

CITY OF SASKATOON COUNCIL POLICY

NUMBER
C07-032

POLICY TITLE <i>Pedestrian and Cyclist Accommodation in Work Zones and Detours Policy</i>	ADOPTED BY: <i>City Council</i>	EFFECTIVE DATE <i>August 30, 2021</i>
ORIGIN/AUTHORITY <i>City Council – Item 8.2.2 – Standing Committee on Transportation Report – August 30, 2021</i>	CITY FILE NO. <i>CK. 6000-0</i>	PAGE NUMBER <i>1 of 5</i>

1. PURPOSE

To ensure pedestrian and cyclist safety is a high priority in the installation of temporary traffic controls in work zones.

2. DEFINITIONS

- 2.1 Covered Way – a solid enclosure, usually erected over an existing sidewalk that maintains the existing travelled way while providing protection from work zone activities.
- 2.2 Cycling facility - the part of the right of way dedicated for the movement of cyclists, including a cycle track, raised cycle track, painted bike lane and protected bike lane.
- 2.3 Detour – a temporary route where a pedestrian or cyclist is required to depart completely from the permanent sidewalk, pathway or cycling facility to bypass a work zone.
- 2.4 Diversion – a temporary route where a pedestrian or cyclist is directed onto a temporary facility placed next to the permanent sidewalk, pathway or cycling facility to bypass a work zone.
- 2.5 Pathway – a facility that provides for the movement of pedestrians and cyclists that is designated as a multi-use pathway or shared-use pathway.
- 2.6 Sidewalk – the part of the right of way intended for pedestrian use, following the alignment generally parallel to that of the adjacent roadway.
- 2.7 Temporary Facility – a facility constructed for the purpose of providing temporary pedestrian or cyclist access through a work zone.

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2.8 Temporary Traffic Control – provides for the movement of vehicles, bicycles, pedestrians and public transit when the normal function of the roadway is suspended.

2.9 Work Zone – the area around which traffic is being diverted to enable work to be done, including an area for use of equipment, stockpiling materials and the excavation or building site.

3. POLICY

3.1 General

The City is committed to providing safe and equitable transportation options for all road users. This policy is intended to supplement the guidance provided in the City's *Temporary Traffic Control Manual* and the U.S.A. Federal Highway Administration's *Manual on Uniform Traffic Control Devices*, which provide detailed information on how to safely accommodate pedestrians and cyclists in work zones.

3.2 Objectives

The following objectives shall guide the planning and implementation of temporary traffic controls for pedestrians and cyclists in work zones.

- a) Pedestrians and cyclists should be provided with safe, convenient and accessible facilities.
- b) Detours and diversions for pedestrians and cyclists shall replicate, as nearly as is practical, the most desirable characteristics of the existing sidewalk, pathway or cycling facility it is intended to temporarily replace.
- c) The installation of temporary traffic controls shall accommodate the needs of a wide range of road users including the elderly, young and people with disabilities such as hearing, visual or mobility disabilities, by:

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- i. Providing a smooth, continuous hard surface throughout the length of the temporary facility free from debris, gravel, holes, standing or flowing water, etc.;
 - ii. Providing a continuous detectable edging throughout the length of the temporary facility such that pedestrians using a cane can follow it;
 - iii. Ensuring that traffic control devices and other construction materials and equipment do not intrude into the useable width of the temporary facility; and
 - iv. Where there are grade changes present, such as curbs, providing navigable ramps.
- d) The width of the existing facility shall be maintained throughout the length of the temporary facility. The following exceptions may apply:
- i. The width of a temporary sidewalk facility may be reduced to a minimum of 1.8 m;
 - ii. If the temporary pathway provided is less than 100 m in length, the width may be reduced to a minimum of 1.8 m; and
 - iii. Widths of facilities may be reduced to the following widths for temporary accommodations in work zones of a short duration (work zone in effect for more than 30 minutes but less than 24 hours), provided they are properly signed:
 - Reduce the width of the sidewalk facility to a minimum of 1.2 m for the length of the entire work zone; and
 - Sign the cycling facility as closed and direct cyclists and motorists to share the driving lane.

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- e) Temporary traffic controls shall include human scaled signage, installed in such a way as to safely guide pedestrians and cyclists through work zones by ensuring:
- i. It is clear the signs are intended for pedestrians and/or cyclists; and
 - ii. The signs provide guidance on the details of the detour, including but not limited to:
 - the duration of the work zone activities;
 - the contact information of who is responsible for maintaining the work zone; and
 - a map showing the suggested route for detours that require pedestrians or cyclists to use an alternate street.
- f) Pedestrian and cyclist diversions shall be preferred over detours, especially in urban and commercial suburban areas.
- i. In planning the work zone, consideration should be given to the feasibility of retaining existing pedestrian and cyclist access through the site, rather than a diversion or detour, provided it can be done so safely.
 - ii. If a diversion is not available and a detour is required, advanced signage providing guidance for pedestrians and cyclists must be placed to prevent backtracking. Signs should be placed at intersections (rather than midblock locations) so that pedestrians and cyclists are not confronted with midblock work zones.
 - iii. Provision of a covered way may be required if adequate right of way space is not available to provide a diversion while maintaining adequate traffic operations. The National

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Building Code of Canada also requires provision of covered ways in specified circumstances, and additionally sets out construction standards for covered ways.

- Where adequate right of way space is not available for a diversion, a detour may be considered for work zones of a short duration (work zone in effect for more than 30 minutes but less than 24 hours) provided the detour is properly signed.

- iv. Detours may be considered in areas with little pedestrian or cyclist activity.

4. RESPONSIBILITIES

4.1 General Manager, Transportation and Construction Division

The General Manager, Transportation and Construction Division, or designate, will:

- a) Administer, review and recommend updates to this policy.

4.2 City Council

City Council will:

- a) Approve any amendments to this Policy as required.