CBD Curbspace & Multimodal Decision Framework Study

Seattle Freight Advisory Board
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SDOT’s mission & vision

Mission: delivering a first-rate transportation system for Seattle.

Vision: a vibrant Seattle with connected people, places, and products.
Presentation overview

• Multimodal decision framework study
• CBD curbspace study
• Your feedback
Multimodal Decision Framework

• Considering a Modal Hierarchy strategy in the Comprehensive Plan
  – Policy development
  – Framework process and diagram

• Inform our Complete Street policies
  – Making the best use of the right-of-way
Scope

1. Context review of existing plans/policies
2. Peer city review (Chicago, DC, New York, and SF)
3. Framing scoping
   - How will the tool be used and by whom?
   - Opportunities and constraints
   - How does it relate to other Comp. Plan requirements?
Scope

4. Development of three alternative approaches
   – Urban growth strategy
   – Multi-criteria assessment
     • Environment, economy, safety, mobility, health
   – Hybrid

5. Model three multimodal corridors

6. Draft goals and objectives

7. Develop Framework & Diagrammatic Strategy
Why a curbspace study?

- Increasing competition for limited space
- Cumulative project impacts
- Need for clearer policies, decision making criteria, and procedures
Curbspace Policies and Uses
Project area
Scope of Work – Key Deliverables

- Existing conditions
- Curbspace policy recommendations
- CBD curbspace decision-making framework
- Future conditions scenarios
Short term parking

• 1/3 of CBD curb is consistently short-term parking.
• Concentrated in neighborhoods outside commercial core
Travel lanes

- Motor vehicle through travel:
  - Travel lanes
  - Turn lanes
- Peak period bus/turn lanes
- On/off ramps to highways
No Standing Zones

- Pedestrian Mobility
  - Crosswalks
  - Curb Ramps / Bulbs
- Driveways
- Hydrants
- Bicycle Mobility/Access
  - 2 Bikeshare Stations
- Curbside Activation
  - Parklet
    - Chinatown / ID
**Loading/unloading**

- Loading uses can vary throughout the day:
  - Commercial in early AM, passenger all other times
- Passenger loading zones majority
- Zones are dispersed throughout CBD
Surface transit

• Peak period bus lanes
• Bus layovers – 1% of CBD Curb
• Bus lanes serve bike and bus mobility
Variable Restrictions

- Short term parking most of the day.
- Serves other uses during specific hours:
  - Bus stops / layovers
  - Loading / unloading
  - Food Truck Vendors
  - School bus access
  - Precinct parking
  - Carpool parking
Bicycle facilities

- Bike lanes and two-way protected bike lanes
- 2nd Avenue
  - Parking adjacent to moving lane
- Spring Street
  - Angled parking on opposite curb
Existing conditions summary

- Seattle CBD Curbside Functions
  - Motor Vehicle Travel 25%
  - No Stading Zones 24%
  - Loading/Unloading 9%
  - Surface Transit 6.5%
  - Variable Restrictions 2.8%
  - Bike Travel 2%
  - Other Uses 2.8%
  - Short-Term Parking 27%
  - Reserved Parking 0.8%
Curbspace Function

The CBD Curbspace Study
November 2014

40% Curb for Mobility

57% Curb for Access
On-going conversation

• Stakeholder interviews
• Intercept surveys
• Briefings
## Next steps

<table>
<thead>
<tr>
<th>Date</th>
<th>Activity/action</th>
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</thead>
<tbody>
<tr>
<td>Mid November</td>
<td>Curb Users Intercept Survey Conducted</td>
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<tr>
<td>December</td>
<td>Key policy recommendations</td>
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<tr>
<td>March</td>
<td>Study delivered</td>
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Questions?

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http://www.seattle.gov/transportation