

MEETING SUMMARY

CHINATOWN-INTERNATIONAL DISTRICT TRANSPORTATION COMMITTEE

MEETING NOTES

MAY 26, 2004

2:00 PM – 3:30 PM

PANAMA TEA HOUSE, 607 S MAIN

ATTENDEES

Tom Im, Interim Community Development Association

Tomio Moriguchi, Uwajimaya & Chair, IDBIA Board

Robert (Bob) Santos, Interim Community Development Association & CIDBIA Boardmember

Pauline Zeestraten, Executive Director, CIDBIA

John Dong, Seattle Monorail Project

Jane Finch, Employer Transportation Representative, KC Metro

Randy Wiger, Seattle Department of Transportation (SDOT)

Notes taken by Randy Wiger, SDOT

ACTION ITEMS

- SDOT staff (Randy) will contact IDHA to determine if they need assistance in moving forward on the inventory of area off-street lots for the development of a resident parking program.
- Metro staff (Jane) will have final details of the CTR incentive package ready by the June committee meeting.
- Metro staff (Jane) will determine if it possible to provide a PDF version of the “Commute Solutions” booklet.
- SDOT staff (Randy) will begin providing administrative support to the committee.

EMPLOYER COMMUTE TRIP REDUCTION UPDATE

Jane Finch is working with Patsy Caldwell of the Duwamish Transportation Management Association (TMA) to provide Commute Trip Reduction (CTR) programs to Duwamish, SODO, Chinatown-International District (C/ID), Pioneer Square, Georgetown and South Park. At the April 28 2004 meeting of the C/ID Transportation Committee, Jane and Patsy expressed an interest in working with the largest employers in the C/ID that were not already affected by Washington State’s CTR Law. The committee identified the following organizations:

1. Asian Counseling and Referral Service (ACRS)
2. International Community Health Services (ICHS)
3. Chinese Information Services Center (CISC)
4. Seattle Chinatown-International District Public Development Authority (SCIDPDA)
5. Uwajimaya and its tenant businesses

Jane and Patsy have identified incentives and the scope of their program to offer to both the employers above as well as the C/ID employers already involved in the CTR program (Vulcan and Watchguard). The incentives are:

- A \$50 subsidy per participating employee per month for three months
- A Flexpass with face value of \$1.25 (normally a \$54/month cost)
- And there will also be incentives that promote commuting by bus, train, carpool/vanpool, biking and walking.

Jane expects to have the final details ready by the June C/ID Transportation Committee meeting. Jane also distributed a "Commute Solutions" booklet. Attendees expressed interest in having the booklet available in PDF file format if possible.

Jane clarified that yes, the CTR incentives program could also be available to the commercial tenants of the Uwajimaya property.

IMMIGRATION AND NATURALIZATION SERVICES BUILDING

Pauline announced that once the Immigration and Naturalization Services (INS) is finished moving out of their building, which is expected to by September 2004, then 40 spaces will be available (the lot is expected to be redeveloped in 2007). This is according to Maria Cantwell. Mike Olsen will work with the property manager to attempt to locate parking for Transia shuttles at this lot for perhaps 1-½ years. The public pay lots near to the INS building are expected to have a decrease in use due to INS staff and customers no longer being in the area. The operators of those lots have expressed an interest in dialoguing with the community to determine possible changes in the pricing of fees for using the lots.

FUTURE STREET CAR EXTENSIONS

Bob indicated that a second phase of extending the Street Car system (after the South Lake Union line) would be a line through the C/ID to Little Saigon and the Pratt Art Center (on Jackson at 20th Avenue S), and said that Inter*Im could support that.

PARKING MATRIX REVIEW

Randy had made minor revisions to the C/ID Parking Matrix which his predecessor in SDOT's Making the Parking System Work program, Meghan Shepard, had created using the C/ID Resident and Employee Parking Needs Assessment Report. Randy had previously presented the Matrix for review at the April committee meeting, and was asking the workgroup to review the Matrix items and confirm the prioritization which the committee had indicated last Fall.

The committee discussed a number issues described in the Parking Matrix:

Tomio asked if the new pay station kiosks being deployed in Pioneer Square and the Downtown area would be able to use Smart Cards? Randy said yes, the pay station devices are capable of accepting Smart Cards, though the use of Smart Cards in the region will require exploration.

John asked how many parking spaces have been lost in the C/ID due to development? Pauline said that based on a Heffron Transportation Consulting Study done in 1994, there are about 600 on-street spaces and 1,800 off-street spaces. Of these about 90 on-street spaces have been lost due to the ID Village development, but these were replaced.

Pauline went on to say that in 1998 the possibility of forming a Local Improvement District (LID) as a way to fund a parking garage was considered, but did not prove feasible. It was not possible to identify a half block lot for redevelopment with the parking below and mixed-use above. Bob commented that a second level of parking under the highway at the Inter*Im building that could accommodate 200 cars has been planned for years, and also has Patty Murray's support.

Pauline said that the parking validation program only works well for the businesses that are close to the parking lots where the tokens are used.

A Restricted Parking Zone program (RPZ) had been considered, but when they last checked the on-street utilization did not meet the RPZ program criteria.

The C/ID has been interested in having 2-hour time limit restrictions on Sundays, but the City does not provide Sunday enforcement. The stadiums suggested using mitigation funds to pay for Sunday enforcement, but the BIA countered and said that the cost of Sunday enforcement is an operating expense the Stadiums should assume, and this is where the discussion of this idea has been left. There is also the issue that the Stadiums are not holding games every Sunday, but to be effective, Sunday enforcement should be consistent and operating every Sunday, not just on game days.

The Transportation Committee confirmed that lines 2 through 15 of the C/ID Parking Matrix all still merited the high priority ranking they currently have.

NEXT MEETING

The next meeting of the C/ID Transportation Committee is June 23 at 2:00 p.m. at the Panama Tea House. This will be the last meeting that Pauline will attend, as she is leaving her position with the BIA at the end of June. Randy has offered to provide administrative support to the Transportation Committee in Pauline's absence at least until the BIA hires a new Executive Director.

Meeting Adjourned

Background: King County Metro and the Duwamish TMA have received \$100,000 from a Washington State Department of Transportation CTR Grant award that will allow them to provide incentives for employers that otherwise would not be affected by the State's CTR law. Metro is also providing another \$60,000 in partnership with the Duwamish TMA for this project. Additionally, the City of Seattle has recently installed 80 meters near Kobe Terrace in response to the need for better turnover and increased short-term parking. SDOT is also partnering with

the C/ID Transportation Committee through the Making the Parking System Work program and the new Urban Centers Transportation Demand Management Grant (known as the “Ring Grant”) – see <http://www.seattle.gov/transportation/parking/neighborhoodparking.htm>.