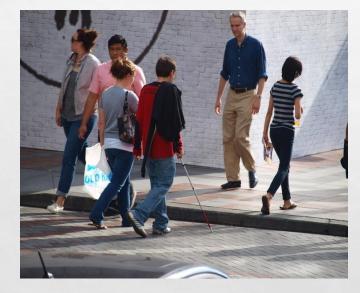
PUBLIC RIGHT OF WAYS PRESENTATION

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



INTRODUCTION



- MEG ROBERTSON
- DIRECTOR, ORIENTATION & MOBILITY DEPARTMENT
- CERTIFIED O&M SPECIALIST
 - TRB: WORK ZONE COMMITTEE
 - MASS. BICYCLE & PEDESTRIAN ADVISORY BOARD NEW MEMBER

WHICH WOULD YOU PREFER?



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WHERE TO GO?



YELLOW TAPE IS NOT A BARRIER...



- NOR IS HAVING A POLICE OFFICER
- NOR ARE ORANGE CONES & BARRELS

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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

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- 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

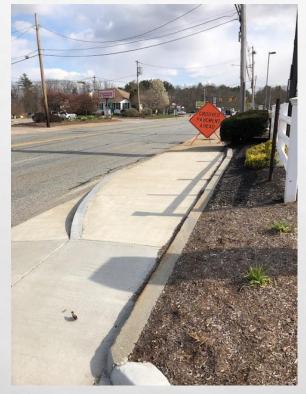
- COVERS PEDESTRIAN ACCESS TO SIDEWALKS & STREETS, INCLUDING CROSSWALKS, CURB RAMPS, STREET FURNISHINGS, PEDESTRIAN SIGNALS, PARKING, AND OTHER COMPONENTS OF PUBLIC RIGHTS-OF-WAY. <u>HTTP://WWW.ACCESS-BOARD.GOV/PROWAC/INDEX.HTM</u>
 - FEDERAL HIGHWAY ADMINISTRATION HAS ISSUED A MEMORANDUM WHICH STATES THAT THE PROW ACCESS DRAFT GUIDELINES SHOULD BE USED AS BEST PRACTICE

MUTCD SECTION 6F.68 DETECTABLE EDGING FOR PEDESTRIANS

• SUPPORT-

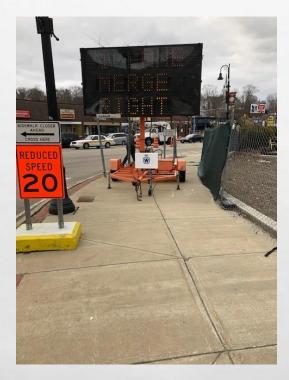
 INDIVIDUAL CHANNELIZING DEVICES, TAPE OR ROPE USED TO CONNECT INDIVIDUAL DEVICES, OTHER DISCONTINUOUS BARRIERS AND DEVICES, AND PAVEMENT MARKINGS ARE NOT DETECTABLE BY PERSONS WITH VISUAL DISABILITIES AND ARE INCAPABLE OF PROVIDING DETECTABLE PATH GUIDANCE

BLOCKING THE SIDEWALK 1ST CHOICE?





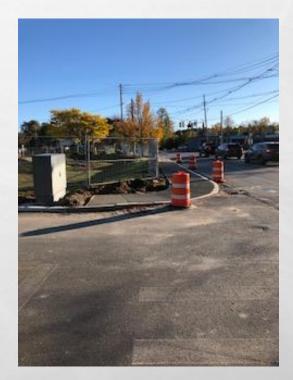
CLOSING THE SIDEWALK

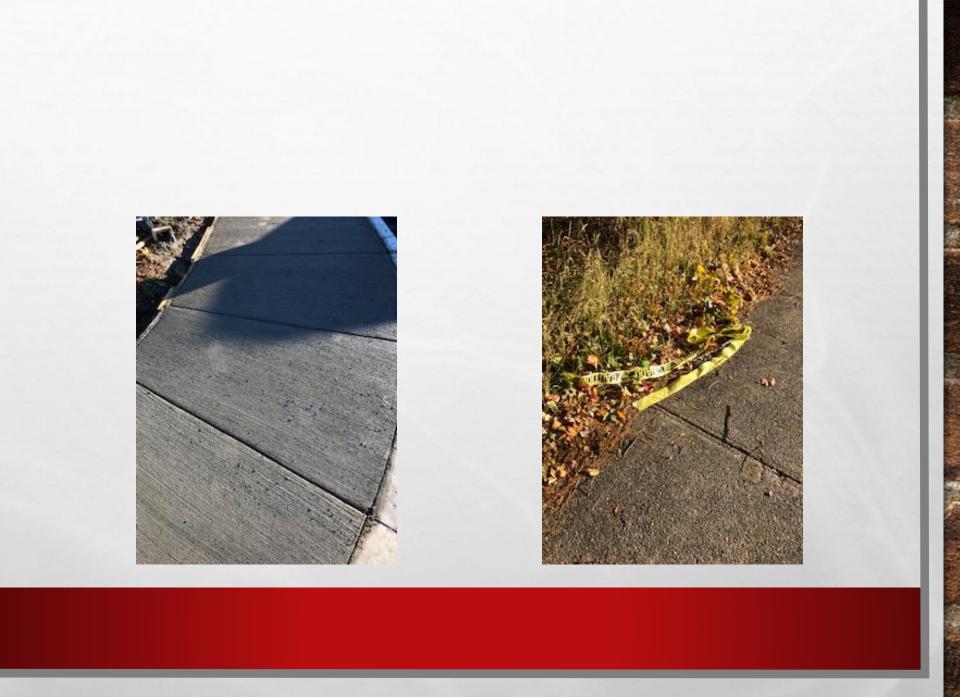


- SIDEWALK IS NOT COMPLETELY BLOCKED
- SIGN IS AN OVERHANG HAZARD
- BUS STOP IS BEHIND THE SIGN.

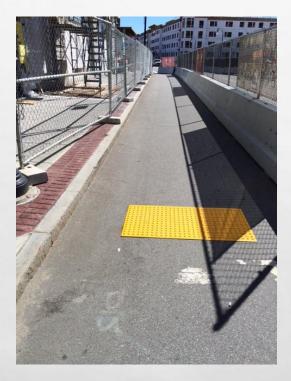
RE-OPENING
PROCEDURES





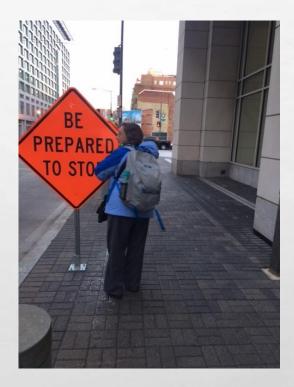


PEDESTRIAN BARRICADES & CHANNELIZING DEVICES SHALL BE CONTINUOUS, STABLE AND NON-FLEXIBLE AND HAVE A CONTINUOUS BOTTOM EDGE





REMEMBER SIGN HEIGHTS OVERHANGING INTO PATH OF TRAVEL



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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



This Photo by Unknown Author is licensed under CC BY-SA

WHY IS THIS STILL A **PROBLEM?**



Independent Participantos

aidance Through Construction Areas

a subject constitute have discoget in makings. The sale TCD when the fir productions whether bland auguspy, talking more and manyoha you pia comes are nex adequate very the inneled actomation.

Part & D.OJ of the MUTCH era Pedestrian Consideratiente a Tempovary Traffic Control hits (wooted flywa dot gow) states in a standard that:

"If the TTC now affects the oversent of pedestrians, adoptate seed to report areas that are not pedestrum access and walkways shall be provided. If the TTU cent affects an accertable and detectable pedestrian facility, the accessibility and detrutability shall be consistanted along the alternate pedestrian none." It allows alternate means of newsday access in the following

show of the observation salage West in hose there it equality polatics source around the surface. These see operation will abled to the The first solution to be for MUTCE) in 2005 and are required. to the proceed or to of by the AlliA administration policity and interconnected. adewalk is assertighed, many constructions areas are next adorptomity

blocked in accordance with the Channellarms. regulations. Orientation and mobility specialism, and pedeutians who are warn and goode to

Channelly

users. The MUT blind or who have low viscon, may devices used to adequately marked and runnind traffic pedeutrians be engineering departments about the of long canes i having low vi detectable be The 2009 MUTCD includes

specifications for detectable edging that are deteand pedestroan channelluring devices. The I (which are essentially the same) Please t • MASS DOT HAS GUIDELINES FOR PEDS IN WORK AREAS

MUTCD

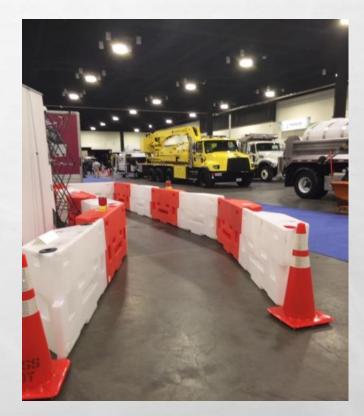
• ADA/PROWAG

• NATIONAL WORK ZONE SAFETY INFORMATION CLEARINGHOUSE WORKZONESAFETY.ORG

MASS.DOT INNOVATIONS CONFERENCE



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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.ACCESS-BOARD.GOV/PROWAC/ALTERATIONS/GUIDE.HTM
- NATIONAL ADA CENTERS: <u>HTTP://WWW.ADATA.ORG/</u>
- WEBINAR: PEDESTRIAN & BIKE INFORMATION CENTER: IMPROVING PEDESTRIAN AND BICYCLIST SAFETY IN WORK ZONES
 - <u>HTTP://WWW.PEDBIKEINFO.ORG/WEBINARS/WEBINAR_DETAILS.CF</u> <u>M?ID=92</u>

THANKS FOR LISTENING!

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