

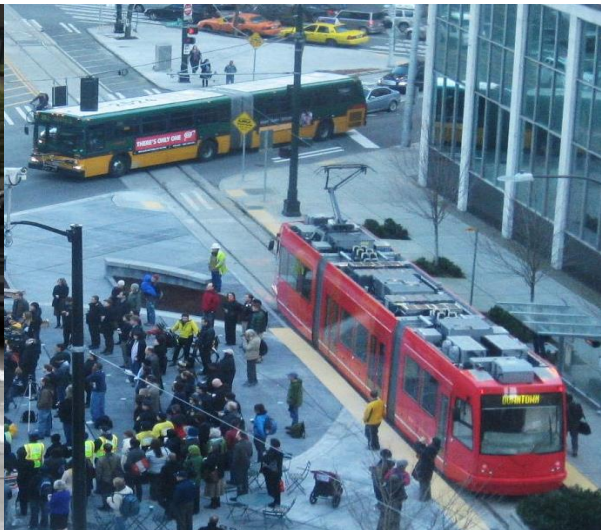
CBD Curbspace & Multimodal Decision Framework Study



Seattle Freight Advisory Board
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November 18, 2014

SDOT's mission & vision

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



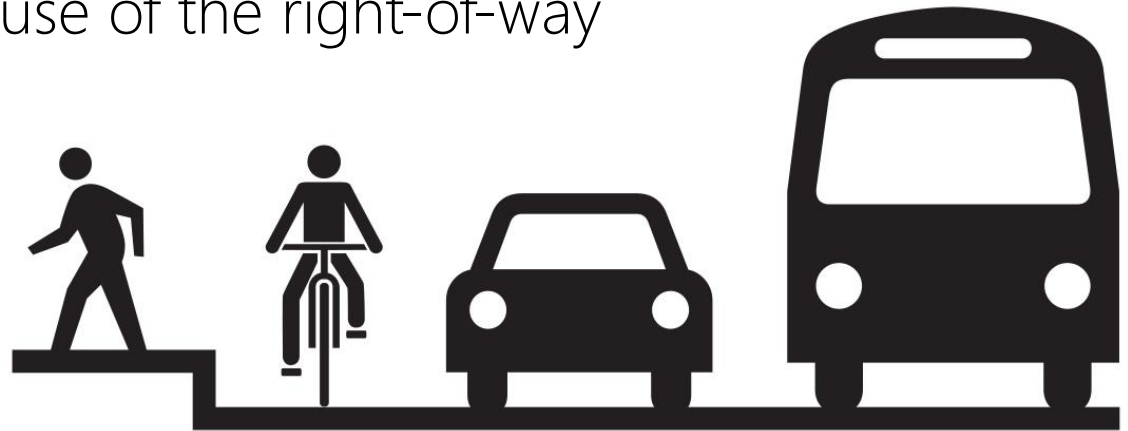
Vision: a vibrant Seattle with connected people, places, and products.

Presentation overview

- Multimodal decision framework study
- CBD curbspace study
- Your feedback

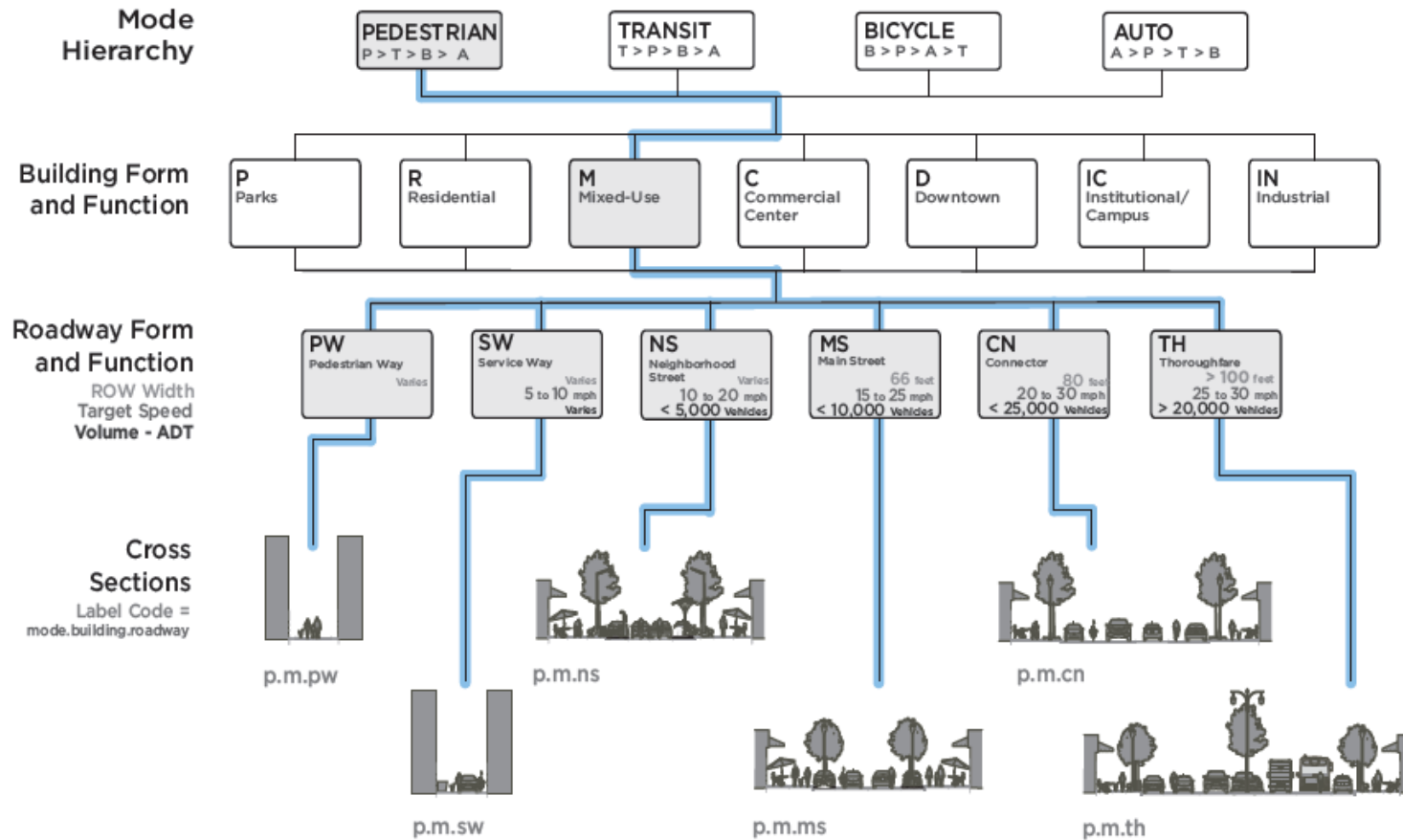
Multimodal Decision Framework

- 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



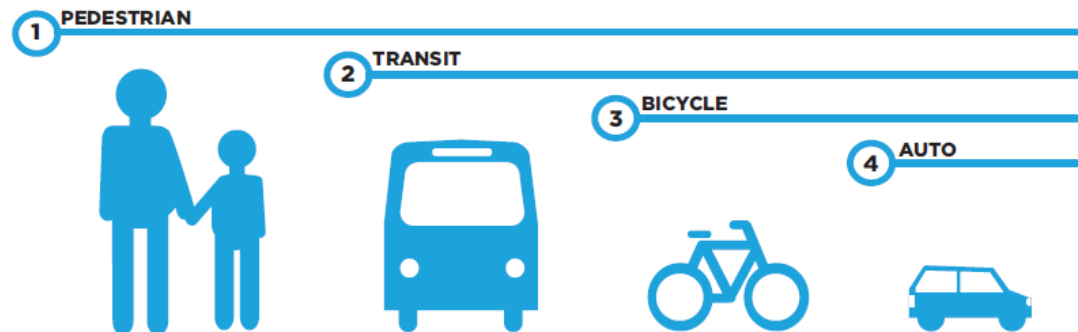
Framework Example

COMPLETE STREET DESIGN TREES - Pedestrian, Mixed-Use.



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?

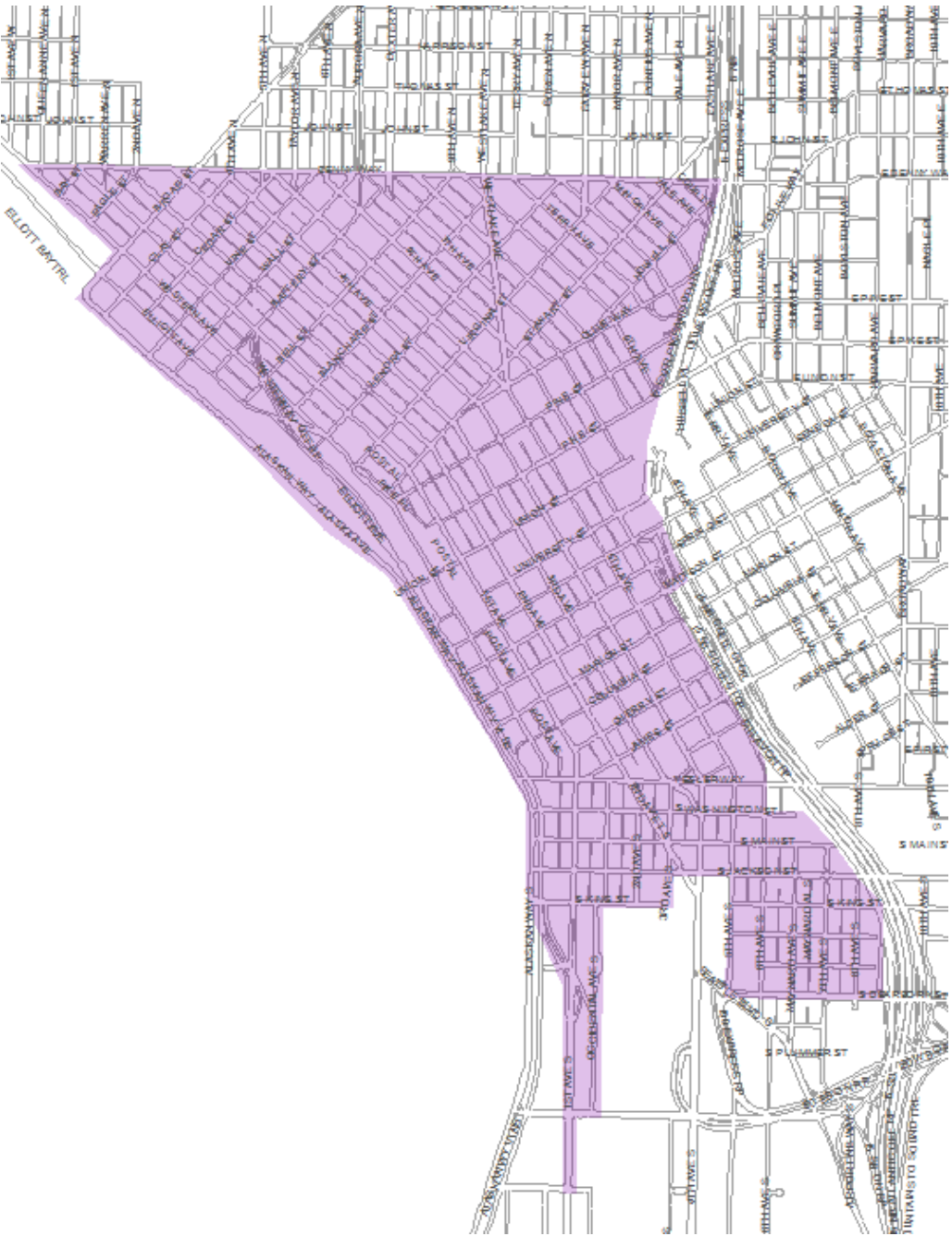
- Increasing competition for limited space
- Cumulative project impacts
- Need for clearer policies, decision making criteria, and procedures



Curbspace Policies and Uses



Project area



Scope of Work – Key Deliverables

Existing conditions

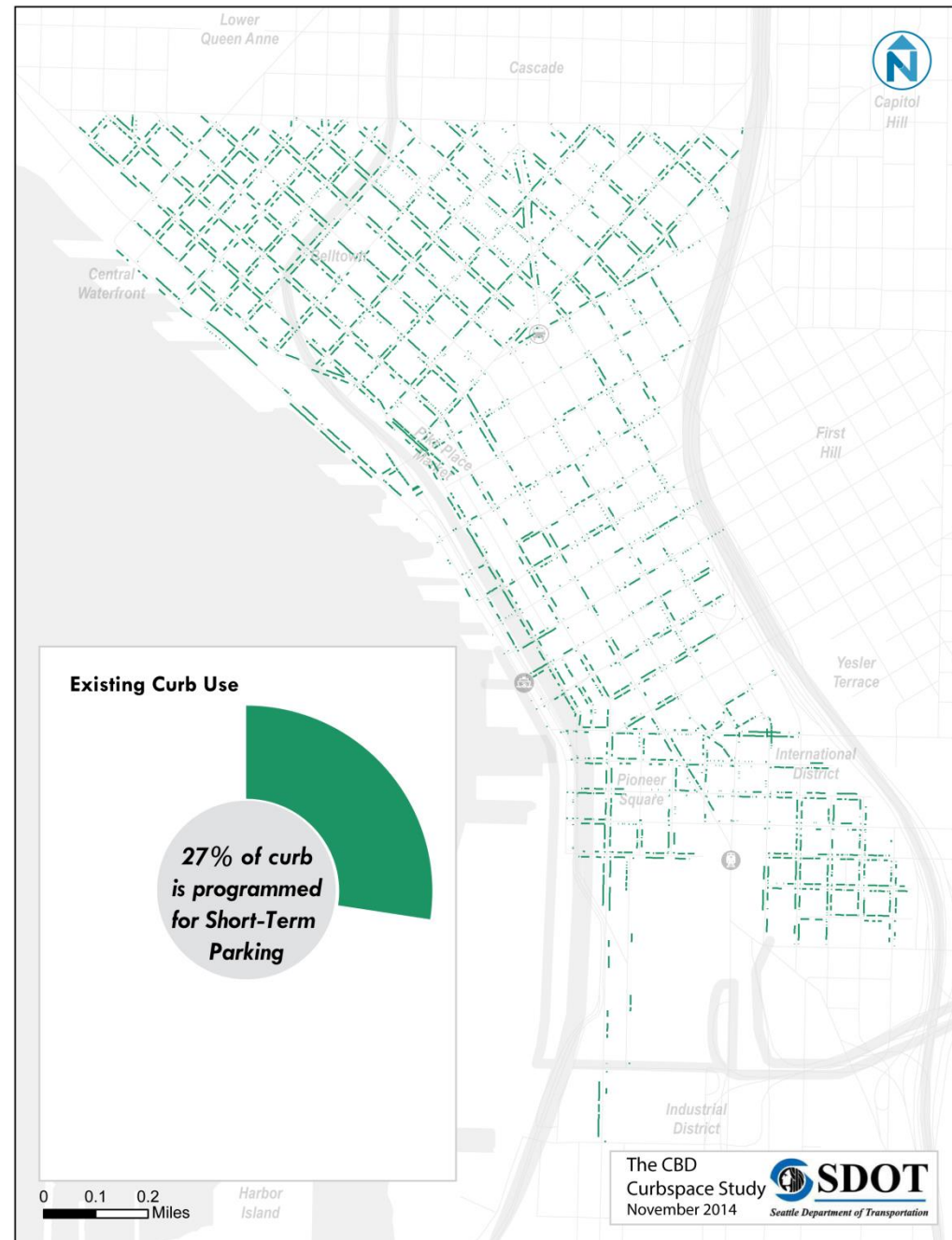
Curbspace policy
recommendations

CBD curbspace
decision-making
framework

Future conditions
scenarios

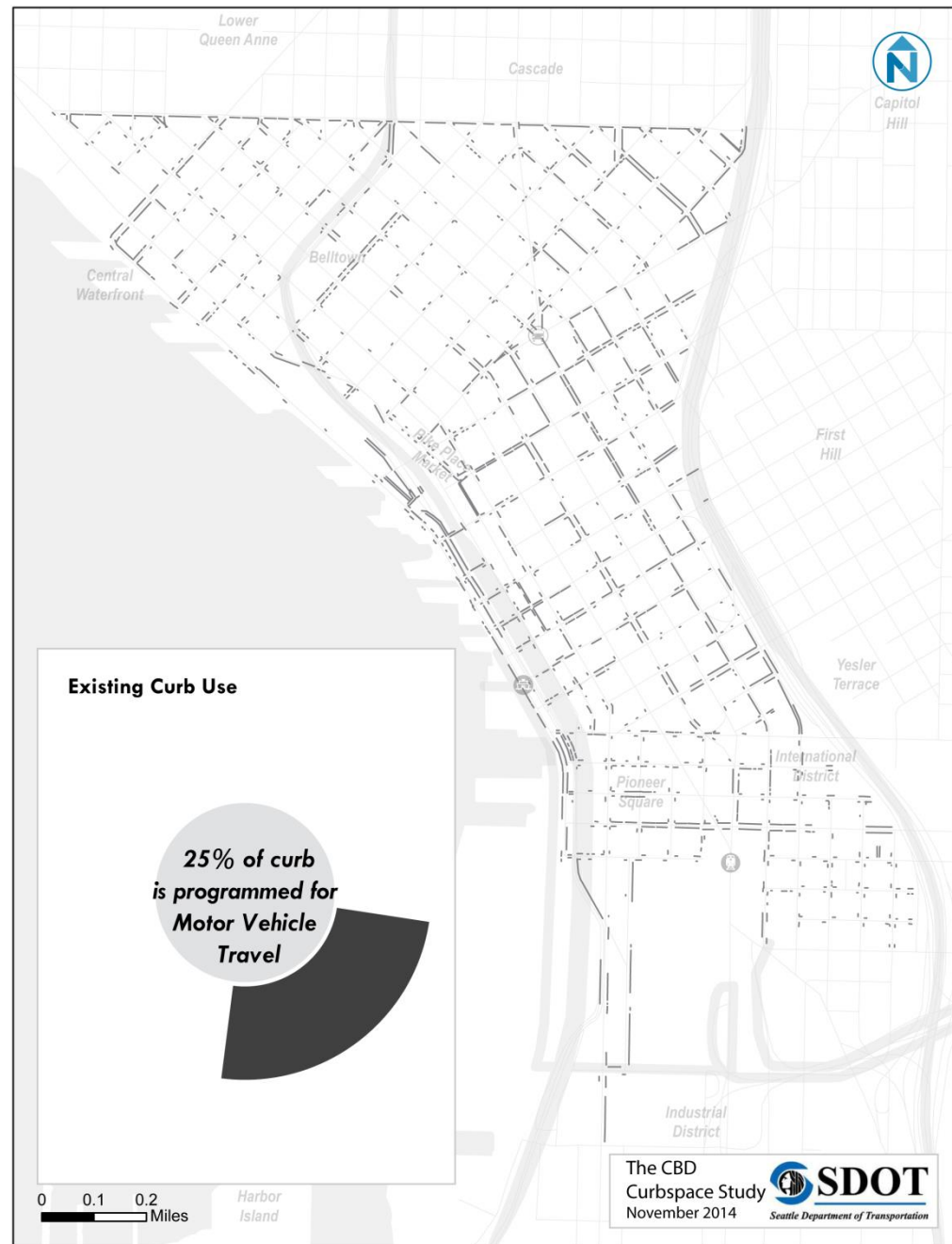
Short term parking

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



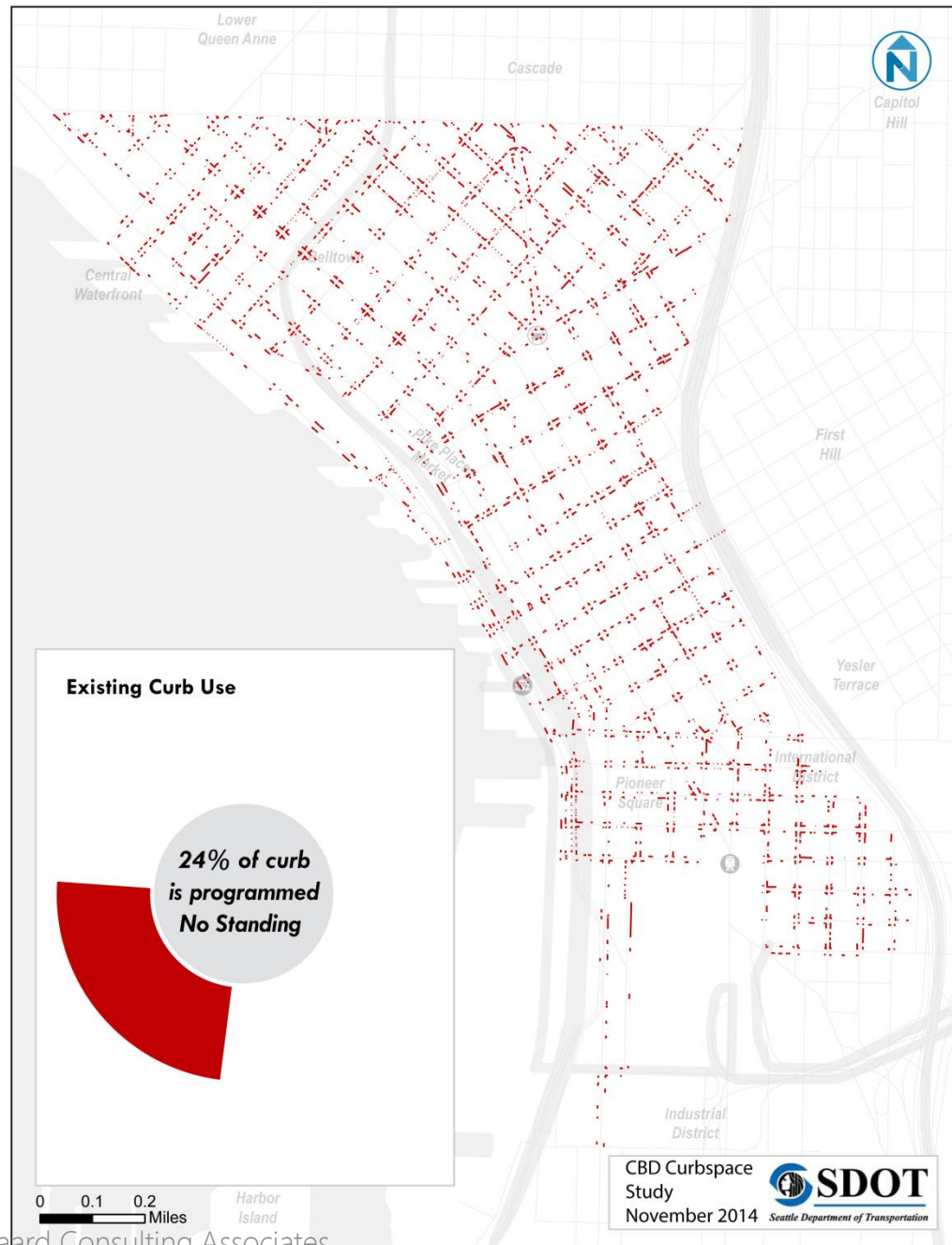
Travel lanes

- Motor vehicle through travel:
 - Travel lanes
 - Turn lanes
 - Peak period bus/turn lanes
 - On/off ramps to highways



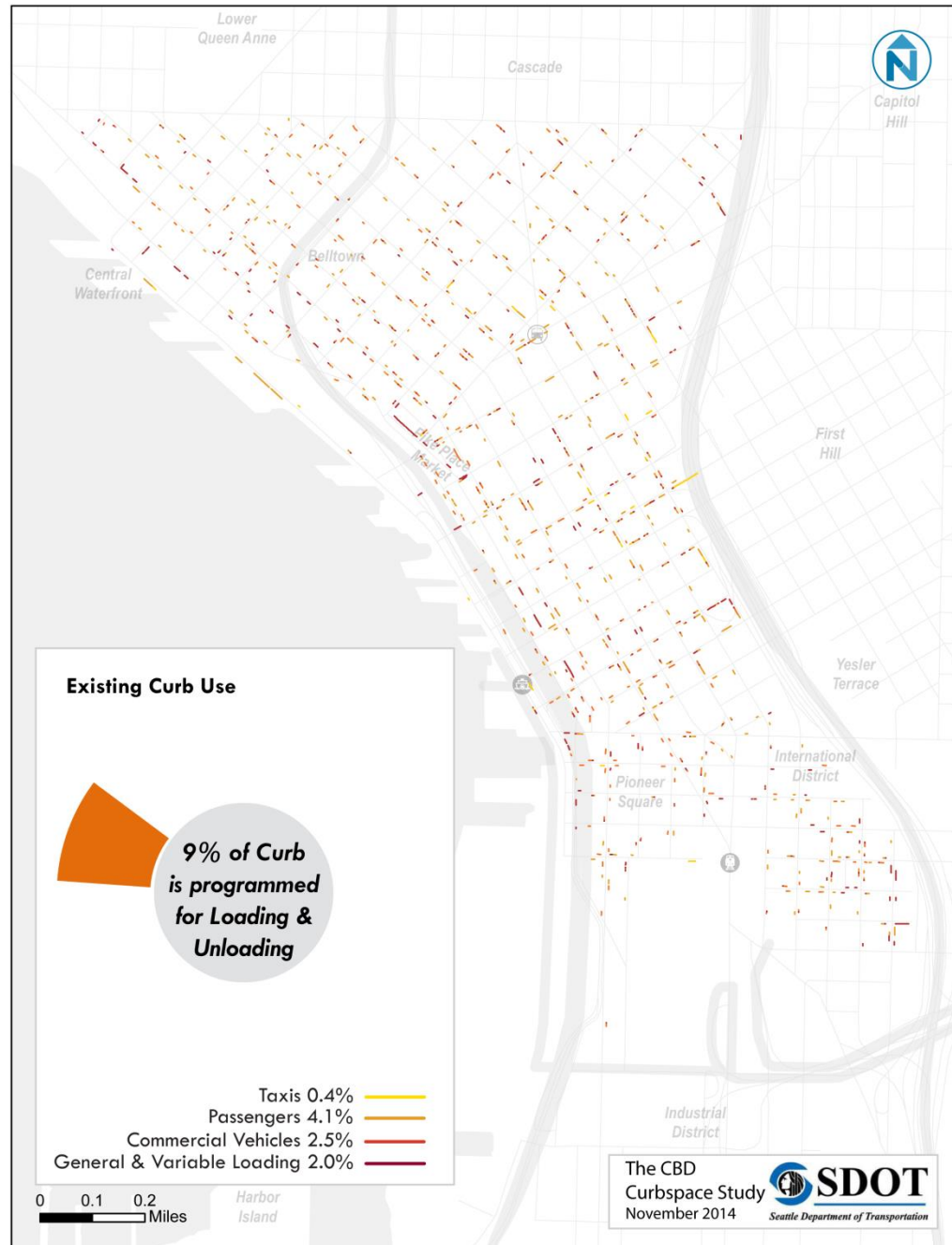
No Standing Zones

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



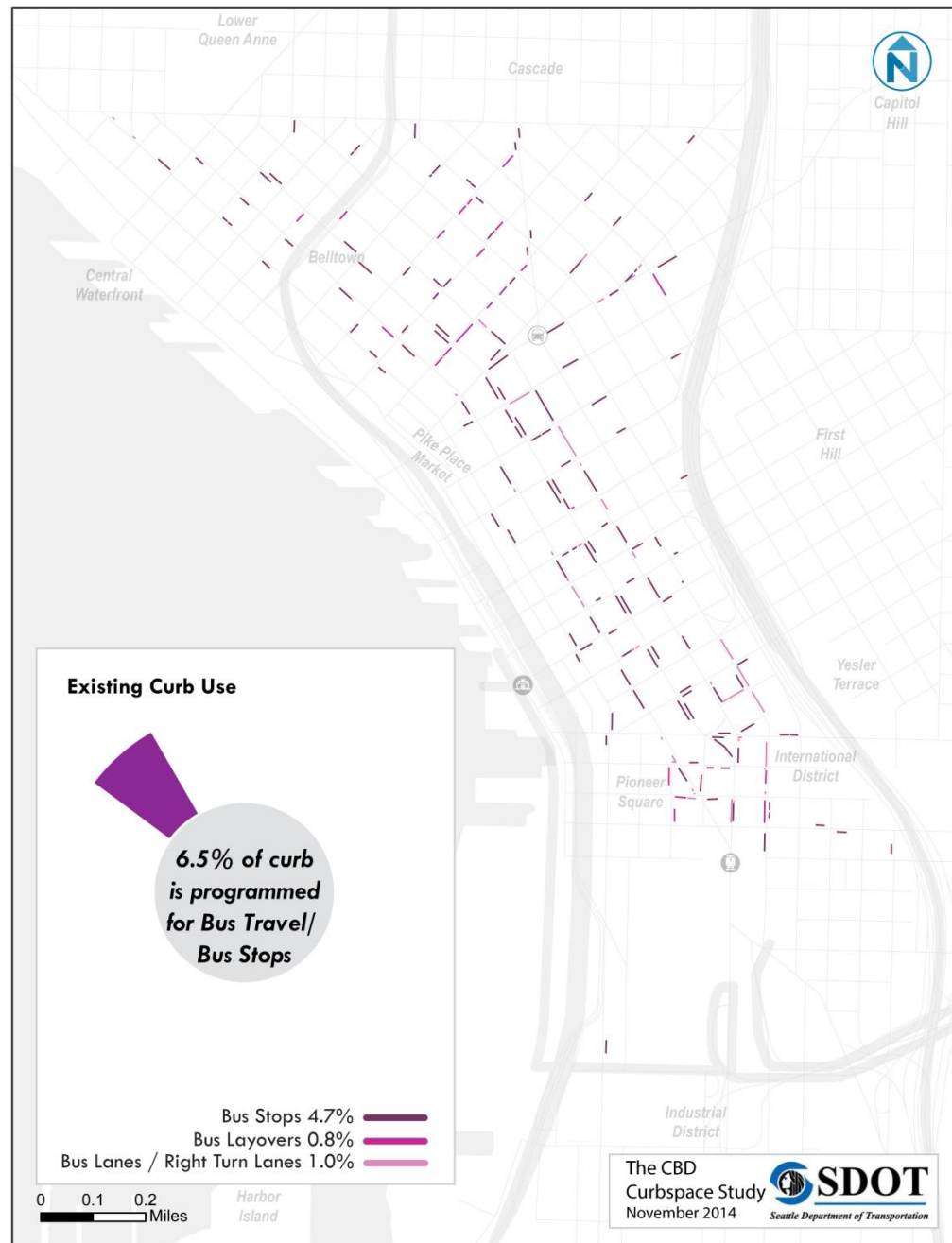
Loading/ unloading

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



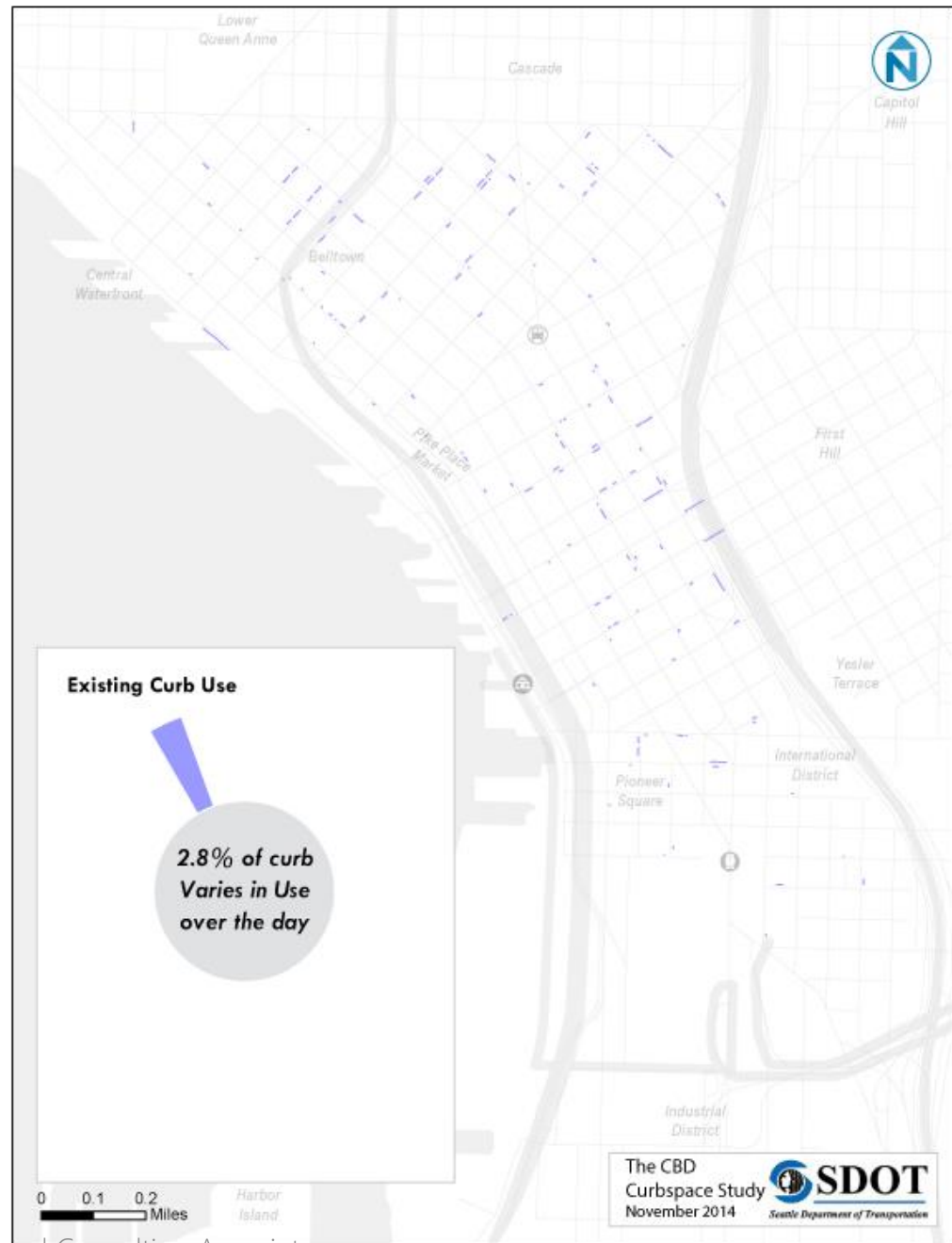
Surface transit

- Peak period bus lanes
- Bus layovers
 - 1% of CBD Curb
- Bus lanes serve bike and bus mobility



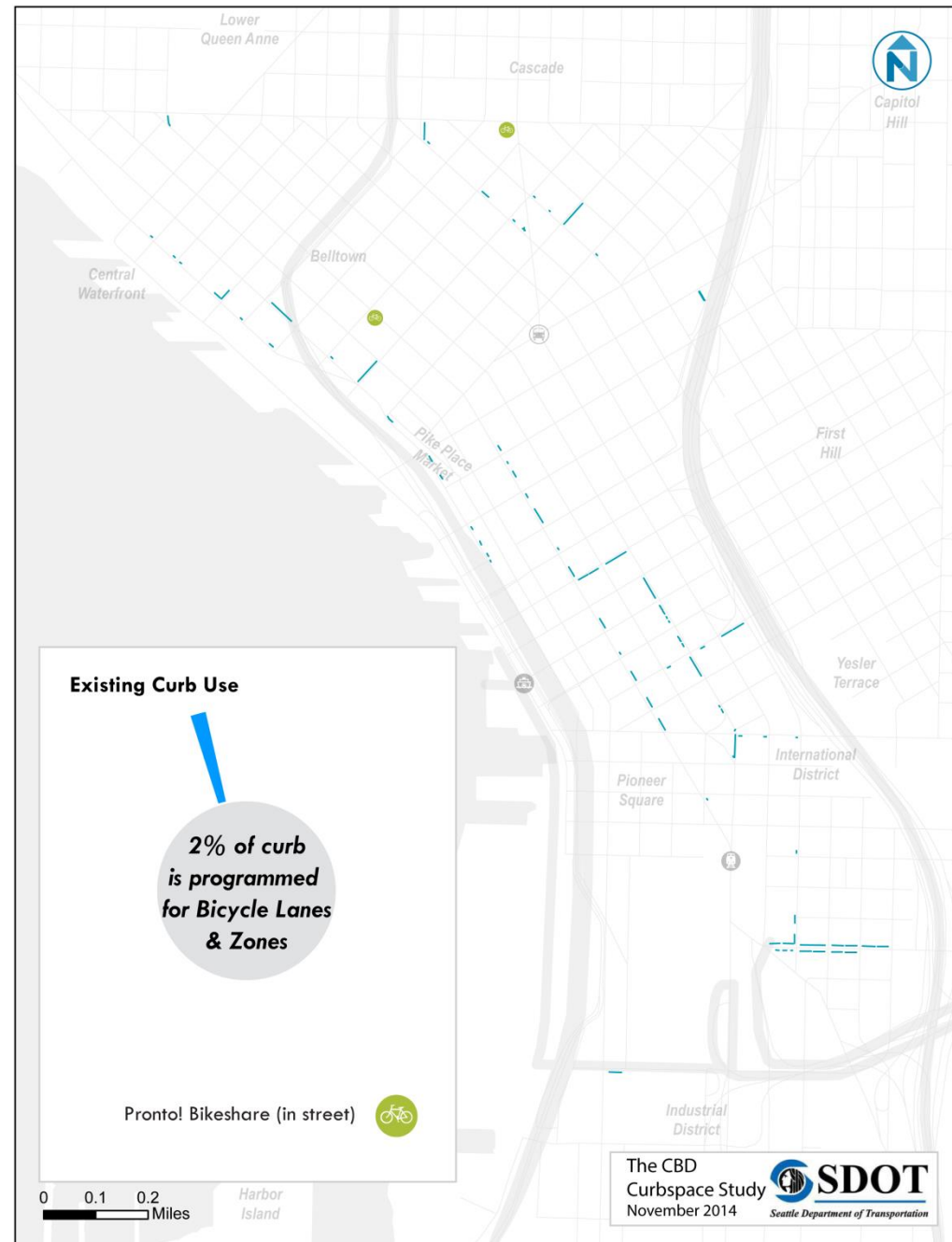
Variable Restrictions

- 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

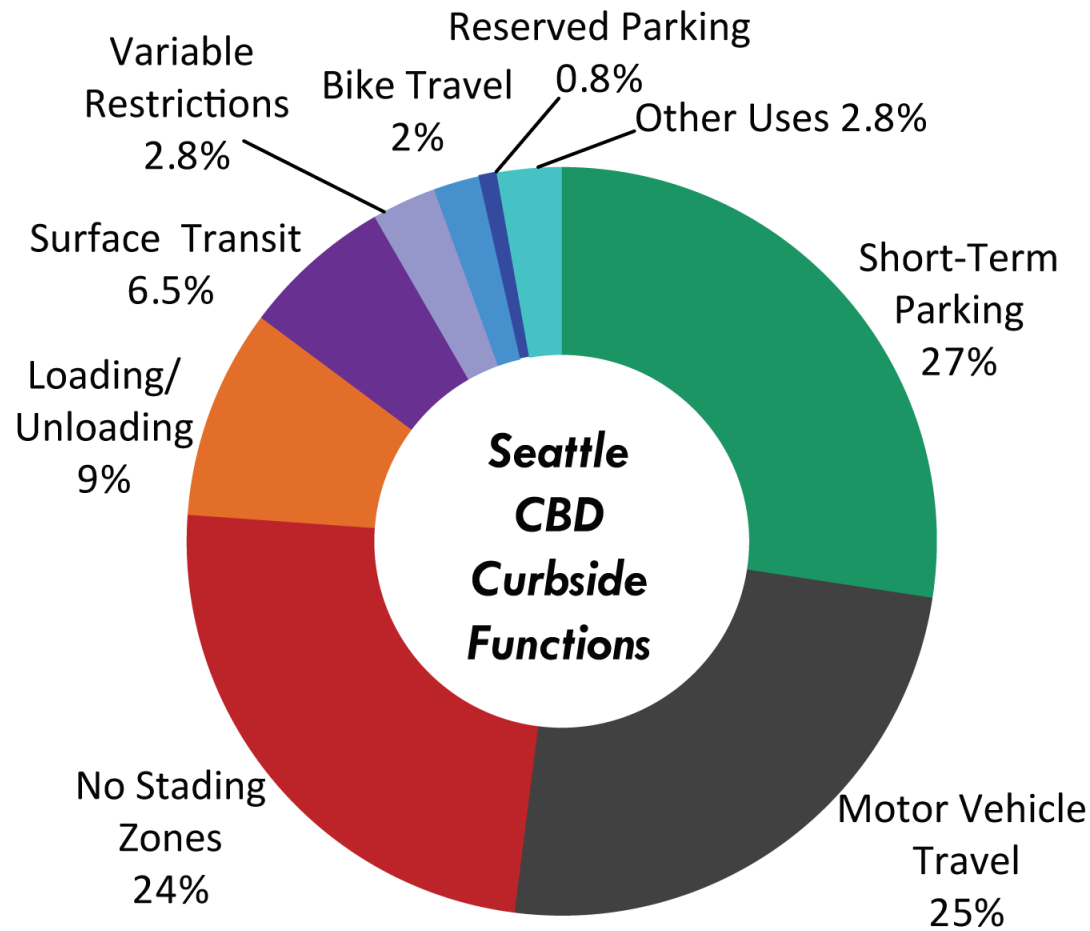


Bicycle facilities

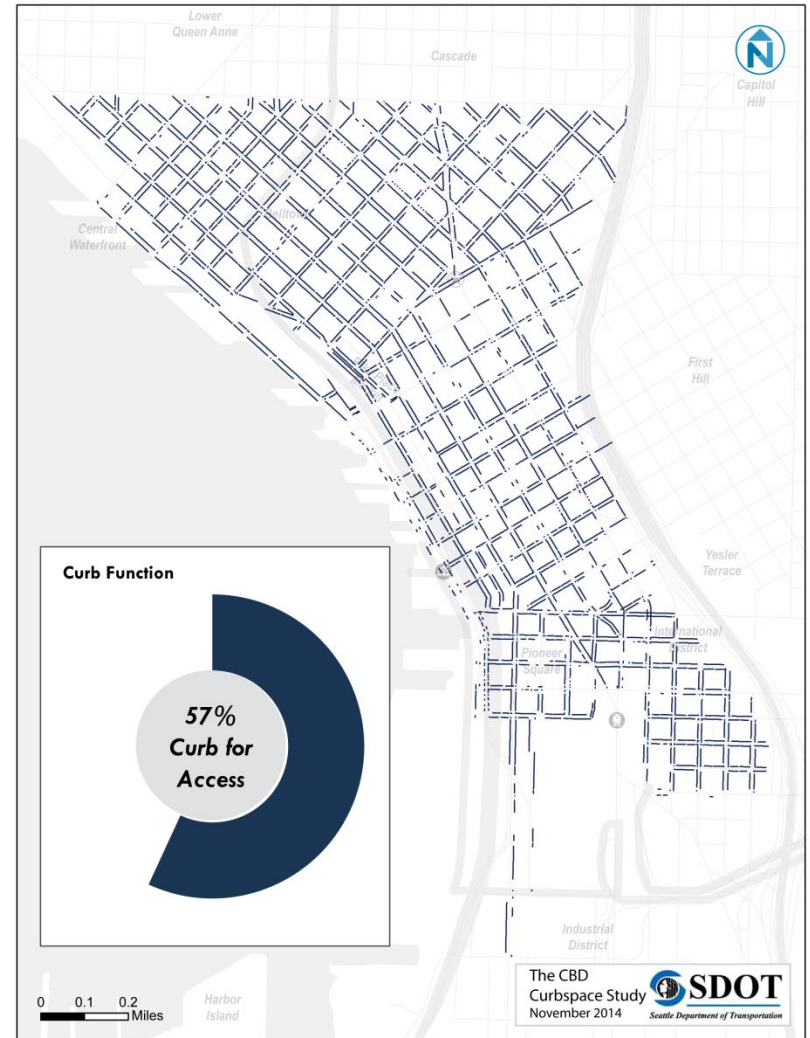
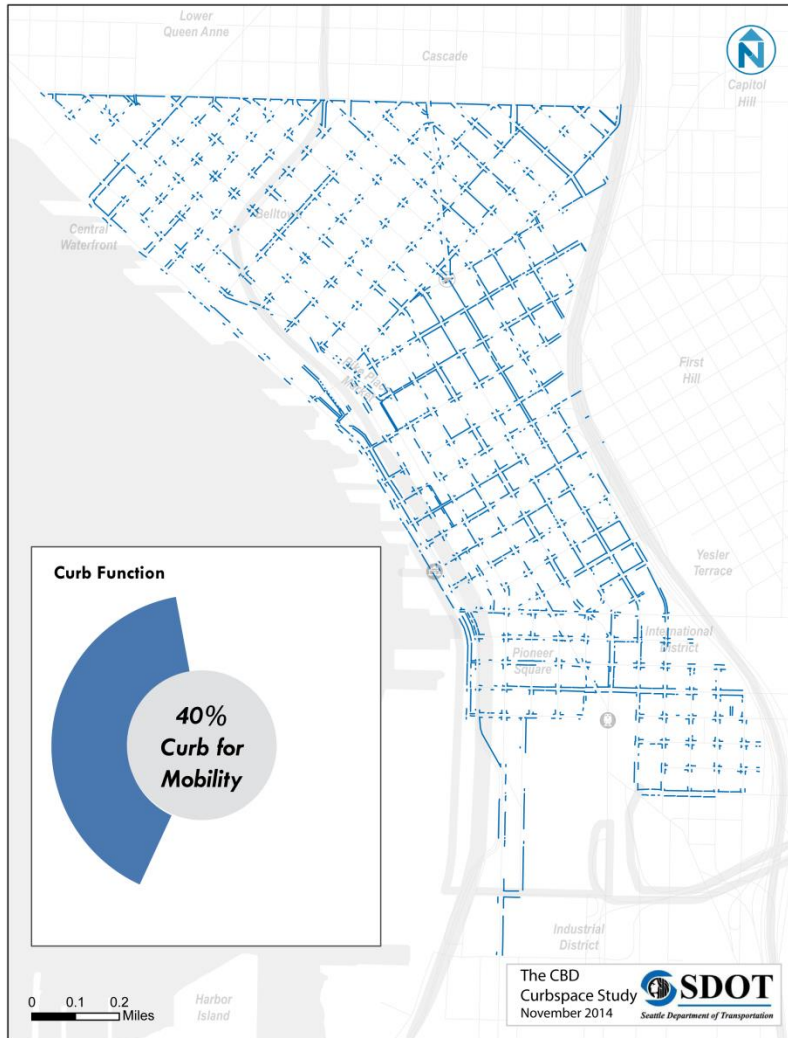
- Bike lanes and two-way protected bike lanes
- 2nd Avenue
 - Parking adjacent to moving lane
- Spring Street
 - Angled parking on opposite curb



Existing conditions summary



Curbspace Function



On-going conversation

- Stakeholder interviews
- Intercept surveys
- Briefings



Next steps

Date	Activity/action
Mid November	Curb Users Intercept Survey Conducted
December	Key policy recommendations
March	Study delivered

Questions?

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<http://www.seattle.gov/transportation>

