Maintenance of Traffic for Pedestrians and Cyclists

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Ped/Bike MOT

- When is it required?
- How to review the plan
- When/how to check the MOT
- How to handle issues and complaints
- Examples (good and bad)

When to use Ped/Bike MOT

MUTCD Standard:
(Edited for length)

The needs of all road users, including persons with disabilities, shall be an essential part of highway construction.

"Too Bad" is not an MOT strategy

When to use Ped/Bike MOT

- Impacting a sidewalk?
- Need pedestrian MOT
- Impacting a bike facility?
- Need bicycle MOT
- Impacting a multi-use trail?
- Need ped and bike MOT
- Evidence of pedestrian use?
- Consider providing ped MOT
- Transit stop – work with IndyGo

How to review MOT plan

- Designer’s plan – Contractor’s modification
  - Always check against MUTCD Part 6
  - Taper lengths
  - Sign placement
  - Number/type of signs
  - Barricade treatments
  - Check from both directions/all directions
  - Review the detour routes
    - Drive the vehicle detour, walk the pedestrian detour
    - Bike or walk the bike detour

When to review MOT plan

- Initial setup
- Document dates erected, removed, relocated, modified
- "2 week rule" before adjusting
- Random inspections (weekly+)
- Nighttime retroreflectivity (first night + random)
Issues with MOT?
1. Contact the contractor
2. Coordinate with designer
3. Discuss with DPW PM
4. Bring in DPW Traffic Team as needed

Issues with neighbors?
1. Coordinate with residents and businesses to maintain access and schedule work to minimize impacts
2. Coordinate with DPW Project Manager
3. Contact Public Information Office – escalate as needed

Road, Sidewalk, and Bike Lane Closed

Bike Lane Staging

Trail Crossing Closed

Curb ramps – 4 corners
• Same project
• Overlapping projects
• Nearby projects
Curb ramps – 4 corners

Creative Solution for Peds

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Questions?