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**Bicycle and Pedestrian Work Zone Safety  
Regulations**  
(ST-507)  
(Pursuant to Ordinance BL-2016-240 –)  
07/25/2016

**1. General:**

Each applicant submitting a permit application to the Director which will result in the blockage of a sidewalk, bicycle lane, or other public bicycle or pedestrian path for more than twenty (20) calendar days, shall submit for approval by the Director a traffic management plan that addresses reasonable accommodation for pedestrians and bicyclists before the issuance of a permit by the Director. Projects lasting less than 20 days that are not required to submit a traffic management plan but shall still be required to adhere to the standards for Temporary Traffic Control in latest edition of the Manual on Uniform Traffic Control Devices (MUTCD), the Public Rights-of-Way Accessibility Guidelines of the United States Access Board and all other federal, state, and local legislation and standards. The traffic management plan shall include identification of general milestones for review by the Director at points in the construction process when significant condition changes would alter the traffic management methods.

A permit shall be granted at the discretion of the Director for the blockage of a sidewalk, bicycle lane, or other public bicycle or pedestrian path in a work zone to facilitate activities in the right of way directly related to construction.

**2. Traffic Management Plan:**

The traffic management plan submitted to the Director pursuant to Subsection C.1 of Section 13.20.030 shall require MUTCD-compliant work zone signage, devices and roadway markings that adequately warn right-of-way users of upcoming changes and marks the alternate route as follows:

- a. Signage intended only for pedestrians shall display the word “pedestrians” or the pedestrian symbol and shall adequately warn of any route change and clearly mark the alternate route;
- b. Signage intended only for bicyclists shall display the word “bicycles,” the word “bicyclists,” or the bicycle symbol and clearly mark the alternate route;
- c. Signage shall adequately warn bicyclists, pedestrians, and motorists alike of any lane shift or shared lane condition; and
- d. Any additional signage or roadway markings, such as signage or roadway markings for a lane shift, a sharrow lane, or a detour route, shall be provided and maintained for the length of the altered route.

**3. Requirements in Event of Traffic Management Plan Disruption:**

If an accommodation for pedestrians or bicyclists must be closed intermittently due to conflicts with construction activities or other, the traffic management plan submitted to the Director pursuant to Subsection C.1 of Section 13.20.030 shall require that:

- a. For project on projects on major and collector streets, flaggers shall be posted at each end of the closed pedestrian or bicycle route during peak traffic hours when the intermittent closure is in place; and
- b. The reasonable flow of pedestrian and bicycle traffic be maintained in preference to construction activities and the flow of construction vehicles.

**4. Requirements for Permit Display:**

Before commencing any activities that result in the blockage of a sidewalk, bicycle lane, or other pedestrian or bicycle path, the party requesting a public right-of-way occupancy permit authorizing the blockage must display said permit at a prominent, publicly accessible location near the construction site entrance and must simultaneously display the following information:

- a. The range of dates during which the permit is valid;
- b. The name and contact information of the party requesting the permit;
- c. The reason for the blockage;
- d. A phone number and email address that citizens may use to direct questions, comments, and concerns regarding the blockage to the Director.

**5. Right to Revoke Permit:**

The Director may revoke a public right-of-way occupancy permit authorizing the blockage of a sidewalk, bicycle lane, or other pedestrian or bicycle path for any of the following reasons:

- a. The permittee fails to comply with any provision of this Section, Section 13.20.035, Reasonable Accommodation for Pedestrians and Bicyclists, MUTCD, the Public Rights-of-Way Accessibility Guidelines of the United States Access Board or any other relevant federal, state, and local legislation and standards.
- b. The permittee does not comply with the traffic management plan approved by the Director;
- c. To protect the public safety and welfare; or
- d. Any other reason authorized by law.

**Bicycle and Pedestrian Work Zone Safety**  
**Reasonable Accommodation Guidelines and Definitions**  
(Pursuant to Ordinance BL-2016-240 -pending)  
06/05/2016

**1. General:**

A public right-of-way occupancy permit that authorizes blockage of a sidewalk, bicycle lane, or other public bicycle or pedestrian path shall require the permittee to provide a safe accommodation for pedestrians and bicyclists. The blockage of a sidewalk, bicycle lane, or other public bicycle or pedestrian path shall be treated in the same manner as the closure of a lane of motor vehicle traffic by applying similar temporary traffic control practices as would be applied to the closure of a lane of motor vehicle traffic for each permit issued. The design and placement of the temporary traffic control signs, devices and roadway markings shall be in compliance with the most recent edition of the Manual on Uniform Traffic Control Devices (MUTCD).

**2. Accommodation - General:**

The accommodation for bicyclists and pedestrians shall maintain the most desirable aspects of the existing facility and shall adhere to the current design guidelines established in the appendices on bicycle and pedestrian design guidelines in the most recent version of the Nashville-Davidson County Strategic Plan for Sidewalks and Bikeways, including the following:

- a. Direct and Convenient; provided that closing a sidewalk and routing pedestrians to the sidewalk on the opposite side of the street shall only be approved as a last resort for the duration of time needed to assure pedestrian safety in the absence of other practicable routing options;
- b. Obvious; the path is clearly delineated and evident;
- c. Separate; Protecting pedestrians from adjacent construction activities, covering the pedestrian walkway when overhead danger is present, and physically separating pedestrians from vehicular traffic with a crash-worthy barrier;
- d. Coordinated with signals; and
- e. Accessible; complying with the Americans with Disabilities Act of 1990, approved July 26, 1990 (Pub. L. 101-336, 42 U.S.C. §§ 12101 et seq.) and any other standards established by law.

**3. Reasonable Accommodation for Bicyclists and Pedestrians - Guidelines:**

The routing for a reasonable accommodation for bicyclists and pedestrians shall replicate to the extent possible, the safety level and the most desirable aspects of the existing bicycle or pedestrian route, such as by providing:

- a. A route that is physically separated from motor vehicle traffic if a protected bicycle lane or other separated bicycle and pedestrian path is blocked or providing a route that is for the exclusive use by bicyclists if a bicycle lane is blocked whenever feasible;
- b. A route which is free of obstructions and surface hazards, such as construction equipment, construction materials, debris, holes, mud, loose gravel, milled surfaces and uneven pavement; and
- c. A route that does not share a covered or open walkway with pedestrians.

**4. Reasonable Accommodation - Prioritization Method (Bikeways):**

Reasonable accommodation for bicyclists shall be prioritized as follows:

- a) Closing a parking lane and keeping the adjacent bicycle lane open;
- b) Shifting the bicycle lane to a location on the same roadway to by-pass the work zone or obstruction, and if necessary, shifting and narrowing the adjacent motor vehicle traffic lanes; provided the adjacent motor vehicle travel lanes shall be maintained at no less than ten feet (10 ft.) wide;
- c) Closing the adjacent motor vehicle travel lane to provide space for a bicycle lane; provided that a minimum of one (1) motor vehicle travel lane shall remain in the same direction of travel;
- d) Merging the bicycle lane and the adjacent motor vehicle travel lane into a shared travel lane adjacent to the work zone or other obstruction, installing sharrow lane markings in the shared travel lane and installing signage directing bicyclists to merge into the shared travel lane; provided the shared travel lane shall be maintained at no less than fourteen feet (14 ft.) wide; and
- e) As a last resort, detouring bicyclists onto an adjacent roadway, in which case the detour route shall be adequately signed and replicate, as closely as practicable, the level of safety found on the bicycle route being blocked.

#### **Definitions**

**Bicycle lane** – a portion of a roadway that has been designated for preferential or exclusive use by bicyclists by pavement markings and, if used, signs.

**Major or Collector Street** – any street that has been adopted into the most recent edition of the Major and Collector Street Plan for Nashville and Davidson County.

**MUTCD** – the current edition of the Manual on Uniform Traffic Control Devices for Streets and Highways, Part 6, as approved by the Federal Highway Administration.

**Peak Traffic Hours** – The hours between 6 am and 8 am and between 4 pm and 6 pm Monday through Friday or other hours as documented and noted on approved permit.

**Protected bicycle lane** – a bicycle lane which is physically separated from motor vehicle lanes or is buffered from a motor vehicle lane by a combination of roadway markings and delineator posts.

**Public bicycle or pedestrian path** – a right-of-way under the jurisdiction and control of the Metropolitan Government for use primarily by bicycles and pedestrians.

**Reasonable Accommodation** – A safe and convenient alternative route for pedestrians and bicyclists through or around a work zone or obstruction that is compliant with the latest edition of the MUTCD, the Public Rights-of-Way Accessibility Guidelines of the United States Access Board and all other federal, state, and local legislation and standards.

**Sharrow lane markings** – lane markings which indicate to motorists and bicyclists that the lane is intended to be shared by both motor vehicles and bicycles.

**Sidewalk** – the paved portion of a street between the curb lines or the lateral lines of a roadway and the adjacent property lines intended for the use of pedestrians.