



Seattle Children's Hospital



Employer Shared Transit Stops Program

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Transportation & Seattle Public Utilities Committee
January 17, 2023

Presentation Outline

- Program Goals & Background
- Shared Stops Pilot & Lessons Learned
- Program Proposal & Attributes
- Council Action & Director's Rule
- Today's Action & Future Potential Changes
- Next Steps



Program Goals

Goals:

- Ensure public transit's vital role in transportation system
- Actively manage shuttles to maximize public benefits
- Provide employers with consistency and clarity for shuttle loading
- Encourage increased use of shared modes
- Support Downtown recovery

Today's Requested Action:

- Recommend passage of Council Bill 120493, which permits SDOT to establish a permanent shuttle oversight program, amends Seattle Municipal Code, and adopts a fee structure (Attachment A)

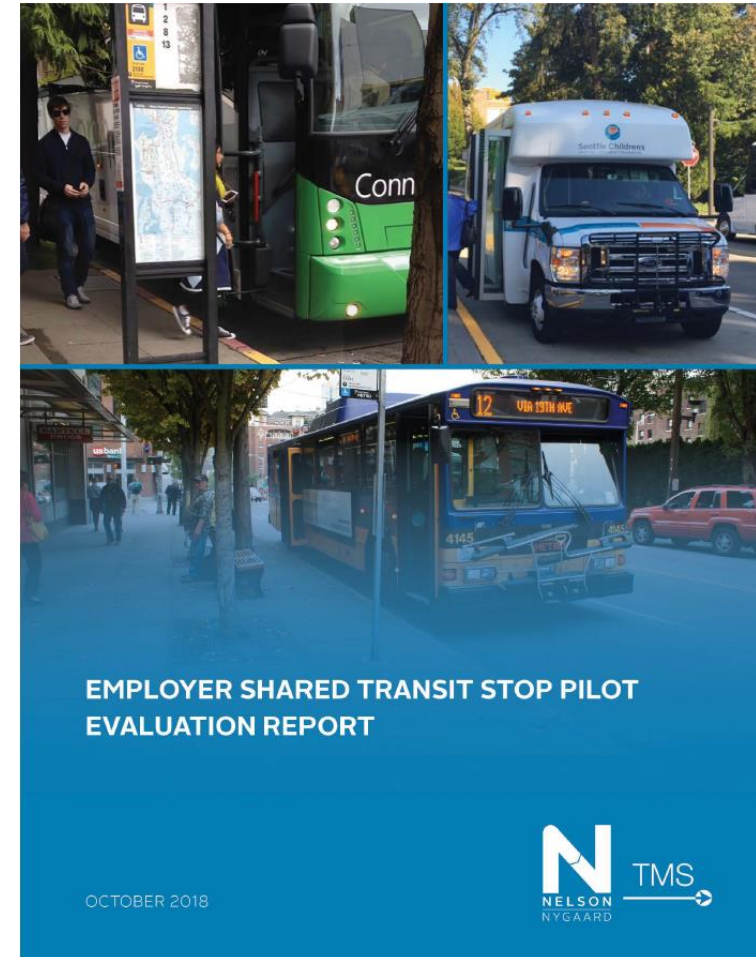
Background

- Single-employer shuttles authorized by state law
- Shuttles already have access to 3- and 30-minute load zones and Shuttle Load Zones (permitted since 2005) when available
- Both employers and SDOT had need for more strategic approach to shuttle loading



Shared Stops Pilot & Lessons Learned

- Spring 2017: Employer Shared Transit Stops Pilot
 - Seattle Children's Hospital: 5 shared stops
 - Microsoft: 7 shared stops
- October 2018: Evaluation Report
 - No major impacts to transit or roadway operations
 - Best practices include thoughtful consideration of stops to be shared, and close partnerships
- Successful pilot operation with lessons learned toward permitting future stops



Program Proposal



1. Make the Employer Shared Transit Stops Pilot **permanent**
2. Establish a **new fee structure**
3. Formalize the permit **application process** with detailed criteria
4. Collect more **data** and shuttle operations information through annual vehicle permitting process

Council Action & Director's Rule

Council Action:

- Adopt **CB #120493**
- Updates **SMC Title 11**
 - Authorizes Program
 - Updates transit-related definitions
 - Shifts Shuttle Vehicle Permit Fee
- Includes Attach. A: **Fee Structure**
 - Adopts Shuttle Vehicle Permit Fee
 - Adopts Hourly Review Fee
 - Adopts Shared Transit Stop Use Fee

SDOT Director's Rule:

- Adopted administratively
- Defines **application request criteria**
 - New **Shared Transit Stop** application
 - New **Shuttle Load Zone** application
- Updates **Shuttle Vehicle Permit** conditions (**data** requirement)
- Sets annual permit **standards**
- Describes applicant & SDOT **process** and King County **Metro coordination**

Stakeholders Consulted (2017-2023)

- King County Metro
- Other cities:
 - San Francisco (SFMTA, MTC)
 - New York City (NYCDOT)
 - Bellevue, WA
- Transit Advisory Board
- Transit Riders Union
- Transportation Choices Coalition
- Teamsters Local 117
- Employer community
 - Pilot partners:
 - Seattle Children's Hospital, Microsoft
 - Interested employers:
 - University of Washington, Amazon
 - Shuttle operators: TransWest
- Commute Seattle

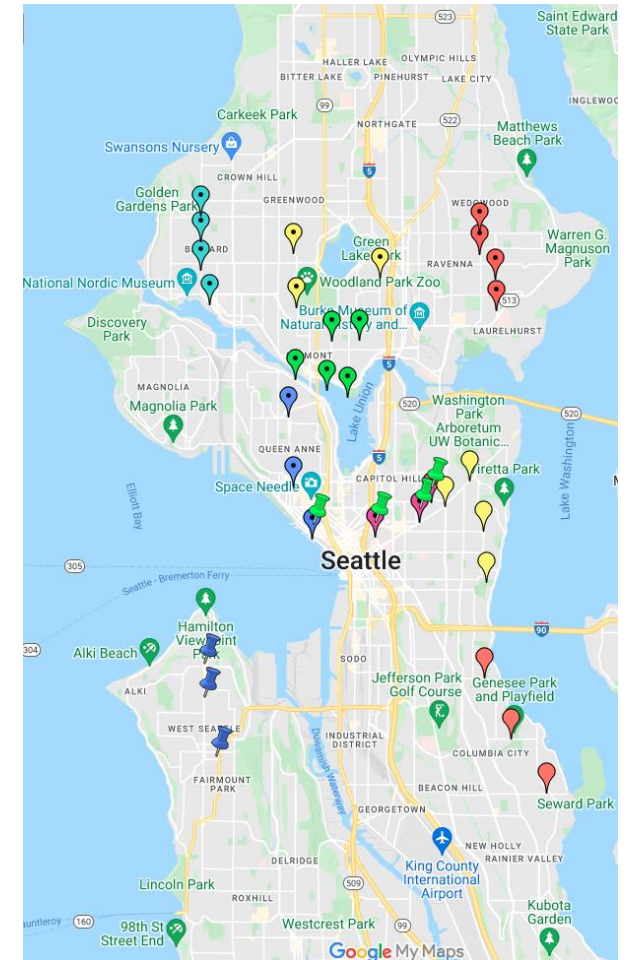
Proposed Fee Structure

- All fees deposited in **Transportation Fund**
- **Increase** the annual **Shuttle Vehicle Permit fee** from \$300 to **\$600** in 2023, tied to inflation;
 - Current \$300 fee fixed in the SMC since 2005, deposited in General Fund
- A new **hourly staff fee** (**\$332** in 2023) load zone & shared stop review;
- Annual **Shared Transit Stop use fee** of **\$5,000** per location per year
 - Reduced rates for certain medical & educational institutions
- Modeled after existing permit-review-use fee structure already adopted by Council



Proposed Shuttle Process Changes

- Purpose: Create central internal and external point for **shuttle vehicle operations, curbs, and data** exchange
- Annual Shuttle Vehicle Permit: New **data requirement** provides more visibility into shuttle operations starting with 2023 permits
- Shuttle Vehicle Load Zones: New **application process** streamlines staff intake and review
 - Today: Ad hoc requests, no centralized intake or process
- Clearly scoped and **reimbursed** staff time for shuttle oversight work
- Work with operators **even without Shared Stops**



Considerations for Shared Transit Stop Applications



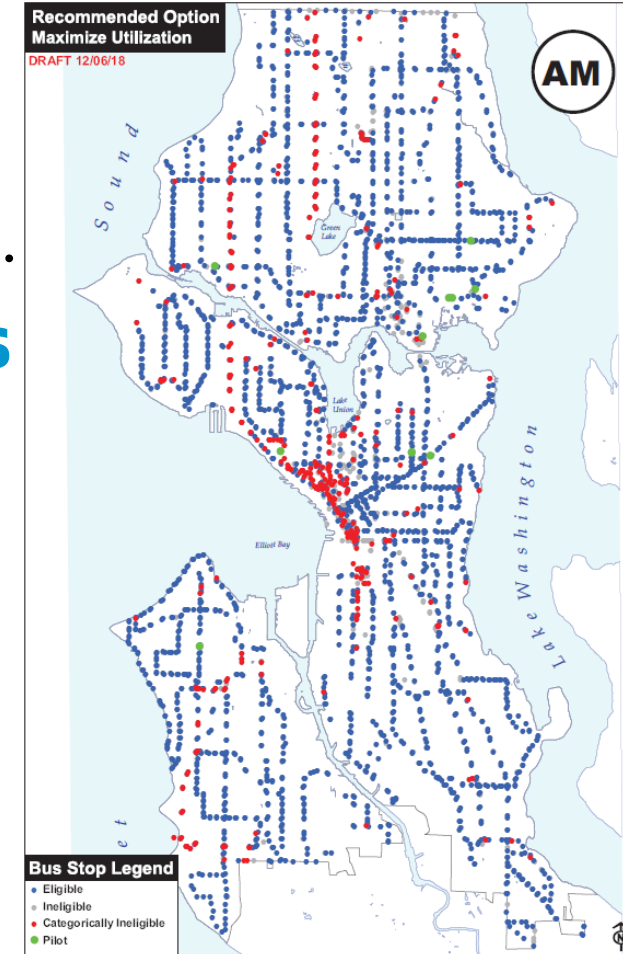
- **Excludes stops** with highest potential for conflicts
 - RapidRide stations, bus lanes, layover, busiest stops, etc.
- Permit approval depends on **shuttle and stop details**



- Application process and details in **Director's Rule**
 - Annual **application cap** per employer
 - Employer and citywide **caps for shared stops**



- Could direct to existing or new shuttle zone, other bus stop, or **other curbspace** nearby
- Annual, non-vesting, revocable stop **use permits**



Director's Rule Feedback

- Draft Rule D-2022 noticed in November 2022
- Comments:
 - Clarifications about coordination with King County Metro, definition of RapidRide station
 - Suggestion for data privacy guidelines in data sharing
 - Request for information gathered about operator unionization status
- Final rule to be published in Q1 2023

DR D-2022: Shuttle Vehicle Load Zone and Employer Shared Transit Stop Program
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SDOT		SDOT Director's Rule D-2022	
Applicant: CITY OF SEATTLE Seattle Department of Transportation (SDOT)		Page 1 of 12	Supersedes: N/A
Subject: Application and permitting process for Shuttle Vehicle Permits, Shuttle Vehicle Load Zones and Shared Transit Stops		Publication: November 2022	Effective: TBD
		Code and Section Reference: Seattle Municipal Code (SMC) 3.12.020; Chapters 11.14, 11.16, 11.23, 11.72	
Index:		Type of Rule: Legislative	Ordinance Authority: TBD
		Approved Greg Spotts	Date 11/8/2022
		Greg Spotts, Director Seattle Department of Transportation	

Today's Action & Future Potential Changes

- **Council Action Today:**

- Authorizes Program and launch Q1 2023
- Adopts Fee Schedule for 2023

- **Annually**, starting 2024:

- Index Shuttle Vehicle Permit to CPI
- Update Hourly Review Fee to match Street Use review rate

- **Two Year Program Review, early 2025:**

- Evaluate fee structure mix, process flow, and caps on applications and stops
- Return to Council with review and report, propose changes if needed
- Update Director's Rule if needed

- **Future years** (if needed): Update Director's Rule administratively



Thank you!
Questions?

Program Contact Information



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www.seattle.gov/transportation/projects-and-programs/programs/transit-program/employer-shared-transit-stop-pilot

Lesson Learned: San Francisco Shuttle Program

- Researched Commuter Shuttle Program in SF
- Created in reaction to impactful tech sector shuttle operations had already proliferated
 - Long shuttle dwell times
 - Shuttles blocking roadways
 - Shuttles blocking bus stops
- Created network of shuttle-only zones and defined shared transit stops + arterials
- In time: mature, established oversight program
- Moved to fees to shuttles per "stop event"



Program Attributes

- Close coordination with **King County Metro**
- Diligent application review process to ensure **no impact to transit** at requested locations
- Builds upon successful **employer relationships** begun during Pilot
- Aim to **reduce traffic impacts** from employees returning to work locations post-Pandemic
- Program revenues (beyond administration and permitting) to be targeted for **shared stop improvements**



Program Benefits

- Prioritize equity in the transportation system by ensuring compatibility with transit
- Supports more sustainable travel options, reducing carbon emissions and congestion
- Makes efficient use of limited curbspace
- Ensures administrative and financial sustainability

