



For additional information or to download a complete version of the Downtown Parking Strategy Draft, visit olympiawa.gov/parkingstrategy for more information.

Strategy 1 *Tools to Manage the Parking Program and Enforcement and Improve Customer Convenience*

(1.1) Implement the NuPark Parking Management System and License Plate Reader (LPR) system to improve enforcement and ongoing data collection to support parking management and implement Pay-by-Phone system-wide as part of this project

Strategy 2 *Improve On-Street Parking*

- (2.1) Prioritize short-term parking in the Downtown core and adjust pricing if necessary in order to manage to the 85% rule to ensure the right spot for the right person.
- (2.2) Implement paid parking and enforcement on Saturdays between 9AM and 5 PM in the Downtown core.
- (2.3) Convert 9-hour meters in the Downtown to short-term visitor parking.
- (2.4) Collect data and monitor parking demand to analyze the impacts of 15 minutes of free parking and free holiday parking

Strategy 3 *Reinvigorate Off-Street Parking*

- (3.1) Develop a signage/wayfinding plan by character area to better identify off-street parking facilities.
- (3.2) Design/manage a voluntary City-led shared parking program.
- (3.3) Conduct a feasibility study to determine whether to consolidate parking resources in a City-owned parking garage(s).
- (3.4) Consider the use of service agreements and partnerships with private developers for the use of city-owned land (existing surface parking lots).
- (3.5) Reevaluate parking requirements for new non-residential development.
- (3.6) Examine possible building or development code revisions to require or encourage EV charging infrastructure.
- (3.7) Look for opportunities to partner with EV charging providers and introduce fast chargers in the public setting.
- (3.8) Consider allowing parking validation through local businesses.

Strategy 4 *Improve Access to Downtown*

- (4.1) Improve pedestrian and bicycle connections to and from Downtown to reduce future parking demand.
- (4.2) Expand secure bike parking Downtown using a systematic, data-driven approach.
- (4.3) Encourage carsharing in public and private parking facilities.



Strategy 4 *Improve Access to Downtown Cont...*

- (4.4) Collaborate with local and regional transit agencies to improve service to and from Downtown.
- (4.5) Implement street and public space improvements from the Downtown Strategy to improve pedestrian comfort, mobility, and compliance with the Americans with Disabilities Act (ADA) focusing on the Downtown Core.
- (4.6) For Downtown street projects, explore alternatives that provide angled parking.
- (4.7) Implement a program that will give free bus passes to low to moderate income

Strategy 5 *Residential and Employee Parking*

- (5.1) Convert current residential and employee on-street permits to temporary access permits with a monthly fee.
- (5.2) Provide residential and employee off-street parking options through the shared parking program in order to provide predictability.
- (5.3) Implement a downtown employee parking education program
- (5.4) Increase the price of on-street residential and 9-hour meter permits to incentivize the use of off-street parking options.
- (5.5) Establish parking user priorities based on the ground floor land use along the street frontage for on-street parking.
- (5.6) Review the boundaries, time limits, and enforcement of the residential parking zones in the SE Neighborhood Character Area.

Strategy 6 *Arts, Culture and Entertainment Uses*

- (6.1) Develop shared use parking agreements to support major entertainment and culture events focused in the Downtown core including disabled parking stalls.

Strategy 7 *Improve Disabled Parking Management*

- (7.1) Work with other departments on achieving Downtown Strategy goals around safety, lighting, and cleanliness in Downtown Olympia to ensure that the parking system is clean and safe.
- (7.2) Confirm that all City-owned off-street facilities are compliant with ADA parking requirements.
- (7.3) Restrict disabled parking to the 4-hour limit allowed by statelaw for on-street parking.
- (7.4) Review the number and locations of on-street disabled stalls and ensure high demand areas, such as the core, have sufficient disabled parking stalls.
- (7.5) Work with State representative to implement reforms that would result in reduced handicap placard misuse.