

Don't Block the Box



Council Briefing – Don't Block the Box
Mike Estey, SDOT; Chief Perry Tarrant, SPD
August 13, 2015



SDOT's 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 for all that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

Presentation overview

- Background on “Don’t Block the Box”
- Recent data collection
- SDOT-SPD partnership on education, enforcement
- Next steps

Blocking the Box

- What is it?
- SMC 11.50.070
- Significant congestion issue in peak commute hours
- Mercer has seen prior emphasis



Don't be a jerk!

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Don't be a Jerk Part 2

This is the second in a series of blog posts about what we can do to reduce traffic congestion around our city.

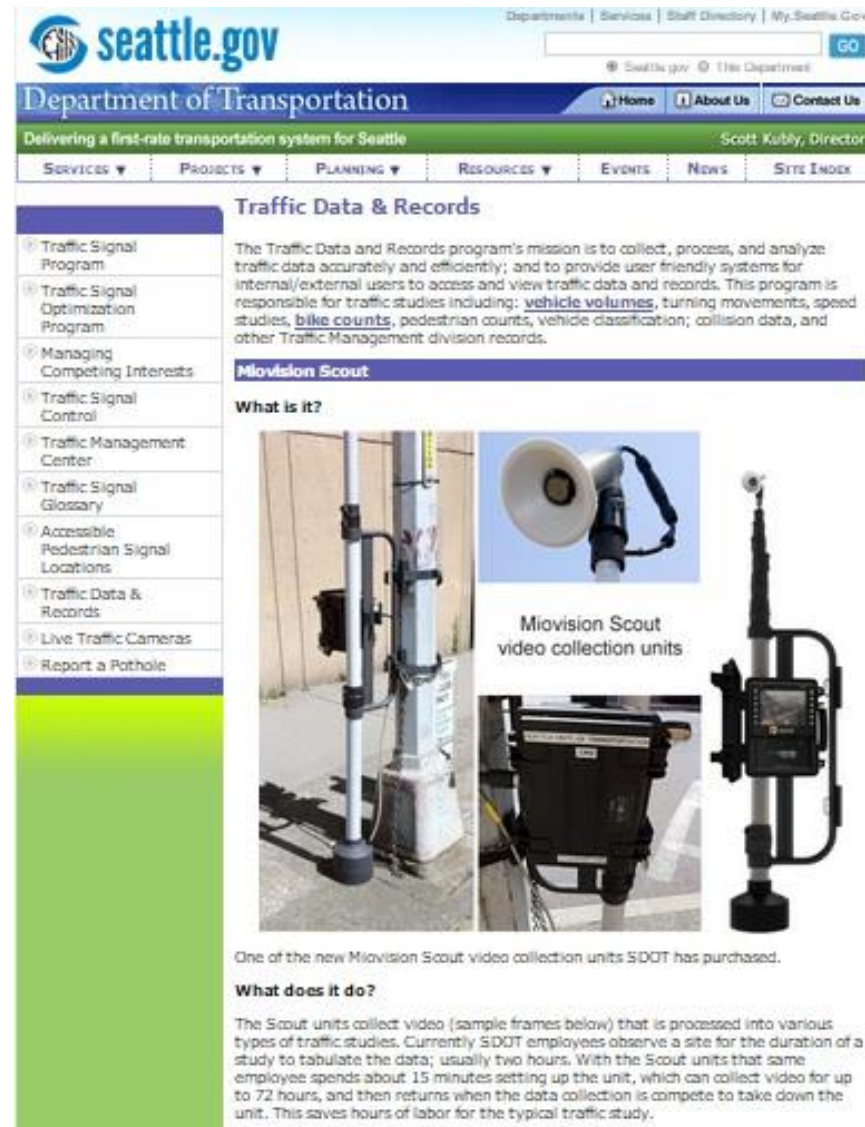
First, I shook my finger at drivers who were blocking intersections, driving in designated bus and bike lanes and blocking pedestrian crosswalks.

Since I wrote that post, I have had multiple conversations with SDOT and the Seattle Police Department asking them to ticket and fine bad behavior. I expect action soon.

-  [Art and Culture \(RSS\)](#)
-  [Budget and Economic Development \(RSS\)](#)
-  [Civil Rights \(RSS\)](#)
-  [Development and Sustainability \(RSS\)](#)
-  [Education \(RSS\)](#)
-  [Energy \(RSS\)](#)
-  [Environment \(RSS\)](#)

Data Collection

- New technology
- Mobile cameras to collect data
- More efficient for staff to analyze



The screenshot shows the Seattle Department of Transportation website. The header includes the Seattle logo and navigation links for Departments, Services, Staff Directory, and MySeattle.Gov. The main navigation bar features links for Home, About Us, and Contact Us. Below this is a green banner with the text "Delivering a first-rate transportation system for Seattle" and the name "Scott Kubly, Director". A menu bar lists Services, Projects, Planning, Resources, Events, News, and Site Index. The main content area is titled "Traffic Data & Records" and includes a list of links on the left: Traffic Signal Program, Traffic Signal Optimization Program, Managing Competing Interests, Traffic Signal Control, Traffic Management Center, Traffic Signal Glossary, Accessible Pedestrian Signal Locations, Traffic Data & Records, Live Traffic Cameras, and Report a Pothole. The right side of the page has a section for "Miovision Scout" with the heading "What is it?" and a photograph of the video collection units. Below the photo is the text "One of the new Miovision Scout video collection units SDOT has purchased." and a section titled "What does it do?" with a detailed description of the unit's capabilities.

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Department of Transportation

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Delivering a first-rate transportation system for Seattle

Scott Kubly, Director


SERVICES | PROJECTS | PLANNING | RESOURCES | EVENTS | NEWS | SITE INDEX

Traffic Data & Records

The Traffic Data and Records program's mission is to collect, process, and analyze traffic data accurately and efficiently; and to provide user friendly systems for internal/external users to access and view traffic data and records. This program is responsible for traffic studies including: [vehicle volumes](#), turning movements, speed studies, [bike counts](#), pedestrian counts, vehicle classification, collision data, and other Traffic Management division records.

Miovision Scout

What is it?

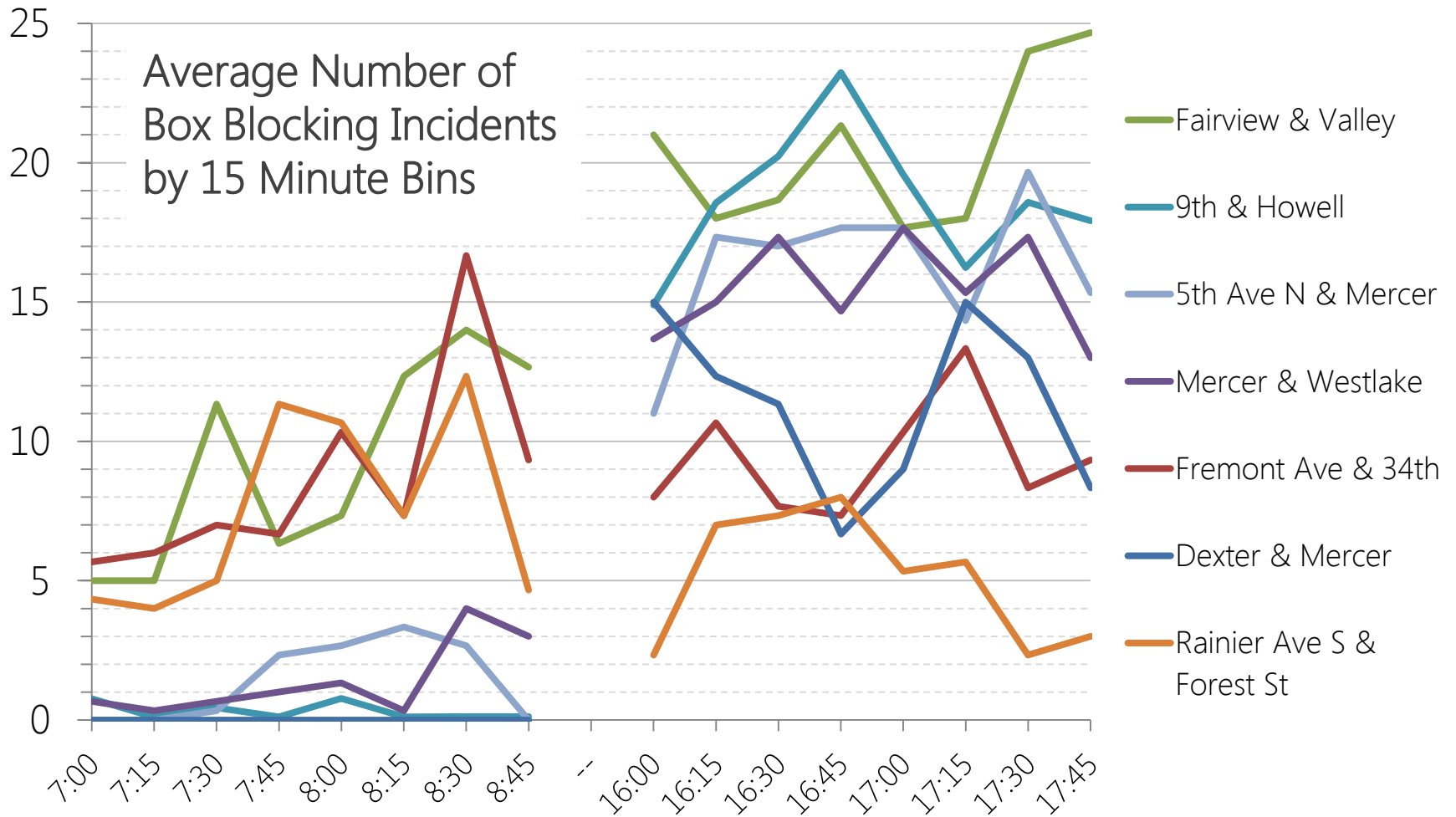


One of the new Miovision Scout video collection units SDOT has purchased.

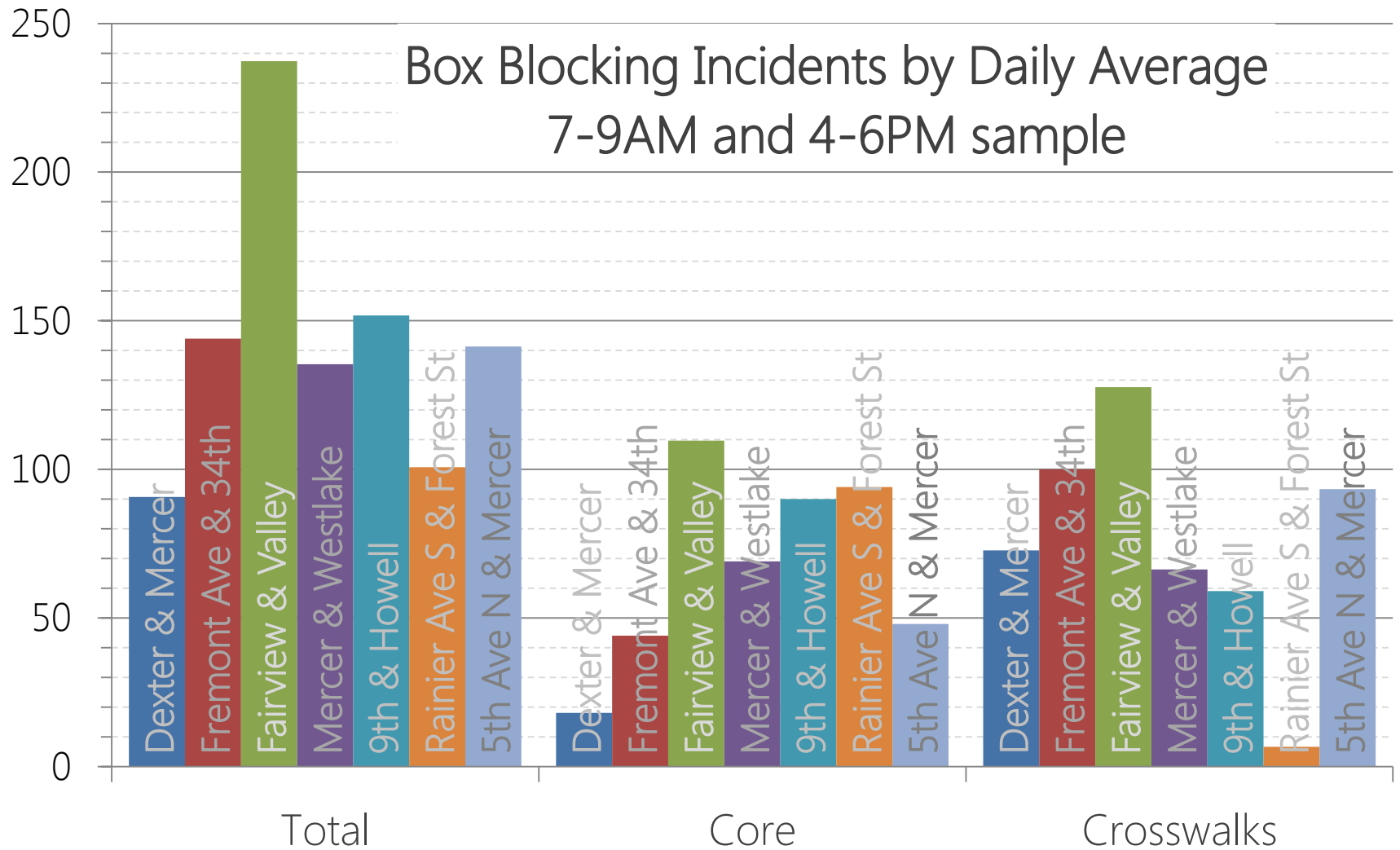
What does it do?

The Scout units collect video (sample frames below) that is processed into various types of traffic studies. Currently SDOT employees observe a site for the duration of a study to tabulate the data; usually two hours. With the Scout units that same employee spends about 15 minutes setting up the unit, which can collect video for up to 72 hours, and then returns when the data collection is complete to take down the unit. This saves hours of labor for the typical traffic study.

Blocking the Box Rates



Total Blocking the Box Violations



SDOT-SPD Partnership: Education and Enforcement

- Education, awareness first – signs, information, warnings
- Give drivers every opportunity to comply. But then . . .
- Enforcement to follow
- Use data to drive deployment, before-after analysis



Examples Elsewhere

MOVN

Traffic Improvements Initiatives

Don't Block the Box

Employee Incentives

Move it, Yes You Can

Move Over! It's the Law

Commuters - Share the Ride

Construction

Miami-Dade County Projects

Road Construction

Mass Transit & Airports

Last Visited » [Don't Block the Box](#) » [Move Over, It's the Law](#) » [Don't Block the Box](#)

Don't Block the Box



Keep intersections clear of both vehicles and pedestrians. Allow the free flow of traffic during rush hours -- don't block the box.

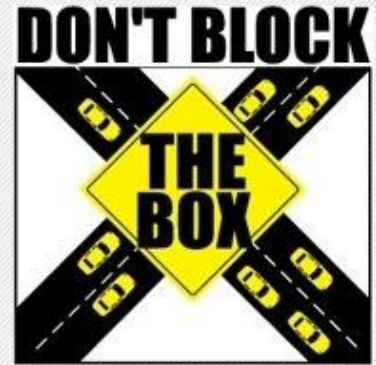
MOVN's new campaign, "Don't Block the Box" uses education and enforcement to remind drivers not to block intersections.

This program aims to educate drivers that it is illegal to enter an intersection or a marked

crosswalk unless there is sufficient space to clear the other side of the intersection without blocking the advance of other vehicles or pedestrians.

Recently, Miami-Dade police and other law enforcement agencies launched a campaign to stop drivers from blocking intersections to beat the red light and creating gridlock. Nearly two dozen local police agencies now monitor busy intersections to identify how many cars can safely clear an intersection before a light change. They're also there to stop those that would otherwise get stuck and block traffic flow.

A common cause of congestion is the blocking of intersections, or "gridlock". When this occurs, travel time and fuel are wasted; air pollution increases and tempers flare. It is



[Listen \(mp3\)](#)



Examples Elsewhere



Next steps

Aug/Sept	Education, awareness, signs at key intersections
Oct - Dec	<ul style="list-style-type: none">• Emphasis enforcement• Data collection
2016 -	Ongoing SDOT/SPD partnership

Questions?

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