



Work Zone Pedestrian & Cyclist Accommodation in Washington, DC

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The Challenge of Success

The Atlantic

Popular

Latest

Why D.C.'s Skyline Is a Flock of Cranes

The capital's economy is so much more than just the federal government. Deputy Mayor Victor Hoskins explains how that happened.



In the early 2000s, it was typical for sidewalks to be closed for 18-24 months!



The MUTCD warns about what happens in these situations:

“It must be recognized that pedestrians are reluctant to retrace their steps to a prior intersection for a crossing or to add distance or out-of-the-way travel to a destination.” – Chapter 6D

A new way: Departmental Order, 2007, Pedestrian Safety & Work Zone Standards, 2010



PEDESTRIAN SAFETY AND WORK ZONE STANDARDS

Covered and Open Walkways



- Spells Out Preferred Methods for Routing Pedestrians Safely Through Work Zones Occupying Public Space
- 4 Basic options to accommodate pedestrians:
 - Covered on the sidewalk
 - Covered in the roadway
 - Open on the sidewalk
 - Open in the roadway

Pedestrian Protection by Phase of Construction

	Pedestrian Protection				
Phase of Construction	Covered Walkway -Sidewalk-	Covered Walkway -Roadway-	Open Walkway -Sidewalk-	Open Walkway -Roadway-	Sidewalk Closure
Raze					P
Facade Demolition	2†	2†			P
Sheeting & Shoring & Excavation	P*	2*	P*	2*	
Concrete or Steel Frame Construction		P			2
Skin or Façade Construction		P			2
Post Skin	P		P	2	
Sidewalk and Streetscape Work				P**	2**
Utility Work or other Work in ROW				P**	2**

P = DDOT preferred method

2 = Next alternative

* For intermittent closures due to lifting overhead, a flagger should be used at both ends of the walkway

** These closures are expected to last no longer than 4 to 8 weeks

† When minimal overhead danger is present, covered walkways are the preferred method

EXAMPLE: Safe Pedestrian Accommodation

- Pedestrians Conveniently Routed
- Protected from Traffic & Construction
- ADA Compliance
- Covered Route is Lighted



EXAMPLE: Pedestrian Access During Sheeting, Shoring & Excavation Phase



Sidewalk Remained Open...



...During Excavation


EXAMPLE: Covered Walkway



Safe Accommodations Act, 2014

The Washington Post
Democracy Dies in Darkness

New D.C. rules: Clear paths for pedestrians and cyclists in work zones

- “The blockage of a sidewalk, bicycle lane, or other public bicycle path shall be treated in the same manner as the closure of a lane of motor vehicle traffic by applying similar temporary traffic control practices as would be applied to the closure of a lane of motor vehicle traffic...”
 - “...Equal to the safety of the route provided to pedestrians and bicyclists before the blockage of the sidewalk, bicycle lane, or other public bicycle path.”
 - “...Maintained free of obstructions and surface hazards, such as construction equipment, construction materials, debris, mud, loose gravel and uneven surfaces.”
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The Best Pedestrian Accommodation is Convenient for Pedestrians to Use

1. An open or covered walkway on the sidewalk or roadway is most convenient and always preferred when feasible and safe, as determined by DDOT.
2. A sidewalk closure with detour route signage posted at the crosswalks directing pedestrians to an ADA-compliant route on the opposite side of street may be approved **only as a last resort**, if:
 - ✓ Route on the same side of street is infeasible or impractical as determined by DDOT, and closure is for no more than 4 to 8 weeks; or
 - ✓ Safety conditions at the work site, as determined by DDOT, but the sidewalk closure time is limited to no longer than the unsafe condition causing the sidewalk closure exists.



Safe Accommodation Act

The Final Rule also states:

- “Routing priority; provided that closing a sidewalk and **routing pedestrians to the sidewalk on the opposite side of the street shall only be approved as a last resort** for the duration of time needed to assure pedestrian safety in the absence of other practicable routing options;”
- Can set up a competition between bicycle facilities and the pedestrian facilities.
 - Closing the adjacent motor vehicle travel lane to provide space for a **bicycle lane**; provided that a minimum of one (1) motor vehicle travel lane shall remain in the same direction of travel;

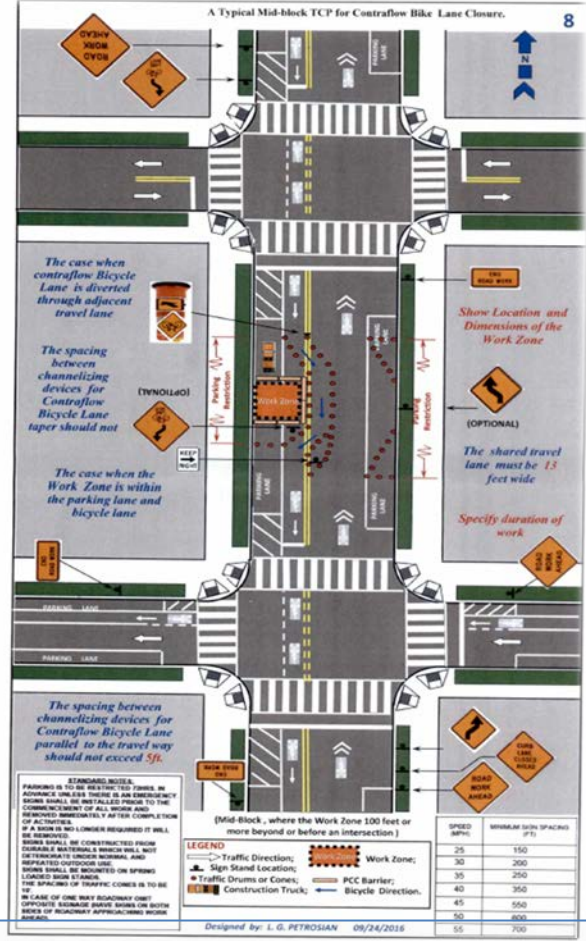
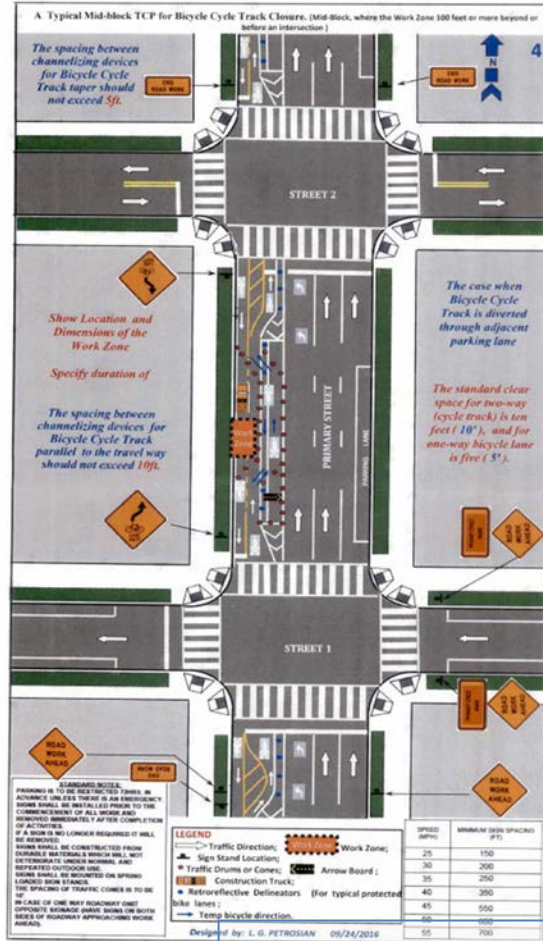
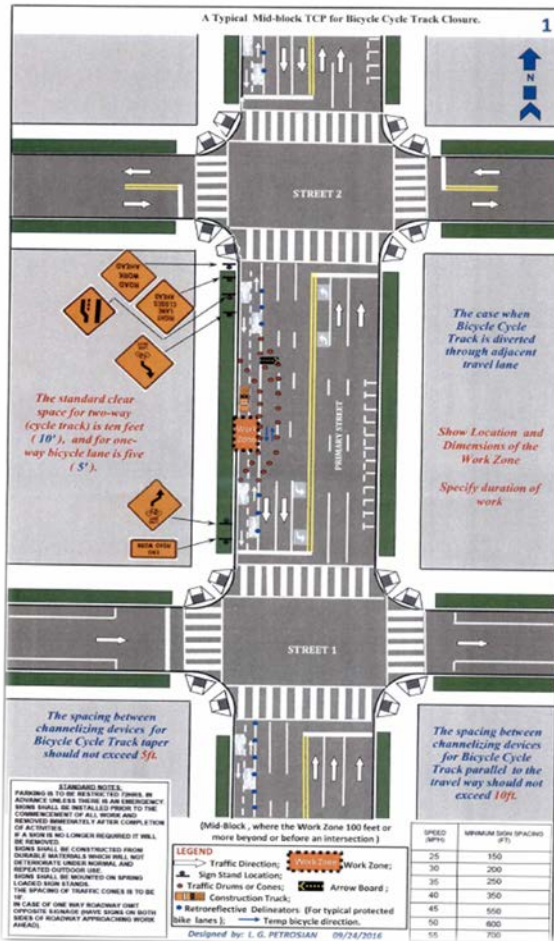


The Best Cyclist Accommodation is Convenient for Cyclists to Use

1. Maintaining the existing or creating an equivalent bike lane is most convenient and always preferred when feasible and safe, as determined by DDOT.
2. Merging a separated bike lane into a travel lane is the least preferred alternative other than closing a bike lane all together. It will be approved as a last resort only if:
 - ✓ There is insufficient space on the roadway to maintain the existing bike facility and
 - ✓ travel and parking cannot be reduced further without creating an unsafe roadway condition as determined by DDOT



Bicyclist Accommodation Typical TCPs



DEVELOPMENT OF TYPICALS

- 15 typical work zone guides developed
- 10 stakeholder meetings held
- Intergovernmental, private sector, and cyclists community
- 40+ attendees provided input

Bicyclists Accommodation In Field training



IN FIELD TRAINING

- 3 in field trainings held to date
- 133 individuals trained
- 17 different companies attended
- 4 different DDOT offices attended



15th Street Cycle Track & Sidewalk



BEFORE



AFTER

L Street Cycle Track & Sidewalk

- “You can’t always get what you want” – Mick Jagger
- A fully protected one-way cycle track replaced by a shared lane
- A case study in trade-offs and limitations.




A Safe Pedestrian or Bicyclist Accommodation may Be Blocked Temporarily Due to Conflicts with Construction Activities or Construction Vehicles

Only allowed during off-peak hours (usually 9:30 am to 3:30 pm).

- Flaggers must 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 must ensure safe passage for all.
- The safe and reasonable flow of pedestrian and bicycle traffic must be maintained in preference to construction activities and the flow of construction vehicles.



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