

Curb Space: An Asset Hidden in Plain Sight



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Kevin O'Neill, Meghan Shepard

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Our mission, vision, and core values

Mission: deliver a high-quality transportation system for Seattle

Vision: connected people, places, and products

Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

For **all**

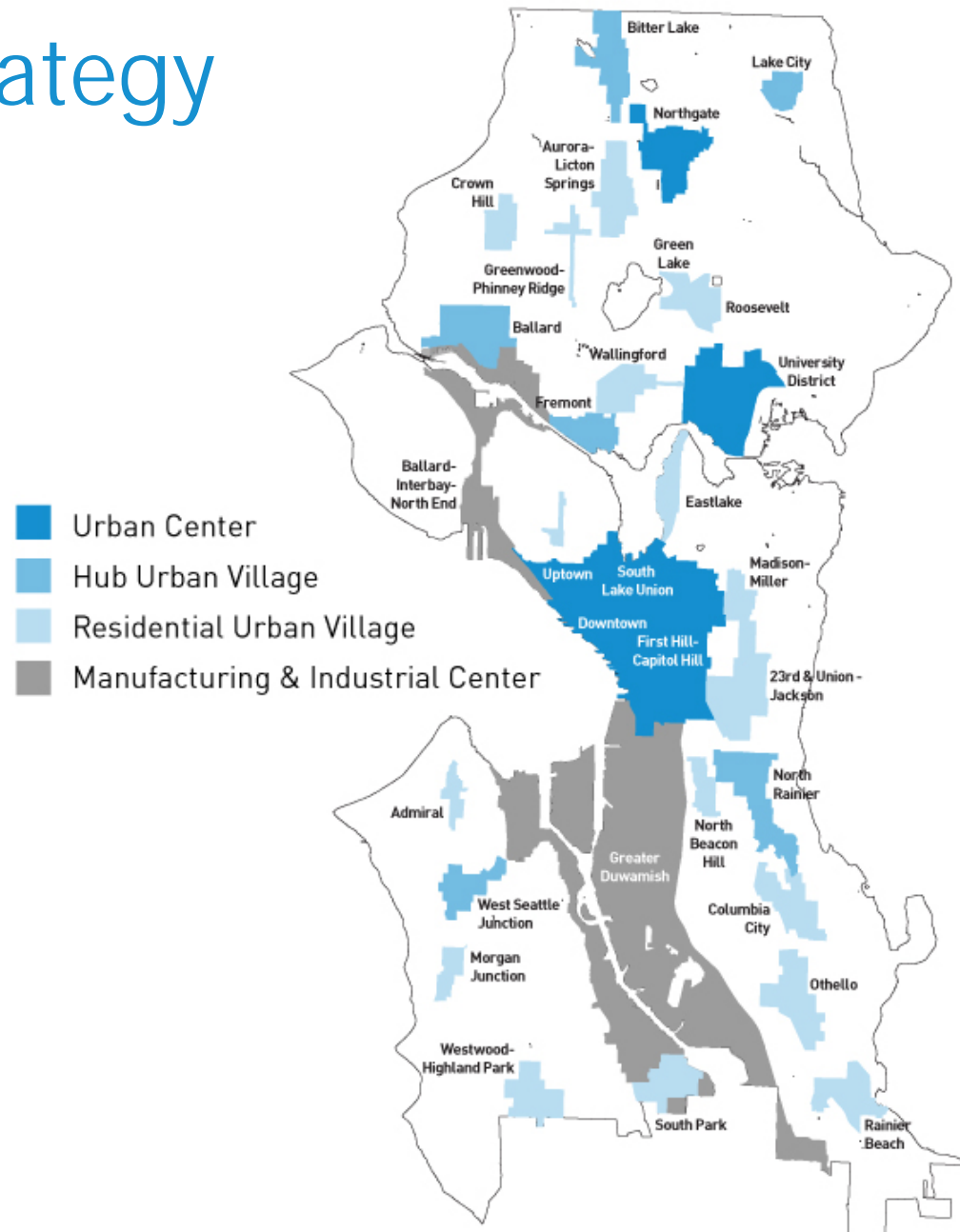
Seattle's street system

- System is constrained by geography (water, hills)
- Arterials are needed for multiple purposes (transit, freight, general purpose, access, etc.)



Seattle's growth strategy

- Comprehensive Plan focuses growth:
 - Urban centers
 - Manufacturing & industrial centers
 - Urban villages
- 80% of city growth in centers/villages since 1994
- Future growth targets 2015-2035
 - 70,000 additional households
 - 115,000 additional jobs



Comprehensive Plan

Transportation Element: key themes



Invest in travel
options



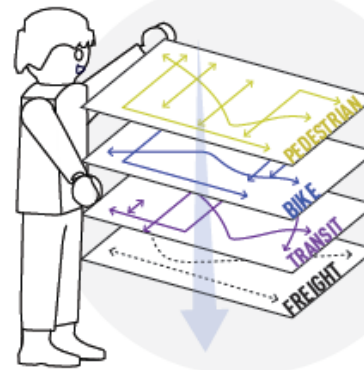
Ensure goods
movement



Use right-of-way
for multiple
purposes

Right-of-way (ROW) allocation

- Interest in considering all functions of the public right-of-way, including access and activation (not just mobility)
- Comprehensive Plan identifies new framework ROW allocation decisions



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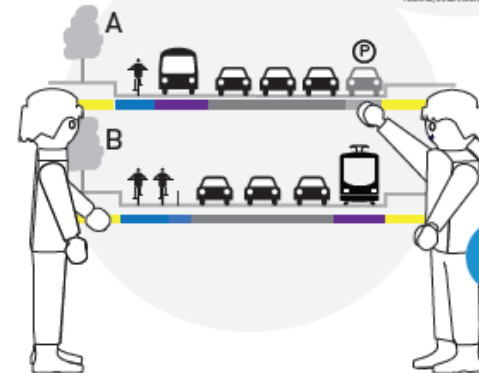
Step 1: Overlay the modal plans

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

Step 2: Identify the major purposes of the street

Each street in our city is different and they serve different land uses, so the purpose and design of each project will be distinctive.

2



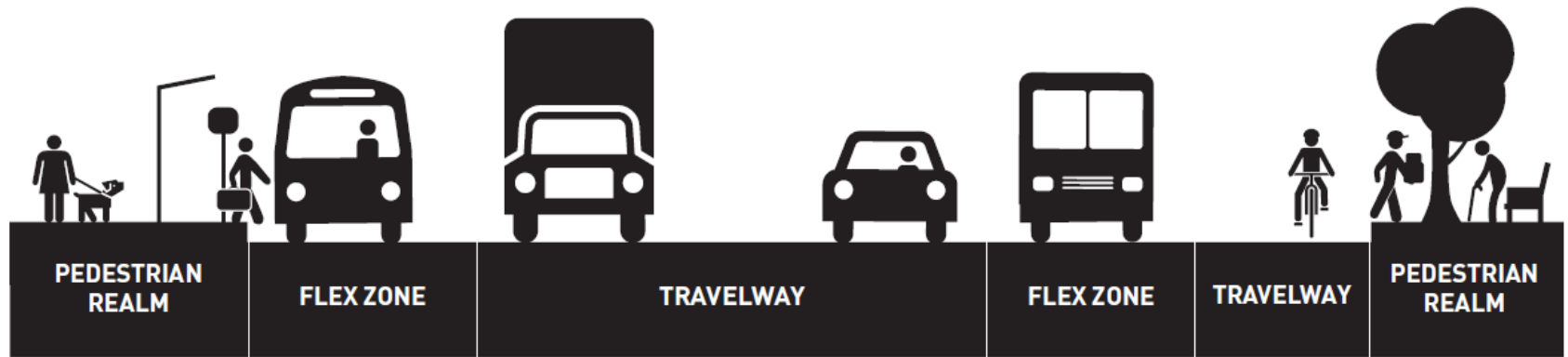
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Step 3: Develop alternatives

We look at different ways we can allocate space in the street based on the users and needs identified.



ROW allocation: zones



PEDESTRIAN REALM

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

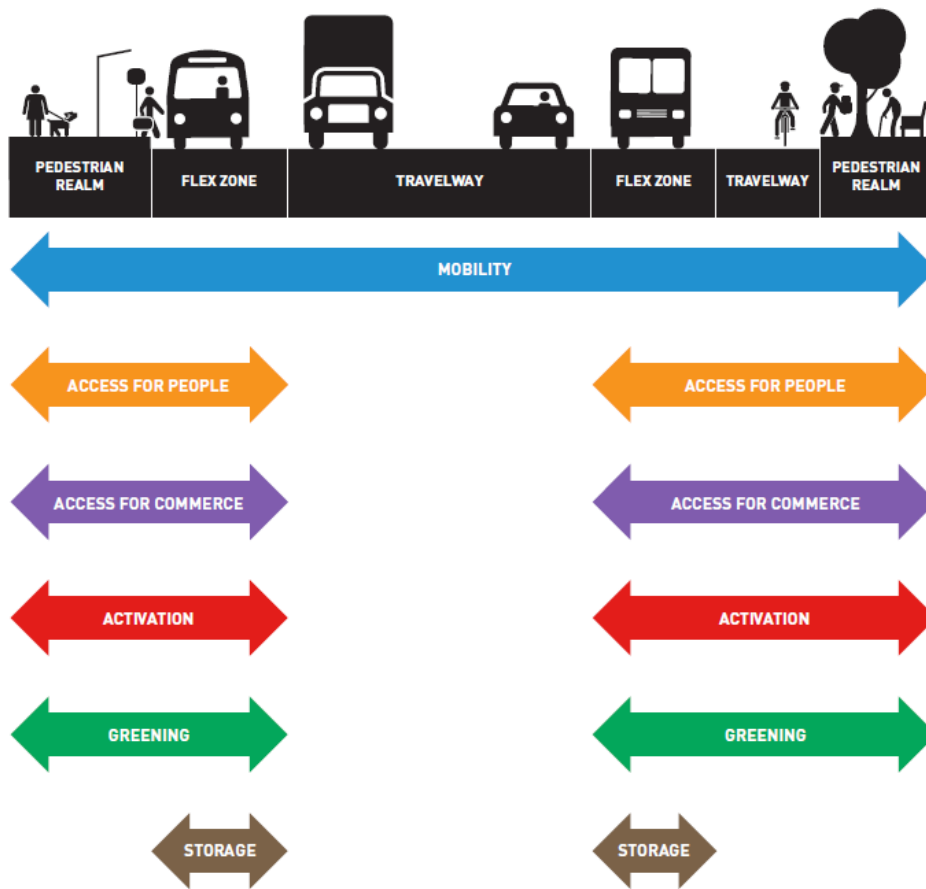
TRAVELWAY

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

FLEX ZONE

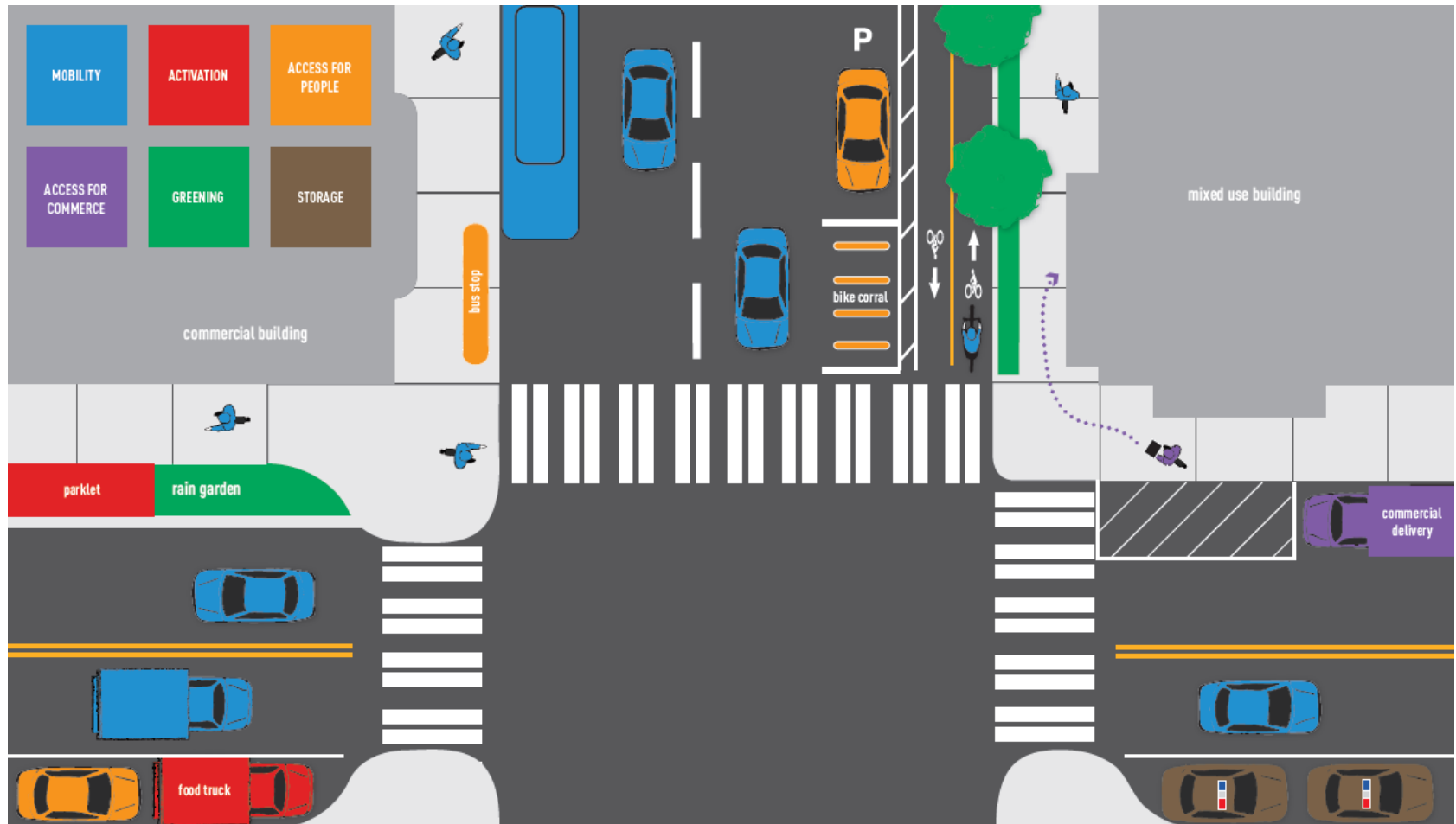
An essential zone for people and goods, providing separation between moving vehicles in the travelway and people in the pedestrian realm. This zone can contain multiple uses along a street - including commercial deliveries, parklets, on-street parking, and taxi zones. It can be used for mobility at specific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

ROW allocation: functions

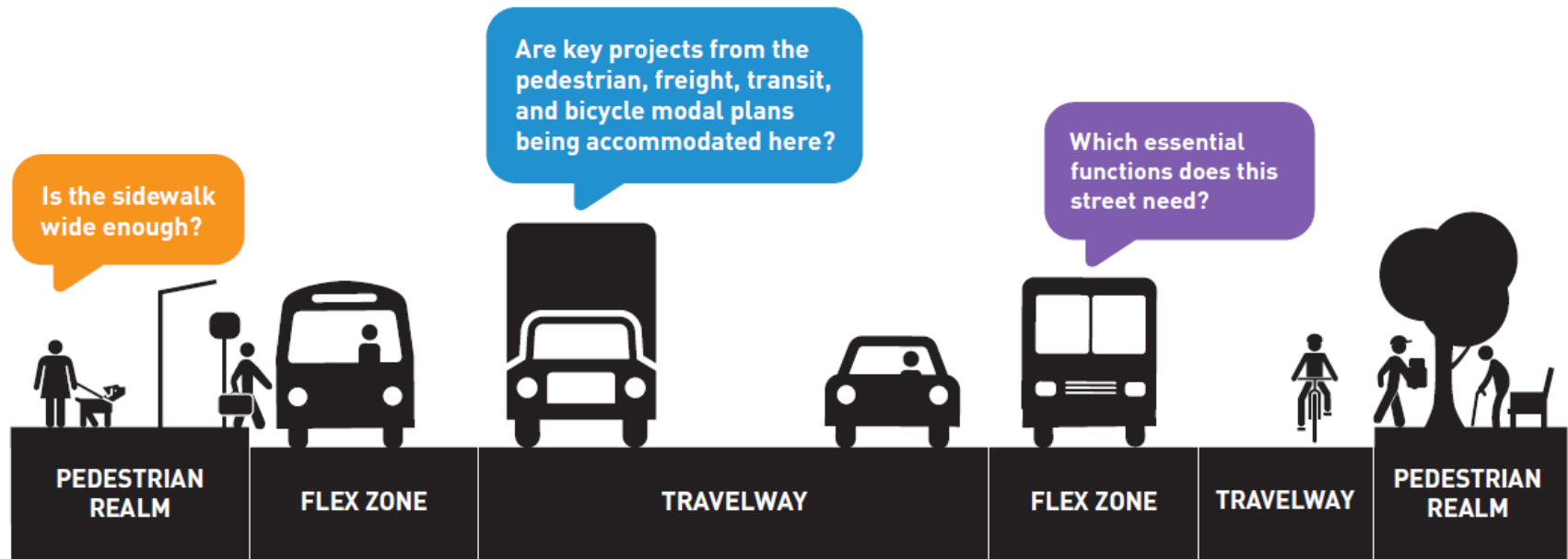


FUNCTION	DEFINITION	EXAMPLES OF USES
MOBILITY	Moves people and goods	<ul style="list-style-type: none"> Sidewalks Bus or streetcar lanes Bike lanes General purpose travel lanes (includes freight) Right- or left-turn only lanes
ACCESS FOR PEOPLE	People arrive at their destination, or transfer between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

Outcome: multi-functional streets



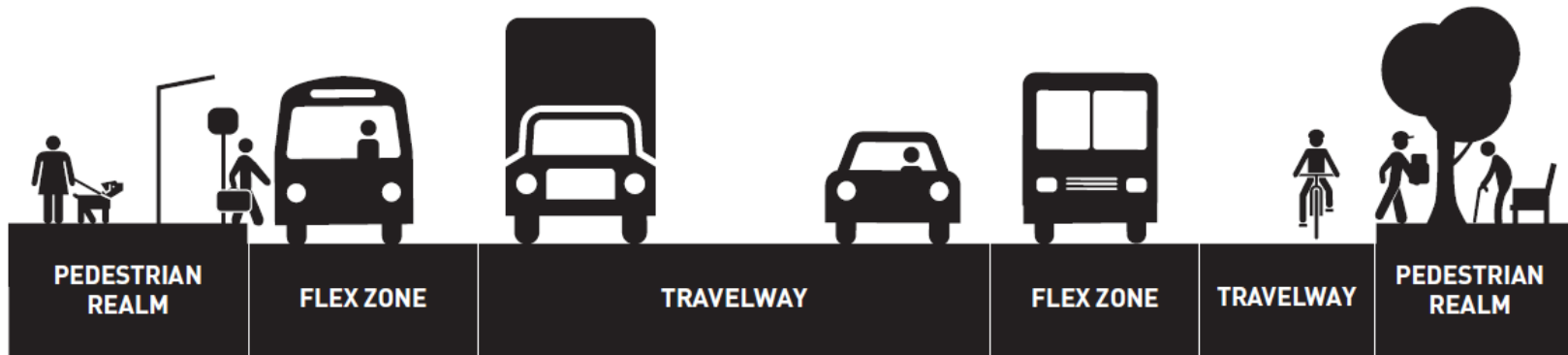
Making the best use of the streets we have



*Essential functions:



What is the flex zone?



New curb demands



Five year changes to curb*

- Transit projects
- Bicycle projects
- Streetscape projects
- Private development

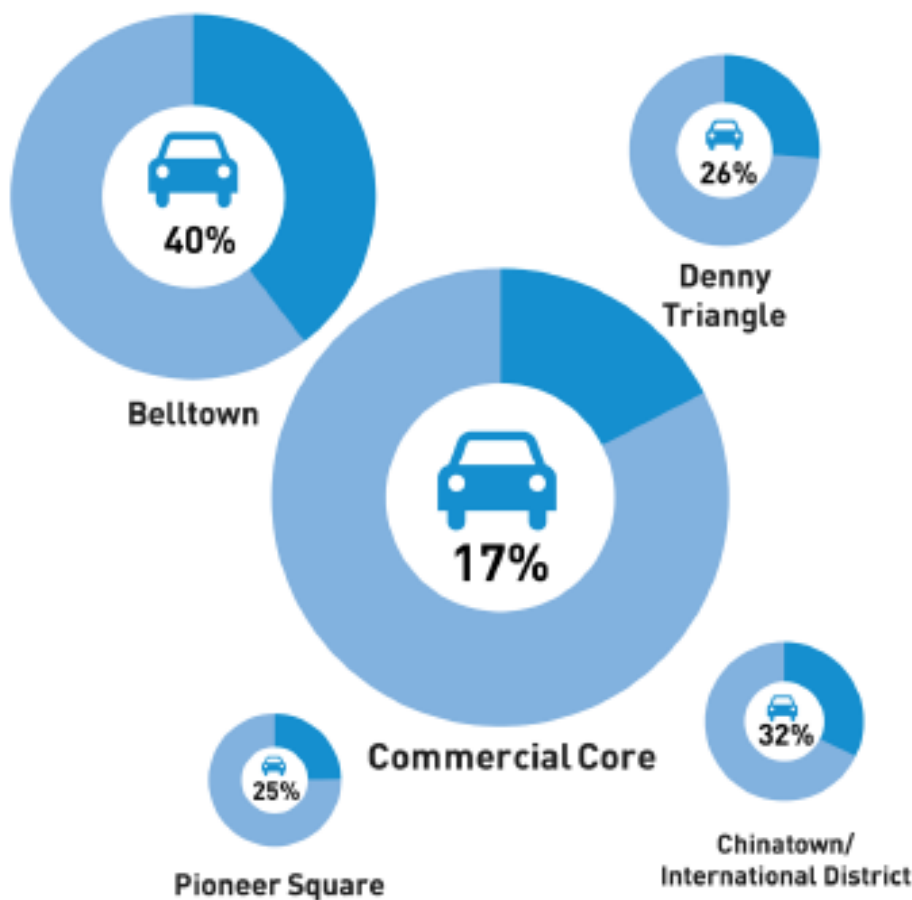
* Assumes build-out of projects in Transit, Pedestrian, Freight and Bicycle Modal Plans



Curbspace in Seattle's CBD

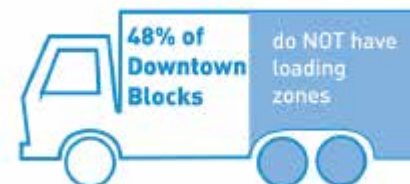
Private Vehicle Parking

■ Curb Space Dedicated to Private Parking

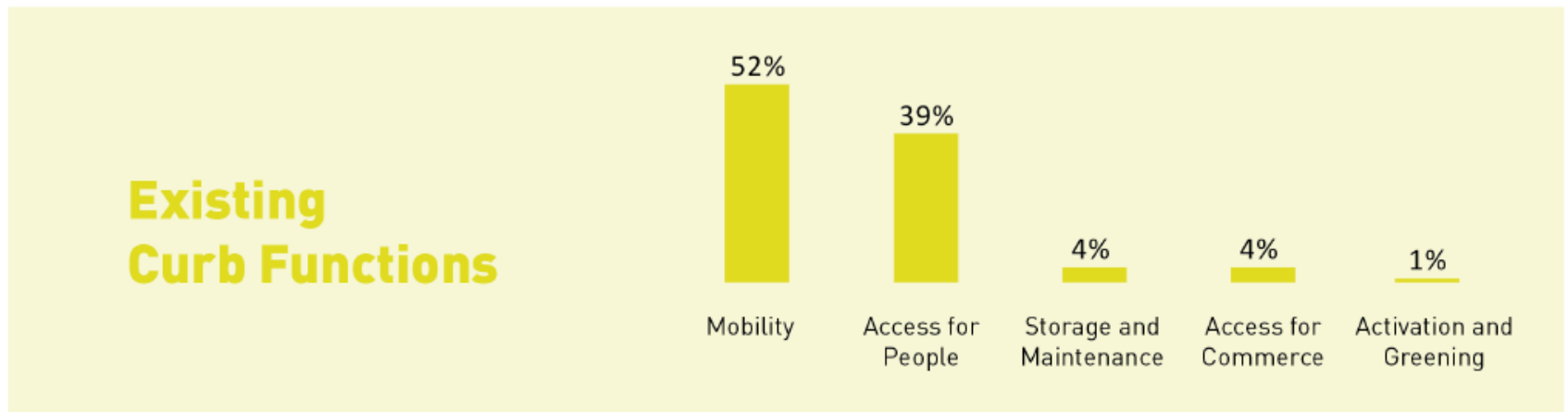
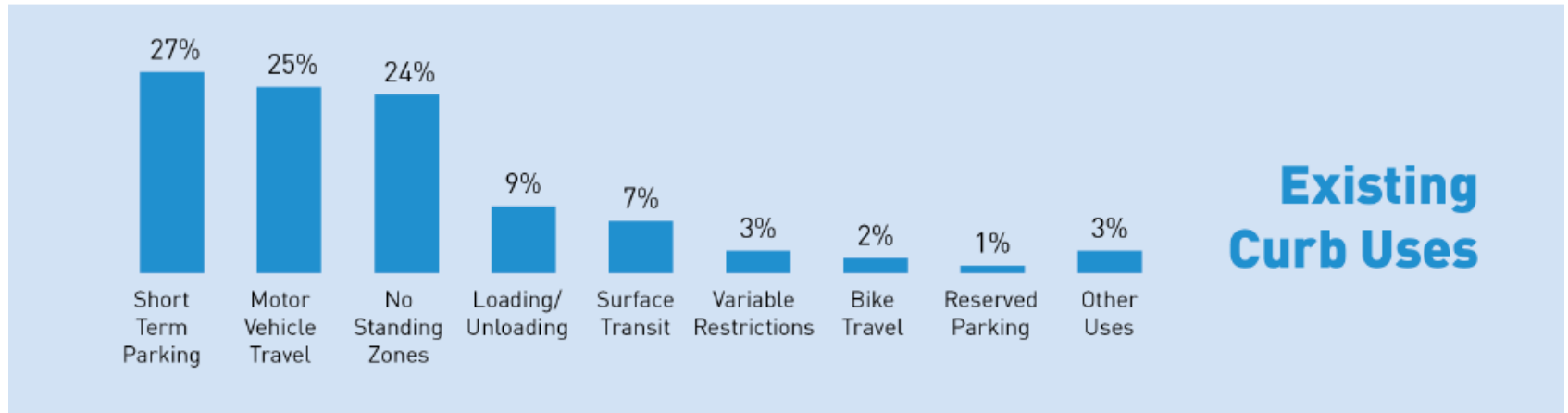


2.8%

of the curbspace has variable programming, serving different functions at different times of the day

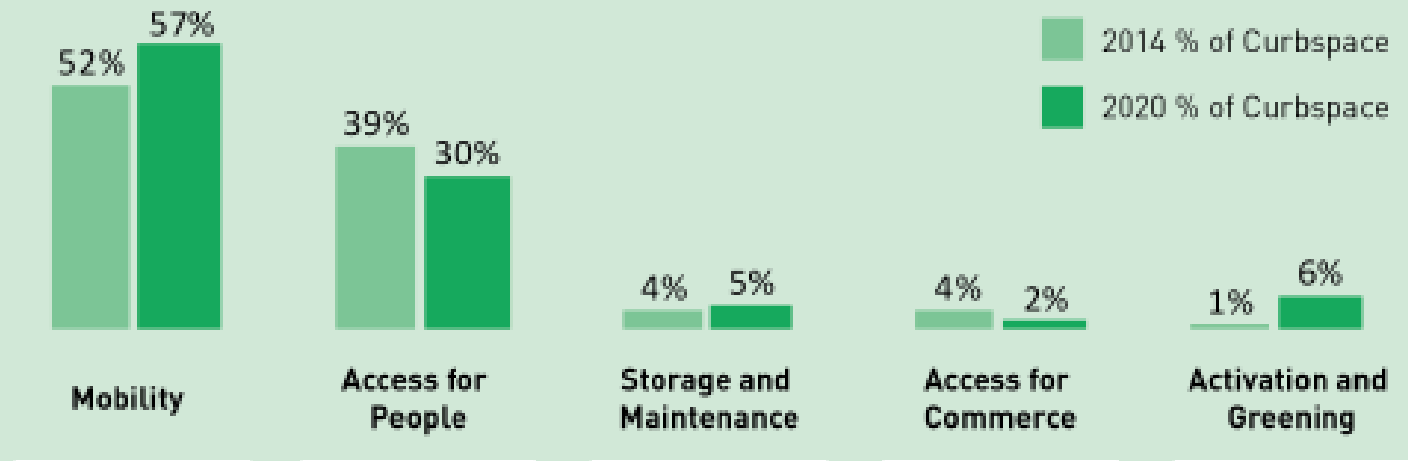


CBD curb use and function today

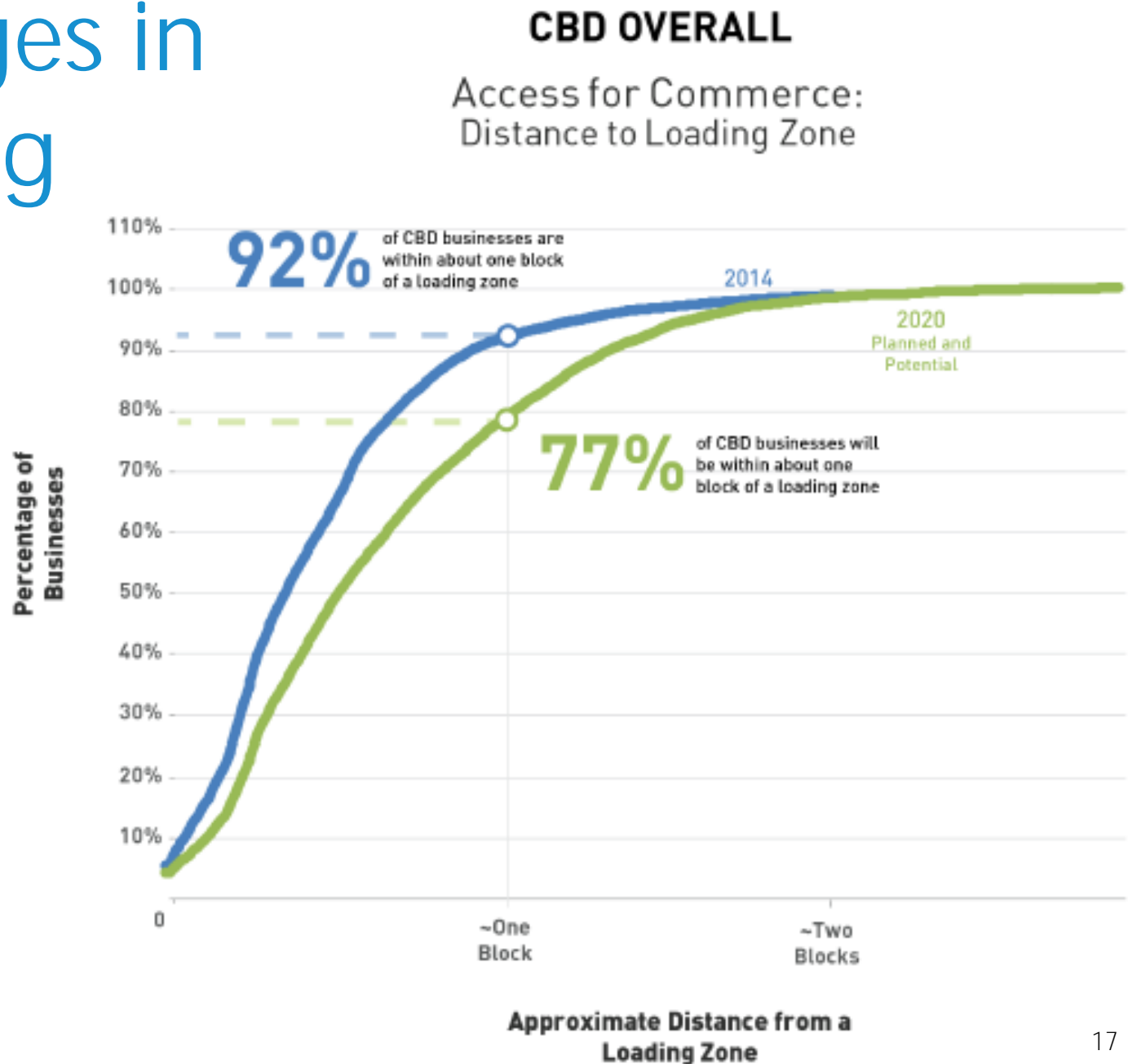


5-year function changes

Existing & Future Curb Functions



Changes in loading



Seattle curbspace priorities

	RESIDENTIAL	COMMERCIAL + MIXED USE	INDUSTRIAL
1	Support for Modal Plan Priorities	Support for Modal Plan Priorities	Support for Modal Plan Priorities
2	Access for People	Access for Commerce	Access for Commerce
3	Access for Commerce	Access for People	Access for People
4	Greening	Activation	Storage
5	Storage	Greening	Activation
6	Activation	Storage	Greening

Urban goods delivery strategy

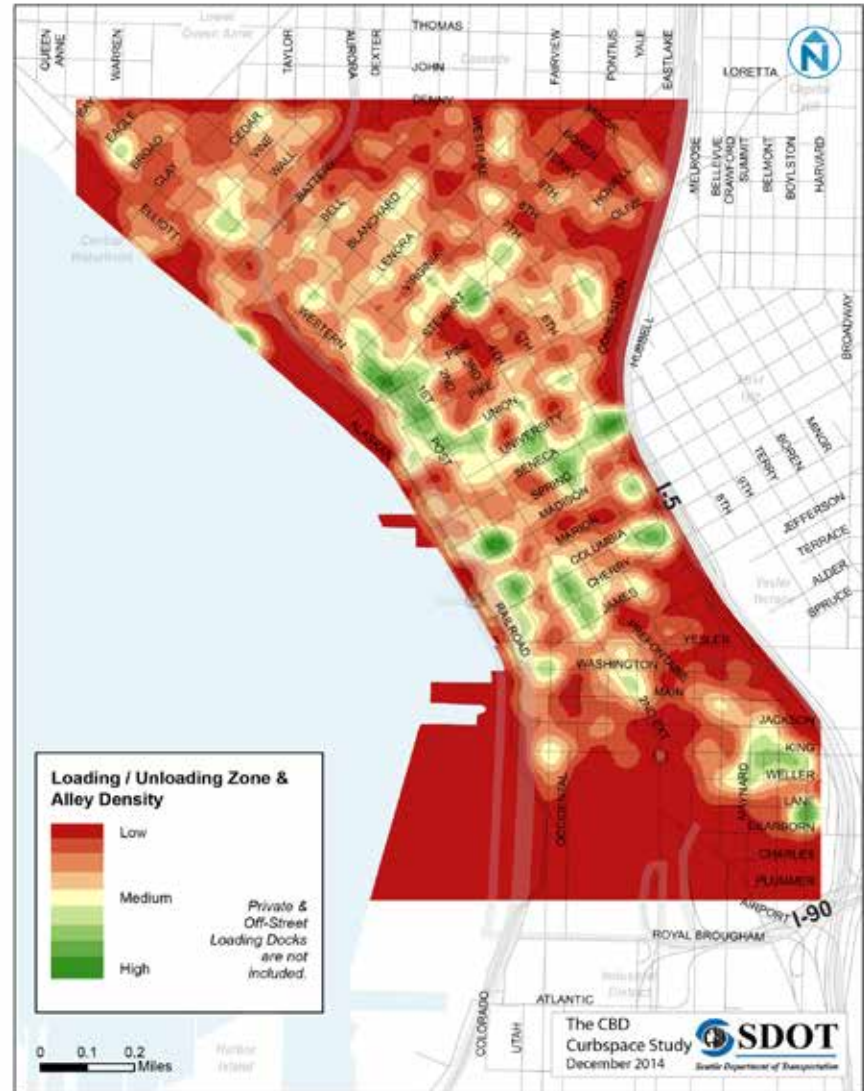


"Provide a freight network that supports a thriving and diverse economy for Seattle and the region."

- Seattle Freight Master Plan, September 2016

Loading minimums

- Establish a minimum distance for loading opportunities from any business address either in on-street, alley or off-street locations



Design strategies

- Maintain or create access through creative design
- Address impact of alley vacations on nearby properties



3rd Avenue flex/load zone

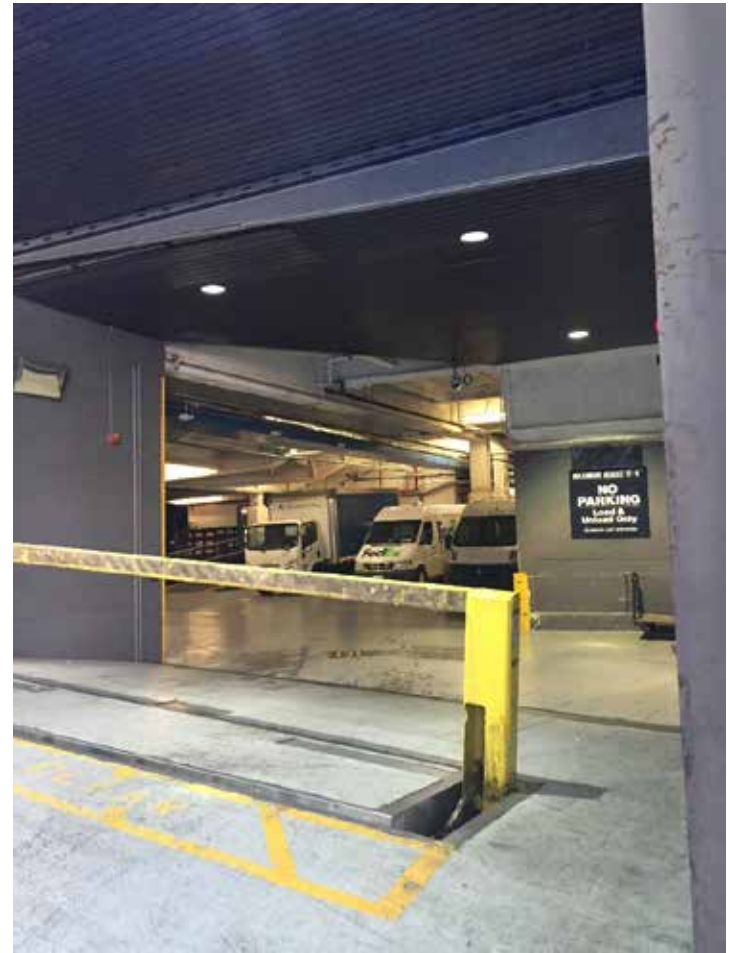
Commercial load zone strategies

- Investigate off-hour delivery pilot
- Change the commercial load zone permit pricing structure to better manage demand



Off-street strategies

- Explore best practices in off-street loading dock and use standards
- Update new development requirements for package storage



Freight demand management strategies

- Consolidate trips
- Enable right-size vehicles in dense areas
- Employ technology to guide deliveries and manage access



Questions?

kevin.oneill2@seattle.gov | (206) 386-4556

meghan.shepard@seattle.gov | (206) 684-4208

www.seattle.gov/transportation

