



# OFFICIAL NOTICE AND AGENDA

of a meeting of a City Board, Commission, Department  
Committee, Agency, Corporation, Quasi-Municipal  
Corporation, or Sub-unit thereof.

**Meeting:** **BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE**  
**Members:** Jonathan Smith (Chair), Tom Neal, Terry Kilian, Susan Schmidt, Chris Filtz, Ben Gerhards, Veronica Hope  
**Location:** Maple Room, First Floor, City Hall  
**Date/Time:** **Monday, October 28, 2024 at 5:00 p.m.**

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1. Welcome and Introductions
2. Public Comment
3. Approve the Minutes of September 23, 2024 Meeting (2 minutes)
4. Discussion and Possible Action: River Edge Trail progress and update (10 minutes)
5. Discussion and Possible Action: 2nd St pedestrian improvements
6. Discussion and Possible Action: Ordinance for sidewalk construction detouring (15 minutes)
7. Discussion and Possible Action: Leading Pedestrian Interval at signalized intersections
8. Updates: Stewart Ave construction (5 mins)
9. Items for Future Agendas
10. Next Meeting Date: December 9, 2024 or TBD
11. Adjourn

It is likely that members of, and a quorum of the Council and/or members of other committees of the Common Council of the City of Wausau will be in attendance at the abovementioned meeting to gather information. **No action will be taken by any such groups.**

Questions regarding this agenda may be directed to the City Planning Office @ (715) 261-6760.

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 (ADA), the City of Wausau will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs or activities. If you need assistance or reasonable accommodations in participating in this meeting or event due to a disability as defined under the ADA, please call the ADA Coordinator at (715) 261- 6622 or ADAServices@ci.wausau.wi.us to discuss your accessibility needs. We ask your request be provided a minimum of 72 hours before the scheduled event or meeting. If a request is made less than 72 hours before the event the City of Wausau will make a good faith effort to accommodate your request.

**This Notice was posted at City Hall and emailed to the Media on 10/22/2024**

Any person wishing to offer public comment may e-mail **City Clerk Kaitlyn Bernarde** at **clerk@ci.wausau.wi.us** with "BPAC Public Comment" in the subject line prior to the meeting start. All public comment, either by email or in person, will be limited to items on the agenda at this time. The messages related to agenda items received prior to the start of the meeting will be provided to the Chair.

Other Distribution: Media, Alderpersons, Mayor, City Departments

MINUTES

September 23, 2024

Members Present: Tom Neal, Terry Kilian, Chris Filtz, Jonathan Smith

Others Present: Jillian Kurtzhals, Allen Wesolowski, Vicki Tierney

Location: City Hall, Maple Room

In compliance with Chapter 19, Wisconsin Statutes, notice of this meeting was posted and transmitted to the Wausau Daily Herald in the proper manner.

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**1. Welcome and Introductions**

Smith called the meeting to order at 5:00 p.m.

**2. Public Comment**

n/a

**3. Approve minutes of June 26, 2024 Meeting**

*Motion by Tom Neal, seconded by Chris Filtz. Passed unanimously.*

**4. Discussion and Possible Action: River Edge Trail progress and update:**

Andy stated that the portion of Thomas St south to Adrian St is set to begin September 24 with an expected completion date of October 18. RC Pavers is the contractor for the grading and asphalt. Lighting may be pushed to next year. Therefore an “official” ribbon-cutting would be in 2025. Requests are out requesting character references for Pat Peckham (such as being highly esteemed based on character references and reputation and having no criminal or legal judgments). Pat Peckham also had 6 years of civic service to the community. Andy is hoping that the name, Peckham Way, will be approved at the next Parks & Recreation Committee meeting.

The street portion which would be from the end of Adrian St to DC Everest Park is currently waiting on resident responses from that area. A few meetings back Andy asked the committee to take the paths to see if they had any recommendations as well. Kilian stated she had biked the trail and asked that the flashing lights be available further down from the bridge (near Dairy Queen for instance) because a lot of people try to cross earlier than just before the bridge. The lights may be too close together at that point. This will require more research to find the best solution. Jonathan stated that he has waited at the end of the bridge for traffic but felt hidden due to the slight curve and tree that’s located there.

Tom mentioned that the group should stick to their topic rather than discussing the troublesome intersections. Another member stated that it is a concern of the group, however, because those are

the places that bikers and pedestrians need to cross. Maybe get some traffic reports from the DPW to better research.

*Jonathan motioned that funds for this project goes towards creating a RRFB crossing at Thomas and McCleary. Seconded by Tom Neal. Passed unanimously*

**5. Discussion and Possible Action: Creation of Bike Rack program:**

Andy updated the group one at glass and grain 6<sup>th</sup> and Chicago, other at the Imaginarium on 2<sup>nd</sup> St. Both approved, the Imaginarium would be temporary basis due to construction. Racks have been placed, but streets Dept didn't like the location outside the Imaginarium. So this location was put on pause. Andy then contacted the Imaginarium once their landscaping was complete and the worked together to find a location near the entrance which was installed a few days ago.

How do businesses request a bike rack? Other communities have a more formal request system for this as well as mapping each location to see if other areas are lacking. Some communities ask for payments from the businesses, some built in a certain amount each year for this, this may be something that NCTC Welding students could work on as part a class project. Chris will do some research and put some information together. Jonathan recommended looking into the Sheboygan set up as well.

More information to come.

**6. Discussion and Possible Action: RRFB Priority locations:**

Map in packet shows where current RRFB's are. Previous meetings recommended 4 new locations (Grand & Bernard, Grand & Mason or Sumner, Thomas & 12<sup>th</sup> Ave, Bridge & 6<sup>th</sup> Ave). Prioritization of these is needed to help guide engineering. Prioritization is 1. Bridge & 6<sup>th</sup>, 2. Thomas & 12<sup>th</sup> Ave, 3. Grand & Bernard, then 4. Grand & Mason or Sumner. The RRFB by Eastbay is no longer used. CoVantage has asked if it can be moved up closer to their building since the employees cross there to get to their vehicles.

Neal motioned to move RRFB from Alexander St to Callon St, seconded by Killian. *Passed unanimously.*

**7. Updates Stewart Ave construction:**

Allen Wesolowski updated the group. Stewart and 48<sup>th</sup>-56<sup>th</sup> is done. Stewart and 56<sup>th</sup>-68<sup>th</sup> should be done within the week. Stewart and 68<sup>th</sup>-72<sup>nd</sup> is getting sewer and water and should be complete within next 2 weeks. Completion was originally set for the end of October but has been pushed out to the 2<sup>nd</sup> week of November.

**8. Items for Future Agendas**

Killian asked if anyone bikes on Grand on the designated bike routes. She has noticed that when there is a bicyclist in those the vehicles still have to pull almost into the other lane to get around them. Lynch stated that the "sharrows" are not full-sized bike lanes due to the limitations of Grand Ave. Bikers are supposed to be as far to the right side of the lane as possible but it's not always the case.

Smith stated there is no City Ordinance for rerouting bicyclists and pedestrians during sidewalk construction/utility installation.

**9. Next meeting date: October 28, 2024**

**10. Adjourn**

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*Motion by Smith, seconded by Neal to adjourn. Passed unanimously. Meeting ended at 5:55 p.m.*

- ★ = bus stop
- ✕ = Boys and Girls Club

Students going to and from bus stops have difficulty crossing 2<sup>nd</sup> street safely. 2<sup>nd</sup> is also used as an alternative to 3<sup>rd</sup> St.





**From:** [Jonathan Smith](#)  
**To:** [Terry Kilian](#)  
**Cc:** [Andrew Lynch](#)  
**Subject:** [EXTERNAL] Re: Fw: [EXTERNAL] Grand/Kent intersection  
**Date:** Sunday, October 13, 2024 7:45:04 PM

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Terry, thank you for sharing this.

Andrew, I would love to see if we could craft a policy on giving lead walk times at busy intersections. This could be a huge opportunity for pedestrian safety throughout the city.

Terry, we have a standing meeting to confirm the agenda together. I'll see if this is a possibility.

Thank you!  
Jonathan Smith

**Jonathan Smith**  
[Click to Schedule an appointment immediately](#)  
**Phone:** 715-297-1873

On Fri, Oct 11, 2024 at 8:13 AM Terry Kilian <[Terry.Kilian@ci.wausau.wi.us](mailto:Terry.Kilian@ci.wausau.wi.us)> wrote:

Good morning, Andrew and Jonathan. . .

I am forwarding an email which I received this morning. . .so nice to see a resident concerned about the safety of others. I thought maybe we could discuss this at the next bike and peds meeting.

Thank you,  
Terry

Terry Kilian  
Alder District 3  
715-574-3777

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**From:** Terry Kilian <[Terry.Kilian@ci.wausau.wi.us](mailto:Terry.Kilian@ci.wausau.wi.us)>  
**Sent:** Friday, October 11, 2024 8:07 AM  
**To:** Sam Wessel <[swessel@ncwrpc.org](mailto:swessel@ncwrpc.org)>  
**Subject:** Re: [EXTERNAL] Grand/Kent intersection

Good morning, Sam. . .

Thank you for reaching out. I will certainly try to discuss your concerns at the next bike and peds meeting and will forward your email to Andrew Lynch, assistant planner who is in attendance at all bike and peds meetings.

Thank you for your concerns regarding the difficulties crossing at this intersection.

Most sincerely,  
Terry Kilian  
Alder District 3  
715-574-3777

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**From:** Sam Wessel <[swessel@ncwrpc.org](mailto:swessel@ncwrpc.org)>  
**Sent:** Thursday, October 10, 2024 9:18 AM  
**To:** Tom Neal <[Tom.Neal2@ci.wausau.wi.us](mailto:Tom.Neal2@ci.wausau.wi.us)>; Terry Kilian <[Terry.Kilian@ci.wausau.wi.us](mailto:Terry.Kilian@ci.wausau.wi.us)>  
**Subject:** [EXTERNAL] Grand/Kent intersection

Some people who received this message don't often get email from [swessel@ncwrpc.org](mailto:swessel@ncwrpc.org). [Learn why this is important](#)

Good morning Tom and Terry,

I witnessed something this morning that I feel obligated to pass on in case there's some kind of solution for the bike/ped committee to investigate.

I was on WB E Kent St coming from kwik trip about to turn right onto Grand Ave NB and yielded to a woman with a walker and a dog trying to cross Grand Ave. EVERY vehicle coming from EB Kent St decided to turn left onto Grand Ave NB as she struggled to get across, not yielding to her or me, and I was especially disappointed that a City Bus was one of them. By the time she had a chance to cross, the light was already yellow. Maybe they thought she wasn't trying to cross but I could tell she was trying but was too scared to go through with it. I've seen cities where the "walk" sign come on a few seconds before the green light so pedestrians get a head start and are more visible, so maybe there are some easy adjustments that can be made. I frequently see this individual walking around there to get essentials and it's not the safest corridor for seniors/pedestrians.

I wanted to CC some County/MPO staff (Arron and Aaron?) but their email addresses are not public-facing on their website. **Terry**, I also noticed that your email address is hyperlinked to Gary Gisselman's under Bike/Ped drop-down contacts on the following page, probably a quick fix someone from IT can address: <https://www.wausauwi.gov/your-government/city-council/boards-committees-commissions>

No need to follow up with me necessarily but I hope this isn't a regular barrier for this individual and trust you guys to bring it up at the appropriate meetings and/or discuss with staff.

Thanks and enjoy these fall colors!

**Sam Wessel, AICP**, Senior Planner

North Central Wisconsin Regional Planning Commission

[210 McClellan St Suite 201, Wausau, WI 54403](http://210McClellanStSuite201,Wausau,WI54403)

[swessel@ncwrpc.org](mailto:swessel@ncwrpc.org) / 715-849-5510 Ext. 303

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## Safety Benefits:

# 13%

reduction in pedestrian-vehicle crashes at intersections.<sup>2</sup>

## Leading Pedestrian Interval

A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication. Pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn right or left.

### LPIs provide the following benefits:

- Increased visibility of crossing pedestrians.
- Reduced conflicts between pedestrians and vehicles.
- Increased likelihood of motorists yielding to pedestrians.
- Enhanced safety for pedestrians who may be slower to start into the intersection.

FHWA's Handbook for *Designing Roadways for the Aging Population* recommends the use of the LPI at intersections with high turning vehicle volumes. Transportation agencies should refer to the *Manual on Uniform Traffic Control Devices* for guidance on LPI timing and ensure that pedestrian signals are accessible for all users.<sup>1</sup> Costs for implementing LPIs are very low when only signal timing alteration is required.



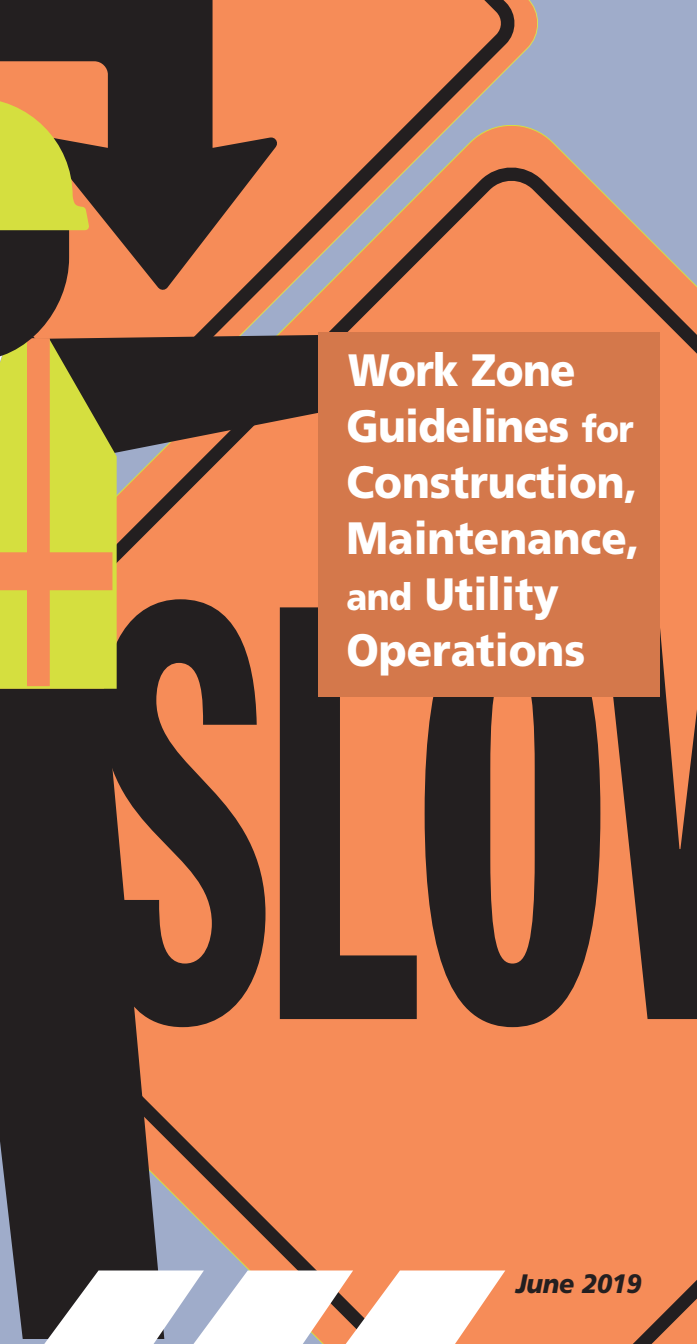
An LPI allows a pedestrian to establish a presence in the crosswalk before vehicles are given a green indication. Source: FHWA



LPIs reduce potential conflicts between pedestrians and turning vehicles. Source: FHWA

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/fhwasat19040.pdf>.

<sup>1</sup> Manual on Uniform Traffic Control Devices (MUTCD), Section 4I.06. FHWA, (2023).  
<sup>2</sup> (CMF ID: 9918) Goughnour, E., D. Carter, C. Lyon, B. Persaud, B. Lan, P. Chun, I. Hamilton, and K. Signor. "Safety Evaluation of Protected Left-Turn Phasing and Leading Pedestrian Intervals on Pedestrian Safety." Report No. FHWA-HRT-18-044. Federal Highway Administration. (October 2018)



**Work Zone  
Guidelines for  
Construction,  
Maintenance,  
and Utility  
Operations**

**SLOW**

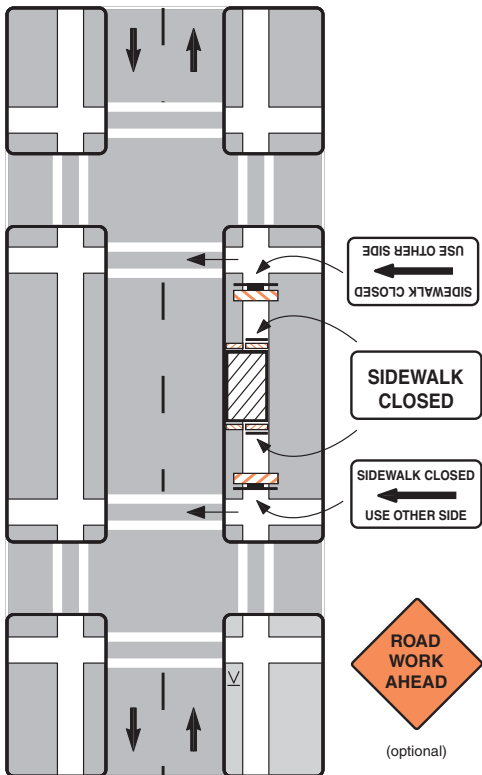
*June 2019*

## Pedestrian and Bicyclist Safety

It is important to provide continuous access for pedestrians, bicyclists, and to bus stops. If pedestrian or bicycle travel paths are closed or disrupted by construction, maintenance, or utility operations, traffic control is needed. This includes using signs, channelizing devices, etc. to direct pedestrians and bicyclists through or around the work site, or to alternate routes. Major considerations in planning for pedestrian and bicyclist safety are:


- Do not lead pedestrians or bicyclists into conflicts with work site vehicles, equipment, or operations, nor traffic moving through or around the work site. Obstructions should be clearly marked, especially at night.
- Do not block or relocate pedestrian or bicycle routes for non-construction activities such as parking for vehicles and equipment.
- Provide pedestrians with a safe, convenient and clearly delineated travel path that replicates as nearly as practical the most desirable characteristics of existing sidewalks or footpaths. Signals and devices mounted lower than 7' should not project more than 4" into pedestrian facilities.
- Where sidewalks are closed or relocated, provisions shall be made for disabled pedestrians. When it is determined a facility should be accessible to pedestrians with visual disabilities, continuously detectable edging should be provided for pedestrians using long canes for guidance. Examples include interconnected barrier, curb, lumber, or fencing with a continuous bottom rail. If channelizing devices are used there cannot be gaps between the bases. Audible devices should be considered to provide communication of closings and crosswalk changes to pedestrians with visual disabilities. Audible devices might not be needed if detectable channelization makes an alternate route of travel evident to persons with visual disabilities.
- Advance notification of sidewalk closures shall be provided to the maintaining agency.

## Sidewalk Closure (Pedestrian Detour)



### Notes

1. Additional advance warning may be necessary.
2. Only the traffic control devices related to pedestrians are shown. Other devices may be needed to control traffic on the streets such as lane closure signs, ROAD NARROWS or LANE NARROWS signs.
3. For nighttime closures, Type A flashing warning lights may be used on barricades supporting signs and closing walkways.
4. Audible devices should be considered to alert pedestrians with visual disabilities of closings and crosswalk changes.



## ***Information and Training***

For information, copies of this pocket guide, and training opportunities in work zone traffic control, flagging, or other street and highway design, operation and maintenance topics, contact the Wisconsin Transportation Information Center, a project of the University of Wisconsin-Madison Department of Engineering Professional Development, funded as a Local Transportation Assistance Program by the Federal Highway Administration, Wisconsin Department of Transportation, and UW-Extension.

**Transportation Information Center – LTAP**  
**University of Wisconsin-Madison**  
432 N. Lake Street  
Madison, WI 53706  
800-442-4615  
email: [tic@epd.wisc.edu](mailto:tic@epd.wisc.edu)  
website: [epd.wisc.edu/tic](http://epd.wisc.edu/tic)



**Transportation Information Center – LTAP**  
**University of Wisconsin-Madison**



Manual on Uniform Traffic  
Control Devices (MUTCD)

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**Chapter 6D. Pedestrian And Worker Safety****Section 6D.01 Pedestrian Considerations****Support:**

Whenever the acronym "TTC" is used in this Chapter, it refers to "temporary traffic control."

**Standard:**

**The needs and control of all road users (motorists, bicyclists, and pedestrians within the highway, including persons with disabilities in accordance with the Americans with Disabilities Act of 1990 (ADA), Title II, Paragraph 35.130) through a TTC zone shall be an essential part of highway construction, utility work, maintenance operations, and the management of traffic incidents.**

**Support:**

A wide range of pedestrians might be affected by TTC zones, including the young, elderly, and people with disabilities such as hearing, visual, or mobility. These pedestrians need a clearly delineated and usable travel path. Considerations for pedestrians with disabilities are addressed in [Section 6D.02](#).

The most desirable way to provide information to pedestrians with visual disabilities that is equivalent to visual signage for notification of sidewalk closures is a speech message provided by an audible information device. Devices that provide speech messages in response to passive pedestrian actuation are the most desirable. Other devices that continuously emit a message, or that emit a message in response to use of a pushbutton, are also acceptable. Signage information can also be transmitted to personal receivers, but currently such receivers are not likely to be carried or used by pedestrians with visual disabilities in TTC zones. Audible information devices might not be needed if detectable channelizing devices make an alternate route of travel evident to pedestrians with visual disabilities.

**Guidance:**

If a pushbutton is used to provide equivalent TTC information to pedestrians with visual disabilities, the pushbutton should be equipped with a locator tone to notify pedestrians with visual disabilities that a special accommodation is available, and to help them locate the pushbutton.

**Standard:**

**The various TTC provisions for pedestrian and worker safety set forth in [Part 6](#) shall be applied by knowledgeable (for example, trained and/or certified) persons after appropriate evaluation and engineering judgment.**

**Advance notification of sidewalk closures shall be provided to the maintaining agency. Where pedestrians with visual disabilities normally use the closed sidewalk, a barrier that is detectable by a person with a visual disability traveling with the aid of a long cane shall be placed across the full width of a closed sidewalk.**

**Support:**

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.

**Guidance:**

Adequate provisions should be made for persons with disabilities as determined by an engineering study or by engineering judgment. Because printed signs and surface delineation are not usable by pedestrians with visual disabilities, blocked routes, alternate crossings, and sign and sign information should be communicated to pedestrians with visual disabilities by providing audible information devices, accessible pedestrian signals, and barriers and channelizing devices that are detectable to pedestrians traveling with the aid of a long cane or who have low vision.

The following three items should be considered when planning for pedestrians in TTC zones:

- A. Pedestrians should not be led into conflicts with work site vehicles, equipment, and operations.
- B. Pedestrians should not be led into conflicts with vehicles moving through or around the work site.
- C. Pedestrians should be provided with a reasonably safe, convenient, and accessible path that replicates as nearly as practical the most desirable characteristics of the existing sidewalk(s) or footpath(s). Where pedestrians who have visual disabilities encounter work sites that require them to cross the roadway to find an accessible route, instructions should be provided using an audible information device. Accessible pedestrian signals (see [Section 4E.06](#)) with accessible pedestrian detectors (see [Section 4E.09](#)) might be needed to enable pedestrians with visual disabilities to cross wide or heavily traveled roadways.

A pedestrian route should not be severed and/or moved for nonconstruction activities such as parking for vehicles and equipment.

Consideration should be made to separate pedestrian movements from both work site activity and vehicular traffic. Unless a reasonably safe route that does not involve crossing the roadway can be provided, pedestrians should be appropriately directed with advance signing that encourage them to cross to the opposite side of the roadway. In urban and suburban areas with high vehicular traffic volumes, these signs should be placed at intersections (rather than midblock locations) so that pedestrians are not confronted with midblock work sites that will induce them to atter skirting the work site or making a midblock crossing.

**Support:**

Figures [6H-28](#) and [6H-29](#) show typical TTC device usage and techniques for pedestrian movement through work zones.

**Guidance:**

When pedestrian movement through or around a work site is necessary, a separate usable footpath should be provided. If the previous pedestrian facility was accessible to pedestrians with disabilities, the footpath provided during temporary traffic control should also be accessible. There should not be any abrupt changes in grade or terrain that could cause a tripping hazard or could be a barrier to wheelchair use. Barriers and channelizing devices should be detectable to pedestrians who have visual disabilities (see [Section 6F.68](#)).

**Option:**

Whenever it is feasible, closing off the work site from pedestrian intrusion may be preferable to channelizing pedestrian traffic along the site with TTC devices.

**Support:**

Maintaining a detectable, channelized pedestrian route is much more useful to pedestrians who have visual disabilities than closing a walkway and providing audible directions to an alternate route involving additional crossings and a return to the original route. Braille is not useful in conveying such information because it is difficult to find. Audible instructions might be provided, but the extra distance and additional street crossings might add complexity to a trip.

**Guidance:**

Fencing should not create sight distance restrictions for road users. Fences should not be constructed of materials that would be hazardous if impacted by vehicles.

Wooden railing, fencing, and similar systems placed immediately adjacent to motor vehicle traffic should not be used as substitutes for crashworthy temporary traffic barriers.

**Standard:**

**TTC devices used to delineate a TTC zone pedestrian walkway shall be crashworthy and, when struck by vehicles, present a minimum threat to pedestrians, workers, and occupants of impacting vehicles.**

**Guidance:**

Ballast for TTC devices should be kept to the minimum amount needed and should be mounted low to prevent penetration of the vehicle windshield.

Movement by work vehicles and equipment across designated pedestrian paths should be minimized and, when necessary, should be controlled by flaggers or TTC. Staging or stopping of work vehicles or equipment along the side of pedestrian paths should be avoided, since it encourages movement of workers, equipment, and materials across the pedestrian path.

Access to the work space by workers and equipment across pedestrian walkways should be minimized because the access often creates unacceptable changes in grade, and rough or muddy terrain, and pedestrians will tend to avoid these areas by attempting nonintersection crossings who no curb ramps are available.

**Option:**

A canopied walkway may be used to protect pedestrians from falling debris, and to provide a covered passage for pedestrians.

**Guidance:**

Covered walkways should be sturdily constructed and adequately lighted for nighttime use.



When pedestrian and vehicle paths are rerouted to a closer proximity to each other, consideration should be given to separating them by a temporary traffic barrier.

If a temporary traffic barrier is used to shield pedestrians, it should be designed to accommodate site conditions.

**Support:**

Depending on the possible vehicular speed and angle of impact, temporary traffic barriers might deflect upon impact by an errant vehicle. Guidance for locating and designing temporary traffic barriers can be found in Chapter 9 of AASHTO's "Roadside Design Guide" (see [Section 1A.11](#)).

**Standard:**

**Short intermittent segments of temporary traffic barrier shall not be used because they nullify the containment and redirective capabilities of the temporary traffic barrier, increase the potential for serious injury both to vehicle occupants and pedestrians, and encourage the presence of blunt, leading ends. All upstream leading ends that are present shall be appropriately flared or protected with properly installed and maintained crashworthy cushions. Adjacent temporary traffic barrier segments shall be properly connected in order to provide the overall strength required for the temporary traffic barrier to perform properly.**

**Normal vertical curbing shall not be used as a substitute for temporary traffic barriers when temporary traffic barriers are clearly needed.**

**Option:**

Temporary traffic barriers or longitudinal channelizing devices may be used to discourage pedestrians from unauthorized movements into the work space. They may also be used to inhibit conflicts with vehicular traffic by minimizing the possibility of midblock crossings.

**Support:**

A major concern for pedestrians is urban and suburban building construction encroaching onto the contiguous sidewalks, which forces pedestrians off the curb into direct conflict with moving vehicles.

**Guidance:**

If a significant potential exists for vehicle incursions into the pedestrian path, pedestrians should be rerouted or temporary traffic barriers should be installed.

**Support:**

TTC devices, jersey barriers, and wood or chainlink fencing with a continuous detectable edging can satisfactorily delineate a pedestrian path.

**Guidance:**

Tape, rope, or plastic chain strung between devices are not detectable, do not comply with the design standards in the "Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)" (see Section 1A.11), and should not be used as a control for pedestrian movements.

The extent of pedestrian needs should be determined through engineering judgment for each TTC zone situation. In general, pedestrian routes should be preserved in urban and commercial suburban areas. Alternative routing should be discouraged.

The highway agency in charge of the TTC zone should regularly inspect the activity area so that effective pedestrian TTC is maintained.

**Section 6D.02 Accessibility Considerations**

**Support:**

Additional information on the design and construction of accessible temporary facilities is found in publications listed in Section 1A.11 (see Documents 10 and 29 through 31).

**Guidance:**

The extent of pedestrian needs should be determined through engineering judgment or by the individual responsible for each TTC zone situation. This individual should be aware that the absence of a continuous pathway, including curb ramps and other accessible features, might preclude the use of the facility by pedestrians with disabilities.

**Standard:**

**When existing pedestrian facilities are disrupted, closed, or relocated in a TTC zone, the temporary facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility.**

**Guidance:**

To accommodate the needs of pedestrians, including those with disabilities, the following considerations should be addressed when temporary pedestrian pathways in TTC zones are designed or modified:

- A. Provisions for continuity of accessible paths for pedestrians should be incorporated into the TTC process. Pedestrians should be provided with a reasonably safe, convenient, and accessible path that replicates as much as practical the desirable characteristics of the existing pedestrian facilities.
- B. Access to temporary transit stops should be provided.
- C. Blocked routes, alternate crossings, and sign and signal information should be communicated to pedestrians with visual disabilities by providing devices such as audible information devices, accessible pedestrian signals, or barriers and channelizing devices that are detectable to the pedestrians traveling with the aid of a long cane or who have low vision. Where pedestrian traffic is detoured to a TTC signal, engineering judgment should be used to determine if pedestrian signals or accessible pedestrian signals should be considered for crossings along an alternate route.
- D. When channelization is used to delineate a pedestrian pathway, a continuous detectable edging should be provided throughout the length of the facility such that pedestrians using a long cane can follow it. These detectable edgings should adhere to the provisions of [Section 6F.68](#).
- E. A smooth, continuous hard surface should be provided throughout the entire length of the temporary pedestrian facility. There should be no curbs or abrupt changes in grade or terrain that could cause tripping or be a barrier to wheelchair use. The geometry and alignment of the facility should meet the applicable requirements of the "Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)" (see Section 1A.11).
- F. The width of the existing pedestrian facility should be provided for the temporary facility if practical. Traffic control devices and other construction materials and features should not intrude into the usable width of the sidewalk, temporary pathway, or other pedestrian facility. When it is not possible to maintain a minimum width of 1500 mm (60 in) throughout the entire length of the pedestrian pathway, a 1500 x 1500 mm (60 x 60 in) passing space should be provided at least every 60 m (200 ft), to allow individuals in wheelchairs to pass.
- G. Signs and other devices mounted lower than 2.1m (7 ft) above the temporary pedestrian pathway should not project more than 100 mm (4 in) into accessible pedestrian facilities.

**Section 6D.03 Worker Safety Considerations**

**Support:**

Equally as important as the safety of road users traveling through the TTC zone is the safety of workers. TTC zones present temporary and constantly changing conditions that are unexpected by the road user. This creates an even higher degree of vulnerability for workers on or near the roadway.

Maintaining TTC zones with road user flow inhibited as little as possible, and using TTC devices that get the road user's attention and provide positive direction are of particular importance. Likewise, equipment and vehicles moving within the activity area create a risk to workers on foot. When possible, the separation of moving equipment and construction vehicles from workers on foot provides the operator of these vehicles with a greater separation clearance and improved sight lines to minimize exposure to the hazards of moving vehicles and equipment.

**Guidance:**

The following are the key elements of worker safety and TTC management that should be considered to improve worker safety:

- A. Training—all workers should be trained on how to work next to motor vehicle traffic in a way that minimizes their vulnerability. Workers having specific TTC responsibilities should be trained in TTC techniques, device usage, and placement.
- B. Worker Safety Apparel—all workers exposed to the risks of moving roadway traffic or construction equipment should wear high-visibility safety apparel meeting the requirements of ISEA "American National Standard for High-Visibility Safety Apparel" (see Section 1A.11), or equivalent revisions, and labeled as ANSI 107-199 standard performance for Class 1, 2, or 3 risk exposure. A competent person designated by the employer to be responsible for the worker safety plan within the activity area of the job site should make the selection of the appropriate class of garment.
- C. Temporary Traffic Barriers—temporary traffic barriers should be placed along the work space depending on factors such as lateral clearance of workers from adjacent traffic, speed of traffic, duration and type of operations, time of day, and volume of traffic.
- D. Speed Reduction—reducing the speed of vehicular traffic, mainly through regulatory speed zoning, funneling, lane reduction, or the use of uniformed law enforcement officers, or flaggers, should be considered.
- E. Activity Area—planning the internal work activity area to minimize backing-up maneuvers of construction vehicles should be considered to minimize the exposure to risk.
- F. Worker Safety Planning—a competent person designated by the employer should conduct a basic hazard assessment for the work site and job classifications required in the activity area. This safety professional should determine whether engineering, administrative, or personal protection measures should be implemented. This plan should be in accordance with the Occupational Safety and Health Act of 1970, as amended, "General Duty Clause" Section 5(a)(1) - Public Law 91-596, 84 Stat. 1590, December 29, 1970, as amended, and with the requirement to assess worker risk exposures for each job site and job classification, as per 29 CFR 1926.20 (b)(2) of "Occupational Safety and Health Administration Regulations, General Safety and Health Provisions" (see [Section 1A.11](#)).

**Option:**

The following are additional elements of TTC management that may be considered to improve worker safety:

- A. Shadow Vehicle—in the case of mobile and constantly moving operations, such as pothole patching and striping operations, a shadow vehicle, equipped with appropriate lights and warning signs, may be used to protect the workers from impacts by errant vehicles. The shadow vehicle may be equipped with a rear-mounted impact attenuator.
- B. Road Closure—if alternate routes are available to handle road users, the road may be closed temporarily. This may also facilitate project completion and thus further reduce worker vulnerability.
- C. Law Enforcement Use—in highly vulnerable work situations, particularly those of relatively short duration, law enforcement units may be stationed to heighten the awareness of passing vehicular traffic and to improve safety through the TTC zone.
- D. Lighting—for nighttime work, the TTC zone and approaches may be lighted.
- E. Special Devices—these include rumble strips, changeable message signs, hazard identification beacons, flags, and warning lights. Intrusion warning devices may be used to alert workers to the approach of errant vehicles.

**Support:**

Judicious use of the special devices described in Item E above might be helpful for certain difficult TTC situations, but misuse or overuse of special devices or techniques might lessen their effectiveness.