Access and Parking in Uptown in preparation for the new Climate Pledge Arena
Climate Pledge Arena!

- Though we are in the midst of an unprecedented pandemic, we need to plan for a vibrant future in a post-COVID-19 environment.
- The Climate Pledge Arena is scheduled to open in early fall of 2021. The Kraken! Concerts!
- SDOT needs your feedback in designing curbside regulations to support residents and businesses and prevent gridlock in Uptown.
- Curbside modifications will support the Arena Access Management Plan (AAMP).
- Changes would ideally be in place before the Arena opens.
Transportation Challenges

• Up to 250 events/year (eventually) with over 10,000 attendees. Without a plan to mitigate:
  o 3,500 cars forecast for every large event
  o Congestion would result from private and ridehail vehicles
  o Gridlock would choke major arterials
  o Safety of people on foot, bike, car would be compromised
  o Access for emergency vehicles would be affected
Community Goals for curbside management in Uptown

• Prioritize access for businesses, residents and visitors in a quickly growing Urban Center
• Discourage Arena event-goers from using area on-street parking
• Prioritize transit, biking and loading, while also managing ride-hailing to support a sustainable and equitable transportation system
• Use data to guide on-street parking considerations
Public Outreach

• Outreach to date (pre-COVID):
  o SDOT’s Community Access and Parking Program works with neighborhood groups on an on-going basis
  o Uptown Alliance – SDOT has been collaborating on the Arena since 2017
  o Curbspace Access Sounding Board

• Summer/Fall 2020 activities:
  o Mailing with project website and online survey to 10,000 residential and business addresses
  o Utilize existing stakeholder email listservs for related SDOT projects, such as those in the North Downtown Mobility Action Program
  o Host online meetings with neighborhood organizations
April/May 2019 Parking Study Results

<table>
<thead>
<tr>
<th>Study Area</th>
<th>Occupancy Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>RPZ study area</td>
<td>89% - 97%</td>
</tr>
<tr>
<td>Non-paid commercial area</td>
<td>87% - 100%</td>
</tr>
<tr>
<td>Paid Areas</td>
<td></td>
</tr>
<tr>
<td>• Generally within or below target (70% - 85%)</td>
<td></td>
</tr>
<tr>
<td>• SE of Broad St area 100% full in afternoons</td>
<td></td>
</tr>
</tbody>
</table>

Paid Areas:
- Generally within or below target (70% - 85%)
- SE of Broad St area 100% full in afternoons

Signs and study blocks as of Spring 2019:
- Restricted Parking Zone (RPZ) study blocks
- Non-paid parking study blocks
- Paid on-street parking study blocks
  - RPZ 13 signs
Parking Study Conclusions

• Most of the blocks in the RPZ study area qualify during the day on weekdays
• Unpaid commercial study area is full
• Uptown paid area not overly full, except for area SE of Broad St in afternoon
• More study result information found [here](#)
Potential curbspace modifications to consider to manage demand and prevent gridlock

Potential treatments:
• Expand RPZ 13
• Implement evening event-rate paid parking
• Expand paid parking on commercial/retail blocks
Expand Restricted Parking Zone (RPZ) 13

Why?

• Data strongly supports SMC criteria for an expanded RPZ: on-street occupancy is 90%, about 38% of those vehicles are non-residential

• Improves resident and short-term visitor and customer access to the neighborhood business district

• Prevents event-goers from searching for free and unrestricted on-street parking
Arena event-based paid parking rates

Why?

• Consistent with the Arena AAMP to prevent severe traffic congestion
• Preserves access for neighborhood business district customers during large Arena events
• Encourages event-goers to use alternate modes to get to Arena
• Encourages event-goers who drive to use the Arena-sponsored off-street private parking reservation system
• Consistent with best practices in other cities
Expand Paid Parking in Commercial Area

Why?

• Data shows on-street occupancy is very full - between 87%-100%
• Improves short-term visitor and customer access to the neighborhood business district
• Prevents long-term commuter and event-goer parking
In addition - improve access for commerce, disabled parking

• Redesign blocks to optimize commercial and passenger loading
  o Add or move zones to ends of blocks to improve access
  o Lengthen loading zones were able
  o Work with nearby businesses and delivery services

• Add designated disabled spaces; preferred location at ends of blocks
  o Will consider steepness of streets, clear space on adjacent sidewalks, proximity to curb ramps
Multimodal neighborhood improvements - North Downtown Mobility Action Program

• 10-year implementation of projects identified in the NODO Mobility Action Plan

• First projects to be completed are directly associated with street improvements for the new Arena:
  • Transit
  • Pedestrian
  • Bicycling

NODO MAP 10-YEAR INVESTMENTS
A 1st Ave N and Queen Anne Ave N Complete Streets (e.g., transit-only lanes, transit-queue jump, signal upgrades)
B 1st Ave and Broad St Complete Street Extension (e.g., protected bike lanes, pedestrian crossings, signal upgrades)
C W Seattle Center to Waterfront Walking and Biking Connection
C E Thomas Streets 38th Ave N to Dexter Ave N
E Pedestrian Improvements in SoDo
F Monorail Improvements: Seed-Funding
G SB 99 to Waterfront Access and Mobility
H Denny Way Corridor East Operational Improvements
I Harrison St Corridor Operational Improvements

Area-wide project (not mapped)

J Neighborhood Programmatic Improvements (e.g., pedestrian improvements, wayfinding, striping, pedestrian-scale lighting, education programs)

Related project (not part of NODO)

Thomas Street Realigned

August 2020 SDOT Transit & Mobility Slide 13
## Approximate Timeline

<table>
<thead>
<tr>
<th>Action</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Initial neighborhood outreach (surveys/virtual meetings)</td>
<td>August – September 2020</td>
</tr>
<tr>
<td>Analyze feedback</td>
<td>October 2020</td>
</tr>
<tr>
<td>Release draft plan</td>
<td>November 2020</td>
</tr>
<tr>
<td>Receive feedback on draft plan</td>
<td>January 2021</td>
</tr>
<tr>
<td>Outreach on plan refinement (includes RPZ public hearing)</td>
<td>March/April 2021</td>
</tr>
<tr>
<td>Release final plan</td>
<td>May/June 2021</td>
</tr>
<tr>
<td>Design and install any changes</td>
<td>Summer 2021</td>
</tr>
<tr>
<td>Implement event rates with Arena opening</td>
<td>Fall 2021</td>
</tr>
</tbody>
</table>
More information:

- AAMP & Uptown Parking Program
  [http://www.seattle.gov/transportation/uptownaccess](http://www.seattle.gov/transportation/uptownaccess)

- NODO MAP
  [https://www.seattle.gov/transportation/NODOMAP](https://www.seattle.gov/transportation/NODOMAP)

- Climate Pledge Arena
  [https://climatepledgearena.com/arena/transportation](https://climatepledgearena.com/arena/transportation)

Questions?
Ruth Harper, [UptownAccess@seattle.gov](mailto:UptownAccess@seattle.gov)
206-584-3443