

Construction Detour Recommendations



Safety First:

MPAC recommends that the city of Denver
Revise its construction detour policy to
Ensure pedestrians have the most direct
Route possible for safe passage around
Construction sites.

Mayor's Pedestrian Advisory Committee

Key Concept

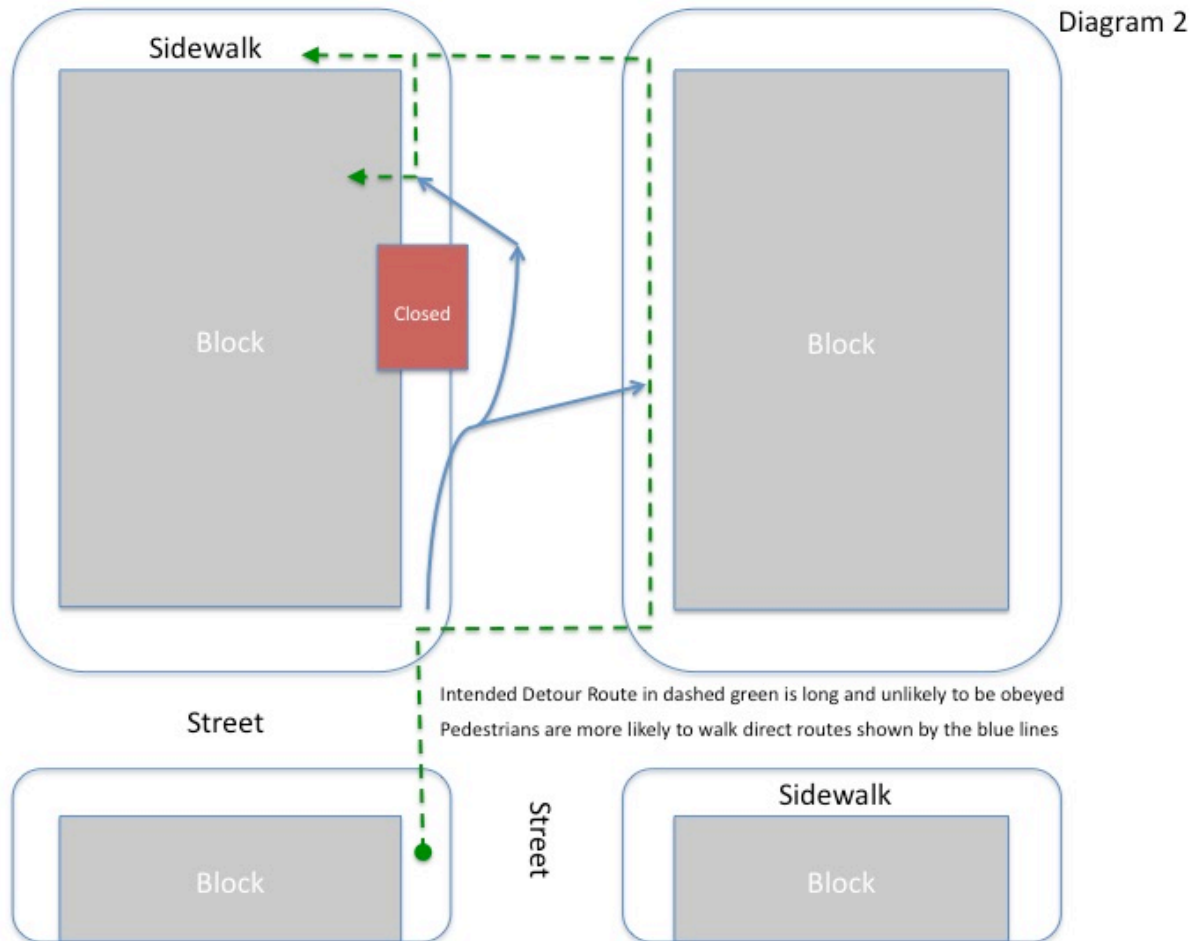
- People walking are using their own energy and moving at slow speeds. They will instinctively seek the shortest distance / most direct route to reach their destination. City policy should start from this understanding in designing safe routes for pedestrians.



Desire Lines / Social Paths



Currently Mid Block Closures often put Pedestrians at risk



Mid Block Closure on Arterial

17th and Curtis Street

Photos 1 and 2



This Sidewalk closure at 17th and Curtis is mid block on a busy Downtown street. Photo above shows what most pedestrians do when confronted with this situation, cross mid block in front of traffic in a location with poor visibility created by the construction.

Detours Promoting Dangerous Behavior

12th and Bannock

Photo 3



This photo at 12th and Bannock shows the usual pattern of behavior when pedestrians are confronted with a mid block sidewalk closing, entering the street in a dangerous location.

Construction on both sides of street

Photos 4 and 5

2nd and Saint Paul

East Side closure

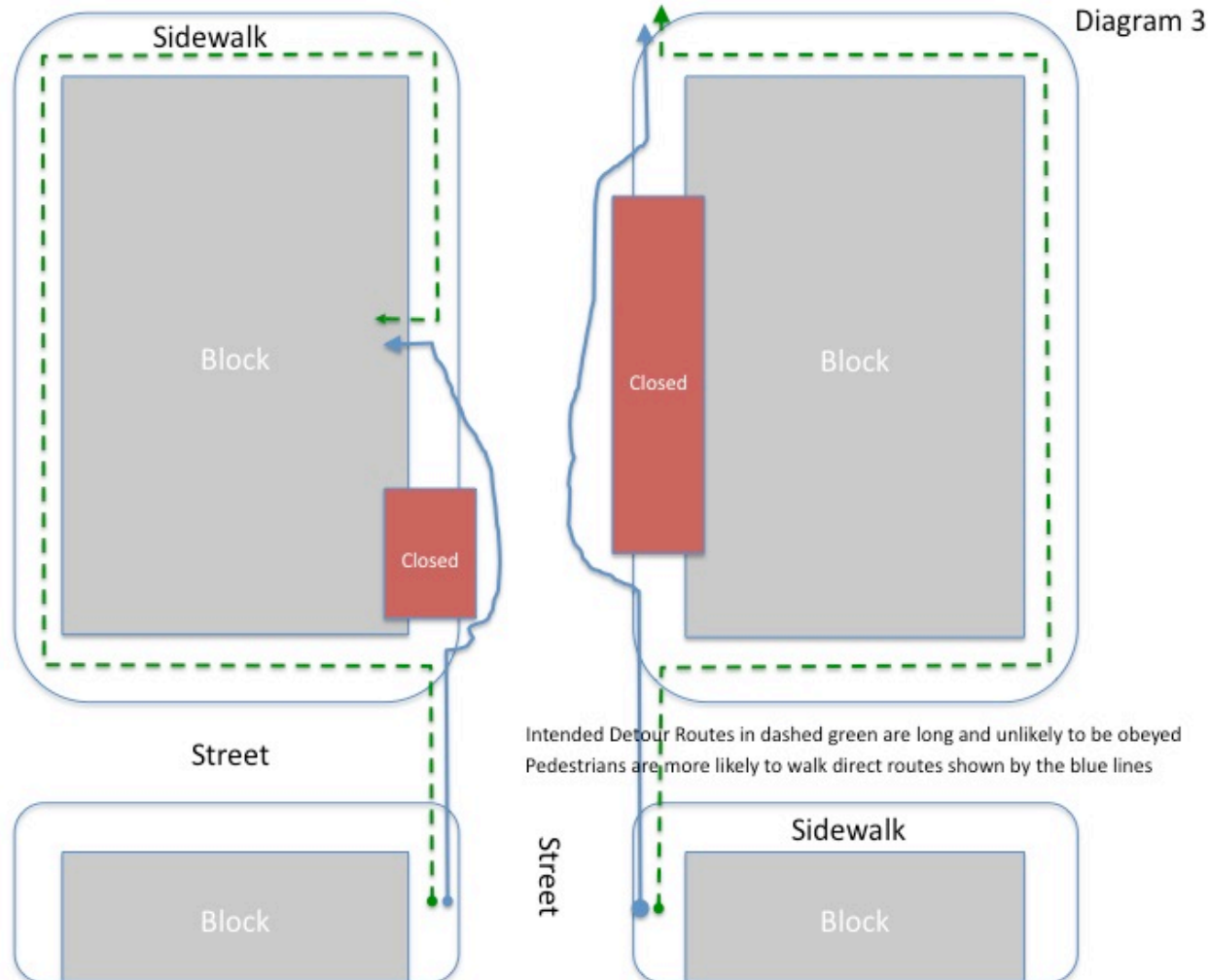


West Side Closure



This section of St. Paul between 2nd and 3rd illustrates the problem of having construction on both sides of a street and not providing direct pedestrian passage via jersey barriers or shed roof walkways. Forcing pedestrians to walk in the street or go over a full city block for a detour while automobiles are allowed to use the street is dangerous and unacceptable.

Construction on both sides of street



Detours are often longer than necessary

Photo 6

14th and Bannock



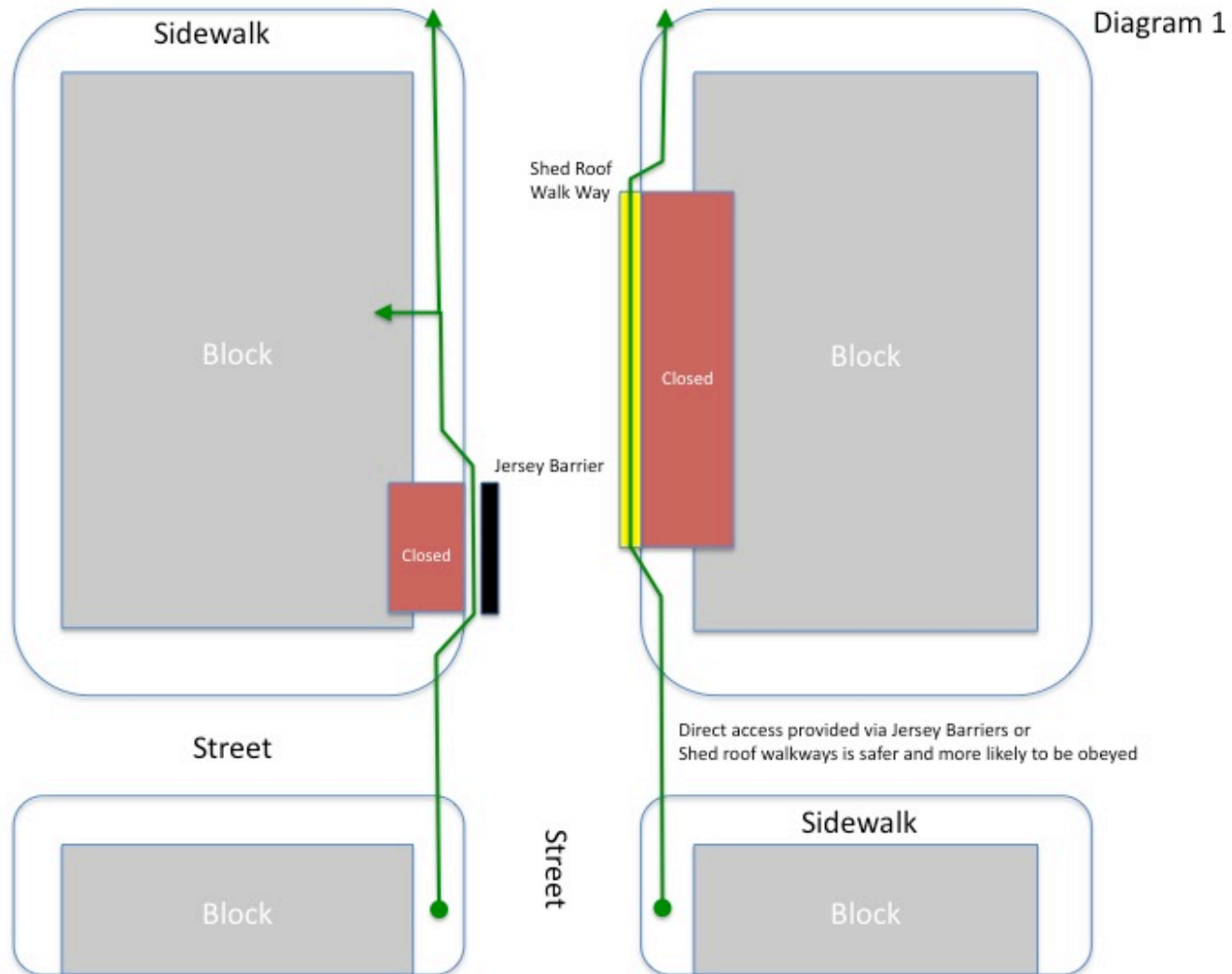
This photo of the Denver Art Museum sidewalk closure illustrates the need to ensure sidewalk closures happen only when absolutely necessary and for the shortest period possible. No exterior work is underway on this face of the Museum yet the sidewalk is entirely closed.

Detours should be safe and direct



Picture from Seattle Policy on Sidewalk Closure as Last Resort.

Detours should be safe and direct



Key Recommendations

1. Pedestrian passage in the form of jersey barriers or shed roof walkways be required as the default when construction activity requires the closure of a sidewalk. Detours should be the exception that require additional consideration.
2. Detours that entail crossing streets should be avoided in pedestrian priority areas, on arterial streets, in locations where the construction closure occurs mid-block and thus encourages pedestrians to cross mid block. Locations where construction occurs on both sides of an open street forcing pedestrians to walk a block or more out of their way for a detour.

Key Recommendations

3. Factors such as speed limit and auto traffic volume should be considered in determining if an applicant be allowed to provide a detour rather than direct safe passage ways.
4. Closures for long periods of time should require direct safe passage ways.

Key Recommendations

5. All detours must be ADA compliant
6. Closures should occur for the shortest amount of time and only when absolutely necessary.
7. When a detour requiring pedestrians to cross a street is deemed appropriate, then signage alerting drivers to the presence of pedestrians crossing the street and reducing the speed limit to no more than 25mph should be required.