



Roosevelt Line



RapidRide Roosevelt Project

Eastlake Business Workshop – July 31, 2019

Summary

Meeting Purpose: As part of the RapidRide Roosevelt Project, existing parking spaces and loading zones on Eastlake Ave E will be removed or relocated. To gather community input, the Seattle Department of Transportation (SDOT) hosted a community parking workshop for Eastlake business owners and property managers. At the meeting we provided an overview of the project and discussed loading zone and parking changes that we had considered and asked attendees to offer their own ideas.

Notifications:

- July 16: Eastlake Ave E businesses were emailed an invitation to the workshop
- July 22: A postcard was mailed to businesses about the workshop
- July 24 and 25: SDOT outreach team went door to door inviting businesses to attend the workshop
- July 30: Business were emailed a final reminder

Attendance: Approximately 14 business owners attended the morning workshop and around 8 attended the evening workshop.

Meeting details:

Wednesday, July 31, 2019
Session 1: 11 AM-12:30 PM
Session 2: 6-7:30PM

College Club Seattle
11 E Alison Street
Seattle, WA 98102





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Meeting Format

AM Session

11:00-11:10 AM	Welcome and agenda overview <i>Penny Mabie, facilitator, EnviroIssues</i>
11:10-11:15 AM	Project overview <i>Garth Merrill, Project Manager, SDOT</i>
11:15-11:20 AM	Parking and access overview <i>Mary Catherine Snyder, Parking Strategic Advisor, SDOT</i>
11:20-11:30 AM	Clarifying Questions <i>All</i>
11:30 AM-12:20 PM	Strategy review and discussion Strategy 1: Loading zone relocation, other curb space updates <i>Mary Catherine Snyder, Parking Strategic Advisor, SDOT</i> Strategy 2: Access to transportation options <i>Ann Sutphin, Strategic Advisor, Transit & Mobility Division, SDOT</i> Strategy 3: Shared parking facilities <i>Mary Catherine Snyder, Parking Strategic Advisor, SDOT</i> Strategy 4: Restricted Parking Zones (RPZ) 8 updates <i>Mary Catherine Snyder, Parking Strategic Advisor, SDOT</i>
12:20-12:30PM	Wrap up and next steps <i>Penny Mabie, facilitator, EnviroIssues</i>

PM Session

6:00-6:10 PM	Welcome and agenda overview <i>Penny Mabie, facilitator, EnviroIssues</i>
6:10-6:15 PM	Project overview <i>Garth Merrill, Project Manager, SDOT</i>
6:15-6:20 PM	Parking and access overview <i>Mary Catherine Snyder, Parking Strategic Advisor, SDOT</i>
6:20-6:30 PM	Clarifying Questions <i>All</i>
6:30-7:20 PM	Strategy review and discussion



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Strategy 1: Loading zone relocation, other curb space updates

Mary Catherine Snyder, Parking Strategic Advisor, SDOT

Strategy 2: Access to transportation options

Ann Sutphin, Strategic Advisor, Transit & Mobility Division, SDOT

Strategy 3: Shared parking facilities

Mary Catherine Snyder, Parking Strategic Advisor, SDOT

Strategy 4: Restricted Parking Zones (RPZ) 8 updates

Mary Catherine Snyder, Parking Strategic Advisor, SDOT

7:20-7:30 PM

Wrap-up and next steps

Penny Mabie, facilitator, EnviroIssues

Clarifying Questions

Questions asked by community members prior to small group breakouts

1. How is a delivery truck going to unload to restaurants with the protected bike lane?
 - A. There will no longer be truck load zones on Eastlake Ave E. Instead delivery and passenger pick ups and drop offs will need to unload from side streets and alleys as outlined in the potential load zones.
2. How is this project taking into account emergency vehicle access?
 - A. Part of the preliminary design is working to accommodate emergency vehicles, which includes maintaining the two-way left-turn lane for safety and emergency vehicles. We will coordinate with emergency service providers to ensure access.
3. Is SDOT aware of and coordinating with the other projects in the area on the loss of parking?
 - A. Yes, we are coordinating with WSDOT.
4. Is this project and the removal of parking a done deal?
 - A. We are moving forward with a protected bicycle lane on Eastlake Ave E, which necessitates removal of parking. Based on community feedback, we evaluated alternative bicycle routes on Eastlake Ave E to best meet the project purpose and needs. One big question we considered when evaluating the alternatives is, "What is the parking impact to the corridor?" All of the routes affected parking. The need for this protected bicycle lane is also reflected in the Bicycle Master Plan, and the project design has been approved by City Council in 2017 as the Locally Preferred Alternative. We've identified strategies to



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help with the loss of parking. For example, discussing the load zones later in the workshop is an opportunity for you to provide input.

5. Where are people going to park? Have you thought about the financial impacts?
 - A. We are going to talk about parking strategies later in the workshop.
6. What is your proposal for where all of the cars will go?
 - A. We have heard that as a concern. We have four strategies to look at parking changes, and want to give you the opportunity tonight to look at, and provide feedback on, how these strategies could be implemented.
7. When the community initially communicated support for the medians, we didn't realize that meant losing all our parking. Can SDOT come back to the community and ask if we would rather have parking or landscaped medians?
 - A. We can discuss the planted medians and the two-way left turn. Although, if we had a configuration without a two-way left turn, the concern becomes access to businesses and emergency vehicle response. With the narrow corridor here, the two-way left-turn maximizes access to both sides of the street.
8. What is the definition of curbspace? How is curbspace going to benefit businesses?
 - A. Curbspace is a way to describe how we use the space along the curb. The Eastlake Ave E curbspace is currently designated as parking and loading, and in the future will be used for the protected bicycle lane.
9. How are residents and customers with mobility issues going to access the community?
 - A. As part of the workshop activity, we have proposed maps to look at access for customers with mobility needs for your review and comment.
10. How can the city do a massive parking study, and completely ignore the parking taken by WSDOT?
 - A. Data for the parking study was collected in 2018. While the data in these studies does not specifically include the more recent impacts to the loss of parking, it still shows there's high parking utilization in the neighborhood.
11. Is SDOT taking into account the upzoning of buildings without any additional parking?
 - A. Yes. One of the strategies we'll discuss in the workshop is Restricted Parking Zone (RPZ) 8, and how we can update the zone to better work for everyone.



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12. How will the project not put Eastlake businesses out of business the way installing a protected bicycle lane on Roosevelt Way NE did?
 - A. The Eastlake community has asked several times for an "after" data study on Roosevelt Way NE so we've connected with that project team and others, but an after study doesn't exist. However, even if a study were conducted, it would be difficult to clearly identify a cause and effect relationship between installing protected bicycle lanes and removing parking leading to businesses shutting down. There are many factors that could cause a turnover of businesses, such as changes to rent, the new Sound Transit station going in near Roosevelt Way NE, and increased development.
13. Why is the protected bike lane so large? Is the buffer a physical curb?
 - A. The buffer is sized to ensure safety between the different modes of transportation. We are in the early design phase right now, so what the buffer will physically look like is still being determined, but we anticipate there will be some type of physical barrier. The bicycle lane will be against the curb side and then there will be a 3-foot buffer between the person riding a bike and people driving cars, trucks and buses on Eastlake Ave E.
14. Will the bus stop traffic in that lane?
 - A. The bus will make in-lane stops. However, the RapidRide upgrades from this project like all-door boarding and off-board payment will speed up stops, so there will be minimal impact on the flow of traffic.
15. Will there be dedicated signals for bicyclists?
 - A. We have not specifically designed the bicycle signals yet but will do so later in the process. It is possible there will be dedicated signals for bicyclists at priority intersections.
16. How many bicycles use the corridor?
 - A. We collected data in May 2018, during peak hours there are 120 bicycles/hour which translates to 2 bikes a minute. All of this information can be found in the [bicycle evaluation](#).
17. Will Route 49 be impacted by this project?
 - A. No, Route 49, which goes over the University Bridge and southbound on Harvard, will not be impacted by this project.
18. You state that the corridor will see a reduction of travel time up to 17 minutes. Can you explain how much of that 17 minutes is within Eastlake?
 - A. The original analysis didn't break this down by subsection. However, we expect that much of the savings will be around Fairview because we're widening the street to support a transit only lane that's shared by the buses and streetcar.



19. How many cars per hour travel on Eastlake Ave E?

A. We'll find that information for you.

Proposed Parking and Access Strategies

Small group discussion feedback from attendees:

Note – feedback provided below is lightly edited for clarity, but otherwise shared as provided by meeting attendees. Identifying information has been removed.

Strategy 1: Loading zone relocation, other curb space updates

- A lot of people use the general curbside parking as load zones.
- We have many daily deliveries who mainly park their trucks in front as they unload quickly.
- People carrying packages, customers, and mail carriers need safe alternatives.
- Need to look at the future of Eastlake development and see how to make access viable to businesses.
- We don't want any large articulated or semi-trucks on side streets.
- Deliveries currently load and unload in the alleys and center turn lane. When the alley is congested, garbage trucks use the loading zones.
- All trash pickup is done on Eastlake Ave E; the trash company has keys to roll-up doors.
- Current load zones are often used as parking, particularly for ADA access.

Location Specific Comments:

- The proposed loading zone uphill on Lynn Street does not work for Eastlake Coffee Café. It is not realistic to think that many suppliers for our business and others (Eastlake Market, Zoo Tavern, 14 Carrot, etc.) will all share that one spot and unload uphill. We need some spots on the main street that are more convenient. Most deliveries are done early in the morning. Also, we need parking for customers.
- West of Louisa Street on the south side of the street (UPS, Post Office, Amazon, FedEx).
- Deliveries currently unload to Adaptive Biotechnologies at the loading dock under the building and sometimes on Fairview Ave.
- Serafina currently unloads in the alley between Eastlake Ave and Yale off of E. Boston. The proposed load zones work for this location, they need deliveries 9am-2pm.
- Eastlake/Louisa Building currently uses NW Louisa to load and unload. The proposed loading zones will not work because they remove 2 parking spaces to be replaced with 2 loading zones. Do not need additional loading zones on Louisa.



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- Clients need to be able to park for their psychotherapy appointments. It is already stressful for clients to travel to and from their appointments. Need parking for one-hour appointments.
- Move the load zone on E Alison to the west side street and use some of WSDOT's property to widen the road.

Questions:

- What are the laws for loading in the center lane?
- How are you anticipating the impacts of not requiring parking for new buildings?
- How should Serafina access parking after 5 PM? Who has private parking?

Strategy 2: Access to transportation demand management

- Orca cards don't matter for packages.
- Many people drive to work. Most do not take the bus because they drive from out of town.
- Many people from all over the region access the Eastlake community shops.
- People come from too far to use mass transit.
- Convenience (i.e. length of ride, # of transfers) is the primary barrier to using transit.
- Consider access of customers and employees coming from outside of Seattle
- Stipend for using rideshare to get to work (i.e. ~\$120 month).
- Providing locker rooms and space to promote bike use and community.
- Incentivize Orca cards - include it in job descriptions for new job postings.
- Valet services after 5 PM.

Strategy 3: Shared parking

- App for parking spaces.
- Concern about costs.
- Customers won't use.
- Concern about security, garages that are already open are more likely to be interested in this. Vandalism and safety are concerns.
- HOA's may need to approve shared parking.
- Potential locations:
 - Merrill Building; the garage was historically empty because they charged for parking.
 - Open garage on the corner of Lynn and Fairview
- Some parking garages require a key fob, which complicates shared parking.
- A property manager said their residents and businesses have explored shared parking and that they'd be happy to use it but are unwilling to offer their own parking as a shared option.

Questions:



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- Wasn't there a law recently passed that impacts the taxes on shared parking? How does that make shared marking more or less attractive?

Strategy 4: Restricted Parking Zone 8 updates

- If parking is removed on Eastlake, then RPZ needs to allow for customers.
- Five office buildings use ~320 stalls, it is fully utilized during the day. Noise complaints (after 10 PM) with car doors closing in neighborhoods and alleys.
- RPZ should include employees and parking for some retail businesses.
- RPZ works well for hair salons, coffee shops, and post offices for package loading.
- Would like to see more of the area restricted to 2 hours for those without permits to encourage more turnover (e.g. behind Group Health).
 - Prefer 2 hours over 4 hours during the day. Might need longer time frames at night.

Questions:

- Can the city provide information/encouragement for not owning a car to new residents instead of just an RPZ pass?
- Can we ban new construction from purchasing RPZ permits?
- How do we utilize this and other strategies to help alleviate high volume events in the neighborhood from venues like the College Club and Lake Union Café?
- Where are customers going to park? The majority of side streets are all zoned parking so that doesn't work.

Miscellaneous comments:

- In the South end of Eastlake, there is a large volume of people who live north or in Bellevue that are parking in the neighborhood and then catching transit downtown.
- Perception is that businesses in Roosevelt shut down because of the change in parking.
- Concerned about the reduction in stops within Eastlake because of accessibility, particularly for elderly community members. Ideally, there'd be no more than 3-4 blocks between stops, which translates to 2-3 of Eastlake's superblocks.
- Reliability is important. Often see three Route 70 buses go by in a row.
Perception is this is because of delays and infrastructure downtown as opposed to within Eastlake.
- For Eastlake, the proposed improvements in transit time are less because people aren't riding the entire route. The increase is not enough to outweigh the costs.
- Several attendees regularly bike in the neighborhood and acknowledged Eastlake Ave E. is currently a scary road to bike on.
- Support for turn lane at Furman.
- Potential to add parking at the space that was previously a fire station.
- The recent overnight parking study was when a lot of the apartments are empty because of the summer holidays.



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- Install bicycle racks as part of the project to encourage people riding bikes to stop at the local businesses.
- Optimize designated bike share parking locations to encourage local business
- Construction workers from WSDOTs project are already straining the limited parking.
- The City should install public parking at TOPS.

Additional Information

Additional project details can be found on the [RapidRide Roosevelt website](#) or in the [project FAQs](#).