



# 2017 Temporary traffic control guidelines for pedestrians



# Temporary Traffic Control Guidelines for Pedestrians (2017)

The safety and mobility of pedestrians, cyclists and motorists must be considered in the design, set-up and operation of a temporary traffic control situation.

The focus of this manual will be the accommodation of pedestrians on roads posted at 50 km per hour or less (for accommodation of cyclists and motorist refer to the 2016 edition Temporary Traffic Control Manual).

It is important to consider the wide-ranging needs of pedestrians, including the young, elderly and those with disabilities such as hearing, visual or mobility.

The ranking of pedestrian accommodation follows. A score of 2 is deemed acceptable, however the goal is 3 and above.

- 0 – No pedestrian accommodation of both sides of the road.
- 1 – No pedestrian accommodation, one side open the other closed.
- 2 – Temporary pedestrian accommodation through construction without wheelchair accessibility.
- 3 – Temporary pedestrian accommodation accessible, possibly on protected portion of street.
- 4 – Full pedestrian accommodation through the site, for example, overhead hoarding.
- 5 – Not applicable or project complete.

Duration of work will include the following:

## **Mobile**

- Mobile operations are those that are typically performed on the move at low speed and may require periodic stopping for only a few minutes.
- Examples of mobile operations are: street sweeping, longitudinal pavement marking, watering of trees and hydro-seeding.
- Pedestrian accommodation is not usually an issue during mobile operations.

## **Very short duration**

- Very short duration operations are those that can be completed in 30 minutes or less and may be stationary or mobile with frequent short stops.

- Examples of very short duration operations are: minor road and utility work (such as LED retrofit for street lighting), crack sealing, bus shelter washing, catch basin cleanout, pothole patching/repair, symbol and transverse road marking, minor sign maintenance, signal light replacement and emergency response (e.g., spills and vehicular accidents).
- The accommodation of pedestrians is through the use of qualified flag personnel.

### **Short duration**

- Short duration operations are stationary and range between 30 minutes and 24 hours.
- Examples of short duration operations are: maintenance, sidewalk/boulevard repair, utility work (such as the critical pole replacement program), asphalt patching, emergency water-main repairs and emergency response (e.g., spills and vehicular accidents).
- Refer to the following typical applications involving pedestrian accommodation.

### **Long duration**

- Long duration operations are stationary and take longer than 24 hours.
- Examples of long duration operations are: manhole replacement, utility replacement (such as new signals, signal rebuild and steel change out), bridge rehabilitation, roadway upgrading (e.g., interchange construction), large paving operations (and sidewalk/boulevard replacement).
- Refer to the following typical applications involving pedestrian accommodation. For the following examples a minimum width for pedestrians is 1.5 metres and the minimum cone spacing is 1.5 metres.

*Note: Each situation is unique and the following typical applications involving pedestrian accommodation may need to be altered. For example: the placement of temporary ramps to provide a safe path of travel for pedestrians at all locations where ramps have been temporarily removed or needed to re-route pedestrians (these need to be constructed in such a manner as to provide safe passage considering the proposed loading and with safety features appropriate to the situation); the need for specialized signage (contact Detours); the surface treatment used if the pedestrians are to be re-routed onto the adjacent boulevard; type of construction; length of block; access for businesses/residents. Please contact Detours if there are situations that need input. The permit holder (WO initiator) is responsible to inspect and keep a record of the worksite.*

## Sidewalk closure: Example 1 – Midblock

### Active site

#### 1. Example shown

Pedestrian detour.

#### 2. Conditions

Pedestrians must be physically separated from vehicular traffic and the worksite.

#### 3. Observations

Note barricades with continuous detectable edging at ground level to physically separate pedestrians from worksite. The barricades must be continuous, stable and non-flexible (rigid).

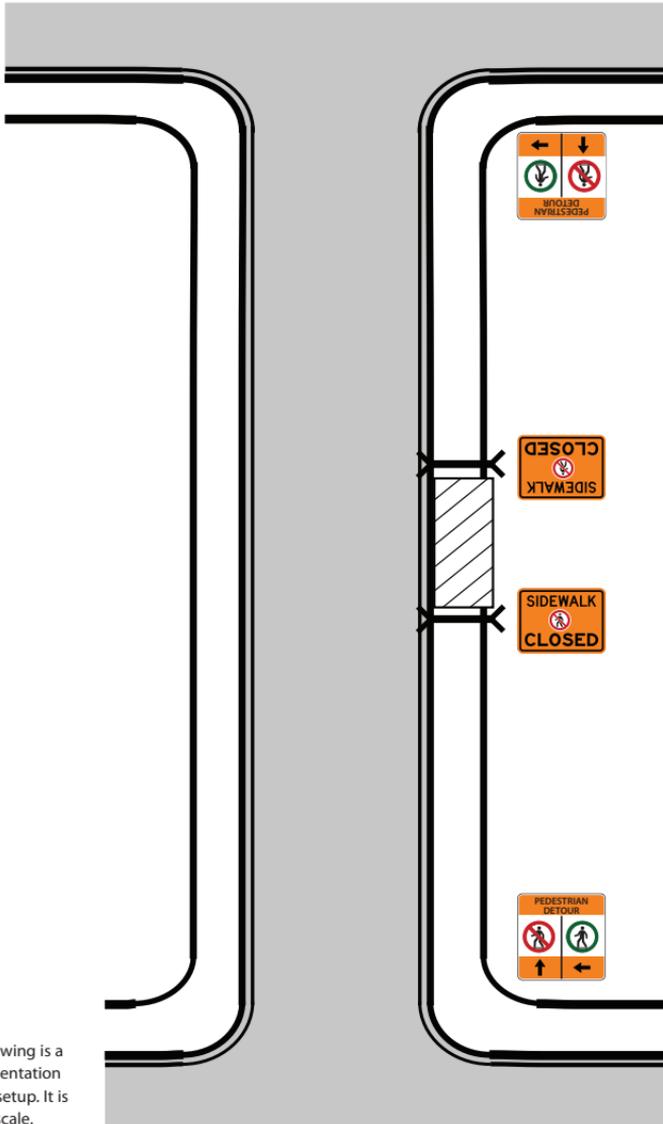
Pedestrian Detour signs direct pedestrians to alternative sidewalk.

#### 4. Set-up procedure

Co-ordinate with other work in the area to ensure that the sidewalk on the opposite side of the road will be available for pedestrian use for the duration of the proposed sidewalk closure.

Set up Sidewalk Closed and Pedestrian Detour signs and barricade worksite.

The example shown can be used for full block replacement by relocating the sidewalk closed signs to the ends of the block.



**Note:** This drawing is a graphic representation of the detour setup. It is not drawn to scale.

Sidewalk closure: Example 1 – Midblock

## Sidewalk closure: Example 1A – Midblock

### Idle site

#### 1. Example shown

Pedestrian detour.

#### 2. Conditions

Pedestrians must be physically separated from vehicular traffic and the worksite.

#### 3. Observations

Note barricades with continuous detectable edging at ground level to physically separate pedestrians from worksite. The barricades must be continuous, stable and non-flexible (rigid).

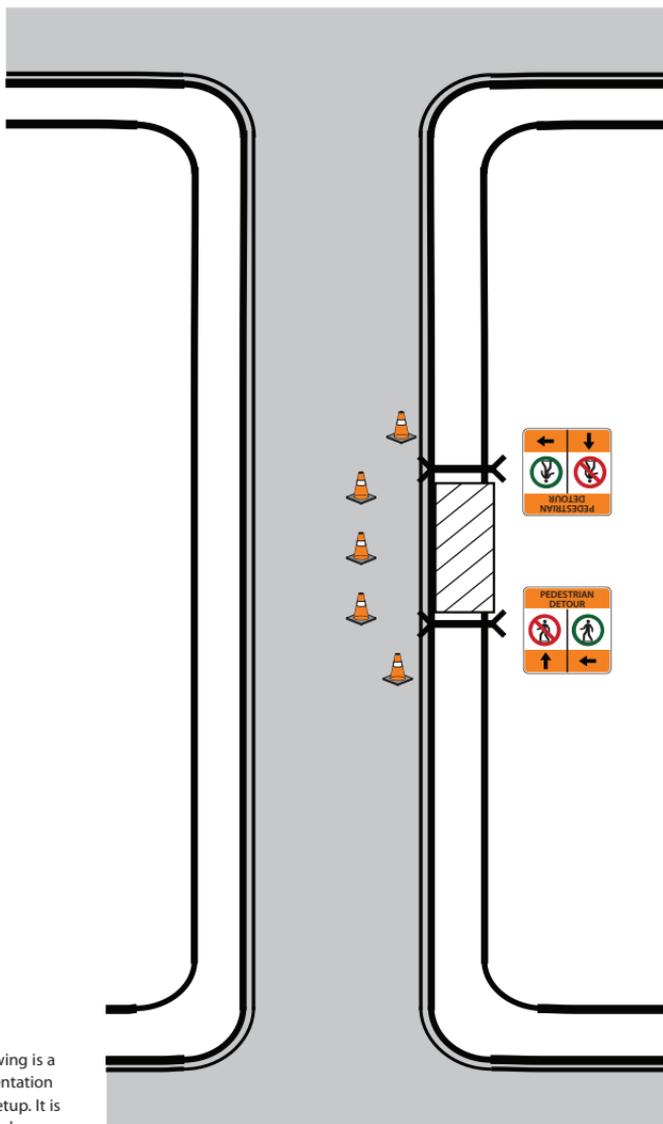
Temporary ramps from the sidewalk surface to the roadway surface are recommended for wheelchair access.

Pedestrian Detour signs direct pedestrians around the worksite.

#### 4. Set-up procedure

Co-ordinate with other work in the area to ensure that the sidewalk on the opposite side of the road will be available for pedestrian use for the duration of the proposed sidewalk closure.

Set up Pedestrian Detour signs and barricade worksite.



**Note:** This drawing is a graphic representation of the detour setup. It is not drawn to scale.

## Sidewalk work: Example 2 – Intersection corner (off-peak hours)

### Active Site

#### 1. Example shown

Intersection of four-lane, two-way roads in an area with a grid-style road network and sidewalks.

#### 2. Conditions

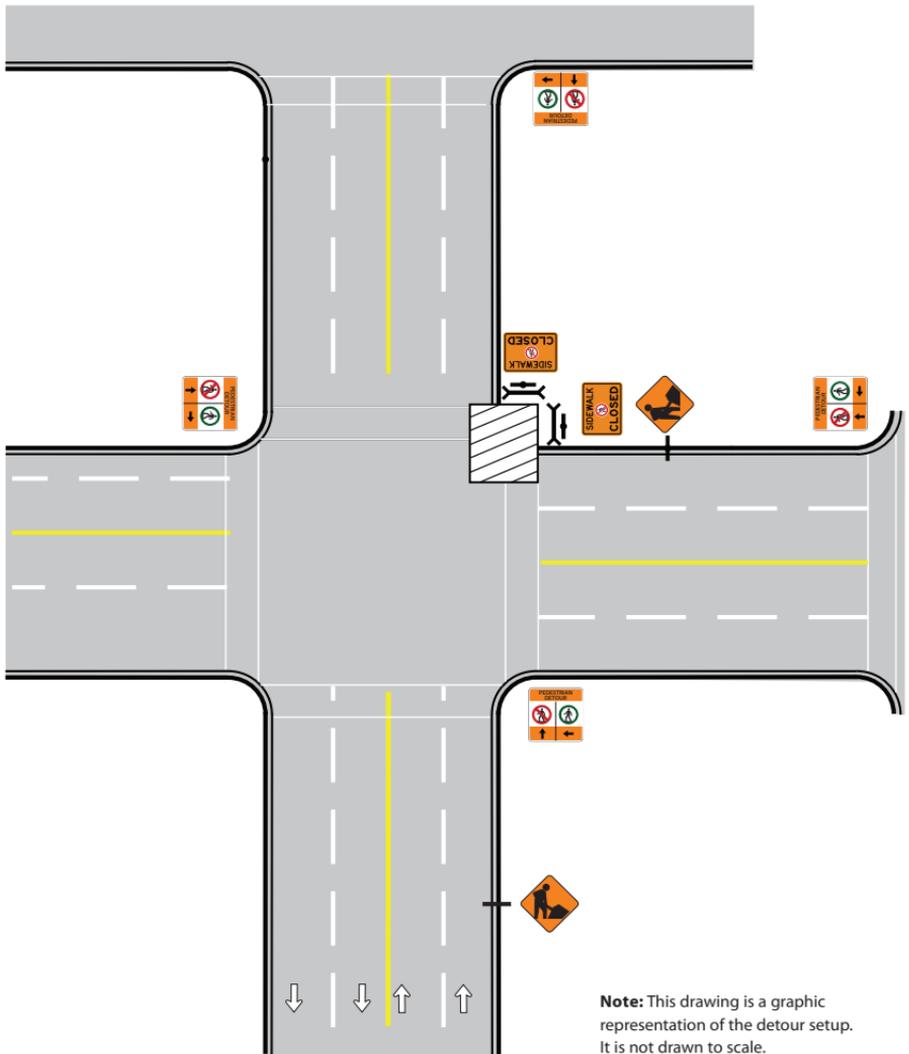
Pedestrian detour signs direct pedestrians to alternate sidewalk, this example requires the closing of two lanes of traffic, close lanes as per the Temporary Traffic Control Manual – 2016 (generally suitable during off-peak hours).

#### 3. Observations

Temporary ramps from the sidewalk surface to the roadway surface are recommended for wheelchair access.

#### 4. Set-up procedure

Set up advance warning signs at bottom and right side of the diagram following the order shown.



**Sidewalk work: Example 2 – Intersection corner (off-peak hours)**

## Sidewalk work: Example 2A – Intersection corner (off-peak hours)

### Idle site

#### 1. Example shown

Intersection of four-lane, two way roads in an area with a grid-style road network and sidewalks.

#### 2. Conditions

Sidewalk closure diverts pedestrians into roadway, resulting in two closed lanes of traffic, close lanes as per the Temporary Traffic Control Manual – 2016 (generally suitable during off-peak hours).

#### 3. Observations

Note barricades with continuous detectable edging at ground level to physically separate pedestrians from worksite. The barricades must be continuous, stable and non-flexible (rigid).

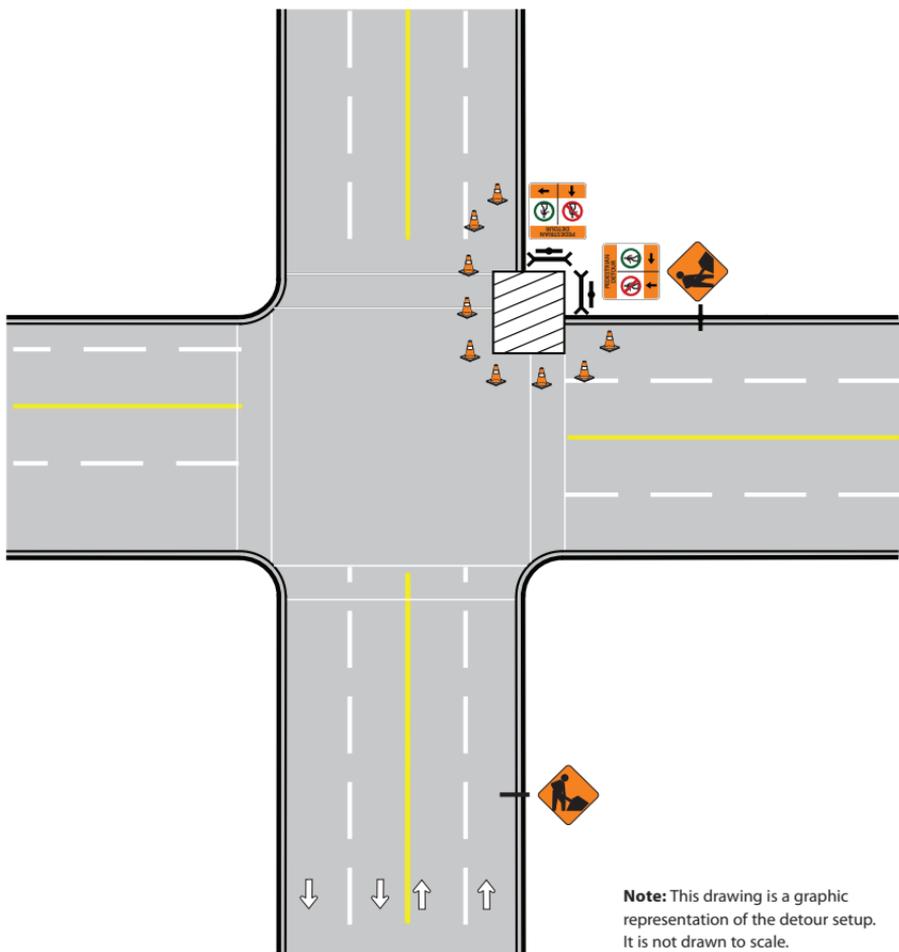
Traffic cones can be replaced with temporary fencing or other temporary barriers to improve pedestrian safety (if deemed necessary).

Temporary ramps from the sidewalk surface to the roadway surface are recommended for wheelchair access.

#### 4. Set-up procedure

Set up advance warning signs at bottom and right side of the diagram following the order shown.

Set up temporary pedestrian walkway with cones and/or barriers.



Sidewalk work: Example 2A – Intersection corner (off-peak hours)

## Sidewalk work: Example 3 – Right lane closure

### Active and idle site

#### 1. Example shown

Four-lane, two-way street with sidewalk.

#### 2. Conditions

Sidewalk closure diverts pedestrians to the right lane, closing this lane to vehicular traffic. Close lane as per the Temporary Traffic Control Manual – 2016 (generally suitable during off-peak hours).

#### 3. Observations

Note barricades with continuous detectable edging at ground level to physically separate pedestrians from worksite. The barricades must be continuous, stable and non-flexible (rigid).

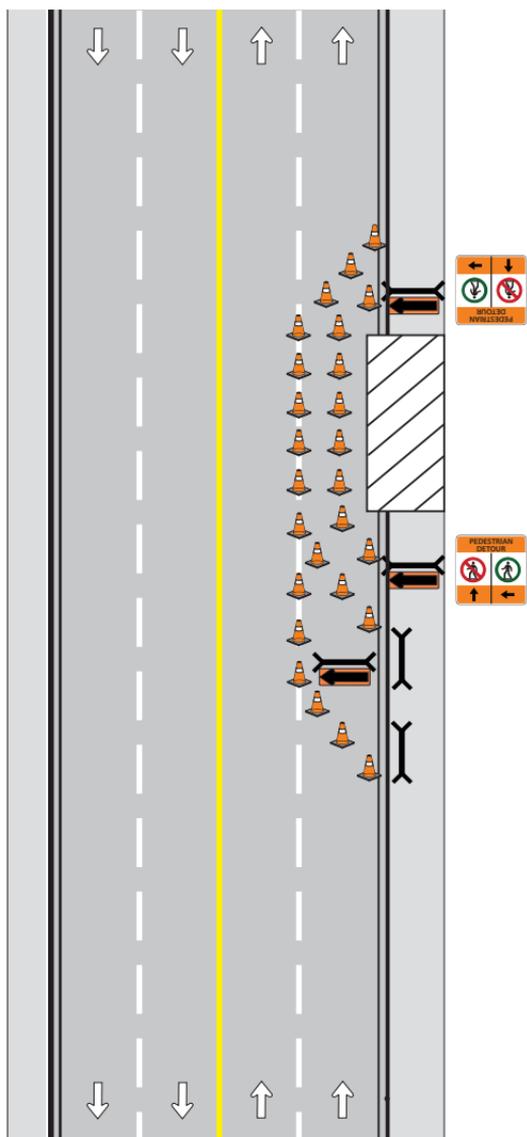
Traffic cones can be replaced with temporary fencing or other temporary barriers to improve safety (if deemed necessary).

Temporary ramps from the sidewalk surface to the roadway surface are recommended for wheelchair access.

#### 4. Set-up procedure

Start at the bottom of diagram. Set up advance warning signs in order shown.

Set up taper and temporary pedestrian walkway with cones and/or barriers.



**Note:** This drawing is a graphic representation of the detour setup. It is not drawn to scale.

### Sidewalk work: Example 3 – Right lane closure

## Sidewalk work: Example 4 – Partial sidewalk closure

### Active and idle site

#### 1. Example shown

Four-lane, two-way street with sidewalk.

#### 2. Conditions

Partial sidewalk closure restricts sidewalk width but allows pedestrians to remain on the sidewalk. Close lane as per the Temporary Traffic Control Manual – 2016 (generally suitable during off-peak hours).

#### 3. Observations

Remaining sidewalk width must be a minimum of 1.5 m.

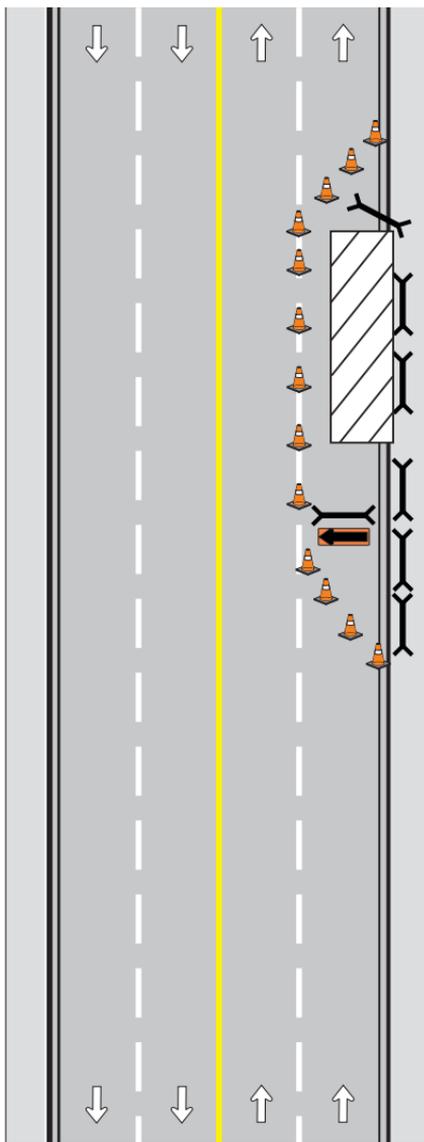
There must be barricades with continuous detectable edging at the ground level to physically separate pedestrians from the work site. The barricades must be continuous, stable and non-flexible (rigid).

Temporary ramps from the sidewalk surface to the roadway surface are recommended for wheelchair access.

#### 4. Set-up procedure

Start at the bottom of diagram. Set up advance warning signs in order shown.

Set up taper and outline work site with cones/ barriers.



**Note:** This drawing is a graphic representation of the detour setup. It is not drawn to scale.

Sidewalk work: Example 4 – Partial sidewalk closure

