PUBLIC RIGHT OF WAYS PRESENTATION

SESSION 6 COVID-19 UPDATE/PEDESTRIAN WORK ZONE BARRICADES & THE MUTCD.
INTRODUCTION

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WHICH WOULD YOU PREFER?
WHERE TO GO?

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[Two photos of people standing on a sidewalk with construction cones and barriers.]
YELLOW TAPE IS NOT A BARRIER...

• NOR IS HAVING A POLICE OFFICER

• NOR ARE ORANGE CONES & BARRELS
PEDESTRIAN WORK ZONE (TTC) BARRICADES

- SHALL BE CONTINUOUS, STABLE AND NON-FLEXIBLE AND HAVE A CONTINUOUS BOTTOM EDGE
WHY DOES IT MATTER?

• PEDESTRIANS ARE EVERYONE!
• SAFETY
• BEST PRACTICES
• IT’S THE LAW!
  • PED DETOURS SHOULD NOT VIEWED THE SAME AS TRAFFIC DETOURS.
ADA TITLE II

• ADA REQUIRES EQUAL ACCESS
• STATE & LOCAL GOVERNMENTS ARE REQUIRED TO MAKE THEIR PROGRAMS ACCESSIBLE.
  • STREETS, SIDEWALKS AND INTERSECTIONS ARE GOVERNMENT PROGRAMS
PROWAG: DRAFT PUBLIC RIGHTS OF WAY

• COVERS PEDESTRIAN ACCESS TO SIDEWALKS & STREETS, INCLUDING CROSSWALKS, CURB RAMPS, STREET FURNISHINGS, PEDESTRIAN SIGNALS, PARKING, AND OTHER COMPONENTS OF PUBLIC RIGHTS-OF-WAY. HTTP://WWW.ACCESS-BOARD.GOV/PROWAC/INDEX.HTM

• FEDERAL HIGHWAY ADMINISTRATION HAS ISSUED A MEMORANDUM WHICH STATES THAT THE PROW ACCESS DRAFT GUIDELINES SHOULD BE USED AS BEST PRACTICE
MUTCD SECTION 6F.68
DETECTABLE EDGING FOR PEDESTRIANS

• SUPPORT-
• INDIVIDUAL CHANNELIZING DEVICES, TAPE OR ROPE USED TO CONNECT INDIVIDUAL DEVICES, OTHER DISCONTINUOUS BARRIERS AND DEVICES, AND PAVEMENT MARKINGS ARE NOT DETECTABLE BY PERSONS WITH VISUAL DISABILITIES AND ARE INCAPABLE OF PROVIDING DETECTABLE PATH GUIDANCE
BLOCKING THE SIDEWALK
1ST CHOICE?
CLOSING THE SIDEWALK

- SIDEWALK IS NOT COMPLETELY BLOCKED
- SIGN IS AN OVERHANG HAZARD
- BUS STOP IS BEHIND THE SIGN.
  - RE-OPENING PROCEDURES
PEDESTRIAN BARRICADES & CHANNELIZING DEVICES SHALL BE CONTINUOUS, STABLE AND NON-FLEXIBLE AND HAVE A CONTINUOUS BOTTOM EDGE
REMEMBER SIGN HEIGHTS OVERHANGING INTO PATH OF TRAVEL
CHECKLIST

• ALL CONSTRUCTION PROJECTS-PLAN FOR PED DETOURS
  • ADVANCE WARNING WITH GUIDANCE SIGNS & BARRICADES TO GUIDE PEDS AROUND THE SITE SAFELY
  • ADEQUATE ILLUMINATION & REFLECTORS (NIGHT TRAVEL FOR PEDS)
  • PROPER CHANNELING & BARRICADES TO PREVENT PEDESTRIANS WHO ARE LEGALLY BLIND FROM ENTERING WORK ZONES
  • PLAN FOR WHEELCHAIR ACCESSIBLE ALTERNATIVE PED CIRCUITING ROUTES WITH SIGNAGE
  • LIMIT USE OF SIDEWALK CLOSURES & DETOURS WHICH REQUIRE A PEDESTRIAN TO CROSS TO THE OTHER SIDE OF THE STREET & LOCATION OF NEXT TRAFFIC CONTROL INTERSECTION.
  • PLAN THAT THE PROJECT WILL TAKE LONGER & OVERLAP INTO WEEKENDS.
REVIEW THE PED ROUTES

- ACCESS TO BUSINESSES
- ACCESS TO PED WALK SIGNALS
- ACCESS TO TRANSIT STOPS
NUCLEAR OPTION:
DETOURING PEDS TO OTHER STREET SIDE

• WHERE IS THE NEAREST SAFE STREET CROSSING?
• SAFE?
• ACCESSIBLE?
  • WHEELCHAIR BARRIER AND AUDIO/TACTILE ACCESSIBLE?
  • DETECTABLE WARNING

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WHY IS THIS STILL A PROBLEM?

• MASS DOT HAS GUIDELINES FOR PEDS IN WORK AREAS
• MUTCD
• ADA/PROWAG
• NATIONAL WORK ZONE SAFETY INFORMATION CLEARINGHOUSE WORKZONESAFETY.ORG
I’m Stumped…

• Lack of descriptions of proper pedestrian barricades defined in projects/plans?

• Lack of awareness?
  • Yellow tape & orange cones have always been used….

• Lack of enforcement?

• Training?

• Funding for correct ped barricades?

• ??????
THE ADA REQUIRES THAT ALL PEDESTRIAN PROJECTS BE ACCESSIBLE, REGARDLESS OF FUNDING SOURCES.

- **SPECIAL REPORT: ACCESSIBLE PUBLIC RIGHTS-OF-WAY PLANNING AND DESIGN FOR ALTERATIONS**: AUGUST 2007: [WWW.ACCESSBOARD.GOV/PROWAC/ALTERATIONS/GUIDE.HTM](http://WWW.ACCESSBOARD.GOV/PROWAC/ALTERATIONS/GUIDE.HTM)

- **NATIONAL ADA CENTERS**: [HTTP://WWW.ADATA.ORG/](http://WWW.ADATA.ORG/)

- **WEBINAR: PEDESTRIAN & BIKE INFORMATION CENTER: IMPROVING PEDESTRIAN AND BICYCLIST SAFETY IN WORK ZONES**
  - [HTTP://WWW.PEDBIKEINFO.ORG/WEBINARS WEBINAR_DETAILS.CFM?ID=92](http://WWW.PEDBIKEINFO.ORG/WEBINARS/WEBINAR_DETAILS.CFM?ID=92)
THANKS FOR LISTENING!

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