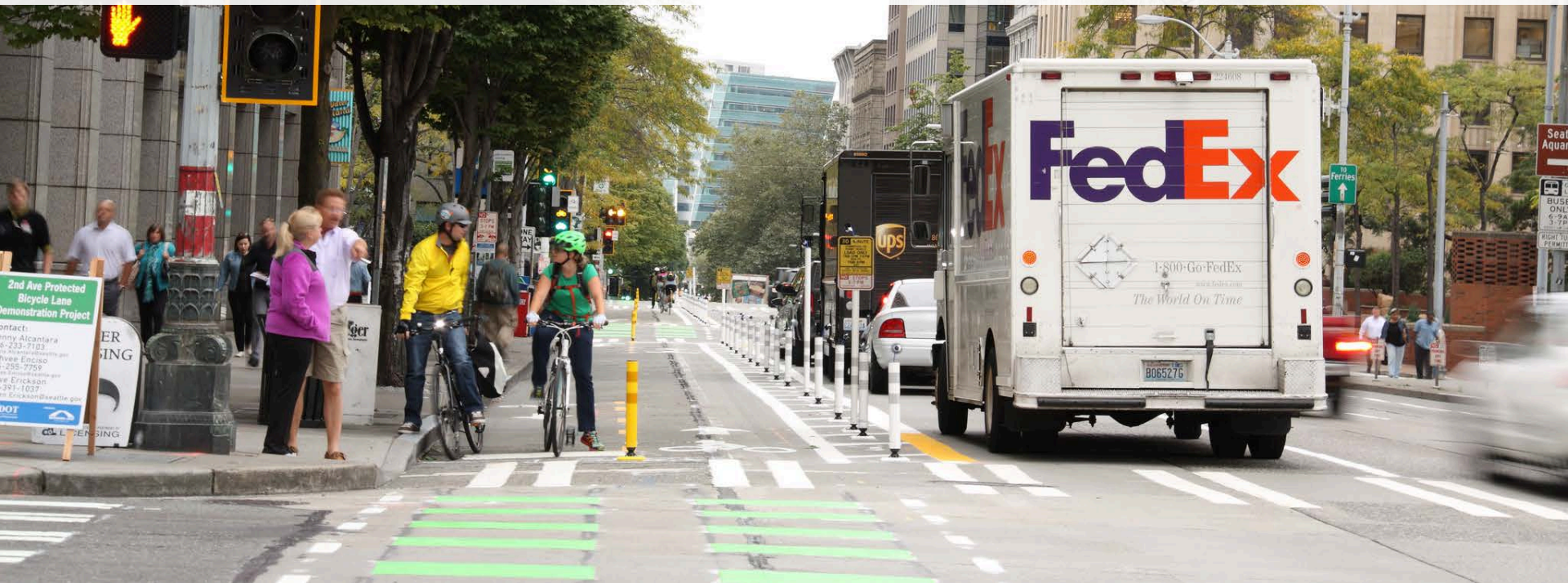


# CBD Curbspace & Multimodal Decision Framework Study



Seattle Bicycle Advisory Board  
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January 7, 2015



# 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



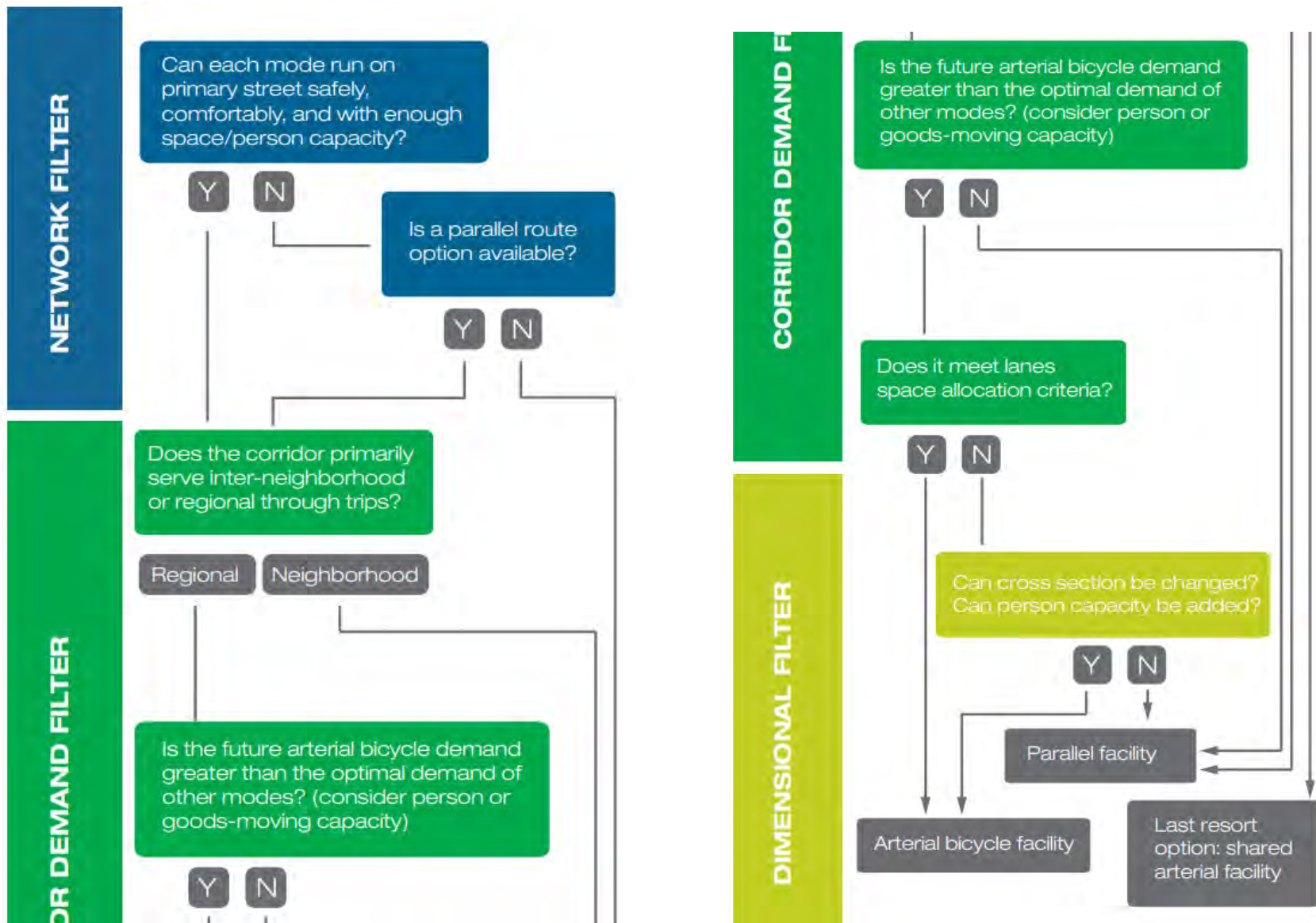
# Scope

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, equity
  - Hybrid
5. Model three multimodal corridors
6. Draft goals and objectives
7. Develop Framework & Diagrammatic Strategy

# Draft Framework Example





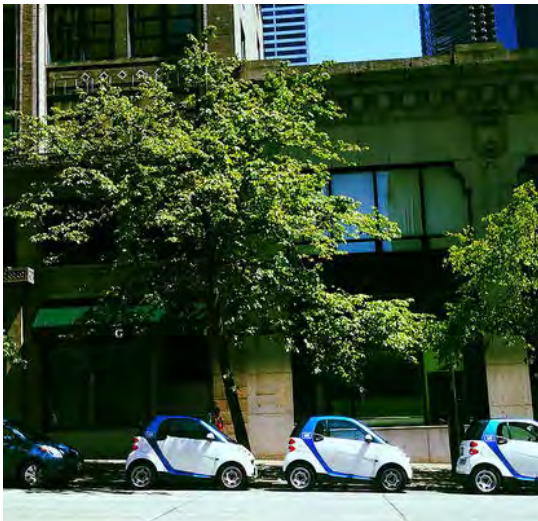
# Why a curbspace study?

- 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

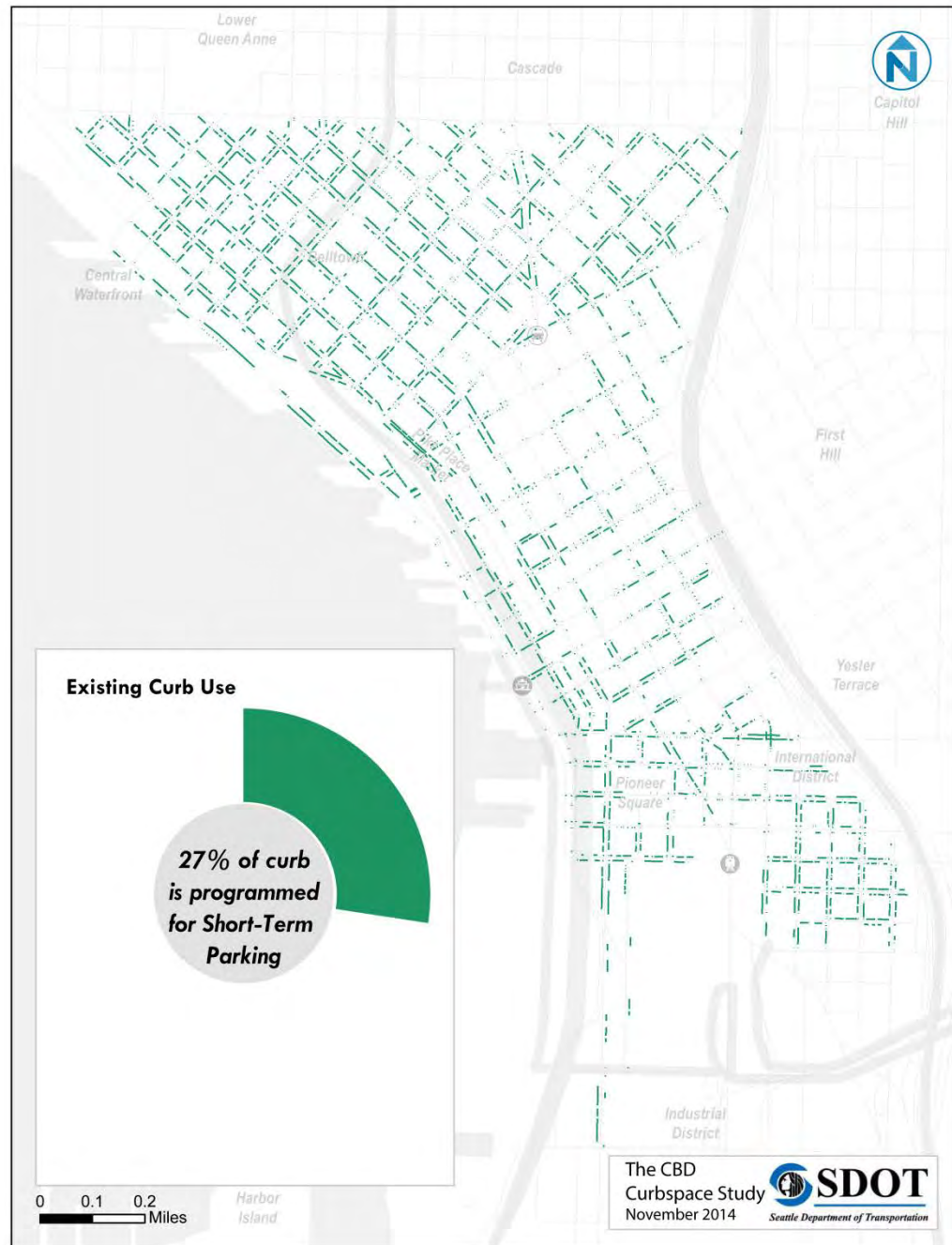
CBD curbspace decision-making framework

Future conditions scenarios



# Short term parking

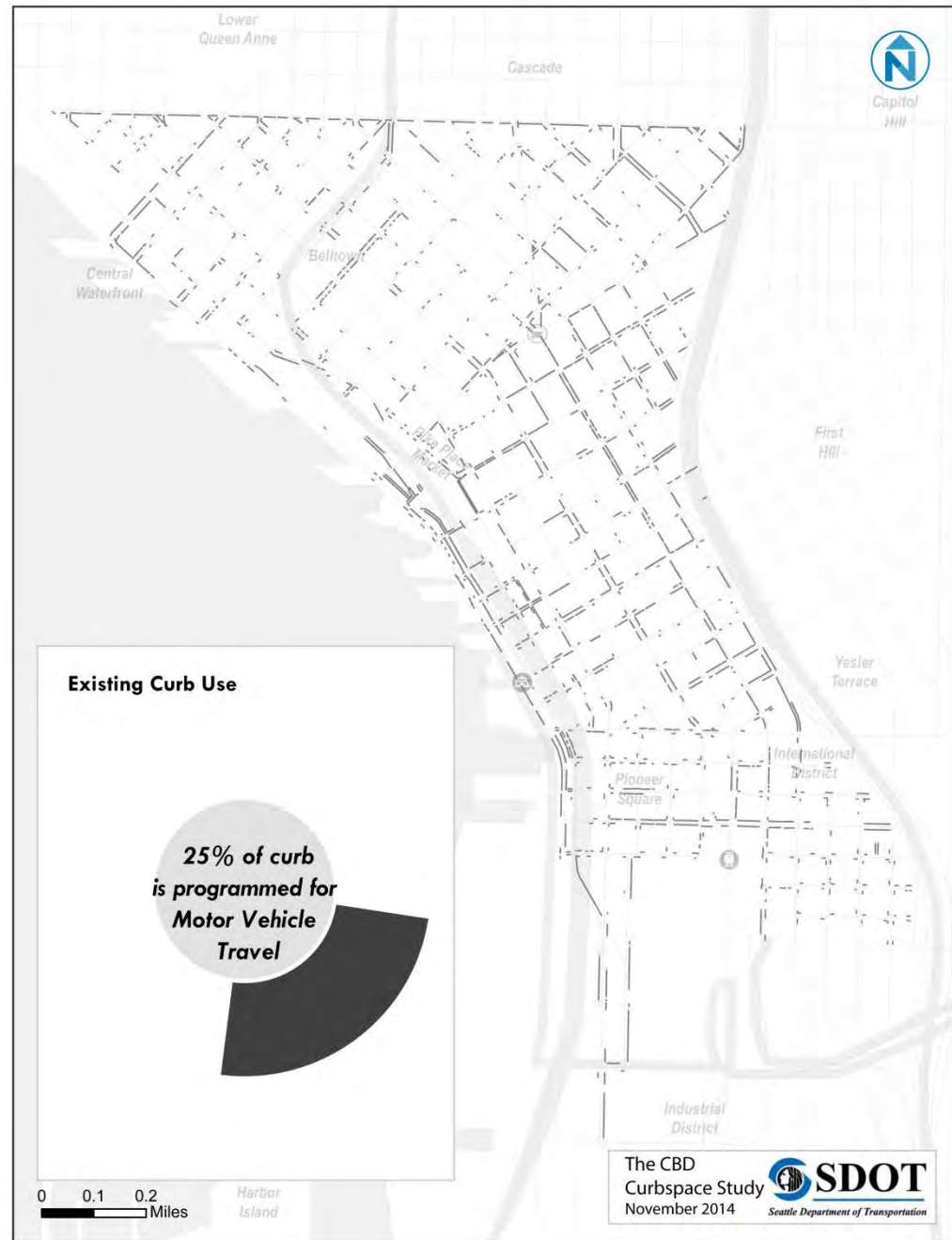
- 1/3 of CBD curb is consistently short-term parking.
- Concentrated in neighborhoods outside commercial core





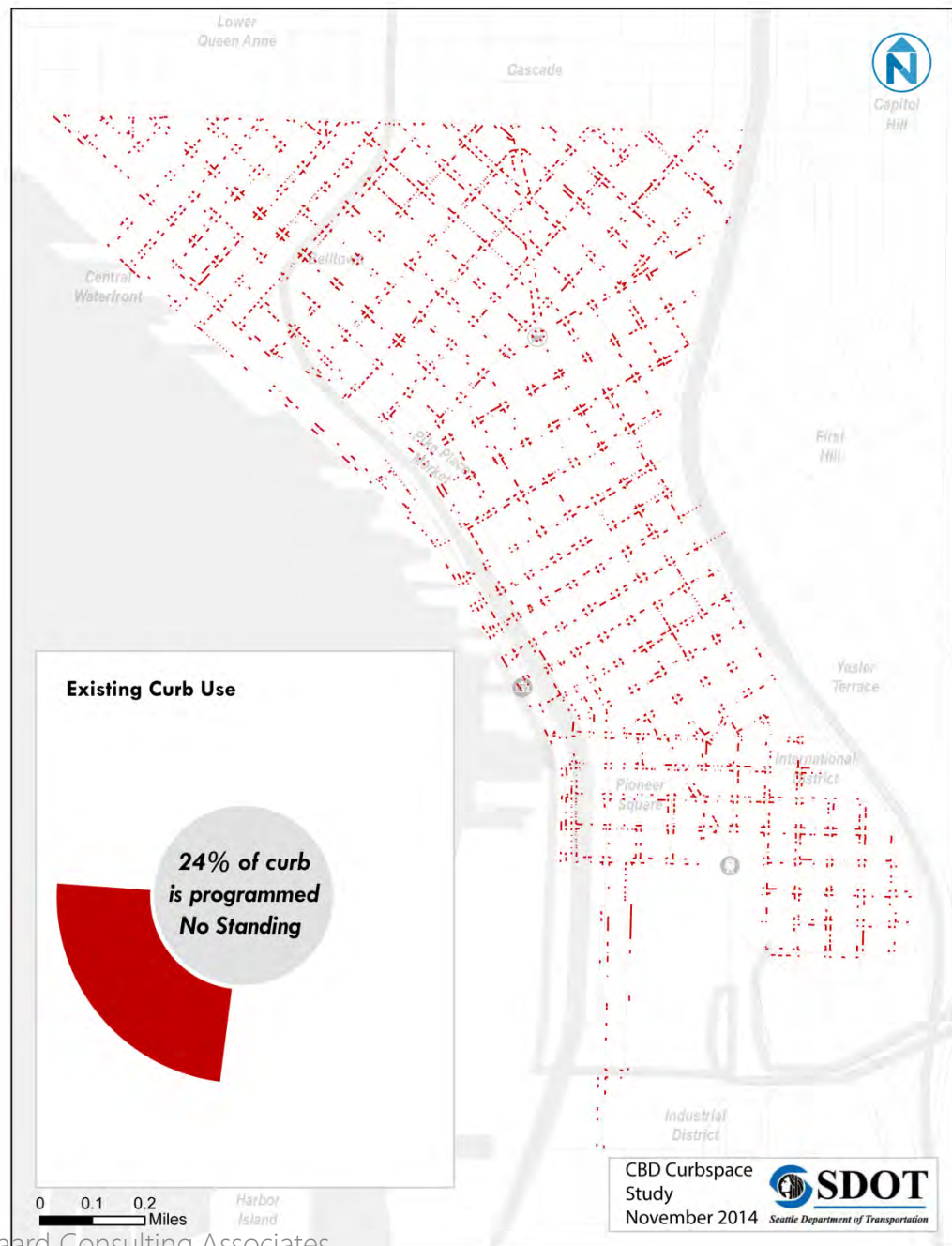
# Travel lanes

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



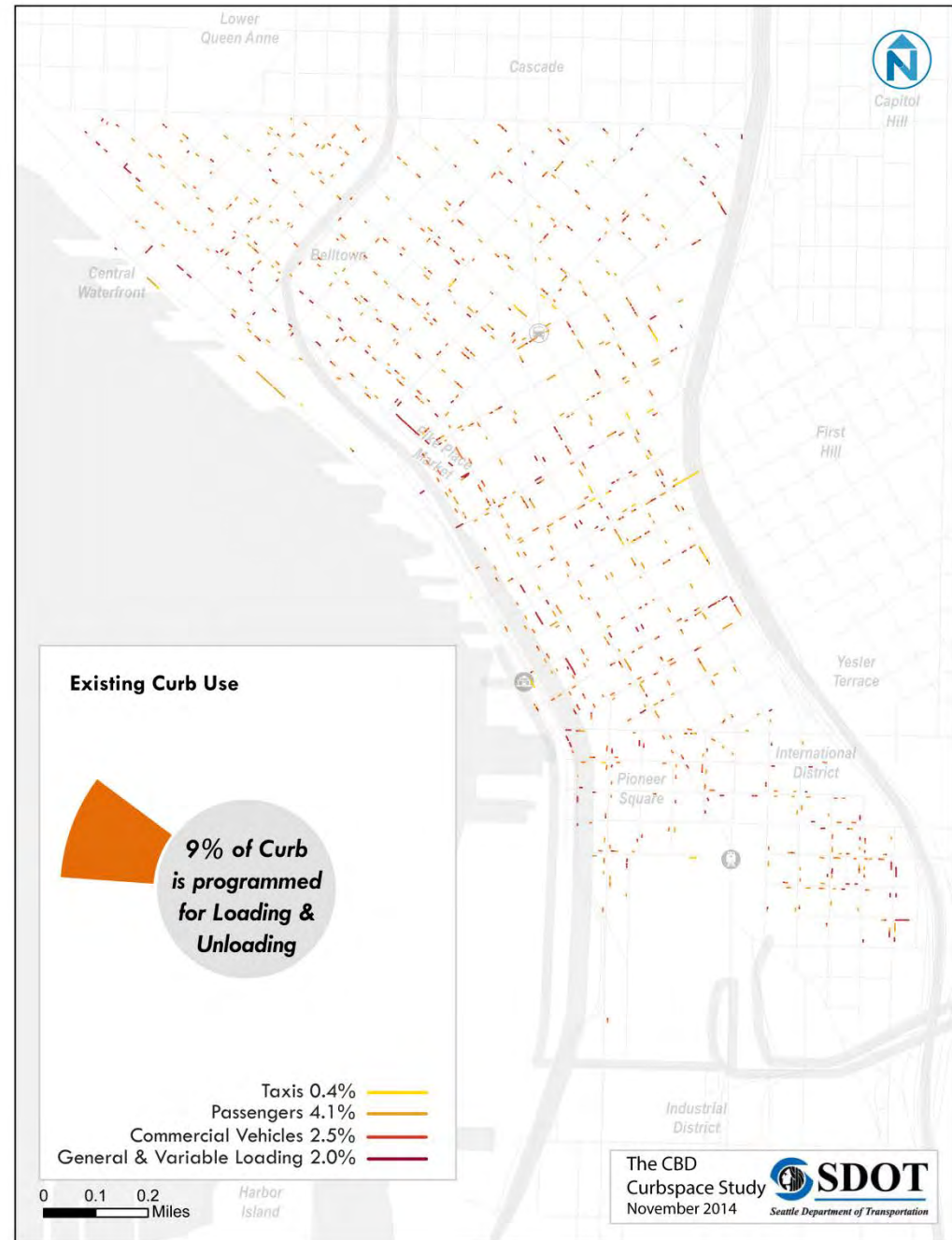
# No Standing Zones

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



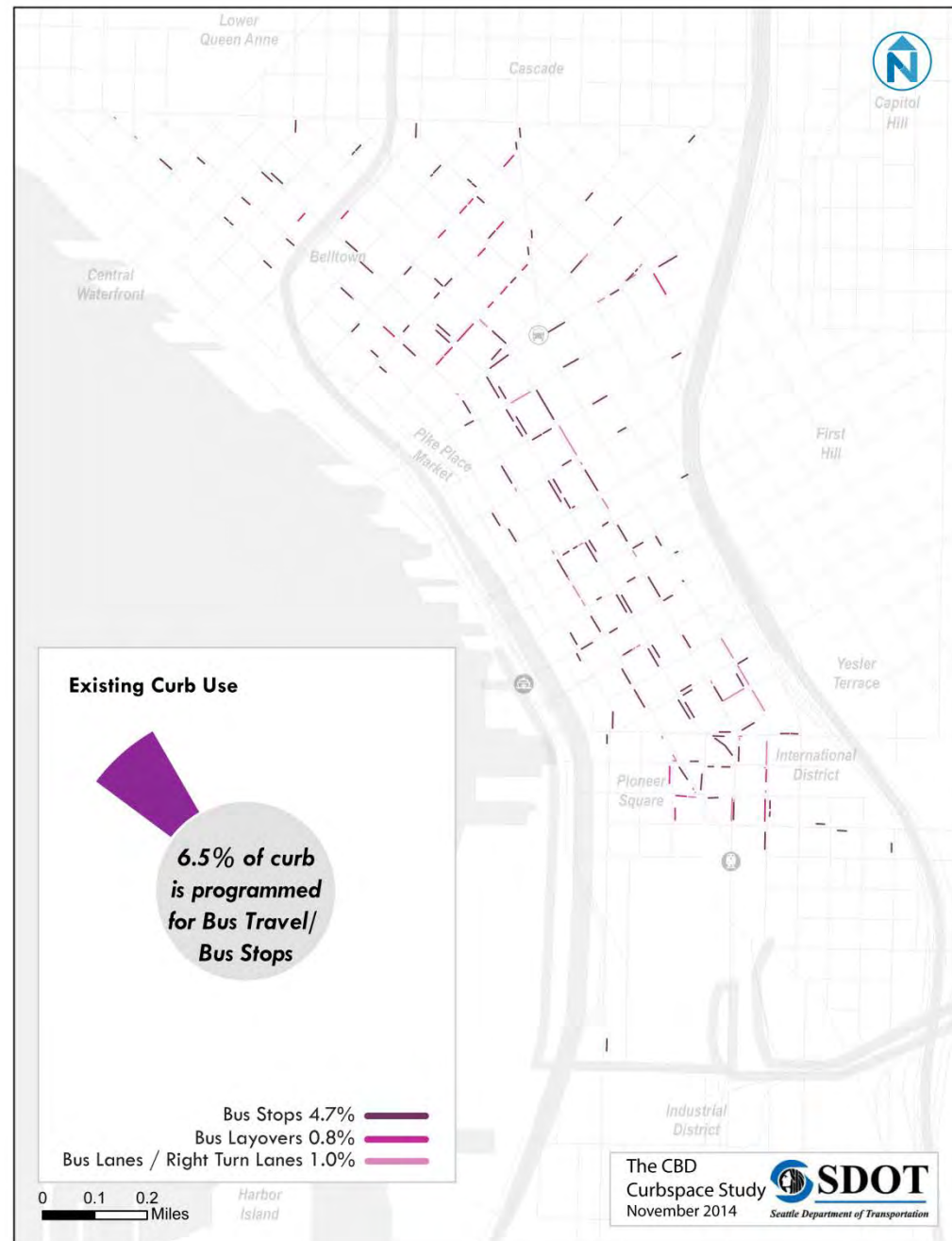
# Loading/ unloading

- 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





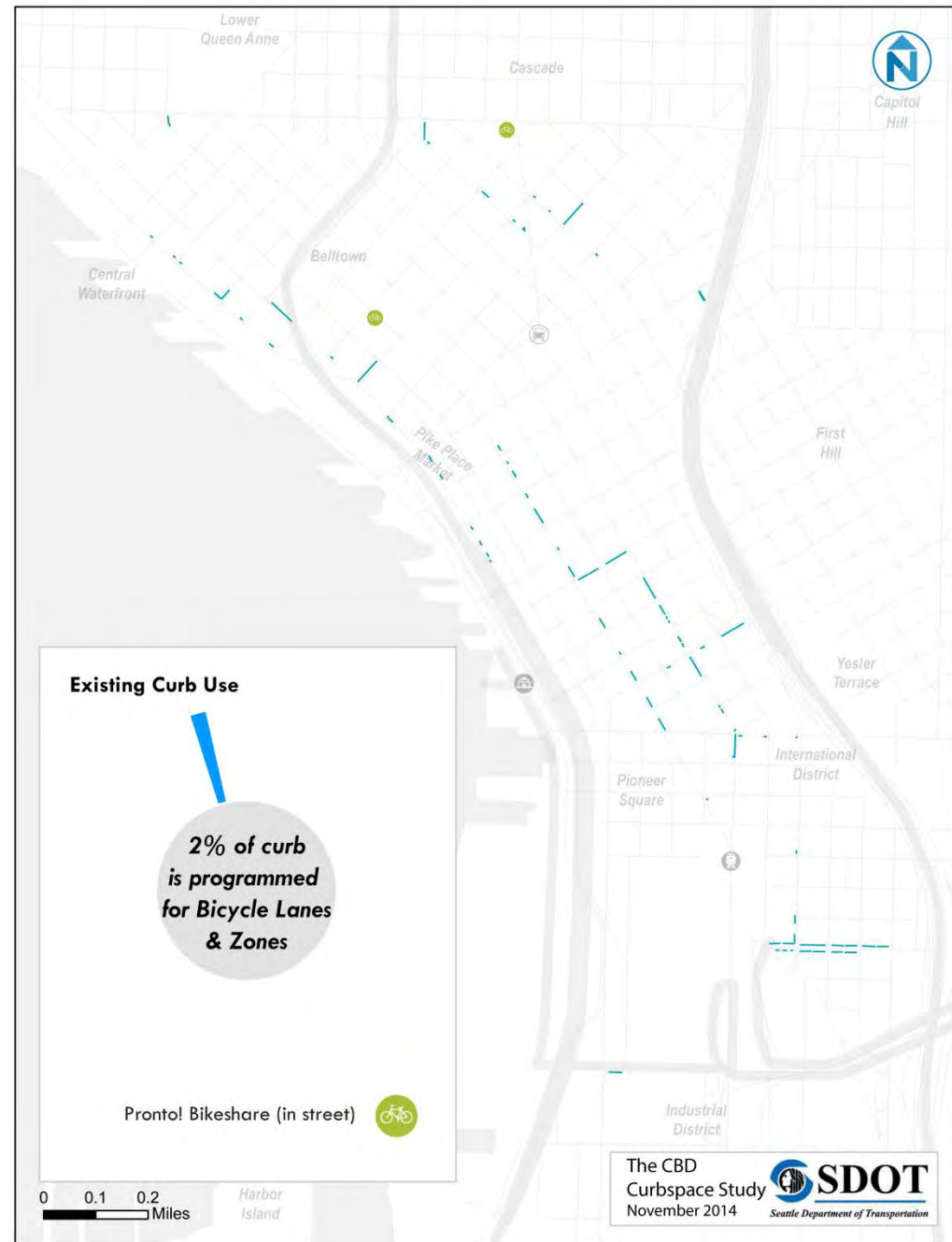
# Variable Restrictions

- 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

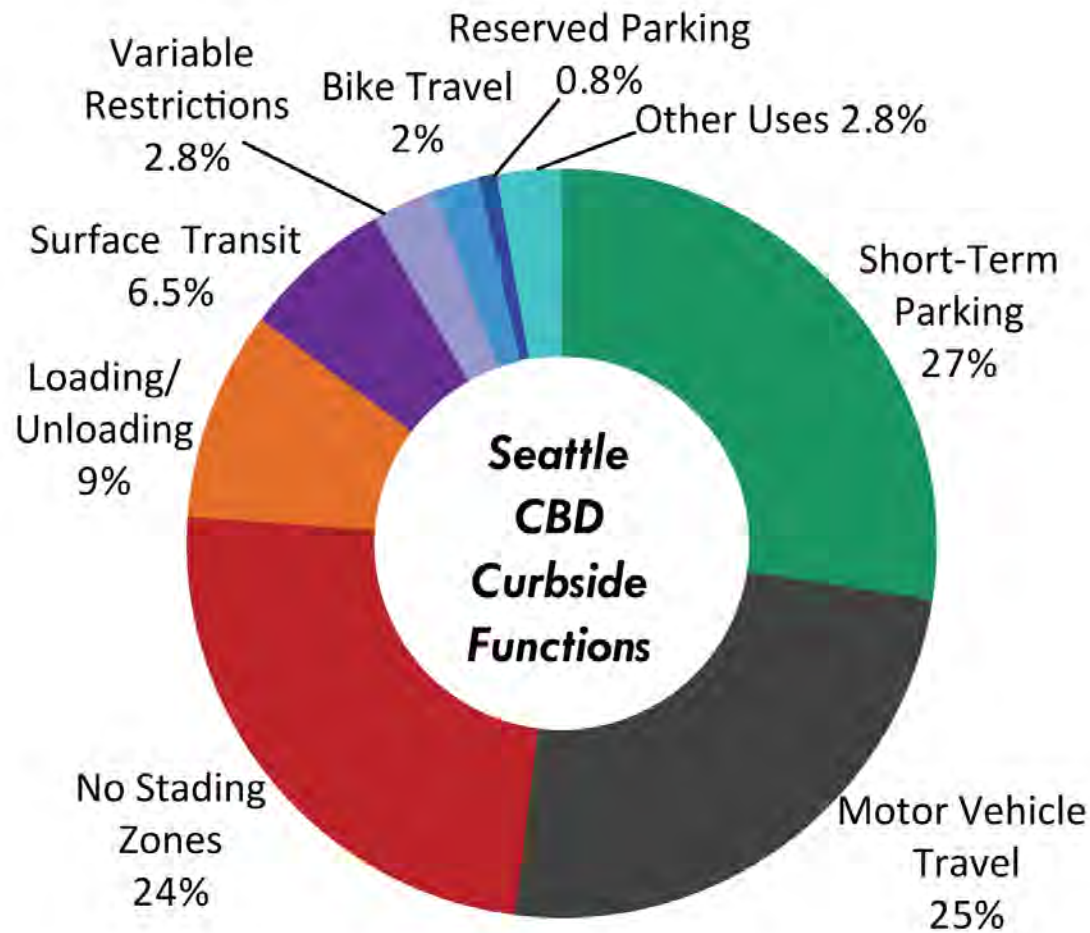


# Bicycle facilities

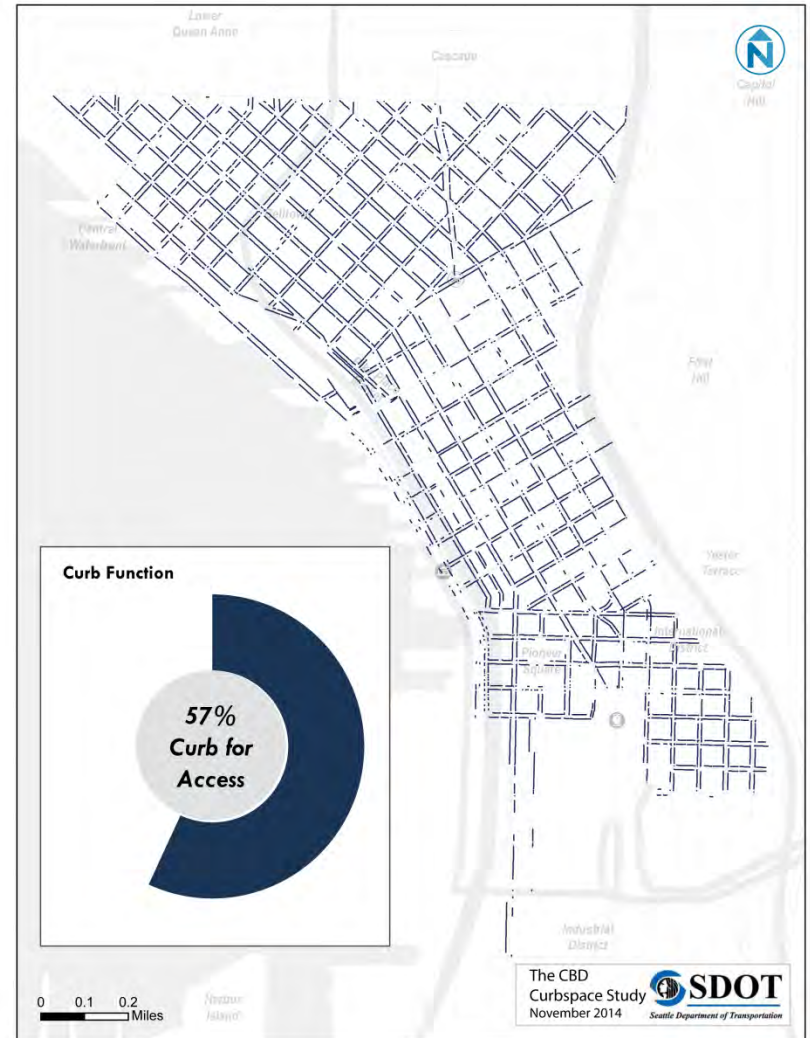
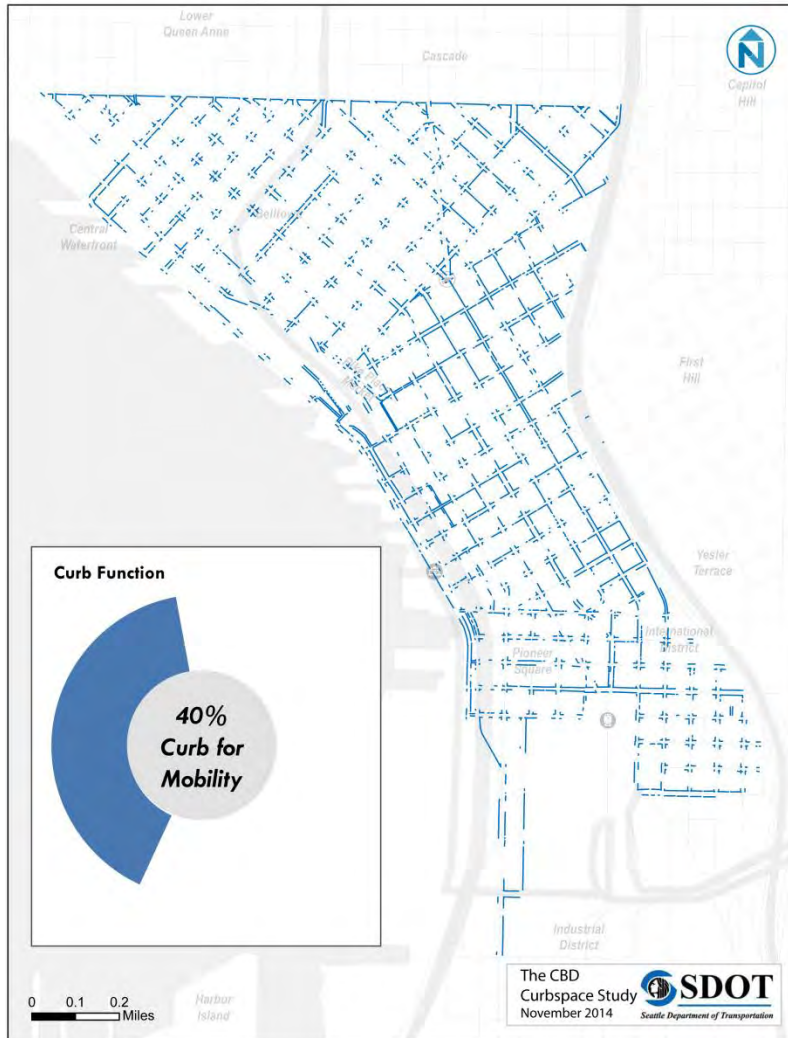
- Bike lanes and two-way protected bike lanes
- 2<sup>nd</sup> Avenue
  - Parking adjacent to moving lane
- Spring Street
  - Angled parking on opposite curb



# Existing conditions summary



# Curbspace Function





# On-going conversation

- Stakeholder interviews
- Intercept surveys
- On-line survey
- Briefings



# Next steps

Date	Activity/action
Mid-January	Curbspace Survey
February	Policy recommendations
March	Study delivered

# Questions?

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