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Mobility Directive MD-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 placing **Temporary Traffic Control (TTC)**. The extent of pedestrian needs should be determined through engineering judgment OR by the individual responsible for the TTC zone. **Decision-makers should begin by considering the following:**

- Pedestrians vary widely in age and ability.
- Pedestrians are reluctant to add distance or out-of-the-way travel to their route.
- Area services greatly influence pedestrian volume and travel patterns. Schools, community centers, transit stops and other attractors will affect TTC needs.
- Avoid pedestrian detours whenever possible since pedestrians rarely observe them and the cost of providing accessibility might outweigh the cost of maintaining a continuous route.

PLANNING FOR PEDESTRIAN TTC

1. Do not lead pedestrians 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 most desirable characteristics of sidewalks or footpaths along pedestrian passageways/routes.

DESIGNING FOR PEDESTRIAN TTC

Endeavor to 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 where possible.
- ADVANCE communication of ALL route changes, taking pedestrians with visual disabilities into consideration.
- Continuous detectable edging when utilizing channelization.
- Unobstructed pathways, minimizing intrusions by signs or other mounted devices to no greater than 4 inches.
- Detours not exceeding 300 feet in length.
- End-of-block crossings only.
- Longitudinal barrier systems where significant potential exists for vehicle incursions into a pedestrian path.

CITY REQUIREMENTS FOR 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, mimic existing features as nearly as possible, 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:

- The closure does not exceed the agreed upon duration — flatwork = 2 week max.; all other activity = 3 day max.
- Work directly affects the sidewalk.
- There is an available sidewalk or accessible path on the opposite side of the street.

- The detour is less than 300 feet in length.
- A protected crossing is available at both ends of the detour.

PARTIAL SIDEWALK CLOSURES

Partial 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.

PEDESTRIAN COVERED WALKWAYS

Pedestrian walkways separate pedestrians from both the work site and adjacent traffic. For overhead work, a canopied walkway is required when the distance between the pedestrian pathway and area of activity is less than the height of the activity. Walkways must (see Figure-1):

- Be sturdily constructed 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.

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 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.
- Temporary orange safety fencing is installed between the pathway and the work area.

If bypasses occupy a lane of travel they must also:

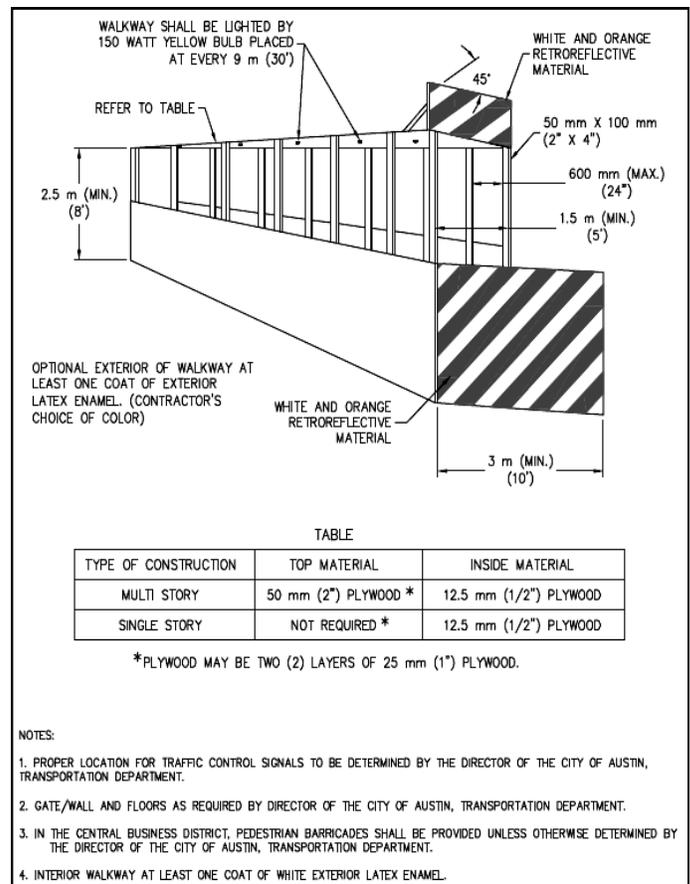
- Set a standard lane closure to clear the travel lane prior to the bypass.

Bypasses may be used on a multi-lane roadway in conjunction with a standard lane closure with prior approval from the Right of Way Management Division.

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.

FIGURE-1



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

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.

STREET CONFIGURATION

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. See Figure-4.

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](#)

[City of Austin Transportation Criteria Manual](#)

Related Mobility Directives (MD):

MD–01, Temporary Traffic Control

MD–03, Capacity Reduction

FIGURE-2

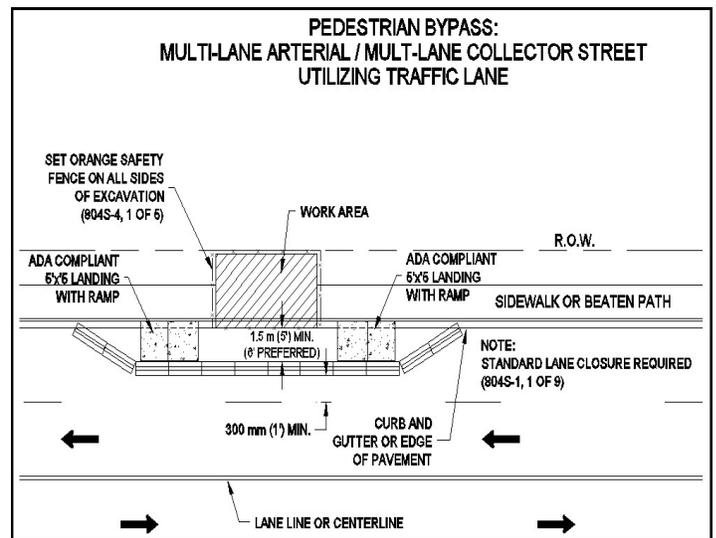
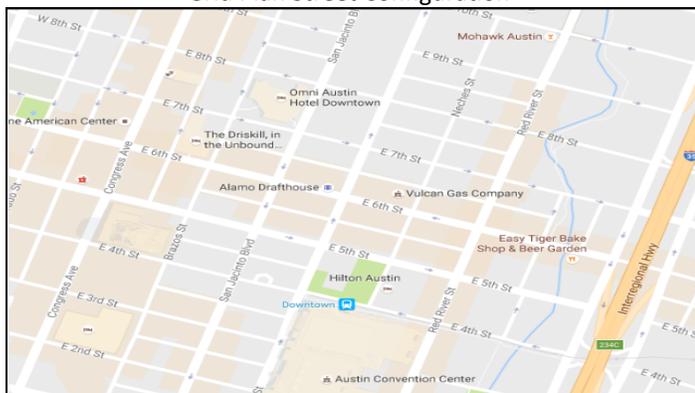


FIGURE-3

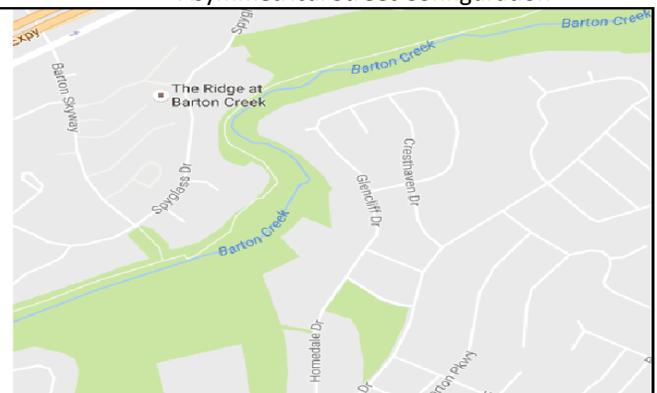


FIGURE-4

Grid Plan Street Configuration



Asymmetrical Street Configuration



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