Background

Bicyclist and pedestrian-friendly work zones: A demonstration

In support of national-level work zone awareness efforts, Oregon's Transportation Safety Awareness Month, and ODOT's kick off of the 2016 construction season, on May 18, 2016 ODOT created a temporary work zone showcasing bicycle and pedestrian traffic control devices, demonstrating how all road users can function together in a single work zone.

For many years, ODOT's Traffic Control Plans Unit has been exploring and integrating new and improved methods for safely and effectively accommodating bicyclists and pedestrians in Oregon work zones.

Standards and guidance from the 2009 MUTCD and the 1991 Americans with Disabilities Act helped ODOT in its early efforts towards advancing the quality of pedestrian-specific temporary traffic control plans for highway work zone projects.

In 2012, ODOT first introduced a new ADA/pedestrian-specific work zone safety device – the "Pedestrian Channelizing Device." The device is a portable, lightweight, ADA-complaint barrier system used to physically separate pedestrians from work areas as they pass through the area.

Following the success of the 2012 pilot project, ODOT accelerated the development of new design standards and practices for work zone pedestrian accommodation. ODOT created new guidelines for evaluating new pedestrian channelizing devices submitted to ODOT. To date, multiple construction projects have used these devices.

In 2015, ODOT began developing enhanced bicycle-specific strategies to better control bicycle traffic in a work zone – including new signing strategies, specific training for designers, and new ways of adopting existing products.

In early 2016, ODOT introduced a new category of bicycle-specific safety device – the "Bicycle Channelizing Device." It is a lightweight plastic barrier system that guides cyclists along a pathway, keeping them from entering into active work areas or coming into contact with workers or equipment. Development of additional design standards and application details are currently underway. ODOT is expecting to use a bicycle channelizing device in a highway construction starting in June 2016.