workgroup intends many of these changes to be made by the end of 2005.

Goal #8: Change City policy to limit parking by handicapped placard to four hours. Sufficient handicapped parking spaces exist for employees of First Hill’s major institutions. Create more spaces for hospital visitors by limiting the time vehicles with handicapped placards park in metered spaces, handicapped parking spots, and the residential parking zone.

Goal #9: Establish a Residential Parking Zone (RPZ) for mixed-use areas. Change the administration of the RPZ program to minimize abuse by neighborhood residents and employees.

Goal #10: Extend parking meter hours into the evening to create parking turnover after 6:00 p.m. Improve public safety through the increased presence of parking enforcement officers during evening hours.

Goal #11: Identify opportunities for shared parking between businesses, residences, and institutional uses. Develop parking programs to more effectively use existing off-street parking resources. Investigate the use of unused parcels for parking purposes. Lobby DCLU to alter the Land Use Code to support lot sharing in existing buildings.

The workgroup's long-term goals are a group of ideas that should be kept active until the appropriate time arrives for their implementation. Many activities involve action on the part of City Council, King County Metro, creation of a transportation management or business association, while others require a neighborhood champion to implement.

Goal #12: Emphasize First Hill's accessibility by transit, bicycles and pedestrians to residents, students, and employees of small businesses. Implement transportation demand management tools (transit pass subsidies, preferential carpool parking, and car sharing) to provide employees, residents and visitors with choices.

As determined timely or appropriate by neighborhood business or transportation association groups, develop marketing, parking validation programs, signage and other tools to more effectively use existing parking, promote the use of alternative forms of travel, and help shoppers and visitors navigate.

Goal #12: Emphasize First Hill's accessibility by transit, bicycles and pedestrians. Create a transportation demand management association to oversee the development of programs that provide the neighborhood with incentives to use alternative forms of transportation.

Goal #13: Improve the frequency of bus service and the number of routes that serve residents, clients and employees of the neighborhood.

Goal #14: Investigate options for institutions to provide shuttles to satellite parking lots and transit hubs and to share existing shuttle resources.

Goal #15: Maximize use of the existing on-street parking system by removing or reducing the size of curb bulbs and planting strips to create opportunities for angled and parallel parking.

Goal #16: Encourage the Department of Design, Construction and Land Use's (DCLU) investigation into "preservation parking. This tool would allow new developments to more easily preserve short-term customer parking as First Hill's limited number of off-street, paid parking lots are redeveloped.

Goal #17: Create a program to address displacement of area residents from on-street parking spaces caused by large-scale, multi-month/year construction projects.

The First Hill Parking Workgroup also recommends other actions be taken to reduce congestion, improve traffic flow, and assist with private parking enforcement.

Other Goal #18: Eliminate or revise parking spaces and traffic flow as necessary to reduce congestion and facilitate the movement of cars and buses around First Hill.

Other Goal #19: When Yesler Terrace is redeveloped, install a security system at community parking lots to reduce/prevent non-residents and non-guests from parking in the facilities.

FIRST HILL PARKING ACTION STRATEGY

Program Background

Since 1999, Seattle Department of Transportation staff have been using the *Making the Parking System Work* program to collaborate with neighborhood residents and community organizations to identify and implement low-cost, common-sense local parking management and access strategies. These active partnerships seek to achieve an acceptable balance of residential, visitor, business customer and employee parking in a particular neighborhood. The partnerships also create and employ techniques to reduce demand for parking spaces by promoting travel by foot, bike, bus and carpool.

At the outset of each neighborhood parking management effort, a Parking Workgroup is formed comprised of residents, institutional representatives, neighborhood planning organizations, staff from various City departments, and other key stakeholders. The intent is to create a team of “parking experts” that can formulate solutions, implement recommendations and educate and involve others. In First Hill, the Parking Workgroup membership included neighborhood residents and representatives from Harborview Hospital, the First Baptist Church, the First Hill Improvement Association, First Hill Neighborhood Plan Stewardship Committee, the Polyclinic, Seattle University, Swedish Medical Center, and Yesler Terrace.

Neighborhood Parking Workgroups are charged with developing a list of specific actions the community and City can implement to better manage on-street and off-street parking and to implement TDM strategies. The *First Hill Parking Action Strategy* represents the actions that can be taken to achieve the short, mid and long-term goals of the First Hill Parking Workgroup. This action plan was presented to the neighborhood at a Community Parking Forum on October 2, 2003 to solicit feedback and implementation assistance.

Additional information about the progress of the First Hill Parking Workgroup in implementing these goals or the *Making the Parking System Work* program can be found at <http://www.seattle.gov/transportation/neighborhoodparking.htm> or 206.684.4208.

Implementation Opportunities

Implementation is a primary goal of the *Making the Parking System Work* program. The parking management recommendations studied, developed and adopted by the community are intended to be implemented as soon as possible by the community or by the City, as appropriate. This document typically identifies the lead implementers of each recommendation.

Funds exist through the *Making the Parking System Work* program. They can be used by neighborhood groups or coalitions, issue-advocacy groups or City staff to achieve the goals set forth in this *First Hill Parking Action Strategy*. Occasionally, projects may be funded that are not specified within the Action Strategy yet creatively meet the intent of the Parking Workgroup’s goals.

Examples of projects that have been funded in-part using *Making the Parking System Work* grant funds include:

- Community maps showing alternative transportation information and off-street parking lot contact information in Capitol Hill, Columbia City, Pioneer Square and Uptown
- A parking validation program created for Pioneer Square
- Marketing for an Access Package for customers and small employers in the University District
- Publishing of a parking study conducted in the International District
- SDOT staff time to conduct an on-street parking analysis in Ballard and Uptown
- Directional signs to on- and off-street parking in Ballard and Pioneer Square

SDOT typically enters into an agreement with an organization in the form of a letter of commitment to execute a project. To apply for *Making the Parking System Work* grant funds to implement these ideas, please contact the program at 206.684.4208.

Existing Conditions

Existing conditions data was gathered from field work conducted in January and February 2003, the Comprehensive Neighborhood Parking Study (2000), the Parking Management Study for First Hill (July 1998), the First Hill Neighborhood Plan (November 1998), the First Hill Parking Kick-Off Meeting on February 18, 2003, the First Hill Parking Walking Tour on March 21, 2003, and other citizen comments.

On-street parking regulations as of August 2003 are shown in *Map 1: Existing Conditions*. Many of the strategies and goals in this Action Strategy are followed by a number shown in parenthesis. These numbers correspond to the locations of these items shown in *Map 2: First Hill Walking Tour*. Those items are listed here in Table 1: Walking Tour Comments.

| TABLE 1: WALKING TOUR COMMENTS | |
|---------------------------------------|---|
| Map # | Problem, Information and/or Opportunity |
| 1 | Add directional signs on Madison towards off-street parking lots |
| 1 | Terry b/t Madison and Spring e/s): Remove additional curb space |
| 2 | Terry b/t Marion and Madison (e/s): Remove planted and unplanted curb bulbs to create more spaces |
| 3 | Marion b/t 9th and Terry (n/s): Consolidate spaces between "t"s and "l"s to increase parking stalls |
| 4 | Marion b/t 9th and Terry (s/s): Add meters or time restrictions to unrestricted parking |
| 5 | 9th b/t Marion and Madison (e/s): repaint curb at fire hydrant to signal "no-parking" |
| 6 | 9th b/t Marion and Madison (w/s): Shorten existing no parking zone at green mail box to create spaces |
| 8 | 821 9th Ave (on Marion and 9th): consolidate two load zones for apartment building |

TABLE 1: WALKING TOUR COMMENTS (CONTINUED)

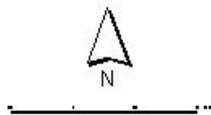
| Map # | Problem, Information and/or Opportunity |
|--------------|--|
| 9 | Marion b/t 8th and 9th (n/s): Remove planting strip to create parallel or angled parking on north side |
| 10 | Marion b/t 7th and 8th (s/s): Consolidate or relocate taxi zone to needed location. Install more carpool or metered parking |
| 11 | 909 8th Ave: Install meters or time restrictions on south side of building only used for storage |
| 12 | Spring b/t 7th and 9th (s/s): Shorten or restrict long load-zone to Sunday use only |
| 13 | 8th b/t Spring and Seneca (e/s): Consolidate load zones in front of the Emerson, Geneva and Lowell |
| 15 | Terry b/t Seneca and University (e/s): Explore conversion to angled parking on w/s or addition of parallel parking on e/s |
| 16 | Boren b/t Seneca and University (w/s): Remove or consolidate bus zones |
| 17 | Seneca b/t Boren and Minor (s/s): Replace "l"s and "t"s to fit with the meter locations |
| 18 | Summit b/t Seneca and University: Shorten bus zone |
| 19 | Boylston b/t Seneca and University (w/s): Remove three load zones for vacant building and replace with time limits or meters |
| 20 | Boylston b/t Spring and Seneca (e/s): Investigate removal of planting strip to create angled parking |
| 21 | Spring b/t Harvard and Boylston (n/s): Investigate removal of planting strip to create angled parking |
| 22 | 9th b/t Jefferson and James (e/s): Investigate why only block with no parking |
| 23 | Yesler Community Center (s/s): Extend RPZ to include this location |
| 24 | Spruce and 9th: Explore adding parking around the curve |
| 26 | Jefferson b/t 9th and Terry (n/s): Formalize 15 minute parking on planting strip through construction or improve enforcement |
| 28 | Terry b/t Alder and Terrace (b/s): Include in Zone 7 RPZ |
| 29 | University b/t Minor and Boren (n/s): Remove load zone meter |
| 30 | Seneca b/t Summit and Minor (n/s): Relocate well-utilized motorcycle parking to a location where parked cars cause poor visibility (e.g., nw corner of Summit b/t Seneca and Spring) |
| | Zone 7 RPZ in vicinity of Harborview: Extend zone hours to 9:00 pm to minimize impact of night shift employees who park in the neighborhood. |
| 31 | Disabled Parking Spaces on Alder: Change city policies to limit parking by handicapped placard to 4 hours |
| 32 | Alder b/t 8th and 9th: Convert load zones and reserved parking spaces (which are served elsewhere) to 4-hour disabled parking |

Map 1: Existing Conditions 2003

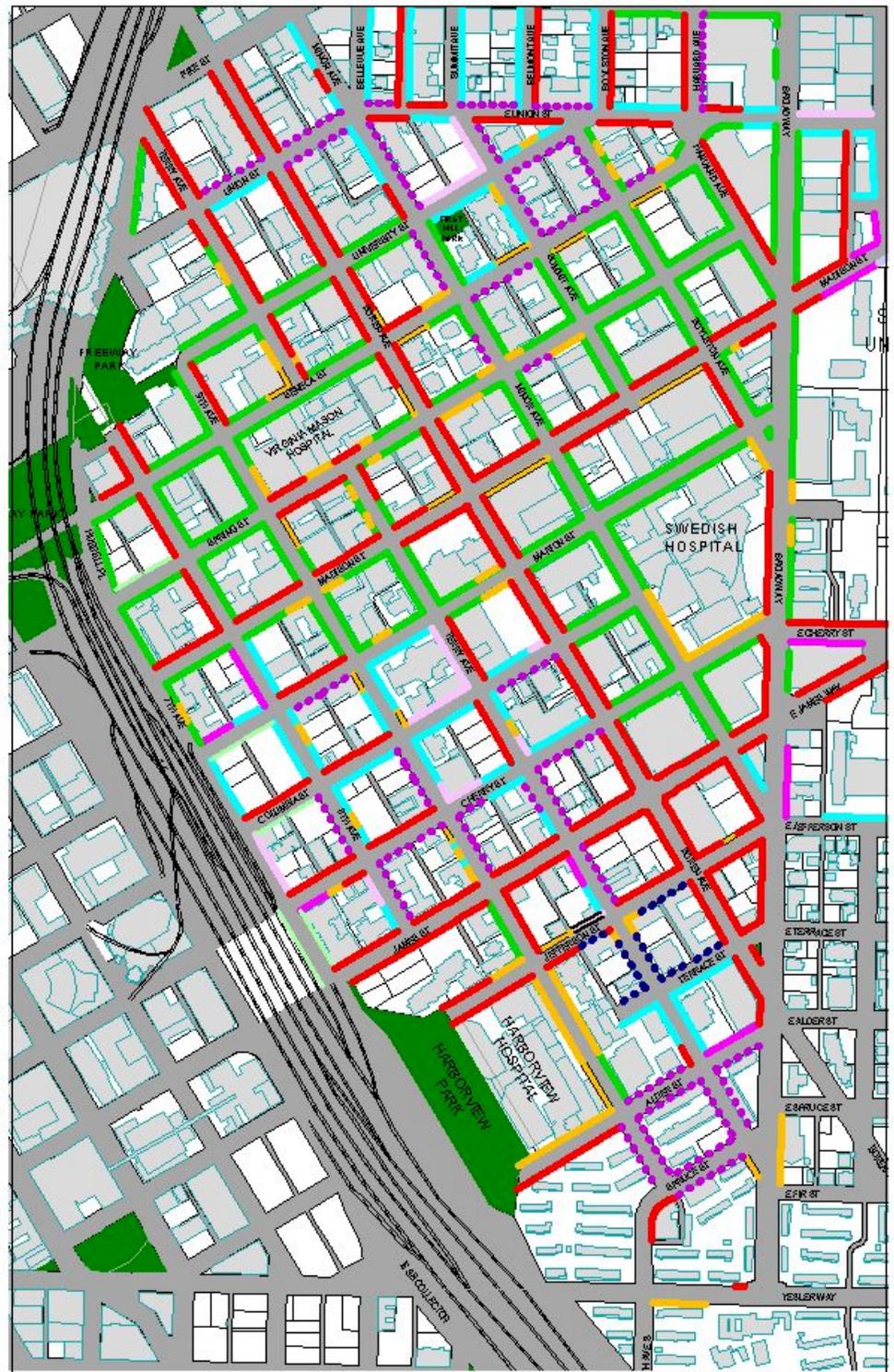
First Hill Parking Action Strategy



- No Parking
- Load Zone
- Bus Zone
- Meters
- 4 hour signs
- Carpool Only Parking
- 2 hour signs
- 1 hour signs
- 15 min signs
- Unrestricted Parking
- 2 hour RPZ
- 3 hour RPZ



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September 1, 2003
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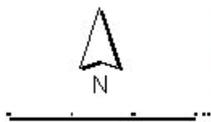


Map 2: First Hill Walking Tour

First Hill Parking Action Strategy



- No Parking
- Load Zone
- Bus Zone
- Meters
- 4 hour signs
- Carpool Only Parking
- 2 hour signs
- 1 hour signs
- 15 min signs
- Unrestricted Parking
- 2 hour RPZ
- 3 hour RPZ



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SHORT TERM ACTIONS (2003 - 2004)

The goals of the workgroup in the short-term are to make changes to the existing parking regulations that will better manage the tension between residential, employee and visitor parking in the neighborhood. Additional short-term changes include installing directional signs to off-street parking opportunities and improving management of the existing on-street parking system. The workgroup intends many of these changes to be initiated between September and December of 2003 with implementation occurring by the end of 2004.

The results of implementing the short-term actions are shown in *Map 3: Results of Proposed Short-Term First Hill Parking Regulations*.

Short-Term Goal #1: Make changes to Restricted Parking Zone (RPZ) 7 to manage tensions between residents, visitors and employees of First Hill. Where possible, expand the zone, shorten the length of time that non-permit holders can use on-street spaces, and create an evening RPZ to limit long-term employee and visitor parking. Focus on the areas around Harborview, St. James Cathedral, Swedish Medical Center and the Frye Art Museum.

Strategies to Achieve Goal #1:

- Make Changes to Zone 7
 - Extend Zone 7 to all blocks within a four-block radius of Harborview (Terry between Alder and Terrace; Terrace between Terry and Boren).
 - In particularly high demand areas, create Zone 7 permit-only areas.
 - Strive for consistency in the amount of time that non-RPZ permit holders can park. Change 3-hour and 2-hour parking limits to 2-hour or 1-hour.
 - Extend Zone 7 on Yesler Avenue in front of the Yesler Terrace Community Center
- Create an evening and weekend RPZ from 6:00 to 11:00 p.m.
 - In the vicinity of Harborview to discourage evening parking by night-shift employees who are eligible for paid parking within Harborview's parking facilities.
 - In the vicinity of St. James Cathedral and the Frye Museum to limit the time visitors, patrons and parishioners park in the neighborhood.
 - In those areas with parking meters around Harborview.
- Extend Zone 21 to E. Union between Summit and Minor, on the eastern half of the south side of the street.

Implementation Plan to Achieve Goal #1:

- The Yesler Terrace Community Council submitted a letter to the Seattle Department of Transportation requesting a study of the above recommended strategies. First Hill is the next neighborhood slated for study by the City's Residential Parking Zone program.
- After SDOT works with the community to study and design changes to the existing and/or new zones, the community can apply to the *Making the Parking System Work* program for funds to hire petition signature gatherers.

Short-Term Goal #2: Maximize use of the existing on-street parking system by consolidating and eliminating duplicative load zones and bus zones where possible,

rearranging parking spaces to increase their number, and converting parallel to angled parking where appropriate. Ensure that adequate loading and unloading spaces remain.

Strategies to Achieve Goal #2:

- Consolidate, shorten or eliminate load, bus or no-parking zones.
 - At 821 9th Avenue (at Marion and 9th): Consolidate the two load zones for the one apartment building
 - On 9th between Marion and Madison (west side): Shorten the existing “No Parking” zone at the green mailbox to create more spaces
 - On Spring between 7th and 9th (south side): Shorten the existing load-zone or restrict it to Sunday use only
 - On 8th between Spring and Seneca (east side): Consolidate load zones in front of the Emerson, Geneva and Lowell buildings
 - On Boren between Seneca and University (west side): Work with King County Metro to remove or consolidate bus zones
 - On Summit between Seneca and University: Shorten the bus zone
 - On Boylston between Seneca and University (west side): Remove the three load zones designated for the currently vacant building and replace them with time-limit signs or parking meters
- Ensure that on-street paintings and marking maximize existing curb space.
 - On Marion between 9th and Terry (north side): Consolidate the spaces between the “t’s” and “l’s” painted on the street to increase the number of parking spots
 - On Seneca between Boren and Minor (south side): Replace the “t’s” and “l’s” to fit with the actual meter locations
- Explore converting parallel to angled parking to increase on-street spaces where the right-of-way is sufficiently wide
 - On Terry between Seneca and University (east side): Explore conversion of parallel to angled parking on the west side OR addition of parallel parking on the east side
- On Spruce at 9th (east side): Explore adding parking around the street curve
- University between Minor and Boren (north side): Remove the load zone meter to create additional load/unload time for moving companies, etc. that use the spot
- On Seneca between Summit and Minor (north side): Relocate well-utilized motorcycle parking to the northwest corner of Summit between Seneca and Spring. Motorcycle spaces will be preserved in a location where existing parked cars cause poor visibility

Implementation Plan to Achieve Goal #2:

- On the Routes 2, 3 and 4, 12 and 27, work with King County Metro to increase the spacing of bus stops from one per every one/two blocks to one per every three blocks.
- The addition, elimination or consolidation of load zones and other parking spaces can typically be achieved by a phone call to SDOT at 684-ROAD. SDOT staff typically review other commercial, 30-minute, and 3-minute load opportunities in the near vicinity to ensure that adequate spaces exist.
- The distribution of this Parking Action Strategy to affected property owners/managers is a good tool to educate and solicit feedback.
- Workgroup members should continually monitor on-street parking regulations and designations to ensure that existing curb-space is being managed to maximum efficiency.

Short-Term Goal #3: Install parking directional signs in the right-of-way to guide customers and visitors to the supply of on- and off-street parking available to either side of Madison Street.

Strategies to Achieve Goal #3:

- Install signs in the City right-of-way that generally direct traffic to the on- and off-street metered and garage parking that exists around Swedish Medical Center. Customer parking is available at the Summit Avenue facility, in the Nordstrom Medical Tower and at the main parking facility on Broadway.

Implementation Plan to Achieve Goal #3:

- *Making the Parking System Work* staff will work with others in SDOT to preliminarily identify locations for signs directing customers and visitors to on- and off-street parking north and south of Madison Street. If desired by a sponsoring community group, the directional signs could display a First Hill name and/or logo.

Short-Term Goal #4: Ensure adequate parking enforcement to assist parking management tools to function as intended.

Strategies to Achieve Goal #4:

- Increase towing of abandoned cars through an education effort to increase reporting.
- Ensure adequate enforcement during all time periods.
- Investigate and reduce the incidence of RPZ signs being intentionally knocked over.
- Involve Parking Enforcement Officers (PEOs) in the design of new parking areas and regulations to ensure that enforcement and design are compatible.
- Communicate to residents that 684-ROAD can be called to immediately report missing RPZ signs and other traffic signs.

Implementation Plan to Achieve Goal #4:

- Allow proposed changes to the RPZ (Short-Term Goal #1) to go into effect before increasing enforcement levels.
- SDOT staff will communicate these goals to the Parking Enforcement Officers (PEOs).
- Community groups can apply to SDOT's *Making the Parking System Work* program for grant funds to create public education materials about enforcement including community maps, kiosks, brochures and newsletters.

Short-Term Goal #5: Install 2-hour parking meters adjacent to commercial land uses. Parking meters will create more short-term customer and visitor parking spaces by eliminating all-day parking by employees of First Hill and Downtown.

Parking meters are installed by SDOT after certain criteria are evaluated including the presence of businesses or services that need parking turnover, a relatively dense business base, heavily used time-limited parking, limited or costly off-street parking, areas with curbs and sidewalks, little likelihood of spillover into adjacent residential neighborhoods, and community support.

Strategies to Achieve Goal #5:

- Install more parking meters in the areas adjacent to I-5 and downtown to prevent all-day commuter parking. Specific areas to consider for meter installation include:
 - Marion between 9th and Terry (south side): Add meters or time-limit restrictions to the unrestricted parking
 - Marion between 7th and 8th (south side): Consolidate or relocate the taxi zone to a needed location. Install more carpool or metered parking
 - At 909 8th Avenue: Install meters or time restrictions on the south side of this building used only for storage

Implementation Plan to Achieve Goal #5:

- SDOT proposed First Hill as a candidate neighborhood for pay station installation in 2004. This new meter technology, which replaces every six to seven meters with one kiosk and accepts credit, debit and smart cards in addition to coins, will replace existing meters around Swedish Medical Center.
- Additional parking meter equipment will be available for installation in neighborhoods in 2005 and 2006. At that time, SDOT staff will evaluate the un-metered areas of First Hill to determine how well they fit the above listed criteria.

Short-Term Goal #6: Improve communication with area residents about impacts to on-street parking from large-scale, multi-month/year construction projects.

Strategies to Achieve Goal #6:

- Educate residents about how Harborview construction impacts will be mitigated according to their existing plan and design review program/code requirements

Implementation Plan to Achieve Goal #6:

- SDOT and DCLU staff will investigate ways to improve communication with residents.
- Encourage development of a policy where “No Parking” notification signs must be displayed on affected streets a minimum of five working days prior to becoming effective.

Short-Term Goal #7: Add Flexcar locations to First Hill and promote use of existing Flexcars. Place Flexcars in on-street locations to promote visibility and ease of access.

Strategies to Achieve Goal #7:

- Install a car in a location where it can be accessed by residents of south First Hill and Harborview employees.
- Create a program to help educate potential users, especially those who speak English as a second language or have limited internet access. Help eliminate membership cost barriers to potential users who are low-income.

Implementation Plan to Achieve Goal #7:

- SDOT and Flexcar are working now to identify an on-street Flexcar location in south First Hill.

- Community groups can apply to SDOT's *Making the Parking System Work* program for grant funds to create public education materials including community maps, kiosks, brochures and newsletters.
- The City and Metro should provide support to institutions to create FlexCar and other car-sharing programs that serve employees and neighborhood residents. Actions could include helping Seattle University develop its own car-share program for students under the age of 25 (ineligible to use FlexCar for insurance purposes) and helping Swedish Medical Center secure cars for its three locations that can be shared during certain times with the surrounding residential neighborhoods.

MAP 3

(Map 3 will be created after the First Hill Parking Workgroup has prioritized the short-term parking goals)

MID-TERM ACTIONS (2004 - 2005)

The goals of the workgroup for the mid-term actions are to make larger neighborhood-wide changes to the existing parking regulations that will increase the supply of short-term parking for customers and visitors to the First Hill retail core and municipal center, and participate in City-wide policy changes to improve parking management. The workgroup intends many of these changes to be made in 2004.

The results of implementing the mid-term actions are shown in *Map 4: Proposed Mid-Term First Hill Parking Regulations*.

High-Priority Mid-Term Goals

Mid-Term Goal #8: Change City policy to limit parking by handicapped placard to four hours. Sufficient off-street handicapped parking spaces exist for employees of First Hill's major institutions. By limiting the time vehicles with handicapped placards can park in metered spaces, handicapped parking spots, and the residential parking zone, more spaces will be made available more often for both handicapped and non-handicapped visitors to the hospital.

Strategies to Achieve Goal #8:

- Alder between 8th and 9th: Convert the load zones and reserved parking spaces (which are served elsewhere) to four-hour disabled parking.

Implementation Plan to Achieve Goal #8:

- A City of Seattle Department of Transportation team is currently investigating making a change to the City code to limit parking by disabled placard to four hours. This change was recommended by the 2002 Seattle Parking Management Study.
- Workgroup members should seek out opportunities to educate their staff, clients, patrons and neighbors about the benefits of this change.

Mid-Term Goal #9: Establish a Residential Parking Zone (RPZ) for mixed-use areas. Change the administration and enforcement of the RPZ program to minimize abuse by neighborhood residents and employees.

Strategies to Achieve Goal #9:

- Combine meters with Residential Parking Zones. Install 2-hour meters, but allow Zone 7 permit holders to park free. This will permit the collection of revenue from those short-term parkers inside the zone. The perception is that people park in the RPZ because it is free, unless they receive a ticket for exceeding the permitted time limit.

Implementation Plan to Achieve Goal #9:

- Beginning in early 2004, SDOT staff will undertake a project to review and evaluate the City's existing Residential Parking Zone policies and administration. This evaluation was recommended by the 2002 Seattle Parking Management Study. Citizen involvement will be sought at that time to provide and review ideas. Until that time, the City cannot

establish an RPZ in a mixed-use area or combine meters and an RPZ so that both are operational at the same time.

- Create a pilot program in First Hill where the City evaluates the combination of meters and RPZ.

Medium-Priority Mid-Term Goals

Mid-Term Goal #10: Extend parking meter hours into the evening to create parking turnover after 6:00 p.m. Improve public safety through the increased presence of parking enforcement officers during evening hours.

Per the Seattle Municipal Code, all parking meter regulations in the city end at 6:00 p.m.

Strategies to Achieve Goal #10:

- The installation of new parking pay-stations will make it easier for the City to manage evening parking meter hours in certain neighborhoods and locations.

Implementation Plan to Achieve Goal #10:

- Extension into the evening would require a change in the City-code. Neighborhoods that share an interest in extended meter hours should work together to communicate their desires to the City of Seattle.

Mid-Term Goal #11: Identify opportunities for shared parking between businesses, residences, and other developments. Develop programs to more effectively use existing off-street parking resources. Investigate the use of unused parcels for parking purposes.

Strategies to Achieve Goal #11:

- Explore the possibility of making Harborview spaces available in the evening to area residents to help alleviate their difficulty in finding on-street parking.
- Explore lot-sharing opportunities at Seattle University. From lots with access off of James, Cherry and Broadway, spaces are available after 3:00 p.m. on weekdays and all-day on weekdays. However, parking must be purchased at an inconveniently located office off of 12th Avenue.
- Explore opportunities at the empty lot at Terry/Boren/Jefferson/James; the Medical Sciences building, and the Presbyterian Church (could share with Town Hall).

Implementation Plan to Achieve Goal #11:

- At the community's request, SDOT staff can convene a sub-committee of community members to communicate and brainstorm with the current property managers and parking lot operators.
- DCLU and SDOT will work together to investigate creative ways of amending the land use code to allow additional opportunities for shared parking between existing uses.

MAP 4

(Map 4 will be created after the First Hill Parking Workgroup has prioritized the short-term parking goals)

LONG TERM ACTIONS (2005 AND BEYOND)

The goals of the workgroup for the long-term actions are to keep these ideas active until the appropriate time arrives for their implementation. Many activities involve action on the part of City Council, King County Metro, creation of a business association, several community groups working together, private property owners or tenants. Many activities require a neighborhood champion to implement.

High Priority Long-Term Goals

Long-Term Goal #12: Emphasize First Hill's accessibility by transit, bicycles and pedestrians to residents, students, and employees of small businesses. Implement transportation demand management tools (transit pass subsidies, preferential carpool parking, and car sharing) to provide employees, residents and visitors with choices.

As determined timely or appropriate by neighborhood business or transportation association groups, develop marketing, parking validation programs, signage and other tools to more effectively use existing parking, promote the use of alternative forms of travel, and help shoppers and visitors navigate.

Strategies to Achieve Goal #12:

- Utilize existing resources, such as the First Hill Network Group for Employee Transportation Coordinators to maximize communication and resource sharing opportunities between First Hill's large institutions. It is called The First Hill network group. The group is organized by King County Metro and meets every other month-as a clearing house for transportation information for employees affected by the state's Commute Trip Reduction Act
- Create an Access Package, similar to what was created for the U-District in 2001, to help small employers provide transit benefits to employees. Survey employers to determine demand for the creation of an Access Package that provides incentives and subsidies to visitors, employers and employees who come to First Hill without always relying on drive-alone car trips. Access Package elements could include parking validation programs, guaranteed rides home for employees, discounts for using Flexcar, discounts for Metro transit passes, and assistance with ride-sharing programs
- Emphasize alternative transportation accessibility in the development of future transportation plans, implementation of existing plans, and creation of community and business association websites and publications.
- Pool existing transit benefits that the major institutions and other large First Hill employers distribute to their employees. Resources can then be harnessed to serve larger neighborhood goals (i.e. increased bus service).
- Develop a neighborhood "Welcome Wagon" brochure or packet for new residents giving information about bus routes, taxi services, FlexCar locations and RPZs.
- Create a parking and access map/website/kiosk to distribute to customers and residents.
- Use the First Hill Improvement Association newsletter to distribute information about parking and transportation alternatives.

- Develop a parking validation program where participating parking facilities sell discounted tokens or tickets to participating merchants who then distribute to customers making a minimum purchase.

Implementation Plan to Achieve Goal #12:

- Create a transportation management association (TMA) to provide a centralized distribution point for the distribution of a variety of transit benefits and travel incentives to employees, visitors and residents.
- To implement any small project, a neighborhood “champion” group (First Hill Improvement Association, coalition of First Hill Employee Transportation Coordinators, as-yet-to-be-created business group) can contact the *Making the Parking System Work* staff to acquire grant funds for implementation.
- Though funding is not yet secured, the City of Seattle and King County Metro are planning an outreach program in the neighborhoods surrounding the Seattle Central Business District (CBD) about alternatives to driving alone. This program will involve outreach to small employers and property management companies. It will provide a formal opportunity to explore Parking Workgroup ideas to improve transportation.

Long-Term Goal #13: Improve the frequency of bus service and the number of routes that serve residents, clients and employees of the neighborhood.

Strategies to Achieve Goal #13:

- Lobby Metro to add more bus routes and/or increase the frequency of existing routes to make transit more attractive to residents, employees, students and patients.
 - Metro routes 3 and 4 are often full to capacity or have standing-room only. A large portion of their ridership comes from Harborview and the Juvenile Justice Center.
 - Metro routes 60 and 7 or 9 should run later into the evening and on weekends to serve neighborhood residents.
 - Investigate restoring Metro Route 944 (or similar route) through the use of grants (previously funded by DSHS funding).
- Consider measures to improve transit flow.
 - Restripe Madison Street to provide in-lane transit stops in both directions with bus bulbs. Would require the elimination of the two-way turn lane.
 - Provide transit signal priority for Routes 2, 12 and the 3/4 at Boren Avenue and Broadway
 - Consolidate First Hill’s bus paths by shifting the Route 2 to Madison from Seneca
- Expand the Ride Free Zone at a minimum to include Harborview. The Ride Free Zone currently ends in the middle of the James Street incline, making it difficult for disabled and/or low-income patients and families to access the hospital. King County Metro’s primary concern with expanding the Ride Free Zone is the potential for substantial revenue loss.

Implementation Plan to Achieve Goal #13:

- Though not yet completely studied, King County Metro has developed a proposal to increase the frequency of the Routes 3 and 4 from one every 10 minutes to one every 7.5 minutes. It is unknown at this time if or when the proposal will be implemented.

- First Hill institutions and large employers could collaboratively seek grant funds to reinstitute route 944.
- A transportation management association, like that recommended in Goal #12, could be an effective tool in identifying neighborhood transit needs and lobbying Metro or other agencies for increased transit service.

Medium Priority Long-Term Goals

Long-Term Goal #14: Investigate options for institutions to share new and existing shuttle resources to/from satellite parking lots and transit hubs. Harborview provides two shuttles to satellite lots for employees that run every 20 minutes, yet is limited by insurance reasons to only allowing employees of other state agencies to use the shuttles.

Weigh the cost of funding shuttles against the cost of funding increased frequency of existing bus routes.

Strategies to Achieve Goal #14:

- Flexcars could potentially be used as shuttles as a solution to the exclusivity caused by institutions' insurance policies.
- Vanshare may be an option for groups of people needing transportation from a transit hub or park-and-ride to their worksite. Each VanShare van may travel up to 20 roundtrip miles a day. Members split fuel costs and the \$50 monthly group fare.

Implementation Plan to Achieve Goal #14:

- Seattle University and Swedish Medical Center are currently communicating to see how their employees can vanshare together.
- For more information about joining or forming a VanShare group, interested parties should contact Jim Greenwald, King County Metro, at 206.684.1928. A neighborhood-wide education and outreach effort could be conducted by a sponsoring neighborhood entity using *Making the Parking System Work* funds.

Low Priority Long-Term Goals

Long-Term Goal #15: Maximize the use of the existing on-street parking system by removing or reducing the size of curb bulbs and planting strips to create opportunities for angled and parallel parking.

Strategies to Achieve Goal #15:

- Remove planted and unplanted curb bulbs to create more parking spaces:
 - Terry between Madison and Spring (east side)
 - Terry between Marion and Madison (east side)
- Remove planting strips to create parallel or angled parking
 - Marion between 8th and 9th (north side)
 - Boylston between Spring and Seneca (east side)
 - Spring between Harvard and Boylston (north side)

Implementation Plan to Achieve Goal #15:

- Many of these proposals require additional discussion within the community to weigh the benefits of having neighborhood green space against the benefits of having additional parking spaces.
- Funds to make these changes will need to be sought through competitive City funding processes including the Department of Neighborhood's Matching Fund, the Neighborhood Street Fund, and the Cumulative Reserve Sub-fund (typically reserved for maintenance projects). The Neighborhood Street Fund and the Cumulative Reserve Sub-fund are administered by SDOT staff.

Long-Term Goal #16: Encourage the Department of Design, Construction and Land Use's (DCLU) investigation into "preservation parking." This tool would allow new developments to more easily preserve short-term customer parking as First Hill's limited number of off-street, paid parking lots are redeveloped.

Implementation Plan to Achieve Goal #16:

- DCLU and SDOT should continue work together to investigate opportunities to allow creative parking management strategies.

Long-Term Goal #17: Create a program to address displacement of area residents from on-street parking spaces caused by large-scale, multi-month/year construction projects.

Strategies to Achieve Goal #17:

- Investigate creating a "construction zone" permit system, similar to a residential parking zone, where area residents are given parking privileges during specific time periods in neighborhoods where a significant amount of parking has been lost to construction projects.

Implementation Plan to Achieve Goal #17:

- SDOT and DCLU staff will investigate the legality of a "construction zone" permit system.

NON-PARKING ITEMS

Throughout the process of “*Making the Parking System Work*” on First Hill, workgroup members identified other transportation-related goals they would like to pursue. Those goals are shown here and will be passed along to the appropriate City of Seattle staff for further investigation.

Other Goal #18: Eliminate or revise parking spaces and traffic flow as necessary to reduce congestion and facilitate the movement of cars and buses around First Hill.

Strategies to Achieve Goal #18:

- Remove the one to two easternmost spaces on the south side of East Union at Broadway to allow more traffic to pass through on each green light.
- Re-route automobiles seeking I-5 that currently turn at 9th and James Street. Direct them straight towards Cherry to access the northbound freeway lanes.
- Investigate some type of pull-out or pull-over for the cars that visit the Northwest School (approximately 200 cars per day).
- Investigate if the removal of parking near the intersection of Madison and Broadway, especially during rush hour, would help improve visibility.

Other Goal #19: When Yesler Terrace is redeveloped, install a security system at community parking facilities to reduce and/or prevent non-residents and non-guests from parking illegally.

Strategies to Achieve Goal #19:

- System could consist of a gate, arm and passcards distributed to authorized permit holders.