Accommodating Pedestrians in the Work Zone

Guidance for Section C Plan Preparers

Some impacts cannot be avoided and those impacts apply to residents, businesses, motorists, and pedestrians alike. However, good planning can minimize their duration and extent.

This document is intended to be continuously reviewed and updated as needed. Any comments, proposed revisions, or best practices should be submitted to the Operations Traffic Engineer at Christina.Bennett@state.sd.us or 605-773-4759.

Determine the temporary traffic control impact on pedestrians

- Are there pedestrian traffic generators within the project limits? Examples include schools, shopping areas, community or senior centers, and transit facilities.
- Pedestrian needs in the proposed work zone should be determined during the public input process and through field visits.
- Consider meeting and/or speaking with local community organizations to address concerns and needs.
- In areas that are rural, or where few or no pedestrians exist, the need for temporary facilities will depend on whether there is existing facilities or evidence of pedestrian use. If there is no sidewalk, no wide shoulder on which pedestrians are permitted to walk, or no evidence of existing pedestrian activity, the project may not require an accessible pedestrian route. Evidence of existing pedestrian activity includes worn dirt paths, visual observation of people walking in the roadway, adjacent bus stops, and adjacent pedestrian destinations.

Designing temporary traffic control for pedestrians

- It is recommended that accessible routes for pedestrians be indicated on the traffic control plan sheets. This includes layouts depicting the placement of signs, devices, and any alternate route(s).
- If the work zone will be in an area where the posted speed is 45 mph or more and the pedestrian facility is next to the driving lane, provide positive protection with crash cushions or barriers, or consider detouring pedestrians across the street or around a block to open, permanent pedestrian facilities as appropriate.
- Pedestrians are not likely to back-track; meaning they need early warning of what they are approaching as they may be more inclined to go into the street to avoid a short closure rather than retrace their steps back to a designated crosswalk. Also, when they approach the work area, persons with disabilities need guidance on any changes from the normal route, such as shifts in the walkway alignment, in the same way that drivers must be warned about lane changes. Therefore, pedestrians must be warned in advance of changed conditions and advised of their options for alternate routes via the use of signing and other traffic control devices.
o Sign placement should be in advance of the construction site at the beginning of the block at an accessible crossing point.

o Close the sidewalk at a point where there is an alternate way to proceed or provide an alternate pedestrian route.
  - Pedestrian channelizing devices will be used to close sidewalks.
  - Type 3 Barricades are not an adequate device to mark a sidewalk closure.

o Provide for advance public notification of sidewalk closures in the plans.

- Pedestrian access to businesses and government and healthcare services within the project limits should be provided to the maximum extent practical or feasible. If alternate entrances or alley access is available, pedestrian detours to utilize these should be clearly marked. Midblock crossings may be provided to access a block of business on the opposite side of the pedestrian access route, if the location of the crossing will not create an unsafe situation for pedestrians and will connect to existing or temporary compliant pedestrian access to the businesses.

- When pedestrians traverse the work zone, the route must be clearly marked, be provided with a suitable surface, and they must be protected from other traffic and work operations, including drop-offs. When they exit the work area, pedestrians need to be guided back to their original route.

- For roadways with no available pedestrian detours, maintain one pedestrian access route at all times.

- Consider the use of flaggers at uncontrolled crossings if pedestrian generators, such as schools, are in the vicinity.

- In certain circumstances, it may be appropriate to employ shuttle buses to maintain pedestrian continuity through a work zone.

- When necessary, pedestrian crossings of roadways will be signed in accordance with the MUTCD. Care should be taken when placing pedestrian crossing signs to avoid having them obscure, or be obscured by, other temporary traffic control devices.

**Ensure compliance with ADA requirements**

- Temporary facilities should replicate as nearly as practical the accessibility features present in the existing pedestrian facility when the existing facilities are disrupted, closed, or relocated in a temporary traffic control zone. Where accessibility features are not present in the existing pedestrian facility, compliant facilities should be provided to the extent feasible and practical for the temporary facilities. For example, if the existing sidewalk on one side of a highway is used as the Pedestrian Access Route, but there are not curb ramps at the intersections where pedestrians need to cross to utilize this sidewalk, temporary curb ramps will be installed.

- Many of the challenges encountered by visually impaired pedestrians are information-related, and can be addressed in two ways:
  - By improved communication at the site of the work zone, and
  - By improved communication with the public that focuses on transportation users with disabilities.
• Title II of the ADA requires that the State or local agency performing the work ensure that communications with individuals with disabilities are as effective as communications with others. In general, standard public announcements via public service messages, the Internet, radio and TV, area newspapers, phone messaging, etc. should be made to advise the community of the location and duration of temporary traffic control for significant reconstruction projects that will have long-term impacts on pedestrians. These announcements should include information for persons with disabilities needing to access pedestrian facilities or should provide contact information where specialized information can be obtained.

• A guide can be provided in advance of the temporary traffic control area to assist any persons with disabilities or impairments in navigating the accessible pathway. This may be particularly appropriate in areas where there are known to be higher concentrations of persons with disabilities.

• **If it is not possible to install temporary pedestrian facilities that are ADA compliant, such exceptions will be documented for the project.**

  ➢ The department is developing specifications, details, and guidance for the use of audible devices on temporary pedestrian access routes. Until the department completes those items, please direct questions about the use of audible devices to the Operations Traffic Engineer.

**When putting together the plan sheets, standard notes and details for accommodating pedestrians in the work zone are included in the Section C Standard Notes.**