

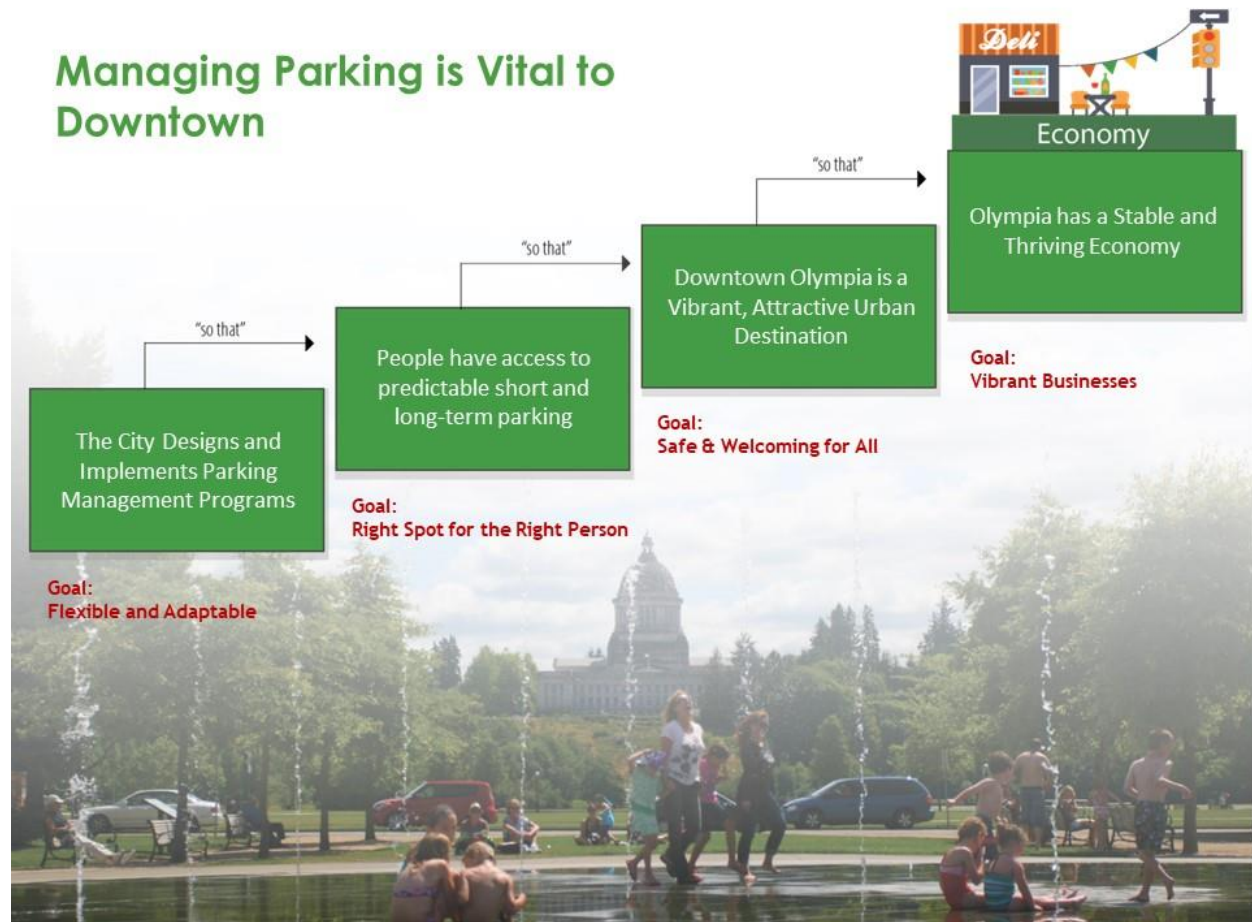
Executive Summary

Olympia Downtown Parking Strategy

Project Overview

Downtown Olympia is growing. Historically Downtown has not been a major residential area, yet in recent years new residential and mixed-use projects are bringing new energy and activity and changing the nature of Downtown including around parking. Currently approximately 50% of the ground floor land use in Downtown is surface parking, which the City desires to see redeveloped into more active uses as part of its Downtown Strategy. To support the City's goals for Downtown parking will be consolidated overtime from primarily surface parking lots to parking garages with more active streets and public spaces. The Downtown Parking Strategy provides a framework to support the City's Downtown Strategy focused on a vibrant, livable, and thriving area (See Figure 1).

Figure 1: Downtown Parking Strategy Diagram



Guiding Principles

The guiding principles for the Downtown Parking Strategy are intended to inform and guide short- and long-term decision-making for the Downtown parking system and support other goals for Downtown and desired outcomes. The guiding principles address questions such as the role of the City in providing and managing parking downtown, the role of the private sector, desired outcomes such as supporting local businesses, active and lively streets, and new housing. The guiding principles also address key management issues such as whether the system pays for itself. The guiding principles will allow the City to adapt to changing conditions over time and achieve long-term success in providing and managing parking in the Downtown.

The City of Olympia’s Downtown parking system:

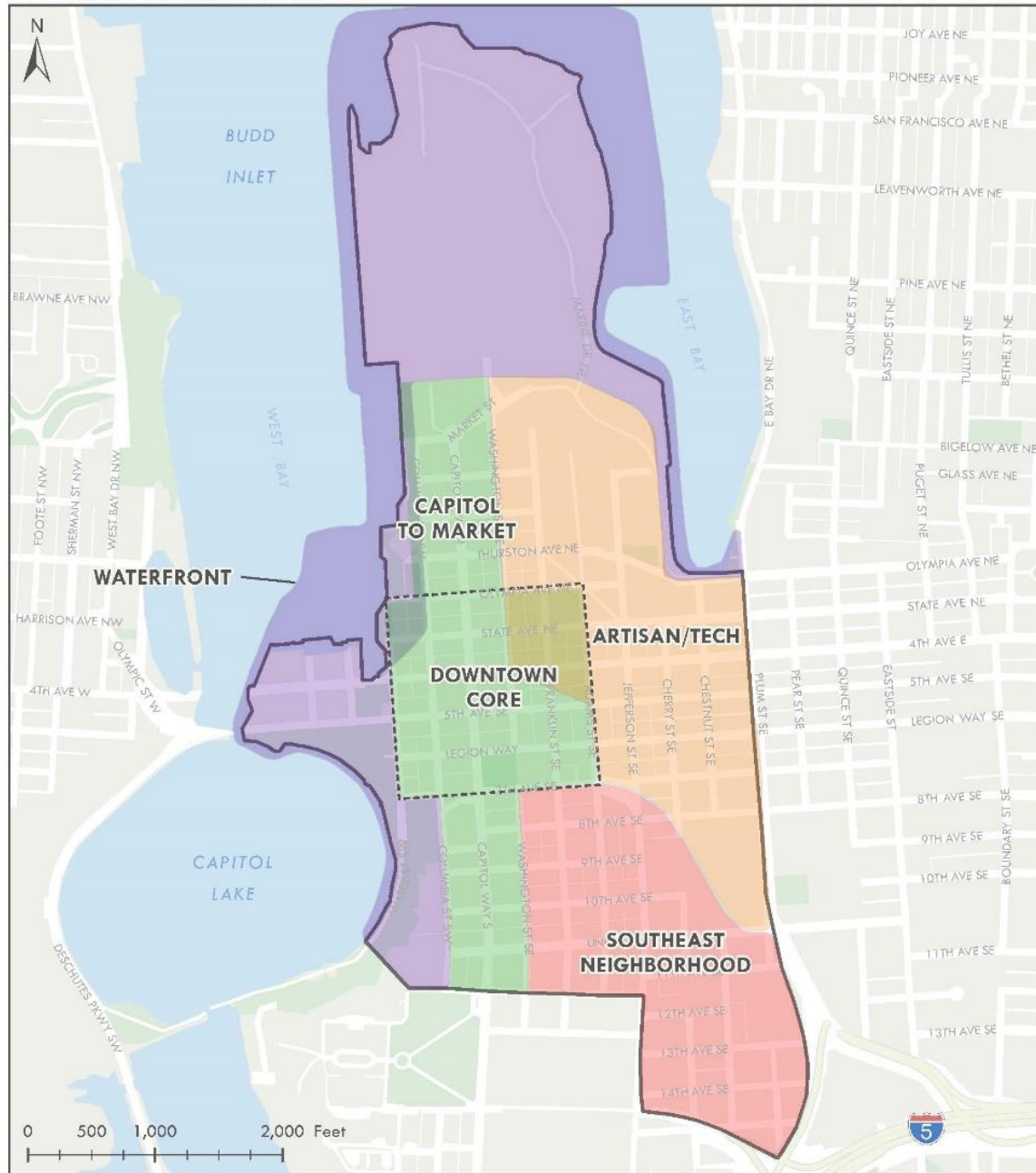
1. Supports a Vibrant and Attractive Downtown.
2. Recognizes the value of on-Street parking to Support Retail Uses in the Downtown Core.
3. Is Convenient and Intuitive for short and long-term users.
4. Compliments people’s choices to walk, bike, share a ride, or take the bus Downtown.
5. Encourages the Efficient Use of Parking to implement land use goals.

6. Is Financially Sound.
7. Is Flexible, Adaptable, and Innovative to meet changing needs and demands.

Study Area + Character Areas

The project study area and character areas from the Downtown Strategy are shown below in Figure 2. Parking data was collected for on and off-street facilities within the study area and data was further analyzed by character area. Parking strategies include overall strategies for the Downtown and strategies tailored to specific character areas.

Figure 2: Project Study Area + Downtown Character Areas



- LEGEND**
- Downtown Boundary
 - Downtown Core
 - Artisan/Tech
 - Capital to Market
 - Southeast Neighborhood
 - Waterfront

CITY OF OLYMPIA
Map Date: June 2017



BERK, 2017; City of Olympia, 2017

What We Heard

The City provided several opportunities for public input during the development of the Downtown Parking Strategy including an advisory committee, an online survey, stakeholder interviews, and a public open house.

Advisory Committee

The advisory committee included representatives from key stakeholder groups in Downtown. The advisory committee met four times to review project deliverables and provide input and guidance on the Strategy. The following is a list of advisory committee members:

- Jill Barnes, Washington Center for the Performing Arts
- Todd Cutts, Olympia Downtown Association
- Bobbi Kerr, Parking and Business Improvement Area
- Tim Kenney, Downtown Neighborhood Assn.
- Phil Rollins, Archibald Sisters
- Jeff Trinin, Always Safe & Lock
- George Carter, WA Department of Enterprise Services
- Rebecca Brown, Bicycle, Pedestrian Advisory Committee

Online Survey

The City of Olympia conducted an online survey on parking in Downtown Olympia between January 24th through March 6th of 2017. A total of 2,623 responses were received.

The following summary provides question-by-question results to the survey, an analysis of the four open-ended questions, and takeaways from the overall results. A detailed summary of the survey results is available in Appendix B.

Survey Takeaways

The following are the major findings from the survey results:

- A desire for more signage and marketing around off-street lots was a common comment – many respondents aren't aware of the off-street facilities that are available, and when they're available.
- Walkability and feelings of safety may increase willingness to park further from destination.
- Pedestrian, bicycle, and transit investments are important to many respondents and they feel that addressing these priorities will create a greater desire to be downtown, offer alternatives to parking, and create a more inviting environment for those parking further from their destination.
- Many of the survey respondents would like to see a centrally-located garage in Olympia. Some respondents recognize the cost associated while others would like to see the garage and other lots in Downtown be provided for free. Many of those who would like a garage also specified that safety and security at the facility would be essential to the success of a Downtown parking garage.

- Seventy-three percent of respondents typically find parking within an acceptable distance, only 10.6% of respondents find they are forced to park an unacceptable distance from their destination.
- Many respondents identified the DASH shuttle as a great resource, and some specified a desire for expanded services.
- Some commenters felt positively about the way the parking system is now, appreciate that prices are responsible, and feel that parking is available when they need it at a reasonable distance from their destination.
- Respondents stated they would like to see more shared parking with private businesses during closed business hours.
- Free and less expensive parking is desired by many respondents.

Stakeholder Interviews

As part of the Olympia Parking Strategy, BERK Consulting interviewed key stakeholders about their experiences and perceptions about parking Downtown, strategies to improve parking, and how parking can support the City’s vision for Downtown. A total of 12 stakeholders were interviewed. They represented the business and non-profit communities that operate Downtown.

The stakeholders expressed consistent viewpoints for the potential of Downtown Olympia to grow and the need to pro-actively address parking in Downtown. Stakeholders also see a larger connection between the quality of Downtown Olympia and parking issues that occur. There is an interest in investing in Downtown to improve streetscapes and the parking/walking experience. Stakeholders also expressed an interest in more appealing through safety measures and cleanliness efforts. The following are the major themes from the interviews:

Vision for Downtown

Stakeholders see Olympia as a changing community, going from a City with a small-town feel to a City with an urban feel. As the City grows, there will be opportunities for development to support the overall experience of living in or visiting Downtown.

“Downtown is the heart of the community, and should be encouraging and welcoming to the entire population.”

Downtown Safety

Public safety and cleanliness was a concern for Downtown among those interviewed. Stakeholders expressed an interest in not letting the potential for growth take a focus away from providing for a safe and attractive Downtown, while also helping to provide services to those in need.

“We need to deal with homelessness and mental health problems. We can’t leave people behind or ignore problems in our community. I wouldn’t keep my own business if I didn’t know we could face these problems and solve them. We need to work diligently to make Olympia even more

Parking Challenges Downtown

Parking Logistics

Events and the legislature, while they're in session, cause the largest parking problems, as well as some busy weekends.

Downtown Olympia deals with many modes of travel for different purposes throughout the day, and there seems to be no organization to deal with parking. This leads to times where it seems like there is a lack of parking and others when there is an abundance of parking.

Public Perceptions of Parking

Many stakeholders think that there is enough parking in the area, but it's not coordinated enough or people's perceptions are not realistic concerning parking. Stakeholders mainly agree that a short walk to their business is good for customers, but that the experience could be made more pleasant in some ways.

Improvements Over Time

Stakeholders interviewed felt the pace of change to solve identified parking issues has been slow, but also feel a commitment to continue helping the City and community make progress. Ideas for parking improvement and the overall experience of visiting Downtown were connected by stakeholders.

"The City should help coordinate parking for businesses and events, help co-locate places with compatible parking schedules. Everybody is going to the same places at the same time, that could be better

"There's a perception of a lack of parking more than a real lack of parking. People expect to go to the store they want and park right in front of it, but usually if you drive a block away you find a spot. When I go to the mall or Wal-Mart, I always have to walk from the back of the parking lot. I never get a spot right in front of the one store I need to go to. Get the word out that there is parking, and that a short walk is okay."

"We probably will never find a permanent solution to parking, but we can work on it all the time, and celebrate and acknowledge our successes."

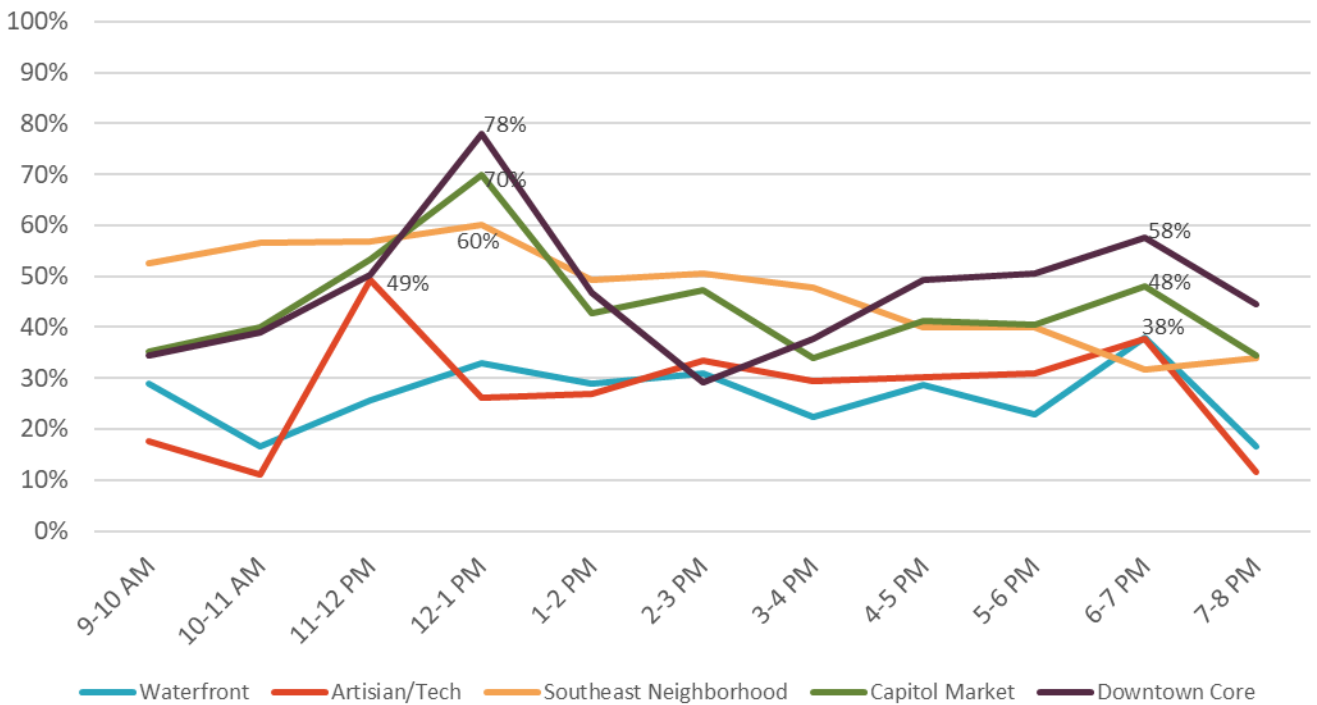
Data Collection

To better understand current conditions and how parking is currently being used data was collected for both the on and off-street on Tuesday March 7, 2017 between 9am and 7pm. Data was also collected on Saturday May 6, 2017 for a smaller sample of on and off-street facilities. More detail is provided below on data collection efforts.

Findings

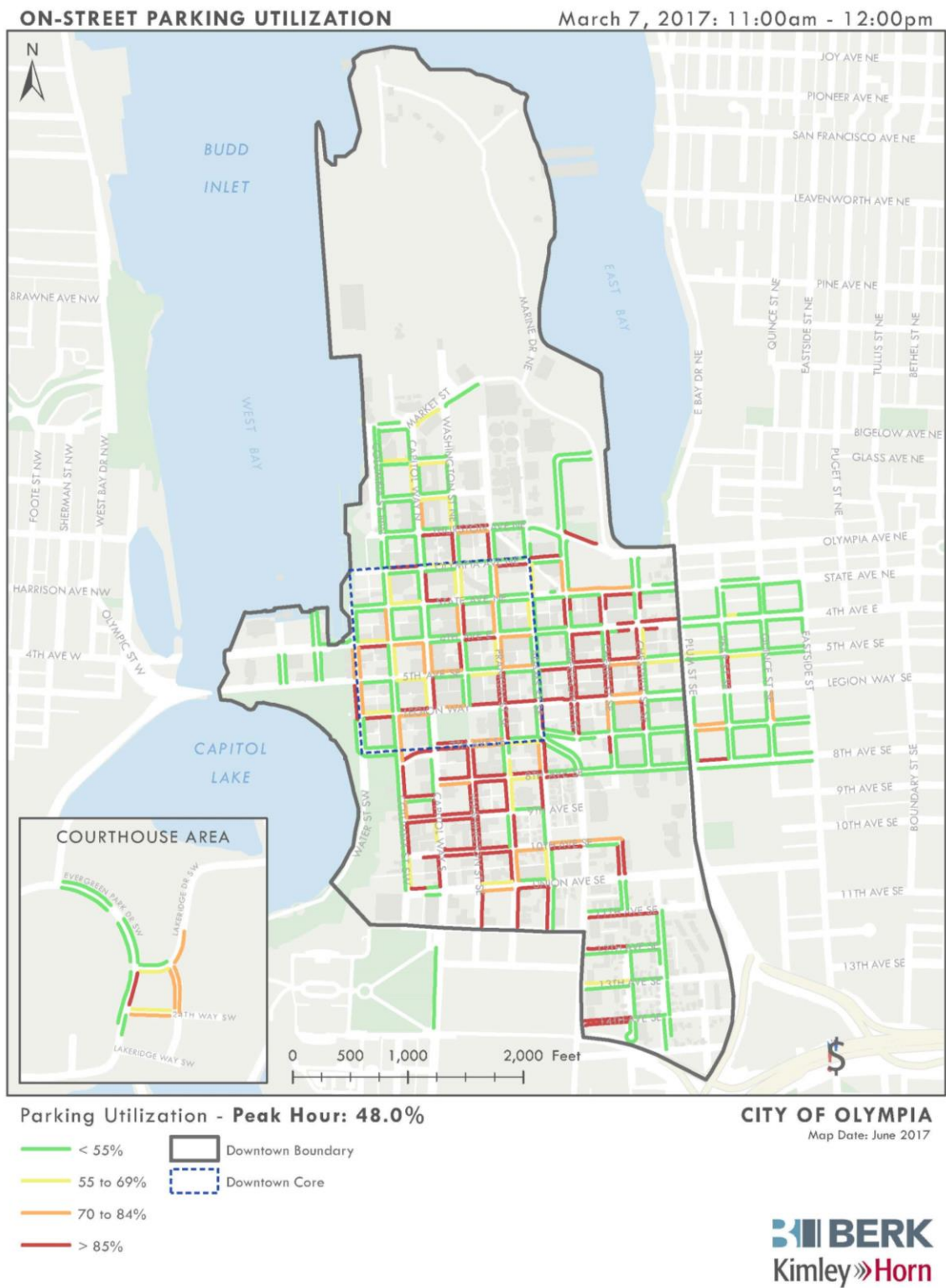
- The Downtown Core District had the highest on-street peak occupancy during the weekday data collection period. The peak occupancy in the Downtown core was 78% during the middle of the day on Tuesday March 7, 2017. The Capitol to Market District had the next highest occupancy at 70%. Many blocks had occupancies above 85% during peak times.

Figure 3. Hourly On-Street Occupancy, by Character Area



BERK, 2017; Kimley-Horn, 2017

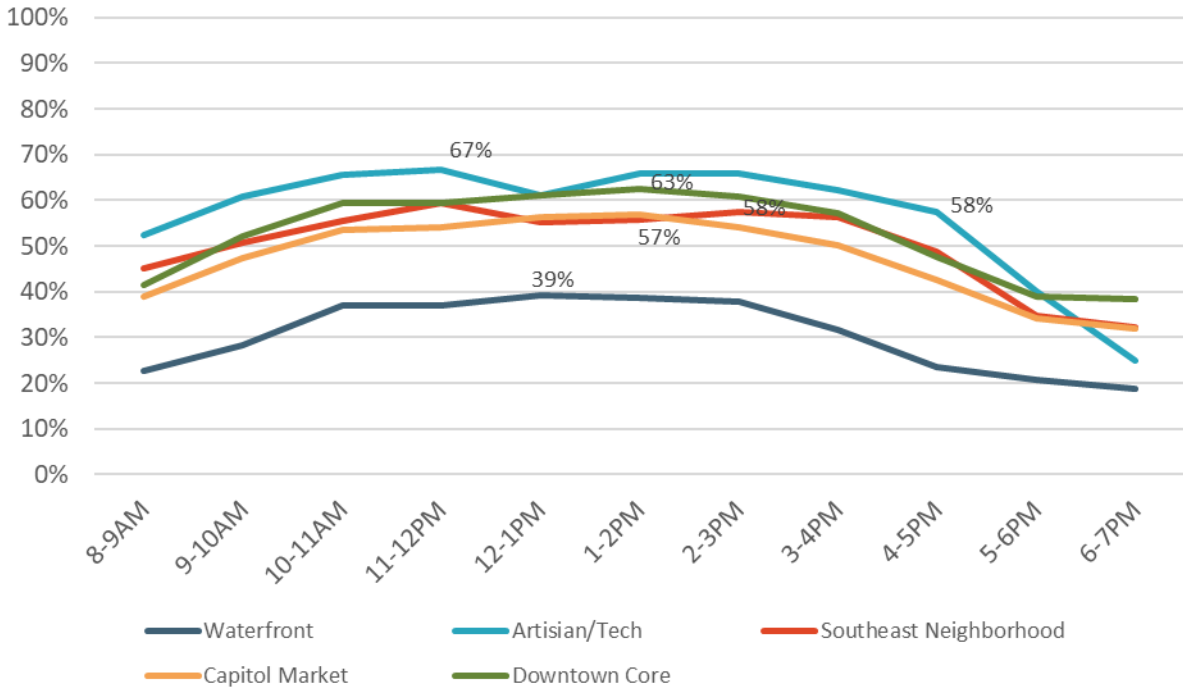
Figure 4: On-Street Peak Occupancy



BERK, 2017; Kimley-Horn, 2017

- The Artisan/Tech District had the highest off-street occupancy during the weekday data collection period. The highest off-street peak occupancy within the Downtown character areas was observed in the Artisan/tech District at 67% followed by the Downtown core at 63%.

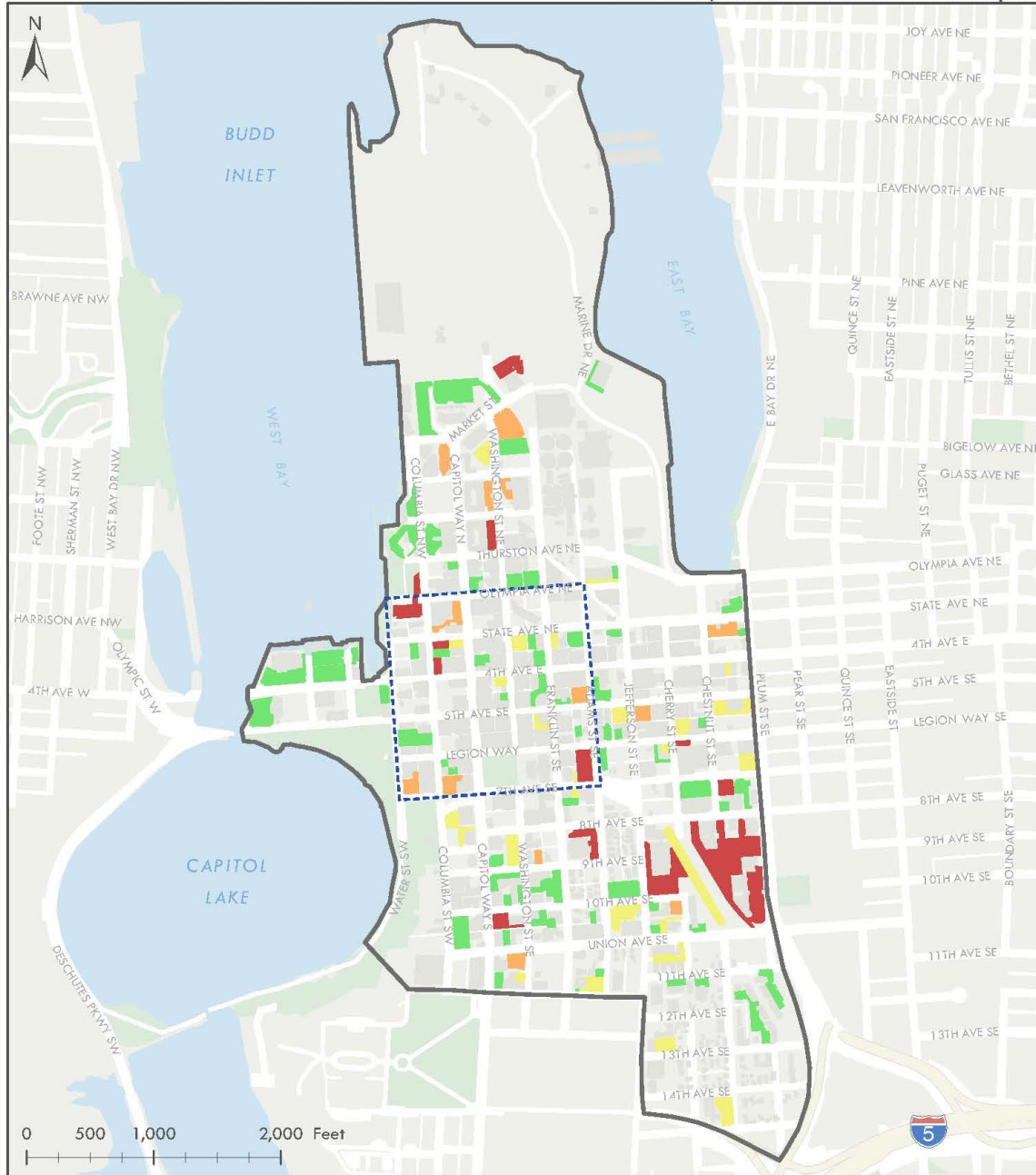
Figure 5: Downtown Study Area Hourly Off-Street Occupancy, by Character Area



BERK, 2017; Rick Williams Consulting, 2017

Figure 6: Downtown Study Area Peak Occupancy

OFF-STREET PARKING UTILIZATION March 7, 2017: 11:00am - 12:00pm



Parking Utilization - Peak Hour: **58.3%**

- < 55%
 - 55% to 69%
 - 70% to 84%
 - > 85%
- Downtown Boundary
 Downtown Core

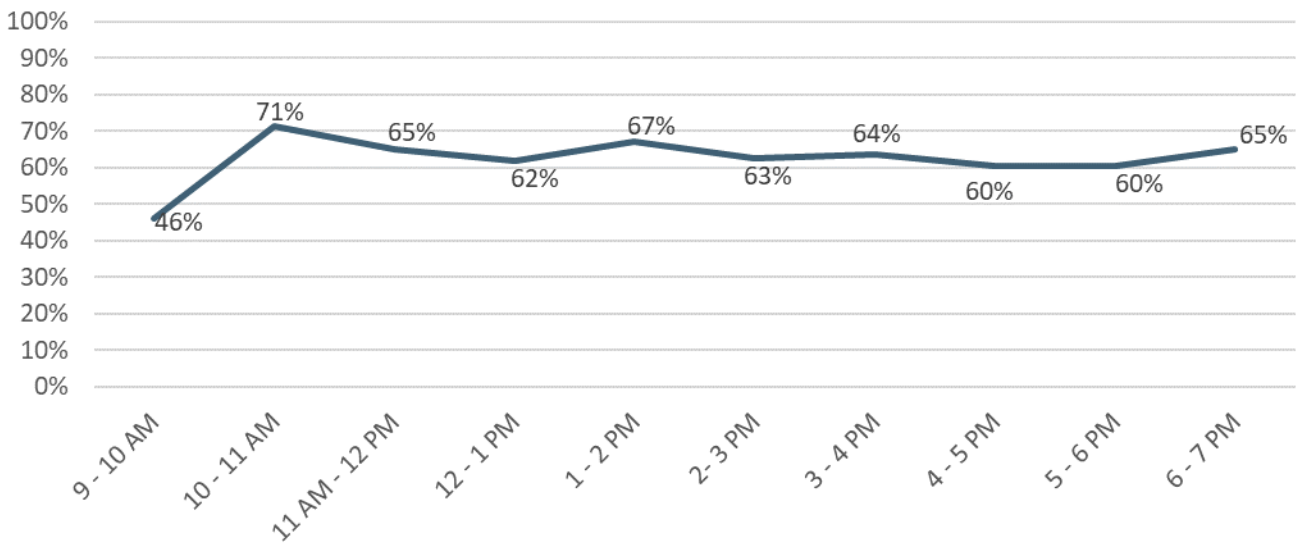
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BERK, 2017; Rick Williams Consulting, 2017

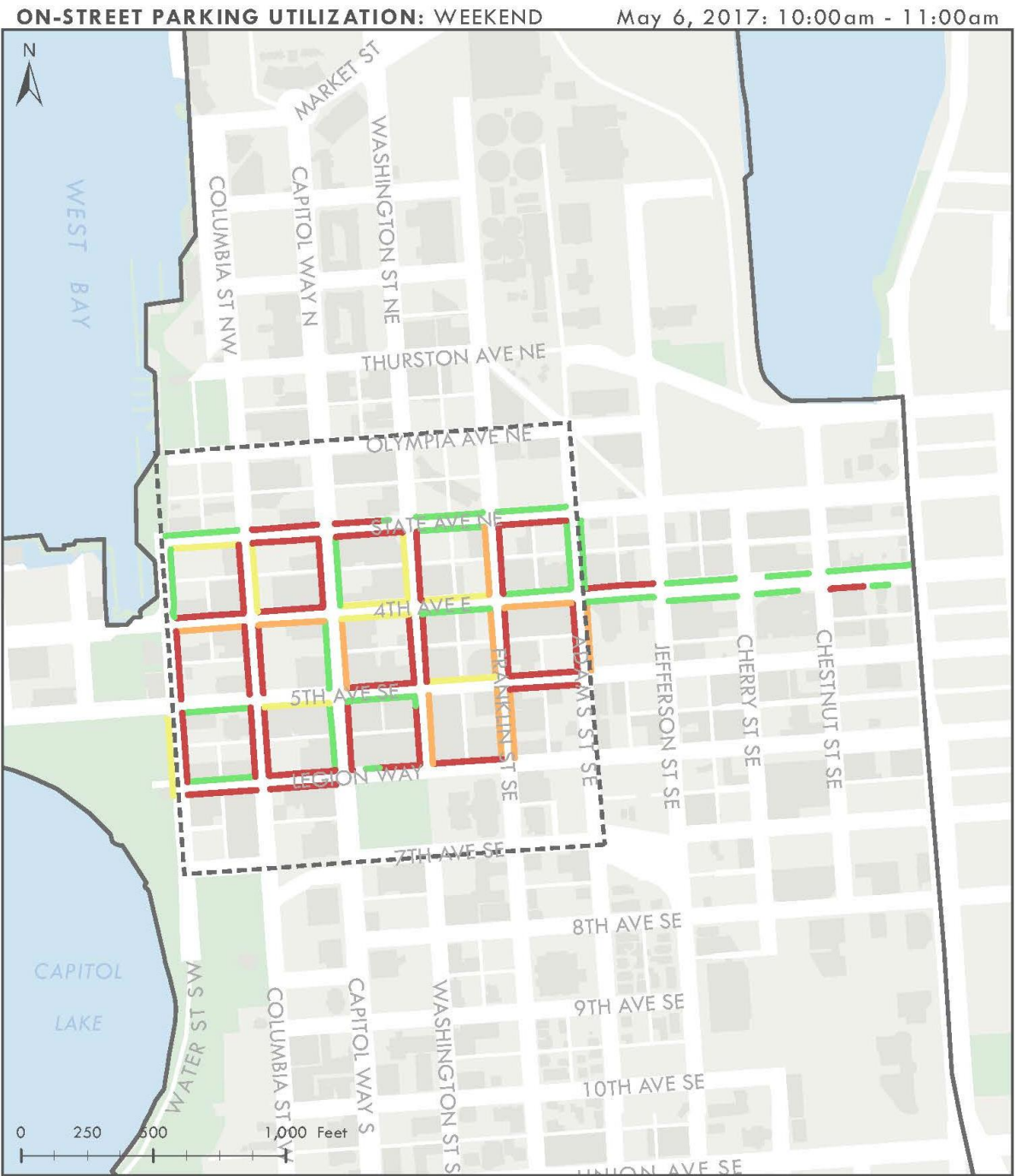
- Off-street facilities are underutilized. The peak occupancy for off-street facilities in the Downtown was approximately 53% during the weekday count and 31% for the weekend counts at selected facilities. At peak occupancy during the weekday count, there were 2,218 parking stalls available within the lots that were surveyed.
- Weekend on-street occupancy is consistent throughout the day. The weekend on-street counts in the Downtown core showed relatively consistent occupancy throughout the day indicating low vehicle turnover and is likely due parking being free and not time restricted.

Figure 7: On-Street Hourly Weekend Occupancy



BERK, 2017; Kimley-Horn, 2017

Figure 8. On-Street Peak Weekend Occupancy



Parking Utilization - **Peak Hour: 71.1%**

- < 55%
- 55 to 69%
- 70 to 84%
- > 85%
- Downtown Boundary
- Downtown Core

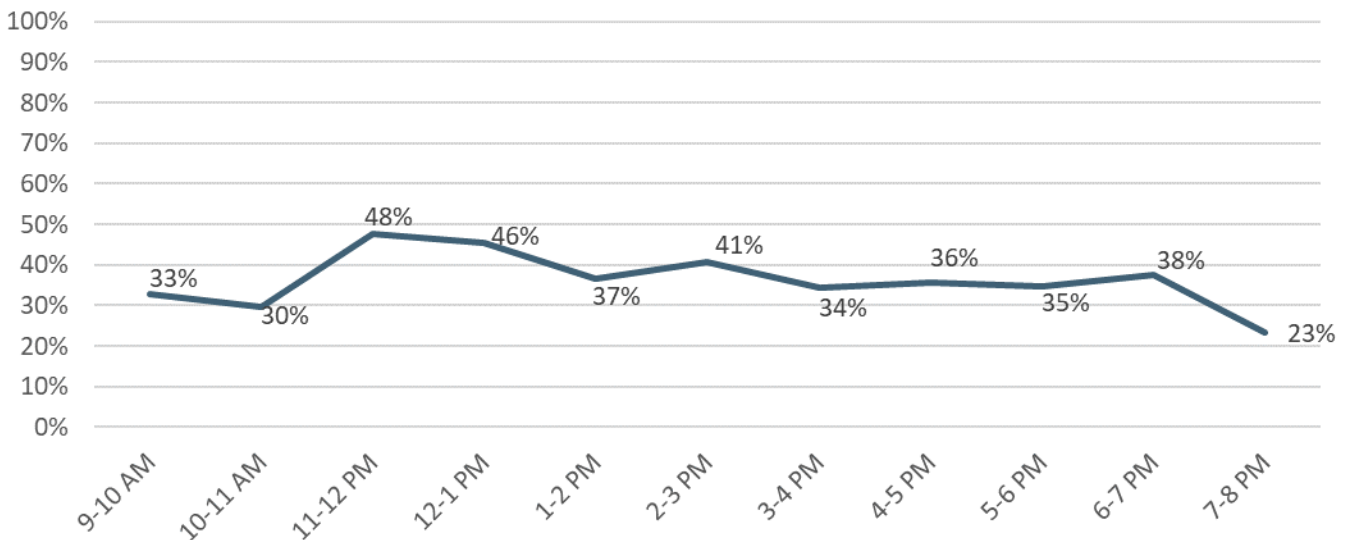
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BERK, 2017; Kimley-Horn, 2017

- Peak occupancy for on and off-street facilities is in the middle of the day for the weekday data collection period. Both on and off-street facilities had peak occupancy during the middle of the day, which is typical of a Downtown due to increased demand during the lunch hour for Downtown restaurants and services.

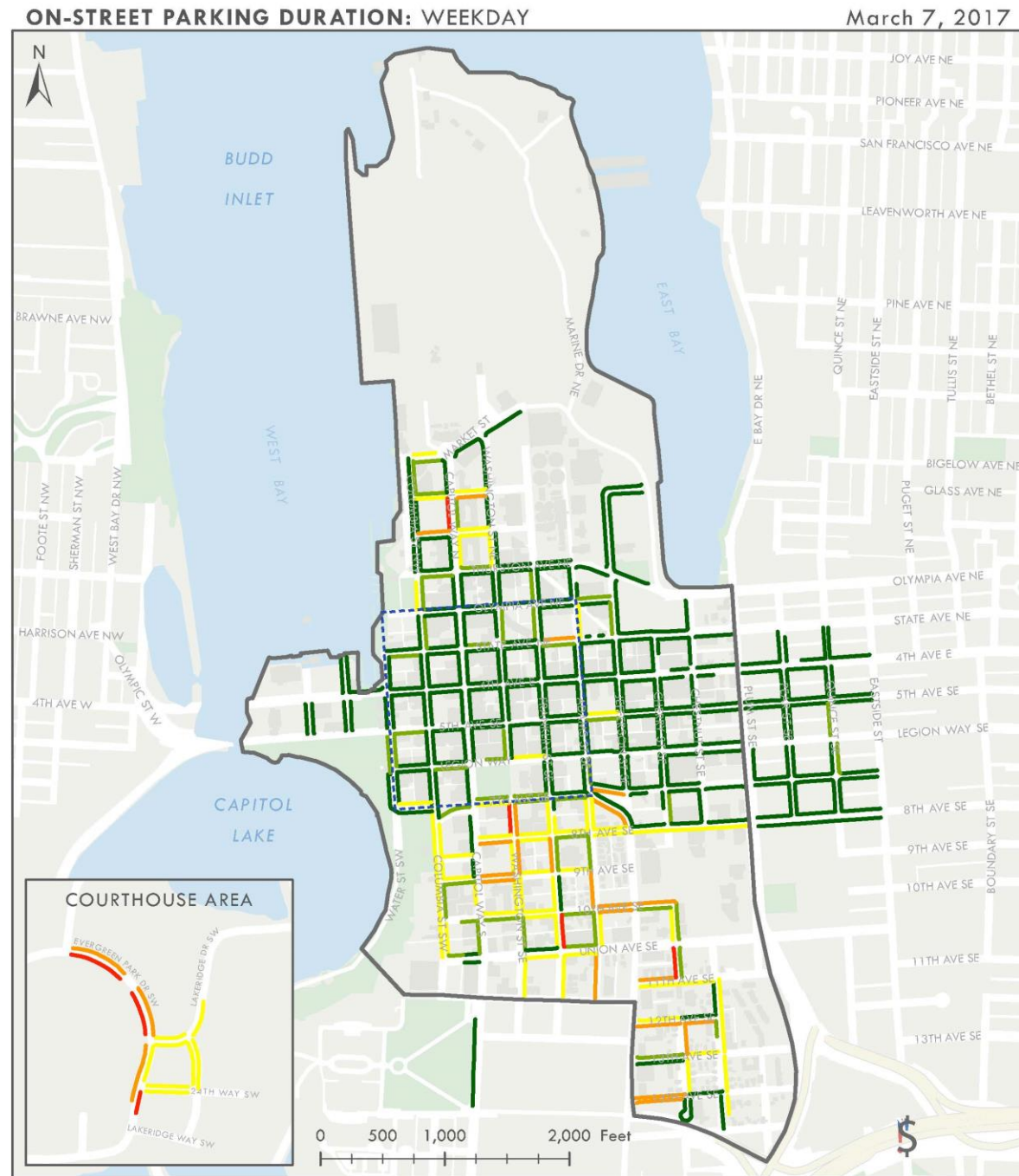
Figure 9. Downtown Study Area Hourly On-Street Occupancy



BERK, 2017; Kimley-Horn, 2017

- Each occupied on-street parking stall turned over an average of 4.5 times during the weekday collection period in the Downtown study area. The average vehicle turnover per occupied parking stall was 4.5 during the weekday parking data collection. This indicates that each occupied stall, on average, is being occupied by 4.5 different vehicles per day during the collection period. Higher turnover is good for local businesses as it brings in more potential customers to the Downtown. Average duration of stay was generally longer on the weekend for on-street parking included in both the weekday and weekend data collection.

Figure 10: On-Street Average Weekday Duration



Parking (Hours)

- 0 - 1
 - 1 - 2
 - 2 - 4
 - 4 - 6
 - 6+
- Downtown Boundary
 - Downtown Core

CITY OF OLYMPIA
Map Date: July 2017



BERK, 2017; Kimley-Horn, 2017

Strategies + Implementation

The City of Olympia is taking a comprehensive approach to parking as part of the City’s Downtown Strategy. Addressing parking challenges is particularly important to Olympia as more mixed-use development comes into Downtown, changing the landscape for parking supply and demand. This study has helped the City understand current parking conditions, obtain public input, work with key community stakeholders, and develop parking policy and management strategies that support community goals for economic development, housing, and transportation.

This document provides a summary of select strategies available to address the parking issues identified during the study. Each strategy will have system-wide impacts and the effects of implementation should be considered comprehensively.

The proposed parking strategies for Downtown Olympia include short (1 year), mid (2-3 years), and long-term (3+ years) strategies to manage parking. Strategies identified as Phase I are the highest priority for implementation. The strategies were developed to address the challenges identified in the data collection findings and to promote best management practices.

Figure 11. Parking Strategies

Strategy	Action	Purpose	Timeline	Costs and Revenues
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.	Improve enforcement accuracy and regularly collect parking data in the Downtown to better evaluate the parking system. Increase staff efficiency. Offer online services to customers for permit renewals and citation appeals. Pay-by-phone will give customers a coin-less option for paying for parking at metered spaces and will allow the City to offer short-term daily or hourly parking at select City-owned parking lots.	Short-term – Phase I	<ul style="list-style-type: none"> ■ Cost: Purchase enterprise software solution and LPR (equipment already purchased). Ongoing software and maintenance costs of approximately \$60,000 per year. ■ Cost: Staff time associated with implementing the software and learning to use the new equipment. ■ Revenue: Additional revenue expected from more efficient enforcement and the ability to implement demand-based pricing because of better data.

Strategy	Action	Purpose	Timeline	Costs and Revenues
<p>2. Improve On-Street Parking</p>	<p>2.1: Consider price increases to encourage turnover where the data supports a change in price. 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. Monitor pricing of on and off-street facilities to ensure on-street facilities are priced based on higher demand.</p>	<p>Ensure parking turnover of short-term on-street parking to support local businesses.</p>	<p>Short-term</p>	<ul style="list-style-type: none"> ■ Cost: Staff time costs of continued and increased management and enforcement. ■ Revenue: Increased revenues from price increases.
	<p>2.2: Implement paid parking and enforcement on Saturdays between 9AM and 5 PM in the Downtown core.</p>	<p>Ensure parking turnover of short-term, on-street parking on Saturdays to support local businesses and increase the use of off-street parking for longer-term parking users and employees.</p>	<p>Mid-term</p>	<ul style="list-style-type: none"> ■ Cost: Costs of hiring an additional enforcement officer and costs to have enforcement on Saturdays. No additional equipment costs associated with implementing paid parking on Saturday. Salary and benefit costs for additional enforcement officer is estimated at \$70,000. ■ Revenue: Increased revenues from paid parking and enforcement on Saturdays.
	<p>2.3: Convert 9-hour meters in the Downtown core (as shown in the data collection summary) to short-term visitor parking. There are currently 61 9-hour meters in the core.</p>	<p>Expand short-term parking in the Downtown core to increase access to local businesses through creating more turnover.</p>	<p>Short-term - Phase I</p>	<ul style="list-style-type: none"> ■ Cost: Minimal costs to the City. To change existing meters from long-term to short-term parking restrictions and upgrade to coin meters and/or a phone payment system.

Strategy	Action	Purpose	Timeline	Costs and Revenues
	<p>2.4: Collect data and monitor parking demand to analyze the impacts of 15 minutes of free parking, when time limits and enforcement are in effect, free holiday parking</p>	<p>To ensure that parking management efforts are meeting the objectives of the Downtown Parking Strategy to improve parking demand management, sustain parking revenues to support Downtown, and allocate management resources to times of higher parking demand.</p>	<p>Short to Mid-Term</p>	<ul style="list-style-type: none"> ■ Costs: Staff costs to update the Municipal Code and updating parking signage. ■ Revenues: Increased revenues from eliminating 15 minutes of free parking and free holiday parking and decreased revenue from beginning paid parking an hour later at 9am.
<p>3. Reinvigorate Off-Street Parking</p>	<p>3.1: Develop a signage and wayfinding plan by character area to better identify off-street parking facilities, including City-owned facilities in the Downtown Core.</p> <p>The plan should be integrated with a wayfinding and public art program for Downtown.</p> <p>3.2: Design and manage a voluntary City-led shared parking program that has common branding, signage, and accessible information on available short and long-term parking. Pursue partnerships with community organizations such as the Olympia Downtown Association.</p>	<p>Improve the user experience and better identify where parking is available, particularly off-street.</p> <p>Off-street parking facilities are underutilized and a shared parking program would increase the efficiency of existing off-street parking.</p>	<p>Mid-term</p> <p>Short-term – Phase I: Pilot Program around the WA Center area</p>	<ul style="list-style-type: none"> ■ Cost: Costs associated with design and deployment of a coordinated wayfinding and signage. ■ Cost: Staff costs of planning and coordinating with Parks, Arts & Recreation. ■ Cost: Staff time associated with coordinating and managing the program. ■ Cost: Staff time and additional costs associated with incentivizing participation in the shared parking program. Duties may be combined with parking supervisor position initially. ■ Cost: Maintenance costs for private facilities may be included in the program management and funded by new parking revenues.

Strategy	Action	Purpose	Timeline	Costs and Revenues
3.3: Conduct a feasibility study to determine whether to consolidate parking resources in a City-owned parking garage(s). Pursue partnerships with the private sector to fund new parking garages for public and private parking.	The City owns existing surface parking lots that could be leveraged to support a public parking garage and reduce surface parking over-time.	Mid- to long-term	<ul style="list-style-type: none"> ■ Cost: Staff time associated with coordinating the financing and development of a garage. ■ Cost: Design, permitting, and construction of a facility(ies) plus ongoing operations and maintenance costs. 	
3.4: Consider the use of service agreements and partnerships with private developers for the use of city-owned land (existing surface parking lots). The City provides land at no cost in exchange for constructing public parking in a private development.	The City can leverage the value of the land it owns to consolidate parking in parking garages in partnership with the private sector, which would also support the redevelopment of surface parking lots throughout Downtown.	Mid-term	<ul style="list-style-type: none"> ■ Cost: Staff time associated with coordinating partnerships and the value of City-owned land. 	
3.5: Reevaluate parking requirements for new non-residential development to ensure the standards are appropriate for a Downtown.	Requiring more parking than is necessary increases the costs of new development. Parking requirements should be right-sized.	Mid-term	<ul style="list-style-type: none"> ■ Costs: Staff time to update the Unified Development Code. 	
3.6: Examine possible building or development code revisions to require or encourage EV charging infrastructure.	Plan for the future increased use of electric vehicles to help achieve the the City's green house gas emission goals.	Mid-term	<ul style="list-style-type: none"> ■ Costs: Staff time to update the City's Unified Development Code. 	
3.7: Look for opportunities to partner with EV charging providers and introduce fast chargers in the public setting, including at on-street parking stalls for short-term/visitor use.	Plan for the future increased use of electric vehicles to help achieve the the City's green house gas emission goals.	Mid-term	<ul style="list-style-type: none"> ■ Cost: Staff time to coordinate partnerships. Installation costs will be privately funded. 	

Strategy	Action	Purpose	Timeline	Costs and Revenues
	3.8: Consider allowing parking validation through local businesses.	Incentivize customers to come shop Downtown while managing the parking system.	Mid-term	<ul style="list-style-type: none"> ■ Cost: May be funded by the Downtown Merchants or Downtown Olympia Association. Requires the City to have a system for enforcement officers to verify validation at public facilities.
4. Improve Access to Downtown	4.1: Improve pedestrian and bicycle connections to and from Downtown to reduce future parking demand.	Improving access to Downtown through biking and walking reduces parking demand and traffic in Downtown and supports a vibrant and healthy Downtown.	Long-term	<ul style="list-style-type: none"> ■ Cost: Staff time associated with planning safe connections. ■ Cost: Capital costs associated with investing in new infrastructure for pedestrian and bicycle connections. ■ Cost: Acquisition costs associated with purchasing land for building connections and trails.
	4.2: Expand secure bike parking Downtown using a systematic, data-driven approach. Evaluate the need for more secure parking and the locations where there is high demand.	Provide a more reliable and safe option for bicycle storage to support the use of alternative modes of transportation.	Mid-term	<ul style="list-style-type: none"> ■ Cost: Consultant or staff costs associated with collecting data on the inventory and location of bike parking in Downtown. ■ Cost: Cost of purchase and installation of new bike lockers. ■ Revenue: New revenues associated with bicycle lockers, replacing the revenues from vehicle stalls that would be converted.

Strategy	Action	Purpose	Timeline	Costs and Revenues
	4.3: Encourage carsharing in public and private parking facilities.	To reduce demand for parking the City should support carsharing vehicles in Downtown.	Mid-term	<ul style="list-style-type: none"> Cost: Staff time to update the Municipal Code to allow carsharing vehicles to park on-street, and to allow the provision of carsharing in lieu of providing on-site parking in new developments.
	4.4: Collaborate with local and regional transit agencies to improve service to and from Downtown.	Transit access reduces parking demand and traffic Downtown and increases pedestrian activity in support of the goals of the Downtown Strategy.	Mid to Long-term	<ul style="list-style-type: none"> Cost: Minimal staff costs associated with coordinating with local and regional transit agencies.
	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.	The street improvements in the Downtown Strategy will enhance the experience for pedestrians walking from their parking location to their destination.	Mid to Long-term	<ul style="list-style-type: none"> Cost: Capital costs to the City associated with investments in street infrastructure. Revenue: Removal of on-street parking will reduce parking revenue.
	4.6: For Downtown street projects, explore alternatives that provide angled parking.	Increase the amount of on-street parking available in Downtown.	Ongoing	<ul style="list-style-type: none"> Cost: Minimal cost if part of an already planned project. May involving restriping of existing streets for minor projects.
	4.7: Implement a program that will give free bus passes to low to moderate income Downtown employees through a commute trip reduction (CTR) task force with members from the City, major employers, transit agencies, community organizations, and other interested stakeholders.	Free bus ridership options could encourage greater use of transit and less demand for long-term employee parking in Downtown.	Short-term – Phase I	<ul style="list-style-type: none"> Cost: Cost to the City or employers of subsidizing bus passes for free to Downtown employees. Cost of \$3,000 per month, or \$3,600 a year to provide around 100 free passes.

Strategy	Action	Purpose	Timeline	Costs and Revenues
<p>5. Residential and Employee Parking</p>	<p>5.1: Convert current residential and employee on-street permits to temporary access permits with a monthly fee.</p>	<p>As Downtown continues to develop the demand for short-term parking will increase and is necessary to support local businesses and a thriving Downtown. Longer-term employee and residential parking should be located off-street or in areas that do not require short-term parking.</p>	<p>Short-term</p>	<ul style="list-style-type: none"> Cost: Costs include staff time to administer the program with more frequent payment periods.
	<p>5.2: Provide residential and employee off-street parking options through the shared parking program in order to provide predictability.</p>	<p>Connecting residents and employees with shared parking options helps put the right user in the right spot.</p>	<p>Short-term</p>	<ul style="list-style-type: none"> Cost: Staff time to educate and manage the shared parking system.
	<p>5.3 Implement a downtown employee parking education program</p>	<p>Provide education and outreach to downtown businesses and employees about appropriate all-day parking options and the importance of leaving short-term parking open for customers.</p>	<p>Short-term – Phase I</p>	<ul style="list-style-type: none"> Cost: Staff time to develop educational program and cost for print and/or web materials
	<p>5.4: Increase the price of on-street residential and 9-hour meter permits to incentivize the use of off-street parking options. On-street permit costs should be consistent with the hourly and daily rates.</p>	<p>Since off-street parking is underutilized increasing the price of an on-street permit will incentivize the use of off-street parking and reduce demand for on-street parking by residents and employees.</p>	<p>Mid-term</p>	<ul style="list-style-type: none"> Cost: Staff time may be required to update City ordinances, which would likely be offset by increased revenue to manage the program.
	<p>5.5: Establish parking user priorities based on the ground floor land use along the street frontage for on-street parking. Retail and restaurant uses should have short-term parking while residential uses may have longer-term parking for residents.</p>	<p>To minimize parking conflicts and ensure that there is available parking to support ground floor businesses and to prioritize residential parking in areas with ground floor residential uses.</p>	<p>Short-term</p>	<ul style="list-style-type: none"> Cost: Minimal cost to the City. Cost: May require staff time and a change to the municipal code.

Strategy	Action	Purpose	Timeline	Costs and Revenues
	5.6: Review the boundaries, time limits, and enforcement of the residential parking zones in the SE Neighborhood Character Area to minimize parking impacts on residential streets from non-residential use.	The residential permit program in the SE Neighborhood is intended to limit non-residential parking use and prioritize parking for local residents.	Mid-term	<ul style="list-style-type: none"> ■ Cost: Staff time to review the boundaries, time limits, and enforcement policies and conduct neighborhood outreach. ■ Cost: Implementation costs may include staff time to update the Municipal Code and increased enforcement.
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.	Arts, culture, and entertainment uses have unique challenges such as very high demand for parking, but only for a brief period. Concerns around safety and security on Downtown streets also limits parking options that customers are willing to use.	Mid to long-term	<ul style="list-style-type: none"> ■ Cost: Staff costs associated with coordinating with event hosts and venues.
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.	Address the concerns of Downtown residents, employees, and visitors around their parking experience.	Short to mid-term	<ul style="list-style-type: none"> ■ Cost: Staff time associated with planning and coordinating actions around the Olympia Downtown Strategy. ■ Cost: Possible third-party planning firm to assist in development of an Action Plan.
	7.2: Confirm that all City-owned off-street facilities are compliant with ADA parking requirements. Consider extending the number of disabled parking stalls to the City-owned surface lots and make available for public parking.	Provide additional parking opportunities for those vehicles legally parking in disabled stalls.	Short-term	<ul style="list-style-type: none"> ■ Cost: Cost associated with painting, signage, and maintenance of new disabled stalls. ■ Revenue: Reduction in revenue from converting leased lot stalls to disabled parking stalls.
	7.3: Restrict disabled parking to the 4-hour limit allowed by statelaw for on-street parking.	Ensure that disabled parking stalls have turnover and are available throughout the day.	Short-term	<ul style="list-style-type: none"> ■ Cost: Staff time to implement the City ordinance.

Strategy	Action	Purpose	Timeline	Costs and Revenues
	<p>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. Routinely collect data on the occupancy, duration, and turnover of disabled parking stalls.</p>	<p>Maintain data on the supply and demand for disabled stalls, particularly in the core. Direct disabled users to appropriate stalls to minimize conflicts between those needing short-term versus long-term parking.</p>	<p>Ongoing</p>	<ul style="list-style-type: none"> Cost: Staff time associated with inventory, data collection efforts, and education.
	<p>7.5: Work with State representative to implement reforms that would result in reduced handicap placard misuse.</p>	<p>Ensure that the state laws aren't preventing local parking systems from functioning or adding a burden to the system.</p>	<p>Long-term</p>	<ul style="list-style-type: none"> Cost: Staff time associated with research on best practices and coordinating with State staff and representatives.

