RapidRide Roosevelt Project

Eastlake Business Parking Workshop
July 31, 2019
Today’s agenda

1. Welcome and introductions
2. Project overview
3. Parking and access
4. How do we make this work?
   ▪ Curbspace opportunities (load zones)
   ▪ Access to transportation
   ▪ Shared Parking
   ▪ Restricted Parking Zone
5. Next steps
1 Welcome and introductions
Goals of today’s workshop

1. Understand Eastlake Ave E business concerns
2. Engage in two-way conversation
3. Seek input on potential access strategies
4. Hear ideas from you
2 Project overview
Our mission, vision, and core values

**Vision:** Seattle is a thriving, equitable community powered by dependable transportation

**Mission:** to deliver a transportation system that provides safe and affordable access to places and opportunities

Committed to **6 core values:**

- Equity
- Safety
- Mobility
- Sustainability
- Livability
- Excellence
RapidRide Roosevelt Project

By 2024, the RapidRide Roosevelt project will:

- Improve transit travel times, reliability, and capacity
- Enhance transit connections between Downtown Seattle and the Eastlake, South Lake Union, University District, and Roosevelt neighborhoods
- Improve safety conditions and access to transit for people biking and walking within neighborhoods along the corridor

How:

- Upgrade buses, bus stops, and supporting infrastructure
- Expand and optimize bus schedules and routes
- Redesign curbspace and install protected bike lanes
Project background

- RapidRide Roosevelt Project included in Levy to Move Seattle, passed by Seattle voters in 2015
- Includes transit, multimodal and paving investments in Seattle neighborhoods
- Advances key City plans for transit and bicycle infrastructure
What is RapidRide?

RapidRide is a robust arterial Bus Rapid Transit (BRT) service:

- Metro’s premium transit product
- An arterial BRT product right-sized for the communities and neighborhoods it serves
- A collection of highly productive routes
- Innovative and improvement oriented
- Geographically minded
Benefits of RapidRide Roosevelt Project

- Provides frequent and on-time transit service with more buses at night and on weekends, increasing capacity by up to 14% by 2040

- Increases daily ridership by up to 112% by 2024 and reduces transit travel time by 17 minutes in 2024

- Upgrades bus stops with lighting, real-time arrival info, and all-door boarding

- Improves safety for all users with about 5 miles of new protected bicycles lanes

- Improves roadway conditions by repaving Eastlake Ave E and pavement overlays on 11th/12th Avenue

- Improves sidewalks and upgrades approximately 200 curb ramps to meet ADA requirements

- Lowers carbon emissions by adding new electric trolley wire
Current schedule

- **2019**: Updated project design
- **2019**: Publish Draft Environmental Assessment; Public comment period
- **2021**: Construction begins
- **2023-2024**: Project complete
Bicycle facilities

Eastlake Bicycle Facility Evaluation

- 39 bicycle collisions on Eastlake Ave E from 2012-2017
- SDOT evaluated 9 routes
- Completed fall 2018

Protected bike lane on Eastlake Ave E

- All options impact parking

*Pink indicates a street segment included in the area study
Summary of bicycle facility analysis

Option 2: protected bike lane on Eastlake Ave E
best meets the evaluation criteria and provides the highest-quality bicycle facility in Eastlake because:

- Fewest potential conflicts at intersections and driveways
- Most straightforward and intuitive route
  - Other routes require several turns off Eastlake Ave E so people riding bikes may be confused or choose to continue on Eastlake, slowing transit
- Access to all eight RapidRide stops and TOPS K-8 school
- Doesn’t require removal of the planted median on Eastlake Ave E
3 Parking and access
Key SDOT curbspace and access priorities

**COMMERCIAL + MIXED USE**
- Support for modal plan priorities
- Access for commerce
- Access for people
- Activation
- Greening
- Long-term parking

The project meets the priorities in the:
- City of Seattle’s 2016 Updated Transit Master Plan
- 2014 Bicycle Master Plan
Parking impacts of RapidRide Roosevelt

Curbspace impacts on Eastlake Ave E (up to):

- 324 parking spaces removed
- 18 truck and general loading zones (to be relocated)
- 4 passenger loading zones (to be relocated)

Protected bicycle lane located in former parking area
Parking studies

- Conducted three parking studies
  - Per community request, conducted an additional overnight study (7/9-7/11)
- Eastlake Ave E, one block east and west
- Goal: review how existing spaces are used; understand impact of removing spaces on Eastlake Ave E to immediate area
- Included selected off-street garages with publicly available parking
Study results

- **Inventory:** Most utilized midday
- **Duration:** Most people (74%) park on Eastlake Ave E for 4 hours or fewer

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<thead>
<tr>
<th></th>
<th>SPACES</th>
<th>OCCUPANCY</th>
<th>UTILIZATION</th>
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<tbody>
<tr>
<td>Midday (12-1 PM)</td>
<td>1,496</td>
<td>1,365</td>
<td>91%</td>
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<td>PM Peak (5-6 PM)</td>
<td>1,334</td>
<td>1,031</td>
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<td>Evening (8-10 PM)</td>
<td>1,496</td>
<td>1,056</td>
<td>71%</td>
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<td>Overnight (2-4 AM)</td>
<td><strong>TBD</strong></td>
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*Occupancy is the number of cars parked
**Utilization is the percentage of occupancy over spaces
Clarifying questions?
4  How do we make this work?
Proposed parking and access strategies

A combination of creative strategies will help support access to Eastlake Ave E:

- **Strategy 1:** Loading zone relocation, other curbspace updates
- **Strategy 2:** Access to transportation options
- **Strategy 3:** Shared parking facilities
- **Strategy 4:** Restricted Parking Zone (RPZ) 8 updates
Strategy 1: Curbspace opportunities

- Relocating as many load zones as feasible keeps Eastlake deliveries and businesses running smoothly
- Drafted load zone relocation and exploring installation of other curbspace off Eastlake
- Connecting with businesses and residents to:
  - Finalize the relocation design
  - Relocate signs during construction
Loading zone types

- **3 MINUTE PASSENGER LOAD ONLY**
  - TOW-AWAY ZONE
  - PHONE 684-5444

- **30 MINUTE LOAD AND UNLOAD ONLY 7AM-8PM**
  - EXCEPT SUN-HOL
  - PHONE (206) 684-5444

- **30 MINUTE TRUCK LOAD ONLY 7AM-6PM**
  - EXCEPT SUN-HOL
  - TOW AWAY ZONE
  - PHONE 684-5444
Strategy 1: Curbspace opportunities

- The draft design includes details on existing and relocated load zones:
  - Type (e.g., passenger load)
  - Physical length
  - Time duration
  - Grade

- Proposed grades for loading zones align with other zones in the city
Strategy 1: **Curbspace and loading zones**

- How do you see load zones being used in this area today?
- What are your load zone needs?
- What do you think of the potential load zone locations shown on the map?
Strategy 2: Access to transportation options

Local programming to provide information and incentives to encourage employees, residents, and visitors to use transit, ridesharing, biking or walking. Also known as transportation demand management (TDM):

- Reduces demand for parking by better connecting workers and visitors to other options and programming through education and marketing
- Improves worker, customer and visitor access to available transit by connecting them to products and incentives
- Customized programming can help Eastlake business workers and customers adapt during the transition
- Provides a way to educate on parking/loading changes as well as improved access by transit, bicycling, rideshare, walking and other options
Transportation options programming examples: transit corridor promotions

▪ “Ride the 44”
  ▪ Outreach campaign (e.g., social media, festivals)
  ▪ Incentives to ride included: free ORCA card and gift certificates from businesses along the route

▪ Outcomes:
  ▪ 67% of participants: campaign directly contributed to decision to ride the 44 more often
  ▪ More than 14% of survey respondents said they did not ride public transit a year ago
  ▪ Increased non-commute trips
Transportation options programming examples: business district programming

The U District, Let’s Go pilot program was a collaboration with Transportation Choices Coalition, Seattle Department of Transportation and U District Partnership, supported by a WSDOT project using Congestion Mitigation & Air Quality (CMAQ) funds.

Plan your journey to the U District. Choose a mode to learn more.
Transportation options programming examples: employer consultations

- Starting **Jan. 1, 2020** all Seattle employers with **20+ employees** will be required to offer a commuter benefit

- **Is your business saving money with pre-tax commuter benefits?**
  - Programs are free and easy to set up
  - Employees save as much as 40% on their commuting expenses
  - Employers save up to 9% on payroll taxes
  - Reduce parking demand, reduce congestion, encourage transit usage

  **For a free consultation, contact Commute Seattle’s Commuter Benefits Specialist at 206-613-3243 or pre-tax@commuteseattle.com**
Strategy 2: **Access to transportation options**

- Which ideas could be beneficial for your employees or customers?
- Do you have other ideas that could be helpful? How could the city help you implement those ideas?
- What are the biggest barriers to your customers and employees using public transportation or a transportation options program?
Strategy 3: Shared parking

- Tool that makes it convenient to rent and reserve nearby parking when it’s not in use (e.g., from apartments)
- Shared parking optimizes the use of existing parking to support more customers, residents, and employees
- Several apps currently exist including: Spot Hero, Curb Flip, BestParking, and ParkMe
Strategy 3: Shared parking

Spot Hero Example:

- Guaranteed parking
- Flexible timing, extensions, and cancellations
- Daily + monthly options
- Reduced rates
Strategy 3: **Shared parking**

- Who in the neighborhood might have parking spaces available for additional use?
- Would your business consider a) renting out or b) using shared parking? Why or why not?
- How could we encourage more neighbors, customers/visitors, and employees to use shared parking?
Strategy 4: Restricted Parking Zone (RPZ) update

RPZ: Considering adjustments to the RPZ to better ease parking congestion in the residential area and better balance needs of employees, residents, and customers

Zone reviews typically consist of:

- Zone parking data collection
- Review sign rules with all community members, propose updates
- Draft plan development, public hearing and other outreach
Restricted Parking Zone (RPZ) 8 in Eastlake

- Zone installed in the early 1990s
  - Generally covers streets around Eastlake Ave E between E Allison, Newton, I-5 and Lake Union
  - Mon-Sat 7 am – 6 pm with 2- or 4-hour parking without permit
  - Many blocks are permit only everyday 6 pm to midnight

- SDOT is considering working with residents and businesses to update zone rules for future parking and access needs of the Eastlake community
Strategy 4: **Restricted Parking Zone (RPZ) 8**

- Does the RPZ have any impact on your business, positive or negative?
- How might the RPZ program be revised to better support your business?
5 Next steps
What’s next for parking and access strategies?

- We’ll review the input we received today and share our response with you
- We will work with businesses to review loading zones
- We will schedule and notify you about future project meetings
Keep in touch

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