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

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

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.

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

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

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

Step 6: Evaluate and report
We measure the results of the projects and programs we build, evaluate how well 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

Is the sidewalk wide enough?

Are these essential functions* in this street or nearby?

Are key projects from the modal plans being accommodated here?

PEDESTRIAN REALM

FLEX ZONE

TRAVELWAY

*Essential functions:

- MOBILITY PER MODAL PLANS
- ACCESS FOR COMMERCE
- ACCESS FOR PEOPLE
- ACTIVATION
- GREENING
- STORAGE
Seattle curbspace priorities (draft)
5 year changes to curb

- Transit projects
- Bicycle projects
- Streetscape projects
- Private development
5 year curb changes

**Existing & Future Curb Functions**

- **Mobility**
  - 2014 % of Curbspace: 52%
  - 2020 % of Curbspace: 57%

- **Access for People**
  - 2014 % of Curbspace: 39%
  - 2020 % of Curbspace: 30%

- **Storage and Maintenance**
  - 4%
  - 5%

- **Access for Commerce**
  - 4%
  - 2%

- **Activation and Greening**
  - 1%
  - 6%
Questions?

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www.seattle.gov/transportation/parking/cbdCurbspaceStudy.htm

www.seattle.gov/transportation