



Access and Parking 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:
 - 3,500 cars forecast for every large event
 - Congestion would result from private and ridehail vehicles
 - Gridlock would choke major arterials
 - Safety of people on foot, bike, car would be compromised
 - 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



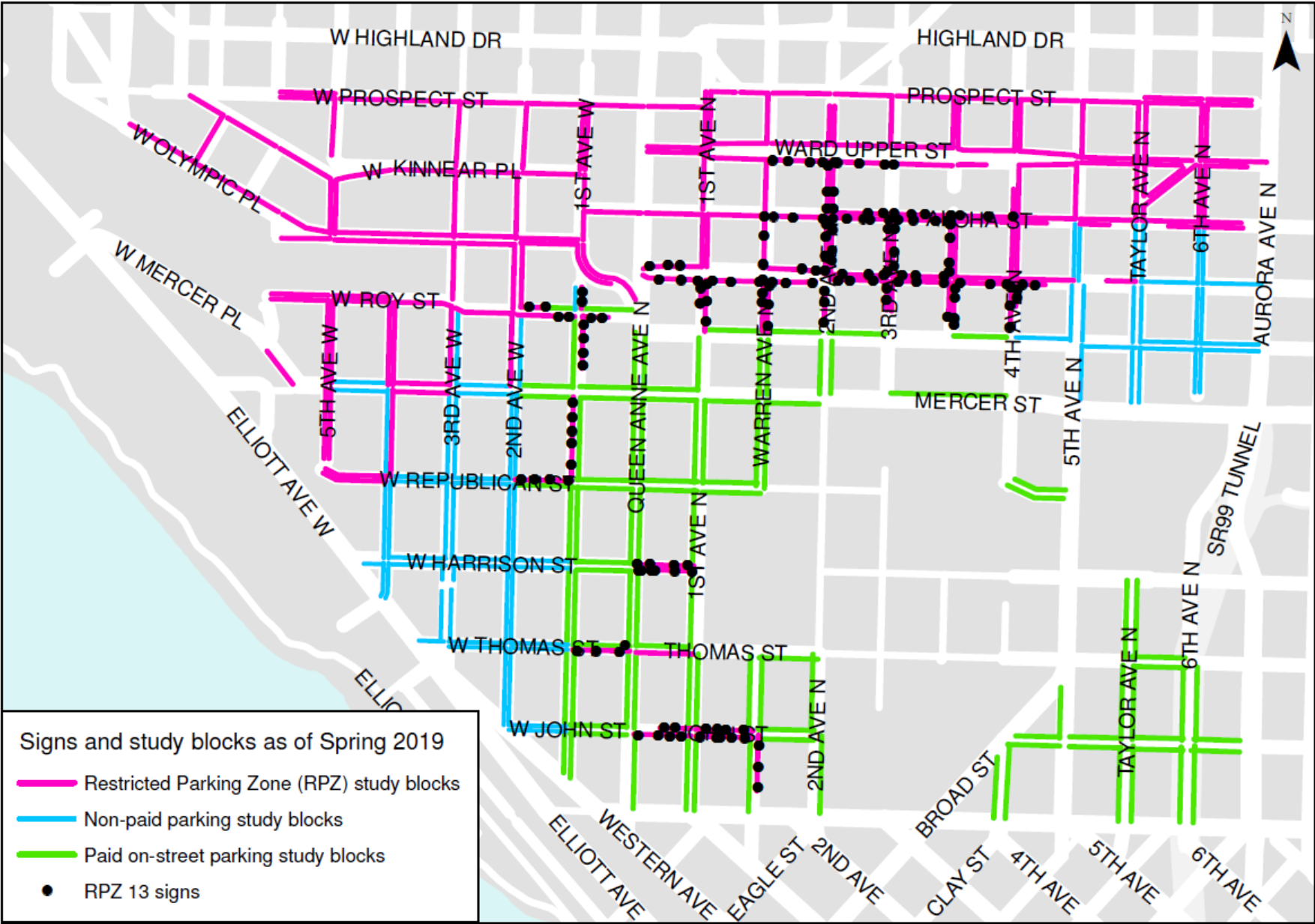
Public Outreach

- Outreach to date (pre-COVID):
 - SDOT's Community Access and Parking Program works with neighborhood groups on an on-going basis
 - Uptown Alliance – SDOT has been collaborating on the Arena since 2017
 - CurbSpace Access Sounding Board
- Summer/Fall 2020 activities:
 - Mailing with project website and online survey to 10,000 residential and business addresses
 - Utilize existing stakeholder email listservs for related SDOT projects, such as those in the [North Downtown Mobility Action Program](#)
 - Host online meetings with neighborhood organizations



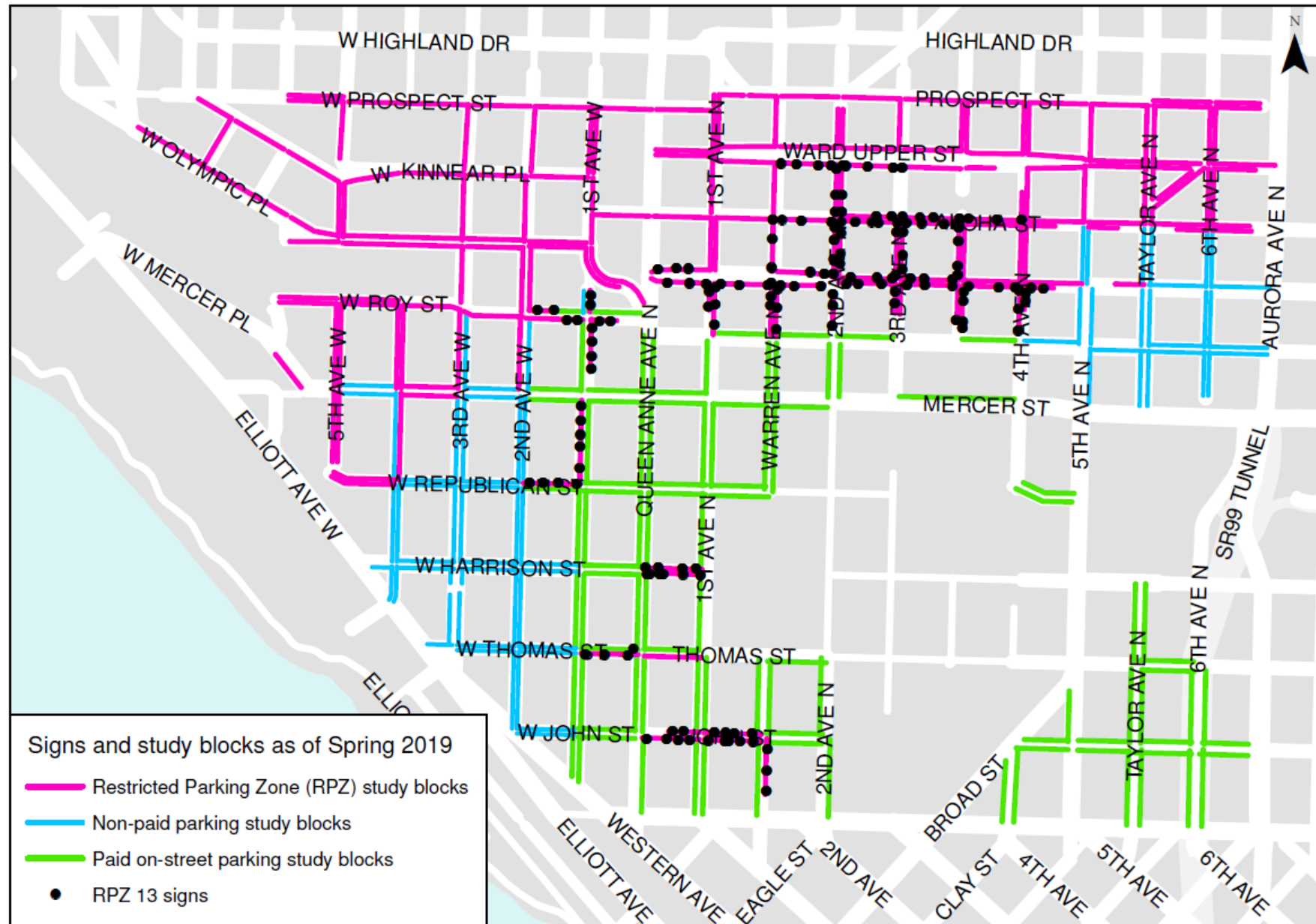
April/May 2019 Parking Study Results

| Study Area | Occupancy Range |
|--------------------------|---|
| RPZ study area | 89% - 97% |
| Non-paid commercial area | 87% - 100% |
| Paid Areas | <ul style="list-style-type: none"> Generally within or below target (70% - 85%) SE of Broad St area 100% full in afternoons |



Parking Study Conclusions

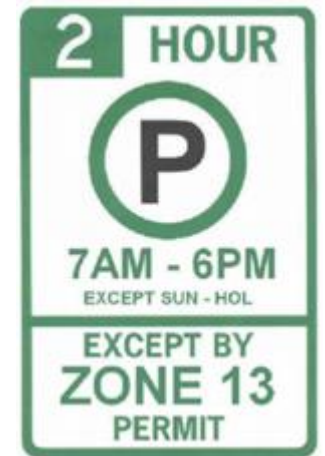
- Most of the blocks in the RPZ study area qualify during the day on weekdays
- Unpaid commercial study area is full
- Uptown paid area not overly full, except for area SE of Broad St in afternoon
- More study result information found [here](#)



Potential curbspace modifications to consider to manage demand and prevent gridlock

Potential treatments:

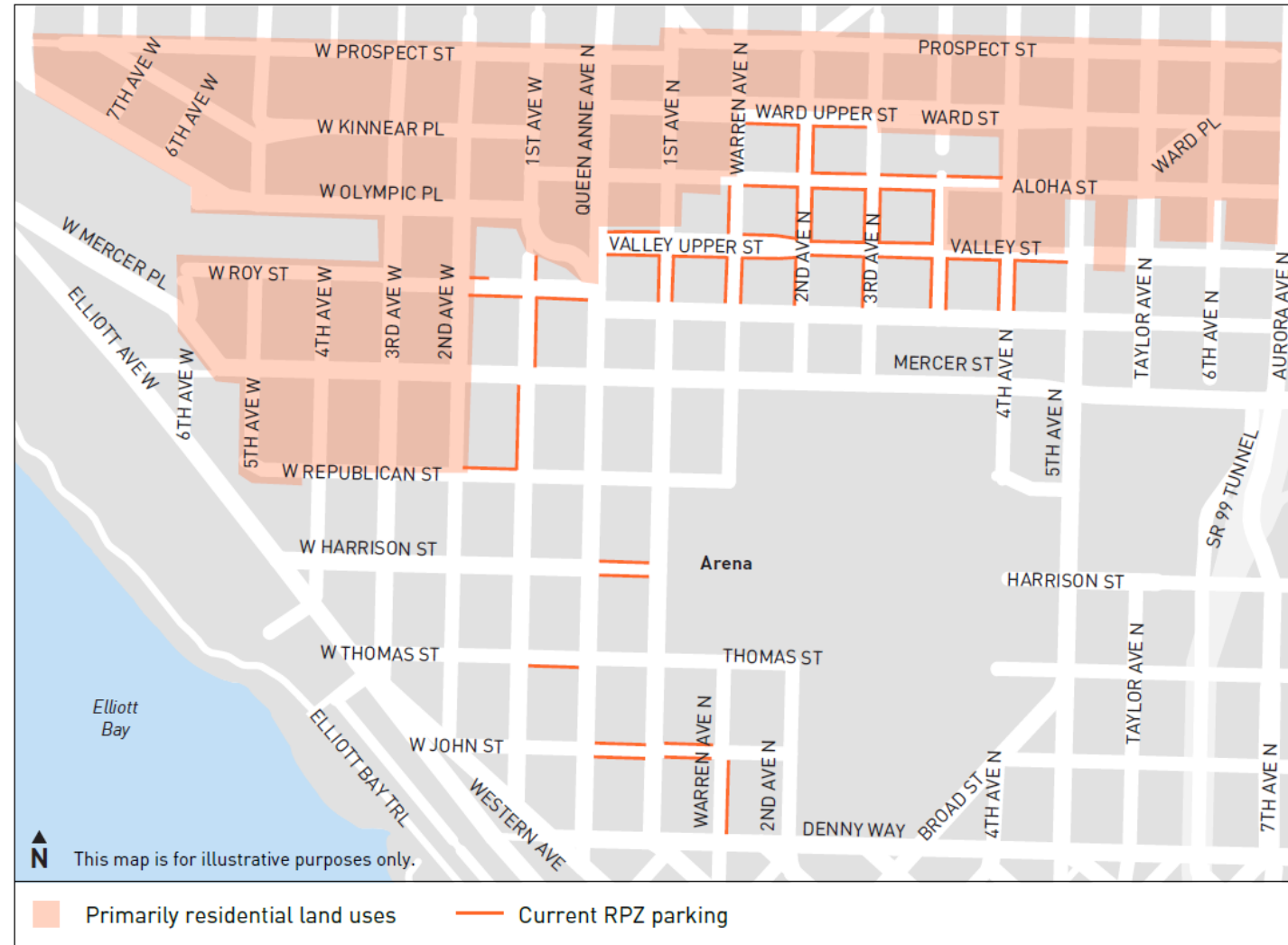
- Expand RPZ 13
- Implement evening event-rate paid parking
- Expand paid parking on commercial/retail blocks



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?

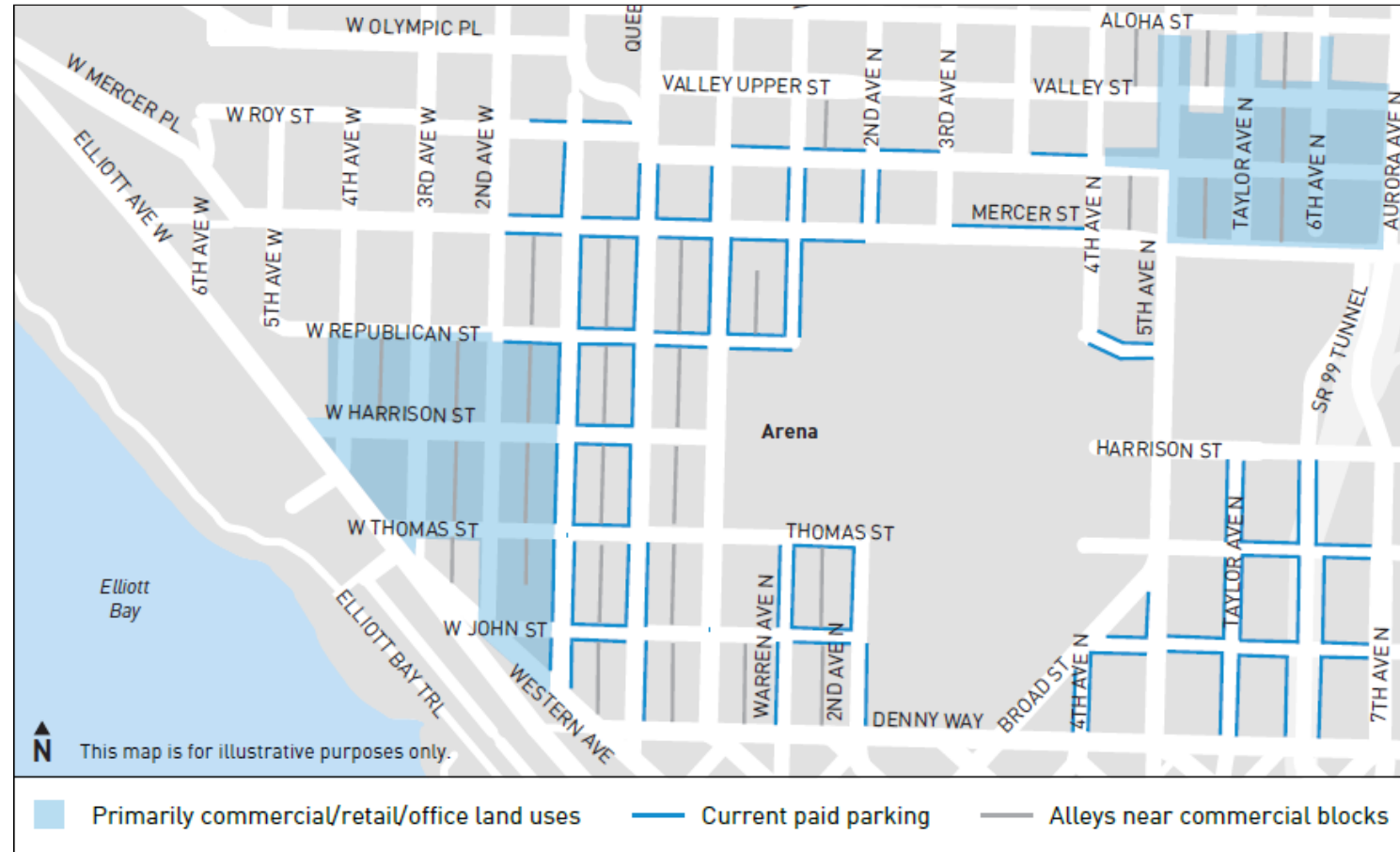
- Consistent with the Arena AAMP to prevent severe traffic congestion
- Preserves access for neighborhood business district customers during large Arena events
- Encourages event-goers to use alternate modes to get to Arena
- Encourages event-goers who drive to use the Arena-sponsored off-street private 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
 - Add or move zones to ends of blocks to improve access
 - Lengthen loading zones where able
 - Work with nearby businesses and delivery services
- Add designated disabled spaces; preferred location at ends of blocks
 - 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



Approximate Timeline

| Action | Date |
|---|-------------------------|
| Initial neighborhood outreach (surveys/virtual meetings) | August – September 2020 |
| Analyze feedback | October 2020 |
| Release draft plan | November 2020 |
| Receive feedback on draft plan | January 2021 |
| Outreach on plan refinement (includes RPZ public hearing) | March/April 2021 |
| Release final plan | May/June 2021 |
| Design and install any changes | Summer 2021 |
| Implement event rates with Arena opening | Fall 2021 |



More information:

- **AAMP & Uptown Parking Program**

<http://www.seattle.gov/transportation/uptownaccess>

- **NODO MAP**

<https://www.seattle.gov/transportation/NODOMAP>

- **Climate Pledge Arena**

<https://climatepledgearena.com/arena/transportation>

Questions?

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