



Mark Jeffreys
Councilmember

June 13, 2022

MOTION

Pedestrian Safety & Equitable Access

WE MOVE that, the Administration reports back to council within ninety (90) days with a policy framework that requires entities performing public roadway improvements and private development projects to maintain existing or improved levels of pedestrian access during construction.

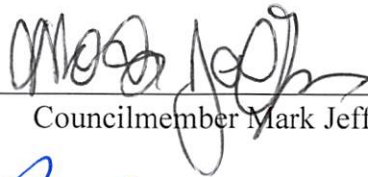
WE FURTHER MOVE that, the Administration prioritize pedestrian access when evaluating constructions plans and permit applications to ensure that, unless there are extreme spatial limitations (i.e. the maintenance of pedestrian access would result in the complete loss of automobile access), pedestrian access is maintained by: 1) incentivizing/ mandating the use of scaffolding that allows pedestrian access, 2) removing parking lanes to maintain temporary pedestrian access, or 3) removing traffic lanes to maintain temporary pedestrian access.

STATEMENT

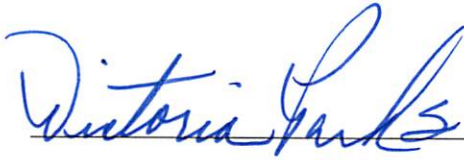
During the construction process it is a common occurrence that pedestrian access is lost due to the project's footprint overtaking the sidewalk as demonstrated in Exhibit A. The maintenance of pedestrian access is first and foremost an equity issue, but it also an issue of importance for small businesses. When pedestrian access is lost, our city becomes less accessible for all people, but it creates a *particularly* unwelcoming environment for people with differing abilities. Furthermore, when sidewalks are closed, even temporarily, they alter pedestrian movement patterns that have both short- and long-term impacts on our small businesses.

A policy structure and fee environment that first mandates and incentivizes the preservation of sidewalk access as well as automobile access respectively creates an environment of fluid movement that is necessary to the long-term vitality of our city. Although Cincinnati will come up with a framework that meets our specific needs, looking towards other cities provides valuable insights and best-practice lessons. For example, New York City mandates the maintenance of at least 5 feet of clear, pedestrian access by mandating builders construct

temporary partial sidewalks if access to the original sidewalk is not maintained; moreover, it is extremely difficult to receive a permit for a project that forces pedestrians to cross the street because this is the most dangerous scenario for pedestrians.¹ When both pedestrian access and automobile access cannot both be equally maintained, the Administration shall prioritize the maintenance of pedestrian access at the expense of the storage and movement of automobiles.



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¹ <https://www.decoderny.com/temporary-walkway-dot-nyc>