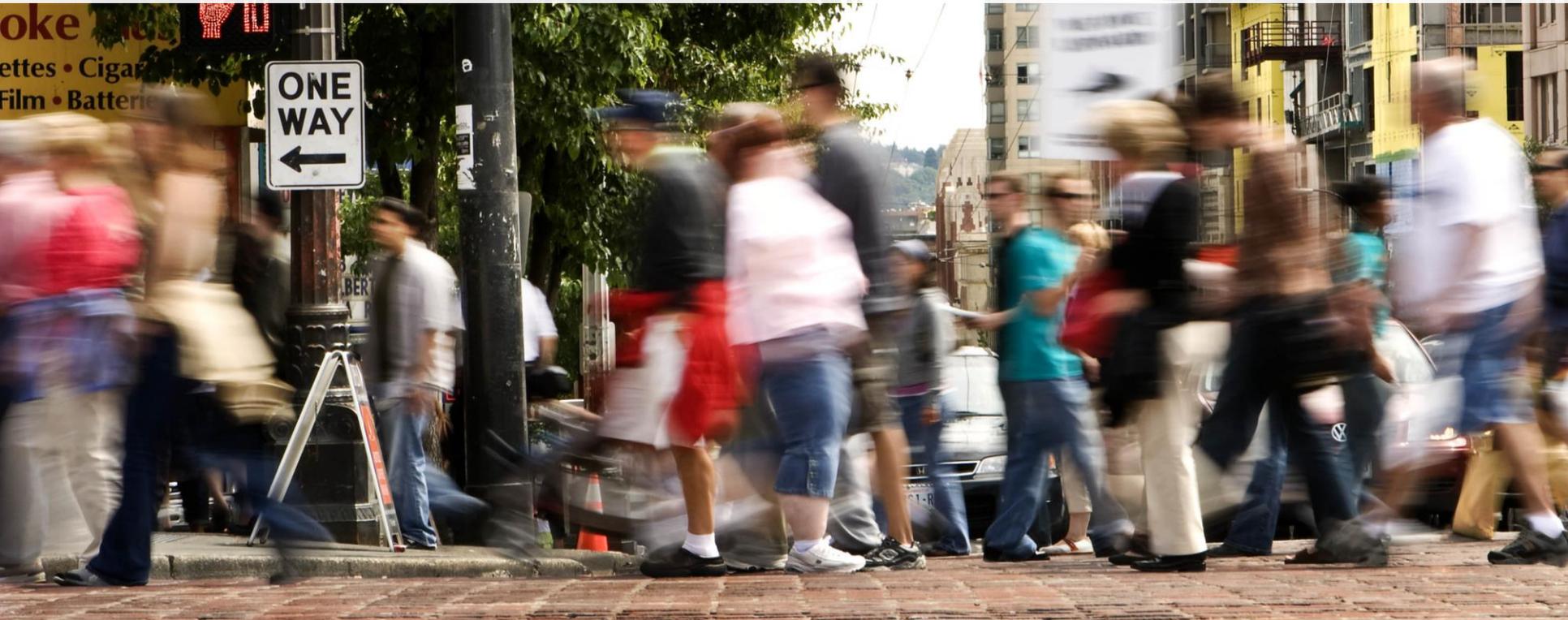


Comprehensive Plan Update



Kevin O'Neill, Tom Hauger
Seattle Freight Advisory Board
September 15, 2015

Comprehensive Plan framework

- State Growth Management Act requires us to plan for growth

Purpose

- City vision and core values
- 20-year blueprint to guide future growth and investments
- High-level goals and policies
- Growth Forecasts (2015-2035)
 - *+70,000 HH; 120,000 people*
 - *+115,000 jobs*

Elements

- Growth Strategy
- Land Use
- **Transportation**
- Housing
- Capital Facilities
- Utilities
- Economic Development
- Environment
- Parks and Open Space
- Arts and Culture
- Community Well-Being
- Container Port
- Shoreline Management

Comprehensive Plan Schedule and Next Steps

May 2015	Release of Comp Plan DEIS and equity analysis
July 2015	Release of public review draft of Comp Plan update
Summer/Fall 2015	SDOT advisory board, Planning Commission, and public review and comment on public review draft
Early 2016	Release of FEIS and Mayor's recommended Comp Plan
Mid 2016	City Council approval of Plan

Public Review Draft of Comprehensive Plan

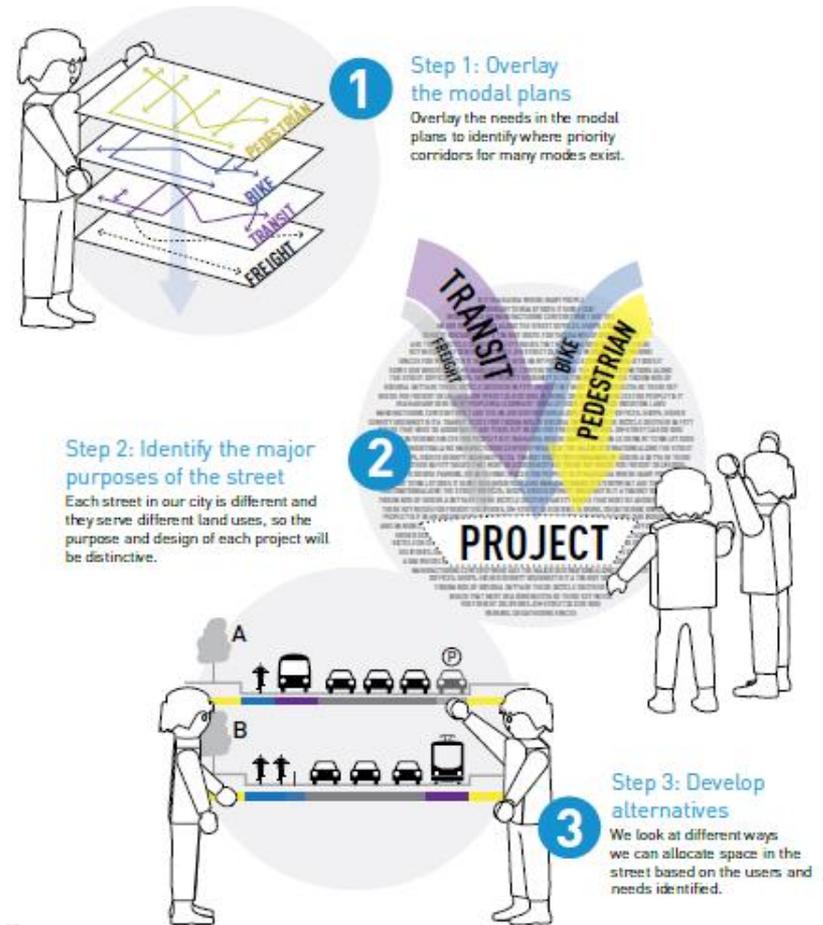
- Released in July:
<http://www.seattle.gov/dpd/cityplanning/completenessprojectslist/comprehensiveplan/documents/default.htm>
- Outline of Transportation Element
 - Integrating Land Use and Transportation
 - Make the Best Use of the Streets We Have
 - Transportation Options
 - Environment
 - Support a Vibrant Economy
 - Safety
 - Connecting to the Region
 - Operations and Maintenance
 - Measuring Level of Service
 - Funding

Example of Goals/Policies Relating to Freight

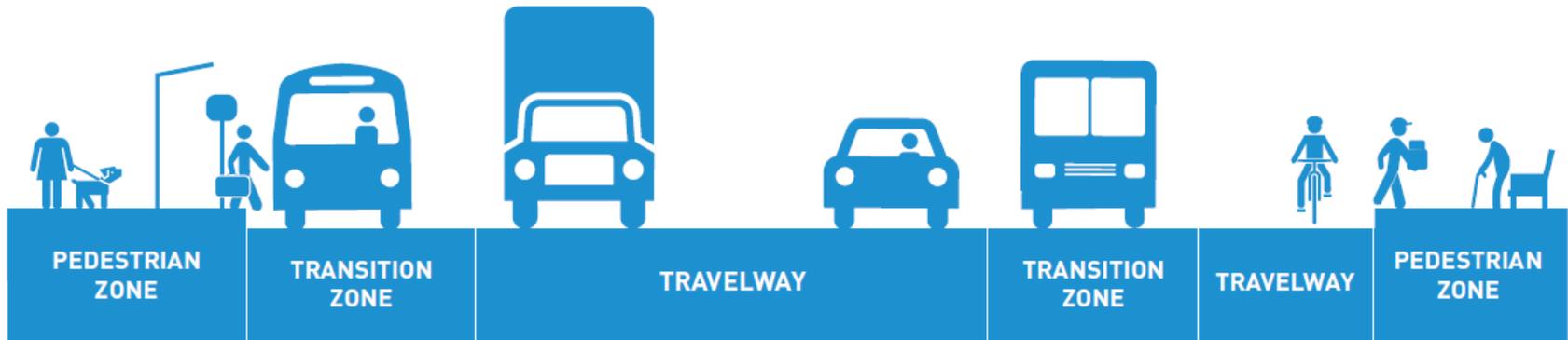
- TG5 Strengthen mobility and access for the movement of goods and services to enhance and promote economic opportunities throughout the city for all residents and businesses.
- T2.1 Designate space in the public right-of-way to accommodate multiple travel modes, including transit, freight movement, pedestrians, bicycles, general purpose traffic, and shared transportation options.
- T5.1 Maintain Seattle as the hub for regional goods movement and as a gateway to national and international suppliers and markets.
- T5.2 Develop a freight network in the Freight Master Plan that enhances freight mobility, operational efficiencies, and promote the city's economic health.
- T5.3 Ensure that freight corridors are designed, maintained and operated to provide efficient movement of truck traffic.
- T5.6 Evaluate the feasibility of grade-separation in locations where train-induced street closings result in significant delay and safety issues to other traffic.
- T8.1 Maintain the transportation system to keep it operating and maximize its useful life.

Make the Best Use of the Streets We Have

- Identifies policies and a framework for ROW allocation decisions
- Supports Move Seattle
- Describes ROW allocation process to internal and external audiences
- Guides modal plan integration



Right-of-Way Zones



PEDESTRIAN ZONE

Comprised of a frontage, pedestrian mobility, and furniture zone between the property line and the transition or travelway zones. This space includes the sidewalk, planting areas, bus shelters, sidewalk cafes, and bike racks.

TRAVELWAY

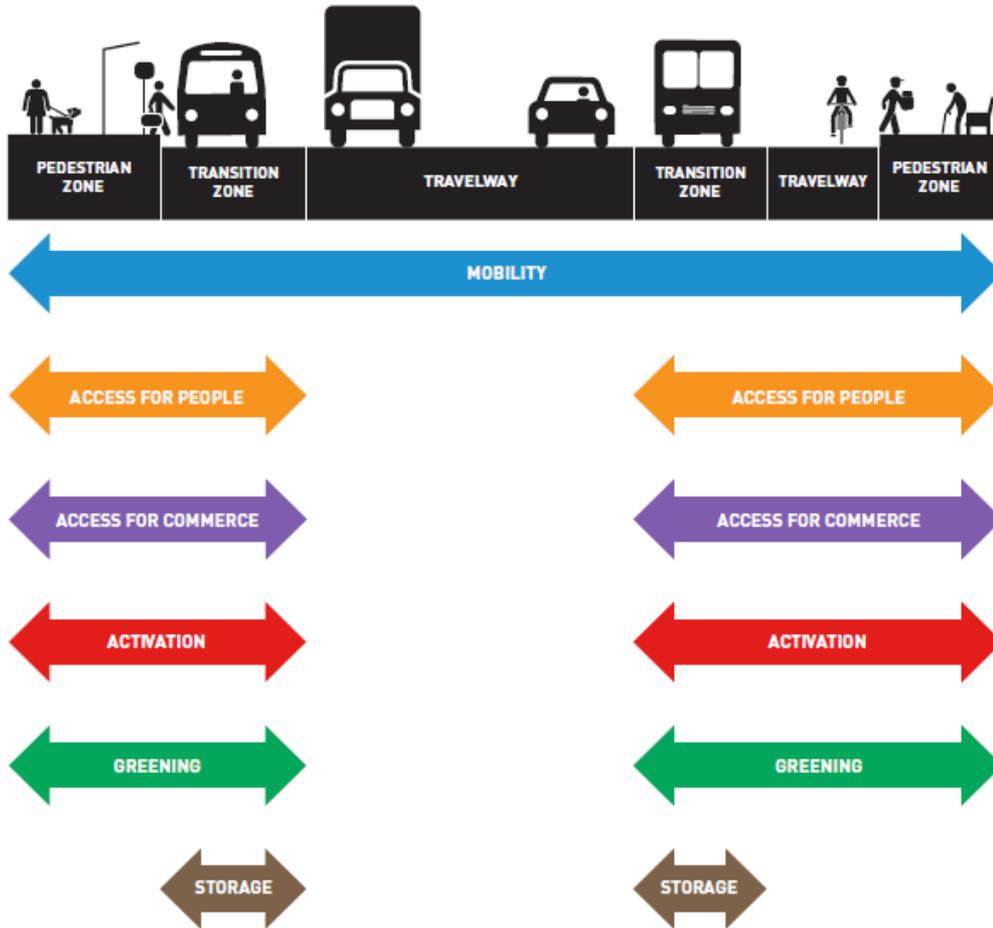
Most often used for mobility purposes. Lanes can serve all modes or be dedicated to serve specific modes, such as a bus or bike lane.

TRANSITION ZONE

An essential zone for people and goods, providing separation between moving vehicles in the travelway and people in the pedestrian zone. This zone can contain multiple uses along a street - including commercial deliveries, parklets, on-street parking, and taxi zones. It can be used for mobility at specific times of the day.

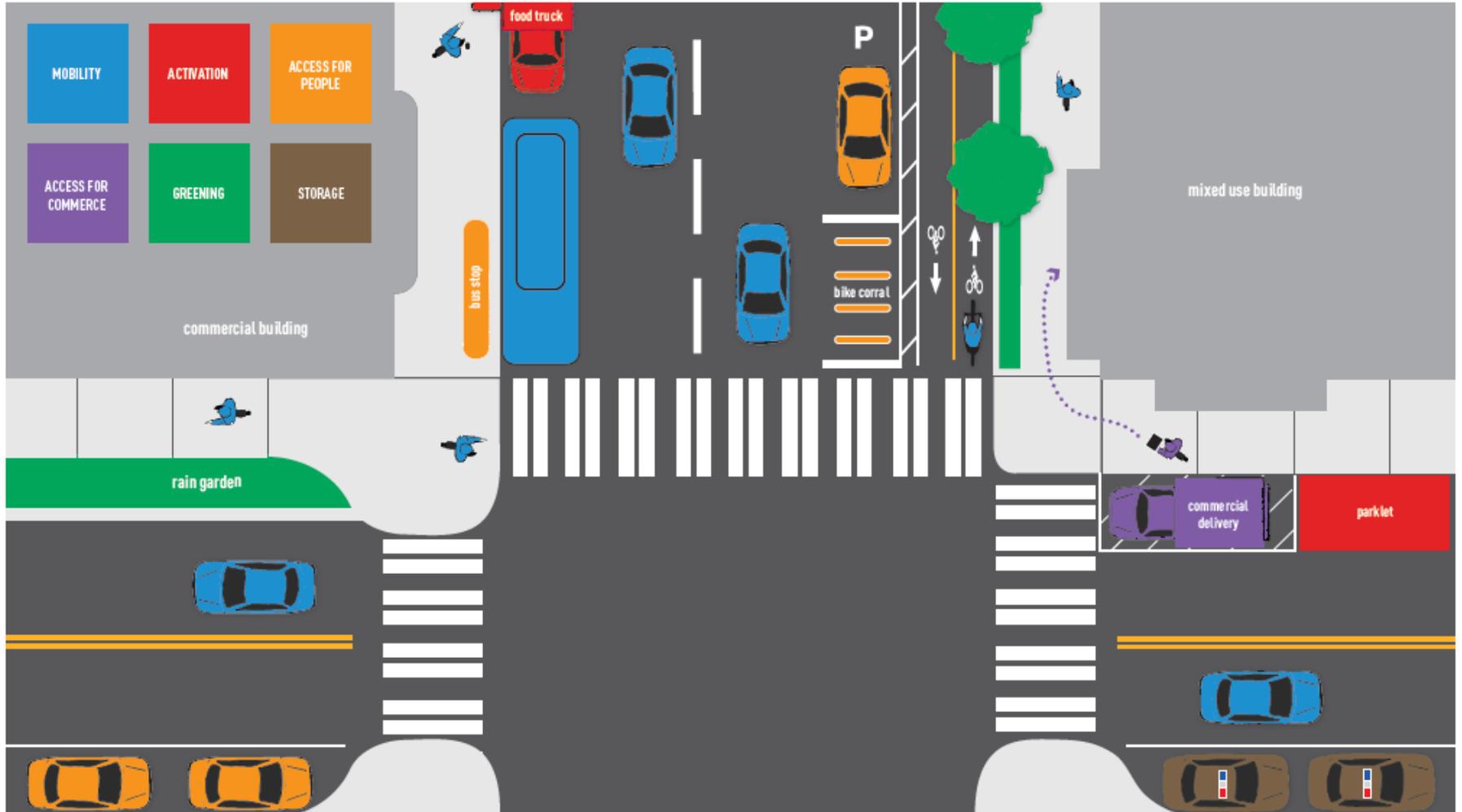
Right-of-Way Functions

Seattle Department of Transportation



FUNCTION	DEFINITION	USES
MOBILITY	Moves people and goods	<ul style="list-style-type: none"> Sidewalks Bus or streetcar lanes Bike lanes General purpose travel lanes Right or left turn-only lanes
ACCESS FOR PEOPLE	People arrive at their destination, or transfer between different ways of getting around	<ul style="list-style-type: none"> Bus or rail stops Bike parking Curb bulbs Passenger load zones Short-term parking Taxi zones
ACCESS FOR COMMERCE	Goods and services reach their customers and markets	<ul style="list-style-type: none"> Commercial vehicle load zone Truck load zone
ACTIVATION	Offers vibrant social spaces	<ul style="list-style-type: none"> Food trucks Parklets and streateries Public art Street festivals
GREENING	Enhances aesthetics and environment health	<ul style="list-style-type: none"> Plantings <ul style="list-style-type: none"> - Boulevards - Street trees - Planter boxes Rain gardens and bio-swales
STORAGE	Provides storage for vehicles or equipment	<ul style="list-style-type: none"> Bus layover Long-term parking Reserved spaces (e.g. for Police or other government use) Construction

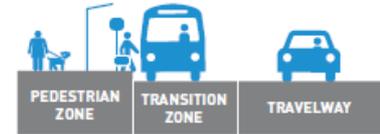
Outcome: multi-functional streets



ROW Allocation Decision Process

- Allocate space on Seattle's streets to safely and efficiently connect people and good to their destinations while creating inviting spaces within the ROW (Goal TG2)
- See policies T2.1-2.8

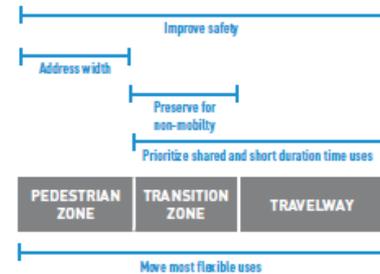
1. Consider the needs of 3 zones



2. Establish the priorities in each zone



3. Integrate the priorities



4. Create multi-functional streets and corridors

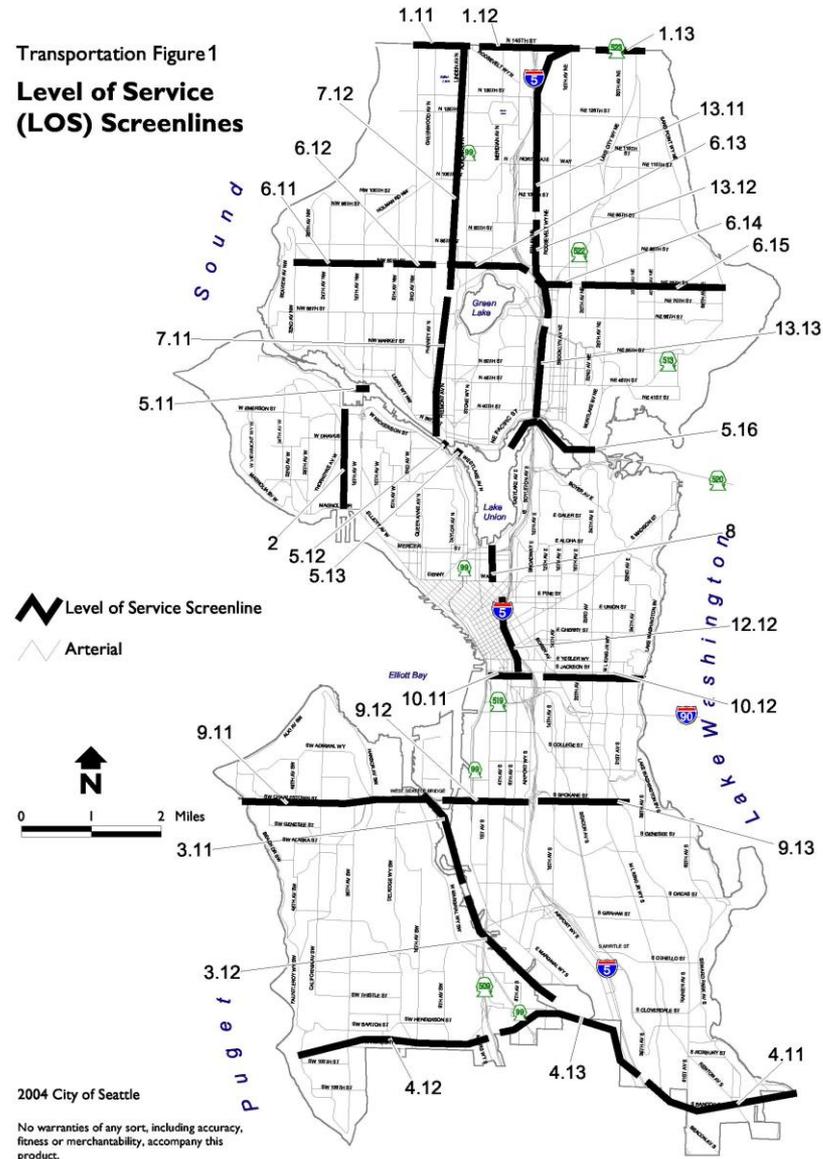


Level of Service (LOS)

- LOS is a quantitative or qualitative measure of the performance of transportation systems and facilities
- Traditionally, LOS has focused on vehicle congestion (traffic volumes/road capacity)
- The Growth Management Act (GMA) requires LOS standards for all locally owned *arterials* and *transit routes*
- Puget Sound Regional Council is seeking LOS standard that focus on *all modes* of transportation

Current LOS Standard

- Screenlines to assess ratio of traffic volume to capacity
- Generally allow for a high level of congestion.
- Used for arterials and transit
- Standard designed to be difficult to exceed



Comp Plan Goals

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graph TD; A[Comp Plan Goals] --> B[New Approach to LOS]; B --> C[Performance-Based Measures<br/>(VMT, Mode Share)]; B --> D[Enhanced Multimodal Screenlines<br/>(Consider Person Trip Capacity)];
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New Approach to LOS

Performance-Based
Measures
(VMT, Mode Share)

Tests the merits of individual projects and system performance

Enhanced Multimodal
Screenlines
(Consider Person Trip Capacity)

Evaluates impacts on the system (corridors), not the merits of individual projects

Questions?

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

