



## Tailgate Topic Review

**[PP 04/14/2019 - 04/27/2019]**

### **Pedestrian Safety/Traffic Control [Vision Zero]**

## **Pedestrian Accommodation in Work Zones: The Basics<sup>1</sup>**

Whenever you are working on or near a sidewalk or walking path as part of a temporary traffic control (TTC) zone, you must accommodate pedestrians who use that sidewalk or path, including individuals with disabilities.

This requirement applies to all TTC zones by state and local transportation agencies, construction and maintenance contractors (both road and vertical construction), utility companies, landscaping companies, as well as any sidewalk, lane, or road closures for vertical construction activities.

The way in which you must accommodate pedestrians is further described in Sections 6D.01 and 6D.02 of the MUTCD, and depends on factors such as:

- the type of work being performed,
- the duration of the work, and
- the hazards and impediments the work will create for pedestrians and bicyclists.

For TTC zones where work crews are present and will last only a few hours or less, the accommodation may be as simple as:

1. determining how pedestrians might be affected by the work activity,
2. establishing a plan about how the crew will assist any pedestrians (especially individuals with vision or mobility disabilities) in negotiating the work zone, and
3. identifying someone to watch for pedestrians and initiate the plan if the need arises.

On the other hand, TTC zones left in place over several days that do not have workers present at all times will require more extensive efforts to accommodate pedestrians. Pedestrians will need to be accommodated throughout the entire TTC zone. The TTC zone begins with the initial advance warning sign (e.g. ROAD WORK AHEAD) and ends at the END ROAD WORK sign, the last TTC device, or where traffic resumes normal operations.

The agency identifies common issues adversely affecting pedestrians that field personnel should be regularly checking for and correcting when working on or near sidewalks or walking paths. These issues are categorized according to the type of pedestrian accommodation that the work activity requires:

- Working Near the Sidewalk or Walking Path, but the Sidewalk/Path Remains Open
- Diversion of Sidewalk or Path around the Work Space
- Sidewalk or Path is Temporarily Closed, Pedestrians Detoured to an Alternate Existing Sidewalk or Path

<sup>1</sup> [https://www.workzonesafety.org/files/documents/training/fhwa\\_wz\\_grant/artba\\_pedestrian\\_accommodation\\_wz.pdf](https://www.workzonesafety.org/files/documents/training/fhwa_wz_grant/artba_pedestrian_accommodation_wz.pdf)



## Tailgate Topic Review

### Working near the Sidewalk or Walking Path which Remains Open

#### Ensure that Pedestrians Are Protected from Adjacent Trenches and Holes

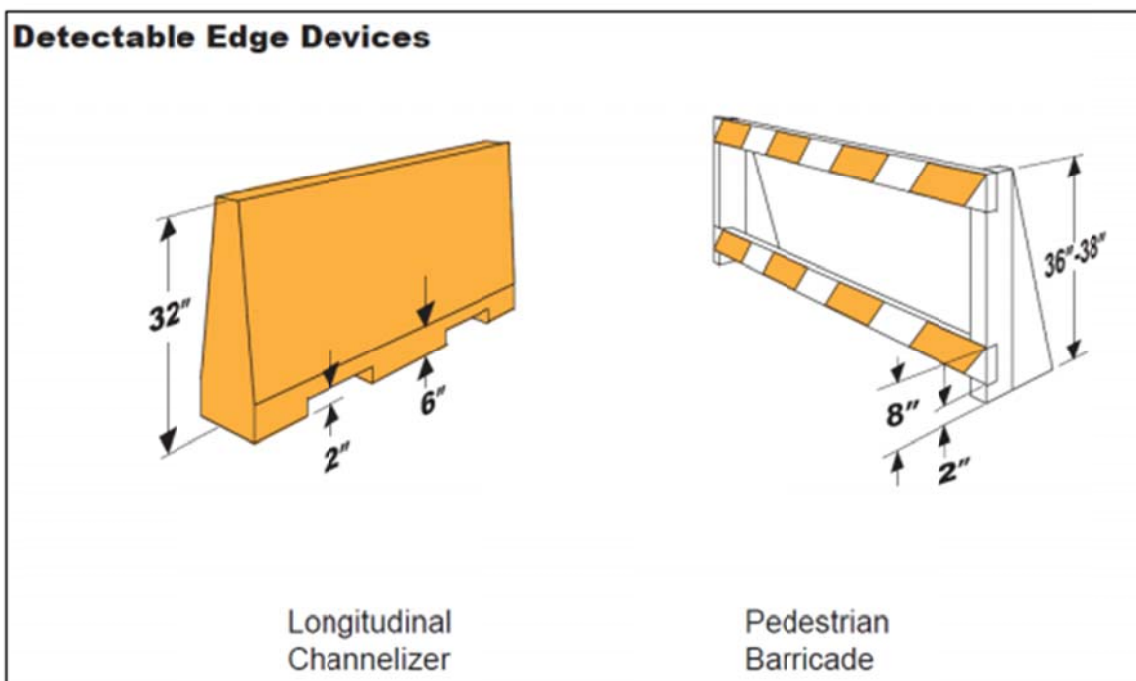
One of the more common situations that occur is when work takes place in the roadway or on property immediately adjacent to a sidewalk or walking path. The sidewalk or path itself is not worked on or formally closed, but work activities can create hazards and impediments to pedestrians. When doing this type of work, field personnel should be vigilant in identifying and minimizing these issues. Ensure that Pedestrians Are Protected from Trenches and Holes Adjacent to the Sidewalk/Path



**Figure 1** Open holes and trenches on or near pedestrian routes must be protected. Sidewalks should not lead into unprotected work spaces.



**Figure 2** Mesh fencing is not sufficient to protect a pedestrian from falling into a trench or hole



**Figure 3** Longitudinal channelizers and properly-constructed pedestrian barricades can separate pedestrians from work activities and provide positive path guidance



## Tailgate Topic Review

### Ensure that Access from the Sidewalk/Path to Bus Stops and Businesses

If work activities displace transit stops and other pedestrian access points, some way of accommodating how pedestrians access those points must be established. For instance, flaggers may be used to safely assist pedestrians. However, if the situation will exist during times when workers are not present, the project engineer or supervisor will need to establish a proper diversion path to the transit stop, or relocate the transit stop to a more pedestrian-accessible location and provide sufficient signing/wayfinding information to the new location. This will require that agencies and contractors work with the transit agency to relocate the stop. Pedestrians should not be forced to cross active work spaces to reach bus stops or access points.



Figure 4 Transit users should not be forced to walk through active work spaces to reach transit stops



### Obstacles on the Sidewalk or Path Are Removed When Workers Are Not Present







## Tailgate Topic Review

### Diversion of the Sidewalk or Path around the Work Space

#### Ensure that the Diversion Path Is Clearly Marked and Detectable by Pedestrians with a Vision Disability

A pedestrian with a vision disability can find it difficult to understand that a sidewalk or path they normally use is being diverted around a work space. Detectable edging must be provided beginning at the normal pedestrian sidewalk or path and continue along the diversion path to the point where it rejoins the normal pedestrian facility.

Drums, cones, and barricades themselves do not provide sufficient guidance to pedestrians with vision disabilities. Ideally, plastic or metal is used for the top railing to reduce the chance of splinters. In areas of high pedestrian activity, a pedestrian information and outreach campaign may be needed to inform users of the facility that a diversion path will be in place.



#### Ensure that the Installed Diversion Path Is Wide Enough

Pedestrians with wheelchairs and other mobility assistance devices need diversion paths to be at least 60 inches wide so that they can pass by each other if they meet head on. If a 60-inch path cannot be created over the entire length, a 48-inch walkway with a 60-by-60 inch pad every 200 feet should be provided.

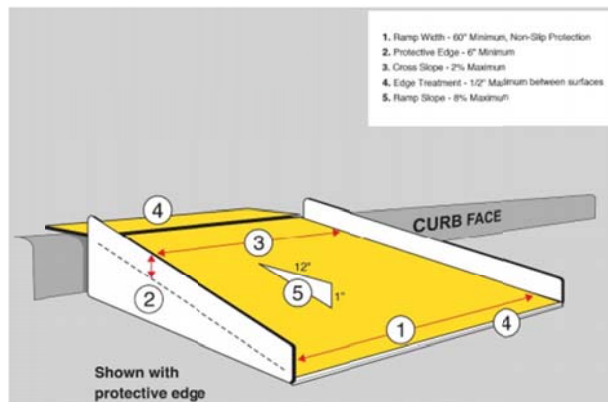




# Tailgate Topic Review

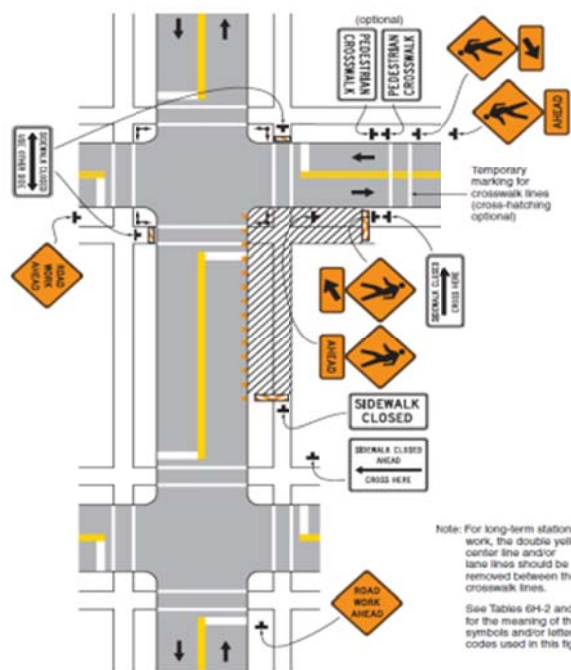
## Diversion Walkways Require Permanent or Temporary Curb Ramps Where Needed

If the diversion path requires pedestrians to traverse a curb, a temporary curb ramp must be provided for pedestrians who have a mobility disability. Ramps should be stable, have a non-slip surface, and be capable of supporting the weight of scooters and pedestrians in wheelchairs without buckling or warping. Ramps should be at least 60 inches wide and have a protective edge to prevent wheelchairs from running off the side and tipping over. If the ramp is located at a pedestrian street crossing, detectable warnings should be used to notify individuals with a vision disability that they are about to enter the street.



## Sidewalk or Pathway Temporarily Closed, Pedestrians Detoured

The third category of pedestrian accommodation involves establishing a detour route for pedestrians onto other sidewalks and paths. In many ways, pedestrian detours are similar to detours established for road closures.



It is important that the pedestrian is informed of the sidewalk/path closure and detour far enough upstream to utilize the detour. It is also important that barricades and barriers used to close the sidewalk/path are properly installed and maintained. In most cases, the project engineer or supervisor should design the detour route and appropriate signing, markings, channelization, and barriers. In addition, the location of needed temporary ramps and audible pedestrian warning devices to accommodate pedestrians with vision or mobility disabilities should be identified. Field personnel responsible for installing and maintaining the alternative route should regularly check that the detour provides the proper safety to the public.



## Tailgate Topic Review

### Ensure that the Pedestrian Detour Route Accommodates Pedestrians with Disabilities

As the signing and channelization for the pedestrian detour route is installed, the route should be checked to make sure it will accommodate all pedestrians. Items to check include those listed previously when work occurs adjacent to a sidewalk that remains open. The route should have:

- continuity
- protection from trenches and holes
- good sight lines
- no mud or dirt
- no signs, hoses, barriers, materials, vehicles, equipment, or protruding objects that prohibit passage
- curb cuts and ramps

## Work Area Traffic Control Handbook

### 10 • PEDESTRIAN CONSIDERATIONS

When the activity site encroaches upon a sidewalk, walkway or crosswalk area, special consideration must be given to pedestrian safety. Pedestrians shall be provided advance warning if they are detoured away from the activity site. If pedestrians are allowed to pass through or around the activity site, they shall be provided a safe path and shall not be led into direct conflict with the work activities or vehicular traffic.

Advance notification of sidewalk closures shall be provided. It must be recognized that pedestrians are reluctant to retrace their steps to a prior intersection for a crossing or to add distance or out-of-the-way travel to a destination.

Protective barricades, fencing, handrails and bridges, together with warning and guidance devices and signs, shall be utilized so that the passageway for pedestrians, especially visually impaired and other physically disabled persons is safe and well defined.

Wooden railing, fencing and similar systems placed immediately adjacent to motor vehicle traffic shall not be used as substitutes for crashworthy temporary traffic barriers. Tape, rope, or plastic chains strung between devices are not detectable, do not comply with the design standards, and should not be used as a control for pedestrian movements.

All pedestrian routes shall meet the American with Disabilities Act (ADA) requirements. The pedestrian pathway should be 5 feet wide and shall be 80 inches high and may be reduced to 4 feet wide if a 5-foot long, 5-foot wide passing area is provided every 200 feet. The pedestrian pathway surface shall be paved and shall have no vertical displacements greater than 1/2 inch. Any vertical displacements greater than 1/2 inch shall be ramped at a 12:1 slope. ADA compliant pedestrian barriers shall be provided along high risk areas.

At locations where adjacent alternate walkways cannot be provided, devices shall be installed at the limits of the activity and in advance of the closure at the nearest crosswalk or intersection.