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Mobility Guideline
MG—02

PEDESTRIAN CONSIDERATIONS

http://www.austintexas.gov/department/right-of-way-management

Pedestrians are the right of way's most vulnerable users. Consequently, it is critical to take the full scope of pedestrian impact into account when Planning, Designing, and Placing Temporary Traffic Control (TTC). The extent of pedestrian needs should be determined through engineering judgment OR by the party responsible for the TTC zone. Decision-makers should begin by considering the following:

- Pedestrians vary widely in age and ability.
- Area services greatly influence pedestrian volume and travel patterns. Schools, community centers, transit stops and other attractors will affect TTC needs.
- Street configuration determines distances between cross streets and/or signalized intersections. Grid plans provide protected crossings at regular, predictable intervals. Areas with asymmetrical configurations vary in the placement of protected crossings and therefore will often require Engineering Judgment.
- Pedestrian detours may not be an optimal choice as:
  - Pedestrians are reluctant to add distance or out-of-the-way travel to their route.
  - The cost of providing accessibility may outweigh the cost of maintaining a continuous route.

PLANNING FOR PEDESTRIAN TTC

1. Ensure that pedestrians are not lead into conflicts with site vehicles, equipment, operations or traffic moving through/ around the zone.
2. Ensure that pedestrian travel paths are safe, convenient and Americans with Disabilities Act (ADA) compliant.
3. Attempt to replicate the characteristics of sidewalks or footpaths along pedestrian passageways/routes.
4. Provide adequate notification of sidewalk closures and detours.
5. Consult the Public Right-of-Way Accessibility Guidelines (PROWAG).

DESIGNING FOR PEDESTRIAN TTC

Provide the following in TTC design:

- ☐ Continuous and accessible pathways.
- ☐ Smooth, load bearing surfaces.
- ☐ Access to transit stops, area businesses, residences, etc.
- ☐ A pathway width of 5 feet, unless otherwise approved.
- ☐ Continuous detectable edging when utilizing channelization.
- ☐ Unobstructed pathways, minimizing intrusions by signs or other mounted devices to no greater than 4 inches.
- ☐ Detours should not exceed 660 feet in length, unless otherwise approved.
- ☐ End-of-block crossings, unless otherwise approved.
- ☐ Longitudinal barrier systems to protect from potential vehicle incursions into a pedestrian path, unless otherwise approved.
- ☐ ADVANCE communication of ALL route changes, taking pedestrians with visual disabilities into consideration.

PLACING PEDESTRIAN TTC

Pedestrian TTC is monitored to ensure compliance with City Requirements. Whether employing a **Standard Scenario** or **Engineered Plan**, the TTC shall be accessible at all times, detectable, well-maintained and consider **Current Conditions**.

STANDARD SCENARIO— The most commonly applied scenario for pedestrian facility closures is the "Bypass Walkway, Sidewalk, and Crosswalk Closures" standard found in the 804S -1 Series. This standard is applicable when the following conditions are satisfied, unless otherwise approved:

- ☐ The detour does not exceed 660 feet in length.

- ☐ A protected crossing is available at both ends of the detour.
- ☐ Work directly affects the sidewalk.
- ☐ There is an available sidewalk or accessible path on the opposite side of the street.

PARTIAL/INTERMITTENT SIDEWALK CLOSURES

Partial or intermittent sidewalk closures may be allowed, under the above named standard, in situations where:

1. ADA accessibility can be maintained AND
2. A flagger is present to halt work zone activities and safely escort pedestrians through the zone.

ENGINEERED PLAN – Where a Standard Scenario does not apply, an Engineered Plan will be required to determine the appropriate signs, devices, or measures to facilitate pedestrian movement.

PEDESTRIAN COVERED WALKWAYS

Pedestrian walkways separate pedestrians from both the work site and adjacent traffic. For overhead work that exceeds a single story, a canopied walkway may be required. Walkways must (see **Figure-1**):

- Comply with the International Building Code, Chapter 33.
- Be constructed to minimum standards and adequately lighted.
- Use striped barricade panels when ends of walkways face oncoming traffic.
- Maintain sight distance at corners and openings.
- Funnel pedestrians onto walkway.

If walkways occupy a lane of travel they must also:

- Include an approved water-filled channelizing device not to be set closer than 1 foot from traffic lanes as marked on the street.

Where new utilities will cross the sidewalk area, all utility work shall be completed prior to the placement of a walkway.

PEDESTRIAN BYPASS

Where a sidewalk exists and a pedestrian detour is not practical, a pedestrian bypass may be installed. Bypasses may only be used when (see **Figure-2**):

- Staged entirely on private property,

OR

- Sufficient room exists in the roadway.
- The adjacent traffic lane width is a minimum 10 feet wide.
- Concrete or water-filled barriers separate the bypass, unless otherwise approved.
- Temporary orange safety fencing is installed between the pathway and the work area.

If bypasses occupy a lane of travel they must also:

- Set a standard lane closure to clear the travel lane prior to the bypass.

Bypasses may be used on a multi-lane roadway in conjunction with a standard lane closure with prior approval.

MIDBLOCK CROSSWALKS

Midblock crossings may ONLY be employed where pre-existing midblock crosswalks or midblock pedestrian hybrid beacons (see **Figure-3**) are located. Additionally, curbside parking shall be prohibited for at least 50 feet in advance of the midblock crosswalk.

CURRENT CONDITIONS – Current conditions also impact City Requirements. This includes, but is not limited to, property access, street configuration, driveway interruptions, school zone impact, and traffic—pedestrian, cyclist, and motor—volumes.

CLOSURES AROUND SCHOOL ZONES

Unless otherwise approved, any work activity occurring within 2 blocks of an in-session school cannot begin prior to the school's start time AND must be cleared from the roadway prior to the school's release time.

RESOURCES

Standard Scenarios for TTC:

City Standard Details
Texas Manual on Uniform Traffic Control Devices (TMUTCD)

****Site conditions must be such that, when applied, the standard can be used without modification. Please reference the specific standard name and number.****

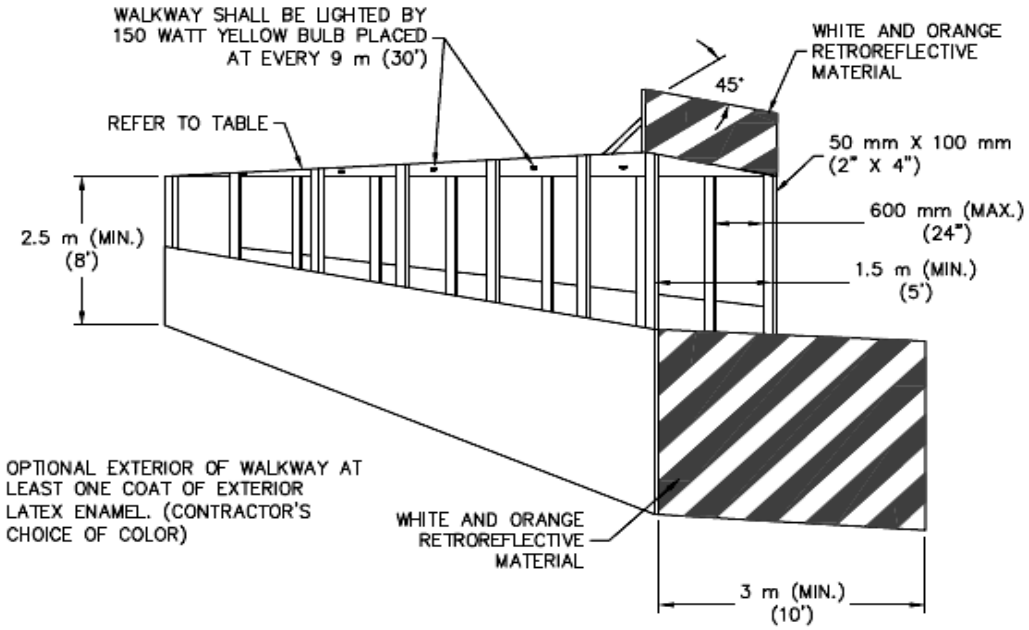
Compliance Information:

Americans with Disabilities Act
Public Right-of-Way Accessibility Guidelines (PROWAG)
International Building Code
City of Austin Transportation Criteria Manual

Related Mobility Guidelines (MG):

MG—01, Temporary Traffic Control
MG—03, Capacity Reduction

FIGURE-1



TABLE

TYPE OF CONSTRUCTION	TOP MATERIAL	INSIDE MATERIAL
MULTI STORY	50 mm (2") PLYWOOD *	12.5 mm (1/2") PLYWOOD
SINGLE STORY	NOT REQUIRED *	12.5 mm (1/2") PLYWOOD

*PLYWOOD MAY BE TWO (2) LAYERS OF 25 mm (1") PLYWOOD.

NOTES:

1. PROPER LOCATION FOR TRAFFIC CONTROL SIGNALS TO BE DETERMINED BY THE DIRECTOR OF THE CITY OF AUSTIN, TRANSPORTATION DEPARTMENT.
2. GATE/WALL AND FLOORS AS REQUIRED BY DIRECTOR OF THE CITY OF AUSTIN, TRANSPORTATION DEPARTMENT.
3. IN THE CENTRAL BUSINESS DISTRICT, PEDESTRIAN BARRICADES SHALL BE PROVIDED UNLESS OTHERWISE DETERMINED BY THE DIRECTOR OF THE CITY OF AUSTIN, TRANSPORTATION DEPARTMENT.
4. INTERIOR WALKWAY AT LEAST ONE COAT OF WHITE EXTERIOR LATEX ENAMEL.

FIGURE-2

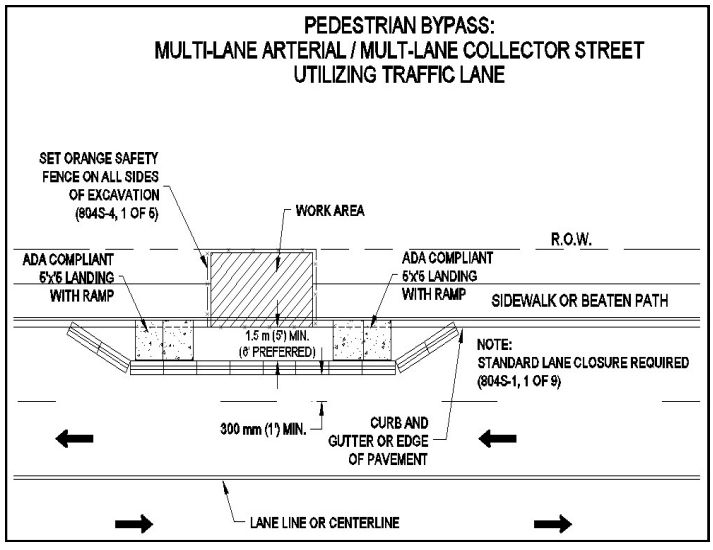


FIGURE-3