

SAFE ACCOMMODATION FOR PEDESTRIANS AND BICYCLISTS IN AND AROUND WORK ZONES

City of Madison Department of Transportation-Traffic Engineering Division, January 1, 2017

I. INTRODUCTION

Pedestrian and Bicyclist Safety In Work Zones

Pedestrian and bicyclist safety is an important consideration in and around work zones. The Traffic Engineering Division will utilize the following guidelines when considering the adequacy of accommodations for bicyclists and pedestrians through work zones. Pedestrians and bicyclists must be provided a safe, convenient, and accessible route that replicates as nearly as practicable the most desirable characteristics of the existing route. Workers should be made aware of the needs of pedestrians and bicyclists and be made responsible for ensuring a safe and accessible route.

II. DEFINITION

Any person desiring to make a public improvement, do work in, or use the City right-of-way for the purpose of private development construction must first obtain a street occupancy permit meeting the requirements of the City Traffic Engineering Division. Any street occupancy permit that authorizes the blockage of a sidewalk, bicycle lane, or other public use path shall require the permittee to provide safe accommodations for pedestrians and bicyclists as prescribed herein.

In this rule, the words “**Shall**” and “**Should**” are used to describe specific conditions. To clarify the use of these terms, the following definitions apply:

- **SHALL** - A mandatory condition or action.
- **SHOULD** - The standard under normal conditions.
- **MAY** – A permissive condition where no requirement for design, application, or standards is intended.

III. POLICY

The blockage of a sidewalk, bicycle lane, or other public use path shall be regarded with the same importance as the closure of a lane of motor vehicle traffic by applying temporary traffic control practices.

The term “safe accommodation” means a safe and convenient route for pedestrians and bicyclists through, past or around a work zone that provides sufficient capacity. This accommodation must take into consideration temporary and/or permanent pedestrian or bicycle facilities. When pedestrian and bicyclist facilities are impacted due to maintenance or construction, pedestrian and bicyclist accommodations must be provided to the maximum extent feasible. These accommodations should be ADA compliant and must have accessibility features up to the level of the disturbed route. Signage and devices, as necessary, must be provided to direct pedestrians and bicyclists safely through the work zone.

IV. ACCOMMODATION GUIDELINES

Prior to the issuance of a street occupancy permit impacting a pedestrian or bicycle facility, a clear traffic control plan illustrating a temporary Pedestrian Route and/or a Temporary Bicycle Lane shall be submitted to the City Traffic Engineer or representative.

Safe accommodation requirements for pedestrians:

- Closure of a sidewalk **shall** be deemed the last resort in the absence of other practicable routing or accommodation options needed to assure pedestrian safety.
- A temporary route **shall** be clearly marked and include advance notification of sidewalk closures, detours, or diversions.
- If the work zone affects an accessible and ADA compliant pedestrian route, the accessibility and ADA compliant features along a temporary route **shall** be provided in accordance with the Americans with Disabilities Act of 1990 (ADA Standards) and Public Rights-of-Way Accessibility Guidelines (PROWAG). Pedestrians **shall** be provided protection from adjacent construction activities, e.g. covering the pedestrian walkway when an overhead danger is present (per MGO 29.10);
- Pedestrians **shall** be separated from motor vehicular traffic and may be separate from bicycles;
- Both sidewalks on a blockface **shall not** be closed simultaneously.
- A pedestrian route designated as an established detour route **should not** be closed.
- A pedestrian route **shall** be free of obstructions and surface hazards.
- The method for providing safe accommodations for pedestrians **should** be prioritized as follows:
 - A. Protect the existing pedestrian route from the worksite.
 - B. Provide a temporary pedestrian route in a parking lane and protect it from adjacent traffic.
 - C. Provide a multi-use path in an existing bicycle lane.
 - D. Provide a pedestrian route in an existing bicycle lane, protect it from traffic, and merge bicycles with traffic.
 - E. Provide a pedestrian route in an existing traffic lane. Any lane closures will need to be implemented consistent with the most recent edition of the Manual on Uniform Traffic Control Devices (MUTCD) and City of Madison Standards.
 - F. Provide a pedestrian detour route.

Pedestrian detours **should not** last **more than 3 days in high use pedestrian areas**, or **1 week on a local service street**. A temporary pedestrian route **should** be given priority over other facilities. A temporary pedestrian route **should** be given priority over vehicular traffic except when resulting in excessive delay to transit, excessive congestion, or a pedestrian route that is less safe.

Safe accommodation requirements for bicyclists:

- Closure of a bicycle lane **shall** be deemed the last resort in the absence of other practicable routing or accommodation options needed to assure the safety of bicyclists.
- A temporary route **shall** be clearly marked and include advance notification of bicycle lane closures, detours, or diversions.
- Bicyclists **should** be separated from motor vehicle traffic and pedestrians.
- A bicycle route **shall** be free of obstructions and surface hazards.
- The method for providing safe accommodations for bicyclists **should** be prioritized as follows:
 - A. Provide a bicycle lane on the same roadway past the work zone by shifting and narrowing the adjacent traffic or parking lanes.
 - B. Provide a bicycle lane in an existing traffic lane.
 - C. Merging bicyclists and adjacent traffic into a shared travel lane.
 - D. Provide a bicycle detour route.

Additional Requirements:

Each applicant submitting a street occupancy permit application which will result in the blockage of a sidewalk, bicycle lane, or other public use path, shall submit for approval by the City Traffic Engineer, a temporary traffic control plan that addresses safe accommodation for pedestrians and bicyclists that

meet the goals of this policy before the issuance of a permit. If the plan does not meet the goals of this policy, then additional information may be required (for example a Transportation Management Plan).

For proposed sidewalk or bicycle lane closures on Arterial or Collector classified streets, the applicant shall notify the Alderperson a minimum of five working days prior to the proposed closure. Closures shall not occur until there is a demonstrated need to do so.

Signage Requirements:

The design and placement of the temporary traffic control signs, devices and roadway markings shall be in compliance with the most recent edition of the Manual on Uniform Traffic Control Devices (MUTCD) and City of Madison standards.

The temporary traffic control plan **shall** include work zone signage, devices and roadway markings that adequately warn right-of-way users of upcoming changes and mark the alternate route as per the City approved Temporary Traffic Control Plan.

Intermittent Closures:

If a pedestrian or bicycle route must be closed intermittently due to conflicts with construction activities or construction vehicles, the temporary traffic control plan **may** require:

1. Flaggers or spotters to be posted at each end of the closed pedestrian or bicycle route for the entire duration of time the intermittent closure is in place; and
2. The safe and reasonable flow of pedestrian and bicycle traffic to be maintained in preference to construction activities and the flow of construction vehicles.

If an existing pedestrian route is impacted by a short-term or a short-duration work zone that is attended with project personnel, establishing an alternate pedestrian and/or bicycle route may not be necessary if the work can be stopped and pedestrians and/or bicyclists can navigate the work zone safely. This **shall** be determined by the City Traffic Engineer. When a temporary pedestrian/bicycle route extends through an active work zone, it **shall** be the contractor's responsibility to maintain safe pedestrian/bicyclist passage at all times. Pedestrians/bicyclists/motorists **may** be delayed for a short period of time for project personnel to move equipment and materials to facilitate passage. Project personnel **may** also assist pedestrians with disabilities. ADA compliant devices placed on the sidewalk and additional warning signage **may** be used to alert pedestrians of the beginning of a work zone.

Contractors or City personnel performing work constructing or maintaining city infrastructure **shall** provide safe accommodation per this policy.

Enforcement:

The City Traffic Engineer **may** revoke a street occupancy permit authorizing the blockage of a sidewalk, bicycle lane, or other pedestrian and/or bicycle path or facility and assess civil penalties as defined in Madison General Ordinances for any of the following reasons:

1. The permittee fails to comply with the required conditions.
2. The permittee does not comply with the traffic control plan approved by the City Traffic Engineer.
3. The permittee does not provide adequate protection for public safety and welfare.
4. Any other reason authorized by law, code, policy or rules.