National Perspective
Pedestrian Access and Safety in Work Zones

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Road School – March 6, 2019
National Perspective

• Numbers don’t lie.
• Doing it right.
• We are all pedestrians.
Why Pedestrian Safety?

• One of three big Focus Areas
• Roadway Departure, Intersections, Pedestrians
• This decade
All Highway Fatalities in US

Annual

5-Year Avg
United States Fatalities by FHWA Focus Area

Average 2015-2017

- **Roadway Departure Only Crashes**: 47%
- **Intersection Only Crashes**: 18%
- **Pedestrian/Bicycle Only Crashes**: 13%
- **Multiple Focus Areas**: 11%
- **Intersections and Pedestrians/Bicycles**: 5.5%
- **Intersections and Roadway Departures**: 4.2%
- **Roadway Departures and Pedestrian/Bicycles**: 0.2%
- **All Focus Areas**: 1.4%

**NOTE:** The totals in the pie charts do not exactly add up to 100% and 11% respectively due to rounding.
Average risk of death at impact for a pedestrian rises as speed increases.

- 10% risk at 23 mph
- 50% risk at 42 mph
- 90% risk at 58 mph
As for pedestrians in work zones, and, in particular peds with disabilities:
The MUTCD – The Law of the Land
• 03 Advance notification of sidewalk closures shall be provided by the maintaining agency.

• 04 If the TTC zone affects the movement of pedestrians, adequate pedestrian access and walkways shall be provided. If the TTC zone affects an accessible and detectable pedestrian facility, the accessibility and detectability shall be maintained along the alternate pedestrian route.
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Guidance:
07 The following three items should be considered when planning for pedestrians in TTC zones:

Pedestrians should not be led into conflicts with vehicles, equipment, and operations.

Pedestrians should not be led into conflicts with vehicles moving through or around the worksite.

Pedestrians should be provided with a convenient and accessible path that replicates as nearly as practical the most desirable characteristics of the existing sidewalk(s) or footpath(s).

08 A pedestrian route should not be severed and/or moved for non-construction activities such as parking for vehicles and equipment.
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. 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 the closed sidewalk.
Some other numbers to consider:

- 21% (~52 million) of US population over age of 15 has a disability
- 7.5 million have hearing disabilities
- 8 million have visual disabilities
- Estimates are that 70% of US population will have a temporary or permanent disability that will make climbing stairs impossible.
Other than numbers, why pedestrian accommodation and safety in work zones?

• Law, regulations, guidance.
• We are all pedestrians, and many of us need accommodations.
• *It’s the right thing to do.*
"It’s the stupid driver’s fault!"

or

“It’s the stupid pedestrian’s fault!”

• Yes, but....
In Summary

• Pedestrian safety – a national emphasis.
• Numbers indicate a need to protect all pedestrians and provide an accessible path, including in work zones.
• It’s the right thing to do.
• Don’t put construction signs in the pedestrian’s path.