

14-1069

MOTION

The recent increase in construction activity in downtown Los Angeles requiring sidewalk closures has generated concern regarding the safety of pedestrians and adequate access to affected businesses, including restaurants. In addition, there has been a rise in jaywalking tickets and difficulties accessing transit stops, both attributable to inaccessible sidewalks.

As the local economy continues to grow, construction and development activity will increasingly impact the public's access to downtown sidewalks. This growth places an inordinate burden on the walking public and adjacent commercial businesses, while projects are under construction. It is also an increasing public safety concern.

Various cities have adopted policies that prevent the total obstruction of pedestrian thoroughfares adjacent to construction sites. For example, the District of Columbia uses a "Pedestrian Safety and Work Zone Order," which requires construction sites to maintain any existing sidewalks or walkways to the greatest possible extent. If an open or covered walkway cannot be provided on the sidewalk, it must be provided in the street. These accommodations must be included in the project's Traffic Control Plan. New York City has similar regulations, in which scaffolding and covered sidewalks are common, but the elimination of protected pedestrian walkways is rare. Chicago and Philadelphia both utilize detailed fee schedules according to closure or obstruction type, size of obstruction and length of time, and may require separate fees for sidewalk, bike lane, and transit lane obstructions. Chicago is currently overhauling its regulations to include stricter provisions that require the safe accommodation of pedestrians and bicyclists through work zones.

With pedestrian and bike traffic significantly increased in the downtown area, it is critical that Bureau of Street Services and the Department of Transportation consider enforceable measures that can serve as mitigating tools or alternatives to sidewalk closures. Such a policy must address the possibility that vehicle lanes may need to be closed in order to provide safe passage for pedestrians.

**I THEREFORE MOVE** that the Public Works Department, with the assistance of the Departments of Planning and Transportation, be instructed to review existing City commercial construction requirements, regulations and standards relative to sidewalk closures, and to undertake a review of best practices undertaken by various jurisdictions that would maintain public access to sidewalks, including sidewalk closure alternatives or other mitigation measures, during the period of construction.

PRESENTED BY: *Jose Huizar*  
**JOSE HUIZAR**  
Councilmember, 14<sup>th</sup> District

SECONDED BY: *Joe Bruner*

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*[Signature]*  
AUG 1 2014

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