

SIDEWALK

- ✓ Closure of a sidewalk must be deemed the last resort in the absence of other practical routing or accommodation options needed to assure pedestrian safety.
- ✓ A temporary route must be clearly marked and include advance notification of sidewalk closures, detours, or diversions.
- ✓ Accessibility devices such as ramps along a temporary route must be provided. Pedestrians must be provided protection from adjacent construction activities, e.g., covering the pedestrian walkway when an overhead danger is present, and from adjacent traffic.
- ✓ A covered walkway must comply with structural specifications and meet the City's Building Department requirements.
- ✓ Pedestrians must be separated from motor vehicular traffic and cycles (except on a multi-use path).
- ✓ Both sidewalks on a block must not be closed simultaneously.
- ✓ A pedestrian route designated as an established detour route must not be closed.
- ✓ A pedestrian detour route must be free of obstructions and surface hazards.

The method for providing safe accommodations for pedestrians should be prioritized as follows in **descending order**:

- 6 Maintain the existing route and protect it from the worksite.
- 5 Provide a temporary accessible pedestrian route in a parking lane and protect it from adjacent traffic.
- 4 Provide a multi-use path in an existing bike lane and protect it from traffic.
- 3 Provide a pedestrian route in an existing bike lane, protect it from traffic, and merge bicycles with traffic.
- 2 Provide a protected, accessible pedestrian route in an existing traffic lane.
- 1 Provide an accessible pedestrian detour route.

A temporary pedestrian route should be given priority over vehicular traffic except when it results in excessive delay to transit, excessive traffic congestion, or a pedestrian route that is less safe.

BIKE ROUTE

- ✓ Closure of a cycle lane must be deemed the last resort in the absence of other practical routing or accommodation options needed to assure the safety of cyclists.
- ✓ A temporary route must be clearly marked and include advance notification of cycle lane closures, detours, or diversions.
- ✓ Cyclists should be separated from motor vehicle traffic and pedestrians (except on a multi-use path).
- ✓ A cycle route must be free of obstructions and surface hazards.

The method for providing traffic control for cyclists should be prioritized as follows in **descending order**:

- 4 Provide a cycle lane on the same roadway past the work zone by shifting and narrowing the adjacent traffic lanes and prohibiting parking as necessary.
- 3 Provide a cycle lane in an existing traffic or parking lane.
- 2 Merge cyclists and adjacent traffic into a shared travel lane.
- 1 Provide a cycle detour route.

Traffic Control Device Requirements

The design and placement of temporary traffic control signs, devices, and roadway markings must be in compliance with the most recent edition of the TAC Manual on Uniform Traffic Control Devices (MUTCD) for Canada and the 2020 Traffic Management Manual for Work on Roadways (TMM) produced by the Ministry of Transportation and Infrastructure (MOTI). Additional signs and traffic control may be required to adequately meet the needs of people walking, cycling, and wheeling.

Intermittent Closures

If a pedestrian or cycle route must be closed intermittently due to conflicts with construction activities or construction vehicles, the temporary traffic management plan may require:

- ✓ Traffic control personnel to be posted at each end of the closed pedestrian or cycle route for the entire duration of time the intermittent closure is in place; and
- ✓ The safe and reasonable flow of pedestrian and cycle traffic to be maintained in preference to construction activities and the flow of construction vehicles.

If an existing walking and cycling route is impacted by short-term work that is attended with traffic control personnel, establishing an alternate walking and/or cycling route may not be required if the work can be stopped and pedestrians and/or cyclists can navigate the work zone safely. This will be determined by City staff and a Street Occupancy Permit is required.

Traffic control personnel must also assist pedestrians with disabilities. Accessibility devices placed on the sidewalk and additional warning signage may be used to alert pedestrians of the beginning of a work zone.

If a site is left unattended (e.g., after work hours), appropriate signage and site security must be provided. Construction vehicles, equipment, and materials must not be left to block walking or cycling routes without traffic control or an appropriate detour in place.

Reference & Further Information

2020 Traffic Management Manual for Work on Roadways (TMM)

Street Occupancy Permit information at: newwestcity.ca/sop

Engineering Services: 604-527-4592

Parking Enforcement: 604-519-2010

Cycling in New West Map

Other References

Temporary traffic control guidelines for pedestrians (2017), City of Calgary

Work zone guidelines (2016), City of Portland

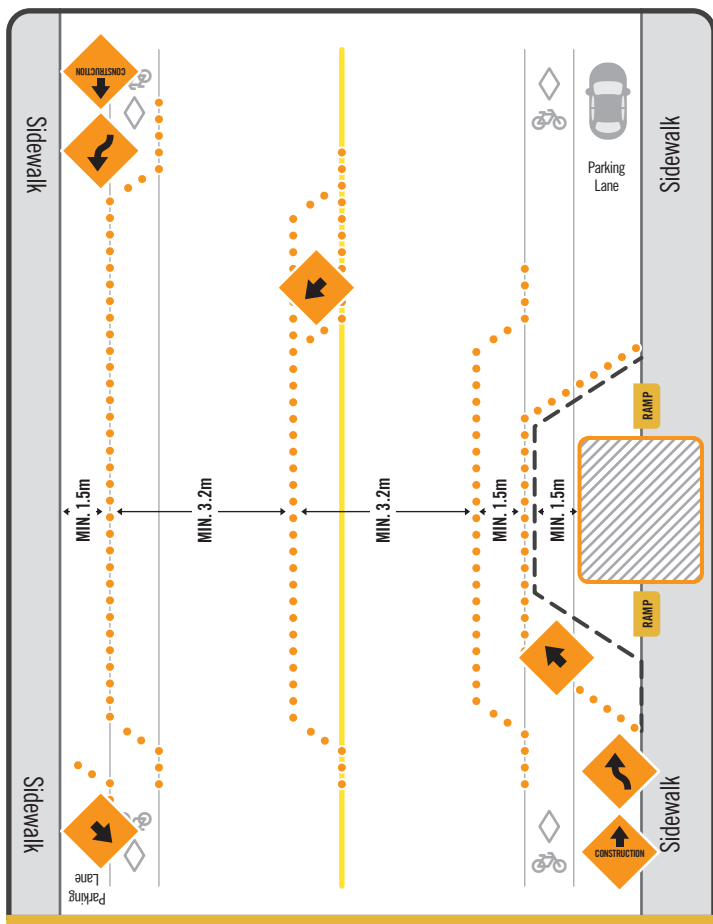
2018 Traffic Control Manual for in Street Work, Seattle Department of Transportation

Introduction

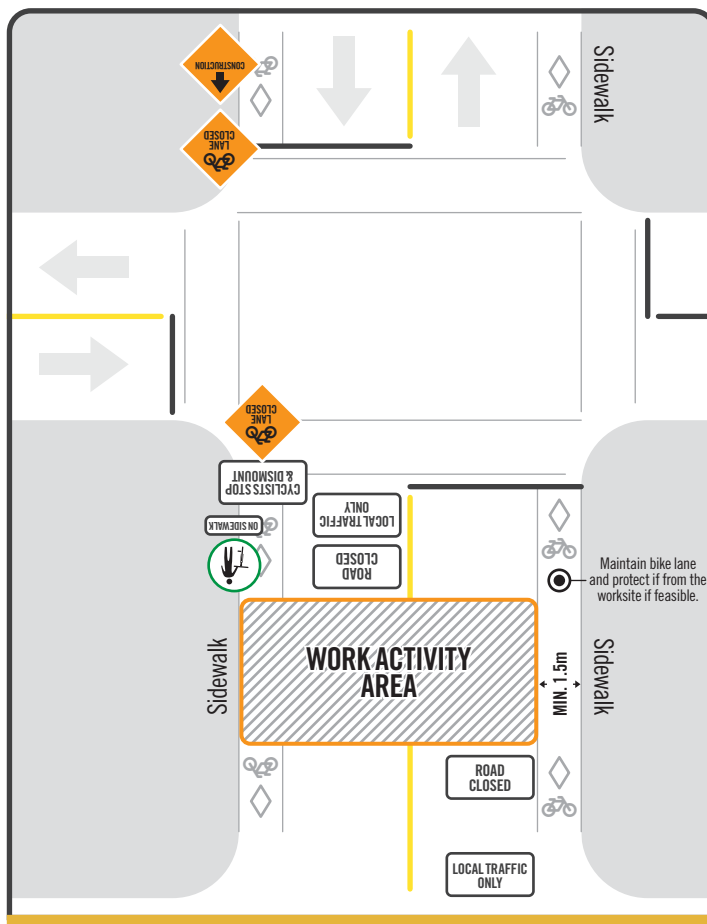
Walking, cycling, and transit are the City's top transportation priorities.

These guidelines are intended to help our contractors develop work zone traffic management plans that provide pedestrians, cyclists, and those on mobility aids with safe, convenient, and accessible routes through construction zones.

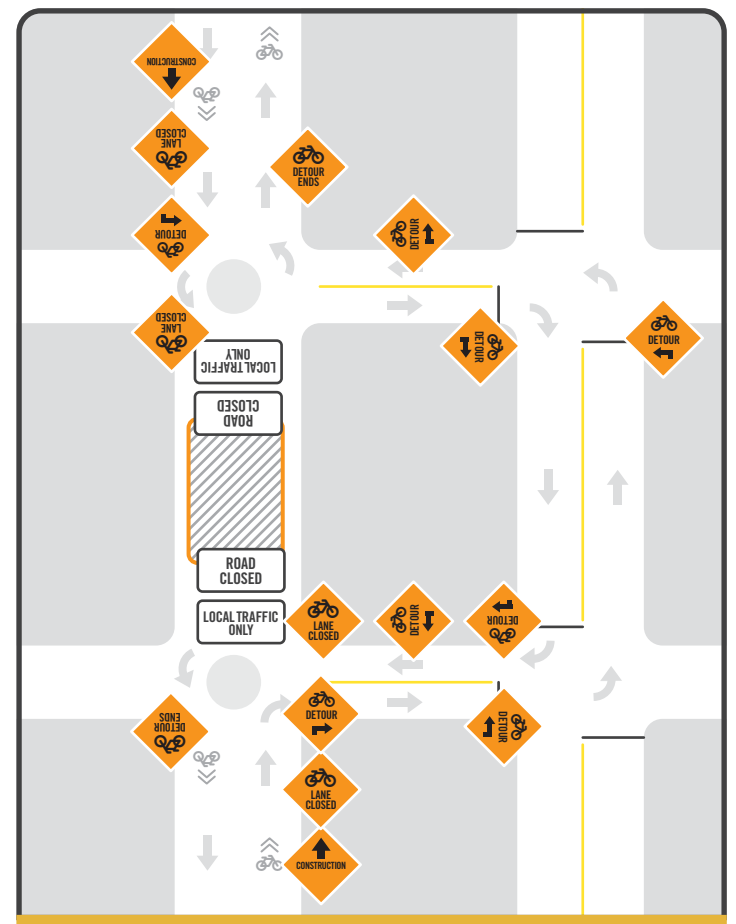
This document is a supplement to the 2020 Traffic Management Manual for Work on Roadways (TMM).



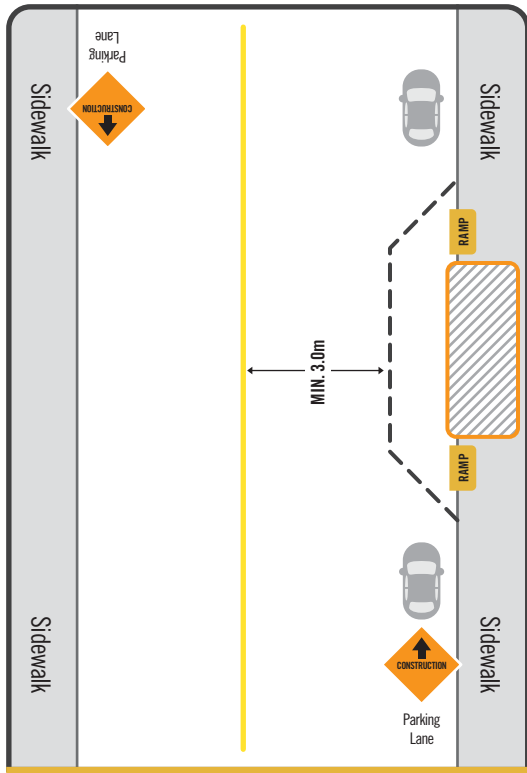
Cyclist Diagram 1 - Bike Lane Shift



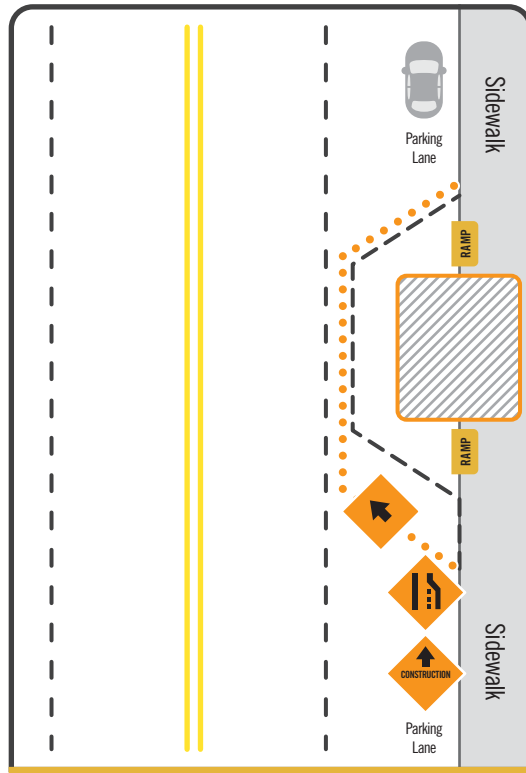
Cyclist Diagram 2 - Bike Lane Closure, Dismount and Walk



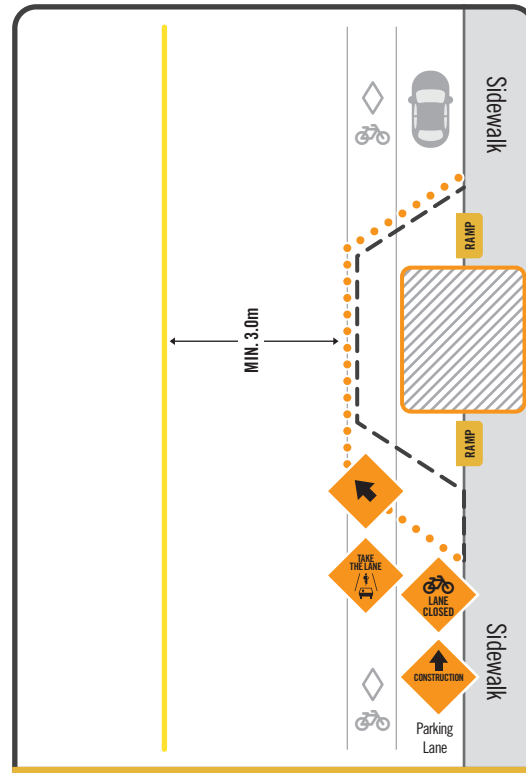
Cyclist Diagram 3 - Greenway Closure Detour for Bikes



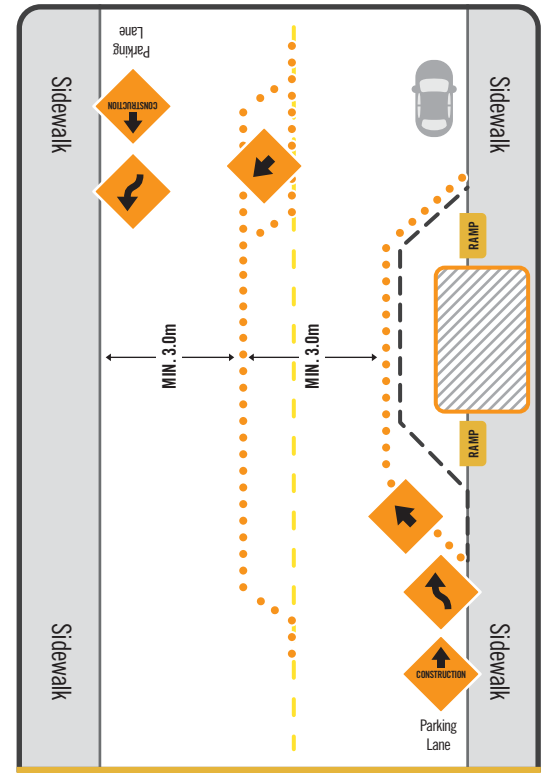
Pedestrian Diagram 1 - Midblock Detour Parking Lane



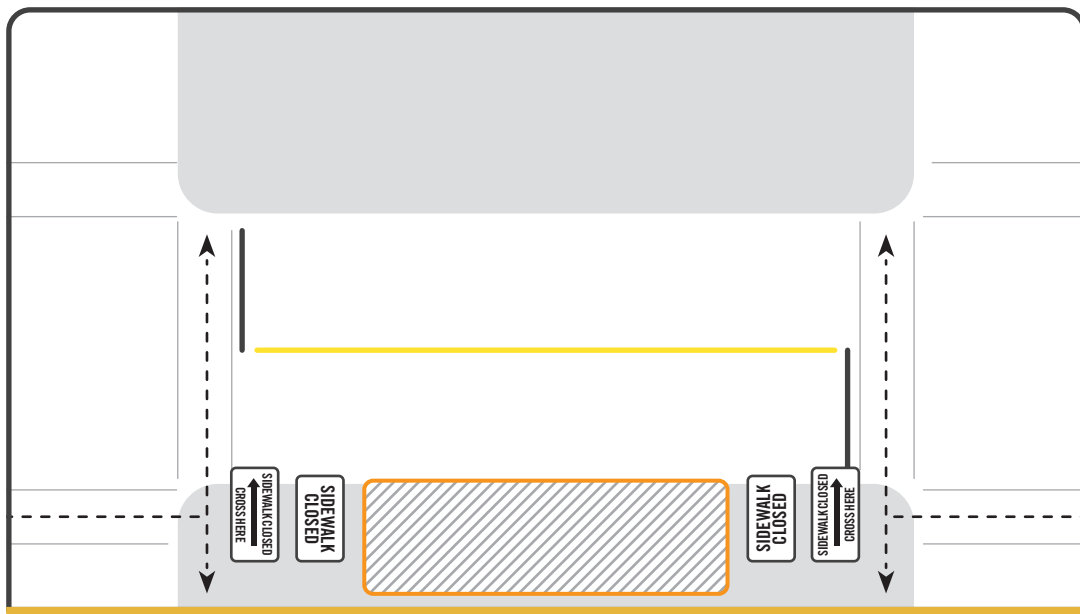
Pedestrian Diagram 2 - Midblock Detour Travel Lane & Parking Lane



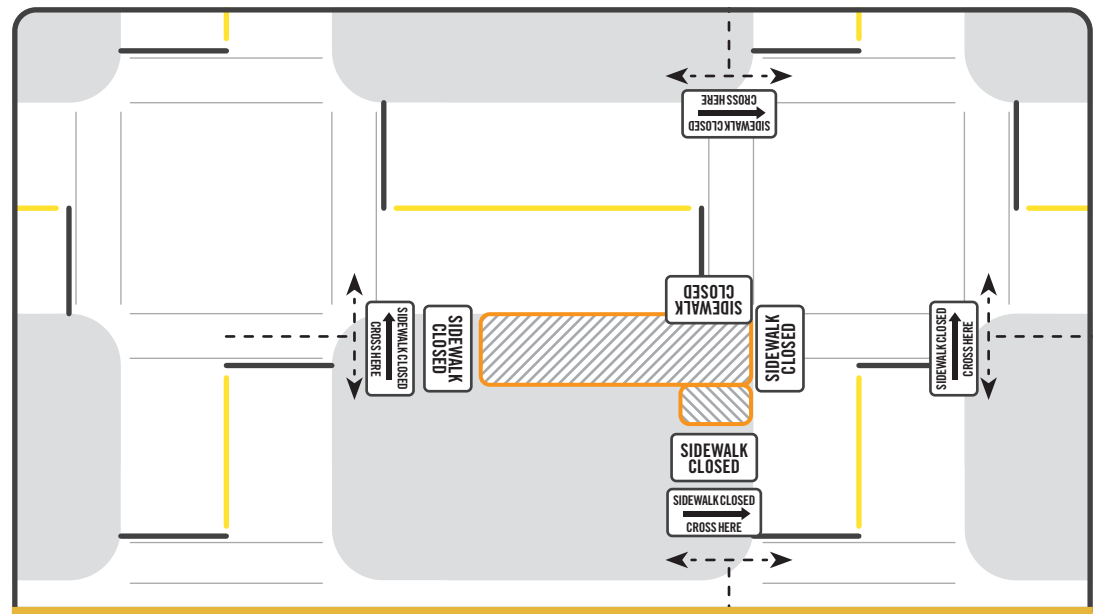
Pedestrian Diagram 3 - Midblock Detour Travel Lane & Parking Lane



Pedestrian Diagram 4 - Midblock Detour Travel Lane Shift



Pedestrian Diagram 5.1 - Midblock Closure (last resort)



Pedestrian Diagram 5.2 - Corner Closure (last resort)

Requirements

Street Occupancy Permit

A Street Occupancy Permit (SOP) issued by the City is required for any use of a street right-of-way that is prohibited by the Street Traffic Bylaw or posted regulations. Impacts on all traffic users including pedestrians, cyclists, and vehicles, as well as surrounding properties must be kept to a minimum and may require consultation. Access for pedestrians and cyclists must be carefully planned and implemented. Failure to abide by approved SOPs may lead to enforcement and financial penalties.

Traffic Management Plan

Any street usage that will impact the movement of vehicles, pedestrians, and cyclists will require a Traffic Management Plan (TMP) that addresses the traffic control methods for pedestrians and cyclists. Street Occupancy Permits will not be issued until the TMP has been approved by the City. **Failure to implement the TMP as approved may lead to enforcement and financial penalties.**

Enforcement

City staff will inspect the work zone to ensure the traffic control layout adheres to the approved Traffic Management Plan.

City staff may revoke a Street Occupancy Permit authorizing the blockage of a sidewalk, cycle lane, or other pedestrian and/or cycling path and assess civil penalties for any of the following reasons:

- ✗ The permittee fails to comply with the required conditions.
- ✗ The permittee does not comply with the traffic management plan approved by the City.
- ✗ The permittee does not provide adequate protection for public safety and welfare.
- ✗ Any other reason authorized by law, code, policy, or rules.