

Pedestrian Mobility

in and around work zones



SDOT Director's Rule 10-2015

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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**



Presentation overview

- Background
- What does this Director's Rule do?
- Criteria for closing sidewalks
- Compliance and enforcement
- Discussion
- Follow Up Items

Background – Why the rule was revised

Growth leads to:

- Higher volume of pedestrians
- Higher density of projects in ROW

Construction focus of SMC 15.22 led to:

- Inconsistent pedestrian access
- Ineffective pedestrian access
- Improper materials and placement
- Narrow application of Rule

Director's Rule Update in 2016



Background - What is a Director's Rule?

Director's Rules are the strongest policy document City has that isn't adopted by City Code.

Other examples:

- The Right of Way Opening and Restoration Rule
- Streets Illustrated (formerly the Right of Way Improvement Manual)



Background - Intent of this rule

- **Emphasizes** closure of a sidewalk *as a last resort* when pedestrian safety hazards can't be mitigated
- **Establishes** clear standards for safe pedestrian access around construction sites and work zones
- **Stipulates** how to implement access
- **Limits** duration of any closure to the hours and days necessary to complete the work

Background - SDOT DR 10-2015

- Definitions
- Pedestrian Mobility
 - Hierarchy
 - Considerations
- Standards

SDOT Director's Rule 10-2015		
Applicant: CITY OF SEATTLE Seattle Department of Transportation (SDOT)	Page 1 of 20	Supersedes: SDOT Director's Rule 01-2011
Subject: Pedestrian Mobility in and around Work Zones	Publication: 10/07/2015	Effective: 1/1/2016
	Code and Section Reference: Seattle Municipal Code (SMC) Title 15, Street and Sidewalk Use Code	
	Type of Rule: Code Interpretation	
	Ordinance Authority: SMC 3.12.020	
Index: Street Use and Right-of-Way Management	Approved PROPOSED	Date
	Scott Fujita, Director Seattle Department of Transportation	



Definitions

- **Sidewalk**
 - Area between curb lines of a roadway and the adjacent property, intended for the use of pedestrians
- **Preferred Access**
 - Protected, ADA compliant passage on existing sidewalk adjacent to the work area
- **Reroute**
 - ADA compliant passage on ROW adjacent to the work area (i.e. curb lane)
- **Detour**
 - Sidewalk closed, ADA compliant barricades direct pedestrians to safe alternative routes



Pedestrians are the priority

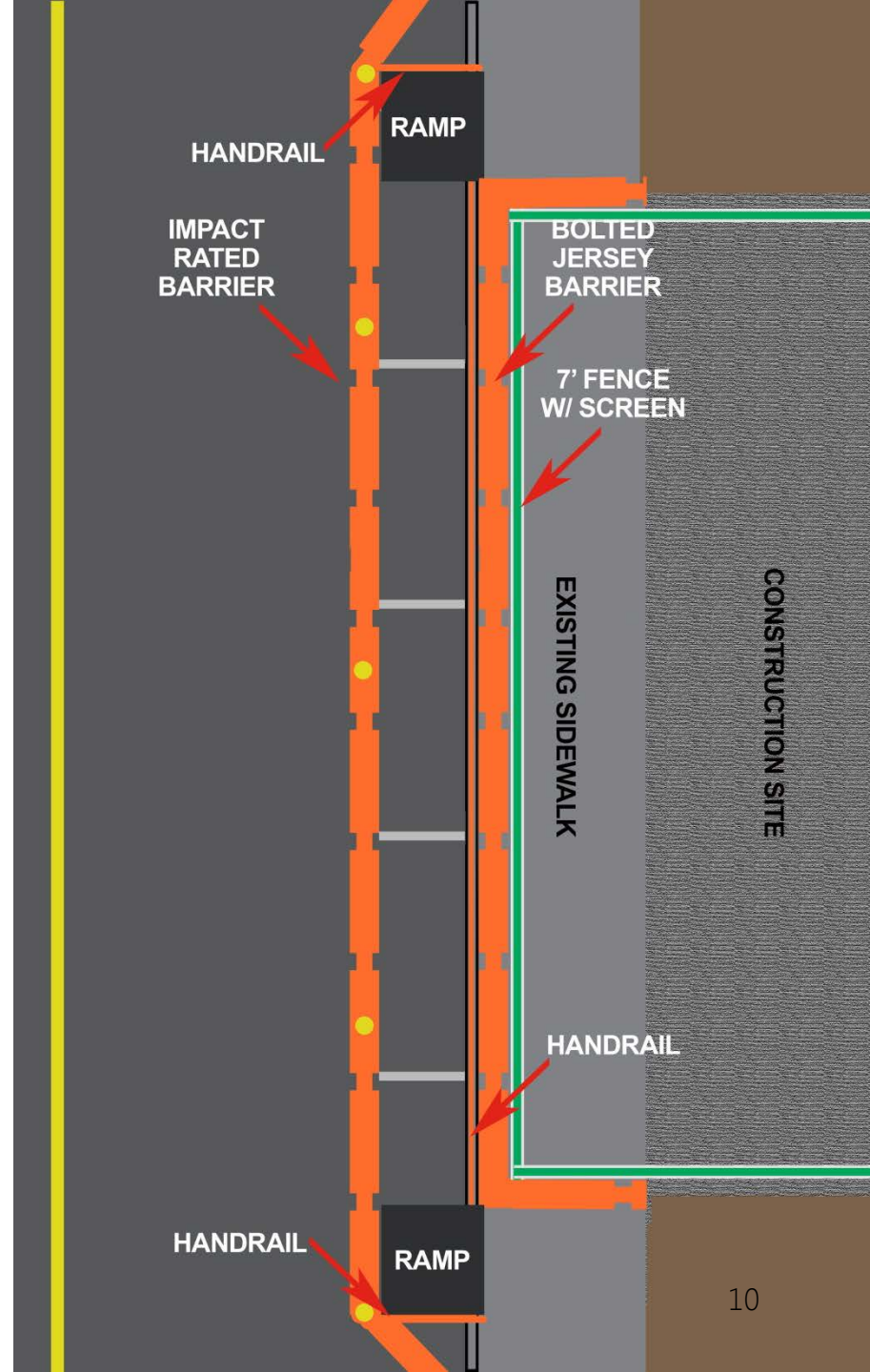
Preferred access for pedestrians means protecting the existing walkway – closure is a last resort.

Alternatives include:

- Reroute into the adjacent ROW
- Intermittent and limited duration closures
- Detours when certain types of construction create hazards to the public

Standards

- Added standards for:
 - Reroutes
 - Detours
 - Corner work
 - Covered walkways
 - Scaffolding





Criteria for Closing Sidewalks: So why are sidewalks closed?


SMC 15.22.024 considers the following in determining the practicality of keeping sidewalks open

.....(the) proposed use, its hazard to the public and the user's need for control of adjoining right-of-way, traffic patterns (both pedestrian and vehicular), the terrain, the impact of a detour or closure on adjoining properties and businesses, the expense of the alternative, and its duration.

Clear criteria for sidewalk closures

Establishes clear criteria for allowing a sidewalk closure based on the SMC

- Required for all permit applications
- Reviewed as part of the project

 **Seattle Department of Transportation**

Street Use Division
700 Fifth Avenue, Suite 2300 | P.O. Box 34996
Seattle, Washington 98124-4996 | (206) 684-5253
For Utility-permit-related inquiries and submissions, email SDOTUtilPermits@seattle.gov. For all other permitting inquiries, email SDOTPermits@seattle.gov.

PERMITTEE CHECKLIST PEDESTRIAN MOBILITY IN AND AROUND WORK ZONES

- 1 PROJECT INFORMATION**

Company Name:	Applicant Name:
Project Address:	Submission Date:
Permit #(s):	
- 2 EXISTING OR NEW PROJECT?**
 - Existing - permitted prior to January 1st, 2016 by SDOT Street Use
 - New - permitted after January 1st, 2016 by SDOT Street Use
- 3 CURRENT PHASE**

<input type="checkbox"/> Project has not started	<input type="checkbox"/> Utility work
<input type="checkbox"/> Demolition	<input type="checkbox"/> Street improvement work
<input type="checkbox"/> Shoring and excavation	<input type="checkbox"/> Emergency work as defined by SMC 25.08.110
<input type="checkbox"/> Structure	<input type="checkbox"/> Other:
<input type="checkbox"/> Building envelope/façade work	<input type="text"/>
<input type="checkbox"/> Sidewalk or street construction, restoration, or maintenance	

Duration of current phase (specify days or months)
- 4 PEDESTRIAN MOBILITY**

Applicant must show proposed mobility on [Site Plans and Traffic Control Plans](#) submitted with permit applications. **How will pedestrians get around your work zone? Check all that apply.**

TYPE OF MOBILITY	LIST STREET FRONTAGE(S)
<input type="checkbox"/> Open walkway - Sidewalk is open	
<input type="checkbox"/> Covered walkway - Walk-through scaffolding, conex boxes, etc.	

Proposed Use

The sidewalk is physically gone, and the contractor is working on utilities underneath or the sidewalk itself.

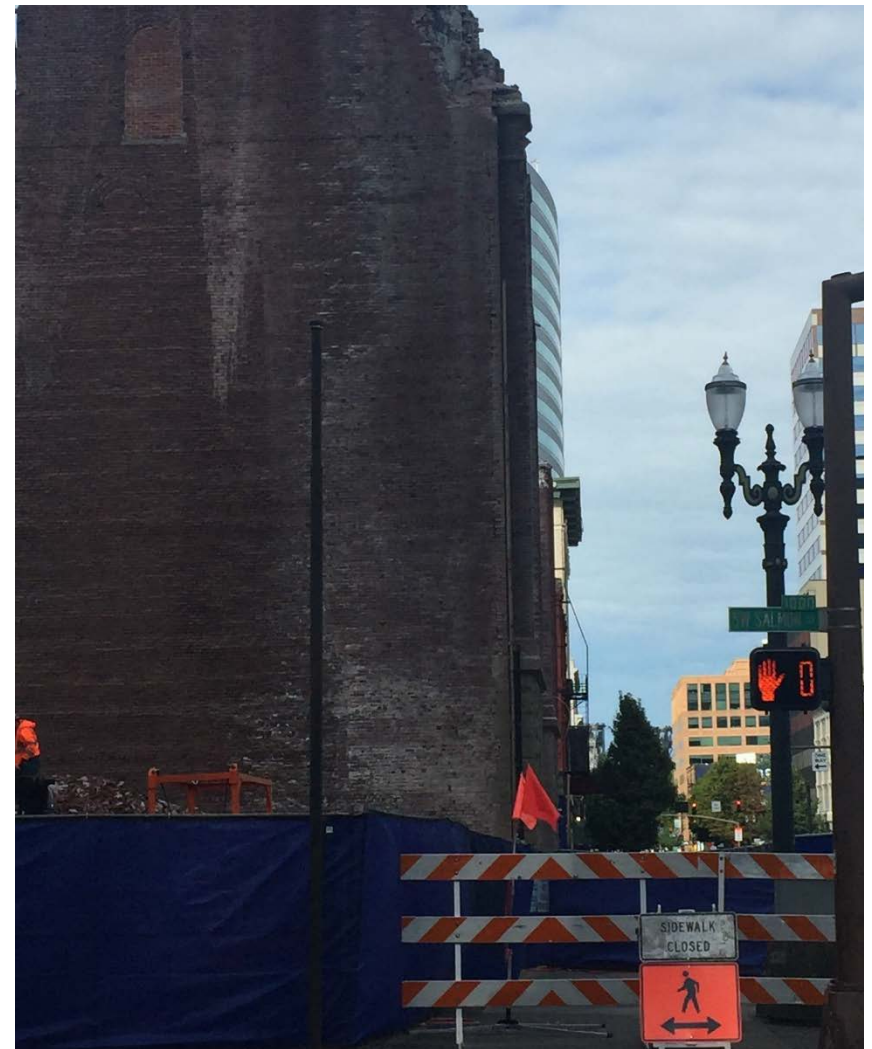
Example: Utility work that encompasses a curb radius, pedestrian crossing, and sidewalk.



Hazard to the public

The work adjacent to the sidewalk may pose a safety risk to pedestrians.

Examples: Building demolition, adjacent shoring.



Need to control the sidewalk

3 or more trips across the sidewalk within an hour for loading, off-hauling, deliveries, etc.

Example: Large concrete pours.



Terrain

No sidewalks existed prior to the construction

Example: North end townhome construction in an area without sidewalks



No Impact

There is no pedestrian demand.

Example: Disconnected sidewalk segment on W Marginal Way



Cost

Cost of maintaining pedestrian access exceeds 20% of the total project cost.

Example – Window caulking and washing



Duration

- Less than 5 business days in Central Business District
- Less than 5 business days in Urban Villages
- Less than 5 business days on a Frequent Transit Network
- Less than 20 business days elsewhere





Pedestrian Mobility

Additional considerations

- Adjacent construction activity
- The types of use of the street and sidewalk
(bus stops, freight routes, bike lanes, etc.)

Compliance – Carrot and Sticks

- Use Fees as an incentive
- Progressive enforcement as a disincentive

First Violation

Provide Clear Verbal Direction

Issue Inspection Report

Schedule follow up inspection within 24 hours

Second Violation

Issue \$250 civil citation

Schedule follow up inspection within 24 hours

Third Violation

Issue \$500 civil citation

Schedule a meeting to develop an action plan (supervisor level)

Fourth Violation

Issue Stop Work / Emergency Order

Schedule a meeting to develop an action plan (management level)

Law Department notifies contractor of potential Notice of Violation

Fifth Violation

Schedule a meeting with SU Division Director, Mtc Operations Division Director, Dept. Director

Law files claim for \$500 per day (NOV)
Injunction to cease and desist



2018/2019 - Updates for incentives and disincentives

- Use fee update –Overall same escalation scale
 - Add in mobility factors for non-motorized and transit transportation.
 - Add in factors for more densely populated areas (Urban Centers / Urban Villages)
- Citation fee update – Increase citation fee amounts and scale them based on the specific use of the right of way and the size of private development.

Questions?

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

