



## Tailgate Topic Review

[PP 03/31/2019 - 04/13/2019]

### Vehicle/Bicycle Traffic Control [Vision Zero]

#### **Construction Safety in Private School Zones**

Each year, an estimated 100 children are killed in the U.S. as they make their way to and from school, and some 21,000 students are injured from incidents in school zones. The primary factor in these events is speeding.

#### **Creating a Safe, Effective Construction Safety Zone around Schools**

Los Angeles has over almost **2,500 schools** (1,000 public, 200 charter and 1,000 private) that serves almost 1 million students.

Construction activity is more regulated near public schools. Traffic Control Plans are very elaborate at these schools.

Private schools are less likely to have the types of safety zones that public schools have so the PW inspector needs to survey the area of the construction to ensure that kids going to a local Montessori school gets the same protection from construction activities.

#### **Construction Safety in private school zones**

Construction projects come in all sizes, large cash jobs, utility permits, B-Permits, A-Permits, T&M emergency repair and others. A new driveway or a sewer connection can impact a kid's trip to their private school and the sidewalk that they normally use is blocked.



Paved sidewalks offer pedestrians a protected path to the school, separated from vehicle traffic. Sidewalks should be level and, ideally, hard surfaced. They provide the most protection when they provide a buffer zone separating pedestrians from the street.

Being kids they may just walk into the street to get around the unattended excavation or the cones. This could be fatal.



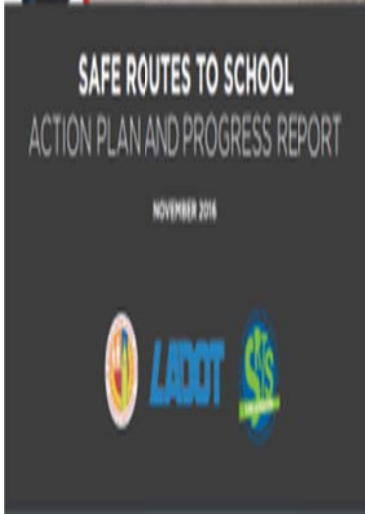
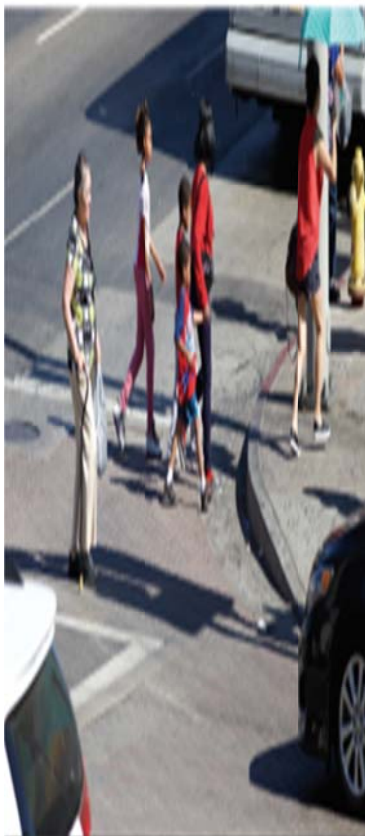
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1. The Public Works inspector has a duty to know if any private school is near a construction zone.
2. When the inspector arrives at a permit project they should check to see if pedestrian or bicycle routes will be impacted.
3. Review the contractors TTP for problems associated with pedestrians or bicyclists.
4. Will the sidewalk be closed? If so what are the plans to allow for safe detours?
5. If work is being done adjacent to the school while in session? Can the contractor schedule the work so that it doesn't impact during school hours?
6. Will excavations be left open? If so what are the contractor's plan to protect the public from injury?
7. If the contractor is utilizing flaggers during construction zones for crosswalks they may switch the paddle from a stop/slow to a stop/stop.
8. If a road adjacent to a school is temporarily being changed from two way to one way the signage may be required over an extended range so that "creatures of habit" can be alerted.
9. Will any lane of the street be closed? If so what will be the TTP?
10. Has the contractor notified the residences or businesses about the construction and petitioned them for any unknown situations?
11. Has the local school (public and private) been notified if the traffic plans have changed due to a street closure that may force commuters to use the streets adjacent to the school?
12. Are there temporary parking restrictions?
13. Be aware that sometimes too much signage, especially if there is little construction can also cause drivers to go through the zones with little regard.

What suggestions do you have from your experience with construction around school zones?



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## SAFE ROUTES TO SCHOOL PROGRAM

SRTS plans for the Top 50 schools using \$1.9 million in grant funding from the State of California’s Active Transportation Program. These plans will document proposed safety countermeasures and custom programs to link school zones with community destinations and services. They will be used to obtain grant funding to construct needed safety improvements to encourage more children to walk and bicycle in high-priority school neighborhoods.



### Safe Routes to School

Safe Routes to School (SRTS) continues to develop plans that include targeted safety improvements for each of the 50 prioritized schools. In Spring 2017, LADOT and BOE launched improvements on the first completed SRTS Plan in the neighborhood around Hollywood High School and Selma Avenue Elementary School. On the heels of implementing this first SRTS Plan, LADOT and BOE awarded construction contracts for the next three SRTS Plans, which will begin in early 2018.

*Planned safety enhancements include new traffic signals, pedestrian refuge medians, and curb extensions, as well as upgraded crosswalks and signal timing to improve the walking environment.*



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### BCA Inspector's Role to Accomplish Vision Zero Goals

**Bicyclists struck by vehicles or mobile equipment lead to many work zone fatalities and injuries. A work zone activity is dangerous business. This is not the place to cut corners or cheat on safety. Innocent lives are on the line, so pay attention and know what it takes to keep your work zone safe.**

#### **Pre-Construction Meeting**

- **This meeting is critical for the BCA inspector to stress the role of the contractor to follow the Traffic Plan, WATCH manual or any other reference that stipulates safety for bicyclists, pedestrians, workers and vehicles.**

#### **Traffic Control Plan**

- **The BCA inspector needs to review the traffic control with the understanding that they are the person that makes sure what is on paper is actually in the street.**
- **Once the traffic control is in place the BCA inspector should**
  - o **drive the route from the view of a driver**
  - o **drive/walk the route from the view as a bicyclist**
- **Monitor the route and to see if it is working.**
- **Meet with the contractor and DOT if dangerous conflicts or other hazards are evident.**

#### **Vehicle Code Laws**

- **Bicyclists are subject to California Vehicle Code (CVC) 21200**
- **If the inspector witnesses cyclists violating these laws which results in potentially unsafe situations they should contact LAPD**

#### **Personal Protective Equipment**

- **The BCA inspector shall wear the proper PPE at all times.**
- **If contractor's employees are not visible to the inspector then they are not visible to the public.**



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### Work Area Traffic Control Handbook

#### 11. BICYCLE CONSIDERATIONS

When performing an activity on any roadway, attention should be directed to the probability of encountering bicycle traffic. Roadways adjacent to activity sites, particularly shoulders or parking lanes, must be kept free of obstructions or other hazards to bicyclists.

When performing work on roadways designated as a bike route or where separate bike lanes are present, special attention shall be given to bicyclists.

There are several considerations in planning for bicyclists in TTC zones:

- a) A travel route that replicates the most desirable characteristics of a wide paved shoulder or bikeway through or around the traffic control zone is desirable for bicyclists.
- b) If the traffic control zone interrupts the continuity of an existing bikeway system, warning signs directing bicyclists through or around the zone shall be placed in advance of the activity site.
- c) Unless a separate bike path through or around the traffic control zone is provided, adequate roadway lane width to allow bicyclists and motor vehicles to travel side by side through or around the zone is desirable.
- d) Bicyclists should not be led into direct conflicts with mainline traffic, work site vehicles, or equipment moving through or around the traffic control zone.

Bicycle routes shall not have any perpendicular vertical displacement greater than 1/2 inch or parallel vertical displacement greater than 3/8 inch. Any vertical displacement greater than the above shall be ramped at 4: 1. There shall be no parallel or skewed gap or slot in the pavement greater than 1/2 inch.

#### Section 9B.06 Bicycles May Use Full Lane Sign (R4-11)

Option:

01 The Bicycles "May Use Full Lane" (R4-11) sign (see [Figure 9B-2](#)) may be used on roadways where no bicycle lanes or adjacent shoulders usable by bicyclists are present and where travel lanes are too narrow for bicyclists and motor vehicles to operate side by side.

02 The Bicycles May Use Full Lane sign may be used in locations where it is important to inform road users that bicyclists might occupy the travel lane.

03 [Section 9C.07](#) describes a Shared Lane Marking that may be used in addition to or instead of the Bicycles May Use Full Lane sign to inform road users that bicyclists might occupy the travel lane.

Figure 9C-9. Shared Lane Marking

