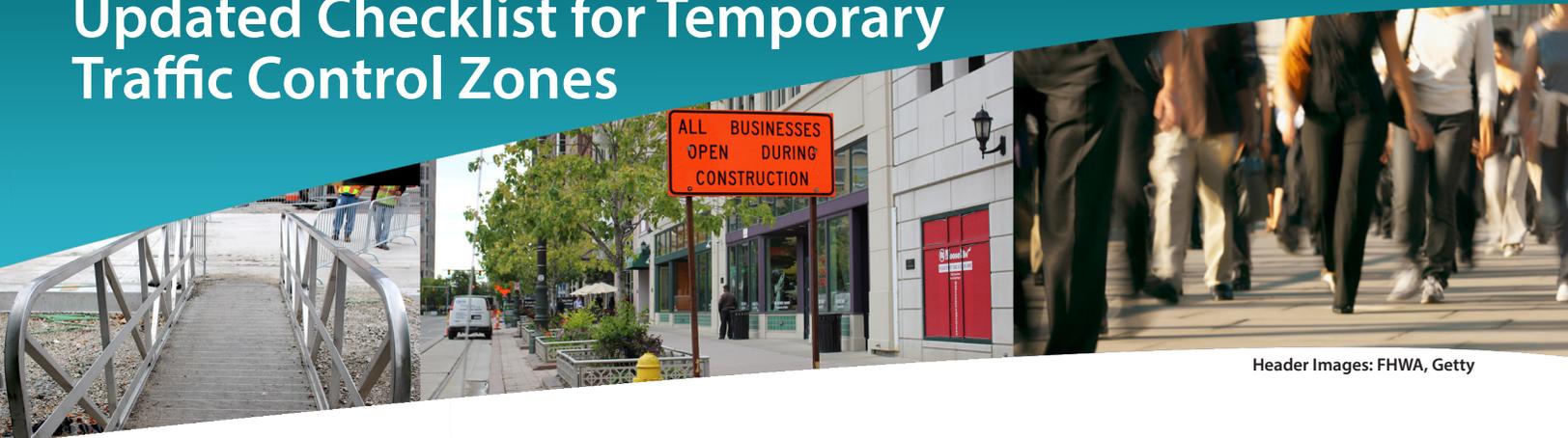


# Pedestrian Considerations: Updated Checklist for Temporary Traffic Control Zones



Header Images: FHWA, Getty

For those who plan, design, construct, and maintain temporary traffic control (TTC) zones in the public right-of-way, there are several resources that provide requirements and guidance on accommodating pedestrians as part of the TTC setup. Chapter 6D of the *2009 Edition of the Manual on Uniform Traffic Control Devices* contains provisions for pedestrian and worker safety. Title II of the Americans with Disabilities Act of 1990 (ADA) prohibits discrimination on the basis of disability. Since no Federal standard governing work zones has been adopted under the ADA, agencies have some degree of flexibility in determining how they will comply with the general accessibility requirements under Title II of the ADA. Public entities may turn to different resources for guidance when determining how to ensure accessibility. Two resources often referenced are the “*2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way*” and the “*2013 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way; Shared Use Paths*,” proposed regulations published by the U.S. Access Board.

This updated checklist summarizes existing resources and provides work zone pedestrian access considerations for the planning, design, and construction phases of a project. It is intended for use by planners, designers, inspectors, and other construction personnel, including those responsible for utility and maintenance work.

## Pedestrian Considerations during Planning and Design

### Planning

- Project scoping activities include provisions for accessible, detectable, safe, convenient travel paths for pedestrians that replicate, as nearly as possible, the most desirable characteristics of the existing sidewalks or footpaths throughout all phases of construction.
- Temporary facilities 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 TTC zone.
- The project avoids pedestrian conflicts with work site vehicles, equipment, operations, and mainline traffic.
- The project considers and mitigates pedestrian impacts caused by TTC activities, including access to significant generators such as schools, senior centers, transit stops, and shopping areas.
- Project staff meet with local community organizations (i.e., local ADA<sup>1</sup> advocates or city ADA coordinators) through open houses to address concerns and needs.
- Project includes project-specific outreach products in accessible formats for individuals with disabilities.



Source: ATSSA

<sup>1</sup> ADA: Americans with Disabilities Act.

## Design

- The design provides for advance pedestrian information, transition information, project information, points of contact, and ingress and egress directions for pedestrians, including pedestrians with a variety of disabilities (e.g. mobility, vision, hearing, cognitive).
  - Consider a proximity-activated 'audible sign' to give notice of a detour route and provide other applicable project-specific details.
- The project maintains accessible pedestrian access to businesses, residences, transit stops, and other access points.
- The project provides temporary nighttime lighting for pedestrian walkways throughout the TTC zone.
- The project signs each Temporary Pedestrian Access Route (TPAR)<sup>2</sup> at intersections rather than mid-block locations. Agencies define the TPAR as an ADA compliant route that guides pedestrians through or around the work zone. Pedestrians must be warned in advance of changed conditions and their options for alternate routes, and temporary routes must be accessible.
- Detour routes are accessible, detectable, and clearly communicated by signs and TTC devices.
- Temporary or alternate routes include accessible devices to delineate and allow detection of the pedestrian path and include curb ramps as needed.
- The design includes paths that separate pedestrians from vehicular traffic, with similar lengths to the original pedestrian routes.
- The design includes covered walkways, where needed, to protect pedestrians from falling debris hazards.
- The design maintains access to existing transit stops or includes the relocation of transit stops with an accessible path to temporary boarding and alighting areas.
- The project features are completely documented, including all aspects considered, and all information is saved in the permanent project record file.
- To avoid discriminating against individuals with disabilities, the project should include the following provisions.
  - The project provides an alternate route when existing pedestrian facilities are disrupted, closed, or relocated in a TTC zone. Temporary facilities replicate the accessibility features present in the existing pedestrian facility.
  - The project uses water-filled barriers, concrete barrier, or other longitudinal channelizing devices that are detectable for pedestrians with visual disabilities (see sections 6G.05, 6F.63, 6F.68, and 6F.71 of the MUTCD). Detectable devices have a solid toe rail covering an area 1.5 to 6 inches above the ground. Note that the use of caution tape stretched between traffic control devices is not adequate and not acceptable. Avoid encroachment into pedestrian facilities by signs, the legs of stands, or barricades.
  - Additional devices communicate traffic control messaging to individuals with visual or other disabilities, such as audible information devices or accessible pedestrian signals.



Source: ATSSA

<sup>2</sup> See draft MNDOT guidelines for illustrations of TPAR features:

<http://www.dot.state.mn.us/trafficeng/workzone/ADA/DRAFT-TPARGuidelines.pdf>

## **Design Recommendations:**

- Provide a minimum sidewalk width of 4 feet (a 5 foot width is desirable), erect parallel or perpendicular curb ramps with raised sides and slopes not exceeding 12:1, and provide passing space (a minimum 5 foot by 5 foot space every 200 feet where full 5 foot temporary sidewalks are not feasible). Cross slopes for ramps must not exceed 1:48 (2%).
- Maintain a firm, stable, and slip resistant surface to eliminate barriers to wheelchair use and to avoid tripping hazards (elevation changes greater than ¼"). Surface openings are to be no more than ½" in the direction of travel. Ensure all grade breaks are flush and include detectable warning surfaces where the temporary sidewalk meets the street.

## **Pedestrian Considerations in the Field**

### **Construction/Maintenance/Utility**

- Public notices for construction projects include information about pedestrian closures and detours with specific outreach to organizations representing people with disabilities.
- Construction phasing considers continuous access through or around the impacted area. For example, removing curb ramps at all four corners of an intersection simultaneously will reduce access.
- TPARs are readily accessible and usable by individuals with disabilities, to the maximum extent feasible, and infeasible items are documented.
- The path is maintained and clear of debris and other items that may obstruct pedestrian access. Temporary routes and ramps are stable with non-slip surfaces.
- At intersections, pedestrian access is controlled, and traffic control devices provide advance notification of sidewalk closures and guidance to safe crossing locations including audible messages.
- The pedestrian signal head is clear of visual obstructions such as fencing and/or equipment.
- Additional signing/markings are installed, and transit stops are added or relocated, as necessary.
- Physical barriers separate pedestrians from vehicular traffic, and protective features are installed as needed. Pedestrians are protected from the work space with barricades detectable by cane, and barricades are continuous, stable, and non-flexible.

**Field Device Criteria:** Consider barricades with a solid toe rail covering an area 1.5 to 6 inches above the ground. The top of the barricade should be 36" to 42" in height with diagonal strips having at least 70% contrast. Also see MUTCD references listed above for additional detail.

- Signs are adequately placed so that pedestrians are not confronted with mid-block obstacles on or above the TPAR. Signs and other devices mounted lower than 7 feet above the TPAR do not project more than 4 inches into the accessible path. Information on signs is communicated to pedestrians with visual or other disabilities.
- Temporary traffic signals are modified or installed, including pedestrian signals and push buttons, as necessary. Ensure pedestrian clearance times adequately account for walking speeds and travel distances. Ensure that push buttons are accessible to pedestrians with disabilities.
- Inspections include pedestrian accommodations during construction, and an appropriate timeline for inspection is being followed.
- Traffic control devices and the pedestrian area are in well-maintained and safe condition and are accessible, clean, sturdy, firm, smooth, continuous, detectable, and do not pose tripping hazards.

## Helpful Resources

2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way: <https://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/proposed-rights-of-way-guidelines>

2013 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way; Shared Use Paths: <https://www.access-board.gov/guidelines-and-standards/streets-sidewalks/shared-use-paths/supplemental-notice>

Accessible Design for the Blind: [www.accessforblind.org](http://www.accessforblind.org)

Accessible Sidewalks Video Series: <https://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/guidance-and-research/accessible-sidewalks-video-series>

Accommodating Pedestrians in Work Zones Webpage: <https://www.workzonesafety.org/topics-of-interest/accommodating-pedestrians/>

ADA Best Practices Tool Kit for State and Local Governments: <https://www.ada.gov/pcatoolkit/toolkitmain.htm>

ADA Best Practices Tool Kit for State and Local Governments, Chapter 6, Curb Ramps and Pedestrian Crossings: [https://www.ada.gov/pcatoolkit/ch6\\_toolkit.pdf](https://www.ada.gov/pcatoolkit/ch6_toolkit.pdf)

ADA Best Practices Tool Kit for State and Local Governments Chapter 6, Addendum: Title II Checklist: [https://www.ada.gov/pcatoolkit/ch6\\_chklist.pdf](https://www.ada.gov/pcatoolkit/ch6_chklist.pdf)



Source: ATSSA

Applying the Americans with Disabilities Act in Work Zones: A Practitioner Guide: [https://www.workzonesafety.org/training-resources/fhwa\\_wz\\_grant/atssa\\_ada\\_guide/](https://www.workzonesafety.org/training-resources/fhwa_wz_grant/atssa_ada_guide/)

FHWA Pedestrian and Bicycle Safety Website: [https://safety.fhwa.dot.gov/ped\\_bike/](https://safety.fhwa.dot.gov/ped_bike/)

Minnesota DOT Guidance for Temporary Pedestrian Access Route Facilities and Devices: <http://www.dot.state.mn.us/trafficeg/workzone/ADA/DRAFT-TPARGuidelines.pdf>

MUTCD Part 6: Temporary Traffic Control: <https://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part6.pdf>

Temporary Facilities Advisory Report: <https://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/background/access-advisory-committee-final-report/x03-temporary-facilities-and-construction>

U.S. Access Board (<http://www.access-board.gov>)

U.S. Access Board Guide to the ADA Standards - Chapter 4: Ramps and Curb Ramps: <https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-ada-standards/guide-to-the-ada-standards/chapter-4-ramps-and-curb-ramps>

This material is based upon work supported by the Federal Highway Administration Grant Agreement 693JJ31750002. Any opinions, findings, and conclusions or recommendations expressed in this publication are those of the author(s) and do not necessarily reflect the view of FHWA. This publication does not constitute a national standard, specification or regulation.