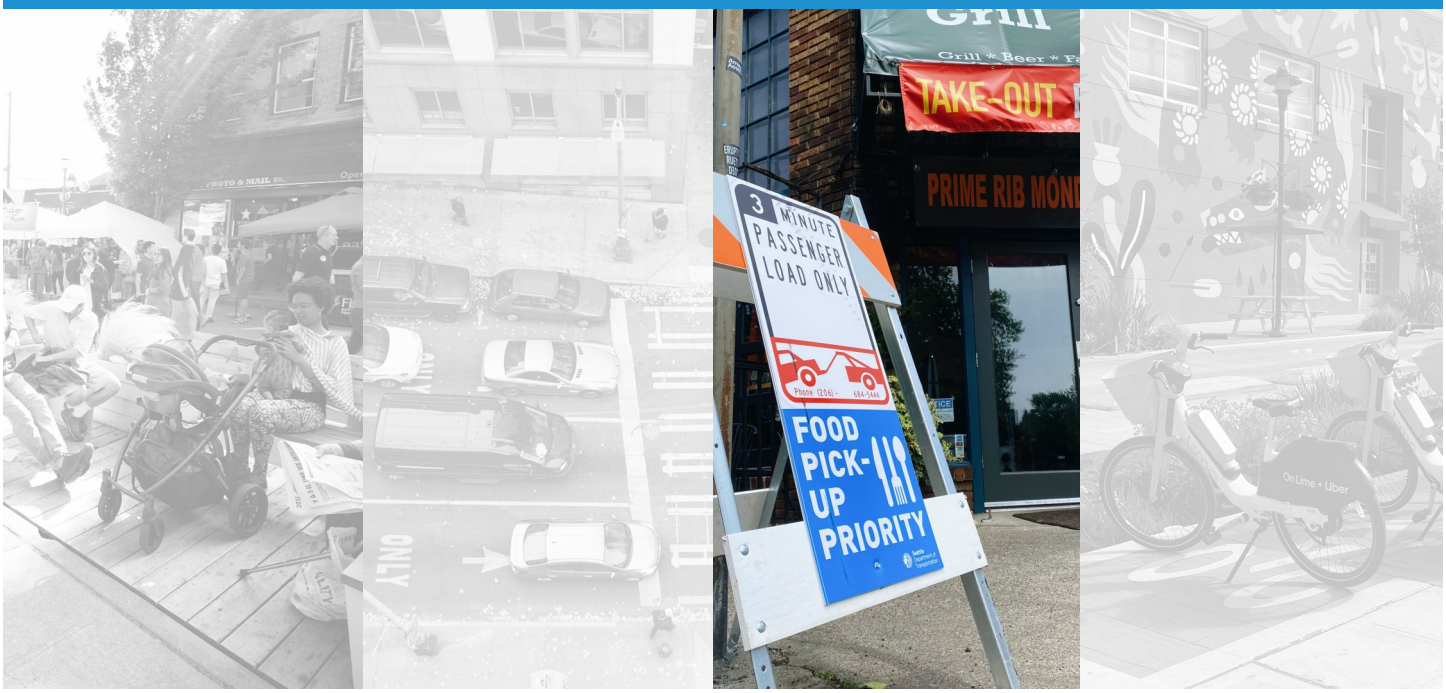
Curbside Management Element



Seattle Transportation Plan
May 2024

Seattle Department of Transportation

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INTRODUCTION

Travelers regularly interact with the curbside in a variety of ways as part of their journey. These include where to get dropped off at school, parking for dinner, or delivering food/beverages at restaurants. Officially the curbside is the area alongside the street adjacent to the sidewalk, providing space for parking, load zones, and numerous other access needs. It also can provide space for permitted private development and construction, as well as people traveling by vehicle, transit, and bike. Historically, the curb was designated for a vehicle travel and parking primarily. Today, the curb has grown into versatile public space, accommodating many different uses while still serving traditional uses such as short-term paid parking (see **Figure 1**).

Since the City is not actively building new streets or widening streets, the curb remains a finite, valuable public resource that must be carefully managed—especially in the city's areas of high demand. Curbside management is a wide-ranging effort to develop, implement, manage, and enforce policies, assets, and technology governing the many uses of the curb.[1]

With growing demand for curbspace in Seattle, context-sensitive strategies can help minimize conflicts between uses, preserve the most critical access needs, and promote sustainable transportation options. As the city continues to grow, smart curbside management will help improve access to important destinations and promote quality of life for our communities.

Figure 1: Uses of the Curb

Source: Institute of Transportation Engineers

[1] International Parking and Mobility Institute

HOW CURBSIDE MANAGEMENT ADVANCES THE STP

The Seattle Transportation Plan (STP) presents a 20-year vision for transportation and our streets. SDOT has been a pioneer in innovative curbside management, evidenced by an award-winning[2] Curbside Management program often referenced as a best practice in municipal parking management.

The Curbside Management Element brings together multiple successful curbside programs and policies and offers a roadmap to tackle challenges and opportunities related to management of the curb in Seattle over the next 20 years. It also defines important actions we'll take to support a safe and equitable transportation system, help meet our climate goals, and make it easier for everyone to use our streets. This includes programmatic activities and strategies that we're already leveraging, alongside potential new initiatives that can help advance our goals.

A parking pay station at the curb with adjacent landscaping and an e-bike parked nearby

[2] SDOT received the International Parking and Mobility Institute (IPMI) Parking Professional of the Year award.

Supporting Growth and Economic Vitality

As Seattle continues to grow, our transportation system must evolve in tandem with our changing landscape. Our comprehensive plan, One Seattle, guides how and where growth will occur to accommodate the growing number of people who live, work and travel here. No matter where people live or work, providing safe and equitable transportation will always be critical to connect people and goods where they need to go. To achieve our shared goals as One Seattle, we must strategically plan for a range of appropriate travel options and supportive infrastructure that fits the needs of our unique and varied communities— whether a dense downtown grid, a quiet residential neighborhood, or a bustling manufacturing and industrial center.

In denser neighborhoods and commercial centers, development typically occurs close together. Combined with safe and supportive transportation infrastructure, density can make it easier for people to walk, bike and use transit because they don't have to travel as far. People tend to have more access in these places, enabling them to live car free if they choose to or can't afford it. In places where development is more spread out, people might still walk or bike for shorter trips or to connect to transit services, but it is often harder due to longer distances between places.

While some people choose to live or work in places that are more spread out, others do so because they have no choice and driving is their only viable option. For instance, people who live outside of Seattle because housing is more affordable, or people who transport freight or cargo for a living may not have options for how they travel other than driving a vehicle.

Our transportation system can support anticipated growth in different places while continuing to advance our goals by making other travel options more viable and available in appropriate contexts. Each functional element of the STP plays a role in supporting Seattle's growth and economic vitality.

The One Seattle Transportation Element contains right-of-way allocation and curb priority policies that describe curb priorities by land use type. Curb management plays an important role in planning for growth in Seattle:

- Paid Parking – with appropriate rates and time limits, these curb regulations promote vehicle turnover and best ensure that the curb is used efficiently and available for customers going to nearby businesses.
- Load Zones – Representing critical access needs for passenger drop off, parcel/food/beverage delivery, and other goods and services distribution, load zones provide curb space for businesses and residential buildings to function successfully.
- Waste Access signs – These curb signs indicate when and where solid waste collection will occur along the curb during the week, used in denser residential areas to help solid waste vehicles get access to containers/dumpsters.
- Time Limit signs – Installed in smaller commercial areas, 1 or 2-hour time limit signs help provide vehicle parking turnover for customer access to nearby businesses
- Restricted Parking Zones - These parking regulations help make public, on-street parking easier in some residential areas by restricting curb access for long-term parking from nearby traffic generators like hospitals or universities

- Disabled Zones – Provided in both on residential streets and near businesses, designated disabled zones provide access to people with limited mobility so that they have easier access to their home or destinations, consistent with the federal Americans with Disabilities Act.
- Transit Layover zones – These designated spaces allow bus transit vehicles/drivers to rest mid-route for necessary breaks and to maintain schedule patterns. Layover spaces are critical to the functioning of the transit system and primarily provided on-street throughout Seattle near the ends of routes.

Economic Benefits of Curb Management

The STP supports economic vitality in a range of ways and each functional Element plays a role. Curb management directly and indirectly supports economic activity and job growth. Without these curb tools, streets in business districts would likely be clogged with parked cars and the travel lanes would be congested with cars looking for that last available space somewhere. We work directly with businesses to add the necessary curb management regulations to support their needs, in particular:

- Short-term parking that is appropriately priced using our performance-driven rate decisions provides available street parking for customers to nearby retail shops, restaurants, and nightclubs, especially in the evenings and weekends when transit services are not as frequent. While transit, walking and biking play a significant part of transportation to and from business districts, short-term paid parking serves an important function especially when areas are regional draws.
- Urban freight delivery is compulsory for businesses to be successful because without the regular deliveries of the goods and services the businesses sell or produce, they may have difficulty operating. Designated load zones for commercial trucks and for general vehicle use can reduce double-parking that impedes transit bus flow and can improve delivery efficiency for the companies making the deliveries (which may mean lower prices or better results for everyone).
- Passenger and food-pick up zones that give very short-term curb stays for people, meals or other quick pick up and drop off support access to restaurants, hotels, and residential buildings in commercial areas. Jobs also come with the very fact of the invention of new mobility industries like transportation network companies or shared micromobility in the form of more drivers, operations, and related technology service employment.
- The curb lane also provides for street cafes and food trucks where, especially with the latter are predominantly in Seattle owned and operated by people of color, so with the access to curb we can help support lift up and potentially lead to a “brick and motor” business with success.

RELATIONSHIP TO STP GOALS

Curbside management plays an important role in meeting the STP's goals for safety, equity, sustainability, mobility & economic vitality, livability, and maintenance & modernization.

Prioritize safety for travelers in Seattle, with no serious injury or fatal crashes. Strategic management of the curb incorporates design treatments and strategies that support SDOT's Vision Zero and Safe System approach. When urban goods deliveries happen at sufficiently sized and appropriately located load zones, then double parking and blocking of bike lanes can be avoided. Curb and intersection designs play an important role in providing accessibility for people with disabilities.

Co-create with community and implement restorative practices to address transportation-related inequities. Implementing curb management strategies creates and preserves access for all users, including people with disabilities or mobility limitations. SDOT publishes a "Can I Park Here" brochure in multiple languages to provide instructions on city curb parking rules. The ability for businesses to thrive, including in historically underserved neighborhoods, often depends on reliable access at the curb for customers and goods.

Respond to climate change through innovation and a lens of climate justice. Effective curb management includes prioritizing curbspace for sustainable modes, reducing overall demand for street parking through pricing, and using loading zones to support reliable urban goods delivery and business access. Curbside electric vehicle charging may play a role in reducing emissions, alongside strategies to advance zero emissions vehicle use (including e-cargo bikes) for goods deliveries.

Provide reliable and affordable travel options that help people and goods get where they need to go. Due to Seattle's constrained street widths, many projects to enhance transit, walking, and rolling impact the curb. Implementing mobility projects requires balancing improvements with critical access needs for buildings to best ensure passengers, solid waste, goods, and services delivery. Active curbspace management also considers transit layover spaces that are necessary for a well-functioning transit system.

Reimagine our streets as inviting places to linger and play. Encouraging and managing curbside uses that activate streets while meeting critical access needs contributes to community health. Critical access needs include passenger and goods loading/unloading, waste staging/collection, goods and services delivery, and building maintenance. This supports economic vitality and viability of businesses.

Improve city transportation infrastructure and ready it for the future. Using data improves active curbspace management, such as informing parking pricing to address demand and provide reliable curb access. Maintaining the robust on-street paid parking system is essential to be technically capable and equipped to address needs at the curb. Updating permitting programs as well as updating parking enforcement methods that transition to license plate-based technologies can address both access and equity needs.

DELIVERING THE KEY MOVES

Part I, Chapter 3 of the Seattle Transportation Plan (STP) includes a collection of key moves, or strategies that describe the priority actions we've identified as critical to achieve our STP goals:

- Safety (S)
- Equity (TJ)
- Sustainability (CA)
- Mobility & Economic Vitality (PG)
- Livability (PP)
- Maintenance & Modernization (MM)

Each of the functional elements serve a distinct and important role in making our key moves happen. This section highlights the most relevant key move actions for this element.

Table 1 is intended to illustrate which of the key moves the **Curbside Management Element** will help us to accomplish.

- Element actions with a reference, such as "**Supports Key Move TJ1**," link directly back to the corresponding Part I Key Move that it supports. See Chapter 3.
- Element actions with a reference, such as "**Supports TEF 32.1**," link directly back to the corresponding Transportation Equity Framework (TEF) tactic(s) the action advances. A comprehensive list of supported TEF tactics is included at the end of each element.

Several actions are repeated across all STP functional elements because they are important commitments that should be present in all of our work. For example, all elements include:

> *Incorporate Vision Zero and Safe System approaches into every project and program, including proactive safety improvements for citywide implementation.*
>
> *(Supports Safety Key Move S2a)*
>
> *Feature community voices in planning documents. (Supports Equity Key Move TJ1b)*

Part I, Chapter 4 Implementation Strategy of the STP provides additional information on how we'll deliver our shared vision, goals, and key moves.

Table 1: Curbside Management: Delivering the Key Moves

Curbside Management: Delivering the Key Moves		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
SAFETY KEY MOVES							
Concentrate safety investments where fatal and serious injury collisions occur most or are at a higher risk of occurring (S2)							
CM1	Incorporate Vision Zero and Safe System approaches into every project and program, including proactive safety improvements for citywide implementation. Install load zones to deter unsafe double parking. (Supports Key Move S2a)	✓	✓				✓
CM2	Make people walking, biking, and rolling more visible by improving sight lines at intersections through treatments such intersection daylighting and No Parking signs, with a focus on High Injury Corridors. (Supports Key Move S2d)	✓	✓		✓		
Support public safety through maintenance of critical access routes and planning for a climate resilient network (S5)							
CM3	Work with first responders on multi-modal street design and curb management strategies to understand access and incident response options. (Supports Key Move S5a)	✓			✓		
CM4	Continue to develop street designs and curb management strategies that reduce injury collisions and reduce the need for associated emergency response. (Supports Key Move S5b)	✓					
EQUITY KEY MOVES							
Center the voices of communities of color and underrepresented groups in planning and decision-making processes (TJ1)							
CM5	Implement the Transportation Equity Framework (TEF) to grow transparency, accountability, and shared power when making transportation decisions with community members. (Supports Key Move TJ1a)		✓				
CM6	Feature community voices in planning documents. (Supports Key Move TJ1b)		✓				
CM7	Continue to build and maintain relationships with vulnerable communities and underrepresented groups. (Supports Key Move TJ1c and TEF 29.1, 41.6)		✓				
CM8	Meet early and often to provide opportunities to influence projects during the initial phases of the development process. (Supports Key Move TJ1d and TEF 3.4)		✓		✓	✓	
CM9	Normalize the practice of making decisions about policies and right-of-way allocations with input from vulnerable communities. (Supports Key Move TJ1f and TEF 19.1, 25.4)		✓				
CM10	Support the transportation-related needs of local businesses owned by vulnerable communities and their commuting employees. Provide accessible and culturally relevant information about SDOT services. (Supports Key Move TJ1h and TEF 17.1, 21.2, 16.1)		✓		✓	✓	
CM11	Compensate community partners for their valuable work to connect and communicate with their networks and uplift community-driven initiatives. (Supports Key Move TJ1i and TEF 1.1, 13.4, 31.4, 37.1)		✓				
Address inequities in the transportation system by prioritizing investments for impacted communities (TJ2)							

Curbside Management: Delivering the Key Moves		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
CM12	Prioritize transportation investments that benefit people and local businesses who currently and historically experience high transportation burdens and those at high risk of displacement. (Supports Key Move TJ2a)		✓			✓	
CM13	Engage regularly with local businesses owned by our vulnerable communities to hear their concerns around NEM impacts and co-create transportation, public space, and permitting solutions. (Supports Key Move TJ2d and TEF 14.3 and 15.2)		✓			✓	
CM14	Implement improvements to make traveling in Seattle more accessible for everyone, such as curb ramps, accessible pedestrian signals, accessible parking, and accessible transit stops. (Supports Key Move TJ2h)	✓	✓		✓	✓	
CM15	Conduct and implement racial equity assessments at the program level. (Supports Key Move TJ2j)		✓				
Support shifts toward non-punitive transportation enforcement approaches that reduce harm and enhance public safety on city streets (TJ4)							
CM16	Prioritize street designs and infrastructure changes to create self-enforcing streets and curb regulations that encourage safe behaviors and reduce the need for enforcement. (Supports Key Move TJ4a)	✓	✓		✓	✓	
CM17	Improve enforcement of existing regulations that support reliable mobility and safety, including those that keep bike lanes and pedestrian zones clear, deter improper use of transit-only lanes, and discourage speeding, especially in school zones. (Supports Key Move TJ4g)	✓	✓		✓	✓	
CM18	Collaborate with the Seattle Police Department on parking enforcement for compliance with curb and right-of-way regulations. (Supports Key Move TJ4h)	✓	✓		✓		
CM19	Explore programs to deter Disabled Parking Permit abuse to provide predictable and reliable availability of parking spaces for people with disabilities. (Supports Key Move TJ4i)	✓	✓		✓		
SUSTAINABILITY KEY MOVES							
Foster neighborhood vitality and improved community health (CA3)							
CM20	Implement a shared parking program to increase parking supply in business districts and allow flexible use of the curb for critical access needs, multimodal facilities, and non-vehicular uses.			✓	✓		
CM21	Work with local businesses in future low-emission neighborhoods to address delivery and access needs. (Supports Key Move CA3b)			✓	✓		
CM22	Incentivize mobility options that don't use fossil fuels for transit, personal and urban goods delivery vehicles, and shared mobility (such as e-bikes or scooters. (Supports Key Move CA3e)			✓	✓		
CM23	Encourage neighborhood delivery hubs in partnership with local businesses to create central drop-off/pick-up locations for goods and services used by multiple delivery companies, retailers, and consumers. (Supports Key Move CA3f)			✓		✓	

Curbside Management: Delivering the Key Moves		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Support the transition from fossil fuel to electric vehicles for personal, commercial, and delivery trips (CA4)							
CM24	Work with City departments to support the transition to electric vehicles (EVs) for all segments of transportation through equitable incentives, grant opportunities, partnerships, and pilot programming. (Supports Key Move CA4a and TEF 36.2)		✓	✓			✓
CM25	Establish a comprehensive policy for EV charging in the right-of-way, outlining preferred locations, standards, and requirements. (Supports Key Move CA4b)			✓			
CM26	Locate EV supportive infrastructure and charging facilities so they are safe, well-sited, and do not interfere with mobility or access for people traveling outside of personal vehicles. (Supports Key Move CA4e)	✓			✓		
Advance mobility management strategies to encourage walking, biking, and transit trips (CA5)							
CM27	Expand the geography of and increase rates for paid on-street parking to encourage the use of less expensive and lower pollution travel options. (Supports Key Move CA5a)		✓	✓			✓
CM28	Continue to apply performance-based parking pricing rates and time limits to regulate on-Street parking demand. (Supports Key Move CA5b)			✓			
CM29	Explore equitable demand management tools that could influence travel choices and create revenues to invest in sustainable transportation options, freight movement, and innovation. (Supports Key Move CA5c)			✓			
MOBILITY & ECONOMIC VITALITY KEY MOVES							
Create seamless travel connections (PG1)							
CM30	Prioritize efficient and sustainable movement of people within limited street space and reallocate street and curb space to maximize comfort, convenience, and directness for walking, biking, rolling and transit. (Supports Key Move PG1a and TEF 19.6, 43.4)	✓	✓	✓	✓	✓	✓
CM31	Support expansion of the pedestrian wayfinding program, including at transit stations and stops. (Supports Key Move PG1f)				✓	✓	
Support access to jobs, freight movement, and growth in deliveries (PG4)							
CM32	Provide for critical access needs (mail and goods deliveries, solid waste pick-up, etc.) on-street when they cannot be accommodated off-street. Further integrate curbside management policies in city plans and project review to safeguard critical access needs (Supports Key Move PG4b)				✓		
CM33	Collaborate with private sector partners on pilots and programs that accelerate the shift of freight trips to more sustainable low- and zero emissions vehicles, such as electric cargo bikes to replace a portion of last-mile deliveries made by larger vans and trucks in densely developed areas. (Supports Key Move PG4f)			✓	✓	✓	✓
CM34	Pilot and expand use of technologies that can improve predictability and accessibility for vehicle loading/unloading. (Supports Key Move PG4g)				✓		✓
CM35	Provide low-tech and language-accessible information to businesses and communities about curbspace uses and how to make requests for load zones, parking, or other uses to improve health of local neighborhood economies. (Supports Key Move PG4j and TEF 17.3)		✓		✓		✓

Curbside Management: Delivering the Key Moves		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
Manage curbspace to reflect city goals and priorities (PG5)							
CM36	Recognize that the curb supports all essential functions of the right-of-way (mobility, access for people, access for commerce, activation, greening, and storage) and develop decision frameworks to prioritize these functions based on local area and system needs. (Supports Key Move PG5a)				✓		✓
CM37	Prioritize uses of the curb to address demands stemming from changes to more sustainable and efficient personal travel options and the evolving landscape of goods and service delivery over use as private car storage. (Supports Key Move PG5b)			✓	✓		✓
CM38	Develop strategies and new tools to accommodate more types of curb uses, including parking for bikes and other small devices, parking for shared micromobility, dedicated car share space, transit layover space, employer shuttle stops, and other curb uses that support low-emission travel options. (Supports Key Move PG5c)			✓	✓		✓
CM39	Work with communities to expand activated curb uses, including food truck vending, street cafes and parklets, event space, and more. (Supports Key Move PG5d)				✓	✓	
CM40	Support local businesses and cultural activities through designated curb access zones such as passenger load zones to support cultural centers, venues, and events and loading zones for unique needs such as musician loading. (Supports Key Move PG5e)				✓	✓	
CM41	Continue to use pricing mechanisms to manage on-street parking demands and improve access to adjacent uses (by turning over spaces). (Supports Key Move PG5f)			✓	✓		
CM42	Increase the number of commercial vehicle loading zones to decrease the time freight and delivery drivers spend searching for parking. (Supports Key Move PG5g)				✓		
LIVABILITY KEY MOVES							
Reallocate street space to prioritize people, creating enjoyable places that also facilitate goods delivery and mobility (PP1)							
CM43	Reallocate street space currently used for vehicle storage and general-purpose travel to prioritize access for people on our streets and support a variety of people-oriented uses, such as gathering, playing, walking, and biking in strategic locations. (Supports Key Move PP1a)					✓	
CM44	Design streets and public spaces with consideration of goods, delivery and emergency access needs, while adjacent businesses prosper from an activated public realm. (Supports Key Move PP1c)	✓			✓	✓	
CM45	Update Seattle's Right-of-Way Improvements Manual (Streets Illustrated) to directly reference the critical access needs policy, where appropriate. (Supports Key Move PP1d)	✓	✓	✓	✓	✓	✓
MAINTENANCE & MODERNIZATION KEY MOVES							
Ready city streets for new travel options and emerging trends and technologies (MM3)							

Curbside Management: Delivering the Key Moves		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility & Economic Vitality	Livability	Maintenance & Modernization
CM46	Collect, monitor, and use data to inform changes to the transportation system. This includes data from NEM services and operators. (Supports Key Move MM3a)						✓
CM47	Anticipate and leverage innovative transportation technologies so they are shaped to meet community values and goals, including safety, equity, affordability, and climate response. Work to guide engagement, develop policy, evaluate pilots, and collaborate with peer cities to respond to NEM technologies as they arise. (Supports Key Move MM3b)	✓	✓	✓	✓	✓	✓
CM48	Proactively work with public, private, and academic sector partners to collaboratively develop transit and mobility solutions for the future. Maintain partnerships alongside a fair and flexible regulatory environment to nurture NEM ideas, companies, jobs, and workforce training. (Supports Key Move MM3c)						✓
CM49	Adapt streets for new and evolving forms of mobility devices such as commercial or private cargo bikes, e-scooters, personal delivery devices, low-speed electric vehicles, and others to create more travel options. (Supports Key Move MM3e and TEF 19.2)			✓	✓		✓
CM50	Develop and maintain up-to-date asset data, including digital inventories of physical assets like curbspace, load zones, bike, and scooter parking locations. Inventory and manage curbside regulations using consistent and standardized data collection, storage, and analysis methods. (Supports Key Move MM3f and TEF 19.2)	✓	✓	✓			✓

SETTING THE CONTEXT

Seattle is a dynamic and ever-evolving city. Many things are delivered to our homes and offices today that weren't just a few years ago. We've seen dramatic changes in the types of travel options available for people to choose from, as well as when and where people want to travel. Additionally, there are increasing demands on the role streets play to support social, environmental, and economic health. We can't fully predict changing conditions (such as a global pandemic) that could disrupt the transportation system and all the functions our public right-of-way serves. As such, we will need to remain agile and able to continually adapt and respond to the evolving transportation needs of the city's residents, businesses, and visitors.

The STP provides a framework for how SDOT will navigate a changing transportation landscape over the next 20 years. This section describes the curbspace management context we're operating in today, including significant opportunities, emerging trends, and challenges. SDOT will continue to engage and co-create with community members as transportation and curb system needs, technology, and circumstances continue to evolve in the years to come.

OPPORTUNITIES, EMERGING TRENDS AND CHALLENGES

Demand for our curbspace has been changing increasing, including for mobile parking payment, more on-demand delivery, and outdoor curbside dining. These new patterns help us rethink curbspace, and this section discusses emerging trends, opportunities, and challenges that Seattle needs to embrace and respond to as part of our curbside management strategy.

Emerging Trends

- Dramatic growth in e-commerce package, meal/grocery deliveries, and app-based ride-hail, has caused higher demand by more people and vehicles for short curb stays
- Zoning code flexibility that let local conditions and market forces determine off-street parking for housing and commercial development, instead of minimum requirements
- Reallocation of curbspace for transit lanes, bike lanes, and street cafes
- New and rapidly changing technology to manage, measure, and charge for curb use
- Commitments to convert to zero-emission vehicles over time by many large auto companies and freight providers
- Development of electric cargo bikes and other zero-emission modes suitable for Seattle's topography and business/residential densities
- Electrification of various parts of the transportation system, with interests and funding to install charging equipment in the public right-of-way
- New technology and data analytics for more proactive, efficient parking enforcement
- Desire by vehicle manufacturers, freight providers, and others for more detailed curb asset and regulation data to facilitate transition to connected and autonomous vehicles

Opportunities

- Acknowledge growing demand to prioritize on-demand service and goods delivery uses to support people and businesses, and the ability and permission during COVID to move quickly with solutions
- More accurately understand evolving curb demand and use, and deploy updated technology to better assess and address modern needs
- Re-envision curbspace uses to prioritize critical building access needs and support goals to increase the use of walking, biking, and transit
- Work with private parking providers to re-purpose underutilized capacity for potential uses such as community and mobility hubs, as well as electric fleet vehicle charging
- Use curbspace to support mobility & economic vitality goals by providing mobility options such as transit and biking (Supports TEF 19.2)
- Advance Mayor Harrell's Climate Executive Order, specifically the "Ability to incentivize shift to mobility electrification in the public right-of-way" (Supports TEF 36.2)
- Determine the most effective use cases and processes to provide new curb amenities (such as on-demand services and non-vehicular uses) and allocate limited curbspace to more people
- Leverage existing, growing relationships with peer organizations and cities (e.g., Open Mobility Foundation cities cohort) to collaboratively address most pressing urban curb management challenges and build sustainable shared solutions (e.g., Curb Data Specification)

Challenges

- Provision of consistent, reliable curb access requires nimble regulatory and pricing mechanisms such as for protecting sufficient space for delivery activities to occur in areas of competing high-priority right-of-way uses
- Lack of adjacent or nearby space in the right-of-way to meet critical access needs for buildings, such as loading for people, goods, and services
- Absence of parking requirements may inadvertently affect amount of loading dock and bicycle parking spaces built with new development, further reliant on curb access
- Seattle's Surveillance Ordinance and the process to update its application can hinder adoption new technology that may support multiple city goals and priorities
- New technology can be cost prohibitive and challenging to budget and procure in a timely manner
- Extensive procurement processes can make nimble investments hard for cities
- Staff capacity and increasingly complex technology for enforcing curbside rules remains a challenge, especially as permitting and curb regulations evolve to be digital and license plate-based, instead of a sticker or decal on vehicle windshields

COMMUNITY ENGAGEMENT

We conducted extensive public outreach as part of the STP development process through tools such as online maps, surveys, and in-person events, festivals, listening sessions, and open houses. Detailed Phase 1, Phase 2, and Phase 3 engagement summary reports can be found via the STP Online Engagement Hub, and engagement efforts are also described in more detail in Chapter 1 of the STP. (Supports TEF 29.1) Over the public comment period, we received more than 1,300 comments about curbside management. When we reviewed the comments, we observed numerous general themes related to curbside management:

Curbside Activation

- Provide space at the curb for seating, outdoor dining, walking path lighting, and emergency call features
- Reduce on-street parking to make room for people to gather in our curbspace
- Identify car-free streets in places that can be closed to traffic regularly (e.g., on weekends, in summer months) (Supports TEF 17.4)
- Create space to plant more street trees (Supports TEF 56.4)

Safety

- Implement raised crosswalks and separated bike lanes citywide
- Make sure that additional street installations (such as outdoor dining, seating, and trees) do not reduce visibility at intersections

Curbside Management and Pricing

- Implement market-rate parking and manage parking supply
- Encourage free transit access and fund through increased parking fees and possible vehicle taxes/fees (Supports TEF 34.1)
- Reduce on-street parking and/or enact dynamic pricing to create space for non-parking curb uses and place a cost on parking to encourage short-term use
- Prioritize delivery vehicle loading/unloading and pick-up and drop-off activities in high impact areas

Many comments by Black, Indigenous, and People of Color (BIPOC) focused on these themes:

- Preserve parking where it matters—work to make sufficient parking in places where people rely on cars
- Keep the curb area clean and safe—make curb areas well-maintained, especially at bus stops
- Use the curb creatively—allow businesses to use curbspace for dining spaces


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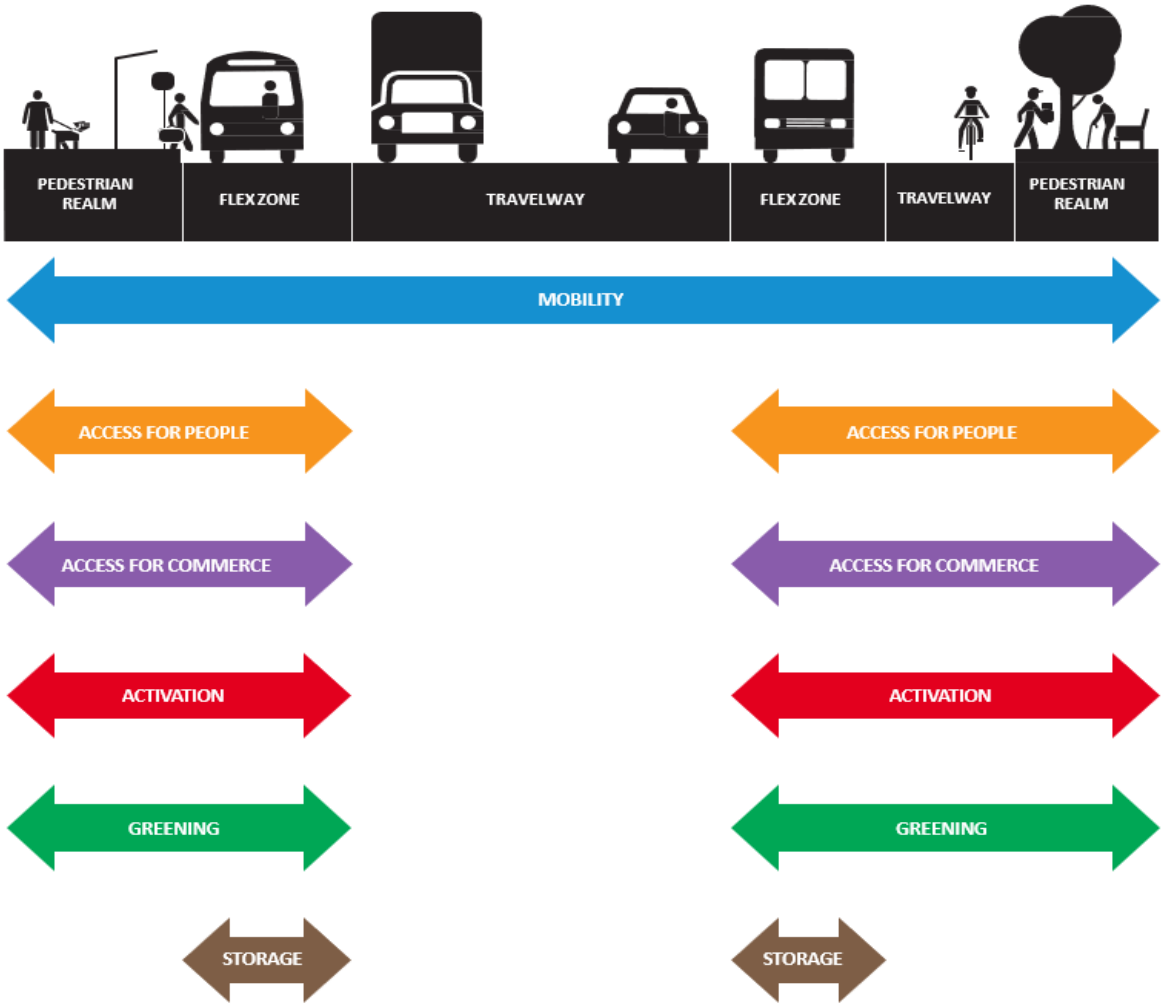
CURBSIDE MANAGEMENT IN SEATTLE

The curb is where vehicles—cars, trucks, buses, bikes with goods, people, services—interact with the urban built environment, along with many other activities. The *Seattle 2035 Comprehensive Plan* (2018) defined 6 essential functions of the public right of way (**Figure 2**):

- Mobility
- Access for people
- Access for commerce
- Activation
- Greening
- Storage

Uniquely, all essential functions can occur in curbspace, while the travel way is limited to mobility uses, and storage (vehicles and construction materials) typically does not occur in the pedestrian zone. As in many cities, this leads to challenges because our finite amount of curbspace is not sufficient to meet all the demands placed on it.

Figure 2: 6 Essential Functions of City Right-of-Way



SDOT plans, manages, operates, and maintains the city's curbspace. Enforcement of curbside regulations occurs through the Parking Enforcement unit within the Seattle Police Department. Adjudication of parking citations is conducted by the Seattle Municipal Court.

As a critical part of Seattle's transportation system, performance data coupled with policy guidance can create a more efficient, equitable, and sustainable use of curbspace. One of the best examples of data-driven decisions is Performance-Based Parking Pricing, which collects parking data that is used to adjust on-street parking rates on a routine basis. Having paid parking is key to addressing congestion, meeting sustainability goals, and supporting economic growth, jobs, and customer access to business districts.

Many streets throughout the residential areas, however, in Seattle have unrestricted or unmanaged curbspace. This often means vehicles park or load/unload without regard to time limits or in the travel lane. In other areas, such as within or between neighborhood business districts along arterial streets, the curb can be used for as protected bicycle lane, dedicated transit lane, or peak restricted vehicle travel lane. In denser high-demand areas like neighborhood business districts, the curbside is a highly sought after and valuable public resource that facilitates commerce, mobility, access, public services, and more.

CRITICAL ACCESS NEEDS

Because Seattle is a built-out city and with limited but highly valuable curbspace, in the last few years, SDOT staff started to evolve the Comprehensive Plan right-of-way functions to better ensure that urban goods delivery and related activities would be met. We call these needs Critical Access Needs (CAN) to state that adjacent buildings often have access needs that are met at the curb when the loading needs cannot be done on private property.

A building's **critical access needs** can be defined as access to services needed to perform its core operating functions safely and successfully, including:

- Designated parking and/or loading spaces for vulnerable users
- Mail and package delivery
- Commercial and urban goods delivery
- Building maintenance
- Solid waste servicing
- Passenger pick-up and drop-off
- On-demand delivery

SDOT evaluates critical access needs during the development of transportation capital projects, review of public and private capital projects, and during the ongoing management of projects and programs that consider use of the public right-of-way. Evaluating curbspace critical access needs is fundamental to project development. During the CAN review process, we assess whether we need to develop measures to preserve access to adjacent buildings. These measures should become part of the project plan when implementing changes to right-of-way that impact the curb. Programmatic activities highlighted in this section provide details on existing and proposed strategies that support SDOT's efforts to meet critical access need challenges when considering conflicting demands and priorities in the right-of-way.

ENFORCEMENT AND COMPLIANCE

Alongside critical access needs identification, we consider how enforcement impacts the use of curbspace. Enforcement is important for curbspace for vehicles and when the curb lane is used as a

vehicle, transit, or protected bicycle lane. Failure to effectively enforce curbside regulations and maintain a high level of compliance among users can lead to unsafe conditions (e.g., a vehicle blocking a bike lane), system inefficiencies, and increased congestion.

We regularly work with our partners in Seattle Police Parking Enforcement on compliance with curb and right-of-way regulations. We share draft concepts of changes to curb regulations for their input to note if changes might be more or less challenging to enforce.

Enforcement operations in right-of-way management decisions play an important role in meeting our mobility & economic vitality and climate action goals. Several programmatic activities to pursue with our partners are recommended in the sections that follow.

TECHNOLOGY AND DATA MANAGEMENT

Innovation in curbside management is occurring at a rapid pace. New technologies are being developed and deployed in urban areas to better manage congestion, increase safety and access, and better understand travel characteristics and trends. Data is generated 24/7 with these new technologies, presenting an opportunity to create a more efficient transportation system using data-driven decision-making.

Managing large amounts of complex data requires resources and process standardization to harness the greatest value from these tools. As we continue to embrace and leverage new technology, legislation, policies, and processes should be reviewed and modified as needed to create the greatest public value in these new technology and data tools.

Pilot programs with a technology component should be evaluated based on resource availability and a clear definition of how the public would benefit. This evaluation would also outline steps to scale a pilot to full implementation, if deemed successful.

These operational considerations can allow us to be responsive to emerging technologies to benefit the public, while maintaining a high level of service to support core curbside management. Several technology and data management activities are recommended in this section to support broader curbside management policies.

INSTITUTIONAL PARTNERSHIPS

The University of Washington Urban Freight Lab (UFL) provides SDOT with strategic expertise to understanding the urban goods logistics system. The UFL brings private industry together with several city transportation officials to study, design, and test solutions around urban freight management.

SDOT has funded multiple UFL research projects that have improved our understanding of urban goods and last-mile systems, including a report on the detailed ways commercial trucks make deliveries on Seattle streets and the resultant design standards recommended to support more efficient deliveries and reduce vehicles circling for a load zone.

Another study documented the location and size of loading docks in downtown Seattle area office buildings and found that 80% of downtown area office buildings rely on the curb or alley for deliveries.

SDOT is also a member of the Open Mobility Foundation (OMF), which is a group founded by many cities and private entities to provide data specifications for mobility and curb systems. One part of their work is to create a data standard for how cities can track curb inventory, transactions, events, and other related data.

If cities can create and use the curb specification, then national curb data may be more likely to be usable and valued by freight and transportation logistics companies to direct vehicles and general traffic (e.g., in mapping software).

PROGRAMMATIC ACTIVITIES

SDOT engages in a variety of programmatic activities to complete the work outlined in this Element. This section highlights existing and new programs or initiatives. Over time, it's not uncommon for program groupings and organization to change; however, the programmatic activities listed here provide helpful general information to describe the types of tools and methods we will employ to manage the transportation system.

Critical Access Needs for Businesses and Residential Properties

SDOT will continue to build on a broad-based, innovative curbside management program to enhance curb access in business and residential areas around the city. The Curbside Element lays out strategies with a new focus on urban goods delivery, access needs for businesses and ways we can transition vehicle trips to address climate, safety, and equity.

Existing buildings that lack off-street loading access, whether on-property or via an alley, will have critical access needs provided for at the curb. This means various services, goods, and people picked up or dropped off at buildings have safer access, especially when there's no access on the property or in a nearby alley. This includes working closely with the Seattle Public Utilities Solid Waste Division, so that trash, compost, and recycling can be collected and staged appropriately as right-of-way changes.

Streets Illustrated

Streets Illustrated is the common name for Seattle's *Right-of-Way Improvements Manual*. The manual defines street typologies and design guidance for each that applies to streets throughout the city. Street types were initially developed in 2017. In the meantime, dramatic growth has happened in e-commerce, parcel and food delivery in residential areas, and goods and services deliveries/pick-ups on commercially oriented streets.

For example, a street type and related street designs that could be reviewed for critical access needs is the Urban Village Neighborhood Access Street. This type nears Urban Village Main Streets and only allows curb access on one side of the street. If the street in question has parking allowed on both sides, there is no effective way for the department to equitably decide how to apply the street design, especially when there is a single parcel on one side of the street proposed for development. Within this and other street types and design standards, there is not consideration of transit layover, load zones, and other access for solid waste style trucks.

Transportation Capital Project Review

Transportation capital projects take many forms of varying scope. As we look to build new transit lanes, protected bicycle lanes, and pedestrian improvements, the curb will be affected either programmatically

or physically through new infrastructure. In cases where the curbspace is being altered, we will review capital projects to see how critical access needs will continue to be met. We will provide recommendations to minimize negative impacts, maintain access, and support the overall capital project where possible.

For example, SDOT staff applies our expertise and provides guidance for transportation projects on the placement of transit layover zones; assesses the impact of various modal priority lanes on existing critical curb access needs; and identifies effective ways to accommodate or shift those needs. SDOT also supports the permitting of outdoor dining and other public space management permits. The role of these efforts is to:

- Establish curbside management support
- Document existing regulations
- Identify critical access needs
- Determine project impacts
- Develop an implementation plan

Capital project budgets do need to help address the review process and project implementation needs. Similarly, as Seattle continues to experience urban infill development, it is important to ensure critical access needs for buildings are met during the construction of projects and upon their completion. Private development review activities should:

- Provide a checklist to the development applicant to review prior to site approval
- Engage SDOT subject matter experts and allow interdepartmental referrals to comment on service impacts for proposed changes to the curbspace (i.e., solid waste service)
- Review and recommend changes to private development's waiver of on-site parking and loading for vulnerable users as it relates to the adoption of the Federal Highway Administration's Public Right-of-Way Accessibility Guidelines (PROWAG)
- As part of final site approvals, require development applicants to address or incorporate recommended measures during construction or upon project completion

To support this work, we will seek to:

- Update CAN policies in the *One Seattle Comprehensive Plan* and *Streets Illustrated*
- Establish a curbside review process, including checklists and site approval requirements for transportation capital projects and private developments
- Identify optimal locations to install and re-allocate curb access for commerce, for solid waste collections, and for people purposes (e.g., outdoor dining) as part of transportation capital projects and private construction site reviews

Data-Driven Decision-Making

As the city grows with new businesses and residential buildings all around the city, travel behaviors will also continue to shift over time as we embrace a more sustainable, multimodal future. Keeping in mind existing curb demand and access needs, how we allocate the curb must reflect our goals for transit use, walking and rolling, the movement of urban freight, and the effort to manage passenger vehicle driving.

To support the work, we must complete a curb inventory, develop more robust data, and pursue curb allocations to meet STP needs, as well as to respond to business and residential property requests. New technology can aid us in prioritizing allocation of limited and valuable curbspace. Recommended programmatic activities summarized below can facilitate a shift in curb allocation over time to help prioritize the people who need it most.

Curb Data Inventory

A curbside inventory is needed to fully digitize Seattle's curbside regulations and assets data. We already track curb regulations and utilization in paid parking areas, as well as signage. Developing a comprehensive citywide database using a standardized curb data format, such as the OMF Curb Data Specification, enables changes in curb allocation to be easily monitored over time, with updates as new projects shift curb uses. Other transportation facilities in the curb lane can be added, such as designated transit lanes or protected bike facilities.

With APIs (computer data sharing), we can make curb data available as a research/educational tool, for cross-departmental planning, transportation mapping services for drivers, and for third-party logistics providers and other vendors. Making this data public will improve transparency as we make decisions about the curb and improve responses as needed for the State's Public Records Disclosure act.

Creating a comprehensive and continuously maintained curb inventory database is no simple task. It will require updating existing assets and signage data into the new OMF Curb Data Specification format and conducting data inventory in many parts of the city. SDOT's current asset management system focusses on the paid parking areas and tracking of signage equipment and does not meet digital data sharing needs. License plate recognition technology or different GIS systems could be helpful, especially when collecting curb inventory and utilization data for the database in residential areas.

Another opportunity for curb data is to merge with the department's Intelligent Transportation Systems (ITS) and transit facility data to help support a more integrated planning process. For transit, these data layers could be layover (as discussed) and transit lane and other facilities within the curb lane.

To support this work, we will seek to:

- Develop a comprehensive and consistently maintained citywide database and related maps of curb regulations and assets, including transportation facility allocations in the curb lane, such as transit lanes or protected bike lanes.
- Create a common data platform using the Curb Data Specification to ingest parking event data from multiple vendor databases.
- Consider connecting curb data with the department's Intelligent Transportation Systems (ITS), Public Space Management, and transit facility data to support more integrated planning.

Curb Data Utilization

SDOT collects and models parking utilization data to support performance-based paid parking. Parking payment transactions are reviewed daily, and field staff are regularly deployed for first-hand observational data.

Building upon our existing performance-based paid parking, we plan to develop similar approaches to monitor curbside usage to inform recommendations for curb allocation and installation efforts. This would measure performance of load zones, curbside electric vehicle charging equipment, carshare and related spaces, disabled parking and loading, and Restricted Parking Zones. A data dashboard could assist policy makers in determining how successful curbside management programs are at meeting broader mobility, safety, equity, and climate goals.

To support this work, we will seek to:

- Develop a load zone utilization data collection approach to measure commercial vehicle parking and loading (as event data).
- Continue to collect and model utilization data to support the existing performance-based paid parking program and expand paid parking area geographies and use cases.
- Collect and model utilization data to support performance-based monitoring for other use cases, such as load zones, curbside electric vehicle charging equipment, carshare, or Restricted Parking Zones.

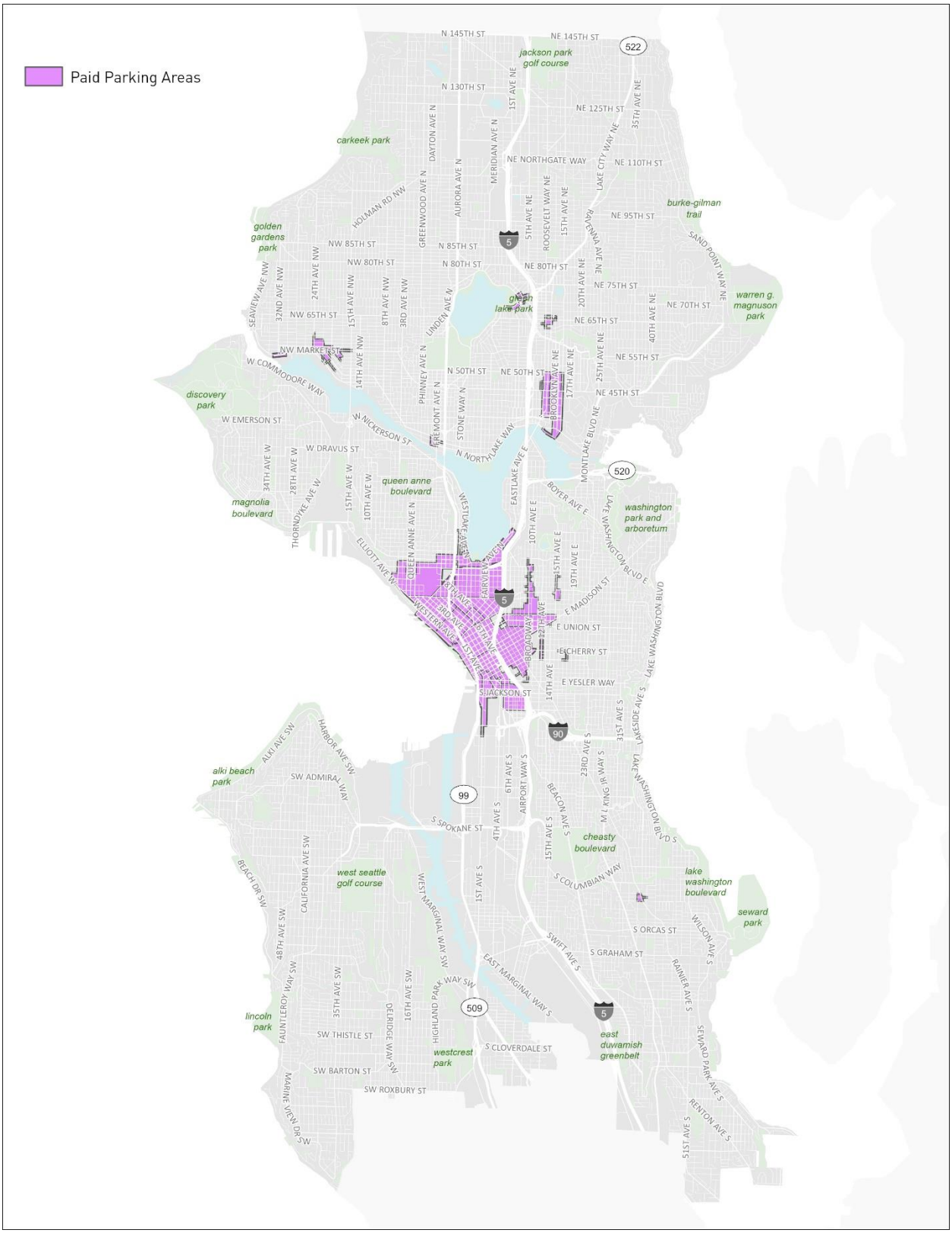
Performance-Based Parking Pricing

We use a sophisticated set of data-driven decisions and applications to achieve performance-based outcomes in paid parking areas in our existing performance-based parking program. We set the parking rates to enable drivers to reliably find an open parking space and to advance the department's safety, equity, and climate goals. It should be noted that this does not necessarily mean low costs for parking in a high demand area, as SDOT sets parking rates based on demand data. This reduces how much time people spend circling for parking and provides other important benefits:

- Improve neighborhood commercial vitality and access—people can more reliably access commercial, retail areas
- Decrease greenhouse gas emissions— less circling means fewer emissions
- Save people time— time spent looking for parking is wasteful
- Improve safety for people walking and biking—people circling for parking are often distracted
- Reduce congestion—people circling for parking contribute to congestion; less congestion can result in faster, more reliable transit

Figure 3 shows the state of on-street paid parking supply around Seattle, as of February 2024.

Figure 3: Location of Paid Parking Areas



Performance-based paid parking means using a data-driven approach to set pricing based on observed demand. Blocks of paid parking are typically considered efficiently used when almost all spaces are full, with one or two spaces available per block. Our data-driven approach allows pricing to be set area by area based on local demands. It also helps us evaluate new areas for expansion of paid parking.

Prior to the COVID-19 pandemic, paid parking rates were set between $0.50 and $5.00 per hour based on demand on any given block, per the Seattle Municipal Code. These rates were adjusted each fall in $0.50 increments based on parking occupancy data collected in the spring. During the early months of the pandemic in 2020, paid parking areas were made free. As of July 2020, all areas were priced at $0.50 per hour.

In the last few years since the pandemic, we have instituted a three-times-a-year rate adjustment process to price parking to manage demand and make efficient use of available spaces. Our database model for rate changes has sufficient capabilities to determine parking activity patterns throughout the year. Therefore, the rate adjustments support how parking demand changes with the seasons or for other reasons.

For each paid parking area, we currently use the following rules to adjust rates:

- If occupancy is over 85%, increase rate by $0.50/hour
- If occupancy is between 70% and 85%, rates do not change
- If occupancy is below 70%, decrease rate by $0.50/hour

We also have event rates set around the Climate Pledge Arena and could in the future explore event rates around the baseball/football stadiums. Further details regarding our most recent parking occupancy and rate changes can be found in SDOT's annual paid parking reports, published each year featuring data on parking occupancy and pricing.

Pricing the curb equitably is key to ensuring that Seattle's limited curb resources serves as many people as possible and helps achieve our STP goals. We'll seek to expand performance-based parking to new areas and apply a data-driven performance-based process to other curbside management activities, including Restricted Parking Zones. When paid parking areas and other priced curb zones are managed, we can help provide equitable access by increasing the likelihood that parking spaces will be available and allowing multiple payment options. Creating a transparent and data-driven process to price the curbside, starting with paid parking as a base, will increase access for people and businesses and meet our mobility & economic vitality and climate goals (Supports TEF 44.3).

Expansion of paid parking to new areas should be coordinated with future transit capital and service investments, such as light rail expansions, bus service, and future transit corridor projects that will improve and extend high frequency transit to more neighborhoods. Coupling transit improvements with expanded paid parking in commercial and mixed-use neighborhoods will advance sustainable alternatives to driving.

We should also consider further technology investments that will support the paid parking systems. These technologies can make the rate-setting and data collection processes more efficient and improve enforcement. This could mean investment in license-plate-reader technology, both vehicle-mounted and handheld, that could enforce parking while also collecting utilization data (see Curb Utilization for

more details). This investment would be coordinated with the Seattle Police Department, which manages the parking and curb enforcement.

Paid Parking Equity and Expanding Payment Options

Alongside the performance-based paid parking program, SDOT could examine the role of equity in transportation system that includes paying for parking as one option. For over a decade, people in Seattle have had the option to pay for parking via a mobile device. In fact, nearly 75% of parking transactions were made by mobile payment as of the end of 2022. Parking pay stations accept credit/debit cards. As of mid-2023, only about 2-3% of transactions were made by coin (or about 1,000 transactions/month out of 30,000-40,000).

As more consumers use mobile payment as their primary method of paying to park, we can explore technology (e.g., PayPal) that allows people without a bank account or credit card to also enjoy the same easy payment experience.

Pay to Park sign posted on a pole

To support this work, we will seek to:

- Continue to set on-street parking rates based on Seattle Municipal Code direction
- Build upon the existing Performance-Based Parking Program and establish a process to create new paid parking districts and modify existing districts
- Coordinate expansions of paid parking areas with improved transit service investments and capital improvements
- Review rates, hours, and days of week paid parking is levied
- Consider changes to city law to adjust maximum and minimum paid parking rates to support a goal of 1 to 2 spaces being available on each block as parking demands increase over time.
- Explore tools and technologies to efficiently collect and analyze curb inventory and utilization data and supplement vendor data feeds, including GIS systems, license plate recognition, sensors, and other monitoring systems in consultation with the city's existing privacy policies.
- Consider developing or finding equitable payment options that allow people without a bank account or credit card to conveniently pay for on-street parking

Community Access and Parking Program

SDOT uses the existing Community Access and Parking Program (CAPP) to improve on-street curb management in Seattle's neighborhood business districts and nearby residential areas. In addition to planning and installation of load zones, paid parking, time limit signs and other curb regulations, the program offers education on employee commute information and micromobility infrastructure. We'll work to build upon the CAPP in additional areas based on a data-driven prioritization process, supporting neighborhood business districts that need curb management plans in future years.

As part of the CAPP prioritization process, we consider how to strategically pair curbside management with other capital improvement projects, especially transit and multimodal projects, to best support changes to these transportation options through enhanced curb management. Outcomes of CAPP plans can include expanded paid parking, adjustments to or a new restricted parking zone, and enhancements to loading and micromobility access.

In addition, we'll continue to provide easy to read and language-accessible information about how to park and use SDOT's curb management system. When people know how to read parking signs and follow payment rules on their phone or pay station, they can more easily avoid receiving parking citations. For many years, we've published the "Can I Park Here?" brochure in over a dozen languages that explains the rules of the curb, as well as how to request a load zone or other curb changes.

To support this work, SDOT will seek to:

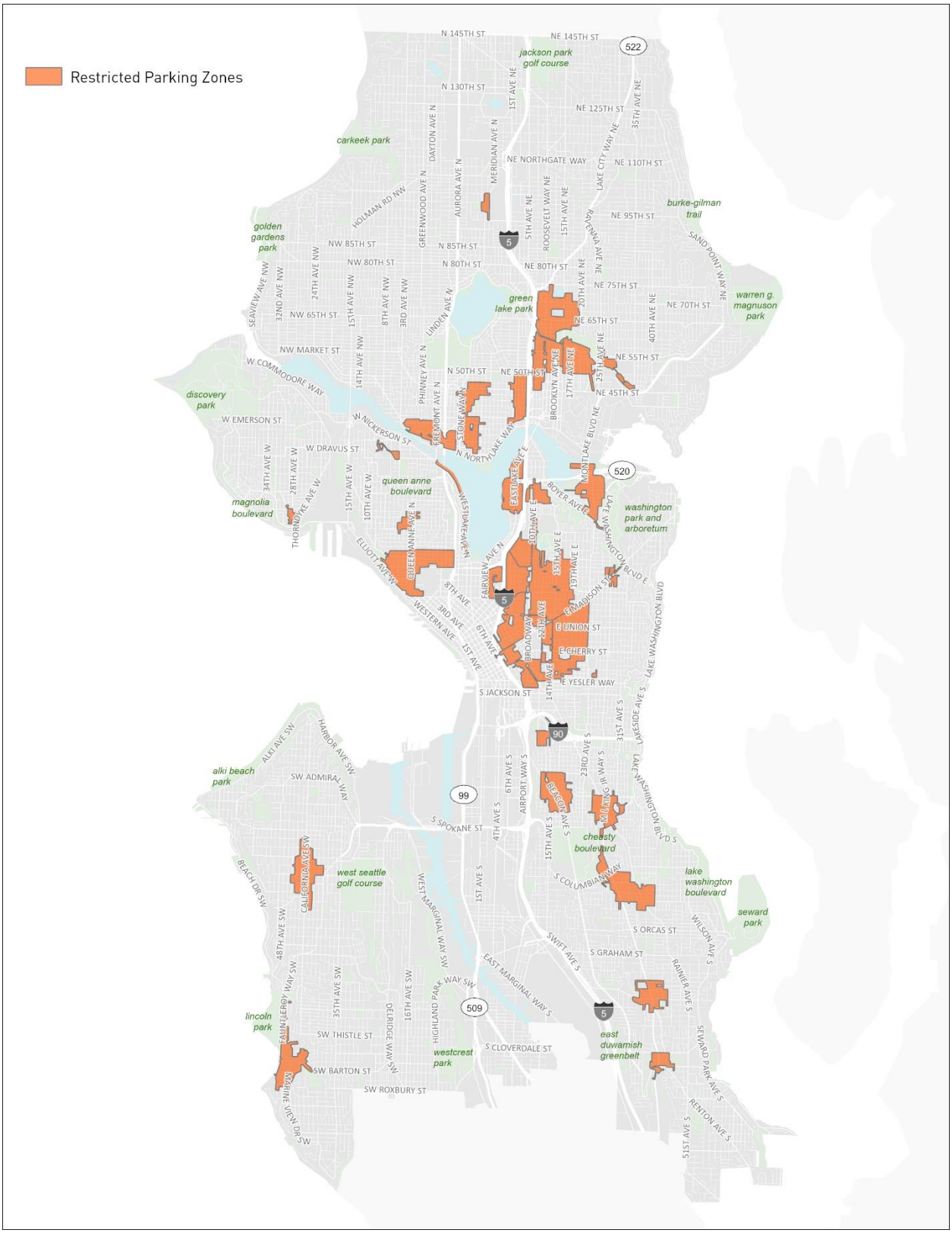
- Build on the Community Access and Parking Program (CAPP) to develop curb management plans in neighborhood business districts and nearby residential areas based on a data-driven prioritization process, with a focus on proactively working with businesses in historically underserved neighborhoods
- Consider ways to address needs for shared micromobility parking and public curbspaces such as street cafes within the CAPP outreach and planning
- Proactively educate businesses and residential building managers on curb allocation and signage installation efforts
- Build a broad-based, proactive curbside signage installation effort to enhance curb access in business and residential areas, with focus on historically underserved areas of Seattle.

Regulate Commuter Parking in Residential Areas with Restricted Parking Zones

SDOT has managed the Restricted Parking Zone (RPZ) program since the early 1990s as a strategy for reducing commuter parking in residential areas near commuter traffic generators, such as universities/colleges, hospitals, or the light rail stations. The RPZ program restricts long-term on-street parking, typically during weekdays, to permit holders in established zones.

Figure 4 shows the restricted parking zone areas around the city as of February 2024.

Figure 4: Location of Restricted Parking Zones



A common misconception is that RPZs manage parking for residents. RPZs work to manage commuter and other parking impacts from traffic generators and allow all residents with vehicles to park on signed streets (subject to permit limits).

Restricted Parking Zones are currently created, expanded, or reduced through a request process initiated by residents. Restricted Parking Zone permits are issued, and typically renewed every two years, at a current base rate of $95 per permit (2023). In 2023, the physical residential permits were phased out and replaced with virtual, plate-based permits, which improves enforcement, reduces fraud, and lowers program costs. Discounted $10 permits are available to residents who can provide documentation of participation in a variety of low-income benefit programs, including Supplemental Nutrition Assistance Program (SNAP), energy assistance from Seattle City Light of Puget Sound Energy, and more.

Households are currently limited to four permits, but with no limit per zone regardless of actual street parking supply. The RPZ program was introduced before Seattle removed off-street parking requirements for new developments in Urban Centers and Urban Villages. Because private off-street parking fees are typically more expensive than on-street permits, even residents who may have the option to purchase parking in their building are likely to opt for on-street permits. Issuing more permits than the number of available on-street parking spaces leads to congestion and illegal parking, as more residents search for street parking spaces.

To address these challenges, SDOT should explore ways to modernize the Restricted Parking Zone program in ways that help achieve our sustainability and mode shift goals. By effectively pricing and limiting resident on-street parking, we can encourage more people to consider travel options other than a personal vehicle.

Restricted Parking Zone District Modification or Removal

Because most Restricted Parking Zones were established many years ago and may not have aged well with changes around them in the area, we will set up a process to modify or remove zones as needed. Factors considered could include parking occupancy levels, how many permits are issued, new transit or mobility services, and land use. Before we make any changes, we'll engage with community to understand and address their thoughts and concerns.

Permit Pricing

SDOT should price parking permits to better align with mobility & economic vitality goals. For example:

- Consider the current number of permits issued relative to spaces and increase fees in areas that are oversubscribed and potentially reduce fees in areas where permit issuance is low (or consider removing the Restricted Parking Zone).
- Raise RPZ permit fee (currently $95) to an amount more competitive with transit and or the costs of neighborhood off-street parking. The $95 fee over two years amounts to $0.13/day. Meanwhile, a fully loaded ORCA card amounts to a cost of $3.55 per day.
- Offer a pay-per-use option for permit holders who do not utilize on-street parking on a regular basis to reflect the value of this permit product more accurately—this could be done using mobile payment.

Explore Eliminating Major Institution Fee Subsidies

Major institutions (some universities, colleges, and hospitals) currently subsidize RPZ permit fees in various amounts for area permit holders, as determined by the institutions' environmental permit process. About one-third of permits are currently subsidized, but residents with subsidized permits are often not those with the highest need. Subsidies also limit the effectiveness of using permit prices to manage demand.

To improve program equity and effectiveness of the recommended permit fee changes, we could work with other city departments to review options to eliminate future subsidies and convert existing subsidies to provide other area transportation improvements.

Parking and Curb Access in Mixed use and Residential Areas

While Restricted Parking Zones manage parking on residential streets around major traffic generators, there is also a far-reaching need to address critical access needs and street parking for the rest of Seattle residential streets.

A broad-scale residential parking and access project would allow us to tie on-street parking activity to other multimodal transportation benefits and see how we can encourage people to drive less, address the number of vehicles owned, and overall examine how they regularly use street parking near their residence.

Education

In conjunction with the 'Can I Park Here' education brochure and transportation demand management (see New Mobility Element), efforts should be made to further educate people about the costs and impacts of single occupancy, internal combustion engine vehicles. This work could also be connected with our Vision Zero initiative.

Resident Parking Fees

Several municipalities set a fee for residents who own and register a vehicle in a city, and that park on the street and use public right-of-way. One of the largest examples is in Chicago, where a City of Chicago Vehicle Sticker is required to be displayed on any resident vehicle within city limits, regardless of whether the vehicle is parked in a specific permit zone.

Seattle could consider implementing a general resident vehicle fee requiring all residents, regardless of whether they reside in a permit zone, to pay a fee to park on city streets.

A resident fee concept would need a tremendous amount of research on policy, legal, operations/ enforcement, and extensive community engagement and discussion. Any such effort would require city legislation.

To support this work, we will seek to:

- Continue to manage a Restricted Parking Zone program to reduce commuter parking in residential areas near commuter traffic generators.
- Establish a process to review, modify and potentially remove Restricted Parking Zones based on parking occupancy levels, permit issuance rates, introduction of new transit or mobility services, land use, and community input.

- Explore alternative pricing measures for Restricted Parking Zones in districts where demand is greatest, such as base permit rate increases or pay-per-use monthly or daily permits.
- Consider eliminating major institution fee subsidies and converting existing subsidies to support other multi-modal transportation improvements in partnership with Seattle Department of Construction and Inspections.
- Consider developing a proposal for a fee or other disincentives to using street parking in residential areas with the intent to discourage auto ownership and support zero-emission transportation options that work to encourage transit and shared use mobility options.
- Continue phasing out physical permits for virtual or plate-based permits to improve enforcement, reduce fraud, and lower costs.

Curbside Support for Low- and No-Emission Vehicles

The curbside plays an important role in meeting our ambitious climate goals, including support for the shift toward electric vehicles. Freight and commercial goods are an important part of our economy. However, almost all the commercial deliveries to bring packages to residents and businesses are made by gas or diesel-powered vans and trucks, which contribute to poor air quality, congestion, and safety issues. We want to work collaboratively with the private sector and our local business community to be a liaison for the zero-emission transition.

Curbside Level 2 Electric Vehicle Charging Pilot

In 2022, Seattle City Light launched a pilot to install Level 2 curbside electric vehicle (EV) chargers at 30 locations throughout Seattle. These Level 2 EV chargers provide 9.6 kilowatts of power per hour and will provide a typical EV with over 30 miles of range per hour of charge time. These chargers are ideal for vehicles parked at least 3 hours or longer. Pilot locations were selected from over 1,800 requests to provide on-street EV charging to people who do not have access to off-street parking at home.

The pilot addresses a critical need for EV adoption, as most people who drive EVs rely on at-home charging when they transition to an EV. Final locations were selected based on various factors, including but not limited to a lack of off-street parking access, the presence of affordable housing, and the need for minimal infrastructure upgrades in the right-of-way.

We'll continue to coordinate with Seattle City Light and the Office of Sustainability and Environment to determine use cases suitable for right-of-way charging, depending on the customers looking to install charging and the audiences they will serve. As we scale beyond the initial Seattle City Light pilot, we should include U.S. Access Board guidance related to Americans with Disabilities Act requirements for both electric vehicle charging equipment and parking spaces.

To support this work, we will seek to:

- Continue assisting Seattle City Light by evaluating and supporting implementation of Level 2 EV charging in street parking locations.
- Monitor Level 2 Electric Vehicle Charging pilot (curbside system) data to determine utilization and compliance and to inform expansion recommendations.

- Determine suitable use cases for electric vehicle charging equipment in the right-of-way in partnership with Seattle City Light and the Office of Sustainability and Environment.
- Establish full policy and compliance standards for current and future electric vehicle charging equipment in the right-of-way.
- Consider installing curbside electric vehicle charging equipment as part of microhubs in residential neighborhoods to support micromobility, electric freight activities, and shared mobility services. (Supports TEF 36.2)
- Allocate curbspace for micromobility and shared mobility uses, with priority given to programs that provide an all-electric or transitioning-to-electric vehicle fleet.

Commercial E-Cargo Bikes

In response to Mayor Harrell's Climate Executive Order and following recommendations from work with C40 Cities on a Zero-Emission Freight Grant Project, we are working to launch of an e-cargo bike initiative, integrating new permitting, loading zones, and supportive policies to facilitate business investment in Seattle.

Based on C40 project work, we are working to encourage freight partners and local businesses to consider transitioning to smaller, electric last-mile delivery options. This work would include a new permit and curbspace use allowances for commercial cargo bikes.

To provide additional support with off-street loading space, we plan to identify pathways to facilitate zero-emission microhubs. By partnering with off-street parking lot operators or other property owners, we want to connect delivery hubs to as close as possible to final package destinations, thereby improving last-mile delivery. and offering a much higher chance of e cargo bike use.

E-cargo Delivery Bike

We know that many electric freight solutions are still cost-prohibitive to our small-medium business community and that many barriers exist when determining what zero emission solutions are attainable operationally.

To support our local business community and the greater Seattle community, we are exploring an e-cargo bike lending library concept where bikes are available for use. This would allow businesses to test e-cargo bikes and learn from community advisors prior to making a permanent fleet purchase. This offering would be ideally supported with incentives to further assist with cost considerations for those interested in buying an e-cargo bike.

To support this work, we will seek to:

- Encourage freight partners and local businesses to transition to smaller, electric last-mile delivery options
- Launch an e-cargo bike initiative, integrating new permitting, loading zones, and policies
- Develop an e-cargo bike implementation plan, identifying needed staff and resources
- Create an external advisory group with freight leaders and community partners
- Develop design standards to inform efforts, which should consider legislation, policies, and procedures
- Implement a community outreach and engagement plan to engage freight stakeholders to ensure offerings meet their needs
- Establish use cases to demonstrate how to implement programs in different areas
- Investigate a policy, legal, and business case for pathways to incentivize and enable zero emission vehicle loading zone use
- Develop a low- and zero-emission loading approach that prioritizes climate-friendly vehicles and incentivizes freight companies to transition to right-sized, electric vehicle alternatives.
- Explore partnerships with off-street parking lot operators to establish and manage zero-emission microhubs.

Curb Signage

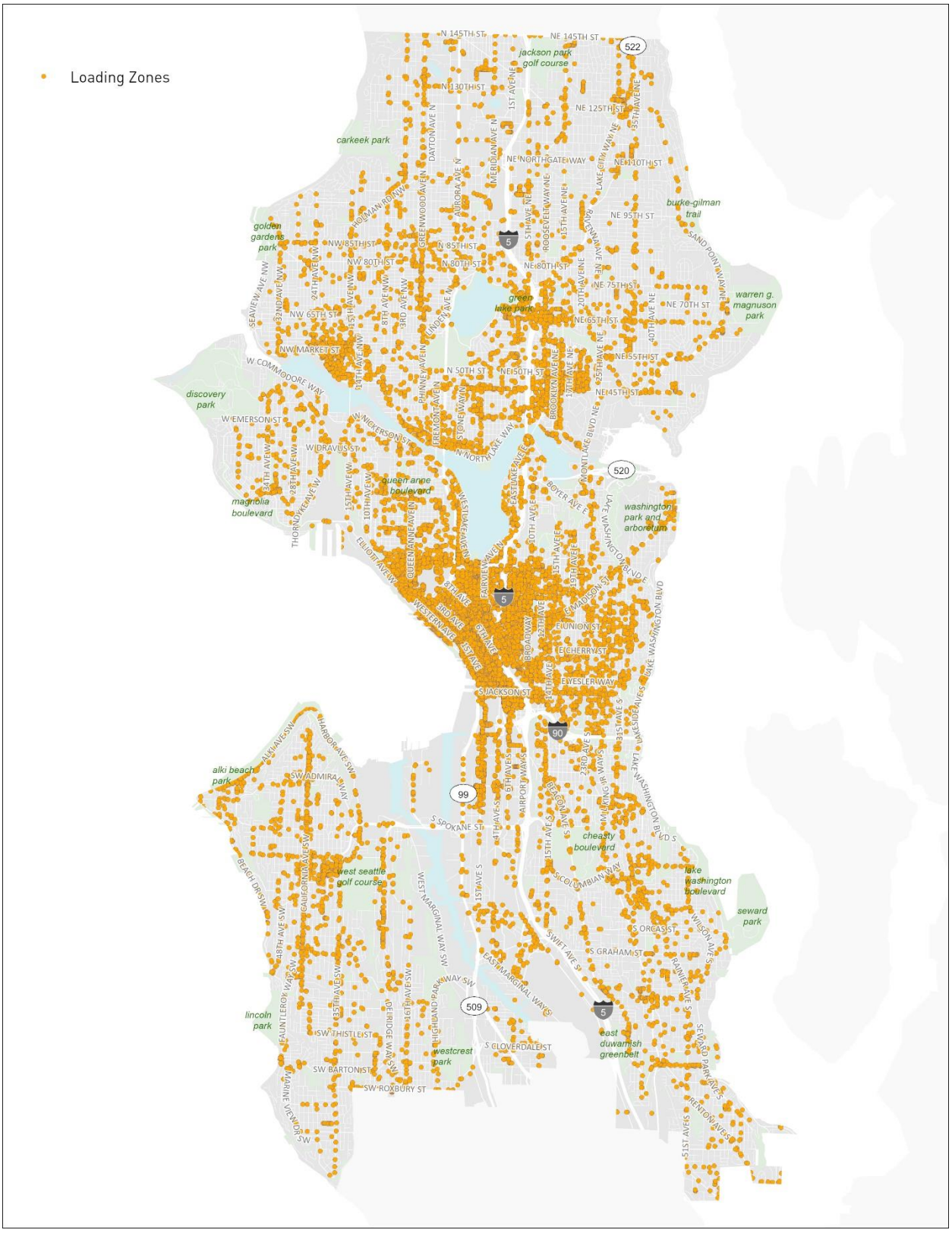
SDOT Curbside Management installs a wide variety of curb signage across the city every day. Historically, spot improvements have been based on requests or due to other agency needs (such as for bus stops/layovers). With additional resources, we would be able to expand this effort to be proactive in educating businesses and residential building managers, and to lead to installing additional curb signage to improve access for commerce and people. Examples include installing various load/unload zones and truck zones, in combination with other SDOT work, such as Public Space Management.

Short-Term Pick-Up, Load Zone or other Special Signs

In recent years, and especially since the COVID-19 pandemic, more people are buying goods and services online. This increase in e-commerce deliveries has led to increased pressure on curbspace in our neighborhoods and business districts, especially where there are limited off-street parking and loading spaces. Formalizing a low- or zero-emission urban goods delivery planning would help to educate businesses on how to potentially receive more efficient deliveries. This work would also help us meet our broader climate goals. To support this work, SDOT will continue to use and update curb signage to accommodate food app delivery, restaurant take out needs, car share, employer shuttles, bike parking corrals, and other new mobility endeavors.

Figure **5** shows the state of thousands of load zones designated across the city, primarily passenger load zones, commercial vehicle or truck load zones, or general load/unload zones.

Figure 5: Location of Loading Zones



Disabled Parking Accessible Zones

Designated Disabled Parking signed zones are installed on street by SDOT (and also approved for installation through private development projects that impact the right-of-way) throughout the city. Installation is done consistent with federal standards. Disabled zones use requires a state issued disabled parking permit, as well as display of a disabled license plate or placard. Installation locations include:

- Residential disabled access where residents do not have sufficient access for vehicle parking on their property.
- Customer parking access in business areas to provide designated spaces for customer short-term visits for people with limited mobility.

Another important aspect of managing disabled parking is preventing abuse of state-issued disabled parking permits in Seattle. Washington state law allows eligible residents to obtain a state-issued permit—either a license plate or two rearview mirror hanging placards. Washington allows general street parking to be free for vehicles displaying a disabled permit.

In contrast, some states like Oregon have adopted a wheelchair-user placard separate from general disabled parking. With this approach, a wheelchair user permit grants free parking while a general disabled parking permit requires on-street parking payment. This two-tiered system is considered by the International Parking and Mobility Institute to be a best practice, as it prioritizes access for the most severely mobility impaired, while continuing to require payment by those who qualify for a general disabled permit. This system helps prevent disable placard abuse while preserving reliable disabled access for those who need it most.

Over the years, as part of our parking program's data collection efforts, we have documented significant abuse of disabled permits in paid parking areas because the state's non-payment requirement motivates many to abuse the system to acquire and use a disabled permit. This is especially the case in areas like Downtown and First Hill where off-street garage costs are high, and significant numbers of people use a disabled placard to park on-street regularly as commuters. This abuse limits the effectiveness of SDOT's rate adjustments and deprives legitimate placard holders from having reliable curb access.

To support this work, SDOT will seek to:

- Review curb management programs for Americans with Disabilities Act (ADA) signage and explore additional strategies to integrate accommodations for vulnerable users.
- Install ADA parking spaces in business districts and mixed-use areas per Public Right-of-Way Accessibility Guidelines (PROWAG) Section 214.
- Manage requests for residential on-street ADA spaces when criteria are met. Initiate audit effort to reaffirm residential ADA on-streets spaces as home ownership changes.
- Develop an ADA loading zone review of critical access needs for buildings.
- Explore methods to mitigate ADA placard abuse to provide predictable availability of ADA spaces, including installation of four-hour time limits as allowed by state law.
- Seek to adjust the statewide legislative rules for creating a two-tiered permit system or other reforms to reduce abuse in Seattle and other Washington cities.

- Include U.S. Access Board guidance related to ADA requirements for both electric vehicle charging equipment and parking spaces.

Bus Layover Coordination

SDOT installs designated spaces for transit to layover at the curb, time necessary for drivers to rest and for management of transit route schedules. As of 2023, there are almost 400 layover designated spaces to serve the transit system. This work to plan, install, and maintain transit layover spaces is a combined work effort of our Curbside and Transit Strategy and Services teams. See the STP Transit Element for more information.

To support this work, we will seek to:

- Coordinate transit layover planning and management.
- Maintain an interagency group to confirm transit layover policy goals and a layover review process.
- Develop a transit layover database to assist ROW management and track layover spaces.
- Coordinate across SDOT to meet other curb access needs or right-of-way functions when layover spaces are retired due to changes in transit services.

A RapidRide bus layover on 5th Ave

Compliance-Oriented Parking Enforcement

Leveraging new technology and data-driven operational decision-making processes, we should partner with the Seattle Police Department to support compliance-oriented parking enforcement. Historically, parking enforcement has been reactive, punitive, and often inequitable. This should include industry-led

customer service training to align enforcement staff with a kinder, gentler approach to parking enforcement for the betterment of the community. To support this work, SDOT will seek to:

- Support implementation of license plate recognition technology across most of the Seattle Police Department's parking enforcement vehicle fleet.
- Work with the Seattle Police Department to integrate virtual permitting data and parking restriction digital mapping into license plate recognition systems for more efficient enforcement operations.
- Analyze license plate recognition data to identify areas where signage may need to change, or additional education is needed about posted regulations.
- Create a data dashboard by neighborhood tracking curbside compliance rates.
- Work with the Seattle Police Department to optimize enforcement beat routes and align enforcement operations with policy goals.

Shared Parking in Business Districts

Shared parking means that parking spaces are shared by more than one user group, which allows parking facilities to be used more efficiently. Shared parking takes advantage of the fact that most parking spaces are only used part of the time by a particular group and that many spaces go unused on a regular basis. While SDOT does not regulate parking garages or lots, it is important to consider off-street parking supply as part of broader curbside management strategies for business district parking and curbside access. New buildings typically have less parking provided onsite. This trend, coupled with increased demand for curbside access, creates an opportunity to maximize existing off-street parking for residents, employee, and business visitor parking. Implementing robust shared parking options would increase parking supply in business districts and allow more flexible use of the curb for critical access needs, multimodal facilities, and non-vehicular uses.

To support this work, we will seek to:

- Leverage existing off-street studies to explore formalizing shared parking.
- Coordinate and collaborate with internal and external partners to develop shared parking facilities.
- Revise codes and regulations, as necessary, to incentivize use of shared parking.
- Include shared parking strategies as part of the Restricted Parking Zone district modernization.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DEFINING SUCCESS

To track progress toward the STP goals, it is important to define what success looks like and how we'll measure it. This section defines the performance measures identified as important indicators of progress, as well as relevant Transportation Equity Framework (TEF) tactics that this Element supports. Performance measurement is how SDOT is held accountable and provides transparency for community members and decision makers to understand the impacts of the plan as it is implemented over time.

MEASURABLE OUTCOMES

This section outlines desired outcomes and recommends performance measures to monitor the implementation of the STP Curbside Management Element. They are part of a 3-tiered system of measures that includes:

- **Tier 1:** Overarching, and sometimes aspirational, outcome-based measures are identified in the STP implementation strategy (see Part I document). Generally, they are tracked at a city-wide scale, and SDOT may not have primary control over their achievement. Examples include a reduction in vehicle-miles traveled in support of the STP's safety, sustainability, mobility & economic vitality, livability, and maintenance & modernization goals and the percent of household income dedicated to transportation that informs progress on equity, mobility & economic vitality, and livability goals.
- **Tier 2:** These measures are tracked in individual elements, as they are not as overarching as the measures in Tier 1. Typically measures in Tier 2 are a combination of outcome and output measures over which SDOT has a relatively large degree of control. These measures help SDOT track progress towards our Tier 1 goals. Examples include vehicle occupancy by blockface and percentage of vehicles meeting sign and payment regulations.
- **Tier 3:** Measures in the Tier 3 category are typically tracked by individual programs. SDOT has a high degree of control over these measures. They are used to track productivity and to help allocate resources. Examples may include percentage of blocks where critical building access (load zones, solid waste, building services at businesses and residential properties) needs met; number of paid parking spaces and/or blockfaces; number of load zones and/or blockfaces with load zones; and more.

While all metrics in the table below will be tracked at a citywide scale, it will be important to track several metrics by demographics and/or geography so that we can pivot as needed to meet our equity goals over the next 20 years. The table indicates which metrics will be tracked using the city's Race and Social Equity Index (RSEI) and/or race. RSEI combines information on race, ethnicity, and related demographics with data on socioeconomic and health disadvantages to identify census tracts where priority populations make up relatively large proportions of neighborhood residents.

The ability to successfully track performance measures is dependent on city staff capacity to collect and analyze data, the availability of relevant data, and/or the availability of resources to acquire data.

Table 2 identifies the Tier 2 performance measures that will be tracked for the Curbside Management Element.

Table 2: Curbside Management Performance Measures

Desired Outcome	Performance Measure (source)	Baseline (year)	Target or Desired Trend	By RSEI or race	Related STP Goal(s)
Increase compliance with curb regulations	1 - Percent of vehicles meeting parking payment requirements (SDOT)	45% (2023)	75% payment compliance	No	Safety Livability
	2- Rate of compliance at commercial load zones (SDOT)	50% (2023)	65% compliance		
Parking priced and managed to provide reliable curbside access for users	% of parking area time periods within target range of 70-85% occupancy (SDOT)	39% (2023)	70% of area time periods within target range (Set by Municipal Code)	No	Mobility & Economic Vitality Livability Maintenance & Modernization

Table 3 lays out the citywide allocation of high-level curb regulations. Data sets are from SDOT's asset management system that tracks curb signage by type of regulation. It includes the many miles of residential streets in Seattle where parking is not restricted in any way except at intersections, fire hydrants, or driveways (whether by formal sign or simply by law). Noting that Seattle comprises 84 square miles of land area, the large number residential or non-arterial streets is why there is such a high percentage of unrestricted parking.

Citywide, a relatively small amount of curb is regulated as paid parking (with meters/mobile payment), or with time-limited signs that allow 1 or 2 hours of parking. Most business districts have either paid parking and/or time limit regulations, as well as load zones and a variety of other curb signage. Targets will be updated as curbsides are changed to meet our STP goals.

Table 3: Curbside Management by the Numbers (2022)

Curbside Space Allocation by Category	Percent of Blocks by Category
No Parking or Curbside Moving Lane	17%
Paid Parking	2%
Restricted Parking Zone	5%
Time Limited Parking	3%
Unrestricted	73%

RELEVANT TEF TACTICS

TEF 16.1—Engage with local Black, Indigenous, and People of Color (BIPOC)-owned businesses to determine how SDOT can support their employees' transit and transportation needs for commuting.

TEF 17.4—Conduct community workshops to better understand the activities communities want and need in the right-of-way; use this to inform the People Streets and Public Spaces effort, which will establish a vision and strategies for equitable public space investment.

TEF 17.3—Provide low-tech and language-accessible information to businesses about parking/loading and how communities can make requests for load zones or other curbside uses.

TEF 19.2—Identify opportunities to repurpose some travel lanes for transit, biking, and also smaller, lighter-weight vehicles and devices to create more travel options with the STP.

TEF 20.5—Consider travel time and air quality impacts of changes to roadway configurations. Use this information to make equitable investment decisions that consider travel time and air quality impacts and benefits, and to communicate those benefits and impacts to community.

TEF 21.2—Conduct community sessions with BIPOC owned businesses on right-of-way needs and ways which SDOT can support; start and continue to build a holistic relationship with small businesses.

TEF 22.1—Analyze how movement of goods were impacted during COVID-19 and whether there are specific ways we can maintain any benefits that were seen.

TEF 29.1—Create publicly accessible, community-oriented visuals and neighborhood-specific snapshots to capture where SDOT has built infrastructure, dedicated investments, and collected community feedback; this should be utilized by SDOT, other City departments, and transportation partners to inform future investment needs as well as planning and programmatic efforts.

TEF 31.2—Review previous SDOT studies on non-9-to-5 commuters, identify where additional information needs to be gathered, develop targeted transportation options, and leverage existing programs to better support this community.

TEF 32.1—Explore the feasibility of creating a "low income" account for use at paid curbside parking, such as through PayByPhone.

TEF 34.1—Ensure revenue is prioritized and directly invested in reliable, safe, affordable public transportation and other benefits for BIPOC community members so we can invest in low-income transportation options and prevent the need for enforcement.

TEF 36.2—Support transition to electric vehicles for all segments of transportation, including personal mobility, goods movement, and services (skilled labor/repair, landscapers, home health care workers, trash collection, etc.) through targeted, equitable incentives and policy design. Implement related actions in the Transportation Electrification Blueprint.

TEF 43.4—Review SDOT policies, practices, standards, and funding allocation strategies to elevate/give priority to access and use of right-of-way for people of all ages and abilities, people recreating, shopping, walking, rolling, riding bikes and transit.

TEF 46.3—Catalog the eligibility of City resources for low-income households across all City programs and identify where SDOT-funded reduced fare programming eligibility could be streamlined.

TEF 56.7—Institute a practice of closer coordination with all City Departments who do utility work in the right-of-way to minimize environmental impacts when projects are occurring in neighborhood; this includes seeing if we could consolidate built environment projects at the same time.

GLOSSARY

Active transportation: Human-powered modes of travel such as walking, biking, and using a wheelchair.

ADA: Americans with Disabilities Act

BIPOC: BIPOC stands for Black, Indigenous, and all People of Color (BIPOC). It is a term to make visible the unique and specific experiences of racism and resilience that the Black/African Diaspora and Indigenous communities have faced in the structure of race within the United States. BIPOC is a term that both honors all people of color and creates opportunity to lift up the voices of those communities.

Café Streets: Streets with high levels of foot traffic and lots of restaurants, cafes, shops, bars, markets, museums, and/or tourist destinations. Vehicles are still permitted to use the street for local access, goods loading, business access, and emergency access, although the street is designed to keep speeds low and to give priority to pedestrians. They are a type of Shared Street.

City of Seattle Privacy Program: A citywide program to ensure safe and ethical use of the public's personal information by City employees. It provides a framework for policies, standards, and practices that involve personal information.

Community Access and Parking Program (CAPP): A program through which SDOT works with community members to identify on-street parking challenges and opportunities, develop parking recommendations, and implement parking management changes.

Community and Mobility Hubs: Community and mobility hubs are places of connection that bring together transportation options, community spaces, and travel information into a seamless, understandable, and on-demand travel experience. They are located with major transit facilities and places and may feature People Streets and Public Spaces (PSPS) elements.

Comprehensive Plan: A 20-year vision and roadmap that guides city decisions on where to build new jobs and houses, how to improve the transportation system, and where to make capital investments such as utilities, sidewalks, and libraries.

Critical access needs (CAN): The services necessary for a building to perform its core operating functions safely and successfully. These include goods delivery, designated parking and loading spaces, and building spaces.

Curbside Level 2 Electric Vehicle Charging pilot program: Seattle City Light, in partnership with SDOT, is installing and operating public Level 2 electric vehicle chargers at curbside locations throughout the city of Seattle. This program is focused on providing near-home EV charging for residents who cannot access off-street parking to charge their vehicles at home. The pilot will install EV chargers at 31 locations, informed by public input.

E-cargo bikes: Human-driven bikes with battery-powered pedal assist that can transport packages or other small goods in a front-mounted wagon or rear-hitched trailer.

E-commerce: The buying and selling of goods online that are then delivered directly to a home or business. Examples include Amazon and eBay.

Executive Order 2022-07: An executive order signed by Mayor Bruce Harrell to advance the City's climate goals. The order sets goals of establishing 3 low-pollution neighborhoods by 2028, making 20 miles of Healthy Streets permanent, hosting a Youth Transportation Summit, and making the City's fleet zero-emission by 2030.

First-/last-mile: The distance traveled at the beginning or end of a trip from transit to a final destination.

Key Moves: A series of strategies across the 6 STP core values that explain how the goals of the STP can be achieved. The Key Moves represent an integrated view of our complex transportation system, touching multiple elements.

Leading pedestrian intervals (LPIs): Walk signals at intersections that give pedestrians an additional 3-7 seconds to cross the street before vehicles.

Level 2 EV chargers: Electric vehicle chargers that are compatible with most EVs and provide a faster charge than Level 1 chargers. They can be installed in private homes or public places.

Low-emission neighborhood: Low-emission neighborhoods, sometimes called low-pollution neighborhoods, prohibit or restrict the types of vehicles allowed within an area and encourage zero- and low-emission travel options like walking, biking, electric vehicles, and deliveries by e-cargo bike. Implementation of these concepts will vary by neighborhood and are co-created with local communities.

Micro-hubs: Small-scale urban logistics facility located in between a major warehouse and the final delivery destination implemented to reduce vehicle emission trips by shifting to low or zero-emission modes (walking, biking). Goods are transferred from larger freight vehicles to smaller, lower emission modes for final delivery. Micro-hubs can be used by 1 or more carriers/operators based on the location to support consolidation efforts.

Multimodal: Refers to the various ways people use the transportation system, such as walking, riding a bicycle, taking transit, or driving a truck or personal automobile. It can also refer to a journey that employs more than one mode, such as walking to the bus stop and then taking a bus to a final destination. The vast majority of individual trips involve more than one mode.

Personal delivery devices (PDDs): Small automated or remotely piloted robots designed for short deliveries carrying food, packages, or other goods.

PROWAG: The Federal Highway Administration's Public Right-of-Way Accessibility Guidelines

Public Spaces: Plazas and Shoreline Street Ends that come in many shapes and forms. They are pedestrianized spaces that invite people to gather, play, and connect with one another. These spaces may be focal points in neighborhoods that support local businesses, venues for community gatherings, or more subtle spaces that are loved by locals and stumbled upon by visitors who delight in their discovery. They may incorporate public art, seating, games, trees and green infrastructure, and flexible space for vendors and gatherings. Public spaces are born of inclusive, community-driven processes that inform design, programming, and long-term stewardship.

Right-of-way (ROW): A strip of land legally established for the primary purpose of public travel by pedestrians and vehicles.

Road diet: Physical changes to the right-of-way that decrease vehicle volumes and speeds and reallocate space toward non-motorized modes, such as walking and biking. Examples include curb bump-outs, pedestrian refuge islands, narrowed lanes, street cafes, and street trees and landscaping.

Rolling: A form of travel that includes low-speed, wheeled mobility devices that use the pedestrian network. Examples include wheelchairs and strollers.

Safe System Approach: A framework for transportation planning to move toward a transportation network that is safe for everyone. The approach differs from traditional approaches to traffic safety by recognizing that humans will make mistakes and layers of protection must be built elsewhere into the system to address that. The approach is based on 6 principles:

- Death and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial

Shared micromobility: Shared bikes and scooters that offer low-cost options for a short distance trip. Riders locate and rent available devices with their phone, ride it where they want to go, and leave it responsibly parked for the next person.

STP: Seattle Transportation Plan

Streets Illustrated: Seattle's *Right-of-Way Improvements Manual,* an online resource for property owners, developers, and architects involved with the design, permitting, and construction of Seattle's street right-of-way.

Transportation Equity Framework (TEF): A roadmap for SDOT decision-makers, employees, stakeholders, partners, and the greater community to collaboratively create an equitable transportation system. The TEF addresses disparities that exist in the transportation system due to institutional racism.

Urban Villages and Centers: Areas in Seattle identified in the Seattle 2035 Comprehensive Plan where the most future job and employment growth is targeted. This strategy promotes the most efficient use of public investments and encourages walking, bicycling, and transit us

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