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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



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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



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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

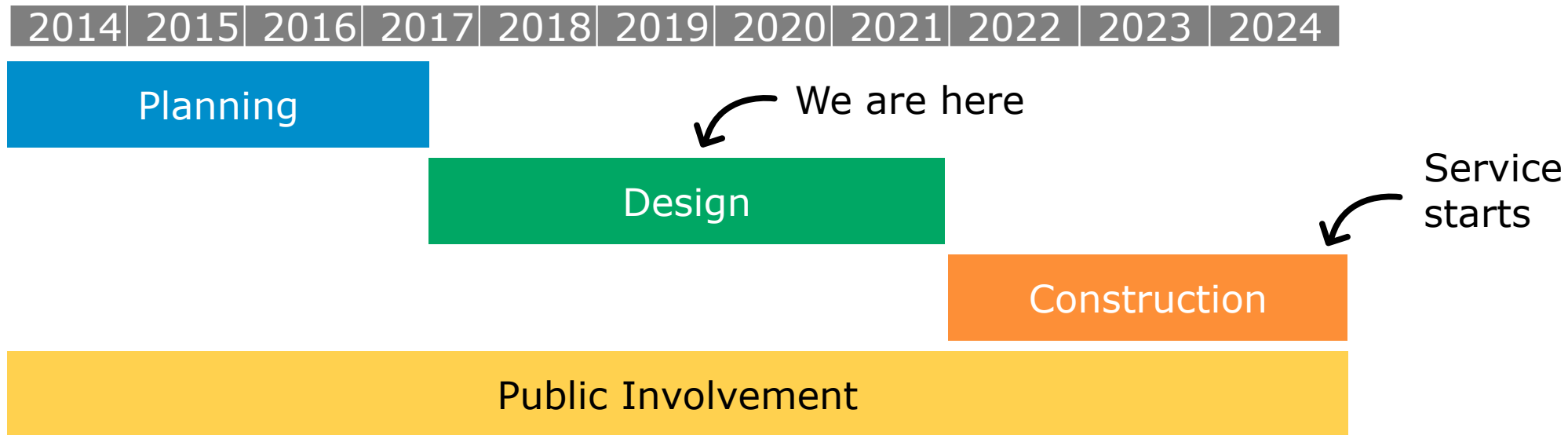


Red bus-only lane paint



An existing RapidRide station

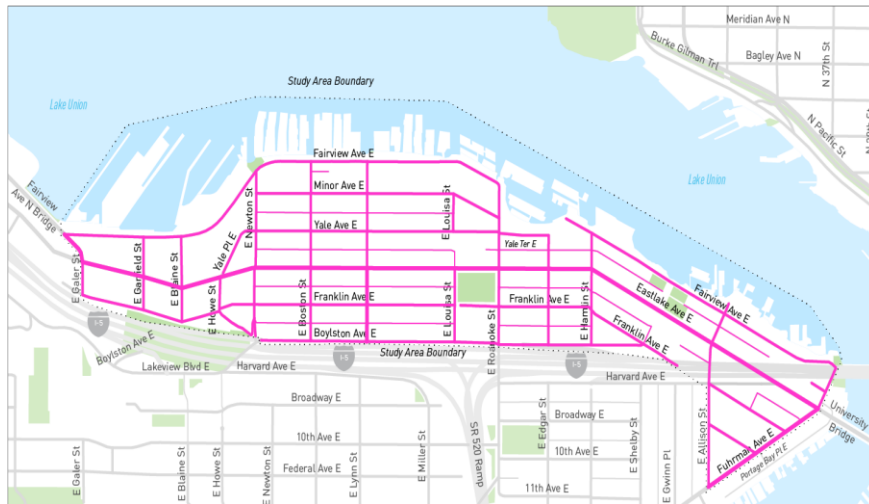
Current schedule



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

Bicycle facilities

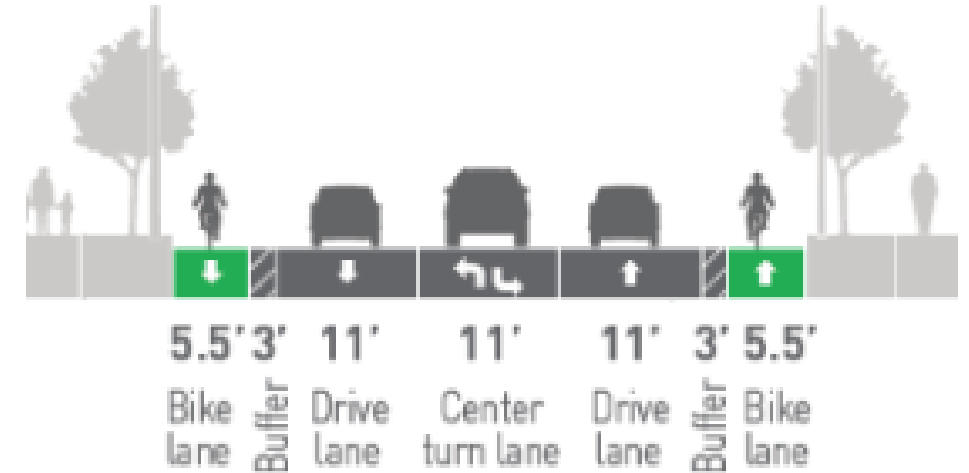
Eastlake Bicycle Facility Evaluation



*Pink indicates a street segment included in the area study

- 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

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



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3 Parking and access

Key SDOT curbspace and access priorities

COMMERCIAL + MIXED USE

Support for modal
plan priorities

Access for commerce

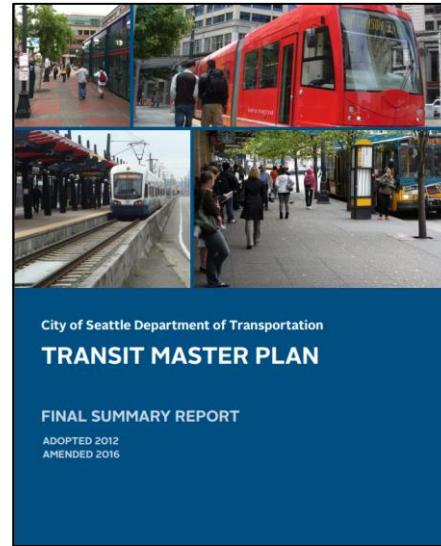
Access for people

Activation

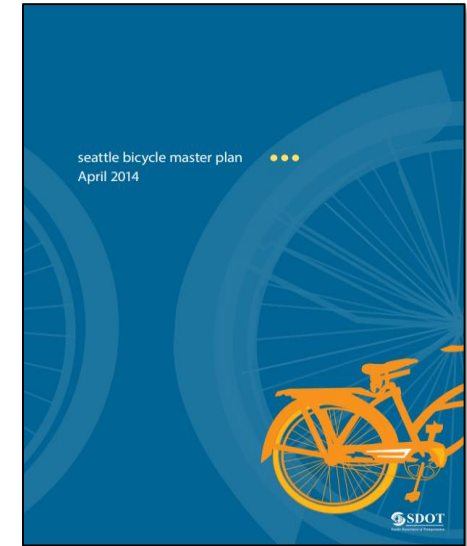
Greening

Long-term parking

The project meets the priorities in the:



City of Seattle's 2016
Updated Transit Master Plan

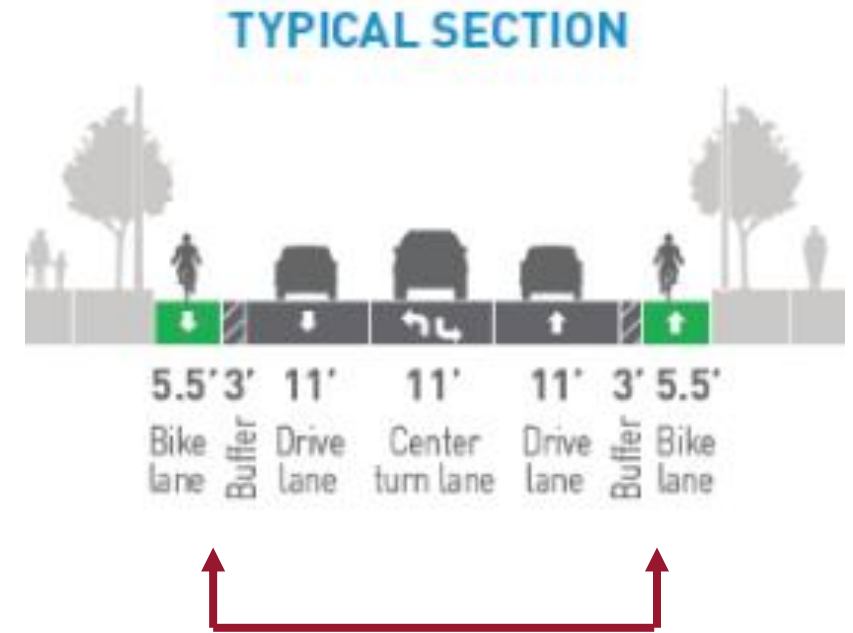


2014 Bicycle Master Plan

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

	SPACES	OCCUPANCY	UTILIZATION
Midday (12-1 PM)	1,496	1,365	91%
PM Peak (5-6 PM)	1,334	1,031	77%
Evening (8-10 PM)	1,496	1,056	71%
Overnight (2-4 AM)	<i>TBD</i>	<i>TBD</i>	<i>TBD</i>

*Occupancy is the number of cars parked

**Utilization is the percentage of occupancy over spaces





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Clarifying questions?



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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:

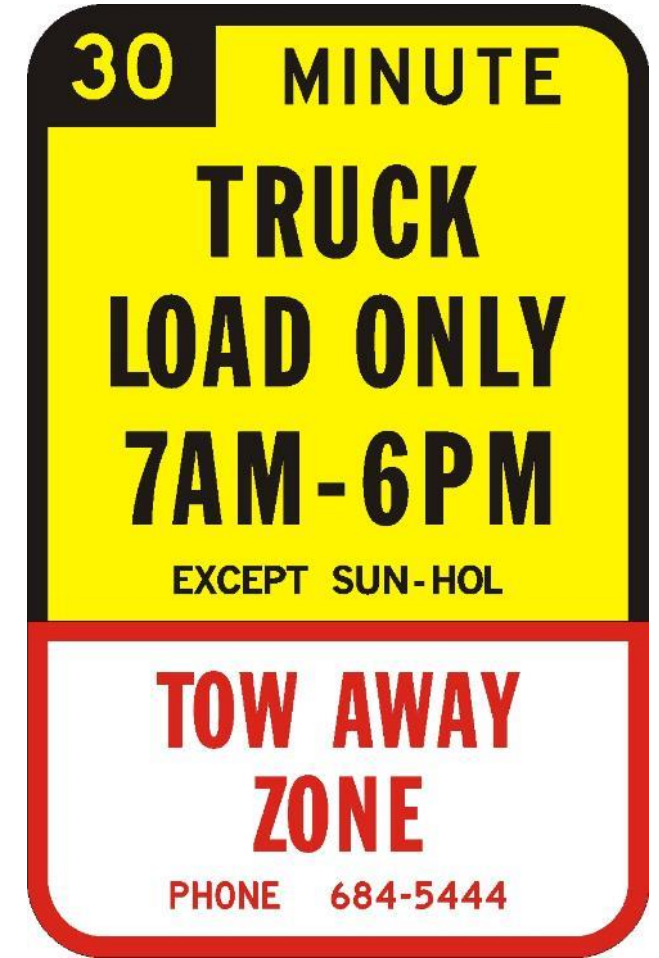
- Strategy 1: **Loading zone relocation, other curbspace updates**
- Strategy 2: **Access to transportation options**
- Strategy 3: **Shared parking facilities**
- Strategy 4: **Restricted Parking Zone (RPZ) 8 updates**

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

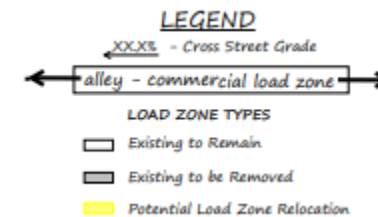
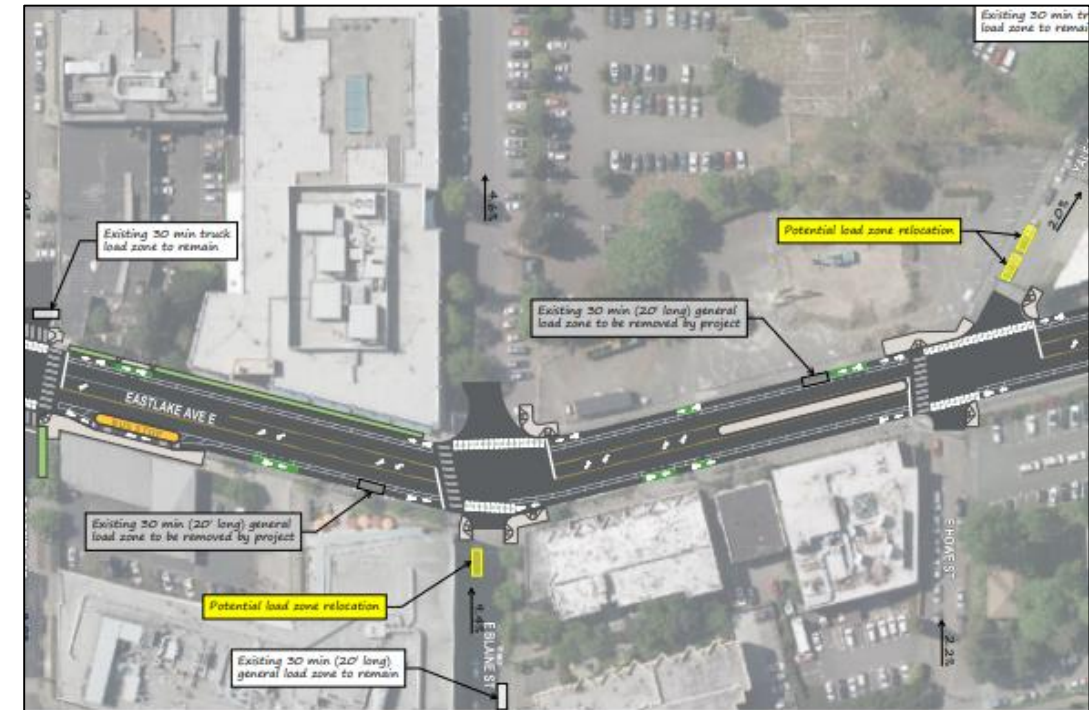


Loading zone types



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





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Your turn

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



Uber



LimeBike



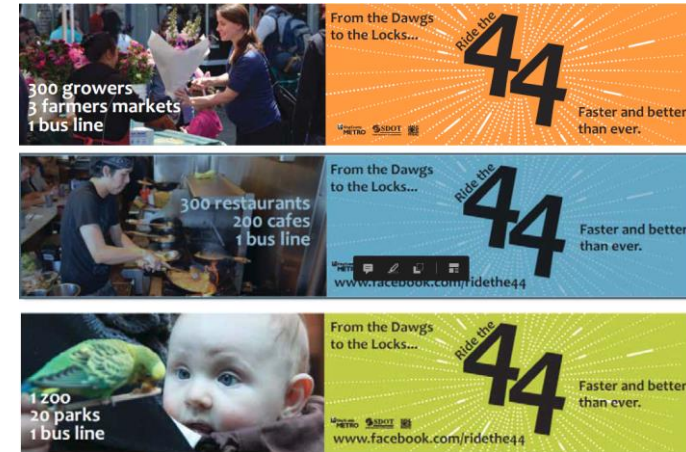
Transportation options programming examples: transit corridor promotions

■ “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

U DISTRICT let's go!

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small businesses, service organizations and a lot of great people along the way. Learn more about our pilot efforts [here](#) and stay tuned for what we have planned for 2019!

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.

- U Walk**
- U Bike**
- U Transit**
- U Rideshare**
- U Carshare**
- U Ridehail**

U DISTRICT let's go!

Employer Resources

Help your employees get to work and help your customers get there too.

Studies show that a happy employee is a more productive employee. One way you can contribute to your employee's health and well being is to provide opportunities that improve their commutes. Balancing their needs and the needs of your visitors doesn't have to be a challenging puzzle.

Free Commute Planning Services

Here is how it works:

Direct employees to our online **Commute Planning** page. Employees complete the online form, give us about 5 days, and we will email them a personalized commute plan.

Download a paper **Commute Planning** form. Give it to your staff and after they fill it out, send it to us and we will build a personalized commute to work plan just for them.

Tax-free commuter benefits

U District, Let's Go can help you understand the details, however you will want to work with your tax adviser on setting up your program.

Tax-free commuter benefits for employers and employees

14% drove alone and 10% carpooled to the U District

Walking and taking a bus are the most common travel

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



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Your turn

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

The screenshot displays the Spot Hero website interface. At the top, there's a navigation bar with links for 'My Account', 'How It Works', 'Cities', 'Monthly', 'Airports', 'Stadiums', 'Give \$7, Get \$7', and 'Get Our App'. The main search area includes a search bar with 'Eastlake Ave E, Seattle, WA, USA', a date range from '07/10/2019' to '07/10/2019', and a time range from '11:00 AM' to '02:00 PM'. Below the search bar, there's a list of parking spots with details such as address, distance, and price. A map on the right shows the location of these spots in Seattle, with various amenities like 'Valet', 'Self Park', and 'Covered Parking' listed. A price range slider is also visible, ranging from \$7 to \$35. At the bottom, there are three steps: 'Look' (Find and compare pricing on convenient parking spots near your destination), 'Book' (Prepay for your spot and get a parking pass instantly via text, email, or the app), and 'Park' (Scan or show your mobile parking pass when you arrive, and you're all set!).

SPOT HERO

My Account How It Works Cities Monthly Airports Stadiums Give \$7, Get \$7 Get Our App

Hourly Monthly Search Eastlake Ave E, Seattle, WA, USA 07/10/2019 11:00 AM to 07/10/2019 02:00 PM

Seattle > Eastlake Ave E, Seattle, WA, USA
56 Spots Available

Distance Filter Spots

1623 Westlake Ave. N (170... \$12 total
0.7 mi Details Book Now

1000 Dexter Ave. N - Garage \$11 total
★★★★★ Excellent (213)
0.9 mi Details Book Now

401 Broadway Ave. E - Broa... \$8 total
★★★★★ Great (138)
0.9 mi Details Book Now

1800 Yale Ave. - Springh... \$11.40

Filter spots by selecting amenities.
 Valet (11)
 Self Park (45)
 Covered Parking (48)
 Mobile Pass Accepted (56)
 In and Out Allowed (2)
Show more

Price Range \$7 \$35

Look Find and compare pricing on convenient parking spots near your destination

Book Prepay for your spot and get a parking pass instantly via text, email, or the app

Park Scan or show your mobile parking pass when you arrive, and you're all set!



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Your turn

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

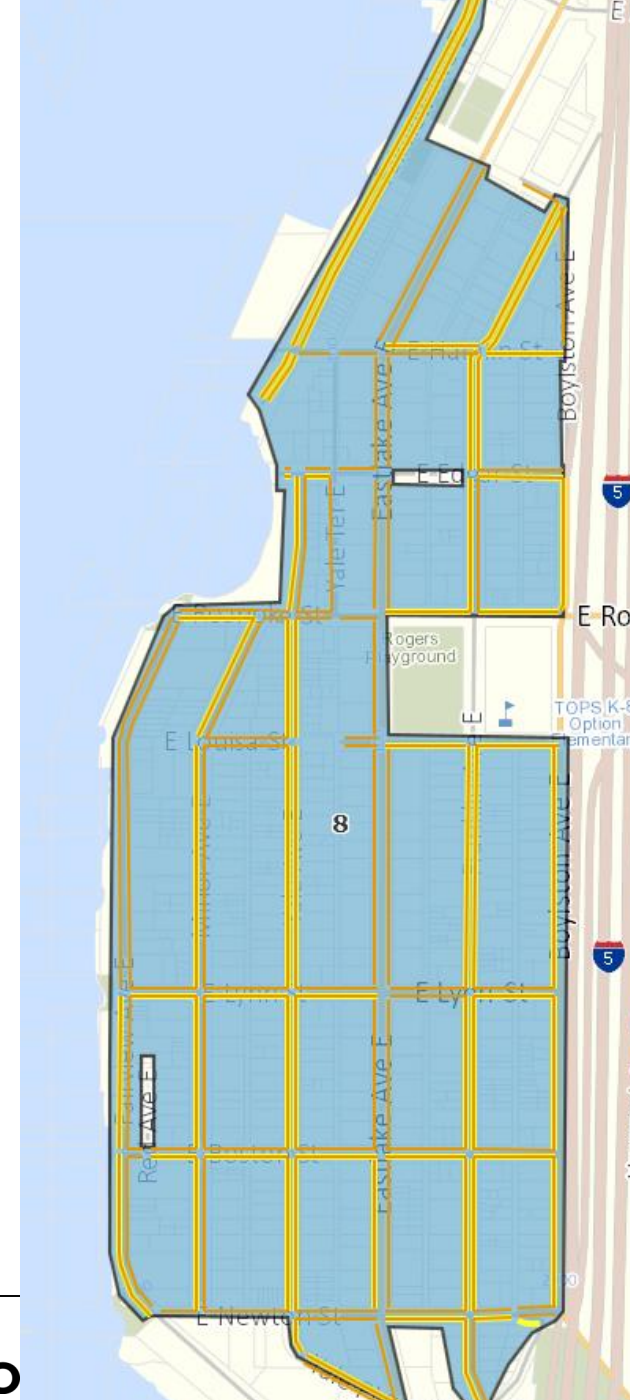
RPZ: Considering adjustments to the RPZ to better ease parking congestion in the residential area and better balance needs of employees, residents, and customers

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





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Your turn

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?



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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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