

# **Resident and Employee Parking Needs Assessment**

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December 2002

Project Partners:

International District Housing Alliance

Chinatown-International District Business Improvement Area

InterIm Community Development Association



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INTERNATIONAL DISTRICT HOUSING ALLIANCE

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## Acknowledgements

The authors gratefully acknowledge the contributions of time, skill, and knowledge from the following people. Volunteers provided over 1000 hours of service for this study. This report could not have been possible without their support.

International District Housing Alliance - Luningning Murro and Tay Quach, Outreach Specialists and Tanya Kim, Youth Program Manager;

Chinatown-International District Business Improvement Area - Pauline Zeestraten, Executive Director and Tim Wong, Staff;

InterIm Community Development Association - Tom Im, Community Planning Steward;

Seattle Department of Transportation - Meghan Shepard

Public Health Seattle-King County, Epidemiology, Planning and Evaluation Unit – Michael Smyser

University of Washington School of Social Work –

Professor David Cherin’s Masters in Social Work class in Organizational Management:

Sarah Barkman, Karen Heintz, Karen Gonzales-Leitch, Tammy Howard, Mimo Anema, Marie Lang, HyoYoung Manning, Carol James, Aimee Tastad, Venita Torres, Rosa Argudo, Jennifer Taylor, Sarah Keating, Maria Agne, Raven Heavy Runner, Melissa Philips, Debbie DeVrie, Erin Frobenius, Brianne Norris, Masako Komiyama, Stephanie Davis, Esseme Essang-Ekpo, Jennifer Johnson, Stacy Nguyen, Lee Nugent, Kalyn Sherwood, Allison Stephens, Magan Hale, Patrick Aaron, Ayako Koyanagi, Carolyn Webster, Sara Steen, Ronica Sobiech, Sarah Reed, Shirley Craig, Dena Rucker, Michael Nakayama, Patricia Meyer, Georgia Gutierrez, Tammie Fout, Channing Gredvig, Ellen Ngo, Cam-Tu Vo, Hye-Kjung Kang, Erin McBride, Anita DeLeon, Randy Roberts;

Wilderness Inner City Leadership Development Program:

Annette Saephan, Cheong Tan Wong, Chunyan Zhou, Duy Nguyen, Guihui Yuan, Hien Tran, Hung Doan, James Kuo, Jongsoo Choi, Li Zhou, Liwen Liu, Midori Nishio, Ming Qin, Nicholas Li, Phuong Bui, Phuong My Pham, Qianwen Ding, Runtang Yu, Sun Yi, Thu Hong Ta, Thuy-Chi Vu, Thuy Le, Vi Le, Vi Le, WaiShing Yu, Yao Qui Huang, Youzhi Liu, Zhaopeng Gong

Asian Community Leadership Foundation:

Charles Jonchue Chang, Monica Ghosh, Jason Liu, Masako Tamura, Audrey Wang, Joel Ing, Julien C. Loh

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## Abbreviations used in this report

ACRS	Asian Counseling and Referral Service
APIWFSC	Asian and Pacific Islander Women and Family Safety Center
C-ID	Chinatown-International District
CISC	Chinese Information and Services Center
DCLU	Seattle Department of Codes and Land Use
HSD	Seattle Human Services Department
ICHS	International Community Health Services
IDHA	International District Housing Alliance
SCIDPDA	Seattle Chinatown-International District Preservation and Development Authority
WAPIFASA	Washington Asian and Pacific Islander Families Against Substance Abuse
CIDBIA	Chinatown-International District Business Improvement Area
Inter*Im	InterIm Community Development Association
OH	Seattle Office of Housing
SDOT	Seattle Department of Transportation
SPO	Seattle Strategic Planning Office
DON	Seattle Department of Neighborhoods



## Executive Summary

“To meet the future needs of the District, with its many shops, businesses, restaurants, hotels, and community activities, the present number of parking spaces are inadequate.”

International District – Seattle  
An Action Plan for Physical Development, June 30, 1973

### STUDY PURPOSE

Numerous studies have been conducted over the last decade that include parking issues for the Chinatown-International District (C-ID). For the most part, they highlight and document similar strategies for dealing with C-ID parking problems. Though such studies and their findings are useful to community development, International District Housing Alliance (IDHA) contends that in order to effectively promote and sustain equitable community development, resident input must be collected and utilized in the process of neighborhood parking planning. Additionally, limited English speaking employees, and employees of social service organizations make up a large community constituency that have also not been directly included in previous assessments. For this reason, IDHA proposed a parking needs assessment that specifically researches the needs of these community members.

This report reflects the first parking needs assessment of these community members who significantly impact the economic vitality of the area. Our community is far more diverse and complex than other neighborhoods in metropolitan Seattle. More than forty ethnic and cultural groups live and work here and the majority of individuals have English as a second language or are limited-English speaking. Where this diversity brings richness and color to daily life in the C-ID, it has also created barriers for mainstream methods of assessment and information dissemination.

The purpose of this study is to fill the information gap that has developed over the last decade. This missing information must be brought to the development discussion table, so that parking and transportation planning can better represent the needs of all community members, regardless of existing language and income barriers to mainstream process. The opinions and needs information of all who live and work in the C-ID are critical to achieving a comprehensive parking plan.

The intent of this report is to supplement detailed information compiled over the years through the various studies that are listed in Appendix 4, and is not intended to duplicate or replace information from those studies. Our results are in no way an exhaustive study of the needs of residents and employees, but focus on those groups who have been left out of the process before. The capacity of International District Housing Alliance to conduct an in-depth study was significantly limited by resources allocated for this needs assessment. It is our recommendation that future studies seriously include these constituents who have been traditionally disenfranchised.

## THE NEEDS ASSESSMENT

Parking raises many emotions in the International District. Participants in the surveys were invested in their responses. Service providers expressed their feelings about being left out of previous studies, and their thankfulness for finally being included. and noted that “ACRS is about a \$60 million operation and ICHS is a \$12 million operation”. They expressed frustrations that other for-profit businesses of that magnitude would be automatically included in planning for a neighborhood.

A collaboration of community stakeholders created the Chinatown International District Collaboration Parking Project to complete this report. Funding from the South Downtown Foundation and the City of Seattle Department of Neighborhoods was secured for the needs assessment. International District Housing Alliance is the lead agency partnering with the Chinatown International District Business Improvement Agency and Inter\*Im Community Development Association.

The US Census estimates that the ID (tract 91) has approximately 2,000+ residents. We believe this is a gross undercount because there are over 2,250 housing units in the ID (as of year 2000). IDHA estimates approximately 3000 residents in this neighborhood, and community planners estimate approximately 5000 employees. Our surveys reached 335 residents and 329 employees. This is a statistically significant sampling of the population.

## SURVEY RESULTS and RECOMMENDATIONS

The Committee discussed the results of the surveys in developing a list of recommendations for this report. The results illustrate key differences in the needs of residents from those of employees, as well as documenting that residents have fewer resources.

- 83% of residents who use their cars for commuting to work, do so because they need their cars for their jobs. 54% of employees that commute by car need their cars for their jobs.
- Residents’ incomes are too low to access current off-street parking options, although they average \$20-\$40 per month in meter fees. Since they use street parking they are more likely to get tickets than employees who receive parking passes in private lots.
- The vast majority of employees are single-driver car commuters, while the vast majority of residents use public transportation (bus).
- Only 41% of clients of service providers are single-driver car commuters. Their service provider visits average 2 hours; however, these clients also patronize businesses.
- 84% of residents are impacted by Game Day parking, where only half of employees feel an impact. This is probably related to their street vs lot parking habits.
- Several employee and resident survey respondents expressed interest in flexible parking programs that would create incentives for alternative transportation while allowing them the flexibility to drive their cars occasionally.

The implementation of any recommendation listed below will have an impact on the success, timing, or feasibility of the other recommendations. This consideration should be taken in strategically timing program implementation, costs to the person parking, and the impact on neighborhood economics.

The detailed results should be consulted when developing the implementation of recommendations and any other planning efforts. Detailed descriptions of the recommendations are in the Recommendations section of this report. In summary, there are 20 recommendations identified by the committee:

1. Establish and maintain a committee represented by all constituents
2. Work more closely with all City departments and any special planning groups, King County Metro and large businesses
3. Make a commitment to traditionally disenfranchised groups
4. Address RPZ requests through DOT and private based programs
5. Discourage on-street employee parking through shorter meter times and more restricted parking
6. Discourage employer-paid parking for broad scope of employees
7. Employee transportation coordinators should be required at business with >100employees.
8. Restructure shuttle service programs designed for different constituent groups
9. Restructure the token parking program
10. Develop a strong public awareness campaign
11. Staff community parking lots during hours of high use
12. Install automated parking fee collection machines in community lots
13. Educate the public about parking regulations.
14. More parking spaces through slanted parking and greater community access to private spaces
15. Enforce parking meters on Sunday Game Days.
16. Increase Carpooling through incentive programs and flexible use programs.
17. Community Utilization of the Union Station Parking Structure
18. Community use of Stadium Parking
19. Plan for municipal metered lots in a new areas (potential lid over the BNSF rail yard)
20. Implement recommendations in a strategic way the will impact reduction in commuter trips to the ID, ease financial burdens on low-income residents and meet needs of business and non-profit patrons to support a broad economic vitality for the C-ID.

This parking needs assessment is the beginning of a longer dialogue that must happen to bring solutions to the neighborhood, and to reduce ignorance about transportation in urban environments. It was clear from the surveys that most people are not aware of the several programs that exist or have been attempted in the past, and are also not aware of the cost of developing more parking spaces as part of the solution. We will need to do a great deal of community engagement, education, and marketing for any solution to work.



# Chinatown-International District

## Resident and Employee Parking Needs Assessment

INTERNATIONAL DISTRICT HOUSING ALLIANCE

December 2002

### Introduction

Parking has been, and continues to be, identified as a top priority issue in the C-ID for all community members; residents, employees, business owners, non-profit service agencies, and visitors. As noted in previous studies, the C-ID is unique in the Seattle region, and similar to other Chinatown districts in major urban areas. Within its densely packed 25 square blocks we find a broad range of types of businesses; private, non-profit, and government. The C-ID is a major hub for tourists, restaurant patrons, low-income residents, social services, and stadium event attendees. This neighborhood has the heaviest concentration of low-income residents housed in historical buildings dating pre-1965 and not compliant to modern building codes that require a certain number of parking spaces available for tenants. A second factor in its uniqueness is that a large portion of C-ID's residents and employees have limited English skills.

Whereas resident surveys are conducted in other areas of Seattle to inform transportation policy and planning (example: impacts of Seahawks games at Husky Stadium) residents of the C-ID have not been surveyed in planning for the development of the Kingdome, Safeco Field, or the Seahawks Stadium. Previous studies have been conducted in mono-lingual (English) methods, in a community largely comprised of limited English-speaking members.

The number of employees in the C-ID has changed significantly in the last decade. In addition to the large increases in mainstream business employee populations, non-profit service providers now represent multimillion dollar businesses with approximately 400 employees conducting daily activities in the neighborhood.

### BRIEF REVIEW OF PREVIOUS STUDIES

This report includes information reviewed from the following reports:

- 1) Inter\*Im: Business Owner Survey 1991
- 2) Seattle's Comprehensive Plan: Toward a Sustainable Seattle (1994)
- 3) International District Neighborhood Plan (1994)
- 4) South Downtown Transportation Study (1994)
- 5) Seattle's Transportation Strategic Plan (1998, 2001)
- 6) Chinatown/International District Strategic Plan (1998)
- 7) Merchants Parking (1999)
- 8) Heffron Parking Study (1999 released 2002)
- 9) Seattle Comprehensive Neighborhood Parking Study (2000)
- 10) Seattle Strategic Planning Office (2000)
- 11) Parking Tax Analysis (2002)
- 12) International District – Chinatown / Little Saigon Market Survey Report (2002)

Since 1999, the City's Strategic Planning Office (SPO) has been conducting a Comprehensive Neighborhood Parking Study to develop transit-oriented parking management strategies, with DCLU, SEATRAN (now Seattle Department of Transportation (SDOT)), and other departments. SPO contracted parking management consultants to collect on and off-street parking data in 26 Seattle neighborhoods. Chinatown International District (C-ID) was not one of the studied neighborhoods, presumably because of the other studies conducted in the C-ID. The main theme for most studies has been stadium impact on the bordering neighborhoods.

#### Inter\*Im Business Owner Survey (1991)

Conducted qualitative and quantitative surveys of 55 business owners, "which constituted 22% of the 254 businesses in the Chinatown International District. The purpose of the business survey was to get a snapshot of the current economic health of the ID and to identify strengths and needs of the community from the perspective of business owners."

#### Inter\*Im (from Heffron study 1999)

- Inter\*Im's low hourly, weekend and evening rates "are designed to respond to the business community's concern that there is insufficient, short-term parking for their customers."
- Low monthly rates "are designed to make parking accessible to residents and employees many of whom are low income or who work in lower paying jobs in the District's many restaurants, small family businesses or non-profit agencies."

#### Seattle's Comprehensive Plan (1994)

Includes three goals for parking:

- 1) Reduce use of cars over time, particularly commute trips
- 2) Make the best use of limited street space, seek balance among competing uses, and protect neighborhoods from overflow parking.
- 3) Establish maximum parking limits for long and short-term off-street parking to be provided by new non-residential development

#### Chinatown/International District Strategic Plan (1998)

- Estimates 1,300 new resident and 2,800 new employees would be added to the ID by the year 2014, not including the current development outside the ID boundaries.
- "for low-income housing, parking demand may be as low as one space for every ten units."

#### Heffron study (Summary 1999):

- Evaluated and summarized plans from Chinatown/ID Strategic Plan, Seattle Comprehensive Plan, Seattle Transportation Strategic Plan, International District Neighborhood Plan
- Formulated a list of strategies for consideration based on input from Inter\*Im, CIDBIA, Merchants Parking, and South Downtown Parking Committee
- "Since the neighborhood already has many parking programs aimed at serving businesses and residents in the neighborhood, these strategies are intended to support and improve upon existing programs."
- Discounts for residents at off-street parking sites are only available for nighttime parking when overall demand for off-street parking is low.

#### Seattle Comprehensive Neighborhood Parking Study (2000)

- Provides information for determining whether changes to the City's parking requirements are warranted to respond to the City's transportation, economic development, environmental, and affordable housing goals.
- Parking consultants considered the principle that "In residential areas, the on-street parking should be managed for residential needs and non-residential access should be limited.

#### Seattle Transportation Strategic Plan (1998)

- Provide parking management assistance to neighborhoods
- Establishment of parking management strategies roundtable (business interests, transportation interests, residents, and City agency representatives).

#### Seattle Transportation Strategic Plan Annual Report (2001)

- City Council Resolution 30369 provides policy direction to citizens and City staff for reviewing requests for City financial assistance in public parking facilities
- In 2002, staff expect to provide technical assistance to the International District, First Hill, Capitol Hill, Denny Triangle, Greenwood, Southeast Seattle and Beacon Hill neighborhoods affected by parking-related construction impacts from light rail construction.

#### Strategic Planning Office

Parking management strategies:

- Unneeded loading zones can be changed to short-term parking spaces
- Employee reminder sign programs to discourage employee parking
- More effective signage directing people to off-street parking lots

#### International District Neighborhood Plan

Identifies "a need for improved parking opportunities for residents." Proposed actions include:

- Development of a community parking facility
- Development of residential parking pass program

#### Parking Tax Analysis

- The average parking cost for off-street parking is 224.74 dollars in the Downtown Seattle core.
- Recommendation to add 1600 parking meters in City to address 2003 budget deficit for an increase in revenues

#### Seattle Parking Management Study (Heffron released 2002)

- The C-ID currently has 142 parking meters up from 107 as of 1993. The 35 meter increase is the largest percentage increase of all the studied districts.
- The C-ID has the second highest the average annual meter revenue in 2001 of all the districts at approximately \$1550 per year. ( the Viaduct area is the highest at approximately \$1650 per year). The C-ID gathers \$400 more dollars per meter than downtown.
- Research to build a second level to the existing parking lot under Interstate 5 deemed the project not feasible.

Many recommendations involve changes to various City practices or to the Seattle Municipal Code. While some recommendations will be made in the near term, it will take several years to fully evaluate and implement all of the study's 42 recommendations. Acting on one of those recommendations, SDOT will begin a pilot program in 2003 using new technology for parking meters that accept bank cards.

## **CURRENT IMPLEMENTATION OF PREVIOUS STUDY RECOMMENDATIONS**

Over these previous studies, recommendations are similar. Whereas few recommendations have been detailed enough to carry out, those that have been attempted are varied in their success. It is of note that studies and programs implemented in other neighborhoods may or may not be appropriate or viable solutions for the C-ID due to extremely different demographics of the population, and an array of unique economic and development issues.

A token program for customers and residents of the C-ID during Seahawk game days is currently in effect. The CIDBIA currently supervising this program. The response to the program has been less than the community had hoped for. Possible reasons were the lack of time in educating potential participants and marketing.

With the results of the Comprehensive Neighborhood Parking Study and in coordination with Neighborhood Planning and other City transportation programs, the City established "Making the Parking System Work" program through which City staff collaborate with neighborhood business and community organizations to identify and implement low-cost, common-sense local parking management strategies. In 2000, the City Council adopted a work-plan for the Making the Parking System Work program, and the International District was selected as one of the eight neighborhoods to receive a transportation liaison.

At present, some residents and community members have expressed interest in a Residential Parking Zone. Residents and community groups have attempted to pursue dialogue with the City on this issue. Though addressing the needs of all members of the community, including the residents is a complex task, the option should be considered in collaboration with other proposals already made by CBOs and City planning. Ultimately, an RPZ would best serve the district's low-income majority if eligibility could be based on financial need. Because current zoning laws do not acknowledge the ID as a residential area, but rather a mixed-use area, changes to existing city ordinances may have to be pursued. This is especially true if eligibility is determined by financial need, as opposed to the total number of residents with cars.

There is large difference in the demographics of C-ID community members and any other community in Seattle. The neighborhood that comes closest in similarity is the University District. University District Community in collaboration with SDOT staff released their recommendations for parking alleviation. Their recommendations include mainly easing parking restrictions, such as converting "No Parking" and "Loading Zones" to "Restricted Parking". These recommendations are not helpful to the C-ID. An increase in parking enforcement alone does not alleviate C-ID parking problems. It only makes life more difficult for residents and customers.

The biggest challenges the C-ID faces are the multitude of languages spoken among community members, and the encroachment of downtown development on an historic district. Any program implemented in the C-ID must also address multicultural public awareness and education campaigns.



## Recommendations

From an *April 1981* study of the C-ID prepared by: Transportation Planning and Engineering, Inc we find these recommendations:

- Increase the number of parking meters and sign controlled spaces through phased implementation.
- Increase the number and geographic location of on-street carpool space.
- Revise upward parking pricing for long-term parkers and make short-term costs close to that for metered space.
- Expand the Merchant's Association parking token system.
- Provide special residential on-street parking permits.
- Active support by the business community of parking enforcement of on-street limits.
- Employer involvement in ride sharing and transit employee programs.
- The existing supply of parking should not be diminished if additional development, such as that illustrated in the alternative land use scenarios, is to be realized.
- Increase in land use density should be allowed only if a corresponding responsibility for site related increased parking demand accrues specifically to the party developing the increased density.

The recommendations from 21 years ago are still valid today, and progress on these has been limited. From studies in the last ten years a number of strategies have been proposed to address parking issues and/or introduce new parking strategies that would further the mission of serving residential and neighborhood parking needs in the C-ID. Some of these reiterate or more closely define those of the 1981 report:

- 1) Expand the existing Inter\*Im parking lot under I-5.
- 2) Improve signage to off-street parking lots
- 3) Develop and Implement car-sharing program
- 4) Pursue on-street residential parking zone (RPZ) for residents requiring daytime parking
- 5) Expand and increase shuttle services
- 6) Secure additional parking for community parking programs
- 7) Encourage short-term parking through new pricing strategies
- 8) Increase and utilize token program for parking validation
- 9) Pursue car-sharing programs such as Flex-car.

Through this needs assessment and meetings with an expanded representation on the C-ID Parking and Transportation Committee, the following recommendations were developed. Some recommendations are somewhat easily implemented. Others would clearly require major changes in Municipal Code or other policy-based decision making processes.

## **CURRENT RECOMMENDATIONS**

1. Establish and maintain a committee represented by all constituents of the community to build and implement a unified strategy - different types of businesses, agencies and residents. Group representation should be categorized and representation of each category ensured.
2. The committee must work more closely with all City departments whose activities impact parking issues in the C-ID, including SDOT, DCLU, DON, HSD, SPU, OED, OH and any special planning groups. In addition to City departments, King County Metro and large businesses should be included in community parking plans. Leverage programs and funding from each entity to develop creative and flexible programs that fit the needs of all constituents.
3. The Committee, City and Metro agencies should make a commitment to representing the issues of and outreaching to traditionally disenfranchised groups in parking planning and project implementation. This includes translations of documents and more culturally appropriate outreach methods to engage residents and limited English speaking employees.
4. Residential Permit Zones (RPZ), have certain requirements that make them unfeasible for the C-ID. Residents express an interest in this strategy for the C-ID.
  - a) develop and petition the Director of DOT and other policy-making parties for a more flexible program for the C-ID based on its unique needs and attributes.
  - b) develop private-based RPZ-like programs for few long-term residents should be implemented. Low-income residents with cars registered at an International District address before the date of project implementation would be considered for permits. This addresses low-income resident needs, allowing for a transition period for low-income households to emerging increases in parking fees. RPZs for low income residents would increase street parking availability, reduce conflicts with measures to increase parking meters and restricted zones. Limiting the permits to low-income and long-term residents makes the program affordable for parking lot owners.
5. Discourage on-street employee parking through implementation of
  - a) shorter time restrictions on certain meters. The King Street corridor is one section of the C-ID where one hour meters may be beneficial to increase turnover and discourage employee parking.
  - b) restricted parking areas (there are not many 4-hour zones to significantly impact parking space availability)

If implemented, needs of clients of service providers should be addressed simultaneously through implementation of other programs to account for longer than one hour meetings, doctor appointments, etc.

6. Discourage employer-paid parking for broad scope of employees – example: general office workers' monthly parking should not be subsidized by employers. Subsidies create dis-incentive to look at alternatives to commuting by car as a single driver.
  - a) restrict the number of parking permits per business
  - b) require businesses with large private parking areas to include spaces for broader community use.

7. Employee transportation coordinators should be required at business with >100 employees. Examples might include First and Goal/ Vulcan, Amazon, Watch Guard, Sound Transit. Transportation coordinators should work with the Committee and appropriate government agencies to
  - a) develop commuter trip reduction plans
  - b) develop employee incentives for public transportation or carpools
  - c) Transportation needs of employees for work-related issues should be aimed at car-sharing programs such as Flex-car.
8. Restructure shuttle service programs designed for different constituent groups
  - a) residents
  - b) employees
  - c) customers / tourists

The current Transia shuttle program has not been utilized by C-ID residents and employees. Our recommendation is to change the scheduling of the program to fit trends brought out in this needs assessment. Please refer to Figures in Question 7 of the Results section

9. Restructure the token parking program to increase ease of access for customers. This should include incentives for
  - a) use of shuttle
  - b) carpool
  - c) ensuring that those parking in the C-ID are patronizing neighborhood businesses
  - d) ensuring a turnover rate for increased customer access to businesses
  - e) address needs of clients of social service providers who may require longer than 2 hours
10. Develop a strong public awareness campaign regarding transportation alternatives and special programs. Market to specific constituent groups with varying appropriate outreach methods.
  - a) employer packets distributed to each staff member
  - b) resident information packets for car-owners and to share with visitors
  - c) information for customers / tourists

Although the information collected in this needs assessment reflects an unwillingness to use a shuttle service, employers have implemented new employee parking programs since the survey was administered due to necessity. We feel that sentiment can be changed with more public awareness.

Again, marketing to specific groups and ensuring safety and comfort will be key to the program success. Most riders of the current shuttle services are not Asian and Pacific Islander, who make up the greater proportion of employees in the C-ID. The shuttle program should be implemented at the same time that parking fees are raised to create incentive.

11. Staff community parking lots during hours of high use
  - a) to ensure compliance with regulations and turnover
  - b) increase safety in lots; therefore more attraction to customers
  - c) increase revenue to support community parking programs
  - d) create flexibility for customer ease of use and private RPZ program
12. Install automated parking fee collection machines in community lots to increase revenue to support community parking programs. Estimated that 2 out of 10 users overpay because they don't have change or leave before the time is up.

13. Educate the public about parking regulations. From “The Parking Handbook for Small Communities” co-written by the Institute of Transportation Engineers quote “Educating the public should be the first order of business in developing a comprehensive parking program...”
- a) Provide translated materials. Lack of understanding of the meter enforcement times is a major contributor to the disproportionate impact of parking fees on limited English speaking customers and residents. Volunteers during survey administration encountered numerous incidents of visitors feeding the meters when it was not necessary.
  - b) The Chinatown in Vancouver BC converted their parking signs into international symbols and a translated pamphlet with the parking regulations and signs around their Chinatown were distributed. Parking tickets significantly dropped. Seattle C-ID with its large portion of limited English speaking patrons and residents must be educated and made aware of parking regulations.
  - c) Education and public awareness campaigns should be renewed on a 6 month basis to remind community members, reach new employees and customers, update them on new programs and success of existing programs.
14. A common theme among all surveyed was the need for more parking spaces
- a) further planning around slanted parking on selected streets. Initial reports from Seattle Police Department indicate no increase in public safety issues such as vandalism or personal theft in Belltown and Queen Anne neighborhoods where slanted parking has been implemented. More research is required regarding traffic safety.
  - b) Construction of a parking garage has looked unfeasible due to the high costs of development and maintenance of such a facility. If developed, key issues to address would be low-cost parking for the average parking patron in the C-ID, balance of benefits to residents as well as businesses, and public safety concerns.
  - c) However, one suggestion was to implement changes in the ordinance that would require in new development, a particular number of community-use spaces allocated per private parking spaces.
15. Enforce parking meters on Sunday Game Days. Currently there is no enforcement of meters on Sundays. The C-ID is virtually a large parking lot for fans of football and baseball on Sundays. This discourages visitors to the many elderly and low-income residents of the C-ID, impacting their lives in ways that can have deleterious effects on their health and livelihoods. It also discourages customers from patronizing restaurants and grocers whose busiest days of business are on weekends.
- a) Currently the City states it cannot afford to pay for parking enforcement on Sundays. Suggestion; Allow the community to create temporary parking enforcement officials to issue citations during Sunday Game days. Funds generated from the citation be kept within the community to pay for the enforcement officials and further other parking programs.
16. Increase Carpooling through incentive programs and flexible use programs.
- a) Registered car-poolers with the City qualify for discounted parking in specifically designated areas. Rates vary. The nearest street designated parking area for the car-poolers is at 2nd and King. Petition for a carpool designated parking at 7th/Lane.
  - b) Develop a mix and match program for employees to carpool 3 days a week and have flexibility for single driver parking on other days. Provide incentives in the carpool program for use of bus and Flex-car programs.

17. Community Utilization of the Union Station Parking Structure: implement a reduced rate at the structure during evenings and weekends for residents and patrons.
18. Stadium Parking – install meters at the Stadium lots to be utilized on other than game days, or use the lots as community parking lots with shuttles for the C-ID.
19. Future Development – Within King St. Station improvements, plan for municipal metered lots in a new area (potential lid over the BNSF rail yard)
20. Implement all the above recommendations in a strategic timeframe and manner that will impact behavior changes. These behavior changes would result in reduction of commuter trips to the C-ID, ease financial burdens on long-term low-income residents around parking needs, and meet needs of private business and non-profit patrons to support a broad economic vitality for the C-ID.



## Methodology

### I. Survey Development

Previously developed surveys for parking assessments in other areas were used as templates for the questions in this survey. Staff at IDHA and the BIA met to lay out the basic questions. IDHA facilitated discussions with residents, employees, service providers, and the Parking and Transportation committee to finalize survey questions. Consultation was provided by a volunteer planning and evaluation professional with Seattle-King County and from research faculty at the University of Washington. Employee and Resident survey questions were matched as much as possible to provide comparable results.

The survey was field tested with a multilingual group of 11 employees and residents. Revisions were made after the field test and before the survey was administered to the larger community.

The final surveys had 21 questions for employees and 20 questions for residents. Questions soliciting feedback on the length of the survey and other suggestions on the survey were included at the end.

Surveys were translated into Chinese, Tagalog, and Vietnamese. Back-translations were made to ensure integrity of the translations and intent of the questions. These translations were not used much, since survey administrators found that oral interpretation and translations was a preferred method of communication and data gathering.

### II. Recruitment and Training of volunteers

The residents and employees of the C-ID are primarily elderly and recent immigrants with limited-English proficiency. Volunteers with second language skills were crucial to the success of the study. Multilingual volunteers were recruited to administer the surveys, under the supervision of IDHA project organizer and multilingual outreach specialists:

- Forty-three graduate students from the University of Washington School of Social Work were provided with six hours of training and orientation to the project, target population, and survey administration. With the Project Organizer, they collected approximately 210 employee surveys in a two-week period in August 2002.
- Five volunteers from the Asian Community Leadership Foundation (ACLF) had four hours of training on focus group facilitation and conducted a focus group of employees and visitors to the Chinatown-International District around parking issues. Additionally, they received four hours of orientation and training to the project, target population, and survey administration. They administered surveys to business employees.

- Twenty-eight volunteers from Wilderness-Inner City Leadership Development (WILD) were provided with four hours of orientation and training to the project, target population, and survey administration. This group of volunteers have previously conducted surveys with this same target population for Seattle Public Utilities in July-August 2002. They administered surveys to residents of the International District. After each day of survey administration, volunteers gathered for information sharing and debriefing facilitated by IDHA staff.

### III. Sampling and Survey Administration

Preparation for surveys included outreach by IDHA staff to residents, landlords, and service providers regarding the study and its purpose. All were receptive to the surveys. However, business owners were unaware of the study and the parking committee; therefore trust was an issue with gaining access to employees.

The geographic area of the survey was the Chinatown-International District, not including the area known as Little Saigon. Convenience sampling methods were conducted. Although this method does not ensure a broad sampling of the population, a variety of venues were chosen:

- a) At specific meetings, surveys were administered to organized groups. Plans were made ahead of time with the group coordinator and time was set aside on the meeting agenda. These groups were provided with introduction and overview of the project, intent and purpose, and a question and answer period. Examples: staff meetings at businesses and service providers, community resident meetings.

No meetings were convened specifically for these surveys, in order to avoid skewing results further towards individuals who would respond specifically about parking issues.

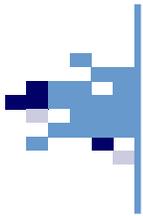
- b) Gathering places: food bank, Danny Woo community gardens, resident building lobbies, parking lots, entrance to commonly frequented stores (grocers)
- c) Employers were approached to request permission to speak to employees at neighborhood businesses. Many allowed their employees to take the time to answer the questions. Some employees answered questions as they were read to them while they were working, and the volunteer recorded answers. Some employers requested that the surveys be left so that employees could work on them at a more convenient time. (None of the surveys left were completed)
- d) Surveys were administered to individuals approached on the street, who identified themselves as residents or employees of the Chinatown-International District

Employee surveys were administered primarily in a two-week period in August. Approximately two-thirds of the surveys were completed in this time. The remainder of employee surveys were collected in the following month. The BIA administered an additional 40 surveys over the following month.

Resident surveys were administered in September 2002 and completed within the next month.

### IV. Data Input

Codebooks for resident and employee surveys were developed and data was input by volunteers into a database. Data was cleaned by the project staff and analysis performed by the consultant.



# Chinatown-International District Resident and Employee Parking Needs Assessment

INTERNATIONAL DISTRICT HOUSING ALLIANCE

December 2002

## SURVEY RESULTS

	Residents	Employees
Total Respondents	335	329
Survey Period	August – November 2002	August – November 2002

Questions are numbered in this report to be comparative between resident and employee survey responses. Although 335 and 329 surveys, respectively, were collected, it is important to note that respondents were not required to answer all questions. Therefore the number of respondents (N) is indicated with each question. A full table of number of responses can be found in Appendix 3.

### Data Analysis

There were two levels of analyses conducted with the collected data: quantitative analysis and qualitative analysis. The research team worked with the data and presentation formats in an effort to understand the needs and desires of the multilingual and multicultural residents and employees in Chinatown-International District.

Because of the multi-faceted nature of many of the survey questions, each question was broken down and entered into the database accordingly. Raw data was then tabulated and constructed into the tables and graphs seen in this report.

For employee surveys, data was first analyzed for employee distribution. Direct service providers (agencies that saw clients on a regular basis) were over-represented in the sample of respondents. This is due to the ease of survey administration where direct service providers regularly hold all-staff meetings. We then separated data from direct service providers and other businesses (businesses and agencies that did not see clients in meetings on a regular basis). To equalize the survey responses, a weighting formula of 3:1 (business : direct service provider) was utilized for Employee Survey Questions #E3, E5 – E15.

Employee Survey Questions #E19 – E21 were targeted to direct service providers and therefore, reflect data specific to that particular group of respondents.

Author's note: This data analysis should be considered preliminary information. With more resources the survey data should be analysed in three groupings, separating out business and service provider information, and with cross tabulations to understand participant attitude and practice in parking and commuting.

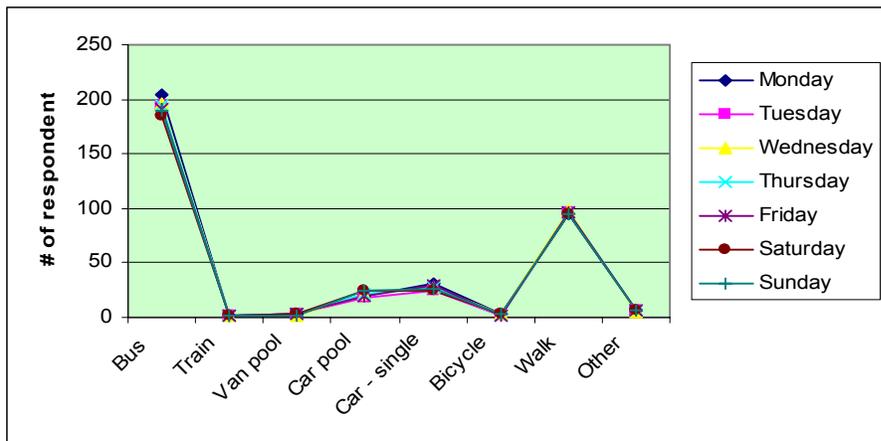
In addition to providing quantitative responses to survey questions, respondents also had the option of including commentary. Textual information provided by respondents help us to gain deeper understanding regarding multiple-choice or yes/no responses as well as to enhance graphs and tables. Representative comments are included in this report.

# Q1: Modes of Commuting

## RESIDENTS

**Q1 (#R-2) On average, how do you travel to and from home each day?**

	Mon	Tues	Wed	Thurs	Fri	Sat	Sun
N=	311	299	305	299	306	295	297



**Figure R-2. Modes of transportation to C-ID.**

For residents, transportation patterns were similar on all days of the week.

Residents do not heavily impact parking in the International District.

Bus is, by far, the most popular mode of transportation, followed by walking.

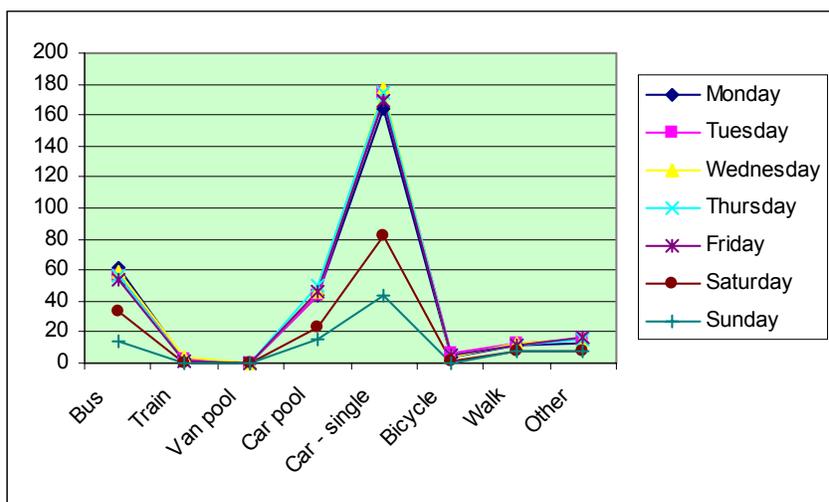
residents.

## EMPLOYEES

**Q1 (#E-3) On average, how do you get to work each day?**

	Mon	Tues	Wed	Thurs	Fri	Sat	Sun
N=	292	302	307	302	302	108	51

**Figure E-3. Transportation modes utilized for commuting.**



Not surprisingly, for employees, the most popular mode of commuting into the C-ID is as a single car driver.

Bus and car pools are used in a very limited number. However, many respondents added that they would take the bus if scheduling, safety, and cost concerns were addressed:

*“Reduced bus passes or flex car, which is partially paid by employer would appeal to me.”*

*“Make more buses route through the ID instead of ending in Pioneer Square”*

Vanpool and train are the least popular modes.

## Q2: Commuters' Neighborhood of Origin

### RESIDENTS

Resident surveys did not include this question



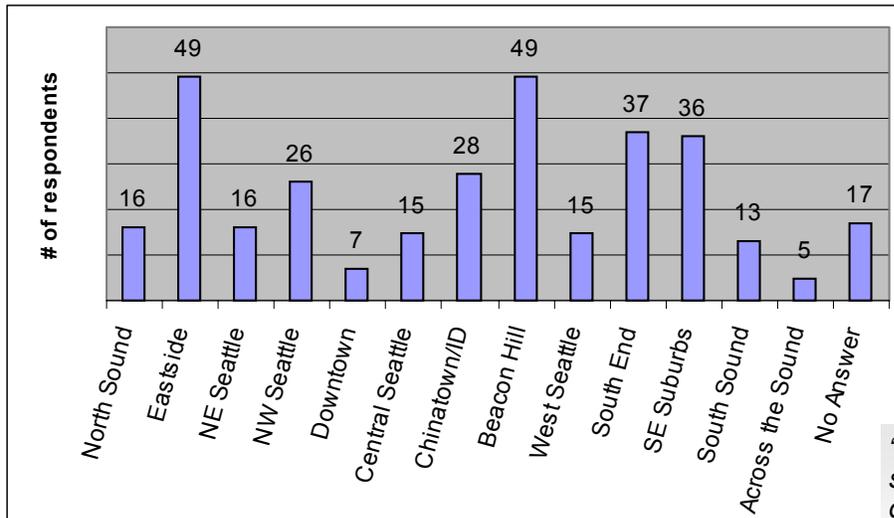
*"The I.D. has warped sense of parking privilege compared to other neighborhoods. We want urban density, don't want to be like suburban sprawl, but also want cheap-free parking within 1-2 blocks of destination.*

*I think we need to shift to transportation solutions, not simply parking. We need to provide incentives to other no-parking options (bus, carpool, bike, etc.) Parking lots should offer (and publicize) carpool rates. Employers should subsidize non-parking options."*

- employee commuter

### EMPLOYEES

#### Q2 (#E-2) Which neighborhood do you come to work from? (N=297)



**Figure E-2.**  
**Areas from which employees travel.**

The four regions from which the most commuters travel are:

- Eastside
- Central Seattle (including Beacon Hill),
- South End
- Southeast Suburbs

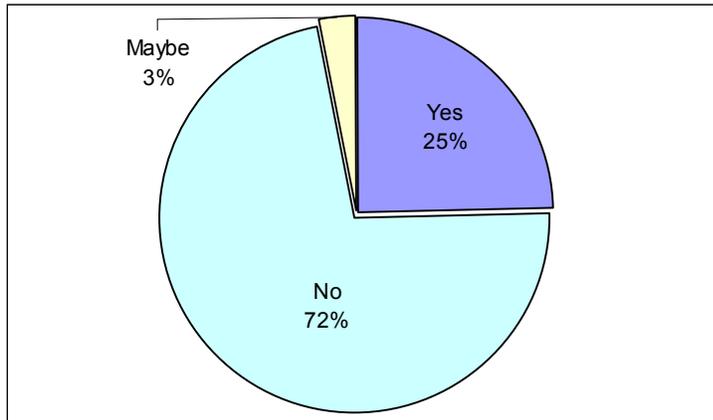
The four neighborhoods from which the most commuters travel are: Beacon Hill (49), Bellevue (23), Renton (22), and Skyway (13). (See Appendix Table A-2 for additional details.)

*"Downtown people are using spots. If [there is] parking in downtown, won't need it. More parking here. Large impact on biz. Eat, [get] ticket \$25, won't come back. Employees not key, biz are what matters - up biz, up employment. Lots of layoffs right now"*

## Q4: Impact on Relocation

### RESIDENTS

**Q4 (#R-3) Are you considering finding other places to live because of the parking situation in the C-ID? (N=323)**



**Figure R-3. Residents considering relocation because of parking**

Although 72% of residents are not considering a move, significantly, 25-28% of residents are considering moving due to parking issues. This is a larger percentage than our estimates of resident car owners.

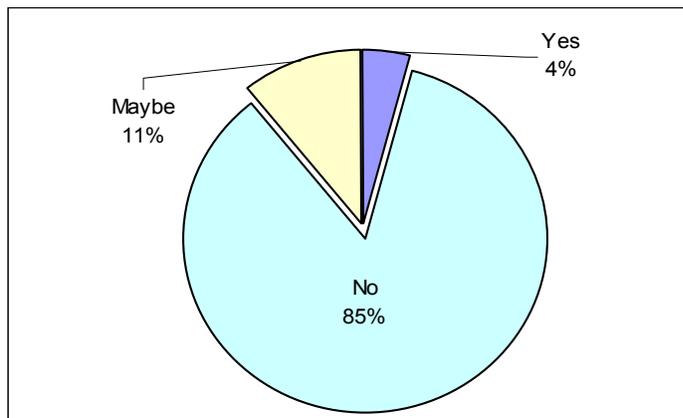
Stability of resident populations is important to sustainable community development.

*"I have to get up early each morning to move my car."  
- disabled resident*

### EMPLOYEES

**Q4 (#E-14) Are you considering leaving your current employment because of the parking situation in the Chinatown-International District? (N=291)**

**Figure E-14. Percentages of employees considering leaving jobs due to parking.**



Similarly, the majority (85%) of employees are not considering leaving their current employment because of the parking situation, but 4-15% said they were considering doing so.

Turnover in employee populations creates organizational and economic hardship for businesses and agencies.

*"It's stressful anticipating delays when I must have my car. Even as I fill out this survey, I'm watching the time, anticipating my need to move my car."*

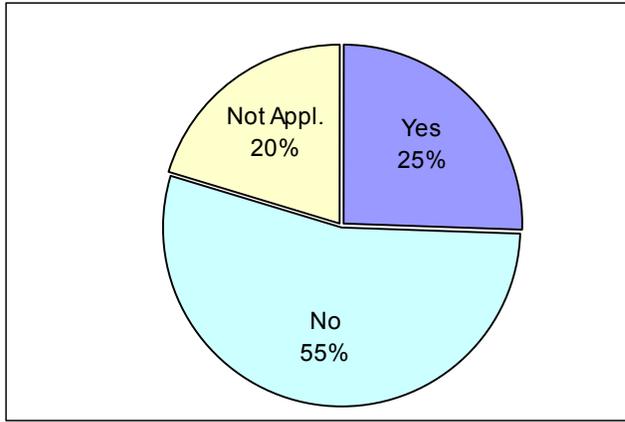
*"I have to set my watch each day to move my car every two hours so I don't get ticketed. This greatly reduces my work productivity."*

*"My car is required for my job. If my parking is too far away, I can't do my job efficiently and this reflects poorly on me."*

## Q5: Impact on vehicle use

### RESIDENTS

**Q5 (#R-4) I do not own a car because of the problem of getting a parking space.** (N=310)



**Figure R-4. Residents who do not own cars due to parking.**

25% report that parking is the primary reason they do not own a car.

20% replied that this question was not applicable, suggesting that these respondents do own vehicles.

The majority have other reasons:

*"My car was vandalized 6 times!"*

*"Parking is not safe under the bridge or up on the hill."*

### EMPLOYEES

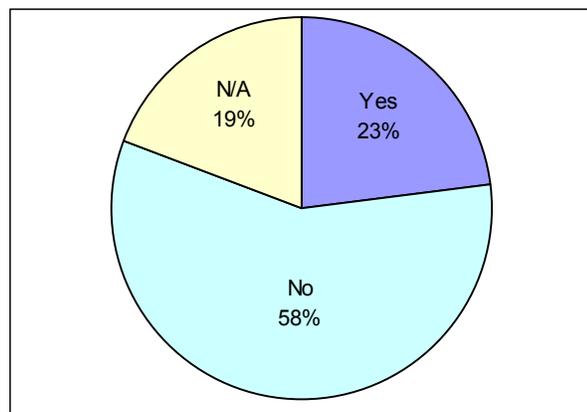
**Q5 (#E-15) Does this statement apply to you:**  
**"I do not drive to work because of the problem of getting a parking space"?** (N=222)

**Figure E-15. Percentages of employees who do not drive to work due to parking.**

Nearly a quarter (23%) of employees agreed that parking problems are the reason they do not drive to work.

*"Customers have to illegally park to use businesses. I ride the bus to avoid parking issues."*

The 19% that reported the statement did not apply may be people who drive regularly and/or those who have other reasons for not driving to work.



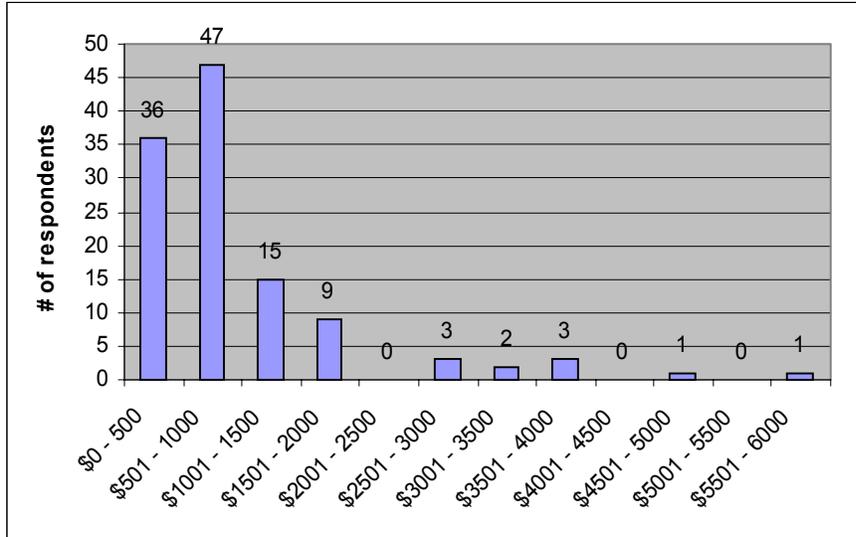
*"Co-workers of mine have gotten their vehicles broken into stuff stolen in "monitored" parking lots."*

*"There are a few free parking spaces but fill up soon- and are in somewhat unsafe areas to walk late at night."*

## Q6: Income level of residents

### RESIDENTS

#### Q6 (#R-5) What is your monthly income? (N=117)



**Figure R-5. Resident monthly income.**

The vast majority of the respondents have monthly incomes between \$0 and \$1000

(C-ID median household monthly income is \$1,088 whereas for Seattle residents it is \$45,736. - Census 2000)

Parking fees and tickets clearly can play a significant role in their economic stability

### EMPLOYEES

Employee surveys did not include this question

*"Money is more tight. Too easy to get ticket. If I pay the ticket I cannot pay insurance"*

- resident



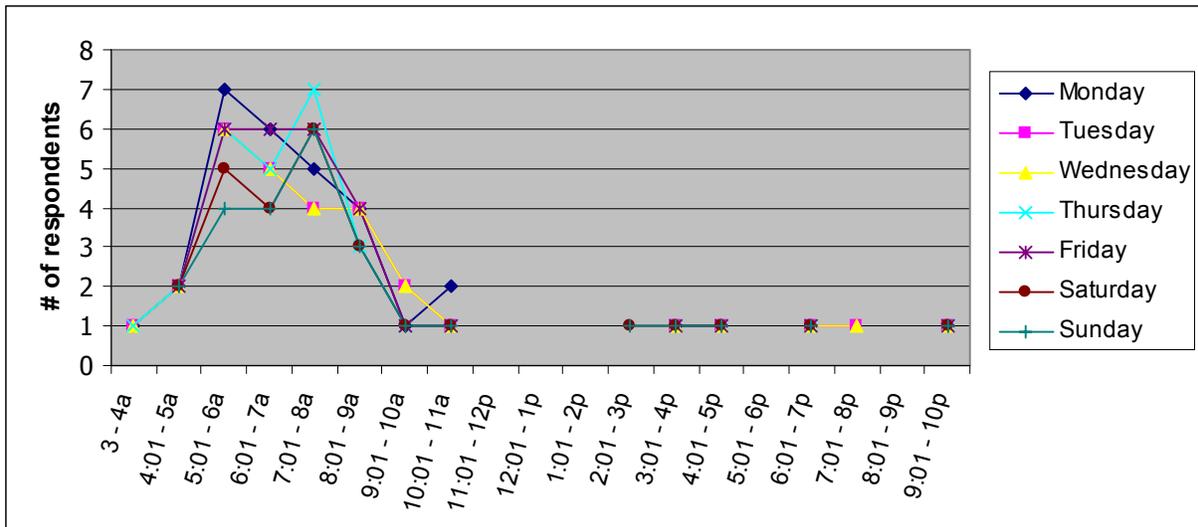
## Q7: Arrival and Departure from the C-ID

### RESIDENTS

**Q7 (#R-6) Please tell us what time you arrive and leave your parking in the C-ID.**

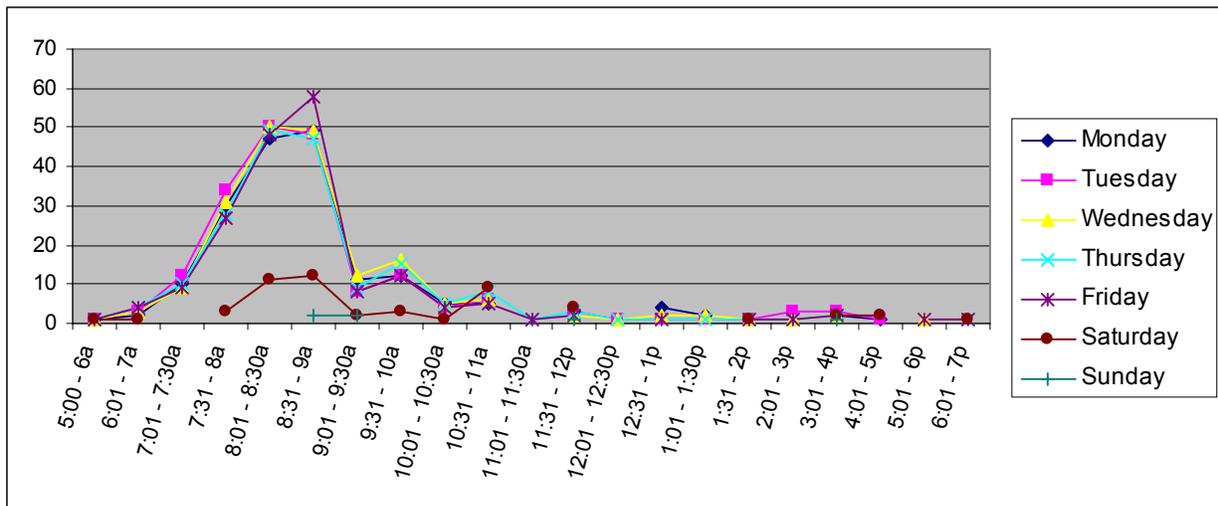
R6		Mon	Tues	Wed	Thurs	Fri	Sat	Sun
N=	Leave	29	30	31	31	31	28	27

**Figure R-6AA. Residents' time of departure from C-ID parking by car.**



### EMPLOYEES

**Figure E4AA. Employee time of arrival by car**



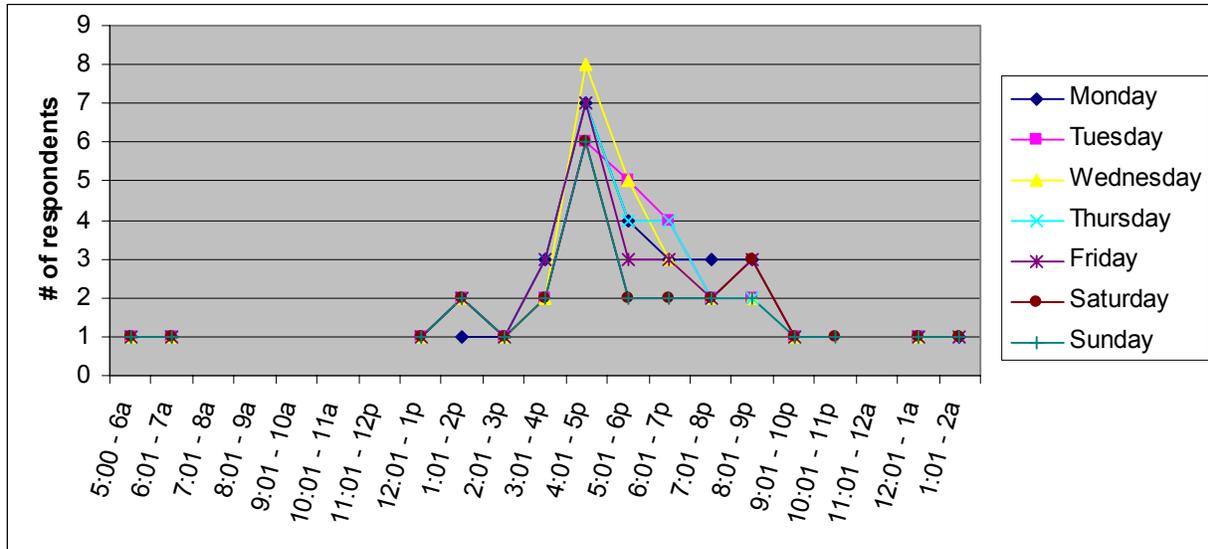
E4		Mon	Tues	Wed	Thurs	Fri	Sat	Sun
N=	Arrive	218	229	227	221	219	63	8

Resident departure and Employee arrival patterns can be analyzed to develop efficient parking programs that benefit both community groups. Most residents leave the C-ID between 4am and 9am, whereas most employees arrive between 7:30 and 9:30am.

## Q7: Arrival and Departure from the C-ID

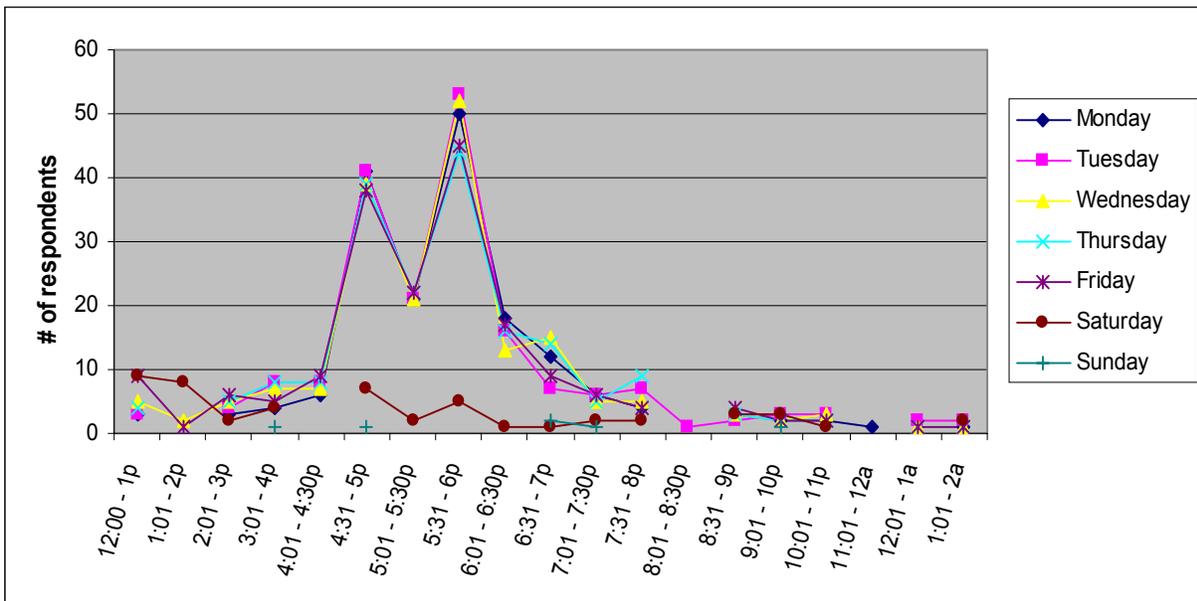
### RESIDENTS

Figure R-6AB: Residents' time of arrival (return) to C-ID parking.



### EMPLOYEES

Figure E-4BA. Time of employee departures from C-ID by car.

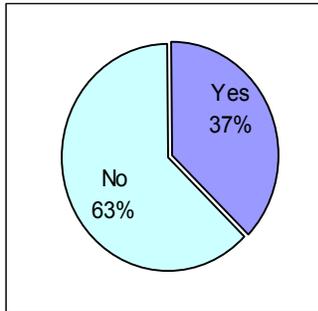


Both Resident and Employee commuting patterns, again, coincide in a way that efficient parking programs can be developed to serve both residents and employees. These two groups for the most part, do not seem to be competing for parking spaces.

## Q8: Do you need your car for your work?

### RESIDENTS

#### Q8 (#R-7) Do you drive to work? (N=51)



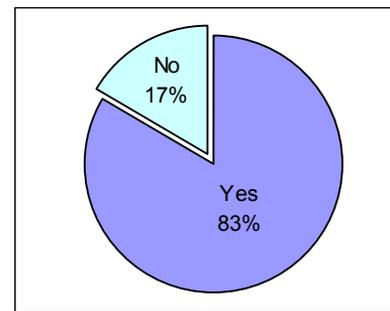
**Figure R-7a. Percentages of residents that drive to work.**

The majority of resident respondents do not drive to work. However a significant percentage (37%) do.

#### Q8Y (#R-7/Yes) If yes, is it because you need your car for your job? (N=30)

**Figure R-7b. Percentages of resident drivers who need their cars for their jobs.**

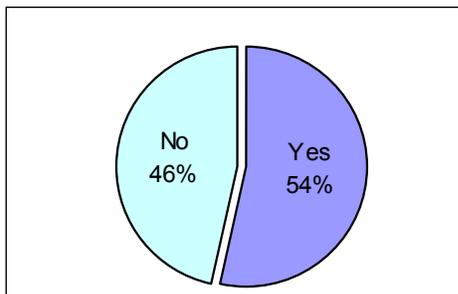
83% of those who drive to work do so because they need their car for their job. It is unclear whether survey administrators interpreted this question consistently across language barriers- (i.e., Do you need your car to get to your job vs. do you need your car for doing you work?)



However, the result involves only 25 cars of 335 surveyed

### EMPLOYEES

#### Q8 (#E-5) Do you drive to work because you need your car for your job? (N=269)



**Figure E-5. Percentage of drivers who need their cars for their jobs.**

A little more than half (54%) of C-ID employee respondents drive to work because they need their cars specifically for their jobs.

Notably, nearly half of the respondents (46%) drive to work, but do not need their cars for their jobs

**Table E-5. Numbers and percentages of drivers who need their cars by the nature of their jobs.**

Type of employer	Yes - N=	Yes - %	No - N=	No - %
Employees of direct service providers	139	70.2%	59	29.8%
Employees of other businesses	27	38.0%	44	62.0%

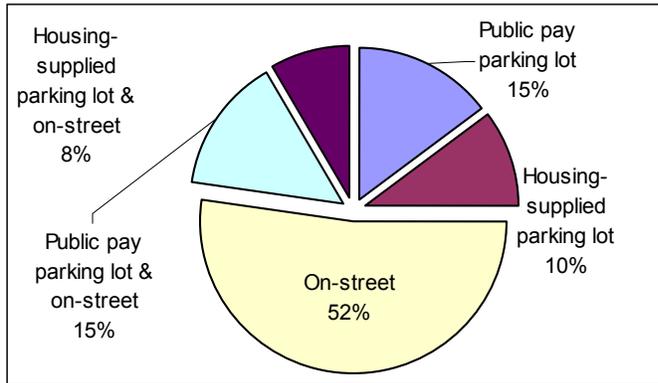
*"People park crazy: backwards, double, half on the road. I see regular bad parkers who never get tickets."*

*"The most frustrating thing is double parked cars - sometimes they are parked for more than 30 minutes. The most offenders are customers of [...] restaurant - these cars are "tripled parked" sometimes! These drivers don't even switch on their "emergency blinkers" while doubled parked for 30 minutes!"*

## Q10: Parking Locations

### RESIDENTS

#### Q10 (#R-9) Where do you usually park your vehicle in the C-ID? (N=48)



**Figure R-9a. Parking methods for C-ID residents.**

52% of residents park on the street.

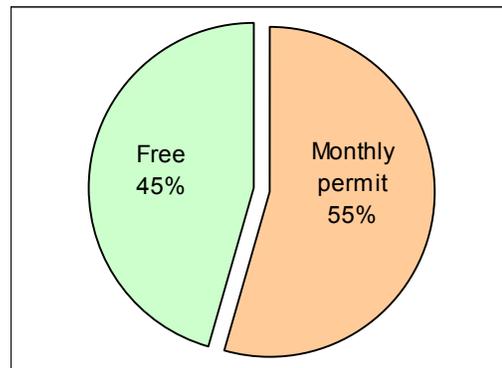
15% of the respondents use a combination of parking lots and street parking

18% have some housing-supplied parking.

#### Q10b #R-9b: For those who park in housing supplied parking lot, do you have...(N=11)

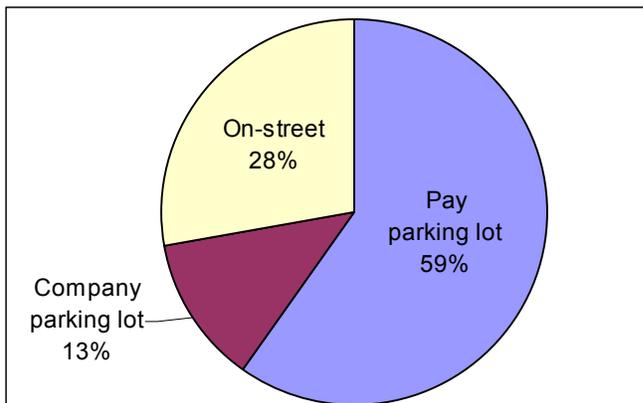
**Figure R-9b. Methods of receiving housing-supplied parking.**

More than half (55%) reported paying for a monthly permit for their housing-supplied parking lot.



### EMPLOYEES

#### Q10 (#E-7) Where do you usually park your vehicle? (N=263)



**Figure E-7. Percentages of parking methods utilized.**

For employees, pay parking lots were reported to be the most popular method.

However, on-street parking was utilized by more than a quarter of the respondents.

Business-owned lots represented only 13% of parking use.

Employees tell us why on-street parking is used 28% of the time even though they find it stressful:

*"I parked at the meter all the time it's bother because I have to move my car after two hours and if I missed some minutes, I will get a ticket and always got here in Chinatown around 12:30 p.m. and parking is really tough sometimes it took me 20-30 min. to find a space for parking"*

*"I do leave periodically for my job and when I return it is difficult to find parking / my space may be occupied by then"*

*"No parking space available in the parking lot between 12pm and 2pm even with monthly parking permit."*

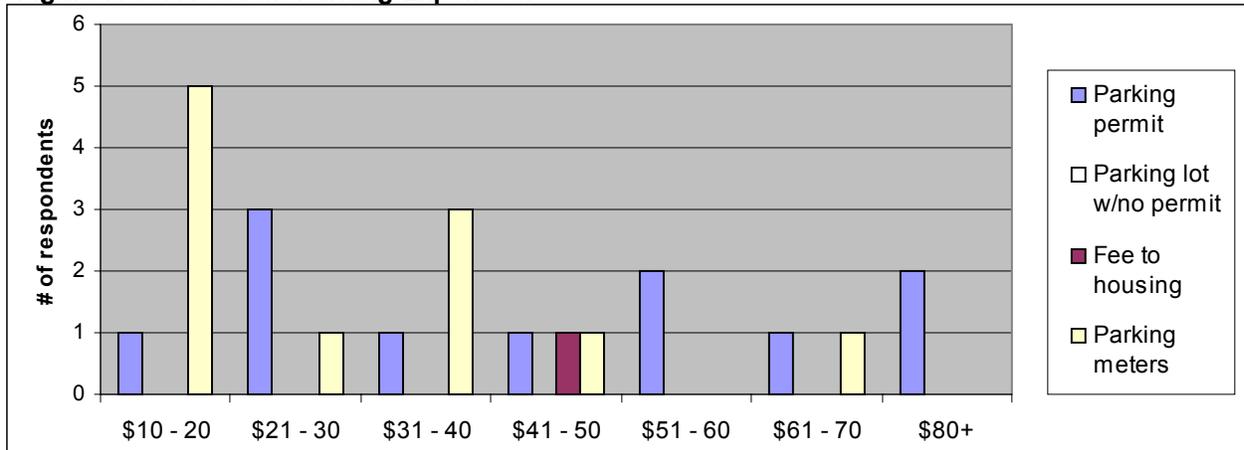
## Q11: Parking Expenses

### RESIDENTS

**Q11 (#R-10) How much do you spend on parking per month?**

	Parking permit	Parking lot with no permit	Housing pays part or all...	Parking meters
N=	11	2	1	11

**Figure R-10. Resident Parking Expenses.**

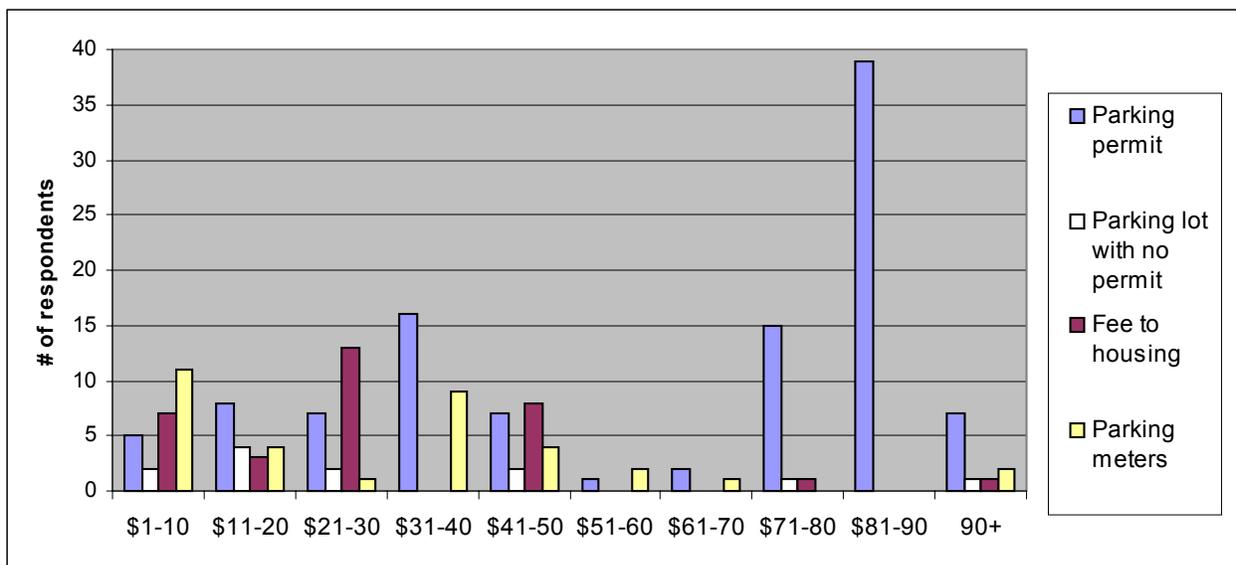


Many residents are spending between \$20-\$40 per month on street parking.

### EMPLOYEES

**Q11 (#E-8) How much do you spend on parking each month? (N=176)**

**Figure E-8: Amount of money spent each month on types of parking fees.**



- Many employees are paying \$80 for monthly parking permits.
- Some employers pay for their parking.
- There are a few employees who regularly use pay lots but do not pay.
- Parking meters cost employees \$10—\$50 per month, with a few individuals paying more.

*“Even for myself, I am too lazy to take an extra 20 minutes to take the bus, and there’s no incentive since parking & bus are equally subsidized at my [job].”*

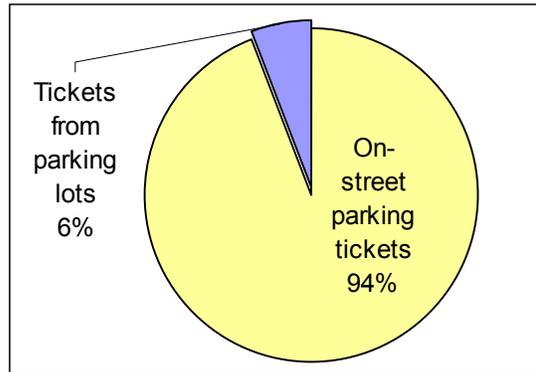
## Q12: Parking Tickets

### RESIDENTS

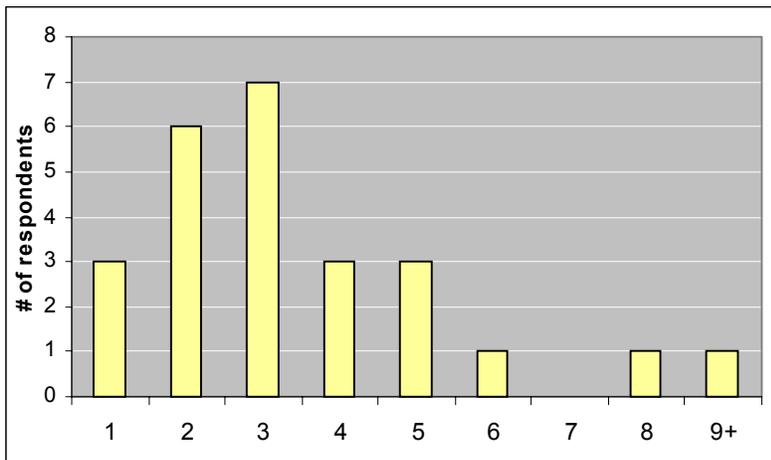
#### Q12 (#R-11) Number (and type) of parking tickets I have received the past year: (N=35)

**Figure R-11a. Types of parking tickets received by C-ID residents.**

Among the respondents who reported receiving some type of parking ticket in the past year, the vast majority (94%) reported receiving on-street parking tickets. Only 6% reported receiving tickets from parking lots.



#### Q12b (#R-11b) Number of on-street parking tickets received: (N=25)



**Figure R-11b. Number of on-street parking tickets received by C-ID residents.**

Residents receive 1-20 tickets a year, with the average being 3.9 tickets.

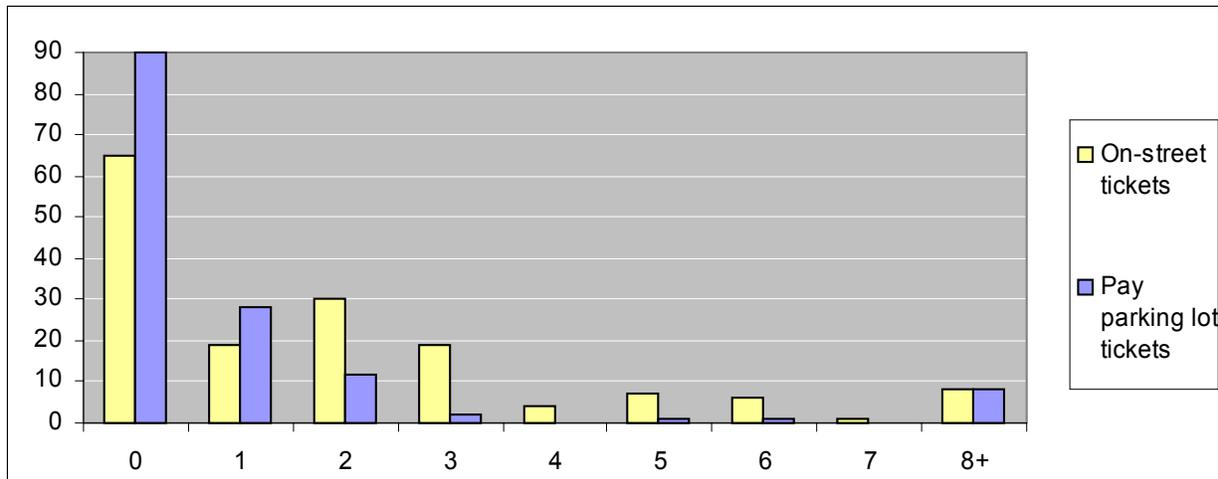
Some reported their cars getting towed.

*“Residents shouldn’t get tickets! It’s not fair!”*

### EMPLOYEES

#### Q12 #E-9: Number of parking tickets received in the past year. (N=133)

Figure E-9a. Percentages of ticket types received.



Most employees did not receive parking tickets in the last year. Of those ticketed, 60% of parking tickets were on-street and 40% received tickets at pay lots.

This is an increase in pay lot tickets from previous studies. Perhaps increased staffing at lots increases ticketing, turnover and revenue.

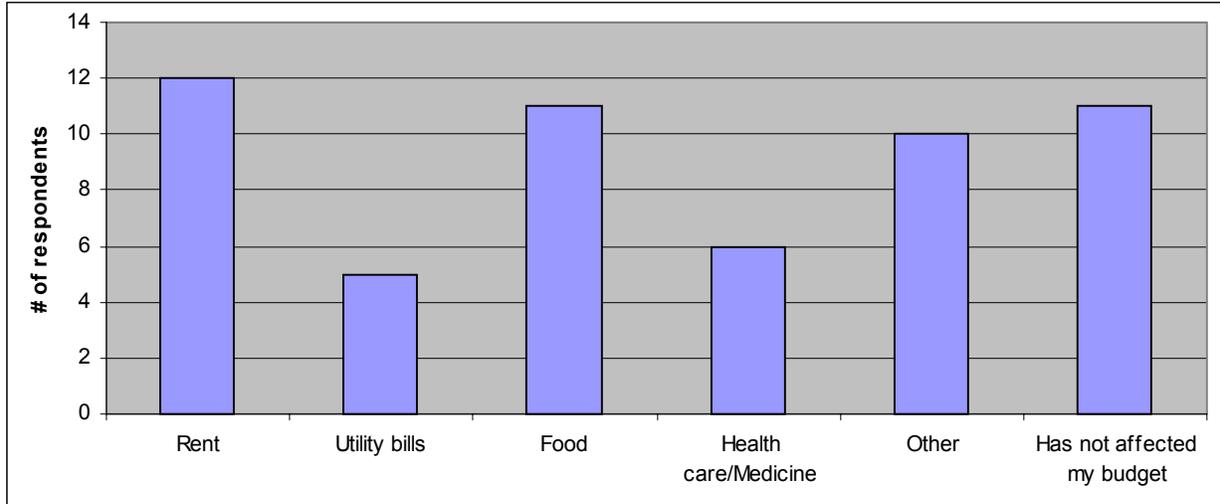
*“Often times, when I get busy and concentrate on the job, I forget about feeding the meter and run outside the ticket on the windshield, I screamed and raised hell and [get] mad!”*

## Q13: How does parking impact your budget?

### RESIDENTS

**Q13 (#R-12) Have your parking tickets affected your ability to pay for.... (N=38)**

**Figure R-12. Ways in which parking fees affect C-ID residents' budgets.**



### EMPLOYEES

Employee surveys did not include this question

For Residents:

32% reported that parking tickets affected their ability to pay for their rent.

29% say it affects their ability to pay for food.

Some residents reported impacts on ability to pay for utility bills and health care/medicine as well as other items.

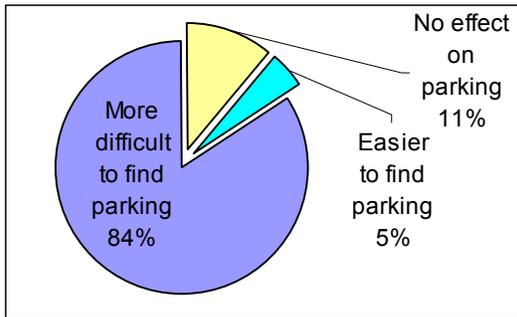
With average household annual incomes of \$13,057 (Census 2000), parking fees become a heavy financial burden, especially for those needing their cars for their jobs (83% of respondents).



## Q14: Stadium Event Day Impact

### RESIDENTS

**Q14 (#R-13) On days when Safeco Field, Seahawk Stadium, or the Exhibition Hall are in use,....(N= 44)**



**Figure R-13a. Impacts of event days on residents**

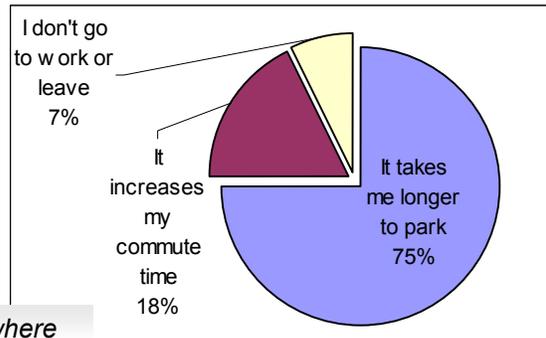
84% of respondents reported more difficulty in parking on event days.

*“Zone permit parking for residents of ID & prohibit game comers to park in the area but encourage them to use the facilities built especially for them.”*

**Q14b (#R-13b) If it is more difficult to find parking, how does it affect you? (N=24)**

**Figure R-13b. Impact of event days on resident parking.**

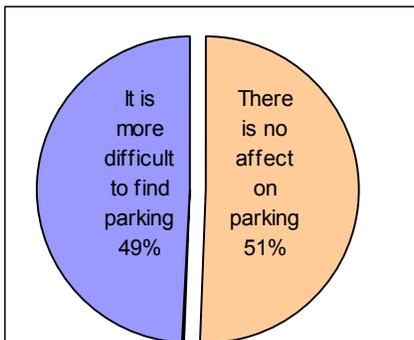
75% of residents say it takes longer to park on event days. Notably, 7% do not go to work or leave the ID on event days



*“People who see the games should park where the games are” - disabled resident*

### EMPLOYEES

**Q14 (#E-10) On days when Safeco Field, Seahawk Stadium, or the Exhibition Hall is in use... (N=250)**



**Figure E-10. Employee responses to the effects of special events on parking in C-ID.**

Half of employees find more difficulty on event days.

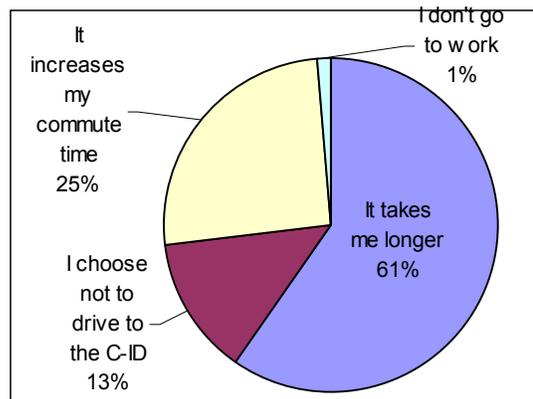
*“It's ok when no sports are being played but when they do its chaos”*

*“On game days (baseball) even though I have monthly parking there may not be spaces available-also when there is increase construction in the ID parking lot is full by 8:30a”*

**Q14c (#E-10c) When it is more difficult to find parking, (N=112)**

**Figure E-10c. Employee responses to how special events make parking more difficult.**

86% say it takes longer to get to work on event days. 13% choose not to drive to work on those days.



*“Discourage parking here for the stadiums. The revenue is minimal to none from game parkers.”*

## Q15: Alternatives Parking Locations

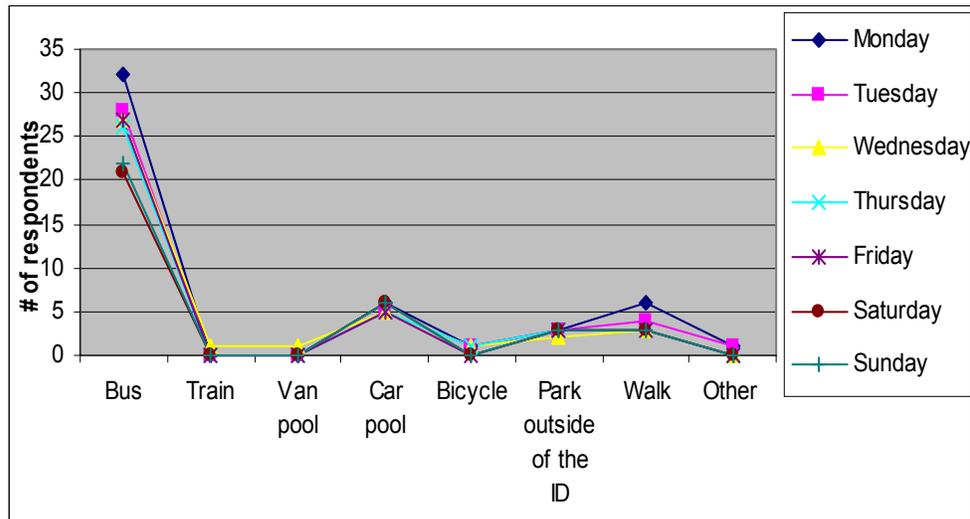
### RESIDENTS

**Q15 #R-14: If you could not park in the C-ID, please indicate which of the following option(s) you would prefer...**

	Mon	Tues	Wed	Thurs	Fri	Sat	Sun
N=	38	35	34	33	33	28	29

**Figure R-14. Residents' preferred alternatives to parking in the C-ID.**

Residents clearly prefer taking the bus, regardless of the day of the week.

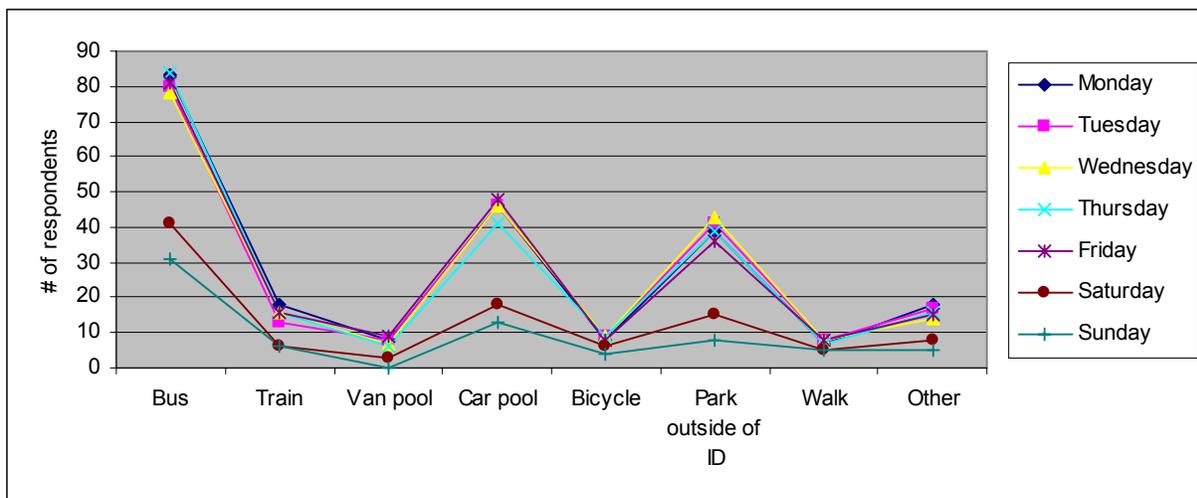


### EMPLOYEES

**Q15 (#E-11) If you could not park in the C-ID, please indicate which of the following option(s) you would prefer:**

	Mon	Tues	Wed	Thurs	Fri	Sat	Sun
N=	192	191	192	187	188	62	33

**Figure E-11. Employees' preferred alternatives to parking in C-ID**



*"I really don't mind to get to work a little early and park outside of the district, then van pool to work. However, the safety issue is important to me. I would "freakout" if I get to the lot and my car got broken in or other personal safety issues happens."*

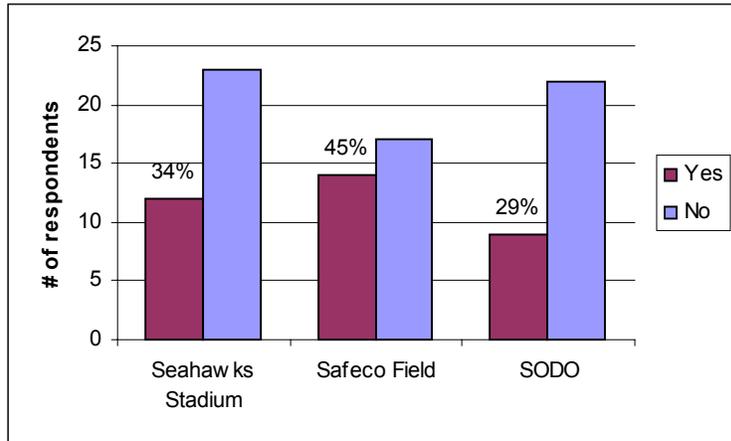
## Q16: Would you use a shuttle?

### RESIDENTS

**Q16 (#R-15) If a shuttle were available for affordable parking lots, would you park at..**

	Seahawks	Safeco Field	SODO
N=	35	31	31

**Figure R-15. Residents' interest in shuttle service to affordable parking lots.**



Although most residents do not like the idea of a shuttle to lots outside the C-ID, about one-third or respondents would consider it.

Interestingly, more residents chose Safeco Field than the closer Seahawks Stadium.

This may be due to familiarity, since Seahawks Stadium opened the month this survey began, and indicates that marketing may play an important role in new parking programs.

### EMPLOYEES

**Q16 (#E-12) If a shuttle were available for affordable parking lots, would you park at:**

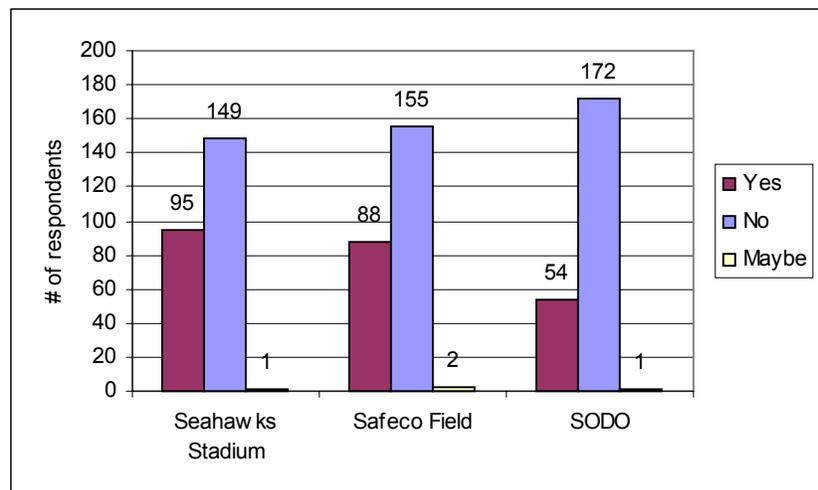
	Seahawks Stadium	Safeco Field	SODO
N=	244	245	227

**Figure E-12. Employees' interest in shuttle service to affordable parking lots**

*"I'd consider taking a shuttle bus if there was one. We should think of some ways to keep the customers by offering parking stamps, etc. Merchants can follow the Uwajimaya example of free customer parking service"*

*"Schedule shuttle and security guard for transporting from parking to work or to shopping."*

*"Shuttle is very ideal, it's a long shot however. Meanwhile, carpool, vanpool or other means should be considered."*



## Q17: Alternative Modes of Transport

### RESIDENTS

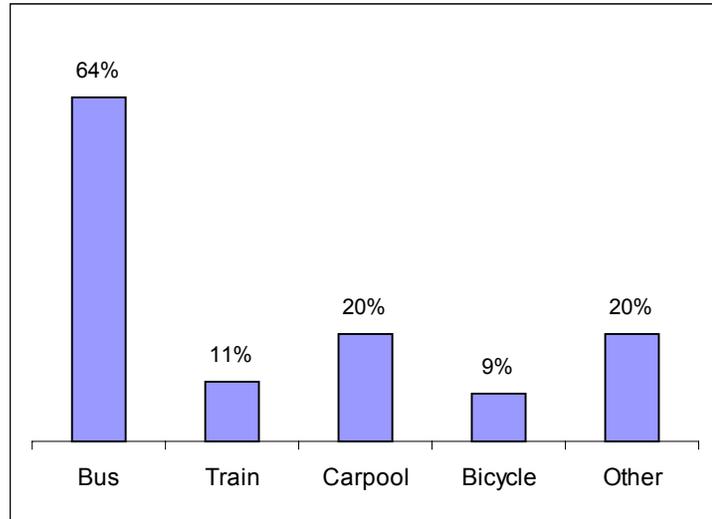
**Q17 #R-16: Which of the following modes of transportation are you interested in?**  
(N=45)

**Figure R-16. Residents' interest in transportation modes.**

Most respondents are interested in Bus as an alternative to driving. Carpooling and other unspecified modes received some interest.

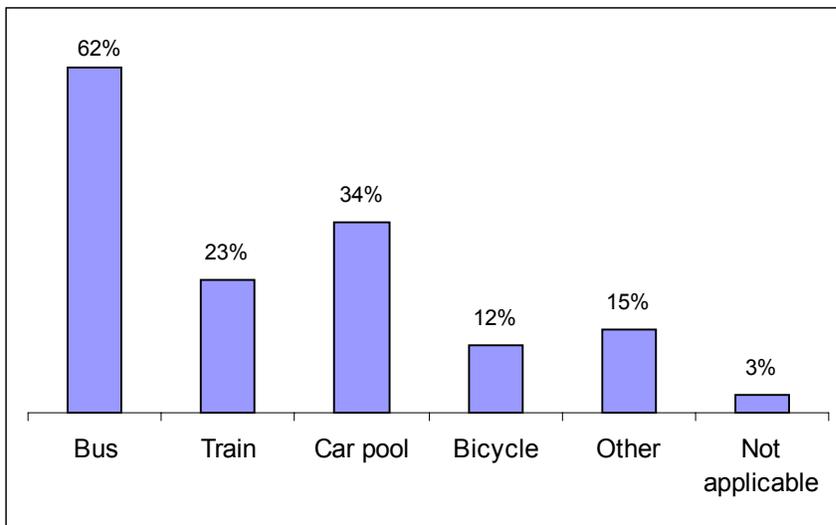
It is important to note that only 45 out of 335 total survey respondents answered this question.

One interpretation of this lack of response is lack of interest in alternative modes of transportation.



### EMPLOYEES

**Q17 (#E-13) Which of the following modes of transportation are you interested in?**  
(N=263)



**Figure E-13. Employees' interest in transportation modes.**

The majority of employees expressed interest in buses.

Carpooling and train were other options of interest.

*"I park my bike on the street but sometimes have difficulty finding an appropriate rack/pole to lock it to. Friends driving to pick me up have a hard time finding parking, esp. during lunch time."*

*"Offer a flexible package to employers that combines bus pass, occasional parking & emergency CAB Rides and Flex Car. Start a central valet for business parking. Offer cheap or free weekend/holiday parking at 4th and Lander Garage for residents & workers. Set aside a certain number of spaces for residents in evening & weekends."*

*"Development of one program that would be a combined benefit for all types of alternative commuting that benefits both employers/service companies & employees & [customers/clients]."*

## Q18: Alternative Modes of Transport

### RESIDENTS

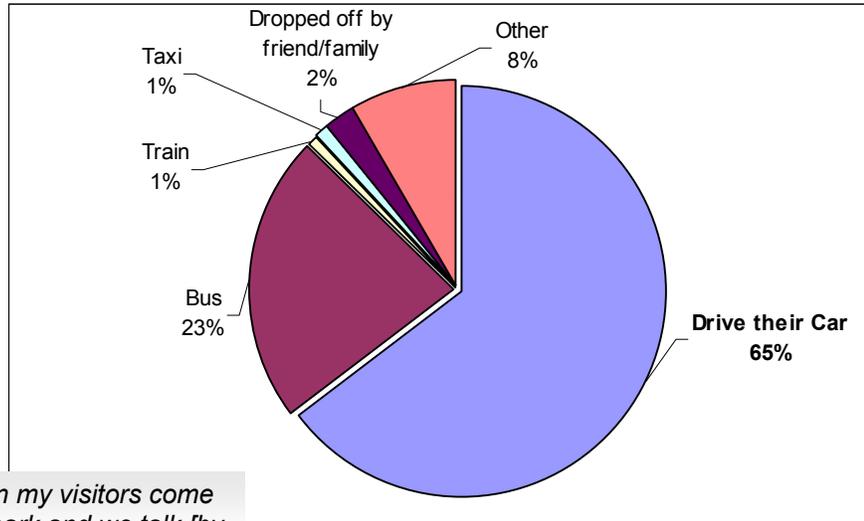
#### Q18 (#R-17) How do most people come to visit you? (N=309)

**Figure R-17. Visitors' modes of transportation.**

Visitors arriving by car represented the most common mode (65%).

The next most frequent transportation method reported was bus (23%).

Very few visitors reported using the train, taxis, or friends and family to drop them off.

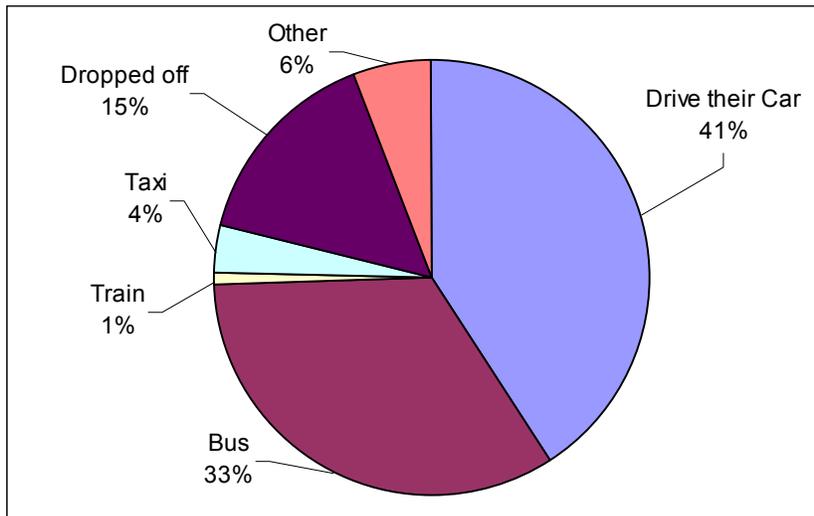


*"When my visitors come they park and we talk [by the car] until the cops come. Then they leave."*

### SERVICE PROVIDER EMPLOYEES ONLY

#### Q18 #E-19: How do most people come to visit you? (N=111)

**Figure E-19: Methods of transportation utilized by clients of C-ID direct service providers.**



Service providers estimate that 41% of their clients drive a car to the C-ID for visits.

On a promising note, 31% of their clients travel by bus.

*"Ticket those double and triple parked drivers! Also the ones who park and block handicapped/wheel chair access for sidewalk."*

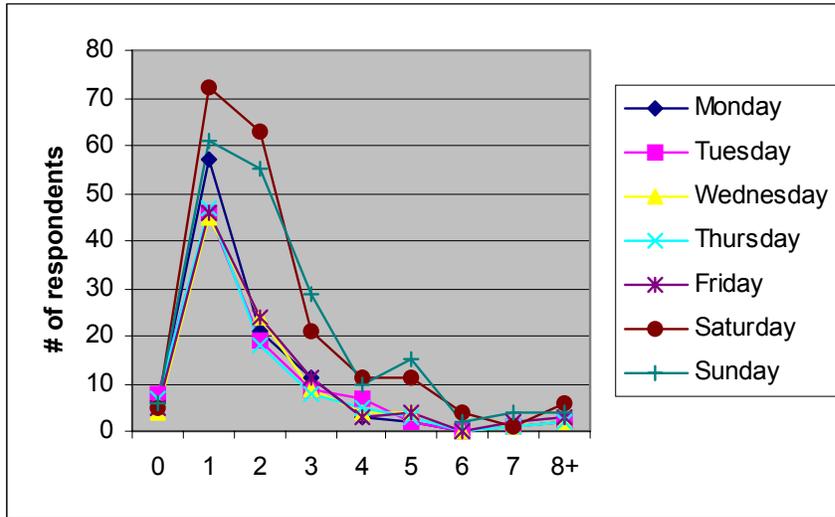
*"If people have to wait too long for parking, they will leave."*

## Q19: How many visitors drive to see you?

### RESIDENTS

**Q19 (#R-18) How many of your visitors drive to the C-ID per day in an average week?**

	Mon	Tues	Wed	Thurs	Fri	Sat	Sun
N=	105	96	95	93	100	197	189



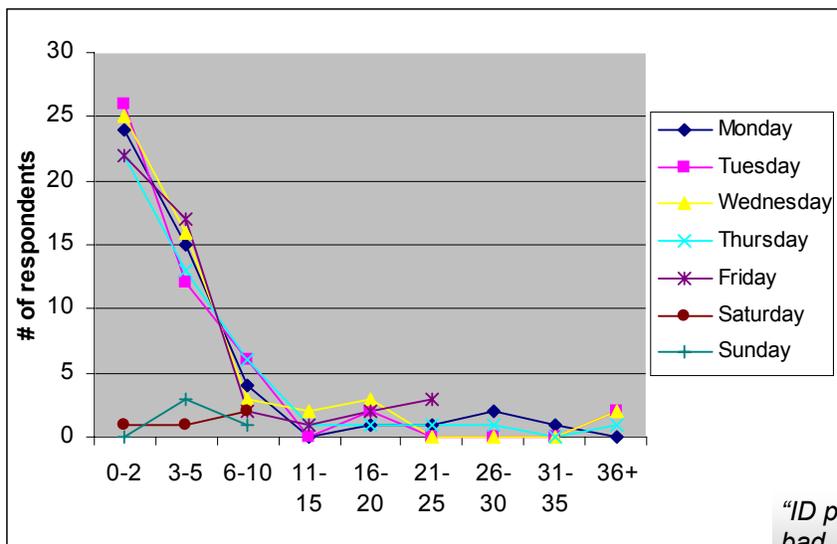
Residents receive 1-2 visitors each day, with most visits on the weekends.

*"We need some parking spaces for us, since when our grandchildren or children come they usually park very far."*

### SERVICE PROVIDER EMPLOYEES ONLY

**Q19 (#E-20) How many of your clients/visitors drive to C-ID per day in an average week?**

**Figure E-20: Number of car-driving clients/visitors that direct service providers receive each day in an average week.**



Service Providers each see about 2-5 clients per day who drive to the C-ID; weekend days having the least number of client visits.

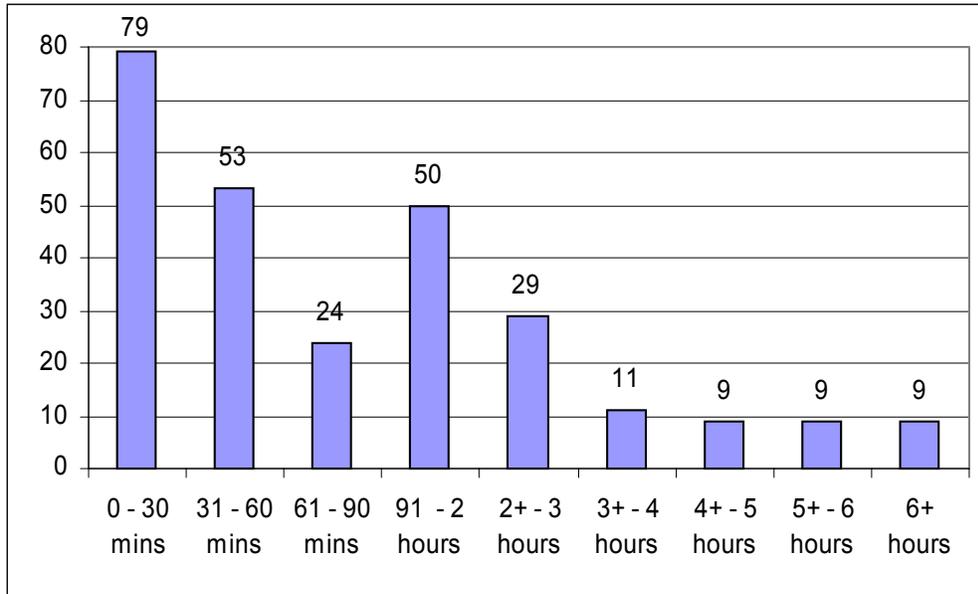
*"ID parking condition are very bad, people loading, unloading right in the middle of the street!"*

*"Customers have to illegally park to use businesses....."*

## Q20: How long do your visitors stay?

### RESIDENTS

**Q20 (#R-19) How much time do your visitors spend visiting you per day? (N=273)**



**Figure R-19. Average length visit to Residents.**

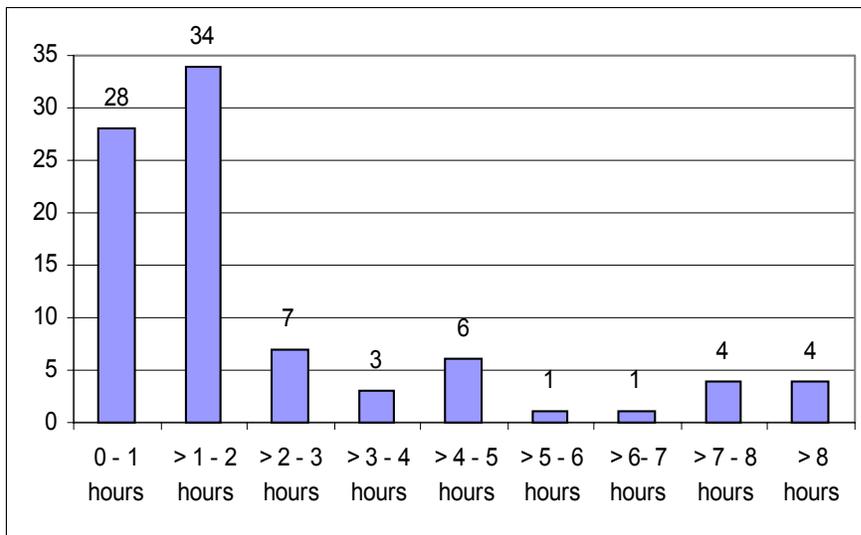
A typical visit to a resident is 2 hours.

The range of time was 30 minutes to 2 days.

*"It's hard to unload, and there is no parking when friends come to visit."*

### SERVICE PROVIDER EMPLOYEES ONLY

**Q20 (#E-21) How much time do your clients/visitors spend visiting you per day? (N=88)**



**Figure E-21: Length of time that clients/visitors spend with direct service providers each day.**

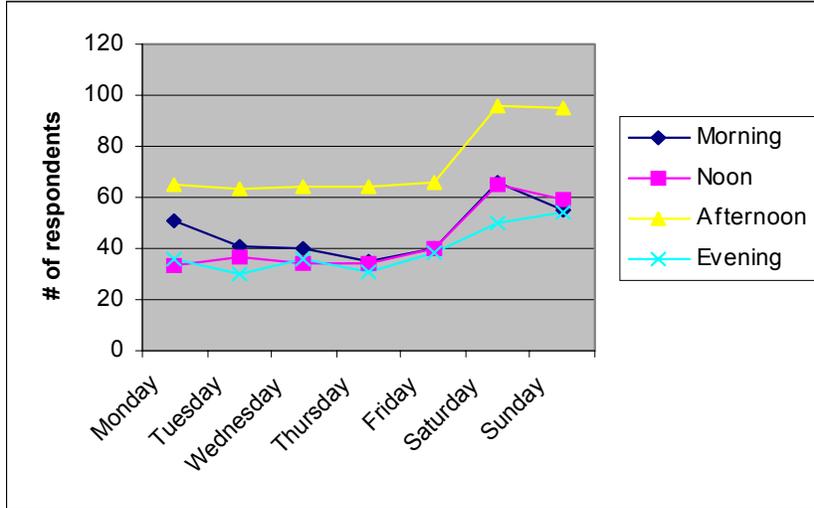
*"My clients have great difficulty finding parking in the ID area. Sometimes, they just park at staff slots for convenience sake, which is unfair for staff who pay for parking."*

## Q21: What time of day do they visit?

### RESIDENTS

#### Q21 #R-20: Around what time of day do your friends/relatives visit you?

	Mon	Tues	Wed	Thurs	Fri	Sat	Sun
N=	162	142	148	142	153	226	216



**Figure R-20. Time of day residents receive visitors.**

All days of the week, residents receive visitors mostly in the mid afternoon, with more visitors during weekends.

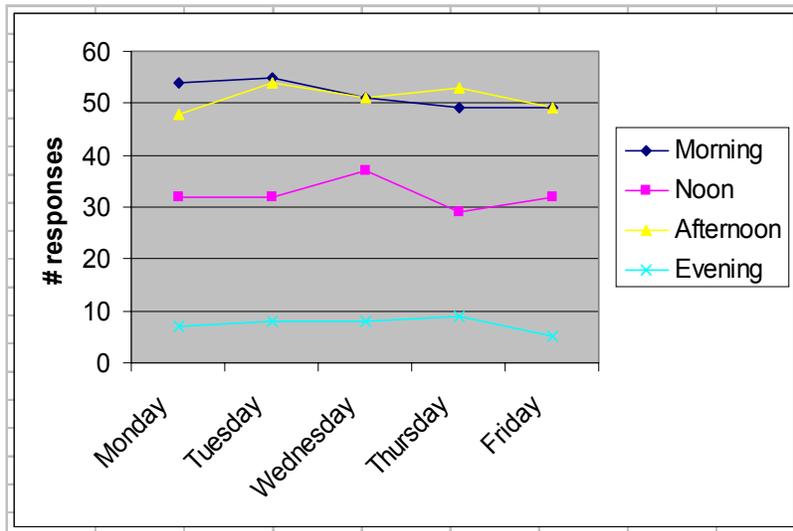
*"The situation is ridiculous right now w/ all the new apartments and the businesses, it has been more diff to find parking."*

### SERVICE PROVIDER EMPLOYEES ONLY

#### Q21 #E-21b: What is the estimated time of day that your clients are visiting you?

	Mon	Tues	Wed	Thurs	Fri	Sat	Sun
N=	70	75	76	70	67	0	0

**Figure E-21b: Time of day clients visit direct service providers.**



Service Providers report that clients come mostly in the mornings and afternoons, but noontime clients are also common.

The pattern is the same throughout the weekdays but no visitors were reported for weekends

## Appendix A-1

**Table R-1. Respondents' residences in the C-ID.**

43 different places of residence are identified. Numbers of respondents at each are not reported to address confidentiality issues.

ADH Legacy House	Maynard
Alps Hotel	Metropolitan Park Apartments
Atlas Apartments	Mosaic Apartments
Bing Kung Apartments	New Central Apartments
Bush Hotel	Nikkei Manor
Chinese Building	NP Hotel
Danny Woo	Ohio Building
Downtowner Apartments	Park
Eastern Hotel	Publix Hotel
Evergreen Apartments	Republican Apartments
Freedman Apartments	Rex Apartments
Fujisada	Union Gospel Mission
Gong Space Hong	Uwajimaya Village
Imperial House Apartments	Western Hotel
Inseino	William B
International Apartments	418
International House	535
International Terrace Apartments	15 <sup>th</sup> Alder
Jackson Apartments	418 7 <sup>th</sup> Street Ave.
Jefferson Terrace	510 6 <sup>th</sup> Ave S.
Legacy House	709 S. King St.
Main Street Apartments	

**Appendix / Table A-2. Neighborhoods from which employees commute.**

<b>North Sound</b>	<b>16</b>	<b>Chinatown-International District</b>	<b>28</b>
Edmonds			
Everett		<b>West Seattle &amp; Suburbs</b>	<b>15</b>
Lynnwood		Burien	
Mill Creek		Normandy Park	
Mountlake Terrace		West Seattle/White Center	
<b>Eastside &amp; Plateau</b>	<b>49</b>	<b>South End</b>	<b>37</b>
Bellevue	23	Columbia City/Rainier Beach	
Bothell		Mount Baker	
Factoria		New Holly	
Redmond		Rainier Valley	
Kirkland		Riverton Heights	
Kenmore		Seatac	
Issaquah		South Seattle	
Eastside		Seward Park	
Mercer Island		Skyway	13
Sammamish		Tukwila	
<b>Near Northeast Seattle</b>	<b>16</b>	<b>Southeast Suburbs</b>	<b>36</b>
Lake City/N-gate/Matthew's Bch.		Auburn	
Ravenna		Kent	
University District		Newcastle	
		Renton	22
<b>Near Northwest Seattle</b>	<b>26</b>	South King County	
Bitterlake/Broadview	7		
Grnlake/Wallingford/Grnwood	7	<b>South Sound</b>	<b>13</b>
Shoreline		Federal Way	7
Ballard/Crown Hill		Lakewood	
North Seattle		Puyallup	
Phinney Ridge		Steilacoom	
		Tacoma	
<b>Downtown &amp; Nearby</b>	<b>7</b>	Yelm	
Interbay			
Magnolia		<b>Across the Sound</b>	<b>5</b>
Queen Anne		Bremerton	
Downtown		Kitsap County	
		Poulsbo	
<b>Central Seattle (minus C-ID)</b>	<b>64</b>	Vashon Island	
Capitol Hill	10		
Beacon Hill	49	<b>No Answer</b>	<b>17</b>
Central District			
Madison Valley			
Montlake			

Aggregate numbers for each region are reported to address confidentiality when the number of responses are small. However, the names of the individual neighborhoods are listed.

## Appendix A-3

### Frequencies of respondents per survey item.

Question #	N	Question #	N	Question #	N
R-1	313	R-14: Tuesday	35	E-4: Wed Leave	223
R-2: Monday	311	R-14: Wednesday	34	E-4: Thur Arrive	221
R-2: Tuesday	299	R-14: Thursday	33	E-4: Thur Leave	217
R-2: Wednesday	305	R-14: Friday	33	E-4: Fri Arrive	219
R-2: Thursday	299	R-14: Saturday	28	E-4: Fri Leave	214
R-2: Friday	306	R-14: Sunday	29	E-4: Sat Arrive	63
R-2: Saturday	295	R-15: Seahawks	35	E-4: Sat Leave	61
R-2: Sunday	297	R-15: Safeco	31	E-4: Sun Arrive	8
R-3	323	R-15: SODO	31	E-4: Sun Leave	8
R-4	310	R-16	45	E-5	269
R-5	117	R-17	309	E-6	246
R-6: Mon Arrive	34	R-18: Monday	105	E-6: Monday	74
R-6: Mon Leave	29	R-18: Tuesday	96	E-6: Tuesday	72
R-6: Tues Arrive	32	R-18: Wednesday	95	E-6: Wednesday	71
R-6: Tues Leave	30	R-18: Thursday	93	E-6: Thursday	73
R-6: Wed Arrive	32	R-18: Friday	100	E-6: Friday	75
R-6: Wed Leave	31	R-18: Saturday	197	E-6: Saturday	25
R-6: Thur Arrive	32	R-18: Sunday	189	E-6: Sunday	13
R-6: Thur Leave	31	R-19	273	E-7	263
R-6: Fri Arrive	32	R-20: Monday	162	E-8	176
R-6: Fri Leave	31	R-20: Tuesday	142	E-9	133
R-6: Sat Arrive	28	R-20: Wednesday	148	E-9/Street Tix	163
R-6: Sat Leave	28	R-20: Thursday	142	E-9/ Lot Tix	149
R-6: Sun Arrive	27	R-20: Friday	153	E-10	250
R-6: Sun Leave	27	R-20: Saturday	226	E-10c	112
R-7	51	R-20: Sunday	216	E-11: Monday	192
R-7/Yes	30	E-1: Ser. Provider	231	E-11: Tuesday	191
R-8		E-1: Non-S.P.	98	E-11: Wednesday	192
R-9	48	E-2	312	E-11: Thursday	187
R-9/b	11	E-3: Monday	292	E-11: Friday	188
R-10/Park per	11	E-3: Tuesday	302	E-11: Saturday	62
R-10/No perm	2	E-3: Wednesday	307	E-11: Sunday	33
R-10/Housing	1	E-3: Thursday	302	E-12a	244
R-10/Meters	11	E-3: Friday	302	E-12b	245
R-11	35	E-3: Saturday	108	E-12c	227
R-11/Street Tix	25	E-3: Sunday	51	E-13	263
R-11/Lot Tix	1	E-4: Mon Arrive	218	E-14	291
R-12	38	E-4: Mon Leave	214	E-15	222
R-13	44	E-4: Tues Arrive	229	E-16	
R-13/How?	24	E-4: Tues Leave	225	E-17	
R-14: Monday	38	E-4: Wed Arrive	227	E-18	302

**Appendix A-4. Parking Studies in the last decade**

<i>Date</i>	<i>Report Name or Agency</i>	<i>Origin of information or assessment methodology</i>	<i>Findings / Highlights / Suggestions that relate to C-ID</i>
1991	Inter*Im: Business Owner Survey	Quantitative and Qualitative surveys distributed resulting in random sample	The study surveys local business owners as well as visitors to the district.
1994	Seattle Comprehensive Plan	Various	Provide enough parking to sustain the economic viability and vitality of commercial areas while discouraging single-occupant commutes
1994	South Downtown Transportation Study	Consulting firm: David Evans & Associates.	Resident off-street parking weekday afternoons, was 1%, and 10% for weekday evenings. On-street parking for weekday afternoons was 5%, with 3% for weekday evenings
1998	Seattle Transportation Strategic Plan	Various	Goal: "Work directly with neighborhoods to tailor parking solutions that achieve the right amount of residential and retail customer parking while discouraging long-term commuter parking."
1998	Chinatown/ International District Strategic Plan	<ul style="list-style-type: none"> <li>• Planning committees</li> <li>• High school youth collected data and facilitated survey distribution)</li> <li>• Picture ID: Community Design Workshop brought together design professionals and community members</li> <li>• Community outreach</li> </ul>	<ul style="list-style-type: none"> <li>• Expand and promote residential monthly parking pass program</li> <li>• Expand program to sell daily parking passes for resident visitors (to include Inter*Im, Merchants Parking, and CIDBIA)</li> <li>• Development of a community parking facility</li> </ul>
1999 / release (2002)	Heffron Transportation Study –	Met with Inter*Im, CIDBIA, Merchants Parking, South Downtown Parking Comm. Summarized Chinatown/ID Strategic Plan, Seattle's Comprehensive Plan, Seattle's Transportation Strategic Plan, ID Neighborhood Plan	<ul style="list-style-type: none"> <li>• 42 recommendations in Table 12</li> <li>• Evaluates off-street parking needs</li> <li>• RPZ would require new streets to be identified where RPZ would be in effect</li> <li>• Work with SeaTran and City Council for RPZ based on financial need</li> </ul>
1999	Merchants Parking	<ul style="list-style-type: none"> <li>• Collaborated with Inter*Im on community study</li> <li>• Community meetings</li> <li>• Community outreach</li> </ul>	<ul style="list-style-type: none"> <li>• Offers residents discount for parking between 6:00p – 6:00a. Daytime parking is same rate as for employees.</li> <li>• Sells discounted bus passes for low-income residents 100-200 utilize service.</li> </ul>
2000	SPO: Seattle Comprehensive Neighborhood Parking Study SPO continued	<ul style="list-style-type: none"> <li>• Data collected in 35 study areas in 26 neighborhoods</li> <li>• Consulting firms (KJS Associates, Kittleson and Assoc., Huckell/ Weinman Assoc., Melvin Mark Development Co. Michael Kodama Planning Consultants</li> </ul>	<ul style="list-style-type: none"> <li>• Recommends effective parking management strategies that support transit use and vital neighborhood business and residential areas</li> <li>• Recommended modification of City's parking regulations with less complex and a more flexible framework</li> <li>• ID not mentioned in study</li> </ul>
2001	Seattle Transportation Strategic Plan Annual Report	Developed "Parking Guide" to advise residents and businesses of parking management solutions. Staff work with small businesses, neighborhood organizations and King Co. Metro	<ul style="list-style-type: none"> <li>• Suggests license plate survey to determine registered drivers</li> <li>• City Council Resolution 30369 provides policy direction to citizens and City staff for reviewing requests for City financial assistance in public parking facilities</li> </ul>

