RapidRide Roosevelt Project

Eastlake Neighborhood Parking Workshop
Tonight’s agenda

1. Welcome and introductions
2. Project overview
3. Potential parking and transportation demand management strategies
4. Small group discussions
5. Wrap-up and adjourn
Goals of tonight’s workshop

1. Understand community concerns
2. Provide an opportunity for two-way conversation
3. Seek input on potential parking and transportation demand management strategies
4. Hear ideas from you
Our mission, vision, and core values

**Mission**: deliver a high-quality transportation system for Seattle

**Vision**: connected people, places, and products

Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

For all
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 its communities
- A collection of highly productive routes
- Innovative and improvement oriented
- Geographically minded
Benefits of RapidRide Roosevelt Project

- **Improved transit-riding experience** with upgraded RapidRide stations and off-board payment
- **Improved transit speed and reliability** with upgraded transit signals, transit signal priority and new transit lanes
- **Improved safety and connectivity** with protected bicycle lanes along 11th and 12th avenues, Eastlake Ave E and Fairview Ave
- **Improved pedestrian experience** with sidewalk and accessibility improvements throughout Eastlake Ave E
- **Improved roadway conditions** with paving along Eastlake Ave E
Current schedule

• 2019: Updated project design
• 2019: NEPA Environmental Assessment/SEPA DNS published
• 2021: Construction begins
• 2023-2024: Project complete
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
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 two parking studies
• 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
• Inventory and duration studies:
  • Inventory: Eastlake is most utilized mid-day
  • Duration: Most people (74%) park on Eastlake Ave E for 4 hours or fewer
Study results

Eastlake parking inventory

<table>
<thead>
<tr>
<th>Time</th>
<th>Spaces</th>
<th>Occupancy</th>
<th>Utilization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Midday 12-1 PM</td>
<td>1,496</td>
<td>1,365</td>
<td>91%</td>
</tr>
<tr>
<td>PM Peak 5-6 PM</td>
<td>1,334</td>
<td>1,031</td>
<td>77%</td>
</tr>
<tr>
<td>Evening 8-10 PM</td>
<td>1,496</td>
<td>1,056</td>
<td>71%</td>
</tr>
</tbody>
</table>
Clarifying questions
Proposed parking and access strategies

Strategy 1: Transportation demand management
Strategy 2: Shared parking
Strategy 3: Restricted parking zone 8 updates
Strategy 4: Loading zone relocation, other curbspace updates
Strategy 5: What else?
Strategy 1: Transportation demand management

• TDM programs connect area employees, visitors, residents to transportation resources – particularly bus, bike, rideshare info and passes
• More trips by other means than peak-hour private car use can help reduce demand for on-street parking
• Example - U-District Let’s Go pilot
Strategy 1: Transportation demand management

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.
Strategy 2: Shared parking

• Shared parking – tool where nearby property owners share access to parking lots/garages amongst many area businesses, residents

• Opportunities in parking lots of private business to arrange for others to park (including for fee)
Your turn

Strategy 1: Transportation demand management
How might a similar TDM program be adapted to work in Eastlake?

Strategy 2: Shared parking
If your building has extra parking stalls, would you rent that out?
Is this something that area employees or residents would use?
Strategy 3: Restricted Parking Zone update

RPZ: Considering adjustments to the RPZ to better ease parking congestion in the residential area and better balance needs of all curb space users in the area.

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
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 7am – 6 pm with 2 or 4-hour parking without permit; Many blocks are permit only everyday 6 pm to midnight

- While carefully created then, SDOT is proposing to work with residents and businesses to update zone rules for future parking and access needs of the Eastlake community
Your turn

Strategy 3: Restricted Parking Zone 8

How does RPZ work for you today?

How might the RPZ program be revised to work better in the Eastlake community?
Strategy 4: Curbspace opportunities

Curbspace opportunities: load zone relocations and potential installation of other curbspace off Eastlake

SDOT commitment to relocate as many load zones as feasible

Connecting with adjacent businesses and residents closer to project construction to relocate signs
Loading zones 101

3 MINUTE
PASSENGER LOAD ONLY

30 MINUTE
LOAD AND UNLOAD ONLY
7AM-8PM
EXCEPT SUN-HOL

30 MINUTE
TRUCK LOAD ONLY
7AM-6PM
EXCEPT SUN-HOL

TOW-AWAY ZONE
PHONE 684-5444

TOW AWAY ZONE
PHONE 684-5444
Strategy 5: What else?

What other strategies to reduce the impact of parking removal should SDOT consider?
Your turn

Strategy 4: Curbspace and loading zones

Thoughts on short-term parking and load zone locations?

Strategy 5: What else?

What other strategies to reduce the impact of parking removal should SDOT consider?
What’s next for parking and access strategies?

• We’ll review the input we received tonight and let you know how we respond to it
• We will work with businesses to review loading zones
• We will schedule and notify about future project meetings
Keep in touch

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www.seattle.gov/transportation/RapidRideRoosevelt