



# RapidRide Roosevelt Project

## Eastlake Neighborhood Parking Workshop

Jan. 24, 2019

Seattle Department of  
Transportation



City of Seattle

# 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



# RAPIDRIDE

## 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



Red bus-only lane paint



An existing RapidRide station

# 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

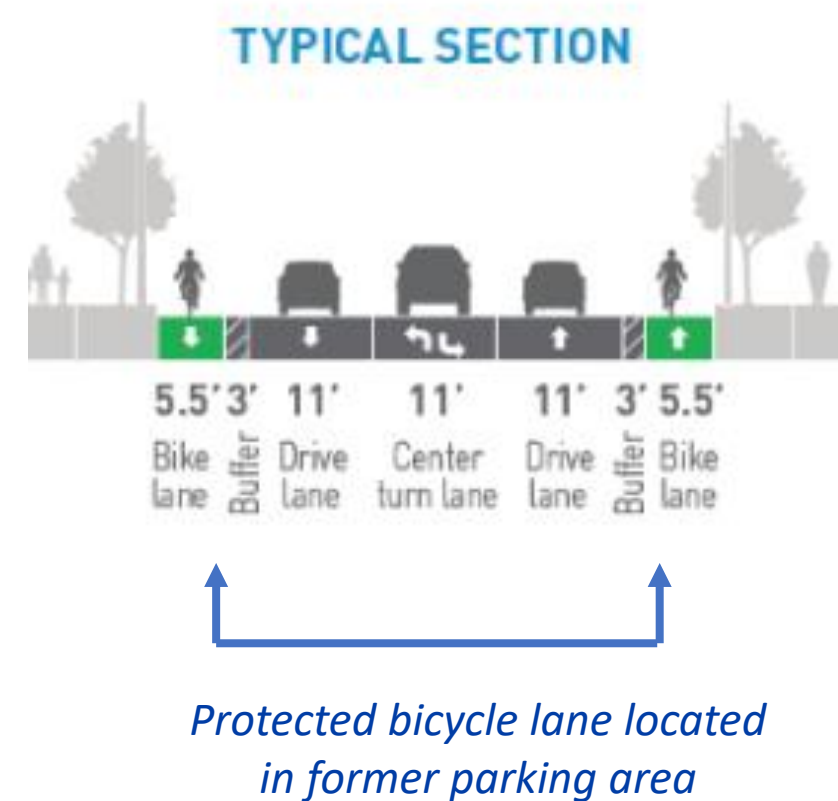


# Parking impacts of RapidRide Roosevelt

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)



# 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

	SPACES	OCCUPANCY	UTILIZATION
<b>Midday</b> 12-1 PM	1,496	1,365	91%
<b>PM Peak</b> 5-6 PM	1,334	1,031	77%
<b>Evening</b> 8-10 PM	1,496	1,056	71%



# 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



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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



## 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



# 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

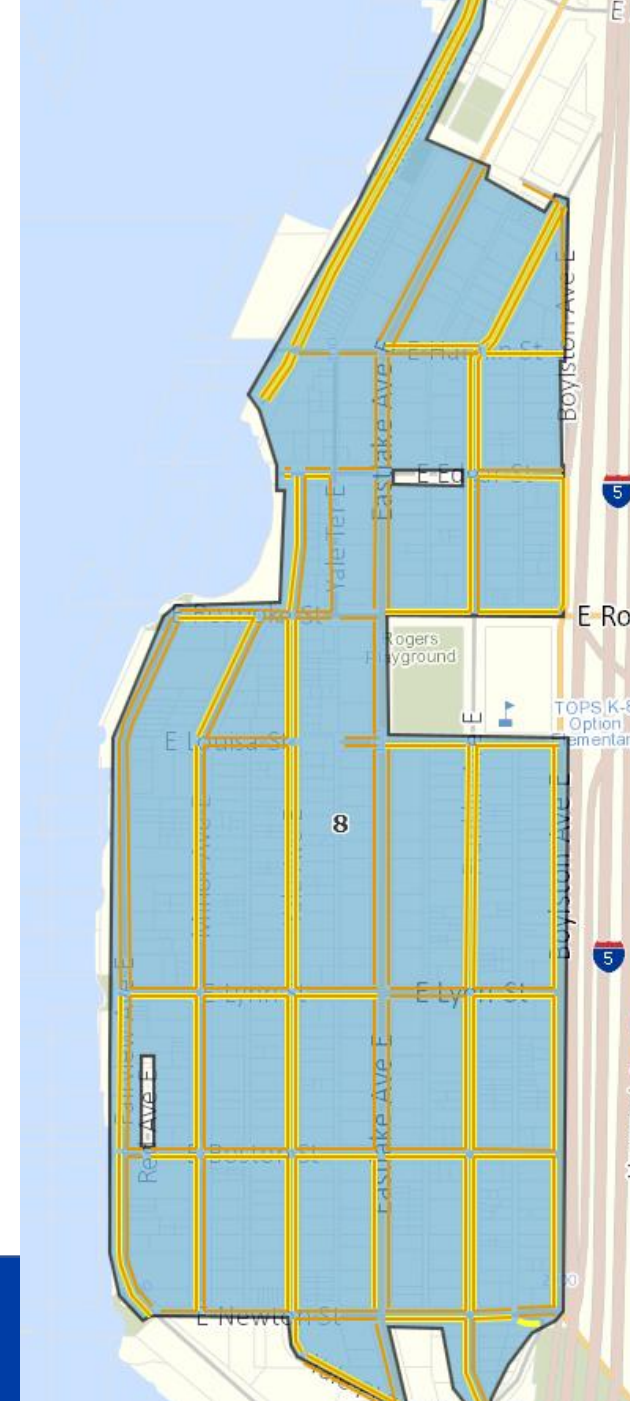
RPZ: Considering adjustments to the RPZ to better ease parking congestion in the residential area and better balance needs of all curb space users in the area.

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

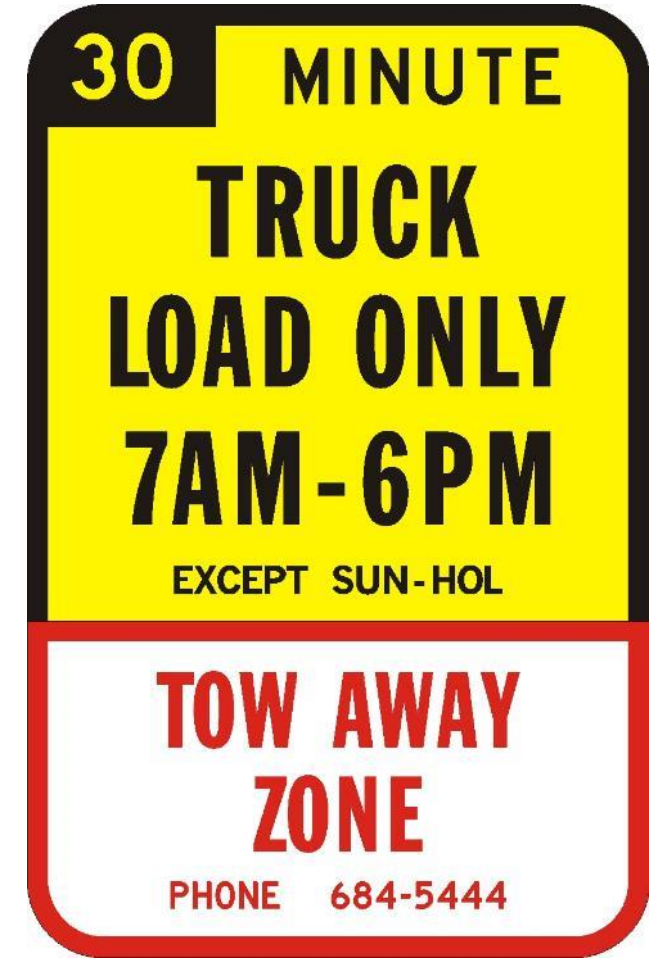
Curbspace opportunities: load zone relocations and potential installation of other curbspace off Eastlake

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





# 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](http://www.seattle.gov/transportation/RapidRideRoosevelt)

