

Access Seattle

Managing Construction Impacts



City Council Transportation Committee

July 14, 2015

Brian de Place, Street Use Director

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:

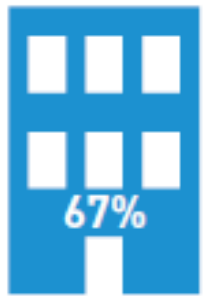
- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

Presentation overview

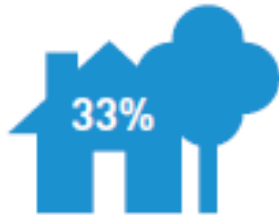
- Context setting: Move Seattle and Access Seattle
- Stakeholder involvement
- Program deliverables and accomplishments
- Inspection Services and Enforcement
- Next steps

Growth and development impacts

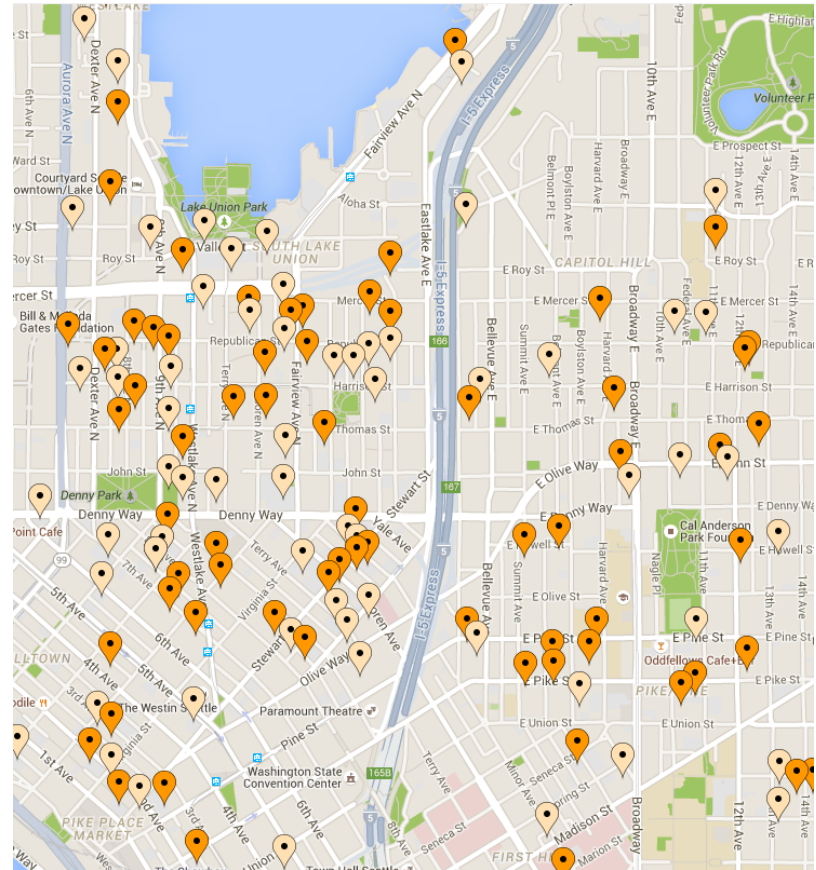
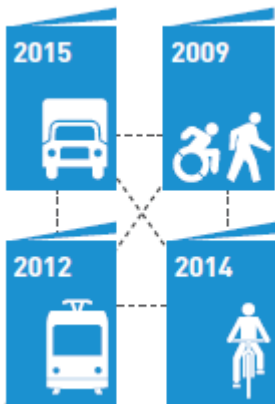
2000-2010 SEATTLE POPULATION INCREASE



Urban Centers
and Villages



Rest of the City



People want to survive this



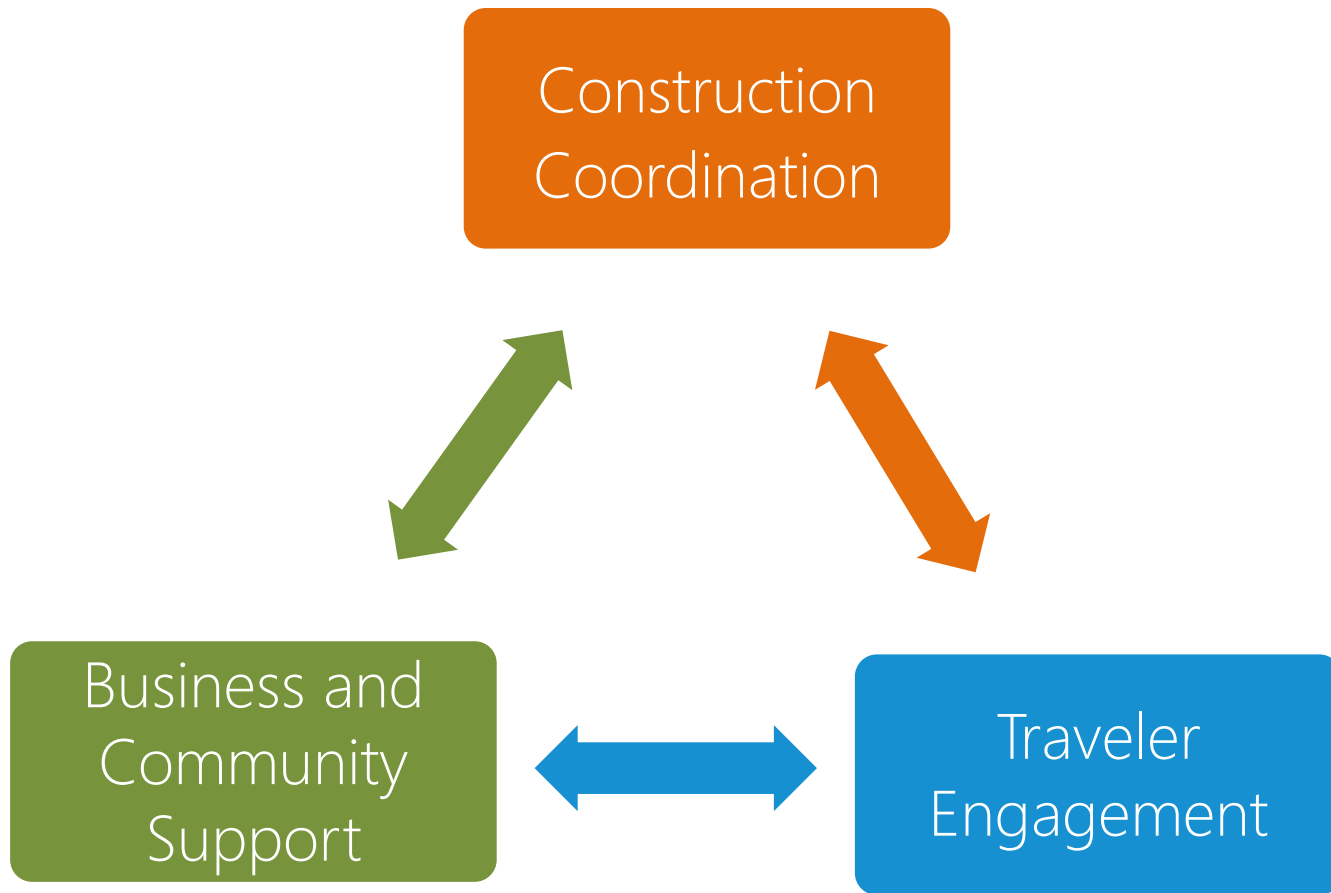
So they can benefit from this



Move Seattle: Strengthening the Access Seattle program

- **SAFE:** Use Vision Zero to direct better pedestrian access through construction zones
- **AFFORDABLE:** Coordinate utility and paving work to ensure city assets have long life
- **VIBRANT:** Coordinate public and private construction; manage parking and loading to support livable, accessible neighborhoods
- **INTERCONNECTED:** Minimize disruption to the traveling public
- **INNOVATIVE:** Deliver our services more efficiently by investing in technologies that give our inspectors real-time information to solve problems in the field

Three Pillars of Access Seattle



Stakeholder group

- 37 stakeholders
- Identify adverse impacts
 - Construction activity not coordinated
 - No notification of impacts, point of contact
 - Construction barriers eliminate parking
 - Hard to safely get around sidewalk closures
 - Not enough inspectors to enforce
 - Neighborhood identity is covered by construction materials

Prioritize ways to mitigate impacts

- Keep strengthening coordination services
- Tailor notifications
- Find opportunities to improve look and feel of neighborhoods
- Develop standards for consistent barricade types
- Set clear expectations for builders
- Ensure enforcement is swift and certain



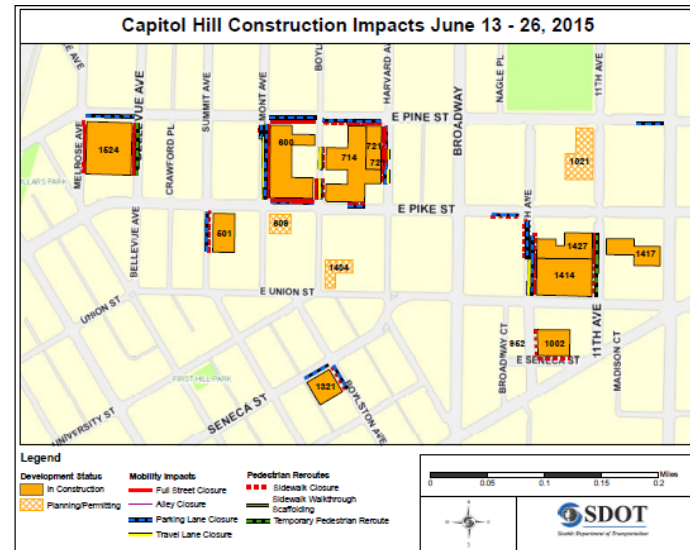
Construction Hub model

- Coordinate construction
- Communicate impacts early and often
- Single point of contact
- Help people travel to and through neighborhoods



Improved public notification

- Weekly coordination meetings with contractors
- Three week look-ahead:
 - Ensures conflicts identified early
 - Prompts collaborative solutions
- Weekly updates allow businesses and neighbors to plan for event conflicts



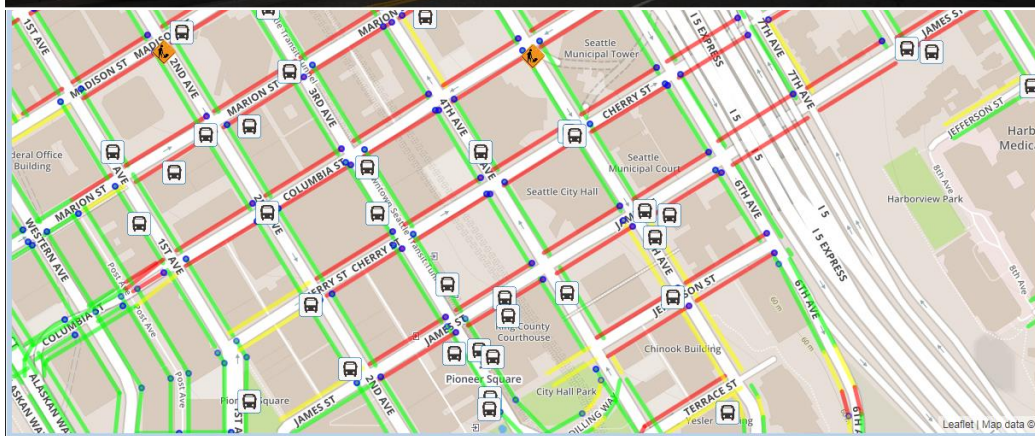
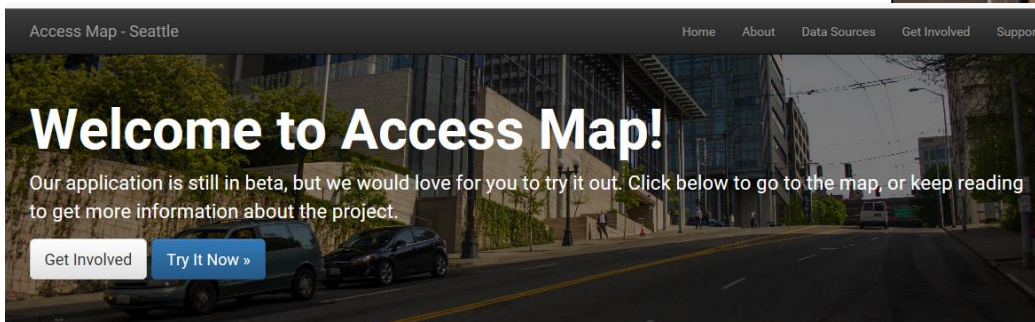
Capitol Hill Mobility Impacts Within 3 Week Look Ahead				
Construction Information				
Sat 6/13 to Fri 6/19 & Time	Sat 6/20 to Fri 6/26 & Time	Street Impacted	Description of Impact	Building Number
6/13 to 6/19 8am to 5pm M-F	6/22 to 6/28 8am to 5pm M-F	10th Ave / Between Pike and Union	West sidewalk and West parking lane will be closed	1414
6/13 to 6/19 8am to 5pm M-F	6/22 to 6/28 8am to 5pm M-F	10th Ave / Between Pike and Union	East parking lane and East travel lane will be closed	1414
NO NIGHT-OF-WAY IMPACTS				
6/13 to 6/19 8am to 5pm M-F	6/22 to 6/28 8am to 5pm M-F	10th Ave / Between Pike and Union	East sidewalk and East parking lane will be closed	1427
6/13 to 6/19 8am to 5pm M-F	6/22 to 6/28 8am to 5pm M-F	30th Ave / Between Pike and Union	West sidewalk and West parking lane will be closed	1427
6/13 to 6/19 8am to 5pm M-F	6/22 to 6/28 8am to 5pm M-F	Belmont Ave / Between Pike and Union	East sidewalk and East parking lane will be closed	600
6/13 to 6/19 8am to 5pm M-F	6/22 to 6/28 8am to 5pm M-F	Pine St / Between Belmont and Gaylord	North sidewalk will be closed	600
6/13 to 6/19 8am to 5pm M-F	6/22 to 6/28 8am to 5pm M-F	Pine St / Between Belmont and Boylston	South sidewalk and South parking lane will be closed	600
6/13 to 6/19 8am to 5pm M-F	6/22 to 6/28 8am to 5pm M-F	Boylston Ave / Between Pike and Union	West sidewalk will be closed	600
6/13 to 6/19 8am to 5pm M-F	6/22 to 6/28 8am to 5pm M-F	Bellevue Ave / Between Pike and Union	West sidewalk and West parking lane will be closed	600



City – tech collaborations



A CIVIC HACKATHON PRESENTED BY THE CITY OF SEATTLE AND COMMUTE SEATTLE



Replace this.... And this....



...with this

...And this

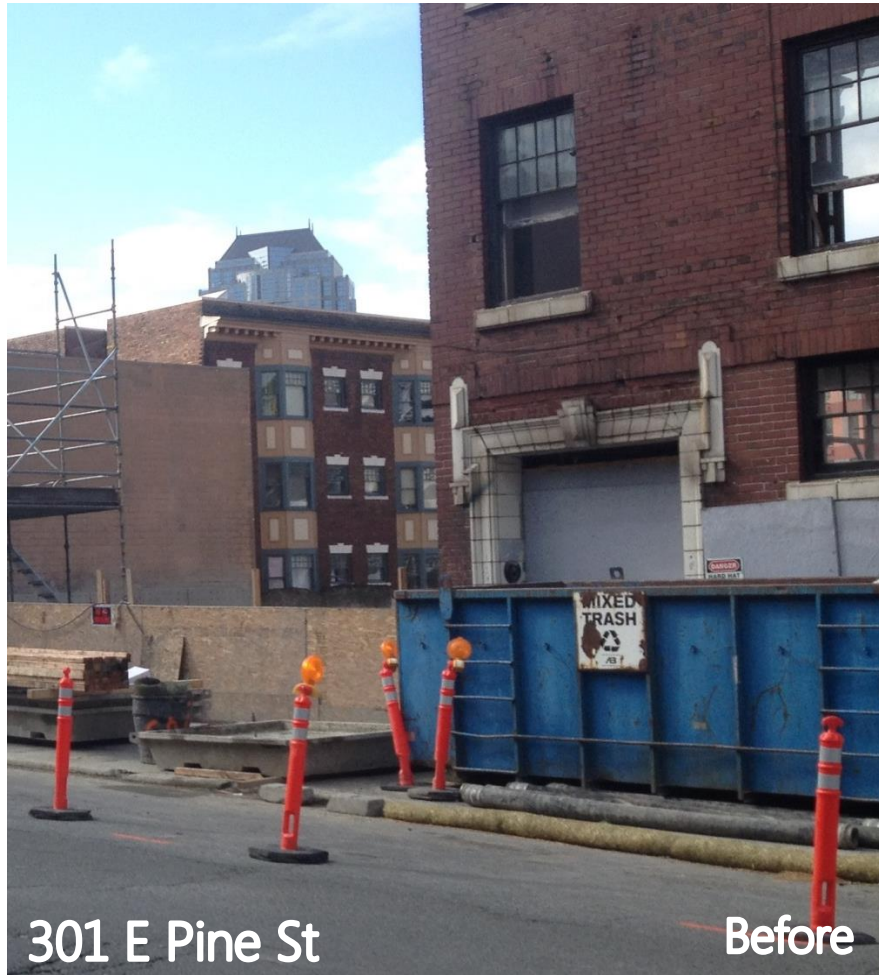


Neighborhood investments



New rainbow crosswalk at 10th Ave and E Pike St

Focus on pedestrian access



714 Pike St – Harvard frontage



Water-filled impact barriers, lights

E Pike St – Summit to Belmont Ave



Scaffolding with detectable baseboard

Revise Director's Rule

Open Walkways

Barricade

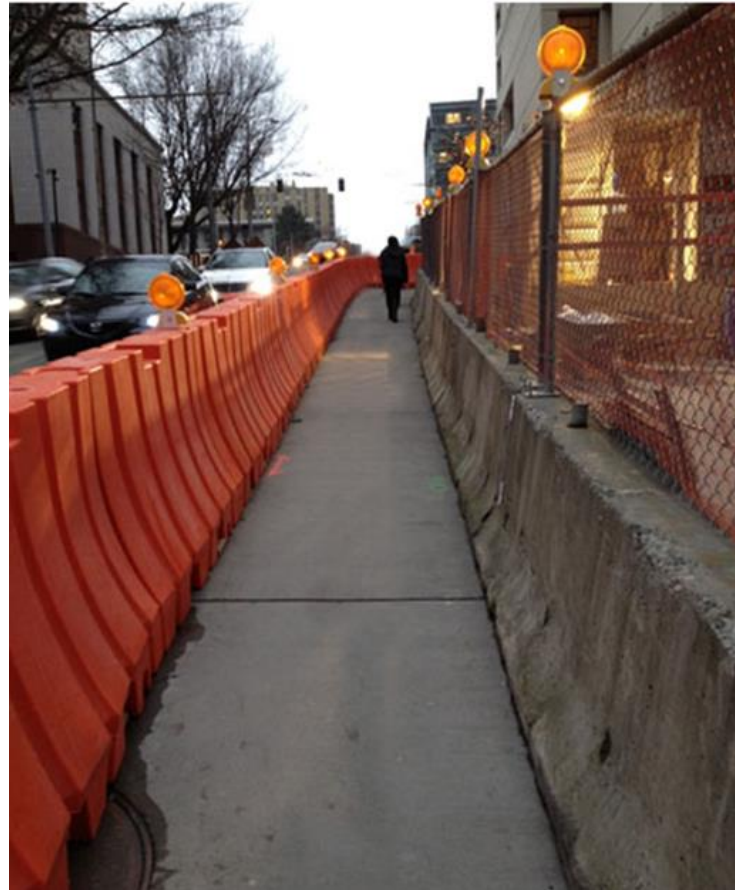
Lighting

Signage

ADA

BARRICADE – PREFERRED

- Bolted Jersey barrier
- Screening
- Barricades cannot interfere with car mirrors



Revise Director's Rule

Pedestrian Mobility Requirement Checklist

Covered Walkways

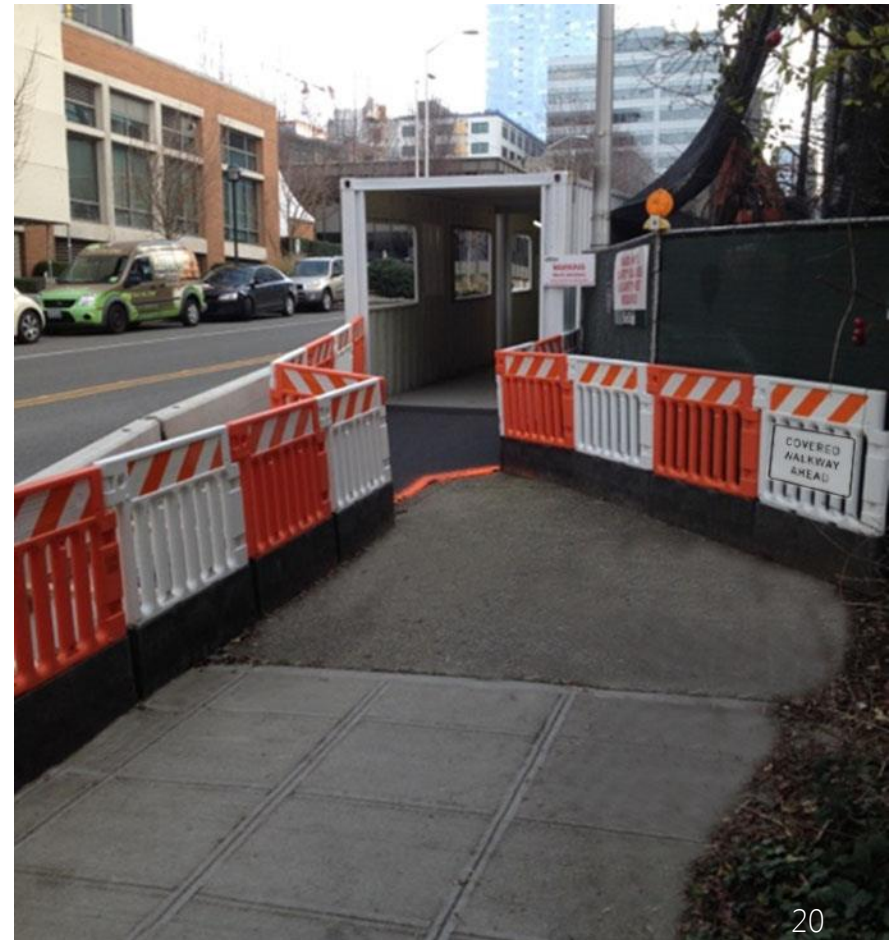
Barricade

Lighting

Signage


ADA

- Warning sign about upcoming covered walkway
- Walking surface: minimum of 4' wide outside of Downtown and S Lake Union; 8' wide within Downtown and S Lake Union
- Walking surface: non-skid, smooth and continuous
- Continuous kickboard system for length of closure



Construction Management Plan

- Living document that:
- Mitigates construction impacts
 - Coordinates communication between contractors, businesses, neighbors



DO YOU NEED A CONSTRUCTION MANAGEMENT PLAN (CMP)?

FACT SHEET July 2015

WHAT IS A CONSTRUCTION MANAGEMENT PLAN (CMP)?

A CMP clarifies how construction will be managed over the course of your project. It allows us to identify and mitigate potential concerns before work begins, which helps reduce congestion and noise impacts, and will likely reduce your project costs. A completed CMP can help answer these questions:

- How will I get heavy equipment to my project site?
- Do I need a noise variance?
- What hours will my construction team work?

HOW DO I KNOW IF I NEED A CMP?

Projects that significantly impact the right of way may now require a Construction Management Plan before the project can begin. Most mid- or large-sized construction projects fall into this category, and SDOT will let you know if a CMP is required for your project. All projects triggering a State Environmental Policy Act (SEPA) review may require a CMP as a condition of approval of a Master Use Permit (MUP).

HOW WILL MY PROJECT BENEFIT?

A CMP will help you strategically plan right of way impacts, ultimately saving you time and money. Previously, only projects requiring a SEPA review potentially called for a CMP. With more construction projects now occurring, we are also seeing more compliance issues, so we are broadening which projects require a CMP submittal. The early comprehensive review contributes to a more efficient project.

WHEN AND HOW DO I SUBMIT A CMP?

Visit www.seattle.gov/transportation/CMP.htm to get a downloadable template and guidance for creating a CMP. You can also get a template at the SDOT Permit Services Counter. Once complete, mail or bring it to the Permit Services Counter, or email it to us at sdotpermits@seattle.gov—please include the project address, DPD building permit number, and “CMP” in the subject line of your email. You should submit your CMP a minimum of two months before beginning construction.


CMP QUICK FACTS

- We offer a CMP guide and template available at www.seattle.gov/transportation/cmp.htm
- Site Plan templates available for a variety of project types may assist in planning
- Review period for CMPs is two weeks. Revisions to any CMP will require an additional two-week review period
- CMP submittal occurs in advance of Street Use permitting and at least 2 months before construction
- Small residential projects on non-arterials likely do not need to submit a CMP and will be examined on a case-by-case basis
- CMPs facilitate communication between SDOT, DPD, contractor, and community

CONTACT

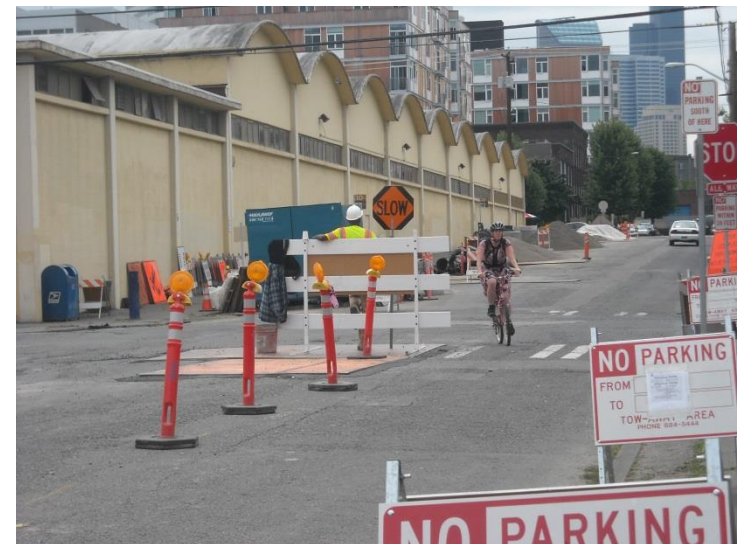
Street Use Applicant Services Team
Permit Services Counter
700 5th Ave, Floor 23
P.O. Box 34996
(206) 684-5253
sdotpermits@seattle.gov

CMP Website
www.seattle.gov/transportation/CMP.htm

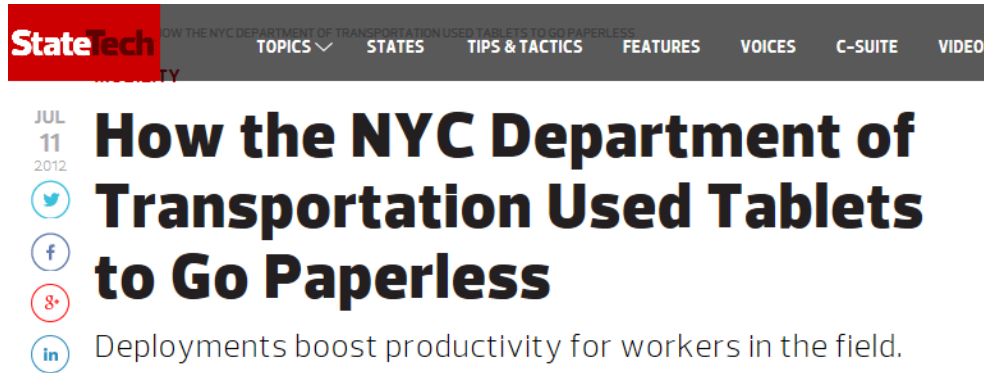


Inspection services review

- Compared best inspection practices from various cities
- Identify program strengths and weaknesses via personnel interviews and site visits
- Propose program modifications to meet our needs



Finding 1: Technology upgrades



Mobile access of all information needed by inspectors in the field.

Conclusions:

- Technology gap compounds difference in productivity between inspection units
- Seattle can start to catch up through a technology upgrade

Finding 2: Workload and staffing comparison

New York

- Average 6 inspections/day
- 200,000 annual DOT construction permits
- 134 inspectors



Seattle

- 20-40 inspections/day
- 50,000 annual construction permits
- 12 inspectors



Next Steps

July 6, 2015	Require Construction Management Plans
Aug 2015	Field access for inspectors, analyze staffing model, inspection priorities, enforcement protocols
Aug 2015	Workshops for contractors on CMPS, pedestrian requirements
Aug 2015	Begin Implementation of Construction Support Toolkit
Sep 2015	New Pedestrian Access Director's Rule
Sep 2015	Implement Swift and Certain Enforcement
Feb 2016	Propose code amendments for penalties, fines, fees

Questions?

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

