

# Right-of-Way Allocation

 Making the Best Use of the Streets We Have



Urban Forestry Commission  
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April 13, 2016

# 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**

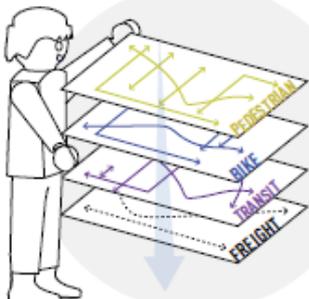
# Presentation overview

- The curb
- Downtown Seattle curb use today and tomorrow
- Strategies to address change
- Your feedback and questions
- Next steps

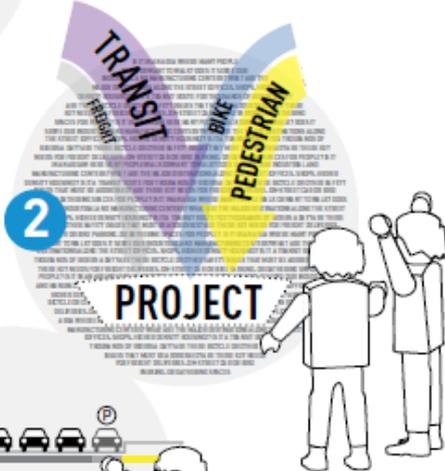
# ROW allocation policy need

- Strong policy basis to support Move Seattle
- Guide but not prescribe modal plan integration
- Explain decisions internally and externally
- Part of Comprehensive Plan update

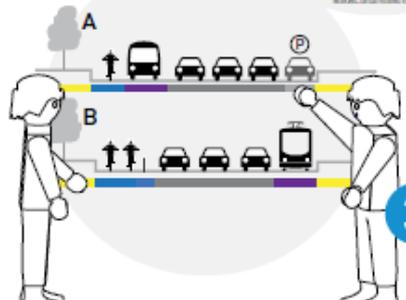
# Move Seattle



**1 Step 1: Overlay the modal plans**  
Overlay the needs in the modal plans to identify where priority corridors for many modes exist.

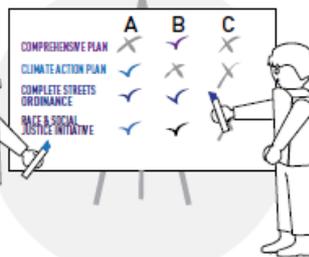


**2 Step 2: Identify the major purposes of the street**  
Each street in our city is different and they serve different land uses, so the purpose and design of each project will be distinctive.



**3 Step 3: Develop alternatives**  
We look at different ways we can allocate space in the street based on the users and needs identified.

**4 Step 4: Evaluation of alternatives**  
We work closely with neighbors and street users to better understand your needs and define the project.

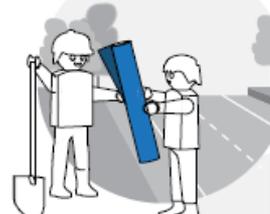


**INTEGRATING PLANS**

	A	B	C
COMPREHENSIVE PLAN	X	✓	X
CLIMATE ACTION PLAN	✓	X	X
COMPLETE STREETS ORDINANCE	✓	✓	✓
RACE & SOCIAL JUSTICE INITIATIVE	✓	✓	✓

We also apply overarching city policies: Climate Action Plan, Complete Streets Ordinance, and Race and Social Justice Initiative. After looking at the options, we pick a final design for the street. We spend time with the community, listening to preferences and concerns.

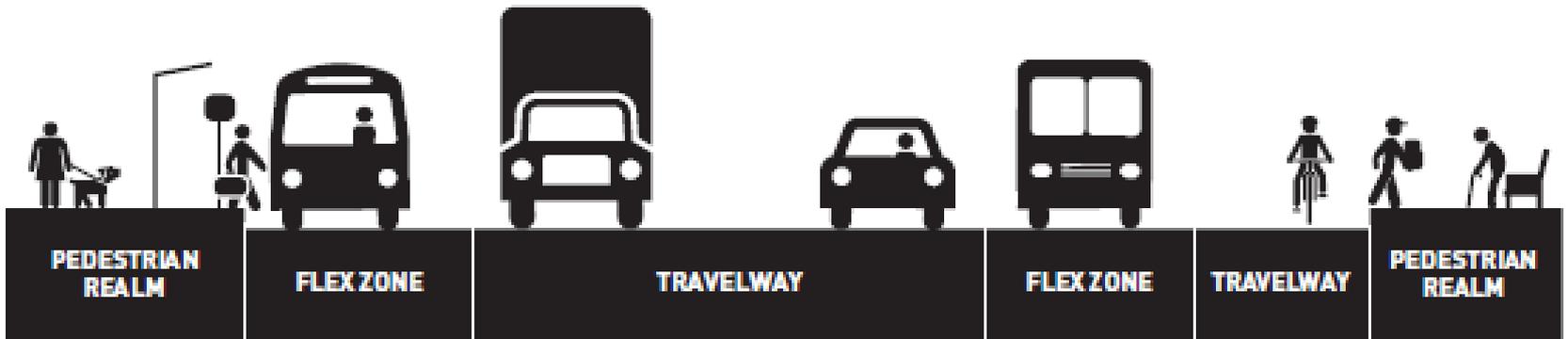
**5 Step 5: Design, construct, and maintain**  
Our job is not finished when a project is built — it just begins. We work 24/7 to keep the transportation system in a state of good repair so it works as designed.



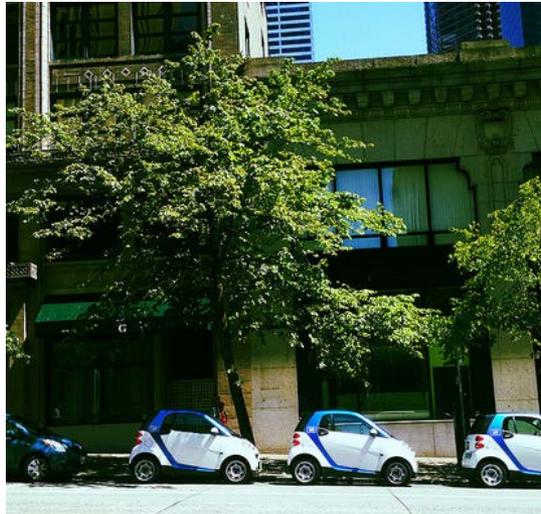
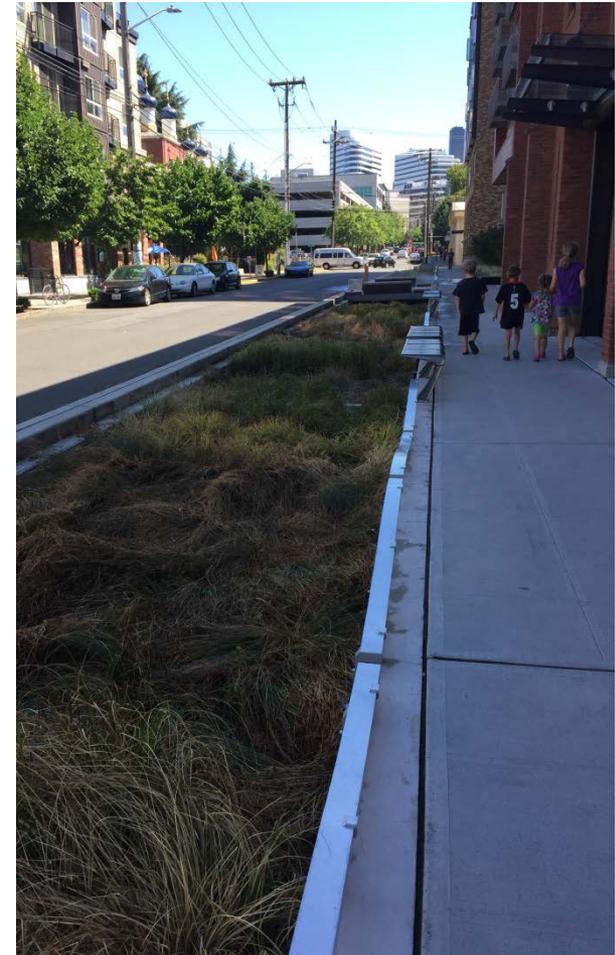
**6 Step 6: Evaluate and report**  
We measure the results of the projects and programs we build, evaluate how pilot materials and designs work, and talk with the public. We track our progress to remain accountable to the people we serve, and continually refine and adjust our work.



# What is the ROW?



# New right-of-way demands



# Six primary functions



**ACCESS FOR  
COMMERCE**



**ACCESS FOR  
PEOPLE**



**ACTIVATION**



**GREENING**



**MOBILITY**

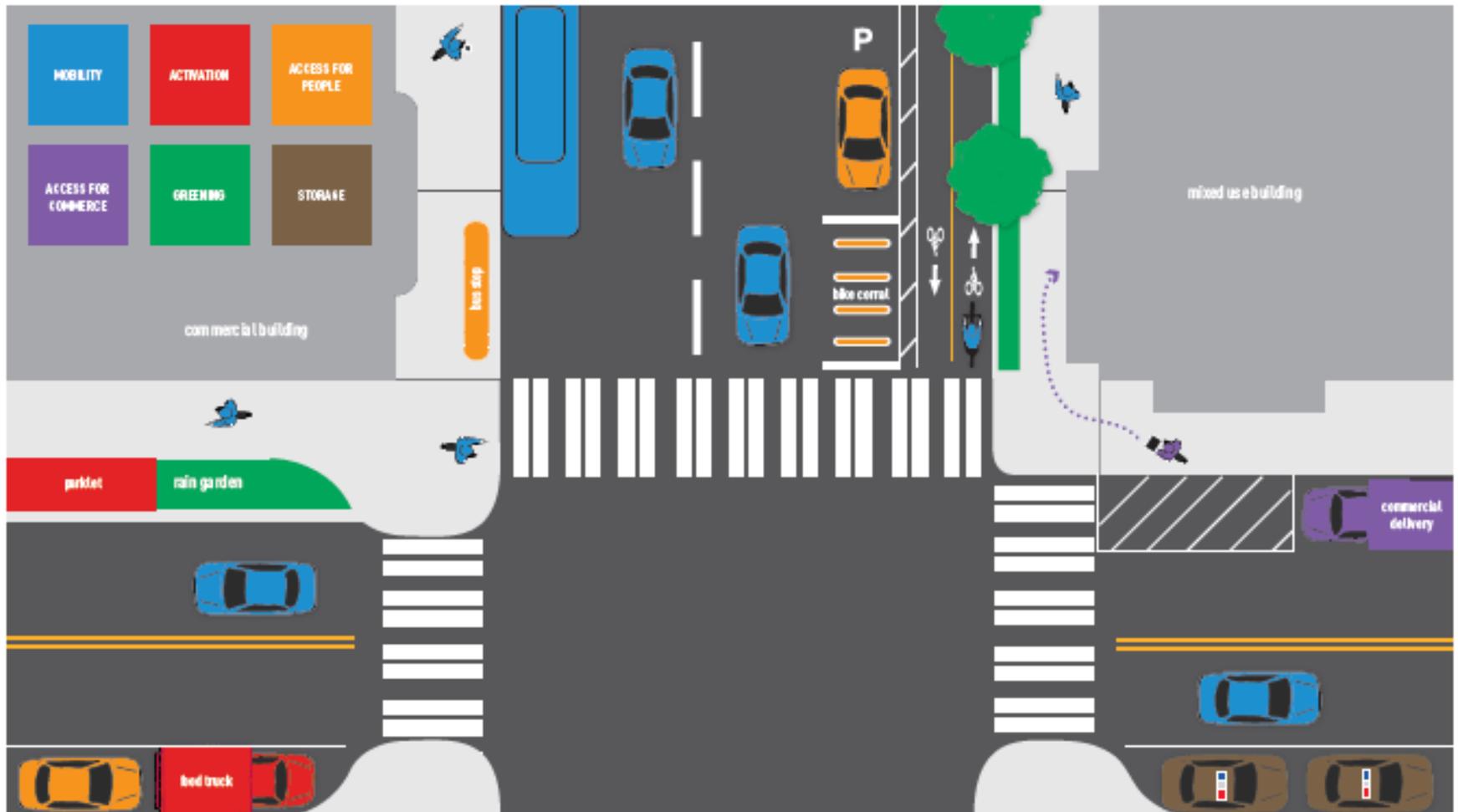


**STORAGE**

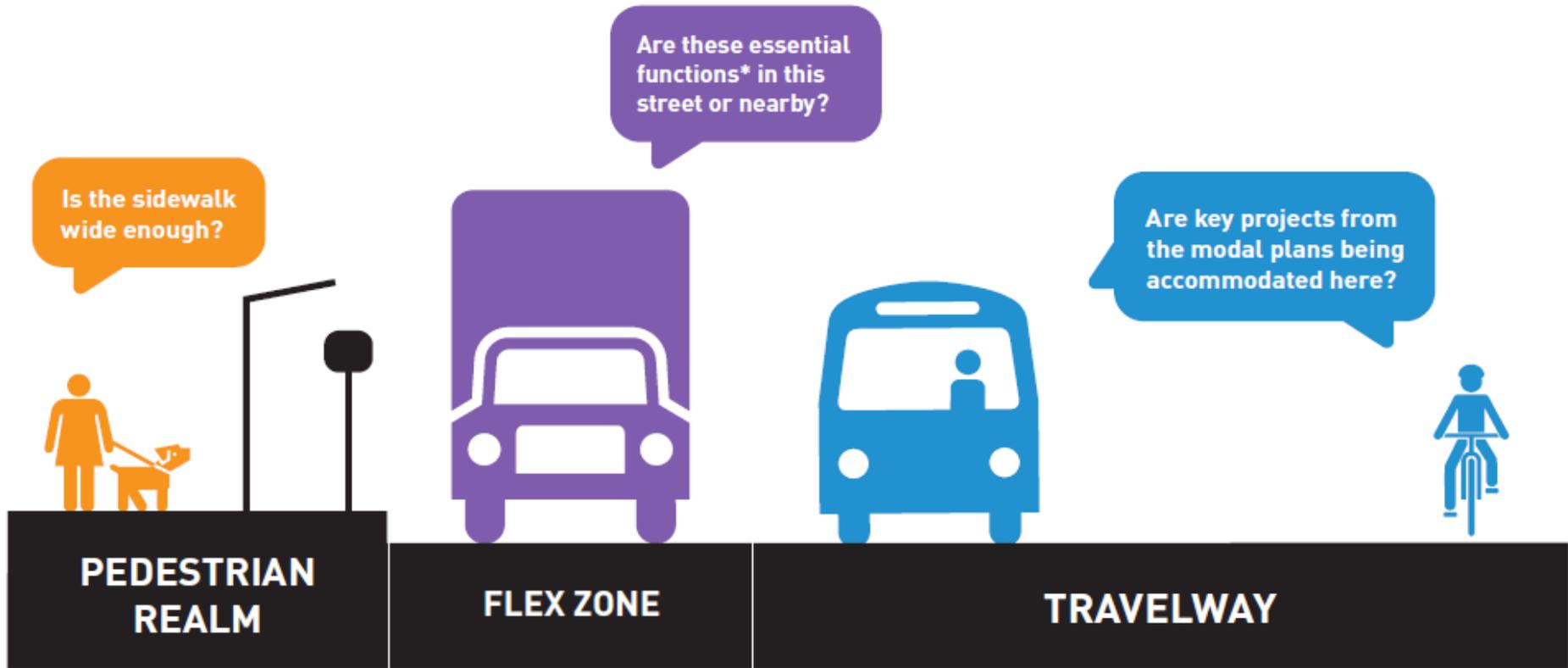
# Seattle ROW allocation goal:

Allocate space on Seattle's streets to safely and efficiently connect and move people and goods to their destinations while creating inviting spaces within the right-of-way.

# Outcome: making the best use of the streets we have



# Making the best use of the streets we have



\*Essential functions:



# Seattle curbspace priorities (draft)

	RESIDENTIAL	COMMERCIAL + MIXED USE	INDUSTRIAL
1	Support for Modal Plan Priorities	Support for Modal Plan Priorities	Support for Modal Plan Priorities
2	Access for People	Access for Commerce	Access for Commerce
3	Access for Commerce	Access for People	Access for People
4	Greening	Activation	Storage
5	Storage	Greening	Activation
6	Activation	Storage	Greening

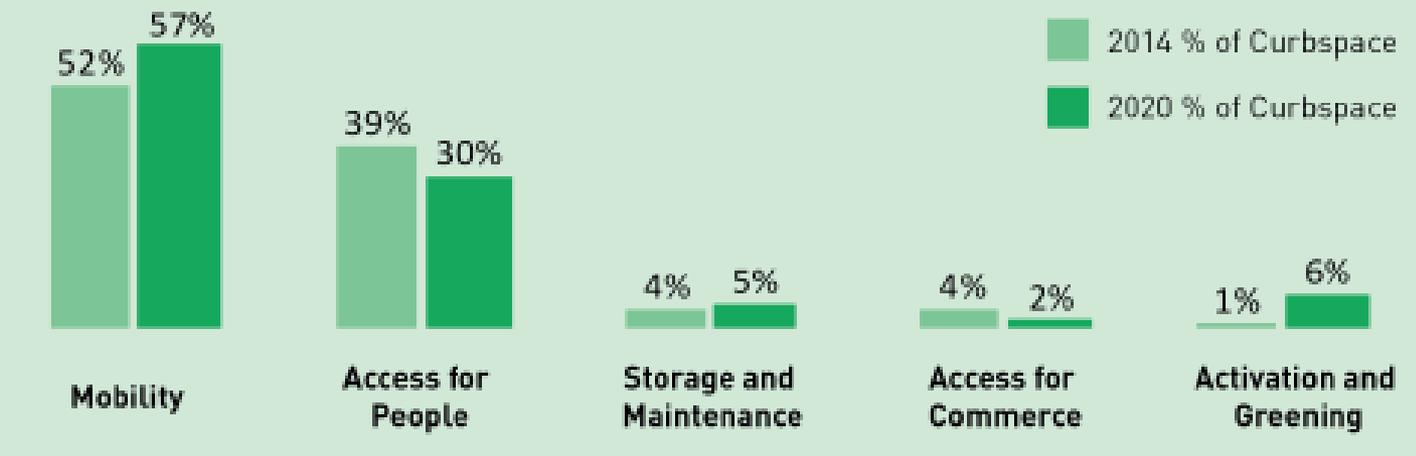
# 5 year changes to curb

- Transit projects
- Bicycle projects
- Streetscape projects
- Private development



# 5 year curbs changes

## Existing & Future Curb Functions



# Questions?

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[www.seattle.gov/transportation/parking/cbdCurbspaceStudy.htm](http://www.seattle.gov/transportation/parking/cbdCurbspaceStudy.htm)

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