Accommodating Pedestrians and Bicyclists in Oregon Work Zones

ARTBA National Work Zone Management Conference

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DIFFERENT COAST, SAME CHALLENGES
ACCOMMODATION CHALLENGES

Annual Work Zone Reviews:

- Numerous projects with ADA/Pedestrian Access and Bicyclist accommodation issues.
WHAT IS REQUIRED?

- Americans with Disabilities Act (1990)

- MUTCD (2009), Section 6D.02
  - “…include accessibility features consistent with the features present in the existing pedestrian facility..”

- PROWAG (2011), R201.2
  - “The requirements in this document shall apply to temporary and permanent facilities in the public right-of-way”
WHAT DOES THIS MEAN TO OUR AGENCY?

- Pedestrians must be considered on every project.
- Pedestrians must be able to get through the work zone or around the work zone with minimal disruption.
- An accessible route must be maintained when an accessible route was present.
- Work zone cannot create a new barrier for pedestrians.
DO WE NEED TO CONSIDER PEDS?
WHY DOES THE PROBLEM EXIST?

- Confusion regarding law, policy, and standards
- Inadequate planning
- The plan doesn’t work
- Lack of execution during construction
PROVIDING ACCESSIBILITY IN WORK ZONES

- Consider the pedestrian needs
- Assess pre-construction pedestrian routes. What needs to be provided?
- Develop a plan to provide access
- Deliver a workable plan and proper traffic control devices to the site
Intersection improvement project outside of Portland:
(Signals, pavement widening, new sidewalks)

NOTE:
- Limit work to one corner at a time to minimize pedestrian disruption and detour lengths.
EXAMPLES/CHALLENGES

Pedestrian Pathway Downstream

Closure for Signal Work (Opposite Sidewalk Closed for Paving)
DETOUR

ADDS 3,500’
(Uphill, no lighting)
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**PEDESTRIAN SPECIFIC PLANS**

- Plans that account for the actual space required for temporary pedestrian facilities
- Developed during project design
- Compatible with construction activities and staging
- During construction is too late
PEDESTRIAN SPECIFIC PLANS

Design Guidance

TYPICAL PEDESTRIAN ROUTING FOR INTERSECTION CORNER WORK AREAS

- Maintain 5’ min. gap at crosswalks
- 12’ min.
- Maintain 5x5’ min. clear landing area at bottom of temp. ADA ramp (hyp.)
- 25’ or as needed for equipment
- 30x24
  (Mount on BL11L)

Temp. ADA compliant curb ramp
(see drg. no. FM844)

Bl11R

25’ or as needed for equipment

30x24
(Mount on BL11R)

Temp. ADA compliant curb ramp

PEDESTRIAN SPECIFIC PLANS

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PEDESTRIAN SPECIFIC PLANS

Traffic Control Devices – Pedestrian Channelizing Device
PEDESTRIAN SPECIFIC PLANS

Traffic Control Devices – Temporary Sidewalk Ramp
BICYCLISTS & WORK ZONES

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Without dedicated facilities, bicyclists must choose to:

- Ride in the work zone
- Share the traffic lane

Where they previously had dedicated space
DEDICATED BICYCLE LANE
DEDICATED BICYCLE LANE

Requires a Detailed Plan
BICYCLE SPECIFIC PLANS

Traffic Control Devices – Bicycle Channelizing Device
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PEDESTRIAN & BICYCLIST DEMONSTRATION

Oregon Department of Transportation added 2 new photos.
May 18 at 12:30pm ·

How do you safely accommodate all road users in a work zone? That's the question our Traffic Control Plans Unit was tasked to explore. They've integrated new and improved methods you can test out today in #Salem to see how it works first-hand. Check it out, and enjoy that springtime sunshine! https://content.govdelivery.com/accounts/.../bulletins/1499767...
BIKE/PED DEMO PHOTOS
BIKE/PED DEMO VIDEO
SAFE WORK ZONES...
FOR ALL ROAD USERS

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