

MEETING SUMMARY
CHINATOWN-INTERNATIONAL DISTRICT TRANSPORTATION COMMITTEE
MEETING NOTES
JULY 28, 2004
2:00 PM – 3:30 PM
PANAMA TEA HOUSE, 607 S MAIN

ATTENDEES

Tom Im, Interim Community Development
Association
Mike Olson, Transia & Merchants Parking
Tim Wang, Acting Executive Director,
CIDBIA

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 check if the pay stations will be subject to the Landmark Review Board and the neighborhood's Historic District regulations.
- SDOT staff (Randy) will check on how fraudulent pay station receipts will be prevented, especially in the cases of high parking demand generated by stadium events.
- SDOT staff (Randy) will check on the cost per pay station unit including installation.

EMPLOYER COMMUTE TRIP REDUCTION UPDATE

Jane has been working with the Duwamish TMA on utilizing a Commute Trip Reduction (CTR) grant to define incentives that will be offered. Once this stage is completed the incentive package can be begin being marketed to both affected and non-affected employers in the Chinatown-International District. Generally the incentives offered to each participant will be \$50 for each of 3 months, and be available for the all the following modes: rail, vanpool/carpool, bike, bus, and walking. They also plan to have incentives for people who refer other people in the program.

Jane distributed copies of the current "Commute Solutions" booklet. The new program will have its own brochure explaining the incentives and how to participate. The brochure will be ready soon and distribution in both paper and electronic (PDF) formats. It will be posted on the www.SODOTraffic.com site as well as on the Rideshare Online and a newly developing Duwamish TMA sites, among others. Much of the info in the "Commute Solutions" booklet is already online at Metro's website, though it is not packaged in one place under a "Commute Solutions" title or logo.

The committee discussed the need to translate the new brochure into language other than English and committee members said that employees of the five main non-affected employers identified for engagement do speak English.

Tim asked what methods would be used for outreach for the new CTR program in the Chinatown-International District. Jane indicated that she and Patsy will be doing the outreach an engagement, but their immediate focus is on finalizing the incentive package and brochure.

PAID PARKING: METERS

Randy reported that it is not currently possible to isolate meter revenues to a specific block, such as the newly installed meters on S Main near Kobe Terrace. The meter revenue collection areas are fairly large and the number of meters newly installed there are not likely to influence the overall totals for the revenue district they are in to the point where one could conclusively attribute changes in revenue amounts (one way or another) to these meters. This information was presented in response to a request at the last committee meeting as to what amount of revenues are the new meters generating and what could that reveal about their use.

Committee members expressed interest seeing increased revenues from local meters due to any possible expansion of meter hours (into the evening or Sundays) being dedicated to the local community. Randy responded that many communities have asked about the possibility of dedicating revenues from meters local to a particular community or neighborhood back to that community. It is unlikely as currently meter revenues go into the City's General Fund, and these funds go to many different departments for many different types of services the City provides.

The committee asked about the possibility of reducing the hourly rate of the newly installed meters by Kobe Terrace as a way of encouraging their use. Randy said this is unlikely to happen since the City recently raised the meter rates citywide to \$1.50 per hour.

PAID PARKING: PAY STATIONS

The committee expressed interest in when pay stations would replace meters in the Chinatown-International District, and whether the areas identified for paid parking in Phase 2 and 3 of the meter installation project would get pay stations or meters. Randy said that the Chinatown-International District is on the list of neighborhoods slated to get pay stations in the 2005/2006 installation cycle, and at this time no order of neighborhood has been established. The pay station staff have been fully occupied with the 2004 installation process and will develop a schedule for the 2005/2006 cycle later this year.

When pay stations are installed the Phase 2 and 3 areas will get pay stations rather than meters. When that time comes, the City will examine the Phase 2 and 3 areas carefully in terms of the case for installing paid parking because the City is not interested in installing pay stations on blocks where they will not be used. In this regard the community and the City share the same goals of improving the management of the neighborhood's parking supply.

The committee asked if the pay stations would be subject to the Landmark Review Board and the neighborhood's Historic District regulations. Randy said that pay stations would not be subject to these regulations, though the Landmark Review Board would most likely be notified as a courtesy. He will double check on and confirm these items. *(Clarification since this meeting: Confirmed - pay stations are NOT subject to Historic District regulations.)*

The committee asked about the possibility of installing bike racks that have a fee for use along with the pay stations. Randy said bike racks are being installed along with pay stations and that he knows of no plans to install bike racks that charge for use.

The committee asked how will fraudulent pay station receipts be prevented, since with stadium event many parking users will be in the neighborhood at the same time and parking in the same timeframe. Couldn't someone print up a bunch of pay station receipts in advance with the right date and time and then sell them on the street to people? Randy said he would check into this, but other cities using the same kind of pay-and-display pay stations as Seattle have not encountered this problem.

The committee asked to know the cost per pay station unit including installation, and Randy said he would find out and bring the info the next meeting.

PARKING MATRIX

Randy presented the updated Chinatown-International District Parking Matrix CID (Parking Matrix - July 2004.xls). Many of the higher priority items that SDOT can do are being or have been addressed, or else cannot be implemented. The remaining items require community initiative to implement. Particularly the items that have a blank in their "Status" column require the community to take the lead or play a significant role in developing or advancing implementation actions (see attached chart).

The committee indicated they wanted to pick a couple items to take on and will follow up with SDOT after today's meeting to identify candidate items.

OTHER ITEMS

Tim reported that Immigration and Naturalization Services will stay in their building another six months (they had been expected to be out by September 2004).

Mike said that Transia has offered discounts to residents for monthly parking in its lots (50% off regular rates), but had not had many outreach materials. He would be supportive of finding ways to have more outreach materials created and distributed that inform residents of the discount.

The committee asked about the state of the changes to disabled placard time limits. Randy said that the proposal was being revised to restrict vehicle with disabled placards – but not disabled license plates – to 4 hours. This is due to conversations with the disabled community and clarification that most of the abuse occurs with the placards, not the plates.

(Clarification since this meeting: SDOT and Seattle Police Department (SPD) staff are working together on a broad campaign to address potential abuse of disabled parking privileges. SPD is doing an enforcement emphasis to address misuse of disabled parking placards, where Police have found placards in use that are registered to people since deceased, have expired, or have been reported lost and since replaced. In addition, SDOT is proposing legislation to allow a 4-

hour time limit for vehicles with disabled parking placards to ensure that parking meters and the new pay stations can effectively provide short-term parking for business district visitors. The legislation is likely to be transmitted to City Council later this fall.)

NEXT MEETING

The next meeting of the C/ID Transportation Committee is August 25 at 2:00 p.m. at the Panama Tea House.

MEETING ADJOURNED

August 25, 2004

C/ID Parking Matrix items needing community initiative – *higher priority items only*

Line	Activity	Comments
7	Implement programs to assist employees and residents find alternative parking or transportation methods simultaneously with increasing signs and meters to encourage turn-over.	Community initiative required. The creation of a resident parking program using off-street lots has been suggested.
8	Install meters at the Stadium lots for use on non-game days.	Find out who owns the Stadium lots and which contact the committee needs to work with: Mariners Garage, North Lot, and Seahawks Garage.
9	Provide shuttles for the community to the Stadium lots for use during non-event times.	Find out who owns the Stadium lots and which contact the committee needs to work with: Mariners Garage, North Lot, and Seahawks Garage.
13	Educate the public about parking regulations through translated materials, improved non-language based signage, and education/outreach campaigns.	Community initiative required. MPSW funds can be used for brochures and meter signage. The neighborhood could advocate for pay stations instead of meters because of the language options of pay stations.
15	Restructure shuttle service programs designed for residents, employees and customers/tourists. Change the scheduling of existing programs to better meet the needs as identified in the Parking Needs Assessment.	Community initiative required.