

**COMMUNITY PARKING FORUM SUMMARY
FIRST HILL PARKING WORKGROUP
OCTOBER 10TH, 2003
HARBORVIEW RESEARCH & TRAINING BUILDING
300 9TH AVE, ROOM 117**

ATTENDEES

Workgroup Members:

Tamara Bunnell, resident
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

General Public:

Brain Parker, resident
Lauren Swift, resident

SDOT & City Staff:

Julie Erickson, Seattle Department of
Transportation (SDOT)
Sunny Knott, King County Metro
Meghan Shepard, SDOT
Mark Troxel, Department of Design,
Construction, and Land Use (DCLU)
Ann Ward-Ryan, King County Metro
Randy Wiger, SDOT

Notes prepared by Randy Wiger

First Hill Parking Action Strategy

The *First Hill 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 associated 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 #1: Adjust Zone 7 RPZ:

- *Esta asked if it was currently possible for Parking Enforcement Officers (PEOs) to do evening enforcement if the Residential Parking Zone (RPZ) hours were changed to included*

evening hours? The answer is yes, PEOs currently conduct evening enforcement in a number of areas around the city.

- Brian expressed support for expanding the RPZ to other streets and especially wanted to decrease blocks with unrestricted parking, particularly between James and Madison around Boren, the Frye Museum, O'Dea School, and St. James Cathedral.

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

- SDOT does not know at this time how many total spaces may be added by the items in this Goal.

Goal #3: Install Parking Directional Signs:

- Staff will see if the SDOT Sign Shop might still have the logo art for First Hill (as appears on the "neighborhood gateway" signs installed several years ago) and use it to create the parking wayfinding signs described in Goal #3.

Goal #4: Improve Enforcement Efforts:

- SDOT staff will check with the PEOs to determine if First Hill has been receiving increased enforcement sweeps in the past month. Meghan provided attendees with the direct Parking Enforcement number (684-8763) and the non-emergency SPD number (625-5011).

Goal #5: Improve Short-Term Parking by Installing Meters:

- No changes.

Goal #6: Improve Construction Notices:

- Mark said that existing SDOT software (Hansen) might allow for people who obtain RPZ permits to have the option of being flagged to receive notices of changes to on-street parking, similar to the SODO Traffic Alerts system (ROW initiative).

Goal #7: Add Flexcar Locations:

- A suggestion was made to conduct outreach to condo associations and apartment managers as a way to increase use of Flexcar in First Hill, and perhaps investigate developing "move-in special" incentives for new residents to try Flexcar. The increased use would also help to locate more Flexcars in First Hill.
- Another suggestion was made to educate First Hill residents about the price of car ownership to help increase interest in using Flexcar.
- Swedish Medical Center has been encouraging Flexcar to do door-to-door outreach to promote the use of Flexcar.

Goal #8: Reduce Handicap Placard Time Limits:

- People expressed frustration with the current practice of many people with disabled placards parking in a space all day, thus reducing turnover. Staff clarified that it is a Washington State law that allows people displaying disabled placards to park for free, and Seattle would need to work with other cities to lobby the state to make changes. However, the City does have the option of reducing the time that someone with a disabled placard can park to 4 hours.

- *The idea was raised of creating different classes of disabled placards so that, for instance, people who have a less severe disability are not in the same classification as people who have a more severe disability; currently both are equally entitled to use available spaces with the result that sometimes the person with a more severe disability is unable to access a space near to their destination because a person with a less severe disability is already in that close-by space. Also the idea was raised of creating a classification for people who provide assistance to the disabled, with the intention that care-givers to the disabled may either need to access parking near to a destination where a disabled person is (such as meeting a disabled person at a clinic or other appointment) or may need to access nearby parking in order to transport a disabled person in the care-giver's vehicle. Both of these ideas would require changes to Washington State legislation.*

Goal #9: Create a Mixed-Use RPZ:

- *People commented that Vancouver, B.C., has an evening-share program similar in concept to this idea.*
- *Julie commented that it might work better to add meters to blocks with an existing RPZ than to extend an RPZ onto blocks that already have meters.*
- *People suggested both sides of Boren where meters are already installed adjacent to residential might be an opportunity for a test area.*

Goal #10: Add Evening Meter Hours:

- *People commented that downtown Denver went to 24-hour meters.*
- *People suggested evening meters could be combined with the RPZ, especially north of James St.*
- *Pay stations might be worth considering, especially if the rates differ between daytime and evening meter hours.*

Goal #11: Increase Lot Sharing:

- *There was some discussion of a "mystery lot" (maybe at or near James St and Boren) with 118 spaces. No one is sure who owns it. Some people think Fred Hutchinson Cancer Research Center used it, but now Harborview Medical Center does. Someone suggested Alexandria Properties either owns or manages it.*
- *There was a comment that Seattle's Land Use Code has an on-site parking requirement for development, but that developments can also provide additional parking within 600 to 800 feet nearby.*

Goal #12: Promote Busing, Biking, and Walking:

- *People expressed concern about the safety of biking and walking in their neighborhood. Staff asked if there was a specific intersection that seemed unsafe for pedestrians (there was not), and Kristin suggested contacting Feet First pedestrian organization to explore conducting a "pedestrian action" in First Hill to raise awareness of pedestrian issues.*

Goal #13: Increase Bus Service:

- *Sunny announced Metro was conducting a transit service poll that included First Hill and provided copies of the survey to attendees.*

Goal #14: Increase Institutional Shuttle Services:

- *No changes.*

Goal #15: Convert Planting Strips to Parking:

- *No changes.*

Goal #16: Encourage Preservation Parking:

- *Comments were made that a lot of south First Hill is zoned HR 160 foot, which could be developed into workforce housing for hospital employees. But it is not zoned mixed-use, which prevents street-level retail from being part of the development. Because services follow residential density only if there is commercial space available, changing the zoning in south First Hill to allow for mixed-use could be one step to help locate services within walking distance of residences, and could also allow for some commercial use parking spaces.*

Goal #17: Address On-Street Parking Losses Due to Construction:

- *Some discussion occurred around the issue that on-street parking is a "public good" and the City can't save particular spaces for particular parking users just because they live nearby, even if the supply of on-street parking has recently decreased due to an ongoing construction project. Still the idea of a "construction displacement RPZ" is worth some creative brainstorming at some point.*

Goal #18: Reduce Congestion and Improve Traffic Flow:

- *No changes.*

Goal #19: Install Gated Parking at Yesler Terrace:

- *No changes.*

DOWNTOWN FIRST HILL PARKING FORUM SURVEY

The First Hill Parking Forum Survey was distributed during the Community Parking Forum on October 2, 2003. A total of 8 people attended the Forum (other than SDOT or Metro staff), and a total of 3 surveys were turned in (all but two of the general public attending were members of the workgroup).

SUMMARY OF FINDINGS

The majority of comments on the surveys are captured in the comments above. The comments that are not represented above include:

1. Two of the three surveys expressed opposition to removal of planting strips and reducing the size of curb bulbs because they want to preserve what green space First Hill has since there is so little, and because they don't want to decrease the level of pedestrian safety at intersections by reducing the size of curb bulbs.

2. Two of the three surveys expressed opposition to extending meter hours into the evening, especially around blocks with residential units without providing a combined RPZ/meter strategy. This is because tenants would have no place to park when coming home from work without feeding a meter for the first few hours every evening.
3. Two of the three surveys expressed support for adding or increasing street cleaning services on First Hill because the streets on First Hill are "gross."

On the surveys returned, three indicated they were Residents, two indicated they were Property Owners and a third indicated they were a Renter. One indicated they were a Customer/Client.

Meeting Adjourned