SDCI	Director's Rule 31-2017
SDOT	Director's Rule 04-2017

Applicant:	**Page**	**Supersedes:**
City of Seattle Department of Construction & Inspections Department of Transportation	1 of 5	SDOT 3-2017, 7-2012 and Joint Rule SDOT 2-2005/SDCI 22-2005
	Publication: 01/8/2018	**Effective:** 01/4/2018
Subject: *Streets Illustrated*: Seattle's Right-of-Way Improvements Manual and rescission of previous Right-of-Way rules	**Code and Section Reference:** SMC Title 15, Chapters 22.800 – 22.808, 23.24, 23.32, 23.53, 23.84 and 23.86.	
	Type of rule: Legislative	
	Ordinance Authority: SMC 3.06.040; 3.12.020	
Index: Street Use and Right-of-Way Manual Land Use	**Approved** (signature on file) Nathan Torgelson, Director, SDCI	**Date** 1/2/2018
	Approved (signature on file) Scott Kubly, Director, DOT	**Date** 12/27/2017

Introduction

This Director's Rule supersedes the SDOT Seattle Right-of-Way Improvements Manual addressed in the following Director's Rules SDOT 3-2017, 11-2015, 7-2012 and Joint SDOT/SDCI Rules 2-2005/22-2005, that adopted the Right-of-Way Manual and initially created the online resource that documents how the City manages physical improvements in Seattle's right-of-way and provides requirements, procedures, standards, and guidelines for physical changes in the right of way.

The Right-of-Way Improvements Manual, *Streets Illustrated*, is a resource developed by the City to help property owners, developers, architects, landscape architects, and engineers plan for and design street and alley improvements associated with development projects. It is also a resource for City staff and partner agencies such as the Seattle Department of Construction and Inspections (SDCI) involved with the design, permitting, and constructing improvements to Seattle's street rights-of-way. The design standards and guidance in *Streets Illustrated* will help realize the Department of Transportation's mission, to deliver a high-quality transportation system for Seattle.

Streets Illustrated considers the access and mobility needs of all users of the street right-of-way and the quality of public space. Procedures and design standards were developed keeping in mind the critical balance between these users. Knowing that all projects have site-specific opportunities and constraints, *Streets Illustrated* articulates the City's design standards for right-of-way improvements and describes a process to achieve flexibility when practical.

This manual is a tool that fully describes the process for making improvements to Seattle's rights-of-way. The manual depicts design standards and contains design guidance that goes beyond standard practice and is delineated in each section. Design guidance represents best practice design that the City continues to strive for in street design standards.

Rule

Streets Illustrated provides a comprehensive resource for requirements, procedures, standards, and guidelines affecting physical changes in the street rights-of-way.
This manual is an online tool, though the entire manual or each section can be printed for hard copy reference, through the website.

The full text of the Right-of-Way Improvements Manual can be found online at: http://seattlerowim.wpengine.com/.

Annual updates that are procedural and not substantive nor a shift in policy, will be made to the Manual to keep the information current and ensure consistency with public agency standards and practices. Incremental updates will be tracked on the website.

If major issues need to be updated, the Director's Rule will be amended or repealed and replaced, following applicable code, rules, and statutes.

Staff Report

This Director's Rule supersedes the Seattle Right-of-Way Improvements Manual Director's Rule 11-2015 and 2-05, that initially created the online resource that documents how the City manages physical improvements in Seattle's right-of-way and provides requirements, procedures, standards, and guidelines for physical changes in the right of way.

The key changes to this update include:

Street Types

Seattle's street classifications define how a street should function to support movement of people, goods, and services versus access to property. However, street classifications by themselves are not an adequate local planning and design tool. The design of a street, including intersections, sidewalks, and transit stops should reflect the adjacent land uses because the type and intensity of the adjacent land use directly influences how the street is used. Street

Types are not additional classifications, but provide a more specific definition of the design elements that support the street's function and its adjacent land use.

Existing: Fairly ambiguous street types that primarily focus on arterials and do not set design standards with specific dimensions to guide right-of-way allocation.

Proposed: New street types that better reflect the adjacent land use and provide standards for right-of-way elements, such as context-appropriate pedestrian realm widths, lane widths, and bike facilities. There is also new design guidance provided for curbless streets; these streets are allowed through the deviation process and will not be assigned throughout the network.

The new streets are listed below:

- Downtown
- Downtown Neighborhood
- Downtown Neighborhood Access
- Urban Village Main
- Urban Village Neighborhood
- Urban Village Neighborhood Access
- Urban Center Connector
- Neighborhood Corridor
- Industrial Access
- Minor Industrial Access
- Neighborhood Yield
- Commercial Alley

Intersection Design

Existing: Varying levels of curb radii from 10' to 30' based on arterial classification.

Proposed: Curb radius will be based on street type instead of arterial classification.

Neighborhood Yield Streets Intersecting	10 feet
All other Street Types, except Freight network	20 feet
Minor –Minor Truck Streets Intersecting	25 feet
Major –Major Truck and/or Frequent Transit Network Streets	30 feet

Universal Design

Existing: Americans with Disabilities Act (ADA) guidance is limited and often defers to the Public Right-of-Way Accessibility Guidelines (PROWAG) or the Revised Code of Washington (RCW), which are open to interpretation.

Proposed: ADA guidance is more extensive and offers design guidance based on SDOT's interpretation of the federal and state ADA standards.

Public Space Programming/Activation

Existing: Very little information relative to public space management and activation.

Proposed: A new section has been created for interim design strategies and programming public space (i.e., play streets, festival streets, etc.).

Bicycle Facility Design

Existing: Limited design guidance for bike facilities (does not include design considerations for protected bike lanes or integration with other modes).

Proposed: Extensive bike design standards that are intended to be used primarily by SDOT, but will also offer guidance to developers and/or other departments when designing bike facilities.

Transit Facility Design

Existing: There is a section that focuses on transit zones; however, it lacks specificity and it does not differentiate between the range of transit service and design that is prevalent throughout the network.

Proposed: Expanded transit facility design standards. The new street type, Urban Center Connector, graphically depicts side- and center-running platforms for bus rapid transit (BRT) systems. It also provides dimensions and design guidance for elements such as platform design and stop amenities (pedestrian lighting, shelter, and real-time bus arrival information).

Freight Design

Existing: There is not a specific freight design section in the existing manual. However, freight design guidance is interspersed in the existing manual. There is currently an Industrial Access street type that describes design considerations to accommodate truck movements adjacent to industrial and manufacturing land uses. There is also information provided in the existing manual requiring 30' curb radius for intersections serving "high-volume truck movements." But what constitutes 'high volume' is not defined and only the major truck streets were mapped.

Proposed: The freight design standards have been developed, in accordance with direction provided in the Freight Master Plan. The new street type Industrial Access, is primarily intended to serve the freight network (as defined in the Freight Master Plan) in the Manufacturing and Industrial Centers (MICs). They are designed with 12' curb lanes and require 30' curb radii. Street types outside the MICs will also accommodate the freight network; however, to balance the multimodal needs in these dense urban centers or in areas with high volumes of transit users, the travel lane width standards will be 11' instead of the 12' curb lane that is the current City standard on industrial access streets. Large freight vehicles, such as the WB-67, are 8.5' wide, which will be accommodated in an 11' lane. In the instance where there are 12' travel lanes existing outside urban centers and villages and on the Freight Network, 12' travel lanes will be retained. These lane widths are consistent with State and Federal standards for arterial streets.

In terms of curb radii standards outside the MICs, if the arterial segment is a major truck street on the Freight network, the curb radii requires 30' whereas if it is a minor truck street, it requires 25'. This is consistent with the existing manual, which uses a SU with a 42' turning radius on major truck streets and recommends 25' and 30' for minor and major truck streets respectively.

Applicability

ROW permits:

1) The prevailing standards at the time of permit application. However, any project that does not obtain an issued permit within 6 months of the effective date of the prevailing standards, will be subject to the current version.
2) For projects that require a Master Use Permit, if the project has not vested, it will need to comply with new standards.

Capital Projects: Projects that are within the 0-30% design phase at the effective date of the prevailing standards, will need to comply.